

'23



**INDIANAPOLIS METROPOLITAN
PLANNING ORGANIZATION**
2023 ANNUAL REPORT

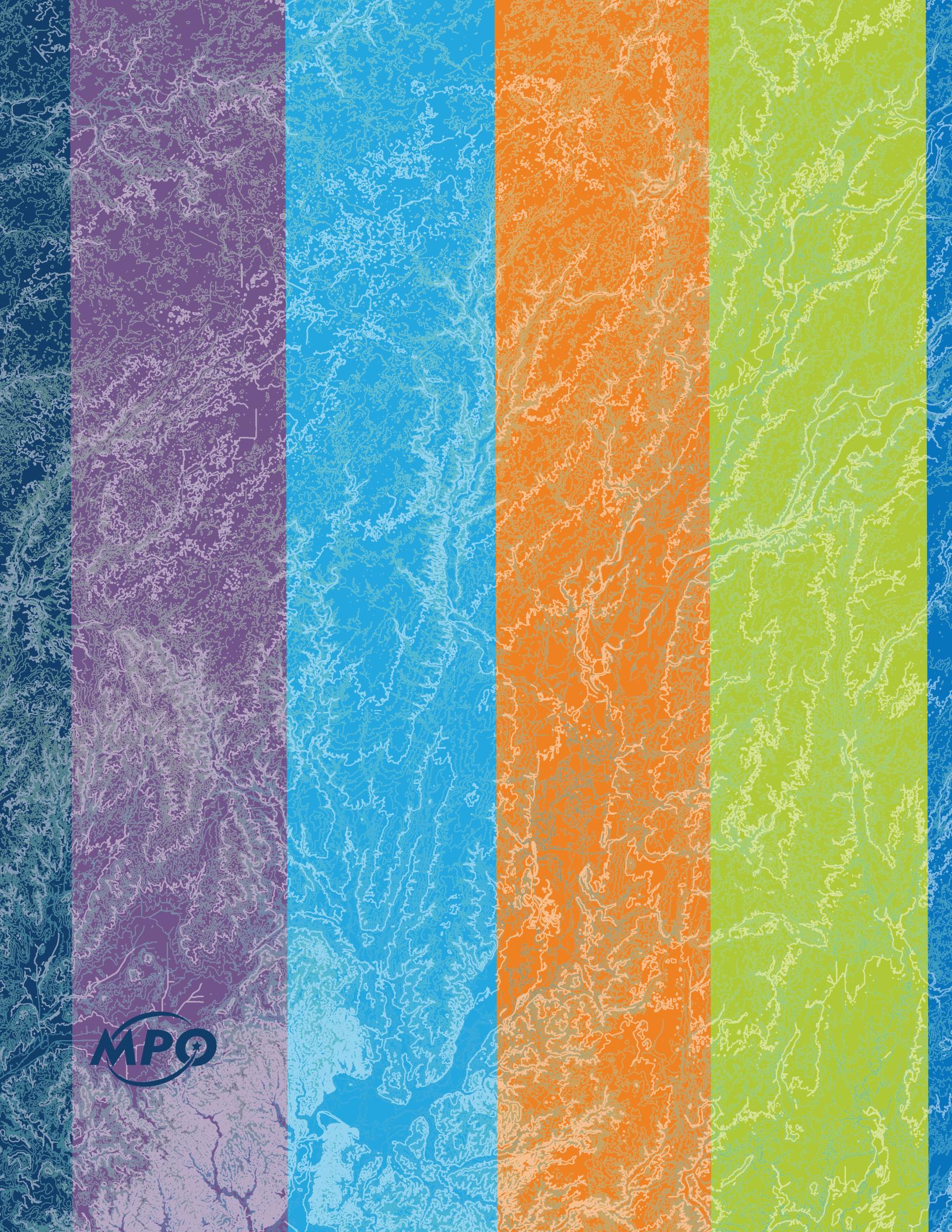


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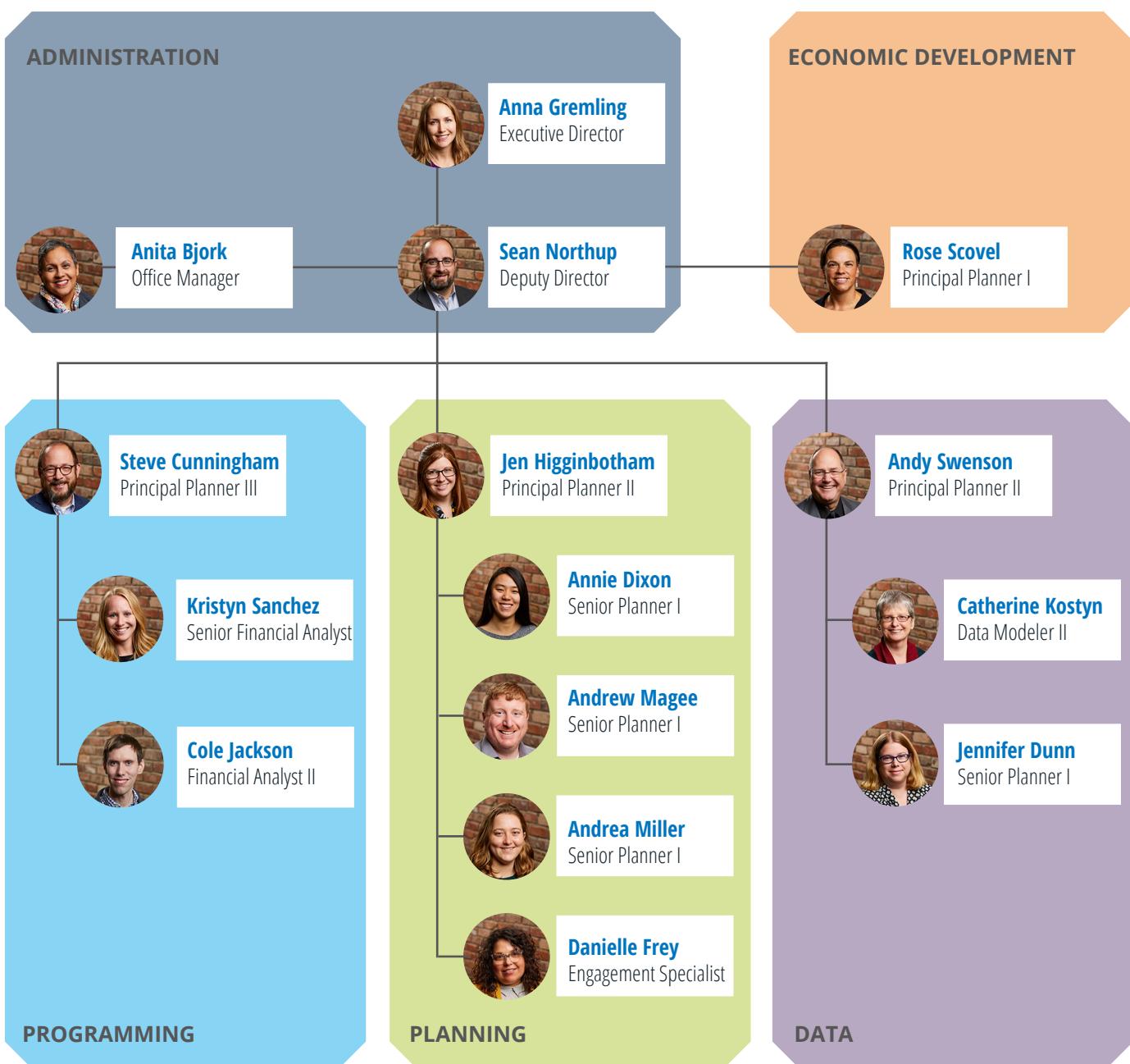
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OUR TEAM





NEW STAFF MEMBERS

The Indianapolis Metropolitan Planning Organization (IMPO) was pleased to add Danielle Frey to the Planning Section as the Engagement Specialist in 2023. Zach Doering and Karin Gillund assisted the Planning Section as a fall intern and a part-time event planner.

DANIELLE FREY

Engagement Specialist

Danielle joined the IMPO in February 2023 as an Engagement Specialist. As the Engagement Specialist, Danielle executes public involvement strategies, liaises with stakeholders, and handles communications like social media and the teMPO newsletter. Danielle's role is a new position for IMPO.

Originally from Florida, she earned a Bachelor of Fine Arts in Studio Art from the University of South Florida. Prior to the IMPO, Danielle worked at Bicycle Indiana and was a small business owner. In 2016, her passion for building community through biking led to her founding Indy SkirtRide to encourage more women to ride bicycles. She enjoys creating art installations and jewelry using recycled materials. You can often find Danielle traveling with her partner and dogs in their camper van.



KARIN GILLUND

Event Planner

Karin joined the IMPO in September 2023 as a part-time event planner. Karin comes to the IMPO with a background in special events and donor relations for non-profit institutions such as The Ohio State University, Purdue University, and the Indiana Historical Society.

As the Event Planner for IMPO, Karin is enjoying the planning process for the 2024 Indiana MPO Conference, which will be held at the NCAA Hall of Champions in downtown Indianapolis in October 2024. She works remotely from West Lafayette, where she lives with her husband and two young children.



ZACH DOERING

Intern

Zach joined the IMPO in 2023 as a planning intern. A Michigan native, he earned a bachelor of arts focusing on disaster prevention and environmental sustainability from Butler University. Zach's passion lies in understanding the vulnerability of communities and locations and implementing strategies to mitigate or prevent harm from occurring in the case of potential disaster events. He conducted and presented research on this area of interest from 2022 to 2023. Outside of work, Zach enjoys playing the guitar, exercising, and having game nights with his friends.



In 2023, Zach helped gather community survey data for the Central Indiana Environmental Action Plan and worked on the Trail Oriented Development Node Mapping project.

AWARDS

CEDS ECONOMIC DEVELOPMENT AWARD

The Comprehensive Economic Development Strategy (CEDS) was granted an award by the American Planning Association, Indiana Chapter (APA-IN) in the "Outstanding Economic Development Plan" category. The award was presented at the APA-IN Conference in May in Terre Haute. This award honors efforts to transform economies and stimulate economic development in communities of all sizes.

IMPO staff presented a session on regional economic development highlighting the CEDS at the APA-IN conference and the Indiana Association of Regional Councils (IARC) conference held in Fair Oaks in November.



Rose Scovel accepting the APA-IN Sagamore Award



Rose Scovel and Anna Gremling accepting an honorable mention Hoosier Planning Award at the APA Indiana Awards for the Comprehensive Economic Development Strategy

INDIANA PLANNING SAGAMORE AWARD

Rose Scovel, AICP, IMPO Principal Planner, was awarded the Indiana Planning Sagamore by the APA-IN at the spring conference in Terre Haute. The award is the highest individual recognition presented by the Chapter and is considered a lifetime award for contributions to the planning profession and their community. Letters of support were provided by colleagues, past colleagues, IMPO board members, and planning partners.

2023 OUTSTANDING OVERALL ACHIEVEMENT

In October, the Association of Metropolitan Planning Organizations (AMPO) awarded the Indianapolis MPO the 2023 Outstanding Overall Achievement for a Transportation Management Agency (TMA) Metropolitan Planning Organization for the 2018 strategic plan and plan implementation during the AMPO Conference in Cleveland. TMAs are MPOs that represent areas with 200,000 or more residents- the largest class of MPOs.

"From adoption to the present, IMPO leadership and staff have delivered on their mission to Convene, Inform, Plan and Fund. The implementation of their dynamic strategic plan did not include small steps but big, bold ones. Now, as an independent, neutral, long-range decision-making agency operating in the best interest of Central Indiana, beyond transportation planning, the IMPO consistently seeks ways to Convene stakeholders throughout the region, conscientiously spends limited federal funds to Inform the community about pressing topics Plans for the values of the region, and Funds projects that align with those values."

-Inez Evans, IndyGo President & CEO



Director Gremling with the AMPO National Award for Outstanding Overall Achievement for a TMA MPO

Mayor Dennis Buckley of Beech Grove said, "The IMPO set forth a significant vision in the 2018 strategic plan for administrative separation from Indianapolis, having their own state enabling legislation, and expanding topics into the areas of housing, land use, water resources, and economic development because of their strong connections to transportation at the regional scale. They have achieved a significant portion of that with the June 2020 administrative separation following the 2020 legislative session that created legislation to support a fully independent IMPO as well as the Comprehensive Economic Development Strategy (CEDS), regional housing study, and the resilience snapshot. The undertaking has been significant for the staff and board but has yielded a more effective MPO for the Central Indiana region. The AMPO recognition of the IMPO effort is gratifying and well deserved."

2023 IMPO AWARDS

At the final board meeting of 2023, the IMPO recognized Mayor Andy Cook and Mayor Dennis Buckley for their leadership and contributions to the IMPO over the years.



Mayor Cook receiving his Exceptional Leadership Award



Mayor Buckley receiving his Outstanding Contributions Award

The IMPO also recognized Cheria Caldwell, Vice President of Communications & Engagement at Community Alliance of the Far Eastside, with the Shining Star of Community Engagement Award. She was an active member of the steering committee for the Active Transportation Plan, participated in stakeholder and focus groups for the Central Indiana Housing Study, Active Transportation Plan and MTP, and she assisted in coordinating public input meetings with far eastside residents for the MTP and the Environmental Action Plan. Cheria was always able to help jumpstart a conversation in these meetings. Cheria was also a panelist for the Active Transportation Speaker Event



Cheria Caldwell receiving the Shining Star of Community Engagement Award

WE
CONVENE

2023 IMPO SPEAKER SERIES



Speaker Series Graphic

In 2023, the IMPO hosted the 2023 IMPO Speaker Series to regularly bring together the stakeholders, consultants, government agencies, and Central Indiana residents to learn from national experts in fields related to current IMPO projects. The series consisted of six events from May through November.

Hosting the speaker series allowed the IMPO to bring valuable information to our members, partners, and the public from experts in Resilience, Active Transportation, Trail-Oriented Development, Housing, Transportation Safety, and Travel Demand. Each event was recorded and gathered

30-70 people. The full Speaker Series is available on the IMPO YouTube Channel. https://www.youtube.com/playlist?list=PLY78MO4Rssi6USm_-YnBQGhdfE7Osirnl

May's speaker topic was Resilience and featured Dr. Jurado from Broward County, FL. Dr Jurado spoke about how multiple agencies in south Florida came together to prioritize resiliency efforts. She was joined by Morgan Mickelson from the Indianapolis Office of Sustainability and Annie Dixon, the IMPO Regional Resiliency Snapshot Project Manager for a panel discussion and audience questions.



Resiliency Speaker Event Panel

July's topic was Active Transportation and featured Olatunji Oboi Reed, President and CEO of Equiticity in Chicago. Oboi focused his presentation on mobility justice and equity. He was joined by Cheria Caldwell, Vice President of Communications and Engagement at Community Alliance of the Far Eastside (CAFE) and member of Black Girls Do Bike Indy and Jamey McPherson, Bike and Pedestrian Coordinator at Indianapolis DPW, for a panel discussion and audience questions.



Active Transportation Speaker Event

August's topic was related to Trail-Oriented Development and featured Clyde Higgs, CEO of Atlanta Beltline Inc. Clyde shared the successes and struggles of developing along the Beltline, how they got to where they are today and what is next.



Trail Oriented Development Speaker Event

September's topic was Housing and featured economist Ali Wolf, who discussed trends in housing costs. She was joined by Brad Coffing, Research Analyst for the MIBOR REALTOR® Association, and Kelli Mirgeaux, President of Southeast Neighborhood Development (SEND), for a panel discussion and audience questions. IMPO combined this speaker

event with an Open House on the Central Indiana Housing Study and had interactive feedback activities and posters with key findings from the study.



Housing Speaker Event

October's topic was Safety and featured author of "There Are No Accidents," Jessie Singer. Jessie spoke about how the transportation infrastructure design plays a role in driver behavior and has the largest impact on safety for those most vulnerable, like pedestrians. She was joined by Damon Richards, Safe Routes to School Coordinator at Health by Design, and Laura Slusher, a traffic safety professional at Indiana Local Technical Assistance Program (LTAP), for a panel discussion and audience questions.



Safety Speaker Event

November's topic was Travel Demand, featuring Dr. Steven Polzin, a Research Professor for the School of Sustainable Engineering and the Built Environment at Arizona State University. Dr. Polzin discussed trends in travel demand, including induced demand and how the pandemic has impacted traffic and transportation choices.



Travel Demand Speaker Event

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

The IMPO continued to host bi-monthly online conversations in the areas of Talent, Innovation, and Place through spring and then hosted an in-person annual gathering to celebrate successes, share project stories, and discuss the future of the Comprehensive Economic Development Strategy (CEDS). The annual event was held at MADE in Plainfield and included a panel of speakers connecting transportation projects and economic development projects in a few communities. The discussion at the gathering led to taking the summer off from the online conversations, but in the fall, the economic development partners met online to discuss the EDA grant opportunities available in Qualified Census Tracts (QCTs) for Public Works and Economic Adjustment Assistance.



CEDS Annual Gathering Slide



CEDS Annual Gathering Panelists

REGIONAL ECONOMIC ACCELERATION AND DEVELOPMENT INITIATIVE

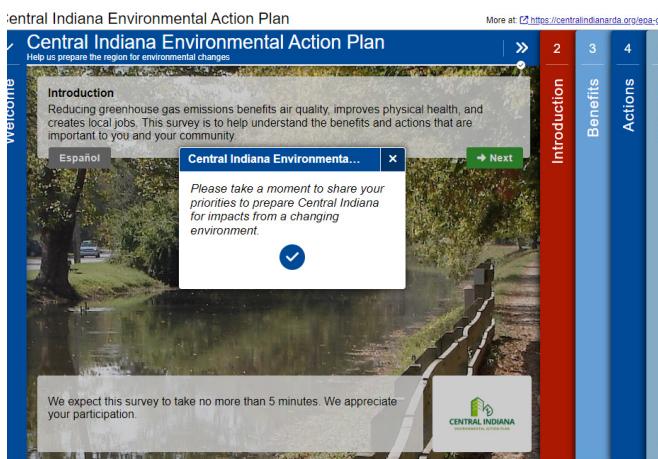
The 180 Alliance (Boone, Hendricks, Johnson, Montgomery, Morgan, and Putnam Counties) developed projects for their \$20M Regional Economic Acceleration and Development Initiative (READI) grant from the Indiana Economic Development Corporation (IEDC). Each county had several projects ranging from housing and trail master plans to wastewater treatment plants and roadway improvements. Two of the projects were completed in 2023: the Heritage Lake Wastewater Treatment Plant expansion by the Clear Creek Conservancy District in Putnam County and the Boone County Housing + Utility Study. The Heritage Lake project prevents the development around Heritage Lake from a sanitary sewer ban and will allow build out of the development with adequate wastewater treatment capacity. The Boone County housing + utility study is considering the housing needs of Boone County alongside the utility capacity in the western communities of Jamestown, Thorntown, and Advance as the county prepares for continued growth and the IEDC investment in the Boone County LEAP District. Two regional scale projects, 180 in Color and 180 Makeover, are soliciting projects for those programs. The 180 in Color program is for public art and murals, while the 180 Makeover program is for downtown development, including facades, interior improvements for accessibility, streetscape improvements, and similar investments.

The 70-40 Mount Comfort Corridor region (Hancock County and eastern Marion County) obligated all \$5M of their READI grant. The five projects in their portfolio include:

- Amplify Hancock - an education/training facility
- John Marshall Opportunity Hub - an education/training facility in Indianapolis
- Gleaners Food Distribution Center at the John Marshall Opportunity Hub - a new food distribution center
- Ninestar Wastewater - a wastewater project in the Ninestar service territory in western Hancock County
- Talent Rich - a Black entrepreneurship program in Warren Township Schools by InnoPower in partnership with the schools, Ivy Tech, and the Sagamore Institute.

CENTRAL INDIANA ENVIRONMENTAL ACTION PLAN PUBLIC ENGAGEMENT

IMPO partnered with the Central Indiana Regional Development Authority (CIRDA) to develop the first of three deliverables associated with the Central Indiana Environmental Action Plan. The CIRDA was awarded a \$1 million planning grant from the U.S. Environmental Protection Agency to develop a regional plan for reducing greenhouse gas (GHG) emissions and other harmful air pollution. Following the development of a GHG inventory, low-income and disadvantaged benefit analysis, and identification of GHG reduction strategies, Central Indiana communities would become eligible for over \$4 billion in implementation funding.



The screenshot shows the Central Indiana Environmental Action Plan survey interface. It features a large image of a park with a path and trees. A pop-up window in the center says: "Please take a moment to share your priorities to prepare Central Indiana for impacts from a changing environment." Below the image, a message says: "We expect this survey to take no more than 5 minutes. We appreciate your participation." The survey has a progress bar at the top right with steps 1, 2, 3, 4, and 5. Step 2 is highlighted in red and labeled "Introduction". Step 3 is "Benefits", Step 4 is "Actions", and Step 5 is "Impact". There are also links for "Español" and "Next".

Central Indiana Environmental Action Plan MetroQuest Survey



Public Engagement in Shelbyville



A screenshot of a Facebook post from the Hoosier Environmental Council. The post features a large image of the Indianapolis skyline with the text "CENTRAL INDIANA ENVIRONMENTAL ACTION PLAN" overlaid. Below the image, the text reads: "SUSTAINABLE ECONOMY: IMPO & CIRDA SEEK INPUT ON REGIONAL CLIMATE PLAN". The post has 1,161 likes, 3 comments, and 1 repost. It was shared by "Enrick San Pedro and 4 others".

Hoosier Environmental Council Sharing the Survey on Social Media



Public Engagement at Indy Car Free Day



Tabling at Indy Car Free Day Indy



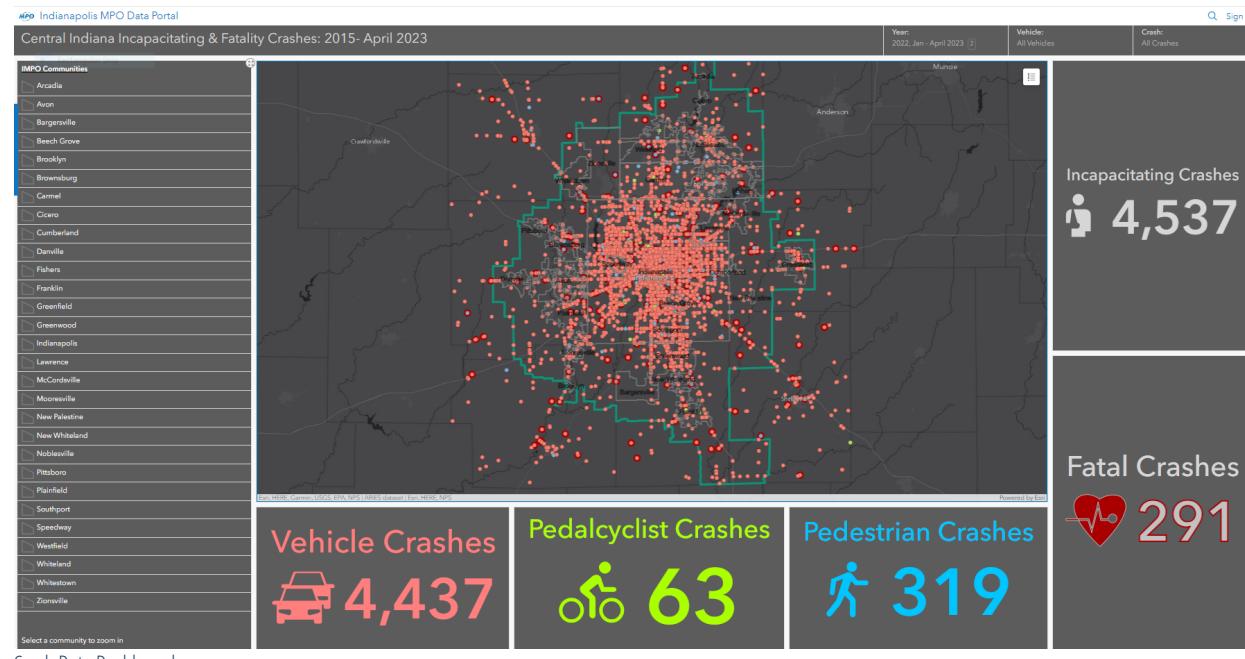
WE INFORM

CRASH DATA CLEANUP

In 2023, the IMPO continued the effort to correct the locations of ARIES (Automated Reporting Information Exchange System) crash records. The ARIES records are the official crash record repository for the State of Indiana, but these records have issues with locational accuracy that make its data difficult to analyze. Since 2017, the IMPO has corrected the locations for all crash records involving fatalities or incapacitating injuries.

In the past, the IMPO cleaned the crash records locations and updated the crash dashboard

yearly, completing the project by November for the previous year's data. This created an issue with reporting and having up-to-date data on the dashboard. Going forward, IMPO will be cleaning the crash data quarterly to minimize the lag in the data. 2023 was a catch-up year where the IMPO cleaned the 2022 and 2023 data. So far in 2023, over 4,200 crashes from 2022 and the beginning of 2023 have been reviewed and corrected, and the Crash Dashboard currently displays almost 30,000 corrected crash records. The Crash Dashboard will display all of the 2023 data by March 2024.





DATA PORTAL

A team of four members from the IMPO staff spearheaded the creation and implementation of the IMPO Data Portal. The launch of the portal took place on June 1, 2023, coinciding with the IMPO's third anniversary as an independent regional planning agency for Central Indiana.

The IMPO Data Portal is now accessible online through the ESRI ArcGIS Online (AGOL) tool set. Serving as a central information hub, the site features interactive maps, digital story maps, dashboards, and an open data portal. This portal grants the public access to a variety of curated data sets and reports compiled by the IMPO.



Data Portal Social Media Graphic

 Indianapolis MPO Data Portal

Home

Other Resources

Contact Us



Apps & Dashboards

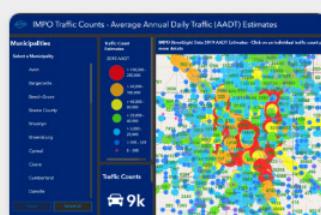
View some of our most popular apps, map viewers, and data dashboards:



Crash Data Dashboard

Analysis of Vehicle, Bicycle, and Pedestrian Crashes within Central Indiana

[View](#)



StreetLight AADT Estimate Dashboard

StreetLight AADT Estimate Dashboard -2022 data. Contains data for Boone, Hamilton,...

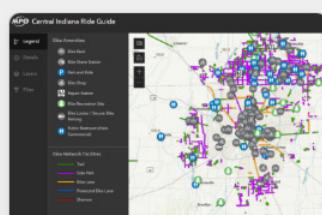
[View](#)



MTP Projects Viewer

This viewer app displays the 2050 MTP Projects as recently amended in Q1 2023 visualiz...

[View](#)



Central Indiana Ride Guide App

The Ride Guide is a resource for bicyclists and bicycle network planners. It maps all of the ope...

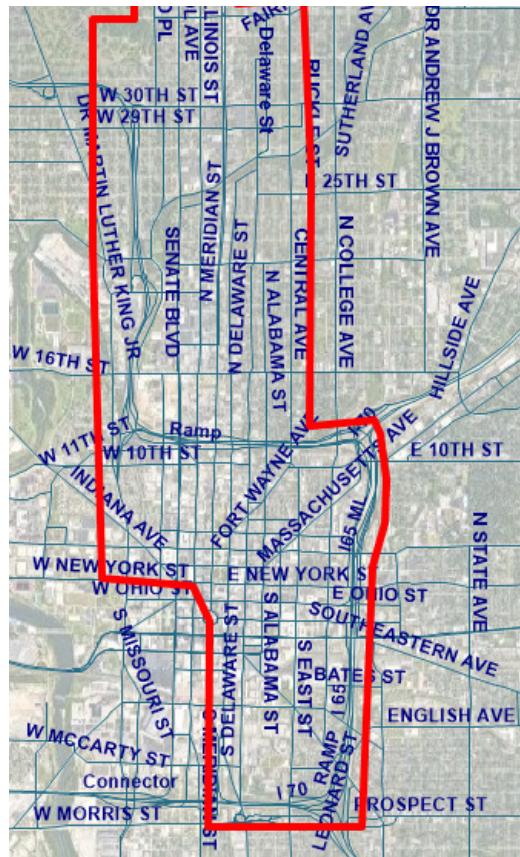
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TRAVEL DEMAND MODEL REQUESTS

The Indianapolis Travel Demand Model (ITDM) is a set of advanced mathematical models used to forecast transportation demand, and serves a variety of purposes that include supporting the Metropolitan Transportation Plan (MTP) and amendments, air quality, and local public agency (LPA) support.

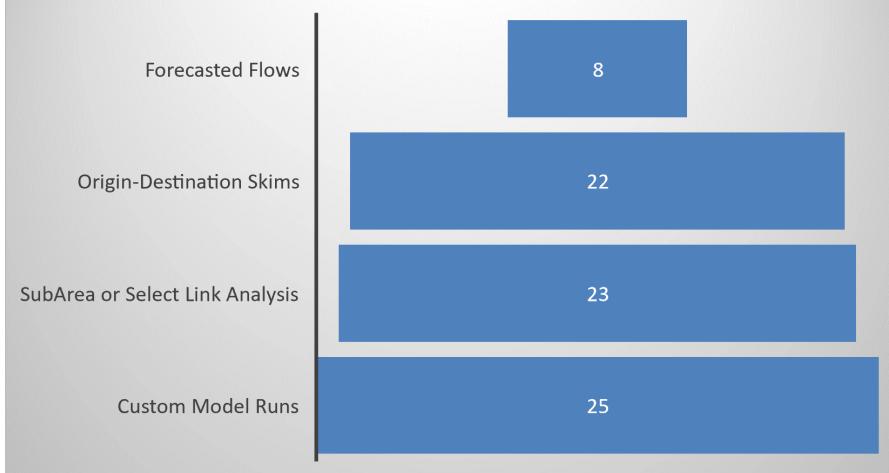
In 2023, IMPO modeling staff responded to a variety of data requests from LPAs and their consultants that ranged from model flow projections for a single project to several complex subarea and select link analysis for large projects that would impact a large geographic area. Other requests were received from INDOT to assist with their Maintenance of Traffic plans and traffic studies.

Input from the ITDM has supported a broad variety of purposes over the years. A notable 2023 example is the request for traffic modeling from the City of Indianapolis as one of the inputs for their successful application for the RAISE Discretionary Grant (Rebuilding American Infrastructure with Sustainability and Equity) Program. The City of Indianapolis was awarded \$25 million for a two-way conversion project on two corridors.



Study Area

2023: ITDM Data Output Provided to LPAs



Travel Demand Model Data Output

STREETLIGHT TRAFFIC COUNT DATA

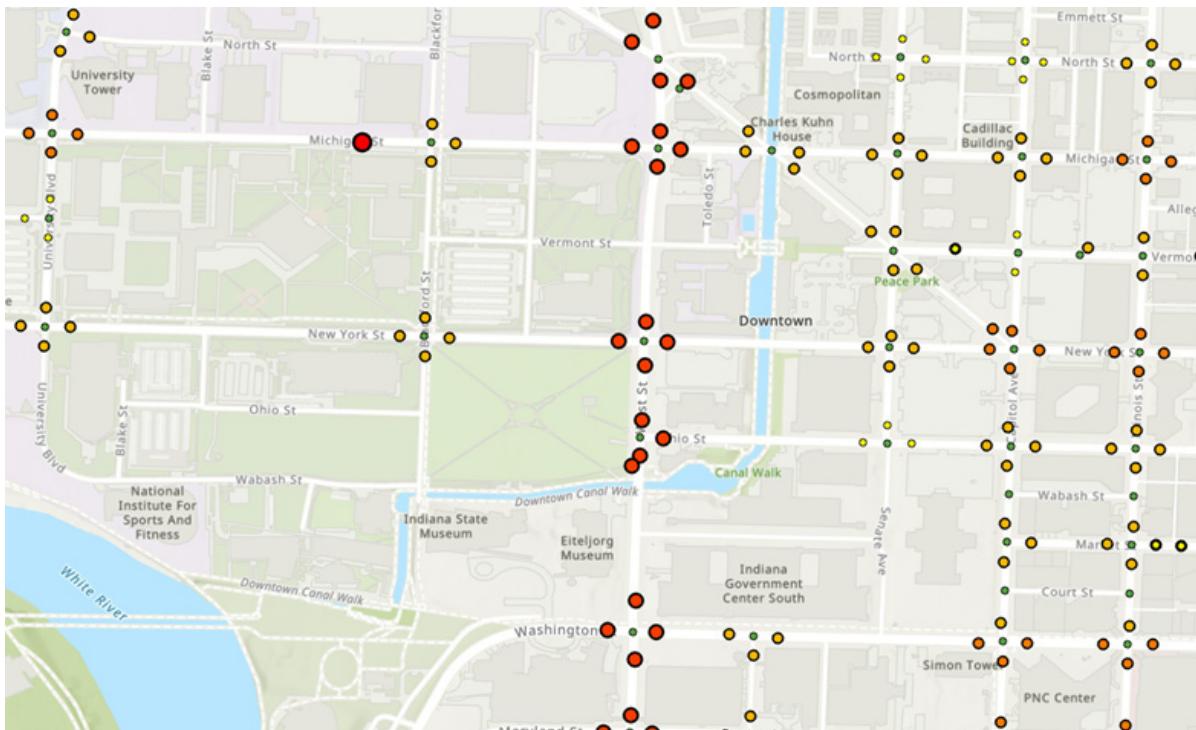
The IMPO has contracted with StreetLight Data since 2021 to provide enhanced and time-saving transportation planning capacity in the form of online access to origination/destination travel data, traffic counts (AADT), and other data analytics and web application services.

The IMPO's agreement with StreetLight includes direct access to the StreetLight website for IMPO staff. IMPO staff may work on IMPO planning projects and provide analysis and data to support IMPO member applications for IMPO grants and IMPO-funded project implementation needs (e.g., project design, planning studies, and project impact review).

The IMPO StreetLight agreement also allows the IMPO to authorize StreetLight access for up to 10 registered consultants to work on IMPO and IMPO-funded member projects and applications. These 10

slots may be reassigned so that once a consultant has finished with a project, that slot can be assigned to someone else. The StreetLight data has been an essential asset to the IMPO and our LPAs. The IMPO has been able to use the StreetLight data for many projects, including traffic volumes for the 2023 Intersection Safety Studies.

An example of a data request IMPO received in 2023 was from Indianapolis DPW. They were interested in identifying the top twenty-five highest volume signalized intersections. This data, paired with data provided by AES and their operations crews, could then be used to determine what intersections they should consider for a battery backup power system. IMPO was able to use the AADTs approaching each intersection in Indianapolis to provide a sum of the total volume of each intersection to come up with a prioritized listing of signalized intersections in Indianapolis.



StreetLight AADT Estimates

VISION ZERO TOOLKIT

The Indianapolis MPO's Transportation Policy Committee signed a resolution in 2022 that recognized that traffic deaths and serious injuries are not inevitable, that there is no acceptable number of traffic deaths and serious injuries on our roadways, and established a commitment from the Committee to reduce serious and fatal crashes by 35% by the year 2040.

One tool the IMPO is providing to encourage movement toward that crash reduction goal is the Vision Zero Toolkit. The toolkit provides

information to allow communities to pursue a reduction in transportation deaths and serious injuries in whatever way fits that community best. With educational materials, information-packed brochures, an inspiration guide of design ideas, and customizable graphics, communities can use these resources to create their own Vision Zero strategy or plan.



Cover of the Vsion Zero Toolkit

The toolkit includes:

- A section on "What is Vision Zero?"
- Information on collecting data and setting benchmarks to measure progress
- Examples of planning and policy strategies from across the country
- Specific design strategies to apply effective countermeasures to sites or systems
- Communication materials to get the word out about Vision Zero
- Resources about other Vision Zero plans nationally



WE CAN DO BETTER. LET'S DO BETTER.

Information found at IndyMPO.org/VisionZero

Graphic included in Vision Zero Toolkit



Why Speed Matters Graphic

WE PLAN

REGIONAL ITS ARCHITECTURE UPDATE

Beginning in March 2023, the IMPO began a full, comprehensive update to the Indianapolis Regional Intelligent Transportation Systems (ITS) Architecture. ITS are the integrated application of various technologies and management strategies to provide traveler information to increase the safety and efficiency of the surface transportation system. The Indianapolis Regional ITS Architecture is intended to promote continued improvements in the movement of goods and people throughout the region by implementing ITS strategies, technologies, and projects. Most importantly, deploying these ITS strategies, technologies, and infrastructure will help make the regional transportation system safer, better coordinated, and more efficient.

In August, a draft of the updated architecture was shared with project stakeholders and the ITS Working Group to help engage and inform a second round of revisions. The draft was also posted as an interactive website, which will continue to be the primary method for sharing the architecture with our local agencies and the public.

An ITS training workshop was held on October 26th for key stakeholders and IMPO staff. The first half of the workshop covered how ITS plays an important role in regional transportation planning and how ITS solutions are vital in solving performance, capacity, communication, and safety issues. The second half of the workshop saw participants gain familiarity with navigating and using the website, as well as receive hands-on training with the RAD-IT software program.

The final updated ITS architecture was completed in December. In addition to the architecture update, a Transportation Systems Management Operations (TSMO) applicability analysis was completed to inform IMPO's future work in this realm. For more information on the Indianapolis Regional ITS Architecture, go to www.indympo.org/its.



ITS Workshop

On May 4, 2023, a stakeholder workshop was conducted to educate stakeholders about ITS architecture concepts and the update process to be followed for the project. Stakeholders were engaged in discussions to identify transportation system needs that ITS could address and gather stakeholder inputs to inform the architecture update.



ITS Workshop



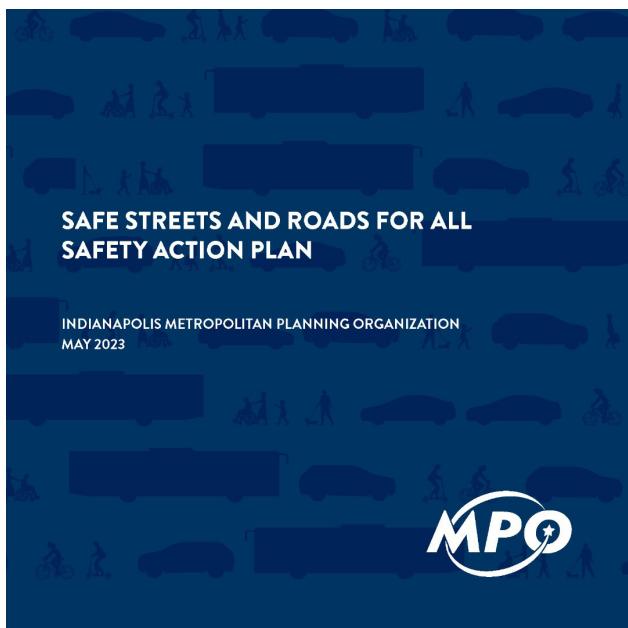
SAFE STREETS AND ROADS FOR ALL

Ensuring safe, accessible, and desirable transportation in Central Indiana is integral to the Indianapolis Metropolitan Planning Organization's (IMPO) mission. Recently, the IMPO Metropolitan Planning Area (MPA) has seen significant rises in fatal and serious traffic crashes, a trend which, without intervention, is unlikely to reverse itself. Recognizing the need to address this issue, the IMPO undertook a new traffic safety-oriented plan in 2022: the Central Indiana Safe Streets and Roads for All Safety Action Plan, also known as The Safety Action Plan.

The Safety Action Plan provides the region with critical traffic safety information and recommendations intended to assist our members in reducing serious and fatal crashes. Additionally, as part of this plan, the Indianapolis Transportation Policy Committee approved a new Vision Zero Resolution in 2022 that updated the 2018 Vision Zero Resolution to include goals and deadlines for reducing fatal and serious crashes.

In 2023, the member representatives in the Safety Committee reconvened to update the Safety Action Plan. Key updates included:

- A high injury network (HIN) crash type analysis providing information on what type of crash was most common on each corridor of the HIN network.
- An update to the systemic safety analysis, which identifies what road features contribute the most to crashes.
- A speaker event on the role that infrastructure and road design play in crashes, presented by Jessie Singer, author of "There Are No Accidents".



Safety Action Plan Cover



Safety Action Plan Social Media Graphic

ANNUAL SAFETY REPORT

In 2022, the Indianapolis Transportation Policy Committee updated the 2018 Vision Zero Resolution to include goals and deadlines for reducing fatal and serious crashes. The 2022 Vision Zero Resolution sets forth a goal of reducing serious and fatal crashes by 35% by the year 2040. As part of this commitment, the IMPO created the Annual Safety Report to provide additional transparency for tracking progress towards this goal and addressing traffic safety issues.

Major findings from the 2023 Annual Safety Report include:

- The Vision Zero Resolution of a 35% reduction in fatal and serious crashes by 2040 uses the statistics from 2020 as a baseline. In order to achieve Vision Zero, fatal and serious crashes need to annually decrease 1.75% from the 2020 numbers. In 2021, the metropolitan planning area (MPA) saw an overall increase in fatal and serious crashes by 16%.
- In 2021, the number of fatalities in the MPA totaled 184 people. An additional 4,185 people were seriously injured and transported from the scene by ambulance. Though fatal crashes remained nearly flat from 2020 to 2021 (182 vs 184 deaths), these numbers represent a dramatic increase from 2019 fatal crashes, which numbered 140.
- Out of all the fatal and serious crashes, 93% were vehicle-only crashes, with 6% and 1% involving pedestrians and bicyclists, respectively. When filtering to look only at fatal crashes, the percentage of crashes jumps to 18% for pedestrians and 4% for bicyclists, demonstrating the extreme vulnerability of those outside of a vehicle.



MPO Safety Icon for Social Media

CENTRAL INDIANA HOUSING STUDY



Housing Study Logo

As part of the IMPO's work towards advancing the Central Indiana region and recognizing the importance of housing in its long-term success, the IMPO kicked off the Central Indiana Housing Study at the beginning of 2022. The Housing Study assesses housing pricing and availability by type and quantifies how that compares to what the population wants and can afford, and proposes policy solutions for issues identified at the regional level. It also integrates previous work done by the IMPO and external organizations and provides a cohesive picture of the importance of diverse housing options in supporting Central Indiana's continued growth and vibrancy.

The process for the Housing Study heavily emphasized engagement with various stakeholders throughout the region to better understand differing perspectives and strive to create consensus on long-term goals related to housing. The Steering Committee – composed of local public agency member representatives, non-profit developers, for-profit developers, housing advocates, funders, and other housing institutional stakeholders – provided direct feedback on the different components of the Housing Study that was then incorporated. Dozens of other entities from across the region were interviewed in separate stakeholder conversations. Three different meetings were also set for municipal staff; one at the beginning of the process to record thoughts, concerns, and other observations on housing; one at the halfway point to provide a check-in regarding progress; and one at the conclusion of the study. A combined open house and public speaker event on housing revealed preliminary results to the public in September.

METROPOLITAN TRANSPORTATION PLAN

Introducing the CIRCLE 2050 MTP! The IMPO updates the Metropolitan Transportation Plan (MTP), a regional, long-range transportation plan, every four years. The current plan, the 2050 MTP, was approved in 2021, but decennial Census data was released in 2022, providing the IMPO with an opportunity to update that MTP with new information.

Central Indiana: Reflect, Create, Lead, Excel (CIRCLE) 2050 MTP will include updated goals, information about regional transportation trends and projections, and an updated list of proposed major transportation projects through 2050.

To support the CIRCLE 2050 MTP, the IMPO performed an update to the Regional Activities Centers to include more recent data and refine the list of existing and emerging activity centers. The boundaries were also expanded to identify Regional Activity Centers in Madison County. In addition, the IMPO updated the Preferred Land Use Scenario for the region to reflect newer data. The methodology for the Preferred Land Use Scenario remained the same; only the regional data was updated to reflect the most recent information.



MTP Update Logo



Circle 2050 Focus Group with SEND

REGIONAL RESILIENCY SNAPSHOT

The Indianapolis MPO initiated the Regional Resiliency Snapshot planning process to assess how well the Central Indiana region was prepared to handle future shocks, stressors, or threats. There were three main goals of the Regional Resiliency Snapshot, including assessing regional resilience, analyzing transportation assets for vulnerabilities, and positioning the region to pursue federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program discretionary funding.

The planning process began with identifying the region's most important resources. These resources were broken into three categories: social capital, natural capital, and financial capital. Next, the planning process included the prioritization of potential threats. These threats were both physical and non-physical and covered various areas, including extreme heat, flooding, population fluctuation, policies and misinformation, and more. The initial threat list was pulled from a review of the region's existing county multi-hazard mitigation plans and the State of Indiana's multi-hazard mitigation plan. The public and stakeholders provided input to identify the top threats to consider in the planning effort. The public was highly focused on threats like climate change, the urban heat island

effect, and policy and civil disturbance. Stakeholders prioritized air quality, extreme temperature, and flooding.

As part of the planning process, IMPO conducted an assessment of transportation infrastructure that produced a prioritized list of projects based on two scores- risk and criticality. The risk score used the Federal Highway Administration's (FHWA) Vulnerability Assessment Scoring Tool (VAST) that analyzed the vulnerability of the transportation asset to extreme heat, flooding, tornadoes, and winter storm/snow. The criticality score evaluated the asset's importance to the functioning of the transportation network by assessing importance, usage, and socioeconomic conditions around the asset. The assessment included roads on functional classes 3-6 and bridges located on these assets as well.

The Regional Resiliency Snapshot engaged a broad group of stakeholders, with some participating in an IMPO planning process for the first time. Stakeholders were highly engaged throughout the process and demonstrated an appetite for regional environmental planning.

IMPO presented the Regional Resiliency Snapshot at the 2023 Association of Metropolitan Planning Organizations Conference.



Resiliency Snapshot Tabling at the Plainfield Farmers Market

CENTRAL INDIANA TRAIL-ORIENTED DEVELOPMENT

Central Indiana has several major trails and greenways, such as the Monon, Nickel Plate, Fall Creek, Pennsy, B&O, and Midland Trace trails. Some of these regional trails have vibrant and successful development centers along them, including Broad Ripple, the Carmel Midtown and Art & Design District, and the Nickel Plate District in Fishers. Other trails are lacking recognizable centers of activity or on the cusp of establishing them. The intention of the Trail-Oriented Development (TrOD) plan is to identify success factors for TrOD, potential nodes for development on the existing and planned trail network, potential development guidelines, and provide potential tools for overcoming identified obstacles to success. Plan completion is expected in Spring 2024.



TrOD Public Engagement on the B&O Trail in Brownsburg



Indianapolis City-County Councilor, Dan Boots, Participating in a Mapping Exercise at a TrOD Open House in Broad Ripple

ACTIVE TRANSPORTATION PLAN



Active Transportation Plan Logo

In early 2023, the IMPO began the creation of an Active Transportation Plan for the Central Indiana region. This new plan carries forward our previous bicycle and pedestrian planning efforts that previously existed separately as the Regional Bikeways Plan and the Regional Pedestrian Plan. With our current effort, analysis and recommendations are expanding to include shared and electrified mobility options, which continue to increase in both geographic spread and trip volume within our region, as well as interaction with existing transit systems like BRT and local bus service.

The Active Transportation Plan Steering Committee was formed early in the project to help guide decision-making at critical points along the way. Consisting of community members and local professionals, the committee will have met four or five times throughout the project's completion. A survey was created and advertised during June and July to collect public feedback about the goals and objectives of the plan, as well as what should be prioritized when it comes to funding opportunities. The project team attended local events, including the Earth Day Indiana Festival and a summer concert in Greenfield, to get additional in-person participation. In addition, four focus groups were held with even more community members, area experts, and local agency representatives to get more in-depth insight into our regional challenges and other efforts already underway.

In mid-July, IMPO hosted Olatunji Oboi Reed, President and CEO of Equiticity, to talk about equity in active transportation as part of the IMPO 2023

Speaker Series. Prior to the main event, a morning roundtable discussion was held with members from both the project steering committee and the focus groups.

The Active Transportation Plan is scheduled to be completed in June 2024. For more information, visit the project page at www.indympo.org/atp



Public Engagement in Greenfield, IN



Tabling at Indianapolis Bike to Work Day

WE FUND

TIP BY THE NUMBERS

Number of projects in the 2024-2027 TIP: 323

Total cost: \$4,001,500,777

Federal or FFE funds obligated in the central Indiana region in SFY 2023 was \$552,421,254

- » Road and Highway: **\$416,693,228 (75%)**
- » Transit: **\$64,996,887 (12%)**
- » Bridge: **\$37,123,512 (7%)**
- » Other: **\$22,965,549 (4%)**
- » Bike and Pedestrian: **\$10,642,078 (2%)**

Formal Amendments Processed: 93

CONSTRUCTION IN 2023

Active Transportation

- » School Zone Flashing Beacons: **24**
- » Trail/Path Grade Separation: **1**
- » Trail/Path Bridge: **1**
- » Miles of New Trails and Multi-use Paths: **3.1**
- » Pedestrian Crash Focus Areas: **2**
- » HAWK signals: **5**

Bridges

- » Bridge Rehabilitation: **2**

Transit

- » FTA for Electric Buses: **1**



IMPO Funded roundabout in Greenwood



Yandes Street Brick Reconstruction

CONSTRUCTION IN 2023

Roads and Intersections

- » Miles of Road Reconstruction: **1.36**
- » Miles of Pavement Rehabilitation: **1.75**
- » Miles of Road Resurfacing: **2.93**
- » Roundabouts: **2**
- » Interchange: **1**
- » Miles of Road Widening: **1.54**
- » Miles of Road Narrowing: **0.85**



IMPO Director Anna Gremling Presenting Funding to the City of Indianapolis, Hamilton County, IndyGo, and CIRTA

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If information is needed in another language, contact 317-327-5136. Si se necesita información en otro idioma, comuníquese con 317-327-5136.

INDOT/FHWA

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.





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