2015 Central Indiana Regional Bikeways Plan
2017 Purdue Road School
The Indianapolis Metropolitan Planning Organization (MPO) is the entity responsible for transportation planning within the Indianapolis Metropolitan Planning Area (MPA).

Federal dollars fund projects within the MPA.
Regional Infrastructure Investment

Local governments, transit agencies, and the state have spent over 1 billion federal dollars since 2011.

$1.1B

$654M

$147M

$128M

$57M

Who controlled the funding?

$673M
INDOT

$128M
FTA

$276M
MPO

$77M

$16M
ITS

*Project type (left to right): roads and highways, transit, bicycle/pedestrian, bridges, information technology systems, and other.
<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ: Congestion Mitigation and Air Quality</td>
<td>$7.9M</td>
</tr>
<tr>
<td>HSIP: Highway Safety Improvement Program</td>
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</tr>
<tr>
<td>TAP: Transportation Alternatives Program</td>
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<tr>
<td>STP: Surface Transportation Program</td>
<td>$29.2M</td>
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<tr>
<td>Funding Categories</td>
<td>Eligibility</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-------------</td>
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<tr>
<td>CMAQ: Congestion Mitigation and Air Quality</td>
<td>✓</td>
</tr>
<tr>
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<td>✓</td>
</tr>
<tr>
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<tr>
<td>STP: Surface Transportation Program</td>
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</table>

(needs to remove auto trips)
<table>
<thead>
<tr>
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<th>Allocation (M)</th>
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- Eligible
- Competitive (intersection safety)
CMAQ: Congestion Mitigation and Air Quality
HSIP: Highway Safety Improvement Program
TAP: Transportation Alternatives Program
STP: Surface Transportation Program

- **CMAQ**: $7.9M
- **HSIP**: $6.4M
- **TAP**: $2.5M
- **STP**: $29.2M

✓ Eligible
✓ Competitive

(walkways, bikeways, safe routes to school, etc.)
CMAQ
Congestion Mitigation and Air Quality
$7.9M
✓ Eligible

HSIP
Highway Safety Improvement Program
$6.4M

TAP
Transportation Alternatives Program
$2.5M

STP
Surface Transportation Program
$29.2M

? Competitive
(application geared toward highway projects)
Complete Streets

Road + Bike + Walk + Transit
Bikeways:

Any road, street, path, or way which in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
Bikeway Types

**Bike Lanes:** are bike-only facilities that are striped within a roadway. They are typically 4-5 feet wide and adjacent to motor vehicle lanes. (includes protected bike lanes)

**Trails:** are facilities that are fully separated from a road and not in a street right-of-way. Trails accommodate walking, cycling and sometimes rollerblading and horseback riding.

**Side Paths:** are facilities that are separate from, but run along a roadway. Side paths often accommodate cycling and walking. (includes cycle tracks)

**Bike Lanes:** are bike-only facilities that are striped within a roadway. They are typically 4-5 feet wide and adjacent to motor vehicle lanes. (includes protected bike lanes)

Not included: sharrows & bicycle boulevards
Central Indiana has made 22% progress towards buildout of the bikeways vision plan.

The region has a strong vision plan but at current funding levels it would take 400 years to build all of it.

What are our priorities?

Regional Bikeway Vision
Establish our region’s priorities and develop a responsible plan for investment through 2035

2,168 miles of proposed bicycle facilities in Central Indiana.

6%

The amount of the proposed bicycle facilities (in miles) that could be built over the next 20 years with expected funding.
The Regional Bikeways Plan was designed as a component of the Long Range Transportation Plan.

- Acts as a resource for the public in understanding the present regional cycling network
- Considers proposed bike facilities in local plans
- Estimates available funding through 2035 and provides cost estimates for projects
- Establishes priorities and sets a realistic, financially constrained plan for growth through 2035
• Five public meetings, held around the region
• Online webinar
• Neighborhood meetings
• Bike to Work Day on Monument Circle
• Online & hard copy public survey (330 responses)
What prevents you from riding a bike more frequently? (Identify item by level of concern)

- Lack of Infrastructure
- Road Safety Hazards
- Poor Infrastructure
- Not Enough Lighting
- Not Enough Time
- Bad Weather
- Crime/Personal Safety
- Destinations Too Far Away
- Lack of Bike Parking
- Not Able To Ride

- Strongly Concerned
- Concerned
- Minimally Concerned
- Not Concerned
Rank your top 3 preferences for improving physical cycling conditions.

- More Protected/Buffered Bike Lanes
- More Off-Street Trails
- More Street Side Paths
- More On-Street Bike Lanes
- Increased Maintenance
- Bicycle Boulevards
- More/Improved Signage
- More Bicycle Parking

# of Responses

- Green: Most Important
- Blue: Somewhat Important
- Orange: Least Important
What is your opinion of the safety of each type of facility for biking?

- Off-Street Trails (Greenways)
- On-Street Protected/Buffered Bike Lanes
- Side Paths Along A Street
- On-Street striped Bike Lanes
- Sidewalks
- Unmarked Shared Roadways
- Marked Shared Roadways

Legend:
- Very Safe
- Somewhat Safe
- Unsafe
How would you allocate our region’s transportation funds (100% total)? *current funding targets shown in parenthesis

- Pavement Preservation (25%) 26%
- Bridge Preservation (15%) 16%
- Roadway Expansion (25%) 16%
- Transit Expansion (10%) 13%
- Bicycle / Pedestrian (7%) 15%
- Operations and Maintenance (18%) 16%
Vision Statement

“The Regional Bikeways Plan will increase the options available to cyclists to encourage more trips by bicycle and create a safe network of bikeways, integrated with pedestrian, transit and motor vehicle routes, to provide access to home, work, education, commerce, transit and recreation within the Indianapolis Metropolitan Planning Area.”

Goal 1: Increase Bicycle Ridership

Goal 2: Increase Bicycle Safety
Open Bikeways as of 2015
Since **2011**, Central Indiana has experienced **29%** growth in its bikeways network.

*(Shown at right in orange)*
Projects selected for MPO federal funding between 2016 and 2019.

(Shown at right in red)
The vision plan includes existing and proposed facilities from all communities.

Existing Bikeways shown in Green

Proposed Bikeways shown in Purple
Bikeways by County

Boone County
30.2 Miles of 61.76 Miles
49%

Hamilton County
319.6 Miles of 769.31 Miles
42%

Hancock County
13.9 Miles of 69.7 Miles
22%

Hendricks County
37.6 Miles of 471.8 Miles
8%

Johnson County
36.1 Miles of 208.1 Miles
17%

Marion County
171.9 Miles of 585.6 Miles
29%

Morgan County
3.7 Miles of 9.7 Miles
38%

Shelby County
0.0 Miles of 0.0 Miles
0%
**REGIONALISM**

Elevates the completion of a regional system of bikeway arterials that connect multiple communities for increased regional transportation benefit.

**ECONOMIC OPPORTUNITY**

Takes into account potential bikeways users, and the community assets that those users can access from a bikeway.

**CONNECTIVITY**

Focuses on the way a bikeway facility affects or interacts with the existing transportation system.

**EQUITY**

Ensures proper focus on segments of the population that may require special attention to address mobility needs.
## Central Indiana Organizations

<table>
<thead>
<tr>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avon</td>
</tr>
<tr>
<td>Beech Grove</td>
</tr>
<tr>
<td>Carmel</td>
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<tr>
<td>Danville</td>
</tr>
<tr>
<td>Fishers</td>
</tr>
<tr>
<td>Franklin</td>
</tr>
<tr>
<td>Hamilton Co.</td>
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<tr>
<td>Hancock Co.</td>
</tr>
<tr>
<td>Indianapolis</td>
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<tr>
<td>Johnson Co.</td>
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<tr>
<td>Pittsboro</td>
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<tr>
<td>Plainfield</td>
</tr>
<tr>
<td>Speedway</td>
</tr>
<tr>
<td>Westfield</td>
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<tr>
<td>Whiteland</td>
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<tr>
<td>Whitestown</td>
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<tr>
<td>Zionsville</td>
</tr>
<tr>
<td>IndyGo</td>
</tr>
<tr>
<td>CIRTA</td>
</tr>
<tr>
<td>Health by Design</td>
</tr>
<tr>
<td>CIBA – Central Indiana</td>
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<tr>
<td>Bicycling Association</td>
</tr>
<tr>
<td>Bicycle Indiana</td>
</tr>
<tr>
<td>IndyCog</td>
</tr>
<tr>
<td>HMBA – Hoosier Mountain Bike Association</td>
</tr>
<tr>
<td>IMBA – Indy Mountain Bike Association</td>
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<tr>
<td>IMBAC – Indy Mayor’s Bicycle Advisory Council</td>
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<tr>
<td>Indiana State Department of Health</td>
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<td>Indianapolis Cultural Trail Inc.</td>
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<tr>
<td>YMCA</td>
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<tr>
<td>BGI – Bicycle Garage Indy</td>
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<tr>
<td>FHWA</td>
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<tr>
<td>FTA</td>
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**Steering Committee**

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**Regional Bikeways Plan**
<table>
<thead>
<tr>
<th>Theme</th>
<th>Weight</th>
<th>Criteria</th>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>REGIONALISM</td>
<td>33%</td>
<td>Functional Classification</td>
<td>Based on bikeways purpose in regional network</td>
<td>50</td>
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<tr>
<td></td>
<td></td>
<td>Population</td>
<td>Population within 1 mile</td>
<td>9</td>
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<tr>
<td></td>
<td></td>
<td>Employment</td>
<td>Jobs within 1 mile</td>
<td>9</td>
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<tr>
<td></td>
<td></td>
<td>Education</td>
<td>Educational facilities within 1 mile</td>
<td>5</td>
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<tr>
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<td></td>
<td>Arts, Culture &amp; Recreation</td>
<td>Parks, Recreation &amp; Fitness opportunities located within 1 mile</td>
<td>5</td>
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<tr>
<td></td>
<td></td>
<td>Libraries</td>
<td>Libraries within 1 mile</td>
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<tr>
<td></td>
<td></td>
<td>Restaurants</td>
<td>Restaurants within 1 mile</td>
<td>4</td>
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<tr>
<td>ECONOMIC OPPORTUNITY</td>
<td>23%</td>
<td>New Coverage</td>
<td>New access to population within 1 mile</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bikeway Connections</td>
<td>Connections to existing network</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Transit Connections</td>
<td>Connect to existing or proposed transit stops</td>
<td>10</td>
</tr>
<tr>
<td>CONNECTIVITY</td>
<td>27%</td>
<td>Barriers</td>
<td>Removes a barrier in the cycling network</td>
<td>5</td>
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<tr>
<td></td>
<td></td>
<td>Population Age 65 and Over</td>
<td>Percentage of population age 65 and over within 1 mile</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Population Age 18 and Under</td>
<td>Percentage of population age 18 or under within 1 mile</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minority Population</td>
<td>Percentage of population of minority within 1 mile</td>
<td>2</td>
</tr>
<tr>
<td>EQUITY</td>
<td>17%</td>
<td>Households in Poverty</td>
<td>Percentage of households living in poverty within 1 mile</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Zero Car Households</td>
<td>Percentage of households without a car within 1 mile</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Access to Healthcare</td>
<td>Medical facilities within 1 mile</td>
<td>5</td>
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<tr>
<td></td>
<td></td>
<td>Food Access</td>
<td>Grocery and convenience stores within 1 mile</td>
<td>5</td>
</tr>
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</table>

150 Points Possible from 18 Scoring Criteria
**REGIONALISM**

**Classification**
50 Points

Tier on the Arterial Bikeways Network

Promote regional connectivity and travel

**Source:**
Developed by MPO Staff and Steering Committee
Population
9 Points

Population within 1 mile of a proposed bikeway

Source:
Demographic Data
**ECONOMIC OPPORTUNITY**

**Employment**
9 Points

Jobs within 1 mile of a proposed bikeway

**Source:**
SAVI Data
**ECONOMIC OPPORTUNITY**

**Scoring System**

**Education**
5 Points

Elementary, middle, high schools, colleges, universities within 1 mile of a proposed bikeway

**Source:**
SAVI Data
**ECONOMIC OPPORTUNITY**

**Arts, Culture, & Recreation**

5 Points

Camps, parks, zoos, museums within 1 mile of a proposed bikeway

**Source:**
SAVI Data
Libraries
3 Points

Public Libraries within 1 mile of a proposed bikeway

Source: SAVI Data
Restaurants
4 Points

Restaurants within 1 mile of a proposed bikeway

Source:
SAVI Data
**CONNECTIVITY**

**New Coverage**

10 Points

People within 1 mile of a proposed bikeway who do not currently have access to any bikeway within 1 mile

**Source:**
Demographic Data
**Scoring System**

**CONNECTIVITY**

**Bikeways Connections**

10 Points – Length
5 Points – Fill Gaps

Extending existing or filling gaps between existing bikeways

**Source:**
GIS Data
CONNECTIVITY

Transit Connections
5 Points – Number of Existing Stops
5 Points – Number of Proposed Stops

Transit stops within 1/4 mile of proposed proposed bikeway

Source: GIS Data
**Scoring System**

**CONNECTIVITY**

**Barriers**
5 Points – Hard
4 Points – Soft

- Hard – Interstates & water
- Soft – Arterial streets

Number of barriers crossed, assuming that facility will create a safe crossing

**Source:**
GIS Data
Scoring System

**EQUITY**

**Age 65+**

2 Points

Population age 65+ (by percentage) within one mile of proposed bikeway

**Source:**
Demographic Data
Age 18 or less
2 Points

Population age 18 or less (by percentage) within one mile of proposed bikeway

Source: Demographic Data
Minority 2 Points

Minority population (by percentage) within one mile of proposed bikeway

Source: Demographic Data
EQUITY

Poverty
4 Points

Poverty population (by percentage) within one mile of proposed bikeway

Source:
Demographic Data
**EQUITY**

**No Car**
5 Points

Population with no working vehicle at home (by percentage) within one mile of proposed proposed bikeway

**Source:**
Demographic Data
Healthcare
5 Points

Healthcare facilities within one mile of proposed bikeway

Source: SAVI Data
EQUITY

Food Access
5 Points

Grocery and convenience stores within one mile of proposed bikeway

Source:
SAVI Data
Regionalism 33%

Economic Opportunity 23%

Connectivity 27%

Equity 17%
Plan Recommendations

Open Bikeways

2016 to 2025

2026 to 2035

2035+
Plan Recommendations

Open Bikeways

Added bikeways by 2035
746 Miles of Bikeways by 2035

- Bike Lanes: Total 109 miles
  - Pre-2011: 477 miles
  - 2011 to 2015: 136.4 miles
  - 2016 to 2025: 72 miles
  - 2026 to 2035: 60 miles

- Side Paths: Total 306 miles

- Trails: Total 330 miles

Total: 746 miles
Local Policy Recommendations

- Adopt goals to increasing cycling and safety
- Adopt cycling master plans
- Establish bike advisory committees
- Adopt Complete Streets policy
- Dedicate funding for bikeways
- Dedicate staff to bikeways programs
- Require bicycle parking
- Reduce car parking
- Adopt regionally consistent design guidelines
- Enforce bicycle and automobile laws
- Ensure bike-transit integration
Next Steps – Applying the Plan

- Procedure for Amending the Regional Bikeways Plan
- Procedure for applying the plan to the 2045 LRTP Update
- Procedure for applying the plan to future project applications for the MPO’s Transportation Improvement Program
- Apply Bikeways Plan to other planning elements? (regional walkways, etc.)
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