



Summer 2010
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INDY CONNECT
CENTRAL INDIANA'S
TRANSPORTATION INITIATIVE

Indy Connect at a Summer Festival Near You

The MPO staff has been out and about this summer, spreading the word about [Indy Connect: Central Indiana's Transportation Initiative](#) at events and festivals all across Central Indiana. You may have seen us at the Central Indiana Chamber of Commerce Schmoosa Palooza, the Indianapolis Air Show or the summer festival in your town. We are going to be at several more events through September. The next round of official Indy Connect public meetings presenting the final draft of the Long Range Transportation Plan will begin in October.

If you are at any of these events, be sure to stop by the Indy Connect table!

- July 16 - 18: [Indiana Black Expo Summer Celebration](#) at the Indianapolis Convention Center
- September 2: [HobNob](#) at the Indiana State Museum
- September 3 - 6: [15th Annual Rib America Festival](#) at Military Park in downtown Indianapolis
- September 11: [Penrod Art Fair](#) at the Indianapolis Museum of Art
- September 11 - 12: [Zionsville Lions Club 57th Annual Fall Festival](#) at Lions Park in Zionsville

On Board Passenger Survey Results

[IndyGo](#) and the [MPO](#) conducted an on board passenger survey in the fall of 2009 to examine travel behavior and characteristics of existing IndyGo riders and to identify opportunities to improve service for current and potential riders. The study analyzed a total of 3,990 surveys collected from riders on local service routes and IndyGo's Commuter Express (ICE) routes.

The data will be used for federal reporting requirements and to complete the Comprehensive Operations Analysis (COA, or "bus plan"), which evaluates existing transit service in order to provide recommendations for short, mid and long-term transit plans. It is also one of several studies being utilized as part of [Indy Connect: Central Indiana's Transportation Initiative](#). Other uses for the data include travel demand forecasting, route design and bus stop amenities.

Rider Profile Data

Overall, the existing ridership data suggests that the core IndyGo system is heavily influenced by socio-economic and transit-dependency factors. For example, more than 50% of riders are from households that do not own a vehicle and nearly 70% reported a household income of less than \$25,000 a year. Also, with 80% of transit users riding the bus more than 3 days per week and 30% riding 6-7 days per week, the indication is that IndyGo has opportunities to greatly expand ridership if more resources become available to improve service (i.e., increased trip frequency and hours of operation). Additionally, the working-age population, aged 25-64, is a key growth demographic that currently comprises about 75% of all

riders.

Purpose of Travel

Travel behavior data indicates that IndyGo passengers are typically travelling to and from work (70% of riders). However, school trips also account for a small portion of rider trip purpose.

Service Access

Survey data also indicates that adjusting the bus system to minimize transfers may attract more passengers. A majority of riders must use more than one bus to complete a one-way trip, suggesting that many trips are to destinations outside the downtown core. Also, about 90% of riders walk to the bus stop, as well as to their destination after leaving the bus. Of those who drove to access transit, many used the ICE routes, which suggests opportunities for park and ride locations.

View more information on the [MPO website](#) and the complete report at http://www.indygo.net/bus_plan_studies/index.htm.

Traffic Counting and the Highway Performance Monitoring System

The Indiana Department of Transportation (INDOT) and the MPO conduct traffic surveys to determine the volume and type of vehicles and the weight of trucks using the roads and highways in our Metropolitan Planning Area (MPA). These surveys provide information essential to the general administration of transportation programs. The data collected during traffic surveys are used in determining vehicle miles of travel (VMT), project design parameters, roadway network classification (also known as Functional Classification) and the Level of Service (LOS) provided by the transportation system. Traffic counts are conducted annually to obtain traffic surveys, process raw counts and maintain current and historic databases for the road system.



In addition to doing traffic counts for the MPA, the MPO is also responsible for maintaining a database for the Highway Performance Monitoring System (HPMS). The HPMS is a national roadway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways and arterials. There are 383 HPMS roadway segments in the MPA that the MPO must count. These segments are counted on a three-year cycle. The HPMS was originally developed in 1978 as a continuing database to replace special biennial condition studies that had been conducted since 1965.

The major purpose of the HPMS is to support a data driven decision process within the Federal Highway Administration (FHWA), the Department of Transportation and Congress. The HPMS data are used extensively in the analysis of transportation system conditions and performance and investment needs. Reports are used by Congress in establishing highway authorization and appropriation legislation and to determine the level of federal highway taxation. HPMS is a nationally unique source of highway system information that is made available to those in the transportation community for highway and transportation planning and other purposes through the annual *Highway Statistics* series and other data dissemination media.

Senior Planner Kevin Mayfield oversees the traffic counting program for the MPO. If you see him setting out counters around town, please be alert and use caution. For any questions about the MPO's traffic counting program, please contact Kevin at kevin.mayfield@indy.gov or 317-327-5135.



Indianapolis Cultural Trail

In 2007, construction began on a new and exciting project in downtown Indianapolis. By 2008, residents and visitors alike got their first glimpse of what is quickly becoming a world-class urban bike and pedestrian path - The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick. When finished in 2011, the eight-mile trail will connect Indy's five downtown cultural districts: Fountain Square, Indiana Avenue, Mass Ave, The Canal & White River State Park, and the Wholesale District. It will also connect with the Monon Trail, allowing visitors easy access between downtown and Broad Ripple Village, and will serve as the downtown hub for the entire Central Indiana greenway system. For a timeline of Trail construction, please click [here](#) .

In the past year, the Cultural Trail has seen significant progress. The first big announcement came in February 2010, when the Cultural Trail was one of only 51 projects selected out of about 1,400 proposals as a recipient of a federal grant from the nationally competitive

Transportation Investment Generating Economic Recovery (TIGER) program funded through the American Recovery and Reinvestment Act. As 1

of only 2 trail projects selected, the Trail received \$20.5 million, bringing the total funds raised to \$62.5 million, surpassing the original goal of \$55 million by \$8.5 million.

The other milestone reached by the Trail just last month is the completion of the North Corridor, a one-mile stretch including portions of Indiana Avenue, St. Clair Street, Walnut Street, the Canal, Meridian Street, the American Legion Mall and North Street. ([Click for Trail map.](#)) This corridor includes the Glick Peace Walk, a two-block corridor paying tribute to 12 great Americans selected by the Glick family to honor people of peace whose creativity, perseverance and concern for others improved life for everyone who came after them. The Glick Peace Walk was made possible through a gift of more than \$2 million from Gene and Marilyn Glick - in addition to their \$15 million contribution to the entire Trail.

Next time you find yourself downtown, please take some time to check out the Cultural Trail. Although not yet complete, there is already plenty to see from the design of the trail itself, to the buildings and monuments the trail passes, the sculptures along the [Peace Walk](#) and, of course, [Ann Dancing!](#)

Indy Bikeways Plan

The Department of Public Works' (DPW) Indy Bikeways plan will create more than 200 miles of bike lanes across the city over the next 15 years. You can find out more about the plan at http://www.sustainindy.org/bikeways_plans_maps.cfm. Both drivers and cyclists will have to beat the learning curve and learn how to share the road safely as the network of bike lanes grows. The Indianapolis Department of Public Works is producing bike education materials, including public service announcements on the [Sustain Indy website](#), and distributing them at bike events and locations around the city.

Here are some safety tips to help you bike smart and drive smart:

For bicyclists:

- Bicyclists have the same rights and responsibilities as motorists
- Wearing a bicycle helmet is strongly recommended
- Ride a bicycle on the right side of the road, in the same direction as other traffic
- Use hand signals to communicate your actions to motor vehicles
- Yield to pedestrians in crosswalk
- At night, a bicycle must have a white light visible from the front and a red reflector or light visible from behind; wear retro-reflective clothing when possible

For motorists:

- Share the road with bicyclists. Remember that they have the same rights, rules and responsibilities as all other road users
- Pass a bicyclist only when it is safe, giving ample room (3' minimum) and when there is no danger from oncoming traffic
- Look for bicyclists. You must develop your eye-scanning patterns to include cyclists
- Before opening the door of your parked car, check behind for cyclists
- Do not drive in or double-park in bike lanes



Pedal & Park Update

The Pedal & Park bike corrals have been busy this spring after eight events thus far in the 2010 season. A major milestone was reached at the 55th Annual Talbot Street Art Fair on June 12th and 13th, when the 20,000th bike was parked through the program! Most recently bike parking was provided at the grand opening of 100 Acres: The Art & Nature Park at the Indianapolis Museum of Art, the Meridian-Kessler Home and Garden tour and Carmel Fest.

There are several more events where you will find Pedal & Park between now and August. Here are some dates to keep in mind:

- July 25: [Brickyard 400](#)
- August 6-22: [Indiana State Fair](#)
- August 14: [Mass Avenue Criterium](#)

For the full 2010 season schedule visit <http://pedalandpark.org/2010-season-schedule/>. To volunteer, or if you have other questions or comments, e-mail [Pedal & Park Chairman Tom McCain](#).



Ozone Season - KnoZone Season

It's summer in Central Indiana, and several things are certain: heat and humidity, thunder showers, neighborhood cookouts, fairs and festivals and, of course, Knozone Air Quality Action Days. On Knozone Action Days, the [Air Quality Index](#) rises to the [orange level](#) and the focus is on warning the public that the air quality is expected to be unhealthy for some individuals. On those days, everyone can take steps to keep our air safe. There are some simple things people can do to reduce ground level air pollution and the need for Knozone Action Days:

- Leave early to avoid morning rush-hour
- Bring your lunch or walk to lunch
- Walk, bike, carpool or use public transit instead of driving
- Use a programmable thermostat
- Avoid drive-through windows at restaurants or banks
- Don't burn trash or leaves
- Turn your lights off when not in use

The MPO must also consider ozone in transportation planning because exhaust from automobiles contributes to the formation of ground-level ozone. The Indianapolis MPO's nine-county area is designated an ozone maintenance area, meaning that our ozone levels were previously above the ozone budget established by the [Indiana Department of Environmental Management \(IDEM\)](#). Any new roads or road projects adding lanes must be modeled to show that they will not increase ground-level ozone above IDEM's established levels.

The Air Quality Action season runs from April through November. For more information about Central Indiana's air quality and Knozone Action Days, visit the [Knozone Website](#).

PUBLIC NOTICE

Metropolitan Transportation Planning Certification Review

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are jointly conducting the prescribed quadrennial Certification Review of the Indianapolis Metropolitan Planning Organization (IMPO) transportation planning process on August 23-25, 2010.

Individuals who would like to share substantive comments about local application and implementation of the federally prescribed metropolitan transportation planning process may do so by contacting Mr. Larry Heil of FHWA at 317-226-7480 or Mr. Reginald Arkell of FTA at 312-886-3704; or by e-mail or letter. All comments will be summarized and addressed by USDOT in the Final Certification Review Report. Comments must be received by midnight on August 25, 2010.

Please address your comments to:

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