CISTMS

Newsletter of the
Central Indiana Suburban
Transportation and Mobility Study

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What is CISTMS?

Purpose - The purpose of the Central Indiana Suburban Transportation and Mobility Study (referred to as CISTMS and pronounced "systems") is to examine transportation and mobility needs among and between the communities surrounding Indianapolis in order to identify suburban travel needs and develop recommendations for improvements. Many studies have been conducted for radial routes leading to Marion County. Few have addressed "crosstown" travel between surrounding counties as will be accomplished by this study.

Study Area - The study is being conducted cooperatively with the Indianapolis Metropolitan Planning Organization (MPO). The MPO's Policy and Technical Committees serve as the key advisory group to the study. The study focuses on broad corridor areas in central Indiana, including State Route 32 and State Route 38 on the north, State Route 9 on the east, State Route 44 on the south and State Route 267/39 on the west. The implementation of one or more of these broad corridors could establish a portion of a circumferential roadway that could relieve a portion of I-465. Other parallel routes that may be under the jurisdiction of the state, county or the local municipality may also be considered if appropriate. Major problems and deficiencies are being identified and solutions investigated for key areas along those corridors.

Related Issues – A recurring issue mentioned by citizens during recent regional transportation studies has been the suggestion of an outer belt, located beyond I-465. In fact, the most noted public comment from public input sessions on the Northeast Corridor ConNECTions Study related to the need for an "outer belt" (circumferential roadway outside I-465). If constructed, such a facility would most likely follow the corridors included in the study area. CISTMS is considering potential benefits for congestion relief on I-465 as well as looking at improvements to and through the suburban communities in Central Indiana.

Future connections and routes for I-69 are the subject of detailed studies being conducted by others. CISTMS is playing a companion role by considering the effect of proposed plans or alternatives on the routes being evaluated in this study.

The study is also examining the interrelationship of land use and transportation and will "model" various alternatives using a state-of-the-art land use simulation model to assess the potential effects on development. An "expert panel" has been engaged to provide localized input to the process.

Other study activities include consideration of the role of public transit. The public transit analysis is being done in conjunction with the "Directions" study currently being conducted in central Indiana by the Indianapolis Metropolitan Planning Organization.

Continued on page 2.

How can you participate in the study?

Contact Lori Miser of HNTB at 317/636-4682 or via e-mail at lmiser@hntb.com to be added to the mailing list or to provide comments. Comments can also be faxed to 317/917-5211or mailed to 111 Monument Circle, Suite 1200 Indianapolis, IN 46204.

View material on the INDOT website: htpp://www.in.gov/dot/projects/ The CISTMS study is listed under the "Planning" heading.

Public information meetings will be advertised on the INDOT and Indianapolis MPO websites and other sources as appropriate.

INDOT: www.in.gov/dot/
MPO: www.indygov.org/indympo

What is CISTMS?

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Since a number of other communities have dealt with similar issues related to suburban travel there may be significant lessons for Central Indiana. As such, a study of "peer cities" is also included as a part of the study.

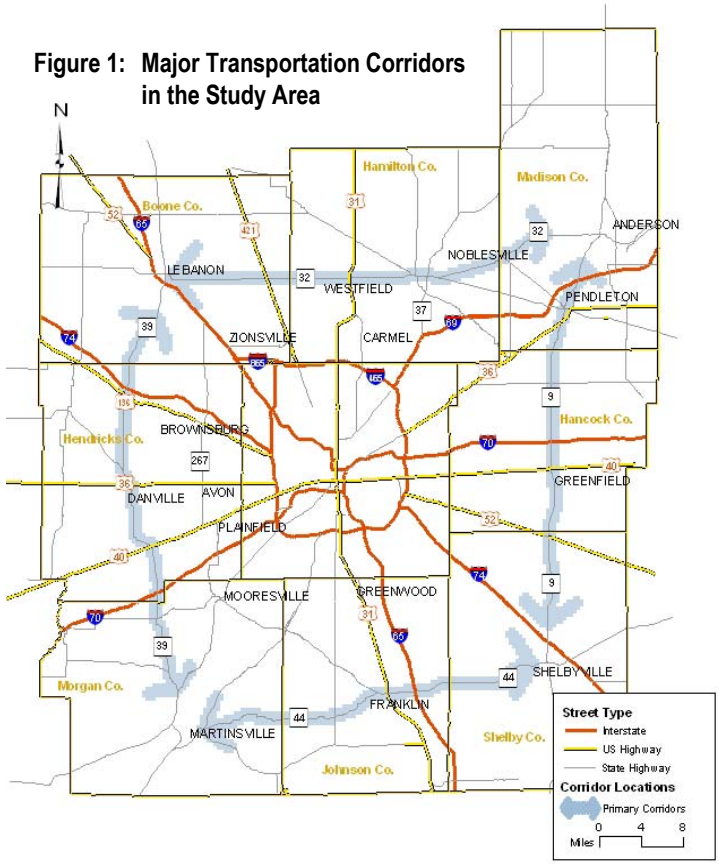
Existing Conditions and Future Needs – In order to minimize impacts and best serve future needs, it is likely that roadway improvements (if warranted) will occur within corridors that currently exist. (See figure 1). If major investment is not warranted, these improvements may take the form of access management or upgrades to these facilities. To identify current needs and to provide the basis for alternatives development, existing roadway characteristics, attributes, deficiencies and needs have been identified through extensive data collection efforts. The findings are currently being documented in a Technical Memorandum which will be available in early 2004.

Future travel needs are being simulated via the use of a travel forecast model linked with probable land use scenarios. Transportation improvement alternatives will be evaluated based on their ability to address existing and future transportation needs in the study area. The alternatives that are being considered fall into a wide range, as described below:

No-Build Alternative – This option does not include any roadway improvements beyond those already programmed for construction. This alternative will be the base condition to which other alternatives will be compared.

Minimum Change Alternative – This would include additional improvements to existing facilities (the primary study routes listed above or parallel facilities) to improve safety and traffic operations. Changes could include improving intersections, adding lanes, improving roadside safety features and removing parking.

Figure 1: Major Transportation Corridors in the Study Area



Medium Change Alternative – Similar to the Minimum Change alternative, but with the addition of alternative routes around urban areas or other locations where right-of-way, land use, access points, or environmental conditions might make improving existing roadways difficult or undesirable.

Maximum Change Alternative – Includes the development of limited access roadways (including freeways) on new alignment or in combination with portions of existing roadways.

It is likely that the type of improvement alternative recommended will be different for each of the four corridor areas (north, south, east, and west). For example, in areas that are less developed but where traffic is or could be a future issue, a limited access roadway could be a viable solution. Other areas may be limited to or only need improvements to the existing facilities.

Likewise, some segments may serve as viable alternates for trucks and other through traffic that currently use I-465, warranting improvements beyond those to serve local needs. Local and regional benefits and potential impacts will be evaluated for each study segment and for the system as a whole.

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Please direct your comments and questions on the CISTMS project to:
Lori Miser, Project Manager, HNTB
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
Phone: 317/636-4682
FAX: 317/917-5211 or
Steve Smith, Indiana Department of Transportation (INDOT) at this e-mail address: ssmith@indot.gov.org

Facts About the CISTMS Area

The CISTMS study area encompasses the nine counties in central Indiana (Boone, Hamilton, Madison, Hendricks, Marion, Hancock, Morgan, Johnson and Shelby). The area is generally more affluent than the state as a whole and is 3,522 square miles in size.

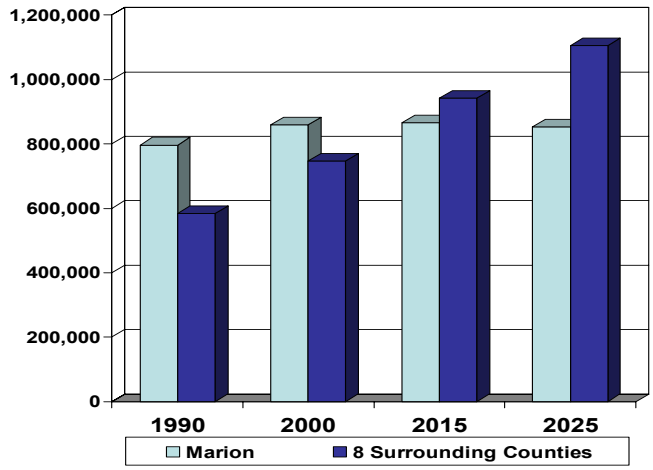
One of the primary reasons for this study is the expectation that population and employment will continue to grow in the suburban counties surrounding Indianapolis. As such, the growing demands on the transportation system will need to be addressed.

Over the past ten years, population in the eight counties surrounding Marion County has grown 28%, compared to 8% in Marion County. The outward growth of employment is even more dramatic, with jobs in the eight counties increasing by 42% between 1990 and 2000, while employment decreased by 6% in Marion County during the same period.

Marion County still has more people and jobs than the surrounding eight counties combined, but that could change. Population in the eight counties is expected to exceed that of Marion County before 2015, and is forecast to house 56% of the regions residents in 2025. (See figures 2 & 3).

Density – As a measure of density, persons per square mile was calculated for 1990 and 2000. Statewide, persons per square mile increased 10% between 1990 and 2000. Currently, at 170 persons per square mile, Indiana is ranked 17th in the nation in terms of population density. For the nine-county area, persons per square mile increased 17%. Persons per square mile in Hamilton County increased 68%, significantly more than any other county in central Indiana.

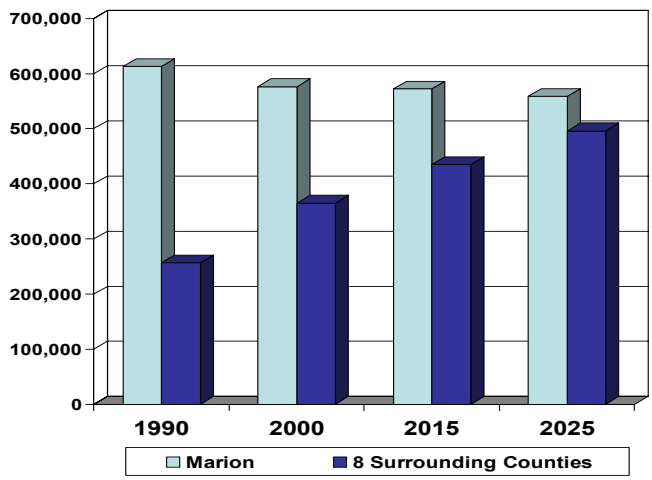
Figure 2: Population in the Study Area



Population	1990	2000	2015	2025
Marion County	797,200	860,500	866,300	854,000
8 Surrounding Counties	583,300	747,000	942,200	1,104,800

Data Sources: 1990 & 2000 from US Census Bureau.
Projections are from the Indianapolis Metropolitan Planning Organization

Figure 3: Employment in the Study Area



Employment	1990	2000	2015	2025
Marion County	613,000	576,300	572,300	558,500
8 Surrounding Counties	256,800	364,700	434,500	495,700

Data Source: Indianapolis Metropolitan Planning Organization

Project Goals

The following goals will serve to focus the study and ensure that the appropriate factors are being emphasized as alternatives are being considered and evaluated.

These goals are structured around five key areas: functionality, safety, quality of life, cost effectiveness and equity. Further information on each is provided below.

Goal #1: FUNCTIONALITY

- Improve mobility between suburban communities
- Improve movement of freight and other through-region trips
- Provide a more balanced transportation system
- Reduce congestion
- Provide an alternate to I-465 during peak congestion times
- Coordinate with MPO's Rapid Transit Study ("Directions")

Goal #2: SAFETY

- Provide safer operations for existing and future travelers
- Improve safety in areas with inadequate design standards and at other hazardous locations

Goal #3: QUALITY OF LIFE

- Promote positive development patterns in the region
- Minimize negative impacts on social, economic and environmental resources
- Increase economic opportunity by improving connectivity between residential, employment, shopping, and recreational uses

Goal #4: COST-EFFECTIVENESS

- Identify (a) fiscally realistic alternative(s)
- Demonstrate that overall benefits of the alternative(s) warrant their overall costs

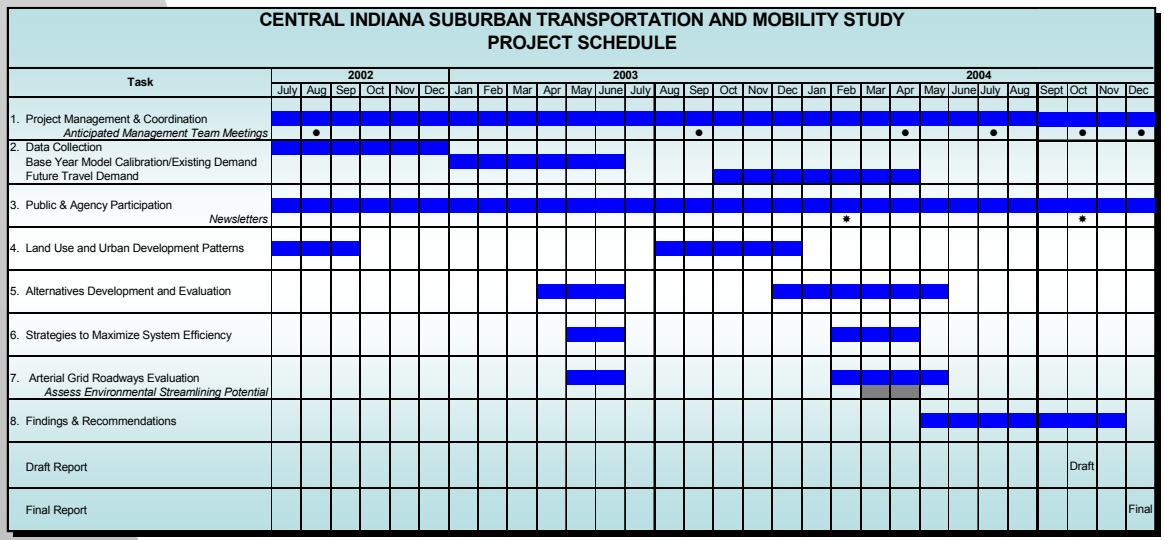
GOAL #5: EQUITY

- Ensure that proposed alternatives meet Presidential Executive Order 12898 for Environmental Justice, which requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed for all federally-funded projects.

These goals will be utilized in the evaluation of the alternatives.

Project Schedule & Next Steps

CENTRAL INDIANA SUBURBAN TRANSPORTATION AND MOBILITY STUDY
PROJECT SCHEDULE



The key activities for the next 4-8 weeks include:

- refinement of the alternatives to be analyzed by the travel forecast and land use models
- the travel and land use model analyses
- documentation of future transportation system needs