



INDIANAPOLIS  
METROPOLITAN PLANNING  
ORGANIZATION

**Tech Memo III-AA6**

Identification and Definition of Alternatives Report

**Indianapolis Metropolitan Area Rapid Transit Study**



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## 1.0 INTRODUCTION

This Indianapolis Regional Rapid Transit Study (RTS) document, titled “Identification and Definition of Alternatives Report,” describes the study process. Furthermore, this report describes the results at a course-level screening, which defines possible alternatives to be taken into detailed evaluation. The identification and definition of “Build” alternatives, including both mode and alignment, are based on the refined *Purpose and Need Statement*.

### 1.1 Project Description

The Indianapolis Metropolitan Planning Organization (MPO) is sponsoring a Rapid Transit Study (RTS) for the nine-counties that comprise the Indianapolis Metropolitan Statistical Area (**Figure 1.1**). The RTS has identified and documented a system plan for the implementation of a rapid transit network to satisfy the needs of the multi-county Indianapolis region well into the future. In addition, the RTS also has identified the Northeast Corridor as a locally preferred corridor (LPC) to take into the federal Alternatives Analysis (AA) and National Environmental Policy Act (NEPA) Draft Environmental Impact Statement (DEIS) processes. The AA will evaluate a range of potentially viable transportation improvements, including both rail transit and bus rapid transit (BRT) alternatives, by treating them equally in a systematic evaluation process.

The study's goal is to make the Indianapolis region a better place to live, work and do business by achieving a consensus on what type of transportation improvements will best meet the community's needs. Primary study objectives include relieving lengthy travel times, particularly on public transportation, and supporting community development efforts. Air quality and pedestrian/motorist safety also top the list of concerns. Specifically, the project's public involvement-based goals include:

- Maximize Engineering Feasibility and Public Safety.
- Maximize Community Benefits and Personal Safety.
- Minimize Environmental Impacts.
- Maximize Operational Efficiency.
- Minimize Costs.

As a result of the earlier efforts in the regional RTS (specifically, system planning and Alternatives Analysis/Transitional Analysis work) have identified the priority corridor for the region as the Northeast Corridor, extending through the CBD to IUPUI on the west boundary of the Regional Center. The Northeast Corridor includes the following radial alignments: Binford Boulevard/I-69, the Hoosier Heritage Railroad, and Allisonville Road, as well as the radial alignments of US 36/SR 67 and the CSX-Cleveland Railroad Line that connect downtown Indianapolis with Anderson. Among the key lateral feeder lines are SR 32 and the Central Indiana & Western Railroad (shortline), SR 38, SR 238, and CR 600W/Mount Comfort Road, which is proposed for a County highway upgrade.



**Figure 1.1**  
**Indianapolis Metropolitan Statistical Area**

Key CBD activity centers in the Northeast Corridor are Fishers, Noblesville, Lawrence, and Anderson with smaller concentrations at McCordsville, Fortville, Pendleton, and Lapel. Major corridor employment centers include the following: Roche Diagnostics Corp.; the Northeast Center at Lawrence; and the Delco Remy Headquarters and the Orchard Industrial Park, both southwest of Anderson. Several high-density centers are located in the Northeast Corridor, including: the Fort Harrison Reuse Authority's redevelopment program and State Park; Castleton Corporate Park; Castleton Square Shopping Mall/Center; Castleton Park; the Castle Industrial Park; the McCordsville Industrial Park; the Verizon Wireless Music Center; and the Hoosier Business Park southeast of Anderson. In addition, the corridor includes a concentration of high-density housing north of 96<sup>th</sup> Street and east of the White River. This area includes the Geist Reservoir development area with surrounding high-end housing subdivisions, retail and commercial businesses.

## 1.2 Purpose of Report

This document presents the evaluation of the alternatives under consideration in this phase of study. The evaluation of alternatives is based on a wide range of criteria, which will ultimately be used in the recommendation of a Locally Preferred Alternative (LPA).

A series of work sessions were held with the members of the MPO and the Transportation Committee, other local/state agencies, and representatives of the general public to define the most reasonable alternatives to be examined. The basic principles used in defining the initial group of alternatives to be evaluated are based on the guidelines of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

The following transit options are being considered for the Horizon Year transportation system alternatives:

- Automated Guideway Transit (AGT)
- Light Rail Transit (LRT); including both Electrical Multiple Units (EMU) and Diesel Multiple Units (DMU)
- Bus Rapid Transit (BRT) (on exclusive or semi-exclusive right-of-way)

Each alternative will ultimately include a fully integrated transit feeder bus system. The information obtained during the preparation of the study's *Purpose and Need Statement* was and will continue to be utilized to the maximum extent possible in the alternative development process. Selected conceptual-level engineering studies have been conducted in sufficient detail to determine the engineering feasibility of each alternative.

## 2.0 EVALUATION PROCESS

A two-stage public involvement based evaluation of alternatives is being used to determine a Locally Preferred Alternative (LPA) for Indianapolis. The Level 1 Screening, the first of the two stages, focused on significant conflicts with the stated goals and objectives established in the refined *Purpose and Need Statement*. Level 1 Screening was utilized to evaluate the numerous alternatives at the beginning of the Alternatives Analysis process. This course level of screening resulted in eliminating, from further consideration, those alternatives that were not reasonable for the Northeast corridor. The steps below describe in more detail how the alternatives were identified and screened using the Level 1 Screening process, which resulted in a set of four alternatives that are recommended for further Level 2 evaluation.

### 2.1 Identification of Alternatives

The Northeast Corridor was divided into four separate areas to ease the identification of alternatives. The first area, called the Downtown area, consists of the Indianapolis Regional Center as defined in the “Indianapolis Regional Center Plan 2020, Final Report.” The second area, called the Marion Mid-county area, extends from the Regional Center to the vicinity of the State Fairgrounds. The third area, called the Marion North-county area, extends from the State Fairgrounds to the Marion/Hamilton county line. And the fourth area, called the Hamilton County area, covers the part of the Northeast Corridor in Hamilton County between the county line and the city of Noblesville.

The four areas were considered in detail resulting in the identification of approximately 150 alignment segments. These segments, as shown in **Figure 2.1**, could be connected end-to-end to create numerous alternatives for providing rapid transit service in the Northeast corridor.

### 2.2 Evaluation of Alternatives

Each alignment segment was evaluated to determine its compatibility with the stated Goals and Objectives given in the refined *Purpose and Need Statement*. Some 23 of the 150 segments were found to have significant conflicts with one or more of the community participation-based Goals and Objectives. These conflicts are shown in **Figure 2.2**, and are also listed in spreadsheet form in **Appendix “A.”**

Removing the 23 segments with conflicts from further consideration necessitated the elimination of an additional 35 segments, which relied on one or more of the removed segments to be a viable alignment. (These eliminated segments are also listed in **Appendix “A.”**) Thus, the Level 1 Screening process resulted in 92 remaining alignment segments that have the potential (in logical combinations) of being placed end-to-end to create full-length operational alignment alternatives.

### 2.3 Definition of Alternatives

The remaining 92 alignment segments were considered further and packaged into five independent alternatives that could provide continuous rapid transit service from the Regional Center to the city of Noblesville. **Figure 2.3** shows the five alternatives, which are described below.

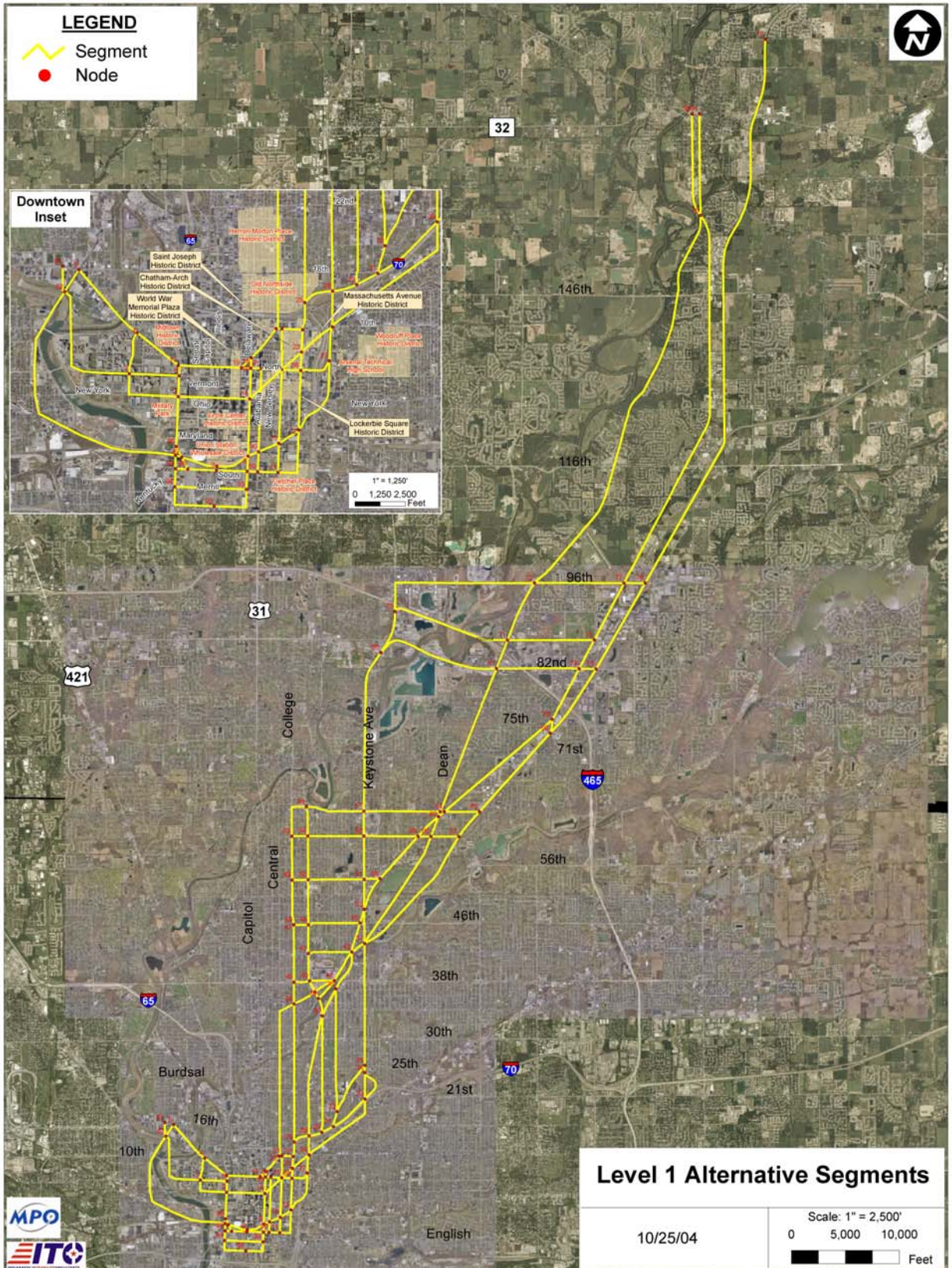


Figure 2.1

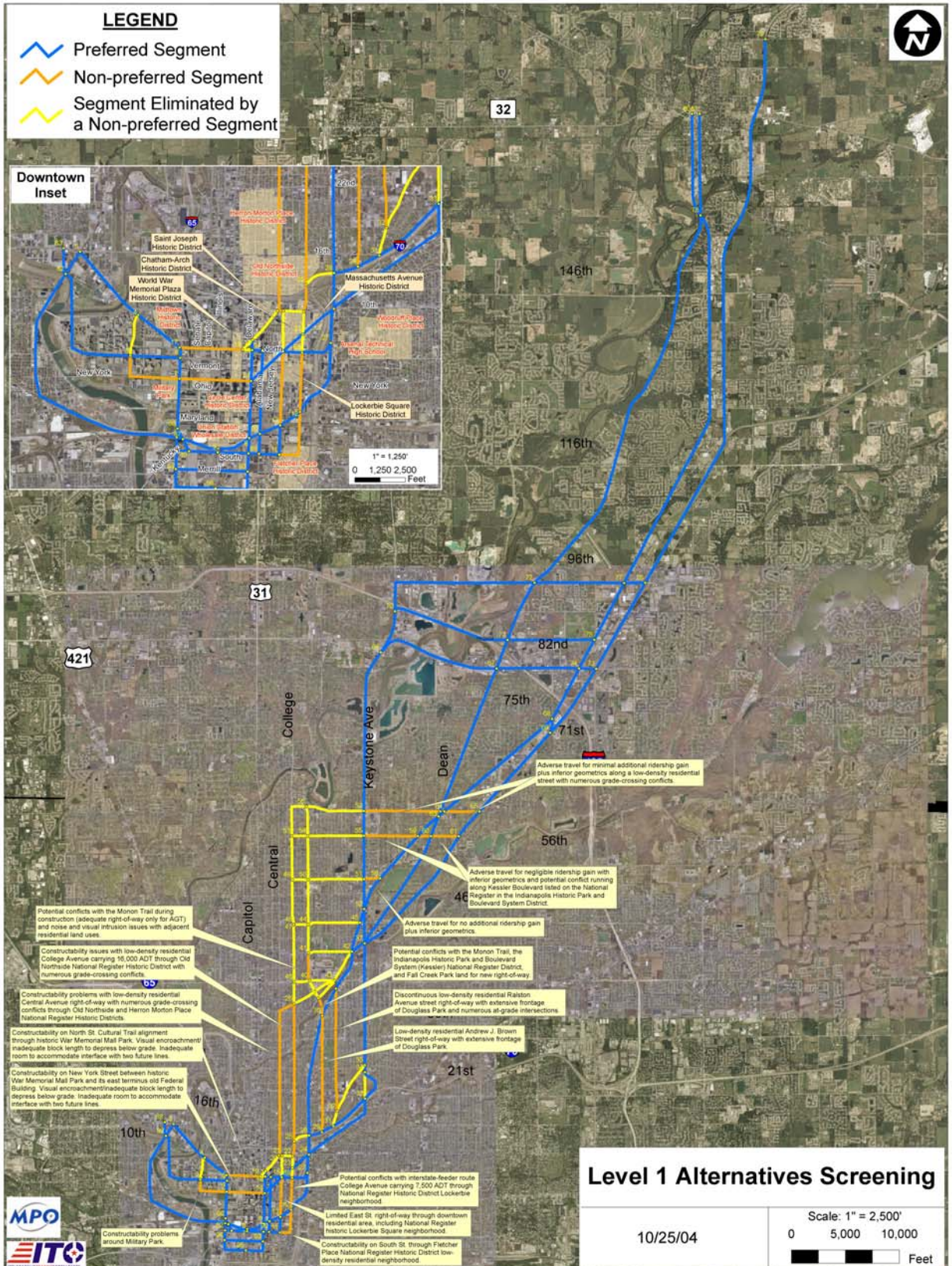


Figure 2.2



### **Alternate Route No. 1**

I-69 – Binford – RR at Monon – CBD RR Belt

Alternate 1 uses the I-69 right-of-way between Noblesville in Hamilton County and I-465. It uses Binford Boulevard right-of-way between I-465 and 38<sup>th</sup> Street at the Fairgrounds. It uses the railroad right-of-way that parallels the Monon Trail between 38<sup>th</sup> Street at the Fairgrounds and 10<sup>th</sup> Street at Massachusetts Avenue. Around downtown, it uses the railroad corridor that encircles the Central Business District (CBD) on the east, south, and west between 10<sup>th</sup> at Massachusetts and 16<sup>th</sup> at Bush Stadium. Alternate 1 can interface with IndyGo's proposed bus transfer center on South Street and with the Cultural Trail at the Monon/Mass Avenue trailhead and at Virginia Avenue.

### **Alternate Route No. 2**

Hoosier Heritage RR – RR at Monon – CBD RR Belt

Alternate 2 uses the Hoosier Heritage Railroad, the former Nickel Plate Line, between Noblesville in Hamilton County and 38<sup>th</sup> Street at the Fairgrounds. It uses the railroad right-of-way paralleling the Monon Trail between 38<sup>th</sup> at the Fairgrounds and 10<sup>th</sup> Street at Massachusetts Avenue. It uses the railroad corridor that encircles the CBD on the east, south, and west between 10<sup>th</sup> at Massachusetts and 16<sup>th</sup> at Bush Stadium. Alternate 2 can interface with IndyGo's proposed bus transfer center on South Street and with the Cultural Trail at the Monon/Massachusetts Avenue trailhead and at Virginia Avenue.

### **Alternate Route No. 3**

Allisonville Rd. – Keystone Avenue – CBD RR Belt

Alternate 3 uses the Allisonville Road right-of-way between Noblesville in Hamilton County and 38<sup>th</sup> Street at the Fairgrounds. It uses the Keystone Avenue right-of-way with I-70 on the south, between 38<sup>th</sup> Street at the Fairgrounds and 10<sup>th</sup> Street at Massachusetts Avenue. Around downtown it uses the railroad corridor that encircles the CBD on the east, south, and west between 10<sup>th</sup> at Massachusetts and 16<sup>th</sup> at Bush Stadium. Alternate 3 can interface with IndyGo's proposed bus transfer center on South Street and with the Cultural Trail at the Monon/Massachusetts Avenue trailhead and at Virginia Avenue.

### **Alternate Route No. 4**

Keystone with 86<sup>th</sup> & Hoosier Heritage RR – RR at Monon – CBD Interior

Alternate 4 uses the Hoosier Heritage Railroad right-of-way between Noblesville in Hamilton County and 86<sup>th</sup> Street. It uses the 86<sup>th</sup> Street and I-465 rights-of-way between the Hoosier Heritage Railroad and Keystone Avenue and Keystone between I-465 and 38<sup>th</sup> Street at the Fairgrounds. (Both 96<sup>th</sup> Street and 82<sup>nd</sup> Street are alternatives to the 86<sup>th</sup>/I-465 link that can be investigated.) It uses the railroad right-of-way that parallels the Monon Trail between 38<sup>th</sup> Street at the Fairgrounds and 10<sup>th</sup> Street at Massachusetts Avenue. Alternate 4 penetrates the CBD core on North Street (or, alternatively, Massachusetts Avenue north of North Street), on Delaware Street (or, alternatively, on Alabama Street), on South Street (or, alternatively, on Merrill or McCarty Streets), on West Street, and on Michigan Street to the new student center on the IUPUI campus from which it extends northwest to 16<sup>th</sup> Street at Bush Stadium. Alternate 4 can interface with IndyGo's proposed bus transfer center (either on Virginia Avenue or on South Street) and with the Cultural Trail at multiple points, including Massachusetts, North, Alabama, Market, Washington, Virginia, and West streets.

### Alternate Route No. 5

Hoosier Heritage RR – Kessler / College – CBD Interior

Alternate 5 uses the Hoosier Heritage Railroad, the former Nickel Plate Line, between Noblesville in Hamilton County and Kessler Boulevard in Marion County. West of the Hoosier Heritage Railroad, it uses Kessler Boulevard to College Avenue. Alternate 5 penetrates the CBD core on College Avenue and continues south to Fletcher Avenue. It then turns west onto South Street (or, alternatively, Merrill or McCarty Streets), continuing on West Street and Michigan Street to the new student center on the IUPUI campus from which it extends northwest to 16<sup>th</sup> Street at Bush Stadium. Alternate 5 can interface with IndyGo's proposed bus transfer center (either on Virginia Avenue or on South Street) and with the Cultural Trail at multiple points, including Massachusetts, North, Alabama, Market, Washington, Virginia, and West streets.

## 2.4 Conclusion

The five independent alternatives shown in **Figure 2.3**, and described above, along with the Level 1 Screening process, were presented to RTS Management Team in a meeting on November 4, 2004. Due to concerns of possible negative impacts on the Old Northside and Herron-Morton Place historic districts, the Management Team recommended that Alternate 5, which runs along College Avenue north of Interstate 70, should be eliminated from further review and only Alternates 1 through 4 be carried forward into the Level 2 screening process, see **Figure 2.4**, below. In their November 10, 2004 meeting, the IRTC Policy committee concurred with the Management Teams recommendation and approved Alternates 1 through 4 for further evaluation in the Level 2 Screening process. **Appendix B**, attached below, describes the characteristics of candidate alternatives for Level 2 analysis.



Appendix A

Level 1, Stage I Screening

Segment	Start Node	End Node	Comment
0	2	3	G1/A - G3/F: Constructability around Military Park
1	4	5	No Significant Conflict
2	3	4	Eliminated By Segment 0
3	6	3	No Significant Conflict
4	7	8	No Significant Conflict
5	9	10	No Significant Conflict
6	10	8	No Significant Conflict
7	10	11	No Significant Conflict
8	11	12	G1/A: Constructability on South St. through Fletcher Place National Register Historic District low-density residential neighborhood.
9	11	13	No Significant Conflict
10	8	14	No Significant Conflict
11	2	14	G3/D & F - G4/B & C: Constructability on New York Street between historic War Memorial Mall Park and its east terminus old Federal Building. Visual encroachment/inadequate block length to depress below grade. Inadequate room to accommodate interface with two future lines.
12	13	15	G1/B & G3/D: Limited East St. right-of-way through downtown residential area, including National Register historic Lockerbie Square neighborhood.
13	14	15	No Significant Conflict
14	14	16	No Significant Conflict
15	17	4	No Significant Conflict
16	16	15	No Significant Conflict
17	16	18	No Significant Conflict
18	19	18	Eliminated By Segment 23
19	17	19	G3/D & F - G4/B & C: Constructability on North St. Cultural Trail alignment through historic War Memorial Mall Park. Visual encroachment/inadequate block length to depress below grade. Inadequate room to accommodate interface with two future lines.
20	19	16	Eliminated By Segment 19
21	18	20	Eliminated By Segment 23
22	15	21	Eliminated By Segment 28
23	20	21	G1/A - G3/D: Inadequate, irregular street right-of-way through St. Joseph and Chatham Arch National Register Historic Districts low-density residential areas.
24	21	22	Eliminated By Segment 28
25	15	23	No Significant Conflict
26	23	24	No Significant Conflict
27	23	22	Eliminated By Segment 28

28	22	25	G1/A & G3D: Inadequate College Avenue right-of-way through interstate highway network and potential Chatham Arch National Register Historic District conflict.
29	20	26	G1/A & C & D - G2/D - G3/D: Constructability problems with low-density residential Central Avenue right-of-way with numerous grade-crossing conflicts through Old Northside and Herron Morton Place National Register Historic Districts.
30	25	26	G1/C & D - G2/D - G3/D: Constructability issues with low-density residential College Avenue carrying 16,000 ADT through Old Northside National Register Historic District with numerous grade-crossing conflicts.
31	12	27	No Significant Conflict
32	27	24	No Significant Conflict
33	25	28	Eliminated By Segment 28
34	24	28	No Significant Conflict
35	28	29	No Significant Conflict
36	28	30	No Significant Conflict
37	29	30	G3/F: Low-density residential Andrew J. Brown street right-of-way with extensive frontage of Douglass Park.
38	29	31	No Significant Conflict
39	31	32	Eliminated By Segment 41 & 44
40	31	33	No Significant Conflict
41	33	34	Proposed development unknown at time segment was established
42	33	34	No Significant Conflict
43	34	35	No Significant Conflict
44	32	35	Proposed development unknown at time segment was established
45	32	36	G3/F: Discontinuous low-density residential Ralston Avenue street right-of-way with extensive frontage of Douglass Park and numerous at-grade intersections.
46	30	36	No Significant Conflict
47	35	37	No Significant Conflict
48	26	38	Eliminated By Segment 29
49	30	39	G3/D & F: Potential conflicts with the Monon Trail, the Indianapolis Historic Park and Boulevard System (Kessler) National Register District, and Fall Creek Park land for new right-of-way.
50	39	38	Eliminated By Segment 51 & 56
51	38	40	Eliminated By Segment 29 & 30
52	40	41	G1/A - G2/D - G3/C & F: Potential conflicts with the Monon Trail during construction (adequate right-of-way only for AGT) and noise and visual intrusion issues with adjacent residential.
53	41	42	Eliminated By Segment 52
54	43	42	Eliminated By Segment 57 & 49
55	40	43	Eliminated By Segment 29 & 30
56	38	43	Eliminated By Segment 29 & 30
57	39	43	Eliminated By Segment 49
58	36	42	No Significant Conflict
59	42	37	No Significant Conflict
60	41	44	Eliminated By Segment 52
61	42	45	No Significant Conflict
62	44	45	Eliminated By Segment 29 & 30

63	46	47	Eliminated By Segment 29 & 30
64	47	44	Eliminated By Segment 29 & 30
65	47	49	Eliminated By Segment 29 & 30
66	49	50	Eliminated By Segment 29 & 30
67	44	50	Eliminated By Segment 52
68	50	51	Eliminated By Segment 29 & 30
69	37	52	No Significant Conflict
70	45	52	No Significant Conflict
71	49	53	Eliminated By Segment 29 & 30
72	53	54	Eliminated By Segment 29 & 30
73	50	54	Eliminated By Segment 52
74	54	55	Eliminated By Segment 29 & 30
75	52	51	No Significant Conflict
76	51	55	No Significant Conflict
77	53	56	Eliminated By Segment 29 & 30
78	54	56	Eliminated By Segment 52
79	56	57	Eliminated By Segment 29 & 30
80	55	57	No Significant Conflict
81	52	58	No Significant Conflict
82	51	58	G4/A: Adverse travel for no additional ridership gain plus inferior geometrics.
83	58	59	No Significant Conflict
84	55	59	G1/A - G3/D - G4/A: Adverse travel for minimal ridership gain (indirect connection to Glendale Shopping Center) and potential conflict running the length of Kessler Boulevard listed on the National Register in the Indianapolis Historic Park and Boulevard System District.
85	37	60	No Significant Conflict
86	59	60	G3/D - G4/A: Adverse travel for negligible ridership gain with inferior geometrics and potential conflict running along Kessler Boulevard listed on the National Register in the Indianapolis Historic Park and Boulevard System District.
87	60	61	G3/D - G4/A: Adverse travel for negligible ridership gain and potential conflict running along Kessler Boulevard listed on the National Register in the Indianapolis Historic Park and Boulevard System District.
88	37	61	No Significant Conflict
89	57	62	G4/A: Adverse travel for minimal additional ridership gain plus inferior geometrics along a low-density residential street with numerous grade-crossing conflicts.
90	59	63	No Significant Conflict
91	60	63	No Significant Conflict
92	63	62	No Significant Conflict
93	62	64	G4/A: Adverse travel for no gain in ridership and grossly inferior geometrics.
94	63	64	No Significant Conflict
95	64	65	G4/A: Adverse travel for questionable gain in ridership and less desirable geometrics.
96	61	65	No Significant Conflict
97	66	67	No Significant Conflict
98	57	66	No Significant Conflict

99	62	67	No Significant Conflict
100	64	68	No Significant Conflict
101	65	69	No Significant Conflict
102	66	70	No Significant Conflict
103	70	71	No Significant Conflict
104	67	71	No Significant Conflict
105	70	72	No Significant Conflict
106	71	72	No Significant Conflict
107	69	68	No Significant Conflict
108	69	73	No Significant Conflict
109	68	74	No Significant Conflict
110	67	74	No Significant Conflict
111	74	73	No Significant Conflict
112	74	75	No Significant Conflict
113	73	76	No Significant Conflict
114	71	75	No Significant Conflict
115	75	77	No Significant Conflict
116	72	77	No Significant Conflict
117	77	76	No Significant Conflict
118	72	78	No Significant Conflict
119	77	78	No Significant Conflict
120	76	79	No Significant Conflict
121	78	80	No Significant Conflict
122	78	81	No Significant Conflict
123	5	82	No Significant Conflict
124	3	82	No Significant Conflict
125	82	83	No Significant Conflict
126	82	84	No Significant Conflict
127	85	84	No Significant Conflict
128	84	86	No Significant Conflict
129	9	87	No Significant Conflict
130	87	2	No Significant Conflict
131	84	87	No Significant Conflict
132	87	7	No Significant Conflict
133	8	13	No Significant Conflict
134	13	12	No Significant Conflict
135	12	88	G1/B - G3/D: Potential conflicts with interstate-feeder route College Avenue carrying 7,500 ADT through National Register Historic District Lockerbie neighborhood.
136	88	23	Eliminated By Segment 28
137	15	88	No Significant Conflict
138	88	27	No Significant Conflict
139	2	6	No Significant Conflict
140	6	17	No Significant Conflict
141	26	46	Eliminated By Segment 29 & 30
142	46	40	Eliminated By Segment 29 & 30
143	89	90	No Significant Conflict
144	90	91	No Significant Conflict
145	24	33	No Significant Conflict
146	93	94	No Significant Conflict
147	10	93	No Significant Conflict
148	93	95	No Significant Conflict

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149	94	92	No Significant Conflict
150	95	94	No Significant Conflict

Appendix B

Characteristics of Candidate Alternatives for Level 2 Analysis

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Length (miles)	27.3	26.2	25.7	28.8	27.6
Area (acres)	99.65	95.64	93.82	105.35	100.93
Structure length (miles)	5.31	4.44	9.61	7.15	3.02
New Marion ROW (acres)	6.58	6.96	4.97	7.36	2.6
Value	\$283,406	\$203,121	\$223,177	\$361,488	\$108,279
Marion Buildings	9	12	6	13	6
New Hamilton ROW (acres)	0	35.42	0.42	35.42	35.42
Hamilton Buildings	0	1	0	1	1
Wetlands (acres)	0.51	0.83	0.81	1.09	0.81
Floodplains (acres)	19.31	16.16	34.96	26.01	10.98
<b>Intersecting:</b>					
Historic sites	0	0	0	0	0
Landmarks	0	0	0	0	0
Greenways	5	5	3	6	4
Underground storage tanks	0	2	4	5	3
Historic districts	1*	4	1*	4	10
Cemeteries	0	0	0	0	0
Parks	5	5	3	7	3
<b>Within 500' of:</b>					
Schools	6	8	6	15	13
Churches	15	20	25	23	29
Hospitals	1	1	2	1	1
Superfund sites	0	0	0	0	0
Historic Sites	13	13	14	37	24
Landmarks	18	20	20	48	29

\* Historic District is the "Union Station Wholesale District"

Alignment No. 1: CSX, Keystone Ave, Binford Blvd, I-69 (**Figure 2.3 – Yellow Alignment**)

Alignment No. 2: CSX, Nickel-Plate (**Figure 2.3 – Green Alignment**)

Alignment No. 3: CSX, Nickel-Plate, Allisonville Road (**Figure 2.3 – Pink Alignment**)

Alignment No. 4: Downtown Streets, Nickel-Plate, Keystone Ave., I-465, Nickel-Plate (**Figure 2.3 – Blue Alignment**)

Alignment No. 5: Downtown Streets, College Ave., Kessler Blvd., Nickel-Plate (**Figure 2.3 – Purple Alignment**)

Characteristics of Candidate Alternatives for Level Two Analysis, Continued

<b>CENSUS BLOCK LEVEL</b>						
<b>Minorities</b>		<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>	<b>Alternative 5</b>
<i>Average- Hamilton County</i>	3.55%	0.89%	5.23%	1.67%	5.23%	5.23%
<i>Average- Marion County</i>	22.37%	26.04%	21.36%	36.55%	18.27%	25.67%

<b>CENSUS BLOCK GROUP LEVEL</b>						
<b>Percent in Poverty</b>		<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>	<b>Alternative 5</b>
<i>Average- Marion &amp; Hamilton</i>	13.16%	20.17%	17.55%	18.06%	16.21%	16.28%
<b>Percent Using Public Transit to Work</b>		<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>	<b>Alternative 5</b>
<i>Average- Marion &amp; Hamilton</i>	3.79%	7.22%	7.01%	5.20%	6.49%	5.86%
<b>Ratio of Persons to Vehicles</b>		<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>	<b>Alternative 5</b>
<i>Average- Marion &amp; Hamilton</i>	1.58	1.80	1.84	1.80	1.72	1.72

All Census statistics are based on 2000 data and represent averages by block or block group.