

SUMMER 2003

VOLUME SEVEN

ISSUE THREE

WEATHERING THE HEAT

As changeable as Indiana's summer weather, the issues recently dominating the regional transportation planning process have been diverse, fast moving and, on occasion, stormy. Issues topping the news over the last few months include highway projects, transit studies, new service introductions, on-going alternative transportation planning, and greenways activity. Read about the last first with *Pennsy Trail Update* and find out why this newest trail will be among Marion County's most unique. Also, find out what criteria INDOT used to arrive at its Indianapolis-to-Evansville route selection in *I-69 Extension Project* and see a route-by-route comparison of all the

cont on page 3, see Weathering the Heat

PENNSY TRAIL UPDATE

A trail is just a trail, right? If you've seen one, you've seen 'em all.

"Not when it comes to the Pennsy Trail," says MPO Senior Planner Philip Roth. "Eastside residents have sought the various benefits of a bike and hike trail along the abandoned Pennsylvania Rail corridor so enthusiastically that more than 600 of them signed a petition supporting its development back in 2000," he notes. City officials have considered the project's merits ever since, including at a June 18 Public Hearing where, once again, the clear majority of attendees back the idea for reasons of recreation, transportation, and economic redevelopment, no doubt noting the effects the popular Monon Trail has had on Broad Ripple and surrounding area. That trail draws an esti-

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INDOT I-69 EXTENSION PROJECT

After nearly three years of being in the news and on the minds of people throughout Indiana, the I-69 Extension Project reached a significant milestone on Wednesday, August 20th. That's when the Indianapolis Metropolitan Development Commission (MDC) voted six-to-three to adopt Resolution 03-T-011 into the Indianapolis Transportation Plan following its own public hearing. That resolution identifies the current SR 37

corridor as the preferred alignment of the I-69 extension immediately south of Indianapolis. This route had been recommended by the Indiana Department of

cont on page 8, see I-69 Extension

ACRO-NYMBLE

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

AGT - Automated Guideway Transit

AICP - American Institute of Certified Planners

APM- Automated People Mover

CAC - Citizens Advisory Committee

CEO - Chief Executive Officer

CMAQ - Congestion Mitigation & Air Quality

CMS - Congestion Management System

DEIS - Draft Environmental Impact Statement

DMD - Department of Metropolitan Development

DPW - Department of Public Works

FHWA - Federal Highway Administration

FEIS - Final Environmental Impact Statement

FTA - Federal Transit Administration

IIA - Indianapolis International Airport

INDOT - Indiana Department of Transportation

IPTC/IndyGo - Indianapolis Public Transportation Corporation

IRTC - Indianapolis Regional Transportation Council

IRTIP - Indianapolis Regional Transportation Improvement Program

IUPUI - Indiana University/Purdue University At Indianapolis

LEDPA - Least Environmentally Damaging Practicable Alternative

MDC - Metropolitan Development Commission

MACOG - Michiana Area Council of Governments

MCANA - Marion County Alliance of Neighborhood Associations

MPA - Metropolitan Planning Area

MPO - Metropolitan Planning Organization

NIFS - National Institute of Fitness & Sports

PIP - Public Involvement Program

SPMS - Scheduling and Project Management System

TE - Transportation Enhancement

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

TIP - Transportation Improvement Program

USEPA - United States Environmental Protection Agency

USFWS - United States Fish & Wildlife Service

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 MPO's role in affecting regional transportation system improvements.

"We've covered the Indiana Department of Transportation's I-69 Extension Project for a long time, including the July meeting of the MPO's Citizens Advisory Committee and the recent Indianapolis Regional Transportation Council (IRTC) vote to endorse INDOT's recommended route (along SR 37 south of downtown). So, I've got to ask; no matter what decision is made by the MPO, the CAC, or anyone else, doesn't INDOT have the authority to build I-69 any way it wants to, as long as the Federal Highway Administration approves?"

*- asked via e-mail by a member
of the local print media*

Your question raises a legitimate issue but, remember, INDOT is one of the MPO's transportation planning partners. Our efforts to conduct a continuous and comprehensive transportation planning process within our region, and theirs to do the same throughout the state, wouldn't be possible without long-term cooperation and good working relationships. That's what both organizations strive for (our mutual implementation strategy), while serving the public good (our shared primary goal). So, no transportation planning or implementing agency wants to impose its will without regard for the valid concerns raised by the jurisdictions and constituents it impacts.

Having said that, I understand how you could be a little confused by the I-69 Extension Project. Because of the project's scope and unique planning characteristics, "Who's really in charge?" type questions are bound to come up. The answer is, we all are. INDOT is the primary planning/implementing agency on the project, while the Indiana metropolitan planning organizations impacted by the project's path (Indianapolis, Bloomington, Evansville) are serving as consulting planning partners.

Here's why:

Congress mandated the extension of I-69 from Canada to Mexico. For this reason, it *has* to be built. Ignoring the mandate is not an option. In Indiana, it is INDOT's ultimate responsibility to determine how the I-69 extension will be built.



Mike Dearing
MPO Manager/Master
Planner

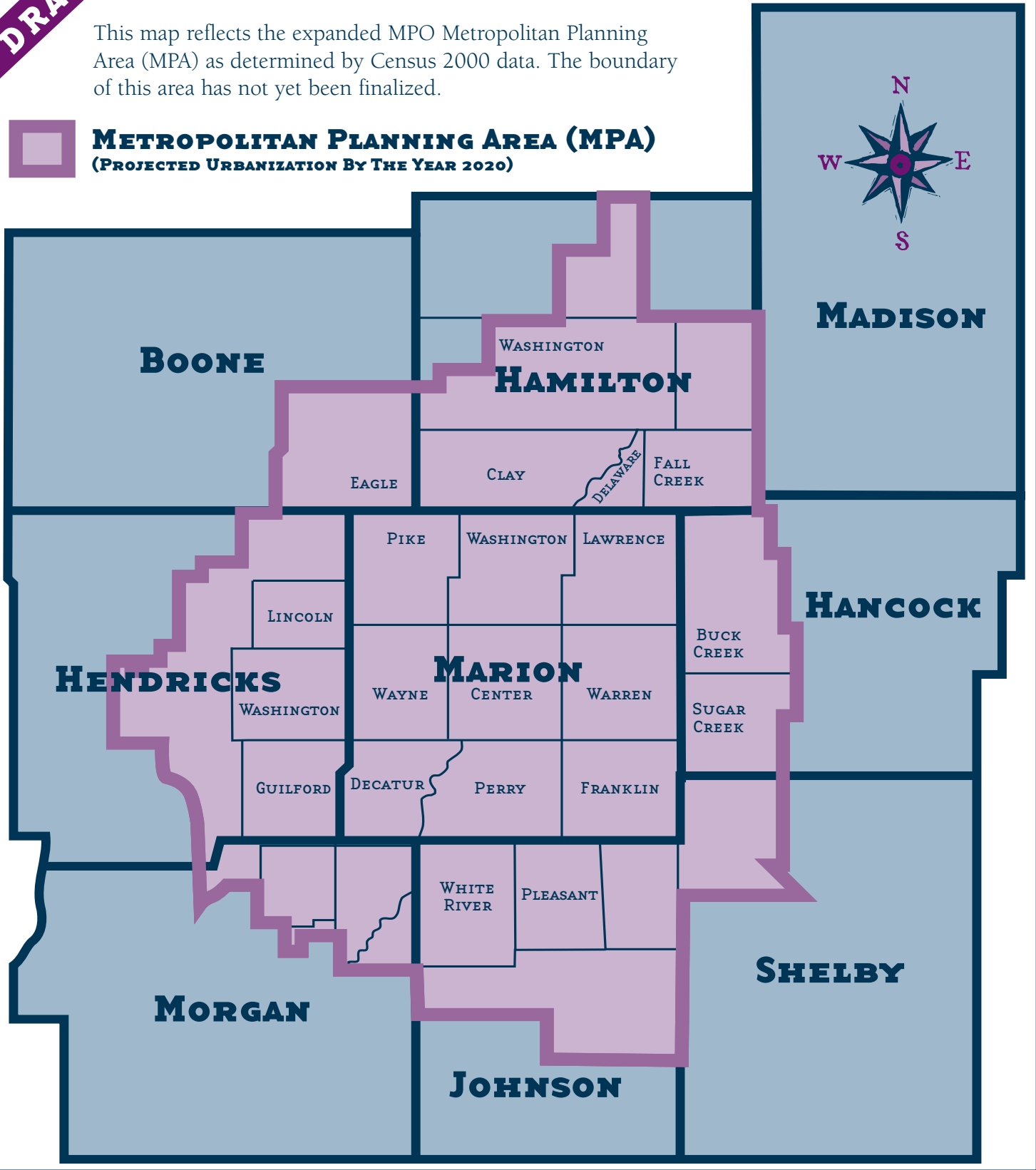
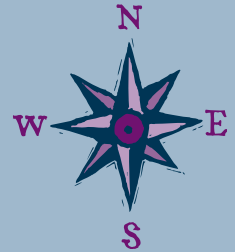
DRAFT

INDIANAPOLIS METROPOLITAN PLANNING AREA

This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. The boundary of this area has not yet been finalized.



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



WEATHERING THE HEAT

(from page 1)

options considered. And, learn how the MPO has been working toward a multi-faceted plan for pedestrian mobility in

Regional Pedestrian Route System Status Report. You'll find all this and additional information, including info on a recent *DIRECTIONS* telephone survey and some *HyperFax* and figures you haven't

seen yet, right here in *teMPO*, the MPO's official newsletter of the regional transportation planning process.

QUESTIONS & ANSWERS

(from page 2)

They have recommended a route option called Alternative 3C, which follows the SR 37 corridor south of downtown Indianapolis (For a more complete description, see *I-69 Extension Project*, page 1). This route will have significant impacts in Perry Township, which is of concern to many in our area. It also includes a 'new terrain' route south of Bloomington which will put a highway through what is now natural woodlands. A lot of people object to this recommendation for these reasons. Even the Indianapolis MPO recommended another route option (Alternative 4B) last fall, when our preliminary assessment suggested 3C might adversely impact our regional air quality standards. However, further air quality analysis has proven this concern not to be warranted.

Although INDOT continues to support 3C as its recommended route, it has accommodated a number of MPO planning suggestions. For example, we asked that, if the SR 37 route is selected, INDOT 1) avoid the Mann Road route option in Decatur Township, 2) add an interchange at Southport Road, 3) maintain access at Bluff Road, 4) maintain access at I-465 & Harding St., and 5) maintain access at other key thoroughfares. Our suggestions were made as ways to minimize the negative impacts on Perry Township by maintaining neighborhood and community accessibility. INDOT has

agreed to all of these suggestions, at least in theory. They'll need to get into Tier II of their project before actual implementation details can be determined. But this is definitely proof of an on-going cooperative relationship, and of

INDOT's willingness to listen to its partners, especially within the confines of MPO planning jurisdictions.

By federal mandate, every urban area with a population of 50,000 or more has a designated metropolitan planning organization. These MPOs are the primary transportation planners within their regions. We are the primary transportation planner in the Indianapolis region which includes all of Marion County and parts of the surrounding

eight counties. As such, we are primarily responsible for coordinating the Indianapolis Regional Transportation Plan (long-term, planning document) and the Indianapolis Transportation

Improvement Program, or IRTIP (short-term, programming/implementation document). Any federally funded project must first appear in the Transportation Plan, *before* it can be programmed for implementation in the Improvement Program.

If there is a single point of confusion, and a basis for your question, I think it's here. To many, MPOs like ours appear to have a federal mandate that competes with INDOT's. In projects like the I-69 Extension Project, how can INDOT be the primary planner for the whole, while regional MPOs are the primary planners of a piece? It can't work without cooperation.

For this reason, INDOT proposed its I-69 extension recommendation (3C) as an amendment to both the Indianapolis Regional Transportation Plan and Improvement Program earlier this year.

The amendments were endorsed by the Indianapolis Regional Transportation Council (IRTC), in a near unanimous vote on July 30, 2003. The IRTC is the decision-making body on regional transportation issues and is composed of elected officials from jurisdictions throughout the region. The MPO makes transportation recommendations to the IRTC, forwarding significant public input gathered at its Citizens Advisory Committee meetings. (NOTE: It's only the SR 37/Perry Township aspect of this recommendation that is *locally* controversial. The Indianapolis MPO's planning area does not extend south to Bloomington to warrant our official consideration of the new terrain concerns).

So, INDOT has no reason to avoid the cooperative regional transportation planning process in an attempt to impose its will. INDOT representatives worked with the MPO, and addressed both the CAC and the IRTC to make its case for 3C. On August 20th, INDOT Commissioner J. Bryan Nicol also addressed the Metropolitan Development Commission (MDC) which voted to adopt the Tran Plan and IRTIP amendments involving the regional planning and programming of 3C as resolutions in a 6 to 3 vote. *For these reasons*, INDOT can proceed with the I-69 Extension Project in the Indianapolis regional planning area once it has the FHWA's blessing.



MPO PROFILE

Meet Dr. Susan R. Moriarty, a physician with a healthy interest in alternative transportation. An advocate of physical exercise, she has been “on the trail” of a cure for Central Indiana’s problems with sedentary lifestyles and poor nutrition. “Regular physical activity and good nutrition are key factors to remaining fit and decreasing the odds of developing common health problems like high blood pressure, heart disease, osteoarthritis, Type II Diabetes and many types of cancer,” she explains. “We’re lucky to have a regional transportation system that is incorporating new infrastructure improvements that help address these needs, like our bicycle route system, the pedestrian route plan now in development, and a growing network of greenway trails. These are the reasons I’m involved with transportation planning.”

Raised as a physician’s daughter on Indy’s southside, Susan earned her medical degree from Indiana University in 1983, did her residency in internal medicine at St. Vincent Hospital, then her fellowship in infectious disease at Indiana University Medical Center. She started in private practice in 1988, specializing in infectious disease and practicing mainly at St. Vincent Hospital in northwest Indianapolis. In April, 2002, she accepted the position of Director of Clinical Preventive Services at the Marion County Health Department, part of the Health and Hospital Corporation of Marion County, which also includes Wishard Health Services (Wishard is the city’s public hospital.)



Dr. Susan R. Moriarty
On the trail of healthier lifestyles

“I saw this position as an opportunity to promote the prevention of some of the chronic diseases and conditions we see increasing in our community,” Dr. Moriarty explains. “I don’t think it is so important that anyone ranks Indianapolis as the twelfth, tenth or even fifth fattest city in the nation. What’s important is that we are seeing more and more children developing Type II Diabetes, and other health problems, as a result of the decline in physical activity and changes in eating habits that have occurred over the past few decades. This job allows me to work with a variety of people in our community to develop strategies that help individuals understand these health issues. We hope to find ways to promote healthier lifestyle choices as a means of preventing disease and achieving a higher quality-of-life.”

One such initiative in which Dr. Moriarty is involved is Indy in Motion, a free program currently taking place at eight Indy Parks. With instructors provided by the National Institute of Fitness and Sports (NIFS), Indy in Motion offers area residents the opportunity to increase their exercise regimen through a variety of physical activities including walking, indoor aerobics, muscle-toning and strength-training. Since the program’s inception nine months ago, more than 1,800 participants have signed up to work out in a supervised, recreational environment. “There are many

people in our community who are ready to make positive changes in their lives and they are welcoming this program,” she notes.

Another such program is the Indiana Coordinated School Health Council, which focuses on improving the physical and mental health of the state’s school-age children to improve their learning ability. It is programs like these that quickly led Moriarty to transportation planning and the MPO.

“I first became involved with Indy Parks through our partnership in the Indy in Motion program. Then I was invited to join the MPO’s Multi-modal Task Force in October, 2002. It’s a great place to bring a medical perspective to alternative transportation planning,” she explains. “Increased mobility options and increased physical activity happen to be complementary goals. The healthier our transportation system, the more opportunities each of us has for getting and staying healthy.”

In addition, Dr. Moriarty recently joined the Board of Directors of the Greenways Foundation, the non-profit charitable trust which promotes the expansion, enhancement and use of the greenways system throughout Central Indiana. “This group is another huge plus for our area,” she says, as if to justify another commitment in her already busy schedule. “Even as a frequent greenways user, I wasn’t always aware that a private organization was responsible for some of the trail amenities that I enjoyed, including volunteer clean-ups, benches and new tree plantings. They also work to expand the greenways system into the surrounding counties. Once I found out all this, I wanted to be involved in their mission.”

Dr. Moriarty and her husband, Dr. Bill Allen, can often be found on the Central Canal Towpath near their home, biking or walking Airedale terriers Zottie and Hoosier III. “We have enjoyed many hours on the Canal Towpath, the White River Greenway, and the Monon Trail, as well as more recent trips along the newer greenways,” she says. “We use the greenways mainly for recreation, but they’re also a terrific transportation option – a convenient, healthy way to get around.”

Sounds like just what the doctor ordered!

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:

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

DIRECTIONS SURVEY

“It’s an important tool in our public involvement program for this study,” says MPO Senior Planner Philip Roth of the recently completed transportation telephone survey intended to inform Phase II of *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility, as well as other initiatives of the MPO’s regional transportation planning process. The survey, designed and conducted by The Kensington Group in association with Whitman Communications, concerns the public’s commuting habits and preferences in travel mode characteristics. The MPO, and *DIRECTIONS*’ primary consultant Schimpeler-American, also helped guide the content development of the survey which was conducted in mid-July.

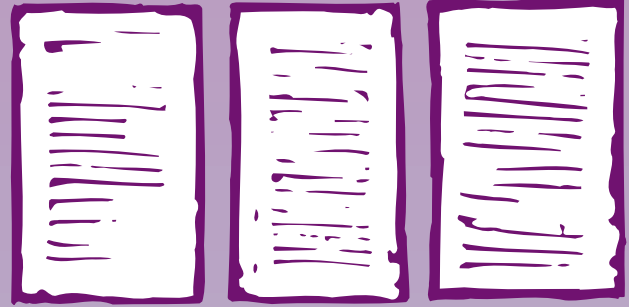


DIRECTIONS

A Rapid Transit Study To Improve Regional Mobility

The rapid transit study began in December, 2002 and is expected to last 18-24 months. Its general purpose is to consider the preferred placement of a region-wide transit system and to evaluate a wide array of technology options, including commuter or light rail, or bus. If implemented, such a system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area. The study will also answer questions raised by the *conNECTIONS* study of northeast corridor transportation concerning the feasibility of rail service throughout the region and will examine in detail a possible transit link between downtown and the airport.

“We’re using three different types of criteria to help us achieve our study goals while evaluating various system options,” Roth notes. “Community Criteria concerns things like congestion mitigation, economic development and environmental impacts. System Criteria deals with aspects of operation, cost and efficiency,” he explains. “User Criteria is more personal information. It has to do with what’s important to people when they commute. And, for that, we had to go to the source.”



Travel Characteristics Survey Definitions

For the purpose of the Transportation Telephone Survey, the travel characteristics were defined in the following way:

Travel Time

- this refers to the amount of time it usually takes you to get to work or to get home from work.

Reliability

- this refers to the dependability of a particular mode of travel to get you to and from your destinations in the time and manner expected.

Personal Costs

- this refers to the amount you pay for transportation including any daily fares for public transportation or the total cost of using a personal vehicle such as fuel, insurance, parking and up-keep.

Personal Comfort/Convenience

- this refers to the physical amenities like adjustable seats and climate control, as well as weather-related aspects of travel including the impact of inclement weather and having the flexibility to change your route or schedule as needed.

Personal Safety

- this refers to protecting you or your belongings while waiting for transportation or while traveling in a vehicle.

One of the goals of the survey is to determine the relative importance of transportation selection criteria to area residents. Respondents, chosen at random, were asked to rank

cont on page 22, see DIRECTIONS Survey

REGIONAL PEDESTRIAN ROUTE PLAN STATUS REPORT

When work began in 1998 on what became the Marion County Bike Route Plan, the project was to consider both bicycle *and pedestrian* routes and facilities. The MPO, its lead consultant on the project, HNTB Corporation, and its project steering committee all quickly recognized that the issues concerning each of these modes were distinct and complex enough to warrant individual attention. For this reason, development of a pedestrian route plan was put on-hold. . . temporarily.

“It was clear to us that we couldn’t do a decent job of developing route plans for both bike and pedestrians in the time and with the dollars allotted,” explains MPO Manager/Master Planner who was planner-in-charge of the project at the time. “We opted to develop the bike route plan first, because area cyclists had waited 13 years for a new map and because the issues involved with developing the region’s first pedestrian plan had never been systematically evaluated. That was going to take more time.”

Development of the Bike Route system for Marion County proceeded on-schedule with the Marion County Bike Route Map being distributed to the public in October, 2001. That map is currently being re-designed to accommodate insets of bike route trails in neighboring communities and should be re-issued in late fall, 2003, as the *Marion County & Surrounding Area Bike Route Map*.

Still, proponents of improved pedestrian facilities throughout the region did not have to wait long to have their interests addressed. For the last two years, the MPO and its lead project consultant, Storror Kinsella Associates, Inc. (SKA), have been working toward a regional pedestrian route plan by concentrating on the development of a series of complementary plan components.

“Our work with the MPO has fit together very well,” says SKA partner Meg Storror. “Everything we’ve done, starting with the Special Neighborhood Study of the Glendale Area (1999 - 2002), has dealt with alternative transportation planning and has informed the work that’s come after,” she explains. “So, we’ve been able to build on recent local findings and immediately use the acquired knowledge on the next step of pedestrian plan development.”

To describe the significance of those steps to the Regional Pedestrian Route Plan, and to offer a timeline on past and future progress, SKA issued the following Status Report to the MPO and its various planning partners in late May of this year.

BACKGROUND

Development of an MPO-sponsored Indianapolis Regional Pedestrian Route Plan was initiated with the execution of an agreement between the MPO and Storror Kinsella Associates (SKA) in November, 2001. The contract was a logical extension of the alternative transportation planning work then underway by SKA for the Special Neighborhood Study of the Glendale Area, in which pedestrian, bicycle, and public trans-

cont on page 18, see Pedestrian Route Plan



I-69 EXTENSION

(from page 1)

Transportation (INDOT) following its long-term evaluation of a dozen route alternatives which included computer modeling and comparative analysis of specific performance criteria as well as 200-300 public meetings.

After having its recommendation approved by Governor O'Bannon in January, INDOT requested that this project be amended into the Indianapolis Regional Transportation Plan and the Indianapolis Regional Transportation Improvement Program, or IRTIP (Resolution 03-T-012) so that Tier II work on the project could proceed within the Indianapolis region, the MPO's transportation planning area, using federal funds. All transportation projects financed with federal funds must first be planned and programmed into these documents before implementation. The Transportation Plan is a long-term planning document that helps guide the development of the region's transportation system for the next 20+ years. With the help of transportation planners, engineers, elected officials and the public, the Plan ensures that facilities and services required to support the mobility needs of the community and its future growth are anticipated and available. It also provides decision-makers with the information upon which to base their project priorities.

By contrast, the IRTIP is short-term, documenting federal-funded transportation improvement projects programmed for the region using available dollars within a three-year time-frame. Before projects can be considered for inclusion in the IRTIP, they must first be included in the Regional Transportation Plan. For this reason, the MDC voted on the Transportation Plan resolution before voting to adopt either the resolution to amend the 2003-2005 IRTIP or the draft 2004-2005 IRTIP, which included the I-69 extension project. All three resolutions were previously endorsed by the Policy Committee of the Indianapolis Regional Transportation Council (IRTC) at its July 30th meeting. The IRTC comprises both Policy and Technical Committees and represents jurisdictions throughout the Metropolitan Planning Area (MPA). All MPO recommendations, and salient public input, are passed on to the IRTC which is the official decision-making

body for the regional transportation planning process.

The MDC affirmative votes clear the I-69 Extension project, as recommended by INDOT, to proceed within the Indianapolis region. Over the next few months, INDOT will continue working with the public and local, state and federal agencies to complete the Final Environmental Impact Statement (FEIS) and Tier I activity associated with 3C. After INDOT releases the FEIS, the Federal Highway Administration must approve its findings before the project can proceed. Once an affirmative Record of Decision has been issued, Tier II activity on 3C will begin, possibly in Late 2003 or early 2004.

As part of the federal highway project which would extend I-69 from Canada to Mexico, INDOT's recommended route, known as Alternative 3C, has been controversial, in part, because of its anticipated negative impacts on the neighborhoods, residents and businesses of Perry Township. Those opposed to the alternative also cite its "new terrain" environmental impacts as an area of concern, referring to the proposed corridor's route through natural woodlands south of Bloomington.

Pat Andrews, of the Marion County Alliance of Neighborhood Associations (MCANA) voiced this dissenting opinion on behalf of her organization and Perry Township residents at a special meeting of the MPO's Citizens Advisory Committee on Thursday, July 24th, during which both she and a representative of INDOT made 30-minute presentations, followed by two hours of questions and comments.

Andrews asserted that converting SR 37 south of Indianapolis to interstate standards will destroy businesses and de-stabilize Perry Township neighborhoods by bisecting the

cont on page 9, see I-69 Extension



I-69 EXTENSION

(from page 8)

area and inhibiting the easy access that currently exists. She also noted that 94% of all people expressing an opinion told INDOT that they were opposed to a “new terrain” option for I-69’s extension. As an option, MCANA and many Perry Township residents endorsed Alternative Route 1 which follows I-70 and US 41 southwest of Indianapolis, upgrading the alignments to interstate standards.

“We definitely appreciate the concerns raised at this, and at all of our public meetings. And, where feasible, we’ve changed aspects of the alternatives being considered to respond to those concerns,” says Lyle Sadler, INDOT Project Manager. “For example we initially considered using Mann Road for the extension, but ultimately agreed with the objections we heard that questioned the sense of building an entirely new highway corridor rather than using an existing one,” he explains. “Also, we’ve increased access points along Alternative 3C in response to suggestions from the MPO and Perry Township residents, including one at Southport Road.” Changes of this type, Sadler notes, are well within the parameters of INDOT’s study to find the best way of extending I-69 through Indiana.

“That’s our mission on this project,” noted INDOT Commissioner J. Bryan Nicol at the July 24th CAC meeting. “Congress mandated the extension of I-69 from Canada to Mexico and my job is to facilitate it in Indiana.” For this reason, a No-Build Alternative, often recommended by critics of the I-69 Extension Project, is no option at all. “We have a choice in how we implement this project, not in whether or not to do it,” says Nichols. “Of the twelve alternatives we considered, none would have made everyone happy throughout the state. Even the Indianapolis MPO initially recommended another option (4B) for its lesser cost and lower impacts on the human environment. But I’m satisfied that we (INDOT) uniformly applied the evaluation criteria to all the alternatives and have recommended the one that will perform the best and offers the greatest benefits to Indiana over time.”

By comparison, Route 1 was judged least preferred by INDOT of all twelve alternatives considered and scored lowest on all nine project goals, including lowest Indianapolis to Evansville time savings, lowest accessibility increase and lowest long term economic increase.

In selecting a recommended corridor for the extension of I-69 through southern Indiana, INDOT considered the following project goals which were developed from *Demonstrated Needs and State and National Policies Criteria*:

TRANSPORTATION GOALS

- Core Goal - Improve the transportation linkage between Evansville and Indianapolis (currently the worst of any major urban center in the state)
- Core Goal - Improve personal accessibility for southwest Indiana residents.
- Reduce safety problems in Southwest Indiana.
- Reduce existing and forecasted congestion on the highway network in southwest Indiana.



ECONOMIC DEVELOPMENT GOALS

- Increase accessibility for southwest Indiana businesses to labor, suppliers and market
- Support economic development which includes a sustainable variety of businesses and industries
- Support economic development which benefits a wide spectrum of southwest Indiana residents

NATIONAL I-69 GOALS

- Core Goal - Facilitate interstate and international movements of freight and people through the I-69 corridor in a manner consistent with national I-69 policies
 - Connect I-69 to major intermodal facilities in southwest Indiana.

Selection of a preferred corridor began with the identification of multiple route concepts through southwest Indiana. Screening criteria for these concepts included performance (of identified project goals), cost, and geographic diversity. This preliminary screening resulted in five routes (and seven options) being selected for further evaluation (For details on these 12 Alternatives, see pages 12-13). Detailed evaluation

cont on page 10, see I-69 Extension

I-69 EXTENSION

(from page 9)

criteria, used to assess the benefits and disadvantages of each alternative, included environmental impacts on farmland, forests, wetlands and threatened/endangered species; performance of Indianapolis-to-Evansville travel time savings, personal accessibility, freight movements, crash reductions and personal income gains; and, project cost.

Following evaluation of all the alternatives, and review of the comments it received from both the public and government agencies, including the United State Environmental Protection Agency (USEPA) and the United States Fish & Wildlife Service



(USFWS), INDOT performed a systematic comparison of alternative strengths and weaknesses which resulted in four alternatives being identified as good overall performers with no unacceptable negative impacts. INDOT, and its primary project consultant Bernardin Lochmueller & Associates, Inc. of Evansville, characterized the final four as follows.

ALTERNATIVE 4C

- Scored high on two core goals and medium on one
 - Scored high on five of the remaining six goals
 - Has a mid-range cost of \$1.3 - \$1.5 billion
- But,
- has the highest wetland impacts of all remaining alternatives.

Ultimately, INDOT doubted that 4C could pass the Section 404 LEDPA test – a prerequisite for federal funding.

ALTERNATIVE 4B

- Has a relatively low cost: \$1 - \$1.1 billion
- But,
- Performs far poorer than 3C and clearly poorer than 2C
 - Performs high on only one core goal, medium on one core goal and low on one core goal

- Performs only marginally on remaining six goals
- Second only to 4C in farmland impacts
- Has about the same wetland impacts as 3C
- Has serious potential for inducing sprawl

INDOT concluded that 4B offered only marginal performance along with some high environmental consequences.

ALTERNATIVE 2C

- performed better than 4B
- But,
- has a relatively high cost: \$1.47 - \$1.74 billion
 - costs about the same as 3C (\$1.6 - \$1.8), but doesn't perform as well

INDOT found that 2C, though a strong contender, does not offer as high a value to cost ratio as 3C.

ALTERNATIVE 3C

- outstanding performance on all three core project goals:
- outstanding performance on remaining six project goals
- minimal impacts to the human and natural environments

INDOT recommends 3C as the best investment in transportation and economic development for Indiana, now and in the future.

INDOT designation of Alternative 3C as such, considers the following:

Indianapolis-Evansville Connection

- 3C is the most direct route between Evansville and Indianapolis of all considered.
- 3C will save 26 minutes travel time by 2025
- 3C will shorten 14,100 vehicle trips between Evansville and Indianapolis per day, resulting in 1.1 million vehicle hours saved annually
- 3c will save \$1.4 billion over 20 years in driver time and vehicle operating costs

Regional accessibility

- With 3C, 166,000 more people will be within 3 hours of the state capital
- With 3C, 360 more people will be within one hour of a major college or university

Freight Savings

- 3C will save 4,300 truck hours daily
- 3C will save \$50,000,000 in freight costs per year
- 3C will save more than \$1,000,000,000 in freight costs in 20 years!

Crash Reduction

- 3C will prevent more than 1,500 serious crashes (one of more persons seriously injured) annually

cont on page 11, see I-69 Extension

I-69 EXTENSION

(from page 10)

- 3C will prevent more than 31,000 serious crashes in 20 years, or about 40,000 serious, transportation-related injuries

Personal Income Growth

- 3C will help increase the personal income of southwest Indiana residents by \$162 million annually
- 3C will help increase the personal income of southwest Indiana residents by \$3.2 billion over 20 year

While presenting these findings at the June and July meetings of the MPO's Citizens Advisory Committee, INDOT and its consultants addressed some of the comments made by Indianapolis MPO concerning Alternative 3C. In November, 2002, the MPO raised concerns over the potential impacts 3C would have on the region's Nitrogen Oxide pollution budget when giving INDOT's consultant team the "worst case scenario". Those comments were included in the project's Tier I Draft Environmental Impact Statement.

Months later, the MPO revised its analysis of 3C's possible air quality impacts while evaluating proposed amendments to the Regional Transportation Plan (in anticipation of the IRTC and MDC meetings). "We found that the proposed amendments, including Alternative 3C *did not* exceed our region's maintenance budget," says MPO Chief Planner Sweson Yang. "Our Conformity Analysis Report, like the Transportation Plan amendments request, is still subject to EPA and IDEM review," he notes. "That fact may relieve some of the people who question the timing of our analysis revision."

Project consultant Vince Bernardin also noted during his CAC presentation that the MPO's comments have already influenced INDOT's I-69 Extension recommendation. "The MPO asked us to avoid using Mann Road if we selected the SR 37 (3C) alternative and we've done that," he said. "The MPO also suggested an interchange at Southport Road and we're already planning for that. During our detailed traffic operation studies and simulations planned for Tier II, we'll have to see if we can maintain access at Bluff Road, I-465 and Harding Street,

and at other key thoroughfares as the MPO requested, but that is our goal."

Bernardin explained that while Tier I of the Draft Environmental Impact Statement (DEIS) is a broad planning process, resulting in a 2,000 foot-wide preferred route corridor, Tier II study would determine the highway's final alignment. In Tier II, traffic in urban areas, like Indianapolis and Bloomington, would be studied in much greater detail. During this phase INDOT, working closely with regional planners and the public, will determine the exact number and location of interchanges, bridges and service roads. He also noted that 3C would be designed and built using the latest construction and drainage technology to protect aquifers and water supplies.

Over the next few months, INDOT will continue working with the public and local, state and federal agencies to complete the Final Environmental Impact Statement (FEIS) and Tier I activity associated with 3C. After INDOT releases the FEIS, the Federal Highway Administration must approve its findings before the project can proceed. Once an affirmative Record of Decision has been issued, Tier II activity on 3C will begin, possibly in late 2003 or early 2004.

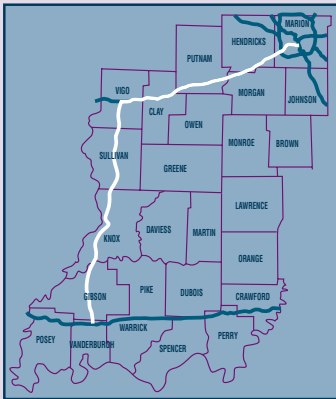
INDOT reports that state officials are working on a long-term financial strategy to fund the new highway. Federal dollars will cover at least 80 percent of the estimated \$1.7 billion price tag. "While this project will require significant state resources, it will not take away funding from other highway projects," Commissioner Nicol notes.

For more information on the I-69 Extension Project and Alternative 3C, visit the project web site at i69indyevn.org or call the toll-free hot line at 1-877-463-9386.



I-69 Evansville-To-Indianapolis Route Alternatives

Alternative 1



Alternative 1 was Non-Preferred

- Cost: \$810,000,000 - \$1,040,000,000
- Low Natural Environment Impacts
- High Human Environment Impacts
- Performs **Lowest** on Three Core Goals
 - Lowest Indy-Evn. Time Savings
 - Lowest Accessibility Increase
 - Lowest Freight Improvement
- Lowest Performer on Three Other Goals
- Long-Term Economic Growth
- Widely-Distributed Economic Growth
- Intermodal Freight Improvement
- Rated low on all nine project goals

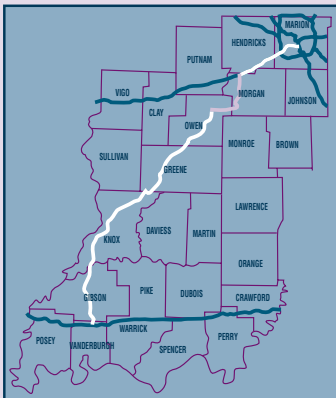
Alternative 2A



Alternative 2A was Non-Preferred

- Cost: \$1,090,000,000 - 1,270,000,000
- Moderate Natural Environment Impacts
- Low - Moderate Human Environment Impacts
- Performs Low on Four Goals
 - Freight Movement (Core Goal)
 - Business Accessibility
 - Crash Reduction
 - Congestion Relief
- Performs High on No Goals

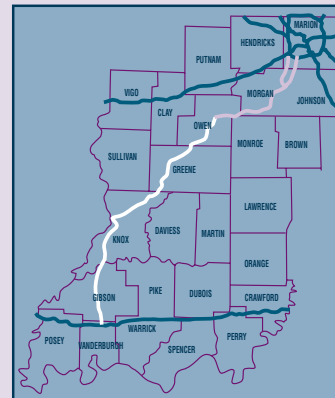
Alternative 2B



Alternative 2B was Non-Preferred

- Cost: \$1,170,000,000 - \$1,370,000,000
- Moderate Natural Environment Impacts
- Low - Moderate Human Environment Impacts
- Performs Low on Three Goals
 - Freight Movement (Core Goal)
 - Business Accessibility
 - Crash Reduction
- Performs High on No Goals

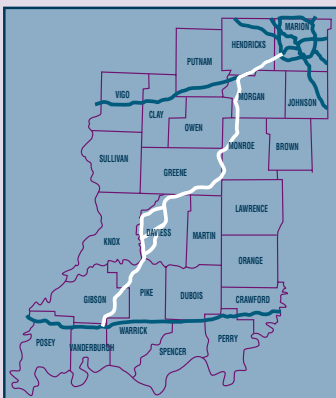
Alternative 2C



Alternative 2C was Preferred

- Cost: \$1,470,000,000 - \$1,740,000,000
- Moderate Natural Environment Impacts
- High Human Environment Impacts
- Performs High on Six Goals
 - Freight Movement (Core Goal)
 - Business Accessibility
 - Crash Reduction
 - Congestion Relief
 - Long-Term Economic Growth
 - Widely-Distributed Economic Growth
- Performs Medium on Other Three Goals

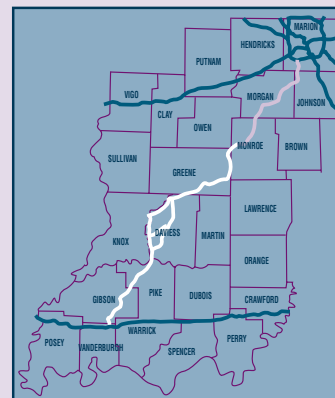
Alternative 3A



Alternative 3A was Non-Preferred

- Cost: \$1,290,000,000 - \$1,380,000,000
- High and **Unacceptable Impact** to Natural Environment (Beanblossom Bottoms)
- Low Impact to Human Environment
- Performs High on **All Three Core Goals**
- Performs High on Three Other Goals
 - Intermodal Freight Access
 - Long-Term Economic Growth
 - Widely-Distributed Economic Growth

Alternative 3B

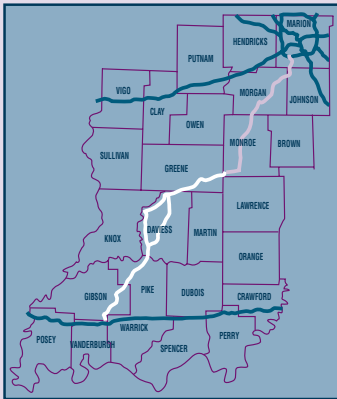


Alternative 3B was Preferred

- Cost: \$1,650,000,000 - \$1,820,000,000
- Moderate Natural Environment Impacts
- High Human Environment Impacts
- Performs High on **All Three Core Goals**
- Performs High on **All Other Goals**
- High Access Improvement to Crane Naval Surface Warfare Center

I-69 Evansville-To-Indianapolis Route Alternatives

Alternative 3C



Alternative 3C was Preferred

- Cost: \$1,640,000,000 - \$1,810,000,000
- Moderate Natural Environment Impacts
- High Human Environment Impacts
- Performs High on **All Three Core Goals**
- Performs High on **Five Other Goals**
- High Access Improvement to Crane Naval Surface Warfare Center

Alternative 4A



Alternative 4A was Non-Preferred

- Cost: \$960,000,000 - \$1,040,000,000
- Moderate Natural Environment Impacts
- Low Human Environment Impacts
- Performs Low on Four Goals
 - Personal Accessibility (Core Goal)
 - Crash Reduction
 - Business Accessibility
 - Congestion Relief
- Performs High on No Goals

Alternative 4B



Alternative 4B was Preferred

- Cost: \$1,040,000,000 - \$1,120,000,000
- Moderate Natural Environment Impacts
- Low Human Environment Impacts
- Performs High on Two Goals
 - Indy-Evv. Time Savings (Core Goal)
 - Intermodal Freight Access
- Performs Medium on Four Goals
 - Freight Movement (Core Goal)
 - Long-Term Economic Growth
 - Widely-Distributed Economic Growth
 - Congestion Relief

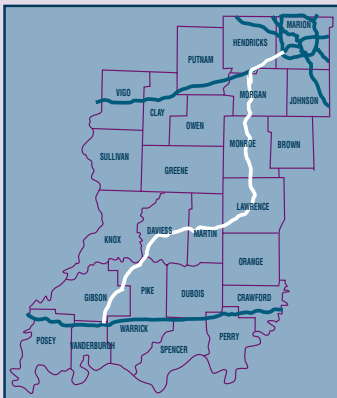
Alternative 4C



Alternative 4C was Preferred

- Cost: \$1,340,000,000 - \$1,500,000,000
- Moderate – High Natural Environment Impacts
- High Human Environment Impacts
- Performs High on Seven Goals
- Performs Medium on Two Goals
 - Personal Accessibility (Core Goal)
 - Intermodal Freight Access

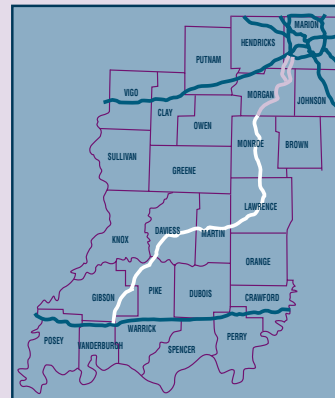
Alternative 5A



Alternative 5A was Non-Preferred

- Cost: \$1,610,000,000 - \$1,810,000,000
- High and **Unacceptable Impact** to Natural Environment (Tincher Pond)
- Performs High on Seven Goals
 - Includes Two Core Goals
- Performs Medium on Two Goals

Alternative 5B



Alternative 5B was Non-Preferred

- Cost: \$1,670,000,000 - \$1,850,000,000
- High and **Unacceptable Impact** to Natural Environment (Tincher Pond)
- Performs High on Seven Goals
 - Includes Two Core Goals
- Performs Medium on Two Goals

INDYGO BLUE LINE CIRCULATOR

It's fast, unexpected and a breath of fresh air. It's IndyGo's new Blue Line Electric Circulator which began downtown service on Tuesday, August 5. Mayor Bart Peterson, Congresswoman Julia Carson and IndyGo President/CEO Gilbert Holmes joined downtown civic, cultural and business leaders at the Eiteljorg Museum of American Indian and Western Art to celebrate the launch of the innovative transit service.

The Blue Line features a fleet of five electric hybrid buses designed to transport passengers comfortably with near zero emissions. The buses, manufactured by Ebus of Downey, California, feature interior climate control, seats for 22 passengers each, and complete handicap accessibility. Their technology involves transforming the energy of the moving vehicle into electric power. The circulators can be fully charged in approximately one hour. Each vehicle has auxiliary power to support the on-board battery system. The buses are classified as hybrid-electric because of the addition of a micro-turbine.

Blue Line service is now available along the corridor between Washington and Maryland streets. It is designed to transport passengers to a variety of business, commercial and institutional venues along downtown's main east-to-west corridor. Service is available seven days a week from 9 AM to 10:30 PM, for just 50 cents a ride.

The Blue Line route has nine stops that provide local resi-

dents and tourists easy access to Indianapolis' premiere downtown civic and cultural sites, including:

- **Indianapolis Zoo/Botanical Gardens**, Washington Street;
- **Victory Field**, Maryland Street at Max Schumacher Way eastbound;
- **Indiana Convention Center**, Maryland Street, just east of West Street;
- **RCA Dome**, Georgia Street, between Capitol and Illinois Streets;
- **Circle Centre Mall**, Meridian Street at Maryland Street;
- **Indiana Repertory Theatre**, Washington Street at Illinois Street;
- **Indiana State Capitol**, Washington Street, near Government Center Place
- **White River State Park/Eiteljorg Museum/Indiana State Museum/NCAA Headquarters/Indianapolis Zoo**, Washington Street;
- **Victory Field**, Maryland Street at Max Schumacher Way, westbound.

Hotels located along the circulator route include The Canterbury, Courtyard by Marriott, Crowne Plaza, Embassy

cont on page 15, see IndyGo Blue Line



INDYGO BLUE LINE

(from page 14)

Suites, Hampton Inn, Hyatt, Indianapolis Marriott downtown, Omni Severin, and the Westin Hotel Indianapolis. Shopping and dining attractions along the route include Circle Centre and some of the city most popular restaurants.

“At any given time, there is a tremendous amount of activity taking place downtown,” says Gilbert L. Holmes, IndyGo President and CEO. “The Blue Line will make it easier for everyone to experience all of the great downtown attractions Indianapolis has to offer.

IndyGo worked closely with nearly 20 downtown-based organizations to ensure that the Blue Line meets the needs of its passengers. These included the Arts Council of Indianapolis, Circle Centre, the Cultural Tourism Initiative, Eiteljorg Museum, Greater Indianapolis Hotel Lodging Association, Indiana Repertory Theatre, Indiana State Museum, Indianapolis Chamber of Commerce, Indianapolis Convention & Visitors Association, Indianapolis Downtown, Inc., Indianapolis Restaurant Association, Indianapolis Zoo, NCAA Hall of Champions, Victory Field and White River State Park.

“This has been a unique partnership,” Holmes explains. “It is one of the first projects of its kind in the nation to tie together public transportation, commerce and the arts. Because of the strong support of our project partners, the Blue Line is going to be a success.”

To help it look like a success, the Arts Council of Indianapolis commissioned local artist Andrea Eberbach to create colorful artwork for the Blue Line fleet. Design firm Thrive3 adapted the artwork to the design of the buses. The vibrant mural represents Indianapolis’ arts and cultural amenities, including attractions along the circulator’s route.

The Blue Line is being funded through a \$2.5 million Congestion Mitigation and Air Quality (CMAQ) grant from the Indiana Department of Transportation (INDOT), accompanied by a matching grant of \$625,000 from the City of Indianapolis. In addition, IndyGo received a \$17,880 grant from the Cultural Development Commission for installation of the bus art.

For more information on the Blue Line Electric Circulator, contact IndyGo Director of Communications Alvin Hayes at 317/614-9266.



PENNSY TRAIL UPDATE

(from page 1)

mated 1.2 million jogging, biking and walking visits per year, and has inspired economic growth in businesses suited to serve such an active clientele.

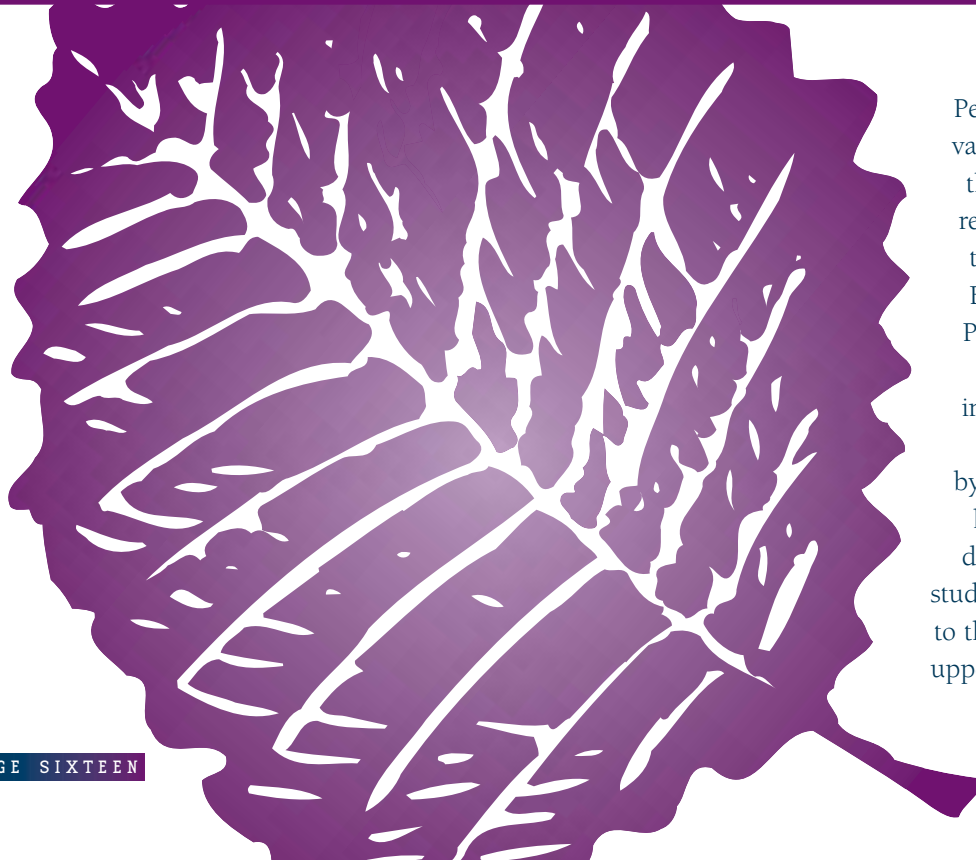
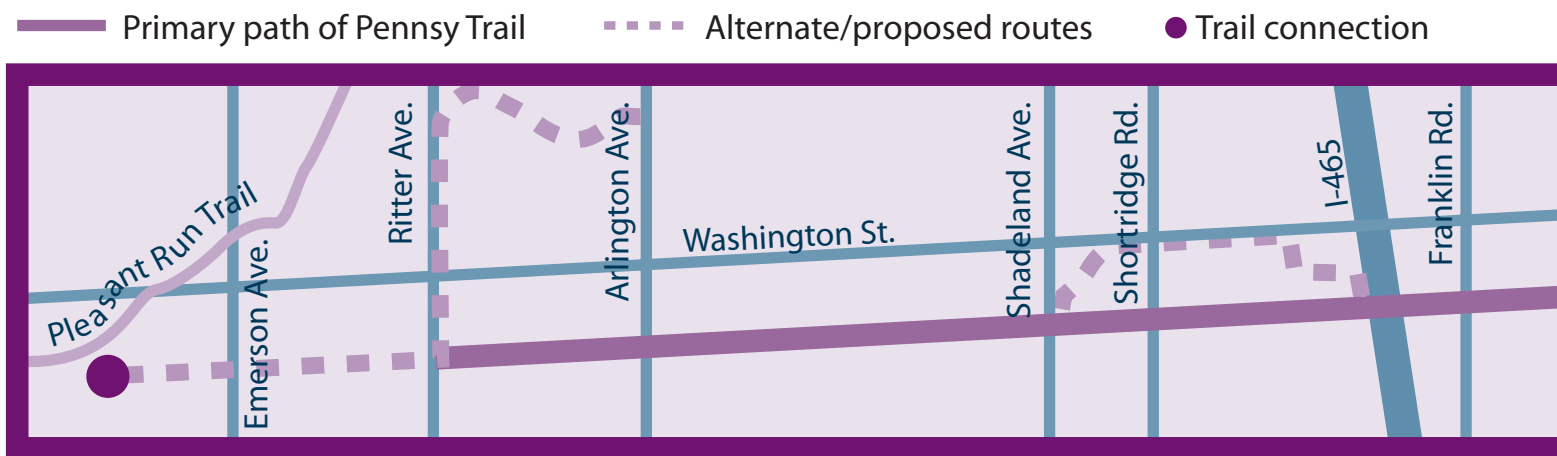
Like the Monon, the proposed Pennsy Trail will form a spoke in the regional bicycle and pedestrian route system, when completed. As envisioned, the Pennsy Trail will add another five and a half miles of greenways to Marion County's existing 65 mile system. It would run parallel to Washington Street from Ritter Avenue east to German Church Road. An alternative could start the trail west of Ritter to tie directly into Pleasant Run Trail. In either case, west-bound users of the Pennsy will eventually be able to head downtown via the Pleasant Run Trail and the proposed Cultural Trail. At Marion County's eastern boundary, the Pennsy would connect with a

trail under development in Cumberland and, eventually, with an already completed trail in Greenfield.

"This has always been the idea behind the trails designated as major spokes in the region's bike/ped route system," Roth explains. "They form major corridors into which neighboring communities can link. There's already talk of pushing this trail east beyond Greenfield to 600W in Hancock County, making the Pennsy Trail in Marion County a crucial but relatively small part of a much larger project."

While common issues involved in trail planning have come up at public meetings, few seem likely to pose obstacles for the Pennsy Trail. Eastside resident voicing safety concerns have been relieved to find out that the Pennsy, when completed, will operate as a "daytime only" trail, as do all of the Marion County Greenways System trails. Sensors, embedded in the pavement of the trails, help police monitor their usage.

Proposed Pennsy Trail



Those worried about the impact the Pennsy Trail will have on their property value also have been relieved to find out that the news is good. Preliminary results of a study completed last fall by the Center for Urban Policy and the Environment at Indiana University-Purdue University Indianapolis (IUPUI) indicate that the sale price of homes increased slightly within a half-mile of the six Marion County greenways built by 1999. The same has proven true for at least one built outside the county. To date, Marion County has seven. In that study, researchers concluded that proximity to the trails was one of several factors that upped home sale prices. The study, which considered 10,000 homes sales, is

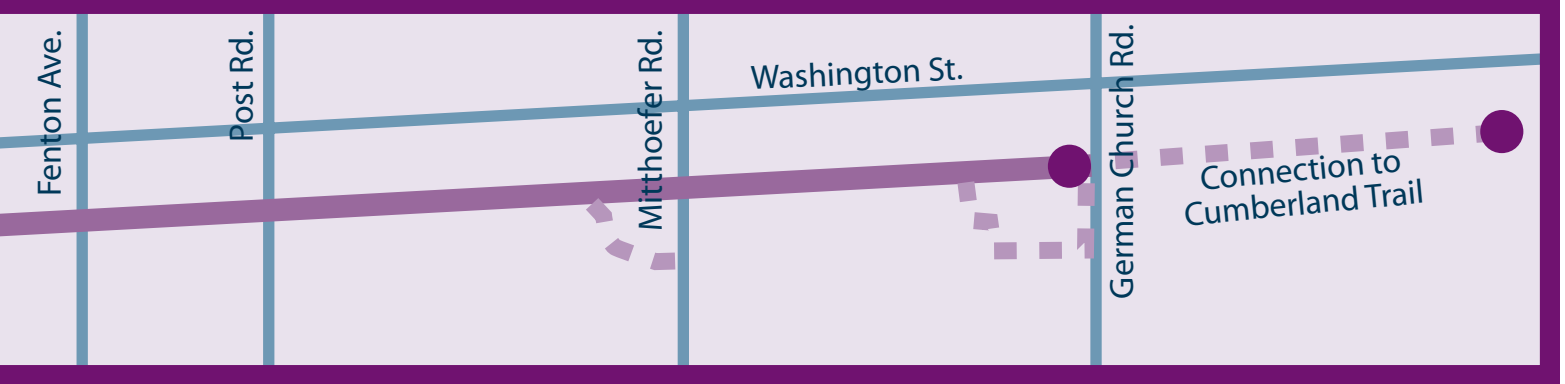
cont on page 17, see Pennsy Trail Update

PENNSY TRAIL UPDATE

(from page 16)

being updated this summer with new census data.

Funding for the Pennsy is also unlikely to prove an obstacle, having been secured for some time. The approximately \$2 million needed to acquire right-of-way and develop the trail within Marion County comes from relinquishment funds paid by the Indiana Department of Transportation (INDOT) to the City of Indianapolis in exchange for taking over responsibility for Binford Boulevard, an interstate within city-limits. By comparison, developing the eight mile Monon Trail from 10th Street to Marion County's northern boundary at 96th Street cost \$3.5 million. North of 96th Street, the City of Carmel and Hamilton County is responsible for the develop-



ment and maintenance of the trail, which now extends north to 146th Street.

And what about right-of-way issues that can paralyze projects for years? "I don't foresee any problems," says Ray Irvin Indy Greenways Administrator. "We plan on building the Pennsy using a voluntary acquisition strategy, not eminent domain. That means, we'll simply detour around parcels of land that property owners don't want to give up," he says.

Right now, determining exactly who the property owners are seems to be the only hold-up. Planners are currently watching with interest several court cases that will determine to whom ownership of an abandon rail corridor reverts. In reviewing the 100+ year-old documents between railroad companies and adjacent property owners, the court appears to be putting great weight on the "letter of the law". If a document refers to an "easement" granted by property owners for the purpose of rail service in exchange for financial compensation, ownership rights revert to the property owner. If a document describes an outright purchase of land for cash compensation,

ownership is retained by the railroad. When ownership has been established, planners will deal with the identified parties to proceed with the acquisition phase of the Pennsy.

"Though it will be part of a much larger trails network, the Pennsy is already pretty unique," says Roth. "It's rare to have a trail developed, or even proposed, with transportation and recreation as its primary reason for being. For example, the Monon Trail north of Fall Creek is primarily a sanitary sewer interceptor serving about 50,000 homes. It exists as part of a settlement from an Environmental Protection Agency lawsuit," he notes. "Fortunately it's proven so popular that its extension south of Fall Creek was justified for transportation and recreation reasons. "But the Pennsy is only the second such example in Marion County," he says. "I think that will make its development phase, working with public transportation planning partners who have sought its construction, a real joy."

For more information on development of the Pennsy Trail, contact MPO planner-in-charge Philip Roth at 317/327-5149 (proth@indygov.org).

PEDESTRIAN ROUTE PLAN

(from page 7)

portation integration issues were examined within a mile-square area of the city centered on Glendale Mall. That study examined national pedestrian planning models and established a public participation process. It also defined “hierarchical” pedestrian facilities in which population density and land use types (such as retail centers, schools, and employment concentrations) are mapped to show where pedestrian activity concentrations occur, or would occur if adequate facilities existed. An important supplement to that mapping was obtained through public workshop feedback and observation “on the ground”. That hierarchical approach informs walkway design guidelines as

well as prioritization for their implementation throughout the overall Metropolitan



Planning Area. Deliverable Product: Special Neighborhood Study Report, issued May 17, 2002

PEDESTRIAN PLAN: PHASE I

The first phase of the Regional Pedestrian Plan established a regional partnership with the seven perimeter counties that are partially within the regional planning area (These include Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby and Hancock Counties. In addition, neighboring Madison County, a planning partner with its own MPO, is considered). A day long workshop co-sponsored by the MPO and facilitated by SKA introduced a model for multi-jurisdictional communication and planning for alternative transportation that has become self-sustaining. Phase I work culminated with development of a work plan and timeline for the nine Marion County Townships (Center, Decatur, Franklin, Lawrence, Perry, Pike, Warren, Washington, and Wayne) and the Census 2000-defined planning region beyond.

Deliverable Product: *Indianapolis Regional Pedestrian Plan Phase I Report, issued October 21, 2002.*

PEDESTRIAN PLAN: REGIONAL CENTER COMPONENT

Concurrent and integrated with Phase I planning activities, the MPO has sponsored study of the proposed Regional Center Cultural Trail concept through on-call pedestrian planning services by SKA. An intense public participation

process has resulted in public and institutional acceptance of a system of linked bicycle-pedestrian corridors within the downtown Indianapolis districts known as the Regional Center planning area generally defined by the inner Interstate “box”. This Cultural Trail would function as the hub of a hierarchical pedestrian system in the region’s most intensely pedestrian and transit-oriented environment. This hub connects to the existing and planned greenway network that will thread throughout the metropolitan area as the backbone of an overall pedestrian system. The Regional Center component is now in a technical scoping phase planned for release in late Fall, 2003.

Deliverable Product: *Cultural Trail Concept Planning Report, to be issued Fall 2003.*

PEDESTRIAN PLAN: PHASE II/CENTER TOWNSHIP COMPONENT (CURRENT)

Pedestrian Plan Phase II, for Center Township, is in-process. A steering committee of relevant/interested agencies, including the MPO, Department of Metropolitan Development (DMD)-Planning, DMD-Township Administrators, Department of Public Works (DPW), IndyGo, Indy Parks and Greenways, County Health Department (sponsor of walk-ability/walk-to-school initiatives), Accessibility Office and Indianapolis Downtown, Inc., has been established. Individual departmental interviews have been completed. Windshield surveys (drive-arounds and walk-arounds with planning team and township administrators for gaining on-the-ground

cont on page 24, see Pedestrian Route Plan

IRONS IN THE FIRE

PEOPLE MOVER RIBBON-CUTTING

On the morning of Thursday, June 26, it was without a doubt the hottest ticket in town as Clarian Health Partners opened its much anticipated People Mover system for hundreds of local dignitaries, planning partners and representatives of the media at its Methodist Hospital Passenger Station. Clarian Senior Vice President of Government Affairs Bruce Melchert served as master of ceremonies for the event and introduced a number of speakers, including Craig Brater, Dean of the IU School of Medicine, Clarian CEO Dan Evans and Indianapolis Mayor Bart Peterson who described the Clarian Health People Mover as a significant addition to our city. "Not only does it provide a new, alternative form of transportation to downtown Indianapolis," he said, "it also is a vital link to a life sciences framework that is an economic driver for Central Indiana."

Following the official ribbon-cutting, all present boarded the system's two, sleek, three-car trains for a five minute, 1.4 mile ride to the Riley-IU station, the system's southern terminus. The following day, the public was invited to 'come aboard' and has with enthusiasm ever since, sometimes logging more than 6,000 passenger trips a day, not including Clarian personnel.

"We've had a few bobbles in the first month of operation, but nothing serious," says Jeff Cavanaugh, Project Manager for Schwager Davis, Inc, of San Jose, CA the system's design/build firm. "Just like a restaurant that holds its grand opening after a few months of operation, or a new luxury car that needs tweaking after the first 1,000 miles, we're making small adjustments to the system," Cavanaugh notes. "At other locations where we've built People Movers, it typically takes six months of daily operation to fine-tune or adjust the technology. That's really standard. We are in the fine-tuning process for the Clarian system now," he explains. "Fortunately, the minor mishaps we've had have confirmed the fail-safe nature of our system. Despite bruising our egos

in the media, passengers were never in jeopardy." The ten other APM (Automated People Mover) systems designed and built by SDI, in locations as diverse as Nevada and Hawaii, report a combined operational performance efficiency rating of 99.6%, meaning that unexpected maintenance/repair interfered with system operations less than one-half of one percent of the time. "We're confident of the same performance record here in Indy," Cavanaugh says.

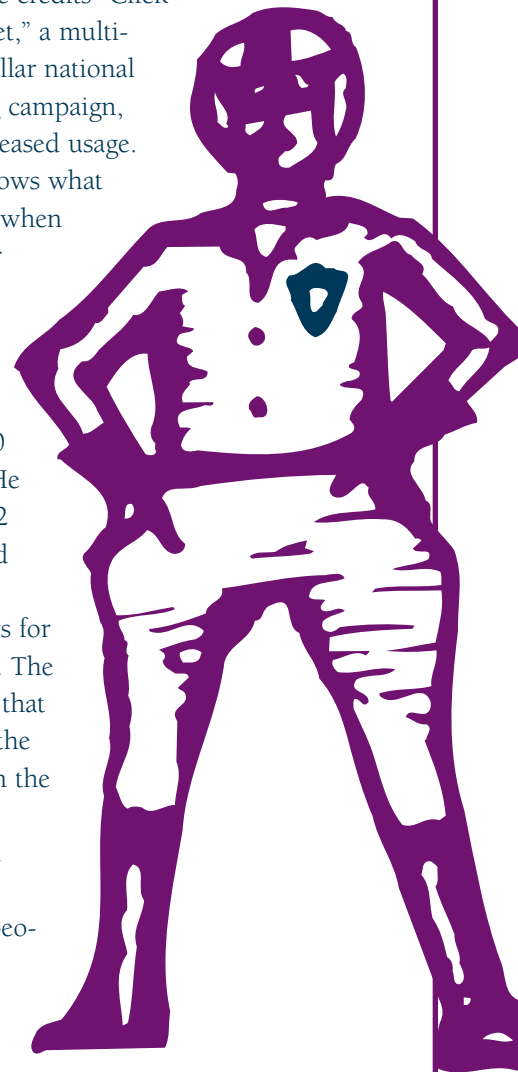
BUCKLING UP HIGHER THAN EVER

According to a federal survey released on August 25th, more Americans than ever before are using their heads. . . and their seat belts! The survey, which was conducted in June of this year, finds that a whopping 79% now buckle up, 4% more than reported doing so just last year. "This is absolutely beyond my wildest expectations," National Highway Traffic Safety Administration (NHTSA) Director Jeffrey Runge told *USA Today*. The NHTSA had hoped for 78%.

Runge credits "Click It or Ticket," a multi-million dollar national advertising campaign, for the increased usage. "It really shows what can happen when we focus our resources," he said. Runge estimates the increase in belt use will save 1,000 lives and prevent 16,000 injuries in 2003-2004. He also says it will save \$3.2 billion in health care and other costs.

So, is this good news for Indiana? Not necessarily. The survey report also notes that the Midwest has one of the lowest belt usage rates in the country (along with the Northeast). Western and southern states have the highest. Also note that people who drive pick-up trucks are least likely to buckle up. Those most likely? The much maligned SUV drivers.

cont on page 21, see Irons In The Fire



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 June, July and early August of this year. From the top, the first ad encourages public review and comment on an amendment to the 2003-2005 Indianapolis Regional Transportation Improvement Program, or IRTIP. The IRTIP documents federally funded transportation projects programmed for our region over a three year period. This ad ran in the June 18th issue of *The Indianapolis Star* and the June 20th 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 document.

The second ad also deals with the IRTIP. In this ad, however, the public is encouraged to review and offer comments on the draft 2004-2006 IRTIP, which will begin in January. This ad ran in the June 19th *City & State* section of *The Indianapolis Star* and the June 20th issue of *The Indianapolis Recorder*. Again, accompanying Legal Notices provided more detail on how and where the public could review and critique the planning document.

The third ad invited all interested parties to a special meeting of the MPO’s Citizens Advisory Committee on the evening of Tuesday, July 24th. The meeting, held at the request of the Marion County Alliance of Neighborhood Associations (MCANA), concerned the route of the I-69 Extension Project recommended by the Indiana Department of Transportation (INDOT). Its agenda items included 30-minute presentations by both INDOT and MCANA, followed by comments and questions for the floor. To encourage attendance by area residents most impacted by the proposed use of the SR 37 corridor for the I-69 extension, the meeting was held in Perry Township and advertised in *The Indianapolis Star* (*City-& State*, *Star-South*), *The Southside Times*, *The Martinsville Reporter Times*, *The Mooresville/Decatur Times* and *The Perry Township Spotlight*.

cont on page 21, see coMPONENTS

I M P O R T A N T

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

The IRTIP documents federally funded transportation improvements recommended for our region over a three-year period.

A complete description of the proposed amendments appears in today's Legal Notices. Review and comments may be made through July 8. For more information, call 317/327-5139.

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

I M P O R T A N T

The Metropolitan Planning Organization (MPO) invites your input on the draft 2004-2006 Indianapolis Regional Transportation Improvement Program (IRTIP).

The IRTIP documents federally funded transportation improvements recommended for our region over a three-year period.

A complete listing of the draft's proposed projects is available for your review through July 8 at various metropolitan locations. For more information, see our Legal Notice in today's paper.

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

I M P O R T A N T

The Metropolitan Planning Organization (MPO) invites you to a special Citizens Advisory Committee meeting concerning the Indiana Department of Transportation's I-69 extension project. INDOT is requesting that this project be amended into the Indianapolis Regional Transportation Plan and the Indianapolis Regional Transportation Improvement Program (IRTIP) to enable its Tier 2 Environmental Study.

The CAC meeting's agenda will include 30-minute presentations by both INDOT and the Marion County Alliance of Neighborhood Associations (MCANA), followed by an hour of questions and discussion.

If you have an interest in this project, and in participating in our regional transportation planning process, join us on Thursday, July 24, from 6:30-8:30 PM at Rosa Parks Elementary School, 7525 Wellingshire Boulevard, Indianapolis.

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

IRONS IN THE FIRE

(from page 19)

HYPERFAX

Now that age and wear problems troubling the I-65/I-70 innerloop in downtown Indianapolis have been HyperFixed at record speed, it might be a good time to review some surprising facts about the early summer's most written about INDOT repair project. For example, do you wonder why the much anticipated traffic congestion didn't clog surface streets, as predicted? Find out with the following HyperFacts.

175,000

Number of vehicles widely reported by the media as needing to find a new way into downtown Indianapolis via surface streets during each day of HyperFix construction

120,000

Approximate number of daily downtown commuters (based on employment figures), many of whom never travel the innerloop to or from work

50,000 - 80,000

Estimated number of 'pass-through' vehicles routed onto I-465 during HyperFix

33

Number of bridge decks ripped out and replaced

35

Number of lane miles of pavement replaced

\$34,000,000

Project cost

\$3,600,000

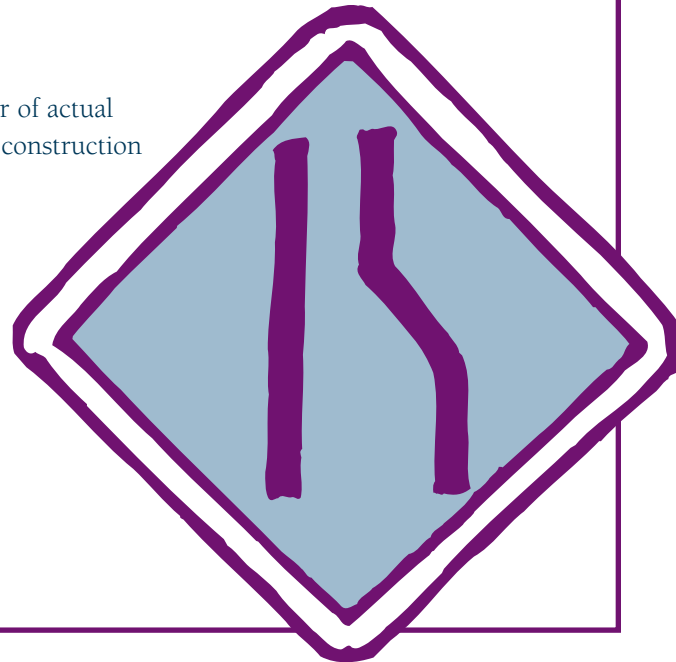
Amount of early completion bonus earned by primary construction vendor

85

Number of construction days originally scheduled for the project

55

Number of actual project construction days



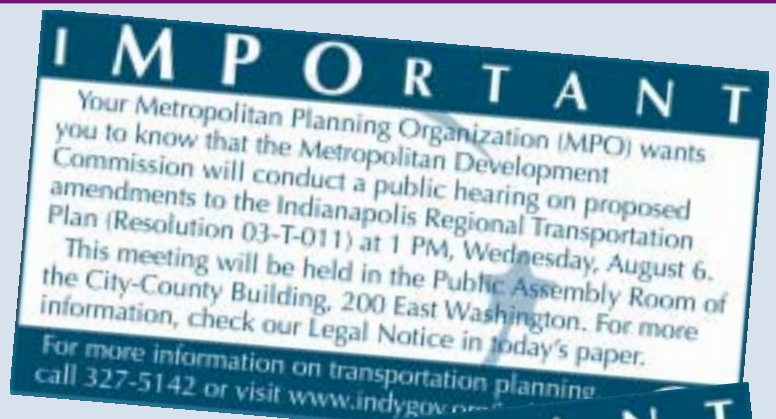
COMPONENTS

(from page 20)

The fourth ad promotes attendance at a Public Hearing conducted by the Metropolitan Development Commission (MDC) on various amendments to the Indiana Regional Transportation Plan, including the I-69 Extension Project. The ad ran in the July 24th issue of *The Indianapolis Recorder* and the July 28th issue of *The Indianapolis Star*.

Finally, the fifth ad encouraged all interested parties to participate in the same Public Hearing and to be heard on two IRTIP amendment resolutions being considered for adoption by the MDC. This ad appeared in the August 1st issue of *The Indianapolis Star*.

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.



DIRECTIONS SURVEY

(from page 6)

travel time, reliability, cost of use, comfort/convenience and safety to determine which transportation characteristics are most important to them while commuting. They were also asked to rate personal and public transportation options using these criteria. In addition, the survey questioned participants about their commuting habits, including how far they traveled one-way, how long it usually took, whether or not they routinely make stops along the way (trip chaining) and, if so, how many.

“What we learn from this survey will contribute to our rapid transit study, but also help guide our transportation planning efforts in other areas,” says Mike Dearing, MPO Manager/Master Planner. “Our findings will be projectable within the

age of five miles further.

- The average study area commute takes 23 minutes one-way.
- Eighty percent of all respondents say they normally travel directly to and from work without making stops along the way. Of those who trip-chain, one-and-a-half stops per one-way commute is the average.

The transportation telephone survey is only part of the MPO’s on-going Public Involvement Program. Through televised public meetings, group presentations, free publications, direct mail, advertising, media and public relations, a participation hotline (327-IMPO), a 24-hour comment line (327-8601) and the internet, the MPO attempts to interest, inform and involve area residents in the regional transportation planning process. For more information on public participation opportunities, or to take the transportation survey



study area, and also within each of four counties — Hamilton, Hendricks, Johnson and Marion. These counties experience the most intense commuter activity of the nine involved in the *DIRECTIONS* study.” To achieve this level of accuracy, the survey conducted about 900 telephone interviews lasting more than ten minutes each.

Though the survey data is still being analyzed, the following early findings are of interest to planners:

- Throughout the study area, people consistently rank Personal Safety as the most important aspect of their travel mode, followed by Reliability, Travel Time, Personal Cost and Personal Comfort/Convenience. Only Hamilton County residents put Comfort before Cost.

- The average commute within the study area is 15 miles one-way, with Johnson County residents driving an aver-

yourself, visit the MPO web site at www.indygov.org/indympo. For more detailed analysis of telephone survey findings, read the upcoming issue Special Edition of *teMPO* (available October 21) which will focus exclusively on *DIRECTIONS*.

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 Planner ... 317/327-5403 scunning@indygov.org

Mike Dearing • Manager/Master Planner ... 317/327-5139 mdearing@indygov.org

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For more information on our regional transportation planning process and its public participation opportunities, visit the MPO web site at www.indygov.org/indympo or call the MPO Hotline at 317/327-IMPO. To leave a comment or question, call the MPO Comment Line, day or night, at 317/327-8601.

STEPHANIE BELCH HAS CLASS

Those who know her well probably already suspected it, but when MPO Senior Planner Stephanie Belch expressed her desire to return to school full-time, many of the transportation planning partners with whom she's worked were shocked. She gave notice right after Memorial Day weekend and finished out the month. Her last day was June 27th.

"Stephanie had been with us for nearly three years, and fit in from day one," notes Mike Dearing, MPO Manager/Master Planner. "She's as respected for her knowledge and professionalism as she is liked for her people skills and sense of humor," he says. "We hate to see her go, but wish her the very best with her new plans.

Those plans include remaining in town and attending Indiana University – Purdue University in Indianapolis (IUPUI) as a graduate, non-degree student. Though undecided as to which degree she will pursue, Stephanie is looking at both undergraduate and graduate courses. Purdue's School of Engineering and Technology offer a number of degree programs in which she's interested, including a program focussing on civil engineering. And, there's always IU's School of Public and Environmental Affairs, in which she received her undergraduate degree.

"I want to strengthen my technical skills in areas that complement the knowledge and experience I've already gained," Stephanie explains. "I'm ready for that kind of a change and to stretch professionally, but it was still a hard decision. I'll really miss a lot of the people I worked with at the MPO." While a full-time student, she is likely to put her

planning know-how to work as a consultant to public and private sector companies working on transportation-related projects.

Stephanie has worked in the transportation field since 1989. Just prior to joining the MPO in 2000, she held the position of Transit Planner at the Indiana Department of Transportation (INDOT) in Indianapolis. She has also worked in the INDOT - Fort Wayne District and at the Michiana Area Council of Governments (MACOG), the metropolitan planning organization for St. Joseph and Elkhart Counties, which includes the cities of South Bend, Mishawaka, Elkhart, Goshen, and Nappanee.

Her most recent MPO responsibilities included:

- Preparation and maintenance of the Indianapolis Regional Transportation Improvement Program (IRTIP), including monitoring of federal aid funding

- Liaison to IndyGo/Indianapolis Public Transportation Corporation
- Planner-in-Charge of the Transportation Enhancement Program
- Co-Planner-in-Charge of *DIRECTIONS*, The Rapid Transit Study to Improve Regional Mobility

Though born in Indianapolis, Stephanie grew-up in Fort Wayne. Before receiving her degree in Public Affairs from Indiana University, she worked for the Citizen's Action Coalition of Indiana and the Fort Wayne Parks and Recreation Department. Her career in transportation began in Fort Wayne as an INDOT construction-engineering assistant and a winter maintenance worker (including on-call snowplow driver!).

"Her academic training and work experience gave Stephanie a great dual perspective for a transportation planner, both broad and theoretical and detailed, practical," Dearing explains. "I'd like to have her come back and work with us on a regular basis, but she can't," he deadpans. "Cause Stephanie has class."

Stephanie now resides on the city's near eastside and may be reached at sbelch@msn.com.



Stephanie Belch



PEDESTRIAN ROUTE PLAN

(from page 18)

detailed information of existing facilities) took place in May and June. GIS-based mapping and database is in development and modeling techniques have been established for defining candidate pedestrian corridors, pedestrian districts, and transportation interface patterns. An interagency workshop will be held in September, and a Public Workshop has been scheduled for Thursday, October 7th at an as yet to-be-determined central location. In the meantime, township adminis-



trators are explaining the process and distributing questionnaires about people's walking habits and desires at the many neighborhood association meetings they attend.

Deliverable Product: Center Township Pedestrian Plan Draft Report to be issued November, 2003.

PEDESTRIAN PLAN: PHASE III/OUTER MARION COUNTY TOWNSHIPS

Upon completion of Phase II, the eight outer townships will be "bundled" into two-township sets following the Comprehensive Plan model. The steering committee will be joined by

additional members as those township's constituency representatives. Modeling and mapping techniques established in Phase I will be extended to these areas.

Deliverable Product: The Outer Marion County Townships Pedestrian Plan Draft, to be issued mid/late 2004.

THE INDIANAPOLIS REGIONAL PEDESTRIAN PLAN SUMMARY REPORT

This report will combine County Township components and the Regional components into a comprehensive pedestrian plan. As a summary report, it will include design guidelines and implementation strategies. *Completion estimated mid-2005.*

For more information on the Regional Pedestrian Route Plan, contact Mike Dearing of the MPO at 327-5139 (mdearing@indygov.org) or Meg Storrow of SKA at 639-3420 (storrows@storrowskinsella.com).



Metropolitan Planning Organization

1821 City-County Building
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Indianapolis, IN 46204-3310

Got a comment or question for the MPO?
Call our new Comment Line, anytime, at 317/327-8601.
Or, learn about upcoming public participation opportunities each week from the MPO Hotline at 317/327-1MP0.