

# teMPO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

WINTER 2003

VOLUME SEVEN

ISSUE ONE

## SEASONAL ISSUES

There's a lot to talk about in the new *teMPO*, including our new numbering system. Previously published issues of the official newsletter of the regional transportation planning process have routinely assigned the winter issue to the *preceding* year, even though only 10 days of the season belong there. The reason for this discrepancy is simple; *teMPO* started publication in spring so winter just *felt* like the end of a year, even though our winter issues have always been published in January or February of the following year. This has always made us look late to press, even though our release date hits mid-season.

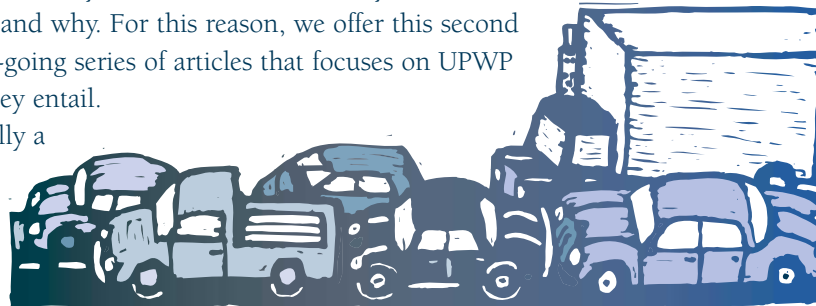
With this issue, we correct the anomaly. Now *teMPO* will be published *cont on page 3, see Seasonal Issues*

## CMS UPDATE

Among the many projects recommended by the MPO in its 2003 Unified Planning Work Program (UPWP) is one called "Update of the Congestion Management System (CMS)." This, like all projects in the UPWP, is described in adequate detail for the professional planners who need to review and evaluate the program before approving its implementation. However, the casual browser, including most of *teMPO's* readers, may need more detail to truly understand what's being funded and why. For this reason, we offer this second installment in an on-going series of articles that focuses on UPWP projects and what they entail.

"The CMS is really a planner's tool," says Sweson Yang, AICP, MPO Chief Transportation Planner. "The purpose of updating the Congestion Management System is to make sure that it continues to be the right tool for the job. We need to be able to trust the accuracy and timeliness of the information it provides, so that our subsequent interpretation of that information will be on-target."

*cont on page 14, see CMS Update*



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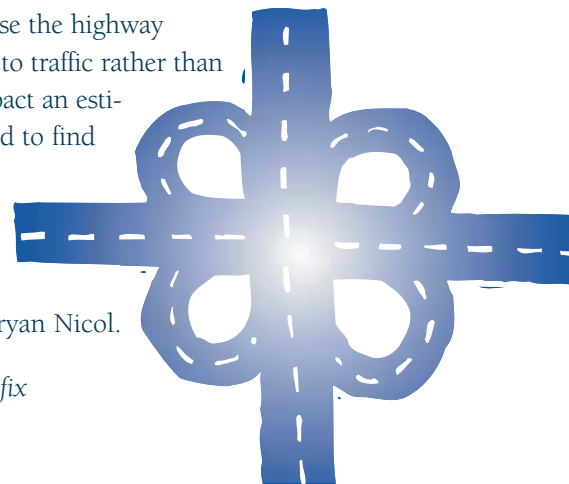
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## 65/70 HYPERFIX

On Thursday, January 16th, the Indiana Department of Transportation (INDOT) revealed details of its much anticipated I-65/I-70 downtown improvement project. In an effort to minimize traffic delays and construction costs, INDOT has elected to completely close the highway innerloop through downtown Indianapolis to traffic rather than restrict it to two lanes. The closure will impact an estimated 175,000 daily travelers who will need to find another route to work starting May 26th when construction is scheduled to begin.

"Keeping the highway partially open would more than double the length of the project," notes INDOT Commissioner J. Bryan Nicol.

*cont on page 8, see 65/70 Hyperfix*



## ACRO-NYMBLE

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

ADT – Average Daily Traffic

AICP – American Institute of Certified Planners

APM – Automated People Mover

ASCE – American Society of Civil Engineers

ATMS – Advanced Traffic Management System

CAC – Citizens Advisory Committee

CMS – Congestion Management System

DEIS – Draft Environmental Impact Statement

DMD – Department of Metropolitan Development

DPW – Department of Public Works

FHWA – Federal Highway Administration

FRP – Fiberglass Reinforced Plastic

FTA – Federal Transit Administration

IDEM – Indiana Department of Environmental Management

IAA – Indianapolis International Airport

INDOT – Indiana Department of Transportation

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

ISTEA – The Intermodal Surface Transportation Efficiency Act of 1991

MDC – Metropolitan Development Commission

MIS – Major Investment Study

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

O&M – Operations & Maintenance

PIP – Public Involvement Program

PLC – Primary Logic Controller

SIP – State Implementation Plan

STP – Surface Transportation Program

TE – Transportation Enhancement

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

TIP – Transportation Improvement Program

TMS – Traffic Monitoring System

UPWP – Unified Planning Work Program

USEPA – United States Environmental Protection Agency

VMT – Vehicle Miles Traveled

# QUESTIONS ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Senior Planners Stephanie Belch and Philip Roth, AICP, discuss the motivations behind the region-wide Rapid Transit Study.

**I've been seeing articles for the last few months about the new Rapid Transit Study, but none of them explain why we're concentrating exclusively on 'transit.' At least conNECTIONS looked at both transit and highway options for the NorthEast Corridor. Shouldn't we be doing the same region-wide?**

– Voice-mail question following the October CAC meeting

**Roth:** As the region's primary transportation planner, the MPO always tries to take a balanced approach to enhancing our area's transportation system to meet current, and anticipate future, needs. That means considering new and wider roads where appropriate, as well as more and better transit options, and alternative modes of travel which are in growing demand, such as bicycle and pedestrian route systems. So, we haven't changed our planning process. Just the opposite, in fact.

Our new Rapid Transit Study is concentrating exclusively on transit options *because* of our commitment to thorough consideration. This study is being conducted, in part, in response to the *conNECTIONS* study of Northeast Corridor Transportation. In January of 2002, *conNECTIONS*' Policy Steering Committee, headed by Indianapolis Mayor Bart Peterson, INDOT Commissioner J. Bryan Nicol, and State Senator Luke Kenley, approved the study's recommended highway widening improvements (Option H5), but tabled the transit recommendation pending further investigation. Our new study, called *DIRECTIONS* (See related story, page 17), will focus on the viability and cost-effectiveness of a region-wide rapid transit system, concentrating on travel corridor placement and preferred

cont on page 18, see Q & A



**Philip Roth**  
MPO Senior Planner



**Stephanie Belch**  
MPO Senior Planner

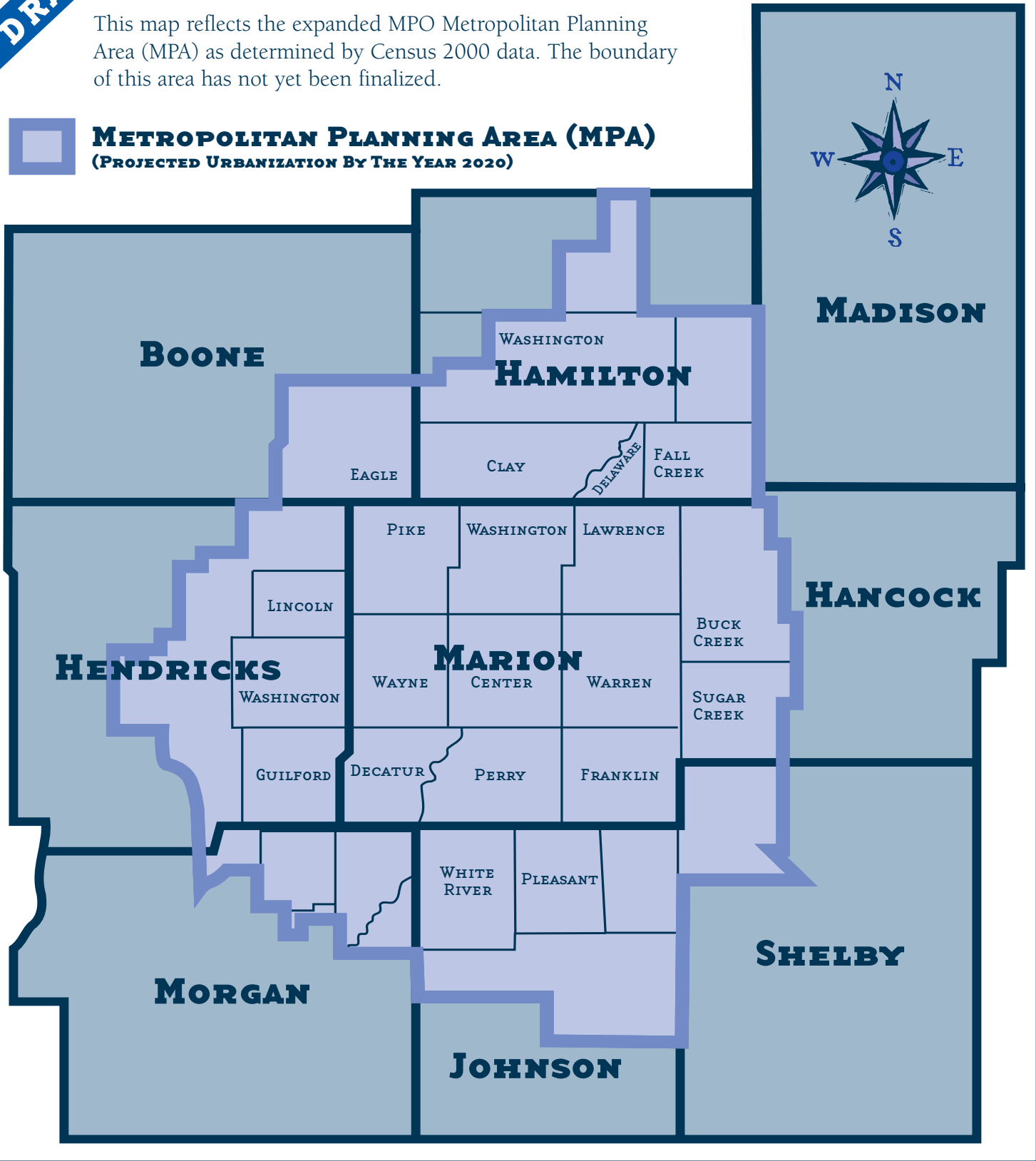
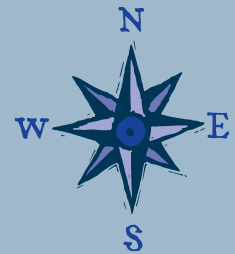
**DRAFT**

# INDIANAPOLIS METROPOLITAN PLANNING AREA

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



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



## SEASONAL ISSUES

(from page 1)

winter through autumn (five issues, including the Special Edition) in its current calendar year. Read this one to

learn about INDOT's I-65/I-70 Hyperfix, IndyGo's new priorities, the planned update of the Congestion Management System, the proposed expansion of the

MPO's planning area (based on Census 2000 data), progress on the Indianapolis Insights project, and more! It's all here, and it's all now (2003), in *teMPO!*

## INDYGO PRIORITIES

Having been introduced to *teMPO* readers in our October 2002 *Special Edition*, new IndyGo CEO Gil Holmes initially resisted appearing again so soon in our pages. “I’d rather not have the focus on me,” he said. However, changes currently underway at IndyGo prompted Mr. Holmes to meet with us for a question and answer session focussed exclusively on the company’s new goals and priorities.



**Gil Holmes**  
IndyGo CEO/President

### After seven months on the job, what is your first priority for IndyGo?

To change our *internal* culture. Some people may prefer to hear about very visible, external changes but, to me, it’s a case of “first things first”. I believe we need to re-organize our thinking, and refine our procedures to meet the region’s present and future transit needs. And, I think the resulting benefits of these changes will be immediately visible.

### How will a re-organized IndyGo look?

Like an inverted pyramid, where the broad base of IndyGo drivers, and the customers they serve, are on-top, supported by layers of internal staff, including managers, corporate officers, our board, and me. In this model, I’m at the bottom of the inverted pyramid.

### How will it work?

I and everyone who works on the “inside” of IndyGo needs to ask him- or herself, “Does everything I do help to support our drivers and to meet the needs of our customers? Anything that doesn’t, we stop doing. Anything that does, we refine to make it even more effective.

It’s like the Army, where everything officers do is intended to help the soldiers in the front lines. Our mission is to serve our customers. So, all of our internal jobs exist to make it easier for our point-of-sales people – our drivers and transit store personnel – to meet customer needs.

### What kind of needs are we talking about?

First and foremost, the need to be heard and considered. Let’s face it, IndyGo hasn’t always been very user-friendly. If you, as a customer, needed information on how to use us, how would you get it? Our old Bus Stop signs featured our phone number (See related story, page 16), but what if you don’t have a cell phone?

Doesn’t it just make more sense to identify the connecting routes right on the sign?

Another area is our service intervals. I believe transit ridership is based on availability. In Chicago, where there’s a bus or train every ten minutes, ridership is high. Here, where we have 30-minute rush-hour intervals (60-minute, off-peak), not so high. I’d like to change that.

### Are 10-minute service intervals possible here?

We don’t know that yet. On some routes, during certain hours, maybe. But we DO know that better service is possible here and we’re looking for ways to improve it. Getting the best utilization of every route is a priority goal for us. So, we’ll spend a little time on route structure refinement and analysis before jumping the gun on service intervals.

**“Seventy-percent of transit riders are either coming from, or going to, work.”**

### Do you have the money you need to fund changes?

Too soon to tell. Remember that IndyGo has only about half the fleet and budget of other transit providers in cities of similar size. In fact, transit organizations in many smaller cities, like Dayton and Peoria, are better funded than we are. So, there’s clearly a limit to what we can afford to change right now. However, until we thoroughly evaluate what we’re doing, we won’t know what that limit is.

### Are there low-cost improvements you can make?

Sure. I think those with the biggest impact happen at the point-of-sale where our image is built. These include making sure that our buses are clean, and that our drivers are friendly and well-groomed. These are not high-cost concerns, but they

*cont on page 6, see IndyGo Priorities*



## MPO PROFILE

Meet Michael O'Loughlin, a career transportation planner with a one-of-a-kind job and an outlook to match.

Michael is the Bicycle, Pedestrian and Byways Program Manager for the Indiana Department of Transportation (INDOT). As such, he is responsible for a unique combination of transportation issues and activities that no one else at INDOT, or in the state, oversees.

"Other states may assign oversight of bicycle and pedestrian issues to different planners. And, I would guess, few others entrust their byways program to the same person. But I'm glad Indiana does," he says. "This 'twin focus' has given me a comprehensive perspective of our state's alternative transportation programs."

Michael started in the Urban Planning Section of INDOT in 1984, where he worked with MPO Manager/Master Planner Mike Dearing, then an INDOT employee.

"Everyone in our section worked with MPOs back then," he remembers. "Mike and I each worked with three MPOs." In 1994, Michael was given the responsibility of coordinating the state's bicycle and pedestrian programs. In 1997, byway issues were added to his workload and, two years later, he joined INDOT's Multi-Modal Division. "It was really the only place to be for someone involved with the mix of issues that make up my days," he says.

In his position, Michael is commonly asked what a "byway" is and he answers with the ease of someone who enjoys his work and recognizes its importance. "The national program designates travel corridors of regional and national significance as 'byways', based on their intrinsic characteristics," he explains. Byways are designated for their cultural, historic, scenic, recreational, natural or archaeological qualities. "A good example is the Historic National Road," says Michael, of the route most Hoosiers associate with US 40. "In Indiana, the route deviates from 40 in several places, but still forms a pretty direct route. Last summer the Historic National Road was designated an All American Road through six states, from Baltimore to St. Louis. Part of my job is to preserve, protect and enhance the segment that runs through Indiana."

While conceding that the Byways Program is probably the fastest growing function he oversees, Michael is also quick to point out the progress Indiana's made in the areas of bicycle and pedestrian transportation. "Both programs are growing incredibly. In fact, they each take up about 60% of my time," he laughs. "When I think of where we were just five years ago, I'm really excited by the projects we currently have in the works."

Three examples are especially close to Michael's heart: In Terre Haute, an old rest stop that was closed in the mid-70's

has been re-opened as a trailhead and rest stop. The location will serve both non-motorized trail users and national scenic byway travelers. Now known as the Twiggs Rest Area, INDOT retains ownership, but Terre Haute Parks and Recreation maintains it. And, the public is coming in droves! "Located along the Historic National Road, the National Road Heritage Trail is already getting a lot of use," Michael notes. "In fact, the community is about to start Phase II of the rail/trail conversion, and a second trail head further east of the Twiggs site is needed to keep up with demand. That's a good problem to have."

In Lake and Porter Counties, multiple cities, towns and counties are working together to connect various trails into a trail network. The Erie-Lackawanna Trail involves five different jurisdictions each doing their segment. The Oak-Savanna in Lake County will combine with the Prairie-Duneland in Porter County to form a 22-mile trail that will eventually link with the Calumet Trail. The Calumet is built on land donated by Northern Indiana Public Service Company (NIPSCO) near the Lake Michigan shoreline. "This is a model of local government cooperation for the good of its constituents and the environment," Michael says. "It's an example of what people can get done when they work together."

The most significant trail facility in the state is probably the Cardinal Greenway. When complete, the 70-mile trail will connect Richmond to Marion and pass through five Indiana counties.

Most of the trail is built on an abandoned rail line acquired by a private non-profit group. About 30 miles are complete and open for public use now, including a 20-mile stretch through Muncie in Delaware County. The Cardinal Greenway, part of the cross-country American Discovery Trail, will be long enough to attract visitors from other states to sample Hoosier hospitality.

His own priorities are evident when Michael enjoys the rare free moment. He bikes, gardens and is a supporter of environmental protection. He also travels most often to work via IndyGo. "Either you believe in the benefits of alternative transportation, or you don't," he says. "I do, and I support making our regional transportation system as multi-modal as possible." Toward this end, Michael represents INDOT as a member of the MPO's Multi-modal Task Force which includes among its current initiatives installation of bike racks at popular downtown destinations.

"I'm lucky. I believe in what I'm doing," says Michael. "I get to spend my work day, and off-hours, working to improve Indiana's environment and mobility."

Michael lives in Indianapolis with his wife of 30 years, Susan, and has a 27 year-old son, Eric.



**Michael O'Loughlin**  
INDOT Planner/  
Outdoor Promoter

## INDYGO PRIORITIES

(from page 4)

make a huge impression on our customers. That's why I want to make sure we have them covered, while we consider higher cost options.

### What kind of options?

Things like Park & Go lots, express bus routes, adding extra buses to busy routes . . . the list is long and growing. And, remember, we're already developing an electric or hybrid powered circulator service, our downtown transit center, and van pool programs. In these ways, IndyGo is part of an innovative, responsive solution to community challenges, like rush-hour congestion. I want IndyGo to be recognized as a full partner in meeting the area's needs.



**“Let's face it, IndyGo hasn't always been very user-friendly.”**

### Do you mean “needs” beyond transportation?

Transportation is so integral to a community's well-being that I don't think we need to look beyond it to see benefits in other areas. For example, employment. Seventy-percent of transit riders are either coming from, or going to, work. So, clearly, the more responsive transit service is to employer/employee needs, the greater benefit it offers to our local economy. That's the reasoning behind our IndyWorks and Access-To-Jobs Programs.

From an environmental perspective, look at the hybrid diesel/electric circulator service we're starting downtown this year, or the bio-diesel buses we're considering for the future that run on soy-based fuel. Both would help improve our region's air quality.

**“I want IndyGo to be recognized as a full partner in meeting the area's needs.”**

Now, consider what benefits might emerge if IndyGo built an alliance with Allison Transmission. This one partnership might simultaneously benefit the region's economy, employment *and* environment. I think it's this kind of synergy that will make public transportation an increasingly valuable community asset.

### How long will it take to build this kind of synergy?

It's been building for a while thanks, in part, to the efforts of a committed staff and supportive board. Right now, we have a very transit-friendly city administration – one that openly supports alternative transportation technologies and innovative programs.

We also have an increasingly strong relationship with the Metropolitan Planning Organization. They've been quick to recognize the potential benefit transit offers the regional transportation system. Thanks to the MPO, we're consistently “invited to the table” now as a valued planning partner. I want to make sure that we're making the most of that opportunity.

### Where does your vision of the future IndyGo come from?

Ironically, some aspects of it come from the past. I spent four years of my childhood in a small town in Southern Illinois. There, I thought the Greyhound Bus Driver was a king. I can remember seeing his bus pull into town. He would step out, looking just great, and start helping people disembark. They were all smiling and happy, and he was the one who had gotten them there safe and in comfort. That's a good image for us to keep in mind.

Another aspect from the past is a personal goal of mine; I'd like to grow IndyGo's future fleet to the size it was 15 or 20 years ago (286). That would be an increase of about 150 buses. The only reason I'd have for doing this is to accommodate all of the new riders we've attracted between now and then.

### In conclusion, is there anything else you'd like to tell teMPO's readers?

Yes. Why not try riding the bus once in a while? I think the improvements we're making could change the way you think about public transportation.

## COMMISSIONING CLARIAN'S PEOPLE MOVER

“Commissioning the People Mover, or repeatedly testing its various system components so that their safe operation can be eventually certified is on-going,” says Jeff Cavanaugh, Project Superintendent for Schwager Davis, Inc. (SDI) of San Jose, California. In January, 2001, SDI was awarded the contract to design, build, and commission, Clarian's People Mover System.

“Commissioning is a process, not an event,” Cavanaugh explains. “We began pre-commissioning activity last August and it continues to this day, even as construction on the system's Walnut Street Station continues.”

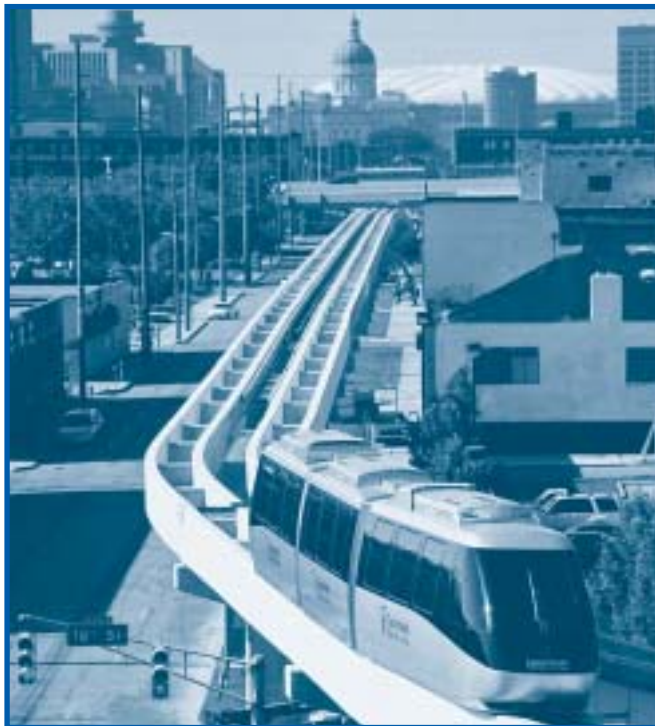
As reported in *teMPO's* October 2002, Special Edition, the Clarian People Mover's route, initially proposed as 8,000 long, was reduced to 7,400 feet when two stations on Walnut Street were merged into one. For this reason, the Walnut Street Station, now nearly complete, reflects a more elaborate, upgraded design and represents approximately one-quarter of all People Mover-related construction work. Upon completion, it will serve both Riley Hospital, via an elevated walkway, and Indiana University Hospital, the system's southern most destination.

“It looks like the future,” says Cavanaugh. “From its slender guideway structure, to its sleek train bodies, to its state-of-the-art Allen-Bradley control electronics, this system represents the future of urban travel. And our commissioning activity is proving that its beauty is more than skin deep.”

The Clarian People Mover is an elevated, dual-rail guideway system providing transit service among Clarian facilities for physicians, nurses and technical

personnel, as well as some ambulatory patients and the public. An estimated 500,000 people will ride the system annually, at no charge. System capacity will be 1800 passengers per hour, who will be able to travel between Methodist Hospital and the Riley/IU station in approximately five minutes at a maximum speed of 28mph.

Because the system will be fully automated, it is classified as an Automated People Mover (APM). Trains will run automatically between 5:30 AM



*Looking south along the People Mover Guideway beside Senate Avenue, toward the State Capitol Building.*

and 10 PM, and then be “on-call” until the next morning. A remote monitoring center will activate pagers for operations staff in case of emergency. The system will be staffed for 24/7 operations. An operator in the control room at all times, including on-call hours.

The system's elevated concrete guideway structure is designed to be as attractive and economical as possible. On SDI's recommendation, Clarian Health Partners selected concrete instead of steel for the guideway. SDI's four-foot track gauge allows for a relatively narrow superstructure and the average 80-

foot span between columns minimizes the number of support piers. There are only 88 along the system's entire 1.4 mile route. To reduce ice and snow build-up on the guideway during winter, the superstructure is designed with open space between the tracks.

The People Mover's train bodies were hand-fabricated in Switzerland from aviation grade structural aluminum. Each of the two 3-car trains features an innovative exterior design with large tinted windows and fiberglass reinforced plastic (RFP) nose sections at either end. Individual cars are 22'L x 8' W x 10' H 10'H (Nose vehicles are 28' long.), with seating for eight passengers and standing room for 19. Each car is fully air-conditioned and has a single 5' wide bi-parting door for center station boarding. The empty weight of each train is 45,000 pounds.

SDI took delivery of the People Mover trains in April, 2002. The first train was installed on the guideway in May; the second in early July. Throughout last summer, SDI and its technology team performed pre-commissioning and run-testing activities on the two trains. Train A is now ready for final commissioning and certification-testing to proceed; Train B will be ready in late March.

The People Mover's Control System is fully automated and designed with the latest advances in on-board programmable logic controllers and redundant safety systems. This new-generation control system was designed by PSI, Inc. of Walnut Creek, CA and utilizes state-of-the-art Allen-Bradley control electronics. All operational functions are controlled by an on-board computer system and monitored via wireless data communication in a central control room located in the Methodist Station. All relays and switching devices are software con-

*cont on page 12, see People Mover*

## 65/70 HYPERFIX

(from page 1)

“That would cost the local economy an estimated \$80 million in added travel time, wasted work time and fuel lost idling in traffic delays, not to mention its impact on the region’s air quality. We think shutting the highway down completely and paying for construction speed is the best way to handle the project.” INDOT will offer the contractor an incentive of up to \$200,000 for each day the roadway is reopened *before* the scheduled August 18th completion date. The maximum bonus possible is \$2.6 million, which may be awarded for work done prior to and during the closure.

Indianapolis’ innerloop, where I-65 and I-70 run together between the north and south split, was opened to traffic on October 15, 1976. Ripping up and replacing the pavement for 33 bridge decks and 35 lane miles of highway will cost an estimated \$28 million. This and all highway projects are funded by INDOT’s construction budget which is fueled by gas

taxes. Construction bidding on the I-65/I-70

Hyperfix opened

Wednesday,

January

22nd. At

press time,

no contractor

had yet been

announced.

“We will do every-

thing we can to complete this project quickly,” says Nicol. “That’s why

we’re offering the early completion bonus, and why we’ve committed to an aggressive, 85-day construction schedule.

That’s a short time frame for a project of this size, but we know the project is inconveniencing people, so we’re trying to get it done and get out.” Once started on Monday, May 26th, the day after the

Indianapolis 500, construction will

proceed 24 hours a day, seven

days a week, for nearly three

months. During that period,

INDOT and its contractor will

comply with all local ordinances

concerning noise levels and plan to restrict the

loudest construction activities to the daylight hours.

During this period, regional and “through state” traffic will be diverted to I-465, which will remain construction-free throughout 2003. Travelers approaching Indianapolis on I-65

*cont on page 10, see 65/70 Hyperfix*

# I-65/I-70 Hyperfix at a Glance

## What:

A complete shut down of segments of I-65 and I-70 to rip-up and replace the pavement of 33 bridge decks and 35 lane miles of highway.

## Where:

The highway just east of downtown Indianapolis, where I-65 and I-70 run together.

## When:

May 26 through August 18, 2003. This 85-day construction schedule, including 62 weekdays, will involve nonstop activity 24 hours a day, seven days a week.

## Why:

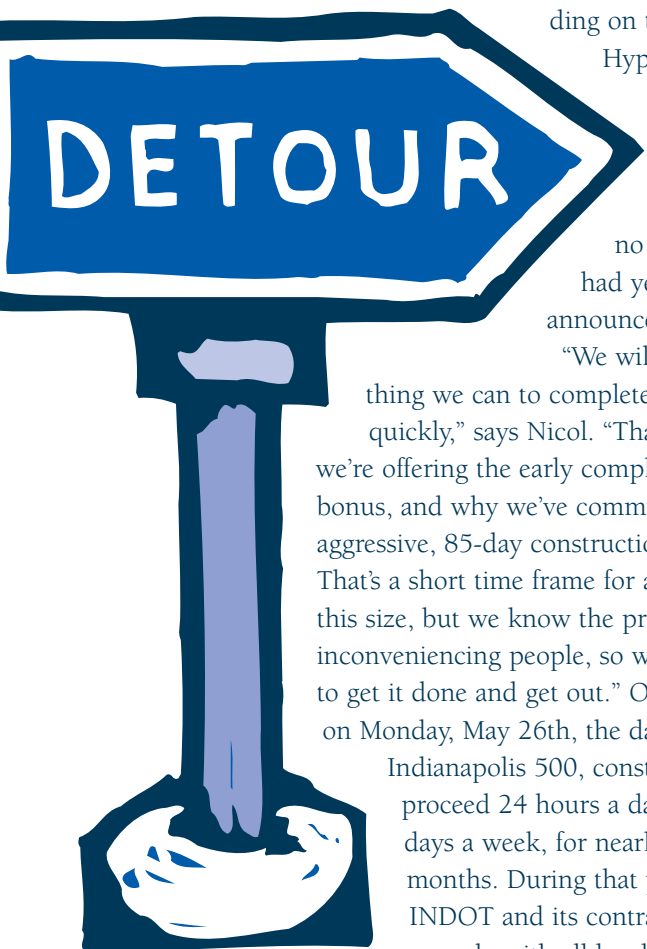
It’s badly in need of repair. “This is a double interstate and everything has worn out twice as fast,” says INDOT Commissioner J. Bryan Nicol. These segments of highway opened more than 25 years ago and have not undergone any major reconstructions.

## Who:

This Indiana Department of Transportation project will affect an estimated 175,000 daily motorists needing to find alternate routes around or through the city.

## How much:

Hyperfix will cost \$28 million, paid for by INDOT’s construction budget, which is funded through state and federal gas taxes. If the roadway is opened to traffic up to 10 days ahead of schedule, an incentive of up to \$2.6 million will be paid to the chosen contractor.



## teMPO

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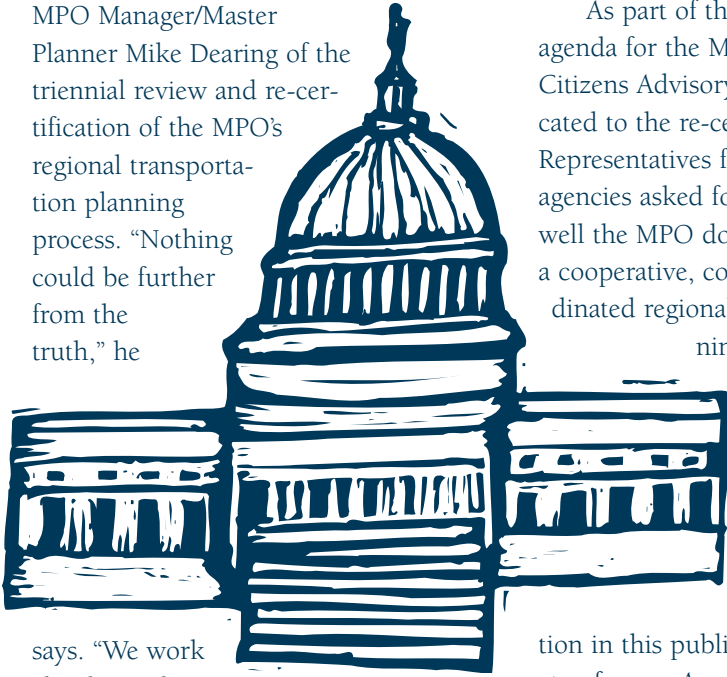
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## TRAN PLAN PROCESS RE-CERTIFICATION

“Because we go through this every three years, some people might feel like it’s routine to us,” says MPO Manager/Master Planner Mike Dearing of the triennial review and re-certification of the MPO’s regional transportation planning process. “Nothing could be further from the truth,” he



says. “We work closely as planning partners throughout the year with many of the federal and state agency representatives who conduct the review. So, we know them. Still, it’s human nature to feel a little nervous when something you care so much about is being evaluated.”

The Transportation Equity Act for the 21st Century, the federal legislation which oversees all MPO activity, requires the review and certification of the transportation planning process in all urbanized areas with populations over 200,000. Certification is a prerequisite to receiving federal funds for airport, transit and highway transportation improvements. In the Indianapolis region, this certification process took place this year on March 10, 11th and 12th, and was conducted by representatives of:

- the Federal Highway Administration (FHWA)
- the Federal Transit Administration (FTA)

- the United States Environmental Protection Agency (USEPA)
- the Indiana Department of Transportation (INDOT)
- and, the Indiana Dept. of Environmental Management (IDEM).

As part of the review, most of the agenda for the March meeting of the Citizens Advisory Committee was dedicated to the re-certification process. Representatives from the reviewing agencies asked for public input on how well the MPO does its job of conducting a cooperative, comprehensive and coordinated regional transportation planning process. Germane to these comments was whether or not citizens feel included, welcomed, and heard, in the process.

The MPO encouraged participation in this public forum through a variety of ways. A special memo, sent to the MPO’s mailing list, promoted meeting attendance and stressed the importance of the re-certification process. In addition, participation in the public forum was promoted via a media advisory sent to more than 30+ local news and public affairs sources, paid advertising in both *The Indianapolis Star*

and *The Indianapolis Recorder*, MPO hotline messages (3127/327-IMPO), and inclusion on MPO web site ([www.indy.gov.org/indympo](http://www.indy.gov.org/indympo)).

“Efforts to include the public as planning partners through outreach initiatives like our School Involvement Program, our Community Inclusion Project and our many Public Involvement Program strategies have gotten us high marks in the past,” explains Dearing. “So, it was really important to us that anyone who wanted to be heard on the topic of how we conduct regional transportation planning attended the March CAC Meeting.” The meeting was held 6:30 - 8 p.m., Tuesday, March 11 in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis. Those who were unable to attend the meeting are encouraged to send their comments to Joyce Newland, Federal Highway Administration, 575 N. Pennsylvania St., Indianapolis, IN 46204 or [joyce.newland@fhwa.dot.gov](mailto:joyce.newland@fhwa.dot.gov) on or before March 25.

For more information on the re-certification of MPO’s Transportation Planning Process, or on quarterly meetings of the Citizens Advisory Committee, contact Mike Dearing at 317/327-5139 or [mdearing@indygov.org](mailto:mdearing@indygov.org).



## Did You Know?

The Texas Transportation Institute has again identified the nation’s most congested cities. According the TTI’s 2002 *Urban Mobility Report*, Los Angeles is #1 with 136 hours of time wasted each year by the average commuter in slowed or stopped traffic. Rounding out the top five: San Francisco (92 hours), Washington D.C. (84 hours), Seattle (82 hours) and Houston (75 hours). Indianapolis came in a distant 30th in daily traffic congestion.

## 65/70 HYPERFIX

(from page 8)

and I-70 will start seeing construction warning signs 10 miles outside of town. Only the ramp from southbound I-65 to the Michigan/Ohio/Fletcher collector-distributor will be closed into downtown, although “exit only” lanes and surrounding local streets are likely to be heavily congested. Congestion in the north split, however, will be eased with the addition of another lane on the Pine Street on-ramp to eastbound I-70. In the south split, the ramp from eastbound I-70 to southbound I-65 will also be widened, extending an additional travel lane south to the Raymond Street exit.

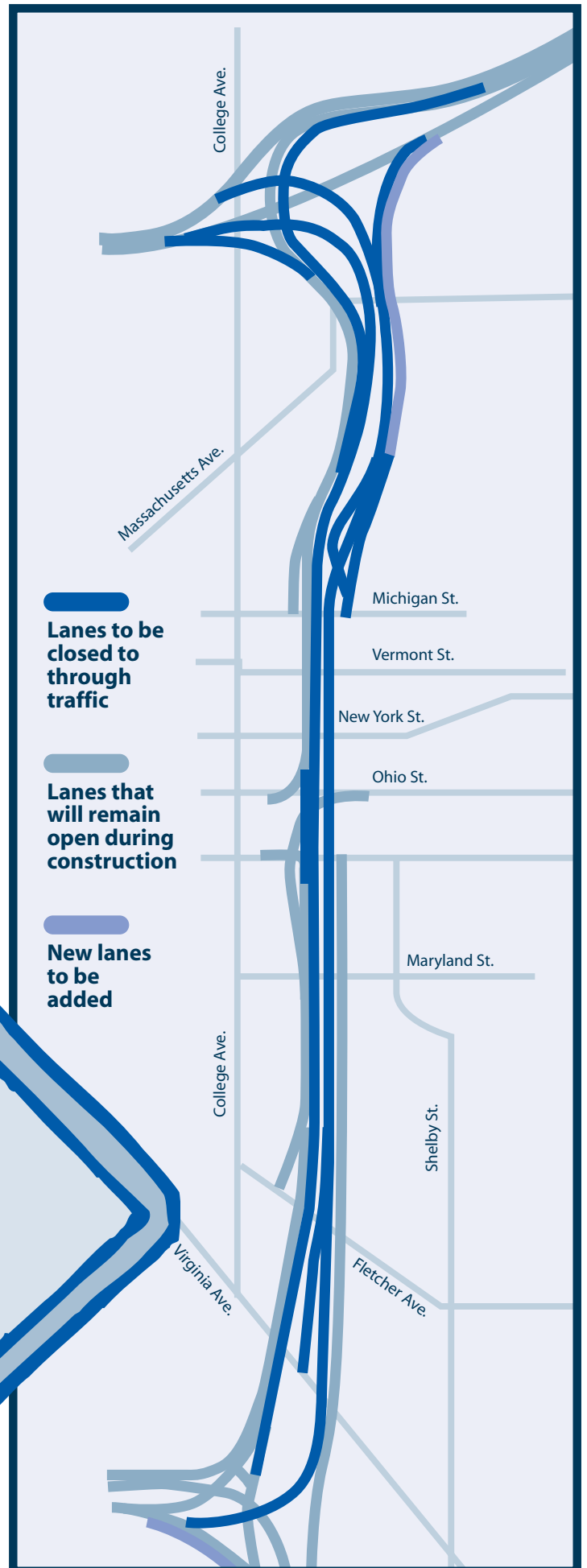
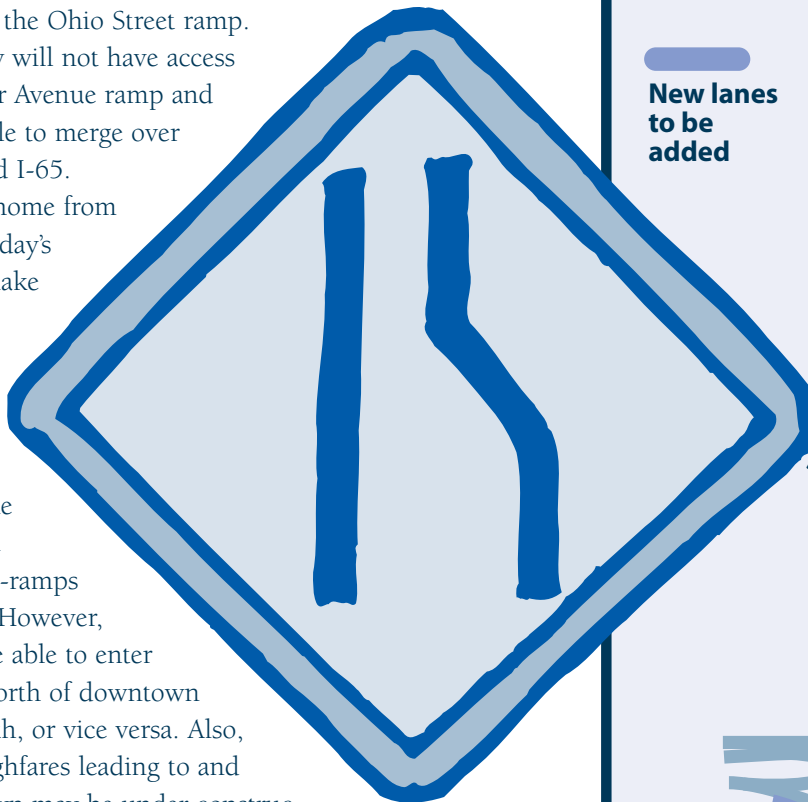
“Of the 85-day Hyperfix construction schedule, 62 days are work days,” explains Nicol. “Many downtown workers probably already have summer vacations planned during this period which could ease congestion. However, INDOT encourages commuters to plan alternate routes to and from work *now* to minimize travel delay and inconvenience.”

Commuters approaching downtown on I-65 from the south side will be able to proceed as far north as the Market Street ramp. They will also be able to take the ramp to I-70 West and use the exits to the southside of downtown.

Commuters traveling south on I-65 to downtown from the northwestside will need to exit onto eastbound I-70 or at Meridian Street. The Michigan/Ohio/Fletcher collector-distributor will not be accessible.

I-70 commuters approaching downtown from the eastside will have limited access to the Michigan and Ohio Street exits via “exit only” lanes which will remain open as far as the Ohio Street ramp. However, they will not have access to the Fletcher Avenue ramp and will not be able to merge over to southbound I-65.

Heading home from downtown at day’s end will also take some planning. With the exception of the Pine Street on-ramp to the inner loop, all downtown on-ramps will be open. However, no one will be able to enter the freeway north of downtown and head south, or vice versa. Also, major thoroughfares leading to and from downtown may be under construc-



## INDIANAPOLIS INSIGHT MILESTONE

The Indianapolis Insight comprehensive planning process reached a major milestone in Autumn, 2002, when it completed land use mapping for both the Pike and Wayne Township planning areas. “These are the first of eight planning areas we started to map last spring as part of our Phase II activity,” explains Keith Holdsworth, Principal Planner of the Comprehensive Planning Section of the Department of Metropolitan Development. “The mapping process continues in the remaining six, but we’re proud of how quickly and cooperatively it was handled in Pike and Wayne Township,” he says. “It means our procedures are working and that people are embracing this process.”

As reported in the Summer 2002 issue of *teMPO*, Indianapolis Insight is the update of the Marion County Comprehensive Land Use Plan which started in September, 2000. This plan helps guide City decisions on land use and capital expenditures. Because there is a close relationship between land use and transportation demand, the MPO has followed the update’s progress closely. The purpose of Indianapolis Insight is to 1) identify shared community values and 2) develop plan goals, objectives and implementation policies that reflect those values, eventually resulting in specific land use recommendations.

Approximately one year ago, the Metropolitan Development Commission adopted Indianapolis Insight’s Community Values Component as the first phase of the update. This document sets forth a framework for development of the update’s second phase of land use planning and includes planning principals, value statements and recommendations for

new and revised policies, procedures, programs and ordinances as they relate to land use. It also provides a variety of supporting information, including chapters on city and county history, environmental conditions, population and housing trends, and a glossary of planning terms (See page 21 for ordering information).

As part of Phase II, its land use plan mapping phase, Indianapolis Insight introduced a new set of land use categories. Land use categories are fundamental building blocks of the Comprehensive Land Use maps. Each parcel of land in the county will be eventually labeled with one of these categories as its land use recommendation. New categories were added to better depict historic land uses and to accommodate new development trends. These include:

- **Village Mixed-Use** which refers to areas

intended to strengthen existing, historically rural, small towns and cities within Indianapolis as neighborhood gathering places;

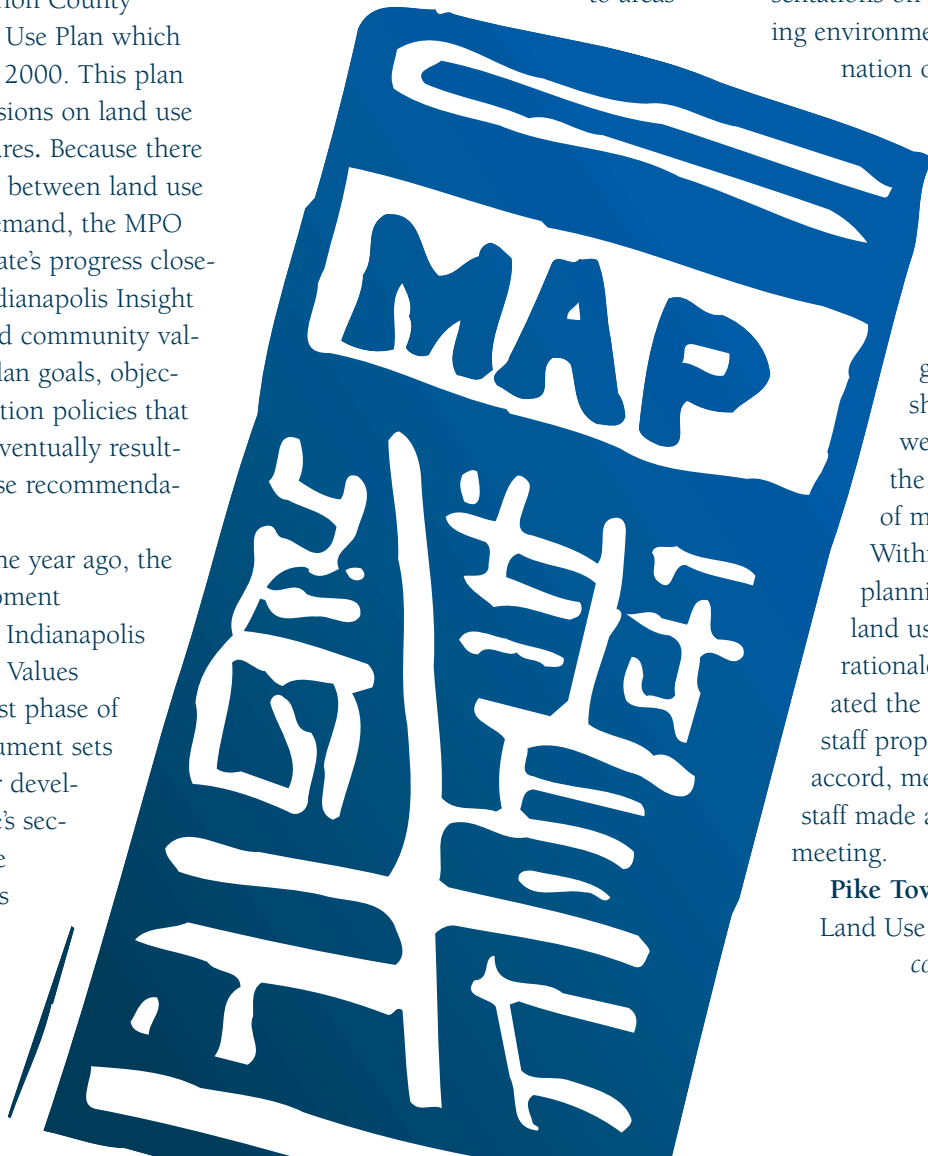
- **Airport Related Mixed-Use** which consists of commercial and industrial land uses that are complementary to airport development;
- **Environmentally Sensitive** which is a secondary land use classification that will overlay other categories and refers to land that possesses special environmental or natural characteristics that will require careful attention with regard to development proposals.

In Pike and Wayne Townships, the public input portion of the land use mapping process involved a series of seven meetings in each planning area plus several special meetings. The topic at the first meeting was an overview of the Community Values Component. Subsequent meetings began with presentations on a variety of topics including environmental factors, parks, explanation of planning jargon, and a review of the mapping standards.

Then, meeting participants broke into three smaller groups. Each group discussed a particular geographic area of the township. Meeting attendees were encouraged to move to the groups whose topics were of most interest to them. Within these small groups, planning staff presented their land use recommendations and rationale. Group discussion evaluated the appropriateness of the staff proposals. Though generally in accord, meeting participants and staff made a few changes at every meeting.

### **Pike Township Specifics**

Land Use Planning meetings in Pike  
*cont on page 20, see Milestone*



## PEOPLE MOVER

(from page 7)

trolled. The control system is programmed for automatic acceleration from stations, maximum cruise speed, deceleration at curves and station approach and stopping at stations. It also incorporates complete fail-safe features for train protection and safety, including speed control, direction and location monitoring, collision avoidance, braking, stopping and door control.

But how are these intricate system components, each a highly complex system itself, tested and commissioned for operation? “That depends on the part,” says Cavanaugh. “There are three verification and validation methods used to test system components and functions,” he explains. “The first is Analysis, which evaluates a component or function through review of engineering documentation, calculations, etc. The second is Inspection or physical examination of a component or function. And, the third is Testing, both direct and indirect, which evaluates a component or function under actual operating conditions.”

Back in early 2001, the clients and the SDI team looked at approximately 15 different train lay-outs before selecting one. When the train car shells arrived here from Switzerland, SDI began assembly in the yard at 337 W. 11th St., including axle assembly, drive motors, suspension components, HVAC and electrical wiring. “So, when pre-commissioning activity started last summer, we were really double-checking our own work in all areas of system operation,” Cavanaugh notes.

To insure safe operation, the People Mover system relies on integrated design redundancy. For example, control system wiring employs *dual* Primary Logic Controllers (PLC) to manage the same aspect of operation. A *third*, PLC

reviews readings from these dual controls. For example, if the load sensors, which monitor weight capacity for each train, have the same reading, operation continues. If not, the PLC notes the discrepancy, triggers system operation checks and ultimately, could interrupt service. The PLC ultimately controls programming.

Redundancy is also built into the People Mover’s communications system. The Methodist Hospital Station, the northern most terminal, houses the system’s safety and security monitoring sta-



*One of two People Mover trains leaves the Methodist Hospital Station which houses the system’s safety and security monitoring facilities and maintenance shop.*

tion and maintenance shop. This station and the trains will keep in-touch using dual frequencies to relate all information, including emergency; on-board audio/visual messaging; heating, ventilation and air conditioning system operation; smoke detection; fire alarm; marketing messages, and more. “As an APM, the critical nature of the People Mover’s on-board communications system can not be overestimated,” says Cavanaugh. “Ninety-nine, point nine percent of the time it’ll have nothing to report, but it still assures rider peace-of-mind.”

After nearly seven months of such pre-commissioning testing, the formal commissioning of the People Mover is tentatively scheduled to proceed in late February – right on schedule with Clarian Health Partners’ original time-

line. By that point, SDI will have documented a schedule of both test procedures and results that meet the ASCE (American Society of Civil Engineering) Performance Code. When City and Clarian officials, and their consultants, sign off on the process, formal commissioning is complete.

“We’re very close right now,” notes Glendal Jones, the Clarian Public Relations Coordinator on the project. “People here are very eager to ride the trains and enjoy the comfort and convenience of this system.”

Cavanaugh agrees. “Given the scope of the project, it’s come together incredibly fast, thanks to the professionalism and cooperation of all involved. Still, everyone wants to start enjoying the benefits that prompted the system’s concept and construction; the fast, efficient movement of people and equipment among Clarian Health facilities.”

Insuring the continuation of those benefits after formal commissioning will again be SDI which was awarded a separate three-year operations and maintenance (O & M) contract. The contract specifies a pro-active maintenance program, requiring the services of thirteen O & M personnel, including management, and shift work. “Mechanical repairs will be done at night,” notes Cavanaugh. “After all, people who save lives will depend on the People Mover. How it’s maintained should reflect that.” In this regard, Cavanaugh noted that the closing of United Airlines’ Indianapolis facility was timely, if unfortunate. “We had our pick of their most experienced people,” he says. “It was a great way to help this project and the community.”

For more information on the commissioning of Clarian People Mover, please contact Clarian Public Relations Coordinator Glendal Jones at (317) 962-4540.

## CUNNINGHAM NAMED MPO PRINCIPAL PLANNER

In January of this year, the Metropolitan Planning Organization (MPO) announced the promotion of Steve Cunningham to the position of Principal Planner. In his new



position, Steve succeeds Mike Dearing who made the announcement. Dearing was promoted to MPO Manager/Master Planner in December, 2002.

Cunningham joined the Indianapolis MPO in April, 1988 as a transportation planner. He had previously interned in the Division of Planning in 1986. In 1989, Steve was named Senior Transportation Planner. His responsibilities now include:

- Supervision of the City of Indianapolis' Transportation Impact Analysis process for proposed development
- Coordination of the development and updating of the Official Thoroughfare Plan for Marion County
- Travel demand modeling and traffic-forecasting
- Air Quality Conformity Analysis – a pre-requisite to federal endorsement and funding of the region's Long-Range Transportation Plan and Indianapolis Regional Transportation Improvement Program
- Railroad issues and planning
- Airport area planning
- Contract and work program management

"I'm happy to have Steve succeed me as Principal Planner, and to be able to continue relying on him in the future," notes Dearing. "He's been an asset to the regional transportation planning process for almost 15 years, and our planning partners have come to trust in his objectivity and professionalism."

An Indianapolis native, Steve Cunningham earned a Bachelor of Science degree from Ball State University, Muncie, Indiana, where he majored in Political Science with a concentration in Urban and Regional Studies. He also holds a minor in Geography. Steve currently resides in the Irvington area with his wife of 12 years, and their two children.

You can reach Steve in his new capacity as MPO Principal Planner by contacting him at 317/327-5403 or [scunning@indygov.org](mailto:scunning@indygov.org).



## Did You Know?

The National Highway Traffic Safety Administration reports that the number of drivers and passengers who buckle up continued to increase last year. In 2002, 75% of all travelers used seat belts regularly. That's four percentage points higher than just two years earlier (2000-71%) and a whopping 17% increase over eight year (1994 -58%). The largest two year increase came between 1996 (61%) and 1998 (70%) when seat belt use grew 8%. This coincides with increased enforcement of existing seat belt laws and public awareness advertising ("Buckle up. It's the law!").

# CMS UPDATE

(from page 1)

## Background

Initially conceived in 1993, in response to federal ISTEA requirements, the Congestion Management System (CMS) was developed to provide transportation planners with timely transportation effectiveness/efficiency measures to inform planning activities. Its initial purpose was to develop strategies for mitigating congestion in heavily traveled corridors. The MPO built the CMS in 1995/1996 and immediately incorporated it into its criteria for scoring Indianapolis Regional Transportation Improvement Program (IRTIP) project proposals. The IRTIP documents federally funded transportation improvements programmed for our area over a three-year period.

At its heart, the CMS is a performance-based system for management of existing and new transportation facilities through travel demand and operational management strategies. One definition of a CMS is “a document explaining how congestion is to be addressed in the planning process.” According to federal regulations, the CMS must be capable of identifying the location and severity of congestion, and must identify elements of operational management strategies used to alleviate congestion.

Monitoring the effectiveness of these strategies allows for continual refinement of the CMS. Philosophically, the CMS is an attempt to control congestion while minimizing new construction or expansion of congested facilities. This approach is based upon the maximization of scarce resources and environmental preservation (through air quality improvement). The following pages detail a scope of work for the update of the CMS.

In 1996, the MPO selected HNTB Corporation, a national design firm with Geographical Information System (GIS) capabilities, to update the CMS. This project will rely upon the existing CMS process and methodology. In order to update the CMS with current information and available research, its approach provides a workflow based on the existing process. The CMS Update will be accomplished through the following four tasks:

### Task I. System Determination

#### A. Establish CMS Steering Committee

HNTB will conduct a project kick-off meeting with the entire CMS Steering Committee, which includes MPO personnel. The purpose of this meeting will be to establish the project schedule and to identify project milestones. The first Steering Committee meeting will include the presentation of the evaluation of the prior CMS begun by MPO staff.

#### B. Establish Monitoring Network

The CMS Monitoring Network is established as the Transportation Monitoring System (TMS) Network (all thoroughfares within the Indianapolis nine-county region). The updated TMS Network is based upon the MPO's 2025 travel demand model and will be made available from the Indianapolis TMS Phase II project (see *TMS Phase II Enhancements*, Autumn *teMPO*, Volume Six, Issue Three).

### Task II. Update and Identify Congested Corridors

#### A. Database Update

HNTB will update the CMS database (within the TMS) with the most recent available data, including current Average Daily Traffic (ADT) figures, forecasted ADT figures, level-of-service (LOS), vehicle miles travels (VMT), number of lanes, pavement widths, and travel times – all data items gathered and made available by MPO personnel for data base inputting by HNTB. An important scheduling note to this task is that this work will follow the update of the road network in the TMS Phase II project. This sequencing is recommended to ensure the latest road network and database linkages are in place *before* beginning the CMS update.

#### B. Prior CMS Evaluation Update

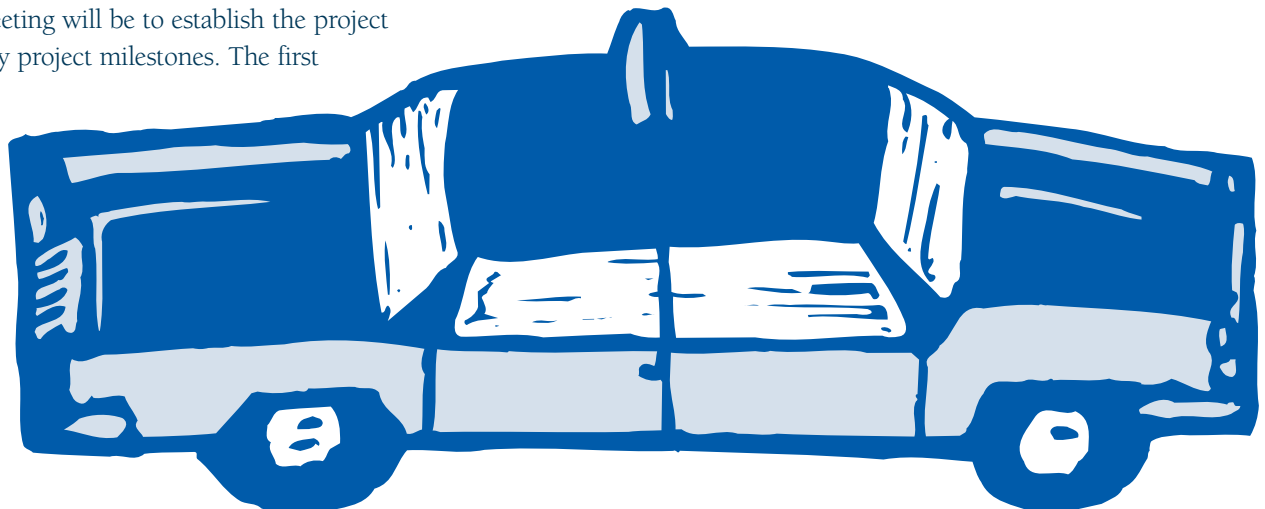
HNTB will review and complete the evaluation of the prior CMS that was started by MPO staff. This task will entail working closely with MPO staff to provide a final technical memorandum that provides a:

- CMS Activities Status Report
- State of the System Report Update
- Performance Monitoring Report
- Effectiveness Evaluation Report

#### C. Congestion Definition

HNTB will develop three different techniques to define congested travel ways, which will consider measures of accessibility, mobility, and system efficiency. The three alternatives will be presented to the CMS Steering Committee in order to select a revised definition of congestion in the Indianapolis Region. The alternatives will be based on several criteria that can be defined using queries from the TMS and related data sets.

*cont on page 15, see CMS Update*



## CMS UPDATE

(from page 14)

### D. Establish CMS Target Network

Using the agreed upon definition of congestion, a CMS Target Network will be established. Each corridor in the CMS Target Network will be identified with a unique numbering system for easy identification of the corridors throughout the rest of the study. Each corridor link within the TMS will be coded with an attribute as its unique CMS identifier.

### **Task III. Update Strategy Evaluations and Application**

#### A. Congestion Management Strategies

HNTB will examine and update the list of congestion management strategies as defined in the previous CMS study. A technical memorandum will be provided to document the evaluation of the applicability of the strategies, as well as provide documentation of any updates or new strategies that should be considered when managing congestion in the Indianapolis region. This task will *not* be a comprehensive re-write of congestion management strategies, but will provide a review of the previously documented strategies and provide insight into any new strategy opportunities.

#### B. Screening Process

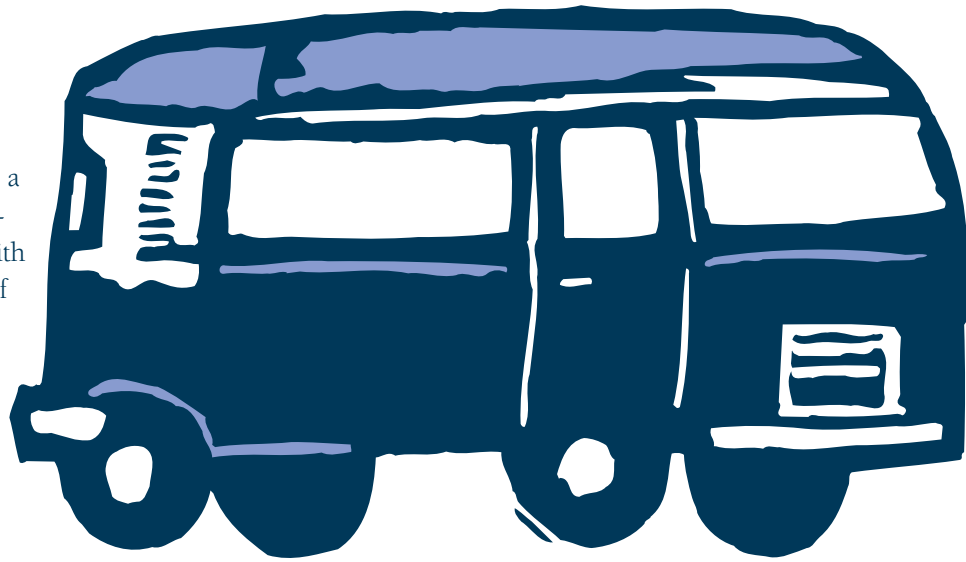
The next part of this project will be the process for application of the management strategies. HNTB will provide a review of the screening process used to analyze and recommend specific strategies for each corridor within the CMS Target Network. Like Task IIIA, this task will not reinvent the screening process. However, it will provide a review of the applicability of the previously documented screening process to certain corridors and provide insight into any new screening approaches.

#### C. Enhanced CMS Database

This element will include the development of an enhanced database in order to collect and disseminate detailed information and digital photography on CMS Target Network corridors. This task will include the reformatting of the custom form in the TMS for data maintenance and access of the enhanced CMS database. The requirements for this custom form will include a conversion procedure in order to output a data layer that is easily shared with other agencies.

#### D. Apply Screening Process

Once the screening process has been revised, it will be applied in order to establish recommendations specific for each corridor in the CMS Target Network. Each corridor will be summarized with a corridor map, vital traffic statistics, and recommended congestion management strategies. Each summary will provide a narrative that describes the strategy selection process along with the professional rationale for application of the strategies.



### **Task IV. Implementation**

#### A. Strategy Recommendations

HNTB will define specific recommendations for CMS implementation. These will include specific recommendations for coordination and data-sharing with other agencies in regards to areas of the target network. Certain areas and/or strategies will also be identified for further study or as other vehicles for additional phases of the CMS.

#### B. Process Documentation

A final report will be developed in order to document updates to the project process and resulting recommendations. A DRAFT of the document will be presented and supplied to the CMS Steering Committee for their review. After a review period of two weeks, comments and questions will be addressed. HNTB will work with MPO staff to address suggested changes and to incorporate final edits and comments into a FINAL project report. At this time, HNTB will also assist with the installation with the updated CMS database into the Transportation Monitoring System (TMS).

HNTB will also provide end-user training for the enhanced CMS database and its use within the TMS. This will entail an HNTB analyst sitting with up to three MPO staff members in the MPO offices to explain the use and maintenance procedures for this database.

“Successfully updating the CMS means that the MPO will get more accurate and responsive transportation efficiency and effectiveness measurements,” notes Kevin Mayfield, the MPO Planner who helps coordinate the project with Yang. “With more precise information, we’re better able to develop effective strategies for minimizing congestion along our most heavily traveled corridors.”

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

## INDYGO SIGN RE-DESIGN

Sometimes a picture isn't worth a thousand words. That's what IndyGo staff found out recently while working with area students on several school involvement projects, including an evaluation of the transit-provider's image and service (2000) and last year's multi-modal theme. "During one of these projects, the students pointed out problems with our 'BUS STOP' signs," explains Roland Mross, IndyGo Director of Marketing. "Despite a pictogram of a bus, the students didn't recognize these signs as bus stops. They felt the design worked more as an ad for IndyGo, featuring our name

and phone number, but never really saying, 'Bus Stop'."

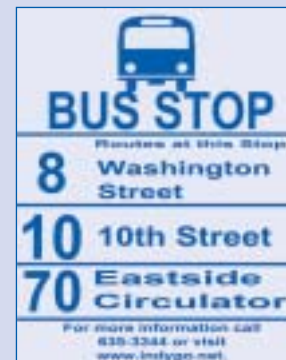
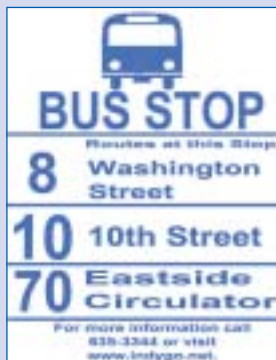
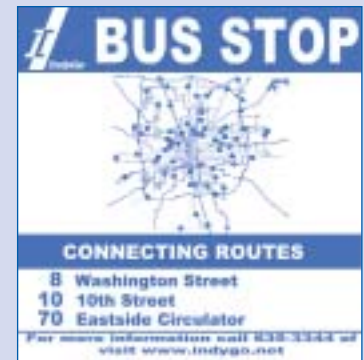
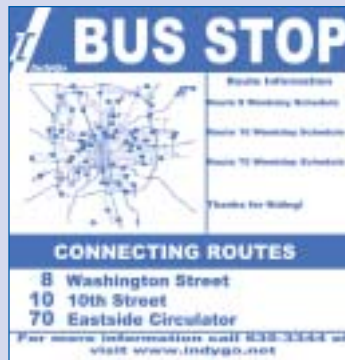
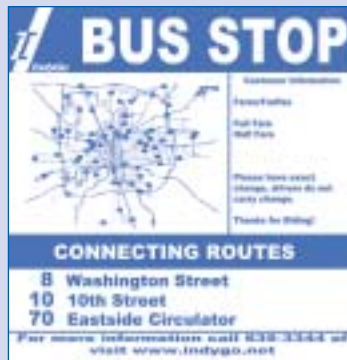
Point taken. Throughout the fall, IndyGo solicited public input on the six



designs shown here, all of which feature the magical term. "Each is intended to attract the public's attention and to create awareness that a bus stops here," says Mross. "Also, we've added information for the convenience of our riders, including connecting routes, fare information and maps of the service area."

IndyGo is still evaluating public comment concerning the design candidates that will be critical to the final selection process. "We hope to have a consensus early this year," Mross notes.

For more information on IndyGo's 'Bus Stop' sign re-design project, contact Roland Mross at 317/614-9310 or (rmross@indygo.net).



## Did You Know?

The average number of miles Americans put on their primary vehicles each year has grown steadily since 1980. As reported in the October 2002 issue of the Energy Information Administration's *Monthly Energy Review*, the annual average was 11,988 miles in the year 2000. That's 3,000 + miles more than in 1980 (8,813 miles) and almost 1,500 miles more than in 1990 (10,504 miles)! No wonder the incidence and duration of congestion is growing.

## IRONS IN THE FIRE

### CAC Begins 2003 Meetings

The Citizens Advisory Committee (CAC) began its 2003 quarterly meetings on Tuesday, March 11, in Room 107 of the City-County Building, 200 East Washington, downtown

Indianapolis.

The CAC was founded by the

MPO in 1994 to regu-

larly share information, and

seek public comment, on a variety of transportation planning issues. Input gathered at CAC meetings is shared with the Indianapolis Regional Transportation Council (IRTC).

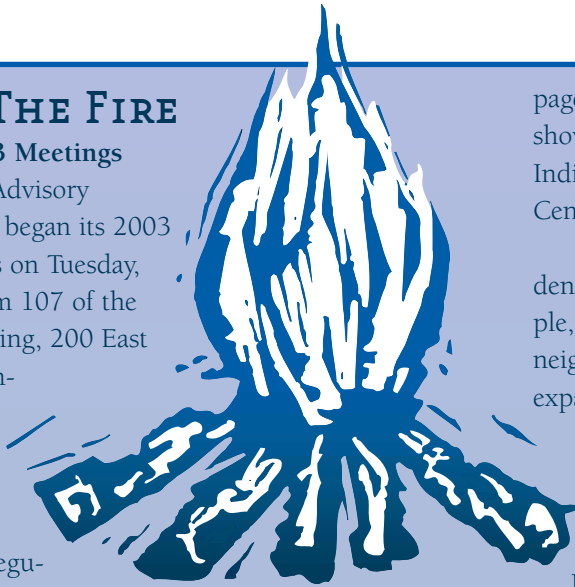
Though most CAC meetings are held on the last Tuesday of the month, this one was scheduled early to accommodate review of the MPO's transportation planning process by federal and state agencies. At this meeting, representatives of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Indiana Department of Transportation (INDOT) and the Indiana Department of Environmental Management (IDEM) hosted a public forum to gather input on how the MPO's planning efforts, including those aimed at encouraging and accommodating public participation in regional transportation planning, are perceived. Other scheduled agenda items for the meeting included a review of newly proposed amendments to the 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP) and a status report on the regional Rapid Transit Study that began in November, 2002. As always, the meeting began at 6:30 PM and lasted a minimum of one and a half hours.

For more information on the Citizens Advisory Committee, contact Mike Dearing, MPO Manager/Master Planner, at 317/327-5139 or [mdearing@indygov.org](mailto:mdearing@indygov.org).

### Planning Area Expansion Process

"It's far from finalized," notes MPO Senior Planner Philip Roth, AICP, of the proposed expansion he's overseeing of the MPO Metropolitan Planning Area (MPA). "We've just finished meeting with all of the impacted communities and are still addressing relevant issues and concerns," he says of the process that began last fall. "The IRTC endorsed the proposed MPA in November. However, it still needs to be approved by INDOT and, ultimately, Governor O'Bannon."

To preview the MPO's likely recommendation, check out



page 3 in this issue of *teMPO*. There, you'll find a draft MPA showing newly expanded boundaries that reflect the Indianapolis Urbanized Area (UZA) as defined by the 2000 Census.

"The Bureau of Census defines an urbanized area as a densely settled territory that contains 50,000 or more people," explains Roth. "Population growth in communities neighboring Marion County accounts for the proposed expansion of our planning area."

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

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

### Rapid Transit Study Named

Following an external review process, MPO staff members selected "*DIRECTIONS*" as the official name for the new regional Rapid Transit Study. "There are a lot of sound communications reasons for developing identity elements for a study," says Mike Dearing MPO Manager/Master Planner. "Our previous work with *conNECTIONS*, the study of NorthEast Corridor Transportation, proved to us that the right name and logo could help establish and maintain public awareness and top-of-mind recall throughout the study's extended duration," he says. "That's important when significant public participation is a goal."

*cont on page 23, see Irons In The Fire*



## QUESTIONS & ANSWERS

(from page 2)

transit technologies. The idea is that if a region-wide system can be shown to work, using light or commuter rail, or express busways, it lends validity to use of these modes in any single, high-traffic route, like the Northeast Corridor

or between downtown and the

Airport. Elsewhere, region-

wide systems that share the convenience and mobility benefits of transit throughout an area have proven to be the most successful.

**Belch:** These benefits are becoming even more widely recognized as the downside of single-occupant vehicle use becomes increasingly apparent. The most recent Urban Mobility Study by the Texas Transportation Institute (TTI, 2000) showed that

Indianapolis freeways became con-

gested during peak travel periods 64% of the time. That's almost double what it was ten years before (25%) and nearly six-times what it was in 1982 (11%). Because of this congestion, a lot of local drivers avoid the freeways by using secondary roads, causing increased traffic volume in our neighborhoods. The TTI study says that Indianapolis motorists now drive a combined road and freeway total of 29 million miles a day, up 38% since 1990! Yet, our miles of paved roadway increased only 10.5% for the same period, mainly because we no longer have adequate right-of-way available for road expansion.

Add to this that Indiana now has 5.2 million registered cars and trucks, or one vehicle for every 1.54 residents. That tops the national average of 1.46 per person.

More people traveling more miles mean longer periods of peak congestion. The TTI study estimated that

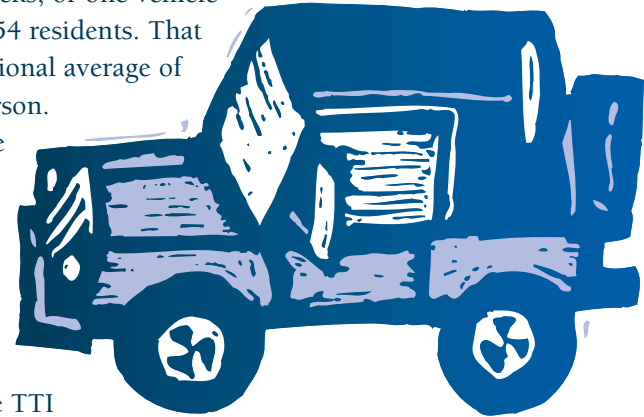
rush-hour conditions on Indianapolis freeways lasted 7.2 hours in 2000, compared with 4.2 hours in 1990 and 2.7 hours in 1982. It's no wonder we now rank 30<sup>th</sup> in congestion among major U.S. cities, a jump of 10 places in just four years (TTI, 1996).

**Roth:** That same 1996 study set a price tag on our congestion of almost \$400 million region-wide, or \$505 per Indianapolis driver who, at that time, was stuck in traffic an average of 32 hours a year. Community-wide, the cost in additional gasoline used due to congestion was estimated at 38 million gallons per year! Now, of course, the numbers are even worse.

**Belch:** For all of these reasons, plus others we haven't even talked about, like our regional air quality issues, and the need to increase mobility options for those who can't or choose not to drive, it makes sense to focus our current study exclusively on transit.

**Roth:** As we do, over the next 18 months, we hope that the public will participate in helping us consider some new *DIRECTIONS*.

For more information on *DIRECTIONS*, the Rapid Transit Study To Improve Regional Mobility, contact Stephanie Belch (317/327-5136, [sbelch@indygov.org](mailto:sbelch@indygov.org)) or Philip Roth (317/327-5149, [proth@indygov.org](mailto:proth@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:

**Stephanie Belch • Senior Planner** .....317/327-5136 [sbelch@indygov.org](mailto:sbelch@indygov.org)

**Steve Cunningham • Senior Planner** .....317/327-5403 [scunning@indygov.org](mailto:scunning@indygov.org)

**Mike Dearing • Manager/Master Planner** ..317/327-5139 [mdearing@indygov.org](mailto:mdearing@indygov.org)

**Catherine Kostyn • Planner** .....317/327-5142 [ckostyn@indygov.org](mailto:ckostyn@indygov.org)

**Kevin Mayfield • Planner** .....317/327-5135 [kmayfiel@indygov.org](mailto:kmayfiel@indygov.org)

**Philip Roth, AICP • Senior Planner** .....317/327-5149 [proth@indygov.org](mailto:proth@indygov.org)

**Sweson Yang, AICP  
Chief Transportation Planner** .....317/327-5137 [syang@indygov.org](mailto:syang@indygov.org)

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

## COMPONENTS

To encourage awareness of, and informed participation in, its regional transportation planning process, the MPO includes display advertising among the many communications strategies utilized in its Public Involvement Program. Featuring consistent use of the “iMPOrtant” format to build awareness and heighten recall, these ads appear in the *City & State* section of *The Indianapolis Star*, *The Indianapolis Recorder* and other regional publications.

The ads shown here ran in December of 2002, or January, February and March (scheduled) of this year. From the top, the first ad ran on December 6<sup>th</sup> and February 12<sup>th</sup> in *The Indianapolis Star* (December 6<sup>th</sup> and February 14<sup>th</sup> in *The Indianapolis Recorder*). It promotes various ways the public can stay interested, informed and involved in the regional transportation planning process. Several of the strategies mentioned, including the distribution of *teMPO* through all Marion County Libraries and the new MPO hotline (317/327-IMPO), were added to the Public Involvement Program in May of 2002.

The second ad focuses on the MPO Hotline, web site and publications as great sources of transportation planning and participation information. Its slightly smaller size, though less impactful, permits greater frequency of insertion since it costs less to place. It ran in the December 12<sup>th</sup> *Star* and the December 13<sup>th</sup> *Recorder*.

The third ad invites all interested parties to the year's first Citizens Advisory Committee (CAC) meeting. This ad stresses the meeting's function of serving as a public forum for the MPO's triennial re-certification process. Every three years, the Federal Highway Administration, the Federal Transit Administration, the Indiana Department of Transportation and other state and federal agencies review the MPO's regional transportation planning process as part of re-certifying it. Re-certification is a pre-requisite for MPO-recommended transportation improvement projects to be considered for federal funding. This ad ran in the February 19<sup>th</sup> and March 5<sup>th</sup> *Star* and the February 21<sup>st</sup> and March 7<sup>th</sup> *Recorder*.

The fourth ad also invites the public to the CAC meeting in a slightly smaller size. It mentions other planned agenda items, including review of proposed IRTIP amendments and an update on the Rapid Transit Study. It ran in the February 26<sup>th</sup> *Star* and the February 28<sup>th</sup> *Recorder*.

The fifth ad encourages review of and comment on proposed amendments to the 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP). The IRTIP documents federally funded transportation improvement projects programmed for our region over a three year period. The ad refers to a Legal Notice that will appear in the same day's paper and offer more detailed information on all of the newly proposed amendments. This ad ran in the February 25<sup>th</sup> *Star* and the February 28<sup>th</sup> *Recorder*.

Through its various PIP outreach strategies, like display advertising, the MPO will continue to inform its primary planning partner, the public, of upcoming participation opportunities.

**IMPORTANT**

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

- Free publications are available by calling 317/327-5135.
- teMPO*, the MPO's official newsletter, is available at all Marion County libraries.
- Transportation-related maps, documents, meeting notices, and more, can be found on the MPO web site at [indygov.org/indympo](http://indygov.org/indympo).
- New information and public participation opportunities are featured each week on the MPO Hotline at 317/327-IMPO.
- For answers to specific questions, call 317/327-5142.

Our work is getting around. **MPO**

**IMPORTANT**

The Metropolitan Planning Organization, your MPO, wants you as a partner in the regional transportation planning process.

For information on current planning activities, and upcoming participation opportunities, call the MPO Hotline at 317/327-IMPO, ask for a free *teMPO* newsletter at any Marion County library, or visit the MPO web site at the address listed below.

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo). **MPO**

**IMPORTANT**

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, March 11, at 6:30 PM.

Agenda items will include proposed amendments to the Indianapolis Regional Transportation Improvement Program, an update on the Rapid Transit Study, and a public forum on the MPO's transportation planning process.

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

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo). **MPO**

**IMPORTANT**

The Metropolitan Planning Organization (MPO) invites you to a special Citizens Advisory Committee meeting on Tuesday, March 11 at 6:30 PM.

Every three years, federal agencies review the MPO's regional transportation planning process for re-certification. At this meeting, these agencies will ask people like you how the MPO is doing. Do you feel Heard? Welcome?

Let us know, March 11, in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo). **MPO**

**IMPORTANT**

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

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

For your review, a complete listing of the proposed amendments appears in today's Legal Notices. For more information, call 317/327-5135.

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo). **MPO**

## MILESTONE

(from page 11)

Township began in May and ended in September, 2002. Nearly ninety different individuals attended at least one meeting during the process, exclusive of planning staff. Average meeting attendance was 23. Total attendance for the seven meetings was more than 160, which works out to approximately 300 volunteer hours committed to this effort.

In most planning programs, early meetings are usually the most well attended. Attendance routinely drops off as the project proceeds with later meetings drawing smaller crowds. However, Pike Township's Land Use Mapping process was an exception. Attendance built as this process continued. The average number of participants at the first three meetings was 16. The average attendance at the final four meetings was 29.

Among the many changes from the 1990-1993 Comprehensive Plan for Pike Township resulting from these meetings are the areas designated by the new Village Mixed-Use category (see sidebar, this page).

One such area is New Augusta. Since the previous update of the Comprehensive Plan, the Village of New Augusta has been declared a local historic district, which will help to protect the historic character of its structures. The Village Mixed-Use designation should help the area retain its traditional mix of land uses.

Another Pike Township area to receive the Village Mixed-Use designation is south and east of the intersection of Lafayette Road and 56th Street. This area is a combination of vacant land, a brand new elementary school, and some 1960's era residential and office development. The Village Mixed-Use designation for this site envisions uniting this area with a more residential, pedestrian-friendly street pattern so that it might become a cohesive community rather than a disparate collection of land uses.

Also of note in the Pike Township Comprehensive Plan update is the designation of eight Critical Areas. In addition to the two Village Mixed-Use areas, six Critical Areas were established :

- to protect water resources,
- to protect residential and office areas from commercial and industrial encroachment,
- to protect commercial and industrial areas from residential encroachment, and
- to accommodate industrial expansion while protecting a notable woodland and area of deep slopes.

### Wayne Township Specifics

The Wayne Township planning area includes portions of northwestern and southwestern Center Township. Wayne Township land use planning meetings began in June and ended October, 2002. A separate meeting for the northwestern

*cont on page 21, see Milestone*

## The Village Mixed-Use Category

Among the many exciting new concepts Indianapolis Insight has incorporated into the Update of the Marion County Comprehensive Plan are new land use categories like Village Mixed-Use.

Around 1900, the City of Indianapolis made up the center of Marion County, along with a handful of small surrounding towns. Since these towns were fully functioning, separate communities, with their own business districts, institutions and residential areas, their land uses were more mixed than is typical in modern development practices.

Although Indianapolis has now grown out and around these small towns, many of them wish to retain their distinctive, historic character. Until Indianapolis Insight, however, there was no established land use category to accommodate them. The Village Mixed-Use designation was developed to serve this purpose.

Village Mixed-Use should be used for existing, historically rural, small towns that wish to continue as neighborhood gathering places. It allows for a wide range of small businesses, housing types, and public and semi-public facilities. It envisions a mixed-use core of small, neighborhood office/retail nodes, public and semi-public uses, open space and light industrial development. Residential development densities can vary from compact single-family residential development and small-scale multi-family residential development near the 'village center' to lower densities outward from this core.

Potential development in these areas should focus on design issues related to architecture, building size, parking, landscaping and lighting to promote a pedestrian-oriented "small town" atmosphere rather than focussing on residential density. Strip commercial development (integrated centers setback from rights-of-way by parking areas), large scale free-standing retail uses and heavy industrial development are generally inappropriate within this land use category.

The Village Mixed-Use category can also be used in undeveloped areas where the establishment of a village-style development is desired.

## MILESTONE

(from page 20)

portion of Center Township was held in September.

Excluding City staff, nearly eighty different people attended at least one meeting during the process. Average meeting attendance was 25. Total attendance for the seven meetings was more than 176, which equates to nearly 350 volunteer hours. As in Pike Township, participation grew as the planning process continued. Average attendance at the first three meetings was 17; at the last four, 36. The Northeast Center Township meeting was attended by 22 interested parties.

Again, as in Pike Township, the new Village Mixed-Use category designation was used in two Wayne Township locations; Clermont and along Main Street in Speedway. Also, the Airport-Related Mixed-Use category was used in proximity to Indianapolis International Airport (IIA). This category expressly excludes residential development due to airport-related noise. Several existing residential areas were given this designation to discourage further residential development in them.

In addition to the two Village Mixed-Use areas, eight other Critical Areas were established. Their designation is intended to recognize:

- a major street realignment,
- re-development of a declining industrial area,
- the interface of residential and industrial uses for the protection of both,

- the interface of residential and commercial uses for the protection of both,
- future park space, and
- a potential rapid transit station (see related story, page 2)

Presentations of the updated plan were made to the Clermont Town Council and the Speedway Town Council. In addition, a joint meeting was held with Pike and Wayne Township residents to discuss issues of mutual concern along the townships' common boundary.

New Land Use maps will be submitted for adoption for the entire county upon completion of the mapping process for all eight planning areas. This is likely to occur in mid-to-late 2004. For more information on Indianapolis Insight, the update of the Marion County Comprehensive Plan, including a schedule of remaining land use mapping meetings, visit [indygov.org/indianapolisinsight](http://indygov.org/indianapolisinsight). For a copy of the update's Community Values Component or the Land Use Mapping Handbook, contact the Comprehensive Planning Section of the Division of Planning at 317/327-5111 or use the order form supplied here.



## Indianapolis Insight Order Form

Use this form to order any of the following planning documents:

**Indianapolis Insight's Community Values Component** guides development of Phase II of the Comprehensive Plan Update and includes planning principles, value statements and recommendations for new and revised policies, procedures, programs and ordinances. The first copy is available free-of-charge. Additional copies cost \$5.00 each.

The **Land Use Mapping Handbook** is a short, user-friendly guide to the land use mapping process. The Land Use Mapping Handbook is available free of charge.

The **Indianapolis Development Assets (IDA) book** is an atlas of useful information on the population, economy, natural resources, transportation, infrastructure, government, housing and quality-of-life of Marion County. The IDA book is available for \$15.00.

To receive any of these documents, fill out this form and send it to:

Division of Planning, Comprehensive Planning Section  
1821 City-County Building  
200 East Washington Street  
Indianapolis, IN 46204

Or, fax it to the Comprehensive Planning Section at 317/327-5103.

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

- Indianapolis Insight Plan, Community Values Component
- Indianapolis Insight Land Use Mapping Handbook
- Indianapolis Development Assets Book.

## CAC Meeting Dates Set

If you're interested in staying informed of, and being heard on, regional transportation planning issues, mark your calendar now for the Citizens Advisory Committee (CAC) meetings scheduled throughout 2003.

As the region's primary transportation planner, the MPO is responsible for conducting a coordinated, continuous and comprehensive planning process among its many planning partners, including the general public. In 1994, the MPO founded the Citizens Advisory Committee as a way of soliciting informed public input on a variety of transportation-related issues. This input, as well as public comments gathered via other outreach strategies, helps the MPO form its planning and project recommendations. All MPO recommendations, and salient public input, are passed on to the Indianapolis Regional Transportation Council (IRTC) which is the official decision-making body for the regional transportation planning process. The IRTC comprises both Policy and Technical Committees and represents jurisdictions throughout metropolitan planning area (MPA). This area is currently expanding to reflect Census 2000 data concerning recent growth in the urbanized area.

CAC quarterly meetings are open to the public and promoted in MPO meetings, publications and mailings; on the MPO hotline (317/327-IMPO) and web site ([indygov.org/indympo](http://indygov.org/indympo)); through the media; and, via paid advertising in *The Indianapolis Star* and *The Indianapolis Recorder*. The meetings are usually held on the third or fourth Tuesday of the month in Room 107 of the City-County Building, 200 East Washington Street, downtown Indianapolis. They start promptly at 6:30 PM and last from one and a half to two hours. Those unable to attend these meetings may stay informed on the regional transportation planning process by watching WCTY (Cable Channel 16) which broadcast casts them live and tapes them for re-broadcast throughout the month.

CAC meetings are currently scheduled for:

- **March 11 At 6:30 PM**
- **May 20 At 6:30 PM**
- **August 20 At 6:30 PM**
- **October 22 At 6:30 PM**

For more information on the CAC or its upcoming meetings, contact Mike Dearing at 317/327-5139 ([mdearing@indygov.org](mailto:mdearing@indygov.org)).

# Did You Know?



A three mile section of Boston's "Big Dig," connecting the Massachusetts Turnpike with Logan International Airport a new eight lane expressway running under the city, was opened the weekend of January 25th. The entire 7.8-mile system of underground highways, ramps and bridges is the nation's most expensive public work's project ever with a price tag of \$14.6 billion. The final phase of the project will open next year, allowing motorists to drive under, or into, the city without the congestion that now delays traffic six to eight hours a day.

Though hundreds of miles away, Boston's Big Dig could have a big impact on our region's planned transportation system improvements. The January 20th issue of *USA TODAY* reports that cost overruns in Boston have prompted the Federal Highway Administration (FHWA) to consider new system requirements for similarly sized highway projects. These include 1) greater responsibility and clout for Metropolitan Planning Organizations to reach consensus among affected city and suburban officials, 2) better public information programs to proactively address construction delay and cost-overrun issues and 3) greater use of design/build contracts which commit a company to design and build a project for a fixed price. The Big Dig's new highways were built in the traditional way: designed by the state and put up for bid. Under this system, the chosen companies could add charges as changes were required. With design/build contracts, companies are responsible for their own changes and mistakes.

Currently, the FHWA lists about 20 major highway projects nationwide with budgets of at least \$1 billion, including the Indianapolis region's proposed freeway construction and transit system. The cost of these projects is currently estimated at \$2.1 billion by the FHWA, as reported in *USA TODAY*, with their status listed as in "Environmental Studies."

## IRONS IN THE FIRE

(from page 17)

MPO Communications Consultant Joe Whitman agrees. "A colloquial name, that establishes an informal tone and positive associations, helps people feel more comfortable with the study process. The official, longer name (Indianapolis Metropolitan Area Rapid Transit Study) can be a little intimidating," he explains. "Consistent use of identity elements also 'brand' study activities, help differentiate the study from other planning initiatives which might otherwise compete for attention, and aid and encourage media coverage."

The *DIRECTIONS* name and logo will be consistently used on public outreach elements for the Rapid Transit Study, including its web site ([indygov.org/indympo/rts](http://indygov.org/indympo/rts)), literature, direct mail and media advisories. A theme line/disclaimer will identify it as "A Rapid Transit Study To Improve Regional Mobility."

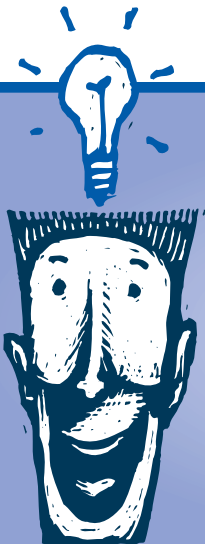
The general purpose of the Rapid Transit Study is to consider the preferred placement of a region-wide transit system and the preferred transit mode(s) of travel, including commuter or light rail, or bus. It is budgeted at \$1.5 million and is expected to last 18-24 months. For more information, contact Philip Roth, AICP, at 317/327-5149 ([proth@indygov.org](mailto:proth@indygov.org)) or MPO Senior Planner Stephanie Belch at 317/327-5136 ([sbelch@indygov.org](mailto:sbelch@indygov.org)).

### MPO On-line

More people are remotely accessing regional transportation planning information than ever before, reports MPO Planner Catherine Kostyn. Catherine is responsible for regularly maintaining and enhancing the MPO's web site

([www.indygov.org/indympo](http://www.indygov.org/indympo)) which now boasts an average of 1,500+ hits a day. "We saw 46,800 hits in January," she says. "Our site is updated on the weekend, so we notice an increase in browsers early in the week, to check out what's new," she says. Available information includes planning documents and maps, MPO publications, project and program specifics, such as those contained in the 2003 Unified Planning Work Program (UPWP), and hotlinks to the sites of transportation planning partners, like IndyGo. "Popular features seem to be our listing of upcoming meetings, and our library of past *teMPO* newsletters in pdf format," Catherine notes.

In addition, more and more people interested in the regional transportation planning process are visiting the MPO Hotline at 217/327-IMPO, where weekly messages promote upcoming public participation opportunities and items of general interest.



## Did You Know?

According to the Federal Highway Administration's most recent data, the USA is NOT the world's most car-crazy country. That honor goes to Germany which boasts 511.2 automobiles per 1,000 residents. The US comes in second with 480.6, followed by France (463.2), Canada (444), Japan (394.3) and the UK (371.6).

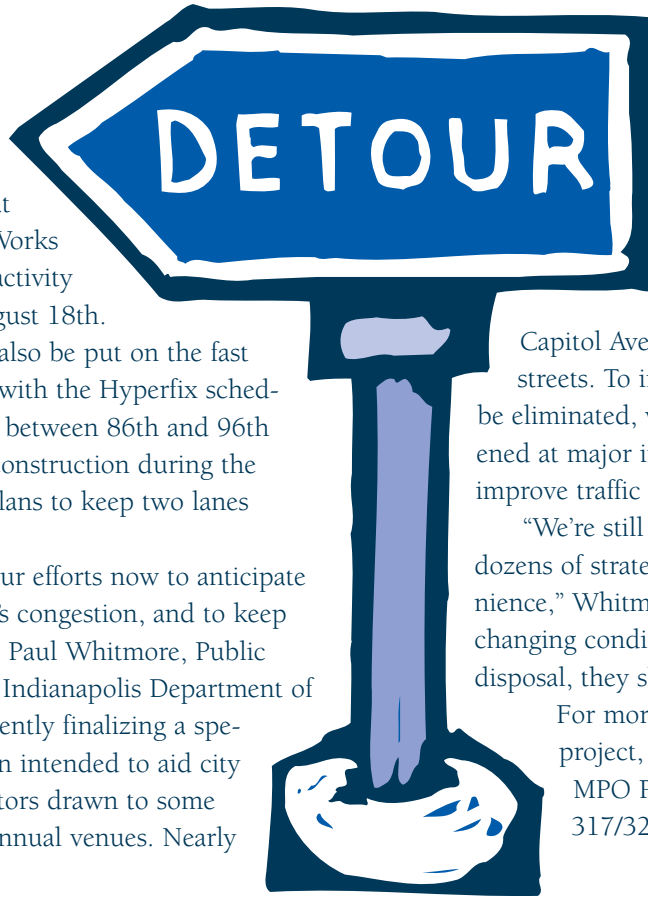
However, these totals do NOT include vans, light trucks or SUVs – one of America's most popular vehicle types. So, we may still be leading the pack. . . off-road!

## 65/70 HYPERFIX

(from page 10)

tion themselves. For example, Binford Boulevard will undergo major reconstruction this year, but the Department of Public Works plans to suspend all work activity between May 26th and August 18th. Many smaller projects will also be put on the fast track so as not to coincide with the Hyperfix schedule. North Meridian Street, between 86th and 96th streets, will also be under construction during the same period, but the city plans to keep two lanes open in each direction.

“We are coordinating our efforts now to anticipate and minimize this summer’s congestion, and to keep commuters informed,” says Paul Whitmore, Public Information Officer for the Indianapolis Department of Public Works. DPW is currently finalizing a special traffic management plan intended to aid city residents *and* first time visitors drawn to some of the city’s most popular annual venues. Nearly



50 major events are scheduled between late May and mid-August in Indianapolis, including Indiana Black Expo, the RCA Tennis Championships and the Brickyard 400. The plan will include more signs, improved traffic signal timing to minimize congestion, more rush hour parking restrictions to clear lanes, and strategic lane work on major thoroughfares such as

Capitol Avenue and Illinois, Pennsylvania and Delaware streets. To improve traffic flow, some left-turn lanes will be eliminated, while some right-turn lanes will be lengthened at major intersections. Fresh lane striping will also improve traffic control.

“We’re still finalizing our plan, but we already have dozens of strategies to minimize congestion and inconvenience,” Whitmore says. “As long as drivers respond to changing conditions, and use the tools we’re putting at their disposal, they should be fine.”

For more information on INDOT’s I-65/I-70 Hyperfix project, visit [www.hyperfix6570.in.gov](http://www.hyperfix6570.in.gov) or contact MPO Principal Planner Steve Cunningham at 317/327-5403 ([scunning@indygov.org](mailto:scunning@indygov.org)).

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317/327-IMP0!**