

# tempo

SPECIAL

EDITION

FEBRUARY 2004

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

## A REGION-WIDE RAPID TRANSIT SYSTEM

That's the focus of *DIRECTIONS*, a study currently being conducted by the Metropolitan Planning Organization, and of this Special Edition of *tempo*! Now in Phase II of its three-phase, 24-month schedule, *DIRECTIONS* is developing specific route alignment and transit technology options for our region's six busiest commuter corridors. Here you'll find details on those options as well as study background, goals & objectives, a list of individual and organizations participating in the study, both study area and commuter corridor maps, an activity timeline, frequently asked questions, and more! Everything you need to be up-to-date and in-the-know about "the rapid transit study to improve regional mobility. What a great way to start asking, and giving, *DIRECTIONS*!

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## DIRECTIONS: WHAT IT IS, HOW IT BEGAN

*DIRECTIONS* is name of a transportation study currently being conducted by the Metropolitan Planning Organization (MPO), the region's primary transportation planner. The purpose of this 18-24 month study is to evaluate the feasibility and cost-effectiveness of developing a region-wide rapid transit system. If implemented, such a system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area. *DIRECTIONS* is currently nearing the end of the second of its three phases, during which transit planners will present specific route alignment options and transit technology recommendations to the public for review and comment.



## DIRECTIONS

A Rapid Transit Study To Improve Regional Mobility

The MPO initiated preliminary work on "The Rapid Transit Study To Improve Regional Mobility" in May, 2002, when it issued a Request For Proposal (RFP) to  
*cont on page 12, see DIRECTIONS*

## STUDY GOALS & OBJECTIVES

The overall purpose of *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility, is to evaluate the feasibility and cost-effectiveness of developing a region-wide rapid transit system. If implemented, such a system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area. By necessity, identifying locally preferred system design and operating characteristics is an integral part of the evaluation process.

The following set of goals and objectives have been used to evaluate the various system alignment and transit technology options considered by *DIRECTIONS*. They were developed during Phase I of the study and were presented for review and comment at a series of public meetings in April and May of last year. They are shown here in the  
*cont on page 6, see Study Goals*



## ACRO-NYMBLE

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

**AA** – Alternatives Analysis  
**AGT** – Automated Guideway Transit  
**AICP** – American Institute of Certified Planners  
**ATMS** – Advanced Traffic Management System  
**APM** – Automated People Mover  
**BRT** – Bus Rapid Transit  
**CAC** – Citizens Advisory Committee  
**CBD** – Central Business District  
**CIRCL** – Central Indiana Regional Citizens League  
**CIRTA** – Central Indiana Regional Transit Alliance  
**CMAQ** – Congestion Mitigation & Air Quality  
**DBE** – Disadvantaged Business Enterprise  
**DEIS** – Draft Environmental Impact Statement  
**DMD** – Department of Metropolitan Development  
**DPW** – Department of Public Works  
**FHWA** – Federal Highway Administration  
**FTA** – Federal Transit Administration  
**H5** – Fifth Highway Alternative from *conNECTIONS*  
**HHPA** – Hoosier Heritage Port Authority  
**IAA** – Indianapolis Airport Authority  
**IIA** – Indianapolis International Airport  
**INDOT** – Indiana Department of Transportation  
**IRTC** - Indianapolis Regional Transportation Council  
**IRTIP** - Indianapolis Regional Transportation Improvement Program  
**ITC** – Indianapolis Transit Consultants  
**LRT** – Light Rail Transit  
**MDC** – Metropolitan Development Commission  
**MBE** –Minority-owned Business Enterprise  
**MPO** – Metropolitan Planning Organization  
**NEPA** – National Environmental Policy Act  
**PSC** – Policy Steering Committee  
**RB4** –Rail/Bus, Fourth Alternative from *conNECTIONS*  
**RFP** – Request For Proposal  
**RTS** – Rapid Transit Study  
**TDM** – Travel Demand Management  
**TSM** – Transportation Systems Management  
**WBE** – Woman-owned Business Enterprise

## RTS MANAGEMENT TEAM

The rapid transit study *DIRECTIONS* is being conducted by the Metropolitan Planning Organization, the region's primary transportation planner, with the oversight and cooperation of a variety of federal, state, and local organizations, as well as private transportation-related firms. Study participants include:

### BAA Indianapolis, LLC

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Ron Deer 317/487-5217

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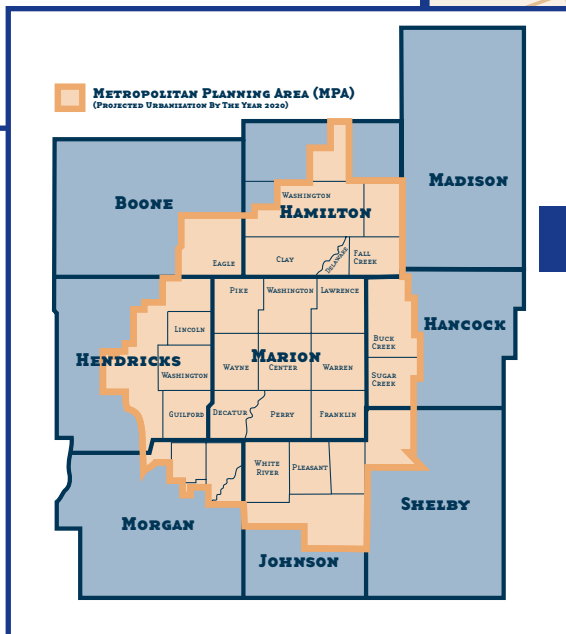
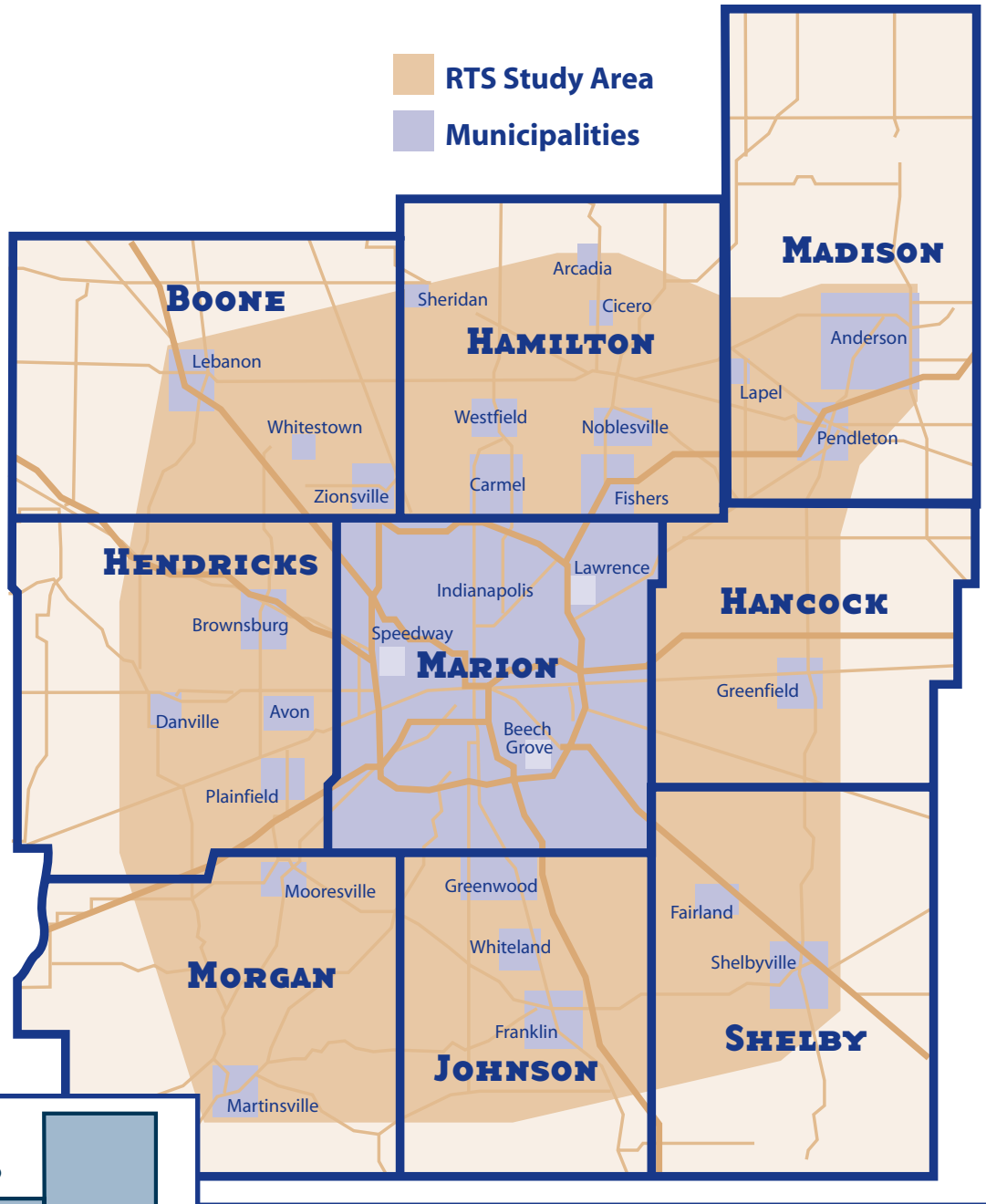


# DIRECTIONS Study Area



**RTS Study Area**  
 **Municipalities**

The shaded area shown here incorporates all of Marion County and most of the surrounding eight counties. It is home to 1.5 million people and nearly 700,000 households (in all nine counties), ranking the Greater Indianapolis region 29th among America's largest metropolitan areas. And, like other metropolitan areas overly dependent on single-occupant vehicle use, our region is suffering the effects of traffic congestion, including chronic rush hour delays and diminished air quality.



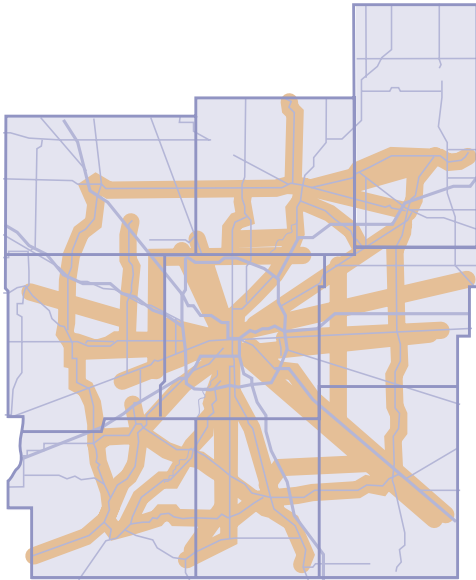
## INDIANAPOLIS METROPOLITAN PLANNING AREA

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

# PHASE I FINDINGS

The first of *DIRECTIONS'* three phases began in December, 2002. It focused on the development of a region-wide rapid transit system concept, including the identification of potential travel corridors and preferred transit technologies for further evaluation. This phase also examined a possible transit link between downtown and the Indianapolis International Airport.

## COMMUTER CORRIDORS



To develop a comprehensive list of potential transit corridors for further evaluation, *DIRECTIONS'* planners first considered established traffic analysis zone (TAZ) travel capacity totals, which identify the region's busiest travel routes. The highest capacity routes were analyzed for frequency and duration of peak hour congestion to yield a travel demand/capacity supply ratio. The routes with the highest ratios were then examined for characteristics that might recommend or discourage their inclusion in a region-wide rapid transit system. Such characteristics might include the presence of existing rail infrastructure (recommend) or delicate environmental or historically significant elements (discourage).

Through this preliminary evaluation process, a set of potential rapid transit

corridors was identified for further evaluation. The list of potential corridors from downtown Indianapolis included North/Northeast to Fishers, Noblesville and Cicero; Northeast to Pendleton and Anderson; East to Cumberland; Southeast to Shelbyville; South/Southeast to Greenwood and Franklin; South/Southwest to Mooresville and Martinsville; West/Southwest to Plainfield; West to Avon and Danville; West/Northwest to Lebanon, and North/Northwest to Zionsville. Other potential corridors completely outside of Marion County included from Anderson south to Shelbyville; from Shelbyville west to Franklin; from Plainfield north to Brownsburg; and, from Anderson west to Noblesville.

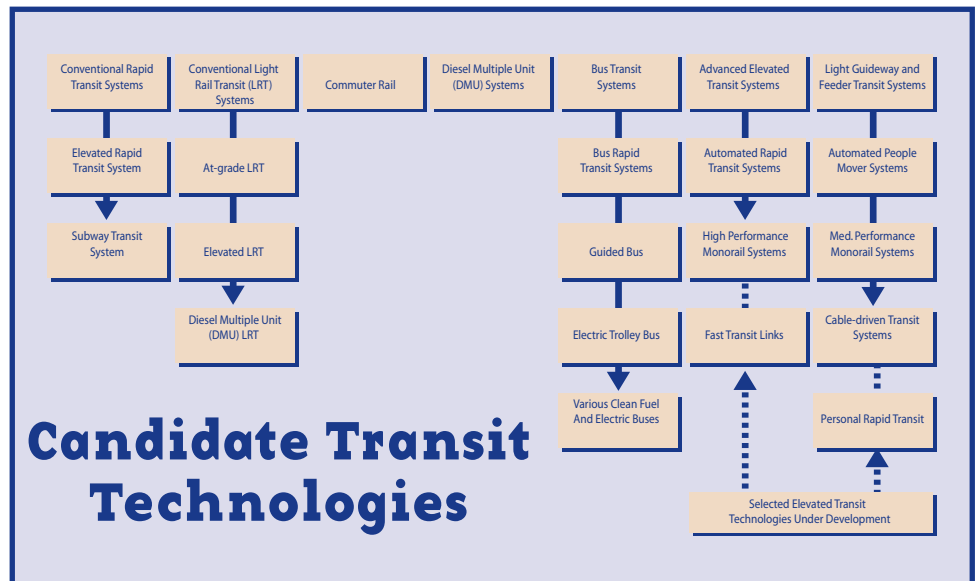
## TRANSIT TECHNOLOGIES

As a first step toward recommending a set of transit technologies to include in a regional rapid transit system, Phase I planners assessed the strengths and weaknesses of all those listed here. By studying existing installations, each was evaluated for technological constraints,

ability (Can the technology operate in the Indianapolis environment, integrate with other systems, and be upgraded in the future?), environmental impact (How does the technology change the natural and human environments?) and capacity responsiveness (Is the technology capable of meeting the range of projected ridership demands?).

In general, Phase I planners recommended a combination of transit technologies within an easy-to-use network. In order to maintain maximum system design discretion, all transit technologies continued to be considered while commuter corridor options were being evaluated. Though the final selection of recommended transit technologies would be made during *DIRECTIONS'* second phase following a competitive evaluation process and extensive public involvement, Phase I technology "front runners" included light and commuter rail transit (LRT, CRT), bus rapid transit (BRT) and automated guideway transit (AGT).

Phase I of *DIRECTIONS* ended on September 17, 2003 when the



alignment feasibility, affordability, attractiveness and user-convenience. Important questions concerned accessibility (Is the technology easy to use in the Indianapolis environment?), adapt-

Indianapolis Regional Transportation Council (IRTC) reviewed and approved the study's findings to-date and authorized the Metropolitan Planning Organization to initiate Phase II activity.

## PHASE II OPTIONS

The rapid transit study, *DIRECTIONS* entered its second, and current, phase in autumn, 2003. In Phase II, the MPO and its consultants are concentrating on the preliminary study of specific route alignments within six selected corridors located throughout the Indianapolis metropolitan area. In Phase I of the study these corridors, which currently experience the region's highest levels of commuter activity, were identified as the most suitable for the placement of a rapid transit system. They include:

**The East Corridor**, which runs from the Center Business District (CBD), an approximately one mile square area of downtown Indianapolis, east to the Cumberland area.

**The South Corridor**, which runs from the CBD south to the Greenwood area.

**The Airport Corridor**, which runs from the CBD to Indianapolis International Airport (IIA).

**The West Corridor**, which runs from the CBD west to Avon.

**The Northwest Corridor**, which runs from the CBD northwest to Zionsville.

**The Northeast Corridor**, which runs from the CBD northeast to the Fishers.

The definition of each of the above corridors begins in the Indianapolis CBD at a proposed bus/rapid transit multi-modal Transit Center. The proposed location of this Transit Center is the vicinity south of South Street, north of Interstate 70, west of the Lilly Corporate Center, and east of



West Street. A downtown Indianapolis bus circulator system would provide easy access between the rapid transit system at the Transit Center and downtown points beyond.

The six corridors have been reviewed for potential route alignment options

AGT or BRT. However, some of them will not accommodate LRT, due to geometric constraints. Though still in draft form at the time of publication, the following potential route alignment descriptions should substantially reflect the multiple options offered for public review and comment in February, 2004.

### THE EAST CORRIDOR

The East Corridor alignment option begins at the Downtown Transit Center, runs north-by-northeast until it intersects the Norfolk Southern railroad corridor, then runs east within the Norfolk Southern corridor until it intersects the CSX rail corridor just east of the downtown heliport. Two proposed alignment options diverge at this point. The southernmost of the two alignments follows the CSX rail corridor east until it intersects the B&O rail corridor east of Brookville Road. This alignment then runs southeast along the B&O rail corridor to the Marion County line, where it terminates. This alignment has the potential for BRT, LRT, and AGT.

The point where the southernmost of two alignments intersects the B&O rail



that provide for a rapid transit system utilizing Bus Rapid Transit (BRT), Light Rail Transit (LRT), or Automated Guideway Transit (AGT). All of the route alignment options could accommodate

corridor, and turns to the southeast, is also the starting point of the proposed Pennsy Trail Greenway – a continuation of the CSX rail corridor east towards  
*cont on page 20, see Options*

## STUDY GOALS

(from page 1)



order of importance established by both participating private citizens and members of the study's planning team.

### GOAL 1: MAXIMIZE MOBILITY & TRANSPORTATION BENEFITS

#### Objectives

- Congestion Relief
- Minimal Right-of-Way Requirements
- Speed/Comfort/Safety of Commute
- Connectivity of Demand/Activity Centers
- Cost-Effectiveness
- Stimulus for Improved Local Bus System
- Appropriateness of Technology for Region

### GOAL 2: MAXIMIZE SOCIAL & ECONOMIC BENEFITS

#### Objectives

- Mobile Workforce
- Reduced Traffic Distributions to Communities
- Stimulate Economic Development

- Environmental Justice
- Visual/Aesthetic Intrusions
- Connectivity of Neighborhoods to Jobs
- Job Creation

### GOAL 3: MAXIMIZE LAND-USE BENEFITS

#### Objectives

- Land-Use Enhancements
- Smart Growth Initiatives
- Transit Compatibility
- Regional Attractiveness & Destinations

### GOAL 4: MAXIMIZE ENVIRONMENTAL BENEFITS

#### Objectives

- Improved Air Quality
- Preservation of Historic Sites
- Protection of Threatened & Endangered Species
- Minimal Noise Pollution

### GOAL 5: MAXIMIZE INTERMODAL COMPATIBILITY & BENEFITS

#### Objectives

- Minimizes Conflicts With Existing Freight Rail Lines
- Supports New Midfield Terminal At Airport
- Supports New Downtown Indianapolis Transit Center
- Support/Connect with Other Transit/Transportation Systems

To comment on these study goals and objectives, or to suggest new evaluation criteria for *DIRECTIONS*, visit the MPO web site at [indygov.org/indympo/directions](http://indygov.org/indympo/directions), or call the MPO 24-Hour Comment Line at 317/327-8601.

## 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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## COMMUTER SURVEY RESULTS

As part of its effort to encourage and accommodate public input in both the regional transportation planning process and in *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility, the Metropolitan Planning Organization (MPO) conducted a telephone survey in July, 2003. One of the goals of this survey, which was intended to inform the study's first and second phase activity, was to determine the relative importance of transportation selection criteria among area residents. Respondents, chosen at random, were asked to rank Travel Time, Reliability, Personal Costs, Personal Comfort/Convenience and Personal Safety to determine which transportation characteristics are most important to them while commuting. They were also asked to rate personal and public types of transportation using these criteria. In addition, the MPO questioned participants about their commuting habits, including whether they routinely make multiple stops while traveling to/from work (trip-chaining) and, if so, how many.

"This survey is an important public involvement tool for this study and other MPO planning initiatives," says Amy Inman, M.S., MPO Senior Planner and co-planner in charge of the *DIRECTIONS* study. "We're using three different types of criteria to help us achieve our study goals (see related article, page 1) while evaluating various system options," Inman says. The first

type, **Community Criteria**, concerns things like congestion mitigation, economic development and environmental impacts. The second, **System Criteria**, deals with aspects of operation, cost and efficiency. The third type, **User Criteria**, is more personal information, having to do with subjective preferences and what's important to people when they commute. "For that," Inman notes, "we had to go to the source."

The survey, conducted by The Kensington Group in association with Whitman Communications, Inc, was designed specifically to identify the public's commuting habits and preferences in travel mode characteristics. The MPO, and *DIRECTIONS*' primary con-

For example, locally preferred travel characteristics are being matched to the transit technology types that best exemplify them.

"What we learned from this survey is not only helping to guide Phase I and II activity, but has already helped guide our transportation planning efforts in other areas," says Mike Dearing, MPO Manager/Master Planner. "The survey findings are projectable within the 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 included in the *DIRECTIONS* study area." To achieve this level of accuracy, the survey conducted about



sultant, Schimpeler-American, contributed to the survey's content development. The survey's findings helped, and are continuing to help, transit planners and study participants evaluate different transit modes being considered for use in a region-wide rapid transit system.

900 telephone interviews lasting more than 10-minutes each.

Findings from the survey include:

- People throughout the study area consistently rank Personal Safety as their

*cont on page 8, see Commuter Survey*

## COMMUTER SURVEY RESULTS

(from page 7)

most important aspect of commuter travel, 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 reported to be 15 miles (one-way), with Johnson County residents driving an average of five miles further. (Actual travel demand estimates differ.)
- The average study area commute reportedly takes 23 minutes one-way.

- Using these statistics, the calculated travel speed for the average commuter is 35 mph. In Marion County, however, speed is reduced to 31 mph.

- Eighty percent of all respondents say they usually travel *directly* to and from work without making stops along the way. Of those who trip-chain, however, one-and-a-half stops per one-way commute is the average.

- The average number of stops among those who report trip-chaining has a bimodal distribution, meaning that those who travel less than 15 minutes or more than 30 minutes tend to make more stops.

The Commuter 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 *DIRECTIONS* and other elements of the regional transportation planning process. For more information on public participation opportunities, visit the MPO web site at [www.indygov.org/indympo](http://www.indygov.org/indympo).



## Commuter Survey Definitions

For the purpose of the MPO's Commuter Telephone Survey, conducted in July, 2003, travel characteristics were defined for respondents in the manner below. Their order of presentation here reflects the relative importance placed on them by area commuters, with Personal Safety ranking first (Most Important) and Personal Comfort/Convenience ranking last (Least Important).

### Personal Safety

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

### 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.

### Travel Time

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

### Personal Cost

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

### 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.

# PUBLIC INVOLVEMENT EFFORTS

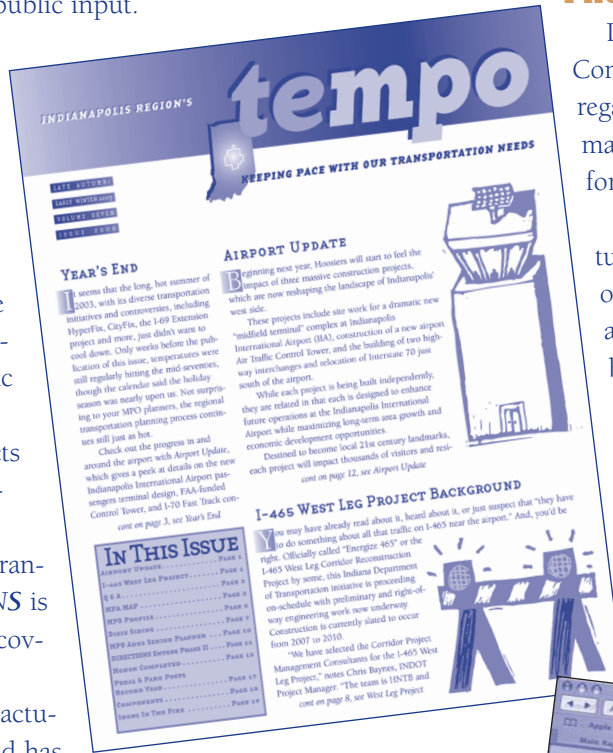
Because of *DIRECTIONS'* importance to regional transportation planning, and because the MPO views the public as its most important planning partner, a lot of effort has gone into inviting public input and encouraging public participation throughout the study process. Not all of the Rapid Transit Study has been "corridor-bound," limited to committee meetings, computer screens or car trips. A lot of the study's activity has been focused on communicating with area residents and soliciting public input.

"We view the public as a member of our planning team" says Mike Dearing, MPO Manager/Master Planner. "That's why we put so much time and effort behind trying to keep the public informed of, and involved in, all aspects of our regional transportation planning process." The rapid transit study *DIRECTIONS* is no exception. News coverage began months before study activity actually got underway and has continued for the last year and a half with, on average, two stories a month appearing in *The Indianapolis Star*, the regional newspaper of records. But outreach efforts don't stop with the print media. TV, radio, direct mail, a telephone survey, a telephone hotline and comment line, the internet, group presentations, and more, have been employed to offer interested citizens the opportunity to ask, and give, *DIRECTIONS*.

Following is a brief summary of outreach strategies and techniques aimed at gathering informed public input for the rapid transit study since December, 2002.

## FREE PUBLICATIONS

The MPO publishes two publications on a regular basis to keep its many partners current on transportation planning process activity. Both have carried extensive coverage on *DIRECTIONS* and are sent *gratis* to the MPO's mailing list of nearly 2,500 recipients. Included on this list are elected officials, Neighborhood Association officers and members, engineering and planning personnel, local news and community affairs directors and reporters, and anyone else who expresses an interest. Private citizens make up the bulk of the MPO's mail contacts.



CAC Minutes reports on the Citizens Advisory Committee meetings hosted by the MPO for all interested parties on a quarterly basis (special meetings often increase frequency).

teMPO is the official newsletter of the regional transportation planning process. It's available at all Marion County public libraries, or through the mail.

Both publications provide phone numbers and e-mail addresses to help readers ask questions or express opinions directly to MPO personnel.

## PHONE CONTACTS

In 2003, the MPO introduced its 24-hour general Comment Line at 317/327-8601. Questions or comments regarding *DIRECTIONS*, or any transportation-related matter are routinely directed to the appropriate planner for follow-up.

In addition, the MPO Hotline at 317/327-IMPO features up-to-the-minute information on participation opportunities. *DIRECTIONS'* public meetings, eleven in as many months spread throughout the study area, have been heavily promoted, as has its telephone survey.

## WEB SITE

At [indygov.org/indympo/directions](http://indygov.org/indympo/directions), you'll find study area and commuter corridor maps, tech reports from the study's consulting engineers, details on transit system options under consideration, a study timeline, telephone survey findings and analysis, and much more.



## BROCHURES

Highlighting study goals, major issues, participation opportunities and potential findings, two brochures have been developed to share Phase I and Phase II thinking with the public. These brochures have been distributed at locations and events throughout the study area, as well as at MPO public meetings and, upon request, via the mail.

cont on page 10, see *Involvement Efforts*

## INVOLVEMENT EFFORTS

(from page 9)

### DIRECT MAIL

Two direct mail campaigns have sent nearly 50,000 study area residents information on *DIRECTIONS*, its intent, and its public meetings. The goal of these mailings has been to increase awareness, build the MPO's mailing list of interested stakeholders (via reply), and promote meeting attendance throughout the region. These post cards, measuring 5.5" x 8.5" and featuring study area and commuter corridor maps, were sent throughout the study area in the same proportion as the population density. That means, about 54% of the mailers were received within Marion County because about 54% of the total number of households in the study area are located within Marion County.

**A Region-wide Rapid Transit System**  
...is the focus of *DIRECTIONS* - a study being conducted by the Metropolitan Planning Organization, the region's primary transportation planner. If implemented, such a system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area. Now in Phase Two, *DIRECTIONS* is developing specific route alignment and transit technology options for the region's six busiest commuter corridors. But we need your help! These options will be presented at a series of public meetings this February. One meeting will be held in each corridor and you're invited to comment on the study's findings to-date. All meetings will include an Open House/Presentation from 6:30 - 8:00 PM, unless otherwise noted. Join us for the one nearest you.

**February 17**  
Zionsville Town Hall  
1100 West Oak Street, Zionsville, IN 46077

**February 18**  
Cumberland Community Life Center  
10612 E. Washington Street, Indianapolis, IN 46229

**February 19**  
Trinity Wesleyan,  
9709 Allisonville Road, Indianapolis, 46250

**February 24**  
Arthur Baxter YMCA Pavilion  
8202 US 31 South, Indianapolis, IN 46227

**February 25**  
Brownsburg Town Hall  
80 East Vermont Street, Indianapolis, IN 46112

**February 26**  
Indianapolis Public Library - Brightwood Branch  
2435 North Sherman Drive, Indianapolis, IN, 46218  
(NOTE: Because the library closes at 8:00 PM, this meeting has been scheduled for 6:00 - 7:30 PM.)

**Why a transit study now?**  
Because the problems associated with single-occupant vehicle use are increasing, you look:  
- Indianapolis freeways are now congested during rush hour 66% of the time.  
- In 2003, regional rush hour conditions lasted 7.4 hours a day, compared to 4.2 hours in 1990 and 2.7 hours in 1982.  
- Indianapolis motorists drive a combined 10.4 billion miles a day on the region's 31.4 million miles of road/freeway total of 31.4 million miles a day up about 50% since 1990.  
- One traffic fatality occurs every 3 days in the Indianapolis region.  
- Indianapolis now ranks 30th in a competition among major U.S. cities, a jump of 10 places in just four years! (SOURCE: Texas Transportation Institute 2003 Urban Mobility Study)

For more information on *DIRECTIONS* - the rapid transit study to improve regional mobility, visit the MPO's web site at [mplan.org/indiana/directions](http://mplan.org/indiana/directions). To comment on this study, call the MPO's 24-hour Comment Line at 317/527-8001.

### MEDIA ADVISORIES

Through its Communications/Public Involvement Program, the MPO issues, on average, one media advisory per month to nearly 60 regional print, radio and TV news providers. These stories have inspired print articles, television news segments, radio drive-time interviews, and Community Calendar entries on all local television network affiliates. These advisories, issued in both English and Spanish, are available for review on the MPO web site.

### DISPLAY ADVERTISING

To promote attendance at its *DIRECTIONS* public meetings, the MPO places display ads in nearly 40 papers throughout the study area, including:

*The Danville Republican*  
*Franklin Daily Journal*  
*Greenfield Daily Reporter*  
*Greenwood and Southside Challengers*  
*Hendricks County Flyer*

*Image Suburban Tabloid*  
*The Indiana Herald*  
*The Indianapolis Business Journal*  
*The Indianapolis Recorder*  
*The Indianapolis Star & its StarNorth, StarSouth, StarWest and Hamilton County AM sections*  
*La Ola Latino Americana*  
*La Vos de Indiana*  
*Lawrence Community Journal*  
*The Noblesville Times*  
*The Noblesville Ledger*  
*The Northwest Press*  
*Nuvo*  
*Prime Times*  
*The Southside Times*  
*Speedway Town Press*  
*Spotlight*  
*Topics Newspaper – North Central, Northeast & Northwest editions*  
*Westside Messenger*  
*Zionsville Times-Sentinel*

### TELEPHONE SURVEY

In Phase I of *DIRECTIONS*, an extensive survey of approximately 900 respondents conducted provided projectable findings for the regional population in both the study area and in each of the four counties experiencing the highest level of commuter activity – Marion, Hamilton, Johnson and Hendricks. Through this tool, study planners identified regional commuting practices and preferences in travel mode characteristics.

A second telephone survey is planned for spring/summer, 2004.

### SCHOOL INVOLVEMENT PROGRAM

First suggested by John Harold, a member of the Citizens Advisory Committee, during the *conNECTIONS* study of Northeast Corridor Transportation, this program brings regional transportation planning into area classrooms. Participating educators are currently developing

## Why a transit study now?

Because, on average, one traffic fatality occurs every two days in the Indianapolis region.

(SOURCE: Indiana Criminal Justice Institute, 2001)

*DIRECTIONS*-related projects for inclusion in their curriculum using a variety of disciplines (social studies, math, art, etc.). Distance Learning technology, including audio/video teleconferencing on page 11, see *Involvement Efforts*

## INVOLVEMENT EFFORTS

(from page 10)

ferencing, may be used to simulcast select study presentations and monthly CAC meetings to/from various schools.

### PAID MEDIA

*DIRECTIONS* is running a limited media schedule to increase web site and Hotline traffic and to build attendance at public meetings. Spots air primarily during morning and evening drive-time on WFYI.

### PUBLIC PRESENTATIONS/MEETINGS

The following meetings were used, in whole or part, to present information on *DIRECTIONS*, The Rapid Transit Study to Improve Regional Mobility.

#### Citizens Advisory Committee Meetings

August 20, 2003 (re-broadcast on government access channel WCTY)

#### Group Presentations (in chronological order)

Warren Township Development Association  
OASIS Senior Educational and Activity Programs  
Keystone Business Association  
Maple Road Neighborhood Association  
Maywood Manor Neighborhood Association  
Avon Chamber of Commerce  
Liberty Creek North Neighborhood Association  
Georgetown Road Neighborhood Association  
Greenwood Chamber of Commerce  
Hamilton County Chamber  
Mooresville Kiwanis  
Hoosier Environmental Council  
Warren Township Comprehensive Plan Committee  
Stratford Glen Neighborhood Council  
West Wayne Neighborhood Association  
Greater Indianapolis Chamber of Commerce  
Madison County Council of Governments  
38th and Shadeland Neighborhood Association  
Greater Allisonville Community Council  
Pike Township Residents Association  
Washington Township Comprehensive Plan Meeting

Broad Ripple Village Association  
Franklin Township Chamber of Commerce  
Meridian Heights Neighborhood Association  
Crooked Creek Community Council  
Nora Community Council  
Greater Broad Ripple Community Coalition  
Far Eastside Neighborhood Association  
Mooresville Chamber of Commerce  
Hamilton County Business Alliance

#### Public Forums

April 24, 2003

Greenwood Town Hall

April 29, 2003

Cumberland Community Life Center

April 30, 2003

Plainfield Town Hall

May 14, 2003

Fishers Town Hall

May 15, 2003

Indianapolis City-County Building

February 17, 2004

Zionsville Town Hall

February 18, 2004

Cumberland Community Life Center

February 19, 2004

Trinity Wesleyan

February 24, 2004

Arthur Baxter YMCA Pavilion

February 25, 2004

Brownsburg Town Hall

February 26, 2004

Indianapolis Public Library -  
Brightwood Branch

## Can we give you *DIRECTIONS*

### ...or ask you for some?

To succeed in recommending a locally preferred rapid transit system design for reducing traffic congestion, improving air quality and enhancing mobility throughout the area, *DIRECTIONS* needs the informed participation of people throughout the region. So, give us *DIRECTIONS!* If you'd like to schedule a special presentation on the region-wide Rapid Transit Study and its role in our transportation planning process, please contact Mike Dearing at **317/327-5139**.

"It's all about keeping our partners informed and involved," says Dearing, of the extensive effort. "The goals of *DIRECTIONS'* Public Involvement Program include informing the public about the study, and the transportation problems we're trying to solve, persuading them to participate, and accommodating/facilitating their participation so we can build consensus and arrive at a locally preferred recommendation."

For more information on how you can participate in *DIRECTIONS* or the region's on-going transportation planning process, contact Mike Dearing at 327-5139 (mdearing@indy.gov.org), call the MPO Hotline at 317/327-IMPO, or visit the MPO web site at [indygov.org/indympo](http://indygov.org/indympo).

# DIRECTIONS

(from page 1)

more than 70 transportation and engineering firms. In early July, 2002, a Selection Committee recommended one respondent to the Director of the Indianapolis Department of Metropolitan Development (DMD) as the study's preferred primary consultant. On Monday, July 8, an article about the

stakeholders. The chosen primary study consultant is Indianapolis Transit Consultants (ITC) -- a joint co-venture of more than ten transportation engineering and design support firms, headed up by Schimpeler/American of Louisville, a division of American Consulting Engineers, PLC.

The primary study area for the *DIRECTIONS* is all of Marion County and portions of the surrounding eight counties, including Hendricks, Boone, Hamilton, Madison,

Hancock, Shelby, Johnson and Morgan Counties. A map of *DIRECTIONS*' study area appears on page 3.

This study is a follow-up to the 3-year *conNECTIONS* study of Northeast Corridor Transportation, which ended in January, 2002. *conNECTIONS* recommended a list of alternatives for alleviating traffic congestion and increasing

mobility in the region's busiest travel corridor, which stretches from downtown Indianapolis northeast to Noblesville. These included highway and transit options. While the Indiana Department of Transportation (INDOT) is moving ahead with the preferred highway expansion option (see map, page 16) *conNECTIONS*' Policy Steering Committee (PSC), comprised of Indianapolis Mayor Bart Peterson, State Senator Luke Kenley and INDOT Commissioner J. Bryan Nicol, felt that more study was needed before the transit recommendation, which included light rail, could be adopted.

Providing that additional study is part of the purpose of *DIRECTIONS*. As described in the original RFP, the study consists of the following three phases:

**Phase I**, which concluded last September, identified a regional, conceptual transit system building on the rail concept plans developed in the *Regional Mass Transit Service Plan* and *The Initial Response to Key Issues Report*. This phase responded to the *conNECTIONS* PSC's request for a broader understanding of the feasibility for rail transit in the

*cont on page 13, see DIRECTIONS*

## Why a transit study now?

Because Indianapolis freeways are now congested during rush hour 66% of the time.

(SOURCE: Texas Transportation Institute 2003 Urban Mobility Study)

study appeared on the front page of *The Indianapolis Star*, the region's newspaper of record, kicking off the *DIRECTIONS*' extensive and on-going public information and involvement efforts (see related article, page 9).

The consultant recommendation was approved at the end of July, with the study officially beginning in September, 2002. The interim period was used to review, and revise, the proposed scope of services and list of deliverables prior to signing a contract. During this period, for instance, environmental impact activities were reduced in the scope of work, when it was agreed that there was insufficient time or funds to accomplish a full-scale environmental impact statement (EIS). Should *DIRECTIONS* complete its three scheduled phases, environmental impacts will be studied prior to implementation of its findings.

The Rapid Transit Study Selection Committee was comprised of representatives from the Indianapolis MPO, the Indiana Department of Transportation, Indianapolis Public Transportation Corporation, the Indianapolis Mayor's Office, Indianapolis International Airport, the Central Indiana Regional Transit Alliance (CIRTA), and other appropriate

# DIRECTIONS TIMELINE

Task Name	Duration	Dec '02		Jan '03				Feb '03				Mar '03				Apr '03				May '03				Jun '03				Jul '03				Aug '03				Sep '03				Oct '03									
		1	8	15	22	29	5	12	19	26	2	9	16	23	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7	14	21	28	5			
ITC Technical Work	442.3 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
Phase I: Regional Concepts	211 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
Phase II: Corridor Studies	161.3 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
Phase III: Alternatives Analysis	110 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
Public Outreach Program	446 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
A. Study Identify/Name/Logo development	30 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
B. reMPO Special Articles	141.3 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
C. Website Development	40 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
D. Display Materials	305 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
E. Print Pieces (inc. Hispanic)	171 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
F. Survey	45 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
Survey design	15 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
Survey administration	30 days	[Timeline bar spanning Dec '02 to Oct '03]																																															
G. Direct Mailings	226 days	[Timeline bar spanning Dec '02 to Oct '03]																																															



## DIRECTIONS

(from page 13)

full Alternative Analysis for the link from downtown Indianapolis to the Indianapolis International Airport (IIA).”

“conNECTions was a ground-breaking study that recommended a lot of interesting transportation strategies for the Northeast Corridor,” says Philip Roth, AICP, MPO Senior Planner and project co-manager for *DIRECTIONS*. “Yet questions remain concerning the use of rail transit throughout the region.” MPO Senior Planner and project co-manager Amy Inman, M. S. agrees. “To build light rail in the Northeast Corridor, we would have had to effectively commit to the idea of a region-wide light rail system. It would have been premature to do so without conducting the sort of potential alignment and comparative transit technology study that is the heart of *DIRECTIONS*.”

What could a region-wide rapid transit system consist of? And, where could it operate? These questions currently are being answered by *DIRECTIONS*’ Phase II activity. The primary issues to be addressed include an analysis of the best route configuration for a regional rapid transit system and a study of most suitable transit technologies – light rail transit (LRT), automated guideway transit (AGT) and bus rapid transit (BRT). The outcome of this phase will be the identification of potential route alignments in our region’s six busiest commuter corridors, the rapid transit technology recommendations for each, and the preferred corridors for initial system implementation. Following the completion of *DIRECTIONS*’

conNECTions’ transit recommendation will be re-evaluated. (A description of this recommendation, known as RB4, can be found on page 16)

“Everything is up for grabs,” emphasizes MPO Manager/Master Planner Mike Dearing. “The study may result in a feasible recommendation for a regional light rail system. However, it could just as easily conclude that a bus-based rapid transit system would be best for most of the region. In all likelihood, any system recommendation will be a combination of transit technologies.”

Roth agrees. “We don’t know what our findings will be, because we’re still gathering data, including public input from our various outreach meetings,” he says. “Once we arrive at a recommendation, though, we’ll set a timetable for design, environmental review, and implementation.”

*DIRECTIONS* has been featured in *teMPO*, the MPO’s official newsletter of the regional transportation planning process, since its inception with articles focusing on study methodology, findings, and public participation opportunities, including various public meetings. A web site with discussion board (see related story, page 17), informational literature, direct mailings, media advisories and display advertising also being used to help keep area residents informed and involved.

For more information on the *DIRECTIONS*, contact MPO Senior Planners Philip Roth at 317/327-5149 (proth@indygov.org), or Amy Inman at 317/327-5646 (ainman@indygov.org), or visit the MPO web site at [indygov.org/indympo](http://indygov.org/indympo).

*cont on page 16, see DIRECTIONS*

A lot of firms are helping us with the Rapid Transit Study,” says MPO Senior Planner and project co-manager Philip Roth, AICP. Of those working under the Indianapolis Transit Consultants (ITC) umbrella name, he describes the following eight as:

**Schimpeler-American:** Transit planning. Experience includes rail transit system planning and “New Starts” applications in Louisville, San Antonio, Miami, and Los Angeles.

**Jacobs Engineering:** Transit engineering. Experience includes rail transit engineering, environmental documentation, and “New Starts” applications for St. Louis (considered nationally as the model for a light rail system) and Dallas.

**Jakes Associates:** Rail systems planning with various rail technologies. Experience includes international projects on light rail, diesel multiple units (DMU’s), and monorail. Jakes Associates was an integral part of the in the design and engineering team for the Clarian People Mover (see related story, page 1).

**Paul I. Cripe, Inc.:** Additional engineering and design support.

**Shrewsbury & Associates:** A regional Disadvantaged Business

Enterprise/Minority-Owned Enterprise (DBE/MBE) environmental and real estate services firm.

**Infinite:** A Woman- and Minority-Owned Business Enterprise (WBE/MBE) specializing in marketing and communications services.

**Manuel Padron Associates:** A Disadvantaged Business Enterprise (DBE) specializing in transit systems and operations planning.

**Barnes and Thornburg:** Financial consulting.

## FAQ's

Here are a few of the frequently asked questions *DIRECTIONS* transit planners have addressed during the study first year:

### Why study a regional transit system now?

Because rush hour congestion, and the air pollution that accompanies it, is intensifying throughout our area. Rush hour conditions now last nearly 7.5 hours a day, almost double what it was in 1990. And, Indianapolis now ranks 30th in congestion among major U.S. cities – a jump of 10 places in just four years!

### If I don't travel in a congested commuter corridor, why should I care about *DIRECTIONS*?

Because the transportation problems being experienced by people who do are just around the corner for all of us. Consider the recent sustained growth, and building traffic congestion, of Hamilton County to the north, Johnson County to the south, and Hendricks County to the west. The region's busiest commuter corridors got that way because of population shifts and the presence of large employment centers. Travel capacity simply can't keep up with demand during certain day parts. Sooner or later, we'll all be dealing with congestion. That's why the need to increase our mobility options is a region-wide priority.

### What makes *DIRECTIONS* different from other transportation studies?

It's the first study to concentrate on developing a region-wide rapid transit system as a way to reduce traffic congestion, improve air quality and increase mobility options throughout our area. It

deals with many of the strategies and transit modes endorsed in CIRCL's Regional Vision Plan (2000).

### What's a mode?

In transportation planning, the word "mode" refers to a method of travel, such as bike, car, bus, rail, even pedestrian travel. *DIRECTIONS* is evaluating types or modes of mass transportation exclusively, including commuter or light rail transit (CRT, LRT), bus rapid transit (BRT) and automated guideway transit (AGT).



### Do I have any say over what *DIRECTIONS* recommends?

Absolutely! Over the course of its 18-24 month duration, *DIRECTIONS* is incorporating an extensive public participation program. Interested parties have the opportunity to voice their opinions at various public meetings, in special interest group presentations, during the quarterly meetings of the Citizens Advisory Committee, via telephone surveys, by calling the MPO's 24-hour Comment Line (317/327-8601) or by visiting the MPO's web site at

[indygov.org/indympo](http://indygov.org/indympo), which includes a *DIRECTIONS* Discussion Board. Significant public input gathered through these sources will be incorporated into the study's findings. The MPO promotes public participation through its free publications, display advertising, direct mail, media/public relations and the MPO Hotline (317/327-IMPO) which features upcoming public participation opportunities.

### Will *DIRECTIONS*' recommendations be implemented?

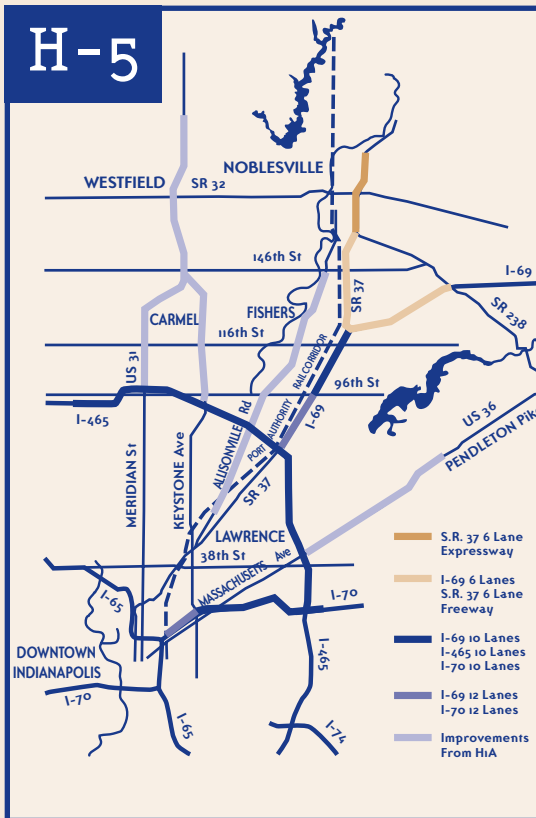
It is imperative that the region's congestion problems and mobility concerns be addressed as quickly and efficiently as possible. *DIRECTIONS*, thanks in part to its public involvement program, will recommend a locally preferred rapid transit system plan and implementation strategy. Our intention is to have this recommendation implemented as quickly as possible. However, the Indianapolis Regional Transportation Council is responsible for the final decision.

### What happens if we do nothing? Is that an option?

Doing nothing remains "on the table" as an option. However, this "option" presents more problems than solutions for a study that is intended to address current and future mobility issues.

Doing nothing means we would have to learn to live with the problems of congestion and lack of mobility even as the consequences of not improving/enhancing our regional transportation system worsen. Increasing traffic congestion means that we all would spend more of our day in gridlock, that "rush hour" or peak travel periods would grow, and that secondary and residential streets would take on more and more traffic as travelers seek alternatives to using our busiest com-  
*cont on page 24, see FAQ's*

## CONNECTIONS' RECOMMENDATIONS



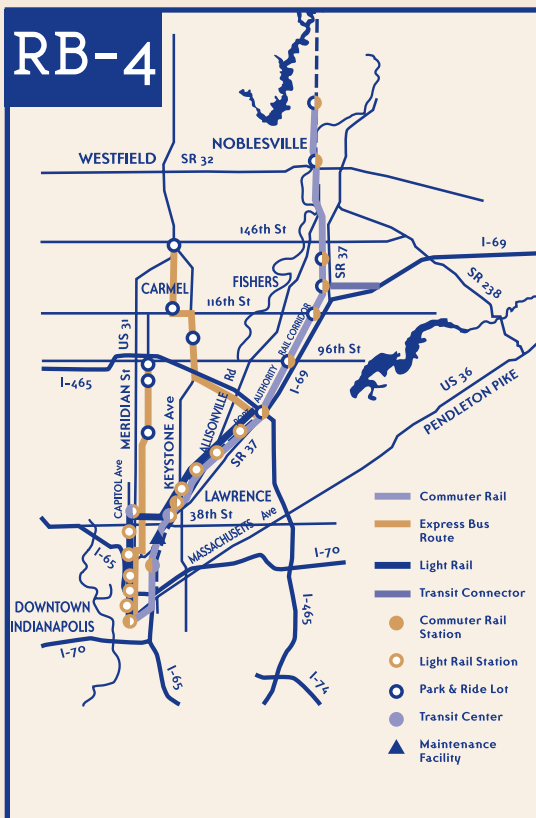
### H5: Moderate Freeway Expansion

This is an intermediate I-465 expansion option that would increase the number of “through” lanes to 10. I-69, US 31, State Road 37 and, possibly, I-70 would also receive additional travel lanes. Additional lanes may be included at some interchange areas to reduce bottlenecks. This option would also include Transportation Systems Management/Travel Demand Management (TSM/TDM) improvement strategies. Capacity expansion improvements (added lanes) will also be considered for I-70 as part of this highway expansion option.

H5 would reduce H3’s estimated 1 to 2 hours per day of severe congestion to a maximum of 1 hour per day. The level of traffic congestion on the highway system would be similar to existing conditions or, marginally, worse. Very little diversion of travel demand to the arterial street system or altered travel times would occur.

This alternative represents the maximum freeway improvement possible without significant right-of-way impacts.

Estimated Capital Cost: \$2.12 billion.



### RB4: Commuter Rail Service from Noblesville and Fishers to Union Station in Indianapolis plus Light Rail Transit (LRT) from I-465 to Downtown Indianapolis, plus Express Bus Service to Carmel

Rail/Bus Option 4 (RB4) combines the speed benefits of commuter rail service from Noblesville to downtown along the HHPA/CSX route, with light rail service from I-465 to downtown Indianapolis. Light rail transit (LRT) service, offering slower travel speeds and more frequent stops, would branch off of the rail corridor at 38th Street and travel Capitol Avenue and Illinois Street to Union Station along the road surface.

RB4 represents greater benefits, and costs, than any other transit alternative considered by *conNECTIONS*. Its commuter rail component is identical to that of RB1, but its light-rail component would add commuter rail ridership by increasing the number of destinations served, especially from Methodist Hospital into downtown along Capitol and Illinois Streets. The light-rail segment would also provide the most attractive service for the intra-Marion County markets, which is largely why RB4’s projected ridership is so much greater than that of RB1 (19,000 vs. 4,000).

Other than cost and ridership, the greatest difference between the two rail options is their impact on development. With more stations along the 465 to 38th Street LRT segment, and better service levels, more commercial and residential development opportunity would be created near stations. However, the greatest development impact could occur along 38th Street and the Capitol/Illinois corridor. With appropriate supporting policies, these areas could see significant revitalization.

Because of its street running segments, RB4 poses more environmental challenges (noise, aesthetics) than RB1 but also more environmental benefits, including economic and neighborhood opportunities. Since it is the only transit option projected to remove 5,000+ cars from area roads, it is the only one that could have a noticeable, though still minimal, impact on traffic volumes.

Estimated Capital Cost: \$498 million.

## WEB WORDS

The following comments are just a sample of those gathered from *DIRECTIONS'* Discussion Board ([indygov.org/indympo/directions](http://indygov.org/indympo/directions)). The sometimes contradictory perspectives excerpted here reflect the diversity of both our resident population and the region-wide rapid transit system elements being considered. This input plays an important role in our transportation planning process and *DIRECTIONS'* goal of developing a locally preferred system recommendation which relies on informed public participation.

### POSTED 3/11/2003

I have lived in other cities; Minneapolis, Chicago and New York. Their transportation systems were designed to bring suburbanites into the cities. My impression of IndyGo is to take the less fortunate to even less fortunate paying jobs. It would be great to see light rail running down I-69 and I-65 as done in Chicago with future lines down other significant motor routes into the city. The projects would create jobs as well as help the environment. Thank you for the opportunity to post my opinion.

### POSTED 3/12/2003

The public transportation system in Chicago is great. Too bad the "greens" ruined the Monon Trail— it would be a great light rail corridor. I would envision rail coming from all four points of the compass and ending at Union Station. This would mean service to the airport, a train up from Greenwood, a train from New Palestine, and a train along the old Fair Train route into downtown from Fishers. Comments?

### POSTED 4/26/2003

When considering a mass transit system for the metro area, an elevated monorail system would be the best solution. It would be built using existing interstate routes and railroad lines. The lines would be built on elevated supports alongside interstate right-of-way and railroad lines. Utilizing electric-powered monorail cars, the system would be non-polluting and quiet. Terminals in outlying counties would be of the Park & Ride variety. The system would be cheaper to construct than a subway system, or light-rail commuter lines, and would beat the pants off the current IndyGo bus system that basically goes nowhere. Routes would funnel into the downtown area, with ending points spread out to make in convenient for downtown workers, commuters, and shoppers. The systems could tie in with IndyGo shuttles that could shuttle people to high traffic areas. Monorails can operate at relatively high speeds, and being

elevated, would not interfere with vehicular traffic or railroad traffic. Think of it: fast, efficient, quiet, non-polluting, and economical.

If Indy wants to be a big league city, it needs a big league mass transit system. A system that is available 24-hours a day, 7 days a week. An example of this system is the system being constructed to connect Methodist Hospital with the IUPUI area. MetroRail, if planned the correct way, would be a huge plus for the metro area, and could eventually be expanded further out to cities such as Bloomington, Anderson-Muncie, Lafayette, Terre Haute, New Castle, Richmond, etc.

### POSTED 4/30/2003

I have really enjoyed reading these posts!

On one side, I can completely agree with the post from "roadwork". You are right; Indianapolis, by no means, can currently compare itself with the likes of Chicago.

However, there were those in Chicago at one time who believed there was no need for a better public trans system when comparing themselves with a New York City.

Bottom Line: Indianapolis is growing and, as a business owner, I hope this trend will continue. Let's plan ahead, not 5 years or even 10 years. Any comments around this topic should be made with at least a 30 - 50 year timeframe in mind.

I work in IT (information technology) and deal with issues of capacity and scalability on a daily basis.

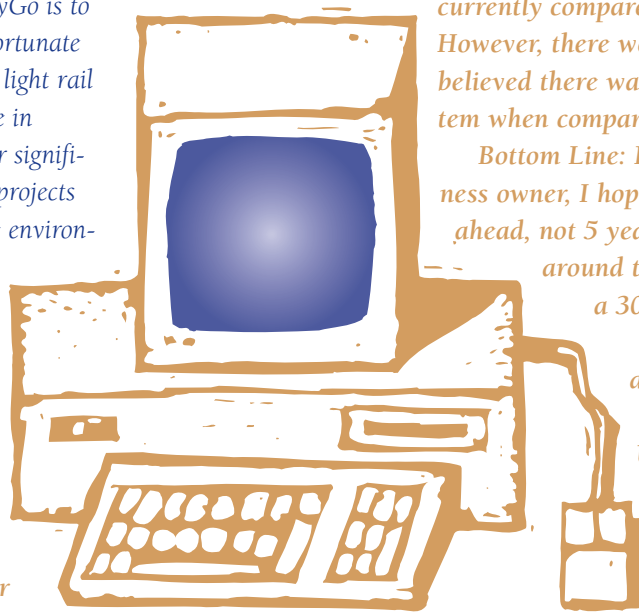
Unfortunately, it is often expensive and difficult to create and implement plans that compensate for growth, but solutions MUST be found.

I believe that, in many cases, the purpose of certain modes of public transportation is to deliver a service to those without private transportation. I believe this to be just one half of the problem, however. The other half of the issue is to maximize efficiency. The Indianapolis area (although largely used for agriculture) is restrained to a maximum amount of automotive infrastructure. I agree with the majority which understand the city's need for a system that will reduce congestion.

There is no doubt that appropriate planning can seem difficult and expensive, but in contrast, the alternative (inappropriate planning and inappropriate solutions) yield far greater long-term negative results.

My commute time is currently 40 minutes each way, daily, 5 - 6 days a week. This makes a total of 8 hours/week driving to and from work. 8 hours!!! I would certainly be willing to drive 10-15 minutes and pay \$20-\$30/week for a light rail system. I consider this to be a small price to pay to reduce the headaches from traffic and the fear I have (only too often) of semis and other oversized vehicles forcing me off the

cont on page 18, see Web Words



## WEB WORDS

(from page 17)

*road. Most importantly, I could spend more time at home with my family. I have a hard time believing that I am the only person in the city with these thoughts. At least, I hope not...*

### POSTED 7/26/2003

... why doesn't Indy adopt a carpooling rule? I've lived in Seattle and visited other cities where there are special lanes for buses and vehicles with more than two passengers. This could not only cut down on the number of cars on the road, but also the commute time for those people who live outside of the downtown area.

### POSTED 9/19/2003

Restoration of the former Nickel Plate line from Fishers (or even Noblesville) to Union Station would allow professionals living in those areas to commute downtown and reduce congestion. Passenger rail using diesel locomotives would appear to be the simplest alternative requiring the least capital investment. From my own research and surveillance of those lines, it looks like at least the following (and probably very much more) needs to be done:

- Repair tracks and improve track quality from Fishers Fairgrounds. Replace tracks south of Fairgrounds (there are still tracks from the fairgrounds all the way to tenth street but they are so overgrown they are hard to see).
- Improve safety, gates and warning lights at graded crossings.
- Create a 10th Street bridge or switch to CSX's Indianapolis line.
- Resolve legal issues related to right-of-way and ownership of the corridor from the end of the HHPA's ownership to Union Station.
- Lay track from 10th Street to Union Station. This would obviously be a costly project but also would be a long-term fix to congestion in the Northeast corridor. I agree with other postings on this site that Indianapolis will not be a world class city until commuter rail is an option.

### POSTED 11/11/2003

We need to be as aggressive as possible with mass transit in Indianapolis. Let's have Indy be the best at something for a change. Because people here are so addicted to their cars, we must make it insanely convenient for people to use it (transit). It will improve our quality-of-life, our mobility, reduce pollution, reduce road construction, reduce traffic congestion and help make life more affordable for more people.

Here's my situation, and I'd like the group to address it. Right now, I could take a bus directly to and from work from pretty close to my house. It's very do-able, but I still drive my car. The problem is that once I get to work, I am often sent to pick up and deliver things throughout the day (I'm pretty low on the totem pole right now). Also, we have to go to meetings throughout the day that currently require us to use our cars. This is pretty common for professionals, so we must make it easier to get around downtown during the day. Any suggestions?

Another concern I have is for shopping. Right now, I am able to fill my car with lots of groceries or supplies or whatever for my home. If I gave up my car, how would I compensate? What can we do about that?

### POSTED 1/17/2004

As a bus rider by choice for more than 2 years now, . . . my gas costs are down, my parking costs are going, my car insurance is much lower, my stress is down — UNTIL TODAY! Perhaps those on the IndyGo board need to talk with those who are interested in rapid transit. . . .

### POSTED 1/17/2004

If other "smaller" cities like Salt Lake City can create a rapid transit system that can pay for itself, there is no excuse for us not to have one. Roads don't make that kind of money and (they) will cost us the longer we procrastinate. We need to educate this city about mass rapid transit. An effective spoke and wheel rapid transit system in this city will help — keep thousands of people off the roads. This will cut down on the cost of highway expansion and commuter times. This will also cut down on the amount of abandoned suburban strip malls that are growing up throughout the city due to outer sprawl. A rail to trails (connecting both) campaign is the key to fixing our current failing system. Promote the "rail to trails" idea to the public and you will get more support.

During bad weather, people can use the trains and, in good weather, they can use the Monon-style trails. The amount of people using the Monon Trail is enough to justify the use of a transit line to connect them to other trails in the city. They could have the option of taking their bikes in a designated car of the train. What a concept! After all, we won't be ranked the 12th fattest city anymore. People will begin to feel better about themselves and more in touch with the city they live in. Automobiles can't give you that. A city becomes what it creates. Should we create a city around cars, or people? What's more important?

If you'd like to be heard on subjects relating to DIRECTIONS, The Rapid Transit Study To Improve Regional Mobility, call the MPO 24-Hours Comment Line at 317/3278601, keep track of upcoming public meetings and other participation opportunities with the MPO Hotline at 317/327-IMPO, or visit the MPO web site at [www.indygov.org/indympo](http://www.indygov.org/indympo)



## TAKING *DIRECTIONS* “ON THE ROAD”

The Metropolitan Planning Organization (MPO) has arranged for its many planning partners to observe first-hand the route alignment and transit technology options being considered by Phase II of *DIRECTIONS* in early 2004. In recent weeks, members of the study’s management team, which includes the Indiana Department of Transportation (INDOT), the Indianapolis Department of Metropolitan Development (DMD), the Federal Highway Administration (FHWA) and the Central Indiana Transit Alliance (CIRTA), have reviewed possible route alignments by bus in regional corridors.

These corridors, which lead from downtown Indianapolis toward Avon, Cumberland, Fishers/Noblesville, Greenwood, Zionsville and the Indianapolis International Airport, experience the region’s highest commuter activity. At least two route alignment options per corridor were presented for review and comment during a series of six public meetings in the third and fourth week of February. At these meetings, the public was also asked to consider specific transit technologies, including Light Rail Transit (LRT), Bus Rapid Transit (BRT) and Automated Guideway Transit (AGT).

Prior to these meetings, study participants traveled to locations where the most promising technologies are currently in operation. On February 4 and 5, a contingent of 30, including elected officials, visited Vancouver, British Columbia, where an AGT system, known as the Sky Train, helps meet the commuting needs of the region’s population of 2.1 million. On February 12, another group visited St. Louis to examine the city’s popular LRT system, considered the most successful of its kind in the country. A third, as yet unscheduled, trip is planned to Pittsburgh to investigate the BRT system in-use there.

“We’re interested in learning everything we can about the real-world implementation and day-to-day operations of these systems,” says Mike Dearing, MPO Manager/Master Planner. “These fact-finding trips are part of our efforts to insure that we offer the public the best transit options available.”

By the end of Phase Two of *DIRECTIONS* in March, 2004, planners hope to arrive at a locally preferred system design and to have consensus on an implementation strategy that will prioritize system construction within the six identified com-



Vancouver, B.C. Sky Train Automated Guideway Transit system



St. Louis Light Rail System



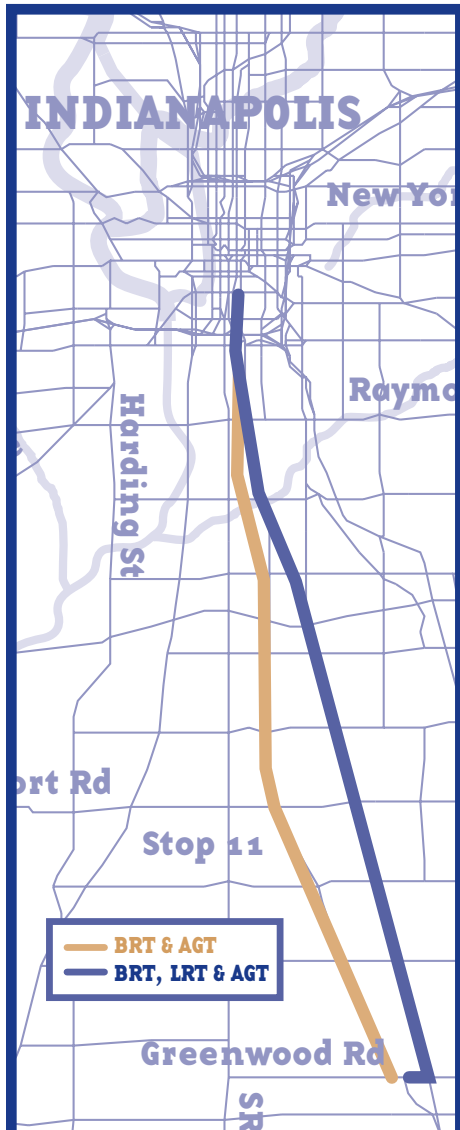
Pittsburgh Bus Rapid Transit system

muter corridors. For more information on *DIRECTIONS*, visit the MPO web site at [indygov.org/indympo](http://indygov.org/indympo), or contact MPO Senior Planners Philip Roth, AICP, at 317/327-5149 ([proth@indygov.org](mailto:proth@indygov.org)) or Amy Inman, M.S. at 317/327-5646 ([ainman@indygov.org](mailto:ainman@indygov.org)).

## OPTIONS

(from page 5)

Cumberland. Here, there is potential for second alignment option suitable for *AGT only*, which would travel within the greenway on an elevated guideway. Elevating the guideway would permit sharing the space, and would provide



### SOUTH CORRIDOR

enough room for bike and walking trails below. This second alignment option would follow the Pennsy Trail east to County Line Road in Cumberland.

A third alignment option follows the Norfolk Southern rail corridor until it reaches Washington Street where the alignment turns east. It runs along

## Why a transit study now?

Because Indianapolis motorists drive a combined road/freeway total of 31.4 million miles a day, up about 50% since 1990.

(SOURCE: Texas Transportation Institute 2003 Urban Mobility Study)

Washington Street until reaching County Line Road in Cumberland.

### SOUTH CORRIDOR

The South Corridor alignment options begin at the Downtown Transit Center and follow the CSX rail corridor south until they reach the Madison Avenue overpass. Two potential alignments diverge at this point. The first follows Madison Avenue until intersecting Highway 31 and then turns south toward Greenwood Park Mall. *This alignment is suitable for BRT and AGT only.*

and run south (parallel to the South Corridor options) until they reach the Belt Line rail corridor. Here they diverge. The first option runs west along the Belt Line until it reaches the CSX rail corridor running parallel with Kentucky Avenue. At this point, the alignment turns and follows the CSX rail corridor, parallel to Kentucky Avenue, until it reaches Hanna Avenue. At Hanna, it heads west until reaching Interstate 70. The alignment then turns southwest and travels along I-70 and the airport's perimeter. When this route



### AIRPORT CORRIDOR

The second route alignment option continues south along the CSX rail corridor until it reaches the Greenwood Park Mall vicinity. There, it turns west, terminating at Madison Avenue. This alignment provides for BRT, LRT, and AGT.

### AIRPORT CORRIDOR

The Airport Corridor alignment options begin at the Downtown Transit Center

option reaches the vicinity of Bridgeport Road, it turns onto airport property, providing access to the new Midfield Terminal currently under construction. This alignment has the potential for BRT, LRT, and AGT.

The second alignment option within the Airport Corridor continues along the CSX rail corridor from the

*cont on page 21, see Options*

## OPTIONS

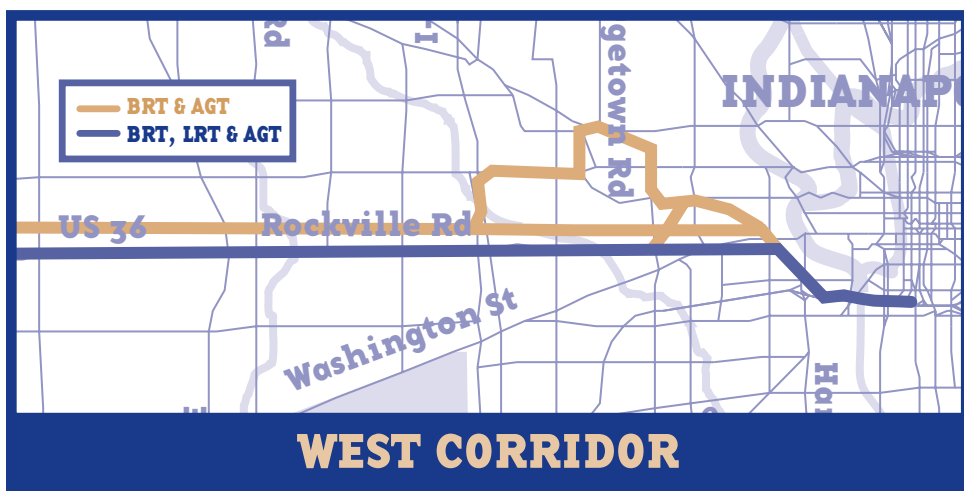
(from page 20)

Downtown Transit Center until reaching Raymond Street. Here, it turns west and follows Raymond Street until reaching I-70. The alignment follows the highway southwest to the point where the airport alignment intersects Hanna Avenue, where it follows the first route option to the Midfield Terminal. This second alignment could also continue along Raymond Street and terminate in front

The first alignment option runs north, along the Belt Line rail corridor, until reaching the CSX rail corridor south of Washington Street. It then runs west along the CSX rail corridor to its terminus in the vicinity of SR 267 in Avon.

At the point along the first alignment option where it turns west onto the CSX rail corridor, a second route option begins. It follows the Belt Line corridor until reaching Washington Street, where it turns and travels to Rockville Road

um. The alignment then turns and travels south on Main Street until reaching 10th Street, where it heads west to Interstate 465. On I-465, it travels south to Rockville Road, where it follows the second option to its terminus at SR 267 in Avon. All three of the West Corridor route alignment options can accommodate BRT and AGT systems. *However, only the first option, which runs along the CSX rail corridor, can*



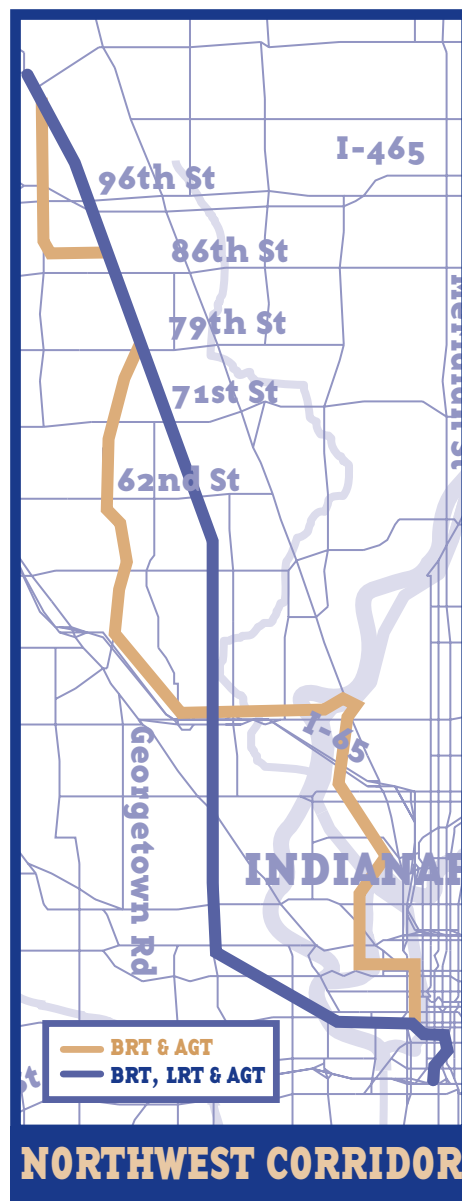
of the existing airport terminal. It is not known at this time whether new transportation security measures (enacted post 9/11) will allow direct access to the airport terminal. Such issues are under investigation. *This variation would provide for BRT and AGT only.*

### WEST CORRIDOR

The West Corridor contains three possible alignment options, all starting at the Downtown Transit Center. They run south along Delaware Street until they reach Interstate 70. The alignments then turn west along I-70 until they reach the Belt Line rail corridor.

(SR 36). It follows Rockville Road until reaching SR 267 in Avon.

A third alignment option continues on the Belt Line corridor until reaching the B&O rail corridor, where it turns west toward Vermont Street. On Vermont, it travels west past Max Bahr Park, then into and through the interior of the Central State Hospital complex to the intersection of Cossell Road and Tibbs Avenue. It travels west on Cossell until intersecting Holt Road. Here it turns north, traveling through the Speedway Industrial Park to a point just south of 16th Street near the entrance of the Indianapolis Motor Speedway muse-



accommodate an LRT system.

### NORTHWEST CORRIDOR

The Northwest Corridor alignment options begin at the Downtown Transit Center and run west along South Street.

*cont on page 22, see Options*

## Why a transit study now?

Because in 2003, regional rush hour conditions lasted 7.4 hours a day, compared to 4.2 hours in 1990 and 2.7 hours in 1982.

(SOURCE: Texas Transportation Institute 2003 Urban Mobility Study)

# OPTIONS

(from page 21)

The first option continues to the B&O Railroad rail corridor, where it turns and travels to the northwest until intersecting the CSX rail corridor just south-east of the Indianapolis Motor

Speedway. Here, it follows the CSX rail corridor north until terminating at Oak Street in Zionsville. This alignment could accommodate BRT, LRT, and AGT.

The second alignment follows South Street to West Street, where it heads north until intersecting Michigan Street.

Here, the alignment turns west and runs through the IUPUI campus until reaching the vicinity of the VA Hospital. Between the VA and Carter (?) Hospitals, it turns and runs north crossing 10th Street and Fall Creek just west of the old water company complex. At the CSX rail corridor, the alignment heads north until intersecting with the White River Greenway just north of 30th Street. It travels along the greenway, across 38th Street near the Indianapolis Museum of Art, and heads west on 38th Street to I-65. The alignment follows I-65 northwest to

Georgetown Road, where it turns and travels north until the CSX rail corridor just south of 79th Street. It follows this rail corridor to its terminus at Oak Street in Zionsville. *This alignment provides for BRT and AGT only.*

## NORTHEAST CORRIDOR

The Northeast Corridor offers three potential alignment options that begin at the Downtown Transit Center. The first follows the Norfolk Southern Corridor until reaching the Monon Trail just north of Massachusetts Avenue. It follows the Monon Trail northeast until intersecting with the Hoosier Heritage Rail Authority's Nickel Plate rail line just south of the State Fairgrounds. This alignment then follows the Nickel Plate line until it terminates at the Fishers train station.

The second alignment option departs from the Nickel Plate rail line at its intersection with State Road 37 (Binford Boulevard). From there, it follows Binford Boulevard northeast to just south of I-465 where it turns north and begins following the Nickel Plate line again to the Fishers train station.

A third alignment option departs the Nickel Plate rail corridor where it intersects with Keystone Avenue. This alignment follows Keystone Avenue to just north of 86th Street, then turns east through the Keystone Crossing office complex. It follows I-465 to just west of Allisonville Road, where it crosses I-465 and follows 86th Street until intersecting the Nickel Plate rail corridor. From here, the option follows the Nickel Plate rail corridor to the Fishers train station.

All of the region-wide rapid transit system alignment options presented for public review and comment assume transit stations will be located at half-mile to one-mile intervals. These as-yet-undetermined station locations will be placed to provide maximum accessibility to employment and activity centers within each of the six corridors.



<b>Y</b>	<b>O</b>	<b>U</b>	<b>R</b>	<b>M</b>	<b>P</b>	<b>O</b>	<b>S</b>	<b>T</b>	<b>A</b>	<b>F</b>	<b>F</b>
<p>... includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:</p>											
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<b>Chief Transportation Planner</b>											
<p>For more information on our regional transportation planning process, visit the MPO web site at <a href="http://www.indygov.org/indympo">www.indygov.org/indympo</a>.</p>											

# Why a transit study now?

Because Indianapolis now ranks 30th in congestion among major U.S. cities, a jump of 10 places in just four years!

(SOURCE: Texas Transportation Institute 2003 Urban Mobility Study)



## DIRECTIONS PHASE II ROUTE ALIGNMENT OPTIONS

## FAQ's (from page 15)

muter corridors.

If we do nothing, our mobility options actually decrease from what they are now, since no rapid transit system would be introduced to help alleviate congestion and the use of single occupant vehicle would continue to grow.

As part of the growing gridlock, air pollution would increase, almost certainly condemning our region to continue as a federal air quality "maintenance area". This status would affect Central Indiana's economic development as current and potential employers in both the service and manufacturing sectors abandon the region to avoid increased federal oversight.

For all of the above reasons, the "Do Nothing" option would ultimately reduce the freedom of choice we now

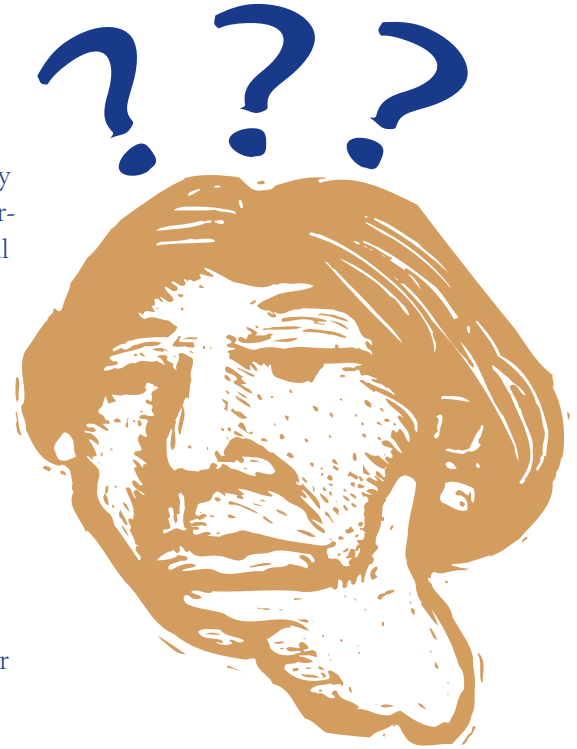
enjoy in selecting where we live, work and seek services.

### Why isn't the MPO able to answer every question being asked?

Because *DIRECTIONS* is a *planning* study. It is intended to identify major transportation system improvements worthy of entering into the preliminary engineering and design phase. It is during this phase, in which the public will continue to be involved, that more detailed issues will be addressed and specific questions will be answered. If the process can't resolve critical issues, the project will not proceed into the construction phase.

If you have a question concerning *DIRECTIONS*, contact MPO Senior Planners Philip Roth, AICP, (317/327-5149, [proth@indygov.org](mailto:proth@indygov.org)) or Amy Inman (317/327-5646, [ainman@indygov.org](mailto:ainman@indygov.org)), call the MPO

Comment Line (317/327-8601), or visit the MPO web site at [indygov.org/indym-po](http://indygov.org/indym-po).



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