



Summer 2011
Volume 15, Issue 2

In this Issue:

[Indy Connect Summer Schedule](#)

[2011 Indiana MPO Conference](#)

[Approved: 2012-2015 IRTIP](#)

[Rich Carlucci Named Town Manager of the Year](#)

[IndyGo Wins Sustainability Award](#)

[Mayor Ballard Working to Rebuild a More Sustainable Indianapolis](#)

[Bike and Bus Safety Critical as City Adds More Bike Lanes](#)

[3rd International Conference on Roundabouts Held in Carmel](#)

[Mayor Highlights Progress on Georgia Street](#)

[CMAQ Call for Projects ADA Transition Plans](#)



INDY CONNECT
CENTRAL INDIANA'S
TRANSPORTATION INITIATIVE

Indy Connect Summer Schedule

Once again, the MPO, CIRTa and IndyGo staffs will be making the rounds at regional festivals and fairs this summer, continuing to spread the word about [Indy Connect: Central Indiana's Transportation Initiative](#). If you see the Indy Connect booth at any of the following events, please stop by for the latest information and be sure to enter the drawing for a chance to win tickets to the Indiana State Fair.

- [Schmooza Palooza](#) - June 22 - Consecro Fieldhouse
- [Fishers Freedom Festival](#) - June 25 - Roy Holland Memorial Park
- [Greenwood Freedom Festival](#) - June 25 - Old Town Greenwood
- [CarmelFest](#) - July 3-4 - Carmel Civic Center
- [Indiana Black Expo Summer Celebration](#) - July 15-17 - Convention Center
- [Indiana State Fair](#) - Friday, August 19th is Indy Connect Day at the State Fair - Visit us on Main Street!



2011 Indiana MPO Conference

CONNECTING COMMUNITIES

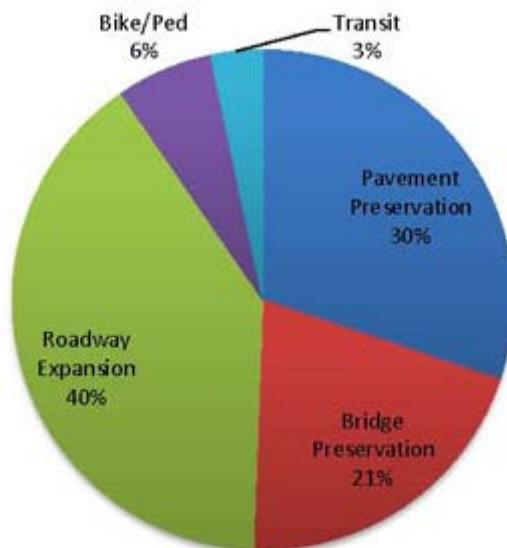
The 2011 Indiana MPO Conference will held in Indianapolis on October 12-14th. Conference events are taking place throughout the White River State Park area, including the Eiteljorg Museum, the Indiana State Museum, and the NCAA Hall of Champions. Easy walk access to these facilities is provided from the Indianapolis Marriott complex, including the Courtyard by Marriott and Fairfield Inn and Suites, where a special block of government rate rooms (\$91 / night) has been reserved for this conference. [Reserve your room today!](#)

Approved: 2012-2015 IRTIP

With the May 4th approval of a new Indianapolis Regional Transportation Improvement Program (IRTIP) covering years 2012-2015, the Indianapolis MPO has extended the region's current transportation program for the next four years. The final adoption of the IRTIP will occur upon receipt of the Governor's signature, which is expected around July 1st.

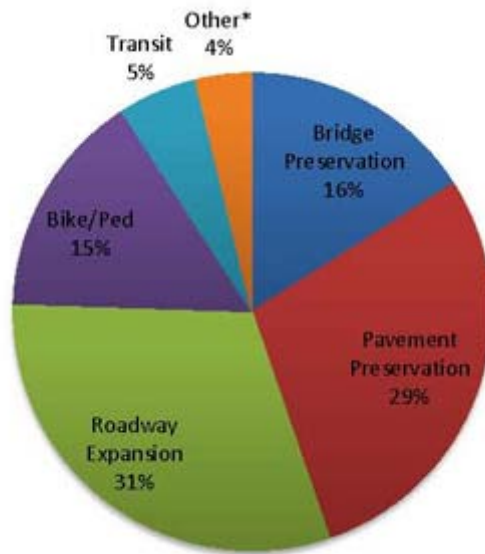
The IRTIP is a federally required planning document that illustrates how federal transportation funds will be spent in Central Indiana, and specifically the area referred to as the [Indianapolis Metropolitan Planning Area](#). While the IRTIP contains lists of projects from many different funding categories (16 to be exact), there is one funding category, the Group 1 Urban Surface Transportation Program, administered solely by the MPO. This means that municipalities seeking funds in this category submit their projects directly to the MPO, who then works with their governing body, the Indianapolis Regional Transportation Council (IRTC), to select the projects that will receive funding in the additional years of the new IRTIP. With the 2012-2015 IRTIP, 27 new projects from 10 different municipalities and IndyGo were added to years 2013-2015. The total cost for these 27 projects is just over \$57 million. Figure 1 shows the breakdown of all Group 1 Urban Surface Transportation Program funds by project type, and also includes funds for projects programmed in 2012 that are not new, as 2012 was the final year of the previous IRTIP. To see geographic locations and details of the projects using these funds, please refer to pages 10-16 of the [IRTIP](#) on the [MPO's website](#).

Figure 1: Urban Group 1 STP Fund Distribution by Project Type 2012-2015



The IRTIP includes several other funding categories for which the MPO plays a role in selecting projects; however, the final eligibility determination is made at the state or federal level. These funding categories include Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement (TE) funds, and Safe Routes to School (SRTS) funds. Figure 2 shows the combined breakdown of those funding categories and the Group 1 Urban STP funds, comprising all funds in the IRTIP for which the MPO plays a role in administering. The category of "other" includes projects that did not fit into the original five categories, such as traffic signals, sign replacements, and public outreach. Additional project details, including descriptions of individual projects, are available in the [IRTIP](#) on pages 17-35 and organized by funding category.

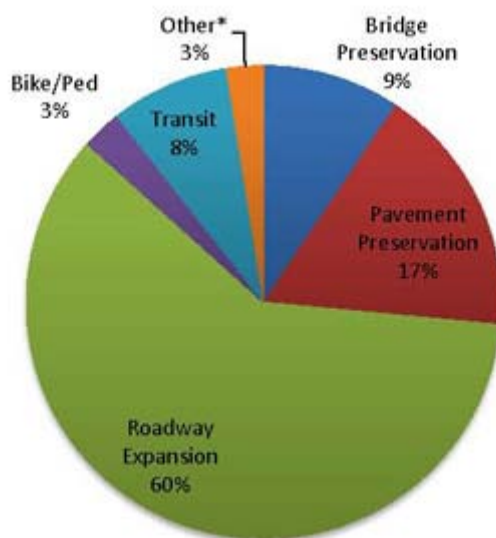
Figure 2: Funds Administered by the MPO



The final classification of funding categories presented in the IRTIP includes those not administered by the MPO. These are INDOT-funded projects on Interstates, State Roads and US Highways and several categories of Federal Transit Administration funds for which the MPO has no direct role in selecting. These projects are included per federal requirement, and allow the IRTIP to provide a complete picture of near term federal transportation projects in the region.

When all funding categories in the IRTIP are combined, there is a total of just under \$926 million, both federal and local money, currently programmed for expenditure in the region between 2012 and 2015. See Figure 3 below for the funding breakdown of the entire IRTIP by project type. For any questions about the IRTIP or any information contained therein, please contact [Cat Schoenherr](#) or [Steve Cunningham](#) of the MPO.

Figure 3: All Program Funds in FY 2012-2015 IRTIP



Rich Carlucci named Town Manager of the Year

Plainfield Town Manager, Rich Carlucci, was recently named the Professional Local Government Manager of the Year by the Indiana Municipal Managers Association (IMMA). He was nominated by two of his council members for his accomplishments in running a professionally managed unit of government providing good, cost effective services to its citizens. Rich, who has been Plainfield Town Manager since 1988, was surprised with the award during a town council meeting on May 9th. Congratulations, Rich!



Pictured from left: Tom Klein, Avon Town Manager; Gary Huff, former Fishers Town Manager; Rich Carlucci; Orville Powell, IU School of Public and Environmental Affairs; Tonya Galbraith, McCordsville Town Manager; Brent Spier, Seelyville Town Manager; and Pete Olson, Yorktown Town Manager and president of the IMMA.



IndyGo Wins Sustainability Award

Mayor Greg Ballard named IndyGo a winner in the city's second annual Indianapolis Sustainability Awards for its aggressive efforts in advancing sustainability throughout the community in 2010.

IndyGo received honors in the award program's Air category for its "Go Green Initiative," which involved using stimulus and grant funding to incorporate several efficiency measures within its

facility as well as its bus service.

Last year, IndyGo's "greening" efforts included purchasing 11 new hybrid buses, installing aluminum rims on select buses for better fuel efficiency, using Green Seal Certified cleaning products and recyclable trash liners, and incorporating highly efficient light bulbs, energy systems and lavatory faucets into its facility. The company also spent the beginning of 2010 encouraging residents to ride the bus through its "Go Green in the New Year" marketing and advertising campaign. To further entice people to ride the bus, IndyGo invested in passenger tools, technology and transit amenities. As a result, IndyGo delivered 8.5 million passenger trips in 2010, a 3.6% increase over 2009.

As Indianapolis moves towards becoming a more sustainable community, "green" living is important for all citizens to embrace. According to IndyGo, utilizing public transportation is one of the best-and easiest-ways to help protect the planet.

To read the full article, visit the [IndyGo website](#).

Mayor Ballard Working to Rebuild a More Sustainable Indianapolis

When Indianapolis Mayor Greg Ballard launched RebuildIndy - his ambitious initiative to transform Indianapolis through strategic investment in public infrastructure - he committed to maximizing long-term value to the taxpayer by rebuilding a more sustainable Indianapolis. The RebuildIndy Team has taken two primary approaches to meet this goal: implementation of the RebuildIndy Green Checklist and expansion of the Sustainable Design Pilot Program.

The RebuildIndy Green Checklist is an innovative tool which strategically guides the design and construction of Indianapolis' infrastructure improvements toward proven technologies and practices that enhance the city's economy, environment, and quality of life. With its formal launch earlier this year, RebuildIndy staff and contractors are now required to use the Green Checklist to evaluate all RebuildIndy Projects for the feasible integration of over 70 sustainable design elements across six broad categories: connectivity, storm water, green materials, heat island reduction, light pollution minimization and pollution prevention/waste minimization. While not all projects are good candidates for green elements, the approach is already beginning to result in a measurably more sustainable Indianapolis.

RebuildIndy has also expanded its Sustainable Design (SD) Pilot Program to include 10 Projects which will be completed this year. Pilot projects were selected to field-test the performance of a variety of sustainable design features such as rain gardens, porous pavement, permeable pavers and constructed wetlands. These pilot projects will provide the valuable engineering parameters, budgetary data and public feedback required for their successful replication across the City.

Through the use of the RebuildIndy Green Checklist and expansion of its SD Pilot Program, RebuildIndy is not only delivering on Mayor Ballard's commitment to improve Indianapolis' infrastructure, but is also improving the quality of life for current and future generations of Indianapolis residents. That is a return on the City's RebuildIndy investment that everyone can appreciate.



RebuildIndy's Sustainable Design Benefits*

*metrics from RebuildIndy project designs as of 5/6/11

Enhanced Connectivity, Accessibility and Safety

- 27 miles of new or replaced sidewalks, including 38 locations of sidewalk infill
- 9.9 miles of dedicated bike lanes; 2.9 miles of shared bike lanes, or sharrows
- 1643 ramps upgraded or added
- 57 pedestrian crosswalks added

Green Storm Water Management

- 201 square yards of rain gardens; 81 trees planted
- 317 square yards of pervious sidewalks; 820 square yards of pervious curb and gutter

Improved Air Quality and Reduced Urban Heat Island

- 157 intersections with loops installed to optimize timing of traffic signals
- 201 square yards of rain gardens; 81 trees planted (co-benefit with storm water management above)

Green Materials

- 9 tons of reused brick
-

Bike and Bus Safety Critical as City Adds More Bike Lanes

In April, Mayor Greg Ballard announced the City's plan to add 32.52 miles of bike lanes throughout Indianapolis in 2011, starting this month. At the end of the 2011 construction season, bike lanes will run from county line to county line, equaling more than 63 miles of coverage. As a result, bike and bus safety is more important than ever.

Many of the city's current and forthcoming bike lanes connect with IndyGo bus routes. As lanes become more commonplace, bicyclists and bus drivers must realize they both share the same rights and responsibilities on the road.



"We thoroughly train our drivers on how to safely maneuver their vehicles near cyclists and bike lanes," said Mike Birch director of safety, training and security for IndyGo. "However, it's important for bicyclists to understand that IndyGo must follow certain laws, making it necessary for drivers to enter bike lanes at times. Plus, our buses are at least eight-feet wide and some city streets are narrow, so we sometimes have to share bike lanes with cyclists."

Buses move in and out of traffic but primarily stay in the right lane for passenger loading and unloading. Bicyclists also spend the majority of their time in the right lane. Because bikes and buses share the same space on the road and travel at lower than average speeds when compared to automobiles, it's important for both sets of operators to respect one another, understand each other's method of operation and make safe choices while in traffic.

Visit the [IndyGo website](#) for bike and bus safety tips.

3rd International Conference on Roundabouts Held in Carmel

In May, the City of Carmel hosted the Transportation Research Board (TRB) 3rd International Conference on Roundabouts. The conference, attended by nearly 400 people from places as far away as Australia and Japan, included a tour of Carmel's 68 roundabouts - the highest concentration of roundabouts in the United States. Read more about the conference in the May 20th issue of the [Indianapolis Star](#).

Additionally, Mayor Brainard and Carmel's roundabout were recently featured on the CNN program, [Anderson Cooper 360°](#).



Mayor Ballard delivers the keynote address to attendees at the 3rd International Conference on Roundabouts.

Mayor Highlights Progress on Georgia Street *Construction on Schedule for October Completion*



On May 24th, Mayor Greg Ballard showcased the progress of the Georgia Street Improvements Project and announced that construction remains on schedule for an October completion date.

"The Georgia Street Improvements Project is the centerpiece for attracting major events, visitors and residents to our great downtown," said Mayor Ballard. "Once complete, Georgia Street will provide the community with easy access to our sports venues, new event space and breathe new life into the Wholesale District."

The Georgia Street Improvements Project includes the reconstruction of three blocks of Georgia Street from Pennsylvania Street to Capitol Avenue and will provide safe pedestrian access from the Indiana Convention Center to Conesco Fieldhouse. Georgia Street is being converted to a two-lane street with a mall in the median for flexible event space. Other project highlights include lighting, bike racks and sustainable infrastructure that will successfully divert storm water in that area from the sewer system.

"The fans and visitors here for the 2012 Super Bowl as well as our hometown residents will be some of the first to enjoy the transformation of Georgia Street," said Allison Melangton, president and chief executive officer of the 2012 Indianapolis Super Bowl Host Committee. "For years to come, people will enjoy this wonderful new amenity our city

has to offer."

The project is scheduled to be substantially complete in October 2011. Work continues on all blocks, with the west block being nearest to completion. Eighty percent of the project is funded by federal dollars and 20 percent comes from local funds. For more information on the Georgia Street Improvements Project or for bi-weekly project updates, visit www.indy.gov/georgiastreet.

CMAQ Call for Projects

On June 15, 2011, the MPO made the official summer 2011 call for the submittal of Congestion Mitigation and Air Quality (CMAQ) applications. The [CMAQ application](#) and [schedule](#) can be found on the MPO website.

The Continuing Resolution for the Transportation Bill currently provides 100% federal funding for CMAQ projects. When the new Transportation Bill is enacted, the federal/local match may revert to the typical 80% federal / 20% local match configuration. Therefore, we are requesting that all CMAQ applications indicate the 80/20 split instead of 100% federal funding as in recent past. In the event the 100% federal funding continues, any CMAQ projects programmed at 80/20 will be amended in the IRTIP to indicate 100% federal funding.

Please note that CMAQ applications are due July 8th.

Please submit the applications via email to Mike Dearing at Michael.Dearing@indy.gov and to Andy Swenson at Andrew.Swenson@indy.gov.

ADA Transition Plans

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities.

The development of an ADA Transition Plan will assist government jurisdictions in making their public facilities, especially transportation infrastructure, accessible to all potential users. ADA Transition Plans are intended to:

1. Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities;
2. Describe the methods to be used to make the facilities accessible;
3. Provide a schedule for making the access modifications; and,
4. Identify the public officials responsible for implementation of the Transition Plan.

The MPO will be working with member jurisdictions to make sure their transition plans are up to date and are being used to properly identify missing gaps in compliance. Contact [Tom Beck](#) at the MPO for more information about ADA Transition Plans.