

tempo

SPECIAL

EDITION

OCTOBER 2002

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

OUR WORK IS GETTING AROUND

Like our new signature line says, your Metropolitan Planning Organization (MPO) is in the business of mobility; planning to get goods and people safely and efficiently around the Indianapolis region. And, thanks to our various public involvement initiatives, including publications like this one, word of what we do, how we do it, and how you can help has gotten around, too.

Just look at this Special Edition of *tempo*. Here you'll find a cover story on the first state-of-the-art, private transit system to be built over public lands . . .

cont on page 3, see Getting Around

CLARIAN PEOPLE MOVER

By now, most area residents have heard about the elevated, fully-automated dual-rail guideway system Clarian Health Partners built to quickly transport personnel and patients between Methodist Hospital and the campuses of Indiana University Medical Center and Riley Hospital for Children. The Clarian People Mover has been the focus of intense media attention and public interest both before and after it broke ground on May 22, 2001. Probably few, however, grasp the national significance of this initiative in the areas of public/private cooperation, regional economic development, neighborhood revitalization and future transportation planning.

cont on page 18, see Clarian People Mover



IN THIS ISSUE

- CLARIAN PEOPLE MOVER PAGE 1
- INDOT CISTMS PAGE 1
- Q & A PAGE 2
- MPA MAP PAGE 3
- CULTURAL TRAIL CONCEPT PAGE 4
- RAPID TRANSIT STUDY PAGE 5
- NEW INDYGO CEO PAGE 7
- OZONE FLEX PROGRAM PAGE 9
- ACCESS-TO-JOBS PAGE 11
- BIKE ROUTE MAP UPDATE PAGE 15
- REGIONAL PLANNING GUIDE PAGE 16
- IRONS IN THE FIRE PAGE 17
- COMPONENTS PAGE 23

INDOT CISTMS

The acronym stands for Central Indiana Suburban Transportation and Mobility Study (CISTMS), but knowing that doesn't really tell you much about this 18-month Indiana Department of Transportation (INDOT) initiative. "Its basic goal is to improve suburban mobility throughout Central Indiana," explains John Myers, PE, AICP of Parsons Brinckerhoff Quade & Douglas, Inc., the transportation engineering firm serving as consultants to the Indiana Department of Transportation on the study. "That's a very specific job, and a big one" he notes, "but it's also just a small piece of the on-going refinement process INDOT has initiated for its recently completed Long Range Plan."

cont on page 12, see INDOT CISTMS



ACRO-NYMBLE

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

AA – Alternatives Analysis

AICP – American Institute of Certified Planners

ATMS – Advanced Traffic Management System

APM – Automated People Mover

CAC – Citizens Advisory Committee

CD – Compact Disk

CEO – Chief Executive Officer

CILC – Center for Interactive Learning and Collaboration

CIRCL – Central Indiana Regional Community League

CIRTA – Central Indiana Regional Transit Alliance

CISTMS – Central Indiana Suburban Transportation and Mobility Study

CMAQ – Congestion Mitigation & Air Quality

COO – Chief Operating Officer

DBE – Disadvantaged Business Enterprise

DEIS – Draft Environmental Impact Statement

DMD – Department of Metropolitan Development

DPW – Department of Public Works

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

IBC – Indiana Bicycle Coalition

IIA – Indianapolis International Airport

INDOT – Indiana Department of Transportation

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

ITS – Intelligent Transportation System

MDC – Metropolitan Development Commission

MBE – Minority-owned Business Enterprise

MPO – Metropolitan Planning Organization

PSC – Policy Steering Committee

RTS – Rapid Transit Study

SR – State Road

STP – Surface Transportation Program

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

TMS – Traffic Monitoring System

TSM – Transportation System Management

UPWP – Unified Planning Work Program

WBE – Woman-owned Business Enterprise

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 Planner Stephanie Belch explains the “big picture” transportation planning benefits of the Special Neighborhood Study of the Glendale Area for which she served as Planner-in-Charge.

What's happening with the Glendale Neighborhood Study? I've followed it pretty closely last year through the Public Workshops, teMPO articles and Citizens Advisory Committee reports. And, I know it was in the news again this summer when the public could read and comment on the study's Final Report. In fact, I did that at the Glendale Library. But what's happening now? Was the study a success? Will any of its recommendations be implemented?

– in-person questions asked after the August Citizens Advisory Committee meeting

In planning terms, the Glendale Special Neighborhood Study was, and is, very successful. In fact, it is still on-going since the MPO and study consultants Storrow Kinsella Associates continue to collect and incorporate public comments into the study's Final Report. By the way, what you read at the Glendale Library was a *draft* Report. We posted it on our web site and made it available through the library so area residents could review it in-detail and react to it. We also ran advertising during the Public Review and Comment period which ended July 19th to encourage people to participate in the process. *The Indianapolis Star* helped out by running related stories in response to our media advisories in mid-July, as did Channels 6 and 13.

The result? More than 700 people reviewed the report. Though a relatively few (30, or so) felt the need to comment, those who did will be happy to know that their thoughts are being incorporated into the final document. That process is happening right now. And the comments continue! The first week of September, I received a call from an enthusiastic supporter of the study's recommendations who wanted her feelings to be known. Although we're going to have to set a true 'cut-off' date sometime, I asked her to write me a letter so we'd have a record of her thoughts.

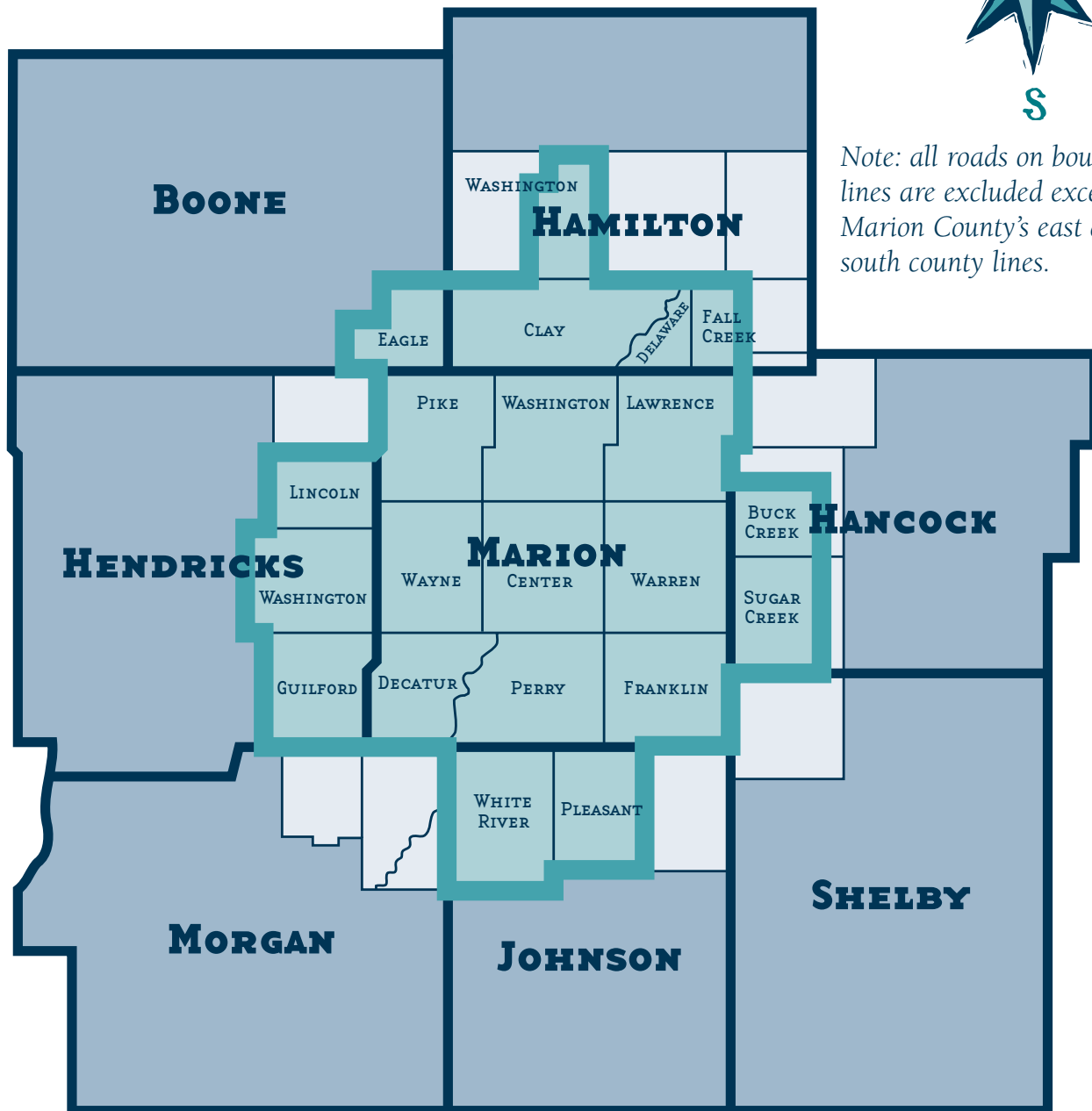
Not all of the comments received were positive, of course. Most of those that were critical of the study's recommendations had the biggest problem with the idea
cont on page 8, see Q & A



STEPHANIE BELCH
MPO SENIOR PLANNER

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)



Note: all roads on boundary lines are excluded except Marion County's east and south county lines.

OUR WORK IS GETTING AROUND

(from page 1)

way over! Clarian's elevated APM (automated people mover) is nearing completion and *teMPO's* along for the ride. You can also read about INDOT's CISTMS: a study to improve suburban mobility

while drawing traffic away from I-465. And, about the Ozone Flex Program, offering us the opportunity to improve our air quality *our way*. And, about the Rapid Transit Study, investigating the best options for a region-wide system.

Plus, catch up with IndyGo's new CEO, the Glendale Neighborhood

Study, the new Cultural Trail Concept, the Marion County Bike Route Map Update, and so much more. It's all here, along with contact names and numbers, just waiting for you to *get around* to reading *teMPO!*

CULTURAL TRAIL CONCEPT

It's only an idea at the moment, but one that has a lot of people talking. The Cultural Trail is the name of a concept on which the MPO and the City of Indianapolis are currently assessing public reaction. Starting in August of this year, MPO Principal Planner Mike Dearing met with residents of historic neighborhoods which could be located along, and impacted by, such a trail. "The reaction has been generally favorable," Dearing says. "I've met with a number of groups so far, including the Marion County Alliance of Neighborhood Associations (MCANA) and the Citizens Advisory Committee (CAC), and people are intrigued by the idea" he says. "They definitely want to know more."

The concept of the Cultural Trail is an outgrowth of Indianapolis Mayor Bart Peterson's Cultural Development Initiative and the downtown convergence of the Regional Greenways System. It is described as a dedicated bicycle and pedestrian trail of high design that would link the cultural resources and attractions of the Indianapolis Regional Center. Envisioned as a continuous loop, the Trail would offer travelers separation from vehicular traffic in a park-like atmosphere through strong landscape design and consistent identity elements. Its objectives would be to connect downtown with other districts and neighborhoods via the Greenway System, engage the historic mile square, link key cultural districts, begin and end at White River State Park, utilize the recently completed Canal Walk, and accommodate bicycle, pedestrian and shuttle modes of travel.

Aspects of the concept, including some design considerations and amenities, are based on successful urban trail models located elsewhere, such as the Chicago Lakeshore Trail, New York's Battery Park Esplanade, St. Anthony's Falls Heritage Trail in Minneapolis and Boston's Freedom Trail. Unlike those trail systems, however, the proposed Cultural Trail would offer some features only Indianapolis could provide. For example, the scale of the city's downtown area allows circumnavigation on a continuous trail loop. The models are linear systems. Also, the existing street capacity and width of Indianapolis can accommodate a dedicated trail within the downtown core. And, Indianapolis already has a good distribution of diverse attractions, plus plenty of room for in-filling as more develop.

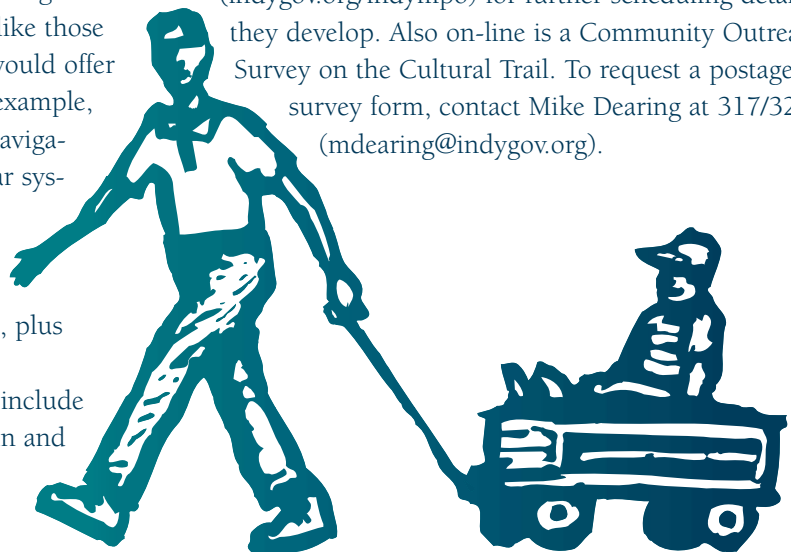
Possible design principles of the Cultural Trail include continuous accessibility, combined bicycle, pedestrian and

shuttle usage; separation from other vehicular traffic; special plaza intersections where bicycles and pedestrians can safely converge; strong 'park' landscaping; easy recognition/identification through strong and consistent use of identity elements, such as graphics and furnishings; trail lighting for nighttime visibility and recognition; people 'eddies and pockets' for passing, pausing and learning about adjacent exhibits/attractions; and, art and cultural elements at an interest-sustaining frequency. Among the trail's anticipated benefits are economic and neighborhood development support; an integral linking of the city's near-downtown museums, restaurants, entertainment venues and historic sites; a community health initiative; an image-enhancer for Indianapolis as a unique place; and, new connecting points for the Marion County Greenways System.

Because it's only a concept at this point, and not a finished plan, project financing cannot be addressed. However, potential funding has been identified. It includes federal funding sources like funding for Economic Development, Transportation Enhancement Funds, Federal Earmarks, Transportation and Community and System Preservation, incorporation into existing public improvement projects and funding from the Center for Disease

Controls or State Health Department. Potential local funding sources include corporate donations, local foundations, individual philanthropists and community service groups. Trail maintenance could be underwritten by corporate and neighborhood partners.

"Public participation is an important part of the Cultural Trail Concept," Dearing notes. "That's why we're asking for people's opinions now, before any design decisions, or financial commitments, have been made." Those interested in the Cultural Trail are encouraged to attend an upcoming series of Public Workshops on the subject. Check the MPO web site (indygov.org/indympo) for further scheduling details as they develop. Also on-line is a Community Outreach Survey on the Cultural Trail. To request a postage-paid survey form, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).



RAPID TRANSIT STUDY

It's off to a quick start! Would you expect anything less from the MPO's Rapid Transit Study (RTS)?

As reported in the Summer 2002 issue of *teMPO*, the Indianapolis Metropolitan Planning Organization (MPO) initiated preliminary work on this study when it issued a Request For Proposal (RFP) in May to more than 70 transportation and engineering firms. Since that time, a Selection Committee has recommended one respondent to the Director of the Indianapolis Department of Metropolitan Development (DMD) as the preferred primary consultant for the study. The recommendation was made, and approved, right on-schedule at the end of July, with the study officially beginning this fall. The interim period is used to review and, if necessary, revise the proposed scope of services and list of deliverables prior to signing a contract.

The RTS Selection Committee was comprised of representatives from the Indianapolis MPO, the Indiana Department of Transportation, Indianapolis Public Transportation Corporation, the Indianapolis Mayor's Office, the Indianapolis International Airport, the Central Indiana Regional Transit Alliance (CIRTA), and other appropriate stakeholders. The chosen primary study consultant is Indianapolis Transit Consultants (ITC) – a joint co-venture of two transportation, engineering and design support firms, headed up by Shimpeler/American of Louisville, a division of American Consulting Engineers, and Jacobs Engineering.

The primary study area for the

RTS is the MPO Modeling Area, as shown on page 3. A secondary study area requiring less detail is the 9-county Indianapolis Metropolitan Statistical Area, including Marion, Hendricks, Boone, Hamilton, Madison, Hancock, Shelby, Johnson and Morgan Counties.

This study is a follow-up to the 3-year *conNECTIONS* study of Northeast Corridor Transportation, which ended in January, 2002. *conNECTIONS* recommended a list of alternatives for alleviating traffic congestion and increasing mobility in the region's busiest travel corridor, which stretches from down-



town Indianapolis northeast to Noblesville. These included highway and transit options. While the Indiana Department of Transportation (INDOT) is moving ahead with the preferred highway expansion option, *conNECTIONS*' Policy Steering Committee felt that more study was needed before the transit recommendation, which included light rail, could be adopted.

The new RTS will, in part, provide that study, while also addressing a broader scope of issues.

As described in the RFP, this study will consist of the following three phases:

1) The first phase will identify a regional, conceptual transit system building on the rail concept plans developed in the *Regional Mass Transit Service Plan* and *The Draft Initial Response to Key Issues Report*. This phase will respond to *conNECTIONS*' PSC's

cont on page 6, see Rapid Transit Study

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

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

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

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

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

Shrewsbury & Associates: A regional Disadvantaged Business Enterprise/Minority-Owned Enterprise (DBE/MBE) environmental and real estate services firm.

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

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

Barnes and Thornburg: Financial consulting.

RAPID TRANSIT STUDY

(from page 5)

request for a broader understanding of the feasibility for rail transit in the Indianapolis region and will more fully address transit issues raised during the conNECTIONS study.

2) The second phase will analyze the feasibility of the high priority segments identified in the conceptual plan with special emphasis placed on a link to the Indianapolis International Airport (IIA). This phase would respond to the PSC's request to determine the feasibility of a rail transit link to the airport.

3) The third phase, as directed by the study's PSC, will conduct an Alternative Analysis (AA) consistent with the National Environmental Policy Act (NEPA) and the Federal Transit Administration's New Starts requirements. This third phase would depend on the outcome of the first and second phases and the direction of the RTS Policy Steering Committee. It will only be pursued if the results of the first and second phases warrant an AA.

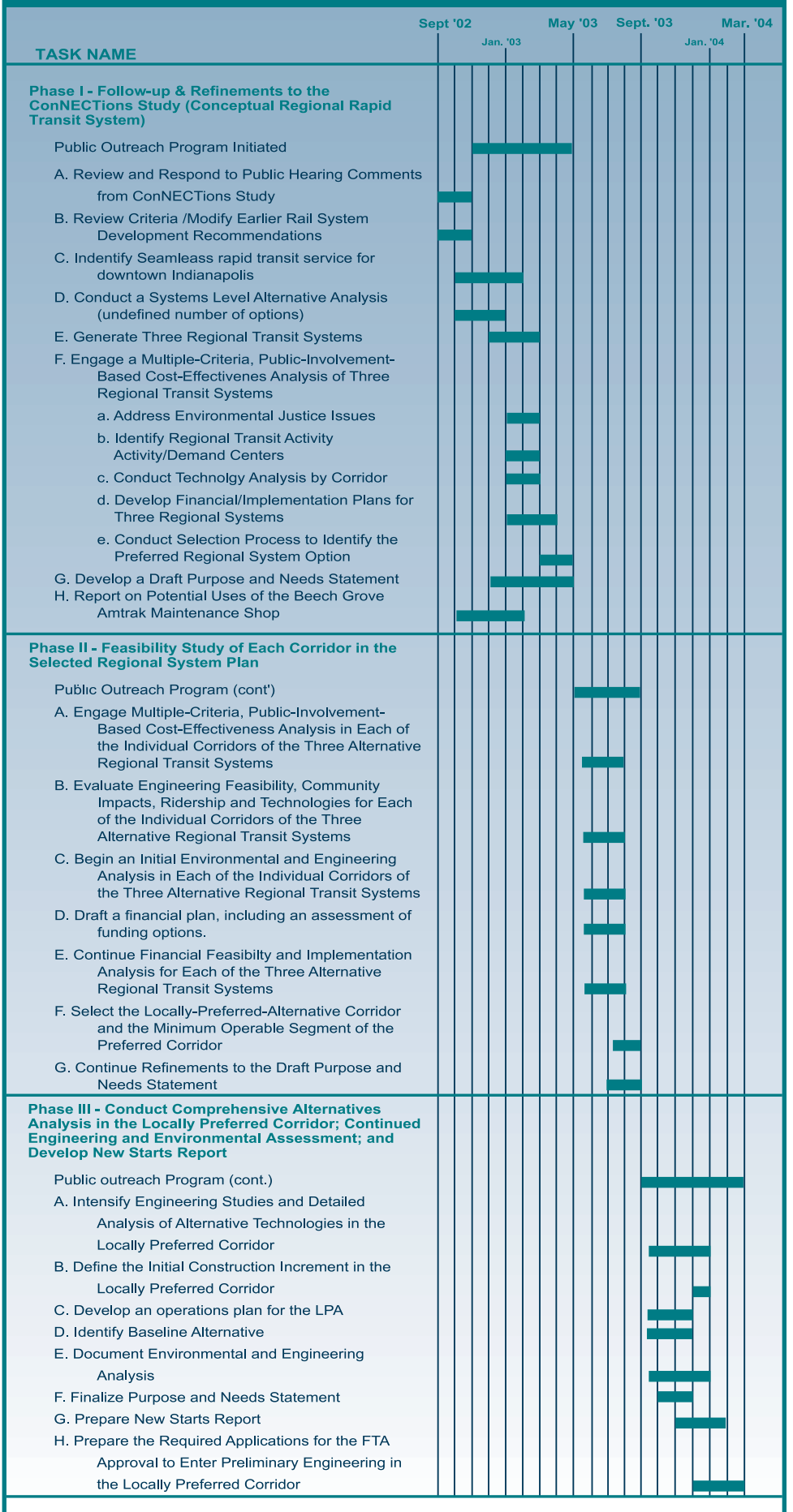
In addition to these phase descriptions, the RFP explicitly emphasized that the purpose of this new study is to find the best rapid transit solution for the Indianapolis region. "The MPO is NOT seeking to justify rail transit. If the results of Phases 1 and 2 warrant embarking on a full AA, the slate will be wiped clean and the link to the airport will be looked at in the context of the purpose and need of that particular corridor. All rapid transit modes shall be given equal consideration."

Elsewhere in the RFP, the purpose of the Rapid Transit Study is described more succinctly:

"The purpose of this study is two-fold. First, it is intended to provide the conNECTIONS' PSC additional information regarding the feasibility of rapid transit in the Indianapolis region. This information will directly impact their decision relative to the future of rapid

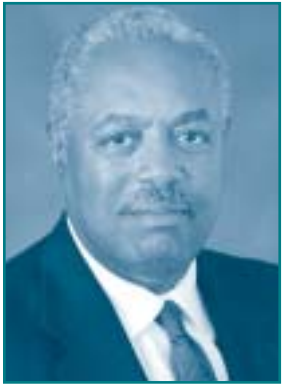
cont on page 8, see Rapid Transit Study

INDIANAPOLIS METROPOLITAN AREA RAPID TRANSIT STUDY SUMMARY BASELINE SCHEDULE



NEW INDYGO CEO

If you are a regular IndyGo rider, it's possible that you've already met the transit provider's new President and Chief Executive Officer (CEO). Gilbert Holmes rides the bus five times a week. "It's no hardship," he says. "I grew up riding transit in Chicago. I think it's a smart way to travel. Besides," he says, "I'm learning a lot more out there than I would sitting behind a desk."



Gil Holmes,
IndyGo CEO/President

Unanimously selected by the Indianapolis Public Transportation Board in July from more than 50 candidates, Holmes brings a grass-roots, common sense approach to his new job, as well as a varied professional background. Following two decades in the Army where he attained the rank of Lieutenant

Colonel, Holmes moved to Indianapolis in 1981. Initially, he and several partners opened a deli/restaurant at 56th and Illinois Street. "That's hard work, anyway you slice it," he laughs.

In 1985, he became Head of Transportation Services at Methodist Hospital. Four years later, he was named Commissioner of the Indiana Bureau of Motor Vehicles, a job he held for almost eight years. In 1997, he joined Lincoln

DID YOU KNOW?

IndyGo's annual budget is \$37 million.

National Corporation in Fort Wayne, IN, as Second Vice President and Director of Facilities and Services. In 2001, Lincoln National made him Second Vice President, Director of Corporate Procurement.

"It's true that I don't have any mass transit experience," says Holmes, who knows that concerns some people. "But, sometimes, it takes someone from the outside to think outside the box."

Roland Mross, who served as IndyGo Interim President from October 2001 to July 2002, thinks IndyGo's new CEO has a point. Now back in his position as Director of Marketing and Service Development, Mross is concentrating on IndyGo's future and Holmes' approach to it. "We have a lot of issues to

DID YOU KNOW?

There are 36 'fixed' IndyGo routes.

address and a lot of opportunities to grasp right now," Mross notes. "And I think Gil is bringing a fresh perspective to the process."

Holmes has already ordered a ridership survey for the fall to determine which routes are used most, and which need

tweaking. His goal, he says, is to make sure IndyGo is staying aware of, and in tune with, the region's demographic shifts "It's simple," Holmes says. "I want to know if our buses are getting out to where people need them."

Also, this fall IndyGo will test a downtown circulator system which will use small electric hybrid buses to move people around. At the same time, the transit provider is searching for a downtown site to build its much-talked about transportation transfer center, where all downtown bus routes will eventually end. From there, passengers will be able to transfer to trains at Union Station, buses at the Greyhound depot, or other IndyGo

DID YOU KNOW?

IndyGo buses provide 11 million rides a year.

lines. A \$4 million federal grant is funding the site selection process. "It's an exciting time to be joining IndyGo, and I'm glad to be here," Holmes says, despite the fact that only 1.3% of the nine-county metropolitan area's population takes public transportation to work. "So far, people have not had an incentive to ride the bus, especially in a car-friendly society where there isn't a lot of traffic or parking problems," he explains. "Part of my job is to improve our service, while telling potential riders about the incentives of taking the bus. Like avoiding the cost of parking, insurance, gas and maintenance." A post-survey marketing campaign is already planned to help him make his point.

Holmes has a Bachelor's degree from Southern Illinois University, a Master's Degree from the University of Southern California and a Law Degree from I.U., yet he believes he can learn from just about anyone. "My wife of 29 years taught me that, along with our three children," he laughs. "So, it just makes sense to me to ask our riders how to improve our routes, and ask our drivers and mechanics how to improve our fleet," he explains. "I may be from 'the outside', but I'm in it 'for the long haul.'"

DID YOU KNOW?

With only 1.3% of Central Indiana residents riding public transportation to work, our state ranks 45th in transit usage.

Source: *The Indianapolis Star*

DID YOU KNOW?

Passenger fares account for one-third of IndyGo's annual budget.



RAPID TRANSIT STUDY

(from page 6)

transit in the Northeast Corridor and in the large Indianapolis region. Secondly, the study, depending on the outcome of the first and second phases, could result in a full Alternative Analysis.”

“conNECTions was an innovative study that provided a lot of valid transportation recommendations for the Northeast Corridor,” says Stephanie Belch, MPO Senior Planner and co-project manager for the Rapid Transit Study. “Yet, questions remain concerning rail transit. To build light rail in the Northeast Corridor, we’d have to effec-

tively commit to the idea of a regional rapid transit system. What would such a system look like? What would its characteristics be?”

The Rapid Transit Study is intended to address these questions. The primary issues to be addressed include an analysis of the best route configuration for a regional rapid transit system, including a study of most suitable transit technologies — rail, bus, or other. The transit corridors to be identified will be prioritized, and connected into a circulator system in Downtown Indianapolis.

The outcome of the study will be a recommended rapid transit system configuration, including recommended

corridors. Following the completion of the study, conNECTions’ transit recommendations will be re-evaluated.

“Everything is up for grabs,” emphasizes MPO Principal Planner Mike Dearing. “The study may result in a feasible recommendation for a regional light rail system. However, it could just as easily conclude that a bus-based rapid transit system would be best for our region.”

Philip Roth, AICP, MPO Senior Planner and co-project manager, agrees. “We don’t know what our findings will be after the 18-24 months we anticipate the study will take,” he says. “Once we arrive at a recommendation, though, we’ll set a timetable for design, environmental review, and implementation.”

The Rapid Transit Study will be featured in future Special Editions of *teMPO*, which will focus on study procedures, findings, and public participation opportunities, including public meetings. A web site, informational literature, direct mailings, interactive voice response system, and media/public relations are also being considered to help keep area residents informed and involved.

For more information on the Rapid Transit Study, contact Stephanie Belch (317/327-5136, sbelch@indy.gov) or Philip Roth (317/327-5149, proth@indy.gov), both of the MPO.



QUESTIONS & ANSWERS

(from page 2)

of narrowing of Kessler Boulevard to two lanes, even though traffic lights would be added to maintain traffic flow. As I said, all comments, both positive and negative, are being added to the Final Report for others to read.

If you would like to take another look at the study’s findings, visit the MPO web site at www.indy.gov/indympo and click on the Glendale Neighborhood Study Draft Final Report. All of the study’s recommendations for retrofitting transportation amenities into established residential areas to make them more pedestrian-, bicycle- and transit-friendly are there, as are details on how this prototype study was conducted.

Will these recommendations be implemented? Not immediately, because of funding constraints. So, the report is not being presented to the Metropolitan Development Commission for adoption as an Official Plan. In all likelihood, however, the

study’s most popular recommendations will probably be implemented over time as opportunity permits them to be incorporated into future maintenance and development projects.

Does this lack of a firm timeline for implementation keep the Glendale Neighborhood Study from being a success? Not at all. We always described this project as a “prototype study” because we knew that what we learned would have future application in other established areas. And, we learned a lot! What we learned concerned not only preferred multi-modal transportation improvements, but also how best to conduct a study of this kind in an established, residential neighborhood. The techniques we used to engage area residents and businesses, including afternoon and evening public workshops, direct mailings, posters, on-site presentations and media tie-ins are now part of our public involvement repertoire. They’ll be used in future study’s to help us keep people like you interested, informed and involved.

OZONE FLEX PROGRAM

Tighter federal ozone standards could lead to restrictions on economic development and transportation in Central Indiana. However, local leaders could have the ability to delay or ease those restrictions, if they act sooner to clear the air.

Ozone is an odorless, colorless pollutant that forms when the emissions of vehicles, industry, lawnmowers and other small engines react in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in late spring and summer, presenting a serious health risk for individuals with respiratory problems. The region's Ozone Awareness Campaign, now completing its seventh year, is active from May through September to encourage citizens to do their part to reduce ozone.

This year's long, hot summer – with 86 consecutive days of temperatures exceeding 80 degrees – drove regional ozone levels generally higher than they'd been since 1988. On June 21, 2002, the City of Indianapolis measured its single highest ozone level in six years – 0.142 parts per million (ppm) for one hour, exceeding even the more relaxed, older federal limit of 0.120 ppm for one hour.

In 1988, the higher federal ozone standard of 0.120 ppm/hr was still in place. Since 1997, however, a new stricter guideline of .08 ppm of ozone *over an eight hour period* has been in place. . . . and our region has regularly exceeded it.

"This year, the Indianapolis region exceeded the stricter federal ozone standard 25 days through September 17," says Rick Martin, Planning Manager for the Indianapolis Department of Public Works' Office of Environmental Services. "That's more than twice the number of days we did last year," Martin notes. "So, there's no denying that our ozone levels were definitely higher in 2002."

Local officials point out that this year's higher statistics underscore the need to reduce regional air pollution. "The Indianapolis metropolitan area doesn't comply with current federal ozone standards," says Jodi Perras, Deputy Director for Policy and Planning in the Indianapolis Department of Public Works. "In fact, we only recently

came into compliance with the old standard. But even that bit of progress has given us a new opportunity to improve our air quality while delaying federal government intervention."

A flexible, voluntary program

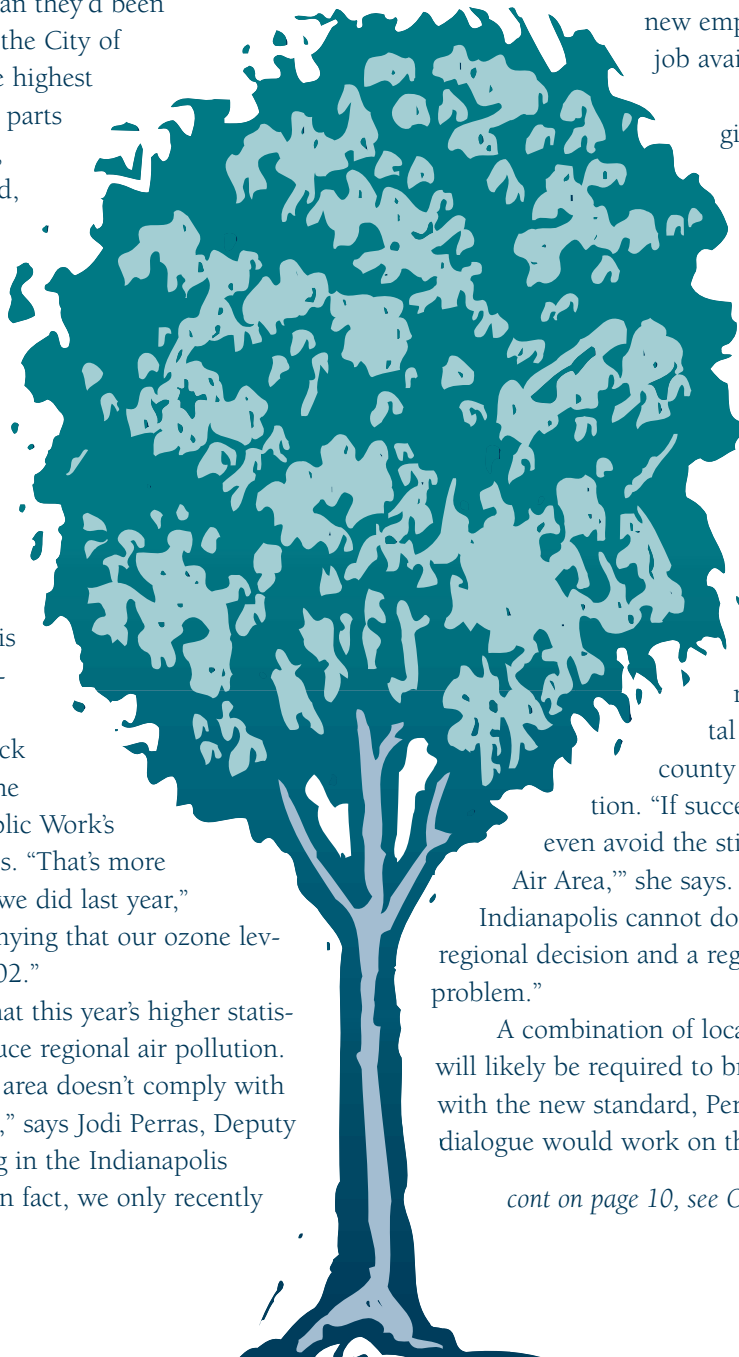
Unless a plan is in place to reduce regional ozone pollution by 2004, the U. S. Environmental Protection Agency (EPA) could officially designate the 9-county Indianapolis region, and parts of northwest and southern Indiana, as "non-attainment areas". This designation would affect not only Marion County, but also Boone, Hamilton, Madison, Hendricks, Hancock, Johnson, Morgan and Shelby counties. It could automatically require any new emission source, such as a factory planning to begin operation in the region, to obtain pollution "off-sets" before proceeding. These off-sets could be obtained, for example, by trading emission reductions with another regional manufacturer. Such requirements would have a chilling effect on the region's economic development efforts and would make it much harder to attract new employers to the area, affecting both job availability and the local tax base.

The EPA's Ozone Flex Program gives participating regions more local control of pollution-reduction steps, quicker improvements in air quality, and a delay of the federal non-attainment label.

"We can wait and have the state and federal governments decide what happens to us," warns Perras, "or we can voluntarily adopt a regional pollution-reduction plan and reap the benefits." Perras has already spoken informally with municipal, economic development, industry and environmental officials throughout the nine-county area about program participation. "If successful, we can delay and perhaps even avoid the stigma of being designated a 'Dirty Air Area,'" she says. "Even if we wanted to, Indianapolis cannot do this alone. It needs to be a regional decision and a regional commitment to address the problem."

A combination of local, state and national controls will likely be required to bring the area into attainment with the new standard, Perras explains. The Ozone Flex dialogue would work on the local controls, while providing

cont on page 10, see Ozone Flex Program



OZONE FLEX PROGRAM

(from page 9)

additional information on the national and state controls needed to meet clean air goals for Central Indiana.

Ozone Flex Programs are available only to areas that currently attain the older, 1-hour Ozone Standard (0.120ppm), but exceed the tighter, 8-hour standard (0.08 ppm average), making our region's recent improvement all important. To take part, regional officials need to send a letter to the EPA by the end of this year stating their commitment to the program, which allows participating regions to sign a compact outlining how they will comply with air quality rules by 2007. Such an "early action" compact for our region would involve local jurisdictions, the EPA and the Indiana Department of Environmental Management (IDEM), in negotiating its terms. Compacts, such as those already in place in San Antonio and Austin, TX, are designed to develop and implement pollution control strategies, account for growth and maintain the 8-hour ozone standard.

Key elements of a compact include:

- Early planning, implementation and emissions reduction leading to expedited attainment and maintenance of the 8-hour ozone standard.
- Local control of the measures employed with broad-based public support.
- State support to ensure technical integrity of plan.
- Formal inclusion of the plan into the State Implementation Plan (SIP).
- Deferral of effective date of non-attainment and requirements, so long as compact milestones are met.
- Safeguards to return areas to traditional SIP requirements, if milestones go unfulfilled. In such a case, appropriate credit would be given for implemented reduction measures.

In addition, valid compacts must address Milestones and Reporting; Emissions Inventory, accounting for projected growth in ozone precursor emissions from stationary and mobile sources; Modeling; Control Strategies: Growth Maintenance, ensuring attainments until December 31, 2012; and, Public Involvement conducted throughout the planning

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:

Mike Peoni (317/327-5133, mpeoni@indygov.org)

Department of Metropolitan Development
Metropolitan Planning Organization
1841 City-County Building
200 East Washington Street
Indianapolis, IN 46204-3310

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

KNOZONE KNUMBERS

86

Number of consecutive days this summer in which the temperature exceeded 80 degrees.

25

Number of days this summer in which the Indianapolis region exceeded federal 8-hour ozone standards (through September 17).

14

Number of days designated as Knozone Actions Days this summer (through September 17).

0.142

Parts per million, Indianapolis's highest ozone level in six years, recorded June 21, 2002.

59,000

Estimated number of area residents with respiratory problems for whom ozone poses a serious health risk.

and implementation process.

And, what pollution control strategies is a compact for the Indianapolis Region likely to contain? "It's way too early to say," explains Perras, noting that the dialog among regional partners has only started and no official group commitment to program participation has been made. "We know, however, that we've already implemented the easy strategies, like Knozone Action Days," she says. "Harder, but necessary, decisions lay ahead of us."

Vehicles create the largest share of ozone-forming pollution, and reducing vehicle emissions is one goal of ozone reduction programs. Possible pollution reduction strategies could include transportation control measures; improving

cont on page 14, see Ozone Flex Program

ACCESS-TO-JOBS

Now in its third year, IndyGo's Access-To-Jobs program continues to exceed all expectations. To date, it has provided more than 232,000 rides to the transit-dependent through services like the Airport Zone (Route 9), the Northwest Connector (Route 36), and the Late Night Service.

As previously reported in *teMPO* (Autumn, 1999), the Access-To-Jobs program was authorized under the Transportation Equity Act for the 21st Century (TEA-21) and funded on a national basis for \$75 million during fiscal year 1999. The City of Indianapolis submitted a proposal to the Federal Transit Administration (FTA) on December 31, 1998 to fund a local Access-To-Jobs program with the Indianapolis Public Transportation Corporation (IPTC/IndyGo) as applicant. The City received notice in May, 1999 that its application had been approved.

The city's proposal requested and received \$500,000 in federal funding, the average for areas with population over 200,000, which was matched dollar for dollar with local funds. Now, two years later, IPTC has received a total of three FTA grants (\$2.5 million) for its Access-To-Jobs project. Matching funds have been provided by the Indianapolis Private Industry Council, State of Indiana Family and Social Services Administration, The Indianapolis Housing Agency, and the City of Indianapolis. Federal funding for Indianapolis' Access-To-Jobs has a five year appropriation, subject to annual review. The program is now mid-way through its funding period.

The Access-To-Jobs Program, as initially intended, serves welfare recipients as well as low income and underemployed persons. The target area for drawing these constituents remains the city's Enterprise Community, roughly aligned with Center Township. Prior to

IndyFLEX Services

In addition to its 36 regular fixed route services, IndyGo provides more flexible transportation alternatives through "INDYFLEX" — a shared ride service that utilizes smaller buses and vans to provide transportation to areas of the city where larger buses can't travel. On some routes, IndyFLEX can even provide "curb-to-curb" service. Though a fairly new service option, IndyFLEX currently offers the following services:

86th Street Dial-A-Ride (Route 86)

Provides "curb-to-curb" service to the 86th Street corridor, between Michigan Road and Castleton Square Mall. Transportation services along the corridor extend as far south as 79th Street and as far north as I-465. Riders are picked up and dropped off at locations of their choice within the service corridor. Services are on a shared-ride basis and are provided between the hours of 6:00 AM and 8:00 PM, Monday through Friday. The fare is \$1.00 or a valid IndyGo Pass or transfer. If you would like to utilize the 86th Street Dial-a-Ride service, please call **613-FLEX (3539)** to make a trip reservation.

Airport Zone (Route 9)

This is a circulator service that provides shared ride transportation in and around the airport area, including Park Fletcher and the areas just north and west of the airport terminal (i.e. Target warehouse, ATA, Eagle Postal Hub, UAL Hub, GATX, Bank One, and Bayer Diagnostic). Airport Zone service makes connections at the airport terminal building with the Route 8 Washington Street bus. Service is provided from 5:42 AM to 11:00 PM, Monday through Friday, following a scheduled route until 6:00 PM. After 6 PM, the Airport Zone becomes an on-call demand service, at which time riders may call and request pick up and drop off anywhere in the airport zone. The Airport Zone also operates on call demand service all day Saturday and Sunday. The fare is \$1.00 or a valid IndyGo Pass or transfer. To use the Airport Zone (on-call demand) service, please call **613-FLEX (3539)** to make a trip reservation.

Southeast Side Zone (Route 7)

The Southeast Side Zone operates in the evenings from the downtown loop, providing shared ride service to and from the southeast side of Indianapolis. Individuals wishing to travel to the south side can access the service from the downtown loop. Scheduled downtown departures are from Pennsylvania and Ohio Streets at 7:10 PM, 8:10 PM, 9:20 PM, 10:30 PM, and 11:45 PM, Monday through Friday. The bus will also transport persons from the south side zone area to the downtown loop on an on-call demand basis up, until 11:15 PM. The fare is \$2.00, or \$1.00 with any valid IndyGo pass or transfer. To use South Side Evening Zone (on-call demand) service, please call **613-FLEX (3539)** to make a trip reservation.

Late Night Service (Access-To-Jobs)

Late Night Service, also known as Access-To-Jobs, provides curb-to-curb transportation for work-related trips between the hours of 11:00 PM and 6:00 AM, Sunday night through Friday night. Service is targeted for individuals residing in the area bounded by 46th Street (north), Mithoeffer Road, I-70 and I-465 (east), Troy Avenue (south), and Tibbs Ave. and Guion Road (west). Transportation is provided between the rider's home and employment sites located in the Airport Zone area, Park 100 area, the Downtown district, the North Shadeland Avenue corridor, and the South Shadeland Avenue corridor. Access-To-Jobs is a shared-ride service. Services are limited and provided on a first come, first served basis. The fare is \$2.00, or \$1.00 with any valid IndyGo pass or transfer. To use Late Night, Access-To-Jobs Service, call **613-FLEX (3539)** to make a trip reservation.

Northwest Connector (Route 36)

This circulator service provides transportation in the Park 100 area located on the northwest side of Indianapolis. This service operates on a fixed scheduled route between approximately 5:38 AM and 7:27 PM, Monday through Friday. The Northwest Connector provides service to the Guion Road corridor (between 52nd Street and 71st Street), the Corporate Drive area, and other areas within the Park 100 complex. There are several flag stop areas along this route. The Northwest Connector connects with Route 37 and the Route 34 services. The fare is \$1.00, or free with transfer.

A 7-day Flex Pass is available, which provides rider access to all IndyGo Fixed Route and IndyFlex services. New riders are encouraged to review specific IndyFlex schedule brochures for more detailed information.

INDOT CISTMS

(from page 1)

To understand this relationship, and the statewide significance of CISTMS, a little background on the Long Range Plan is needed.

As previously reported in *teMPO* (Special Edition/Winter, 2001), Indiana now has a project-specific statewide Long Range Plan, thanks to three-years of effort from the Indiana Department of Transportation and its various planning partners, including the state's twelve Metropolitan Planning Organizations, or MPOs. (NOTE: A thirteenth MPO is now being formed in the Columbus area, where the resident population has recently exceeded 50,000 – the federally mandated threshold requiring an urban area to have its own regional transportation planning function.)

The INDOT 2000-2025 Long Range Plan lays out a strategy for the future of the state highway system, which is intended to provide Hoosiers with the highest level of mobility and safety possible, and to meet the needs of economic development and quality-of-life for the next quarter century. The new Long Range Plan extends the planning horizon to 2025 and provides INDOT and its planning partners with a long range view of how the state jurisdictional highway system will develop in the future.

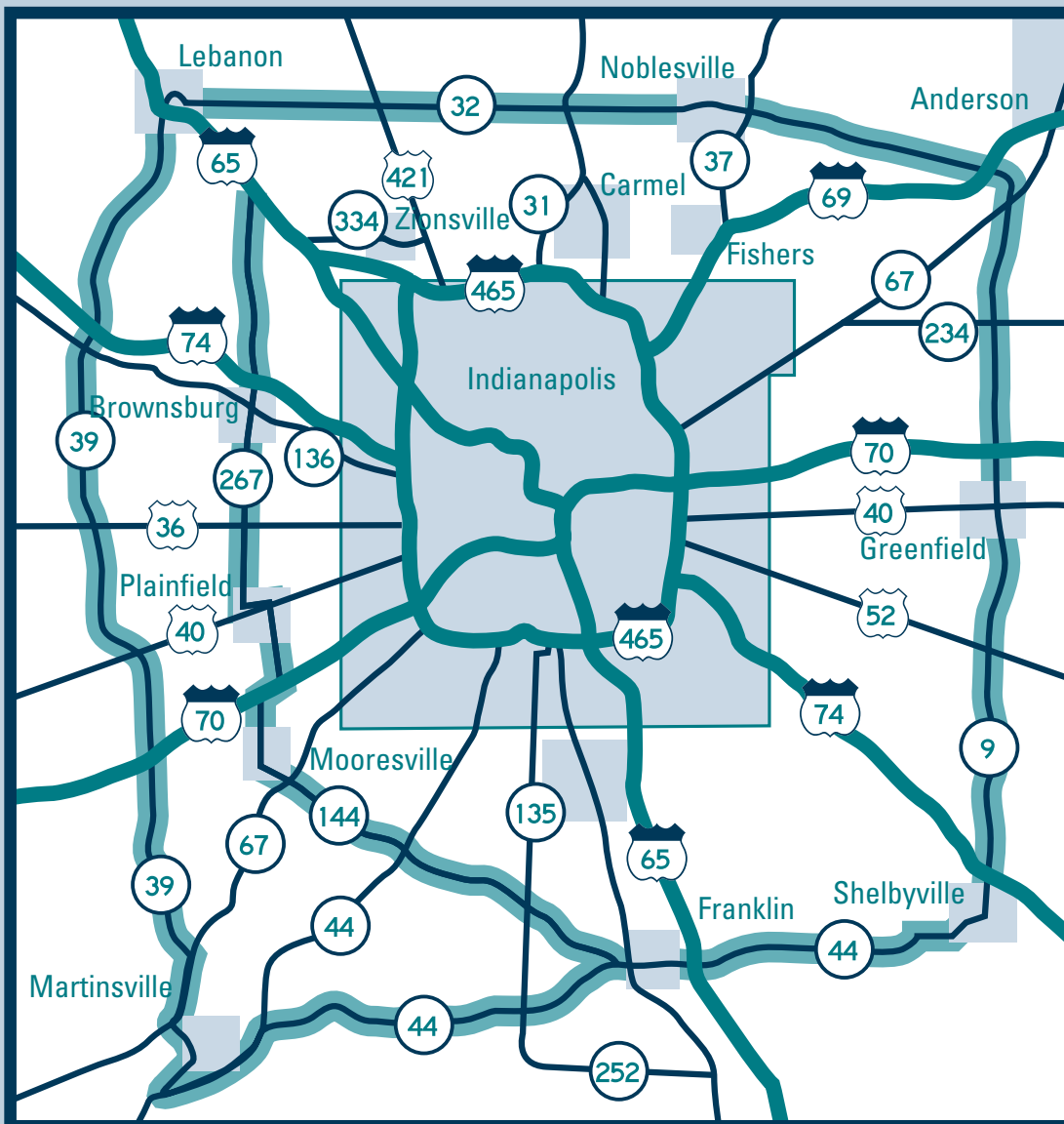
Steve Smith, Manager of the INDOT Long Range Transportation Planning Section and Project Manager for CISTMS notes that the purpose of the study is to refine the INDOT Long Range Plan recommendations in Central Indiana. The focus is currently on the transportation needs of the suburban communities which have grown up on the fringe of the

Indianapolis Metropolitan Area. Previously, the travel demand assessment focused upon radial trip-making to the Indianapolis urban core. However, as urban growth has continued, a decentralized pattern of trip-making has emerged. Travel needs between suburban communities have increased rapidly and are now stressing the existing state highway system. The CISTMS will provide a detailed analysis of the transportation needs for these suburban areas and a series of recommendations on how to improve the overall transportation system in Central Indiana.

CISTMS Objectives

“When we were conducting the *conNECTIONs* study of Northeast Corridor Transportation, people at our public meetings often suggested an ‘outer beltway’ to reduce I-465 congestion and to increase suburban mobility,” remembers Mike Peoni, MPO Acting Manager. “We even put a limited Beltway Study in our 2001 Unified Planning Work Program, in part, in

CISTMS Study Area



INDOT CISTMS

(from page 12)

response to all of the public interest,” he says, “but INDOT suggested a more comprehensive study in partnership with the Indianapolis and Anderson MPO’s. That approach makes sense, because the CISTMS study area is larger than the MPO study area,” Peoni reasons. “INDOT can facilitate the coordination between two MPO areas and they can apply their extensive resources in the areas that make the most sense.”

Those objectives include:

1. To identify the key issues and problems pertaining to suburban mobility in the 9-county area (Marion, Hamilton, Madison, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone) and determine how those can best be addressed from a planning and policy perspective.

This study will concentrate on the area from I-465 outward to the 9-county boundary, but will also consider impacts and benefits to the urban core. The travel forecast model will be used to develop and evaluate alternatives, focusing primarily on the SR 267, SR32, SR 9 and SR 44 corridors.

- Due to the large size of the study area, this project will be developed generally as four corridor studies at a regional planning level, meaning that the corridors will be evaluated based on their independent utility and localized needs, but also for their significance to regional and state transportation.

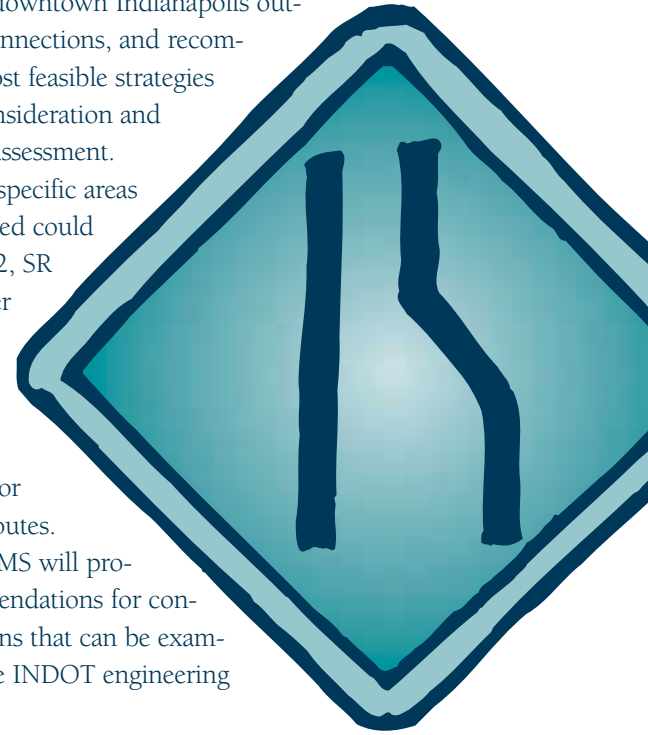
- CISTMS will identify specific opportunities and problem-areas along the four corridors (SR 267, SR 32, SR 9 and SR 44)

and appropriate parallel facilities, including radial routes (emanating from downtown Indianapolis outward) and connections, and recommend the most feasible strategies for future consideration and engineering assessment.

Examples of specific areas to be addressed could include SR 32, SR 267 and other facilities that may connect with inter-state interchanges and/or major state routes.

- CISTMS will provide recommendations for conceptual options that can be examined in future INDOT engineering studies.

- CISTMS should also address the adequacy of the state highway system in Central Indiana, answering the question, “Are there routes that should be relinquished to local jurisdictions (just as Binford Boulevard was relinquished to the City of Indianapolis) or new routes that should be added to the system?”



cont on page 14, see INDOT CISTMS

Central Indiana Suburban Transportation and Mobility Study

Task	2002						2003												
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	
1. Project Management & Coordination <i>Anticipated Management Team Meetings</i>		•			•			•			•			•		•			
2. Data Collection & Existing/Future Travel Demand	█							█				█							
3. Public & Agency Participation <i>Public Meetings</i>				•				•					•				•		
4. Land Use and Urban Development Patterns	█						█				█								
5. Alternatives Development and Evaluation				█			█				█		█						
6. Strategies to Maximize System Efficiency						█					█								
7. Arterial Grid Roadways Evaluation <i>Assess Environmental Streamlining Potential</i>								█			█								
8. Findings & Recommendations											█								
Draft Report																	•		
Final Report																		•	

INDOT CISTMS

(from page 13)

2. To examine I-69 traffic and:

- In the context of the options evaluation process, examine the potential transportation impacts of implementing feasible options for I-69.

- Make suggestions/recommendations regarding options for further detailed analysis in a separate study.

- Determine localized impacts on specific communities or local transportation facilities.

- Examine the impact of the Statewide Mobility Corridor proposed to the east of State Road 9 (see map, page 12), answering the question, “Will this proposed corridor divert sufficient traffic from Indianapolis to address traffic problems on I-465 and I-69 on the east side of Indianapolis?”

3. To maximize highway system efficiency:

- CISTMS will examine the interrelationship of land use and transportation decisions, the role of public transit, and the appropriate hierarchy of key transportation corridors within the 9-county area.

- An evaluation of access control, travel demand management Intelligent Transportation System (ITS) features (if applicable) and other programs to increase system efficiency will be included in the study.

- This study will also assess the regional impact of improved access systems, including an outer beltway, on the local and regional transportation system and on development patterns.



4. To conduct a ‘peer city’ analysis that will look at how other cities have addressed similar suburban mobility issues and, if possible, will detail the impacts of those decisions on development patterns. Criteria for the selection of peer cities is currently in development. In all likelihood, however, some will share general location, size or transportation system characteristics with Indianapolis, such as Columbus and Cincinnati, OH, and Louisville, while others may be studied

only for their past mobility initiatives, such as Boston, Atlanta and Rochester, NY.

5. To ensure meaningful public involvement by:

- Developing a public involvement program that includes a newsletter, public meetings and tie-ins to

INDOT’s web site (www.IN.gov/dot).

- Involving diverse interests such as the business and economic development community and low-income groups, as well as those traditionally involved in the transportation planning process.

- Coordinating with local, elected officials.

- Attending local agency meetings dealing with CISTMS issues.

“We’re still in the early stages of CISTMS and the study’s time line and tasks (see Project Schedule, page 13) are still being refined,” says Lori Miser, the Parsons Brinckerhoff Project Manager for CISTMS. “But we know our overall goal of improving Central Indiana suburban mobility, and we know the study’s projected completion date of December, 2003. So, we have a lot of ground to cover before then.”

For more information on the Central Indiana Suburban Transportation and Mobility Study, contact Steve Smith, INDOT’s Project Manager, at 232-5646 (ssmith@indot.state.in.us), or Lori Miser at 317/972-1706 (Miser@pbworld.com).

OZONE FLEX PROGRAM

(from page 10)

public transportation; promoting ride-share and telecommuting programs among the region’s largest employers; reformulation of regionally available gasolines; and, tightening regulations on the level of volatile organic compounds (VOC) found in paints and solvents.

“Vehicle emissions testing and the requiring of vapor controls at gas stations have also been discussed in the

past,” Perras notes, “but those programs offer fewer benefits today because of new automotive design technologies. For this reason, we think those strategies would offer negligible benefits to Central Indiana.”

Exactly how ozone pollution levels are reduced will be up to regional stakeholders if, and only if, officials of the nine-county area elect to participate in the Ozone Flex Program – a decision that needs to be made over the next

three months. “For our part, the City of Indianapolis is committed to investigating the possibility of a voluntary, regional pollution reduction plan,” Perras says. “If we can all get behind it, we think it’s the best way to clear the air.”

For more information on the Ozone Flex Program, contact Jodi Perras at 317/327-5072 (jperras@indygov.org) or Sweson Yang, AICP, MPO Chief Transportation Planner at 317/327-5137 (syang@indygov.org).

BIKE ROUTE MAP UPDATE

It's less than a year old, but already is one of your MPO's most popular publications. The Marion County Bike Route map, introduced to the public at an October 4th, 2001 press conference held by Indianapolis Mayor Bart Peterson, is, by all accounts, a hit.

"People had waited a long time for a usable map," explains MPO Principal Planner Mike Dearing, noting that the last time Marion County bike routes had been mapped was in 1987 – 14 years earlier. "There had been a lot of development in the county's bike route system during that time, and our new map showed it in a graphic, easy-to-read style," he says. "Once people saw the map, they wanted one."

The maps were distributed at all Marion County Public Libraries, area bike shops, the City-County Building, the Indy Greenways office in Broad Ripple along the Monon Trail, and at Pedal & Park events throughout the Spring and Summer. "Through publications like *teMPO*, and articles in the regional press, people got our web site address and MPO staff telephone numbers," says Dearing. "They just had to call or e-mail us and we'd drop one in the mail to them."

In less than eight months, more than 10,000 maps had been distributed. By mid-summer, the total press run of 11,500 was nearly depleted. "We've met initial demand, but we definitely need to re-print," notes Dearing. "We would have done it already, but the system continues to evolve and we want to reflect those most recent changes on a revised map."

Updates intended for the second printing of the Bike Route Map include indicating which routes intersect with IndyGo bus routes, offering area cyclists "Bike 'n Bus" convenience. The fronts of nearly 100% of the IndyGo bus fleet now feature easy-load bike racks for travel options when bad weather or traffic conditions warrant.

"There will also be some adjustment on primary and secondary route alignments" Dearing notes. "Nothing major, but a few small changes that we think will improve the cycling experience."

Also influencing that experience are real-world changes to the routes themselves. For instance, since spring, 2002, the routes have been posted for easy recognition, with signs that feature the distinctive Marion County Bike Route logo and route number. A startling 1,260 bike route signs have already been posted throughout Marion County.

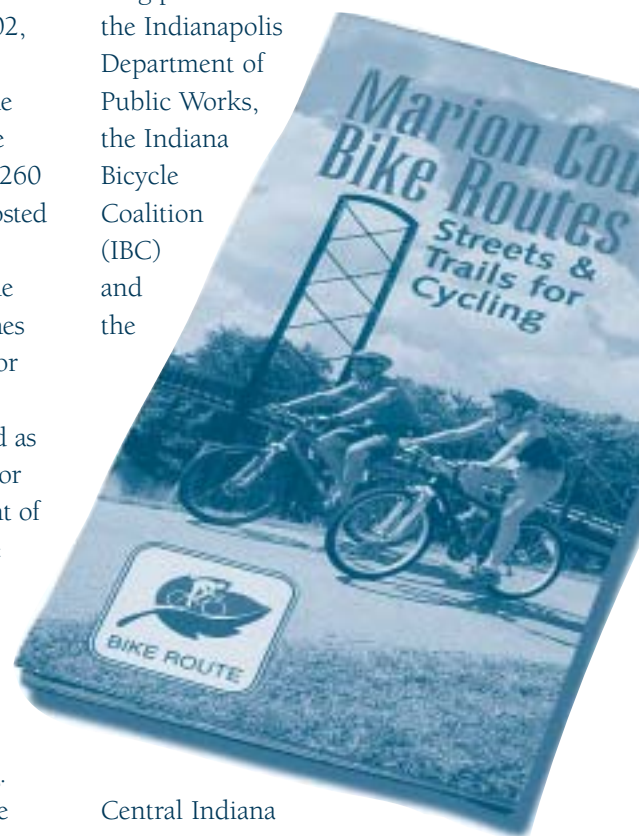
"Some of the routes listed on the map will also get on-street bicycle lanes and other amenities," says MPO Senior Planner Philip Roth, AICP. "These improvements are being implemented as opportunity permits," he explains. "For example, the Indianapolis Department of Public Works will incorporate bicycle improvements into its roadway projects on West 56th Street and Georgetown Road." The implementation of future bicycle projects will require map updates, as once-unsafe roadways become suitable for cycling.

The map could also feature the bike routes of neighboring communities outside of Marion County, prompting a name change for the publication. The City of Carmel has already inquired about the feasibility of incorporating its extensive bikeways system into the map. The City of Greenwood is also developing a route system, and has expressed interest in having its bike routes featured once they are complete.

Suggestions for other map additions have come from the local press. On Friday, September 6, *Indianapolis Star* columnist John Strauss publicly lauded the publication while also complaining of its omissions. "This is a terrific map," he wrote "but it doesn't show you where to go. . . And, when you get the call of the wild out on the Monon Trail, it's good to know where they keep the restrooms." Indy Greenways Administrator Ray Irvin is quoted in the column as saying, "They'll be listed on

the new map of the city's trails."

The current map encourages users to contact the MPO or Indy Greenways with comments, concerns and suggestions for route improvements. That input, along with guidance from planning partners like the Indianapolis Department of Public Works, the Indiana Bicycle Coalition (IBC) and the

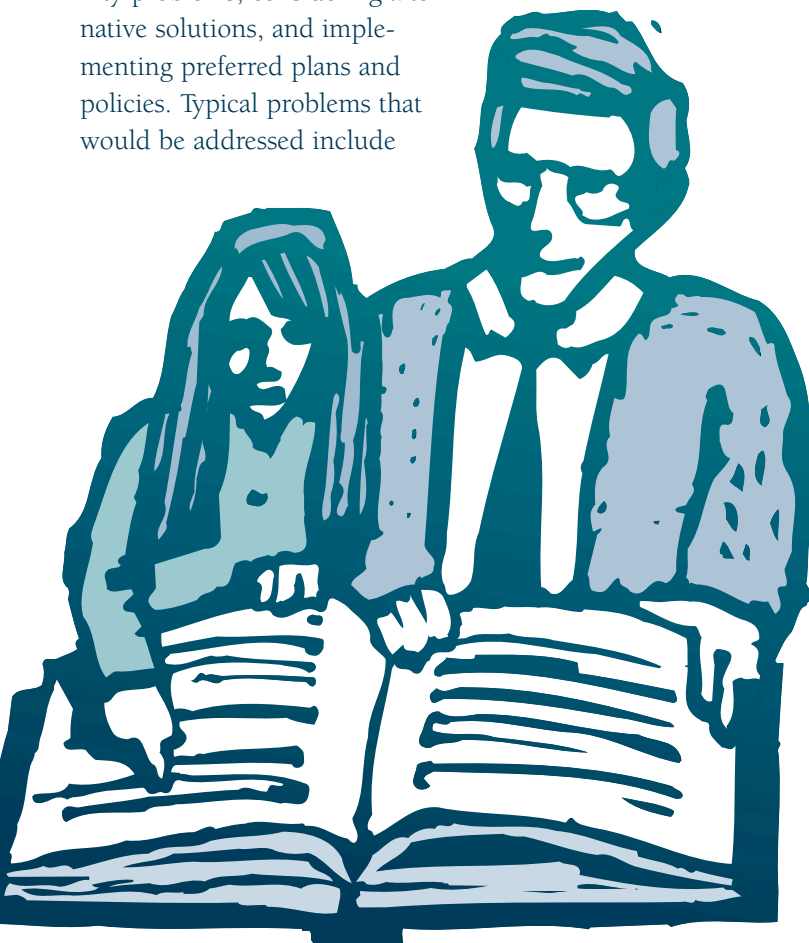


Central Indiana Bicycle Association (CIBA), served as impetus for the anticipated changes. "When developed just over a year ago, the map reflected the best thinking of a 30-member study review committee including elected officials from neighboring communities, CIBA and IBC representatives, the Indiana Department of Transportation (INDOT), engineering consultants and the general public," Dearing notes. "We want to make sure the process continues, for the good of our route system and our map."

The Marion County Bike Route map will be updated over the fall and winter and printed in time for distribution during the spring cycling season. For more information on the Marion County Bike Route map update, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org) or Philip Roth at 327-5149 (proth@indygov.org).

REGIONAL PLANNING GUIDE

In collaboration with the Indianapolis MPO, the Central Indiana Regional Community League (CIRCL) is currently drawing to a close nearly a year's worth of work on the *Regional Planning Guide*. The guide is intended to engage citizens, developers, and planners in examining common community problems, considering alternative solutions, and implementing preferred plans and policies. Typical problems that would be addressed include



residential development ailments such as “cookie cutter” subdivisions and transportation ailments, including traffic congestion and lack of sidewalks.

“CIRCL believes that it’s in all of our best interests to get the people who build our communities together in a cooperative, collaborative process. The goal of the *Regional Planning Guide* is to provide a tool for all of the players to understand the roles they play in community development and to work effectively together in designing the types of communities we all want,” says Jennifer Tryon, former Executive Director of CIRCL.

Based on a “medical model”, the guide encourages users to search for “symptoms” of problems experienced by their neighborhood or community. The identified “symptom” is fol-

lowed by a diagnosis, listing of related symptoms, and a prescribed treatment. Treatments consist of elements from CIRCL’s 1999 Regional Transportation and Land Use Vision Plan — a series of workshops that asked area residents “What kind of community do we want in 20 years?” Answers to that question have been formed into a development philosophy and list of community priorities which CIRCL now promotes, including mixed-use development and increased mobility options. The development of the guide itself is one of the eleven strategies listed in the Vision Plan which outlines a seven-point vision for improved mobility and quality-of-life in the Central Indiana region.

Organized so that readers can choose the level of detail desired, the guide covers transportation, neighborhood urban design, the natural environment, “brownfields”, open space, agricultural preservation and other subject areas. Model developments and communities are also presented in each section.

“The Guide helps to bridge the gap between transportation planning and land use planning,” says Philip Roth, AICP, MPO Senior Planner and project liaison to CIRCL. “By paying more careful attention to how our communities develop, we can go a long way towards alleviating roadway congestion and improving air quality.”

The Indianapolis MPO and the Madison County Council of Governments, which serves as MPO for the City of Anderson, jointly funded the development of the *Regional Planning Guide*. The Metropolitan Indianapolis Board of Realtors (MIBOR) provided additional support. Upon completion this fall, the guide will be available both in print and on compact disk (CD). The CD-ROM will contain more detailed information on model projects and communities, model ordinance terminology, and additional helpful materials.

For more information on the *Regional Planning Guide*, visit the CIRCL web site at www.jccn.org/circl.

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
Steve Cunningham • Senior Planner	....317/327-5403	scunning@indygov.org
Mike Dearing • Principal Planner	.....317/327-5139	mdearing@indygov.org
Catherine Kostyn • Planner	.....317/327-5142	ckostyn@indygov.org
Kevin Mayfield • Planner	.....317/327-5135	kmayfiel@indygov.org
Michael Peoni, AICP Acting Manager	.....317/327-5133	mpeoni@indygov.org
Philip Roth, AICP • Senior Planner	.....317/327-5149	proth@indygov.org
Sweson Yang, AICP Chief Transportation Planner	.....317/327-5137	syang@indygov.org
For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo .		

IRONS IN THE FIRE

MPO Certification Process

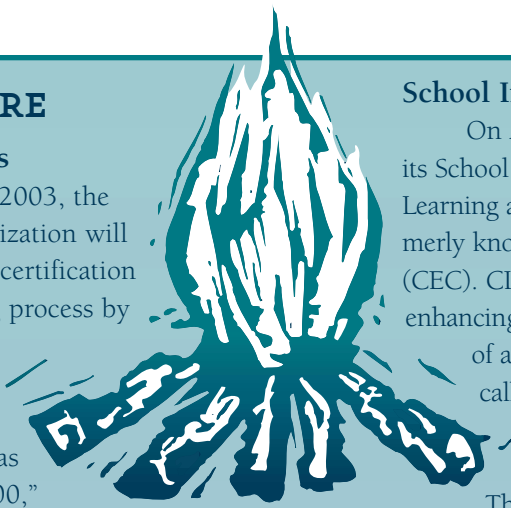
Looking ahead to early 2003, the Metropolitan Planning Organization will again undergo review and re-certification of its transportation planning process by its federal and state planning partners. "Federal regulations require review and certification in all urbanized areas with populations over 200,000," explains MPO Principal Planner Mike Dearing.

Certification is a pre-requisite to receiving federal funds for transit and highway transportation improvements. "The last certification process, which took place March 14 and 15, 2000, was very heartening," says Mike Peoni, ACIP, MPO Acting Manager. "We received high marks in all areas of planning, but especially for our efforts to include the public as planning partners through outreach initiatives like the *conNECTIONS* Interactive Voice Response System, *teMPO* and our Citizens Advisory Committee (CAC) Meetings." As part of the 2000 re-certification process, private citizens were invited to address their comments directly to representatives of the certifying agencies at the March 2000 CAC Meeting.

Certifying agencies normally include:

- the Federal Highway Administration (FHA)
- the Federal Transit Authority (FTA)
- the United States Environmental Protection Agency (USEPA)
- the Indiana Department of Transportation (INDOT)
- and, the Indiana Dept. of Environmental Management (IDEM).

For more information on the upcoming re-certification of the MPO's Transportation Planning Process, or on the monthly meetings of Citizens Advisory Committee, contact Principal Planner Mike Dearing at 317/327-5139 (mdearing@indygov.org).



School Improvement Program 2002/2003

On August 6th, the MPO kicked off the fourth year of its School Involvement Program with the Center of Interactive Learning and Collaboration (CILC), a planning partner formerly known as the Center for Educational Communication (CEC). CILC is a not-for-profit corporation committed to enhancing education in Indiana communities through the use of an interactive, video distance learning application, called Vista, which creates deeper, long term connections between students, schools, public and government entities, and entire communities.

Through Vista programs, students explore complex community issues and serve as collaborative school partners who design, plan, recommend and present solutions to community decision-makers. Past MPO sponsored projects include school outreach programs for the *conNECTIONS* study of Northeast Corridor Transportation, the Marion County Bike Route Plan, and the Multi-Modal Transportation Project.

This year's project concerns livable communities. At the day long retreat, held at the Eagle Creek Hide-Away, project planners met with 14 sixth and seventh graders who will serve as Project Leaders this year. The day's agenda included presentations and exercises on Elements of the Livable Community, the Role of Planning Organizations and Private Citizens in Community Development, Urban Sprawl and How Communities Grow, Brownfields and Mobility Issues. Participating organizations offering the students technical and professional expertise include the MPO; the Department of Metropolitan Development (DMD); the Indiana Department of Transportation (INDOT); and, transportation engineers and architects from the private sector.

teMPO will regularly update readers on this year's Livable Communities project in future issues. For more information on the MPO's School Involvement Program, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).



cont on page 23, see Irons In The Fire

CLARIAN PEOPLE MOVER

(from page 1)

“People are looking to Indianapolis once again, because of our innovation,” says Jim Shackelford, Infrastructure Development Manager for the Indianapolis Department of Public Works and DPW’s liaison to Clarian Health on the project. “This is the first time in America that a privately funded transit system has been built over public streets,” Shackelford notes. “People want to know how it was accomplished and who did what.”

“There are a lot of people to thank,” says Steve Vincent, Clarian Health’s Senior Construction Engineer. Vincent is one of the principals working most closely with project consultants and the City since the beginning of the project. “We appreciate the cooperation and teamwork demonstrated by those involved because it’s made the overall process a success to date. The commitment displayed by everyone representing the City and all of the other organizations has been outstanding.”

Guido Schwager, President of engineering and construction firm Schwager Davis, Inc. (SDI), the project’s design/build contractor, agrees. “The speed with which the guideway alignment was approved, public utilities were coordinated, and private interests were facilitated surprised even us. It is a remarkable achievement for both Clarian Health and the City of Indianapolis.”

It all began in 1997 when three existing urban hospitals, (Methodist, Indiana University & Riley Hospital for Children), merged to form Clarian Health Partners, the second largest employer in Indianapolis with more than 10,000 employees. “We had to find a more effective, economical way to transport personnel and assets among our hospitals than the shuttle buses we’ve been using,” explains Clarian Chief Operating Officer Samuel L. Odle. In 1997, a preliminary analysis of the problem and potential solutions was conducted by Jakes & Associates of San Jose, CA, a transportation consultant. “We

were initially skeptical that a private company like Clarian Health could build a rail system, but the cost-benefits of being able to move critical staff motivated us,” Odle says. “We knew we wanted to try.”

Since the system, as conceived, involved the use of public land, Clarian Health quickly approached the City of Indianapolis in 1998 to ascertain whether such a project was

even feasible. Given its perceived value to the community, the City said, ‘Yes. Complex, but feasible.’ In 2000, the project was again reviewed by the in-coming Peterson Administration, which concurred with that evaluation and brought a fresh, supportive perspective to this and other transportation-related initiatives.

“Improving mobility options throughout Marion County has always been an important goal for Mayor Peterson, and everyone in his administration,” notes Melina Kennedy, Indianapolis Director of Economic Development. “We don’t see transportation as an end in itself, but rather a quality-of-life issue that offers benefits to other aspects of our community, including increased employment, revitalized neighborhoods and growth in key industries like life sciences, one of our stated commitments.”

Making the Clarian People Mover a reality, though, required the City-County Council to pass special legislation and mandated a “franchise agreement “ between Clarian Health Partners and the City. The contract stipulated cer-

tain conditions be met for the project to proceed. One such condition involved incorporating a significant public outreach program, which eventually consisted of two-years of meetings that focused on environmental, aesthetic, safety and property-value concerns. “We had to determine that this project was an appropriate use of public land,” says Shackelford. “Initial project proposals outlined at least three different routes and eight alignments, so our concerns ranged from potential business losses to visual clutter along the system’s 8,000 foot route.”

(EDITOR’S NOTE: Though initially proposed as 8,000 feet, the People Mover route was reduced to 7,400 feet when

DID YOU KNOW?

The People Mover’s top speed will be 28 mph.



Foundations for the guideway columns of Clarian’s People Mover system were dug to an average depth of 27 feet.



The guideway’s 173 pre-cast concrete spans range in length from 80 to 110 feet.

CLARIAN PEOPLE MOVER

(from page 18)

two stations on Walnut Street were merged into one. An elevated walkway now connects Riley Hospital to the station.)

Another franchise agreement stipulates that private citizens be allowed to ride the system free-of-charge. When completed, area residents will be able to board the People Mover platform from within Clarian Health Partner facilities, (Methodist, Indiana University & Riley Hospital), where security and operational concerns can be monitored. Another stipulation is that the system interface with the region's current and future transit needs, including the possibility of accommodating other potential transit and transportation links.

"Mayor Peterson supports alternative transit solutions as keys to easing gridlock on local highways," explains Kennedy. "It was natural for the City to stipulate the possibility of connections to other private, or public, rail lines, which coincided well with Clarian's vision of the future."

Incorporating commuter or light rail into the city's regional transportation system has been a topic of consideration for some time. Recommendations from the recently completed *conNECTIONS* study of Northeast Corridor transportation considered a rail loop around downtown. The Rapid Transit Study, now under way (see related story, page 5) will investigate the feasibility of a *region-wide* rail or other rapid transit system, as well as a rail link from downtown to the Indianapolis International Airport.

"If Clarian's People Mover is successful and well-accepted, it could be the best thing to happen for transit in Indianapolis," says Mike Peoni, Administrator of the Division of Planning, Indianapolis Department of Metropolitan Development, and Acting Manager of the Metropolitan Planning Organization (MPO). "Although elevated systems like the People Mover are more costly than the "at grade" rail sys-

tems we've looked at, they offer some advantages, including the elimination of any conflict with street traffic and blocked intersections," he explains. "They can have their downside, too, such as the guideway always being visible, but I think Clarian Health has addressed the aesthetic issues well. So, we're keeping an open mind."

For Clarian Health Partners, however, the verdict on the

project is already in and very positive. "This system represents a new era for our organization," says William Loveday, former President and CEO of Clarian Health. "Much more than an attraction or convenience, it will help us work better. The system will enable fast, dependable connectivity for staff, residents and students to all Clarian facilities, and enhance our research and development activities, which are already among America's best," he notes. "Progress on the project has been excellent and, among others on our project team, we'd like to thank the City, the Department of Public Works and the various utilities for their exceptional cooperation and support".

The cooperation of the utility companies was critical when foundation work began on the dual guideway. Various utility lines were buried along the proposed alignment which travels south from Methodist Hospital along Senate Avenue, west on 11th, south on University Boulevard, west on Walnut Street

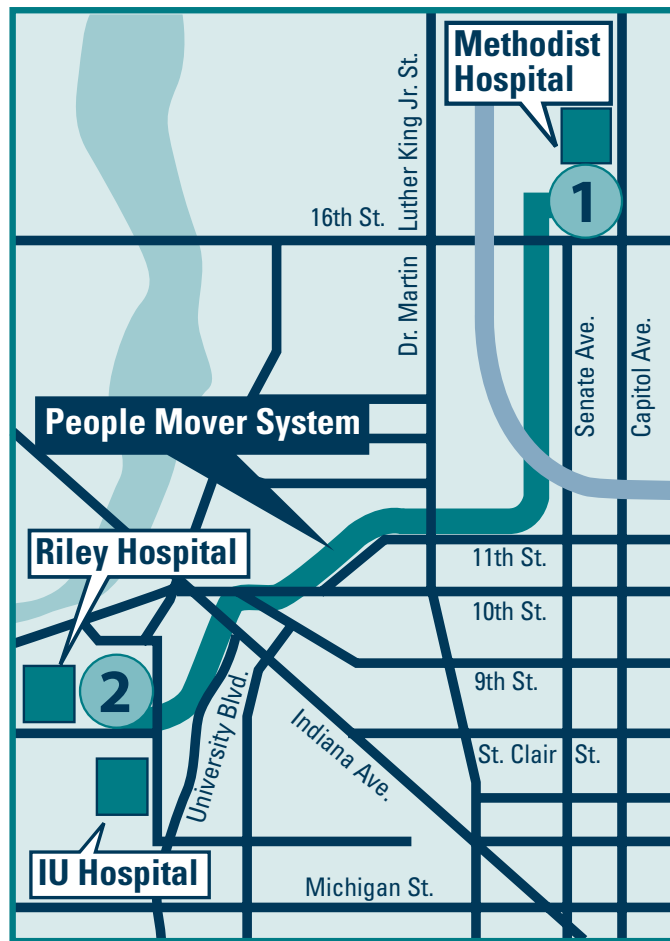
to Riley Hospital for Children and the I.U.P.U.I. campus. Among these were numerous gas, sewer, water and power line relocations, including 1,700 ft. of an 18" diameter gas main that had to be moved laterally 5 feet. "All involved parties, including Clarian, the City and the various utilities, are to be congratulated," says Jeffrey Cavanaugh, SDI's on-site Project Superintendent. "Thanks to their extraordinary cooperation, all substructure work (guideway foundations and columns) was completed in 2001 and the superstructure was completely erected by mid-2002, right on schedule."

That marked approximately two years of SDI involve-

cont on page 20, see Clarian People Mover

DID YOU KNOW?

An estimated 500,000 people will ride the system each year.



CLARIAN PEOPLE MOVER

CLARIAN PEOPLE MOVER

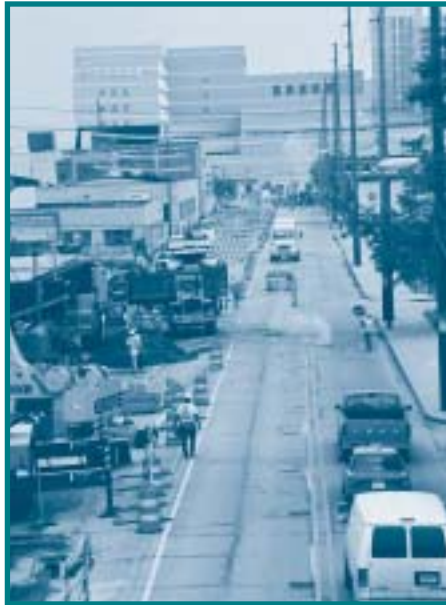
(from page 19)

ment on the project, which was awarded to Schwager Davis, Inc of San Jose, California in January 2001. Prior to the contract award, SDI assisted Clarian Health Partners in obtaining right-of-way approval for the guideway, which the City granted in February 2001.

The total scope of work under SDI's design/build contract includes drilling of the foundations for the eighty-eight guideway columns, construction of cast-in-place columns and pre-cast guideway superstructure, all utility relocations both below and above ground, site improvements, traffic control and traffic control devices, supply of train stock including the automated control system, and design and construction of three architecturally-integrated passenger stations. In addition to building and commissioning the system, SDI also provides all operation and maintenance services under a separate three-year contract. "About 98% of all design and construction work for the stations, guideway and infrastructure has gone to area firms,"

Included among the total scope of work under Schwager Davis's design/build contract was all notes Cavanaugh, "So, "traffic control and traffic control devices" during on-road construction.

the Clarian People Mover has already benefited the local community."



Included among the total scope of work under Schwager Davis's design/build contract was all notes Cavanaugh, "So, "traffic control and traffic control devices" during on-road construction.

DID YOU KNOW?

There are two Swiss-made, system trains, each three cars long with a carrying capacity of 81 passengers.

SYSTEM SPECS

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

DID YOU KNOW?

The system guideway spans vary in length from 80 to 110 feet.

approximately five minutes at a maximum speed of 28 mph.

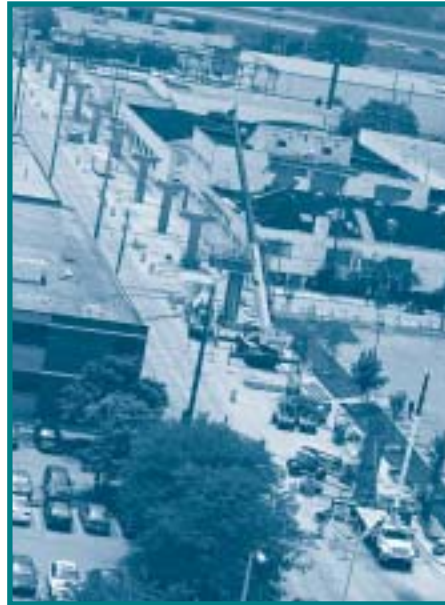
Because the system will be fully automated, it is classified as an Automated People Mover (APM). Trains will run automatically between 5:30 AM and 10 PM, and then be "on-call" until the next morning. A remote monitoring center will activate pagers for operations staff in case of emergency.

The People Mover's total project cost is \$40 million. Operating costs are estimated at \$900,000 per year. Portions

of the system have already been powered up between 11th and 16th Street. However, the entire system won't be operational until the completion of commissioning in the spring of 2003. The system's estimated life span is 30 years.

Guideway

The elevated guideway is 1.5 miles long and consists of two tracks, one for each train.



The guideway superstructure comprises 88 concrete columns over its 1.4-mile route.

The structure was designed to be as slender, attractive and economical as possible. It is built entirely of pre-cast, pre-stressed and post-tensioned concrete supported by cast-in-place reinforced concrete columns and foundations.

The guideway superstructure incorporates 88 columns and 173 pre-cast concrete spans. 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 required. Clarian Health Partners selected concrete instead of steel for the guideway, and insisted on an elastometric coating to keep the guideway uniformly white, in part to address aesthetic concerns. In addition, the guideway was designed with open space between the tracks to reduce ice and snow buildup.

The guideway construction, which was completed in September, 2002, features a "translogic tubing" system along its route that will eventually facilitate pneumatic transfer of documents and samples. The guideway could also carry a spe-

cont on page 21, see Clarian People Mover

CLARIAN PEOPLE MOVER

(from page 20)

cial conduit to facilitate fiber-optic communications among on-route facilitates, but this capability is not currently included in the franchise agreement.

Stations

The People Mover is designed to have three stations along its route. The northern most terminal, located at Methodist Hospital, will also house the system's safety and security monitoring station and maintenance shop. Its construction has already been completed.

At the southern end of the People Mover's guideway superstructure, another terminal will serve the Indiana University Medical Center and Riley Hospital for Children, plus a new research facility and all of the IUPUI campus. Although there were design concerns about the facility and the placement of its walkways, the Clarian People Mover completion date remains on schedule for spring, 2003.

Clarian is also building a third station midway along its rail line at 11th Street in an urban development area. Eventually, the station will support a proposed 180,000 sq. ft. Clarian medical lab and other future investments, including an anticipated biotech research facility. The area is also currently home to an I.U. life sciences incubator. "Lab construction is set to begin next spring and be completed in 2005," says Clarian COO Odle. However, People Mover trains will not stop at this station until the adjacent building has been completed.



Fabricated in Olten, Switzerland, the four 'nose' vehicles of Clarian's People Mover trains are 28-foot long, six feet longer than the center cars.

DID YOU KNOW?

The system's guideway incorporates 88 columns and 173 concrete spans.

Vehicles

The two, 3-car Clarian trains feature a sleek new exterior design with large tinted window areas and fiberglass reinforced plastic nose sections at each end. Individual cars are 22'L x 8'W x 10'H (Nose vehicles are 28' long.), with seating for eight passengers and standing room for 19, giving each train an 81 passenger capacity. Standing room is calculated at 2.5 sq. ft. per passenger. Each car is fully air-conditioned and has a single

5' wide bi-parting door for center station loading. The empty weight of each train is 45,000 pounds.

The trains were fabricated in Olten, Switzerland at the assembly plant of CWA constructions, AG. In September of 2001, representatives from Clarian Health, SDI and Jakes Associates, a project consultant, visited the plant to inspect a full-scale model of the train body, approve



Project design/build contractor, Schwager Davis, inc. (SDI) performed wiring and final assembly of the Swiss-made trains in Indianapolis.

styling design, and select all exterior and interior materials and appointments.

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 the summer, SDI and their technology team performed pre-commissioning and run-testing activities on the two trains. Both trains are ready for final commissioning and certification-testing to proceed. The trains can currently be seen operating in a manual mode along the Senate Avenue corridor.

Propulsion System

Although engineered and rated for a design speed of 30 mph (the maximum speed dictated by Clarian's guideway alignment and the associated passenger comfort considerations), SDI's newly designed propulsion bogies, or drive assemblies, can operate well in excess of 30 mph. The new higher speed bogies, four per train, are heavier and stronger

DID YOU KNOW?

Each system train can run the 1.5 mile length of the system guideway in 5 minutes.

cont on page 22, see Clarian People Mover

CLARIAN PEOPLE MOVER

(from page 21)

than the previous model and features a variable-frequency alternating current drive with belt drive to the transmission, a Rockwell axle assembly and a pneumatic suspension and leveling system. Power is delivered to the trains at 480 volt, 3-phase, 60Hz. Rubber tires provide the traction force on the guideway running surface via all-wheel drive. Positive guidance is achieved by horizontal guide wheels that track along the vertical inside surfaces of the guideway girders.

DID YOU KNOW?

Though Construction Manager Schwager Davis, Inc. is from San Jose, CA, 98% of all project design and construction work has been done by area firms.

Control System

The Clarian Health dual rail 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



DID YOU KNOW?

The Clarian People Mover is America's first privately owned transit system to operate over city streets.

switching devices are software controlled. 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.

"We're very proud of the technological innovations that have been designed into our People Mover system," Clarian Senior Construction Engineer Vincent. "Like Clarian Health itself, this system will be nationally known, in part, because of the advancements and cooperation it represents."

Clarian Health former President and CEO Loveday concurs. "Clarian is about helping people, about being a leader in health care and world-class research, and about serving our community as a responsible corporate citizen," he explains.

"Clarian provides unique services for people who turn to our medical personnel for care. In addition, we help train doctors, nurses and other professionals for the state of Indiana and beyond. The People Mover will enable these efforts."

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

Clarian People Mover At A Glance

Horizontal Length	7,400 feet (1.4 miles)
Minimum Guideway Curve Radius	100 feet
Guideway Construction	Elevated concrete, dual track guideway
Guideway Spans	80 feet typical, 110 feet maximum
Track Gauge	4 feet
Train Design Speed	30 mph
Trains	Two trains, three cars each
Passenger Capacity per Train	81
Passenger Stations	3
One-way Trip Time	5 minutes
Train Control System	Fully Automated

COMPONENTS

To encourage public awareness of, and informed participation in, the regional transportation planning process, the MPO includes display advertising among its various outreach efforts. Featuring consistent use of the “iMPOrtant” format to build awareness and 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 February. The first encouraged attendance at the third quarterly Citizens Advisory Committee Meeting of 2002 by promoting various agenda items. The second invited public input on newly proposed amendments to the 2002-2004 and 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP). On the same day the latter ad appeared, classified notices offered detailed information on the various proposed amendments to which the ad refers.

IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, August 27 at 6:30 PM.

Agenda items will include the proposed Cultural Trail in downtown Indianapolis, next steps in the Glendale Neighborhood Study, and proposed amendments to the 2002-2004 and 2003-2005 Indianapolis Regional Transportation Improvement Program.

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.



IMPORTANT

The Metropolitan Planning Organization (MPO) invites your input on proposed amendments to the 2002-2004 and 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP).

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

For your review, a complete listing of the proposed amendments appears as a Legal Notice in today's paper. For more information on the IRTIP amendment process, call 317/327-5139.

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



IRONS IN THE FIRE

(from page 17)

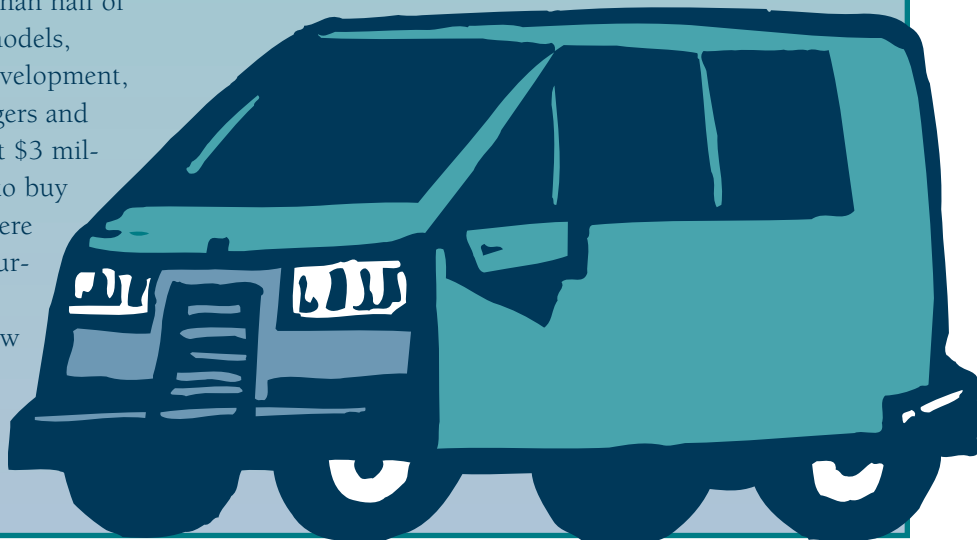
IndyGo Hybrid Shuttles

On Tuesday, September 17th, IndyGo field tested two electric hybrid vehicles — forerunners of a new, environmentally friendlier downtown bus service planned to begin operation late next year. The hybrids, which run on a mixture of diesel fuel and electricity, exhaust less than half of the emissions associated with full-size diesel models, IndyGo's Director of Marketing and Service Development, Roland Mross, says. Each carries thirty passengers and costs around \$240,000. IndyGo received about \$3 million from the Federal Transit Authority (FTA) to buy and operate five such vehicles. The two that were tested are among those being considered for purchase.

“This whole thing is about zero and low emissions,” says Joe Morgan, a field service technician with Advanced Vehicle Systems, a Tennessee-based company that produced one of the buses. In addition to helping improve

the region's air quality, the hybrid buses are noticeably quieter than their more traditional counterparts, minimizing noise pollution as well as providing riders with a more relaxed travel experience.

The new downtown bus service will run in a loop from Circle Centre to the Indianapolis Zoo. It is intended to serve downtown visitors, workers and area residents.



ACCESS-TO-JOBS

(from page 11)

Access-To-Jobs, many Airport Zone employers, including hotels, warehouse facilities and manufacturers, had trouble finding suitable applicants due to lack of transportation.

The Route 9 Airport Zone Service, the original route which started service on September 12, 1999, operates from 5:30 AM to 11 PM seven days a week, enabling IndyGo to provide more flexible routing to the Airport and surrounding areas. Buses arrive at 30 minute intervals during peak travel times, 60 minute intervals off-peak. Additional late night service, available on-call, began later that year.

Today, Late Night Service provides transit-dependent residents with access to more than 200 employers between the hours of 11:00 p.m. and 6:00 a.m.

The Northwest Connector, also known as Route 36, now provides more flexible routing along the Guion Road corridor and in the Park 100 area, and also directly serves two routes on the northwest side (Route 34 “Michigan Road” and Route 37 “Park 100”). This permits IndyGo to provide more “lateral” service without requiring passengers to travel downtown to transfer.

These Access-To-Jobs services are just part of IndyGo’s *IndyFlex* Services (see box, page 21). For more information about Access-Jobs, or any of IndyGo’s *IndyFlex* Services, contact Barb Scott, IndyGo Flexible Service Manager at (317) 614-9261 or Roscoe Brown, IndyGo Director of Flexible Services at (317) 614-9318.



Printed on paper with recycled content

PAGE TWENTY-FOUR

Metropolitan Planning Organization

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

PRESORTED
STANDARD
U.S. Postage
PAID
Indianapolis, IN
Permit No. 803

**Call the MPO Hotline
at 327-IMP0 and join
us for the next CAC
meeting, October 22!**