

# teMPO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

SPRING 2004

VOLUME FIVE

ISSUE ONE

With this issue, *teMPO* begins its fifth year of reporting the details, decisions and directions of the MPO's regional transportation planning process. This publication's mission has remained constant since its first issue (Spring, 1997): to encourage informed public input and participation by sharing information on a variety of transportation-related issues. Always, our intention has been to translate the jargon and procedures of planning so that the average reader could get interested, informed and involved. To better meet this goal in the future, we're adding a few new features with this issue. On page 2, we begin a new column, called Q & A, in which MPO staff members will directly address planning-related questions posed to them at public meetings, by phone or via voice- or e-mail. Also in this issue, we present the first installment in an on-going series on alternative modes of transportation gain-

*cont on page 3, see Five Years*

## RIDESHARE/VANPOOL PROGRAMS READY

"This is very much a cooperative project, resulting from a variety of past efforts, growing public demand for greater mobility choices, and long anticipated regional needs," says Stephanie Belch, MPO Senior Planner, of the new Rideshare and Vanpool Programs being developed by the Indianapolis Public Transportation Corporation (IPTC/IndyGo), the Indiana Department of Transportation, and the MPO. "We need to initiate these programs now to alleviate anticipated congestion caused by major interstate construction projects occurring over the next 10 years," she explains, "but the need to reduce single occupant vehicle use (SOV) throughout the region has been long recognized and well documented."



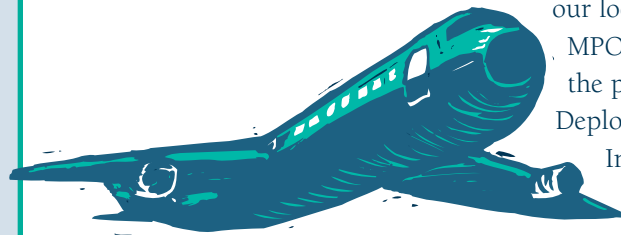
### RECOMMENDATIONS REDUX

Over the last few years, a variety of efforts have been made to improve regional mobility and offer alternatives

*cont on page 8, see Rideshare/Vanpool*

## AIRPORT DEPLOYMENT STRATEGIES PROPOSED

"Our region's intermodal freight system — the network of trucking routes, rail lines and air shipping services that move goods in, around and through the Indianapolis metropolitan planning area — is key to the present and future health of our local economy," asserts Sweson Yang, MPO Chief Transportation Planner and the planner-in-charge of the Airport Deployment Study. "The purpose of the Intermodal Freight System Plan is to make sure our region is prepared to meet the challenges, and reap the benefits, of the anticipated growth of American commerce. And the Airport Deployment Study is a crucial part of that plan."



As previously reported in *teMPO* (Summer 1997, Summer & Autumn 1998, Autumn 2000), the Intermodal Freight System Plan includes among its goals:

*cont on page 14, see Airport Deployment*

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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

**AVLS** - Automatic Vehicle Location System

**CAC** - Citizens Advisory Committee

**CEC** - Corporation for Educational Communication

**CIRCL** - Central Indiana Regional Citizens League

**CIRTA** - Central Indiana Regional Transit Alliance

**conNECTIONS** - Study of NorthEast Corridor Transportation

**DEIS** - Draft Environmental Impact Statement

**DMD** - Department of Metropolitan Development

**DOT** - Department of Transportation

**DPW** - Department of Public Works

**FHWA** - Federal Highway Administration

**FTA** - Federal Transit Administration

**IIA** - Indianapolis International Airport

**IDEM** - Indiana Department of Environmental Management

**INDOT** - Indiana Department of Transportation

**IPTC/IndyGo** - Indianapolis Public Transportation Corporation

**IRTC** - Indianapolis Regional Transportation Council

**IRTIP** - Indianapolis Regional Transportation Improvement Program

**ISSC** - Indianapolis Senior Services Center

**ITS** - Intelligent Transportation Systems

**MDC** - Metropolitan Development Commission

**MIS** - Major Investment Study

**MPA** - Metropolitan Planning Area

**MPO** - Metropolitan Planning Organization

**NAFTA** - North American Free Trade Agreement

**RMETS** - Regional Mass Transit Service

**SOV** - Single Occupant Vehicle

**USEPA** - United State Environmental Protection Agency

# QUESTIONS ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, snail-mail or in-person. If you would like to submit a question to Q & A, contact Mike Peoni at 317/327-5133 (mpeoni@indygoe.org), fax it to: "Q & A, Attn: Mike Peoni" at 317/327-5103 or attend the monthly meetings of the Citizens Advisory Committee.

**I've attended MPO meetings, read teMPO and CAC Minutes, and followed the regional transportation planning process in the media. But I still don't understand which committee does what, or who I would contact to put in my two cents! What's the difference between the IRTC, CIRTA, CIRCL, IRTIP and all the other transportation-related groups I've read about? Shouldn't there be a single contact point for all transportation-related issues?**

**-A frequent question, most recently posed by a reporter**

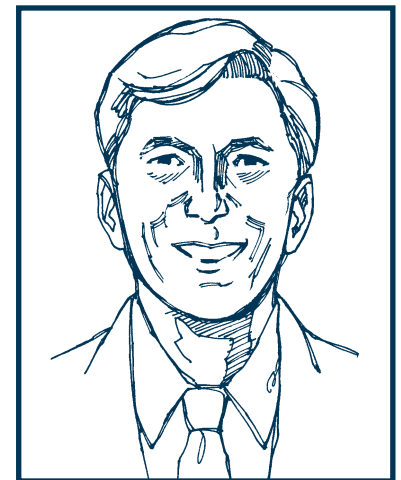
There is, and it's the MPO, your Metropolitan Planning Organization.

The Indianapolis Department of Metropolitan Development (DMD) is the designated MPO with the responsibility for conducting the transportation planning process for the Indianapolis Metropolitan Planning Area. The Department delegates this regional responsibility as the MPO to the MPO transportation planning staff within the DMD-Planning Division to fulfill the MPO function in cooperation with the Indianapolis Regional Transportation Council's Citizens, Technical and Policy committees. The City of Indianapolis participates as a member of these IRTC committees.

As we've said many times, the MPO bears the primary responsibility for conducting the regional transportation planning process in a continuing, cooperative, comprehensive way. These are the 3-Cs, and we live by them. They, and our responsibility for heading up this planning process, is mandated by federal law. When it comes to transportation planning, we're your best, first contact (317/327-5151) for all questions and comments. If nothing else, we can point you in the right direction for further action.

Your question deserves a more complete answer, though, because it touches on an issue we deal with constantly. People often confuse our role and responsibilities with those of our planning partners, or even with some of our planning documents, as you have.

For the record IRTIP, which you mention in your question, stands for Indianapolis Regional Transportation Improvement Program. IRTIP is a short-term planning document and represents one of the MPO's core activities. It is NOT an agency, committee, or any other group of people, but results from the planning efforts of the MPO and our planning partners. For a more complete

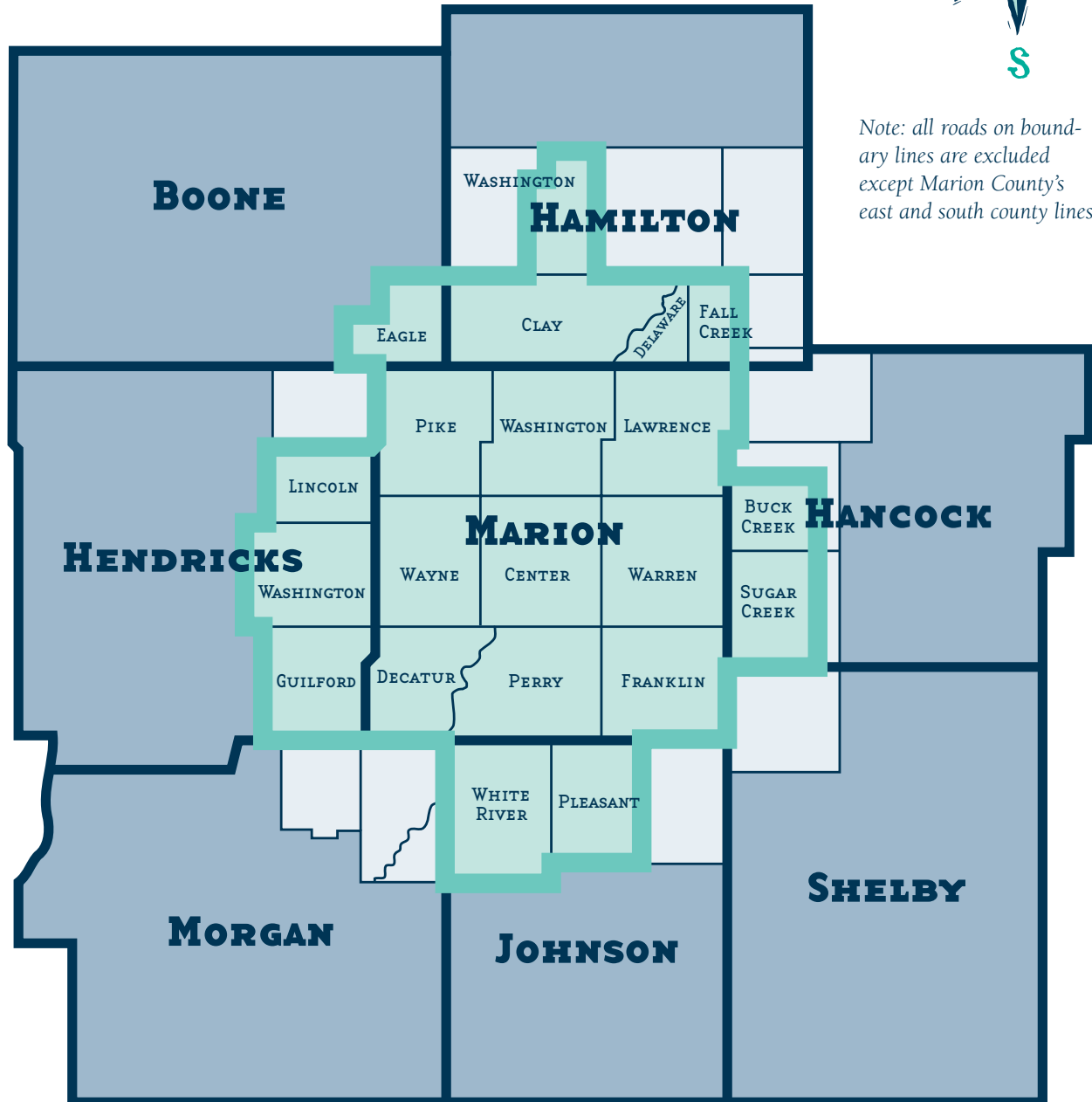
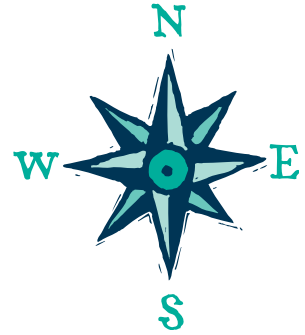


**MIKE PEONI, AICP**  
MPO Manager/Master Planner

cont on page 13, see Q & A

# INDIANAPOLIS METROPOLITAN PLANNING AREA

-  **METROPOLITAN PLANNING AREA (MPA)**  
(PROJECTED URBANIZATION BY THE YEAR 2020)
-  **MPO MODELING AREA**  
(STUDIED BECAUSE OF ITS PROXIMITY TO, AND INFLUENCE ON, MPA TRAFFIC)



## FIVE YEARS

(from page 1)

ing public attention and planning momentum throughout our region. The Rideshare and Vanpool Program is the first topic covered. In addition, we ask for your input on proposed Airport Deployment Plan strategies, profile Senior

Transportation Programs in Marion County, update the *conNECTIONS* study of northeast corridor transportation, and more! So, read on and keep pace with *teMPO*, now in its fifth year.

## CONNECTIONS 2001

It's been "in the works" for nearly three years; the subject of local television, radio, and newspaper coverage; the inspiration of its own web site, toll-free hotline and public forums and surveys; and, the best hope to-date for solving congestion and lack of mobility in our region's busiest travel corridor. It is, of course, *conNECTIONS* – the study of Northeast Corridor transportation.

*teMPO* first covered *conNECTIONS* with a special issue in May/June, 1998. Since that time, transportation alternatives intended to increase mobility and reduce congestion have been considered and, in some cases, rejected out-of-hand because of high cost or unacceptable impacts to the natural or human environment. Other potential options were dismissed only after computer-modeled travel simulations proved them inefficient or ineffective in addressing the region's current and projected mobility issues. Throughout it all, *teMPO* has encouraged and facilitated public involvement in the study by serving both as 1) an information resource, with detailed alternative descriptions, progress updates and illustrative maps; and 2) sounding board, with public questions, suggestions and criticisms reprinted in full from the various other outreach venues.

So, after all this effort and expense, only one question remains: Where does *conNECTIONS* stand now?

"I get asked that everyday," says Mike Peoni, AICP, MPO Manager/Master Planner. "Many people think nothing's happening with *conNECTIONS* because they're not hearing about it as frequently as they have in the past," Peoni explains. "That's not the case, though. Right now, while our Draft Environmental Impact Statement (DEIS) is being reviewed by federal agencies, we're conserving our resources. Once they've

signed off on the document, as they must before we can proceed, we'll be able to make it public and all the media coverage will start again."

The schedule of public involvement for *conNECTIONS*' Draft Environmental Impact Statement was included in the Special Edition and Summer 2000 issue of *teMPO*. Subsequently, it was reported that the DEIS would be made available for public review and comment in January, 2001, following review by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (EPA) (Autumn 2000 *teMPO*) who received the document in November, 2000.

"That didn't happen because the review is still underway," Peoni notes. "That doesn't mean there's a problem with anything the DEIS contains, only that the review is taking longer than any of us expected."

This delay will in no way shorten the public review and comment period. Area residents will still have 45-days during which a Public Hearing on *conNECTIONS*' DEIS will be held.

Following this process, all input and recommendations will be forwarded to the study's Policy Steering Committee for consideration. "The public review

and comment period will probably take place sometime this summer," Peoni estimates.

"We'd all like to expedite this process but, in so doing, we can't jeopardize its validity. The Policy Steering Committee will address the issue only when we're all convinced of the soundness of our findings."

In an effort to keep the public apprised, Peoni reported on *conNECTIONS*' status at the January meeting of the Citizens Advisory Committee. There meeting attendees encouraged the MPO to make the "ground rules" of review and comment known prior to the Public Forum. They also suggested ways in which the issues could be presented to encourage informed public participation, including:

- post study recommendations in high-traffic areas, such as shopping malls and other public



cont on page 6, see *conNECTIONS* 2001

## MPO PROFILE



**HARRY FOX, DIRECTOR  
SENIOR TRANSPORTATION  
PROGRAMS**

Meet Harry Fox, a transportation professional who is in it “for the long haul”. Since 1988, Harry has served as Director of The Senior Transportation Program – a CICOA (Area 8 Agency on Aging)-funded initiative housed out of the Indianapolis Senior Services Center (ISSC). In this role, Harry writes grants, trains volunteers, administrates programs and has even traveled to our nation’s capital to share his professional insights with transportation providers. The reason? “That’s simple,” he says, “Our only reason for doing what we do is to help keep people mobile, independent and involved.”

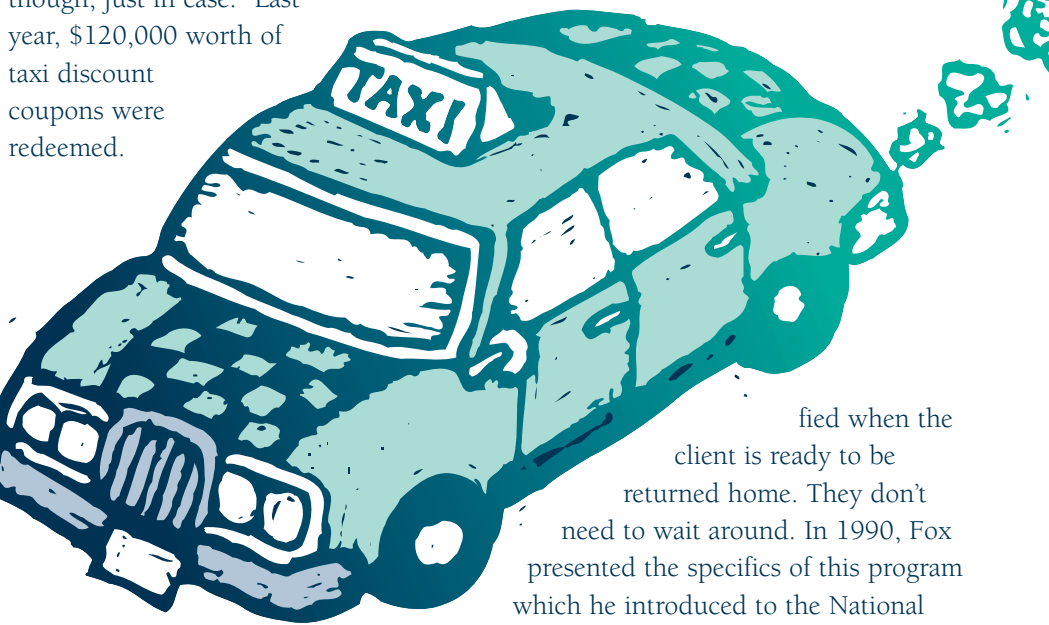
The Senior Transportation Program started in 1978 at CICOA and has been sponsored since 1988 by the ISSC whose 501 C3 status enabled federal and state funding. Today, the program serves over 2000 clients and makes between 43,000 – 44,000 passenger trips a year! The average client is female (80%), 75 or older, and lives alone. However, clients vary widely by description, situation and need. “Almost half of the people we serve belong to a minority,” Fox points out. “More than half (60%) are at or below 150% of the

poverty level. And, a quarter of them are 85 or older! The one thing all of our clients have in common is that they have trouble getting around. That’s where The Senior Transportation Program comes in, offering four different types of service to meet different mobility needs.”

These services include:

### Taxi Discount Service

Started in 1978, this program offers clients the psychological benefit of knowing they’ll be able to travel my taxi whenever necessary. It is a 24 hour, seven day a week service that uses discount coupons to expand client mobility options. People can apply for the service by mail, or come to a taxis distribution site or The Senior Transportation Program office to get discount coupons (\$30 coupon maximum, per month). “It’s all about peace-of-mind,” Fox says. “If people don’t use their coupons, we’ll even refund their contribution. It’s important that they have them on-hand, though, just in case.” Last year, \$120,000 worth of taxi discount coupons were redeemed.



### Wheelchair Transportation

This 24/7 service, started in 1980, is among the program’s most needed and over-taxed. “Unlike other Open Door transportation programs, we offer “through the door” service,” says Fox. That means that our clients are helped

in and out of their homes, saving them the discomfort of waiting outside for a ride.” Most other wheelchair transport programs are “to the curb” service. Maybe for this reason, demand far exceeds the program’s ability to provide this service. “We have a waiting list of 40 people right now, and we’re always under-funded in this area,” notes Fox. “We could use another \$80,000 right now to help the people who need us.” In 2000, Wheelchair Transportation trips totaled more than 3,300.

### Volunteer Medical Transportation

Available during normal business hours (8 AM – 5 PM, weekdays), this service is intended specifically for people who have no other way to get to their doctor appointment. Volunteer drivers pick up the client, bring them to the doctor’s office and are then able to go about their own business. Because of a voice pager provided by the program, volunteers can be noti-

fied when the client is ready to be returned home. They don’t need to wait around. In 1990, Fox presented the specifics of this program which he introduced to the National Council on Aging in Washington D.C. “It sounds so simple, but making this kind of service more responsive and convenient helps it succeed,” he explains. “It encourages both client comfort and volunteer enthusiasm.” Approximately 5,000 Volunteer Medical trips were made last year.

*cont on page 20, see MPO Profile*

## CONNECTIONS 2001

(from page 4)

locations

- make the DEIS Executive Summary available on the *conNECTIONS* web site ([www.indygov.org/connections](http://www.indygov.org/connections))
- arrange a televised “public forum” with one of the local TV stations,
- present to neighborhood associations throughout the corridor
- continue to promote the topic to the media
- prepare area residents for informed participation by distributing the most recent *conNECTIONS* Special Report (May/June 2000 *teMPO*) via direct mail or neighborhood associations.

Peoni assured the group that the MPO would implement as many of the suggestions as possible, as well as continue its traditional effort of making the DEIS document available for review at public libraries and government offices throughout the region. In addition, the MPO will promote public awareness and involvement in the review/comment period, and attendance of the public hearing, through display and classified advertising in *The Indianapolis Star* and *The Indianapolis Recorder*. “No one is more eager than I am to have *conNECTIONS*’ public review period begin,” says Peoni. “The study’s goal has always been to arrive at a locally preferred, fiscally responsible solution. That’s only possible with the active involvement of the public and elected officials.”

### 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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200 East Washington Street  
Indianapolis, IN 46204

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

### ON THE RIGHT TRACK

So, with *conNECTIONS* DEIS still in federal review, many may wonder why the three Co-chairs of *conNECTIONS*’ Policy Steering Committee are

now publicly endorsing the idea of a rail line to the airport before rail transit in the Northeast Corridor. As reported in the March 3 *Indianapolis Star*, Indianapolis Mayor Bart Peterson, State Senator Lukle Kenley (R-Noblesville) and INDOT Commissioner Cristine Klika say they are coming to believe that Indianapolis should begin light rail transit service with a

line from Downtown to Indianapolis

International Airport, rather than from Noblesville to Downtown as *conNECTIONS*’ alternatives RB-1 and RB-4 propose. “No decisions have been made, but I think there is a developing consensus that (an airport line) needs to be an important part of the (rail) discussion,” Mayor Peterson is quoted as saying.

The paper further reports that key local officials believe it (light rail

to the airport) is vital to generating the public support and federal dollars needed to build a regional system.

Even Senator Kenley, whose district in the northeast corridor where traffic problems first triggered talk of commuter train service, is quoted as saying that light rail won’t get off the drawing board without the airport connection. INDOT Commissioner Klika agrees, but warns that this late change of heart for the Co-chairs could complicate or delay an application for

federal approval unless local officials proceed cautiously.

“Certainly, nothing would ever be done without sufficient study and opportunity for public input,” Peoni notes. “Light rail to the airport is a popular idea that we’ve heard suggested many times and have examined in concept. Unfortunately, the leg from downtown to the airport doesn’t lie within the corridor we were federally funded to study, so we haven’t yet been able to evaluate this option. When we are, the public will be a part of it. Until then,” he assures, “the public will have the opportunity to review and comment on the alternatives that have been studied.”

For more information on *conNECTIONS* current status, or on the possibility of rail transit to the airport, contact Mike Peoni at 317/327-5133 or [mpeoni@indygov.org](mailto:mpeoni@indygov.org).



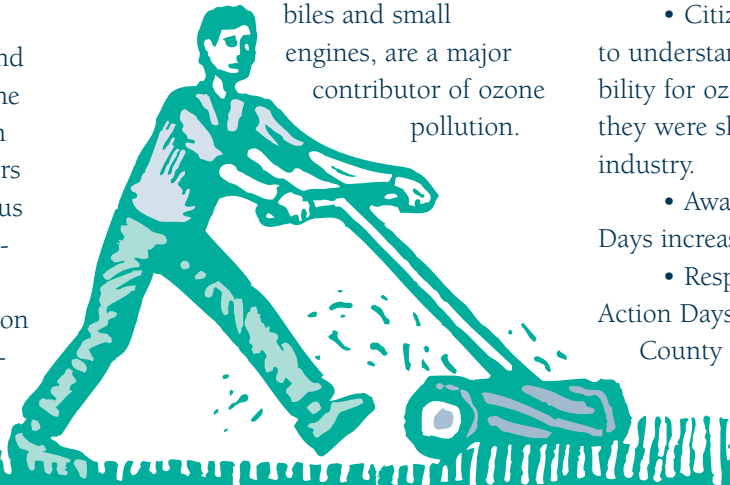
## KNOZONE PREPARES FOR SIXTH YEAR

The 2001 Ozone Awareness Campaign will kick off its season of helping to educate area residents about the regional ozone problem, and ways to help solve it, this May. Ozone — a colorless pollutant formed when the emissions of vehicles, lawnmowers and industry react in the air around us — forms only in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in the late spring and summer, presenting a serious health risk for individuals with respiratory problems. For this reason, the Ozone Awareness Program is active only from May through September.

“This is our sixth year of using the KNOZONE campaign to battle our region’s ozone pollution problem,” says Kevin Mayfield, MPO Planner. “Independent research, conducted late last year, tells us it’s a battle that we’re making progress on through increased public awareness and voluntary cooperation.”

Research conducted in 1998 by the Opinion Laboratory at Indiana University-Purdue University at Indianapolis (IUPUI) documented a significant increase in 1) the public awareness of the ozone problem, 2) the percentage of Marion County residents familiar with Nozone Action Days — days in which special voluntary measures are recommended to reduce the formation of ozone pollution throughout the region (see adjacent

box), 3) the percentage of the public who took at least one voluntary step to reduce ozone pollution, and 4) the number of respondents who recognized that individual sources, such as automobiles and small engines, are a major contributor of ozone pollution.



### NOZONE ACTION DAY ACTIVITIES

As in past years, the NOZONE symbol will appear on TV and in the newspaper this spring and summer to indicate a NOZONE Action Day — days in which special voluntary measures are recommended to reduce the formation of ozone pollution. Those wishing to help reduce the possibility of ozone pollution can do so by . . .

- filling gas tanks after 6 pm
- mowing lawns after 6 pm
- choosing in-store service rather than drive -thru lanes
- carpooling and/or combining errands to reduce car trips
- keeping cars tuned
- making short trips by bike or on-foot
- riding the bus, *and enjoying Nozone Action Day discounted fares*
- using water-based, rather than oil-based, paints and solvents
- avoiding the use of aerosols

For bus route information, call *IndyGo* at 635-3344. For information on carpooling, call the *Indianapolis Ride share Program* at 327-RIDE.

Last year, an independent research firm was hired to conduct a telephone survey among the general public. The objectives of the survey were to 1) track awareness of Knozone advertising, 2)

track behavioral changes among area residents, and 3) evaluate the program’s effect on area commuters.

Significant survey findings include:

- Citizens are gradually beginning to understand that they share responsibility for ozone problems. Previously, they were slightly more likely to blame industry.

- Awareness of Nozone Action Days increased 8% over last year.

- Responsiveness to Nozone Action Days increased 2% for Marion County but decreased 15% among commuters who drive more than 50 miles a week in Marion County.

- Postponing lawn mowing and gas purchase/usage were the most frequently changed behaviors.

- TV promotion ranks the highest in recall, followed by radio, painted buses and newspaper.

“For the first time, the Indianapolis Department of Public Works (DPW) will conduct the campaign, with support from the MPO, to better reflect the program’s implementing nature,” Mayfield said, noting that the DPW is an implementing agency while the MPO is a planning agency. “However, we expect to see program components that proved effective in the past to be updated and used again.” Such components could include:

- an interactive school kit, which is very popular with school systems in surrounding Metro area counties. In *cont on page 18, see Knozone*

## RIDESHARE/VANPOOL

(from page 1)

to SOV use. One very public effort is *conNECTIONS* – the study of Northeast Corridor Transportation. This Major Investment Study (MIS) and Draft Environmental Impact Statement (DEIS), which began in 1998, is developing locally preferred alternatives to the traffic congestion and lack-of-mobility that currently plague our region's busiest travel corridor, which stretches from Noblesville to downtown Indianapolis. The eight alternatives still under consideration include highway, bus and rail/bus transit options. The public, through a variety of outreach

1999, is The Regional Mass Transit Service (RMTS) Plan (Winter 1998 *teMPO*) which spells out a variety of transit solutions for the nine-county region. One of those proposed solutions is a Vanpool Program for Central Indiana. The Central Indiana Regional Transit Alliance (CIRTA), in conjunction with the Indianapolis MPO, is currently working on a document that describes in detail how a Vanpool Program could work in the region.

In addition IPTC/IndyGo, the public transit provider in Indianapolis/Marion County, finalized its 5-Year Implementation Plan last year (Winter 1999 and Autumn 2000 *teMPO*). IndyGo's plan emphasizes the

ment programs, and 4) enhancing its bus shelter program. But like the RMTS Plan, many of these activities do not have a dedicated funding source.

It is also important to note that Indianapolis Mayor Bart Peterson is an avid supporter of improving public transportation in Marion County. His "Peterson Plan", first posted on the internet during the 1999 mayoral campaign, includes among its recommended transportation initiatives, establishing vanpool programs, improving public transportation routes, and working with the business community to create employee incentives for public transportation use.

In addition to these traditional and/or governmental transportation organizations, a couple of different groups have formed in the region to address the limited mobility options available to area residents. One such group that has been actively involved in identifying solutions is the Central Indiana Regional Citizens League (CIRCL), which made quality-of-life issues in Central Indiana, as impacted by current and future traffic congestion and vehicle-base pollution, the subject of its Central Indiana Transportation and Land Use Vision Plan. This plan, under the direction of CIRCL's 60-member steering committee and input from more than 20 months of citizens forums, investigated cost-effective, environmentally-sound land use and transportation strategies for possible incorporation into local and region-wide planning. For more information on the Vision Pan, or to request your own free, interactive CD-ROM, call CIRCL, toll-free, at 877-55-CIRCL.

"The reasons that justified these past recommendations still exist," points out Elizabeth Johnson, Intergovernmental Relations Manager of  
*cont on page 10, see Rideshare/Vanpool*



initiatives including meetings, news coverage, web sites, toll-free numbers and surveys, have indicated that they believe improving transit options and personal mobility is critical to both their individual futures and to that of the region. Through the outreach initiatives of this study, many people have recognized that we can no longer continue to build ourselves out of congestion.

Another initiative, completed in

need to address regional mobility, not just by providing conventional public transit service, but also by offering a variety of options, including rideshare matching services, and car and van pools. Significant recommended improvements in the first year of IndyGo's plan include 1) enhancing transit routes, 2) implementing an Automatic Vehicle Location (AVL) System, 3) expanding image develop-

# IRONS IN THE FIRE

## Special Neighborhood Study

This study, intended to evaluate ways of improving the livability of existing neighborhoods by considering the costs and benefits of retrofitting them with sidewalks, bicycle paths and transit facilities, has progressed to the assessment phase. Since January, oversight committees have been selected and have met twice to assess existing characteristics of the Glendale neighborhood as a first step to developing a list of preferred improvement projects. "Although Glendale was chosen for the study, we're focussing on improvement recommendations that could be utilized in all established neighborhoods," says Stephanie Belch,

MPO Senior Planner and planner-in-charge of the study which is scheduled for completion by year's end. For more information, contact her at 317/327-5136 or [sbelch@indygov.org](mailto:sbelch@indygov.org) or watch for an in-depth article on this study in the next issue of *teMPO*, due May 25th.

### Census Impacts

About a year ago, every household received a Census form on or before March 31st. Five-sixths of all households received the short form, consisting of seven basic questions. The remaining one-sixth of households, selected at random, received the 53-question long form, which dealt with a greater variety of requested information, including transportation-related topics. Responses were due back by April 17th, 2000. Those who didn't respond, received an in-person visit from a Census Enumerator – all in the interest of getting an accurate count.

"Accuracy is crucial to the many planning efforts that depend on Census data," says Andy Swenson, Principal Planner - Information Resources and Policy Analysis with the City of Indianapolis who served as primary liaison to the U.S. Bureau of the Census. "And Census 2000 has been our most accurate count ever."

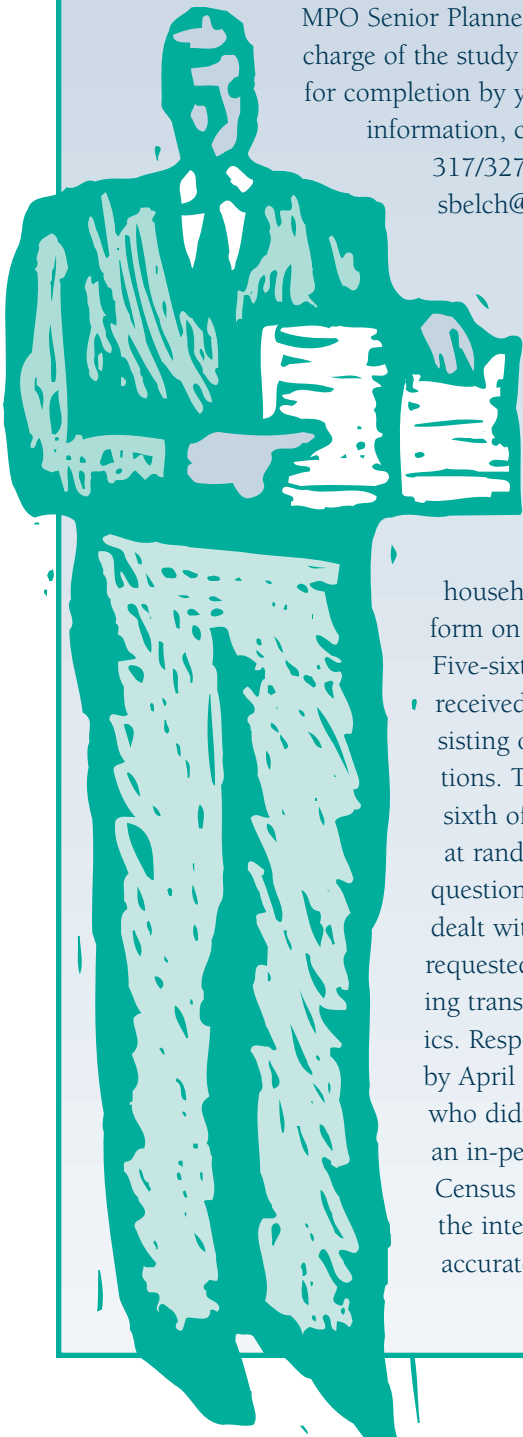
One such planning effort concerns redistricting. On March 9, 2001, the Census Bureau released redistricting data for Indiana. This set of data, which provides total population and voting age population (18 and up) by race and Hispanic ethnicity, offers some surprising initial findings.

In 1999, the Census Bureau had estimated Marion County's population at 810,000. The Census 2000 population count for Marion County was 860,454, an increase of 7.94 percent over Census 1990 figures. In addition, the Hispanic population has risen to an unexpected degree, from 8,450 in 1990 to 33,290 in 2000. That's an increase of 294%, meaning that there were 4 times as many Marion County residents who identified themselves as Hispanic in 2000 as there were in 1990! The chart below shows total population trends in Marion County by township.

TOWNSHIP	POP 1990	POP 2001	Change	% Change
CENTER	182,140	167,055	-15,085	-8.28
DECATUR	21,092	24,726	3,634	17.23
FRANKLIN	21,458	32,080	10,622	49.50
LAWRENCE	94,548	111,961	17,413	18.42
PERRY	85,060	92,838	7,778	9.14
PIKE	45,204	71,465	26,261	58.09
WARREN	87,989	93,941	5,952	6.76
WASHINGTON	133,969	132,927	-1,042	-0.78
WAYNE	125,699	133,461	7,762	6.18
	<b>797,159</b>	<b>860,454</b>	<b>63,295</b>	<b>7.94</b>

"We rely on basic Census population data to address current, and anticipate future, needs," says Sweson Yang, AICP, MPO Chief Transportation Planner. "We use this data to secure federal appropriations, allocate transportation investments, develop accurate travel forecasts, and calibrate transportation simulation models, like the one used in *conNECTIONS*."

Additional housing data will be released in May, 2001 and will be reported in future issues of *teMPO*. The release of travel-specific data is anticipated in mid-2002. For more information on Census 2000, or its impacts on our regional transportation process, contact Andy Swenson at 317/327-5132 ([aswenson@indygov.org](mailto:aswenson@indygov.org)) or Sweson Yang at 317/327-5137 ([syang@indygov.org](mailto:syang@indygov.org)).



## RIDESHARE/VANPOOL

(from page 8)

IndyGo. “And now, there’s even more evidence that we need to develop transportation strategies to counteract new causes of congestion including dramatic population growth and INDOT’s scheduled construction along I-465, I-70 and I-65 (Editor’s Note: The region’s interstate highways account for only 3% of our transportation system’s roadway surface, but carry approximately 40% of area traffic. Any reduction in their service capacity dramatically impacts the area’s traffic flow.).

### PROGRAM REASONS, AND CONGESTION, MOUNT

In addition to the decade of congestion-inducing construction projects planned along some of the area’s busiest interstates, current air quality is an issue. According to Clear Air Act 9 (see related story, page 7), Indianapolis/Marion County is designated as a “maintenance area” for the ozone pollution. It is anticipated by area planners that Madison, Hamilton, Hancock, Johnson and Morgan

Counties will soon share this designation. Reducing single occupant vehicle (SOV) trips would help reduce the region’s long-term congestion problem, as well as minimize the short-term congestion increases anticipated during interstate construction. In addition, Rideshare and Vanpool Programs would also address present and future concerns regarding air quality.

Though compelling, the “negatives” of pollution and construction interruptions aren’t the best reasons to consider sharing the ride. That honor belongs to a “positive”: growth.

The Indianapolis region is experiencing impressive population growth, which in turn has increased the number of vehicle miles traveled by commuters. Specifically, four counties surrounding Marion County have experienced high rates of population growth since the 1990 Census; this includes Hamilton County, which has been the fastest growing county in the 5-state region (Indiana, Illinois, Michigan, Ohio and Kentucky), and the 27th fastest in the nation. The following table shows the growth rates of 4 counties in the Indianapolis region as of July 1, 1999 (Source: Indiana Business Research Center).

County	Population Growth
Hamilton	58%
Hendricks	30.5%
Johnson	27.9%
Hancock	22%

Another important measure to consider is the number of work trips that originate outside of Marion County. The following table shows the percentage of the workforce from each of the nine counties that make up the Indianapolis Metropolitan Planning Area (MPA) that works outside its counties of residence. The Percent of Workforce working in

Marion County (2nd column) is taken from the Regional Mass Transit Service Plan (source: 1990 Census and Parsons Brinckerhoff). Similar to that demographic is the percentage of the workforce that works outside its county of



residence (not necessarily Marion County) and is shown in the 3rd column.

County	Percent of Workforce working in Marion County	Percent of Workforce working outside County of Residence
Boone	39%	54%
Hamilton	46%	55%
Madison	10%	23%
Hancock	53%	63%
Shelby	27%	39%
Johnson	50%	56%
Morgan	45%	58%
Hendricks	57%	64%
Marion	73%	8%

(Source: 1990 Census)

“These numbers show that opportunities exist to target commuters and employers outside of Marion County to jump start effective Ridesharing and Vanpooling Programs,” Belch says.

### PROGRAM SPECIFICS

Simply stated, the purpose of the program is to promote mobility options, reduce congestion, and reduce mobile source

cont on page 11, see Rideshare/Vanpool

## RIDESHARE/VANPOOL

(from page 10)

emissions in the Central Indiana region. IPTC/IndyGo, INDOT and the MPO, along with its various transportation planning partners, are working together to achieve what many plans,

studies, and public comments

have indicated in the last

few years; That travel

demand strategies

must be devel-

oped to

address our transportation problems.

This

effort, funded through the

Congestion

Mitigation/Air

Quality program,

consists of establishing

Rideshare and Vanpool

Programs that will be man-

aged by IPTC/IndyGo. Program components will include 1) new computer ride-matching software, 2) a guaranteed ride home program (often seen as a barrier to successful rideshare programs), 3) a vanpool program, and 4) a marketing campaign. Capital funding (purchase of 15-passenger vans) for a Vanpool Program will complement the Rideshare Program. Vanpools can be formed from the enhanced Rideshare

Program, from special marketing to employers and/or transportation corridors (such as I-69 to downtown Indianapolis), and from existing programs like the recently established Indiana Government Center Employee's Carpooling Program.

"These programs are intended to build the "infrastructure" for a longer term Travel Demand Management strategy," Johnson explains. "With a strong marketing campaign and rideshare database in place, other facilities such as park and ride lots and express transit routes can be added to what this program creates." It should also be noted that INDOT has formed an Oversight Committee, Chaired by INDOT's Chief of Environment, Planning and Engineering Division Janice Osadczuk, to meet regularly during the upcoming major interstate construction projects. This Committee will include INDOT, IndyGo, and MPO personnel and will attempt to anticipate and mitigate the traffic congestion caused by lane closures on specific construction corridors.

The programs, as described, have been approved for funding for three years to determine if they are effective in alleviating congestion, reducing ozone pollutants and improving mobility. Proposed first year costs are as follows:



Rideshare Data Base Development	\$40,000
Vehicle (van) purchase/lease	\$150,000
Development/Implementation of Guaranteed Ride Home Program	\$50,000
Promotional activities/materials	\$200,000
Web site creation/maintenance	\$15,000
Contract for annual evaluation of program performance	\$50,000
Project Management	\$75,000
Overhead/Administrative Costs	\$45,000
<b>Total Estimated First Year Costs</b>	<b>\$625,000</b>

- The Guaranteed Ride Home Program will be put into place to assure that participants in the Transportation Demand Management Program will have a ride home in emergency situations.

- The contract for an annual evaluation of the program (as described above) will be awarded to an independent organization that will perform an objective evaluation of the program based on criteria that will be developed by a local oversight committee.

Second year costs include all first year costs, plus:

Annual Operating Expense	\$645,000
(assumes 3% increase over first year)	
Additional Vehicle (van) purchase/lease	\$150,000
Advanced Promotions	\$400,000
(TV commercials)	
Develop/Implement ITS applications	\$55,000
<b>Total Estimated Second Year Costs</b>	<b>\$981,000*</b>

\*Total reflects adjustment in INDOT's share of funding from \$2.3 million to \$1.75 million. (Line items do not total \$981,000)

cont on page 12, see Rideshare/Vanpool



## RIDESHARE/VANPOOL

(from page 11)

- ITS applications refer to a statewide initiative that is currently underway to develop an architecture for the wide-spread deployment of transportation monitoring and enhancement technology. There are a number of potential applications for the Transportation Demand Management Program that can be developed and implemented to enhance the programs' overall effectiveness.

- Advanced Promotions (TV Commercials) will build on Year 1's accomplishments by reaching a much wider audience through television. A marketing tool that could be used is the construction along the I-465 and I-70 corridor scheduled to begin this spring; by Year 2, the region will have felt the affect of the construction on their commutes and other trips, and may be more willing to look at alternatives to their SOV. This would help INDOT from a public relations perspective as well as signal to our planning partners (especially the federal government) that the state DOT is looking at alternatives to traditional highway travel.

Third year costs include all second year costs, plus:

Annual Operating Expense (assumes 3% increase over second year)	\$1,288,000
Additional Staff	\$90,000
Additional Vehicle (van) purchase/lease	\$197,000
Additional Advanced Promotions	\$300,000
<b>Total Estimated Third Year Costs</b>	<b>\$1,456,500*</b>

\*Total reflects adjustment in INDOT's share of funding from \$2.3 million to \$1.75 million. (Line items do not total \$1,456,500)

- It is assumed that, by the third year of the program, it will have grown to a size that will warrant additional staff.

Overall program costs for the three-year period are:

Year	Total Cost	CMAQ (State)	CMAQ (MPO)	Local Match (IPTC)
2001	\$625,000	\$0	\$500,000	\$125,000
2002	\$981,000	\$684,800	\$100,000	\$196,200
2003	\$1,456,500	\$1,065,200	\$100,000	\$291,300
<b>Total</b>	<b>\$3,062,500</b>	<b>\$1,750,000</b>	<b>\$700,000</b>	<b>\$612,500</b>

"When you consider how many regional needs Rideshare and Vanpool Programs address, and how many independent sources have recommended their development, I don't think the legitimacy of this investment can be questioned," Johnson says. "They address long term air quality and mobility issues for our region and give us maximum 'bang for our buck'." Belch agrees. "This has made a lot of sense to a lot of people for a long time," she notes. "When INDOT's repaving projects begin, people will wonder why we didn't institute this program years ago."

For more information on the Rideshare and Vanpool program, contact Stephanie Belch at 317/327-5136 (sbelch@indygov.org) or Elizabeth Johnson of IPTC/IndyGo at 317/614-9216 (ejohnson@indygo.net).



## Q & A

(from page 2)

description of the IRTIP, see the Winter 2000 *teMPO*.

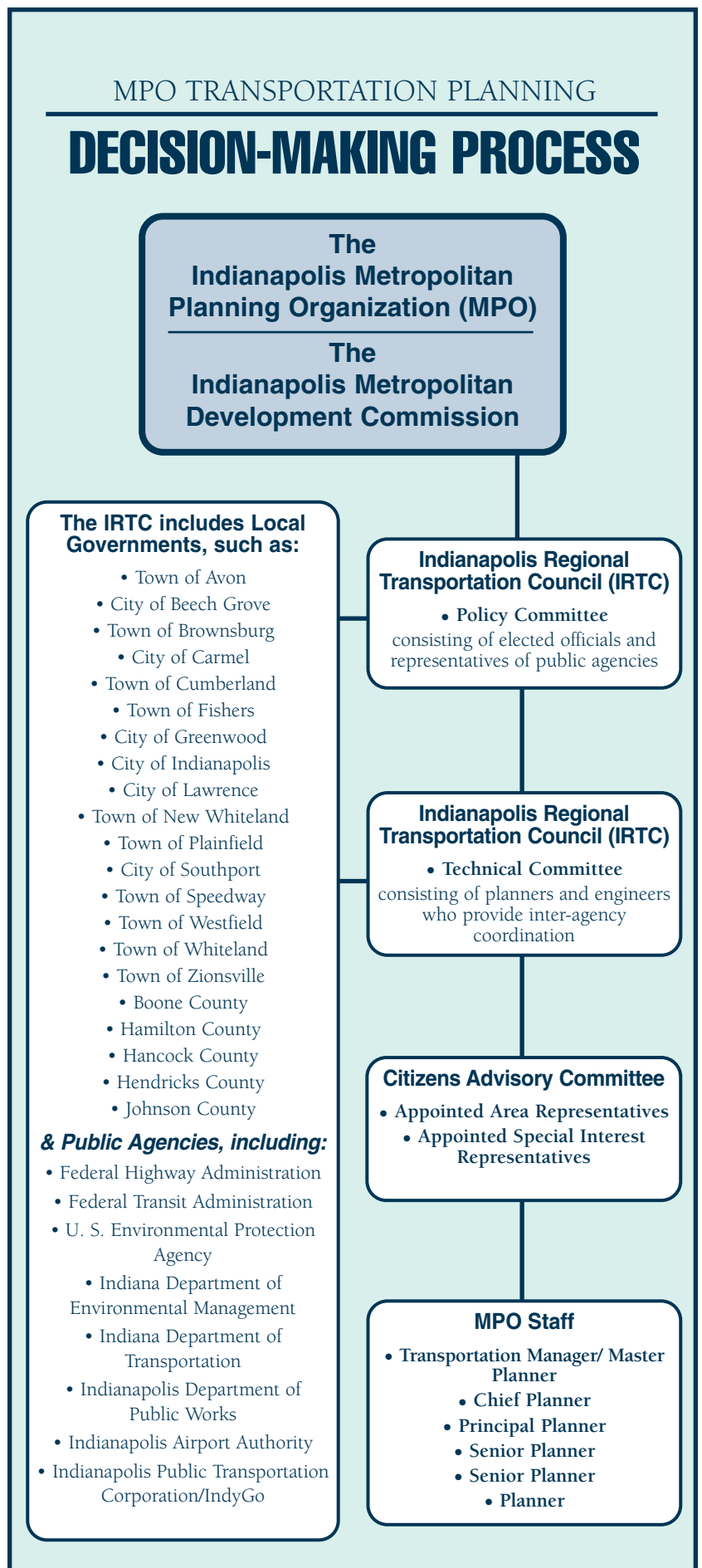
The other acronyms you list are some of the planning partners with whom we work. Most of these, including INDOT, DCAM, DPW, are implementing agencies and are, in this way, distinguishable from the MPO. Others include the City of Carmel, the Hamilton County Highway Department and IPTC/IndyGo. Again, we're a *planning* agency, representing the transportation interests of the entire region. Most of our planning partners are *implementing* agencies, representing the interests of their own jurisdiction. Working with them, we plan regional transportation system improvements. As implementing agencies, they *implement* improvements that are supported by the Indianapolis Regional Transportation Plan and programmed for use of federal funds in the Indianapolis Regional Transportation Improvement Program (IRTIP).

Another distinction that can be made among committees is their role in the transportation planning process. For example, the Indianapolis Regional Transportation Council (IRTC) is a NOT an implementing agency, but is very active in the planning process. In fact, the IRTC, consisting of a Policy (elected officials) and Technical committee (engineers & planners) are really the decision-makers of the process, not the MPO. Our job is to provide them with enough appropriate information upon which to base their decisions, including our recommendation and public input from the Citizens Advisory Committee (CAC) meetings.

The IRTC considers all input and decides whether or not to endorse the MPO's recommendation. It then passes its decision on to the Metropolitan Development Commission (MDC) for final approval. To date, the MDC has never contradicted the IRTC.

Other groups you mention may not have official planning, decision-making or implementing status within the transportation planning process, but can still be valued among the MPO's planning partners. These include not-for-profit organizations, such as the Central Indiana Regional Citizens League (CIRCL) with whom the MPO has collaborated on several initiatives including last year's Regional Transportation Public Forum and the Regional Planning Guide currently in the works; and the Central Indiana Regional Transit Alliance (CIRTA) which conducted the recent Mass Transit Service Study and upon which the MPO sits.

I know it can be confusing, but use the decision-making chart shown here to help keep it all straight. And, remember, your first, best contact for transportation-planning related issues is the MPO.



## AIRPORT DEPLOYMENT

(from page 1)

- to recommend improvements to the freight transportation system that will make Indianapolis businesses more competitive in global markets;

- to suggest a priority list of projects for inclusion or rescheduling in the Indianapolis Transportation Improvement Program (IRTIP) and Regional Transportation Plan; and,

- to identify steps to establish an effective intermodal freight planning process.

only part of our freight handling system, it is unique among intermodal transportation development areas,” Yang explains. “The area employs more than 10,000 and is one of the Indianapolis MPA’s largest employment centers.”

Between 1990 and 1997, more than 5,000 jobs were created and more than \$1.4 billion was invested in new business in the airport vicinity. Over the next 20 years, it is estimated that nearly \$2 billion in public and private investments will be made at the airport and its surrounding vicinity, generating approximately 16,000 more jobs.

In addition,

Development Area was named a “freight priority Zone” and was recommended for several high-priority improvement projects, including the improvement of Six Points Road from the new interchange north of I-74, and the realignment/widening of I-70 from Six Points Road to the I-465 interchange in a way that permits airport taxi aprons to the airport property south of I-70 – an important consideration in the proposed Federal Express facility expansion. Also, for these reasons, the Intermodal Freight System Plan recommended undertaking the Airport Deployment

Study to:

- promote the Indianapolis Airport area as an intermodal transportation district with value-added services and world-class infrastructure
- prepare intermodal freight transportation strategies for the airport area that 1) prioritize infrastructure projects for funding and improvement and 2) define complementary

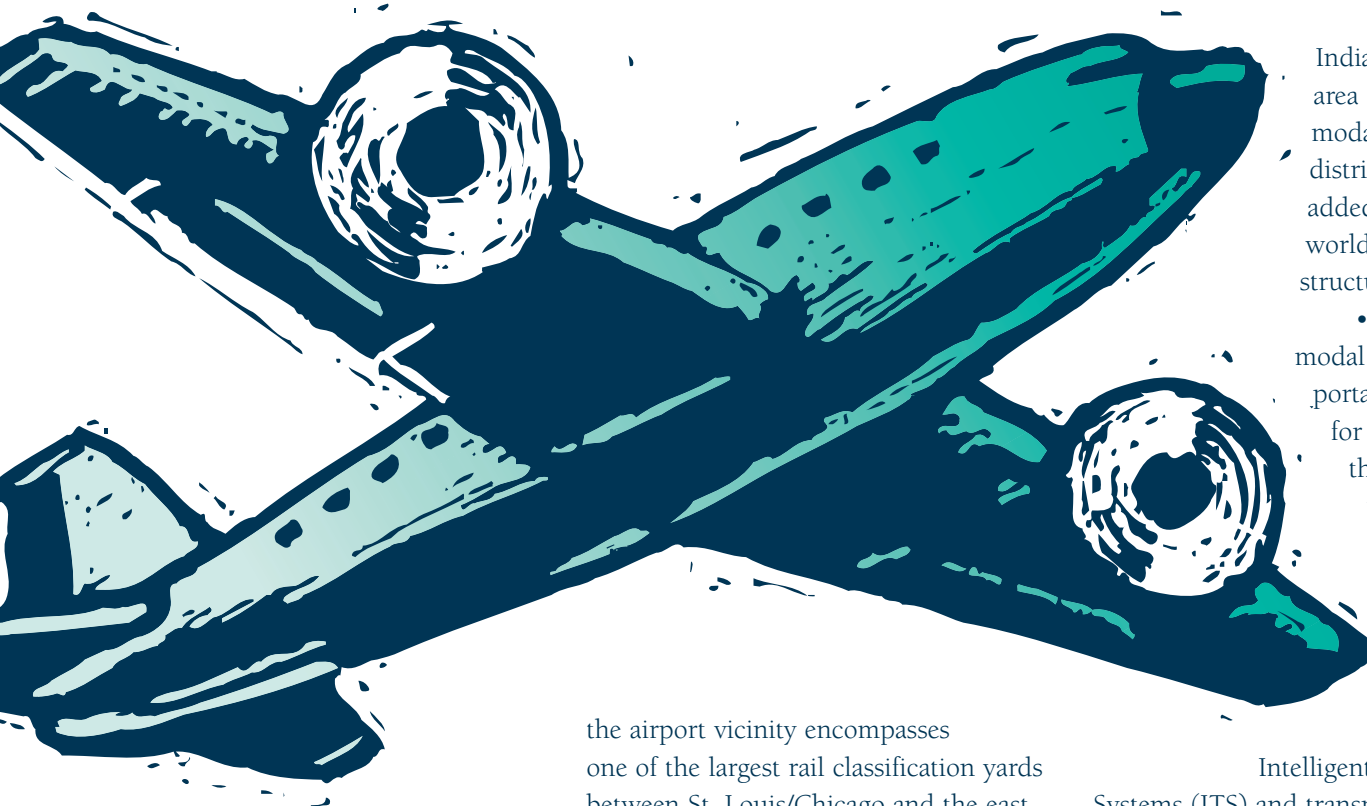
Intelligent Transportation

Systems (ITS) and transportation management initiatives, and...

- coordinate airport-area investment among public and private stakeholders.

“The study team assessed current conditions and found that the shipping resources in the Indianapolis International Airport and CSX-Avon Yard vicinity are extensive,” Yang noted. “However, there are growing congestion and access problems. The team’s assessment was followed with the development of a list of improvement alterna-

*cont on page 16, see Airport Deployment*



To achieve these goals, in 1998 the plan recommended focusing on the unique concentration of resources in the vicinity of the Indianapolis International Airport and the CSX Avon Yard to further define the area’s implementation strategies. The Airport Deployment Study is a follow-up to the original plan study and helps to better define opportunities for increasing the region’s freight handling capabilities and increasing capacities around the airport.

“Though the airport vicinity is

the airport vicinity encompasses one of the largest rail classification yards between St. Louis/Chicago and the east coast, one of the largest package freight airport hubs in the U. S. and the junction of several major interstate highways, including I-70, I-65, I-74, and I-69. These facilities, together with major freight transportation providers including Federal Express, CSX Railroad and multiple large trucking and warehouse distribution activities, make this area a key location for logistics-dependent businesses wanting to reach regional, national and international markets.

For these reasons, the Airport

The Airport Deployment Study team used the following key freight and logistical trend information to development its list of preferred strategies:

### **From national to global markets**

Increasing domestic, NAFTA and global trade, the out-sourcing of shipping services for comparative economic advantage and the emergence of global trade blocs and city-state trade areas all suggest that there will be an increased need for shipping services in the region's future. These trends suggest an increase in freight traffic and congestion along trade corridors and at ports, airports and border crossings. Also, there are likely to be changes in the location of high volume lanes and economies of scale for freight carriers, as well as greater demand for global

trade infra- and info-structure. So, Indianapolis is well positioned to grow as a major interior "pass through" city.

### **From a manufacturing to a service economy**

Manufacturing employment is declining, while production is on the rise. Employment growth is seen in service, information and high-tech industries, including e-commerce and e-business. These trends suggest there will be more small shipments of light, high-value freight moving longer distances in the future. There will be greater demand for shipping reliability and speed and for package and air freight services. Carrier consolidation may also be required to drive down the cost of operating high-value transport services.

### **From "push" to "pull" logistics systems**

Here there is a customer-driven shift toward specialized products and services, manufacture-to-order goods and

time-definite delivery. This means that, in the future, manufacturers will operate with lower inventory levels and less slack production capacity, creating greater dependence on transport services. Also, there will need to be closer integration and coordination of shippers' and carriers' operations and greater demand for reliable, flexible, responsive and economical door-to-door freight services.

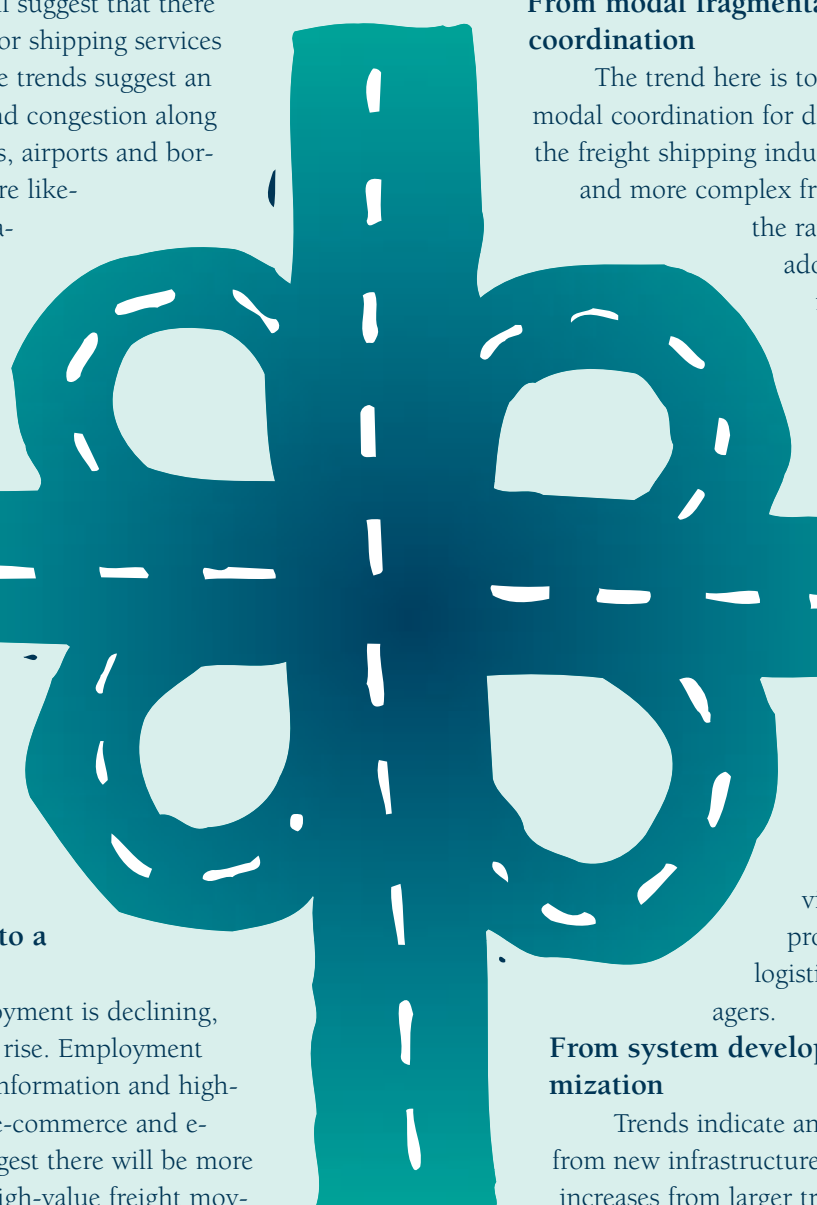
### **From modal fragmentation to cross-modal coordination**

The trend here is toward increasing cross-modal coordination for door-to-door service. For the freight shipping industry, this means better and more complex freight services will rely on the rapid development and adoption of emerging technologies to trace shipments and manage vehicles. Also, there will probably be an

increase in carrier concentration and consolidation among high-service, low-cost transport providers and value-added logistics and information managers.

### **From system development to system optimization**

Trends indicate an increase "spot capacity" from new infrastructure projects, limited capacity increases from larger trucks, trains and planes and significant increases in operational capacity from information technology (IT)-enabled freight transportation systems. These trends suggest the importance of investing in operations research techniques for shippers in the future as well as the high expectations the industry has for IT in scheduling, routing, dispatching, highway and traffic management, shipment tracing and stowage and terminal management.



## AIRPORT DEPLOYMENT

(from page 14)

tives which were then pared down to preferred strategies using key freight and logistical trend information (see side bar, page 15).

### PROPOSED STRATEGIES

The following strategies have been proposed by the Airport Deployment Study team:

The Airport Deployment Study team used a 5-prong framework to help guide strategy development under the headings of 1) Economic Development, 2) Logistics Patterns and Modal Options, 3) Operations, 4) Infrastructure, and 5) Policy & Organization. This framework yielded the following proposed strategies.:

#### Economic Development

- Focus Workforce Training And Recruitment Efforts
  - cooperative programs with universities and technical colleges
  - coordination with state and local workforce development and training programs.
- Expand Employee Transportation-To-Work Options
  - worker shuttles
  - transit and bus service (coordinate with regional study)
- Develop Coordinated Plan For

#### Land Use

- develop through on-going agency/industry cooperation
- coordinate with Central Indiana "visioning" effort

- Target Economic Development Efforts
  - Nurture, grow and attract businesses that gain competitive advantage in this district

- coordinate with Indianapolis Regional Economic Development Partnership

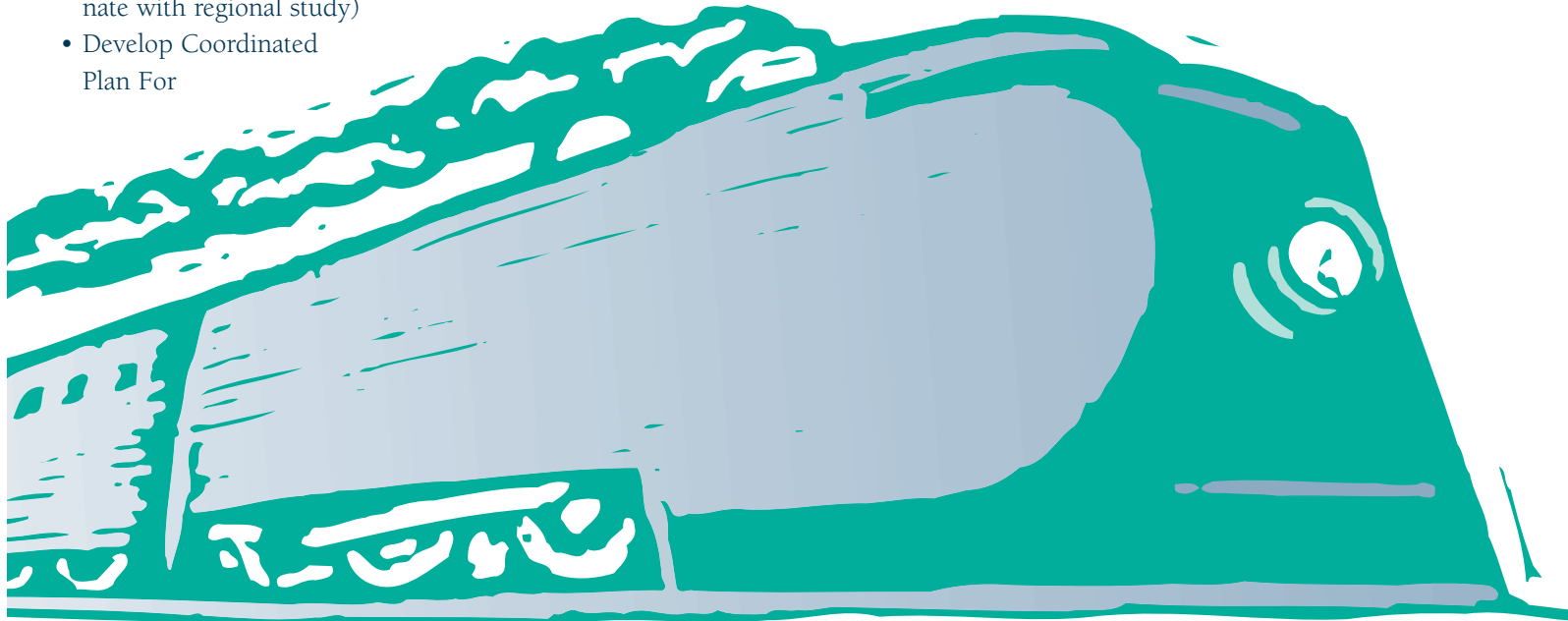
#### Logistics Patterns and Modal Options

- Expand Rail/Truck Intermodal Options (near-term)
  - focus on eastbound traffic to maintain/grow intermodal
  - market direct marketing for Avon Yard district to attract intermodal rail clients
  - use policy/financial incentives to encourage shippers to use rail, and encourage CSX to focus more on its Indianapolis market
  - practice on-going freight rail advocacy (maintain potential rights-of-way, encourage competition)
  - conduct terminal study for Avon Yard to explore specific markets and services, and like-

ly effects of current trends on future needs

- Expand Rail/Truck Intermodal Options (long-term)
  - promote increased competition as North American rail system evolves in future mergers
  - increase number of class 1 carriers serving the Indianapolis market
  - support grants of trackage rights to competing carriers
  - explore need for expanded regional intermodal capacity to meet post-merger volumes
- Explore Rail/Air Intermodal Options
  - potential for small package movements by Amtrak
  - Midwest high speed rail corridor could enable competitive rail service and further expand delivery options
- Achieve a better balance of freight flows--aggregate freight movements into larger shipments, especially for rail as do the shippers councils in the Columbus, Ohio
  - attract private e-logistics firm or other automated clearinghouse system provider, such as [www.getloaded.com](http://www.getloaded.com) or the Planned Maine Department of Transportation site.

*cont on page 17, see Airport Deployment*



## AIRPORT DEPLOYMENT

(from page 16)

- Improve Processing Of International Freight
  - prepare for potential I-69 corridor extension to Mexico
  - expand U.S. customs and related support services
  - expand foreign trade zone designation
  - provide information to facilitate international shipments, as Tradeport of Columbus, Ohio does
  - explore potential for shifting trade processing functions from international border crossings to Indianapolis, as is done at the Kansas City International Trade Processing Center

### Operations (near-term)

- assign law enforcement personnel to manage traffic at airport entrance
- use INDOT portable message signs for dynamic traffic control

### Operations (long-term)

- coordinate with on-going regional Intelligent Transportation Systems (ITS) deployment efforts (such as INDOT)
  - Regional Advanced Traffic Management System (ATMS)
  - Regional Advanced Traveler Information System (ATIS)
- investigate additional airport area specific ITS systems
  - airport area corridor management systems
  - airport area Incident Management (IM) plan/program
  - Highway Rail Intersection (HRI) monitoring
- integrate airport-area ITS operations with regional system
  - incorporate airport-area considerations and systems into regional Traffic Management Center (TMC), or
  - establish separate TMC for airport, with communication links to regional TMC

### Operations – Freight Specific (near-term)

- upgrade fixed signage along established truck routes

### Operations – Freight Specific (long-term)

- upgrade public sector system, including roadside inspection, enforcement, virtual weigh stations, electronic permitting and clearance system as part of statewide CVO plan
- upgrade private sector systems, including trucking

*cont on page 18, see Airport Deployment*



## AIRPORT DEPLOYMENT

(from page 17)

compute-aided dispatch (CAD), and automated gate systems at airport/Avon Yard

### Infrastructure

- Midfield terminal project
  - relocation of airport entrance
  - I-70 realignment
  - Separation of major passenger and freight destinations
- major infrastructure projects
  - new highway corridors
  - existing highway widenings
- "Spot" infrastructure improvements
  - intersection geometrics (tight curves, height restrictions)
  - turning lanes

### Policy and Organization

- strengthen organization structure
  - establish private/public freight stakeholders committee within Indianapolis MPO to advise the Regional Transportation Council on freight-related issues



- establish interagency commission to develop and advocate freight improvement plans, market freight transportation services, and attract business/manufacturing interests

- identify zonal funding strategies; prepare for TEA-21 reauthorization
  - IRTIP/federal-aid highway funding, including STP, CMAQ, NHS Intermodal Connectors
  - special federal funding sources, including TEA-21 borders and corridors program and U.S. Department of Treasury grants (customs facilities)
  - bonding
  - tax increment financing
  - public/private partnerships

"These strategies are intended to achieve stated study goals and to sustain/expand the area's current shipping performance," says John Kaliski of Cambridge Systematics, the consultants helping to conduct the study. In 1997, the airport vicinity shipped \$97 billion in inbound and outbound goods — an increase of \$14 billion in just four years! In addition, air freight shipments were

found to be more likely to contain high-value goods. "Though trucking is still the region's dominant freight shipping mode, other modes offer unique business advantages," says Kaliski. "For example, parcel/mail handles a high percentage of value goods, while rail and air offer long-distance shipping advantages, such as economy and speed."

Yang agrees. "Every type of freight handling should play a part in our region's future economic health," he says. "Our role in tomorrow's global economy, and the employment and quality-of-life that comes with it, depends on our ability to handle freight efficiently, economically and through a variety of modes. That's why it's everyone's business how we plan to prepare for this role."

For more information on the Airport Deployment Study, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or John Kaliski at 617/354-0167 (jgk@camsys.com). Or, to express your opinion of the proposed strategies, use the Strategy Assessment form found on page 19.

## KNOZONE (from page 7)

1999, more than 20,000 were distributed to third graders in IPS, township school districts, and surrounding counties topping 1998's distribution total of 12,500.

- an interactive web site featuring opportunities to register for "Nozone Action Day" notification and to post your own questions at [www.knozone.com](http://www.knozone.com)

- a toll-free information line at 1-888-JDA-KNOW

- on-going radio and television ads, sponsored by Cinergy Corporation

- educational brochures and newspaper advertising underwritten by Cinergy as well as other local corporate citizens interested in ensuring the continued growth of ozone pollution awareness.

Again, nearly 200 members of the Indianapolis Chamber of Commerce will join the DPW in participating in the KNOZONE program and spreading awareness of

ozone pollution. "Defining the problem and empowering people to help solve it is what the KNOZONE Campaign is all about," explains Mayfield. For more information on the Ozone Awareness Program, contact Kevin Mayfield at 327-3135 (kmayfiel@indygov.org) or Rick Martin of the DPW at 317/327-2269 or (rmartin@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:

<b>STEPHANIE BELCH • SENIOR PLANNER</b>	<b>317/327-5136</b>
<b>STEVE CUNNINGHAM • SENIOR PLANNER</b>	<b>317/327-5403</b>
<b>MIKE DEARING • PRINCIPAL PLANNER</b>	<b>317/327-5139</b>
<b>KEVIN MAYFIELD • PLANNER</b>	<b>317/327-5135</b>
<b>MICHAEL PEONI, AICP • MANAGER/MASTER PLANNER</b>	<b>317/327-5133</b>
<b>SWESON YANG, AICP • CHIEF TRANSPORTATION PLANNER</b>	<b>317/327-5137</b>

For more information on our regional transportation planning process, visit the MPO web site at [www.indygov.org/indympo](http://www.indygov.org/indympo).

# STRATEGY ASSESSMENT

Please rate each strategy based on how important you feel it is to regional growth, and how effective you believe it would be in the Indianapolis area.

STRATEGY	Importance					Effectiveness				
	(5 = most important/effective)									
	1	2	3	4	5	1	2	3	4	5
<b>Economic Development</b>										
Focus workforce training and recruitment efforts										
Expand employee transportation to work options										
Develop coordinated plan for land use										
Target economic development efforts										
<b>Logistics Patterns and Modal Options</b>										
Expand eastbound rail/truck intermodal traffic										
Conduct intermodal rail terminal study										
Promote increased rail competition										
Explore potential for small package movement by Amtrak										
Aggregate freight movement into larger shipments (especially rail)										
Attract automated load information clearinghouse provider										
Expand U.S. Customs and other international freight support services										
Expand Foreign Trade Zone designation										
Develop international trade information clearinghouse										
Explore potential for shifting trade processing functions from international border crossings										
<b>Operations</b>										
Assign law enforcement personnel to manage traffic at airport entrance										
Use portable message signs for dynamic traffic control										
Coordinate with ongoing regional ITS deployment efforts Investigate additional Airport area specific ITS systems (corridor management, incident management, highway/rail intersection monitoring)										
Integrate Airport area ITS operations with regional traffic management center										
Upgrade fixed signage along established truck routes										
Streamline roadside truck inspection and enforcement processes										
Enable electronic truck permitting and clearance										
Deploy automated gate systems at Airport/Avon Yard										
<b>Organization/Policy</b>										
Establish public/private freight stakeholders committee										
Establish interagency airport area freight commission										

Please return a copy to: Sweson Yang,  
 Metropolitan Planning Organization, 1841 City-County Building, 200 East Washington Street, Indianapolis, IN 46204-3310  
 or fax: 317/327-5103.

## MPO PROFILE *(from page 5)*

### Shopping Shuttle Service

Started in 1993, this popular program now serves 18 different living complexes with once-a-week, round trip service to grocery stores and shopping malls. “Most people take the ability to run these types of errands for granted,” Fox says. “But our clients really value being able to take care of themselves in this way.” Plans are in the works to expand Shopping Shuttle Service into the Fountain Square area through Good Shepherd, Sacred Heart and St. Patrick’s Catholic Churches, and Fox hopes to soon involve some Lawrence Township senior centers and apartment communities.

When asked what his biggest challenge is in administering these service, Fox responds with one word: volunteers. “They are the life blood of our

service,” he says. “and we do everything we can to encourage their continuing commitment.” As proof, Fox points out that seven of his 30 current volunteers will receive their 10-year service award in 2001 or 2002 – a long time for many who start their volunteer service after they retire. “I want people to know that our drivers can pick their own days and times, that we reimburse for mileage, and that we provide secondary auto insurance for them up to \$1,000,000,” Fox explains. “We appreciate their help, and we show it.”

All Senior Transportation Program services are operated as entitle-

ment programs. To qualify for service, clients need only be 60 years of age or older and live within Marion County. For more service information, or to apply as a client or volunteer, contact Harry Fox at 317/263-6281 or starsirus1@aol.com, or visit The Senior Transportation Program web site at [www.seniortransportation.org](http://www.seniortransportation.org).



### Metropolitan Planning Organization

1841 City-County Building  
200 East Washington Street  
Indianapolis, IN 46204-3310