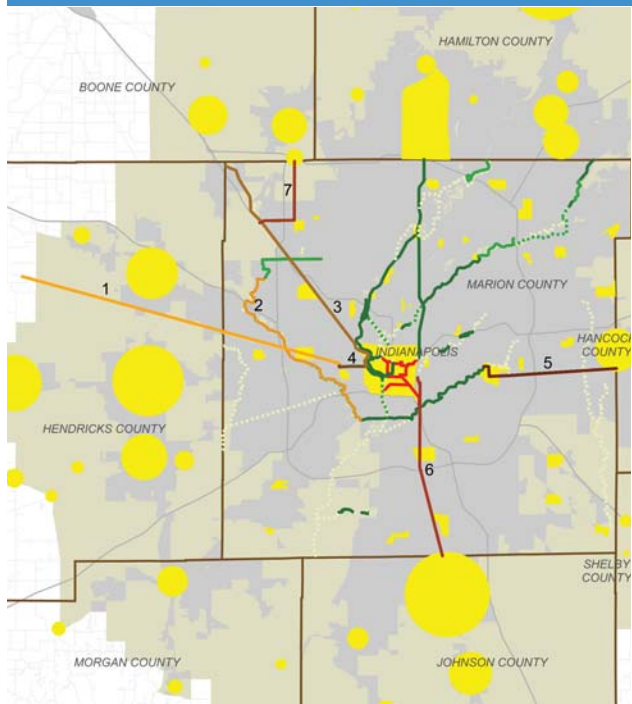


# Central Indiana 2010 Campaign



## 2010 Campaign

### Phase I Candidate Projects

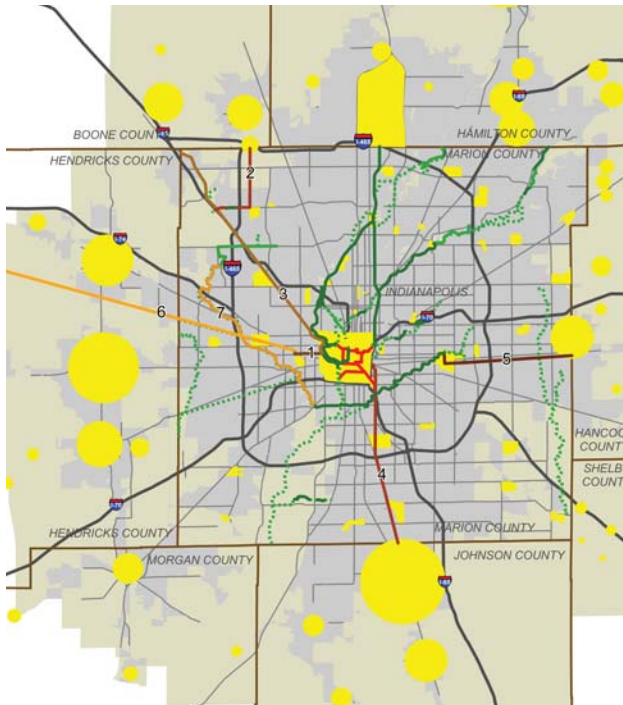
- 1 B&O Brownsburg Greenway
- 2 Eagle Creek Greenway
- 3 Lafayette Road Bike Lane
- 4 Michigan Street Bike Lane
- 5 Indianapolis Pennsy Greenway
- 6 Shelby/Madison Bike Lanes
- 7 Zionsville Bike Lanes



## MAKING THE CASE FOR ACTIVE TRANSPORTATION

June 2008





**2010 Campaign**

**Phase I Candidate Projects**

- 1 Michigan Street Bike Lane
- 2 Zionsville Bike Lanes
- 3 Lafayette Road Bike Lane
- 4 Shelby/Madison Bike Lanes
- 5 Pennsy Trail
- 6 B&O Trail
- 7 Eagle Creek Greenway

PHASE ONE HIGH PRIORITY PROJECTS		
<b>District and Lane Connections</b>		
1	Michigan Street Bike Lanes	\$1.5 M
2	Zionsville Road Connections	\$0.5 M
3	Lafayette Road Bike Lanes	\$10.0 M
4	Shelby-Madison Bike Lanes	\$5.0 M
<b>Trail and Greenway Connections</b>		
5	Pennsy Trail	\$11.7 M
6	B & O Trail	\$13.5 M
7	Eagle Creek Greenway	\$17.0 M
<b>Hub and Neighborhood Connections</b>		
5a	Ritter Ave Urban Greenway Connection (part of the Pennsy Trail project, above)	
6a	Speedway Connection (part of B & O Trail project - above)	
<b>Education and Marketing</b>		
1-7	General Active Transportation Campaign	\$2.4 M

Central Indiana is progressing toward a more balanced multi-modal transportation system that can accommodate pedestrians, bicyclists, transit vehicles, trucks, and automobiles to link its communities and activities. The Rails-to-Trails Conservancy is leading an effort called the 2010 Campaign for Active Transportation, which proposes to double the federal investment in active transportation (walking, biking and transit interface) in the next federal transportation bill that is independent of other transportation funding.

This case statement presents a series of active transportation projects that link to an existing system of multi-modal resources within the region; further, these projects anchor an extended network of planned projects. The projects will link strategic locations for economic development and regional transit creation. They also fill in gaps in the existing network, including east-west connectivity and under served areas within the region. The projects fall under four categories: **Trails and Greenways**, where the active transportation is separated from the roadway, **District and Lane Connections**, which mostly constitute bike lanes or improvements within the roadway, **Hub and Neighborhood Connections**, which entail connecting the active transportation network to the transit network and to walkable district centers and finally, **Education and Marketing**.

Many projects have been identified in this case statement and the 2010 campaign committee is dedicated to continuing the effort to assist in the selection, ranking, and tracking of active transportation projects throughout Central Indiana. The viable project proposals included in this statement link to the region’s core, but provide benefits to outlying communities. Future connections will continue to connect all communities in the region that are dedicated to providing active transportation alternatives. Funding would provide the opportunity to create nearly immediate, measurable effects of active transportation investment on quality of life, economic development, health benefits, and other community objectives.

*For more information visit:*  
<http://www.indympo.org/Plans/multi-modal.htm>

