

tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

AUTUMN 2002

VOLUME SIX

ISSUE THREE

A TIME TO REAP

In transportation planning, as elsewhere, we reap what we sow. No wonder that, after a particularly busy year, your MPO has a bumper crop of transportation planning accomplishments to harvest. Just check "2002 UPWP Wrap-Up" inside to find out what's taken root over the past year. The MPO's coordination and planning efforts are also apparent in "School Involvement Program," "Indy Steps Out," "Pedal & Park Sponsorship Renewed," and all of our various "Irons In The Fire." But we're not about to rest on our laurels. Also, here we sow seeds for the coming year in "Draft 2003 UPWP," "TMS Phase II Enhancements", and other planning reports. Read 'em all to learn more about some of the benefits our regional transportation system, and its users, will be reaping this time next year.

TMS PHASE II ENHANCEMENTS

Among the projects recommended by the MPO in its draft Unified Planning Work Program (UPWP) (see story, this page) is one called "Update of the Transportation Monitoring System (TMS)." This, like all projects in the UPWP, is described in adequate detail for the professional planners who need to review and evaluate the program before approving its implementation. But the casual browser, including most of *teMPO's* readers, may need more detail to truly understand what's being funded and why. For this reason, we begin here an on-going series of articles that focus on UPWP projects and what they entail.

"In a nutshell, the TMS puts regional transportation planning information at our fingertips," says Sweson Yang, AICP, MPO Chief Transportation Planner. "The more current, and easily accessible, the data, the better we can do our jobs. Helping us to be more responsive, and to work more efficiently, is the purpose of these Phase II Enhancements"

cont on page 12, see TMS Phase II Enhancements



DRAFT 2003 UPWP

"We call it a 'draft' even though it reflects hundreds of MPO staff hours and nearly a year's worth of consultation and deliberation with our planning partners," says

Chief Transportation Planner Sweson Yang, AICP, of the Transportation Element of the Draft 2003 Unified Planning Work Program (UPWP).

"The program won't be final until sometime early next year when it's presented to, and approved by, the Metropolitan Development Commission (MDC)," he notes. "That usually happens around late

February. Until then, the Transportation Element of the UPWP will undergo continuous scrutiny and revision by, among others, the Indiana Department of Transportation, the Federal Highway Administration and the Federal Transit Administration, and the United States Environmental Protection Agency."

cont on page 8, see Draft 2003 UPWP



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ACRO-NYMBLE

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

AICP – American Institute of Certified Planners

AIP – Airport Improvement Program

ATMS – Advanced Traffic Management System

CAAA – Clean Air Act Amendment

CAC – Citizens Advisory Committee

CILC – Center for Interactive Learning and Collaboration

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

FTA – Federal Transit Administration

HEP – Hazard Elimination Program

IAA – Indianapolis Airport Authority

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

ITS – Intelligent Transportation System

LRTP – Long Range Transportation Plan

MDC – Metropolitan Development Commission

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

PIP – Public Involvement Program

SIP – State Implementation Plan

STP – Surface Transportation Program

TE – Transportation Enhancement

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

TMS – Traffic Monitoring System

UPWP – Unified Planning Work Program

QUESTIONS ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Manager Mike Dearing discusses how, and how often, the Indianapolis Regional Transportation Improvement Program (IRTIP) is amended.

At the last Citizens Advisory Committee meeting, Mike Dearing presented information on proposed amendments to the IRTIP, which I've seen him do many times. I know these amendments are regularly offered for public review and comment, but how can the IRTIP be amended so often? I thought it covered three years and that all of its improvement projects had to appear first in the Regional Transportation Plan?

– Voice-mail question following the October CAC meeting

As I've said many times, developing and amending the IRTIP is a full-time job. So, I understand your confusion. I've been the MPO planner-in-charge of coordinating the IRTIP since 1994 or, as I like to think of it, through nine updates and more than thirty-two amendment revisions. No wonder I sometimes feel a little confused myself. But there is a method to the madness and, over the years, I've come to appreciate the analytic and economic benefits of a planning process that is so circumspect and iterative.

For those who may not know, the IRTIP documents all federally funded transportation improvement projects that are proposed for implementation in the Indianapolis region over a three-year period. These improvements can include road construction, resurfacing and rehabilitation projects; transit-related enhancements; bicycle/pedestrian improvements; intersection improvements; bridge rehabilitation; airport improvement; and, state transportation projects including interstate maintenance.

The program is prepared *annually* and amended *quarterly*. This is probably one reason you feel like there are so many amendments. You hear about them a lot. And, often the amendments being discussed concern *different* IRTIP documents. At the August Citizens Advisory Committee meeting, for instance, I discussed amendments to the 2002-2004 IRTIP, which is currently in effect, and amendments to the 2003-2005 IRTIP, which when approved, will take effect next year. In fact, I talked about IRTIP amendments at every 2002 CAC meeting, which were held on a *quarterly* basis. Last year, when we held twice as many CAC meetings, I discussed IRTIP amendments at only half of them. This may be contributing to your impression that the IRTIP



Mike Dearing
MPO Manager/Master Planner

cont on page 4, see Q & A

SCHOOL INVOLVEMENT PROGRAM

As previously reported in *teMPO* (Special Edition 2002), the MPO is now in the fourth year of its School Involvement Program which brings real world problem-solving opportunities into Indiana classrooms. To accomplish this goal, the MPO works with the Center For Interactive Learning and Collaboration (CILC), a not-for-profit corporation committed to enhancing education in Indiana communities through the use of an interactive, video distance learning application called Vista, which creates deeper, long-term connections between students, schools, public and government entities and entire communities.

Each Vista program project is focused around a community issue, such as public transportation or brownfields. Past MPO-related projects, sponsored through its School Involvement Program, include the Study of Northeast Corridor Transportation (1999), the Marion County Bike Route Plan (2000) and the Multi-Modal Transportation Project (2001). In each of these projects, participating teachers across many disciplines developed curricula with four program goals in mind:

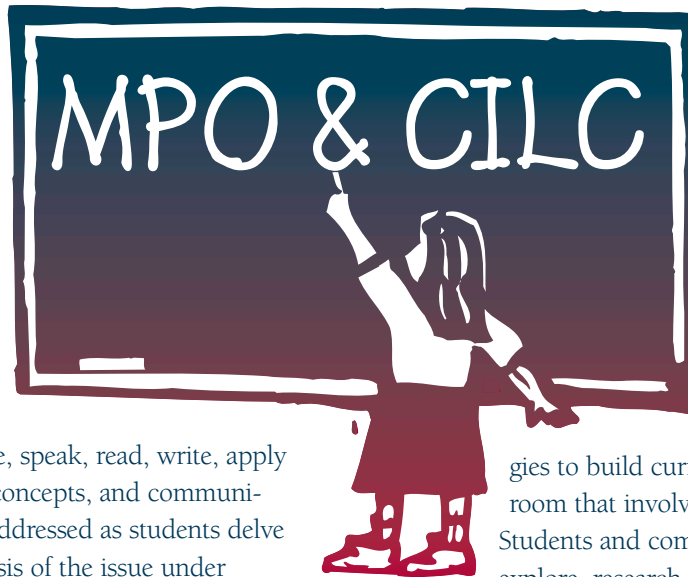
- Mastery of basic skills and fundamental processes – Students pursue their abilities to sense, listen, observe, speak, read, write, apply mathematical operations, use math concepts, and communicate ideas. Academic standards are addressed as students delve into the complex research and analysis of the issue under study.
- Utilization of problem-based learning instructional design – Students hone their abilities to think critically, to design problem-based statements around community issues, to learn how to do research using a variety of resources, and to make judgments, decisions and recommendations based on what they learned.
- Citizenship participation – Students gain perspectives and pursue skills in exercising the democratic privileges and responsibilities of their social, political, economic and environmental memberships.
- Career/vocational preparation – Students gain first-hand exposure to a variety of careers in-action.

Projects funded by the MPO's School Involvement Program, and through CILC Vistas, share these characteristics:

- Authentic community issue under study by a community organization (in this case, the MPO)
- Multiple-district study, encouraging a mix of urban, suburban and rural students
- Interdisciplinary approach
- Collaborative school partners
- A minimum of three months' study of the issue within the classroom
- Opportunity for student solutions to be incorporated within the sponsoring community organization's proposal
- Research component
- Funding partners (also, the MPO)
- Community awareness component, including opportunities for

students to make presentations, contribute to publications, and mentor other youths

- Problem-based learning used as a foundation for instructional delivery
- Academic standards addressed in the learning process



In short, these projects utilize problem-based learning strategies to build curriculum-based units in the classroom that involve authentic community issues. Students and community partners work to define, explore, research and develop recommendations

to address community issues. In addition to the MPO, other participating entities providing project support through contributions of time or expertise include Indy Greenways, IndyGo, Oasis, the Department of Metropolitan Development (DMD), The Indiana Department of Transportation (INDOT) and various transportation engineers and architects from the private sector.

What issue has brought this diverse group together? Livable Communities: What they are, what they need, and how to develop them.

CILC is working with various community entities and schools to coordinate this project with community partners, creating questions, exploring possibilities, setting up sessions, and celebrating accomplishments. As a result, the entire project and

cont on page 18, see School Involvement Program

The Indianapolis Metropolitan Planning Area map, which normally appears on this page of *teMPO*, is undergoing changes to reflect new and expanded boundaries suggested by the 2000 Census Urbanized Area (see related story, page 19). The revised map will return in our Winter, 2002 issue.

QUESTIONS & ANSWERS

(from page 2)

is being amended more frequently. It's not; each document is offered for public review first as a draft and then, subsequently, when they're amended on a quarterly basis.

Why amend the IRTIP on a quarterly basis, rather than 'carving it in stone' once? Because development of the IRTIP, like our regional transportation planning process itself, must be cooperative *and* responsive to 1) the shifting priorities of our planning partners and 2) the changing needs of our regional transportation system. That's the only way to get the maximum benefit from limited federal transportation funding. (Almost all transportation improvements are funded 80% federal, 20% local.)

More than 40 different groups have input into the IRTIP, including County Boards of Commissioners, nearly 20 city or town governments, and several state agencies and private sector not-for-profits. Often, these planning partners suggest improvements that would directly benefit their jurisdictions, not because of any parochial thinking but because they are most familiar with the problems that need to be addressed in their own areas. As gatekeeper for the more than \$500,000,000 in federal funds programmed in the Indianapolis IRTIP, it is the MPO's responsibility to guide the IRTIP development process to consensus, fairly considering the interests of all our planning partners and objectively evaluating all requested projects to make sure those funded through the IRTIP benefit the region as a whole.

Take, for example, the 2003-2005 IRTIP, which was adopted by the Metropolitan Development Commission on Wednesday, June 19, 2002. All of its initial projects (See a complete listing in *teMPO*, Volume Six, Issue Two.) were assessed for their relevancy *before inclusion* to other major planning documents, such as:

- The Regional Transportation Plan: a comprehensive list of MPO-recommended, regional, long-range capacity improvements.
- The Congestion Management System (CMS) which monitors and analyzes the magnitude of congestion on a multi-modal transportation system, and plans and implements actions that alleviate congestion and enhance system performance.
- The State Implementation Plan (SIP) which strives to achieve national recommended levels for ozone and carbon monoxide.
- The Functional Classification System for the Indianapolis Urbanized Area: the organized structure of streets and highways, including all freeways, expressways, primary and secondary arterials, and collector streets.

- The Jurisdictional Classification System, which defines who is responsible for each section of street and highway, as well as method and source of funding.
- Fiscal Analysis: Surface Transportation Program/Minimum Allocation funds were projected for the three-year program period to guide the development of a fiscally realistic program.

Though this process is normally invisible to the public, you should keep in mind that all subsequent amendments are evaluated in the same way. That's how a newly proposed amendment can be integrated into the Regional Transportation Plan *before* being proposed for IRTIP inclusion.

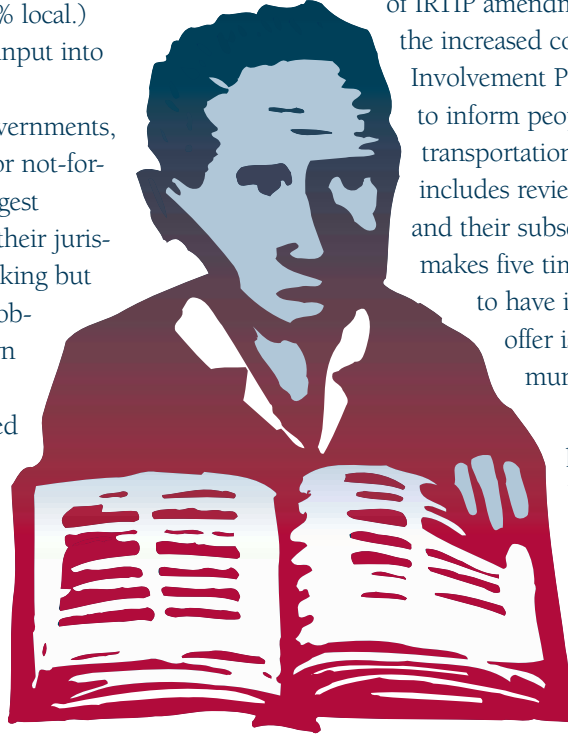
Finally, it may seem to you like there are even more rounds of IRTIP amendments than there really are, because of the increased coordination and synergy of our Public Involvement Program (PIP). The purpose of the PIP is to inform people of, and involve them in, the regional transportation planning process. Such involvement includes reviewing and commenting on draft IRTIPs and their subsequent quarterly amendments. That makes five times the public is offered the opportunity to have input into the same document. And, the offer is made through a growing list of communications strategies.

The MPO currently encourages the public to review the IRTIP or its amendments through Display Advertising and Legal Notices in *The Indianapolis Star* and *The Indianapolis Recorder*; through Media Advisories issued to local print and broadcast news sources; at Citizen Advisory Committee meetings, which are broadcast on Cable Channel 16; via free MPO publications, including

teMPO and *CAC Minutes*; on the MPO website (indygov.org/indympo); on its weekly MPO Hotline message (317/327-IMPO); through targeted mailings; and, at on-site MPO presentations. If you regularly participate in our regional transportation planning process, and it sounds from your question like you do, you catch a number of these solicitations. It's possible, since the public review and comment period usually lasts about 30 days, that you may be mistaking a late-in-period mention for a whole new round of amendments.

In some ways, this is a good problem to have. The MPO relies on the informed input of its many planning partners, especially the public. Because of the participation of people like you, the IRTIP works as well as it does. I'll promise to talk about each IRTIP document no more than absolutely necessary (five times a year), if you promise to keep paying close attention.

For more information on the 2003-2005 IRTIP, or on the ongoing IRTIP amendment process, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.



PLANNING PARTNERS

In the Spring, 2002 issue of *teMPO*, your MPO introduced and dedicated this semi-regular feature to the 35 or 40 'planning partners' with whom it works to ensure a cooperative, comprehensive and coordinated regional transportation planning process. With each installment, readers are invited to learn a little about one of the federal, state or municipal agencies, neighborhood associations, civic organizations or not-for-profit groups profiled in their own words. Here, then, is how the The Greenways Foundation presents itself.

Greenways Foundation

The vision of the greenways Foundation ("GF") is to facilitate the creation of an interconnected network of greenways throughout the nine county area of Central Indiana. Using the success of the Monon Rail-Trail in northern Marion and southern Hamilton counties as a pattern, the GF would like to spread these benefits regionally: non-polluting alternative transportation, recreation and fitness capacity, business and property value stimulation, and preservation of scarce corridors for possible buried utility location or future mass-transit technologies. The GF is also dedicated to conservation and preservation of green space in our increasingly urbanized and developed metropolitan area, and the improvement of the region's air and water quality.

The GF pursues its broad vision through specific initiatives in these four areas:

- Public communications and advocacy about the benefits of greenways. The highest-profile GF communication initiative is the Indy Greenways website (www.indygreenways.org) which has grown steadily in popularity since it was launched in July of 2000. It currently receives nearly 1.5 million page requests annually. Also, the "Pedal & Park" program

described below is essentially a communication outreach.

- Volunteer projects to clean up, repair and replant greenways. The two largest of these are the annual Fall Creek and White River Cleanups, with public turnouts as high as 400. In addition, specific organizations and groups also do targeted greenway projects.

- Giving greenway enhancement grants to third parties who want to execute specific improvements on Central Indiana greenways. In addition, the GF also plans and executes its own enhancement projects where we perceive an unmet need.

- Receiving cash and in-kind donations to fund greenway enhancements. A subset of this is the donate-a-bench program for construction of memorial amenities. Land and real property gifts have also been received, and the GF has served as a conduit to longer-term public ownership. Donors sometimes find it administratively convenient to gift to an IRS-qualified 501(c)3 entity like the GF.

It is the Foundation's interest in non-motorized and non-polluting transportation, as well as long-range preservation of mass-transit options that initially drew the GF and the Metropolitan Planning Organization (MPO) into a strategic partnership. In recent years, this partnership has taken several forms:

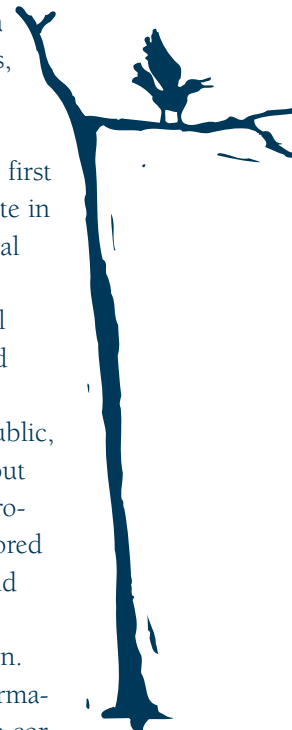
- The MPO co-sponsored the first Regional Greenway Planning Charette in April, 2002, in which all nine Central Indiana counties participated.
- The MPO provides financial sponsorship, as well as logistical and public-relations support to the GF's "Pedal & Park" program at major public, greenways-adjacent events throughout the spring, summer and fall. This program offers area cyclists free, monitored bicycle parking at its 'bike corral' and regularly distributes MPO, Indy Greenways and bicycling information. For example, the most popular information item at 2002 Pedal & Park bike cor-

als was the MPO's new Marion County Bike Route Map which featured "cycling suitability" information. The MPO's sponsorship of Pedal & Park will continue in 2003 and the six events which we hope to include will be Earth Day Indiana, the Broad Ripple Art Fair, Bike to Work Day, the Talbot Street Art Fair, the Indiana State Fair and the Penrod Art Fair. (See related story, page 22).

- The GF has frequently offered input on MPO planning projects such as the conNECTIONS study of Northeast Corridor Transportation, the Special Neighborhood Study of the Glendale Area, and the joint project for inter-modal bike racks on IndyGo buses.

"At the Greenways Foundation, we place a special value on our relationship with the MPO because of the overlap of so many of our long-term goals," says GF President Tom Olsen. "We are confident that additional opportunities for cooperation between our organizations will emerge as the regional greenways network grows."

More information about the Greenways Foundation is available on the world wide web (www.indygreenways.org) or by contacting Tom Olsen directly at 317/297-1283 or tom.olsen@comcast.net.



INDY STEPS OUT

According to the Surface Transportation Policy Project released November 21, 2002, Indiana is the safest Midwestern state for pedestrians to travel. Over the past two years, only 57 Hoosiers have died in pedestrian-related traffic accidents. Indiana also leads its four neighboring states (Ohio, Michigan, Illinois and Wisconsin) in spending 1.2 percent of its federal dollars on bicycle and pedestrian facilities.

Locally, the picture is just as positive. The study ranks Indianapolis 32 in degree of danger to pedestrians out of the country's 49 largest metro areas. Not bad for a city that ranks between 12th or 14th (depending on whether Unigov or metropolitan statistical area boundaries are considered) in population. According to the study, just one in 100,000 pedestrians were killed in traffic accidents here last year. That's far below Number #1 ranked Orlando where pedestrians die at an average rate of 3.3 per 100,000.

And, while Indianapolis' ranking has improved two places since the 1998 study, most of the country is heading in the opposite direction. In 2001, 4,955 pedestrians died while walking; up 112 from the preceding year. The study also showed that while only 5 percent of all trips nationwide are made on-foot, pedestrians account for about 12 percent of all traffic deaths. In addition, 78,000 pedestrians are injured in traffic accidents each year in America.

Why are Indianapolis pedestrians fairing better than those in other major American cities?

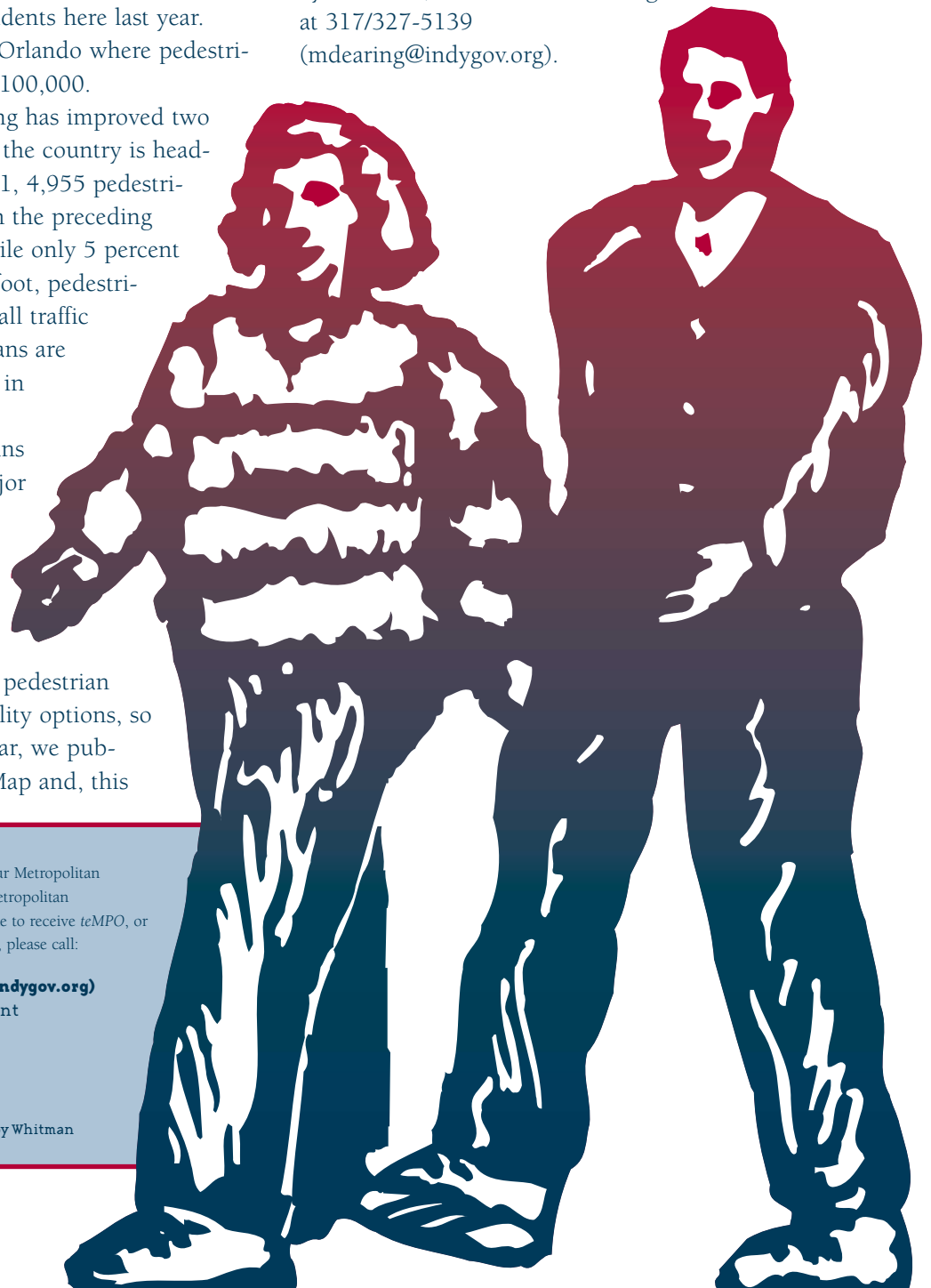
"For a lot of reasons," says Mike Dearing, MPO Manager and the planner-in-charge of several of the MPO's alternative transportation initiatives. "The MPO considers pedestrian and bicycle travel as legitimate mobility options, so we plan for them," he says. "Last year, we published our Bike Route System User Map and, this

year, we started on our Pedestrian System Plan Study. Once that's in place, I think you'll see our ranking improve even more."

In addition, improvement in the city's pedestrian ranking can be directly attributed, in part, to the efforts of the Indianapolis Department of Public Works (DPW). DPW has begun to routinely include sidewalk work in with adjacent road improvement projects. Also, the City has purchased 320 "countdown" walk signals which provide walkers with a clock showing how much time they have to cross. These signals have already been installed at 21 intersections.

"All of these are steps in the right direction," says Dearing. "In the future, we plan on pedestrian travel to play an even larger role in our regional transportation system.

For more information on the Regional Pedestrian System Plan, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).



teMPO

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

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

AIRPORT PROJECT STATUS REPORT

For the past several months, the Indianapolis Airport Authority (IAA) has taken steps to move construction of a new Indianapolis International Airport from plans and paper to construction and concrete.

The new Indianapolis Airport, subject of a cover story in the Summer 2002 *teMPO*, will feature a modern terminal built in the midfield area of the present airport, between the two main runways. Slated for completion in July of 2007, the project gives the City of Indianapolis a rare opportunity to create an entirely new “gateway” to central Indiana and impression on air travelers from around the world.

In May, the IAA selected Hellmuth, Obata + Kassabaum, Inc. (HOK), an internationally known architecture, engineering and construction planning firm, to be the project’s Master Designer. HOK will provide a comprehensive design solution that focuses on creating a unique and compelling gateway experience for the air traveler, while integrating state-of-the-art terminal design with cultural expression and the arts.

Locally, HOK is best known as the lead architect of Victory Field, home of the Indianapolis Indians and, according to *Sports Illustrated*, “the best minor league ballpark in America.” The firm also is known for its work on the Indianapolis Convention Center expansion.

In October, the IAA approved the selection of nine firms to perform construction management duties at the airport. These firms will work with designers, architects, engineers and other con-



sultants to oversee various aspects of construction, including terminal, concourse and site development.

For the terminal and concourse area, Indianapolis-based Hunt Construction Group and Smoot Construction were selected as a team for primary construction management. Hunt Construction built both the RCA Dome and Bank One Building in Indianapolis.

For site development — which includes grading, roads, utility work, parking and airfield improvements — the IAA named Turner Construction Co., and Trotter Construction Co., Inc., as the primary construction management team.

Related work around the airport also is underway. The Indiana Department of Transportation broke ground in October on a \$187 million project that involves relocating a portion of Interstate 70 south of the airport and construction of two new interchanges; one to serve as an entrance to the new terminal, and the other at Six Points Road. The INDOT roadwork is scheduled for completion in the fall of 2004,

allowing easy access to the terminal construction site.

For more information on the Midfield Terminal Project, visit the IAA web site at www.indianapolisairport.com.



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(from page 1)

Various departments of the City of Indianapolis contribute different segments to the draft Unified Planning Work Program. Because the Division of Planning of the Department of Metropolitan Development (also known as the Metropolitan Planning Organization) is the region's primary transportation planner, it develops the UPWP's Transportation Planning Element.

Like the UPWP itself, this element is developed and submitted for approval on an annual basis. It features transportation planning project recommendations from the MPO on where best to allocate time and funding resources throughout the coming year to achieve the major goals of the Regional Transportation Planning Program. These goals include:

- Identifying future transportation needs by analyzing existing conditions and trends and making projections of future changes.
- Proving a factual basis for comprehensive public policies to meet the transportation needs of the region.
- Preparing plans in which streets, public transit, highways, airports and other means of moving people and goods are properly related to plans and programs for the physical, social, economic, environmental and energy needs of the region.
- Maintaining a continuing, cooperative and comprehensive planning process that will enable plans to be kept current in response to changing conditions while meeting the requirements off the Transportation Equity Act for the 21st Century (TEA-21), 1990 Clean Air Act Amendments (CAAA), Title VI and Environmental Justice.
- Achieving all program goals in the context of actively involving all social and economic groups of the community in the transportation planning process.



Proposed Planning Activities For 2003

The main thrust of the 2003 Unified Planning Work Program is to keep the Transportation Plan and the Transportation Improvement Program current, gear up for a major review of the Regional Transportation Plan integrating comprehensive planning factors into the overall MPO process and incorporating environmental streamlining, management & operations, and security and safety concerns into the planning process to make MPO transportation planning efforts more relevant to prevailing local/national goals and more responsive to operational issues and citizens concerns.

Update the Transportation Monitoring System (TMS) – Complete system enhancements initiated in 2002 and complete Phase II enhancements. These enhancements are intended to make the TMS more responsive to user needs and to better integrate other MPO data files with the TMS.

Coordination of ITS Strategies with Management & Operations - The MPO staff will coordinate regional ITS deployment activities to comply with TEA-21 requirements of being consistent and conforming to the national ITS architecture and standards. An initial prospectus of the Regional Architecture Deployment will be undertaken in 2003. Staff will also include attention given to operations planning to incorporate Management and Operations within Planning Processes.

Update of the CMS - Update of the Congestion Management System to incorporate the 2025 Regional Transportation Plan.

Transportation Security and Emergency Planning - MPO will update the TMS to include security, emergency preparedness and any other transportation planning/programming attributes, as applicable.

Hazard Elimination Safety (HEP) Projects - MPO will identify low-cost treatments for road safety improvements. Eligible projects will be prioritized and analyzed with benefit/cost ratios. Following implementation, a project report will be developed to show effectiveness of the different treatments.

Truck Route Plan Research - As a result of the Environmental Justice Community Inclusion Project, the issue of truck routes in Marion County has come to the attention of MPO and DPW staff as a concern in many neighborhoods. In coordination with DPW, this work element will begin formal study into the issue, possibly resulting in a comprehensive truck route plan.

Indianapolis Metropolitan Area Rapid Transit Study - This study will analyze the feasibility of a rapid transit link from Downtown Indianapolis to the Indianapolis International Airport in the context of a regional rapid transit system.

Indianapolis Public Transportation Corporation (IPTC)/IndyGo Activities – The MPO continues a good working relationship with the City's public transportation provider. In addition to maintaining communication as a planning

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partner, the MPO has co-sponsored the Commuter Assistance Program — a region-wide program to assist in rideshare matching, vanpool formation, and similar activities to reduce single occupant vehicle use for commuters. The MPO, IPTC, and INDOT are cooperating financially and in oversight of the program. This project is currently programmed in our Indianapolis Regional Transportation Improvement Program (IRTIP).

IndyGo Facilities Maintenance Plan – The purpose of this study will be to conduct a general assessment of the facility and all major subsystems, (i.e., electrical, structural, ventilation, environmental, physical accessibility, and emergency).

Special Neighborhood Study – Continuing public review of the Glendale Study and identification of a self-evaluation process and desirability of similar studies in the future.

Regional Pedestrian System Plan - This is a collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. A multi-phased process is envisioned. Phase I, initiated in 2002, focused on defining the problem and developing a recommended course

of action. Phase II will be completed in 2003, and Phase III will begin in 2003.

Ozone Public Awareness Program - The Indianapolis MPO will assist the Indianapolis Department of Public Works (DPW) in implementing the ozone public awareness program using Congestion Mitigation/Air Quality (CMAQ) funds in the DPW's Budget.

2025 Indianapolis Regional Transportation Plan – The Regional Plan will be amended as needed in response to new information and/or changing conditions.

Major Review/Plan Refinement Activities – Major review activities include steps toward a major update of the regional transportation plan as 2000 Census information becomes available. All plan components, including the Regional Mass Transit Service Plan, the Regional Bicycle and Pedestrian System Plans and Major Roadway Expansion Projects will be monitored and amended as needed to keep the plan current with changing conditions.

Central Indiana Suburban Transportation and Mobility Study – The MPO staff will actively participate in this INDOT study. The study is seeking long term transportation and land

cont on page 10, see Draft 2003 UPWP

UPWP Guide Posts

To be truly comprehensive, the MPO's transportation planning process must incorporate land use, environmental and socio-economic information. It uses this data to monitor conditions, predict the travel behavior of area residents, and accommodate increasing travel demand in ways that minimize social, economic and environmental harm.

Monitoring these conditions within the context of a coordinated Unified Planning Work Program ensures that the assumptions upon which the Regional Transportation Plan is based are consistent with other adopted plans. Interrelated activities cooperatively carried out by MPO-counterparts in other sections of the Planning Division of the Department of Metropolitan Development and the Indianapolis Department of Public Works (DPW) include:

Air Quality Analysis

In November, 1994, the U. S. Environmental Protection Agency reclassified Indianapolis/Marion County

as a maintenance area for the ozone pollutant. A portion of the Indianapolis Central Business District (downtown) remains a non-classified, non-attainment area of CO. For this reason, approval of the region's Transportation Plan is contingent upon conformity with the air quality regulations required of the area by the 1990 Clean Air Act Amendments (CAAA). Your MPO is responsible for air quality conformity analysis and documentation for Marion County. Other transportation-related air quality activities are conducted by the city's Environmental Resources Management Division (ERMD).

Economic Analysis/Data Development

The Research and Policy Analysis section of the Planning Division analyzes social and economic data, such as the findings of Census 2000, to develop future population and employment projections, among other things

Land Use Planning

The Comprehensive and Sub-Area

Planning sections of the Planning Division, counterparts of your MPO, develop a variety of plans and specific development studies, including the Comprehensive Land Use Plan, Neighborhood Plans and Corridor Plans. This information is used to ensure that existing land use conditions, and future land use recommendations, are consistent with the Comprehensive Plan. It also provides current and future land use data to traffic impact studies.

Permit Data

The Division of Neighborhood and Development Services complies and maintains housing starts and losses data, improvement location permits and map re-zoning approvals.

Traffic Count Data

Every three years, DPW counts traffic on Marion County thoroughfares, excluding interstate and selected state routes, and makes this information available in a FoxPro database format. Traffic on routes under state jurisdiction is counted by INDOT every four years.

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use solutions in coping with the fast growing suburban communities in the Central Indiana region. Among other stated objectives, this study will examine the pros and cons associated with using an outer beltway with respect to relieve congestion on the freeway system, and future growth impacts.

Public Involvement Program – Continue and expand efforts to inform and actively involve all segments of the community in the regional transportation planning process.

Public Outreach - via Citizens Advisory Committee meetings and their report publication, *CAC Minutes*; *teMPO*, the official newsletter of the regional transportation planning process; administration and promotion of grass-roots program sponsorships (e.g. Pedal & Park); creation and placement of paid advertising in daily/weekly publications to promote public awareness of, and participation in, the transportation planning process; development and promotion of the weekly MPO Hotline message; scheduling and administration of MPO radio sponsorships to build public awareness of, and traffic on, the MPO website and Hotline; coordination and expanded distribution of MPO publications through all Marion County libraries and limited direct mail programs; development and placement of advertising consistent with Earth Day Indiana sponsorship; and, development of effective presentation materials, support literature and web site elements.

Refinement of the Environmental

Justice Process - Continued special efforts to involve all neighborhoods in the transportation planning process through the MPO's Community Inclusion Project, especially those that have been traditionally under-represented.

School Involvement Program – Continue educational activities in collaboration with the Center for Interactive Learning and Collaboration. 2003 activities will include the third annual Student Institute, and involving regional middle and high school students in the transportation planning process under the theme of "Livable Communities" (See related story, page 3).

Enhancement of MPO Website - On-going enhancement of MPO website to make it a more user friendly and effective communications tool.

Evaluation of the Community Involvement Process – This evaluation is to ensure the effectiveness of the MPO's Community Involvement Program and to identify opportunities for continued improvement.

Interchange Justification Study - Market Street/I-65/I-70 – Conduct an Interchange Justification Study to determine needs and location of a new interchange on the I-

65/I-70 inner loop to potentially replace or modify the current Market Street interchange. The Market Street Ramp special study will be continuing into 2003 as part of this activity.

Special Studies – These studies are in response to planning needs not specifically anticipated during the preparation of the UPWP. These could include technical studies, data collection, surveys and

Geographic Information System ongoing activities.

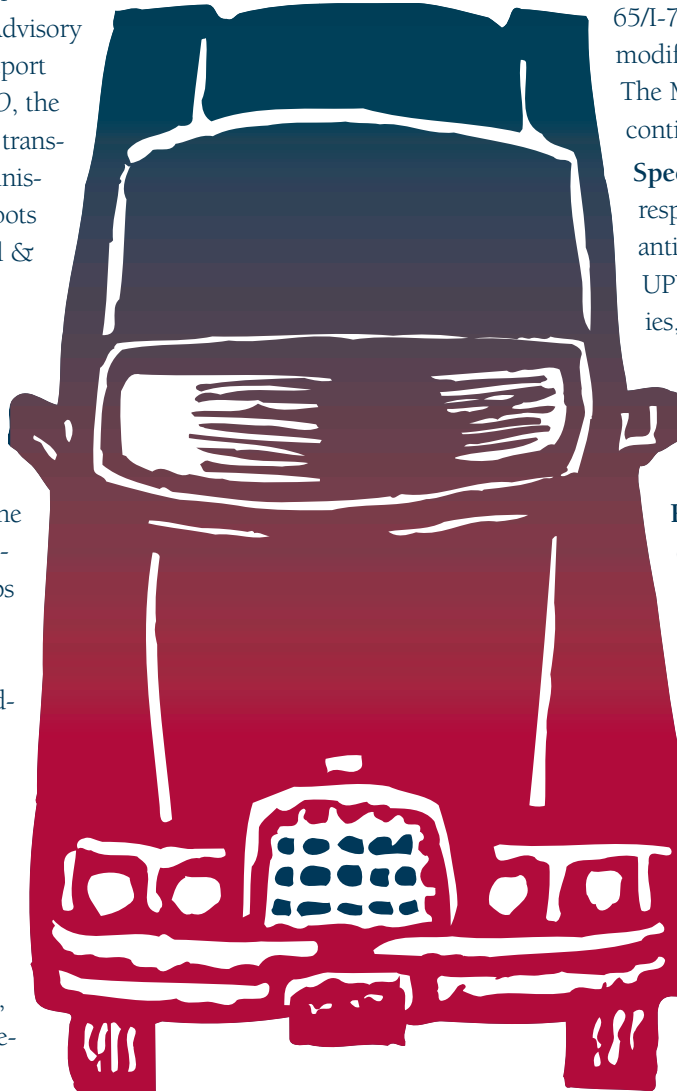
Indianapolis Regional Transportation Improvement Program (IRTIP) – Documents the federally funded regional transportation projects and programs proposed to be undertaken over the three year period from November of 2003 through October of 2005.

Air Quality Conformity Analysis – Continuing Regional Air Quality Conformity Analyses to support plan and program amendments and CMAQ applications.

"About the time that this draft is being submitted to the MDC for approval late this winter, we'll start making notes about priority projects for the 2004 UPWP," notes Yang.

"Developing the UPWP Transportation Planning Element is a continuous, iterative process, but one that benefits from the constant input of our planning partners," he says. "We hope they all share our enthusiasm for this year's draft and will continue to participate in the regional transportation planning process."

For more information on the Transportation Element of the Draft 2003 UPWP, or on the process and criteria used to recommend any of its proposed projects, contact Sweson Yang at (317)327-5137 (syang@indygov.org) or MPO Manager Mike Dearing, at 317/327-5139 (mdearing@indygov.org).



MPO PROFILE

Met Rosemarie Kuntz, a life long educator who has spent that last 30+ years helping Perry Meridian High School seniors look beyond the blackboard. . . and into the real world. From her classes at 401 W. Meridian School Road, Perry Meridian's address, Rosie's influence and enthusiasm can be felt throughout her curriculum. . . and the community.

"I teach classes in the Social Studies, Sociology and Government," she says, "and I also serve as the school's Service Learning Coordinator". Under her guidance, Perry Meridian's four year-old Service Learning Program has risen to national prominence, recently being named by the Corporation for National Service as one of only 16 Service Learning Leader Schools in the country.

Through this program, participating students commit their time, energy, brain power and compassion to making the world a better place. Projects vary, but have included art students painting public murals and language students tutoring new Hispanic residents. All projects, however, involve volunteerism in the surrounding community and the application of acquired knowledge from classroom studies. "Making connections is what service learning is all about," Rosie explains. " We try to connect students with real community issues that need to be addressed and with the academic learning to help them do that."

Toward this goal, Rosie has found a partner in the Metropolitan Planning Organization (MPO) and its School Involvement Program. For the last four years, she has committed part of her Government Class curriculum to participating in the transportation-related projects sponsored by the MPO, including Bike & Hike (1999), IndyGo Service Review (2000), Multi-modal Concepts (2001), and 2002's Livable Communities (see related story, page 3). "They have been terrific learning experiences," she

says. "These are 'youth as resource' projects that value the ideas and perspectives of my students while encouraging them to interact with local, state and federal government as active citizens."

In that role, Rosie's students have attended community meetings, proposed solutions to area problems, made presentations to the MPO and its planning partners, and even met with district representatives at the State House. Through it all, they've augmented their



High School Teacher/ Community Role Model

Social Studies and Government knowledge-base with real world experience, while also honing life skills in a variety of areas, including personal and public communications, civic responsibility and critical thinking. Most of all, they've seen first-hand the relationship between government policy and public involvement, having their fresh perspectives considered and valued.

"There is no down-side here," says Rosie. "My students feel ownership in the projects they've worked on and are excited to learn that their voice matters." As an example, she notes that one of her former students recently called and mentioned that she thinks about "Bike & Hike" every time she sees one of the new Bike Route signs. "These projects are also great for helping my school and me 'meet curriculum stan-

dards' in ISTEP evaluated areas (currently, math and language; soon, science and social studies as well)," she notes. "We're always studying charts or graphs (math), making presentations (language skills), or pouring over newspapers and journals (social studies, science)."

For this year's project, Rosie was asked to serve as a Team Leader by MPO Manager Mike Dearing and Monica Cougan of the Center For Interactive Learning (CILC), which coordinates the School Involvement Program. "She was a natural choice," explains Dearing. "Rosie is very good at thinking outside the box and that's exactly what we want from students and other program participants." This year, for the first time, those participants include senior citizens from OASIS, a continuing education program, who interact with the high schoolers as equals. "The intergenerational collaboration has been exciting to watch," Rosie says. As a Team Leader, she helps coordinate this and teacher activities, adding to her project commitment for an hour total even she can't estimate.

"Whatever it is, it's time well spent," she laughs. "Teachers are constantly trying to balance content and process when it comes to education. The MPO and CILC help me do that through their School Involvement Program," she says. "First, by informing and, then, by engaging students." Rosie also notes that program participants benefit from a superior support network, including the media specialist and administrators at her own school.

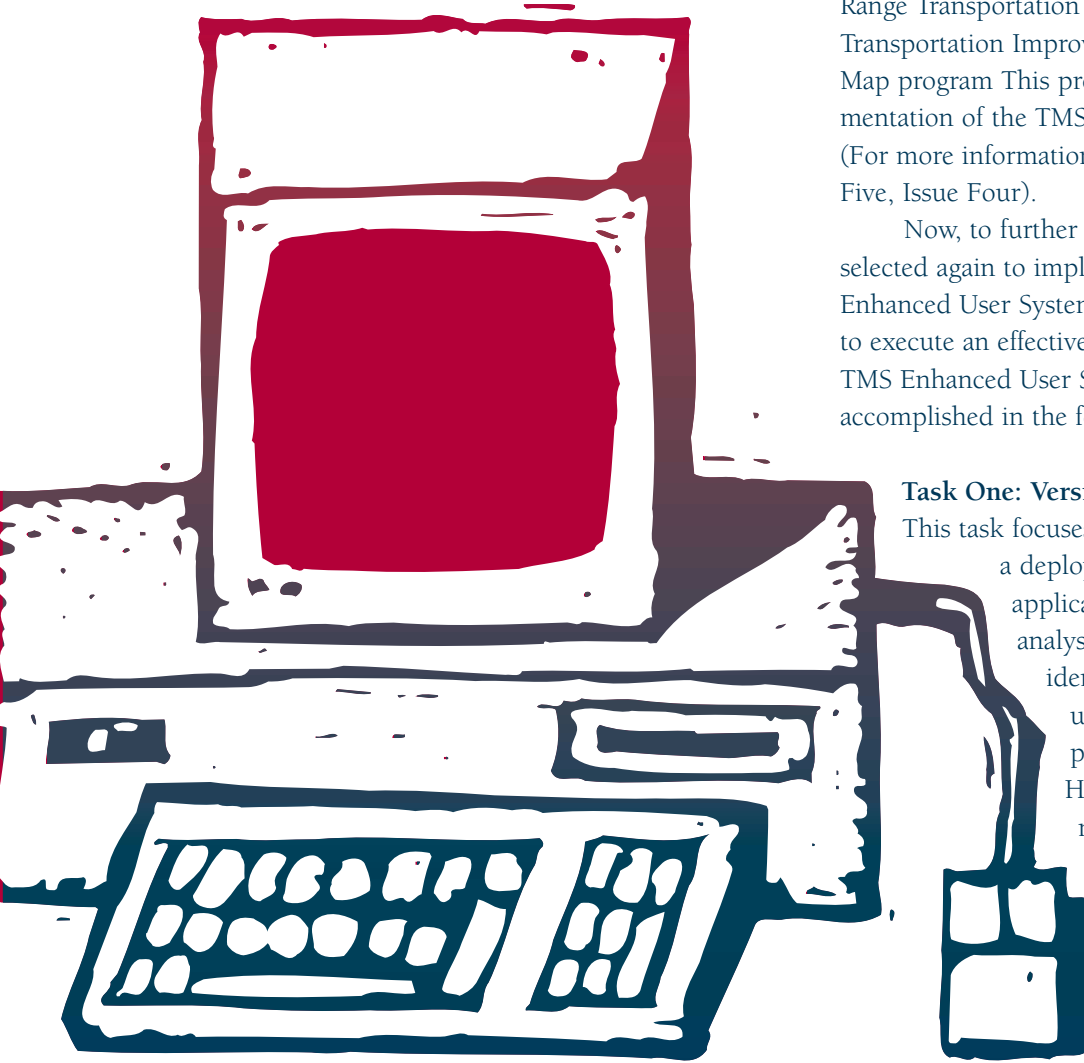
"I may help coordinate the program, but it's really the students who run the show." Rosie notes. "This is a youth-driven program. Their ideas, their questions, their contacts, are its focus. That's good for their education *and* their community," she says. "Now, *and in the future*, when my 'student citizens' have grown into civic leaders."

TMS PHASE II ENHANCEMENTS

(from page 1)

BACKGROUND

In 1996-97, the Indianapolis MPO developed a regional Transportation Monitoring System (TMS) to provide a tool 1) for completing the Indianapolis Regional Transportation Planning Program, and 2) to comply with the 1991



Intermodal Surface Transportation Efficiency Act (ISTEA). The goal of the system was to develop a comprehensive compilation of available transportation-related data while satisfying the intent of the regulations outlined in ISTEA and, subsequently, the Transportation Equity Act for the 21st Century (TEA-21) – the current federal transportation planning legislation which was passed in 1998.

The TMS was developed as a geographic database that supports and updates the region's transportation data collection and storage systems. It was also intended to make data easily accessible to users to search, display, and analyze regional transportation information. This database has the power to reference current and historical transportation information by

roadway segment, intersection and transit route, enabling accurate analysis of regional transportation system operations.

In the summer of 2001, the MPO selected HNTB Corporation, a national design firm with GIS capabilities, to update and enhance the TMS. The TMS Enhanced User System was developed and deployed in January of 2002. The Enhanced User System included custom tools for easy data access and for management and maintenance of the Long Range Transportation Plan (LRTP), the Indianapolis Regional Transportation Improvement Program (IRTIP), and a Quick Map program. This project phase concluded with the implementation of the TMS Enhanced User System – Version Beta (For more information, see “TMS Update”, *teMPO*, Volume Five, Issue Four).

Now, to further improve the TMS, HNTB has been selected again to implement Phase II of the Indianapolis TMS Enhanced User System. The number one goal of this phase is to execute an effective implementation strategy for deploying TMS Enhanced User System – Version 1.0. This goal will be accomplished in the following ways:

Task One: Version 1.0 Development & Deployment -

This task focuses on refining the User System to provide a deployable Version 1.0 of the entire TMS application. This will involve a limited design analysis of the workflow and user forms to identify areas of needed improvement and user preferences. Task One will be accomplished through independent testing by HNTB analysts and an application review meeting with MPO staff.

Refinements will be reflected in a new version of the Systems Specifications Document, which will identify all enhancements and changes. The refinements will only represent alterations to the existing developed tools and not reflect dra-

matically new system functions. The objective is to ensure the TMS User System is meeting data entry and query needs and enables efficient workflow.

The refinement process will include analysis of the following items in relation to the IRTIP, LRTP, Quick Map, and Data Catalog workflow:

- replacement of certain text boxes with combo boxes
- reconsideration of field names and uses
- reconsideration of aesthetic aspects of the forms (colors, margins, fonts, etc.)
- reformatting of reports
- incorporation of any additional field requirements
- fixing of previously identified ‘bugs’ from the Beta version

TMS PHASE II ENHANCEMENTS

(from page 12)

Once the new Systems Specification Document is reviewed and accepted by key MPO personnel, the development of the altered user tools will begin. All refinements will be appended to the TMS User Guide Document. HNTB analysts will install the TMS on all MPO staff computers and conduct testing in order to assure successful deployment.

Task II: User Training Program – An important element in successfully accomplishing Phase II goals is providing the appropriate level of user training and support. The Task II training program is designed to focus on the most frequent users of the TMS within the MPO.

This training is intended to provide the MPO internal resources for technical support and overall monitoring of the system. The training program will be a one-day, “hands-on” course provided off-site. The training session will cover the custom TMS workflow and procedures. It will include the distribution custom materials developed specifically for documenting the use and management of the TMS.

Task III: Data Enhancements - The 2000 Census and other related initiatives require the Indianapolis MPO to include additional geographic areas in its programming and planning efforts. In order to respond to this need, the TMS data sets must be updated to reflect user-demand.

In order to respond to the needs of planning activities, the TMS network will be expanded to include all thoroughfares within Marion, Boone, Hendricks, Morgan, Johnson, Hancock, Hamilton, and Shelby Counties. The updated TMS network will be based upon the network of the MPO’s 2025 travel demand model. Each new road link will be attributed with a unique identifier to provide the necessary associations within the overall TMS database. All road links will be compared against the old TMS network to verify its integrity with the overall database.

In addition, in order to help the MPO staff respond to new data requirements, available 2000 Census data will be incorporated into the overall database and represented in the TMS Data Catalog as available data layers. These layers, developed by the U.S. Census Bureau, include:

- TIGER Roads, the roads recognized by the U.S. Census Bureau
- Urban Areas
- Indianapolis Urbanized Area Boundary
- Designated Places



- Block Groups
- Tracts
- Voting Districts
- Traffic Analysis Zones (TAZ)

As part of Phase II, HNTB will also assist with 1) the installation of the data sets at the MPO offices and 2) the inclusion of user access to data from the TMS user applications.

“There’s a lot of work to be done on the TMS,” notes Kevin Mayfield, the MPO Planner who, along with Yang, will help coordinate the project. “But, hopefully, by this time next year, one of our most important planning tools, will be working better than ever.”

For more information on the TMS Phase II Enhancements, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or Kevin Mayfield at 317/327-5135 (kmayfiel@indygov.org.)

YOUR MPO STAFF

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

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- Sweson Yang, AICP**317/327-5137 syang@indygov.org
Chief Transportation Planner

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

2002 PLANNING ACCOMPLISHMENTS

The Draft of the 2003 Unified Planning Work Program (see related story, page 1), like its predecessors, contains a brief summary of the major transportation planning accomplishments for the past year. This includes:

Maintenance Of The MPO Planning Process

1. Quarterly Status Reports
2. 2003 Unified Planning Work Program
3. Attendance/Participation at the Monthly MPO Council Meetings
4. Attendance at the Statewide MPO Conference

Coordination/Community Involvement

1. Quarterly Indianapolis Regional Transportation Council (IRTC) Technical and Policy Committee Meetings
2. Quarterly Meetings of the Section 5310 Specialized Transportation Committee
3. Attendance at the IPTC-IndyGo Monthly Board Meetings
4. Attendance/Participation in the Knozone Public Awareness Program Committee
5. 2002 Indianapolis MPO Annual Briefing Report
6. Neighborhood/Civic Organization Presentations
7. Quarterly Citizens Advisory Committee (CAC) Meetings
8. School Involvement Program in collaboration with the Center for Interactive Learning and

Collaboration (CILC). Major activities in 2002 included student presentations concerning multi-modal transportation made at the historic Madame Walker Theater in May, and the kick-off of the new Livable Communities project (see related story, page 3) at the Eagle Creek Hide-away in August

9. Support and Promotion of the Pedal & Park Program in collaboration with The Greenways Foundation
10. Environmental Justice/Community Inclusion Project - Continued special efforts to involve all neighborhoods in the transportation planning process through the MPO's Community Inclusion Project

11. Five Issues of *teMPO*, official newsletter of the regional transportation planning process

12. Four issues of *CAC Minutes*, reporting

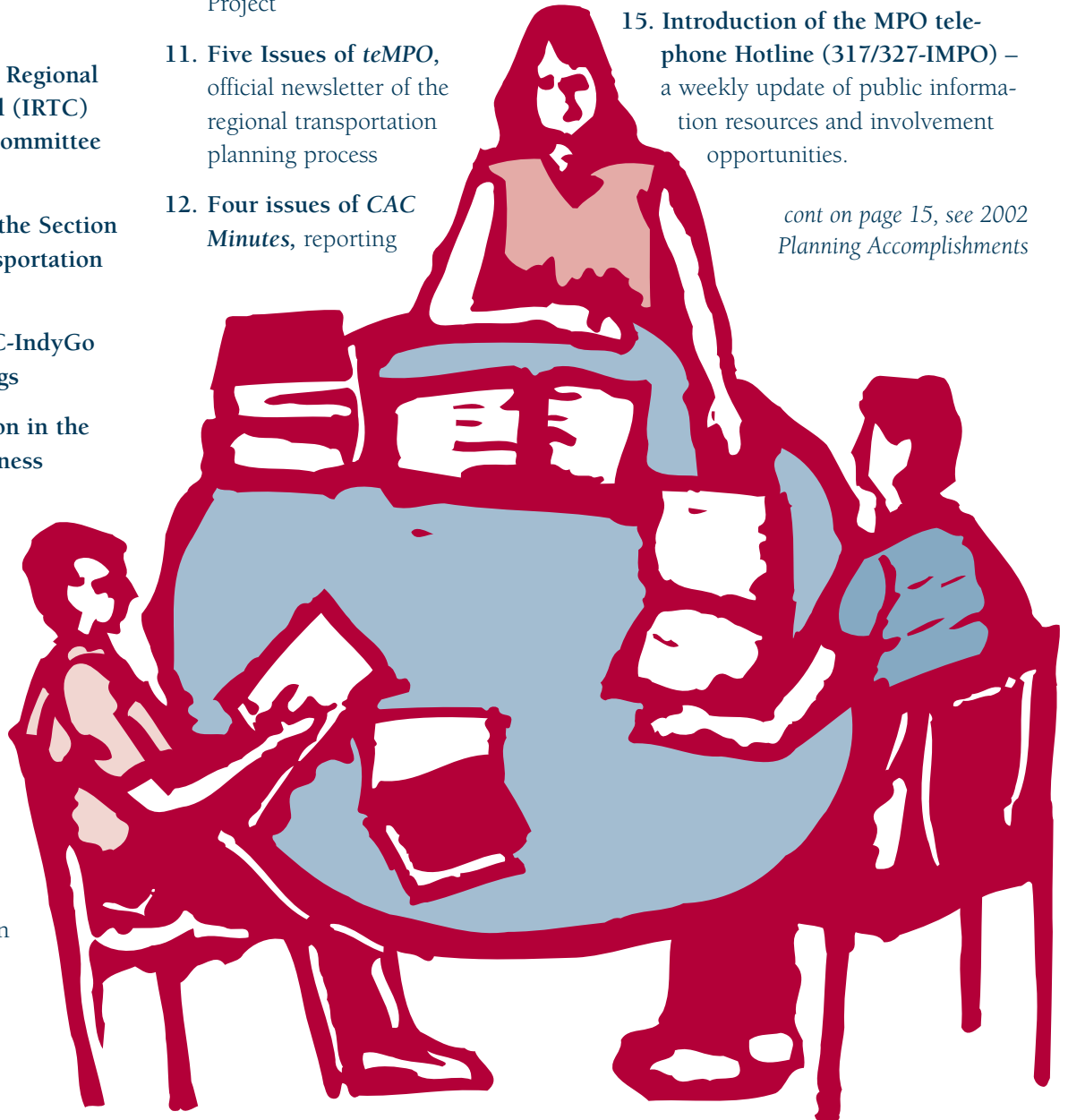
on Citizens Advisory Committee meetings

13. Enhanced Media Advisory/Public Relations Program to encourage coverage and increased public awareness of/participation in the regional transportation planning initiatives

14. Increased paid advertising to promote public participation opportunities in the regional transportation planning process. Ads concerning upcoming Citizens Advisory Committee meetings, available MPO information resources, and public review/comment procedures on planning documents ran in *The Indianapolis Star* and *The Indianapolis Recorder*.

15. Introduction of the MPO telephone Hotline (317/327-IMPO) – a weekly update of public information resources and involvement opportunities.

cont on page 15, see 2002 Planning Accomplishments



2002 PLANNING ACCOMPLISHMENTS

(from page 14)

16. Introduction of a regular schedule of MPO sponsored announcements on WFYI Radio and television to heighten listener/viewer awareness and recall of the MPO's mission and primary information resources (website and Hotline).

17. Expanded distribution of teMPO throughout all 23 Marion County libraries and via a limited direct mail program. Copies used for these purposes include a postage free 'bounce-back" card to request being added to the MPO's mailing list.

18. Earth Day Indiana Sponsorship. The MPO developed a full-page ad for the EDI newspaper insert, which was seen by 520,000 Indianapolis *Star* readers. The ad introduced the MPO's new theme line (Our work is getting around.) and described eight MPO initiatives in which readers could participate. Contact information was also included. Additional copies of this insert were distributed throughout the summer at popular venues including Jazz at the Zoo and the Indianapolis State Fair.

Completed 2002 UPWP Activities

1. 2025 Regional Transportation Plan Update – The Regional Plan was amended as needed in response to new information and/or changing conditions

2. 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP) (See related story, page 2) – This project documented the federally funded regional transportation projects and programs proposed to be undertaken over the three year period from November of 2003 through October of 2005.

3. **Revised IRTIP Project Selection Criteria**
4. **conNECTIONS Draft Environmental Impact Statement and Public Hearing** – The Draft Environmental Impact Statement was completed in 2001 and a public hearing was held. The MPO organized and facilitated a Policy Steering Committee (PSC) meeting in January, 2002. The purpose of this meeting was the selection of preferred alternatives. The Policy Steering Committee recommended advancing the preferred highway alternative and requested additional transit information and analysis before selecting a preferred transit alternative.
5. **Bicycle Route signs in Marion County** – More than 1,260 bike route signs have been posted in 2002.
6. **Street Facilities Inventory Update**
7. **Continuation of the Traffic Impact Study Process for Marion County**
8. **Coordination of the Transportation Enhancement Applications for the Indianapolis Metropolitan Planning Area**
9. **Coordination of the Section 5310 Applications for Marion County**
10. **Intermodal Freight System Plan Airport Deployment Study** - This study is exploring the intermodal connections and Intelligent Transportation System (ITS) potentials of the airport area. It was completed in draft form during 2001. During 2002, the report was finalized and strategies to further plan recommendations were identified and pursued.

Nine-County Travel Simulation Model - A Nine-County model was developed and installed during



2001 in anticipation that the Nine-County Metropolitan Statistical Area may be designated non-attainment for the ozone pollutant. It was developed in collaboration with INDOT and the Anderson MPO via a Memorandum of Understanding. 2002 activities included finalizing documentation and training in the use of the model.

12. Glendale special Neighborhood Study – A draft of the Special
*cont on page 16, see
2002 Planning Accomplishments*

2002 PLANNING ACCOMPLISHMENTS

(from page 15)

Glendale Area Study, analyzing the effectiveness of improving the livability of an existing neighborhood by retrofitting it with sidewalks, bicycle and transit facilities, was completed in 2001. During 2002, the draft was made available for public review and will be finalized. Upon completion of this report next steps were identified including a self-evaluation of the study process and the desirability to undertake similar studies in the future.

13. TMS Update - Phase 1.

Completed system enhancements to the Transportation Monitoring System initiated in 2001. The enhancements are intended to make the TMS more responsive to user needs and to better integrate other MPO data files with the TMS.

14. Amendment to the Official Thoroughfare Plan for Marion County

15. Enhancements to the MPO Web site - On-going enhancement of MPO website to make it a more user-friendly and effective communications tool.

2002 UPWP Activities In-Progress

1. **Update of the TMS – Phase 2 (10% complete)** Initiated Phase 2

enhancements to the Transportation Monitoring System.

2. **Congestion Management System (10% complete)** - Update of the Congestion Management System to incorporate the 2025 Regional Transportation Plan.

3. **Pedestrian System Plan (10% complete)** - This is a collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. A multi-phased process is envisioned.

6. **Regional Planning Guide, in collaboration with the Central Indiana Regional Community League (50% complete)**. This collaboration with the Central Indiana Regional Community League (CIRCL) was initiated and 20% completed in 2001 to assist CIRCL in developing a planning options resource book for creating pedestrian- and transit-friendly communities. The 2002 UPWP included additional money for printing, marketing and training associated with Regional Planning.

7. **Market Street at I-65/I-70 Ramp Study (80% complete)**

8. **Metropolitan Planning Area Boundaries (80% complete)**

2002 UPWP Activities Not Initiated

1. **Corridor Planning Study**

2. **Evaluation of the Public Involvement Program** – This

evaluation is intended to ensure the effectiveness of the MPO's community involvement process

and to identify opportunities for continued improvement.

For more information on the status of these projects from the 2002 Unified Planning Work Program, contact MPO Chief Transportation Planner Sweson Yang, AICP, at 317/327-5137 (syang@indygov.org) or MPO Manager Mike Dearing at 317/327-5139 (mdearing@indygov.org).



Phase One, initiated in 2001, focused on defining the problem and developing a recommended course of action. Phase One was completed and Phase Two initiated in 2002 .

4. **Travel Demand Model (10% complete)**

5. **Regional Center/GIPC (30% complete)**

DEARING PROMOTED

Elsewhere in this issue of *teMPO*, you may see Mike Dearing referred to as “MPO Principal Planner” - a position he’s held for more than two years. But, as of December 2, that title is passe. That’s when Mike’s promotion to MPO Manager/Master Planner officially took effect, just as *teMPO* was going to press. In this position, he succeeds Mike Peoni, AICP, who has moved on to become Administrator of the Indianapolis Division of Planning.

Mike Dearing has worked in transportation planning since 1979, a year after he received a Bachelor of Science degree from Ball State University with a double major in Geography and Natural Resources and a minor in Urban and Regional Studies. He joined the Indianapolis MPO in July, 1994. His previous professional experience includes 11 years as a Transportation Planner with the Indiana Department of Transportation (INDOT) and four years as Senior Transportation Planner with the Madison County Council of Governments — the MPO in Anderson, Indiana.

Regular *teMPO* readers, and those who frequent Citizens Advisory Committee meetings, either in person or on WCTY (Cable Channel 16), will recognize Mike as a regular contributor and presenter on a variety of transportation-related topics. His most recent MPO responsibilities include:

- Preparation and maintenance of the Indianapolis Regional Transportation Improvement Program (IRTIP). (See related story, page 2)
- Monitoring of the federal aid transportation improvement projects in the Indianapolis Metropolitan Planning Area
- Project Manager for the preparation of the Indianapolis Regional Pedestrian System Plan



- Coordination of bicycle and pedestrian corridor development
- Planner-In-Charge of the MPO’s School Involvement Program which encourages the participation of area high school and middle school students and teachers in the regional transportation planning process. (See related story, page 3). This program, coordinated by the Center for Interactive Learning and Collaboration, has received a “Best Practices”

designation from the United States Department of Transportation (USDOT) and has been included in their Best Practices publication for distribution to MPOs and other agencies nationwide.

- Chairman of the Multi-modal Task Force
- Member of the Indiana Governor’s Planning Council – Transportation and Disability Policy Coalition
- Coordination of agendas and meetings of the Indianapolis Regional Transportation Council’s Policy Committee and Technical Coordinating Committee (IRTC). The IRTC is the official decision-making body with which the MPO coordinates its transportation planning efforts.

“His background, planning expertise and many, established planning partner contacts, make Mike perfect for this job,” explains Mike Peoni, whom he succeeded. “He’s not only a good planner, but also a good person, and I felt privileged to recommend him,” he says. “The MPO is in very good hands.”

Mike Dearing grew up in Anderson, Indiana, where he began his planning career. From 1968 to 1972, he served as an aerial photo interpretation specialist in the United States Air Force, where he received the Air Force Commendation Medal in 1972. During his tour of duty, Mike enjoyed living in Denver, Omaha, and Honolulu, but returned to central Indiana to make his home. He currently lives in the Broad Ripple area of Indianapolis.

You can reach Mike in his new capacity as MPO Manager/Master Planner by contacting him at 317/327-5139 or mdearing@indygov.org.

SCHOOL INVOLVEMENT PROGRAM

(from page 3)

process supports the application of technology in the form of distance learning, web-based learning, digital technology, and the use of various software applications, such as PowerPoint. Computer-based aspects of the program are supervised by ROCKMAN ET AL of Bloomington Indiana which focuses on bringing technology and learning together. This year's project, like last year's, puts laptop computers in the hands of participating students who might otherwise not have access to these powerful learning tools.

Three Indianapolis Public Schools (Crispus Attucks, Forest Manor, and Harshman Middle School) are participating in this year's Livable Communities project, as are Noblesville High School, Brownsburg Junior High and Perry Meridian High School (see related story, page 11). These schools are grouped into collaborative teams of three or four. These teams are studying different facets of the issue and will make their own presentation to the MPO and its program partners at the end of the school year.

Teachers and students at participating schools are currently working together to research issues related to livable communities, including which elements are most desired, the role of the public citizen in community development, how communities grow, how urban sprawl impacts quality-of-life and the importance of mobility on a community's economy

and lifestyle. All project issues are grounded in a teacher's curriculum standards. For example, a teacher might be looking at environmental impacts in Science, transportation throughout History, and community growth in Social Studies.

In addition, this Vista Program has encouraged students and teachers in Southern Indiana (Evansville, Tell City and New Albany) to incorporate within their curricula a study of their communities' livability based on historic development, recent growth, total community sup-

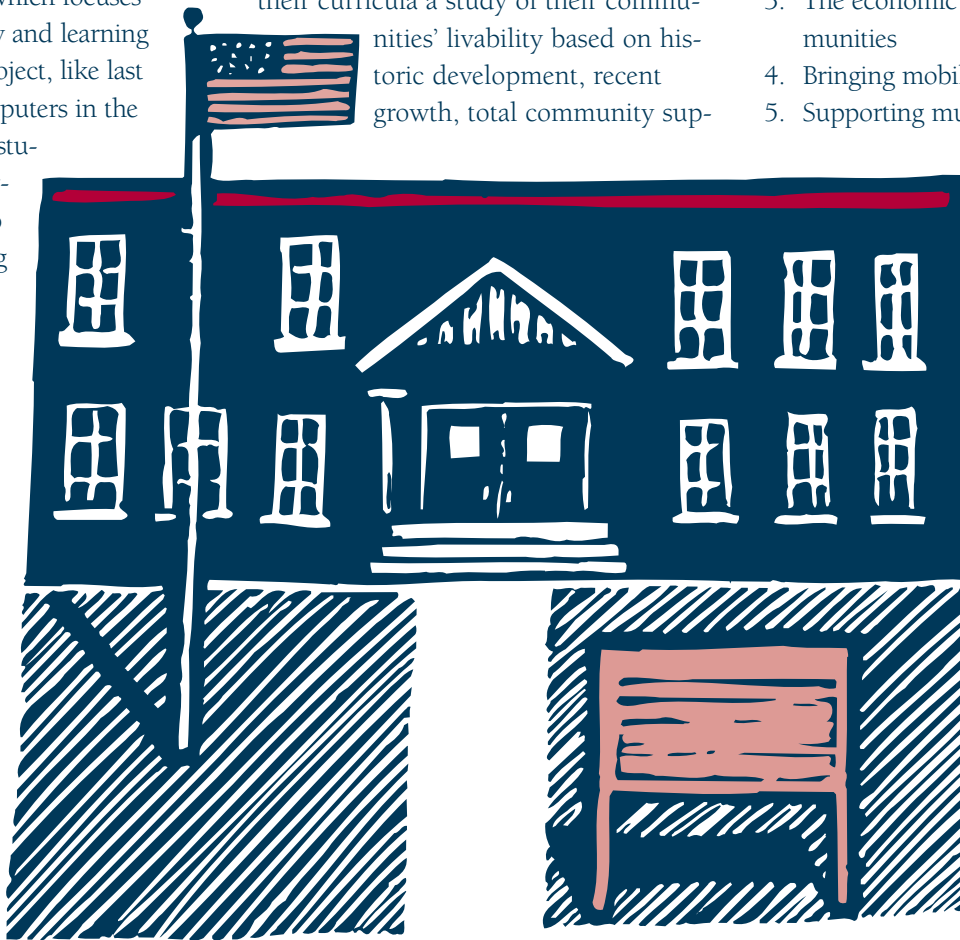
port, ease of travel, transportation systems, resident safety, overall ambience, cultural heritage and willingness to support cultural diversity. These and other considerations will contribute to a single, primary question which participants will spend the second semester investigating.

port, ease of travel, transportation systems, resident safety, overall ambience, cultural heritage and willingness to support cultural diversity. These and other considerations will contribute to a single, primary question which participants will spend the second semester investigating.

1. Policy decision-making
2. Building financial, strategic and political support
3. The economic viability of livable communities
4. Bringing mobility to our central hubs
5. Supporting multiple types of trans-

6. Creating workable model communities
7. Developing financial plans and proposal to support individual aspects of the community
8. Studying historical trends impacting the community and important recent events that have called into question a community's security and transportation priorities

9. Elements that make a community livable and does our community meet our needs
 10. Planning for 15 – 20 year growth patterns
 11. Studying the urban structure
 12. The environmental impacts of community growth
 13. How do we make getting out of our cars cool
 14. Building support of culturally diverse communities
 15. Supporting youth in the community
- "These are big issues, but our past



cont on page 24, see School Involvement Program

IRONS IN THE FIRE

Planning Area Expands

On October 2, 2002, of *The Indianapolis Star's* Growth & Development page reported that the MPO "will be reaching deeper into suburbia to find solutions to traffic problems, thanks to the results of the 2000 Census." The article dealt, in broad terms, with the likelihood that the MPO's Metropolitan Planning Area (MPA) will soon be expanding further into neighboring counties and absorbing growing suburban communities, a subject discussed at the October Citizens Advisory Committee by MPO Senior Planner Philip Roth.

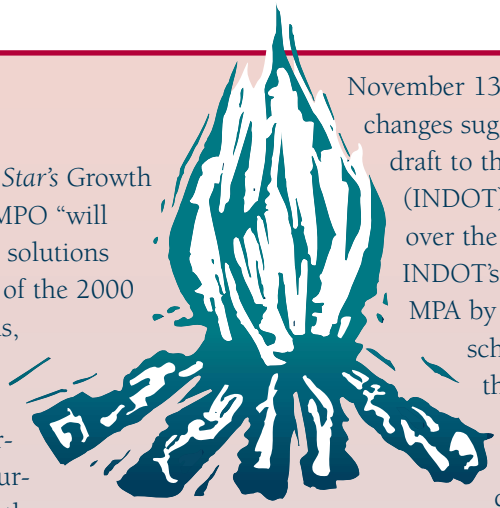
"The 2000 Census Urbanized Area (UZA) has required the MPO to reconsider the boundaries of its MPA," Roth said. The Bureau of the Census currently defines an urbanized area as "a densely settled territory that contains 50,000 or more people." Population growth in communities neighboring Marion County account for the MPA expansion.

Communities within the new urbanized area which must be included in the MPA include Cicero (Hamilton Co.), Noblesville (Hamilton Co.), Arcadia (Hamilton Co.), McCordsville (Hancock Co.), New Palestine (Hancock Co.), Danville (Hendricks Co.), Pittsboro (Hendricks Co.), Bargersville (Johnson Co.), Franklin (Johnson Co.), Brooklyn (Morgan Co.) and Mooresville (Morgan Co.). Communities that are potentially within the 20-year urbanization envelope, which regulations say must be considered, include Whitestown (Boone Co.), Atlanta (Hamilton Co.) and Greenfield (Hancock Co.).

As part of determining the expanded planning area, MPO staff have engaged in discussions with the affected communities throughout greater Indianapolis. These meetings have been held on a county-by-county basis, and have included Town Council Presidents, town managers, plan commission directors, street department personnel, and/or municipal engineers. By the end of November, all meetings had been held -- a total of fifteen.

Currently the *draft* MPA boundary encompasses about 1,330 square miles, an increase of 555 square miles (or 71%) over the 1990 boundary. "Generally speaking, the MPO advocates as small a planning area as possible that still accommodates federal regulations and our planning objectives," Roth explained. "Federal transportation funding is unaffected by MPA size. So, a larger MPA could potentially dilute the benefit of our funding."

The expanded MPA boundary was presented to the Indianapolis Regional Transportation Council (IRTC) on



November 13, 2002. The MPO has incorporated minor changes suggested by the IRTC and forwarded the draft to the Indiana Department of Transportation (INDOT). Governor O'Bannon has final authority over the MPA boundary, but is likely to accept INDOT's recommendation and approve the new MPA by early next year. If INDOT adheres to this schedule, future issues of *teMPO* will include the new planning area map.

For more information on the MPO's expanded MPA, or on the process to determine its final boundary, contact Philip Roth at 317/327-5149 (proth@indygov.org).

Rapid Transit Study Status Update

In its Saturday, November 13 issue, *The Indianapolis Star* also reported the selection of Indianapolis Transit Consultants (ITC) as the primary consultant to facilitate the MPO's region-wide Rapid Transit Study.

ITC is a co-venture of several transportation planning, engineering and design firms, all of which have relevant rapid transit system planning or engineering experience with a variety of transit technologies. The consultant was recommended by a selection committee that included representatives from the MPO, the Indiana Department of Transportation, Indianapolis Public Transportation Corporation, the City of Indianapolis, Indianapolis International Airport, the Central Indiana Regional Transit Alliance, and other appropriate stakeholders.

Included among those companies working under the ITC name are:

Schimpeler/American of Louisville, a division of American Consulting Engineers, which has experience in rail transit system planning in Louisville, San Antonio, Miami, and Los Angeles.

Jacobs Engineering, which has experience in rail transit engineering and environmental documentation for projects in Dallas and St. Louis. The light rail system in St. Louis is considered by many to be the national model.

Jakes Associates, which has international experience in light rail, diesel multiple units (DMU's) and monorail projects. Jakes Associates was an integral part of the design and engineering team for the Clarian People Mover system.

Both Schimpeler and Jacobs Engineering have service offices in Indianapolis. Other ITC partners include Paul I. Cripe, Inc. (engineering and design support), Manual Padron Associates (transit systems and operations planning), Shrewsbury & Associates (environmental and real estate ser-

cont on page 20, see Irons in the Fire

IRONS IN THE FIRE

(from page 19)

vices) and Barnes and Thornburg (financial consulting).

The general purpose of the Rapid Transit Study is to consider the preferred placement of a region-wide transit system and the preferred transit mode of travel, including commuter or light rail, or bus. Roth noted that it would 1) answer lingering rail questions raised by the *conNECTIONS* study of Northeast Corridor Transportation, 2) develop a conceptual region-wide transit system plan, 3) study in detail a transit link between downtown and the airport, and 4) recommend a preferred transit technology for our region.

Like *conNECTIONS*, the study will feature a comprehensive public information and involvement program. However, unlike *conNECTIONS*, the Rapid Transit Study will not involve the development of a Draft Environmental Impact Statement or the guidance of a separate Study Review Committee (SRC). Environmental review will occur after the Rapid Transit Study is completed. The Indianapolis Regional Transportation Council – the official decision-making whose members include representative from the 23 communities located within the metropolitan planning area — will serve as SRC.

The Rapid Transit Study is budgeted at \$1.5 million and is expected to last 18-24 months. For more information, contact Philip Roth at 317/327-5149 (proth@indygov.org) or MPO Senior Planner Stephanie Belch at 317/327-5136 (sbelch@indygov.org).

Thoroughfare Plan Update

On June 19, 2002, an updated Official Thoroughfare Plan for Marion County was adopted as a segment of the Marion County Comprehensive Plan by the Metropolitan Development Commission (MDC). The Thoroughfare Plan

allows for the orderly development of the area's roadway system by identifying needed roadway improvements, establishing priorities, and preserving right-of-way along thoroughfares as part of the development process. It was last updated in 1999.

Planning support for the priority improvements identified in the Thoroughfare Plan update was provided by the Indianapolis Regional Transportation Plan, which was most recently amended in April, 2002. The Thoroughfare Plan amendment is intended to change priority improvements to be consistent with those now in the Regional Plan.

The updated Official Thoroughfare Plan for Marion County can now be reviewed on the MPO's web site (indy.gov/indympo). The streets it identifies comprise an inter-connecting hierarchical system of roadways that includes freeways, expressways and primary and secondary arterials. This system is intended to channel traffic off of the region's local streets.

The Thoroughfare Plan Update added 120 major street improvements proposed for Marion County. Each of these projects, and all improvements included in the Thoroughfare Plan, is recommended for implementation during one of four phases, between now and 2025. These proposed improvements will provide roadway capacity needed to accommodate traffic demand forecast by the year 2025. There are now 1,029 miles of road on the Thoroughfare Plan. Of these, just over 208 miles have been recommended for major improvements by the year 2025.

While every effort was made to minimize errors, the MPO encourages anyone with corrections, questions or suggestions about information contained in the plan to contact Steve Cunningham, MPO Senior Planner, at 317/327-5403 (scunning@indygov.org) or Kevin Mayfield, MPO Planner, at 317/327-5135 (kmayfiel@indygov.org).



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 (PIP). Featuring consistent use of the “iMPOrtant” format to build awareness and heighten recall, these ads appear in the *City & State* section of *The Indianapolis Star*, *The Indianapolis Recorder* and other regional publications.

The ads shown here ran in October, November and December of this year. From the top, the first promoted attendance at the October Citizens Advisor Committee meeting, the fourth such quarterly gathering of the year, by highlighting planned agenda items. This ad appeared in the October 11th issue of *The Indianapolis Recorder* and the October 16th issue of *The Indianapolis Star*. The meeting was held on the evening of Tuesday, October 22nd at the City-County Building, downtown Indianapolis.

The second ad encouraged review of and comment on amendments to the 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP) (see related story, page two). The IRTIP documents federally funded transportation improvement projects programmed for our region over a three year period. This ad refers to a Legal Notice that appears in the same day's paper and offers more detailed information. This ad appeared in the October 23 issue of *The Indianapolis Star* and the October 25th issue of *The Indianapolis Recorder*.

The third ad, which ran on November 12th and December 3rd in *The Indianapolis Star* (November 15th and December 6th in *The Indianapolis Recorder*) promotes various ways the public can stay interested, informed and involved in the regional transportation planning process. Several of the strategies mentioned, including the distribution of *teMPO* through all Marion County Libraries and the new MPO hotline (317/327-IMPO), were added to the Public Involvement Program earlier this year.

Through its various PIP outreach strategies, including display advertising, the MPO will continue to inform readers of upcoming participation opportunities.

I M P O R T A N T

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, October 22 at 6:30 PM.

Agenda items will include amendments to the Indianapolis Regional Transportation Improvement Program, status updates on the regional Rapid Transit Study and Metropolitan Planning Area, and the draft Unified Planning Work Program for 2003.

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

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

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 improvements recommended for our region over a three-year period, including roadway re-construction, bridge rehabilitation and intersection improvement projects.

For your review, a complete listing of the proposed amendments appears in today's Legal Notices. For more information, call 317/327-5139.

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

I M P O R T A N T

Need information on transportation planning in our area? Your Metropolitan Planning Organization (MPO), the region's primary transportation planner, offers these resources:

Free publications are available by calling 317/327-5135.

teMPO, the MPO's official newsletter, is available at all Marion County libraries.

Transportation-related maps, documents, meeting notices, and more, can be found on the MPO web site at indygov.org/indympo.

New information and public participation opportunities are featured each week on the MPO Hotline at 317/327-IMPO.

For answers to specific questions, call 317/327-5142.

Our work is getting around.

PEDAL & PARK SPONSORSHIP RENEWED

It's the little program that could. And, with a pledge of continued support from your MPO, it could do it again in 2003.

Despite cool, wet weather that dampened the festivities at four of its six scheduled greenways-adjacent events this year, the Pedal & Park program exceeded past achievements by increasing the duration of its season, the number of cyclists it served, and the amount of sponsorship dollars it earned.

As organized by The Greenways Foundation, the purpose of the Pedal & Park Program is to encourage use of non-motorized transportation alternatives, promote travel along Indy Greenways, dispense relevant recreational literature, and raise funds for its partnering not-for-profit organizations. It accomplishes these goals by providing area cyclists with free, secured parking at greenways-adjacent events throughout the spring, summer and fall. This year, the program saw a sharp increase in participants taking advantage of the travel and parking convenience offered by cycling to some of the region's most popular venues.

Here's how it works: Area cyclists can ride to Pedal & Park events along greenways paths, or other appropriate routes, and check their bikes into the corral where they receive a claim ticket. The fenced corral is continuously supervised and monitored by volunteers from not-for-profit 'partner' organizations. As program sponsor, the Metropolitan Planning Organization (MPO) pays \$1 for each bike parked. This year, that was more dollars than ever before.

"In many ways, we broke new ground this year," says Tom Olsen, President of The Greenways Foundations. "With the continued financial and promotional support of the Metropolitan Planning Organization, we were able to start our season earlier than ever before, stay active later and, along the way, serve more cyclists at more events than ever before." The first Pedal

& Park event this year was the Earth Day Indiana Celebration on April 27th; the last, Explore IUPUI on October 12th.

Pedal & Park provided free, secured bicycle parking at six of the region's most-popular outdoor events in 2002, for a total of 18 days of service to hundreds of area cyclists who

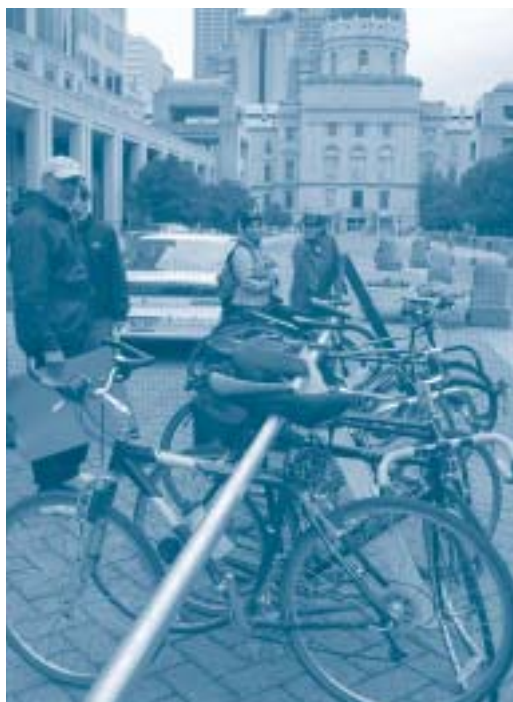
chose to 'take the path of least resistance' when it came to traffic congestion. "The more people we can get out of their cars and onto their bikes, the better traffic and parking will be for everyone, especially around popular events," Olsen notes. "This year, Penrod (September 7) was our busiest day with 154 people parking in our Bike Corral over eight hours." Other 2002 Pedal & Park events included the Broad Ripple Art Fair (May 11 & 12), Bike-To-Work Day (May 17) and the Indiana State Fair (August 7 through 18).

Due in part to this success, the MPO has committed to a third year of program sponsorship in 2003. At an October 23rd meeting with the Greenways Foundation, Mike Peoni, Administrator of the Indianapolis Division of Planning, and Mike Dearing, MPO Manager/Master Planner, endorsed the program for another year as primary sponsor. As in past years, terms of the sponsorship include funding the free bike parking at a rate of \$1 per bike parked (with a minimum daily guarantee of \$125); promotion of Pedal & Park events in MPO advertising and publications, and on the MPO Hotline (317/327-IMPO and website (indygov.org/indympo)); and, on-going media and public relations support throughout the season. In 2002, the MPO paid The Greenways Foundation \$2,279 in parking fees, which in turn were distributed to the not-for-profit organizations whose members monitor the corrals, including the Central Indiana Bicycle Association (65%), the Indiana Bicycle Coalition (19%) and

Indy Parks Greenways (16%). In addition, Pedal & Park uses MPO tents to shelter its volunteers and literature displays.

"We don't do it out of the goodness of our hearts," Peoni laughs. "We consider the Pedal & Park sponsorship a sound

cont on page 23, see Pedal & Park



PEDAL & PARK

(from page 22)

investment in our mission and in our region's future. Plus, it's a good value for our money," he says. "Due, in part, to programs like Pedal & Park, cycling is catching on in Marion County as an efficient, enjoyable alternative to car travel."



Dearing agrees. "The MPO actively supports the use of alternative modes of travel as a means of increasing the efficiency of our regional transportation system. Program like Pedal & Park help us do that," he explains. "The more we can get people to start thinking of the bicycle as a means of transportation as well as recreation, the better off we'll be. Our air, and our health, will improve. And, the more of those people we can encourage to use our greenways system, the less congested our streets become." Dearing was the planner-in-charge of the development of the Marion County Bike Route System



and User Map (2000), which incorporates the Indy Greenways, and the Multi-modal Task Force (2001). He is also overseeing work on the Pedestrian System Plan, now in-progress.

"Our sponsorship of the program has other benefits, as well," notes Peoni. "Pedal & Park volunteers, manning our tents and distributing our literature, give us a presence at high profile, local events. That helps increase top-of-mind awareness and public recall of what the MPO is, and what it does. And," he says, "as we promote our association with the program, and encourage area residents to bike to each upcoming Pedal & Park event, the message gets out that we are proactive and responsive when it comes to satisfying their desire for greater mobility choice."

The proposed Pedal & Park schedule for 2003 currently totals 19 days of bike corral availability, one more than in 2002. Among the proposed venues are:

EVENT DATE

Earth Day April 26, 2003

Broad Ripple Art Fair May 10-11, 2003

Bike-To-Work Day May 16, 2003

Talbot Street Art Fair June 7-8, 2003

Indiana State Fair August 6-17, 2003

Penrod September 6, 2003

"We're still firming up our plans, so dates and events may change," says Olsen. "But one thing is for sure, the more demand there is for Pedal & Park travel convenience, the more places we'll be in 2003."

For more information on the Pedal & Park program, including event dates and times for 2003, call 317/297-1283 or 317/710-0739 or visit the Indy Greenways web site at www.indygreenways.org/pedalpark. To volunteer as a corral supervisor, call 317/255-0559.

SCHOOL INVOLVEMENT PROGRAM

(from page 18)

School Involvement Program projects, have proven that our participating students are more than up to them,” says Mike Dearing, MPO Principal Planner.

Monica Cougan, CILC Director of Community Connections, agrees. “Students find it motivating when organizations like the MPO consider and embrace their ideas. They also enjoy applying their academic skills to issues that impact their community,” she says. “The MPO is actually getting to know life-long planning partners very early in their careers, while these citizens are still being formed.”

There are benefits for participating educators, as well. Teachers have found that collaboration with other educators and community leaders brings valuable

resources into their classrooms. Many have been energized by the increase in their students’ motivation, interest and enthusiasm as a result of classroom explorations.



Locally, most have also expressed interest and desire in continuing the School Involvement Program for their students.

“There is no downside here,” Dearing states. “The MPO initiated its School Involvement Program as a way to support local education, but we’ve been amply rewarded with fresh ideas that we can actually use,” he says. “And that can only help our community and its transportation planning process. As proof, Dearing can cite the “Best Practices” designation the program received from the United States Department of Transportation.

For more information on the MPO School Involvement Program, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org), or Monica Cougan at 317/231-6526 (mcougan@visionathena.org).



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