



Spring 2015 -- Volume 19, Issue 1

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## Bike to School Day

This year's Bike to School Day will take place on May 6. Last year's national Bike to School Day attracted 2,200 schools. National Bike to School Day occurs in coordination with the League of American Bicyclists' National Bike Month and builds off the momentum of the national Walk to School Day. Both days are intended to encourage schools and their students to seek alternative transportation. Walking and biking to school help teach students about the benefits of more active forms of transportation. Those benefits include cleaner air, exercise, and healthier habits.

Several schools around central Indiana participated, including the Center for Inquiry at School 84 in Indianapolis and Eagle Elementary in Zionsville. There is still time for a school to register to participate. If you are interested, more information is available at [www.walkbiketoschool.org](http://www.walkbiketoschool.org). We look forward to learning about your school's Bike to School Day success!

## IndyGo Awarded \$2 Million for Red Line

In 2014, IndyGo was awarded a \$2M federal Transportation Investment Generating Economic Recovery (TIGER) grant for the environmental and design work for the Red Line Bus Rapid Transit (BRT) project. BRT is a service that offers 10-15 minute frequency, limited stops, bus-only travel lanes and transit signal priority to greatly decrease travel time as compared with traditional local bus routes.

Proposed as the first fully electric battery BRT line in the nation, the 35-mile route would run from Hamilton County through Indianapolis to Greenwood in Johnson County.

The Red Line has huge ridership potential, reaching 169,000 jobs and connecting many of the largest employers such as IU Health Methodist Hospital and Eli Lilly as well as several colleges and universities including IUPUI, Butler, and Ivy Tech.

At the conclusion of this phase in fall 2015, IndyGo will request federal funding to begin construction.



Picture of the Cleveland Healthline, a BRT project.

(Picture from sasaki.com)

## County Connect Website Provides Info on Inter-County Transportation

The Central Indiana Regional Transportation Authority (CIRTA) has launched a new website, [www.327Ride.net](http://www.327Ride.net), that will provide integrated information about transportation options for getting from one place to another across county lines in the region.

Ten counties in the region have some form of public transportation, ranging from fixed-route systems to special transportation services for medical conditions, and in most situations, transportation providers are limited to travel within one county. This makes travel difficult or impossible for passengers who need to cross county lines. For example, if a passenger lives in one county and has a medical appointment in another, she would likely need to use services

from two providers to get to her destination.

Finding that information in the past has been difficult, but the new website, [www.327Ride.net](http://www.327Ride.net), consolidates information in one place. “People who drive cars rarely think about crossing a county line, but those who rely on public transportation have to think about it all the time,” said Patricia Castañeda, CIRTA mobility manager. “It’s complicated to figure out all the providers and where they connect, and the website will make it easier.”

Passengers – and social service providers that help clients access transportation, job, healthcare and other services – can go to the website and enter their origin and destination. The site will reveal search results with providers that match their needs. Passengers can then call or visit the providers’ websites for more information.

Funding for the website came from a \$60,000 federal grant from the Veterans Transportation and Community Living Initiative.

In addition to the website, new County Connect signs have been installed at transfer points near the county borders throughout the region to indicate where transit vehicles stop so passengers can transfer. See the 20 sign locations on a map here: <http://www.327ride.net/pages/List-Map/>.



### **INDOT I-69 Section 6 Project Office Opens**

The Indiana Department of Transportation has opened a project office to better serve the public during the development of Interstate 69 from Martinsville to Indianapolis, known formally as I-69 Section 6.

The I-69 Section 6 project office is located centrally within the project area near Waverly and the Johnson/Morgan county line. It is just northwest of State Road 37 at 7847 Waverly Road, Martinsville, IN 46151. The office will be open Monday – Friday from 9 a.m. to 4 p.m. and will be closed on state holidays.

The project office will accept walk-ins and appointments made through 317-881-6408 or [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov). Maps and other information will be on display and members of INDOT’s I-69 Section 6 project team will be available to answer questions or explain the environmental-impact study process.

The public may continue to contact INDOT’s project team by phone, email or the web comment form at [www.in.gov/indot/projects/i69/2463.htm](http://www.in.gov/indot/projects/i69/2463.htm).

### **Red Line Road School Presentation**

Jen Higginbotham (Indianapolis MPO) and Matt Duffy (Parsons Brinckerhoff) gave an overview of the Indy Connect plan for roadway, transit, and multi-modal facility engineers from throughout Indiana. The presentation focused on two specific studies for the Red Line rapid transit corridor: the Meridian Street Transitway feasibility analysis and the Capitol Avenue Contraflow Transit feasibility analysis. Both studies utilized standard traffic modeling software, as well as a newer tool called VISSM which can model the movements of automobiles, large trucks, transit vehicles, cyclists, and pedestrians in a corridor for a more holistic representation of anticipated activity as changes and improvements to the corridor are made. The session was well-received and attendees seemed impressed with the software capabilities and the study results. Both studies indicated that the facilities in question were feasible in their respective corridors. For the Red Line, environmental clearance of the corridor and rapid transit facilities design will take place during 2015.

### **Draft TIP Available for Public Review and Comment**

With this email, notice is given that the *DRAFT* 2016-2019 Indianapolis Regional Transportation Improvement Program (IRTIP) is now available for public review and comment through May 6th, 2015. As one of our active local public agencies and planning partners, you are being notified of the availability of the draft IRTIP for your concurrent review and comment. The draft IRTIP is available on our [website](#) and at the MPO offices. Notices were posted in libraries and selected local government offices throughout the Indianapolis MPA notifying the public of its availability. In addition, public notices were placed in the Indianapolis Star on two occasions announcing the public review and comment period.

A separate Air Quality Conformity Analysis Summary Report for the 2035 Indianapolis Long-Range Transportation Plan dated March 13, 2015 is available on our [website](#).

Currently, the draft IRTIP is scheduled to be presented to the Indianapolis Regional Transportation Council’s (IRTC) Technical Committee on May 6th and the IRTC Policy Committee for public hearing and approval on May 20th.

## INDOT Statewide Transportation Improvement Program (STIP) Open Houses

INDOT will begin holding district open houses on the Statewide Transportation Improvement Program (STIP) next week (the first one is in Fort Wayne on 3/24) and running through mid-April. A copy of the email notice is [linked here](#); you can also search the [INDOT calendar](#) for meeting info.

- **Greenfield District** Tuesday, April 14<sup>th</sup> 4-7 pm Traffic Management Center, 8620 E 21<sup>st</sup> St, Indianapolis
  - **Crawfordsville District** Thursday, April 16<sup>th</sup> 4-7 pm Ivy Tech Campus, 2325 Phil Ward Blvd, Crawfordsville
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## IRTC Election Results

The IRTC elected the following members as officers at its last Policy Committee meeting:

- Chair, Mayor Gregory Ballard, City of Indianapolis
- Vice Chair, Mayor Mark Myers, City of Greenwood

And the following were elected to the Administrative Committee:

- Small/Medium City – Mayor Andy Cook, City of Westfield
- Town – Rich Carlucci, Town of Plainfield
- Transit – Mike Terry, IndyGo
- County – Luke Mastin, Johnson County
- Excluded City – Ian Nicolini, Town of Speedway

Congratulations to those elected! For additional information on IRTC approval at its last Policy Committee meeting, please visit the [www.indympo.org](http://www.indympo.org).

### Next Meeting Dates:

- **Administrative Committee** – April 24 at 9 AM at IndyGo
  - **Technical Committee** – May 6 at 9 AM at MIBOR
  - **Policy Committee** – May 20 at 9 AM at MIBOR
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## National News to Follow

**Mayors Urge Congress to Go Big on Transportation** – Mayors part of the U.S. Conference of Mayors' (USCM) Cities of Opportunity Task Force called on real change for transportation.

**Shipping Firms' Departures Sink Port of Portland** – The end of the three year worker strike on the West Coast came at a high price to the City of Portland.

**Collaborate on Agenda for An Exceptional Region** (IBJ Paywall) – Ball State Professor Bruce Race offers some ideas on how the Indianapolis region can compete with its peers.

**How Washington State Convinced Big Companies to Dramatically Reduce Single Occupancy Vehicle (SOV) Commutes** – This story outlines the Washington State transportation demand management (TDM) strategy and its results. The public sector campaign to reduce single occupancy vehicle commuting was so successful that it is leading to significant private sector investment.

**L.A.'s \$1.4 Billion Sidewalk Repair Case** – L.A. recently settled its sidewalk case with disability advocates, to the tune of \$1.4 billion. The settlement will be used to investment in accessibility improvements in the city and provides a litmus test for cities across the nation.

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## MPO E-Mail Changes

The Indianapolis MPO is changing its e-mails from "indy.gov" to "indympo.org". Please note that the format of the e-mails remain the same. For instance, Ryan Wilhite's e-mail is [Ryan.Wilhite@indympo.org](mailto:Ryan.Wilhite@indympo.org). We appreciate your patience during this e-mail transition.

## MPO Annual Report

The **MPO Annual Report** is out now! This report provides a concise overview of the accomplishments of the Indianapolis MPO over the past year.



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### Blue Indy Updates

### Welcome Matt Nowlin

### Ronald Reagan Construction Update

### Pedestrian Plan in Indianapolis

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### Blue Indy Updates

If you've been in downtown Indianapolis in the last few weeks, you will have noticed construction on the first stations of the Blue Indy service. Blue Indy is a revolutionary, 100% electric self-service car sharing service in Indianapolis that will be available 24 hours a day, 7 days a week.

The system is simple to use. You can subscribe to the service for a day, week, month, or year and access the service immediately; you can sign up online or through their subscription kiosks. The badge that you will get will provide you access to the service immediately. You pick up the car at one station and drop it off at another. The rentals will be billed based on time used and pricing is available on their website.

If you'd like more information on Blue Indy or to see the station map, go to [www.blue-indy.com](http://www.blue-indy.com).

## Welcome Matt Nowlin!

The MPO is excited to announce the hiring of Matt Nowlin! Matt Nowlin joined the MPO in June 2015 and works in the Transportation Improvement Program (TIP) Section, along with Steve and Kristyn. Matt is from Columbus, Indiana, and graduated from Indiana University with a degree in jazz trumpet. He worked in development at University of Chicago before attending Ball State University, where he earned his Master of Urban and Regional Planning Degree.

Matt lives with his family in Irvington, where enjoys spending time with his family, music, bike rides, trains, and the hapless Cubs.



## Ronald Reagan's Final Section in Hendricks County Breaks Ground



The end is in sight for Ronald Reagan Parkway. Planning for the roadway began in the mid-1980s and the final 1.7 mile stretch from C.R. 300 N. to U.S. 136 broke ground in late June. To fund the construction of the final section, the Town of Brownsburg contributed \$6.4 million, Hendricks County provided \$1.9 million and the Indianapolis Metropolitan Planning Organization approved \$8 million in federal funding. The completion of the final section will complete the connection of I-70 with I-74 on the west side.

Brownsburg Town Council President Don Spencer said, “The Town of Brownsburg annexed Ronald Reagan Parkway in 2011 knowing how important it is to the future of our community. We are pleased to partner with Hendricks County and the Town of Avon on these critical projects to open up the east side of Hendricks County with improved transportation and opportunities for development.”

Construction is expected to begin in July and completion will ease traffic, accommodate future traffic growth, and spur commercial development.

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## Indianapolis, Health By Design Awarded Grant to Implement Pedestrian Improvements

[Health by Design](#) and the City of Indianapolis were recently awarded an American Planning Association [Plan4Health](#) grant to implement strategies designed to make Indianapolis/Marion County safer, more accessible and inviting for people who walk. This, in turn, will improve transportation choice and the connectivity of the entire network. Strategies include developing a comprehensive pedestrian program and master plan, promoting community walkability and walking, and providing education and training for planning and public health professionals and students. The project will also serve to strengthen coalition partnerships and members’ skill sets, engage a more diverse set of stakeholders, explicitly address equity and health disparities, and yield long-term action and impact. Stay tuned for ways that you can provide input and participate in the project.

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## IN-TIME Trainings

IN-TIME stands for Indiana Traffic Incident Management Effort. It’s a group of passionate public and private sector stakeholders who develop and recommend policy and operational protocols for the safe and efficient mitigation of traffic incidents.

Education and training are key components of their approach, specifically training and educating first responders. Public safety agencies are encouraged to attend IN-TIME training. These trainings can help agencies provide faster and safer responses to traffic incidents, all while preserving the scene for first responders.

Public safety agencies can request a training for their location or sign up for one of their existing trainings. These can be found at this link: <http://www.eventbrite.com/o/indiana-traffic-incident-management-effort-6670433455>



## **I-69 Section 6 Update**

Based on public input and a thorough screening process, INDOT has narrowed the I-69 Section 6 alternatives from 14 to 5. Section 6 will connect Martinsville to Indianapolis and complete I-69 in Indiana. Over the next few months, INDOT will further refine and analyze these five preliminary alternatives into reasonable alternatives. INDOT will be conducting survey work near or on properties along the preliminary alternatives, and property owners impacted will be notified by letter in July 2015. A map of the 5 alternatives can be found [here](#).

The reasonable alternatives will be presented to the public and government agencies in late 2015. Potential locations of interchanges, local access roads and the footprint of the interstate will also be announced. The reasonable alternatives will be made available in the draft environmental-impact document, which will recommend one preferred corridor for I-69 Section 6. The document is anticipated to be published in early 2017.

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## **Recent Indianapolis Regional Transportation Council (IRTC) Action**

Both the IRTC Technical and Policy Committees met on June 18. Here is a listing of the actions taken at the combined meeting:

### Approvals

- The TIP was amended. For more information on the TIP Amendments, click [here](#)!
- The agreement between the Anderson and Columbus MPOs was approved again, noting the specific amounts asked for by Anderson MPO for assuming control of a small portion of the Indianapolis MPA.
- The Regional Cities Initiative action was approved. The MPO will provide information about staffing levels needed for the Regional Cities Initiative and any local match required to meet those additional staffing levels.
- Tom Klein was elected as the Town Representative for the Administrative Committee.

Other business included updates on the Hosting Agreement, TAP Scoring, Red Transit Line, and the Regional Freight Plan.

The next IRTC meeting is the Administrative Committee meeting on July 24. The Technical Committee meets on August 5 and the Policy Committee meets on August 18. For a complete list of meeting dates for 2015, visit the MPO website at [www.indympo.org](http://www.indympo.org).

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## **News to Follow**

For more transportation-related and local news, follow the Indianapolis MPO on [Facebook](#)!

## **Highway Trust Fund Shortfall Approaches Again; DOT Ticker Reappears**

The Highway Trust Fund is set to expire at the end of July, prompting the DOT to reintroduce the Highway Trust Fund (HTF) ticker. The ticker displays the projected cash balances in the HTF. The level of the HTF is projected to dip low enough by the end of July that cash management procedures will need to be introduced. More information about the HTF can be found at the link below:

<http://www.transportation.gov/fastlane/hft-deadline-and-shortfall-loom>

## **Oregon Begins Pilot Vehicle Miles Traveled Tax Program**

Gasoline taxes are the principal revenue source for transportation projects throughout the United States. Stagnant taxes, increasing inflation, and more fuel-efficient cars have reduced the purchasing power of the gasoline tax. In response, the state of Oregon is piloting a vehicle miles traveled tax program. Dubbed "MyOreGo", volunteers will pay a road usage charge for the amount of miles driven, instead of a tax on the fuel consumed. The Oregon legislature established this program to explore alternatives to the gasoline tax. For more information, see the story below or go to [www.myorego.org](http://www.myorego.org).

<http://thehill.com/policy/transportation/243610-oregon-to-tax-drivers-by-the-mile-for-roads>

## **Small Regions Rising – Aaron Renn Delivers Keynote Speech on Competitiveness of Smaller Regions**

Noted urban scholar Aaron Renn delivered a keynote speech on the Competitiveness of Smaller Regions. Renn remained optimistic about the potential of small to mid-sized regions to capture population and job growth in the 21<sup>st</sup> Century. His talk focused on reasons for the competitiveness of these regions and strategies to improve any challenges faced by the smaller regions.

<http://www.newgeography.com/content/004956-small-regions-rising>

## **Federal Highway Administration (FHWA) Introduces Separated Bike Lane Guide**

Bicycle and pedestrian mobility and safety have found new enthusiasm in the last few years. The Federal Highway Administration

produced a new guide to separated bike lanes. The guide provides information on the benefits, planning, and implementation of these bicycle facilities.

<http://www.transportation.gov/fastlane/fhwa-introduces-separated-bike-lane-guide>

**Analysis of Fiscal Implications of Development Patterns in West Des Moines, IA**

Smart Growth America and other organizations have long sought to understand the complex and varied expense of different development patterns. In the latest report, Smart Growth America completes a comprehensive review of various development patterns in West Des Moines, Iowa.

[http://www.smartgrowthamerica.org/documents/fiscal-implications\\_west-des-moines.pdf](http://www.smartgrowthamerica.org/documents/fiscal-implications_west-des-moines.pdf)



## Greenwood's First Roundabout

(Editor's Note: Thanks to the City of Greenwood for submitting this article!)

This project was begun in 2011 with a commitment by our Common Council to fund design and land acquisition without any federal funding in place. In late 2013 or early 2014, we received STP funding for construction and inspection in SFY '16. A few months later the City was approached about an opportunity to move the funding of the project to SFY '15, so long as it qualified for CMAQ funds. And, by the way, there were additional funds available through CMAQ to pay 100% of the construction and inspection costs.

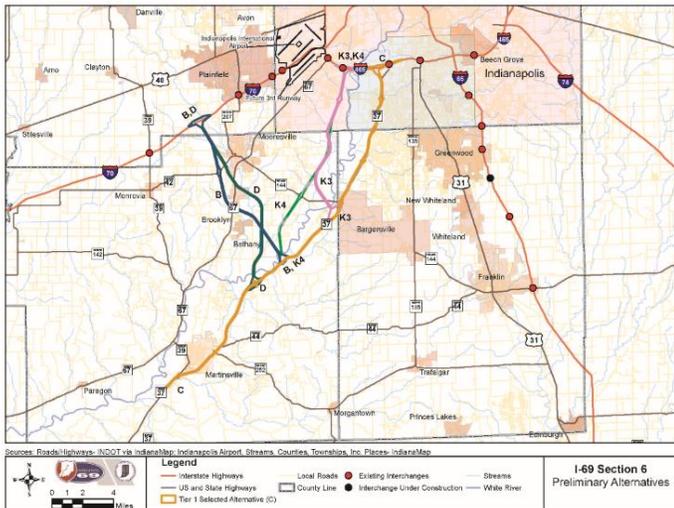
The project was let in December 2014, and utility relocation was completed shortly after letting. The plan was to close the intersection during the school summer break, starting June 1, 2015, and reopen by August 1. We all know the problems caused by the above-normal (record) rainfall in June and July, so I was pleased when we were able to reopen only 6 days behind schedule. The roundabout is functioning very well, and we no longer see backups into the Main Street / US 31 intersection during rush hour. In fact, I've seen no more than a couple of cars queued in any direction since it opened! The only remaining work to be done other than minor punchlist items is landscaping; this will be completed in September and early October.



Our partners in this project are CrossRoad Engineers (PE, R/W acquisition, inspection), Calumet Civil Contractors, and of course the MPO and INDOT. This has been a great project that came in on time and on budget! I'd be happy to answer any questions you might have if you decide to include this project in an article



## Potential I-69 Section 6 Routes Reduced to Five



The Indiana Department of Transportation has reviewed public input and refined the potential I-69 Section 6 routes between Martinsville and Indianapolis to five preliminary alternatives. INDOT is further refining and analyzing the five preliminary routes, and will present reasonable alternatives during public meetings later this year. Potential locations of interchanges, local access roads and the footprint of the interstate will also be presented. INDOT is on schedule to recommend one route in a draft environmental-impact document for public input beginning in early 2017. For more information about I-69 Section 6, visit [indyevn.org](http://indyevn.org) or the project office along State Road 37 at 7847 Waverly Road, Martinsville, IN 46151.

## New Hoosier State Train Offers Wi-Fi and Food Service

An improved Hoosier State passenger train launched four days per week between Indianapolis and Chicago beginning Aug. 2. State and local governments contracted with Iowa Pacific to provide the train equipment and new amenities including free Wi-Fi and food and drinks, including alcoholic beverages, for purchase on board. One of the three passenger cars is a unique dome lounge with curved glass windows that extend overhead. For a limited time, dome-lounge seats are available on a first come, first served basis at no additional charge. Experienced and well-trained Amtrak crews continue to be responsible for safe operations, and Amtrak continues to issue reservations and tickets. The Hoosier State

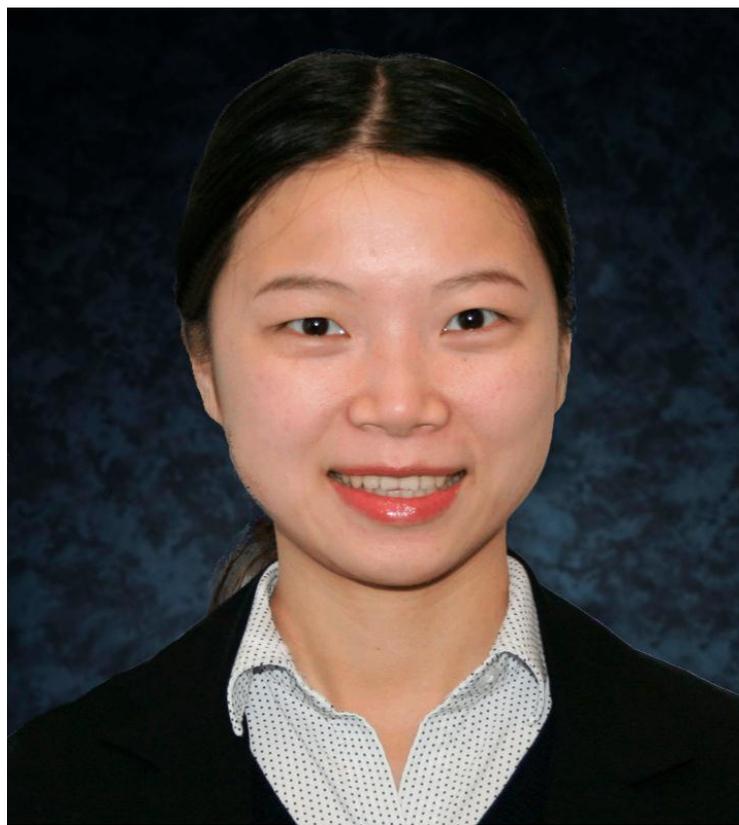


combines with Amtrak's long-distance Cardinal service to provide daily round-trip service. Tickets are available at HoosierStateTrain.com, 800-USA-RAIL and Amtrak sales channels, and are subject to discounts and two rewards programs.

(Photo Credit to Jay Wasson from INDOT)

## IMPO Staff Changes

The MPO has three staff changes to announce. Xiaozhou (Lisa) Zhang is resigning her position at the Indianapolis MPO at the end of October. While her time at the MPO has been short, Lisa's profound understanding of land use models, personality, and patience has left its mark on the MPO staff. The staff wishes Lisa well on her future endeavors and her upcoming wedding!



Two familiar faces have rejoined the MPO. Kristyn Campbell rejoins the TIP Section as a Senior Planner. Her responsibilities will remain the same. We, especially Steve, is happy to have Kristyn back with the MPO and assuming her previous duties.

Her email remains [kristyn.campbell@indympo.org](mailto:kristyn.campbell@indympo.org) and her phone number is (317) 327-5137.



Jessica Kartes spent part of the last year as an MPO intern, working on the Annual Report, Red Flag Investigations, and the Environmental Justice report. She joins the MPO as its newest Planner, working on Special Projects.

Jessica can be reached at [jessica.kartes@indympo.org](mailto:jessica.kartes@indympo.org) or at (317) 327-5138.

Please congratulate our two returning team members when you see them at an IRTC meeting.



## IN-TIME Central Indiana Training

IN-TIME stands for Indiana Traffic Incident Management Effort and it works to provide a common framework for the development of traffic incident management policies. One of its core missions is to provide training to emergency responders (and others).

[Register Me For the Morning Session!](#)

The Indianapolis MPO is pleased to announce a training date and time for Central Indiana! On November 9, IN-TIME will offer two sessions, a morning and an evening. Although emergency responders are the primary audience, others involved in the logistics industry and the media are welcome to sign up to learn more about efficiently managing an accident scene to reduce secondary crashes and improve traffic clearance. IN-TIME trainers will use different tools to teach attendees about traffic management, including best practices and lessons learned.

Register Me For the Afternoon Session!

We look forward to seeing you at the training!

## INDOT Publishes Transit Annual Report

The Indiana Department of Transportation has published its Indiana Public Transit Annual Report with information about the fixed-route and demand-response systems operating in 67 Indiana counties. After each calendar year, INDOT surveys transit systems that receive public assistance for financial and ridership data. Transit ridership continued to grow in 2014 with 1,924 vehicles providing 37.8 million trips and logging 45.8 million total vehicle miles. During 2014, INDOT's Transit Office distributed nearly \$59.2 million in state funds appropriated by the Indiana General Assembly. To download or view the report, please visit [www.in.gov/indot/2826.htm](http://www.in.gov/indot/2826.htm).

## Noteworthy News:

[How States and Localities are Filling the Gaps Left by Washington's Gridlock](#): State and local governments are using conventional and non-conventional means to fill the road funding gap precipitated by the federal government's failure to develop a long-term transportation bill.

[Massachusetts' Bikeway Design Will be Nation's Most Advanced Yet](#): Massachusetts DOT offers the most detailed engineering level guidance for how to build safe, comfortable protected bike lanes and intersections. The guide will be available on November 4, but this article provides a sneak peek.

[INDOT Probes \\$71M Crumbling Road Mystery \(pay wall\)](#): Nearly 200 road projects around the state of Indiana may crack and fail sooner than expected, potentially due to poorly-mixed asphalt.

[Roundabouts May Confuse, But Stats Back up Their Safety](#): Central Indiana communities, with Carmel leading the way, have adopted roundabouts in their communities. Since many Indiana drivers are not familiar with them, yet, confusion can cause accidents. But those accidents are far fewer and less deadly than accidents occurring in other types of intersections. (Editor's Note: We're not crazy about the title of this article, but we appreciate WISH-TV highlighting the safety benefits of roundabouts.)

[The Federal Highway Administration Announces Proposed Rule Revising Design Criteria on Certain National Highway System Roads](#): The FHWA is seeking comments on a proposed rule that relaxes design restrictions for urban NHS routes with speed limits under 50 mph. Or read an [article](#) summarizing the changes.

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**The MPO's teMPO**

The teMPO is the quarterly newsletter of the MPO.

If you have a story idea for an up-coming teMPO, please send an e-mail to [Jen Higginbotham](#). To subscribe to the MPO's email list and receive electronic teMPO editions and public meeting notices, [sign up today](#).

**INDOT Subrecipient Toolbox Available to MPOs and LPAs**

INDOT has updated the Subrecipient Toolbox to assist MPOs and our LPAs with Title VI compliance. The Subrecipient Technical Assistance Tool outlines how INDOT will review/audit

Title VI compliance and provides a step-by-step guide on developing a compliant program.

The Subrecipient Toolbox information is on the [Title VI Resources Page](#) on INDOT's Website near the bottom of the page, and includes the [Subrecipient Technical Assistance Tool](#), a [Sample Complaint Procedure](#), and a [Sample Complaint Log](#).

**The MPO Releases RFQ for Services**

The Indianapolis Metropolitan Planning Organization issued a Request for Qualifications for 2016 services on Wednesday, December 10, 2015. The RFQ is available on the [RFP and RFQ page](#) of the MPO's website.

The MPO issues RFQs for various services such as technical assistance for engineering or model programming, assistance in graphic design and website development, assistance for transportation modal or facility planning, public involvement, and much more. As contacts change and companies' services change, the MPO wants to make sure that it has a useful list of consultants to notify when RFQs are issued. Therefore, we've created this [very short survey](#) and invite all consultants and companies to complete it who wish to be notified of future annual or individual project RFQs.

**The Rich Carlucci Aquatic Center**

On Saturday, July 25, 2015, the Town of Plainfield re-named the Recreation & Aquatic Center in recognition of the accomplishments of recently retired Town Manager Rich Carlucci. In the words of Town Council President Robin Brandgard, "When [Rich] started with the town in 1988, Plainfield was a town of about 10,000

citizens. Today, Plainfield has three times that many and is well situated with low tax rates, strong utilities, business parks that supply jobs to the community, and amenities like the Recreation and Aquatic Center, Splash Island Water Park, 20 miles of trails and a wonderful parks system. None of that would have been possible without the vision, guidance, and steady hand that Rich provided over these 27 years."

Bill Kirchoff, vice president of the council, added, "Rich has given his heart and soul to the community. We have been blessed to have his leadership. He has taken us from a sleepy town to a vibrant, thriving place to live, work, and raise a family. We wish him and Mary Jane the very best in retirement."

The Richard A. Carlucci Recreation & Aquatic Center features group fitness classes, 1/8 mile track, cardio fitness center, cycling classes, personal training, Playworld (children's playground), banquet facility / room rentals, indoor and outdoor Splash Island waterpark, swimming lessons, martial arts, dance, and other lessons, basketball, volleyball, soccer facilities, and more.

Photo: <http://www.townofplainfield.com/>**ROADWAY UPDATES****Greenwood Diverging Diamond Opens**

The diverging diamond interchange on I-65 at Worthsville Road opened on Wednesday, November 25. By all accounts, it seems that drivers have adapted well to the new design with only one problem and no accidents, [as reported by the Indy Star](#). The diverging diamond design has traffic switching sides along the new bridge to allow vehicles to turn directly onto I-65 without having to cross the path of oncoming traffic.



Photo: INDOT

For more information about the diverging diamond interchange, including a video representation illustrating traffic flow through the interchange, visit the [project page](#) of the INDOT website.

**Westfield Roundabout**

The new roundabout at 161st Street and Oak Ridge Road opened on November 2, 2015. The roundabout was designed by United Consulting and constructed by 3D Contractors. Cost of construction for the project was \$1,328,503 and was paid for by funds from the 2014 utility sale, as well as funding from the Indianapolis Metropolitan Planning Organization. The roundabout will feature asphalt trails along the perimeter and the timing coincides with the beginning of work on a Safe Routes to School Plan for Oak Trace Elementary. To learn more about the safety benefits of roundabouts, check out [this video](#) from the Washington State Department of Transportation.



Photo: City of Westfield

**PEDESTRIANS, BICYCLES, & TRANSIT****Indianapolis Walkways Plan Seeking Public Feedback**

The Indianapolis [Walkways](#) plan, the initiative to make Indianapolis more walkable and to get more people walking, is asking for public input on how to make decisions about when and where to make pedestrian infrastructure investments in Marion County. Take the [online survey](#) and/or fill out the [online comment form](#) by December 31, 2015 to contribute your thoughts. Visit the [events page](#) to look at presentation materials that were used at the October 21, 2015, Community Cinema and Open House and learn about upcoming public input opportunities.

**Applications for Bicycle and Pedestrian Planning Grant Funds, due January 29**

The Indiana State Department of Health (ISDH) Division of Nutrition and Physical Activity (DNPA) is seeking applications from communities in Indiana interested in using grant funds to assist in the preparation of bicycle and pedestrian master plans. Successful applicants will be selected based on their level of readiness to plan for and implement bicycle and pedestrian improvements, as well as their willingness to consider policy, planning, and the built environment changes necessary to foster healthy and active communities. Eligible applicants include incorporated communities in Indiana.



The maximum grant award is \$20,000 for each community, and at least two plans will be funded during this annual round. A dollar for dollar local match is required from a municipality or eligible applicant. The funding is available for planning only and cannot be spent on the preparation of construction documents, implementation activities, equipment or construction.

Visit the Health by Design webpage for [more information and the complete application](#).

## Community Helps Shape Red Line Plans

IndyGo is in the process of planning for Phase 1 of the Red Line, which will be the nation's first battery-powered all electric bus rapid transit (BRT) line running from Broad Ripple through the new Downtown Transit

Center (opening spring 2016) and on to the University of Indianapolis. The Red Line is one element of the larger [Indy Connect plan](#), which will better serve current and future transit riders.

Since July, there have been more than 35 Red Line public outreach meetings, including Neighborhood Association presentations, public hearings, and open houses. IndyGo project staff members have revised the Red Line plans based on thousands of public comments shared on IndyGo's website and recorded at meetings. The Red Line route has been updated along College Ave. to reduce parking impact, while improving safety for vehicular traffic. IndyGo has compiled and continues to update a [website](#) database of frequently asked questions. A new [detailed maps](#) page helps the public visualize how the Red Line will take shape. Comments are still being gathered, and can be submitted on IndyGo's [Red Line](#) webpage.



Fully Covered Stations



Pre-paid Ticketing



100% Level Boarding



Wi-Fi

NEXT BUS 10 MIN

"Real-Time" Arrival Information



Bike Racks: On-Board and at station



Security Cameras

## ONLINE TOOLS

### A New Tool to Improve Health and Transportation

The U.S. Department of Transportation and the Centers for Disease Control and Prevention have released [The Transportation and Health Tool](#) to provide data on a set of transportation and public health indicators for each U.S. state and metropolitan area that describe how the transportation environment affects safety, active transportation, air quality, and connectivity to destinations. The tool also provides information and resources to help agencies better understand the links between transportation and health and to identify strategies to improve public health through transportation planning and policy.



### Webinars on Pedestrian Safety Strategies

The Federal Highway Administration (FHWA) and the Pedestrian and Bicycle Information Center have created a free 12-part webinar series entitled [Countermeasure Strategies for Pedestrian Safety](#). This series provides in-depth exploration of some of the most effective countermeasures and design strategies that can be implemented to improve pedestrian safety. Each of the 12 sessions features detailed information about countermeasures and design strategies, supporting research and guidance, as well as case studies highlighting examples of implementation from around the country. Topics include:

- Crossing Islands and Raised Medians
- Road Diets
- Marked Crosswalks
- Curb Extensions, Bulb-Outs and Neckdowns
- Rectangular Rapid Flashing Beacons
- Pedestrian Hybrid Beacon
- Leading Pedestrian Intervals
- Pedestrian Safety at Interchanges
- Lighting Strategies
- Traffic Calming
- Pedestrian Safety at Roundabouts

The series began in October 2015; eight of the sessions have completed and are posted online for on-demand viewing. Five more are scheduled through December 2015 and January 2016. To review the completed sessions and register for future ones, visit the [webinar series website](#).

Attendees of live sessions will receive a certificate of attendance for 1.5 hours of instruction. The webinars will also be submitted to the American Planning Association to be considered for 1.5 CM credits.

## UPCOMING IRTC MEETING DATES

All [upcoming meeting dates](#) of the Indianapolis Regional Transportation Council and its Committees can be found on the MPO's website.

- **CANCELLED** - Joint Policy & Technical Committee - December 17, 2015, at MIBOR
- Administrative Committee - January 29, 2016, at 9 AM at IndyGo
- Technical Committee - February 10, 2016, at 9 AM at MIBOR
- Policy Committee - February 24, 2016, at 9 AM at MIBOR

## OTHER LINKS & RESOURCES

- **San Francisco** has created some [elevated bicycle lanes](#). These bicycle lanes are built within the curbs, but are elevated about two inches and provided with a painted/striped buffer to further reduce the potential for drivers to veer into bicycle lanes.
- The **ULI Rose Center** is looking at best practices around [reinventing auto-oriented arterial retail corridors](#). The report comes out in April.
- **CNN Money** reports that ["Americans are driving more than ever"](#), while **Advisor Perspectives** takes ["Another Look"](#) and adjusts the metrics for population growth.
- **St. Paul** has a new [street design manual](#) with a whole section on turning radii and impact on the design of the built environment, safety, and streetscape maintenance.

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<http://www.IndyMPO.org/>

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