

Regional Implications of the Study

The sum total of the policy, vision and component recommendations will have the following implications for the Metropolitan Planning Area.

- *A prototype that will inform development of the Regional Pedestrian Plan.*
- *Inter-modal transportation planning that is neighborhood based.*
- *A standardized, inter-agency public process for neighborhood renewal projects.*
- *Transportation planning that supports parallel community objectives.*
- *The development of new street and sidewalk standards that support inter-modal mobility.*

PARALLEL STRATEGIES

Implementation of Special Neighborhood Study recommendations will follow several parallel strategies.

- Capital Improvements and Infrastructure Renewal
- Neighborhood and Stakeholder Project Initiation
- Model Projects that Demonstrate Innovative Inter-modal Transportation

Capital Improvements and Infrastructure Renewal as the Basis for Implementation

The maintenance and upgrade of transportation infrastructure is a continuous process that follows established routines of planning, funding, and implementation. Replacing and renewing transportation facilities is generated by the life-cycles of the facility, changes in land use distribution and intensity, and evolving national and local policies and priorities. This Study is a response to all of these parameters, but most specifically to emergent federal guidelines requiring integration of all modes of transportation. Consideration of bicycle, pedestrian, and public transit in transportation projects using federal dollars is now mandatory. Rather than being an imposed and non-funded mandate, it is a result of years of lobbying by public interest groups for a balanced transportation system that considers all modes of travel. Therefore the first strategy for implementation is to incorporate the concepts and guidelines developed in this study into the inevitable renewal or reconstruction of transportation elements as they occur. Usually this strategy entails a long lead-time, although several current initiatives offer near term possibilities. They are the proposed 62nd Street improvements west of Keystone Avenue and IndyGo's plan to install Central Business District (CBD) style bus shelters on Rural Street.

Neighborhood and Stakeholder Project Initiation

To bring key components of the plan to a more expedited implementation schedule, rather than simply waiting for pavements to physically deteriorate, or congestion to become intolerable, a proactive, cooperative stance, and engagement process by agencies and stakeholders is necessary. This process is characterized by:

- 1 Stakeholder initiation, buy-in and active promotion of specific projects.
- 2 Establishment of working partnerships between stakeholders and implementing agencies.
- 3 The development of an evaluation tool to prioritize projects.
- 4 Targeting of project-specific funding mechanisms, that are in addition to infrastructure renewal project funds.

The study area constituencies, as documented in Section 4 of

SECTION 6 IMPLEMENTATION STRATEGIES

this report, support the core components of the plan. Likewise, implementing agencies are interested in responding to neighborhood and constituency group needs. By forming a partnership, government will be responsive and citizen's will have their needs addressed.

Model Projects that Demonstrate Innovative Intermodal Transportation

This Study demonstrates that transportation planning can support parallel community objectives. There are funding sources for integrative planning that result in innovative projects, incorporating the goals of many stakeholders, and that fit the mission of national agencies or donor organizations.

These model projects require advance planning and extended lead time to find supportive funding. They are larger ideas that develop systems supporting multiple objectives. Components of the study that are innovative and will require the support of multiple constituencies include:

- **Quiet Streets**

A framework of Quiet Streets that provides walking and bicycling connections to neighborhood destinations, while discouraging through traffic. Quiet Streets support incorporation of multiple transportation modes within existing right-of-way and pavement areas. Potential partners: the neighborhoods, DPW, Indy Parks Greenways.

- **Demonstration parkway**

Abandonment of widening plans for a primary arterial in favor of lane reduction, bicycle, pedestrian, and transit accommodation, and maintenance of environmental character, while maintaining existing capacity and level of service. Potential partners: the neighborhoods, bicycling constituency, IndyGo, DMD, DPW.

- **Mall as community transportation center**

A new kind of Mall that serves as a community center for neighborhood transportation in addition to encouraging bicyclist and pedestrian access and facilities. Retrofit the mall and its site into a transit-oriented development. Potential partners: Glendale Mall, Merle Sidener Middle School, Lowes, IndyGO, DMD, DPW.

- **Incorporate environmental inter-modal transportation planning**

Acknowledgement through policy, that the quality of the alternative transportation experience is key to changing habits and developing the critical mass needed to impact and reduce automobile congestion. Potential Partners: MPO and DPW.

Who are the Implementing Agencies?

Implementation of this study is dependent on an effective constituency to advocate improvements. Implementing agencies such as the Department of Public Works (DPW), Department of Metropolitan Development (DMD), and Indy Parks, balance many competing interests for their resources. For this study to move forward, a partnership and synergy between the neighborhood organizations, implementing agencies, and political representatives must develop.

MPO: Indianapolis Metropolitan Planning Organization
<http://www.indygov.org/indympo/>

DMD: Department of Metropolitan Development
<http://www.indygov.org/dmd/>

DPW: Department of Public Works
<http://www.indygov.org/dpw/> or
<http://www.indygov.org/dcam/>

DPS: Department of Public Safety
<http://www.indygov.org/pubsafety>

IndyGo: Marion County Public Transportation
<http://www.indygo.net/>

Indy Parks:
<http://www.indygov.org/indyparks/>

Indy Parks Greenways:
<http://www.indygreenways.org/>

POLICY RECOMMENDATIONS

These policy recommendations may be in place, but are reiterated here to reinforce not only their importance, but to improve inter-department and inter-agency communication and cooperation for transportation options in the study area. They are typically initiated by a government agency.

Recommended Action	Implementing Agency/Group
<i>Incorporate Study Findings Into Comprehensive Plan Update</i> Coordinate and institutionalize plan components by incorporating them into Marion County Comprehensive Land-Use Plan Updates and Subarea Plans.	MPO/DMD
<i>Institutionalize Policies through the Boards of Zoning and Zoning Appeals</i> Formally adopt the Special Neighborhood Study to inform land use and zoning processes, transportation/ transit/ inter-modal policies, and urban forestry objectives.	MPO/DMD
<i>Incorporate Bicycle, Pedestrian, and Transit Modes into all Projects</i> To a varying extent, bicyclists and pedestrians will be present or will interface on all streets and highways, and it is clearly the intent of TEA-21 that all new and improved transportation facilities be planned, designed, and constructed with this fact in mind. The decision not to accommodate them should be the exception not the rule, and there must be exceptional circumstances for denying access through design or prohibition. Every agency shall provide accommodation for bicycling, walking, and transit access as a routine part of their planning, design, construction, operation and maintenance activities. Provide in-house workshops to educate staff on this issue.	MPO/DMD/DPW/DPR/DPS/IndyGo
<i>Incorporate the Quiet Street As a New Category of Local Street</i> Once a demonstration project has been implemented and successful, adopt the Quiet Street as a new category of Local Street into the Thoroughfare Plan.	MPO
<i>Incentives</i> Develop incentives for commercial and institutional property owners to provide great walking, biking, and experiential environments as a means to promoting themselves as destinations. Incentives could include relaxation of selected zoning requirements and/or city-sponsored improvements in exchange for easements or right-of-way.	MPO/DMD working with local business associations and institutions.
<i>Measurement Tools</i> Establish baseline data before improvements are implemented to monitor the results of improvements. Gather pedestrian and bicycle counts, traffic data, and mall visitation.	MPO/IndyGo/DMD/DPW, Kite Development
<i>Education and Public Safety</i> Develop information materials to address bicycle and pedestrian related traffic rules, Quiet Street information, promotion of neighborhood walking and biking to local destinations. Use with safety personnel and schools, churches and neighborhood associations. Encourage an annual pedestrian and bike safety workshop and National "Walk to School" week.	MPO, IndyGO, IPD, Oasis, Schools, Churches, Neighborhood Organizations

SECTION 6 IMPLEMENTATION STRATEGIES

OVERVIEW OF RECOMMENDED NEAR TERM IMPLEMENTATION ELEMENTS: 2002-2007

1. Initiate establishment of the Quiet Street on 61st Street west of Keystone and the associated Off Street Path to accomplish a neighborhood link to the Glendale Block.
2. Develop a partnership with Glendale Block constituencies to reconfigure the Keystone entrance to Glendale Mall to accommodate an on-grade pedestrian crossing and safer traffic movements. Establish criteria for future upgrade to a pedestrian bridge over Keystone.
3. Construct the proposed bike-pedestrian path between Kessler Boulevard and the Mall behind Sidener School.
4. Initiate discussions with Glendale Mall, Lowes, and associated businesses to provide bicycle /pedestrian connections and urban forest infill.
5. Initiate planning or Rural Street for traffic calming, parking lot consolidation, and transit hub.
6. Initiate feasibility study of reconfiguring Kessler Boulevard/56th Street from Eagle Creek Park to Fort Benjamin Harrison State Park to accommodate continuous bike lanes, collector sidewalks, and possible traffic calming median. If studies warrant, and neighborhood consensus is gained, test concept with signage and striping. After successful test, implement selected improvements.
7. Establish signed bike routes followed by incremental road improvements to accommodate bike lanes or wide shoulders on 56th, 62nd, and 65th Street.
8. Fill gaps in of Kessler Boulevard sidewalks, both sides, to collector sidewalk standard in study area.
9. Install all collector sidewalks. Highest priority are streets with transit stop connections and school linkages.
10. Develop streamlined implementation procedure for residential sidewalk development.
11. Establish streamlined implementation procedure for residential street traffic calming devices.
12. Initiate design and seek funding sources for Broad Ripple Park Greenway connection.

Implementation Strategies

Implementation of Special Neighborhood Study recommendations will follow several parallel strategies.

- *Application of the study's recommendations and guidelines to ongoing infrastructure maintenance and renewal programs.*
- *Stakeholders' initiation of specific components of this study through proactive neighborhood promotion, consensus building and petitions to identified implementing agencies.*
- *Establishment of project specific partnerships between stakeholders and implementation agencies such as IndyGo, Department of Public Works, Indy Parks Greenways.*
- *Extension of the process and the guidelines developed for the Special Neighborhood Study to other districts in the Metropolitan Planning Area as part of the multi-year Regional Pedestrian Plan development.*

Proposed Project Methodology

- Identify range of costs for each component of the plan and establish project budgets.
- Identify funding sources for project components.
- Gather base information sufficient for detail of the subject project.
- Meet with neighborhood and business group constituency and review proposals. Refine scope of project. Maintain contact and perform frequent updates and review.
- Develop detailed design of project alternatives and costs.
- Complete acquisition or easement agreements if required.
- Finalize scope of work and review with neighborhood constituency.
- Finalize design and construct project.

Potential Funding Sources

The table on the following page identifies the strategic elements of the plan and potential outside funding sources. Abbreviations used in that table are explained below:

NHS	National Highway System
STP	Surface Transportation Program
HEP	Hazard Elimination Program
RHC	Railway-Highway Crossing Program
TEA	Transportation Enhancement Activities
CMAQ	Congestion Mitigation/Air Quality Program
RTP	Recreation Trails Program
FTA	Federal Transit Capital, Urban & Rural Funds
TE	Transit Enhancements
BRI	Bridge
402	State and Community Traffic Safety Program
PLA	State/Metropolitan Planning Funds
TCSP	Transportation & Community & System Preservation Pilot Program
JOBS	Access to Jobs/Reverse Commute Program
RTP	Recreational Trails Program
FLH	Federal Lands Highway Program
BYW	Scenic Byways
UF	Urban Forestry Programs
CDBG	Community Development Block Grant
TFHRC	Turner-Fairbank Highway Research Center
LCI	Federal Transit Administrations Livable Communities Initiative
PLC	Partners for Livable Communities
SAFEKIDS	Walk to School National Safekids Campaign
RWJF	The Robert Wood Johnson Foundation
CDC	Centers for Disease Control
NIH	National Institutes of Health
NCCDPHP	National Center for Chronic Disease Prevention & Health Promotion
NRPA	National Recreation and Parks Association
GR	City of Indianapolis
FDNCENT	National Foundation Center
ER	
RICHS	Rural Information Center Health Service (RICHS)

SECTION 6 IMPLEMENTATION STRATEGIES

VISION PLAN ELEMENTS

These are strategic elements of the plan that are larger, integrated elements, that will work simultaneously in achieving the component actions. Some of the strategies expand the scope of funding opportunities because they are associated with education, communication, lifestyle, and health. Other vision strategies encourage interagency coordination, thereby enabling a win-win

Vision Plan Component	Lead Agency	Partners and Supporting Agencies
General Activities		
Establish a neighborhood liaison and input process that allows continued dialog between the City and the neighborhood that builds on the processes of this study, as implementation proceeds. Retain checks and balances in the process to ensure agreements between the parties are maintained during the design and value-engineering processes.	MPO/DMD	DPW/ IndyGo / Indy Parks
a/ Pedestrian System		
<i>Residential Sidewalks</i> Continue construction/repair of residential sidewalks on a block-by-block basis upon consensus of residents. Prioritize based on DPW condition analysis (0=no sidewalks to 5= new sidewalk in place).	DPW	Neighborhood Associations, Schools, Churches
<i>Collector Sidewalks</i> Complete all Collector Sidewalks. Coordinate with IndyGo's bus stop upgrade program and prioritize with other infrastructure projects.	DPW	MPO, DMD, IndyGo, Business & Neighborhood Groups, Schools, Churches
<i>Off-Street Path Right-of-Way</i> Establish an easement and property acquisition program for off-street paths. Develop mechanisms to purchase property from willing sellers, negotiate rights-of-first refusal, establish life estate remainders, and other long-term "win-win" programs for critical parcels that are the missing links of the pedestrian system.	DPW	Indy Parks, MPO, DMD, local Land Trusts, Greenways Foundation
<i>Indy Greenways Link</i> Connect Evanston Avenue along the White River to Broad Ripple Village	Indy Parks	Neighborhood Associations
<i>New Pedestrian Medians and Crossings on Thoroughfares:</i> In coordination with pedestrian system implementation, provide crossings at Evanston, Tacoma, and the First Friends Meeting/Utility Corridor intersections on Kessler; 58th Street on Keystone; Tacoma and Utility Corridor on 62nd Street; and Evanston, Tacoma, Utility Corridor and Olney Streets at 65th Street.	MPO/DPW	MPO, DMD
<i>Pedestrian Phase at all Traffic Signals</i> Provide pedestrian phase at both new and proposed traffic signals.	MPO/DPW	Neighborhood Associations
b/ Bicycle System		
Develop an inter-agency agreement between the MPO and DPW on the detailed implementation of the bicycle system modifications recommended in this Study. Address route modification protocols, ancillary improvements required, and public safety/information plan.	MPO	DPW, DMD, Indy Parks
Incorporate wide-curb bike lanes into planned infrastructure renewal project on Broad Ripple Avenue	DPW	MPO, Indy Parks
Incorporate bike Lanes on Kessler Boulevard into reconfigured Kessler Boulevard/56th Street from Eagle Creek Park to Fort Benjamin Harrison	DPW	MPO, Indy Parks
Acquire R/W, establish wide curb lanes and new curb along portions of Evanston Avenue, 65th and Rural Streets	DPW	MPO, Indy Parks

SECTION 6 IMPLEMENTATION STRATEGIES

achievement for all agencies involved. The visionary nature of these components necessitates initiation and discussion by multiple agencies, but stakeholder momentum may start these actions. The vision plan elements are given a priority ranking based on the outcome of the public participation sessions and examination of feasibility.

Cost Range/ Unit (per Design Guidelines)	Priority				Potential Outside Funding Sources	Vision Plan and Design Guideline References
	1	2	3	Model Project		
No Cost - Inter-agency memorandum	x			x	N/A	
\$40 - \$75 per LF		x			Neighborhood Associations, NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, BRI, FLH, BYW, NIH, SAFEKIDS, CDC, NCCDPHP	VP pages 4-5 thru 4-6 DG pages 5-2, a1 - a3
\$50 - \$135 per LF	x				STP, HEP, CMAQ, TE, JOBS, UF, RHC, TEA, FTA, SAFEKIDS, CDC, NIH, NCCDPHP, GR	VP pages 4-6 thru 4-7 DG page 5-2, a1 - a3
Varies according to property value			x		RTP, JOBS,	VP pages 4-7 thru 4-9 DG page 5-2, a4 - a5
\$75 – \$90 per LF			x		Army Corps of Engineers, NHS, STP, TEA, CMAQ, RTP, BRI, FLH, BYW	VP page 4-8 DG a7
\$10,000 + Overhead Bridge at Keystone = \$500,000+				In coordina- tion with other pedestrian improve- ments	NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, FLH, BYW	VP DG d5
\$10,000 +	x				NHS, STP, HEP, RHC, TEA, CMAQ	
No Cost - Inter- agency memo- randum	x				N/A	VP pages 4-10 thru 4-11 DG b1 - b2
\$11 – \$29 per LF	x				NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, BRI, FLH, BYW	VP pages 4-10 thru 4-11 DG b1
\$25 - \$40 per LF	x				NHS, STP, TEA, CMAQ, FLH, BYW	VP pages 4-25 thru 4-27 DG b2
\$25 - \$40 per LF		x			NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, BRI, FLH, BYW	VP pages 4-10 thru 4-11 DG b1

SECTION 6 IMPLEMENTATION STRATEGIES

Vision Plan Component	Lead Agency	Partners and Supporting Agencies
c/ Public Transit System		
<p><i>Glendale Transit Hub , Park 'n Ride Facility, Rural Street Realignment</i> Continue long-range planning to develop express routes. Investigate feasibility of Glendale as mid-point, state-of-the-art transit hub, and park 'n ride facility in a landscaped park setting.</p>	IndyGo/MPO	DMD, DPW, Glendale Mall
<p><i>Route and Schedule Information</i> Provide route and schedule information at each stop or shelter.</p>	IndyGo	DPW
<p><i>Transit Pull-offs</i> Bus pull-off lanes on Rural Street and Kessler Boulevard with CBD-type shelters, pedestrian refuge medians and crosswalks, and associated amenities.</p>	IndyGo/MPO	DMD, DPW
d/ Traffic Calming Systems		
<p><i>Response to Neighborhood Requests</i> Respond to requests for traffic calming on an as-needed basis. Apply on a district-wide basis to avoid impacts on neighboring streets.</p>	DPW	DMD, MPO
<p><i>Burlington at Hillside</i> Install intersection speed control.</p>	DPW	DMD, MPO
<p><i>Traffic Calming as Component of Quiet Streets</i> In conjunction with Quiet Street implementation.</p>	DPW	DMD, MPO
e/ Quiet Street Subareas		
<p><i>Demonstration Project</i> Designate 61st Street West connecting Keystone Avenue with the Monon as a demonstration Quiet Street. Project components include a reconfigured on-grade crossing at Keystone Avenue to the Glendale Block, and R/W acquisition or easement to connect from Burlington to Keystone as a segment of off-street path.</p>	DPW	MPO, DMD
<p><i>Completion of Quiet Street Framework</i> Install remaining Quiet Street framework, depending on outcome of demonstration project. If demonstration is successful, complete system, including pedestrian crossings of arterial and collector streets, traffic calming, and off-street path connections for complete system.</p>	DPW	Neighborhood Associations, MPO, DMD, Indy Parks, Churches, Schools, Business Associations
f/ Kessler Boulevard Parkway		
<p><i>Complete Feasibility Study for Continuous E/W Bike Lanes</i> An initial feasibility study has been completed for the study area that concludes that the Parkway concept with phased traffic signals, landscaped median, bike lanes and collector sidewalks can be installed without loss of service for vehicles. Remaining questions before implementation proceeds are:</p> <ol style="list-style-type: none"> 1. Feasibility of continuous bicycle lanes between Eagle Creek Park and Fort Benjamin Harrison or determination of alternate termination points such as the Monon and Allisonville Road or SR37. 2. Decision on extents of median. Recommend it terminate at the Monon Bridge and SR37. 	MPO	DPW, DMD, Indy Parks, Bicycle Associations, Ft. Harrison, IndyGo.

**SECTION 6
IMPLEMENTATION STRATEGIES**

Cost Range/ Unit (based on Design Guidelines)	Priority				Potential Funding Sources	Vision Plan Reference
	1	2	3	Model Project		
\$ 2,250,000 - \$ 3,000,000			x	x	STP, HEP, TEA, CMAQ, NHS, RHC, FTA, TE, FLH, BYW	VP pages 4-12 thru 4-13 and 4-33
	x				IndyGo	
\$50,000 +		x			STP, HEP, TEA, CMAQ, NHS, RHC, FTA, TE, FLH, BYW	VP pages 4-12 thru 4-13 DG c1 - c2
			x		N/A	VP pages 4-14 thru 4-15
\$12,000 – \$40,000 ea	x				STP, HEP, RHC, TEA, CMAQ, TCSP	DG d3
\$12,000 – \$40,000 ea		x			STP, HEP, RHC, TEA, CMAQ, TCSP	DG d1, e1
\$10,000 – \$30,000 per block	x			x	NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, FLH, BYW, BRI, TFHRC, LCI, PLC, RWJF, CDC, NIH, NRPA, GR, FDNCENTER, RICHS	VP pages 4-16 thru 4-23 DG e1
\$10,000 – \$30,000 per block		x			NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, FLH, BYW, RTP, BRI	VP pages 4-16 thru 4-23 DG e1
\$10,000 - \$15,000	x				STP, CMAQ, FLA, TCSP	VP pages 4-24 thru 4-27 DG f1 - f5

SECTION 6 IMPLEMENTATION STRATEGIES

Vision Plan Component	Lead Agency	Partners and Supporting Agencies
f/ Kessler Boulevard Parkway (continued)		
<p><i>Design and Engineering for Parkway Concepts</i> Initiate Design Development for street reconfiguration. Establish participatory input process with adjoining property owners and neighborhood. Consider:</p> <ol style="list-style-type: none"> 1. Bus pull-off lanes with CBD-type shelters, pedestrian refuge medians and crosswalks, and associated amenities. Establish close working relationship with adjacent property owners. Reduce frequency of bus stops in favor of pull-offs. 2. Collector sidewalks: complete missing sidewalk segments. Expand existing sidewalk to meet Collector Sidewalk standards with context-sensitive design that minimizes impacts on existing vegetation, driveway access, and parking. 3. Landscape and amenity features. Consider special district lighting and signage. 4. Provide new traffic signals to platoon traffic flow. 5. Select median or turning lane option and design. 	MPO	DPW, MPO, DMD, IndyGo, Neighborhood Associations, Churches, Schools
<p><i>Test Lane and Median Configuration</i> Using temporary line striping and traffic cones, delineate proposed medians and lane configuration for observation. Revise design as needed.</p>	DPW	MPO, DMD, IndyParks, IPD, Schools, Churches, Neighborhood Associations
<p><i>Construction</i> Construct final improvements.</p>	MPO	DPW, DMD, IndyParks, IPD, Schools, Churches, Neighborhood Associations
g/ Glendale Block		
<p><i>Keystone Pedestrian Crossing and Reconfigured Mall Entrance at Keystone and 62nd Streets</i> Channelize existing South Drive with new pedestrian signal (PKG Concept B)</p>	MPO	DPW, DMD, Kite Development, Neighborhood Associations
<p><i>Reconfigured Internal Mall Circulation to Accommodate Proposed Improvements:</i> Reconfigure internal circulation and landscape Keystone Avenue and pedestrian oriented new development.</p>	Kite Development	Keystone Business Association, Neighborhood Associations, Schools, IUPUI, OASIS, IMCPL
<p><i>Pedestrian Links into the Mall Site</i> Develop detailed design and construction documents in conjunction with Mall development.</p>	Kite Development	DPW, MPO, Neighborhood Associations, Methodist Hospital,
<p><i>Sidener Middle School Trail</i> Develop detailed design and construction documents in conjunction with School playground and historic site memorial development.</p>	IPS	MPO, Kite Development, Lowes, IndyParks, Methodist Hospital.
<p><i>62nd Street - Keystone Avenue to Rural Street</i> Remove south curb lane and construct new sidewalk between Keystone and Rural Street</p>	DPW	MPO, DMD
h/ Experiential and Environmental System		
<p>Incorporate landscape and spatial buffering, glare-free lighting, urban design, and landscape amenities into all aspects of infrastructure investment.</p>	MPO/DPW	IndyParks, DMD, Neighborhood Associations, IDNR-Forestry

**SECTION 6
IMPLEMENTATION STRATEGIES**

Cost Range/ Unit (based on Design Guidelines)	Priority				Potential Funding Sources	Vision Plan Reference
	1	2	3	Model Project		
\$150,000 - \$175,000	x			x	STP, CMAQ, FLA, TCSP, RHC, LCI, PLC, SAFEKIDS, RWJF, CDC, NCCDPHP, GR, FDNCENTER, RICHS	VP pages 4-24 thru 4-27 DG f1 - f5
	x				N/A	
\$2,000,000 \$3,500,000 depending on final option selected	x				NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, BRI, FLH, BYW, UF, LCI, PLC, SAFEKIDS, RWJF, CDC, NCCDPHP, GR, FDNCENTER, RICHS	
\$350,000 - \$400,000	x				STP, HEP, TEA, CMAQ, NHS, RHC, TCSP	VP 4-28 - 4-33
\$250,000 +	x				STP, HEP, TEA, CMAQ, FTA, TE, BYW, TCSP, JOBS	
\$500,000 +	x				STP, HEP, TEA, CMAQ, FTA, TE, JOBS, UF, PLC, LCI	
\$85 – \$100 per LF			x		NHS, STP, TEA, CMAQ, RTP, BRI, FLH, BYW	
\$140,000 - \$175,000		x				
depends on location and scope	x			x	UF, PLC, RWJF, GR, NFNCENTER, RICHS	VP 4-35 DG h1

SECTION 6 IMPLEMENTATION STRATEGIES

COMPONENT COSTS & NOTES

A street by street itemization of a applicable design guidelines and quantities are identified for each component of the system in the following chart. The charts are organized by east-west streets, north-south streets and off-road paths.

Location		Design Guideline				
East West Streets	LF	Ped	Bike	Transit	Traffic Calming	Quiet St
65th Street						
Evanston to Keystone	1,280	a4	b1	N/A	d5 (Qty 1)	N/A
Keystone to Rural	1,300	a5	b1	N/A	d5 (Qty 2)	N/A
Rural to Olney	2,900	a4	b1	N/A	d5 (Qty 2)	N/A
<i>Subtotal</i>	<i>5,480</i>					
64th Street						
Tacoma to Rural	860	Quiet Street		N/A	d1-4 (Qty 2)	e2
<i>Subtotal</i>	<i>860</i>					
Broad Ripple/62nd						
Primrose to Evanston	1,630	a4/a5	b2/b3	c2	d5 (Qty 1)	N/A
Evanston to Keystone	1,300	a5	b2/b3	c2	d5 (Qty 1)	N/A
Keystone to Rural	1,240	a5	b2/b3	c2	d5 (Qty 2)	N/A
Rural to Olney	2,680	a4/a5	b2/b3	c2	d5 (Qty 3)	N/A
<i>Subtotal</i>	<i>6,850</i>					
61st Street						
Primrose to Burlington	1,970	Quiet Street		N/A	d1-4 (Qty 6)	e2
Burlington to Keystone	970	Off Street Path		N/A	d1-4 (Qty 1)	N/A
Rural to Oakland	1,170	Off Street Path		N/A	d1-4 (Qty 2)	N/A
Oakland to Olney	1,330	Quiet Street		N/A	d1-4 (Qty 4)	e2
<i>Subtotal</i>	<i>5,440</i>					
60th Street						
Primrose to Evanston	1,630	a1-3	no	N/A	d1-4 (Qty 6)	N/A
<i>Subtotal</i>	<i>1,630</i>					
Kessler Blvd						
Primrose to Keystone	2,950	f1-2	b1	c3	d5/(Qty 3)	N/A
Keystone to Olney	3,960	f1-2	b1	c3	d5 (Qty 5)	N/A
<i>Subtotal</i>	<i>6,910</i>					
Northgate Street						
Primrose to Keystone	2,460	a-3	N/A	N/A	d1-4 (Qty 7)	N/A
<i>Subtotal</i>	<i>2,460</i>					
McLeay Drive						
Keystone to Rural	1,350	a1-3	b2-3	N/A	d5@ Keystone, d1-4@Tacoma	N/A
<i>Subtotal</i>	<i>1,350</i>					
58th Street						
Primrose to Keystone	2,960	yes	yes	no	d1-4 (Qty 10)	e2
Keystone to Rural	1,350	a1-2	b2-3	no	d5@ Keystone, d1-4@ Tacoma	N/A
Rural to Dearborn Street	1,850	yes	yes	no	d5@ Rural d1-4 (Qty 4)	e2
<i>Subtotal</i>	<i>6,160</i>					

**SECTION 6
IMPLEMENTATION STRATEGIES**

Location		Design Guideline				
East West Streets	LF	Ped	Bike	Transit	Traffic Calming	Quiet St
58th Street						
Primrose to Keystone	2960	Quiet Street		N/A	d1-4 (Qty 9)	e2
Keystone to Rural	1350	a1/a2	b2/b3	N/A	d5@ Keystone, d1-4@ Tacoma	N/A
Rural to Dearborn Street	1850	Quiet Street		N/A	d5@ Rural, d1-4 (Qty 4)	e2
<i>Subtotal</i>	<i>6160</i>					
57th Street						
Primrose to Crittenden	1310	a1-3	no	N/A	d1-4 (Qty 4)	N/A
Crittenden to Evanston	330	Off Street Path		N/A	none	N/A
Hillside to Keystone	630	a1-3	no	N/A	d1-4 (Qty 2)	N/A
Keystone to Rural	1290	a1-3	no	N/A	d1-4 (Qty 2)	N/A
<i>Subtotal</i>	<i>3560</i>					
56th Street						
Primrose to Kingsley	650	a1-3	no	N/A	none	N/A
Kingsley to Hillside	1690	Off Street Path		N/A	none	N/A
Hillside to Keystone	630	a1-3	no	N/A	d1-4@Hillside	N/A
Keystone to Rail Corridor	2530	a4/a5	b2/b3	N/A	d5 (Qty 3)	N/A
<i>Subtotal</i>	<i>5500</i>					
North South Streets						
Crittenden						
57th to end of pavement	590	a1-3	b2/b3	N/A	none	N/A
end of pavement to 56th Street	200	Off Street Path		N/A	none	N/A
<i>Subtotal</i>	<i>790</i>					
Evanston						
65th to Broad Ripple	2630	a1-3	b1	N/A	d1-4@64th or off-street path, d5@65th	N/A
Broad Ripple to Kessler	2260	a1-3	b2/b3	N/A	d5@Broad Ripple, d1-4 (Qty2)	N/A
Kessler to 58th Street	1740	Off Street Path		N/A	d5@Kessler	N/A
58th to 57th Street	620	Off Street Path		N/A	d1-4@58th	N/A
<i>Subtotal</i>	<i>7250</i>					
Hillside Avenue						
Broad Ripple to 61st	1100	a5	no	N/A	no	N/A
<i>Subtotal</i>	<i>1100</i>					
Hillside Avenue West Drive						
61st Place to Kessler	n/a	a1-3	no	N/A	d1-4@ 61st Place	
<i>Subtotal</i>						
Keystone Avenue						
65th to 62nd Street	2600	a4/a5	no	c2	d5@65th	N/A
62nd to Kessler	2240	a5	no	c2	d5 (Qty 2)	N/A
Kessler to 56th Street	2650	a4/a5	no	c2	d5 (Qty 3)	N/A
<i>Subtotal</i>	<i>7490</i>					

SECTION 6 IMPLEMENTATION STRATEGIES

Location		Design Guideline				
North South Streets	LF	Ped	Bike	Transit	Traffic Calming	Quiet St
Tacoma Avenue						
64th to 62nd Street	1280	Quiet Street		N/A	d1-4 (Qty 2)	e2
Kessler to 58th Street	1480	Quiet Street		N/A	d5@Kessler, d1-4 (Qty 4)	e2
58th to 56th Street	1160	Quiet Street		N/A	d1-4 (Qty 4), d5@56th	e2
<i>Subtotal</i>	<i>3920</i>					
Rural Street						
65th to 64th Street	1300	a1-3	b1	N/A	d6-8@ 6450 north (not an actual address)	N/A
64th to 63rd Street	680	e2	b3	N/A	d1-4@64th	e2
63th to 62nd Street	640	a1-3	b1	N/A	d6-8@ 6300 north	N/A
62nd to Kessler Boulevard	2250	a5	b1	c2	d5@62nd	N/A
Kessler to 58th Street	1310	a1-3	b2/b3	N/A	d5@Kessler, d1-4@Northgate	N/A
58th to 56th Street	1320	a1-3	no	N/A	d5 (Qty 2), d1-4@57th	N/A
<i>Subtotal</i>	<i>7500</i>					
Oxford Street						
65th to 64th Street	1320	a1-3	no	N/A	d6-8@ 6450 north	N/A
62nd to Kessler	2290	a1-3	no	N/A	d1-4@61st	N/A
Kessler to 56th Street	2650	a1-3	no	N/A	d1-4@58th	at 58th
<i>Subtotal</i>	<i>6260</i>					
Parker Street						
65th to 62nd Street	2360	a1-3	no	N/A	d6-8@ 6450 north, 6400 north, 6300 north	N/A no
62nd to Kessler	2290	a1-3	no	N/A	d1-4@61st	N/A
Kessler to 56th Street	2640	a1-3	no	N/A	d1-4@58th	at 58th
<i>Subtotal</i>	<i>7290</i>					
Oakland Avenue						
65th to 62nd Street	2650	a1-3	no	N/A	d6-8 (Qty 3)	N/A
62nd to Kessler	1920	a1-3	no	N/A	d1-4@61st	at 61st
Kessler to 58th Street	1310	a1-3	no	N/A	d1-4@58th	at 58th
<i>Subtotal</i>	<i>5880</i>					
Tuxedo Street						
65th to 62nd Street	2680	a1-3	no	N/A	d6-8 (Qty 3)	N/A
62nd to Kessler	2290	a1-3	no	N/A	d1-4@	at 61st
Kessler to Brockton Drive	1030	a1-3	no	N/A	d1-4@ Brockton Drive	N/A
<i>Subtotal</i>	<i>6000</i>					
Olney Street						
65th to 62nd Street	2690	a1-3	no	N/A	d5@65th, d6-8 (Qty 3)	N/A
62nd to Kessler Boulevard	2290	a1-3	no	N/A	d5@62nd, d1-4@61st	at 61st
Kessler to Brockton Drive	710	a1-3	no	N/A	none	N/A
<i>Subtotal</i>	<i>5690</i>					

**SECTION 6
IMPLEMENTATION STRATEGIES**

Location		Design Guideline				
Off Street Paths	LF	Ped	Bike	Transit	Traffic Calming	Quiet St
<i>Broad Ripple Park Greenway</i>						
Monon to Rosslyn	1970	Off Street Path		N/A	no	N/A
Rosslyn to Ralston	2090	Off Street Path		N/A	no	N/A
Ralston to Evanston	1090	Off Street Path		N/A	d1-4@Evanston	N/A
<i>Subtotal</i>	<i>5150</i>					
<i>Power-line Corridor</i>						
65th to 62nd Street	2580	Off Street Path		N/A	d5@65th	N/A
62nd to Kessler Boulevard	2290	Off Street Path		N/A	d5@62nd	N/A
Kessler to Brockton Drive	2080	Off Street Path		N/A	d5@Kessler	at 58th
<i>Subtotal</i>	<i>6950</i>					
<i>TOTAL:</i>						

SECTION 6 IMPLEMENTATION STRATEGIES

Partnership Opportunities

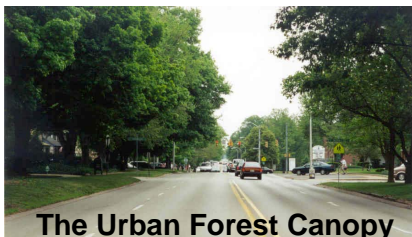
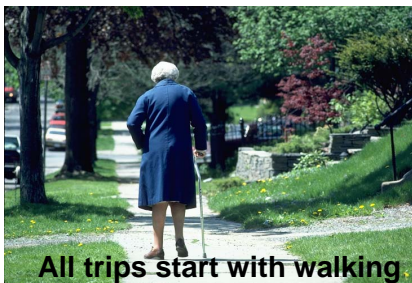
The following chart identifies opportunities for partnerships that typically may not be considered. Although the partners may not bring dollars to the table, they may provide research information, in-kind and constituency support, network linkages and advice for accomplishing projects.

	Neighborhood	Community	City
Pedestrian System	Methodist Medical Group	American Village Retirement Community	Metropolitan Indianapolis Board of Realtors
Bicycle System	School Athletic Leagues	OASIS	Indianapolis Public Schools
Public Transit System	Glendale Mall Walkers	Keystone Business and Community Association, Inc.	Indianapolis Chamber of Commerce
Traffic Calming	School Parent Teacher Associations	Kesslerwood Civic League, Inc.	Broad Ripple Village Association
Quiet Street	Broad Ripple High School	Keep Indianapolis Beautiful	Northminster Presbyterian Church
Kessler Boulevard	First Friends Meeting	Brockton Communities	Catholic Archdiocese of Indianapolis
Glendale Block	Merle Sidener Middle School	Marsh Grocery Stores	IUPUI
Experiential/Environmental	Boy Scouts of America	Heartlands Group-Sierra Club	Amos Butler Chapter-Audubon Society

Regional	State	National
CIRCL	Indiana Department of Commerce, Division of Tourism	Centers for Disease Control and Prevention
Central Indiana Bicycle Association	Indiana Bicycle Coalition	Centers for Disease Control and Prevention
Indianapolis Convention and Visitors Association	Indianapolis Airport Authority	Travel Industry Association of America
C. P. Morgan Company	Joint Transportation Research Program-Purdue University	Institute of Transportation Engineers
National Center for Accessibility	IN Chapter-American Society of Landscape Architects	Institute for Transportation Research and Education
Eagle Creek Park	Historic Landmarks Foundation, Inc.	National Park Service
Indianapolis-Marion County Library	Ball State University Center for Energy Research, Education Service	Lowes
Indiana Nurseryman's Association	Purdue Cooperative Extension Service	Rotary International

SECTION 6 IMPLEMENTATION STRATEGIES

“The vision for the Glendale Area Special Neighborhood Study is a synthesis of eight mobility components that together create an infrastructure environment supportive of walking, bicycling, and public transit usage.”



Conclusion

Implementation of the Special Neighborhood Study recommendations includes both near-term possibilities and long-term efforts over a possible ten-year horizon. A proactive and cooperative stance by agencies and stakeholders alike will enable specific components of the plan to be incorporated into on-going infrastructure renewal projects in combination with new capital project funds and grants.

This Study demonstrates that transportation planning can support parallel objectives. Much like other infrastructure investments that require advanced planning and coordination between different system components and jurisdictions, investment should be made in the inter-modal transportation system that accomplishes the parallel objectives of:

- mobility
- connectivity
- economic opportunity
- environmental quality and sense of place
- quality of life
- equitable cost benefits/environmental justice
- citizen participation

Realization of the Vision Plan elements in this plan will transform the Glendale Area, and by extension, the region. A new way of living will occur in which residents of all ages will have a comfort level as they engage a pedestrian system that links across busy arterials to schools, churches, other neighborhoods, and business districts; access to the public transit system will become desirable and more attractive than single-driver commuting; and bicycles can be used for trips that would otherwise be accomplished by cars.