

tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

LATE AUTUMN /

EARLY WINTER 2003

VOLUME SEVEN

ISSUE FOUR

YEAR'S END

It seems that the long, hot summer of 2003, with its diverse transportation initiatives and controversies, including HyperFix, CityFix, the I-69 Extension project and more, just didn't want to cool down. Only weeks before the publication of this issue, temperatures were still regularly hitting the mid-seventies, though the calendar said the holiday season was nearly upon us. Not surprising to your MPO planners, the regional transportation planning process continues still just as hot.

Check out the progress in and around the airport with *Airport Update*, which gives a peek at details on the new Indianapolis International Airport passengers terminal design, FAA-funded Control Tower, and I-70 Fast Track con-

cont on page 3, see Year's End

AIRPORT UPDATE

Beginning next year, Hoosiers will start to feel the impact of three massive construction projects, which are now reshaping the landscape of Indianapolis' west side.

These projects include site work for a dramatic new "midfield terminal" complex at Indianapolis International Airport (IIA), construction of a new airport Air Traffic Control Tower, and the building of two highway interchanges and relocation of Interstate 70 just south of the airport.

While each project is being built independently, they are related in that each is designed to enhance future operations at the Indianapolis International Airport while maximizing long-term area growth and economic development opportunities.

Destined to become local 21st century landmarks, each project will impact thousands of visitors and resi-

cont on page 12, see Airport Update

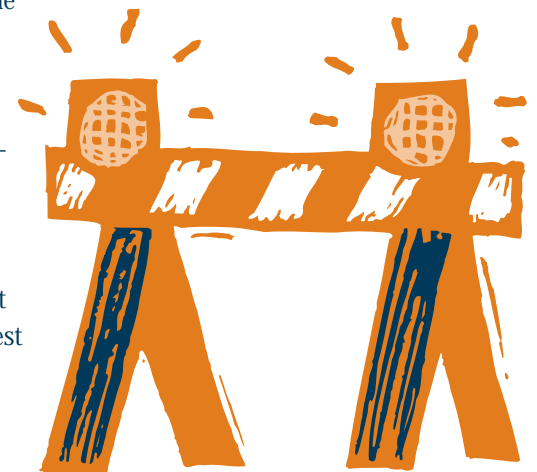


I-465 WEST LEG PROJECT BACKGROUND

You may have already read about it, heard about it, or just suspect that "they have to do something about all that traffic on I-465 near the airport." And, you'd be right. Officially called "Energize 465" or the I-465 West Leg Corridor Reconstruction Project by some, this Indiana Department of Transportation initiative is proceeding on-schedule with preliminary and right-of-way engineering work now underway. Construction is currently slated to occur from 2007 to 2010.

"We have selected the Corridor Project Management Consultants for the I-465 West Leg Project," notes Chris Baynes, INDOT Project Manager. "The team is HNTB and

cont on page 8, see West Leg Project



IN THIS ISSUE

AIRPORT UPDATE.....	PAGE 1
I-465 WEST LEG PROJECT.....	PAGE 1
Q & A.....	PAGE 2
MPA MAP.....	PAGE 3
MPO PROFILE.....	PAGE 5
DIXIE SIDING.....	PAGE 7
MPO ADDS SENIOR PLANNER ...	PAGE 10
DIRECTIONS ENTERS PHASE II ...	PAGE 11
MONON COMPLETED.....	PAGE 15
PEDAL & PARK POSTS	
RECORD YEAR.....	PAGE 17
COMPONENTS.....	PAGE 18
IRONS IN THE FIRE.....	PAGE 19

ACRO-NYMBLE

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

AICP – American Institute of Certified Planners

BFC – Bicycle-Friendly Community

CAC – Citizens Advisory Committee

CIBA – Central Indiana Bicycle Association

CMAQ – Congestion Mitigation & Air Quality

CMS – Congestion Management System

DMD – Department of Metropolitan Development

DPW – Department of Public Works

FAA – Federal Aviation Administration

FEIS – Final Environmental Impact Statement

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

GF – Greenways Foundation

IAA – Indianapolis Airport Authority

IBC – Indiana Bicycle Coalition

IIA – Indianapolis International Airport

INDOT – Indiana Department of Transportation

INRD – Indiana Railroad Company

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

IT – Information Technology

LA – Land Acquisition

LAB – League of American Bicyclists

LOS – Level of Service

MDC – Metropolitan Development Commission

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

P & P – Pedal & Park

PE – Preliminary Engineering

PIP – Public Involvement Program

STP – Surface Transportation Program

TE – Transportation Enhancement

TEA-21 – Transportation Equity Act for the 21st Century

TIP – Transportation Improvement Program

UPWP – Unified Planning Work Program

QUESTIONS & ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Manager/Master Planner Mike Dearing discusses the importance, and success to date, of planning for regional bicycle travel.

“I just heard that Indianapolis was denied ‘bicycle friendly’ status by some government agency because we’re not doing enough to promote cycling as transportation. I’m not an avid cyclist, but it seems to me like we’re doing a lot. Does loss of this status cost us any future federal funding? And, if so, should we continue to spend local dollars on cycling programs that aren’t paying off?”

- asked in-person by a public meeting attendee

Boy, this is how rumors get started.

The news concerning Indianapolis as a “bicycle friendly community” isn’t all bad. In fact, it’s good. In early October, the cities of Indianapolis and Carmel both received Honorable Mentions for the progress they’ve made in making their communities more “bicycle friendly.” That’s never happened before, and we’re proud of this recognition. We also recognize that we’ve got more work to do and appreciate the helpful suggestions made by the League of American Bicyclists on how we might improve.

That’s who officially designates “bicycle friendly” communities – the League of American Bicyclists (LAB); not a government agency. The designation has nothing to do with federal funding. It’s an honor, and one that we will actively continue to pursue because, for many, this designation reflects a concern for quality-of-life, the environment, resident health and freedom of movement – all important considerations to potential residents and employers alike. That’s why the MPO joined with the City of Indianapolis, the Indiana Bicycle Coalition, the Greenways Foundation and others to fill out the extensive application paperwork. We’d never done it before. So, to address your question, we haven’t lost the bicycle friendly status. In fact, this was the first time we, as a group, ever applied for it.

For the first time in 2003, LAB sponsored and administered this program as a multi-tiered “platinum, gold, silver or bronze” award system, recognizing winning communities in May and, again, in October. In October, LAB recognized thirteen communities for their longstanding commitment to providing safe accommodation and facilities for cyclists, and for their efforts to encourage bicycle travel as trans-

cont on page 4, see Q & A



Mike Dearing
MPO Manager/Master Planner

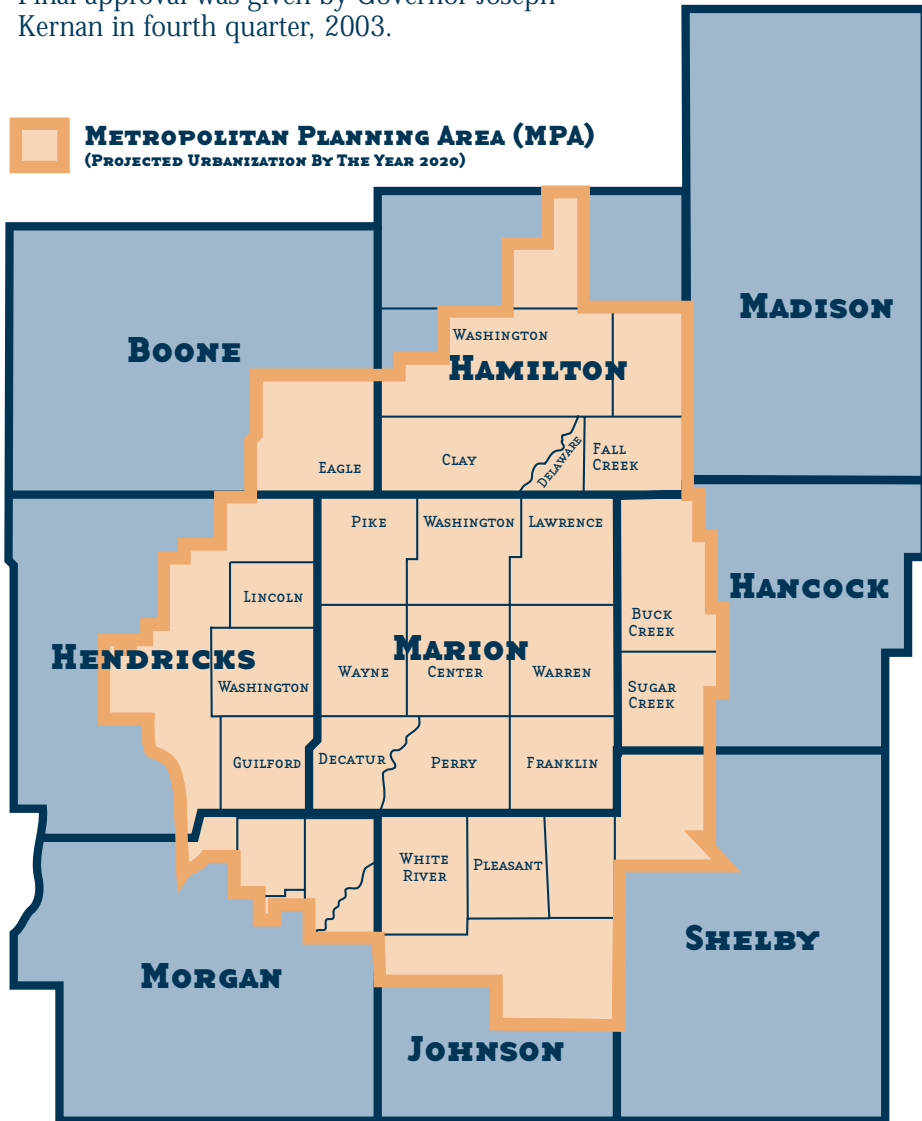
APPROVED

INDIANAPOLIS METROPOLITAN PLANNING AREA

This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. This new MPA was recommended for approval by the Indianapolis Regional Transportation Council-Policy Committee in late 2002, and recommended for implementation by the Indiana Department of Transportation (INDOT) this year. Final approval was given by Governor Joseph Kernan in fourth quarter, 2003.



 **METROPOLITAN PLANNING AREA (MPA)**
(PROJECTED URBANIZATION BY THE YEAR 2020)



teMPO Fugit

Timing is everything. Especially for a publication reporting current information in order to keep the public informed and involved in the regional transportation planning process. That's the goal of your MPO's Public Involvement Program and of *teMPO*, its flagship outreach vehicle. Your MPO remains committed to sharing information with our various planning partners, among whom the general public is primary.

In 2003, *teMPO* did not publish a Special Edition dedicated to a single transportation-related topic, as it has in previous years. However, in 2004 the MPO will release a special issue that examines the purpose, need, progress-to-date and future prognosis of *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility. Get the facts, in detail and in time, to be heard at a series of public meetings scheduled for February, 2004. (see meeting schedule, page 16). Look for the next issue of *teMPO*, coming in mid-February, and be prepared.

YEAR'S END

(from page 1)

struction project. Find out in *Dixie Siding* how public and private sector partners joined forces to keep train shipments from regularly de-railing

morning rush hour traffic flow west of downtown. Get the low-down on the region's cycling successes and near-misses in *Q & A* and *Pedal & Park Posts Record Year*. And, learn what *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility, will be pre-

senting to the public in just two months for review and comment. It's all here, plus so much more, because *teMPO*, the official newsletter of the regional transportation planning process, never takes a holiday.

QUESTIONS & ANSWERS

(from page 2)

portation and recreation. There were no Platinum Level winners, but one Gold Level (Portland, OR), one Silver Level winner (Folsom, CA) and eleven Bronze Level winners, including Arlington, VA; Bloomington, IN; Boca Raton, FL; Brentwood, CA; Brunswick, ME; Chattanooga, TN; College Station, TX; Gilbert & Mesa, AZ; Miami Beach, FL; and, Washington, DC

In bestowing the awards, League staff and reviewers consider several factors before granting bicycle-friendly community (BFC) status, including:

- The physical environment for bicycling – on-street facilities, trails, parking etc.
- Education programs to promote a “share the road” ethic among cyclists and drivers

- Promotional initiatives to persuade people to ride or ride more often
- Enforcement of traffic laws for both motorists and bicyclists
- Future plans and evaluation techniques to improve conditions further

In its national press release on the awards, LAB mentioned four communities by name that received Honorable Mentions in recognition of “the important steps that have been taken to become bicycle-friendly,” including Indianapolis and Carmel. Reviewers noted that in both communities “the popular Monon Trail is proving to be a remarkable catalyst.”

But our bicycle-friendly future does not rely on a single greenways trail. Don't forget about the growing success of the MPO-sponsored Pedal & Park program (see related story, page 17), the popularity of the Bike Route System and Map, IndyGo's commuter-savvy Bike n' Bus program, and the recent addition of bike racks downtown – a project fostered this year by the MPO's Multi-Modal Task Force.

In addition, LAB suggested the following strategies for realizing Indianapolis' potential for being a great place to bicycle:

- Training of area engineers and planners to better know the details of the Indianapolis Bicycle Plan and the latest information on bicycle facility design and planning
- Rapid implementation of the bike lane network and bike route system, especially along the city's arterial street network
 - Continued expansion of the trail network
 - Provision of bicycle parking throughout the city, especially in commercial and major employment areas
 - Initiation of a “Safe Routes to School” program to encourage bicycling (and walking) among school children and to make their school journeys safer
- Engage city agencies and political leaders in the annual Bike-To-Work Day activities
- Encourage the certification of a League Cycling Instructor and the teaching of adult bicycle classes through adult education programs.

Have we got a ways to go? Absolutely. Have we already come a long ways, though? Without a doubt! And the regional programs and policies we already have in-place are working to benefit *everyone*, not just cyclists, by improving air quality, traffic flow, regional mobility and residential health. That's why they're worth every penny we have spent, and will continue to spend, on them.



MPO PROFILE

Meet Tom Olsen, a public servant as comfortable “pitching in” as he is “presiding over”. Tom is an information technology (I.T.) consultant by profession, a civic leader by choice, and a long time greenways volunteer by avocation. Through his personal dedication and hard work, he has energized others to help expand the health, transportation and environmental benefits of multi-use trails. “I’ve been peddling the greenways for a long time,” he says with a smile, obviously enjoying the word play.

As a board member and current President of the Greenways Foundation, Tom is known by many for the various outreach programs he oversees to help expand and enhance our regional greenways system. These include the annual White River Clean-Up, Donate-A-Bench, and the Pedal & Park program which provides free, secured bike parking to area cyclists at greenways-adjacent events throughout the spring and summer. In 2001, he was also instrumental in securing the MPO as program sponsor. But most people don’t know where the path of advocacy and volunteerism started for Tom.

“My interest in multi-use trails really started in Ohio about twelve years ago,” he remembers. “I was very favorably impressed with the Little Miami Scenic Trail which today stretches from Cincinnati to Dayton. It was much shorter then, of course, but I really admired this elegant re-use that turned an eyesore into a vision.” The park combined the scenic Miami River with the abandoned narrow gauge rail corridor that ran beside it. Even twelve years ago, the potential recreational, health, transportation and economic development benefits of this multi-use solution were obvious to Olsen, especially in small communities like Loveland, Ohio at the trail’s southern end. “It felt like Broad Ripple does now,” he says, “a trail destination that’s comfortable for long-time residents and tourists alike.”

This was the early 90’s and Indianapolis was just beginning to consider what to do with an abandoned rail corridor of its own. “I was interested in bringing home the advantages I’d seen in Ohio, and wanted to support the idea of turning the Monon into a greenways trail, but I wasn’t sure how to go about it,” Tom says. “I met Lori Miser, then Manager of the MPO, and she encouraged me to get involved as a citizen volunteer. As such, I participated in an early Monon planning charette and, later, helped map the trail by walking and photographing its segments.”

This experience led Tom to become active with other trail-related groups,



**Tom Olsen
Peddling The Trail**

including Rail Corridor Development, Inc., which he helped found with Diana Virgil. He also became involved with the Indiana Bicycle Coalition (IBC) and the Central Indiana Bicycle Association (CIBA), two groups that he still supports.

Up to this point, Tom had managed to be a trail advocate in his off-hours. His day job was as an information processing and technology manager at Eli Lilly & Company – his long time employer. That all changed at the end of 1993 when Lilly offered its long-service employees a voluntary early retirement package. Tom accepted, in part, to exercise his interest in public service.

“I had worked with Mitch Daniels at

Lilly on a blue-ribbon commission to identify opportunities to save money and improve services provided by local government,” he explains. “Through Mitch, we began helping Mayor Stephen Goldsmith in 1991. When I retired from Lilly, I offered my services to the Goldsmith administration and they put me to work full-time.” Initially overseeing the operation of the City’s troubled public golf courses, Olsen eventually served in a variety of trouble-shooting posts, including Chief Information Officer and Director of Enterprise Development. Because of his background and interests, he was also appointed to, and eventually became Chairman of, the 15-member Indianapolis Greenways Development Commission. “We were an advisory group to the Parks Board, holding monthly meetings to encourage and accommodate public input in the greenways development process,” he explains. “This role let me enable other citizen volunteers.”

Also in the mid-90’s, Tom was invited to join the Board of the Greenways Foundation (GF), which had broadened its mission from its days as “The White River Greenways Foundation.” Today, GF is a charitable trust dedicated to the expansion and enhancement of the greenways network throughout Central Indiana. As such, gifts made to the Greenways Foundation by qualified individuals who itemize on their federal tax returns are deductible as charitable contributions. The foundation solicits donations and makes grants in support of greenway development, enhancement, operation and use throughout Indianapolis and the surrounding region. “It’s been a good fit for me,” says Tom, who has served as GF President since 2001. “We work to enhance all aspects of our regional greenways system, including transportation, health, economic development and environmental benefits. That’s why we have board

cont on page 6, see MPO Profile

MPO PROFILE

(from page 5)

members from both the public and private sectors, who live in three different central Indiana counties. It's also why I volunteered to head up the Pedal & Park program – in part, to focus attention on the transportation benefits of greenways use.”

Five years ago, the program that would become Pedal & Park was a joint venture between the Indiana Bicycle Coalition (IBC) and the Greenways Foundation. At that time, it was active only during the twelve days of the Indiana State Fair – a far cry from the program's current spring/summer calendar. Back then, it also charged cyclists for parking their bikes. When IBC decided to direct its energies elsewhere, the Greenways Foundation carried on the program in cooperation with the Central Indiana Bicycle Association (CIBA) and, in 2001, gained the endorsement of the MPO as season sponsor.

“It's a simple idea,” Tom explains. “The MPO actively supports alternative transportation, like cycling, and also seeks to inform and involve the public through a variety of outreach initiatives. Through Pedal & Park, the MPO now pays a dollar for each bike parked in our Bike Corral at program events and we distribute those proceeds to the not-for-profit organizations whose volunteers supervise the corral.” The MPO also promotes Pedal & Park via public and media relations. “In return, we give the MPO ‘presence’ at these events by using the MPO tents for shelter and distributing MPO literature,” Olsen says. “It's worked well and, for the last three years, the number of participating cyclists has grown dramatically – proof that the program is meeting a definite demand.” This month, the MPO announced its intention to fund Pedal & Park for a fourth consecutive year in 2004.

So, will next year be “business as usual” for the Pedal & Park program, the Greenways Foundation, and its President? Hardly. As many regional cycling enthusiasts and multi-use



trail advocates already know, Tom Olsen will be moving to western Washington state next spring, where he is currently building a new home. The move just about coincides with his 10-year term limit on the GF board.

However, the Pedal & Park program will continue in the capable hands of CIBA member Andy O'Donnell (317/873-2005, odar1@aol.com) with an administrative assist from GF Treasurer Bob Ott (317/844-4736, rott@fhlbi.com). “The Greenways Foundation, and programs like Pedal & Park, have always relied on the hard work and dedication of many volunteers. I'm confident that they will continue to flourish after I move. Otherwise, I don't know that I could feel good about leaving,” Tom admits. “It's like the foundation's new signature line says: ‘We keep the greenways growing.’ I've always just been a part of the ‘we’.”

Tom plans to move to Bellingham, Washington in May, 2004, with his wife of 37 years, Marilyn, a professional writer and editor. They have three adult sons including Alex, the eldest, an Urban Projects Manager for the Student Conservation Association in Seattle who is currently bike-touring Vietnam with his younger brother, Tim, a professional photographer. Tom and Marilyn's middle son, Christian, is a computer executive in the D.C. area.

Tom encourages anyone interested in the multiple benefits of our regional greenways system to investigate the following sites, and to get involved:

The Greenways Foundation: www.indygreenways.org,
Central Indiana Bicycling Association: www.cibaride.org
Hoosier Rails to Trails Council : www.indianatrails.org
Indiana Bicycle Coalition, Inc.: www.bicycleindiana.org
Rails to Trails Conservancy: www.railtrails.org

teMPO

is published quarterly by your Metropolitan Planning Organization, part of the Department of Metropolitan Development. If you know of anyone who would like to receive teMPO, or if you have any questions concerning its publication, please call:

Mike Dearing (317/327-5139, mdearing@indygov.org)

Department of Metropolitan Development
Metropolitan Planning Organization
1821 City-County Building
200 East Washington Street
Indianapolis, IN 46204-3310

teMPO was written and prepared for publication by Whitman Communications, Inc.

DIXIE SIDING

If you're one of the thousands of daily commuters who travel West Street to get into and out of downtown Indianapolis, you've probably already noticed that Christmas came early this year. The long freight trains that frequently held up morning rush hour traffic where tracks cross West Street have seemed to disappear. And that's very good news for the drivers of the more than 27,000 vehicles the Indianapolis Department of Public Works estimates pass that way each day.

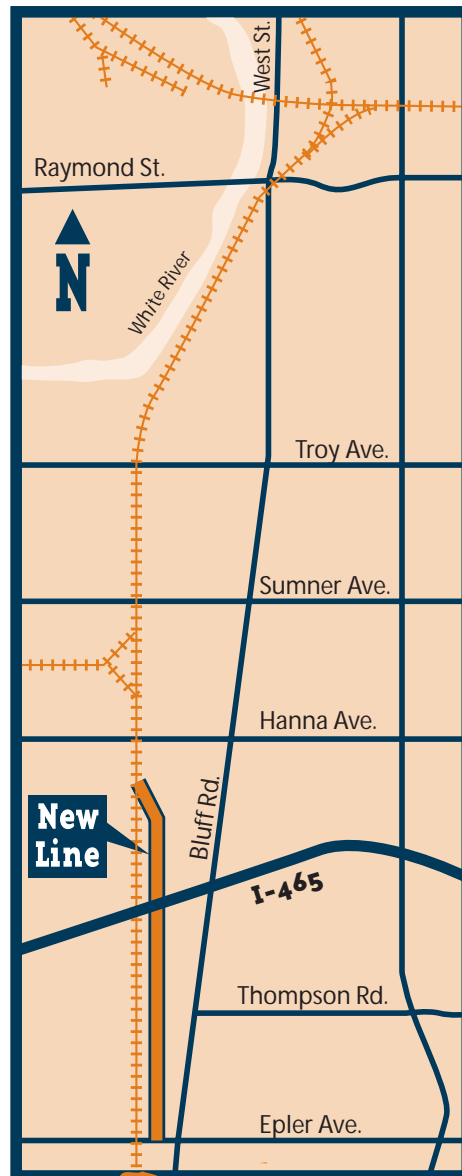
"To store the trains in our Senate Avenue freight yard, we used to have to do some time-consuming car switching, and it wasn't unusual for the West Street crossing to be blocked for up to 20 minutes at a time," says Indiana Railroad Company President and Chief Executive Officer Tom Hoback. "Since the trains frequently arrived during the morning rush hour, it wasn't a good situation for us or the commuters. We had to find a solution."

That solution was officially opened on Wednesday, November 19, when representatives of the Indiana Railroad Company and local dignitaries cut the ribbon on a new railroad extension south of the city. Called the Dixie Siding, the 6,000-foot line built adjacent to Bluff Road near I-465 allows long trains to bypass West Street altogether. "The West Street crossing remains active, so motorists should continue to exercise caution and watch out for our other trains," notes Hoback, "but those long delays are a thing of the past."

The construction project, begun in August, 2002, was a joint effort of the City of

Indianapolis, the Indiana Department of Transportation (INDOT) and the Indiana Railroad Company (INRD) which paid two-thirds of the \$1.5 million cost. INRD is a 155-mile regional

freight railroad which hauls some 105,000 carloads of freight – more than 10 million tons of goods – annually on former Illinois Central tracks running from Indianapolis and south-central Indiana westward to Newton, Ill., near



Effingham. The company was founded in 1986 and maintains headquarters in Indianapolis.

The remainder of the project's cost was covered by a portion of the City's Congestion Mitigation and Air Quality

(CMAQ) funds and INDOT's Industrial Rail Service Fund.

Nearly 20% of the goods hauled by INRD trains – or 1.8 million tons a year – is coal delivered to Indianapolis Power & Light's Harding Street Station via 85-car trains carrying 9,000 tons each. From there, the empty trains previously were routed to the railroad's terminal near Senate Avenue, just south of Wisconsin Street. That's when the trains would block intersections en route to the terminal. "Our IPL coal tonnage represents about 18,000 freight cars a year," says Hoback, "So a lot of people did a lot of waiting in the past. This rail extension has changed all of that."

Named for the wife of John E. Haselden, INRD Director of Industrial Development and Engineering Services who designed the project, the Dixie Siding does more than just give the rail company flexibility in the timing and turnaround of its trains. It benefits the entire region.

"(The rail extension) helps keep traffic flowing on roads in the downtown area and on the southside," Indianapolis Mayor Bart Peterson told *The Indianapolis Star*. "That means better air quality."

Steve Cunningham, MPO Principal Planner and planner overseeing most rail-related issues, agrees. "As the region's primary transportation planner, the MPO does everything it can to improve the safety and efficiency of our transportation system. Increasing mobility options, and using different modes, such as rail and roadway, to move goods and people around the region, helps do that. But only if they can operate without obstructing one another. This new siding helps insure that."

For more information on the new Dixie Siding, contact

Thomas G. Hoback, President & Chief Executive Officer at the Indiana Railroad Company (317/262-5140, tomh@inrd.com) or visit the INRD web site at www.inrd.com.

WEST LEG PROJECT

(from page 1)

Parsons Transportation Group.” Other state and regional transportation planners, including staff members of the Indianapolis MPO in whose planning area the project takes place, will stay informed and involved in the project via regular INDOT updates. (EDITOR’S

NOTE: Though the I-465 West

Leg Project is located within the MPO’s planning area, the MPO is not the project’s primary planner. INDOT is the primary planning and implementing agency for all interstate improvement projects.) But how will the average citizen stay informed on the project?

“This project has had an active public information effort behind it since its beginning,” says Steve Cunningham, MPO Principal Planner and the MPO’s regular INDOT liaison. “INDOT has held regular public meetings during the project’s early stages and has made public outreach efforts the responsibility of its consultant team. We’re happy, though, to lend a hand where we can.”

Toward this end, *teMPO* will feature regular updates on the project as it proceeds to completion. In this issue, we provide project background and scope-of-work information: the why, where, what and how of the Energize 465 project. Within the next month, a project office will be established as well as an 800 number and a new website. Until they are up and running, all information quoted here comes from the INDOT project web site at www.in.gov/dot/div/specialprojects/wsc.

BACKGROUND

The purpose of this project is to

add capacity to, and improve safety along, the west leg of I-465, from SR 67 to 56th Street. With this project, INDOT intends to reconstruct approximately 12 miles of I-465 as four through-lanes in each direction, plus at least one auxiliary lane in each direction, between a point south of the SR 67 interchange (Exit 8) north to Exit 19, just south of the 56th Street interchange.

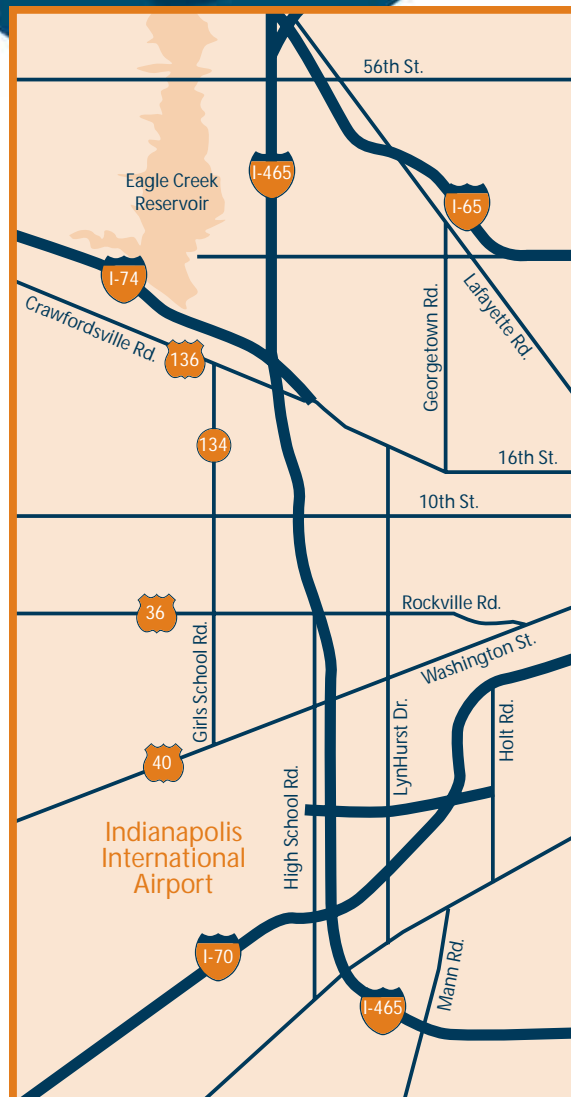
Currently, I-465 has three through-lanes in each direction with the exception of four lanes that are provided southbound between the Airport Expressway (Exit 11) and US 40/Washington Street (Exit 12).

Interstate 74’s west leg also travels over I-465 between the southern limit of the project and Exit 16 where it departs to the west, and I-70 crosses I-465 in the project area (see *Airport Update*, page 1).

I-465 is a 53-mile circumferential beltway around most of the Indianapolis metropolitan area. This segment of the west leg was built in the late 1950s and early 1960s on the fringe of the urban area. When this segment of I-465 was completed in 1961 and 1962, the roadway featured only two lanes in each direction, although the mainline bridges were built at that time to accommodate three lanes in each direction. Development in the study area occurred quickly after I-465 opened, and the third travel lane was added in the median approximately five years later in 1966 and 1967.

I-465 serves both local and regional traffic needs for the Indianapolis area and also for Indianapolis International Airport. Additionally, an overall lack of north-south local roads with any degree of continuity in the area has contributed to I-465’s high traffic volumes. Compounding the situation is the fact that this was one of the first interstates constructed in Marion County and, as a result, used early interstate geometric design standards. Its interchanges are also closely spaced.

cont on page 9, see West Leg Project



WEST LEG PROJECT

(from page 8)

The roadway currently has 12-foot lanes and was built to a design speed of 70 miles per hour. Full access control is exercised. The maximum grade over the length of the roadway is three percent. The existing rights-of-way are typically 200 feet, but does expand to 260 feet in certain areas. The posted speed limit is 55 miles per hour. Characteristics of the existing interchanges along the route are shown below, from south to north.

Interchange Characteristics

Location	Type	Additional Information
SR 67 (Kentucky Avenue)	Folded Diamond	Folded to the east (Railroad on west side)
I-70	Semi-Directional	Directional Ramp from NB I-465 to WB I-70
Airport Expressway	Semi-Directional	Directional Ramp from SB I-465 to EB Airport Expwy.
US 40 (Washington Street)	Cloverleaf	
US 36 (Rockville Road)	Cloverleaf	
10th Street	Semi-Directional	Directional ramp from WB 10th St. to SB I-465; SB C/D
I-74/US 136/ Crawfordsville Rd.	Cloverleaf	
38th Street	Partial Cloverleaf	Loop in NW quadrant only (WB 38th St. to SB I-465)

PROJECT PURPOSE AND NEED

The purpose of this project is to upgrade interchange ramp and mainline capacities, improve the deteriorating mainline and ramp pavement and bridges, and upgrade geometric conditions to current standards throughout the project length. The capacity and safety of I-465 will be enhanced in the process.

The roadway currently operates at level of service (LOS) E during parts of the day between US 40 to I-74. (EDITOR'S NOTE: The Level of Service designation is a range which describes the quality of traffic flow, with A indicating free, unobstructed traffic flow and F indicating complete obstruction of traffic flow. A desirable level of service for the corridor is LOS C; However, LOS D is the minimum for urban reconstruction projects.

In 2026, if the roadway remains three lanes in each direction, the entire corridor will operate at LOS F during parts of the day. Overall, there would be 12 hours a day where large segments of southbound and northbound traffic would be LOS E or F, if the roadway remains at three lanes. When the mainline is expanded to five lanes in each direction, or four lanes plus an auxiliary lane, the mainline will operate at no worse than LOS D, thereby meeting the goal of the project.

The following is a more specific list of deficiencies and substandard sections of I-465 that will be corrected with this project:

I-465 WEST LEG DEFICIENCIES/SUBSTANDARD SECTIONS

- At the I-70 and I-465 interchange, short weaving areas along both mainlines cause operational problems.
- The US 40 interchange loop ramps do not meet 25 mph design standards.
- The directional ramp for west to south movements at 10th Street has a substandard 25 mph design speed.
- The I-74 interchange cloverleaf loops do not meet design standards for the radii of loop ramps and the short weaving sections cause operational problems on both mainlines.
- The 34th Street and 46th Street bridges over I-465 do not meet vertical clearance standards.

EXPECTED DESIGN FEATURES

The basic future typical section will be an urban interstate, with 12-foot lanes in a minimum 216-foot right-of-way, and a 26-foot paved median with a concrete barrier. Inside and outside shoulders will be 12 feet. Right-of-way needs may expand in areas of cut and fill and would be larger at interchange areas. Allowable mainline grades would be still no greater than three percent. Full control of access will continue to be exercised.

Interchanges will also be reconfigured to improve both safety and capacity for travelers entering and exiting I-465, as well as those traveling across the I-465 corridor.

COST AND SCHEDULE

Preliminary right-of-way acquisition and construction cost are estimated at \$400 million dollars, using 80 % federal funding and 20% local matching funds.

The current schedule for the project has some advance construction beginning in 2007, with construction within the I-465 corridor beginning in 2008 and lasting through the 2010 construction season. Preliminary engineering, early utility coordination, right-of-way engineering and the public involvement process are well underway.

For more information on the I-465 West Leg Project, look to future issues of *teMPO*, or contact Mark Urban of HNTB at 636-4682 (murban@hntb.com).

MPO ADDS NEW SENIOR PLANNER

The MPO had plenty to be grateful for this past Thanksgiving. After working most of the year short-handed, MPO Manager/Master Planner Mike Dearing successfully identified and hired a qualified candidate to take on some of the department's growing planning responsibilities. On November 24th, just three days before the holiday, Amy Inman joined the MPO staff as its newest Senior Planner.



**Amy Inman, M.S.
MPO Senior Planner**

"A year ago, we had a staff of eight doing regional transportation planning," Dearing explains. "But as our study area grew, our staff shrank. We lost two people through promotion or attrition. It took a while to locate someone with Amy's qualifications and academic background."

In 1997, Amy earned her undergraduate degree in Environmental Science from Indiana University's School of Public and Environmental Affairs. For the first half of that year, she was also a member of the U.S. Fish & Wildlife's Conservation & Restoration staff where her duties included preparing analysis for restoration efforts using Geographic Information Systems (GIS) and conducting research to aid in the restoration of prairies and reintroduction of extirpated species in Northwestern Indiana. From mid-1997 to early 2001, Amy was Geographic Information System Coordinator at I.U. In this position, her accomplishments included working on the creation of a Campus Master Plan for land-use and utility infrastructure.

In January, 2001, Amy moved to the Champaign-Urbana area where she earned a Masters of Science degree in Geography (with emphasis in Urban and Regional Planning) from the University of Illinois. While there, she also served as a Geographic Information System Specialist in the University's Division of Planning & Design. Her duties there included assisting in academic land-use planning for the University's Department of Capital Programs, modeling carbon uptake for monitoring air quality, and representing the U of I on technical and policy committees involving local government agencies. She graduated on the Dean's List with a grade point average of 3.98.

Did you Know? . . .

This holiday season started with a bang when 35,000,000 Americans traveled more than 50 miles from home for the Thanksgiving weekend. That's up almost 2.5% over Thanksgiving weekend, 2002. The vast majority, about 89%, relied on our nation's highways and their own vehicles to get from here to there and back.

In the northeast, Amtrak estimated that it carried more than 500,000 over the 2003 Thanksgiving weekend, prompting the federally-subsidized rail carrier to add 70 trains for holiday service.

But Amy isn't all work and no play. "I have a lot of outside interests," she says, citing especially her pets. "I ride my horse, Ebony, every chance I get. He's still in Bloomington, along with my Great Danes, Argus and Hartley. I miss them so much." Other outside interests include Amy's work for Habitat For Humanity and her fund-raising efforts for the Monroe County Humane Society.

Now, in her new position as MPO Senior Planner, Amy's responsibilities will include:

- Bicycle and Pedestrian Pathways
- The Pennsy Corridor project
- Co-Planner-In-Charge of *DIRECTIONS*, the Rapid Transit Study To Improve Regional Mobility
- Co-Planner-In-Charge of the Regional Pedestrian Plan Study (see related story, *teMPO*, Volume Seven, Issue Three)
- The Transportation Monitoring System

"Her plate will be pretty full, just like the rest of us," promises Dearing. "But she has terrific training and the experience to handle it. We're really glad to have her with us."

To contact Amy about any of the projects she's coordinating, or to welcome her, call 317/327-5646 or e-mail her at ainman@indygov.org.

YOUR MPO STAFF

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

Steve Cunningham • Principal Planner317/327-5403	scunning@indygov.org
Mike Dearing • Manager/Master Planner317/327-5139	mdearing@indygov.org
Amy Inman, M.S. • Senior Planner317/327-5646	ainman@indygov.org
Catherine Kostyn, M.A. • Planner317/327-5142	ckostyn@indygov.org
Kevin Mayfield • Senior Planner317/327-5135	kmayfiel@indygov.org
Philip Roth, AICP • Senior Planner317/327-5149	proth@indygov.org
Sweson Yang, AICP317/327-5137	syang@indygov.org
Chief Transportation Planner	

For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.

DIRECTIONS ENTERS PHASE II

DIRECTIONS, the Rapid Transit Study To Improve Regional Mobility, has begun the second of three work phases likely to take transportation planners well into the new year. On September 17th, Phase I activity ended when the Indianapolis Regional Transportation Council (IRTC) reviewed and approved the study's findings to-date and authorized the Metropolitan Planning Organization to initiate Phase II activity with the help of Indianapolis Transit Consultants (ITC), a co-venture of several transportation planning, engineering and design firms.

The purpose of *DIRECTIONS* is to evaluate the feasibility and cost-effectiveness of developing a region-wide rapid transit system. If implemented, this system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area. In Phase I, planners determined the likely scope and primary travel corridors for such a system. These corridors, which currently experience the highest commuter activity in the region, lead from downtown Indianapolis toward Avon, Cumberland, Fishers/Noblesville, Greenwood, Zionsville and the Indianapolis International Airport. During Phase I, which began in December, 2002, the range of potential rapid transit technologies was also narrowed from the original twelve to four, retaining Commuter and Light Rail, Express Busway and Automated Guideway Technology (AGT).

In Phase II of the study, planners intend to present the public with several specific route alignment and transit technology recommendations for each of the identified corridors. "These corridors are our region's busiest, with the most current or projected commuter-activity," says Mike Dearing, MPO Manager/Master Planner. "We want the public's help in determining which alignments and technologies are locally preferred to handle it." A series of public meetings are tentatively scheduled for this purpose in mid-February (see meeting schedule, page 16). By the end of Phase II in Spring of 2004, planners also hope to have consensus on an implementation strategy that prioritizes the six corridors. "We want to begin

work where it will offer our region the biggest and most immediate benefits," Dearing explained.

Though lasting only about half the duration of Phase I, the handling of Phase II is critical to the success of the rapid transit study, especially how its findings are presented and received by the public. "Though we had multiple public meetings early in Phase I, I think the goals and potential benefits of a regional rapid transit system were a little abstract for most people to relate to," says Philip Roth, the MPO Senior Planner who has overseen *DIRECTIONS* from the start. "For that reason, some of our meetings were lightly attended. So, to make

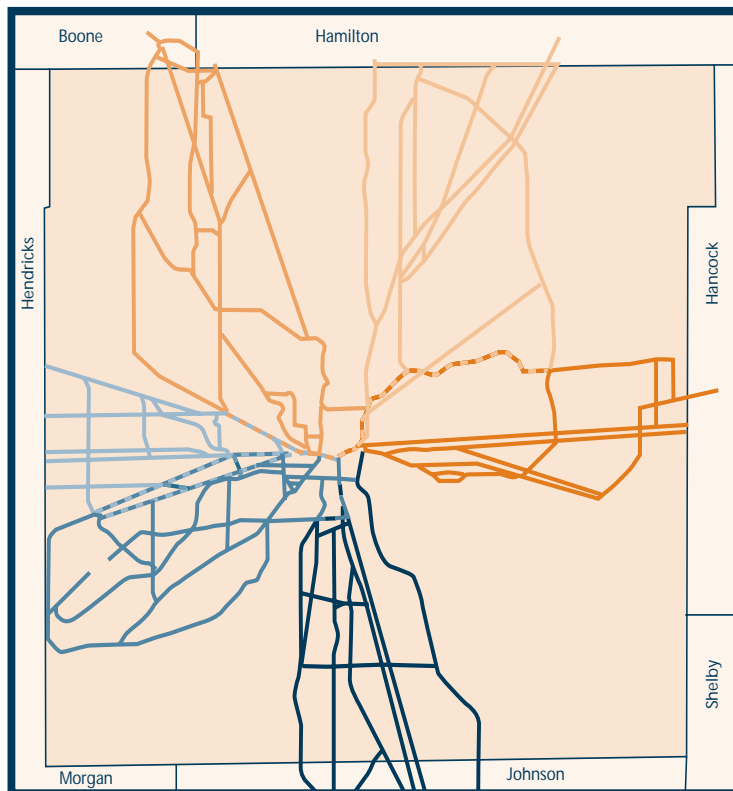
sure we were getting representative information on regional commuting habits and travel characteristic preferences on which to base our recommendations, we also conducted a region-wide telephone survey (see related article, *teMPO*, Volume Seven, Issue Three)." Survey findings contributed to the selection of transit technologies carried into Phase II.

"I don't think abstraction will be a problem in Phase II," says Roth. "At each of our six public meetings, people will be presented with at least two alignment options to consider for the corridor adjacent to where they live, along with an appropriate technology recommendation. That makes things pretty concrete in a hurry," Roth notes. "They will also be given a brief summary of the alignment and technol-

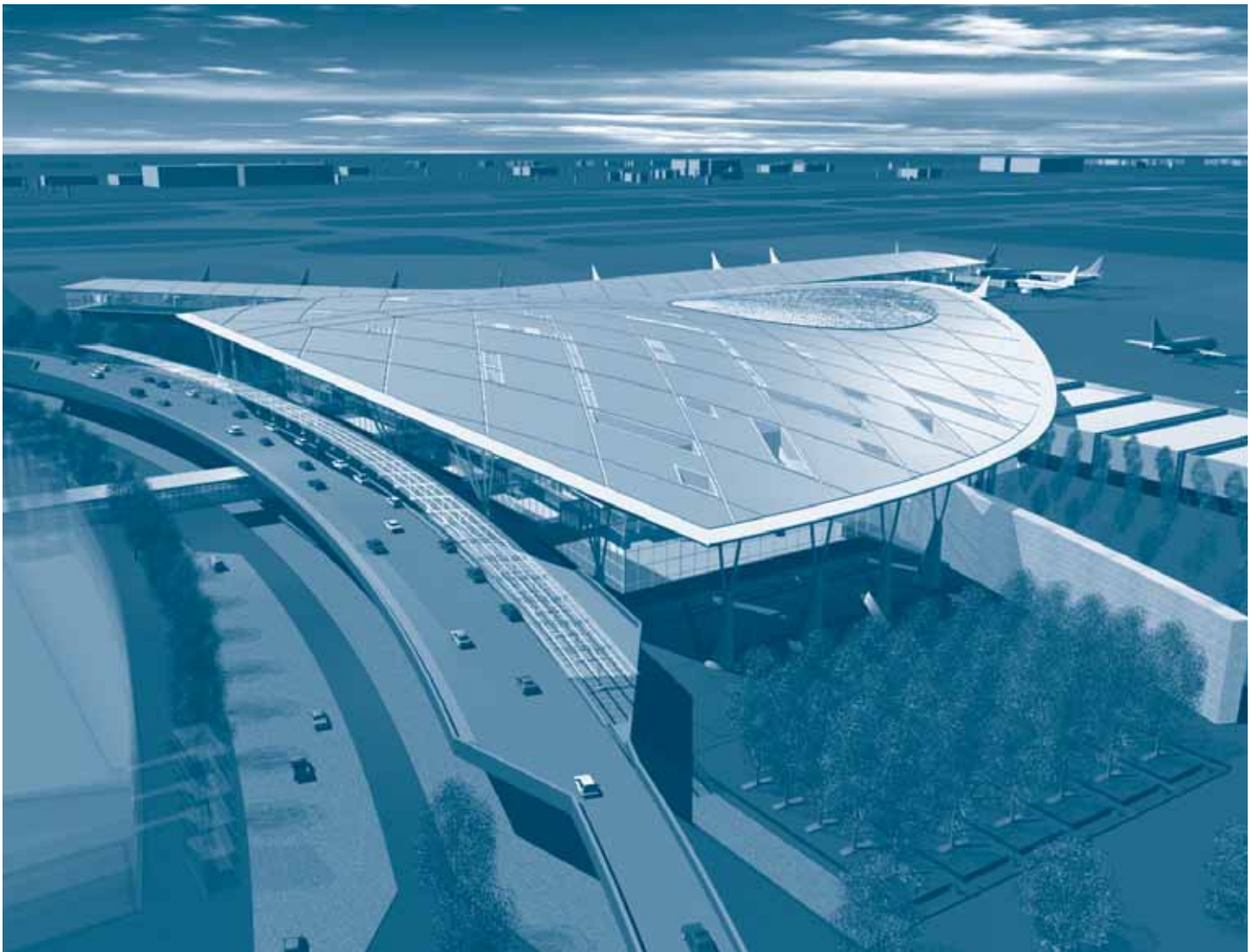
ogy options being presented for the other five corridors. So, by attending these meetings, area residents can participate in the planning process and get a good feel for how a future system would work." Final alignment and technology selection in each corridor will be made using the public input gathered at these meetings.

Because of the critical role informed public input plays in the transportation planning process, and because *DIRECTIONS* has a goal of identifying *locally preferred* route alignments and technologies, Phase II meetings will be promoted via an extensive outreach marketing program, as were Phase II meetings. To promote public attendance and participation, the MPO will issue media advisories to nearly 60 print, radio and television news providers. Direct mail will also be

cont on page 16, see *DIRECTIONS*



MPO Senior Planner Philip Roth illustrated several potential route alignments within each of *DIRECTIONS* six travel corridors on the map above. By the end of Phase Two in March, 2004, a locally preferred route alignment and technology recommendation for each will be identified.



AIRPORT UPDATE

(from page 1)

dents daily. The impact of the I-70 project will be felt first, as construction crews plan to begin shifting interstate traffic to the new pavement next summer.

“The City’s goals for the New Indianapolis Airport demanded that the air-travel gateway for central Indiana be modern, efficient and uniquely representative of the history and future of our state,” says Indianapolis Mayor Bart Peterson. “With each step we take, we move closer to creating a stunning new facility that will maintain and enhance Indianapolis’ position as the ‘Crossroads of America’ for generations to come.”

At the Indianapolis International Airport itself, site preparation and excavation is underway on the future airport terminal building and adjoining airplane aprons. In December, 2003, City and airline officials announced plans to delay the opening date of the new terminal to 2008. Terminal design, site and control tower work will continue through 2004.

Preliminary apron grading excavation work includes stripping the topsoil, building an embankment, milling and removing a portion of the old closed runway, and controlling water flow and soil erosion. This work will involve moving more than 1 million cubic yards of soil from existing stockpiles and on-site excavation.

PASSENGER TERMINAL BUILDING

The new passenger terminal building will be the centerpiece of the new airport project. It will be built in the “mid-field” area of the airport property, between the two main existing runways. The \$974 million project includes a new terminal, concourse, and parking garage, as well as site preparation, utility and roadwork, and airfield improvements.

The new airport terminal building represents the merging of economic opportunity, arts and culture, and the spirit of Indianapolis in a single structure. As the aviation gateway to Indianapolis and the State of Indiana, the terminal building will play a key role in defining the modern character of both the city and the state.

cont on page 13, see Airport Update

AIRPORT UPDATE

(from page 12)

The heart of the terminal building is a civic plaza – a central gathering point whose circular shape recalls the shape of the City's central public space, Monument Circle. Although the plaza will serve the necessary functions of both security and concessions, the room is designed to incorporate artwork, provide public event space, and enable visitors to sample the character of Indianapolis and the region.

The terminal roof is shaped to create a symbolic threshold to the city and state, emanating from the civic plaza. The form is generated by joining the sheltering, centralized shape of an arch with the rise and fall of the building from check-in to departure. Encompassing high glass walls, the building form will rise over the plaza to reveal a view of the aircraft apron and the city skyline.

This terminal is designed as a dynamic, changing form that reveals its purpose as destination, gateway and powerful civic symbol.

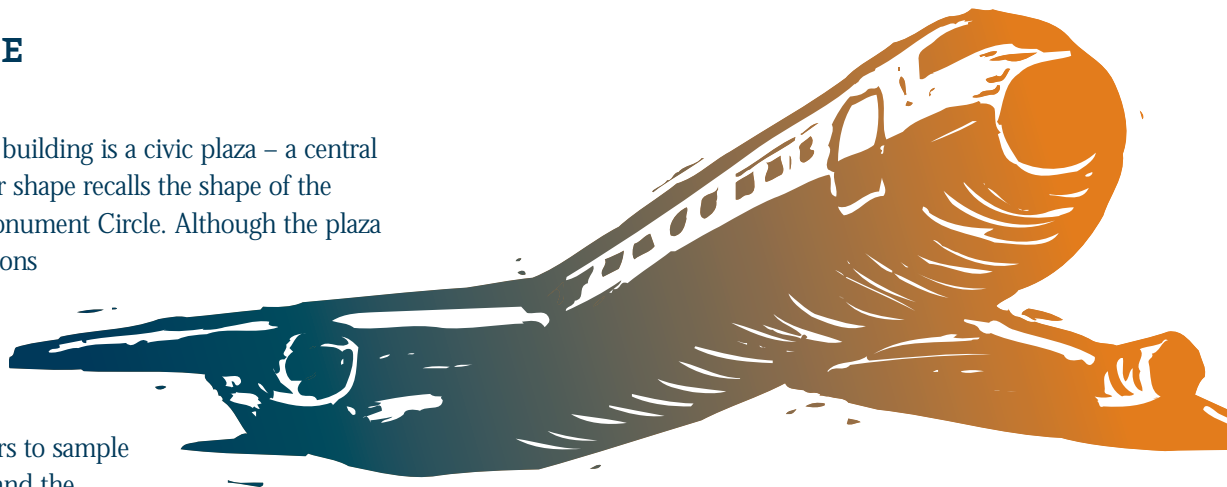
"Every sector of the central Indiana community – government, business, labor, travel and tourism, arts and culture, and the traveling public – have a great stake in the success of the New Indianapolis Airport, and that success starts with this design," said Indianapolis Airport Authority Board President Lacy M. Johnson. "From every perspective, this building will be powerful, unique and compelling."

Construction of the new terminal building is still scheduled to begin in the spring/summer of 2005. Cost of the new Indianapolis Airport will be financed through a combination of federal grants, passenger facility charges, airline facility rents and aircraft landing fees. No state or local tax money will be used to finance construction of the new airport or to repay construction bonds.

For more information about the New Indianapolis Airport, visit www.newindairport.com.

TRAFFIC CONTROL TOWER

Just southwest of the airport terminal site, construction



also is proceeding on the new Federal Aviation Administration (FAA) Air Traffic Control Tower and radar control building. The tower shaft is more than half completed, and workers now are assembling the 78-foot-tall tower cab. Workers will piece the cab together on the ground to ensure its structural integrity, then use a 400-foot crane to lift large cab sections into place in January.

When completed, the new tower will rise more than 300 feet into the sky, soaring over the airport and adjacent highway system. The \$32 million facility will be centrally located

cont on page 14, see Airport Update

AIRPORT UPDATE

(from page 13)

between the airport's two main runways to support construction of the new passenger terminal and future air traffic operations.

The tower and control building are slated to become operational in 2005.

"It's going to be a sharp-looking building, and the cab itself is exceptional," said Project Manager Randy Williams. "You're going to be able to see it from a lot of the west side."

I-70 FAST TRACK

For many west side travelers and residents, the most dramatic and visible sign of construction progress near the airport is the I-70 relocation and interchange project, called the I-70 Fast Track project by the Indiana Department of Transportation (INDOT).

This work involves moving approximately four miles of interstate about 1,200 feet south and constructing two new highway interchanges – one to serve the new airport and a second to access the relocated Six Points Road. Much of the pavement for the new I-70 lanes has been poured and work is now underway on construction of the "fly-over" lanes that will comprise the two new interchanges.

"Viewed from within the construction zone, the entire project can be a bit overwhelming because of its magnitude," said J. Bryan Nicol, Commissioner of the Indiana Department of Transportation, which is overseeing the project. "We're still setting the massive forms for the new interchange bridges. When viewed from the interstate, Hoosier motorists can now see how magnificent this project is going to be and what a serious undertaking it is."

Contractors have moved about 2.8 million cubic yards of earth during construction, which also involved relocating more than 7,000 feet of creek beds. Much of the excavated dirt was banked in a massive mound along I-70.

The \$160 million project will support and enhance long-term airport development opportunities by realigning and lowering I-70 next to the southern-most runway. This will allow for future taxiway construction over the highway to link



Photos courtesy of Parson Brinckerhoff Quade & Douglas, primary engineering consultant to INDOT on the I-70 Fast Track project.



The foundations for a future taxiway have been an integral part of current construction activity. If built, the taxiway will enable aircraft to cross over the re-located section of I-70.

the existing runway and taxiway system with airport land south of the interstate. The project also will provide space for additional development along the southern runway.

In addition, the work also will provide a smoother, safer roadway for travelers, increased highway capacity by adding more collector and distributor lanes, and direct access from I-70 and the airport to Six Points Road and nearby commercial areas.

The bridges at the two interchanges will be finished next summer. The entire project is scheduled for completion in November, 2004. For additional I-70 Fast Track information, visit www.in.gov/dot/div/specialprojects/70airport/.

MONON COMPLETED

It's 15.5 miles long, cost about \$5.5 million to construct over eight years and is, by all accounts, the pride of the regional greenways system. It's the Monon Trail, of course — the reclaimed rail right-of-way that now extends from 10th Street in downtown Indianapolis north to 146th Street in Carmel — making it the longest existing trail in the region's growing greenways network

On Wednesday, October 15th, Indianapolis Mayor Bart Peterson, Greenways Administrator Ray Irvin and other local dignitaries officially opened the 3.5 mile southern end of trail whose completion had been held up by this summer's HyperFix construction activity.

HyperFix contractors needed access the part of the area where the trail runs

under the interstate, just south of 15th Street. Had it not been for this necessary delay, the trail would have been completed earlier as originally scheduled.

"It may have taken longer than we wanted, but it was definitely worth the wait," says Irvin. "I can't think of a better use for federal Transportation Enhancement funds than greenway trail construction, and our local walkers, joggers, cyclists and rollerbladers seem to agree." An estimated 1.2 million people use the Monon Trail annually, making it the most popular of the seven existing Indy Greenways. In addition to the Transportation Enhancement dollars dispersed through the Indiana Department of Transportation, construction of the Monon Trail benefited from

the financial support of a Lilly Endowment grant.

More trails are included in the City's long range plans. At present, transportation planners are working on the development of the Pennsy Trail on the east-side which, when completed, will add another 5.5 miles of greenways to Marion County's existing 65 mile system (see *Pennsy Trail Update*, in *teMPO*, Volume Seven, Issue Three). "That's real-



Pictured at the official opening of the 3.5 mile southern leg of the Monon Trail are Greenways Administrator Ray Irvin, Gleaners Food Bank President & CEO Pamela Altmeyer, Indianapolis Mayor Bart Peterson, Indianapolis Parks Director Joe Wynns, Indianapolis Greenways Development Commission Chair Greg Silver, and President of the Old Northside Homeowners Association Peter M. Michael.

ly just the tip of the iceberg," says Irvin. "With the area's growing demand for mobility options, and the MPO's proven commitment to alternative modes of transportation, we're only just beginning. Someday, we envision a greenways network that will provide extensive regional transportation, as well as recre-

ation, opportunities. And we're working toward that day as fast as we can."

Mayor Peterson, an alternative transportation and health/fitness advocate, seems to agree. Quoted at the Monon dedication in the October 16th *The Indianapolis Star*, he said "The best part of all of this is the connectedness" and "We're not even half done." In the region's long range plans, at least another dozen or so greenway trails are planned.

"Our Greenways System is too great a resource not to expand and share," Irvin explains. "It offers us economic development, recreational, health, environmental improvement and transportation benefits. Everyone should have the opportunity to share in these benefits and they will if our greenways system keeps growing." The completion of

the Monon Trail is another step in the right direction.

For more information on the Indianapolis Greenways System, contact Ray Irvin at 317/327-7431 (rirvin@indy.gov.org) or visit the Indy Greenways American Trails award-winning web site at www.indygreenways.org.

Did you Know? . . .

According to "Amenity and Recreation Values of Urban Greenways" by the IUPUI Center for Urban Policy and the Environment, "presence near the Monon Trail or in a greenway conservation corridor has a statistically significant, positive impact on (property) sale prices." Homes near the Monon Trail sold on average for \$124,415, slightly more than 11% over the average price for the region. "For homes within one-half mile of the Monon Trail," the study further asserts, "the (study) model estimates that 14.6 percent (\$13,600) of the predicted sales price is attributable to the trail."

DIRECTIONS

(from page 11)

sent at random to 25,000 area residents in proportion to that population density within the study area. For example, since Marion County represents 54% of the households within the eight-county study area, 54% of the mailings will be sent to households within Marion County. In addition, 35 regional publications, such as the *Topics* newspapers, *The Indianapolis Recorder*, *The South Side Times*, *The Greenfield Reporter* and the *StarWest*, *StarNorth*, *StarSouth* and *Hamilton County AM* sections of *The Indianapolis Star* will again encourage meeting attendance through display advertising.

"During Phase I, our investment in public relations, direct mail and advertising paid off in top-of-mind awareness and recall among the media," says Joe Whitman, MPO Communications Consultant. "The newspapers and broadcast stations gave our meetings great coverage in April and May, despite much more 'immediate' transportation-related stories, like HyperFix, CityFix and the I-69 Extension," he says. "We hope to use the post-holiday media slump to secure the same coverage commitment in Phase II . . . and to convince the public that the time to get involved in *DIRECTIONS* is now, while alignment and technology decisions are being made."

Late in Phase II, after public input from the meetings has helped select the specific route alignment and technology recommendation for each travel corridor, study planners will use financial, regional system benefit and commuter-impact criteria to identify the first corridor for system construction. "This will be a delicate issue for us, because we want people to remember that this will be just the first leg of a system to be built, not the *only* leg to be built," says Dearing. "*DIRECTIONS* has always been about evaluating the feasibility of a *region-wide* transit system and, in all likelihood, we'll begin construction where funding availability and potential commuter benefits will be the greatest," he says. "We don't know where that is yet, but our eventual selection process will be transparent to everyone involved in the study."

If, upon the completion of Phase II in March, 2004, findings indicate the feasibility of a region-wide rapid transit system, *DIRECTIONS* will enter its third funding phase. Phase III is expected to last until December, 2004. At the time, the 24-month rapid transit study which is budgeted at \$1.5 million (\$1.2 million federal, \$300,000 local) will have yielded a locally preferred region-wide rapid transit system and fundings plan. For more information on *DIRECTIONS* current Phase II activities, and public participation opportunities, visit the MPO web site at indygov.org/indympo, or contact MPO Senior Planners Philip Roth, AICP, at 317/327-5149 (proth@indygov.org) or Amy Inman, M.S. at 317/327-5646 (ainman@indygov.org).



DIRECTIONS

A Rapid Transit Study To Improve Regional Mobility

DIRECTIONS PHASE II PUBLIC MEETINGS

As part of *DIRECTIONS* Phase II activity, the MPO will conduct a public meeting in each of the six travel corridors identified and approved for further study in Phase I. At these meetings, area residents will be asked to review and comment on route alignment options for each corridor, including recommendations on which transit technology to use. As in Phase I, meeting attendance will be promoted via direct mail, media and public relations and display advertising in 35 newspapers.

All meetings will include an Open House/Presentation from 6:30 - 8:00 PM, unless otherwise noted.

February 17

Zionsville Town Hall

1100 West Oak Street, Zionsville, IN 46077

February 18

Cumberland Community Life Center

10612 E. Washington Street, Indianapolis, IN 46229

February 19

Trinity Wesleyan

9709 Allisonville Road, Indianapolis, 46250

February 24

Arthur Baxter YMCA Pavilion

8202 US 31 South, Indianapolis, IN 46227

February 25

Brownsburg Town Hall

80 East Vermont Street, Indianapolis, IN 46112

February 26

Indianapolis Public Library - Brightwood Branch

2435 North Sherman Drive, Indianapolis, IN, 46218

(NOTE: Because the library closes at 8:00 PM, this meeting has been scheduled for 6:00 - 7:30 PM.)

PEDAL & PARK POSTS RECORD YEAR

The Pedal & Park program which provides area cyclists with free, supervised bike parking at popular greenways-adjacent events throughout the spring and summer concluded its second consecutive record-breaking year in September. The program, which was founded by the Greenways Foundation, has been sponsored by the Metropolitan Planning Organization (MPO) since 2001. As program sponsor, the MPO pays the foundation \$1 for each bike parked in its bike corral at Pedal & Park events. Proceeds are divided among not-for-profit organizations whose volunteers continuously monitor the corral, including Indy Parks Greenways, the Indiana Bicycle Coalition (IBC), and the Central Indiana Bicycling Association (CIBA).

"This year, we provided free, secured parking to 1,230 area cyclists - a new season high for Pedal & Park," says Greenways Foundation President and program coordinator Tom Olsen. "Despite some wet weather and extreme heat, we still managed to have a record-breaking Earth Day Indiana, Indiana State Fair and Penrod Arts Fair, which set a new one-day total of 270 cyclists." Other 2003 Pedal & Park events included the Broad Ripple Art Fair, Bike-To-Work Day and the Talbot Street Art Fair. "Clearly, there is a growing demand for alternative transportation opportunities, and we're helping to meet it," said Olsen, who noted that not only are more regional cyclists using the program than ever before, but they're peddling greater distances. "We frequently saw people from northern Hamilton County and the Eagle Creek area at the fairgrounds this year. That's between a 10 and 15 mile ride each way." The 2003 Indiana State Fair drew 777 Pedal & Park cyclists, also a record for the 12-day event which is often dominated by August heat.

Because the MPO guarantees Pedal & Park volunteers a daily minimum, the program collected a total of \$2,545 this year over 19 event days. The proceeds were dispersed to program partner organizations in proportion to volunteer time contributed. CIBA earned \$1,837, followed by IBC with \$357 and the Greenways Foundation with \$351.

"We consider our support of Pedal & Park an investment in transportation system efficiency and regional health," says MPO Manager/Master Planner Mike Dearing. "Thanks to programs like this, more people than ever are considering alternatives to car travel, which reduces traffic congestion and improves air quality for everyone."

In 2004, the Pedal & Park program will gain a new coordinator as Tom Olsen moves out of state (see related story, page 5). Long-time CIBA member Andy O'Donnell has volunteered to take up the reins and is already considering some new ways to keep the program growing. "Thanks to everyone's hard work, we're on a roll now," he notes. "I'd like to build on our momentum by adding a few different events and by investigating new, cooperative partnership opportunities." For more information on the 2004 Pedal & Park program, including available days and times, call Andy at 317/873-2005 (odar1@aol.com) or visit the Indy Greenways web site at www.indygreenways.org/pedalpark.

The Pedal & Park program encourages the use of non-motorized transportation alternatives, and, in this way, serves the Greenways Foundation goals of promoting travel along Indy Greenways, distributing relevant recreational literature, and raising funds for its partnering not-for-profit organizations. To volunteer as a corral supervisor, call 317/255-0559.



INDOT Commissioner J. Bryan Nicol (fifth from left) and a few of the State employees who participated in Bike-To-Work-Day on May 16, 2003.



Just a few of the 270 bikes that made the Penrod Art Fair the biggest single day event in Pedal & Park's history.

COMPONENTS

To encourage awareness of, and informed participation in, its regional transportation planning process, the MPO includes display advertising among the many communications strategies utilized in its Public Involvement Program. Featuring consistent use of the “iMPORTant” format to build awareness and heighten recall, these ads appear in publications throughout the region, including the *City & State* section of *The Indianapolis Star* and *The Indianapolis Recorder*.

The ads shown here ran in August, September and October of this year. From the top, the first ad invited all interested parties to a meeting of the MPO’s Citizens Advisory Committee on the evening of Wednesday, August 20th. The meeting, the fourth of the year, dealt with a variety of transportation related topics of public interest, including proposed program amendments, an update of the *DIRECTIONS* Rapid Transit Study, and a presentation on noise barriers made by the Indiana Department of Transportation. This ad ran in the August 12th issue of *The Indianapolis Star* and the August 15th issue of *The Indianapolis Recorder*.

The second ad also mentions amendments. In this ad, however, the public is encouraged to review and offer comments on proposed amendments to the 2003-2005 and 2004-2006 Indianapolis Regional Transportation Improvement Program, or IRTIPs. IRTIPs document federally funded transportation improvements recommended for implementation in our area within a specific three-year period. This ad ran in the September 2nd *City & State* section of *The Indianapolis Star* and the September 5th issue of *The Indianapolis Recorder*. In each case, the ad ran in tandem with a Legal Notice that provided more detail on where and how to provide input on the proposed amendments.

The third ad again encourages attendance at a Citizens Advisory Committee meeting. This one, the last of the year, was held on Wednesday, October 22nd. Its agenda items included a review of newly proposed IRTIP amendments, an update on the regional Pedestrian Plan, and reports on two new MPO sub-committees: the Noise Abatement and Senior Mobility Sub-committees. The ad appeared in the October 15th *Indianapolis Star* and the October 17th *Indianapolis Recorder*.

The fourth ad served a dual purpose, encouraging public review and comment on yet another round of proposed IRTIP amendments through November 12th, and inviting all those wishing to be heard to a public hearing of the Metropolitan Development Commission on November 19th. This ad appeared in the October 29th issue of *The Indianapolis Star* and the October 31st issue of the *Indianapolis Recorder*.

Through its various Public Involvement Program outreach strategies, including display ads like these, the MPO will continue to inform its primary planning partner, the public, of upcoming participation opportunities.

IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Wednesday, August 20th, at 6:30 PM. Agenda items will include proposed amendments to the Indianapolis Regional Transportation Improvement Program, an update on the *DIRECTIONS* Rapid Transit Study, and a presentation on interstate noise barriers.

Join us in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization (MPO) invites your input on proposed amendments to the 2003-2005 and 2004-2006 Indianapolis Regional Transportation Improvement Programs (IRTIP).

The IRTIP documents federally funded projects recommended for our region over a three-year period, including roadway reconstruction, bridge rehabilitation, traffic signal modernization, and bicycle/pedestrian pathways. A complete listing of proposed amendments appears in today's Legal Notices. For more information, call 317/327-5403.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Wednesday, October 22, at 6:30 PM. Agenda items will include proposed amendments to the Indianapolis Regional Transportation Improvement Program, a Pedestrian Plan update, and reports on the new MPO Noise Abatement and Senior Citizen sub-committees.

Join us in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization (MPO) invites your input on proposed amendments to the Indianapolis Regional Transportation Improvement Program (IRTIP).

The IRTIP documents federally funded projects recommended for our region, including roadway reconstruction and adjacent landscaping. Public comment will be accepted on these amendments through November 12 and at a public hearing of the Metropolitan Development Commission, November 19 at 1 PM, in the Public Assembly Room of the City-County Building, 200 East Washington, downtown Indianapolis.

See today's Legal Notice or call 317/327-5403 for more information.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IRONS IN THE FIRE

NEW CAC SUB-COMMITTEES

At the October Citizens Advisory Committee (CAC) meeting, MPO Manager/Master Planner Mike Dearing spoke briefly about two new sub-committees that have been formed advise the CAC on specific areas of public interest: The Noise Abatement Sub-Committee and the Senior Mobility Sub-Committee.

The Noise Abatement Sub-Committee was initially formed with residents of East Avalon Hills and Lindberg Highlands – two areas where highway noise affects property values and quality-of-life. East Avalon Hills in northeast Indianapolis was developed in the 1960's before I-465 was constructed and has since been negatively impacted by the change in type and volume of highway traffic. The impacts of traffic noise became a serious issue for the Lindberg Highlands area in southeast Indianapolis where I-65 and I-465 meet when a September, 2002 tornado destroyed trees that previously screened the neighborhood from the highway. This sub-committee met for the first time on October 20th to identify strategies for securing noise abatement relief.

The Senior Mobility Sub-Committee began as an out-growth of regular roundtable discussions the MPO has held with seniors from OASIS, formerly known as Older Adults Service & Information System. "This effort to gain a senior perspective on transportation issues parallels our school outreach program," Dearing explained. "Whether talking with students or seniors, planners can learn a lot about perceived problems and their possible solutions."

To join either the Noise Abatement or Senior Mobility Sub-Committees, or to suggest another sub-committee, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).

COMMUNITY INCLUSION

On Thursday, November 20th, the MPO conducted its sixth and final Community Inclusion Project (CIP) meeting of the year. The meeting was hosted by the Indianapolis Department of Public Works (DPW) at its Training Center at Belmont & Harding Streets. Agenda items included a follow-up discussion of Sewers and Sewage, especially around the Monon Trail at Sutherland Avenue, and 'new business' topics like Abandoned Cars & Towing and Safety Issues In Park Planning.



"This meeting was typical of what we try to do throughout the year," says MPO Senior Planner Kevin Mayfield, who coordinates and facilitates the Community Inclusion meetings with MPO Planner Catherine Kostyn. "We regularly bring together residents from neighborhoods that are traditionally under-represented in the planning process with representatives from private and public service providers, such as the Indianapolis Police Department, IndyParks, DPW, even Indianapolis Power & Light. Our goal is to encourage a free and open exchange of ideas, where citizens can voice their concerns and suggestions directly to the people who can help them."

Kostyn agrees. "It's all about feeling heard in a friendly, non-confrontational setting," she says. "We meet every two months with members of neighborhood organizations throughout Center Township and serve a simple lunch. People talk, and issues get identified for further action." The CIP currently attracts 30-50 participants per meeting with attendance steadily growing since its inception in 2001.

For more information on the Community Inclusion Project, contact Kevin Mayfield (317/327-5135, kmayfiel@indygov.org) or Catherine Kostyn (317/327-5142, ckostyn@indygov.org).

CONNECTIONS FINAL EIS

conNECTIONS, the Study of the Northeast Corridor Transportation, was again in the news early this fall as its Final Environmental Impact Statement (FEIS) was released for final review and comment. Following the comment period, which ended December 21, 2003, a Record of Decision (ROD) will be considered for approval by the Federal Highway Administration. The ROD is anticipated to be approved early in 2004.

The purpose of *conNECTIONS*, which started in mid-1998, was to identify locally preferred, financially feasible strategies for mitigating the effects of traffic delays and lack of mobility options that frustrate rush hour travelers in the Northeast Corridor, our region's busiest, which stretches from downtown Indianapolis northeast to Noblesville. Throughout the course of the study, the public was encouraged to work with the team members from the MPO and Parsons Brinckerhoff Quade & Douglas, transportation engineering consultants, to develop a list of travel options for consideration. A series of evaluative steps, including computer-modeling and cost-benefit analysis, was used to cut the original list of 14 options down, first to eight and, finally, to two.

cont on page 20, see Irons in the Fire



IRONS IN THE FIRE

(from page 19)

The study's public participation program culminated with INDOT conducting two Public Hearings in mid-November, 2001. By that time, the *Draft Environmental Impact Statement* had been available for public review and comment for 45 days. The public comment period continued through January, 2002, when the study's Policy Steering Committee, comprised of Indianapolis Mayor Bart Peterson, INDOT Commissioner J. Bryan Nicol and State Senator Luke Kenley, met. At that time, the committee decided to proceed with the highway expansion option recommended by the study team. Highway Alternative H5, as it was designated, is an intermediate expansion option in the northeast quadrant that will increase the roadway capacity of I-465, I-69, State Road 37 and I-70.

The committee determined that additional information was needed before proceeding with a major transit investment. They did *not* approve any of the rail-bus transit options identified by the study to proceed. Instead, they requested further study of a transit system that could 1) be regional in nature, and 2) include a transit route from down-



town Indianapolis out to the airport, as the most successful systems elsewhere in the country do. These goals are, in part, the purpose of *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility, which is now in-progress (see related story, page 11).

Following the Record of Decision for the Final EIS, the highway expansion projects will proceed to the design and construction phases.



Metropolitan Planning Organization

1821 City-County Building
200 East Washington Street
Indianapolis, IN 46204-3310

PRESORTED
STANDARD
U.S. Postage
PAID
Indianapolis, IN
Permit No. 803

Stay informed and involved in
our regional transportation
planning process three ways:

- Call our new Comment Line,
anytime, at 317/327-8601 to
leave a comment or question.
- Learn about upcoming public
participation opportunities
from the MPO Hotline at
317/327-IMPO.
- Or, visit the MPO web site in
depth information at
www.indygov.org/indympo.