

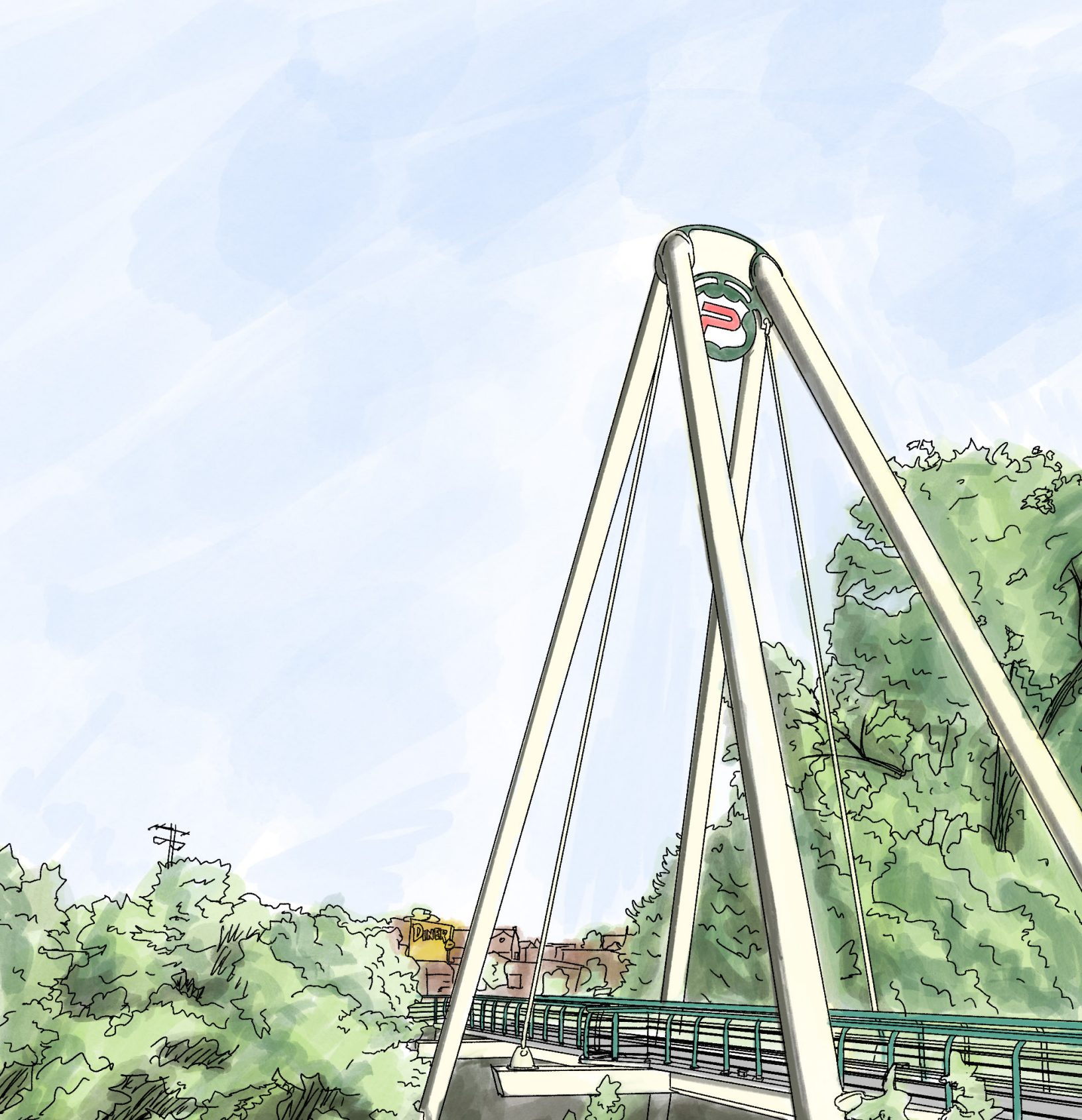


CENTRAL INDIANA 2050 METROPOLITAN TRANSPORTATION PLAN

Summary Document

Indianapolis Metropolitan
Planning Organization
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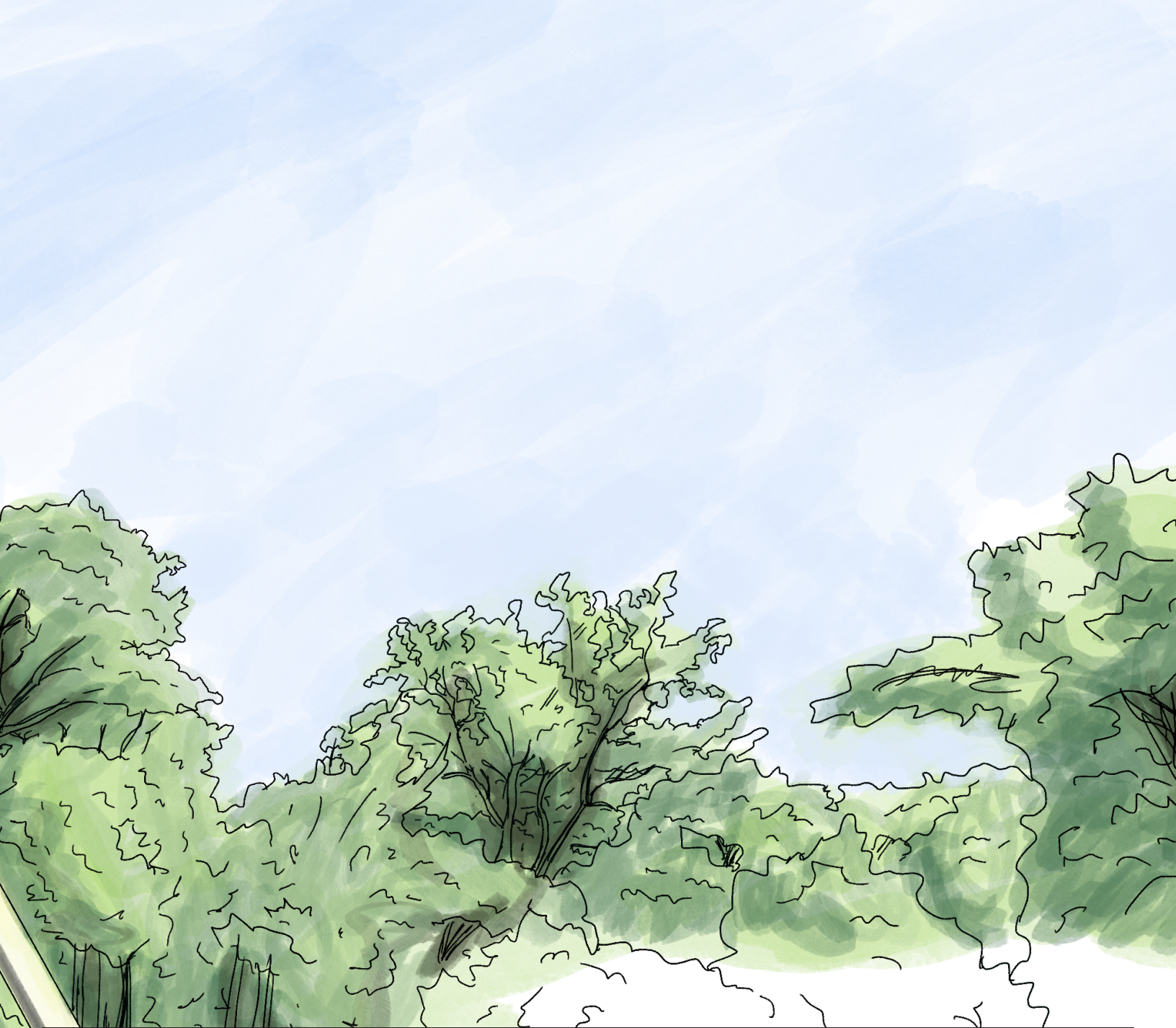




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Purpose

Almost every facet of our daily life is affected by transportation. From goods arriving at our doorstep to our daily commute, transportation plays a central role in our lives. Transportation planning seeks to understand how people and goods move around, what goals should be set for the network, and what projects are needed to achieve those goals. Every four years the Indianapolis Metropolitan Planning Organization (IMPO) works with partners throughout Central Indiana to revise and update the primary transportation policy document for the region, the Metropolitan Transportation Plan (MTP). In 2021 the IMPO concluded its updates on the most recent iteration of the MTP to create the 2050 Plan, which envisions an equitable transportation network that is safe, sustainable, fosters economic vitality, and enhances transportation options and choices for all users. The following document serves as an overview of the 2050 MTP, with the full version available [here](#).

What's an MTP?

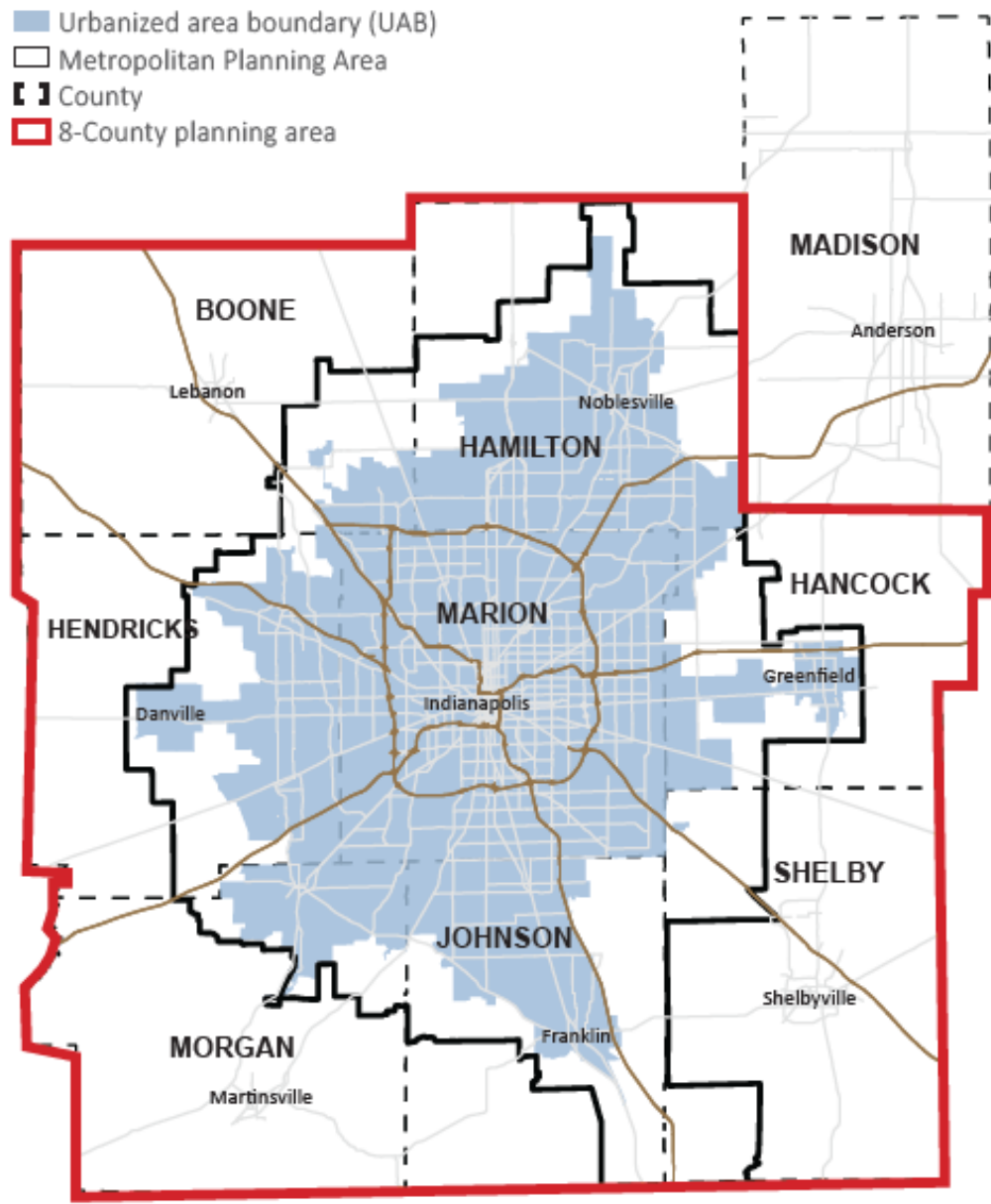
The Metropolitan Transportation Plan (MTP) is the primary transportation policy document for Central Indiana. The plan provides a vision of the transportation system's future and establishes goals with a planning horizon of no less than 20 years. The plan's goals and recommendations provide guidance to the IMPO and the Transportation Committee members on how to spend federal dollars on transportation projects, including capacity expansion transportation projects, which are evaluated and included in a project list in the MTP. Capacity expansion projects added to the Transportation Improvement Program (TIP), where money is allocated and projects scheduled, must also be identified in the MTP.



Who is the IMPO?

The Indianapolis Metropolitan Planning Organization (IMPO) is the regional entity that plans and programs federal transportation funds for highways, transit, non-motorized transportation, and other means of moving people and goods. Every urbanized area of more than 50,000 people is required to have an MPO. The IMPO operates within the Metropolitan Planning Area (MPA), an area that includes the urbanized area around Indianapolis plus areas expected to urbanize over the next 20 years. Established in 1972, today the IMPO includes more than 35 members representing cities, towns, counties, and other transportation agencies throughout Central Indiana.

FIG. 1 Indianapolis MPO UAB + MPA



Where We Are Today

Since the last long-range plan update in 2017, the region has invested over \$1.1 billion in new projects. These local and regional initiatives have had a major impact on the community, and some key milestones have been critical in creating a direction for the 2050 MTP.

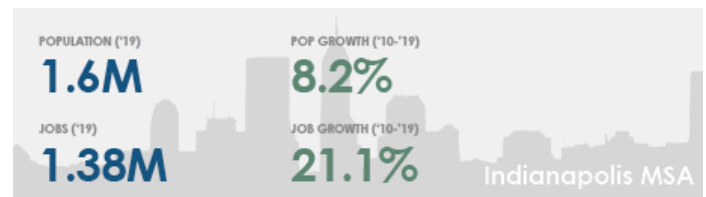
Regional Achievements

- IndyGo expanded service and opened the first Bus Rapid Transit (BRT) route after the tax dedicated to improving the local transit system was enacted in Marion County in 2017.
- Dockless scooters came to Central Indiana. The City of Indianapolis worked with the companies to develop a revenue share agreement. Funds raised through this agreement will fund the city’s Neighborways bike path program.
- Both Regional Pedestrian and Bikeways Plans were developed and adopted in 2020. These plans updated data on regional pedestrian and bicycle infrastructure to help inform where improvements can be made.
- The IMPO signed an agreement with the Indiana Department of Transportation (INDOT) to exchange federal funds for state funds. This will provide more flexibility in the IMPO programming policy.
- The IMPO received its first non-transportation grant award to develop a Central Indiana Comprehensive Economic Development Strategy.
- Two autonomous vehicles programs were piloted in 2021. One connected the IUPUI campus in downtown Indianapolis to a Red Line station; the other was located in the City of Fishers. .

Regional Growth

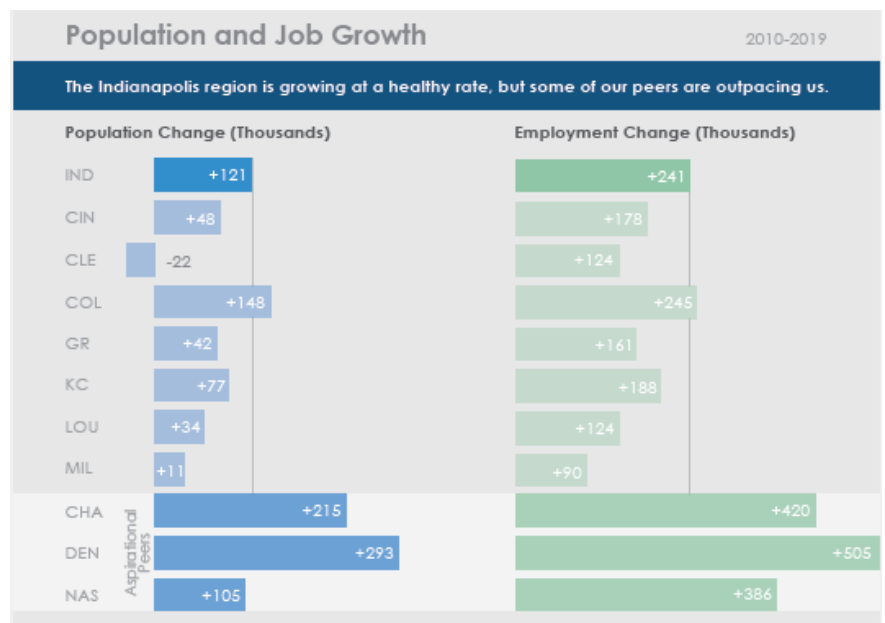
The region continues to experience population and employment growth, with percentage increases of 8.2% and 21.1% (from 2010 to 2019) respectively, for a total of 1.6M people, and 1.38M jobs. However, locations of job growth are shifting within the region, and how that growth will manifest itself may look different than in previous decades. While Marion County saw a 13.9% increase in jobs and continues to

have the largest share of employment in the region at 58%, it was outpaced in job growth by Hendricks (46.5%), Boone (47%), and Hamilton (39%) counties. Similarly, percentage population growth was strongest in those same three counties. The location of housing versus employment has contributed to Marion County being the largest receiver of regional commuters. However, as more employment opportunities develop in traditionally bedroom suburban communities these commute patterns, and thus transportation needs, are expected to evolve.



Peer City Comparison

One way to measure progress is to see how similar communities are performing. While the Central Indiana region has grown at a healthy rate, some of our peers are outpacing us. Three of our aspirational peers, including Charlotte, Denver, and Nashville, are top performers in population and job growth. Central Indiana needs to continue to be proactive and vigilant of national trends in order to address this gap and remain competitive.



Vision, Goals, A Plan Forward

The following statement served as a guide to establishing the goals, objectives, and performance measures of the MTP. The goals of the MTP, as shown, are grouped into four different categories: Move, Prosper, Make Safe, and Sustain.

Vision Statement: Preserve and enhance all available funding sources to develop a comprehensive, multimodal, regional transportation system that safely and efficiently addresses mobility needs over time, is economically viable, cost-effective, environmentally sustainable, supports regional prosperity and healthy lifestyles, and promotes the availability of travel choices throughout the communities in Central Indiana.

Goals of the MTP

MOVE



Provide transportation choices for people to easily access homes, jobs, recreation and services by:

- » Enhancing transportation options and choices for all users
- » Implementing strategies that address congested transportation segments

PROSPER



Foster shared economic vitality through strategic investments in regional infrastructure to increase competitiveness and afford ability by:

- » Supporting economic mobility for all Central Indiana residents
- » Improving job access for Central Indiana commuters
- » Ensuring the efficient movement of goods and freight

MAKE SAFE



Support a safe traveling environment for all users by making strategic investments in our region's infrastructure that preserve and enhance the existing system by:

- » Improving safety for travelers system-wide through project investment
- » Preserving or enhance the existing transportation system in a state of good repair

SUSTAIN



Ensure a convenient transportation network that offers healthy lifestyle options, is accessible to all people, and preserves or enhances the environment by:

- » Minimizing negative impacts to the natural environment
- » Improving connectivity to healthy food choices

Policies, Processes, and Recommendations

The 2050 MTP includes specific policies, processes, and recommendations that support the region’s vision and ensure that we can meet our goals. The following sections are key elements of our strategy, informing the MTP and the direction of the IMPO as a whole.

Policies: Complete Streets and Vision Zero

Complete Streets are streets that allow all residents and visitors to use the street without requiring them to use an automobile. Typically, a complete street infrastructure application is a sidewalk, multi-use path, or bike lane. Vision Zero is the concept that all transportation-related injuries and deaths are preventable, and communities should make efforts to reduce the number of injuries and deaths to zero. Vision Zero efforts usually consist of a combination of infrastructure design improvements and community education.

Implementing policies like Complete Streets and Vision Zero benefit communities as a whole. The IMPO’s Transportation Policy committee adopted a Complete Streets policy in 2014 and passed a resolution supporting Vision Zero in 2018. Additionally, the IMPO also requires most infrastructure projects submitted for federal funds to include a sidewalk or bikeway on at least one side of the facility and continues to seek out ways to improve transportation safety.

Congestion Management Process

The Congestion Management Process (CMP) is intended to provide and promote alternatives to addressing congestion beyond the expansion of physical road capacity. The CMP includes analyzing congestion problems and needs,

and strategies to resolve these issues. Strategies to reduce congestion fall into four general categories:

- Reduce trips and trip length
- Shifting trips from single occupancy vehicles
- Improving roadway operations
- Adding capacity

Depending on the specific project, the implementing agency may choose to use only one of these strategies, or a combination. All projects listed within the MTP are required to complete the Congestion Management Process Worksheet, and congestion data is an important factor in project scoring.

Resource Allocation Goals

The MTP is a “fiscally constrained” plan, which means that estimated project costs must not exceed available revenue. As a result, the MTP forms resource allocation goals where spending is split into different categories. Based on the results of a survey conducted in 2020, people in the region preferred that projects that improve safety and preserve existing infrastructure have a higher priority for funding.

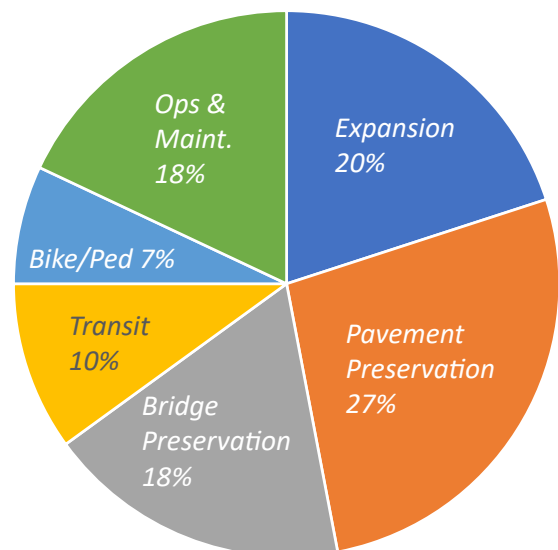


FIG. 2 2050 MTP Resource Allocation

Project Scoring and Recommended Project List

Project Scoring

The recommended project list is the culmination of the MTP, incorporating the goals and priorities of Central Indiana into the project scoring criteria. Nine criteria are used in project scoring:

- **Functional Classification System:** The federal functional classification system (FCS) provides criteria to establish a hierarchy of roads from interstate to local. Roads with higher classifications carry larger traffic loads and often have greater impact on regional transportation, and therefore receive higher scores.
- **Consistent number of lanes:** Having a consistent number of travel lanes throughout a roadway helps to reduce choke points and reduces congestion along the corridor. Projects received points if the number of travel lanes at a project's terminus matches the number of travel lanes outside the project limits.
- **Change in vehicle hours of delay:** Projects that would reduce the most hours of delay received the maximum points while other projects are scored proportionately based on their impact on delay.
- **Change in congested lane miles:** As part of the Congestion Management Process, projects are scored based on which could reduce congestion miles the most, then proportionately based on their impact.
- **Proximity to Existing Regional Centers:** Existing Regional Activity Centers (RACs) are major destinations where clusters of employment, residents, and/or visitors are located, and therefore generate a high amount of transportation trips. Projects closest to Existing RACs received the most points, and those furthest away received no points.
- **Proximity to Emerging Regional Centers:** Emerging RACs are areas close to meeting targets for an Existing RAC, have a minimum amount of vacant land available, and have shown a trend of growth in population and/or employment in recent years. Projects received points based on their proximity to Emerging RACs.

- **Freight impact:** A Manufacturing, Distribution, Logistics (MDL) Center can significantly impact traffic as both people and goods are flowing in and out of them. Points were given based on the proximity of the project to both existing and emerging MDL centers. Points were also given based on whether a project was in a Tier 3 or 4 corridor of the Regional Freight Network.
- **Safety countermeasures:** Each project was analyzed regarding what, if any, safety countermeasures will be included in the project. Areas of safety considered include addressing curves on the road, intersections, speed, preventing cars from going off the road, signalization, geometric countermeasures, and operational adjustments.
- **Urbanized area:** Projects that are within the Urbanized Area receive more points than those that are not.

Recommended Project List

Projects are ranked and included in the recommended project list based on their project scoring. The projects shown on this map include proposed and existing/committed capacity expansion projects submitted for inclusion in the 2050 MTP. Each of the projects is placed into a designated time period (2020-2029, 2030-2039, and 2040-2049). Project costs must not exceed expected revenue for each time period, and projects that fall outside of the fiscally constrained list are considered to be on the Illustrative List. These projects would require an amendment to be placed into a designated time period in order to receive federal funding.

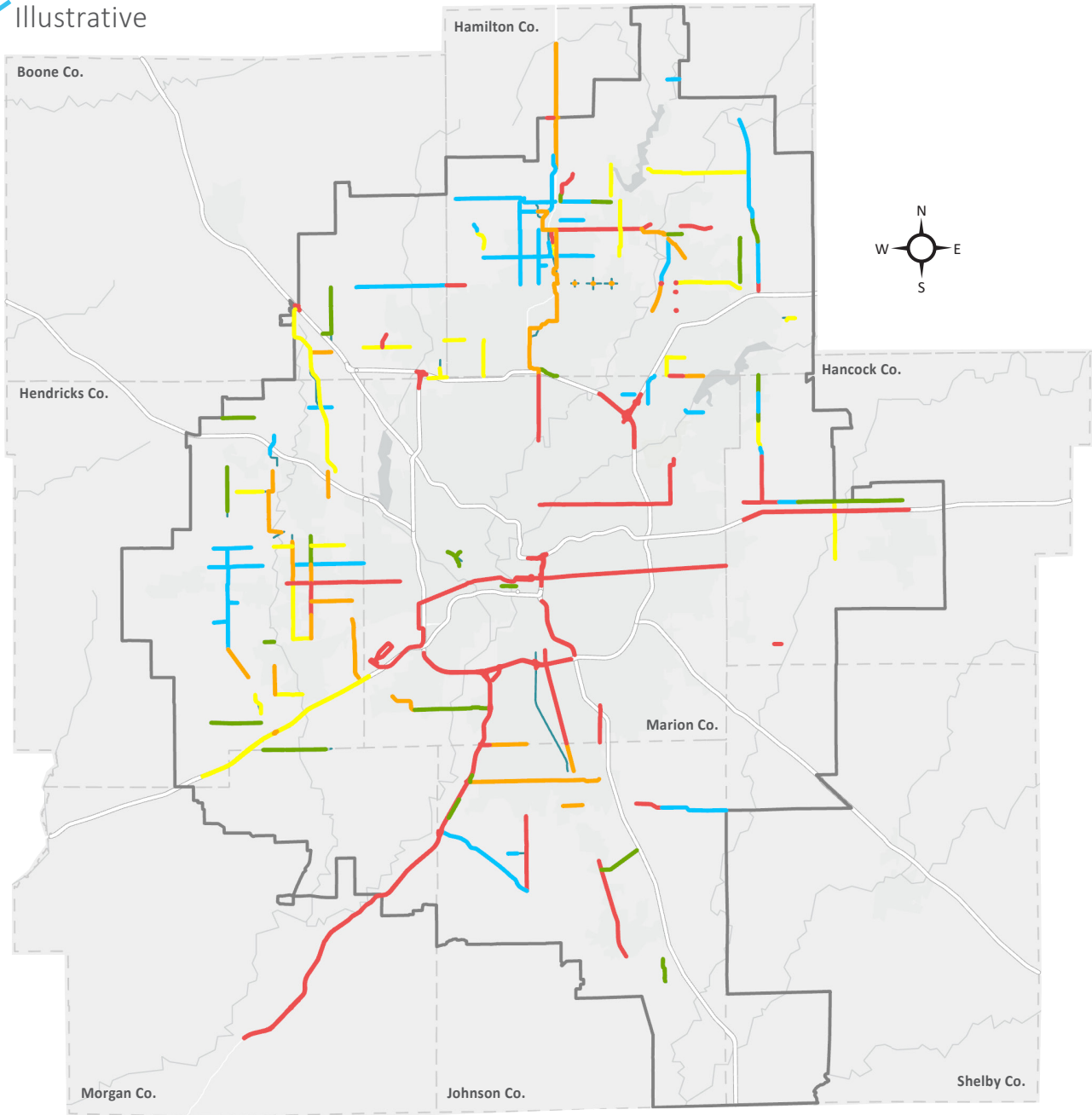
The MTP only scores projects that increase the capacity of the transportation network not including bike, pedestrian, and system preservation projects. However, through the IMPO's budget allocation process and the adoption of supportive plans, the bicycle and pedestrian priorities of Central Indiana are well-represented. The IMPO's Complete Streets policy reinforces the region's commitment to bicycle and pedestrian planning and projects.

FIG. 3 2050 MTP Project Locations

2050 MTP Project List

- 2020-2029 (E&C)
- 2020-2029
- 2030-2039
- 2040-2049
- Illustrative

- Metropolitan Planning Area
- County



Next Steps

By 2050, Central Indiana is expected to have a population of over 2.6M residents and 1.9M jobs. This growth must be proactively planned for and accommodated, based on best practices, to avoid future problems and challenges.

Scenario Planning

In order to forecast travel and land use, existing conditions need to be analyzed and a preferred land use and transportation growth scenario selected in order to determine how the region will accommodate future growth. A baseline scenario was developed by combining future land use plans for the jurisdictions in the IMPO counties. A suitability analysis for residential, commercial, and industrial development determined the areas that were most (and least) suitable for future development.

Three alternative futures were developed and refined through public survey input and input from the members of the IMPO Land Use Advisory Panel. Incorporating that input, a final preferred scenario was developed and integrated into the IMPO's Travel Demand Model (TDM), which provides data for MTP project scoring.

Potential Disruptors

Despite best practices in predicting future land use and transportation needs there are several potential disruptors that could impact the future of our transportation network. The impact of any of these potential disruptors could be positive or negative – planning agencies should keep these topics in mind as they work to address current and future needs.

- **Housing preferences:** Housing preference surveys identify market demand for development that increases housing options. New apartments, condominiums, and town homes are being built in communities across Central Indiana, but demand for housing has outpaced supply. Both housing availability and affordability are concerns that local officials should work to address.
- **Commuter travel preferences:** Younger generations are increasingly looking for more transportation options, especially for trips to work. Frequent transit routes and bicycling facilities are in higher demand. Living closer to work or working remote changes transportation choices. As more people change their transportation modes, their needs also change.

- **Autonomous vehicles:** Fully autonomous vehicles are currently rare and primarily still in prototype stages. In order to operate in the real world, they will require significant infrastructure support, like consistent roadway paint and signage, and sophisticated on-board communication software. Autonomous vehicles have the potential to significantly disrupt transportation networks at some point in the future.
- **Sharing culture/ Micromobility:** A sharing culture has emerged in recent years, in many forms. One is renting out personal items, such as a personal automobile when the owner isn't using it. Another is shared infrastructure, like bikeshare, carshare, scootershare, transit, and rideshare services like Uber or Lyft. These can all impact community travel patterns.
- **E-commerce:** Instead of delivering a large quantity of goods by truck to stores, internet purchases create a demand for more distribution centers nationally, and the use of many smaller delivery vehicles traveling directly to the home of each customer. This shift can increase traffic and wear on local roadways.
- **Climate change:** Environmental changes could challenge the resiliency of the transportation network. Roadways, bridges, and other transportation infrastructure are susceptible to environmental impacts including a higher frequency of flash flooding and unpredictability of pavement freeze-thaw cycles, which leads to uncertainty of material lifecycles. These impacts have the potential to affect daily regional transportation operations.
- **Pandemics:** The COVID-19 pandemic drastically changed the way people use the transportation system. During early to mid 2020, thousands of commuters stayed home, motorist speeds increased as they encountered less congested roadways, and some road segments were shut down entirely to vehicles to promote outdoor uses. Cities, towns, and counties should account for future situations like these in their roadway designs to ensure safety and provide transportation options.



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