



# tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

## SPECIAL REPORT

*This Special Report deals exclusively with the Indianapolis Regional Bicycle & Pedestrian System Plan, a regional framework that serves to link existing and future local and regional plans and encourages walking and bicycling as a means of transportation through its direct, continuous routes. Twice a year teMPO, the newsletter of your MPO, serves the public interest by focusing attention on a single aspect of the regional transportation plan.*

### BIKE & PEDESTRIAN SYSTEM: UP & ROLLING!

**A**fter years of study, design and debate, it's nearly complete: a plan for a region-wide framework for the much-anticipated Indianapolis Regional Bicycle & Pedestrian System (Bike/Ped System). What began at the request of those seeking alternative transportation routes, and in response to federal legislation, (See Where the Plan Began, this page) is now reality — a blueprint of a way to get from here to there without using motorized vehicles.

"It a big plus for the area's recreation, convenience and transportation needs", said Mike Peoni, Principal Planner for the Metropolitan Planning Organization. "In fact, the recommended plan for the bicycle and pedestrian system is in the shape of a plus sign circumscribed by a circle." (See map, page 5). Peoni and Mike Dearing, MPO Senior Planner, are both staff members of the Metropolitan Planning Organization, the group primarily responsible for the area's transportation plan of which the bicycle and pedestrian system is a component. "We enjoyed the cooperation of many planning partners." Dearing noted. "To take maximum advantage of existing bicycle and pedestrian trails, and

to insure future tie-ins to the system by host communities, we relied heavily on the continuous input of interested parties like the Indiana Bicycle Coalition, the Hamilton County Alternative Transportation Task Force and B & O Rail Corridor Development, Inc.

*cont on page 10, see Up And Rolling*



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### WHERE THE PLAN BEGAN

**T**he Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) placed new emphasis on alternative transportation, especially the bicycle and pedestrian modes of travel. The most recent National Bicycle and Walking Study, conducted by the Federal Highway Administration (FHWA), a part of the United States Department of Transportation, also emphasizes the need for alternative means of transportation. This study generated these two aggressive goals that have been adopted by the U.S. Department of Transportation:

*cont on page 12, see Plan*

## ACRO-NYMBLE

Here's a list of the agency and program acronyms mentioned in this issue. Refer to it to keep your understanding letter-perfect.

**AASHTO** - American Association of State Highway & Transportation Officials

**CAC** - Citizens Advisory Committee

**CMAQ** - Congestion Mitigation & Air Quality – a specific area of ISTEA funding

**DCAM** - Indianapolis Department of Capitol Asset Management

**DMD** - Indianapolis Department of Metropolitan Development

**FHWA** - Federal Highway Administration

**FTA** - Federal Transit Administration

**IAA** - Indianapolis Airport Authority

**IDEM** - Indiana Department of Environmental Management

**INDOT** - Indiana Department of Transportation

**IRBPS** - Indianapolis Regional Bicycle & Pedestrian System

**IRTC** - Indianapolis Regional Transportation Council

**IRTIP** - Indianapolis Regional Transportation Improvement Program

**ISTEA** - Intermodal Surface Transportation Efficiency Act

**MPA** - Metropolitan Planning Area

**MPO** - Metropolitan Planning Organization

**UNIGOV** - Unified Government of the City of Indianapolis

## WHERE THE PATH LED

The physical design of the Bike/Ped System plan can be characterized as a regional framework that serves as a link between existing and future local and regional systems via unifying design standards. This concept was refined under the direction of the MPO and Study Review Committee and finalized with the advice of citizen participants.

As part of this refinement, a development model aids local communities in the consistent consideration and incorporation of bicycle and pedestrian facilities within their own plans. Because implementation is more likely when supported by strong policy objectives and planning tools, the Bike/Ped System plan comprises not only physical design standards but policy guidelines.

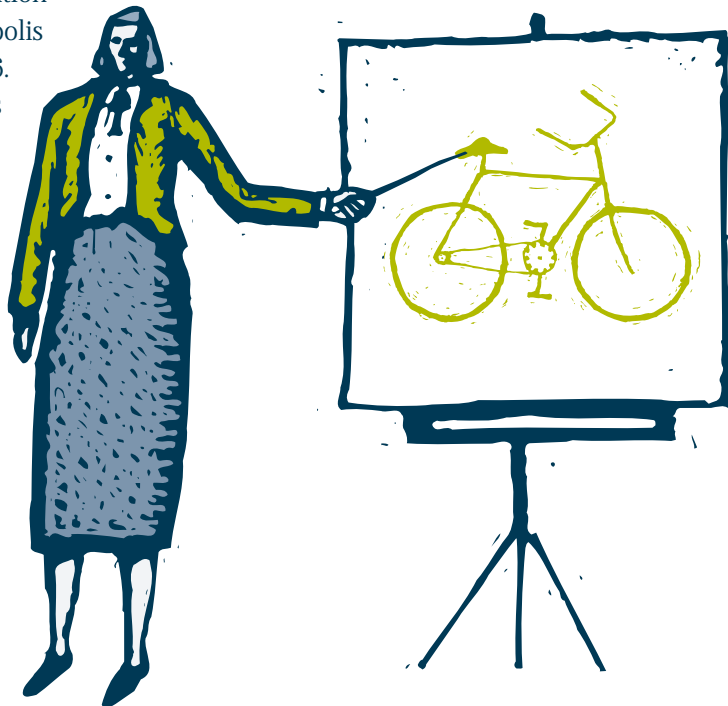
These guidelines are recommendations for implementation that direct the development of the regional framework and enhance provisions for bicycle and pedestrian facilities as part of all appropriate transportation projects within the Metropolitan Planning Area.

The intention of this system is to foster the development of localized networks in neighborhoods and communities throughout the Indianapolis region by providing basic design and policy support.

The goals and objectives were developed in cooperation with the Study Review Committee and the Indianapolis Regional Transportation Council. After presentation of potential approaches and extensive discussion, the Study Review Committee established several objectives for the project. These included:

- **Support the goals of the National Cycling & Walking Study and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) by providing alternatives to motor vehicle travel;**
- **Be designed for incremental implementation building on existing or planned facilities; and,**
- **Provide a strong regional framework supporting the development and expansion of local systems**

From these objectives, the overall project goal of giving the interests of bicyclists and pedestrians an official “place at the table” in the area’s transportation planning process was developed. Toward this end, the system plan was officially adopted as part of the Transportation Plan for The Indianapolis Region on June 6, 1996. Now, the Indianapolis Regional Bicycle & Pedestrian System Plan, as well as other interests of bicyclists and pedestrians receive consideration during the implementation of all roadway projects.



## STEPS ALONG THE WAY

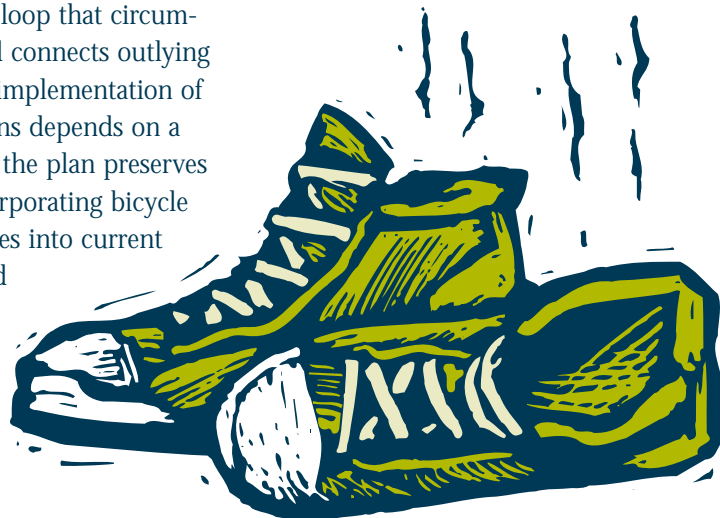
Successful establishment and utilization of the Bicycle & Pedestrian System Plan is, and will continue to be, an on-going process. Work done to date was accomplished in two distinct phases.

### PHASE #1- RECOMMENDING ROUTES

The first priority of this phase focused on the north-south, east-west spines of the system in order to make it as broadly accessible as possible to the greatest



number of potential users. This approach also benefits from the synergy of development timing to facilitate streamlined, lower cost development through the cooperative efforts of the Metropolitan Planning Organization, Indiana Department of Transportation and other jurisdictions. The second priority of route recommendations focused on the longer term benefits that will come from implementing a loop that circumscribes the region and connects outlying communities. Actual implementation of these recommendations depends on a variety of factors, but the plan preserves the possibility of incorporating bicycle and pedestrian facilities into current or future roadway and development plans.



### PHASE #2- DEVELOPING DESIGNS

Since May, 1996, facility design standards have been under development for each of the route recommendations from Phase #1 to ensure compatibility and



continuity as the paths develop across the region. In addition, these design standards play the important role of determining how much right-of-way needs to be preserved in current development plans to allow for further Bike/Ped System incorporation.

Drawing from nationally accepted standards, and in cooperation with the Indiana Department of Transportation, this minimum design criteria promotes independent development of corridor segments as improvements are made to existing roadways. These standards also provide for the seamless integration of local community bicycle and pedestrian facilities with the regional system, including newly developed model ordinances which guide the implementation of sidewalks, trails, bicycle parking facilities and bike lanes.

## TRAVEL ITINERARY

The process of developing the Indianapolis Regional Bicycle and Pedestrian System Plan can be viewed as four separate stages of implementation.



1. Master Planning
2. Schematic Design (i.e. producing a map)
3. Design Development
4. Construction Documents

To date, stages 1 and 2 have been completed through the cooperation of the Study Review Committee and the facilitation of HNTB, project consultant, via a series of public involvement meetings. Stage 3, Design Development, is currently nearing completion. And Stage 4, Construction Documents, will occur incrementally as projects are identified on the corridors designated as routes in the regional framework.

### ? DID YOU KNOW ?

*"...people's transport decisions are not chiefly influenced by levels of income, technology or urbanization. The difference lies in enlightened public policy and strong government support"*

Bicycle Federation of America

## THE LONG WAY HOME

Why did we analyze the bicycle and pedestrian systems of Denver, Dallas and Minneapolis-St. Paul as case studies? "To learn from their similarities and differences," said Dave Wenzel of HNTB, who worked in the Community Development Departments of both Denver and Dallas. "These communities support walking and bicycling through comprehensive, infrastructures and high levels of public appreciation for alternative transportation — aspects we hope to emulate here."

The system plans of these cities share factors we consider critical to the success of our own plan, including :

- incremental development over 20-30 years
- local and regional policies institutionalizing plans for bicyclists and pedestrians; and
- broad reaching public relations and education

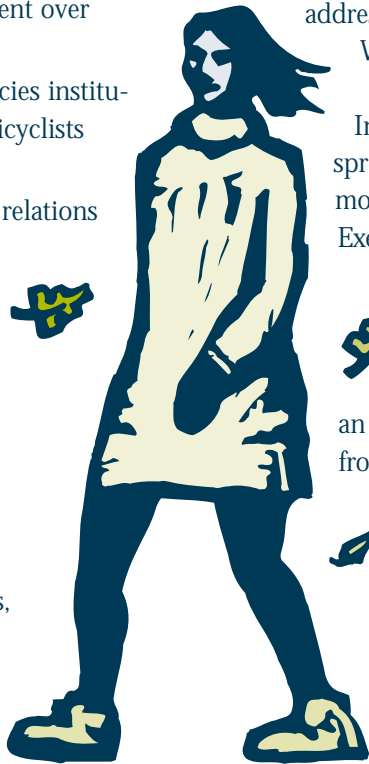
The developmental strategies of Denver, Dallas and Minneapolis-St. Paul were incremental in two ways:

- bicycle and pedestrian facilities were built as components of larger transportation projects, new subdivisions and commercial developments; and,

- initial projects were designed as primarily recreational in character but, over the years as use increased, were expanded to accommodate convenience trips and, ultimately, were maximized as commuter routes.

"But the plans also had their differences." Wenzel points out, "and that helped us decide which options worked best for us." Dallas, for example, took a more organic approach to planning than did Denver, incorporating dozens of miles of local trails without first establishing a unifying framework. Denver, instead, developed a regional framework into which local community bike./ped routes could link. "The simplicity and design logic of Denver's approach addressed our own goals,"

Wenzel said, "even though the layout of Indianapolis is more spread out and requires a more complex framework." Executional differences aside, the basic purpose of all systems studied remains the same as our own: to provide an option for traveling from one place to another by foot or bike rather than automobile.



## PLAN POSTER

Biking buff? Proud pedestrian? Then, show your enthusiasm for the Bike/Ped System plan with this colorful, 17" x 25" poster. Pick one up for just \$3 at the City/County Building, or by sending a \$3.50 check, payable to the City Controller, to:

**Bike/Ped Poster, c/o City Controller  
City-County Building  
200 East Washington Street, Suite 2260  
Indianapolis, IN 46204-3310**



**? DID YOU KNOW ?**

*"Less than 5% of bicyclists in the U.S. could be classified as experienced or highly skilled."*

Bicycle Federation of America

## YOUR MPO STAFF

... includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:

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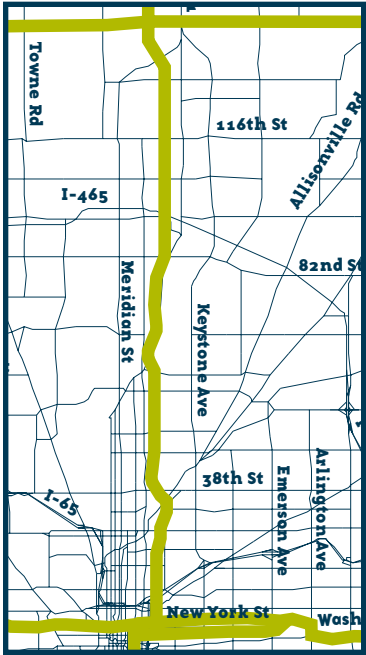
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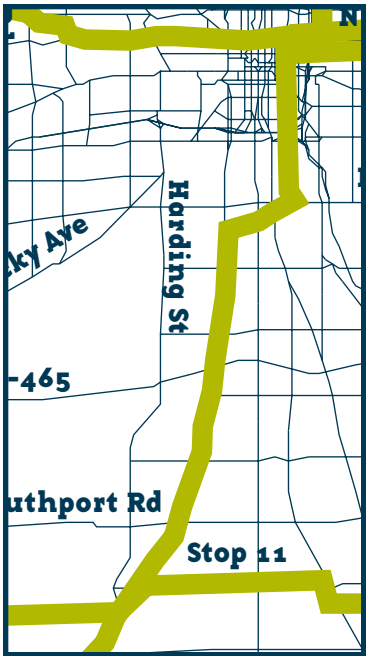
# NORTH / SOUTH & EAST / WEST ROUTES



## NORTH

The north route of the spine begins at St. Clair Street in downtown Indianapolis and follows the old Monon Rail right-of-way through the Old Northside and the Citizens Neighborhood; across Fall Creek Parkway near 38th Street; along the west wide of the Indiana Fairgrounds north to Broad Ripple; roughly parallel to Westfield Boulevard across White River and the east side of Marott Park and the Indiana School for the Blind; continuing north across 96th Street into

Hamilton County through an underpass at I-465. Extensive portions of the "Monon Trail" are currently open or under construction. The city of Carmel and Hamilton County intend to develop the Monon between I-465 and 146th Street. Hamilton County has identified the corridor in its most recent Alternative Transportation System Plan and the City of Carmel has commissioned design standards for the corridor.



## SOUTH

The south route of the spine is designed to provide both on-street and off-street facilities from downtown. The recommended on-street route begins at Ohio Street on the one-way pair of Pennsylvania and Delaware. The route continues southeast to Virginia Avenue turning south onto East Street at South Street; following East Street south to Garfield Park and then continuing along Pleasant Run Parkway to Bluff Road. The alternative, off-street route follows along

White River as planned by Indy Parks Greenways, crossing the river at Raymond Street and joining the on-street facilities at Bluff Road. Both routes continue along Bluff Road south to County Line Road.

## EAST



The east route of the spine begins at State Avenue south of Arsenal Technical High School on the one-way pair of Michigan and New York Streets. The route continues east to Ellenberger Park and follows Pleasant Run Parkway east across Arlington Avenue; along the south side of Pleasant Run Golf Course to Kitley Avenue; and south across Washington Street where it turns east onto the abandoned Penn Central Rail Corridor. The route follows the grade separated corridor east over the Shadeland Avenue rail bridge and through the underpass at I-465 to County Line Road. Here, the route joins Indiana Department of Natural Resources' State Bicycle Route on Washington Street (US 40) to Richmond, Indiana. If adequate right-of-way can be acquired, the route could be developed along the rail corridor to Greenfield.

## WEST



The west route of the spine begins at College Avenue and stretches west along St. Clair Street through downtown at Indiana Avenue; through IUPUI campus and the Haughville Community; and, connecting with the B & O Rail Road in Speedway. The route follows along the rail corridor beyond the boundaries of the Metropolitan Planning Area.

*Please Note: Areas have been designated for further study along each of the routes described above. For further details, please see Special Study Areas Present In Plan, page 7.*

## SPECIAL STUDY AREAS PRESENT IN PLAN

**A**lthough the framework for the Indianapolis Regional Bicycle and Pedestrian System is “up and rolling”, there are still areas inside the plan where route locations are unspecified. The reason for this is because our public participation programs have determined that further study of local issues and concerns in these areas is needed. Once all design standards for system facilities are established, which can impact type of route and right-of-way requirements, routes in these special study areas will be specified. Areas needing further study include:

### **NORTH**

The Special Study Area identified along the North Route is roughly bound by 16th Street to the north, Ohio Street to the south, Arsenal Technical High School to the east and Delaware St. to the west. This area is designated for further study to **1.)** facilitate coordination with on-going Indy Parks projects within and adjacent to the corridor; specifically, Nowland Brookside Parkway and the Indy Parks Greenways plans for the Monon and linkages to Massachusetts Avenue from 10th Street, and **2.)** to ensure route selection is consistent with neighborhood redevelopment plans in the Citizens’ Neighborhood Area.

### **SOUTH**

The special study area along the south route is roughly bound by Stop 11 Road to the north, County Line Road to the south, Perry Meridian High School to the east, and SR37 to the west. This area is designated for further study to **1.)** facilitate coordination with on-going bicycle and pedestrian projects in the City of Greenwood to explore linkages and ensure maximum regional access, **2.)** to make sure route selection is consistent with community development plans south of Bluff Road, and **3.)** to coordinate with the Indiana Departments of Natural Resources and Transportation in an effort to select appropriate linkages to existing and planned state bicycle routes.

### **EAST**

There are two special study areas along the east route. The first is roughly bound by St. Clair Street to the north, Michigan Street to the south, Arlington Avenue to the east, and Ellenberger Park to the west. This area is designated for study to facilitate detailed route selection and coordination with on-going Indy Parks projects at Ellenberger Park, especially the determination of safe crossing alternatives at Arlington Avenue.

The second study area is roughly bound by Washington Street to the north, Bonna Avenue to the south,

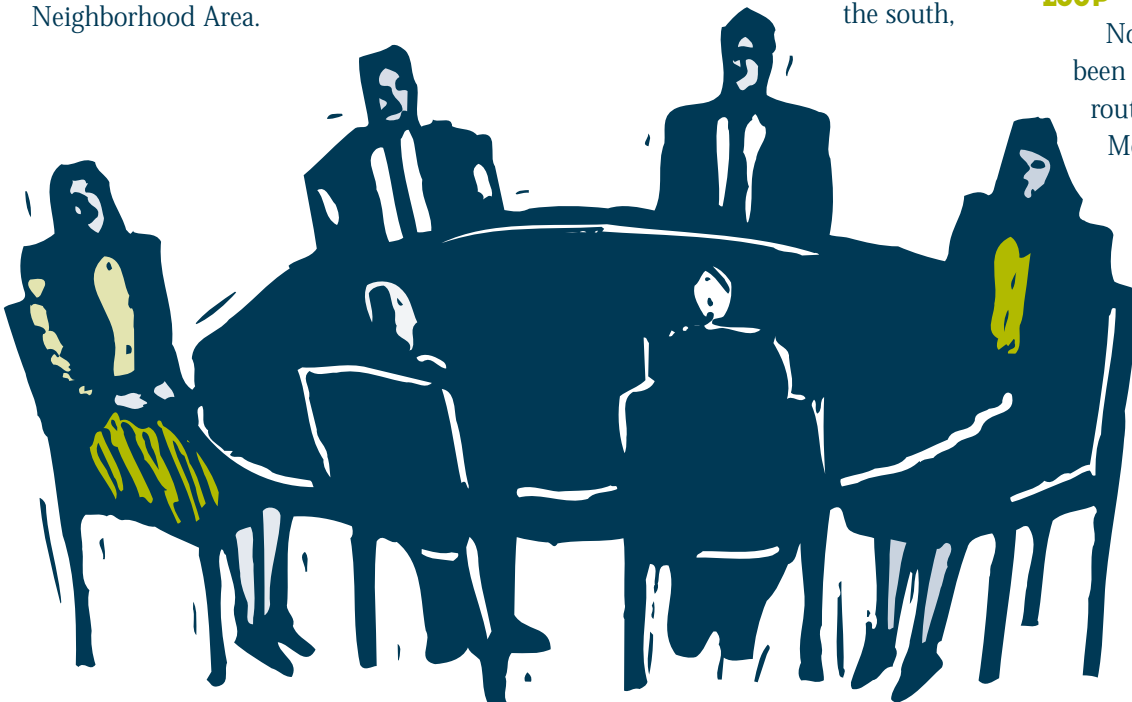
Franklin Road to the east, and Shortridge Road to the west. This area is designated for further study to **1.)** facilitate on-going coordination with INDOT to ensure that I-465 expansion and reconstruction plans accommodate bicycle and pedestrian travel across the corridor through facility options like culvert designs, pedestrian bridge designs and alternative routes, and **2.)** continue coordination with INDOT to pursue development of the Penn Central Corridor as part of the Washington St. Added Travel Lanes Project.

### **WEST**

The special study area along the west route is roughly bound by 16th Street to the north, Washington Street to the south, West Street to the east, and Tibbs Avenue to the west. This area is designated for further study to **1.)** identify re-use opportunities of the B & O Corridor south of Michigan St., **2.)** determine appropriate linking opportunities for the B & O Corridor to Indy Parks Greenways projects, **3.)** facilitate bicycle and pedestrian access with the IUPUI Campus, White River State Park and the Indianapolis Capital City Landing and Canal Expansion Projects, and **4.)** coordinate with neighborhood communities in the Haughville area as requested by community leaders during the public workshop series.

### **LOOP**

No areas of special study have yet been designated for the recommended route that circumscribes both the Metropolitan Planning Area and the North/South & East/West routes. However, as implementation of this loop proceeds, as part of the IRBPS plan, such areas may be identified and studied.



## INFO COLLECTED ALONG THE WAY

As part of the planning process for the Indianapolis Regional Bicycle and Pedestrian System Plan, the following information was compiled:

- A comprehensive inventory of existing bicycle and pedestrian facilities in the Metropolitan Planning Area.
- All existing policy guidelines in the form of Subdivision Regulations and Thoroughfare Plans were reviewed for content concerning bicycle and pedestrian facilities.
- Demographic and statistic data relevant to determining target areas for system facilities was collected from the US Census Bureau
- Data linked to Traffic Analysis Zones as maintained by the City; and
- Planning documents concerning existing and proposed projects

In addition, comparable projects throughout the region that were coordinated with the Regional Bicycle and Pedestrian System Plan include:

- Indy Parks Greenways Plan
- Greenwood Trails System
- Zionsville Trails System
- Hamilton County Alternative Transportation System Plan
- Indiana State Trails Program
- Indy Parks Monon Corridor Trail
- B & O Rail Corridor Development

With the exception of the Zionsville and Hamilton County Plans, the above projects are primarily separate from motor vehicle traffic and recreational in nature. The Zionsville and Hamilton County plans, while enhancing recreational opportunities and providing related health benefits, were designed as components of

the existing transportation system rather than as recreational facilities. Their primary purpose has always been to improve transportation mobility through alternative modes in their communities, just as the Indianapolis Regional Bicycle and Pedestrian System Plan now intends. By institutionalizing these alternatives as viable transportation choices, the system plan helps to maintain, and potentially

reduce, the current level of vehicle emissions impacting air quality — just as a similar effort has been done in Denver which reports a 3% commuter mode split for bicycling and walking — a number equaling the total who ride transit to work on a daily basis!



## THE DOLLARS AND SENSE OF BICYCLE AND PEDESTRIAN PLANS

Public opposition to pedestrian and bicycle plans can be strong when such projects appear to be a frivolous use of tax dollars. Nothing could be further from the truth. Recent studies indicate that alternative transportation facilities are not only environmentally smart, but economically sound.

The Maryland Greenways Commission documented in its June, 1994 “Analysis of Impacts of the Northern Central Rail Trail” that the “Northern Central Rail Trail provides a number of substantial economic and qualitative benefits to the people of Maryland, including attracting spending by non-county residents of \$294,000 to \$630,000 annually. With an annual operating budget of just \$192,000, the trail generated tax revenues estimated at more than \$300,000 in 1993 alone! In addition, the trail supports an estimated 254 jobs across the State of Maryland and generates nearly \$3.4 million in trail-related product sales. In addition, nearly two-thirds of residents responding to a questionnaire felt that the development of the Northern Central Rail Trail had enhanced nearby property values!

## HOW WE GOT HERE

To ensure implementation and future viability of the bicycle and pedestrian system plan, the recommendations for its operational programs and policies were based on supporting research and analysis. This planning process included:

### CASE STUDIES

Reviewing successful programs in other communities which are similar in scope to our proposal. This analysis provided guidance for realistic goal-setting and provided practical examples of facility types.

### DATA COLLECTION

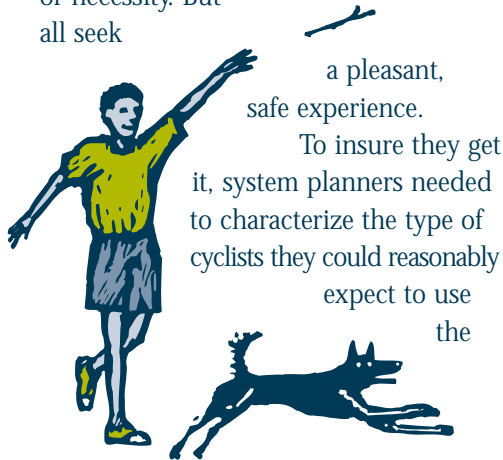
Synthesizing the previously collected demographic, statistical, geographic, economic and regulatory data supported final design decisions and policy recommendations and provided a foundation for selecting design treatments and development strategies.

### DESIGN APPLICATION

Recognizing what worked in case studies from Denver, Dallas and Minneapolis-St. Paul, and identifying the Indianapolis region's unique circumstances as revealed through data collection, helped determine achievable physical plans and implementable development strategies.

## WHO'LL USE THE SYSTEM

**B**ikers, walkers, joggers, roller bladers, shoppers, commuters, you name it! Anyone seeking an alternative to motorized transportation while going from here to there. Their reason for seeking an alternative mode of travel may involve recreation, convenience or necessity. But all seek



a pleasant, safe experience. To insure they get it, system planners needed to characterize the type of cyclists they could reasonably expect to use the

system. Bicyclists were considered over other types of system users (pedestrians, joggers, roller bladers, etc.) not because they are preferred, but rather because bicycle travel puts the system to greater use. Bicycle travel has, arguably, the potential of reaching the greatest speeds and covering the most ground along the

system plan. In addition, bicycle operators represent a broad range of skill levels. For these reasons, cyclists were given special consideration during the facility design phase of the plan.

The Federal Highway Administration classifies "design bicyclists" in the following three categories\*:

GROUP	CATEGORY	CHARACTERISTICS
A	Advanced cyclists	experienced riders who can operate under most traffic conditions
B	Basic cyclists	casual or new adult or teenage riders who are less confident of their ability to operate in traffic
C	Children	pre-teen riders whose roadway use is initially monitored by parents

\* Source: U. S. Dept. of Transportation, Federal Highway Administration, "Selecting Roadway Design Treatments to Accommodate Bicycles," Publication No. FHWA-RD-92-073, pp. 1-3.

## THE KEY TO SYSTEM SUCCESS: ACCESSIBILITY

**T**he factor most critical to meeting current demand for bicycle and pedestrian transportation facilities and encouraging increased system use in the future is accessibility. In fact, access is as important to promoting use of bicycle and pedestrian modes of travel as facility design.

To insure maximum accessibility of our bicycle and pedestrian system, early planning incorporated these three areas of consideration:

**Existing Conditions**, including an inventory of existing facilities plus existing or planned physical developments which may impact the bicycle or pedestrian plan, such as roadways planned for repaving or resurfacing over the next five

years and could provide bike lanes; rail lines scheduled for abandonment in the next 5 to 10 years and could be converted to alternative transportation routes; and, roadways identified in the 1995 Congestion Management Study as needing congestion mitigation which would benefit from the addition of alternative transportation facilities.

**Origins**, including areas of high population density as identified through analysis of U.S. Census Data and the Traffic Analysis Zones, where anticipated pedestrian and bicycle trips might originate.

While the relative volume of bicycle commuters is small in a regional context, it's important to recognize that those areas with the greatest percentage coincide with areas

offering a variety of facilities to support alternative transportation. Specific examples are found in those census tracts that include Broad Ripple Village, Butler University, downtown Indianapolis and Irvington and other locales that provide alternative transportation access for people needing to travel short distances, usually less than three miles.

**Destinations**, likely for short distance, recreational or convenience trips, were determined from analysis of U.S. Census Data and Traffic Analysis Zones. These include:

- Areas of High employment population Density
- Retail Centers
- Park and Recreation Facilities
- Junior & Senior High Schools
- Public & Special Interest Facilities (such as The Indianapolis Museum of Art)



## DESIGN GUIDELINES

The Federal Highway Administration has established design guidelines for the following five facility types in the system:



**SHARED LANES** have no special provision for bicyclists or pedestrians. These lanes, typically 12 foot wide with no shoulders, serve system needs well only in areas of low traffic volume and low speed.



**WIDE CURB LANES** are a minimum of 14 feet wide and allow bicyclists and motorists to share the roadway without forcing either to navigate out of the travel lane to pass the other. These lanes require the least maintenance and are favored by bicyclists in both group A and B (see group descriptions in “Who’ll Use the System”, page 9.)



**BIKE LANES** are defined by AASHTO as a portion of the roadway designated by striping, signing, or pavement markings for the preferential but not exclusive use of bicyclists. Such a lane, with a recommended width of 5 feet, is appropriate for Group B and C cyclists.



**SHOULDERS**, with a recommended minimum width of 4 feet, are one of the most common, least expensive ways to accommodate cyclists within the existing transportation system.



**SEPARATE BIKE PATHS** are physically separated from roadways carrying motorized traffic by a buffer of open space or other barrier and may be located in the right-of-way of a parallel road or independent right-of-way.



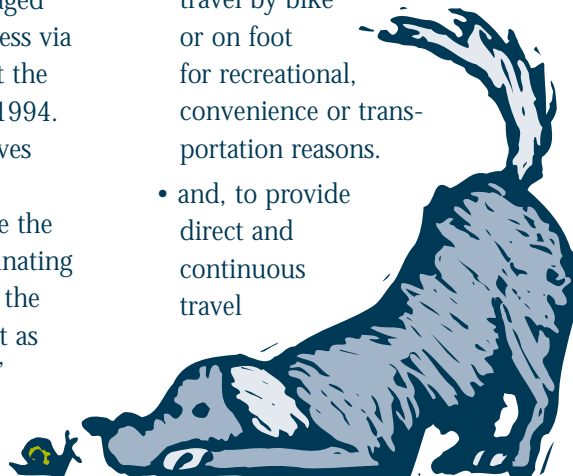
## UP AND ROLLING *(from page 1)*

In addition, private alternative transportation advocates and residents of the neighborhoods most affected by, and benefiting from, access to the proposed framework were encouraged to participate in the planning process via 6 public meetings held throughout the 18 township, 6 county area since 1994. “This system will touch peoples’ lives throughout the area,” Peoni said, “whether they use it or just breathe the air it’s helping to clean up by eliminating some motorized travel. That’s why the process of gathering as much input as possible was critical to the project”

As a “quality of life” initiative, The Indianapolis Regional

Bicycle & Pedestrian System Plan has several specific missions, including:

- to provide a regional framework for local systems to tie into.
- to provide users the opportunity to travel by bike or on foot for recreational, convenience or transportation reasons.
- and, to provide direct and continuous travel



routes for system users throughout the metropolitan planning area (see map, page 11).

### ? DID YOU KNOW ?

“Of the 1.38 million people in the Indianapolis Metropolitan Statistical Area (MSA), nearly 57% are part of the work force, the vast majority of which commute to their jobs in single occupancy motor vehicles.”

“1990 Census of Population & Housing”  
U.S. Dept. of Commerce, Bureau of the Census

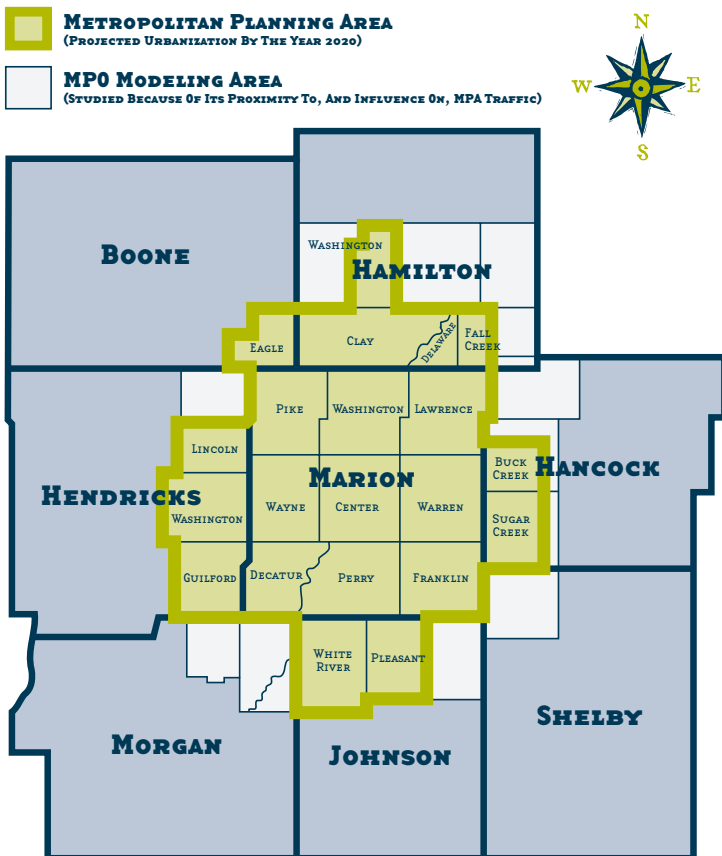
# WHO MADE THE TRIP

In the Fall of 1994, the Metropolitan Planning Organization started preparing a bicycle and pedestrian system plan for the Indianapolis area. With the aid of the newly formed Citizens' Advisory Committee (CAC) and HNTB, Inc., a transportation consulting firm selected for the project, your MPO began to address the need for bicycle and pedestrian facilities in the area's regional transportation plan. Through research, case studies, and the help of the Study Review Committee (SRC), a plan has been adopted that provides a framework for the consideration and creation of bicycle and pedestrian facilities as components of the Indianapolis Regional Transportation plan. This plan affects the entire Metropolitan Planning Area (MPA) and includes the consolidated city of Indianapolis-Marion County and portions of Boone County, Hamilton County, Hancock County, Hendricks County, and Johnson County.

The Study Review Committee represents various jurisdictions within the MPA, as well as private citizens and community and special interest groups. The plan was also reviewed and supported by the 30-member Citizens' Advisory Committee and the Indianapolis Regional Transportation Council Technical and Policy Committees, which includes engineers, planners and elected officials within the Metropolitan Planning Area. In addition, through public meetings and informative newsletters, your MPO protects the public interest in this and all planning efforts.

The Indianapolis Bicycle & Pedestrian System Plan is the result of the cooperation and hard work of those listed at the right:

## INDIANAPOLIS METROPOLITAN PLANNING AREA



### BIKE/PED STUDY REVIEW COMMITTEE

<b>Ray Cannarella</b> Central Indiana Bicycling Association	<b>Dorothy Mack</b> Public Transportation Advocate	<b>Cliff Johnson/Elaine Carter</b> Indiana Bicycle Coalition
<b>David Klauba</b> Hamilton County Plan Commission	<b>Judy Hagan</b> Hamilton County Alternative Transportation Task Force	<b>Walter Rasdall</b> Central Indiana Bicycling Association
<b>Mike Cline</b> Indianapolis DCAM	<b>Mike O'Loughlin</b> Indiana Department of Transportation	<b>Chuck Kiphart</b> Hamilton County Plan Commission
<b>Andy Knott</b> Hoosier Environmental Council	<b>Ray Irvin</b> Indy Parks Greenways	<b>Diana Virgil</b> B&O Rail - Trail
<b>Mike Dearing</b> Metropolitan Planning Organization	<b>Mike Peoni</b> Metropolitan Planning Organization	<b>Richard Vonnegut</b> Mayor's Bicycle Task Force

### INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL

Municipality/Agency	Technical Committee	Policy Committee
<b>Cities:</b>		
Beech Grove	Bill Hall	J. Warner Wiley
Carmel	Kate Boyle	James Brainard
Greenwood	Jeff Drake	Charles Henderson
Indianapolis	Dennis Neidigh	Stephen Goldsmith
Lawrence	Mark Branaman	Thomas Schneider
Southport	George Julius	Nannett Tunget
Speedway	John Myers	Charles Bowling
<b>Counties:</b>		
Boone	Deborah Luzier	Tony Allender
Hamilton	Tom Stevens	Steve Holt
Hancock	Joseph Copeland	Armin Apple
Hendricks	Jim Johnson	Walt Reeder III
Johnson	Michael Buening	Jeff Colvin
<b>Towns:</b>		
Avon	Randel Patterson	Bill Bailey
Brownsburg	Bob Curry	Mark White
Fishers	Roger Johnson	Mike Booth
New Whiteland	James Lasiter	Maribeth Alspach
Plainfield	Tim Belcher	Richard Carlucci
Westfield	Matt Skelton	Jerry Rosenberger
Whiteland	Fred Brinkman	Fred Brinkman
Zionsville	Herb Bollinger	Thomas Easterday
<b>Others:</b>		
Federal Highway Administration	Val Straumins	Larry Heil
Federal Transit Authority	Donald Gismond	Donald Gismond
Indiana Dept. of Environmental Management	Joyce Newland	Joyce Newland
Indianapolis Airport Authority	Dan Orcutt	Dan Orcutt
Indianapolis City-County Council	Gordon Gilmer	Gordon Gilmer
Dept. of Capital Asset Management	Warner Anderson	Mark Jacob
Indiana Dept. of Transportation	Stephen Smith	Stephen Smith
Metropolitan Development Commission	Randy Snyder	Randy Synder
Office of Mobility Management	Jill Henry	Jill Henry
Citizens Advisory Committee	Mary Jo Morandini	Mary Jo Morandini
	Andy Knott	Andy Knott

### METROPOLITAN DEVELOPMENT COMMISSION

Lance Bundles	Lillian Charleston	Mel Seitz	Mary Ann Mills
Walt Niemczura (President)	Steve Schaefer	Jack Hall, M.D.	Robert Smith
	James Curtis, Sr.	Randolph Snyder	

### TRANSPORTATION CITIZENS ADVISORY COMMITTEE

Mary Anderson	Joseph Copeland	Elmer Lowery
Lloyd Bandy	Kenneth Cragen	Dorothy Mack
Peter Bisbecos	William Gervasio	Phillip McGeath
Gina Bobber	Bart Giesler	Stacie Porter
Douglass Bohall	Lisa Hamilton	Thomas Quigley
Ray Cannarella	Paul Kilian	Lee Rahmoeller
Michael Carter	Shirley King	Lyndell Sampson
Jeanie Chrisman	Andy Knott	Richard Vonnegut

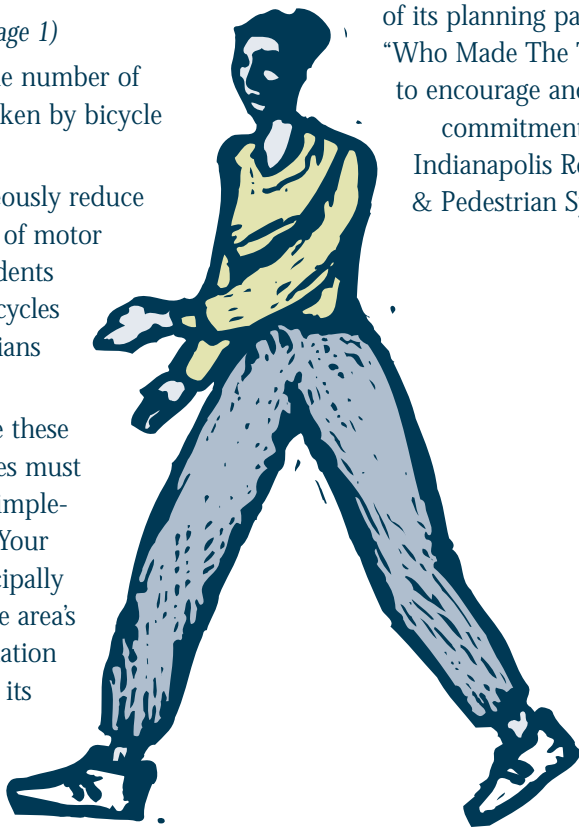
### METROPOLITAN PLANNING ORGANIZATION

Steve Cunningham	Mike Dearing	Kevin Mayfield
Lori Miser, Manager	Mike Peoni	Sweson Yang

## PLAN (from page 1)

- to double the number of trips now taken by bicycle & walking
- to simultaneously reduce the number of motor vehicle accidents involving bicycles and pedestrians by 10%

Clearly, to achieve these goals, communities must develop effective implementation plans. Your MPO, being principally responsible for the area's regional transportation plan, coordinated its efforts with those



of its planning partners (See "Who Made The Trip", page 11) to encourage and secure this commitment to the Indianapolis Regional Bicycle & Pedestrian System Plan.

## ? DID YOU KNOW ?

*"Almost 49% of trips currently made in motor vehicles are 3 miles or less in distance, while approximately 27.5% of those trips are 1 mile or less."*

National Bicycling and Walking Study



### Metropolitan Planning Organization

City-County Building  
200 East Washington Street  
Suite 1841  
Indianapolis, IN 46204-3310