

Creating a Multi-Modal Region



Executive Summary

**INDIANAPOLIS REGIONAL CENTER & METROPOLITAN PLANNING AREA
MULTI-MODAL CORRIDOR AND PUBLIC SPACE DESIGN GUIDELINES**

AUGUST 2008



These Design Guidelines establish a common family of elements to assist the Indianapolis Regional Center and Metropolitan Planning Area in becoming a regional network of diverse, walkable, bikeable, and transit-friendly communities. It is envisioned that these communities will be linked by a comprehensive multi-modal transportation system that provides access to home, work, education, commerce, and recreation.

This vision recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region's quality of life and environmental health.

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Figure ES.1 A concept sketch showing a multi-modal corridor

EXECUTIVE SUMMARY

A balanced transportation system and quality of life in the Indianapolis region are linked. The needs of pedestrians, bicyclists, transit users and automobile operators are valued equally. Providing transportation choice will enhance both the function and aesthetics of the region's land uses and transportation system.

These Design Guidelines establish a common family of elements to assist the Central Indiana Region in becoming a network of diverse, walkable, bikeable, and transit-friendly communities. Establishing guidelines for a balanced transportation system promotes safety and accessibility throughout the region. Ultimately, a balanced transportation system will provide access to home, work, education, commerce, and recreation through transportation choice.

BASIC CONCEPTS OF MULTI-MODAL CORRIDORS AND DISTRICTS

The Guidelines are organized around Multi-Modal Districts and Corridors. These districts and corridor guidelines:

- Are identified based on land use character and transportation function.
- Explain connectivity requirements for a balanced transportation system.
- Leverage transportation infrastructure to concentrate land use intensity and economic development opportunities.

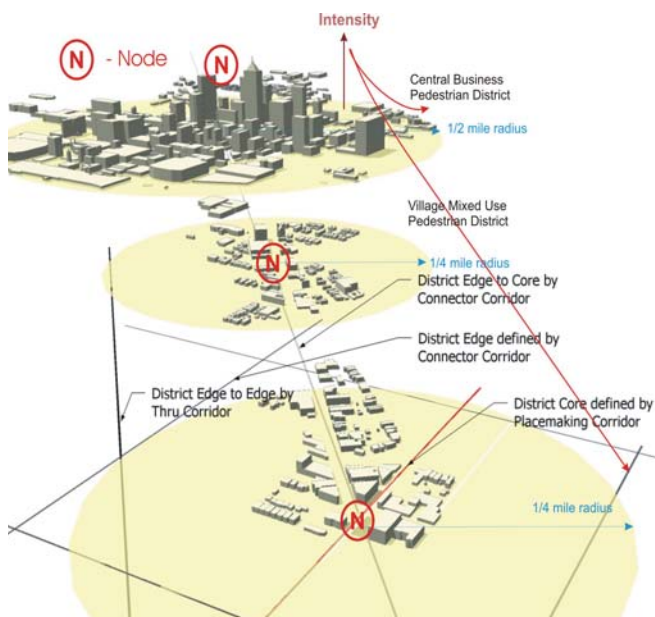


Figure ES.2 District and Corridor Relationship Diagram.

Districts are walkable and highly connected places. Nodes are hubs of intense activity and the most accessible place for people, goods, jobs and services. A transit hub, parking resources, and land use intensity are keys to district node success.

Corridors define the center and edges of districts. Placemaking Corridors support intense commercial and residential nodes at the center of the district with many people and modes converging on traffic-calmed streets. Thru Corridors form district edges and connect districts. Connector Corridors convey travelers from district edge to district center. Local corridors provide connectivity within the district.

These guidelines aspire to make the Central Indiana Region a series of connected roads and a mosaic of connected places where people want to live, work, learn, play, and invest.

MULTI-MODAL CORRIDORS AND PUBLIC SPACE GUIDELINES - OVERVIEW OF DOCUMENT

As a companion document to the Multi-Modal System Plan, the design guidelines describe the relationship between corridors and districts and what elements make-up each. Examples of many recommended multi-modal districts and corridors and their component elements are provided along with performance indicators. An overview of the methodology for how to apply the guidelines is shown on the following pages.

INTRODUCTION (SECTION I)

This section provides the background of the process and context for the multi-modal guidelines, organization and principles. A glossary of terms is also provided. For those unfamiliar with related planning efforts conducted by the MPO, this section will be a useful introduction to multi-modal transportation planning and what Indianapolis hopes to gain from implementing the guidelines.

PLANNING GUIDELINES (SECTION II)

This section describes the planning concepts behind the development of the guidelines. The guidelines describe multi-modal district types and their proposed locations in the Metropolitan Planning Area. Then, a number of corridor typologies that serve the needs of the districts are described, corridor overlays (or special characteristics pertaining to certain districts or corridors) and some recommended transitions between multi-modal corridors. Summary tables are found on foldout pages 63,64. This section will be useful to those interested in transportation planning and engineering, as well as those interested in particular applications in their region, area or neighborhood.

DESIGNING GUIDELINES (SECTION III)

This section describes the concepts behind public, quasi-public and private spaces and the elements of the streetscape (called component zones) that constitute the public and quasi-public space and streetscape. Summary tables are found on foldout pages 227,228. This section should be especially useful for those who must implement guidelines, including those in transportation management, design, engineering, and construction, as well as those who are facility or building owners.

FOLDOUT SUMMARIES

These provide quick summaries of the key features in the design guidelines (as shown below) and they also can provide schematic descriptions of key concepts. Each summary has a description on the far right of the front foldout page.

QUICK LINKS:

Planning Guidelines Summary

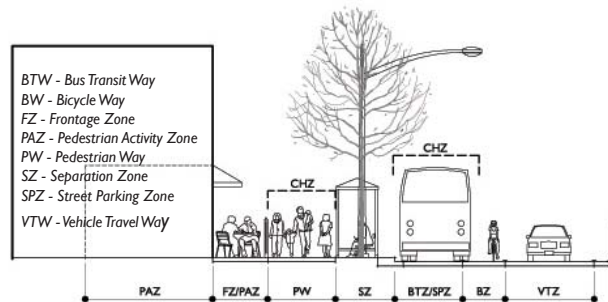
Pages 63,64

Designing Guidelines Summary

Pages 227,228

Component Zone Introduction

Pages 137-138



OVERVIEW OF METHODOLOGY

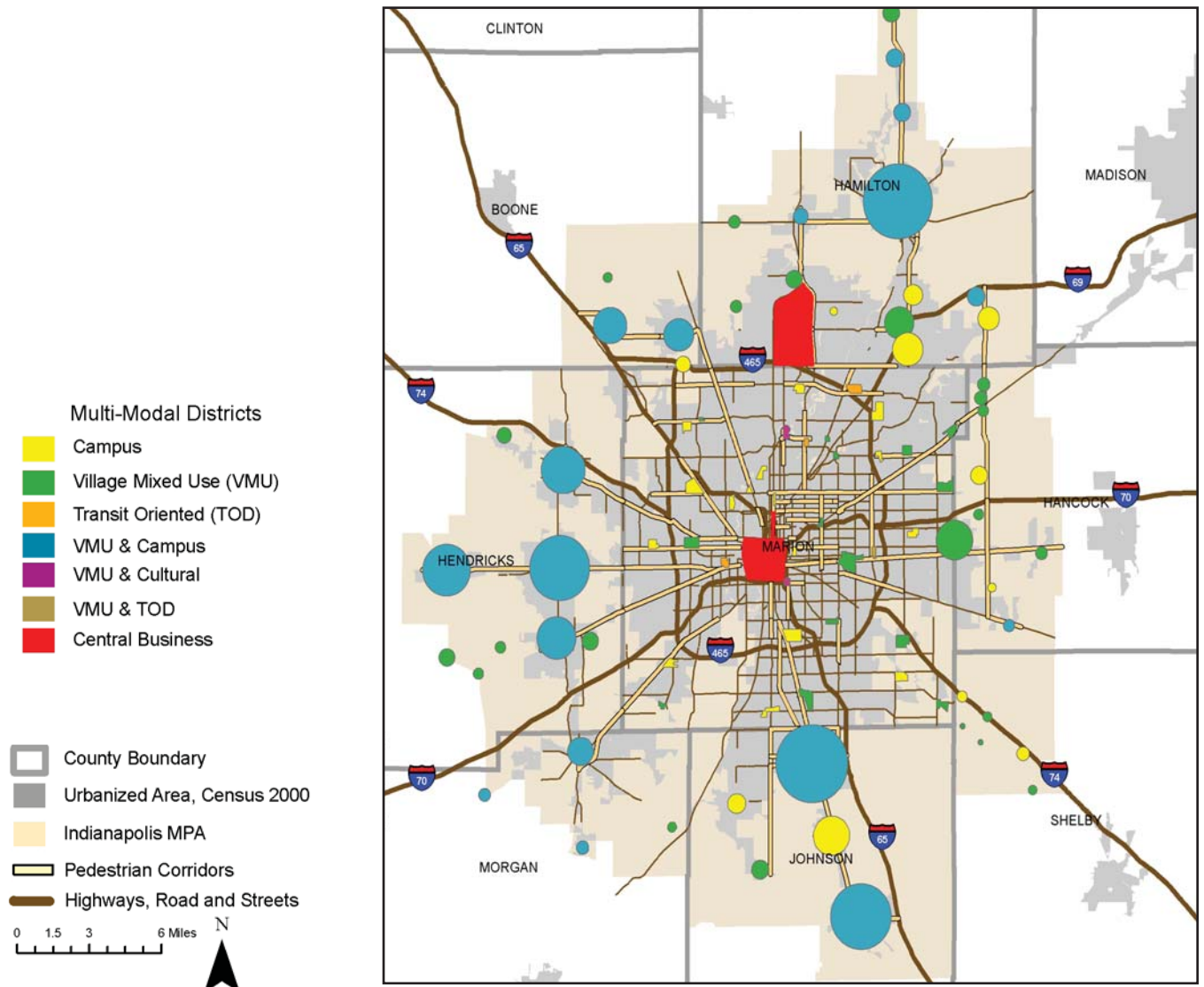
1 STEP I. IDENTIFY MULTI-MODAL DISTRICTS AND CORRIDORS

Regions can be composed of walkable districts around a central node of highest activity or intensity, not-so-coincidentally corresponding to the highest buildings of the area. These districts are framed and connected by a network of multi-modal corridors.

Walking forms the basis of our places and transportation - all trips begin and end on foot. Walking determines the scale on which we live. Our perception of a neighborhood is predicated on what we can walk to. Thus arranging our

networks to serve our walkable places caters not only to making places accessible to all ages in all ways, it enhances our quality of life.

The network is defined for the Indianapolis Metropolitan Planning Area in a separate but related document, the Multi-Modal System Plan. Using the Multi-Modal System Plan, corridors and districts are identified, along with their context in the region.

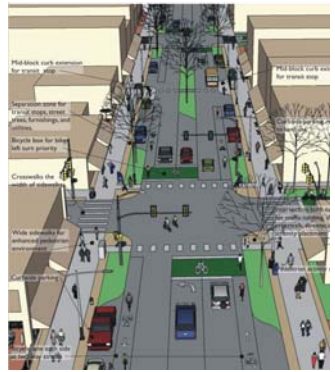


Indianapolis Metropolitan Planning Area (MPA)
Proposed Multi-Modal Districts & Corridors
 Indianapolis MPO Regional Pedestrian Plan

Figure ES.3 Regional Pedestrian Plan Map showing Multi-Modal Districts and Corridors

2 STEP 2. REVIEW PLANNING GUIDELINES FOR APPLICABLE TYPOLOGIES

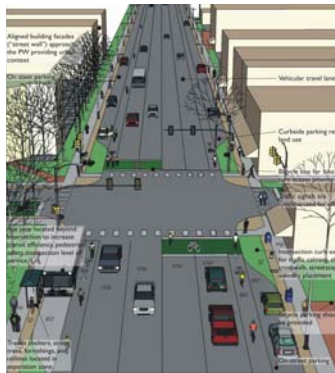
Sample Placemaking Corridor



Sample Thru Corridor



Sample Connector Corridor



Sample Local Corridor



Once the corridor and district have been determined, the next step enables the user to understand their function, performance, typology (characteristics and layout) and how they relate to each other and to their modal networks.

The basic corridor framework of the district is composed of placemaking corridors at the center containing the district node, thru corridors at the district edge and connector corridors connecting the two. Local corridors access the balance of the district.



Figure ES.4 Corridor Functions and Typologies - corridor concepts.

Figure ES.5 District Typologies - shown in both planning diagrams and images. Shown here is an image representing the Multi-Modal Campus District.

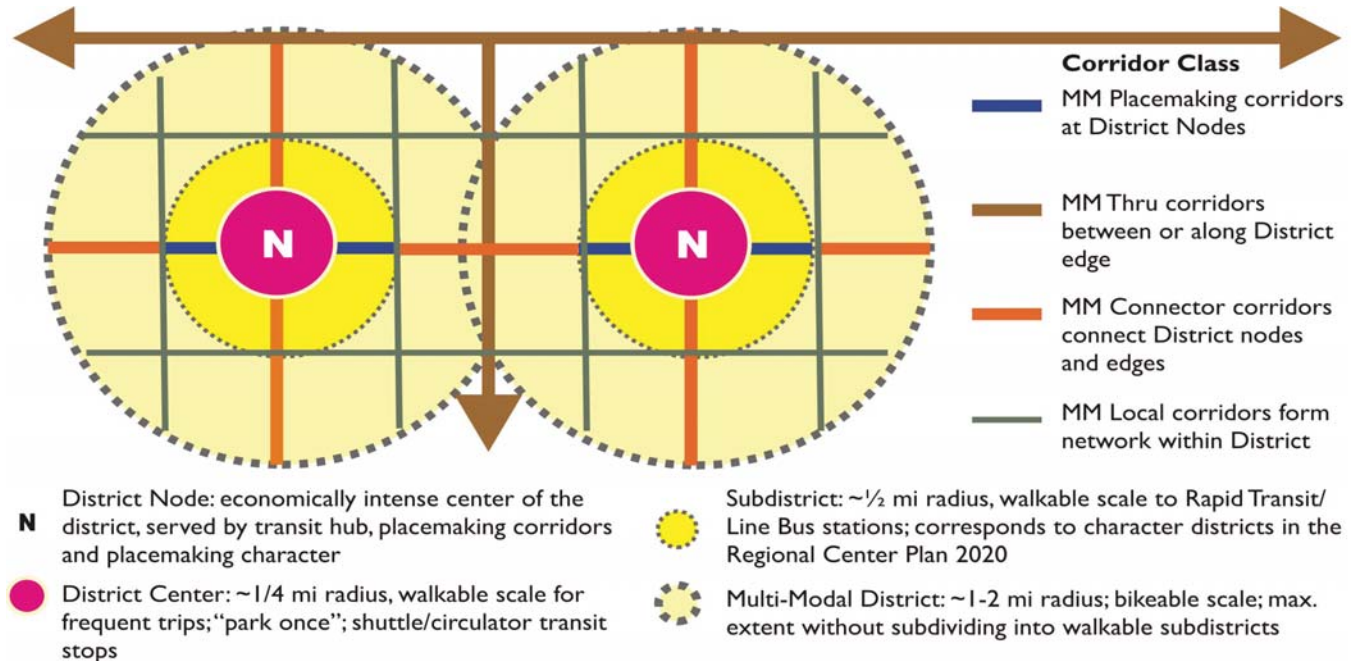


Figure ES.6 Schematic of the relationship between corridors and districts.

3 STEP 3. IMPLEMENT DESIGNING GUIDELINES

Once the user has an understanding of the districts and corridors, the corridor can be broken down into component elements of the streetscape from the Designing Guidelines section. Each component is either classified as a “way”, i.e. that continues beyond the area without interruption, or a “zone” which is an element that may be discontinuous. Each zone and way has a full description that enables the user to understand and design a functional and safe component of the corridor as a place for people in whatever mode they choose.



Figure ES.7 PAZ - Pedestrian Activity Zone Component Guidelines

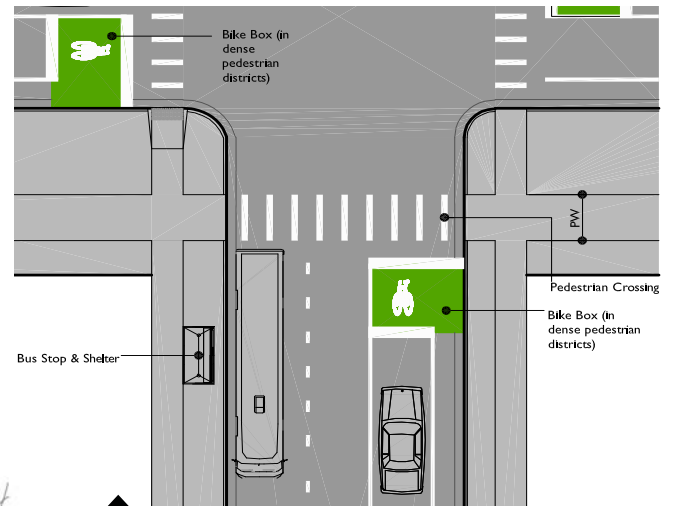
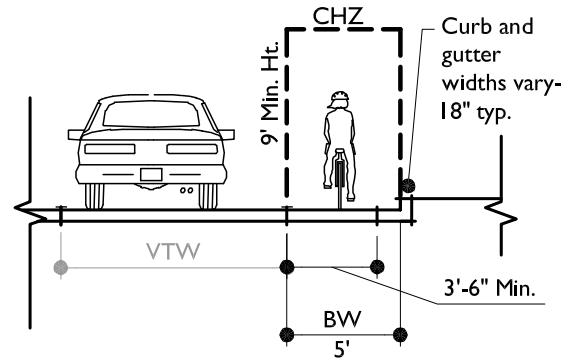


Figure ES.9 BW - Bike Way Component Guidelines

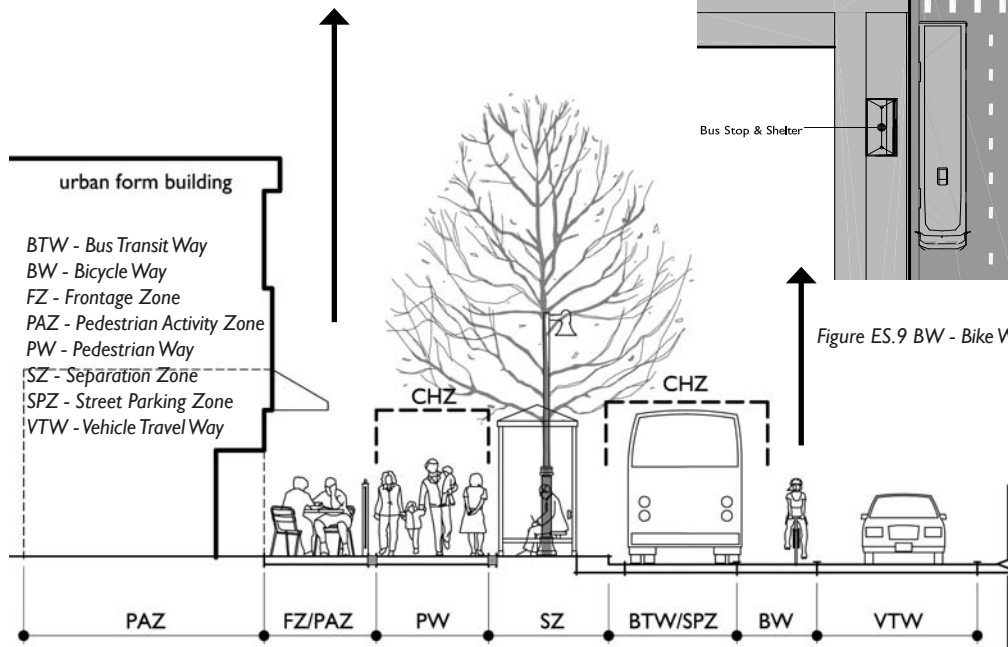


Figure ES.8 Summary Component Zone Chart - Showing how corridors are broken down into component zones and ways



For more information and to download a copy of the full document go to:
<http://www.indympo.org/Plans/multi-modal.htm>
