

# APPENDIX B: SUMMARY OF PREVIOUS STUDIES

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# Summary of Previous Studies

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## Introduction

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana. Analysis and planning activities will be conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning documents from the PEL study will shape and inform subsequent project-specific environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

ProPEL Indy is a unique opportunity for Indianapolis residents to envision the future of the urban interstate system. The goal of ProPEL Indy is to identify transportation needs and community goals along I - 65 and I - 70 inside I - 465. This process will inform the next 20 years of investment as INDOT identifies ways to modernize these interstates and improve the region's overall mobility, equity, economic opportunity, and quality of life. ProPEL Indy will develop a set of alternatives to be considered that meet transportation needs and community goals. This will guide the long - term vision for investment in the interstates.

### Study Limits

The ProPEL Indy study limits include approximately 11 miles of I-65, 14 miles of I-70, and one (1) mile where I-65 and I-70 overlap. The study limits are broken into the following “spokes” as an organizational tool (see **Figure 1**):

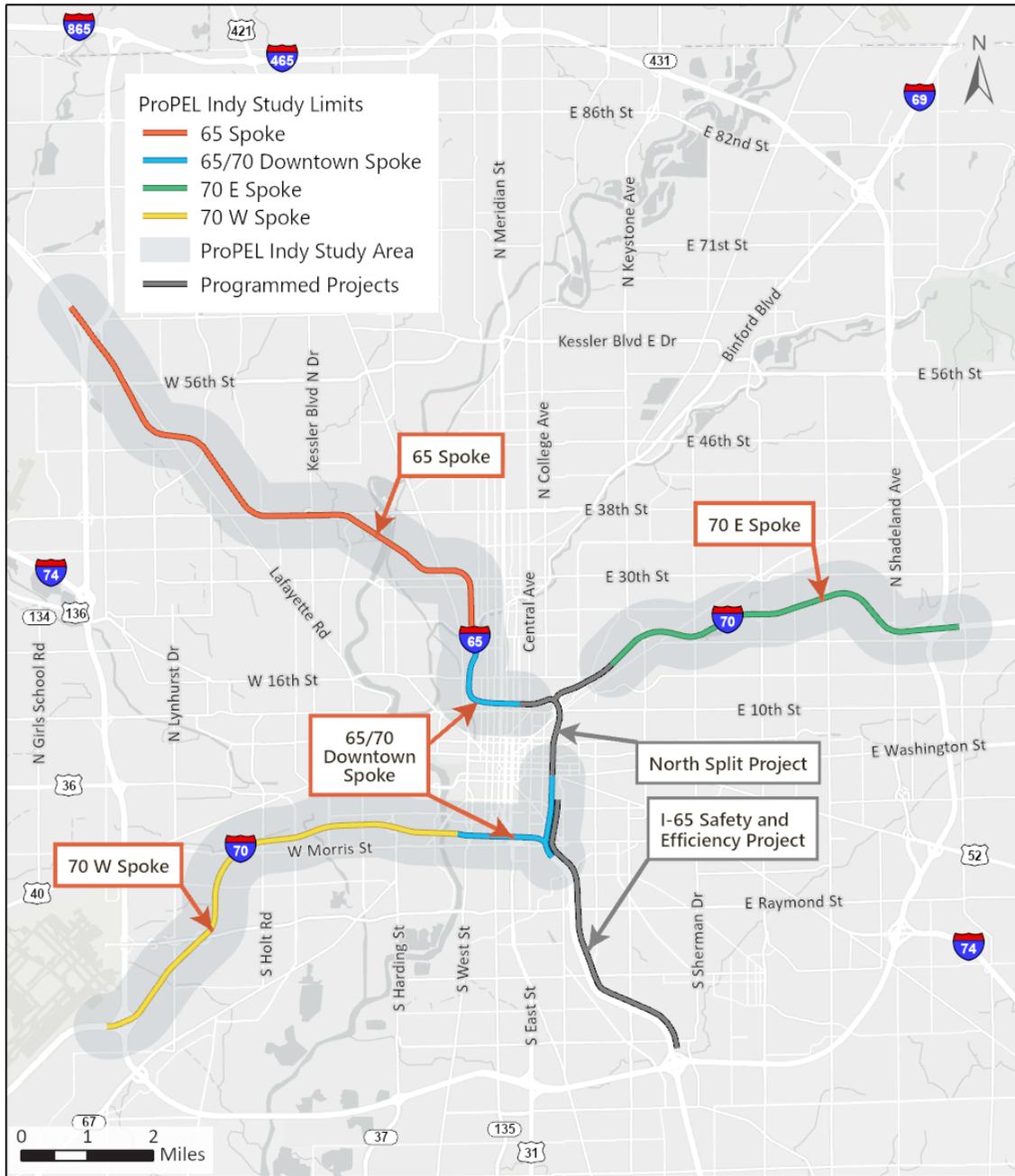
- **65 Spoke** – From the I-465/I-65 interchange on the northwest side to the 21st Street interchange.
- **65/70 Downtown Spoke** – I-65 from the 21st Street interchange south to Alabama Street (west end of North Split project), I-65/I-70 from Washington Street (south end of North Split project) south to the South Split interchange, and I-70 from just west of West Street interchange east to the South Split interchange.
- **70 West (W) Spoke** – From the I-465/I-70 interchange on the west side to just west of the West Street interchange.
- **I-70 East (E) Spoke** – From just west of the Keystone Avenue/Rural Street interchange (east end of North Split project) to the I-465/I-70 interchange on the east side.

The study limits extend slightly beyond I-465 and the I-65/I-70 South Split interchange to consider the potential influence of those system interchanges. Two active federally funded projects under construction (I-65/I-70 North Split) or in NEPA (I-65 Safety and Efficiency) are largely excluded from the study limits. ProPEL Indy does overlap with the I-65 Safety and Efficiency project on the southeast side of Indianapolis. The overlap with I-65 Safety and Efficiency extends from north of Fletcher Avenue on I-65/I-70 to the South Split interchange ending south of Morris Street along I-65. The remainder of the

I-65 Safety and Efficiency project area, which extends south on I-65 to I-465, is excluded from the study limits.

The study area includes I-65 and I-70 within the study limits described above and local road intersections that influence or are influenced by the interstates.

**Figure I. ProPEL Indy Study Spokes**



## Report Purpose

The purpose of this report is to identify and document previously completed land use plans, transportation plans, and planned transportation projects that influence the study in order to:

- Inform and establish a planning context for the corridor.
- Inform the public and stakeholder outreach process.
- Support the development of the purpose and need for the ProPEL Indy Study.
- Inform ProPEL Indy transportation modeling efforts.
- Inform the development of project goals.
- Inform the early phases of the alternative development and screening process.

## Methodology

The approach to this report consisted of contacting agencies including INDOT, City of Indianapolis and Marion County Unigov (City/County), and IndyGo to obtain documents for review. Agencies were asked to provide planning documents that inform the PEL study process. In addition to direct request for information, internet research was conducted, accessing the websites of INDOT, City/County, The Indianapolis Metropolitan Planning Organization (IMPO), Indy Connect, IndyGo, and additional planning entities located within the study area boundaries.

In total, more than forty documents were reviewed. The content summarized herein is intended to provide high-level documentation of findings most relevant to the ProPEL Indy study.

## Report Organization

The report is organized according to planning organizational hierarchies starting with plans at the state, regional, community and neighborhood levels.

For each document reviewed, a table entry is provided reporting the following informational features:

- Title
- Study Area
- Year
- Purpose
- Key findings

## *Use of Acronyms and Abbreviations*

Acronyms and abbreviations are used throughout the report for ease of reading. **Table 1** provides a detailed list of acronyms and abbreviations with full naming convention.

**Table I. Acronyms/Abbreviations**

<b>ACRONYM/ABBREVIATION</b>	<b>DESCRIPTION</b>
<b>ACS</b>	American Community Survey
<b>ADT</b>	Average Daily Traffic
<b>AFC</b>	Alternative Fuel Corridors
<b>AV</b>	Autonomous/Driverless Vehicle
<b>BIL</b>	Bipartisan Infrastructure Law
<b>BRT</b>	Bus Rapid Transit
<b>C-D</b>	Collector-Distributor Roadway
<b>CBD</b>	Central Business District
<b>CO2</b>	Carbon Dioxide
<b>CIRTA</b>	Central Indiana Regional Transportation Authority
<b>DA</b>	Development Agreement
<b>DMD</b>	Indianapolis Department of Metropolitan Development
<b>DPW</b>	Indianapolis Department of Public Works
<b>DTL</b>	Dedicated Truck Lanes
<b>EJ</b>	Environmental Justice
<b>EV</b>	Electric Vehicle
<b>FAST</b>	Fixing America’s Surface Transportation Act
<b>FTA</b>	Federal Transit Administration
<b>GIS</b>	Geographic Information System
<b>IMPO</b>	Indianapolis Metropolitan Planning Organization
<b>INDOT</b>	Indiana Department of Transportation
<b>ITS</b>	Intelligent Transportation System
<b>IUPUI</b>	Indiana University Purdue University of Indianapolis
<b>L RTP</b>	Long-Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>MCTP</b>	Marion County Transportation Plan
<b>MPO</b>	Metropolitan Planning Organization
<b>NEPA</b>	National Environmental Policy Act
<b>NEVI</b>	National Electric Vehicle Infrastructure Formula Program
<b>NHS</b>	National Highway System
<b>PEL</b>	Planning and Environment Linkage
<b>PFC</b>	Preferred Freight Corridor
<b>QOL</b>	Quality of Life
<b>ROW</b>	Right-of-way
<b>TAZ</b>	Traffic Analysis Zone
<b>TDM</b>	Transportation Demand Management
<b>TOD</b>	Transportation Oriented Development
<b>USDOT</b>	United States Department of Transportation

## Documents Reviewed

Table 2 provides a list of all documents reviewed and summarized in this report.

**Table 2: Document Summary List**

DOCUMENT NUMBER	DOCUMENT NAME	SPONSOR
1	INDOT Long-Range Transportation Plan (LRTP): 2018 - 2045 Transportation Needs Report	INDOT
2	Indiana Multimodal Freight and Mobility Plan Update	INDOT
3	Indiana Electric Vehicle Infrastructure (EV) Deployment Plan	INDOT
4	Indiana Statewide Interstate Tolling Strategic Plan	INDOT
5	I-65/I-70 North Split Project Alternatives Evaluation Report	INDOT
6	I-65 Safety and Efficiency Abbreviated Engineering Assessment	INDOT
7	I-65/I-70 South Split Conceptual Drawings	INDOT
8	I-70 Dedicated Truck Lanes Feasibility Study Phase 1 Report	INDOT
9	I-70 Dedicated Truck Lanes Feasibility Study Phase 2 Report	INDOT
10	IndyGo Future Services Plan 2023 To 2027	IndyGo
11	Blue Line Transit Oriented Development Strategic Plan	IndyGo
12	Red Line Transit Oriented Development Strategic Plan	IndyGo
13	Purple Line Transit Oriented Development Strategic Plan	IndyGo
14	IndyGo 2019 - 2027 Capital Plan	IndyGo
15	Central Indiana 2050 Metropolitan Transportation Plan (IMPO)	IMPO
16	The Central Indiana Transit Plan (CITP)	Indy Connect <sup>1</sup>
17	Marion County Transit Plan (MCTP)	Indy Connect
18	Transit Oriented Development (TOD) Strategic Plan	IMPO
19	Safe Streets and Roads for All Safety (SS4A) Action Plan	IMPO
20	Marion County Thoroughfare Plan (INDY MOVES)	City of Indianapolis / Marion County
21	Marion County Transportation Integration Plan (INDY MOVES)	City of Indianapolis / Marion County
22	Indianapolis / Marion County Pedestrian Plan	City of Indianapolis / Marion County
23	Indy Greenways 2014-2024 Master Plan	City of Indianapolis / Marion County
24	Downtown One-Way to Two-Way Streets Conversion Feasibility Study	City of Indianapolis / Marion County
25	Marion County Land Use Plan Pattern Book	City of Indianapolis / Marion County
26	Marion County Land Use Map - Center Township	City of Indianapolis / Marion County

<sup>1</sup> Indy Connect is a former transportation planning partnership between the IMPO, IndyGo, and CIRT.A.

DOCUMENT NUMBER	DOCUMENT NAME	SPONSOR
27	Marion County Land Use Map - Pike Township	City of Indianapolis / Marion County
28	Marion County Land Use Map - Decatur Township	City of Indianapolis / Marion County
29	Marion County Land Use Map - Warren Township	City of Indianapolis / Marion County
30	Thrive Indianapolis	City of Indianapolis / Marion County
31	Indianapolis Regional Center Plan 2020	City of Indianapolis / Marion County
32	United Northwest Neighborhood Plan	Neighborhood Area Plan
33	The Lafayette Square Area Plan	Neighborhood Area Plan
34	Northeast Corridor Quality of Life Plan	Neighborhood Area Plan
35	Southeast Corridor Quality of Life Plan	Neighborhood Area Plan
36	The Near Eastside Quality of Life Plan	Neighborhood Area Plan
37	West Indianapolis Quality of Life Plan	Neighborhood Area Plan
38	Northwest Area Quality of Life Plan	Neighborhood Area Plan
39	South Indy Quality of Life Plan	Neighborhood Area Plan
40	Rethink 65/70 Total Value Report	Rethink 65/70, Indy Chamber, Lily Endowment Inc.
41	IUPUI Master Plan Update	IUPUI
42	White River Vision Plan	Hamilton County, Marion County
43	Near South Side Technical Assistance Report (ULI, City of Indianapolis DMD)	City of Indianapolis / ULI
44	Former GM Stamping Plant Traffic Impact Study	Elanco
45	Raise Grant Application February 2023	City of Indianapolis / Marion County

# INDOT Plans and Studies

INDOT is a governmental agency of the state of Indiana responsible for constructing and maintaining interstate highways, U.S. routes, and state roads in Indiana. Long-range plans, INDOT sponsored studies, and existing projects and initiatives were reviewed to inform the planning context for the ProPEL Indy study.

## Document No. I: INDOT Long-Range Transportation Plan (LRTP): 2018-2045 Transportation Needs Report

SUMMARY	DETAILED FINDINGS
STUDY AREA	I-65 and I-70 Corridors
YEAR	2019
PURPOSE	Ensure that the State’s transportation infrastructure network will adequately service future needs through the year 2045.
KEY FINDINGS	<p>Seven policy goals identified by INDOT to guide initiatives include:            1) safe and secure travel, 2) system preservation, 3) economic competitiveness and quality of life, 4) multi-modal mobility, 5) environmental responsibility, 6) new technology, and 7) strategic policy actions.</p> <p><b>No longer an emphasis on identifying specific projects:</b> The LRTP does generally incorporate long-term committed projects and investment corridors.</p> <p><b>Statewide Mobility Corridors:</b> I-65, I-70, and I-465 are prioritized in the LRTP for expansion and modernization improvement projects. I-70 and I-65 are identified for expansion from 4-lanes to 6-lanes statewide.</p> <p><b>Consider Recurring Congestion Reducing Strategies:</b> Demand management strategies, congestion pricing, proactive use of managed lanes, added capacity improvements, intersection operations improvements, and access management options.</p> <p><b>Reduce Bottlenecks:</b> Monitor data and address the root cause of traffic bottlenecks.</p> <p><b>Enhance Multimodal Connections:</b> Incorporate non-motorized modes of travel into project development and prioritization.</p> <p><b>Smart Growth:</b> Encourage local smart growth initiatives to support efficient transportation for all modes, conserve energy, reduce motor-vehicle emissions, and future infrastructure needs.</p> <p><b>EV Designated Corridors:</b> I-465 and portions of I-70 could be designated corridors ready for electric vehicle charging (further information contained in the NEVI plan).</p> <p><b>EJ Corridors:</b> Census blocks with minority and/or low-income populations can be impacted by noise, air quality, property value changes, travel time, access to opportunity and mobility, and community cohesion.</p>

SUMMARY	DETAILED FINDINGS
	<p><b>Meaningful Public Outreach:</b> Provide accessible, transparent information, resources, and culturally appropriate opportunities to engage the public.</p> <p><b>Federal Requirements</b> were included in the Fixing America’s Surface Transportation (FAST) Act, which further requires INDOT and Indiana MPOs have federally funded transportation projects that support national goals.</p>

## Document No. 2: Indiana Multimodal Freight and Mobility Plan Update

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	I-65 and I-70 Corridors
<b>YEAR</b>	2023
<b>PURPOSE</b>	To address statewide freight issues and needs, and guide investment decisions as required by the Bipartisan Infrastructure Law (BIL).
<b>KEY FINDINGS</b>	<p><b>Two Primary Goals:</b> Promote the use of preferred freight corridors and improve multimodal linkages. I-65 and I-70 are Preferred Freight Corridors (PFCs) and experience freight-related issues regarding safety, mobility, reliability, system preservation, and economic and environmental impacts.</p> <p><b>PFC Truck Involved Crash Sites:</b> I-70 east of Eagle Creek in Indianapolis is identified as a crash frequency “hot spot”.</p> <p><b>Carbon Reduction Strategy:</b> Reduce CO2 emissions from the transportation sector by implementing strategies such as alternative fuel corridors, technology solutions and transportation demand management.</p> <p><b>EJ Corridors:</b> Census blocks with minority and/or low-income populations can be impacted by noise, air quality, property value changes, travel time, access to opportunity and mobility, and community cohesion.</p> <p><b>Prioritized Freight Projects:</b> Provides a list of recommended improvements to address freight issues and needs on the PFCs. Recommendations within the ProPEL Indy Study limits are listed as follows:</p> <ul style="list-style-type: none"> <li>• <b>I-70 from Harding St. to East St.</b> – Added travel lanes; interchange modification at West St./Missouri St., Madison Ave.</li> <li>• <b>I-70 from Holt Rd. to Harding St.</b> – Added travel lanes, interchange modification at Holt Rd.</li> <li>• <b>I-65 &amp; I-70/Washington Interchange</b> – Interchange modification</li> <li>• <b>I-65 from 25<sup>th</sup> St. to 38<sup>th</sup> St.</b> – Added travel lanes; interchange modification at 29<sup>th</sup> and 30<sup>th</sup> St.</li> <li>• Additional projects listed are included as an appendix</li> </ul>

### Document No. 3: Indiana Electric Vehicle (EV) Infrastructure Deployment Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	I-65 and I-70 Corridors
YEAR	2022
PURPOSE	Guide INDOT's investment in EV infrastructure across the state.
KEY FINDINGS	<p><b>Three Primary Activities Comprise the Plan:</b> 1) review current EV charging conditions 2) coordinate with state and federal partners to understand NEVI requirements 3) engage with stakeholders and the public</p> <p><b>Satisfactory Terrain and Climate Conditions:</b> To deploy EV technology for passenger and freight sectors.</p> <p><b>Uncertain EV Penetration Rates:</b> Duke Energy estimates EV's could reach from 6% to 95% of all registered vehicles in the state by 2050. Wide range estimates create uncertainty regarding deployment and user adoption.</p> <p><b>Alternative Fuel Corridors (AFC):</b> I-65 and I-70 are part of the state AFC network.</p>

### Document No. 4: Indiana Statewide Interstate Tolling Strategic Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	I-65 and I-70 Corridors
YEAR	2018
PURPOSE	INDOT assessed the potential to toll I-65 (outside the I-465 loop), I-70 (outside the I-465 loop), and I-94 since these corridors have the highest traffic volumes, highest maintenance costs, and greatest future needs.
KEY FINDINGS	<p><b>Potential Benefits:</b> Together with border-to-border widening for I-65 and I-70, has the potential to: 1) improve traffic operations 2) reduce delays 3) improve safety.</p> <p><b>Toll-backed Revenue Bonds:</b> I-65, I-70, and I-94 are existing interstates with a history of high and stable travel volumes. INDOT assumed, for planning purposes, a revenue bond funding model with a 40-year toll-backed duration at an interest rate of 4-5%.</p> <p><b>No Implementation Decision:</b> No policy decisions have been made to implement statewide tolling.</p>

## Document No. 5: I-65/I-70 North Split Project Alternatives Evaluation Report

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	I-65/I-70 North Split
<b>YEAR</b>	2018
<b>PURPOSE</b>	To provide a traffic operations and safety analysis to select a preferred alternative from four alternatives evaluated.
<b>KEY FINDINGS</b>	<b>Preferred Alternative 4C</b> (which was recently constructed) addresses the most significant safety issues and significantly improves traffic operations over the existing condition, including the elimination of the “big weave,” balancing purpose and need, while minimizing impacts to the built environment.

## Document No. 6: I-65 Safety and Efficiency Abbreviated Engineering Assessment

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	I-65 between I-465 S. Jct. and I-70 South Split
<b>YEAR</b>	2022
<b>PURPOSE</b>	To provide additional capacity and improve safety with recommended alternatives for I-65 between I-465 and Keystone Ave. to the I-70 South Split.
<b>KEY FINDINGS</b>	Construct an additional travel lane and shoulder in northbound and southbound directions from I-465 to the I-65/I-70 South Split. Bridge widening proposed for northbound bridges at Naomi St., Pleasant Run Pkwy. and Prospect/Morris St., and the preservation of the existing roadway between I-465 and I-65/I-70 South Split. Hanna Ave. bridge replacement. The Hanna Ave. bridge over I-65 is at the end of its expected design life (59-year age structure) and presents safety concerns.

## Document No. 7: I-70 Dedicated Truck Lanes Feasibility Study Phase I Report

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	I-70 Corridor
<b>YEAR</b>	2010
<b>PURPOSE</b>	Provide an initial assessment of the business case associated with construction and operations of dedicated truck lanes (DTLs) on approximately 800 miles of I-70 through Missouri, Illinois, Indiana, and Ohio.
<b>KEY FINDINGS</b>	<p><b>Issue Framework:</b> I-70 is a key component of the freight supply chain linking Midwest states to national and global markets. Increase in freight volumes, congestion, capacity constraints, and concerns about safety and intermodal connectivity prompted a study framework.</p>
	<p><b>Phase 1 Conclusion:</b></p> <ul style="list-style-type: none"> <li>• <b>Study Scope:</b> Identify the problem or need, define solutions, quantify costs, and estimate the return on investment (ROI) or cost avoidance (CA) if a solution is implemented (alongside the financial feasibility of the solution).</li> <li>• <b>Summary:</b> Confirmed congestion and safety problems exist and that truck traffic contributes to these problems. A truck solution is warranted to produce improvements to current conditions. There is a business case for dedicated truck lanes on the corridor.</li> </ul>

## Document No. 8: I-70 Dedicated Truck Lanes Feasibility Study Phase 2 Report

SUMMARY	DETAILED FINDINGS
STUDY AREA	I-70 Corridor
YEAR	2011
PURPOSE	Highlights the analyses and findings of the opportunities, benefits, costs, and risks associated with construction and operations of dedicated truck lanes (DTLs) on approximately 800 miles of I-70 through Missouri, Illinois, Indiana, and Ohio.
KEY FINDINGS	<p><b>Issue Framework:</b> I-70 is a key component of the freight supply chain linking Midwest states to national and global markets. Increase in freight volumes, congestion, capacity constraints, and concerns about safety and intermodal connectivity prompted a study framework.</p> <p><b>Phase 2 Conclusion:</b> Confirmed the study hypothesis that dedicated truck lanes will more greatly benefit regional economies and provide safety and congestion improvements than maintaining the I-70 corridor in its current configuration, or adding general purpose lanes.</p>

## Document No. 9: I-65/I-70 South Split Conceptual Drawings

SUMMARY	DETAILED FINDINGS
STUDY AREA	I-65/ I-70 South Split
YEAR	2022
PURPOSE	To provide additional capacity and improve safety around the I-65/I-70 South Split.
KEY FINDINGS	<p>Create C-D roads along I-70 westbound between Madison Ave. and I-65.</p> <p>Create C-D roads along I-65 northbound between Raymond St. and I-70.</p> <p>Eliminate the weave between the southbound C-D road and I-65 southbound.</p> <p>Eliminate weaving by separating the southbound traffic flows on the C-D roads for Washington St., Fletcher Ave., and East St.</p> <p>Add one travel lane per direction to I-65 between Keystone Ave. and Raymond St.</p>

# IndyGo Plans

IndyGo is the largest public transportation provider in the state of Indiana with a mission to connect the community to economic and cultural opportunities through safe, reliable, and accessible mobility experiences. IndyGo operates Bus Rapid Transit (BRT) and regular bus service within Marion County and across study limit boundaries.

IndyGo Plans were reviewed to identify public transportation goals, priority initiatives, and projects that impact the regional transportation network. These plans were developed in response to a 2016 referendum that allowed Marion County to enact a 0.25% income tax for mass transit.

## Document No. 10: IndyGo Future Service Plan 2023 – 2027

SUMMARY	DETAILED FINDINGS
STUDY AREA	Indianapolis Metropolitan Area
YEAR	2023
PURPOSE	The IndyGo five-year service plan is an outgrowth of the Marion County Transit Plan (MTCP) process and serves as a framework document to identify priority growth areas for public transit services within Marion County
KEY FINDINGS	<p><b>Goals Include:</b> 1) restoration of service to pre-pandemic levels, 2) a completion of the BRT network (including Purple and Blue Lines), 3) improved service frequency, 4) "right-sizing" IndyGo services, 5) progress on a connected grid, and 6) customer service.</p> <p><b>Enhanced coverage:</b> Serving more residents and jobs with improved 15-minute (frequent) and 30-minute (basic) transit service headways.</p> <p><b>Jobs:</b> An estimated 236,000 jobs served by 15-minute headways or better service.</p> <p><b>Residents:</b> An estimated 210,000 residents served by 15-minute headways or better service.</p> <p>Consolidate downtown routes operating more frequently on two-way street segments into downtown.</p> <p><b>Serve greater Transit Critical Populations.</b> Demographic populations including low income, minority, and non-vehicle ownership households, will have improved access to frequent and 30-minute service areas via network improvements proposed in the 2023-2027 Plan.</p> <p><b>Blue Line proposed route realignments.</b> As of 2022, the Blue Line modified route design proposes use of a segment of I-70 between the Indianapolis International Airport and Holt Rd.</p>

## Document No. 11: Blue Line Transit Oriented Development Strategic Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Indianapolis Metropolitan Area
YEAR	2018
PURPOSE	The plan adopted by the Metropolitan Development Commission amends the comprehensive plan and establishes policy guidelines that support land use and development patterns complementary to the implementation of the Blue Line BRT route.
KEY FINDINGS	<p><b>Transit Oriented Development (TOD) primary capture area</b> should be within a quarter-mile radius of an existing or proposed transit stop which is a roughly five-minute user walk to the transit boarding area.</p> <p><b>Leverage Public and Private Action:</b> Transit can provide a market-driven growth management strategy if designed and developed appropriately.</p> <p><b>Segment Evaluation Summary:</b></p> <p><b>Blue Line Segment 1: Airport</b> – Around the Indianapolis International Airport, the Blue Line has the most limited TOD potential based upon weighted criteria.</p> <p><b>Blue Line Segment 2: Near West</b> – Around the Indianapolis Zoo and Near West neighborhoods, the Blue Line has moderate TOD potential based upon weighted criteria.</p> <p><b>Blue Line Segment 3: Downtown</b> – Around the Central Business District (CBD), the Blue Line has limited TOD potential. Neighborhood areas immediately east and west, of I-70 scored well in the analysis.</p> <p><b>Blue Line Segment 4: Historic East</b> – East of Downtown Indianapolis possesses the strongest TOD potential. Areas around Irvington and Englewood stations scored moderately well.</p> <p><b>Blue Line Segment 5: Cumberland</b> – Like the airport segment, the far east Cumberland segment has limited areas of strong TOD potential given the low-density auto oriented built environment.</p>

## Document No. I2: Red Line Transit Oriented Development Strategic Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Indianapolis Metropolitan Area
YEAR	2021
PURPOSE	Amends the comprehensive plan and establishes policy guidelines that support land use and development patterns complementary to the implementation of the Red Line BRT route.
KEY FINDINGS	<p><b>Transit Oriented Development (TOD) primary capture area</b> should be within a quarter-mile radius of an existing or proposed transit stop, which is a roughly five-minute walk to the transit boarding area.</p> <p><b>Leverage Public and Private Action:</b> Transit can provide a market-driven growth management strategy if designed and developed appropriately.</p> <p><b>Segment Evaluation Summary:</b></p> <p><b>Red Line Segment 1: Central Business District (CBD)</b> – The strongest potential for TOD in the CBD, with the Carson Transit Center as the strongest scoring station. Red Line buses will share stations in this section with the planned Purple Lane.</p> <p><b>Red Line Segment 2: 38th Street to College and 91st</b> – Stations at 54th St., 52nd St., and Broad Ripple Ave. scored the highest given the existing grid-style streets and housing building area densities.</p> <p><b>Red Line Segment 3: Carson Transit Center to Greenwood Park Mall</b> – This segment scored high in station areas around CityWay, Fletcher Place, and Fountain Square.</p>

## Document No. I3: Purple Line Transit Oriented Development Strategic Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Indianapolis Metropolitan Area
YEAR	2021
PURPOSE	Amends the comprehensive plan and establishes policy guidelines that support land use and development patterns complementary to the implementation of the Purple Line BRT route.
KEY FINDINGS	<p><b>Transit Oriented Development (TOD) primary capture area</b> should be within a quarter-mile radius of an existing or proposed transit stop, which is a roughly five-minute walk to the transit boarding area.</p> <p><b>Leverage public and private action:</b> transit can provide a market-driven growth management strategy if designed and developed appropriately</p> <p><b>Segment Evaluation Summary:</b></p> <p><b>Purple Line Segment 1: CBD to 38<sup>th</sup> St. and Park Ave.</b> – The strongest potential for TOD in the CBD with the Carson Transit Center as the strongest scoring station. Red Line buses will share stations in this section with the Purple Line.</p> <p><b>Purple Line Segment 2: State Fairgrounds/38<sup>th</sup> St. and Coliseum Ave.</b> – Only one station in this segment, located at the State Fairgrounds, scored low due to the quantity of the land area taken up by the fairgrounds, negatively affecting population density.</p> <p><b>Purple Line Segment 3: 38<sup>th</sup> St. and Orchard Ave. to 38<sup>th</sup> St. and Arlington Ave.</b> – 38<sup>th</sup> St. and Keystone Ave. and 38<sup>th</sup> St. and Meadows Dr. are the highest scoring stations in the segment. 38<sup>th</sup> St. and Arlington Ave. lowest scoring station in the segment.</p> <p><b>Purple Line Segment 4: 38<sup>th</sup> St. and Shadeland to 38<sup>th</sup> St. and Post Rd.</b> – Stations in this segment tend to have more variables not favorable for TOD.</p> <p><b>Purple Line Segment 5: Post Rd. and 42<sup>nd</sup> to Fort Benjamin Harrison/Ivy Tech.</b> – This segment has the highest average score outside the CBD/Meridian St. segments. The highest scoring station was the Ft. Benjamin Harrison/Ivy Tech terminus.</p>

## Document No. 14: IndyGo 2019-2027 Capital Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Indianapolis Metropolitan Area
<b>YEAR</b>	2019
<b>PURPOSE</b>	The Capital Plan serves as a roadmap to implement capital investments identified in the Transit Plan providing a forecast of planned local revenue and expenditures based upon currently available information.
<b>KEY FINDINGS</b>	<p><b>Capital Investment Areas</b></p> <p><b>Fleet:</b> The addition to and replacement of IndyGo vehicles and equipment to increase the reliability and operational efficiency of IndyGo’s service.</p> <p><b>Bus Rapid Transit and other On-street Infrastructure:</b> On-street infrastructure investments associated with BRT, fixed-route bus stops, and shelters.</p> <p><b>Facilities:</b> Expansion, renovation, construction, repairs, and maintenance of IndyGo facilities to house employees.</p> <p><b>Information Technology:</b> The addition or replacement of IT systems and other business platforms to enable a modern workforce.</p> <p><b>Safety &amp; Security:</b> Safety and security equipment and enhancements.</p> <p><b>Finance:</b> The modernization and maintenance of IndyGo’s fare collection system.</p> <p><b>Year 2025 –</b> Largest sum of capital expenditures forecasted (\$146.2 million) due to the construction of the BRT Blue Line project.</p> <p><b>Local Revenue Sources–</b> The majority of Year 2025 funding will need to come from local revenue.</p>

# Metropolitan Planning Organization Indianapolis Plans

Every Urbanized Area with a population of 50,000 or more (as defined by the U.S. Census) is required by federal law to have a designated Metropolitan Planning Organization (MPO). MPOs are responsible for ensuring that federal-aid transportation projects in the metropolitan area result from a continuing, comprehensive, and cooperative transportation planning process (23 CFR 450.306).

The Indianapolis Metropolitan Planning Organization (IMPO) is the designated MPO for Central Indiana; a regional area that includes all of Marion County and portions of Hendricks, Boone, Hamilton, Hancock, and Johnson counties.

IMPO plans were reviewed to identify goals, strategic initiatives, and projects for the region that impact the transportation network. The IMPO’s primary work product is the update and delivery of the long-range transportation plan for Central Indiana, a 30-year vision for transportation and mobility in the region, as well as the four-year Transportation Improvement Program (TIP).

## Document No. 15: Central Indiana 2050 Metropolitan Transportation Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Indianapolis Metropolitan Area
YEAR	2023
PURPOSE	IMPO’s 30-year vision and plan for implementation of major regional transportation projects.
KEY FINDINGS	<p><b>Continuity with 2045 Plan:</b> A significant plan update was completed in 2017 for the 2045 Long Range Transportation Plan (LRTP). Much of the policies, goals, and recommendations within the 2045 LRTP has been reviewed and maintained within this 2050 MTP.</p> <p><b>Since 2017 Plan</b> over \$1.1 billion in new projects regionwide. BRT is now operating in Marion County (Red Line), bikeshare has expanded both around the core of Indianapolis and across the region, and population and employment have grown.</p> <p><b>Regional Freight Plan Update</b> was delivered in 2023 to help prioritize multimodal infrastructure improvements and develop policy recommendations to enhance freight corridors across the region.</p> <p><b>Average Commute Time for Central Indiana:</b> 23.7 minutes, with Marion County as the lowest trip time.</p> <p><b>Commute Mode:</b> Drive alone car commuting remained above 80% modal split for all Central Indiana counties.</p>

SUMMARY	DETAILED FINDINGS
	<p><b>EJ Areas:</b> Marion County has over 70% of block groups defined as areas of concern.</p>
	<p><b>National Highway System (NHS) Update:</b> INDOT proposed an update to the NHS in 2021 within Central Indiana. The proposed revision is under consideration.</p>
	<p><b>Population and Employment Projections:</b> By 2050, over 2.6 million residents and 1.9 million jobs are expected in Central Indiana.</p>
	<p><b>Land Use and Transportation Scenario Planning:</b> A preferred land use scenario was allocated to Travel Analysis Zones (TAZs) and Travel Demand Model (TDM) planning to develop a preferred 2050 future regional growth pattern.</p>
	<p><b>Preferred Scenario:</b> More compact development pattern with higher densities by place type, implementation of the Marion County Transit Plan, development of regional rails-to-trails corridors (supporting walk/bike), mixed-use zoning, and preservation of green/open spaces.</p>
	<p>Future uncertainty remains around housing and travel preferences by demographic age group, sharing versus ownership economy, e-commerce and on-demand services, driverless technology, climate change and public health.</p>
	<p><b>2050 LRTP Recommended Projects (within Study Boundaries):</b> Blue Line (2020-2029); Henry St. from Harding St. to White River Pkwy.; Henry St. from Kentucky Ave. to Drover St. across White River (both 2020-2029).</p>

## Document No. 16: The Central Indiana Transit Plan (CITP)

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Indianapolis Metropolitan Area
<b>YEAR</b>	2016
<b>PURPOSE</b>	The Central Indiana Transit Plan (CITP) was developed to deliver a coordinated vision and strategic goals for transit in the region under the Indy Connect planning process. An update to the CITP is expected to be published by IMPO in 2023.
<b>KEY FINDINGS</b>	<p><b>Priority Areas</b> – The plan identifies multiple topics that should be addressed by future transit projects. These include:</p> <p><b>Expanded choice:</b> Provide frequent, reliable transit services to as many people as possible in the region.</p> <p><b>Connect people to places</b> including access to employment, health, education, retail, and cultural and natural resources.</p> <p><b>Service upgrades</b> in areas where transit can compete with private auto use.</p> <p><b>Network integrations:</b> Transit in development with other modes e.g., personal auto, bike, trails, sidewalks etc.</p> <p><b>Transit oriented economic development opportunities:</b> Use transit investments to leverage economic growth and expand employment, housing, and support services.</p> <p><b>Address air quality and reduce greenhouse gas emissions:</b> Support reduction in auto emissions to improve air quality and public health. Bus Rapid Transit is a priority investment/strategic growth area to efficiently serve densely populated residential and employment areas along the I-65 and I-70 Indianapolis metropolitan corridors.</p> <p><b>Blue Line BRT:</b> Identified as a high-frequency east-west transit corridor along Washington Street (US 40) within I-465 connected to the Downtown Transit Center.</p>

## Document No. 17: Marion County Transit Plan (MCTP)

SUMMARY	DETAILED FINDINGS
STUDY AREA	Marion County
YEAR	2016
PURPOSE	Indy Connect convened civic leaders, neighborhoods, businesses, residents, and local organizations to evaluate transit service in Marion County and to identify what improved service means for the region. Marion County was the first transit plan initiated as part of the Indy Connect planning process to include neighboring counties within the metropolitan statistical area. An update to the MCTP is anticipated to be published by IndyGo in 2023.
KEY FINDINGS	<p><b>Needs Areas</b> - Multiple needs have been identified in the Marion County Transit Plan. These include the following:</p> <p><b>Housing:</b> Housing near good public transit is in high demand.</p> <p><b>Jobs:</b> Approximately 59 percent of transit trips are to access places of employment. Indianapolis ranks 64th in job access via transit indicators.</p> <p><b>Upward Mobility:</b> Transit provides low-cost access to work and school. Indianapolis is one of the least upwardly mobile cities in the US.</p> <p><b>Millennial Demand:</b> Millennials are looking for walkable, mixed-use, and transit-oriented neighborhoods.</p> <p><b>Health and Safety:</b> Transit riders produce three times more physical activity per day than non-riders by walking to stops, yet are 170 times more likely to be involved in an accident.</p> <p><b>Household Transportation Costs:</b> Indy households spend on average \$12,000 per year for transportation; households in transit rich neighborhoods save \$6,000.</p> <p><b>Economic Growth:</b> Transit can generate three dollars (\$3) in economic development for every dollar (\$1) invested in transit.</p> <p><b>Plan Elements:</b> Transit Plan would support 1) improved bus frequencies, 2) three bus rapid transit service lines (Red, Purple, Blue), 3) everyday bus service, 4) longer service hours, and 5) easier transfers.</p> <p><b>Ballot initiatives for additional funding:</b> A 0.25% dedicated income tax would bring Indianapolis from 86<sup>th</sup> to 65<sup>th</sup> in transit investments per capita for the 100 largest cities in the United States. Note, a ballot referendum passed in 2017 with revenue dedicated to transit improvements in Marion County received by IndyGo for service enhancements.</p>

## Document No. 18: Transit Oriented Development (TOD) Strategic Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Indianapolis Metropolitan Area
YEAR	2015
PURPOSE	The IMPO commissioned the regional TOD Strategic Plan to analyze market forces and land use characteristics for TOD to develop a strategic framework to leverage economic and market development from potential transit.
KEY FINDINGS	<p><b>Plan Framework:</b> The Plan is intended to be a work in process. Additional refinements are made to planning and implementation of each of the four BRT lines, and, as new corridors are studied going forward, the Plan will be modified, supplemented, and enhanced.</p> <p><b>Transit and economic competitiveness:</b> Indianapolis is in competition for residents, jobs, and employers with cities e.g., Charlotte, Cincinnati, Columbus, Cleveland, Louisville, Minneapolis, Nashville, Pittsburgh, and Raleigh (which all have functional transit programs and plans).</p> <p><b>Transit can be a coordinated growth management strategy</b> to guide residential and employment growth, leverage investments made in infrastructure, and stimulate economic development.</p> <p><b>BRT Regional Network Framework:</b> Red, Blue, Purple, and Green Bus Rapid Transit (BRT) corridor alternatives evaluated for regional BRT service.</p> <p><b>Plan outcome:</b> An alternatives evaluation for corridors informs routing, station locations, and phasing for each mass transit line with evaluation criteria aligned to Federal Transit Administration (FTA) federal funding sources.</p> <p><b>Significant capital costs:</b> To develop BRT services, capital costs are cited as a potential project barrier. Alternative funding models evaluated include "value-capture" financing.</p>

## Document No. 19: Safe Streets and Roads for All Safety (SS4A) Action Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Indianapolis Metropolitan Area
YEAR	2022
PURPOSE	The purpose of this Safe Streets and Roads for All Safety Action Plan (SS4A SAP) is to document the extensive amount of safety-related work that has been done by the IMPO already, conduct a systemic safety analysis that includes documentation of the High Injury Network (HIN), set performance measures for improving all-modes safety throughout the region, and provide policy recommendations for next steps the IMPO can take in improving safety.
KEY FINDINGS	<p><b>Plan framework:</b> The Plan discusses current safety practices and leverages previous safety studies to advance the goal of reducing, and eventually eliminating roadway serious injuries and fatalities.</p> <p><b>EJ Areas:</b> Of the 15,552 severe crashes in the metropolitan planning area between 2016 and 2020, 46% (7,128) occurred in EJ areas.</p> <p><b>High Crash Location Intersections (2019):</b> 38th and Commercial Dr./Industrial Blvd. approximate to I-65. E. 24th St. and Keystone Way approximate to I-70.</p> <p><b>Federal funding to implement safety projects.</b> USDOT Safe Streets and Roads for All Grant Program. The BIL (2021) created the Safe Streets and Roads for All (SS4A) grant program, allocating \$5 billion over five years to fund regional and local initiatives across the country.</p> <p><b>SS4A Tier 1 Priority Projects List (in proximity to Spokes):</b></p> <ul style="list-style-type: none"> <li>• 29th and 30th Streets Two Way Conversion - IndyGo - Indianapolis DPW</li> <li>• E. 30th Street – Transit Access – IndyGo- Indianapolis DPW</li> </ul>

## City of Indianapolis/ Marion County Plans

The City/County constructs and maintains the public right-of-way (ROW) in Marion County including street networks, sidewalks, and other public facilities. In addition to investing in public infrastructure, the City/County also maintains functional roadway classifications and road design standards. Plans were reviewed to understand City/County mobility goals, strategic initiatives, and planned projects influencing the study.

### Document No. 20: Marion County Thoroughfare Plan (Indy MOVES)

SUMMARY	DETAILED FINDINGS
STUDY AREA	Marion County
YEAR	2019
PURPOSE	Establish goals for the City of Indianapolis/Marion County transportation network to include roadway functional classifications, design guidelines, and identification of roadway expansion opportunities for all City/County ROW.
KEY FINDINGS	<p><b>Plan Goals:</b> 1) balance the transportation needs for mobility and accessibility, 2) provide safety for all system users, 3) accommodate all modes within the roadway network to the extent feasible, and 4) balanced needs for efficiency and redundancy.</p> <p><b>Interstate Highways:</b> INDOT operates all highways within City/County limits. An urban highway is considered to have an AADT &gt;13,000 cars per day with speed limits between 45-65 mph.</p> <p><b>Highways Study Boundaries:</b> I-65 and I-70</p> <p><b>One-way to Two-way Street Conversions:</b> Converting several downtown streets from one-way to two-way segments supports greater multi-modal traffic, increases mobility safety, and improves economic activity. DPW and IMPO framework created for conversion studies.</p> <p><b>IMPO Role in Conversion Studies:</b> Because the one-way system was intended to serve access to and from the interstate system, the IMPO will be included in these planning studies to ensure regional and air quality implications are addressed.</p> <p><b>Arterial Expansion Projects:</b> "Primary Arterial Build to 4 Lanes" for Lynhurst Dr. and Holt Rd. adjacent to I-70W; Hana Ave. and Emerson Ave. adjacent to I-65S; and 71st St. adjacent to I-65N.</p>

## Document No. 2I: Marion County Transportation Integration Plan (Indy MOVES)

SUMMARY	DETAILED FINDINGS
STUDY AREA	Marion County
YEAR	2018
PURPOSE	Harmonize numerous transportation plans into a single integrated vision for Marion County identifying policies and procedures to reflect shared goals.
KEY FINDINGS	<p><b>Plan Goals:</b> 1) identify shared values and goals, 2) gather proposed projects from existing plans, 3) receive stakeholder and public input, 4) overlay projects into multimodal corridors, 5) prioritize projects using shared goals criteria, and 6) develop a capital plan.</p> <p><b>Deficient Sidewalks:</b> Existing sidewalk networks are lacking in some residential and commercial areas impacting pedestrian mobility and safety.</p> <p><b>Separated bike lanes, trails, and greenways</b> are seen as a priority area to improve non-auto mobility and to decrease vehicular conflict points.</p> <p><b>Frequent and Improved Transit:</b> Enhanced transit frequencies, increased bus shelters and waiting areas, and more modal connections are identified as needs to support transit ridership.</p> <p><b>Funding Uncertainty.</b> City/County portion of the gas tax is insufficient to meet transportation budgetary needs. Property tax and sales tax are not feasible funding option.</p> <p><b>Equity in Transportation.</b> Higher transportation costs-to-income ratios for Marion County households inhibit affordable transportation options important for families and individuals who need to travel to work, school, access services, and meet basic household.</p> <p><b>High Drive Alone Commuting Rates:</b> Eight out of ten Marion County commuters drive alone to work representing opportunities to enhance trip alternatives and rebalance the modal network.</p> <p><b>Implement Adaptive Traffic Signals:</b> New signal technologies to monitor and coordinate issues related to congestion management, transit specific signaling and timing, and freight movements should be evaluated for high congestion corridors.</p> <p><b>Design by Street Classifications:</b> Create street design typologies to guide right-of-way design decision making based upon land use, safety, and multi-modal priority areas established.</p> <p><b>Explore Transportation Impact Fees:</b> To help fund transportation needs, City/County efforts to amend state law should include the addition of development impact fee programs to local funding sources.</p> <p><b>Consider Transportation Demand Management (TDM) Programs:</b> A high drive alone ratio (85 percent single-occupancy vehicle trips) represents opportunities to promote greater alternative transportation options.</p> <p><b>Vandalia Trail/Minnesota St. Neighbor Way:</b> An off-street greenway along a former rail corridor between the Indianapolis International Airport and</p>

SUMMARY	DETAILED FINDINGS
	downtown. Design considerations will need to be made with interstate under crossings, bridges, and intersections.

## Document No. 22: Indianapolis/Marion County Pedestrian Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Marion County
<b>YEAR</b>	2016
<b>PURPOSE</b>	The first City/County pedestrian plan with a long-term vision for a more walkable and healthier Indianapolis.
<b>KEY FINDINGS</b>	<p><b>Plan Goals:</b> 1) create connected and complete communities, 2) make the experience safe, 3) build walkable places for all, and 4) implement capital projects.</p> <p><b>Insufficient Funding:</b> An estimated \$750 million in capital needs identified to build, repair, and maintain sidewalk infrastructure.</p> <p><b>Pedestrian Infrastructure and Transit are Mutually Dependent:</b> To increase transit access and ridership, a sidewalk network is required to link users to transit boarding areas and stations. The highest transit boardings take place in the downtown core and along major corridors.</p> <p><b>Infrastructure Density:</b> Center Township and older inner-ring neighborhoods have access to a greater network density of pedestrian infrastructure.</p> <p><b>Bus Rapid Transit:</b> The BRT network will depend upon connected sidewalk infrastructure to enable greater ridership.</p> <p><b>Zoning:</b> Single-use zoning affects the distances most users are willing to walk between destinations inhibiting pedestrian movement and reinforcing car dependency.</p> <p><b>Safety:</b> The busiest roads in Indianapolis are interstates that surround and access the city (i.e., I-70, I-65, and I-465) and major arterials such as Washington Street, 38th Street, Binford Avenue, Allisonville Road, Michigan Road, Meridian Street, and East Street.</p> <p><b>No car households:</b> Households without access to a vehicle are highly concentrated inside I-465, generally northeast of Central Indianapolis. The highest concentrations are in the Mapleton-Fall Creek neighborhood, the Near Eastside, and Downtown.</p>

## Document No. 23: Indy Greenways 2014-2024 Master Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Marion County
YEAR	2014
PURPOSE	To develop a world-class, multi-use greenway system in Indianapolis/Marion County connecting neighborhoods, commercial districts, parks, schools, and cultural and historic sites.
KEY FINDINGS	<p><b>Greenways as an Economic Development Catalyst:</b> The development of the Indianapolis Cultural Trail raised awareness around the importance of having modern and safe recreational opportunities in the city.</p> <p><b>Tunnels:</b> Stormwater/overflow tunnels under construction (or completed) include storage tunnels along the White River, Pleasant Run, Pogue’s Run and Fall Creek. Greenways exist within each of the project extents.</p> <p><b>Complete Streets:</b> In 2012, the City/County adopted a complete streets ordinance to accommodate non-auto modalities including transit, biking, and walking. Integrating greenway connections to the public streets network via complete streets increases everyday use.</p>

## Document No. 24: Downtown One-Way to Two-Way Streets Conversion Feasibility Study

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	City of Indianapolis (CBD)
<b>YEAR</b>	2021
<b>PURPOSE</b>	Delivery of a streets conversion feasibility study for the City of Indianapolis Department of Public Works (DPW), the public entity tasked to examine one-way to two-way street conversions by the Indy MOVES Thoroughfare Plan.
<b>KEY FINDINGS</b>	<p><b>Scope of Study:</b> Determine the operating conditions that will result from proposed two-way conversions, and, where necessary, recommend improvements to enhance traffic operations and facilitate the development of a conceptual plan.</p> <p><b>Nine Study Corridors:</b> Capitol Ave. &amp; Illinois St.; Pennsylvania St. &amp; Delaware St.; Ft. Wayne Ave.; Alabama St. &amp; New Jersey St.; and East St. and College Ave.</p> <p><b>Priority Matrix:</b> Ft. Wayne Ave. is the number one priority project based upon scoring criteria including traffic volume, capacity, project costs, traffic impact, and functional area type. Alabama St. &amp; New Jersey St. were second priority, and East St. &amp; College Ave. were the third priority. Capitol Ave. &amp; Illinois St. scored last.</p> <p><b>Conversion Constraints:</b> Many of the corridors identified as candidates for conversion are either planned to include future BRT lines or are major thoroughfares posing ROW constraints and operational challenges and are recommended to remain as one-way pairs.</p>

# The Marion County Land Use Plan

The City of Indianapolis/ Marion County (City/County) is the primary jurisdiction for local land use regulation and control within and adjacent to the study area boundaries.

States give local governments broad and comprehensive authority over local land use regulations, zoning, and design guidelines shaping the built environment. The Comprehensive Plan Land Use Element was reviewed to understand the zoning and regulatory context for land use areas surrounding the study segments.

The Marion County Land Use Plan has two parts: the Marion County Land Use Plan Pattern Book and Land Use Maps developed at the Township level.

## Document No. 25: Marion County Land Use Plan Pattern Book

SUMMARY	DETAILED FINDINGS
STUDY AREA	Marion County
YEAR	2019
PURPOSE	The Pattern Book provides information searchable by parcel, address, or neighborhood areas including land use typology, density, appropriate use, and modification overlays (if any).
KEY FINDINGS	<p><b>Patterns that are identified within the study area boundaries include:</b></p> <p><b>Core Mixed-Use:</b> Intended for the core CBD and along logical extensions from the core. Characterized by dense, compact, and tall building patterns and a substantial degree of activity. Residential density of more than 50 dwelling units per acre.</p> <p><b>Urban Mixed-Use:</b> Provides pedestrian-oriented development with a mix of businesses, services, and institutions adjacent to neighborhoods. A residential density of between 25 to 75 units per acre.</p> <p><b>Institution-Oriented Mixed Use (Campus):</b> A mix of uses within and surrounding a significant regional institution campus, such as a university or hospital. Residential density of 8 to 15 dwelling units per acre.</p> <p><b>Industrial (business park, light industrial, heavy industrial):</b> All truck traffic for industrial uses should be separated from local/residential traffic in these typologies.</p> <p><b>Transit-Oriented Development (TOD):</b> Intended for areas within walking distance to a transit station to promote pedestrian connections and higher densities of development.</p> <p><b>Suburban Neighborhood:</b> Predominately oriented towards single-family housing but interspersed with attached and multi-family housing where appropriate. A residential density of 1 to 5 dwelling units per acre with higher density allotted for transit adjacent areas.</p> <p><b>Schools:</b> Should not be within 1,000 feet of a highway, freeway, or expressway.</p>

SUMMARY	DETAILED FINDINGS
	<p><b>Low Walk/Bike/Transit Index Scores:</b> Indianapolis scores a 30/100 for walking, a 40/100 for biking, and a 24/100 for transit. When neighborhoods and uses are disconnected and auto centric in orientation, public health and well-being are affected.</p>
	<p><b>Air Quality:</b> Auto emissions can contribute to poor air quality and can adversely influence health conditions. Locations where children and other vulnerable populations spend long periods of time should be separated from highways, which are a major source of air pollution.</p>
	<p><b>Transit access:</b> Transit helps age groups under the legal driving age, elderly cohorts, and individuals with disabilities improve their mobility positively advancing social outcomes.</p>
	<p><b>Transit &amp; Housing are Mutually Reinforcing:</b> By promoting housing near transit, transit can put residents in greater reach of education, jobs, and community resources.</p>
	<p><b>Industrial Heritage:</b> Land for industrial uses needs to be preserved so that job-creation can continue to be expanded and developed.</p>

## Document No. 26: Marion County (Center Township) Land Use Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Center Township, Marion County
YEAR	2018
PURPOSE	The land use map serves as the basis for local zoning.
KEY FINDINGS	<p><b>Section Areas</b></p> <p><b>I-70 W (south of I-70):</b> From the White River to the South split, typologies include Light Industrial, Traditional Neighborhood, Village Mixed-Use, and Urban Mixed-Use classifications.</p> <p><b>I-70 W (north of I-70) between White River and the South split</b> includes Office/Industrial Mixed-Use, Urban Mixed-Use, City Neighborhood, Traditional Neighborhood, and Regional Special Use (Lucas Oil Stadium, Lily Campus, etc.), and Core Mixed Use (primary CBD areas).</p> <p><b>Environmentally Sensitive Areas Overlay:</b> White River corridor</p> <p><b>Industrial Reserve Overlay:</b> Between Morris St. and Raymond St. and Meridian St. and the White River.</p> <p><b>TOD Overlay:</b> Virginia Ave. corridor and Shelby St., approximate to the South split.</p> <p><b>I-70 E:</b> From Roosevelt Ave. to I-465 north and south of I-70, typologies include Light Industrial, Heavy Industrial (along Massachusetts Ave. rail corridor), Office Commercial, Traditional Neighborhood, and Village Mixed-Use.</p> <p><b>Industrial Reserve Overlay:</b> Along the Massachusetts Avenue rail corridor and Roosevelt Avenue between 19th St. and 23rd St.</p> <p><b>Environmentally Sensitive Areas:</b> Beginning in Brookside Park following watershed to Pogue’s Run.</p> <p><b>I-65 N:</b> from I-465 to Central Ave. north and south of I-65 typologies include Core Mixed-Use, Urban Mixed-Use, Traditional Neighborhood, City Neighborhood and Regional Special Use (Med/Ed sites) along I-65 adjacent to the downtown.</p> <p>North of Fall Creek Pkwy., classifications include Traditional Neighborhood, Village Mixed-Use, and Regional Special Use (Crown Hill Cemetery).</p> <p><b>TOD Overlay:</b> Along Capitol Avenue corridor between Ohio St. and 16th St.</p>

## Document No. 27: Marion County (Pike Township) Land Use Map

SUMMARY	DETAILED FINDINGS
STUDY AREA	Pike Township, Marion County
YEAR	2018
PURPOSE	The land use map serves as the basis for local zoning.
KEY FINDINGS	<p><b>Section Areas</b></p> <p><b>I-65 N (south of I-465):</b> From 38th Street to 71st Street, typologies are largely Suburban Neighborhood, Large Scale Park (Eagle Creek), with some Office Commercial, Heavy Commercial, and Village Mixed-Use types.</p> <p><b>Environmentally Sensitive Areas:</b> Eagle Creek Park and Fall Creek and White River watersheds.</p>

## Document No. 28: Marion County (Decatur Township) Land Use Map

SUMMARY	DETAILED FINDINGS
STUDY AREA	Decatur Township, Marion County
YEAR	2018
PURPOSE	The land use map is a component of the comprehensive plan for Indianapolis/Marion County and serves as the basis for local zoning.
KEY FINDINGS	<p>=-</p> <p><b>Section Areas</b></p> <p><b>I-70 (south of I-465):</b> From the I-465 to White River, typologies are largely Suburban Neighborhood, Office/Industrial Mixed-Use, Heavy Industrial, and Large-Scale Park.</p> <p><b>Environmentally Sensitive Areas:</b> Eagle Creek watershed</p> <p><b>Airport Vicinity Overlay:</b> Kentucky Avenue south of I-465 and I-70 interchange.</p>

## Document No. 29: Marion County (Warren Township) Land Use Map

SUMMARY	DETAILED FINDINGS
STUDY AREA	Warren Township, Marion County
YEAR	2018
PURPOSE	The land use map serves as the basis for local zoning.
KEY FINDINGS	<p>.</p> <p><b>Section Areas</b></p> <p>I-70 East from Emerson St. to I-465, typologies are largely Suburban Neighborhood, Traditional Neighborhood, Light and Heavy Industrial (north of I-70), and Community Commercial.</p> <p><b>Environmentally Sensitive Areas:</b> Fall Creek Parkway watershed areas</p> <p><b>Industrial Reserve:</b> north of I-70 between Arlington Ave. and I-465.</p>

## City/County Sustainability/Resiliency Plans

The City/County completed its first sustainability and resilience action plan in 2019. This document was reviewed to identify sustainability goals and initiatives influencing transportation planning.

### Document No. 30: Thrive Indianapolis

SUMMARY	DETAILED FINDINGS
STUDY AREA	Marion County
YEAR	2019
PURPOSE	Thrive Indianapolis is the City of Indianapolis/Marion County first sustainability and resilience action plan. It is the work of numerous City departments, County agencies, and community partners and residents to chart a course for an equitable and healthier community.
KEY FINDINGS	<p><b>Plan Timeline:</b> The result of the plan is 16 key objectives and 59 actions that Indianapolis will strive to accomplish by 2025.</p> <p><b>Transportation and Land Use Goals:</b> Extend hours and complete construction of proposed BRT service lines to increase transit service by 70% and ridership by 15%. Increase miles of sidewalks, bikeways, trails, complete streets, TOD and TDM programs.</p> <p><b>Future Mobility:</b> Create EV educational resources, develop a comprehensive community EV/AV readiness plan, electrify the bus fleet, and host in-person educational opportunities for residents about the benefits of EV ownership.</p>

# City of Indianapolis/ Marion County Neighborhoods & Small Area Plans

Neighborhood, Small Area Plans, and Quality of Life (QOL) plans were evaluated to identify goals and establish planning context at the neighborhood-scale for communities geographically contiguous to the Study Boundaries.

The Indianapolis Department of Metropolitan Development (DMD) recognizes community plans prepared by neighborhood groups and community stakeholders that meet minimum standards for community engagement and plan content. QOL plans are initiated by the neighborhoods and are required to meet minimum criteria reviewed by DMD planning staff. Plans are certified for a five-year period and may be re-certified every five years if they remain relevant. Changes in market conditions, investment in new infrastructure (i.e., rapid transit, highway, or flood protection), significant socioeconomic changes, or a major change in land use are examples of fundamental changes that could signal a plan update.

QOL Plans are not adopted by the City’s Metropolitan Development Commission and are not part of the official Comprehensive Plan but are considered trusted sources for neighborhood goals and aspirations. QOL recommendations and frameworks regarding land use do not supersede the Comprehensive Plan Land Use Map.

## Document No. 31: United Northwest Neighborhood Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Northwest Neighborhood
<b>YEAR</b>	2008
<b>PURPOSE</b>	Neighborhood plans help develop guidelines for the coordination of resources and define neighborhood revitalization and development goals.
<b>KEY FINDINGS</b>	<b>Neighborhood Area:</b> 38th St. to north, Dr. Martin Luther King Jr. St./I-65 to the east, 16th St. to the south, and White River to the west
	<b>Interstate proximity:</b> I-65 adjacent neighborhood
	<b>EJ Area of Concern:</b> Over 27 percent of households in the neighborhood, live at or below the federal poverty line compared to 11 percent of households in Marion County (2000 Census).
	<b>Housing, jobs, and transportation links</b> with improved access to jobs and services are identified as neighborhood development opportunities

## Document No. 32: Indianapolis Regional Center Plan 2020

SUMMARY	DETAILED FINDINGS
STUDY AREA	City of Indianapolis
YEAR	2004
PURPOSE	The plan adopted by the Indianapolis Metropolitan Development Commission builds upon regional center plans delivered in 1970, 1980, and 1990 and creates a vision framework to guide redevelopment.
KEY FINDINGS	<p><b>Regional Center Plan Area:</b> Indianapolis Central Business District and surrounding environs bounded by I-65 and I-70 to north, east, and south and the White River and near westside to the west.</p> <p><b>Housing Targets:</b> Increase downtown housing units by adding 12,000 additional units by 2020. Target housing density: 50 plus dwelling units per acre (DUA).</p> <p><b>Transportation:</b> Support long-range plans to build multimodal network connections to increase residential and commercial development in the Regional Center based upon mixed-use and transit-oriented development principles.</p> <p><b>Street and Pedestrian Network:</b> DPW maintains the existing sidewalk infrastructure to allow for safe and efficient movement.</p> <p><b>Indianapolis Cultural Trail:</b> Connect neighborhoods, cultural districts, and businesses to the Downtown by developing greenways, pedestrian/cycling paths, and rest areas.</p>

### Document No. 33: The Lafayette Square Area Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	The International Market Place is bounded by I-65 to the north and the east, Moller Road to the west, and 38th Street to the south. The International Market Place is defined by the Lafayette Square Mall and its environs.
<b>YEAR</b>	2010
<b>PURPOSE</b>	Lafayette Square Area Plan is a guidance document that has been developed by the Lafayette Square Area Coalition to promote development, design, and functional improvement efforts in the International Market Place.
<b>KEY FINDINGS</b>	<p><b>Summary:</b> In 1967, I-65 was constructed to 38th Street, followed by the construction of the Lafayette Square Mall in 1968. Disinvestment and commercial vacancy prompted a master plan with a goal to attract new mixed-use development, enhance safety, and promote cultural diversity.</p> <p><b>Plan Recommendation:</b> Evaluate the feasibility for an IndyGo transit hub that would serve the region and be the primary multi-modal transportation center for Northwest Indianapolis.</p>

### Document No. 34: Northeast Corridor Quality of Life Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Northeast Corridor, including the neighborhoods of: Crosstown, Devington, Friends & Neighbors, Herron-Morton, Hillside, Kennedy-King, Keystone Monon, Keystone-Millersville, Martindale-Brightwood, Millersville at Fall Creek Valley, Oakhill, Old Northside, Oxford, and Reagan Park
<b>YEAR</b>	2014
<b>PURPOSE</b>	The Northeast Corridor Quality of Life Plan creates a shared and supported vision for neighborhood projects and programs.
<b>KEY FINDINGS</b>	<p><b>Interstate Proximity:</b> I-70 is adjacent to Old Northside, Kennedy King, Hillside and Martindale-Brightwood.</p> <p><b>Summary</b></p> <p><b>Legacy Infrastructure Displacement:</b> The 1960s saw the construction of I-65 and I-70, which cut through portions of Brightwood displacing residents and impacting the neighborhood public transit ridership rates. The NE Corridor’s centralized location, with proximity to downtown, lends itself to higher transit ridership rates than Marion County with approximately 4.9% of workers taking public transit for their daily needs (compared to 1% countywide).</p>

## Document No. 35: Southeast Corridor Quality of Life Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Southeast Corridor, bound by the following: Washington St. to the north, Sherman Dr. to the east, Raymond Ave. to the south, and Madison Ave. and the White River to the west. The area includes Fountain Square, Fletcher Place, Bates-Hendricks, and Garfield Park.
<b>YEAR</b>	2019
<b>PURPOSE</b>	The Southeast Corridor Quality of Life Plan creates a shared and supported vision for neighborhood projects and programs.
<b>KEY FINDINGS</b>	<p><b>Interstate Proximity:</b> I-65 and I-70 adjacent neighborhood</p> <p><b>Summary</b></p> <p><b>TOD Overlay:</b> Virginia Avenue Corridor and Shelby St. near South split</p> <p><b>High-frequency Transit Access:</b> Red Line serves Fletcher Place, Fountain Square along Virginia Ave. corridor, and Garfield Park via Shelby St.</p> <p><b>Interstate/Neighborhood gateway.</b> Create a Southeast gateway at the I-65/Morris Street Exit that connects along Leonard Street to the Cultural Trail with INDOT and DPW (identified as partner entities).</p>

## Document No. 36: The Near Eastside Quality of Life Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	The Near Eastside, bound by: I-70 to the west and north, Washington Street (and CSX rail tracks) to the south, and Emerson Avenue to the east. The Near Eastside represents 20 distinct neighborhoods with over 28,000 residents.
<b>YEAR</b>	2020
<b>PURPOSE</b>	The Near Eastside Quality of Life Plan creates a shared and supported vision for neighborhood projects and programs.
<b>KEY FINDINGS</b>	<p><b>Interstate proximity:</b> I-70 adjacent neighborhood</p> <p><b>Summary</b></p> <p><b>Bike Infrastructure:</b> Protected bike lanes on New York and Michigan Streets from downtown to Irvington</p> <p><b>Natural Assets:</b> Pogue’s Run Trail</p> <p><b>TOD Overlay Zoning:</b> Blue Line Rapid Transit Overlay District</p>

## Document No. 37: West Indianapolis Quality of Life Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	West Indianapolis, bound by: Conrad railroad tracks to the north, White River to the east, Raymond Street to the south, and Holt Road to the west.
<b>YEAR</b>	2008
<b>PURPOSE</b>	West Indianapolis Quality of Life Plan creates a shared and supported vision for neighborhood projects and programs.
<b>KEY FINDINGS</b>	<p><b>Interstate Proximity:</b> I-70 directly bisects the study area</p> <p><b>EJ Area of Concern:</b> Historic proximity to employment, transportation, and affordable housing resources attracts immigrant residents.</p> <p><b>I-70 Interstate Plans:</b> Widening I-70 from 6 to 8 lanes negatively impacts neighborhood quality of life; neighborhood involvement in planning conversations.</p> <p><b>Land Use:</b> Industrial uses exist within the neighborhood with some plant sites that have closed operations:</p> <p><b>Redevelopment Opportunity Site:</b> GM plant site</p>

## Document No. 38: Northwest Area Quality of Life Plan

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Northwest Area, bound by: W. 38th St. to the north, I-65 and MLK to the east, W. 30th St. to the south, and Kessler Blvd. to the west
<b>YEAR</b>	2014
<b>PURPOSE</b>	Northwest Area Quality of Life Plan creates a shared and supported vision for neighborhood projects and programs.
<b>KEY FINDINGS</b>	<p><b>Interstate Proximity:</b> I-65 directly bisects the study area</p> <p><b>EJ Area of Concern:</b> Historic displacement as 4,300 households were displaced with the construction of I-65 which divided the neighborhood.</p> <p><b>Faith-based Bus Transport:</b> Approximately 75 faith-based institutions provided bus and van mobility for their membership.</p> <p><b>Purple Line:</b> Potential alignment to the 38th St. corridor</p>

## Document No. 39: South Indy Quality of Life Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	South Indianapolis, bound by: Raymond St. to the north, I-465 to the south, I-65 and Keystone Ave. to the east, and Bluff Rd. and Meridian St. to the west. The Near Eastside represents 8 distinct neighborhoods with over 34,000 residents within an 8 square mile area.
YEAR	2017
PURPOSE	South Indy Quality of Life Plan creates a shared and supported vision for neighborhood projects and programs.
KEY FINDINGS	<b>Interstate Proximity:</b> I-65 to the east and I-70 to the north (beyond Raymond St.) <b>Notable Citywide Resources:</b> Garfield Park and UIndy

## Additional Studies

Additional plan resources (from various sponsor entities) were identified and reviewed in relation to the study boundaries including alternative studies, campus master plans, and district and site development studies.

Rethink Coalition, Inc., officially organized as a 501(c)(3), is a grassroots group and advocacy coalition engaged in community-wide engagement and education addressing future Inner Loop reconstruction. In 2021, the Rethink Coalition released a study assessing the conceptual feasibility of an alternative solution to elevated highway reconstruction released as the ReThink 65/70 Total Value Report.

### Document No. 40: ReThink 65/70 Total Value Report

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Indianapolis Regional Center
<b>YEAR</b>	2021
<b>PURPOSE</b>	The Indianapolis Chamber of Commerce and the Rethink 65/75 coalition (“ReThink Coalition”) engaged ARUP to perform a study funded by the Lilly Endowment Inc., delivering a comprehensive analysis for a recessed highway option (“Recessed Concept”) that is intended to provide for additional connectivity across the interstates and to provide opportunities for redevelopment.
<b>KEY FINDINGS</b>	<p><b>Concept &amp; Advocacy:</b> The Coalition’s concept vision is to reconstruct the “Inner Loop” segments, defined as I-65 and I-70 around downtown Indianapolis from E. 16<sup>th</sup> St. in the north to the White River bridge in the south, as a Recessed Highway (16.5 feet below ground clearance) with a parallel boulevard system and new open spaces.</p> <p><b>Proposed Recessed Segments:</b> 16th St. to College Ave. (North Leg), 10th St. to E. Washington St. (East Leg) and S. East St. to the White River bridge (South Leg), maintaining the existing number of through lanes to accommodate similar levels of existing traffic.</p> <p><b>Interchange Redesign Study Areas:</b> MLK Jr. St. and West St. and West St. and Missouri St. interchange in the South, with mainline lanes below grade and new crossings at grade.</p> <p><b>New Bridges and Pedestrian Bridges:</b> At a few locations (near Bates St. on east leg and Capitol Ave. on the south leg) improved pedestrian connectivity is needed without the support of an additional vehicular bridge.</p> <p><b>Estimated Impacts:</b> Reconstructing the Inner Loop as a recessed highway with a boulevard system would create an estimated 80 acres of developable land area, connect neighborhoods, support local jobs, and address environmental justice challenges.</p> <p><b>Study Exclusions:</b> Full network traffic modeling including future projections, engineering calculations (e.g., structural, and civil), North Split and South Split design.</p>

SUMMARY	DETAILED FINDINGS
	<b>CSX Relocation:</b> For a recessed concept to be feasible for the East Leg an active CSX rail line would need to be relocated to the Belt Railroad corridor.
	<b>Favorable South Leg Development Potential:</b> Over half the development potential revenue estimated (\$47 million in potential market value assessed from 23 developable acres of land) is forecasted along the South Leg.
	<b>South Leg Priority:</b> South Leg represents fewer technical and planning constraints and greater benefits (for a recessed treatment) than East Leg and North Leg segments.
	<b>TIF Funding Scenarios:</b> ARUP performed a sensitivity analysis for a low land leverage and high land leverage scenario for TIF financing assuming land sales materialize, property taxes are leveraged, and funding gaps are closed with federal/state grants and other sources.

#### Document No. 41: IUPUI Master Plan Update

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	<b>Campus Area:</b> The campus is bounded by the White River to the west, W. Washington St. to the south, N. Senate Ave. and N. West St. to the east, and W. 18th St. and 10th and 11th Streets to the north.
<b>YEAR</b>	2020
<b>PURPOSE</b>	The IUPUI Campus Master Plan seeks to integrate campus planning efforts between academic, research, and medical environments through physical, social, and programmatic means.
<b>KEY FINDINGS</b>	<p><b>Interstate Proximity:</b> I-65 divides the IU Health Campus and IUPUI main campus.</p> <p><b>Hospital Resource:</b> Relocation of IU Health Hospital to the Academic Health Campus on 16th Street and Senate Boulevard approximate to I-65 N.</p> <p><b>Interstate connections to University Hospital</b> include West Michigan and West 10th Streets providing direct linkage to the interstate.</p> <p><b>Other</b></p> <p><b>Steady Student Enrollment:</b> Approximately 30,000 students are enrolled with a split of 70 percent undergraduates and 30 percent graduate students.</p> <p><b>Two-way Street Conversions:</b> A recommendation of the previous campus master plan (2012), the City of Indianapolis converted Michigan and New York Streets from one-way to two-way traffic flow improving campus pedestrian safety, access, and circulation.</p>

## Document No. 42: White River Vision Plan

SUMMARY	DETAILED FINDINGS
STUDY AREA	Hamilton and Marion counties
YEAR	2019
PURPOSE	A joint planning effort between the City of Indianapolis and Hamilton Co. Tourism to create a community-driven plan to enhance 58 miles of the White River in Marion and Hamilton counties to create accessible, recreational, and cultural opportunities around the river.
KEY FINDINGS	<p><b>Leverage the White River for new development.</b> GM Stamping Plant (Downtown Southwest Quadrant), 16 Tech (Near Westside), regional bike and trail improvements in Hamilton and Marion counties, and the Red and Blue BRT lines will further connect the region to the White River as an attractive destination.</p> <p><b>Downtown and the Near Westside:</b> The densest most urban reach of the White River. Development catalysts will shift the heart of downtown further west to the riverfront and re-engage the assets of the west side through additional infrastructure (bike/ped) and programming.</p> <p><b>Planned Access Points:</b> Work with Indy Parks to implement catalytic riverfront projects at Riverside Park (approximate to I-65) that provide equitable access between surrounding neighborhoods and the river.</p>

**Document No. 43: Near South Side Technical Assistance Report (ULI, City of Indianapolis DMD)**

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b> <b>YEAR</b>	Morris Street and McCarty Street corridors between West and East Streets 2020
<b>PURPOSE</b>	A study report by City of Indianapolis DMD, The Urban Land Institute (ULI) Technical Assistance Panel, with stakeholder outreach and participation from The Old Southside Neighborhood Assoc., the Stadium Village Business Assoc., and the Bates Hendricks Neighborhood Assoc., to create a redevelopment vision for the Southside.
<b>KEY FINDINGS</b>	<p><b>Existing Conditions:</b> Despite large traffic generators (Lucas Oil Stadium, Eli Lilly Corporate Center, and general proximity to downtown), the Old Southside struggles with vacant and underutilized land and buildings.</p> <p><b>Legacy Infrastructure Impacts:</b> The construction of I-70 divided north-south and east-west connections between neighborhoods and jobs. Housing units were demolished (with some residences displaced) and permanent alterations were made to the local street grid.</p> <p>This report states a desire by the sponsor to do the following:</p> <p><b>Reconnect streets</b> that were severed by interstate construction - Illinois, Capitol and Union.</p> <p><b>"Stitch back the area":</b> Work with INDOT to influence future I-70 improvements. Consolidate ramping and use surface-level collector-distributor streets to link I-70.</p> <p><b>Reduce and Consolidate Interstate Ramps:</b> Perform further studies and/or an INDOT districtwide study to evaluate traffic and safety conditions to reduce and consolidate ramping to yield greater neighborhood connections and provide open spaces.</p> <p><b>Modification of the I-70 &amp; Morris Interchange:</b> Potential options recommended include an at-grade intersection and/or conversion of free flows ramps into quadrant intersections to improve pedestrian safety and mobility in the area and bring the area back to a more human scale.</p> <p><b>4-lane to 3-lane road diet</b> for McCarty Street and Morris Street, as well as to Madison Ave.</p> <p><b>Considerations for Future Area Planning Initiatives</b></p> <p><b>Interstate Plans:</b> How does long-term reconstruction of I-70 with potential entry/exit consolidation promote better local connection and developable real estate opportunities?</p> <p><b>Future Industrial Use:</b> How does the West St. interchange and segments of Morris St continue to serve heavy industrial use to the south (of I-70) while also serving as a welcoming gateway to the Near Southside?</p> <p><b>Institutional Needs Balanced to Local Stakeholders:</b> How are the needs of regional destinations e.g., Lucas Oil Stadium, the Indiana Convention Center,</p>

SUMMARY	DETAILED FINDINGS
	and White River State Park, and major employers (Eli Lilly and Rolls Royce) balanced with locally serving businesses and neighborhoods?

## Document No. 44: Former GM Stamping Plant Traffic Impact Study

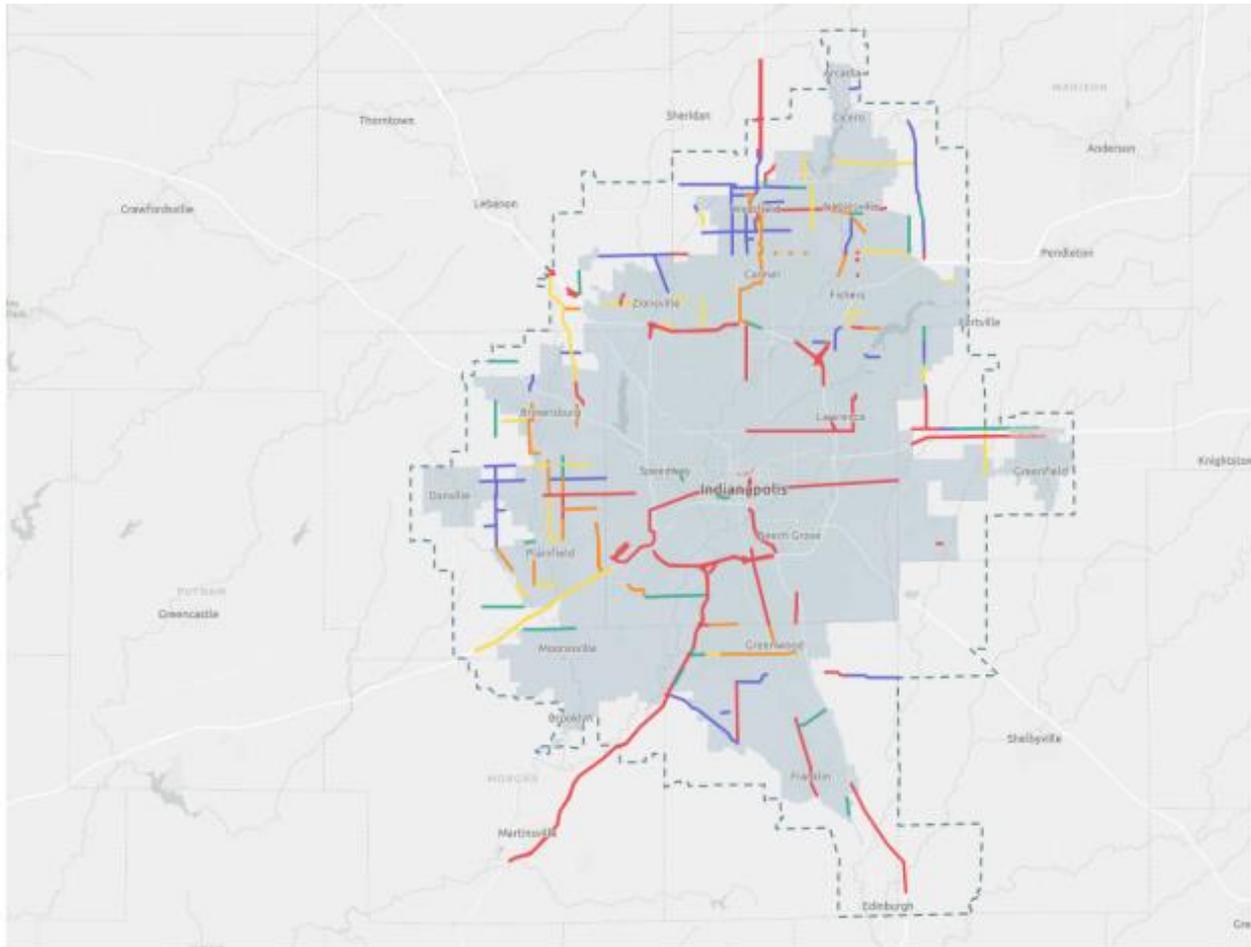
SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	The site is intended for the new Elanco Global HQ with additional phases of mixed-use development including residential, hotel, office, and retail with all phases completed by 2045.
<b>YEAR</b>	2021
<b>PURPOSE</b>	A traffic impact study for a proposed mixed-use redevelopment at the former GM Stamping Plant located north of Oliver Ave., south of Washington St. and the railroad tracks, east of S. Harding St., and west of S. White River Parkway near downtown.
<b>KEY FINDINGS</b>	<p><b>Building Program:</b> 1.4 million SF for the new Elanco HQ. 4 million SF of mixed-use development including 1.7 million SF of residential, 1.8 million SF of office, and 250,000 SF for hotel and hospitality.</p> <p><b>Intersection realignments</b> at S. White River Parkway at Oliver Ave. to accommodate green space access to the White River.</p> <p><b>Henry Street Bridge:</b> A proposed bridge connecting the site to Kentucky Ave. east of the White River.</p> <p><b>Interstate Ramp Intersections:</b> South Harding Street at the South (Eastbound) I-70 Ramps (signalized) and South Harding Street at the North (Westbound) I-70 Ramps (signalized)</p> <p><b>Traffic Impact Model</b></p> <p><b>Directional Distribution Characteristics:</b> Elanco Headquarters trips are expected to utilize interstates coming from zip codes north and east of the site, while much of the mixed-use retail, residential, and office trips are expected to utilize local roadways to/from the proposed site.</p> <p><b>Trip Generation Quantities:</b> Elanco Headquarters and mixed-use development, including internal capture reductions, are estimated to draw 3,015 and 4,185 total new trips during the morning and afternoon peak hours, respectively.</p> <p><b>Intersection Recommendations:</b> The I-70 &amp; Harding Street eastbound and westbound ramp terminal intersections should run a coordinated signal timing plan with the intersections of Oliver Avenue and S Harding Street to the north.</p>

**Document No. 45: 2023 RAISE Grant Application February 2023**

SUMMARY	DETAILED FINDINGS
<b>STUDY AREA</b>	Illinois Street and Capitol Avenue, Pennsylvania and Delaware streets, Alabama and New Jersey streets, and East Street and College Avenue.
<b>YEAR</b>	2023
<b>PURPOSE</b>	Executive summary outlining requests for funding for conversion of four pairs of one-way <b>Document No. 46: Document No. 47:</b> streets to two-way streets in the City of Indianapolis.
<b>KEY FINDINGS</b>	<p><b>RAISE project scope:</b> Illinois Street and Capitol Avenue, Pennsylvania and Delaware streets, Alabama and New Jersey streets, and East Street and College Avenue conversion from one-way to two-way street service.</p> <p><b>Goals:</b> Advance the City of Indianapolis Complete Streets policy by creating a more walkable and multimodal livable environment. Leverage complete streets project work already completed at Michigan and New York streets.</p> <p><b>Delivery:</b> the project is planned for construction in Q1 2025.</p> <p><b>Benefit-Cost analysis:</b> a net present value surplus of \$43.5 million and a benefit-cost ratio of approximately 2.46 calculated.</p>

# Appendix A. MPT Projects Map

Figure 2. MPT 2023 Q1 Projects



10 km

**MPT 2023 Q1 Projects Feature**

- 2020-2029 (E&C)
- 2020-2029
- 2030-2039
- 2040-2049
- Illustrative (2050+)

**Urbanized Area Boundary (UAB)**



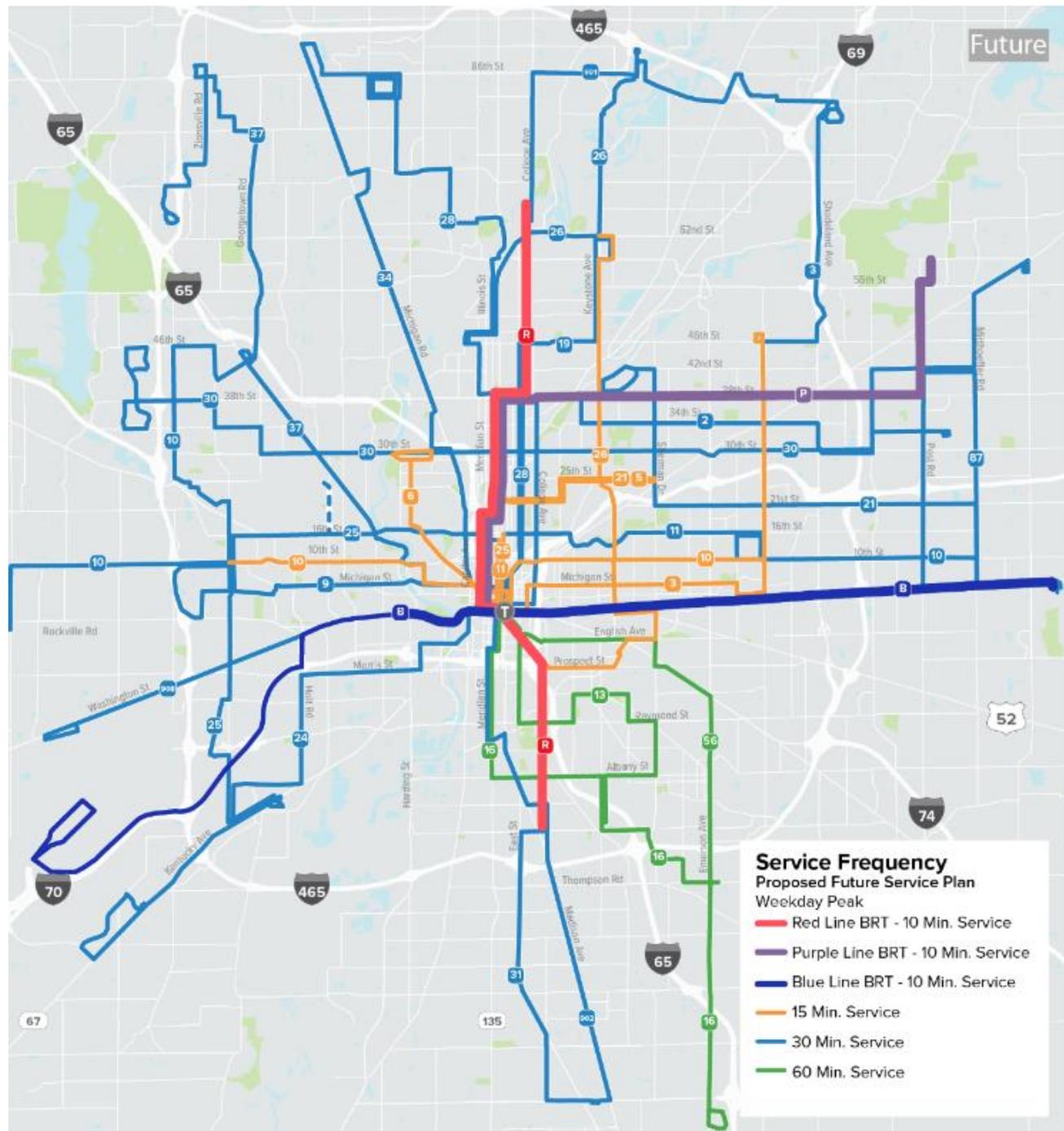
**Metropolitan Planning Area (MPA)**



Source: [IMPO](#)

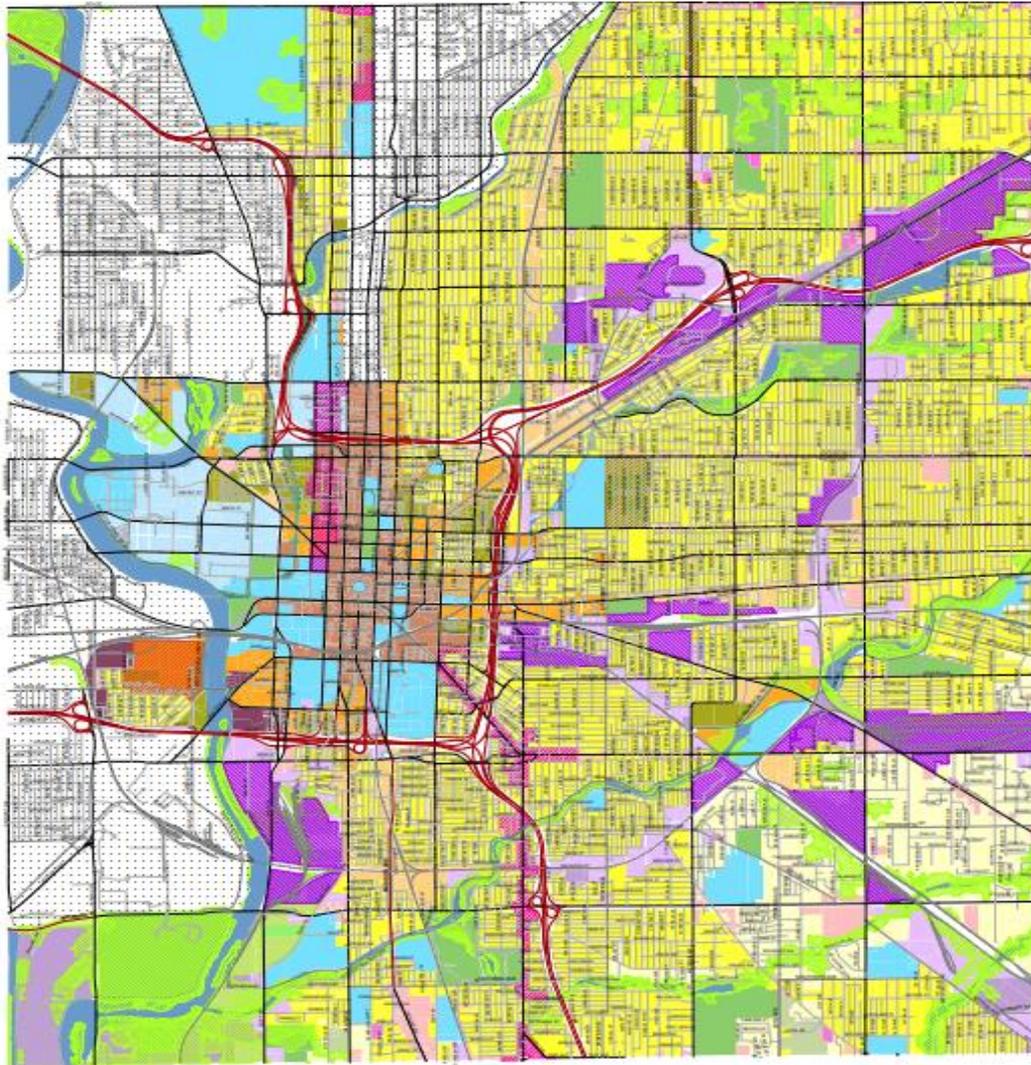
# Appendix B. IndyGo Future Service Plan

Figure 3. Indy Go Future Services and Frequency



# Appendix C. Marion County Land Use Plan

Figure 4. Land Use Map Center Township



## Land Use Map CENTER TOWNSHIP

### LEGEND

#### LIVING TYPOLOGIES

- RURAL OR ESTATE NEIGHBORHOOD
- SUBURBAN NEIGHBORHOOD
- TRADITIONAL NEIGHBORHOOD
- CITY NEIGHBORHOOD

#### MIXED-USE TYPOLOGIES

- VILLAGE MIXED-USE
- URBAN MIXED-USE
- CORE MIXED-USE

#### WORKING TYPOLOGIES

- OFFICE COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- HEAVY COMMERCIAL
- OFFICE/INDUSTRIAL MIXED-USE
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

#### OTHER USES

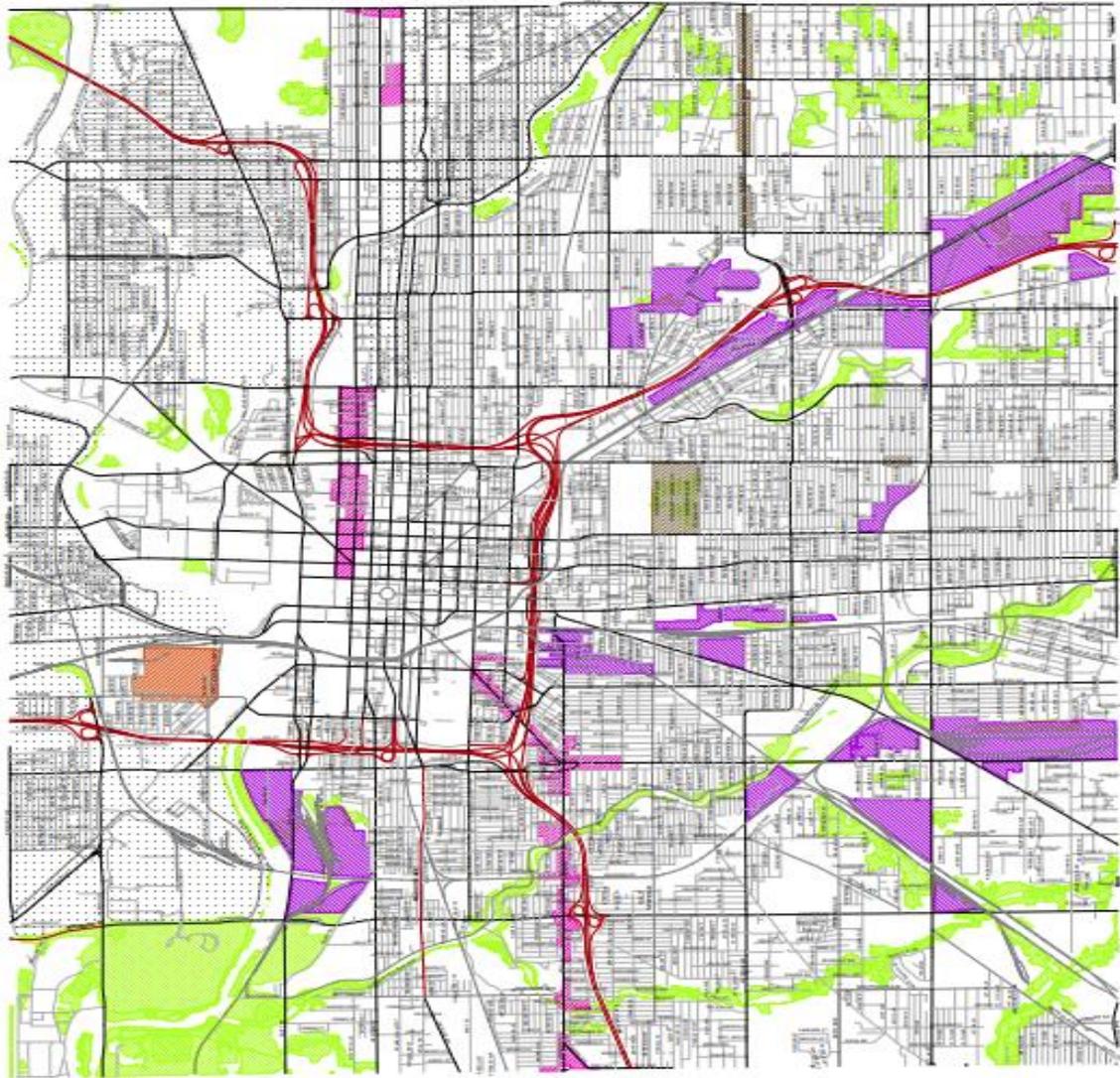
- AGRICULTURAL PRESERVATION
- LARGE-SCALE PARK
- LINEAR PARK
- FLOODWAY
- REGIONAL SPECIAL-USE

#### OVERLAYS

- ENVIRONMENTALLY SENSITIVE AREA (ES)
- TRANSIT-ORIENTED DEVELOPMENT (TOD)
- TOWN CENTER (TC)
- RESIDENTIAL CORRIDOR RESERVE (RR)
- INDUSTRIAL RESERVE (IR)
- AIRPORT VICINITY (AV)
- CRITICAL AREA (CA)



Figure 5. Land Use Map Center Township Overlays



**Land Use Map**  
CENTER TOWNSHIP - OVERLAYS



**LEGEND**

**LIVING TYPOLOGIES**

- RURAL OR ESTATE NEIGHBORHOOD
- SUBURBAN NEIGHBORHOOD
- TRADITIONAL NEIGHBORHOOD
- CITY NEIGHBORHOOD

**MIXED-USE TYPOLOGIES**

- VILLAGE MIXED-USE
- URBAN MIXED-USE
- CORE MIXED-USE

**WORKING TYPOLOGIES**

- OFFICE COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- HEAVY COMMERCIAL
- OFFICE/INDUSTRIAL MIXED-USE
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

**OTHER USES**

- AGRICULTURAL PRESERVATION
- LARGE-SCALE PARK
- LINEAR PARK
- FLOODWAY
- REGIONAL SPECIAL-USE

**OVERLAYS**

- ENVIRONMENTALLY SENSITIVE AREA (ES)
- TRANSIT-ORIENTED DEVELOPMENT (TOD)
- TOWN CENTER (TC)
- RESIDENTIAL CORRIDOR RESERVE (RR)
- INDUSTRIAL RESERVE (IR)
- AIRPORT VICINITY (AV)
- CRITICAL AREA (CA)

Source: [City of Indianapolis/Marion County](#)

# Appendix D. INDOT STIP FY 2022 - FY 2026

**Table 3. INDOT State Transportation Improvement Program (STIP) FY 2022 - FY 2026**

PROJECT ID	SPONSOR	PROJECT LOCATION	PROJECT DESCRIPTION
1901498	INDOT	0.31 north of I-70 S. Junction (Fletcher Ave.) to I-70 N. Junction	Concrete Pavement Restoration (CPR)
2101070	INDOT	I-70 Fiber Optic Replacement from 1.5 east of I-65 (Rural/Keystone Ave.) to 1.0 mile east of I-465	ITS Communications Systems
1400073	INDOT	I-65 from 0.20 miles north of I-465 to 0.10 mile north of I-70 & I-65 South Junction	Added Travel Lanes
1600808	INDOT	I-65 & I-70 interchange just north of downtown Indianapolis from Pennsylvania St. to Valley Ave. to Washington St. New bridges and alignment changes	Interchange Modification; Multi-Level
1901946	Indianapolis DPW	Increase the density in the areas served by bike share expansion, provide bike share service in neighborhoods with high rates of no car ownership; grow access along BRT Red Line and parts of Blue and Purple Lines	Bicycle Enhancement
1801413	IndyGo	Blue Line Corridor BRT project	Transit Enhancement Capital Projects

# Appendix E. Indiana Multimodal Freight and Mobility Plan Priority Projects

Note, Table 4 and Table 5 were filtered to display only projects within the study area spokes.

**Table 4. Priority Projects**

PROJECT NO.	PROJECT LOCATION	PROJECT DESCRIPTION
25	I-65 & I-70/Washington St. Interchange	Interchange modification
60	I-70 from Harding St. to East St.	Added Travel Lanes; Interchange Modification (I-70 at West St./Missouri St., Madison Ave.)
59	I-70 from Holt Rd. to Harding St.	Added Travel Lanes; Interchange Modification (I-70 at Holt Rd.)
81	Raymond St. from White River to I-65	Added Travel Lanes
27	I-65 from 38 <sup>th</sup> St. to I-465	Added Travel Lanes
26	I-65 from 25 <sup>th</sup> St. to 38 <sup>th</sup> St.	Added Travel Lanes; Interchange Modification (I-65 at 29 <sup>th</sup> & 30 <sup>th</sup> St.)
13	I-465 from I-70 to US 40 (West)	Added Travel Lanes; Interchange Modification (I-465 at Sam Jones Expr.)
58	Ramp from I-70 SB to Sam Jones Expr. WB	Auxiliary Lanes

**Table 5. Freight Projects That Coincide with INDOT’s Recent, On-Going, and E+C Projects**

<b>PROJECT NO.</b>	<b>PROJECT LOCATION</b>	<b>PROJECT DESCRIPTION</b>
4	I-65 from I-465 to I-65/I-70 South Split	E+C project (Des #1400073) - added travel lanes
5	I-65/I-70 North Split	E+C project (Des #1600808) – interchange modification
6	I-65 from Central Ave. to Fall Creek	E+C project (Des #2100018) – added travel lanes from Central Ave. to Fall Creek
7	I-65 at West St. Interchange	E+C project (Des #1902636) – interchange modification
31	I-465/I-65 S Interchange	E+C project – I-465 south at I-65 interchange modification