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.

Funding by Project Type

$1.1B

$654M

$147M

$128M

$57M

US 31 $331M

Who controlled the funding?

$673M

$128M

$276M

INDOT

FTA

MPO

$77M

$16M

ITS

*Project type (left to right): roads, highways, transit, bicycle/pedestrian, bridges, information technology systems, and other.
<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Funding</th>
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<tbody>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
<td>$7.9M</td>
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<tr>
<td>HSIP</td>
<td>Highway Safety Improvement Program</td>
<td>$6.4M</td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
<td>$2.5M</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
<td>$29.2M</td>
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</table>
Funding Categories

<table>
<thead>
<tr>
<th>Category</th>
<th>Eligibility</th>
<th>Amount</th>
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<tr>
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<td>$7.9M</td>
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<tr>
<td>HSIP</td>
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<td>$6.4M</td>
</tr>
<tr>
<td>TAP</td>
<td>❌</td>
<td>$2.5M</td>
</tr>
<tr>
<td>STP</td>
<td></td>
<td>$29.2M</td>
</tr>
</tbody>
</table>

(needs to remove auto trips)
IMPO & IRTC

Funding Categories

CMAQ
Congestion Mitigation and Air Quality
$7.9M

HSIP
Highway Safety Improvement Program
$6.4M

TAP
Transportation Alternatives Program
$2.5M

STP
Surface Transportation Program
$29.2M

✓ Eligible

✗ Competitive

(intersection safety)
<table>
<thead>
<tr>
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<th>Funding Amount</th>
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<tbody>
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<tr>
<td>HSIP (Highway Safety Improvement Program)</td>
<td>✓</td>
<td>$6.4M</td>
</tr>
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<td>TAP (Transportation Alternatives Program)</td>
<td>✓</td>
<td>$2.5M</td>
</tr>
<tr>
<td>STP (Surface Transportation Program)</td>
<td>✓</td>
<td>$29.2M</td>
</tr>
</tbody>
</table>

Eligible projects include walkways, bikeways, safe routes to school, etc.
<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Eligibility</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ (Congestion Mitigation and Air Quality)</td>
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<td>$7.9M</td>
</tr>
<tr>
<td>HSIP (Highway Safety Improvement Program)</td>
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<tr>
<td>TAP (Transportation Alternatives Program)</td>
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<td>$2.5M</td>
</tr>
<tr>
<td>STP (Surface Transportation Program)</td>
<td></td>
<td>$29.2M</td>
</tr>
</tbody>
</table>

(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.

Regional Bikeway Vision

What are our priorities?
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  →  0  50  100  150  200

- Most Important
- Somewhat Important
- 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:
- Green: Very Safe
- Yellow: Somewhat Safe
- Red: 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

Existing Network
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**: 49% completed, 30.2 miles of 61.76 miles
- **Hamilton County**: 42% completed, 319.6 miles of 769.31 miles
- **Hancock County**: 22% completed, 13.9 miles of 69.7 miles
- **Hendricks County**: 8% completed, 37.6 miles of 471.8 miles
- **Johnson County**: 17% completed, 36.1 miles of 208.1 miles
- **Marion County**: 29% completed, 171.9 miles of 585.6 miles
- **Morgan County**: 38% completed, 3.7 miles of 9.7 miles
- **Shelby County**: 0% completed, 0.0 miles of 0.0 miles

X% of county vision
**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

Avon  Health by Design  IndyGo  FHWA
Beech Grove  CIBA – Central Indiana Bicycling Association  CIRTA  FTA
Carmel  Bicycle Indiana  IndyCog
Danville  Hoosier Mountain Bike Association
Fishers  IMBA – Indy Mountain Bike Association
Franklin  IMBAC – Indy Mayor’s Bicycle Advisory Council
Hamilton Co.  Indiana State Department of Health
Hancock Co.  Indianapolis Cultural Trail Inc.
Indianapolis  YMCA
Johnson Co.  BGI – Bicycle Garage Indy
Pittsboro
Plainfield
Speedway
Westfield
Whiteland
Whitestown
Zionsville

Steering Committee
<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>
</tr>
<tr>
<td>ECONOMIC OPPORTUNITY</td>
<td>23%</td>
<td>Population</td>
<td>Population within 1 mile</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Employment</td>
<td>Jobs within 1 mile</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Education</td>
<td>Educational facilities within 1 mile</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Arts, Culture &amp; Recreation</td>
<td>Parks, Recreation &amp; Fitness opportunities located within 1 mile</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Libraries</td>
<td>Libraries within 1 mile</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Restaurants</td>
<td>Restaurants within 1 mile</td>
<td>4</td>
</tr>
<tr>
<td>CONNECTIVITY</td>
<td>27%</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></td>
<td></td>
<td>Barriers</td>
<td>Removes a barrier in the cycling network</td>
<td>5</td>
</tr>
<tr>
<td>EQUITY</td>
<td>17%</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></td>
<td></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>
</tr>
<tr>
<td></td>
<td></td>
<td>Food Access</td>
<td>Grocery and convenience stores within 1 mile</td>
<td>5</td>
</tr>
</tbody>
</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
Scoring System

ECONOMIC OPPORTUNITY

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

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
Scoring System

**ECONOMIC OPPORTUNITY**

**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
**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
**CONNECTIVITY**

**Bikeways Connections**

10 Points – Length

5 Points – Fill Gaps

Extending existing or filling gaps between existing bikeways

**Source:**

GIS Data
**Scoring System**

**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
**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
EQUITY

Age 65+
2 Points

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

Source:
Demographic Data

Map 11.13 Population Age 65 & Over 65
**EQUITY**

**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
Scoring System

**EQUITY**

**Poverty**
4 Points

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

**Source:**
Demographic Data
Scoring System

EQUITY

No Car
5 Points

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

Source: Demographic Data
Healthcare
5 Points

Healthcare facilities within one mile of proposed bikeway

Source: SAVI Data
**Scoring System**

**EQUITY**

**Food Access**
5 Points

Grocery and convenience stores within one mile of proposed bikeway

**Source:**
SAVI Data
Scoring System

Regionalism 33%

Economic Opportunity 23%

Connectivity 27%

Equity 17%

Map 11.1 Bikeways Scores

This map displays quantiles. Each set of projects in the legend is 10% of the total number of projects.
Existing Network

Open Bikeways
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: 109 miles
  - Pre-2011: 477 mi
  - 2011 to 2015: 136.4 mi
  - 2016 to 2025: 72 mi
  - 2026 to 2035: 60 mi
- Side Paths: 306 miles
- Trails: 330 miles
  - Total: 746 miles
- 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
▪ 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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Senior Transportation Planner
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Indianapolis, IN 46235