

Regional Overview

The Anderson MPA is located at the north-eastern edge of the Indianapolis metropolitan region and has a unique mixture of suburban, urban, and rural communities with populations ranging from less than 500 to over 54,000. Though the region developed around the city of Anderson, it is increasingly tied to the expanding Indianapolis metropolitan region. As these two regions meld together, it will become increasingly important to identify opportunities for cooperation and take steps to preserve the Anderson MPA's unique identity.

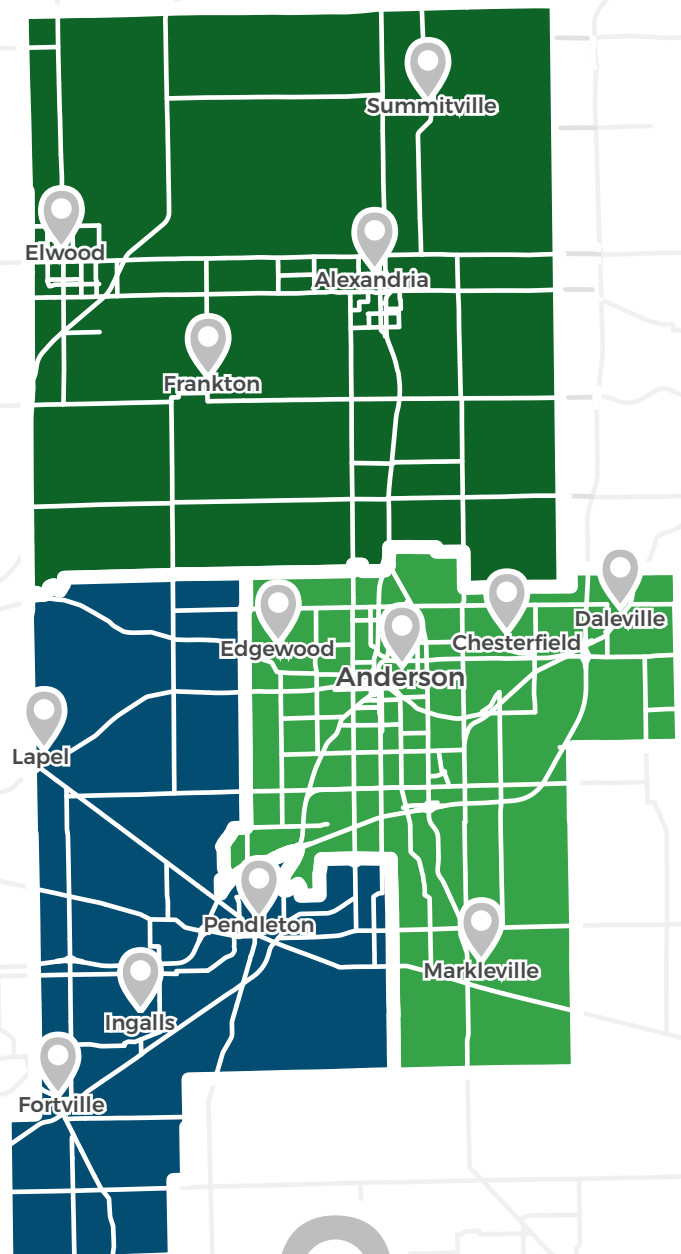
Chapter 2

People, Places, Activities, & Systems



To better understand the region, *2050 inMotion* looks at people, places, the activities that attract people to places, the transportation system that connects them, and the complex relationship between each. There are three distinct subregions within the Anderson MPA referenced throughout this document:

- **North** – This region has primarily a rural culture and context. It includes the municipalities of Alexandria, Elwood, Frankton, Summitville, and Orestes. Population loss has occurred as residents migrate to larger urban areas, as seen in many rural areas in Indiana.
- **Central-East** – This is the most urban of the subregions. It includes the municipalities of Anderson, Edgewood, Markleville, Chesterfield, and Daleville. The region continues efforts to revitalize its economy after a massive loss of investment associated with the automobile industry.
- **Southwest** – The southwest is a combination of rural and suburban development. It includes the municipalities of Fortville, Ingalls, Lapel, and Pendleton. It has seen increasing growth pressure as the Indianapolis metropolitan area continues to sprawl outward.



471 mi²

Total Metropolitan
Planning Area

109 mi²

Total Urban Area

138,074

Total Population



Figure 2.01: Study Area

Transportation System

The transportation system is a combination of components that support the movement of people and exchange of goods. It includes highways, local roads, sidewalks, bike lanes, trails, railroads, airports, and transit. It is important to inventory existing assets and assess their current performance to consider how to address future demands on the system.

Roadway Network

The Anderson MPA contains over 1,800 miles of roadway, 240 miles of which is owned and maintained by INDOT. As noted in the chart and map, these are categorized by *functional classification*—a system separating roadways based on design considerations like speed, capacity, and access to adjacent land. The

Functional Classification System established by the FHWA includes seven designations:

- Principal Arterial – Interstate
- Principal Arterial – Other Freeways or Expressways
- Principal Arterial – Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Transit Systems

There are three transit systems within the Anderson MPA: City of Anderson Transit System (CATS), Transportation for Rural Areas of Madison County (TRAM), and Hancock Area Rural Transit (HART).

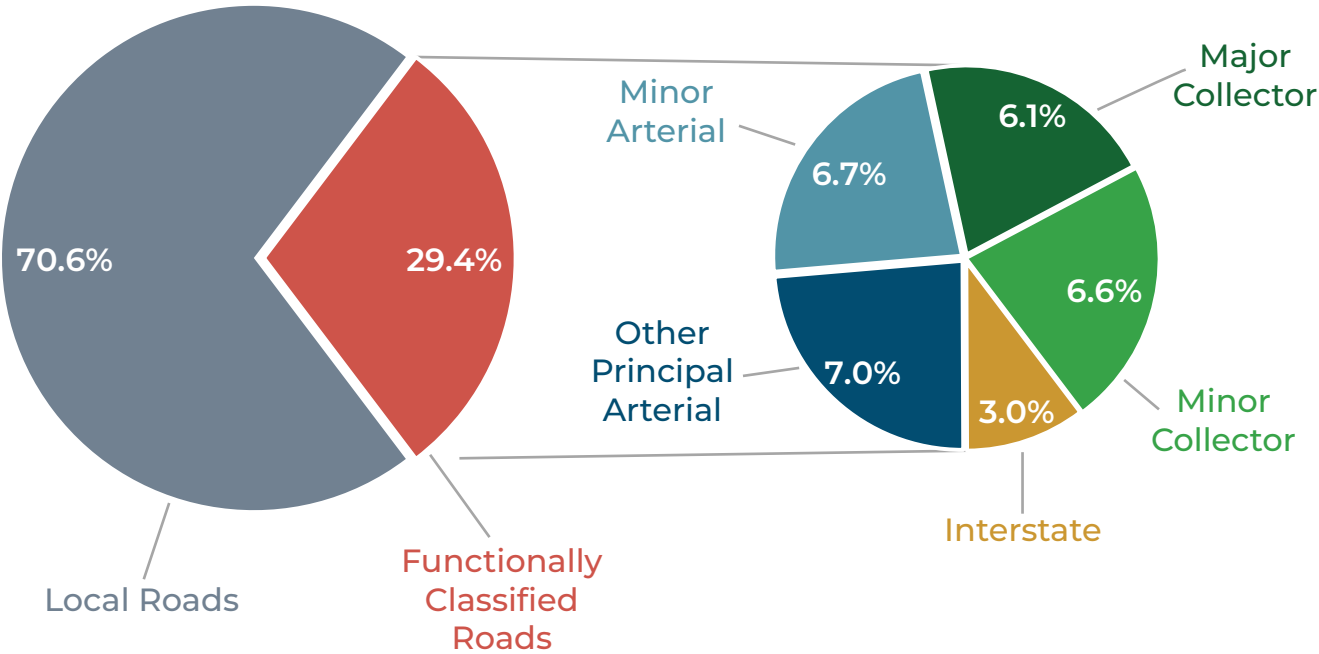
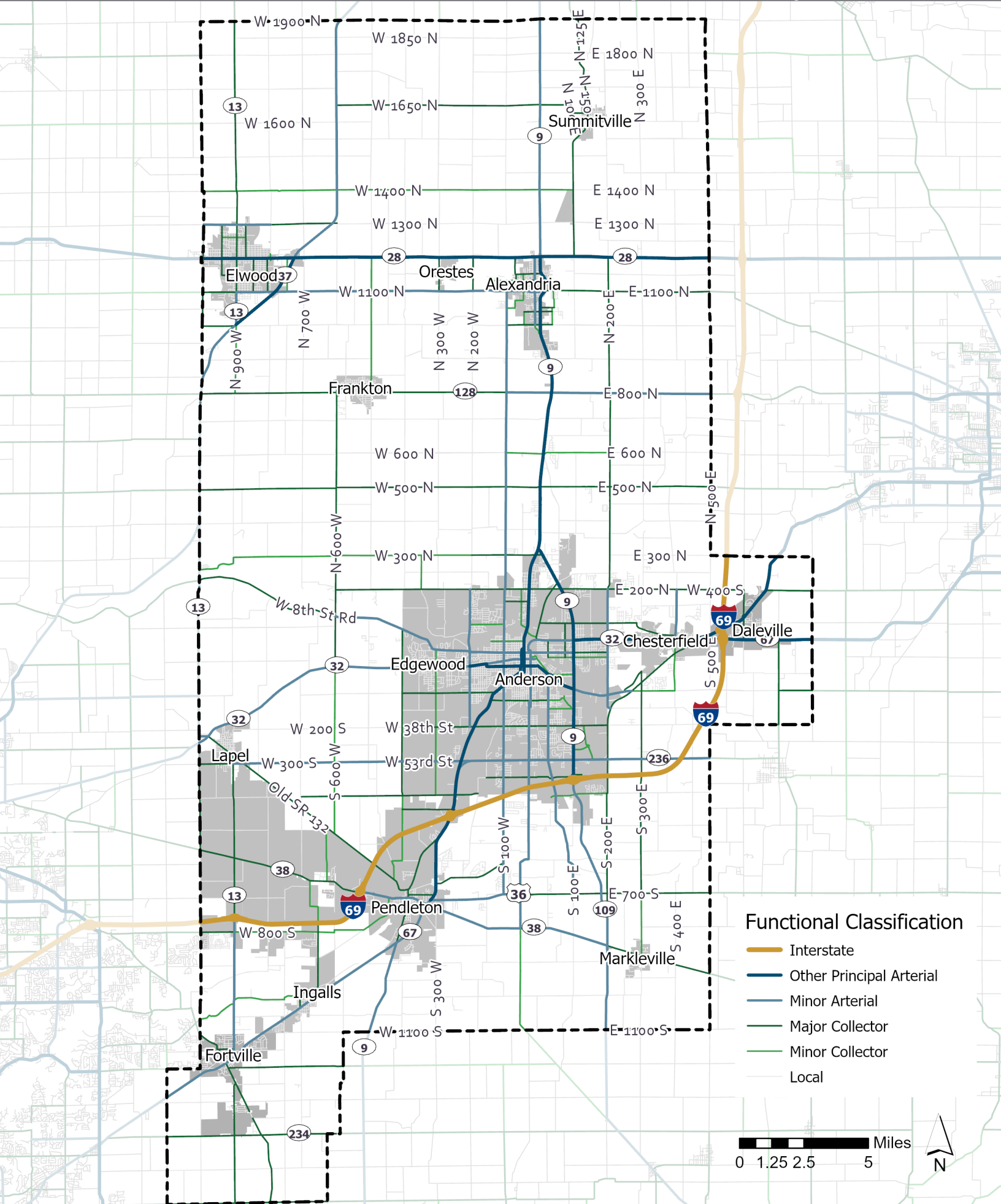


Figure 2.02: Total Road Mileage by Functional Class



CATS strictly operates within the City of Anderson and includes a fixed-route system of seven routes originating from the Anderson Transit Terminal in downtown Anderson, as well as a demand-response service called Nifty Lift.

The TRAM system is the Madison County rural, demand-response service for communities outside of Anderson. All trips within the county are eligible, except those originating and ending within the City of Anderson, since service is provided by CATS. Similarly, Hancock County Senior Services operates a rural demand-response system called Hancock Area Rural Transit (HART).

There are wider regional bus connections as well. A neighboring rural transit system, the Hamilton County Express, provides connections from the Madison County line into Hamilton County. Miller Trailways is a regional extension of the national Greyhound Bus Service offering a route between Muncie and

Indianapolis with connections in Anderson, Pendleton, and Fortville.

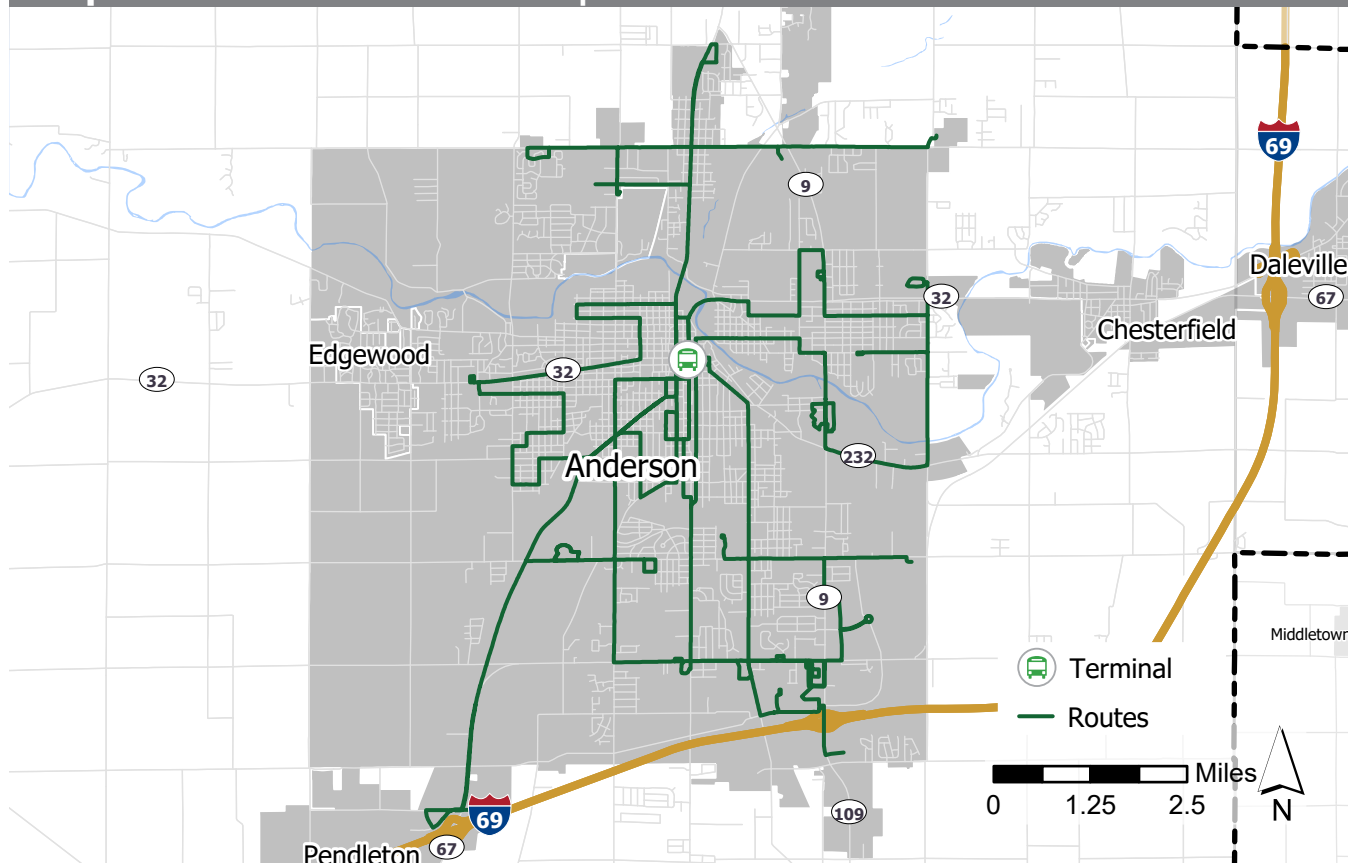
Bicycle & Pedestrian Facilities

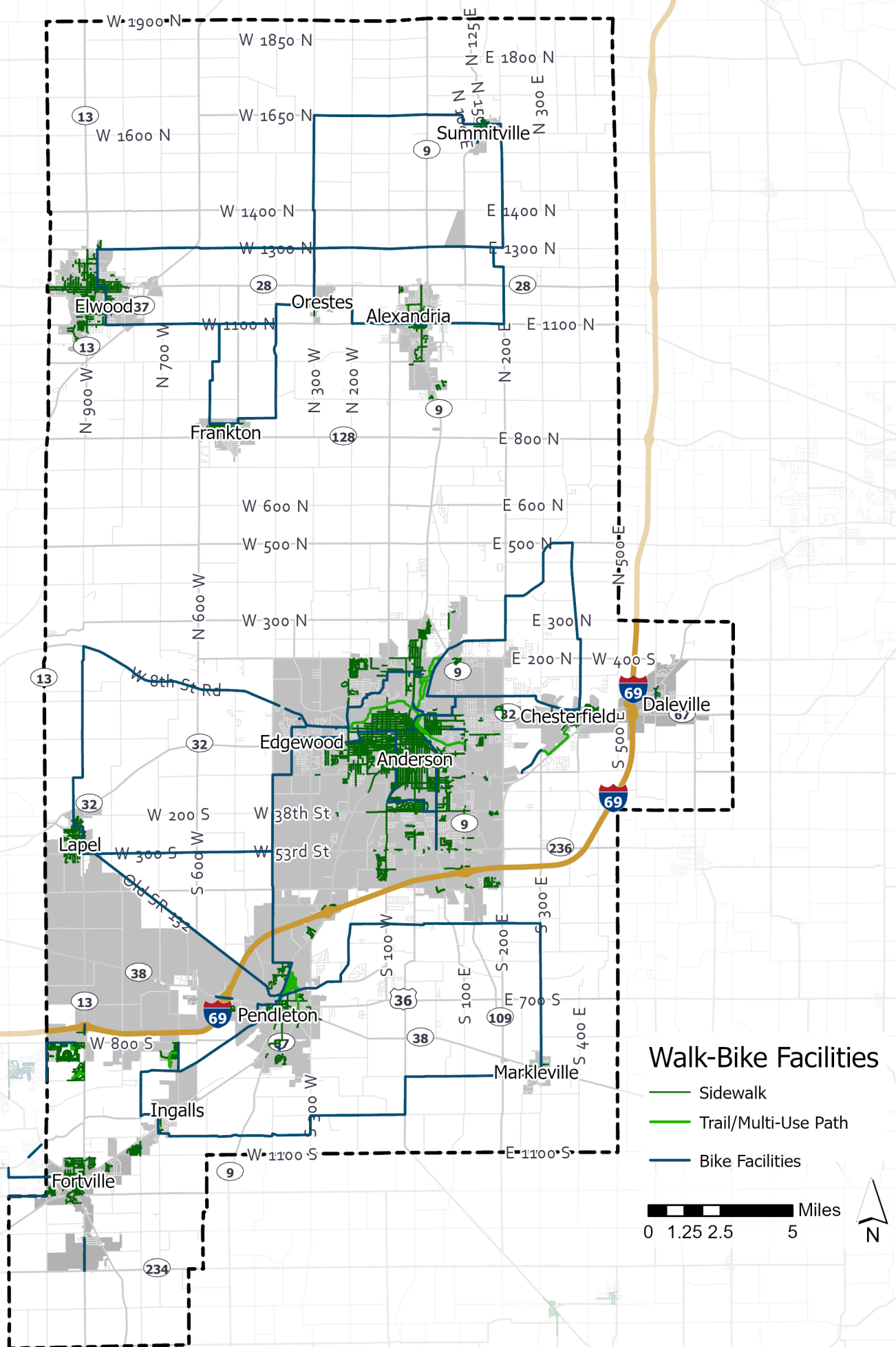
Nonmotorized trips (trips taken without a car) are supported by a combination of sidewalks, multi-use paths, trails, and bike lanes. There are approximately 426 miles of sidewalk and 23 miles of multi-use paths and trails within the Anderson MPA. Anderson also has 2.3 miles of bicycle lanes located on 8th Street and Columbus Avenue.

Along with the designated bicycle lanes, there is an on-road bicycle system known as Heartland Bikeways consisting of seven routes located on low-volume roadways. The bikeways connect communities throughout the Anderson MPA and span approximately 147 miles.

There are also five regional trail systems offering connections from the Anderson MPA to

Map 2.02: CATS Routes and Stops





other areas of the state including Indianapolis, Hamilton County, and Delaware County. These trail systems include the Cardinal Greenway, Monon Trail, Midland Trace, White River Greenway, and Pennsy Trail. The Cardinal Greenway represents an especially significant opportunity for connection to the American Discovery Trail that spans from California to Washington, D.C.

Railroad Corridors & Facilities

The rail system within the Anderson MPA includes 93.88 miles of track and is operated by three railroads: CSX, Norfolk-Southern, and Central Indiana & Western (CEIW). CSX owns the Indianapolis-Cleveland line formerly operated by Conrail. This rail line connects Fortville, Ingalls, Pendleton, Chesterfield, and Daleville. In addition to the line, CSX operates a transfer and maintenance facility on the south side of Anderson. Norfolk-Southern owns the East-West line through northern Madison County serving businesses in Alexandria, Elwood, and Orestes. The CEIW Railroad is a shortline switch and terminal for grain elevators near Emporia, Frankton, and Lapel. All three railroads include connections through the City of Anderson.

Air Service

The Anderson MPA is primarily served by the Anderson Municipal Airport located between the Town of Chesterfield and the City of Anderson along the White River. This is a commercially rated airport handling a considerable amount of traffic each year. The airport averages 53 flights per day with just under 100 aircraft based there.

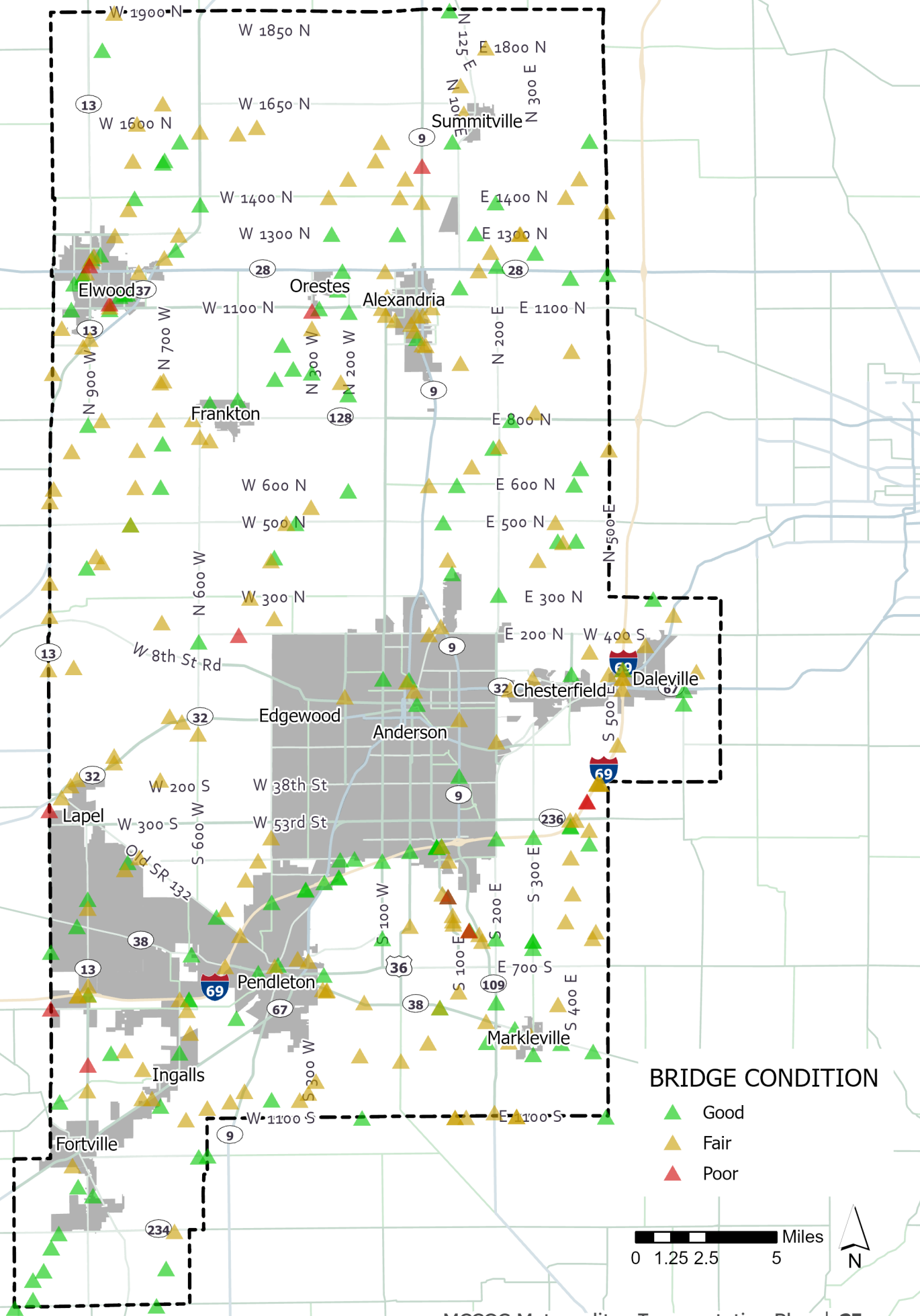
The Anderson facility provides local and national freight services. However, the Indianapolis International Airport, approximately a one-hour drive from downtown Anderson west of I-465 and north of I-70, provides commercial

passenger service to state, national, and international airports. In addition, two other smaller airports serve the broader region: the Indianapolis Regional Airport and the Indianapolis Metropolitan Airport. The Indianapolis Regional Airport, also known as Mount Comfort Airport, is located 15 minutes south of downtown Fortville. The Indianapolis Metropolitan Airport is located 0.8 miles west of I-69 near Allisonville Road.

There is also one public use airport in Alexandria, and four small private airports located near Frankton, Pendleton, and Fortville that primarily serve local recreational pilots.

Bridges

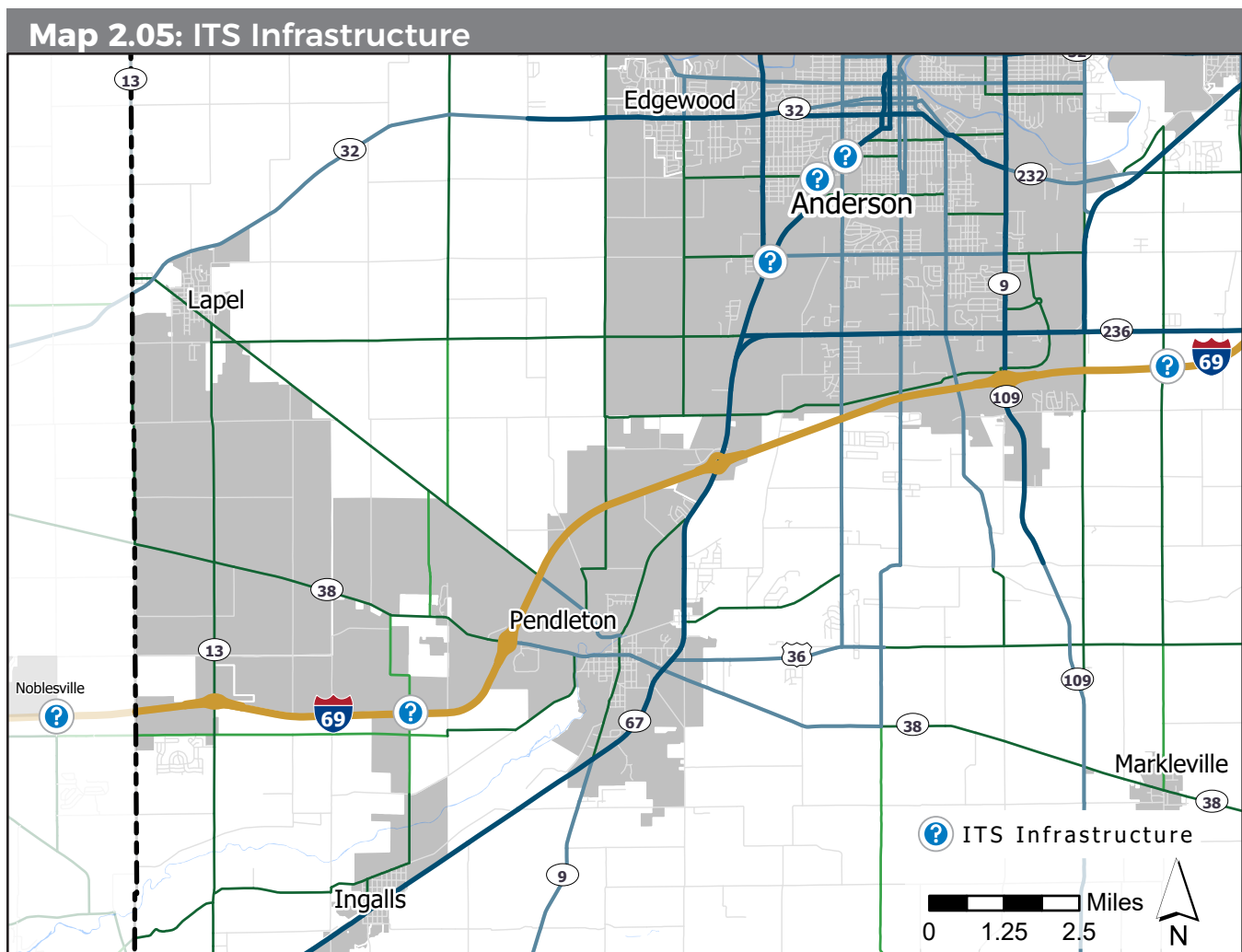
Bridge maintenance is a running concern in transportation system preservation. According to the 2025 National Bridge Inventory, which is a part of the USDOT/ Bureau of Transportation Statistics National Transportation Atlas Database, there are several bridges in the MPA which are rated as being in poor condition. These include: the SR9 bridge over Mud Creek north of Alexandria; South M St bridge over Little Duck Creek and the North C St bridge over Big Duck Creek in Elwood; SR13 over Fall Creek outside of Fortville; the abandoned railroad bridges on I-69 between Exits 226 and 232; Atlantic ave/CR S 1000W over Stony Creek near Lapel; Atlantic Rd over Thorpe Creek in Ingalls; CR N 300W bridge over Lilly Creek near Orestes; W 200N over Indian Creek, Old CR 600S over Fall Creek, and New Columbus Avenue over Sugar Run outside of Anderson. Bridges, particularly those serving high volume corridors such as I-69 and SR 13, are critical infrastructure assets. Dysfunction in these facilities can have significant impacts on public safety and security by compromising incident response and emergency evacuation plans.



ITS Infrastructure

Intelligent Transportation Systems (ITS) are intended to increase system efficiency and enhance mobility and security. ITS refers to a wide range of technological methods that communicate information to transportation system users. Traditionally, this referred to infrastructure such as dynamic message signs and traffic route diversions. However, ITS has quickly evolved as cell phones, Global Positioning Systems (GPS) devices, and individual vehicles have become more interconnected and automated. Future ITS will likely develop around communication to individual vehicles and incorporation of live data. Intelligent traffic signal control systems, for example, update traffic signal timing based on the number of vehicles going through an intersection or traveling along a corridor in real-time.

ITS Infrastructure is limited across the Anderson MPA but has been installed along two important corridors: I-69 and Dr. Martin Luther King, Jr. Boulevard (MLK) in Anderson. INDOT has installed three dynamic message signs at critical points along the I-69 corridor to provide travel times, weather/construction/crash warnings, and additional messaging for statewide emergencies like amber alerts. Along MLK, the City of Anderson has installed a combination of static and dynamic signage to alert and redirect traffic when the road is blocked by a train at the railroad crossing between 25th and 38th Streets. Traffic is redirected from MLK to Madison Avenue, which is grade separated from the railroad. The signage helps avoid delays as well as the unnecessary idling of car engines that contribute to air quality issues.



People

At its core, the transportation system exists to connect people to places, activities, and to each other. Since no two people face the exact same circumstances, each person's travel choices can vary depending on limitless characteristics. However, socioeconomic trends and patterns in population change provide insight on local needs so that transportation investments can be prioritized accordingly.

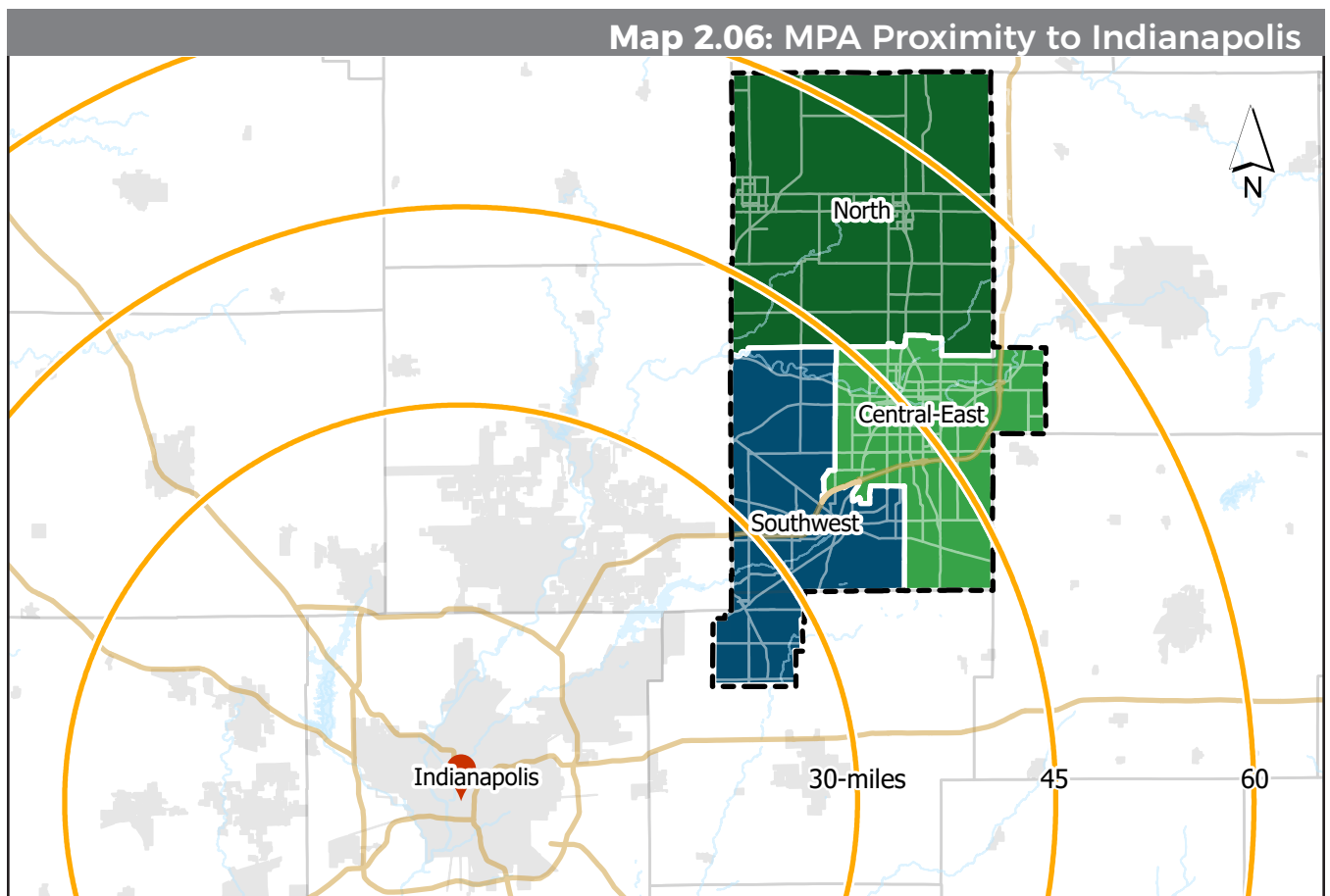
Population Change

Anderson MPA includes approximately 138,074 people in 55,809 households. Population change has a direct relationship with travel demands and more specifically, the number of trips occurring within the transportation system. More people equal more trips and increased travel demands. Past population trends indicate the likely amount and direction

of future population change, so population trends are a predictor of future travel demand.

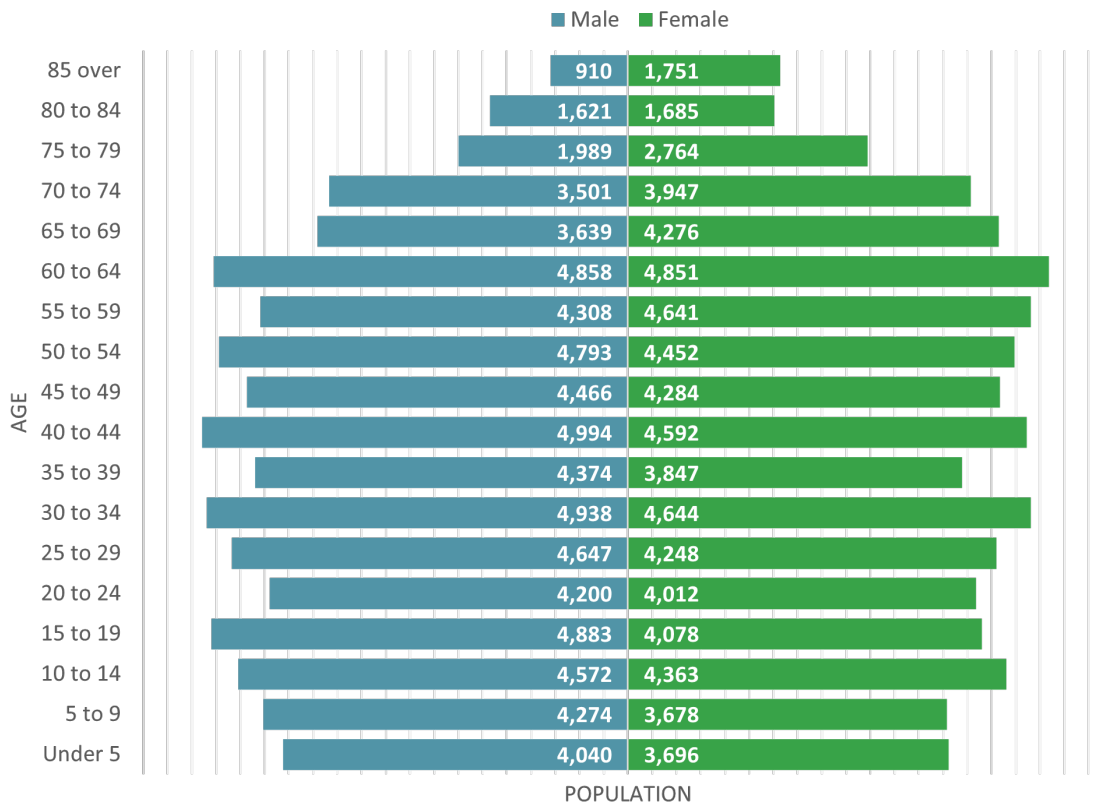
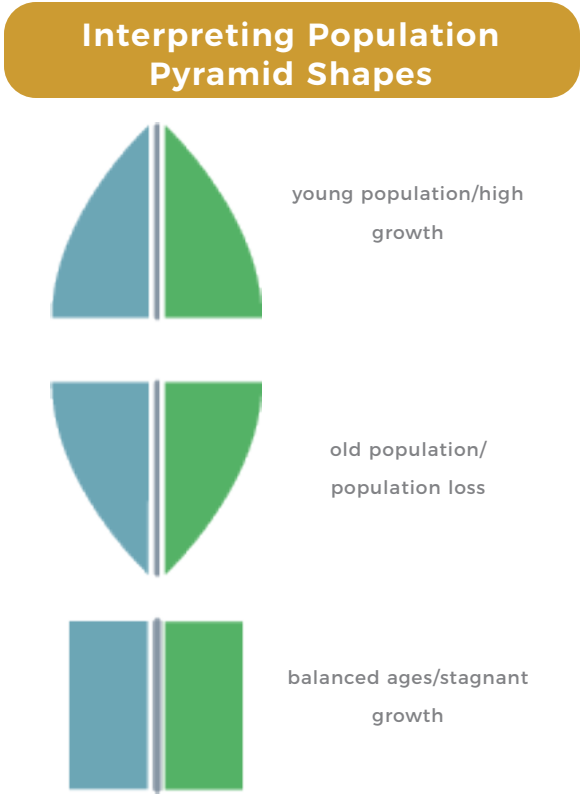
Between 1990 and 2020, the overall population growth rate was just over 0.4%, or an estimated 0.01% annually. This value is exceptionally low compared to the rest of the nine-county central Indiana region where all other counties saw overall annualized growth rates between 1% and 2% during the same period. However, population changes vary significantly between each of the MPA's three subregions.

Generally, population growth correlates to the proximity of a subregion to the City of Indianapolis: the further away from Indianapolis, the greater the population loss. While the MPA overall lost nearly 1,900 people from 2000 to 2020, the Southwest subregion gained over 6,800 people. Meaning, the North and Central-East subregions lost a combined 8,700



people. As the other two regions experienced population loss, the Southwest subregion has grown to represent a larger share of the MPA population with its modest gains. Even though the region only contained 18% of the MPA's population in 2000, by 2020 it accounted for over 23%.

Population pyramids, also known as age-gender pyramids, plot the population by age group and gender to illustrate average age. Using a population pyramid, the average age of the Anderson MPA is estimated to be 40.6 years old. The average age of the nine-county central Indiana region is 37.6, the State of Indiana is 38.9, and the United States is 39.5. Thus, the population of the Anderson MPA is older by comparison.



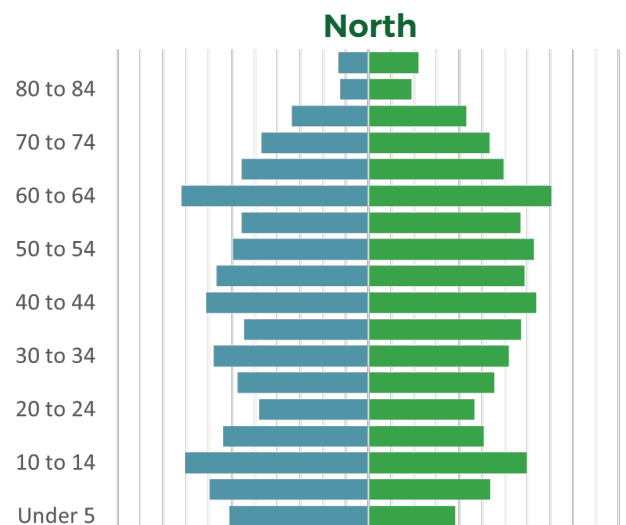
Source: ACS 2024 5-year

Figure 2.03: MPA Total Population by Age and Sex

In addition to age, the shape of a population pyramid indicates expected population growth patterns. There is a relatively flat distribution for the Anderson MPA, meaning there is a stagnant population growth trend corroborating the population growth trend identified previously. There are slight differences in the growth trends of each subregion according to their specific population pyramids:

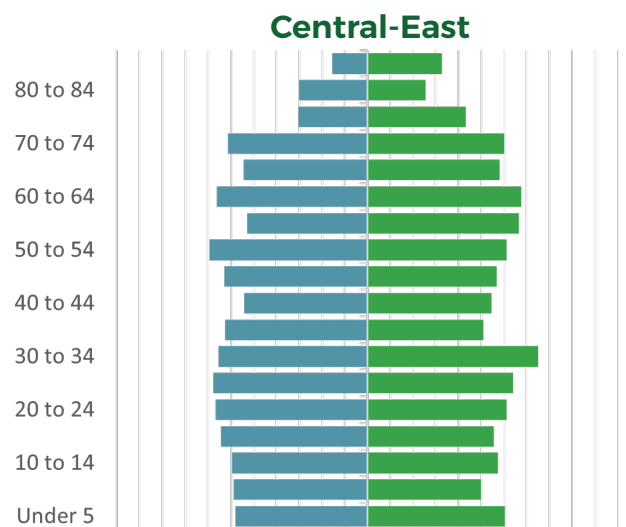
North

- Average Age – 40.8
- Population Pyramid – larger for older ages, indicating a loss of population historically that could continue without in-migration.



Central-East

- Average Age – 41.3
- Population Pyramid – mimics the larger region with a relatively flat distribution, indicating a flat or stagnant growth rate historically.



Southwest

- Average Age – 39.0
- Population Pyramid – shows a small portion of the population above the age of 55, indicating an influx of population with the potential for significant growth from young families.

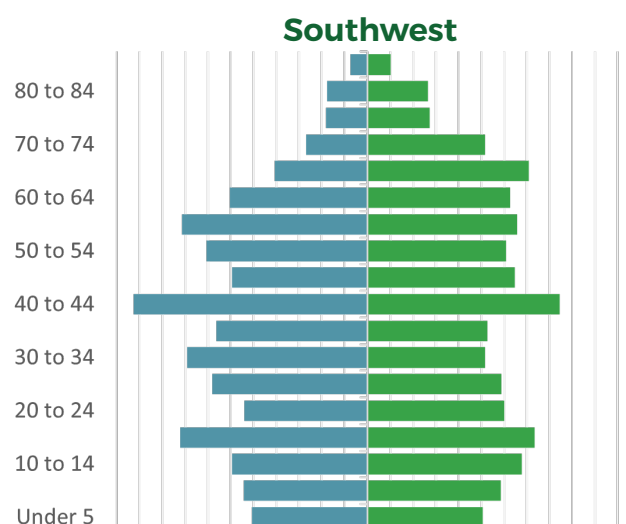


Figure 2.04: Subregion Population by Age and Sex

Source: ACS 2024 5-year

Underserved Populations

2050 inMotion examines racial minority, low-income, and disabled populations as typically underrepresented groups. Each of these categories represent groups that have been historically overlooked and face challenges in accessing opportunities.

Minority Populations

Although it does not typically play a role in travel choice, the geographic distribution of minority populations is relevant to the planning process. Understanding if there is a concentration of minority populations within a specific geographical area helps direct public outreach efforts in those areas to ensure a balance of input. About 16.8% of the MPA's non-institutionalized population is considered an ethnic or cultural minority. Anderson has the most diverse population, and the greatest concentration of ethnic or cultural minorities in the MPA (approximately 55%) is found southwest of downtown. Targeted engagement activities in this area help ensure that minority communities are included in the planning process.

Poverty Level

Poverty is defined as the condition of lacking financial resources and essentials to maintain a minimum standard of living. The US government establishes a threshold of household income, or poverty level, determined by the cost of living by location and household size. Even though it does not provide a complete picture of a minimum standard of living or what conditions are realized for those near this threshold, poverty level is a way to begin

examining whether a transportation system supports all income levels.

12.6% of households in the MPA are below the poverty level. There are concentrations of poverty in Northern Elwood and throughout downtown Anderson, with the highest concentrations southeast of Anderson's downtown core. This area is estimated to have over 36% of households living in poverty.

Persons with Disabilities

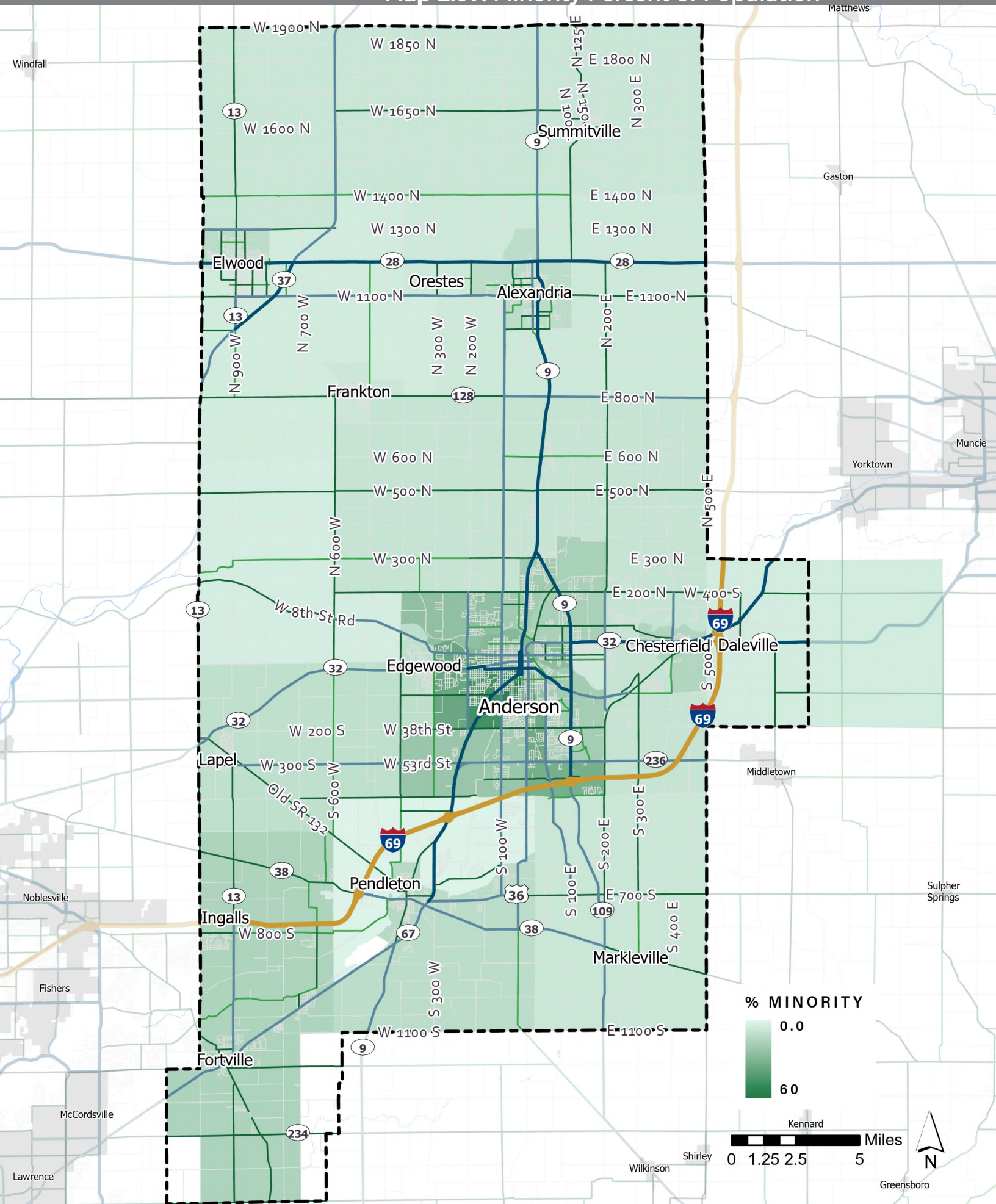
According to the US Census Bureau, approximately 20.9% of the non-institutionalized population is disabled. The census defines disability status based on serious difficulties in any of four areas of basic function, as well as two activity categories:

- Functions
 - Hearing
 - Vision
 - Cognition
 - Ambulation
- Activities
 - Self-Care
 - Independent living

Thirteen census tracts in the MPA have a population where more than 25% of people have a disability. These six represent much of the residential area of Anderson and northern Elwood. The northernmost tract in the MPA, which encompasses Summitville, is included as well. The census tract containing Ingalls has the lowest percentage of people with a disability at 9.2% of its population.

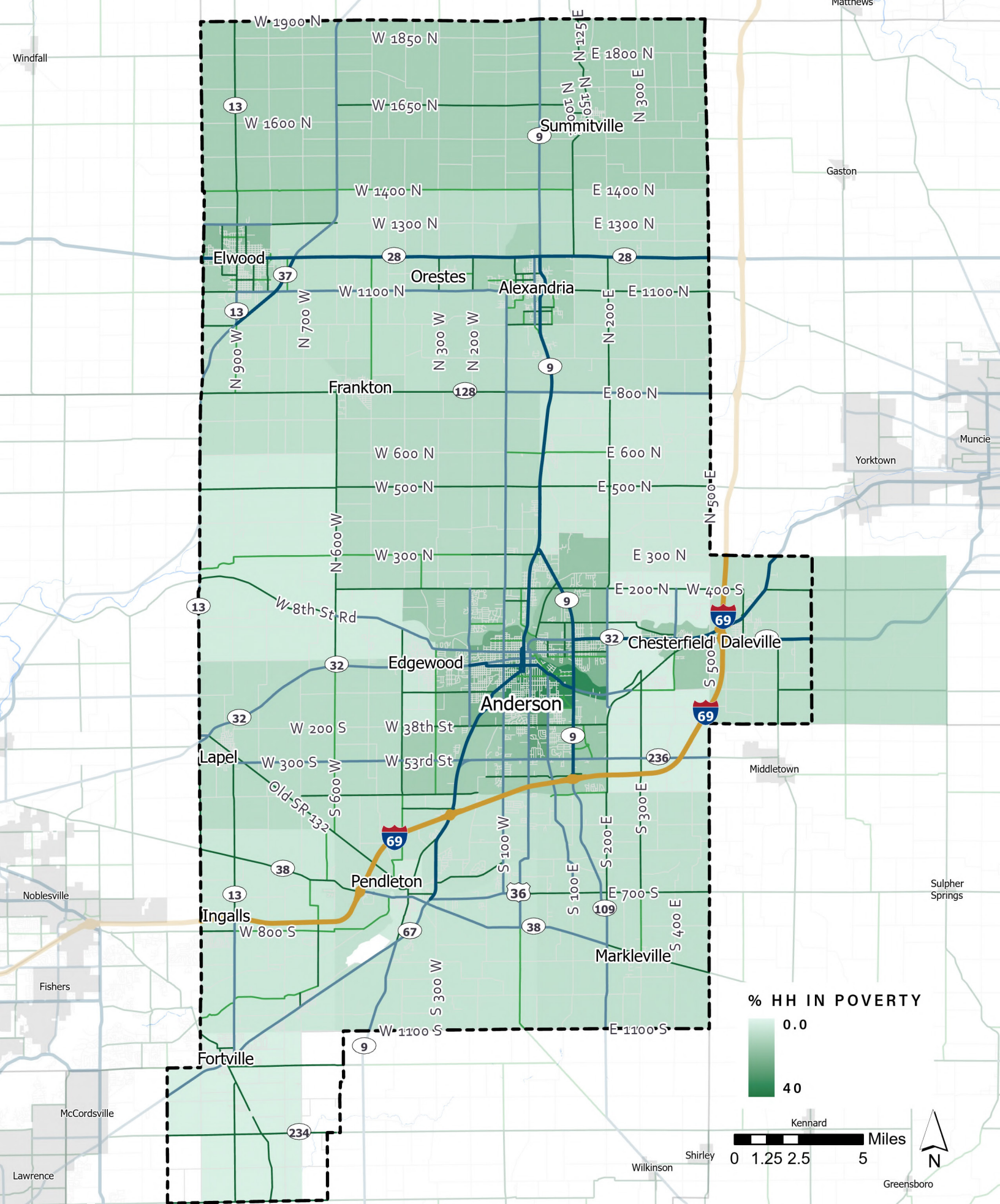
Map 2.07: Minority Percent of Population

Source: ACS 2024 5-year



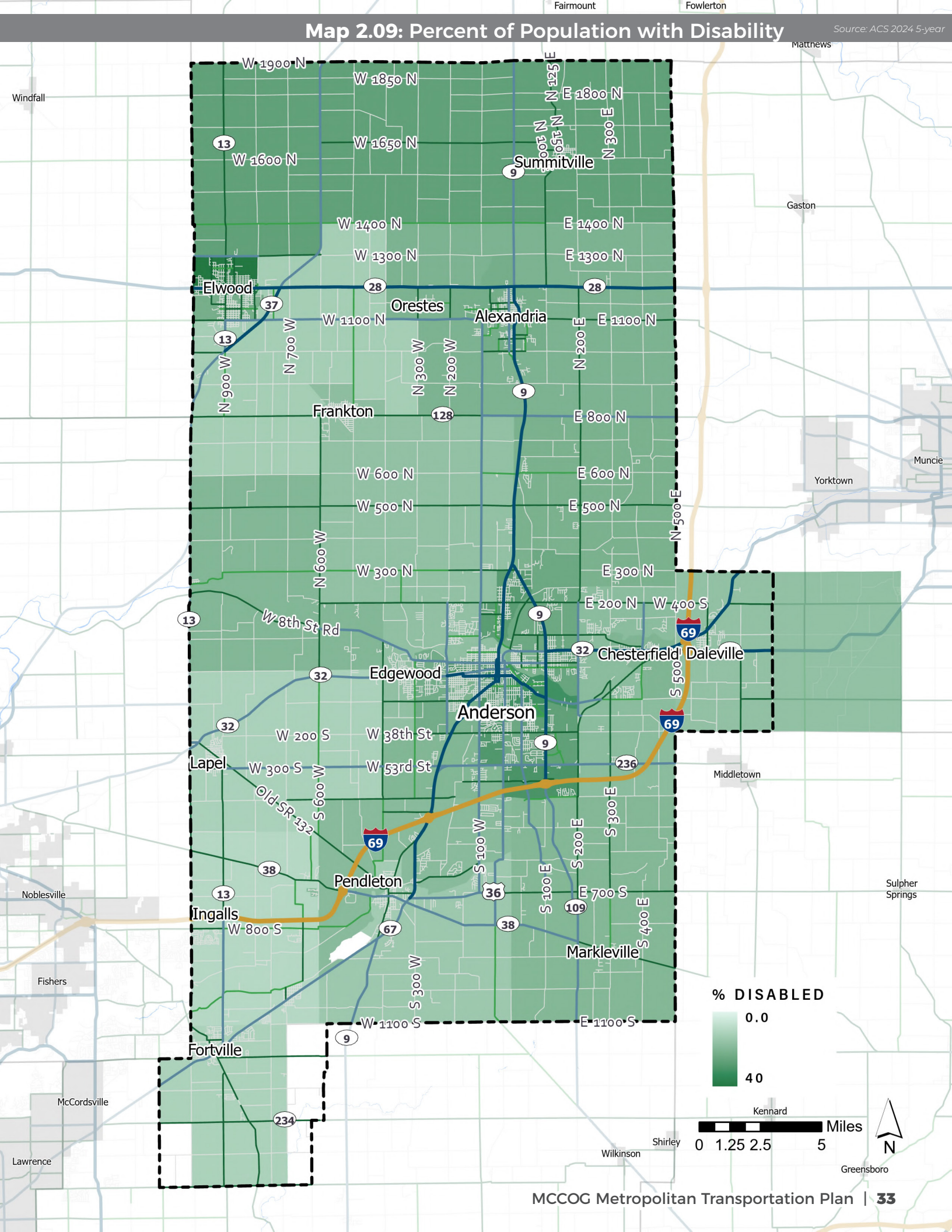
Source: ACS 2024 5-year

Map 2.08: Percent of Population Below Poverty



Map 2.09: Percent of Population with Disability

Source: ACS 2024 5-year



Health

According to the Center for Disease Control (CDC) in 2024, Indiana was ranked 6th in the nation as the most obese state, and this ranking continues to be a significant concern for public health and planning officials. In a state with poor health rankings, the Anderson region ranks among the worst. The connection between chronic health diseases, such as hypertension and diabetes, and obesity levels is well documented. Since the built environment plays a major role in physical activity and access to services, MCCOG developed a *Health Impact Assessment* (HIA) that takes a detailed look at community health and recommends strategies for improvement.

Health trends

The MCCOG HIA uses data from the CDC and Robert Wood Johnson Foundation (RWJF) County Health Rankings, while the MTP uses data from the CDC and Indiana Health First to gain insight on three interrelated health measures: hypertension, obesity, and diabetes.

Compared to the other eight counties of the Indianapolis Metropolitan Region, Madison County consistently ranks the worst across all three measures^{1,2}. While Delaware and Hancock Counties generally rank better than Madison County, they still show opportunity for improvement.

Health Vulnerability Index

Health data is generally not available at smaller geographies than the county level, so it is

difficult to identify health trends at a smaller, local scale. The MCCOG HIA included the development of a simple Health Vulnerability Index (HVI) to identify areas that are likely to have greater health issues within the MPA. The HVI combines six census tract characteristics that have been tied to health through research:

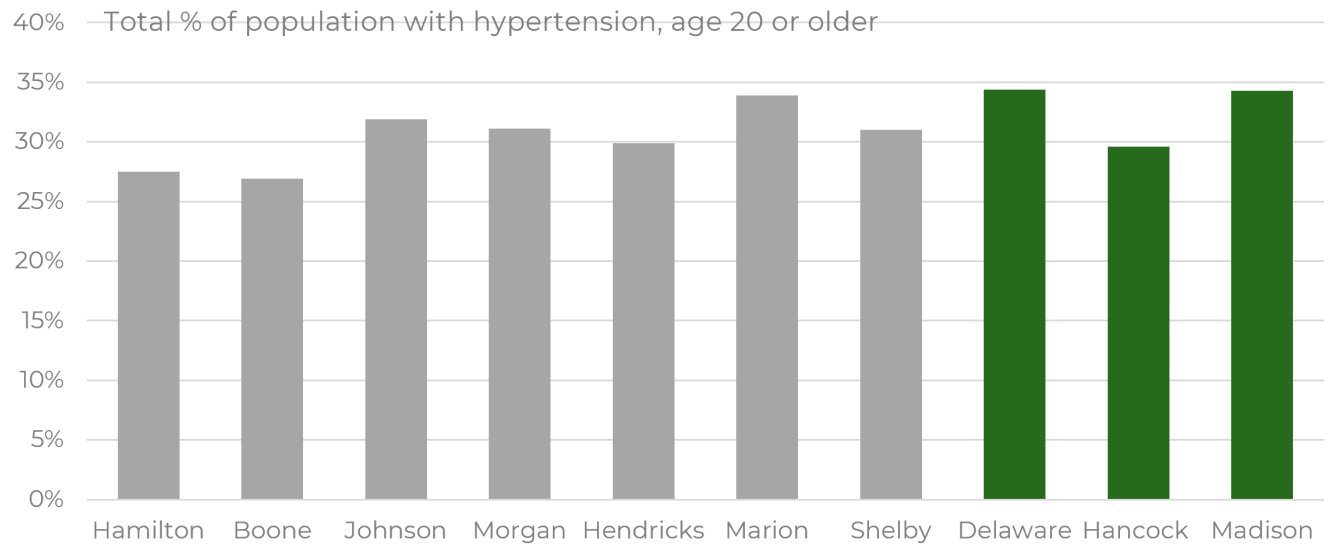
- Age – Percent of the population 60 years and older
- Minority Status – Percent of the population racial or ethnic minority
- Poverty Status – Percent of the population below the poverty level
- SNAP Benefits – Percent of households receiving SNAP benefits
- Vehicle Availability – Percent of households without a vehicle
- Insurance Availability – Percent of the population without insurance

Age, minority status, and poverty status are the most prevalent in research and are weighted higher than the other three characteristics as part of the HVI. The latter three characteristics were included to add sensitivity for measures of access to nutritional food, transportation, and healthcare.

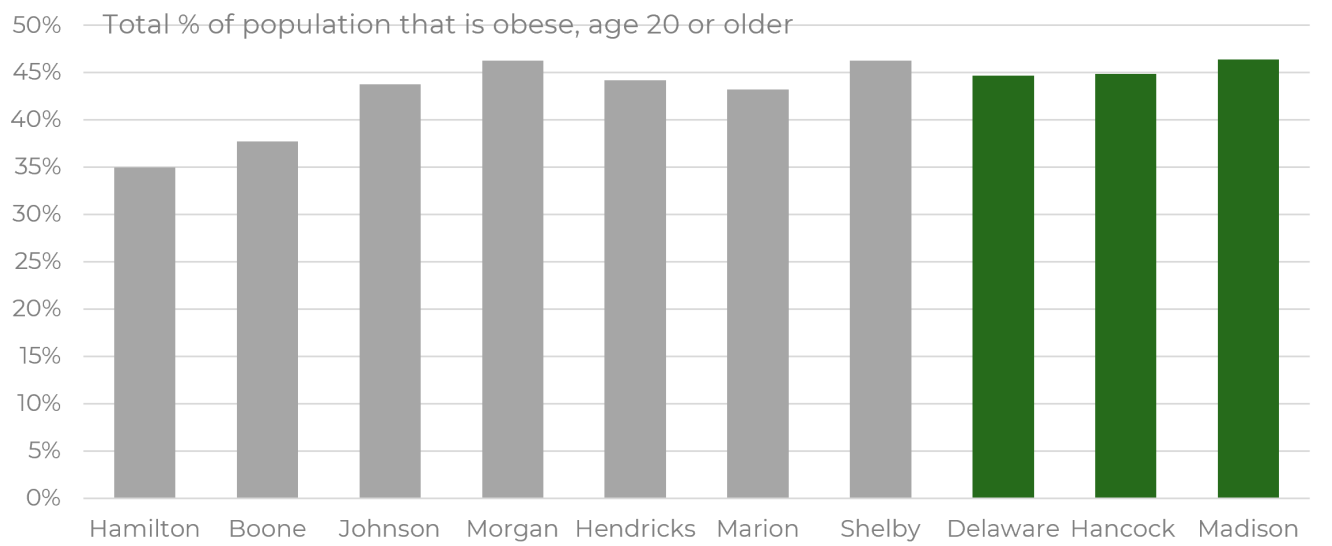
The HVI illustrates areas of higher vulnerability throughout the City of Anderson and communities in the North subregion. The results especially highlight the south and west sides of the downtown Anderson area.

Figure 2.05: Health Trends - Hypertension

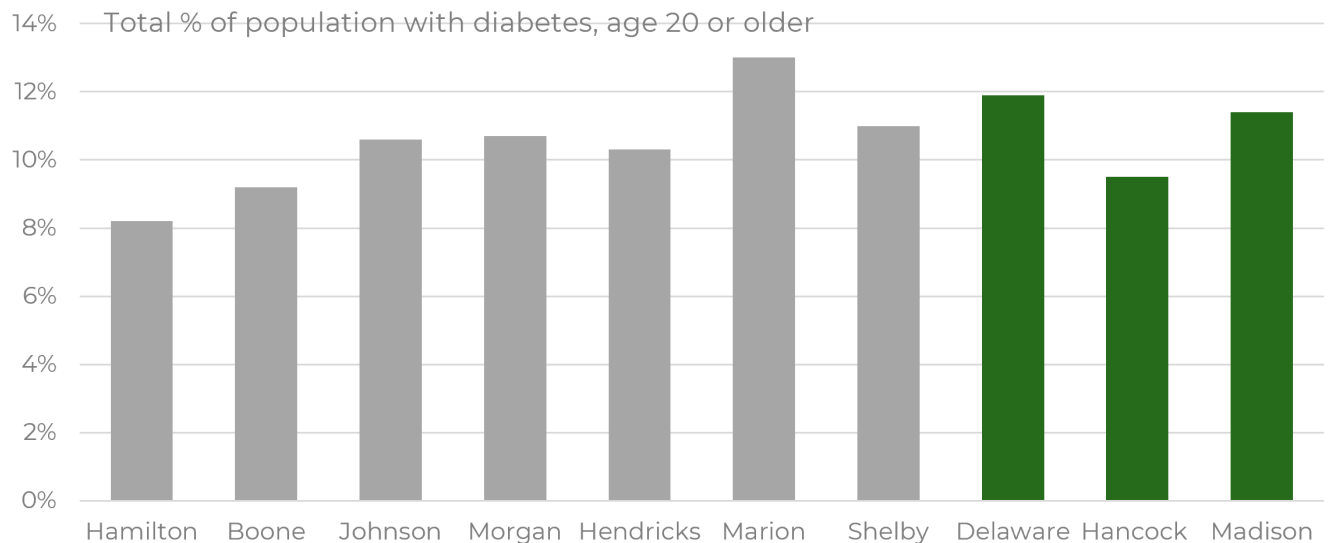
Source: 2021 Indiana Health First & CDC

**Figure 2.06: Health Trends - Obesity**

Source: 2018-2023 Indiana Health First & CDC

**Figure 2.07: Health Trends - Diabetes**

Source: 2022 Indiana Health First & CDC



Walk Access Tool

In addition to the HVI, the MCCOG HIA uses a Walk Access Tool to illustrate the level of walk access to certain destinations across the MPA. The tool uses a network-based approach including sidewalk and trail infrastructure to determine the amount of population and jobs within set walk times from one of six destination types:

- Parks
- Bus stops
- Grocery and food stores
- Schools
- Medical services
- Government services

Based off the Walk Access Tool results, parks had the highest level of walk accessibility and primary care facilities had the lowest. However, overall, the analysis revealed low levels of accessibility for five out of the six Destination Types in relation to the estimated population. Three of these destination types are especially emblematic of the effect that transportation can have on health: grocery and food stores, medical services, and parks. In the future, the walk access tool may include other destinations like pharmacies or major employers.

Overlaying the results of the walk access tool with the HVI identifies locations with the

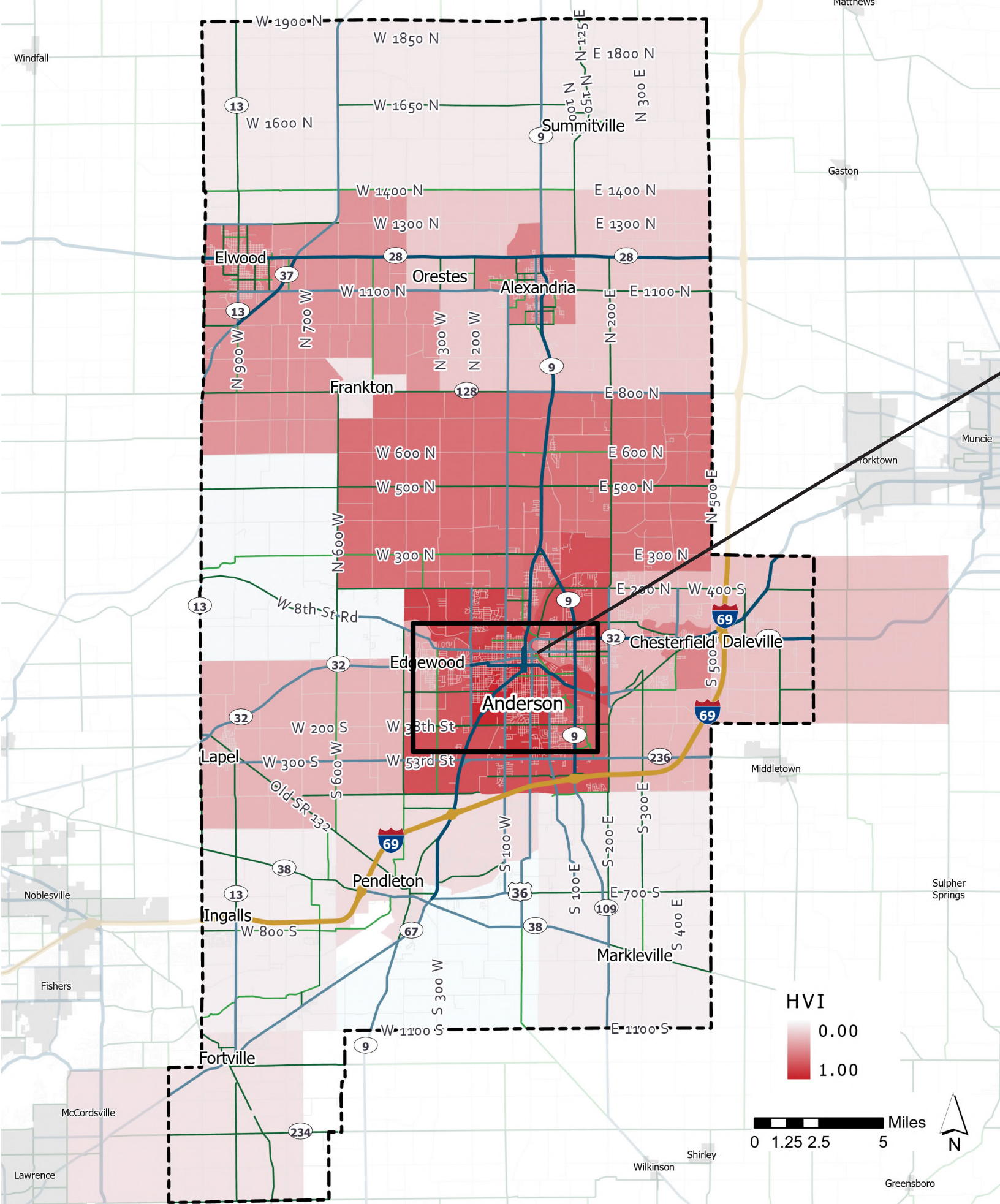
greatest potential for positive impacts on health through built environment improvements, such as adding sidewalk infrastructure. Only 10% of the MPA is within a 10-minute walk of a grocery store, and a significant gap is evident on the west side of Anderson's downtown area--one of the most vulnerable populations identified in the HVI. Access to medical facilities is especially important for the elderly, a population with higher representation in the North subregion. Since only 7% of the MPA population is within a 10-minute walk of a health care provider, the North subregion illustrates a gap in connectivity to vital services. Finally, while the MPA offers many parks and open spaces, only 16% of the population is within a 10-minute walk of these amenities. This presents a significant barrier to physical activity levels.

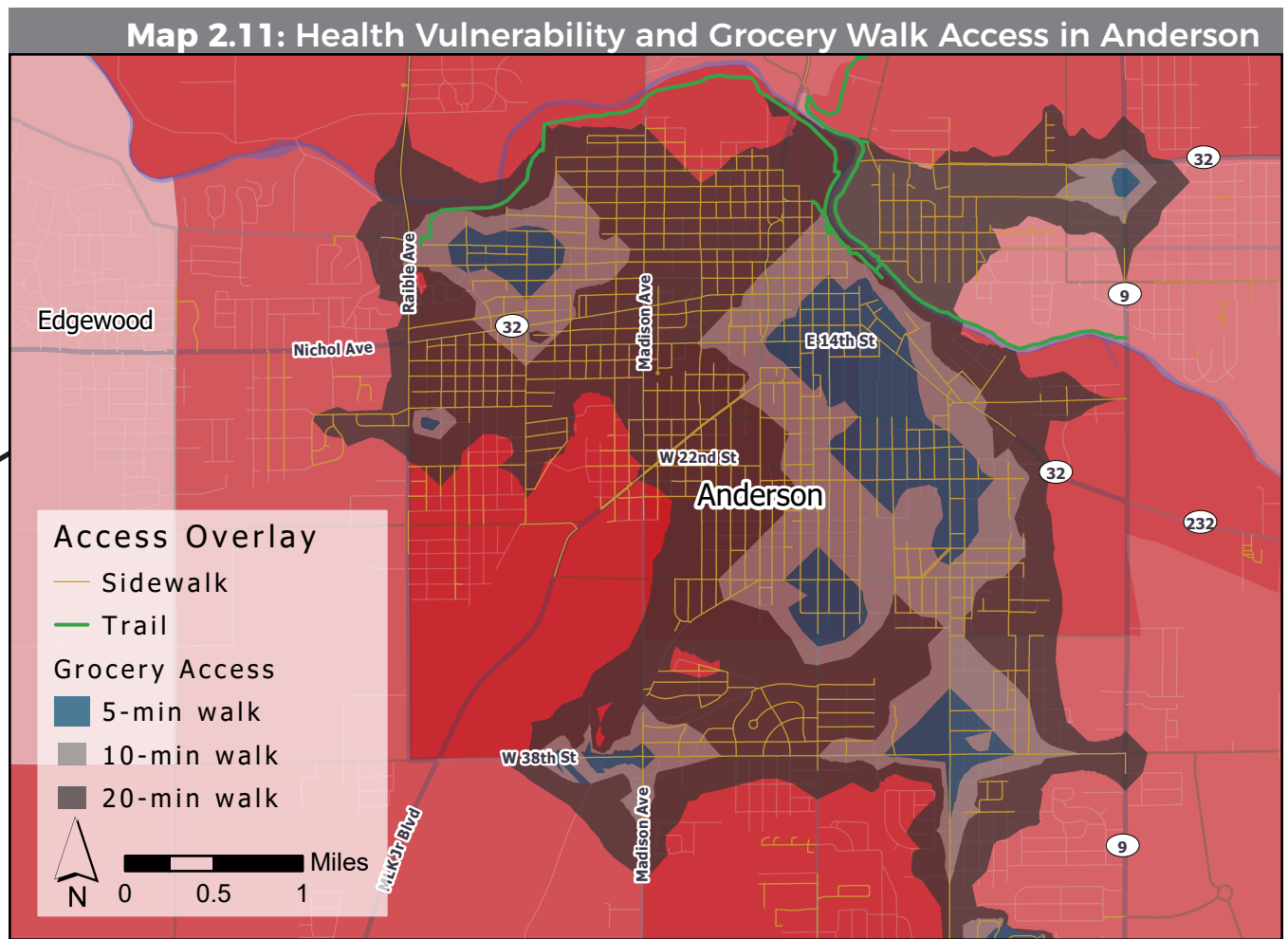
The HVI and Walk Access Tool give insight into the MPA's state of health by highlighting potentially sensitive or underserved areas of the community. The HVI reveals which parts of the region have the highest proportion of health-vulnerable people, while the Walk Access Tool shows areas where limited access to services hampers public health. Where the two overlap indicates locations that are most likely to continue struggling with hypertension, obesity, and diabetes; however, these locations may also benefit the most from infrastructure investment.



Map 2.10: Health Vulnerability

Source: MCCOG HIA





These maps depict health vulnerability around the MPA. The most intense red represents the most vulnerable areas. Walk access to grocery stores is overlaid in the example above, showing the area within a 5 minute, 10 minute, and 20 minute walk to a grocery store. The table of results below shows what percentage of the population is covered within this area. More information on the walk study and HVI method can be found in the appendix.

Table 2.01: Summary of Walk Access Study Results

Source: MCCOG HIA

Destination Type	% of Population			% of Employment		
	5-minute	10-minute	20-minute	5-minute	10-minute	20-minute
Parks	6.4	16.4	30.0	12.7	24.1	36.9
Grocery & Food Stores	3.4	9.7	23.0	3.5	15.3	30.1
Bus Stops	6.8	13.7	19.9	13.1	22.3	27.9
Primary Care Facilities	2.5	7.3	15.3	5.1	14.4	23.5
Schools	2.5	9.7	21.0	4.2	16.4	28.2
Government Services	3.8	10.5	24.2	11.4	18.6	33.3



Figure 2.08: Fatal Crashes per 100mVMT

Source: FARS

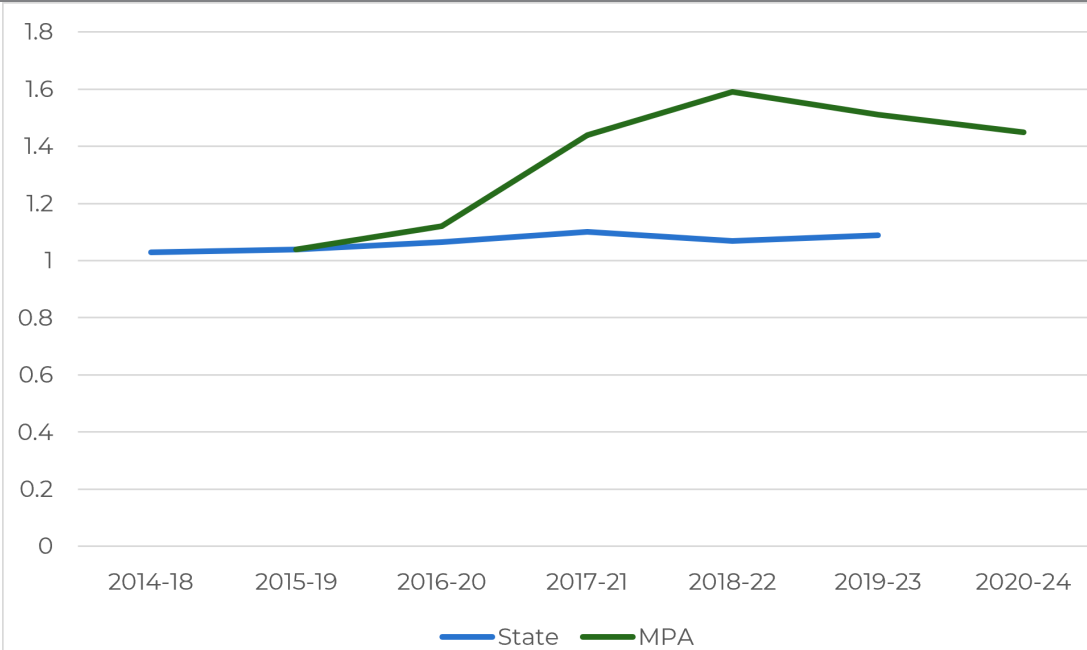


Figure 2.09: Serious Injury Crashes per 100mVMT

Source: ARIES Indiana

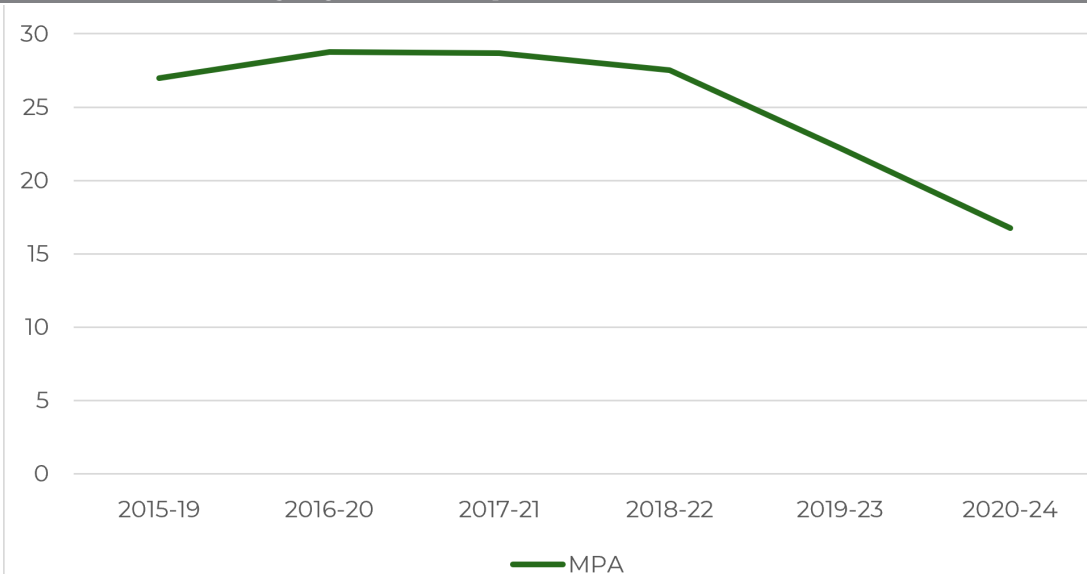
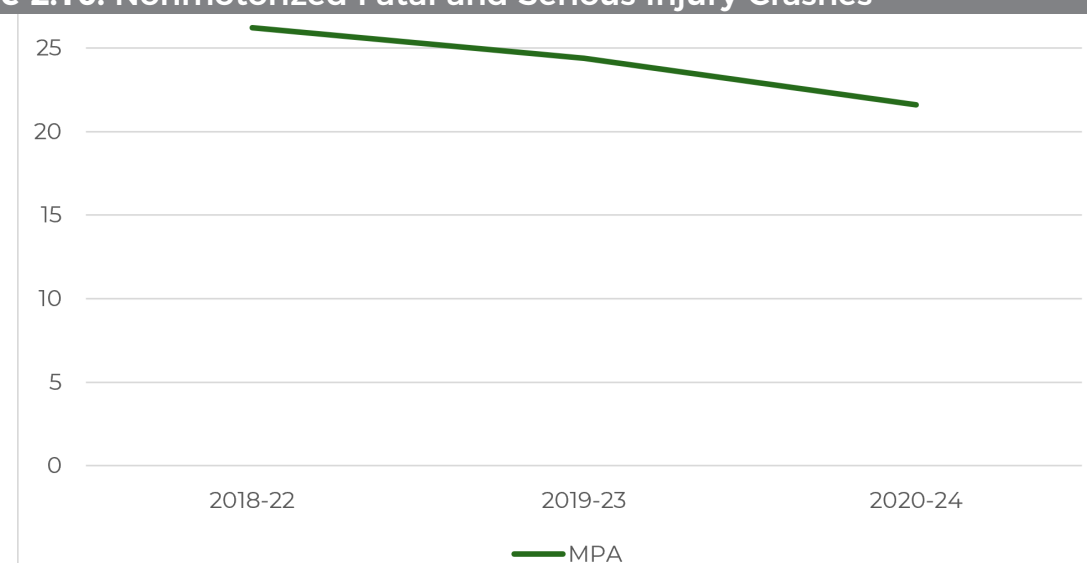


Figure 2.10: Nonmotorized Fatal and Serious Injury Crashes

Source: ARIES Indiana



Crash Severity Ratings – KABCO

The KABCO injury scale categorizes crashes by severity for use in crash intensity and cost analyses. KABCO ratings can be used to weight crash densities by severity to identify locations where there are not only high numbers of crashes, but concentrations of more severe crashes.

K	Fatal Injury: any injury that results in death within a 30-day period after the crash occurred.
A	Incapacitating Injury: a non-fatal injury that prevents the injured person from walking, driving, or normally continuing they were capable of before the injury. Hospitalization is usually required.
B	Non-incapacitating Injury: an injury, other than fatal or incapacitating, which is evident to the officer at the scene. Hospitalization is not usually required.
C	Possible Injury: any injury reported or claimed which is not visible.
O	No Injury: no injury reported or claimed. Property damage only.

Safety

Safety is an important consideration when reviewing community health and the role of the transportation system. Safety is evaluated by using five measures:

- Number of fatalities
- Fatalities per 100 million vehicle miles traveled
- Number of serious injuries (KABCO A level)
- Serious injuries per 100 million vehicle miles traveled
- Number of non-motorized fatalities and serious injuries.

Rolling five-year crash statistics were calculated to compare the Anderson MPA with the State of Indiana. A rolling five-year average limits year to year variations from the random nature of crashes to provide a clear trend. Between 2019 and 2022, the Anderson MPA consistently increased in its number and rate of fatalities. Indiana's rate of fatalities remained

around 1.00 in the same time period and the number of fatalities has increased.

At first glance, the number and rate of serious injuries remained around 28 from 2015-2019 to 2018-2022. Although due to a KABCO definition change in 2015, but there is no way to re-analyze the crash records because the definition change directly modified the reporting. The definition change was reversed in 2017 and changed again in 2022. An updated comparison for serious injury crashes is not meaningful until the 2015, 2016, and 2022 data is no longer used. Rate of serious injuries does decrease after 2018-2022.

In 2020, despite a reduction in vehicular travel due to COVID-19, fatalities increased. In 2021 the increase in fatalities continued, though the fatality rate dropped slightly as travel returned. The Anderson MPA & Indiana mirror national trends, with similar stabilization and a spike in 2020 and 2021.

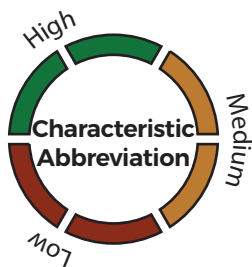
Places

The Anderson MPA consists of 3 cities, 12 towns, and 24 unincorporated communities. Each one includes a variety of places with their own unique characteristics that attract people and generate activity. Understanding the relationships between various places within a transportation system is key to future decision-making.

Specific places can be grouped into Place Types. Each type exhibits similar traits, and this helps explain the role they play in the MPA. For *2050 inMotion*, types were identified for further review based on the following unique characteristics:

- Accessibility
- Character
- Activity Diversity
- Walkability
- Natural Areas

Place Overview



To simplify comparison, characteristics of each place are summarized with an overview graphic. The overview graphic for each characteristic illustrates how the specific place generally scores on a scale of low, medium, and high with two bars per ranking. In other words, a place with incredibly high accessibility will have a complete circle for AC.

Accessibility

When identifying places, accessibility refers to the ease of reaching and interacting with destinations. Both the destination type and the measure of ease or cost can be defined in various ways; however, the higher the number of destinations that can be reached with as little cost as possible results in a higher level of accessibility. Estimated driving times were assessed to measure accessibilities to employment, retail, and general activities.

Character

The character of a place can be defined in various ways, but here it is the urban-rural classification as determined by economic intensity. Rural, suburban, mixed urban, and central business district areas support different travel behaviors, personal interactions, and activity levels. *2050 inMotion* examines the concentration of employment and household population while identifying the natural breaking points to determine the urban-rural character of each area within the MPA.

Activity Diversity

Places attract more activity where there is a mix of opportunities for people to eat, live, work, and play. By identifying both the availability and the likelihood of interaction between nearby housing, general employers, and retail or service employers, the diversity of activities can be measured. The proximity of diverse activity types encourages short non-motorized trips, which in turn reduces the pressure on the roadway network. These non-motorized connections include sidewalks, trails, and bike lanes.

Walkability

Places are built for people, and the simplest way for people to move is by walking. Walkability, the measure of how friendly an area is to walk, is an important aspect in defining “place.” Walkability can be defined by reviewing population densities, employment densities, the balance of jobs and housing, the availability/comfort of pedestrian facilities, and the number of people, households, and businesses within walking distance of each other.

Natural Areas

Nature is consistently identified as an essential element in creating and sustaining places. Nature contributes to social cohesion, thriving people, thriving neighborhoods, and thriving communities, which is illustrated through the popularity of parks, greenways, and waterfronts.

Examining each of these aspects both individually and holistically helps define the types of places that attract people and generate activities across the MPA. For *2050 inMotion*, five specific place types were identified:

- Downtown Areas
- Corridors
- Neighborhoods
- Interchanges
- Attractions

These were identified for further review to understand their locations, connections to other places, and the activities each one supports. Examples of specific places within the Anderson MPA illustrate the variation in place types and associated issues.

Downtown Areas

Typically, the commercial, cultural, and historic core of a community is its downtown area. Downtown areas represent the central location of activity, and in most cases are considered the Central Business District (CBD). Downtown areas are often the most walkable and include more live-work buildings, mixed-use structures, and governmental/community service offices.

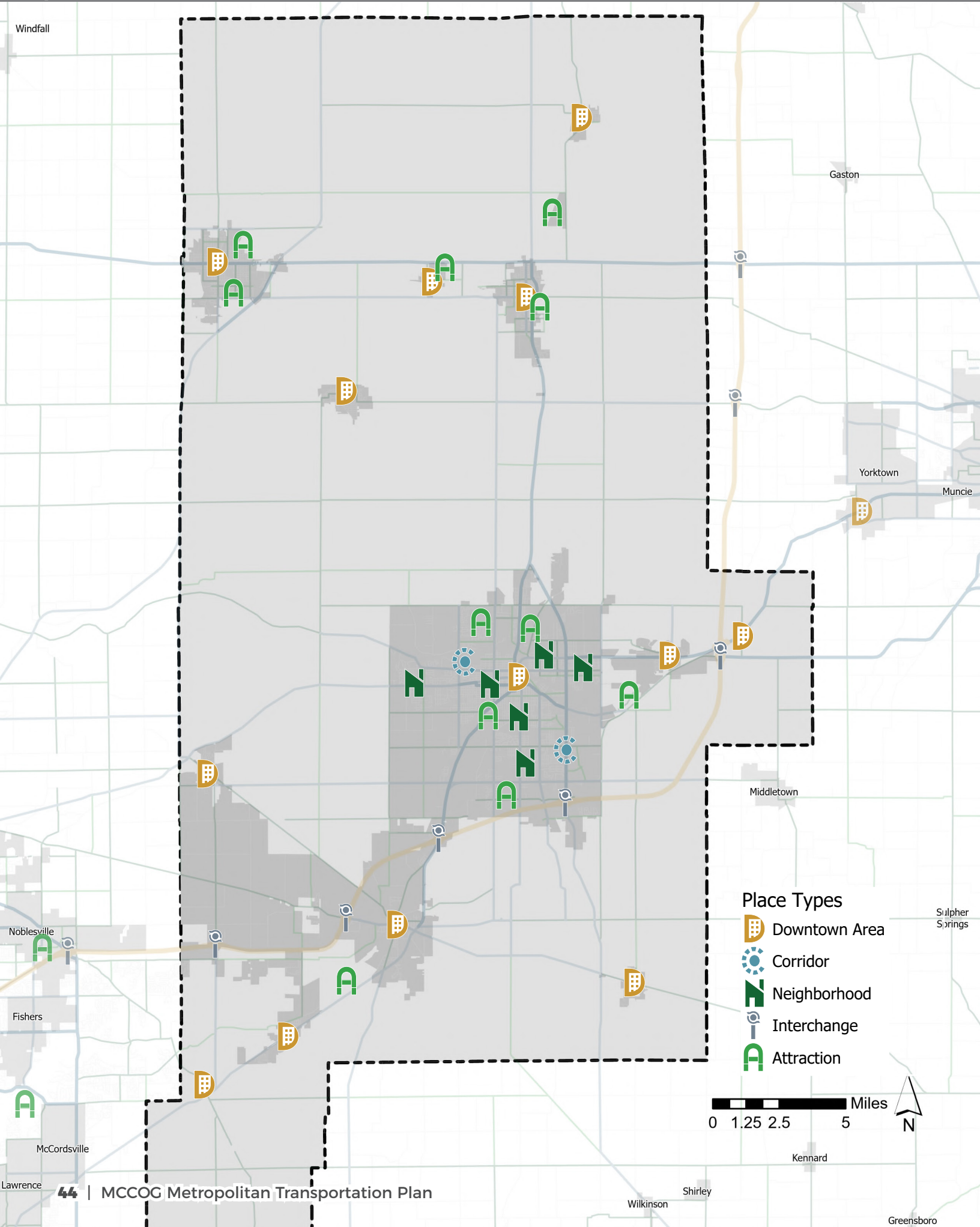
Anderson



Downtown Anderson consists of approximately 50 blocks in the city's core, roughly bordered by the White River along the north and east, the CSX railroad to the south, and Brown-Delaware Street to the west. Portions of downtown Anderson and its adjacent areas are included in three historic districts listed on the National Register of Historic Places (NRHP), which are evidence of the historic character that remains today. These include the Anderson Downtown Historic District, West 8th Street Historic District, and the West Central Historic District.

Following traditional downtown development, the street grid was designed with relatively consistent block sizes and sidewalks throughout. Anderson was one of the largest manufacturing employment centers in the State of Indiana, so the roadway network

Map 2.12: Places in the MPA



evolved to support it. The roadway network was designed with sets of wide, multi-lane one-way paired streets to serve high traffic volumes during shift changes. However, with the decline of the manufacturing industry, these one-way pairs are now too wide for the existing levels of traffic and are confusing to visitors.

Although there are still a variety of employers in downtown Anderson, they largely consist of governmental and community services. Nearly 6% of the Anderson MPA's employed workforce works in downtown. Downtown is relatively active during the day since the employment density is over 10 times the average. However, the area has little activity in the evenings due to several factors: the limited number of businesses open after 5 pm, the limited population living downtown, and the perception that the area is unsafe.

Pendleton



For the first five years of Madison County's formation, the Town of Pendleton served as the county seat and the epicenter of activity. Although the county seat moved to Anderson in 1828, Pendleton has continued to grow. In 1991, the Town of Pendleton became the second community in the State of Indiana to have the entirety of its early boundaries entered onto the NRHP.

Downtown Pendleton benefits from its proximity to Fall Creek, a tributary of the White River, and Falls Park, a 284-acre public park. Like downtown Anderson, downtown Pendleton serves as the economic and social center for the town by supporting almost 1% of Anderson MPA's population and nearly 2% of the Anderson MPA's employed workforce. It was also built using a gridded street system with an extensive sidewalk network that supports both motorized and non-motorized transportation.

Like many small towns in Indiana, downtown Pendleton is located at the intersection of two major roadways, and one of them connects directly to the interstate as well as supports significant commuter traffic. State Street, the Pendleton-controlled portion of SR-38, can experience significant levels of congestion during peak periods. As the only east-west connection through Pendleton, it links the town to both I-69 and the Noblesville area. As the town continues to experience growth pressure from the Indianapolis region, local traffic issues are expected to worsen.

Fortville



The Town of Fortville was built on a shifted street grid because it was originally located along the CSX rail line parallel to US-36. The downtown is split by the railroad, terminates at US-36, and consists of numerous restaurants, offices, and boutique shops. In addition to commercial activity, downtown Fortville is

home to nearly 1.5% of Anderson MPA's population and nearly 2% of the Anderson MPA's employed workforce.

Main / Maple Street links downtown Fortville to the cities of Fishers and Greenfield, while US-36 / SR-67 connects it to Indianapolis and Anderson. However, US-36 represents a major barrier to pedestrian connectivity between downtown and the neighborhoods to the south. The four-lane highway has limited signalized intersections and operates at speeds above 30 mph, which are dangerous conditions for non-motorized traffic.

Neighborhoods

Neighborhoods are areas where people live and interact with one another. Defining exact boundaries of a neighborhood is often difficult unless it is delineated by a specific subdivision or development. However, neighborhoods are typically developed organically over time by those who live there and by the corporation limits of an elementary school, a central gathering place, or a specific employment center. They may have unique identities or a distinct sense of place, for example a historic neighborhood or ethnic community.

West Anderson – Sweet 16



The area just west of downtown Anderson or *West Anderson* includes over 4.5% of the population and 4% of the employed workforce. The

neighborhood was one of the first areas that developed adjacent to the downtown Anderson and includes portions of the West Central and 8th Street Historic Districts. In addition, this area includes the site of the original Anderson High School built in 1873 and its successor. In 2018, the neighborhood was redefined and reorganized as the “Sweet 16 Neighborhood” through a neighborhood planning process that resulted in the *Sweet 16 Quality of Life Plan* guided by the following vision statement:

“Anderson’s Sweet 16 neighborhood is a community of choice for people of all ages... Bike and walking paths encourage residents to enjoy the area parks, and residents and visitors feel safe and enjoy the neighborly atmosphere.”

The *Sweet 16 Quality of Life Plan* outlined three transportation and infrastructure goals along with numerous action items to improve access and movement throughout the neighborhood. The goals focus on infrastructure improvements for transit, bicycles, and pedestrians that ensure safe connections for residents to jobs, services, and each other.

Anderson University – Park Place



Anderson University is a private Christian Church of God liberal arts college established in 1917 as the Anderson Bible Training School. The university has approximately 1,600

students enrolled and is closely linked with the surrounding Park Place neighborhood east of downtown Anderson. The neighborhood comprises almost 3% of employees in the MPA, most of whom work at the university. Anderson University-Park Place is bordered on the west by the White River and includes over 85 acres of park space.

The campus supports non-motorized transportation with an extensive sidewalk network connecting university facilities to surrounding residential areas. Since the neighborhood sits between downtown Anderson and Scatterfield Road, there are two main roadways linking the adjacent areas: University Boulevard / Main Street and 8th Street. In 2017, 8th Street was re-marked to include a shared parking and bike lane as part of a repaving project.

Corridors

While not often considered places themselves, some corridors maintain a continuous linear identity with significant features and characteristics. Corridors often have a subset of locations without sufficient density or a distinct identity to be considered individual places. These characteristics are especially evident along waterways like rivers or canals, as well as primary roadways and state-owned roads.

White River



One of the primary waterways in Indiana is the White River that generally travels north to south through most of the state. In Madison County, the river runs through the City of Anderson, the Town of Chesterfield, and the Town of Daleville. The area surrounding the White River corridor contains an estimated 8.4% of the Anderson MPA's population and just under 6% of its employed workforce. There are several parks and public open spaces linked by the corridor, including Mounds State Park and the Rangeline Nature Preserve; thus, the corridor is a significant recreation area for the region. In addition, five miles of the corridor include paved multi-use paths or trails interspersed with segments of undesignated dirt paths. The corridor is also actively used for both canoeing and kayaking with many designated boat launches.

Mega-regionally, the White River corridor connects the downtowns of the Cities of Muncie, Anderson, Noblesville, and Indianapolis with approximately 84 miles of riverfront that also includes the Cities of Fishers and Carmel. The White River represents a significant opportunity to link the 60-mile-long Cardinal Greenway in Muncie and the Monon Trail in Indianapolis to create a mega-regional recreational trail. The White River Trail Systems have been identified as important intersecting links in the Visionary Trail System in the *2021 Indiana State Trails Plan*.

Scatterfield Road



The Scatterfield Road corridor represents a significant economic generator for the City of Anderson and all of Madison County, because it links several significant destinations along a portion of the SR-9 corridor beginning at I-69 Exit 226 and intersecting northward with SR-32/University Boulevard. The corridor links Hoosier Park Racing & Casino, the Flagship Enterprise Center, Purdue Polytechnic Institute, and Anderson University. While downtown Anderson represents the city's central business district, development along the Scatterfield Road corridor (SR-9) is primarily centered on retail businesses, service industries, restaurants, and hotels. This corridor supports nearly 14% of the Anderson MPA's employed

workforce and the area includes over 7.5% of the population.

The Scatterfield Road corridor was originally built as a bypass to make it possible to move quickly from north to south through the city, because no other direct north-south connections existed previously. The area developed over time, beginning with businesses attracted by the high level of access to the interstate and consequently supporting interstate traffic, including trucking industries. As development spread farther north along the corridor, Scatterfield gained its own sense of place. It transitioned from moving cars quickly north to south into a situation where access to businesses and attractions became required. The combination of high access and high speed typically associated with a bypass increases the likelihood of more severe automobile crashes. These six miles of corridor account for nearly 14% of crashes within the Anderson MPA.

Since the corridor relies on I-69, the businesses are auto-centric, meaning nearly every location along the corridor includes large parking areas and provides little to no facilities for non-motorized movement. The corridor presents significant concerns for non-motorized safety. In 2019, MCCOG developed the *State Road 9 Non-Motorized Safety Study* to further investigate crashes involving non-motorized users and highlight opportunities for corridor safety improvements.

Beyond the core corridor, Scatterfield Road extends south of I-69 and eventually connects to I-70 and Knightstown at US-40. Scatterfield Road also extends north of SR-32 through North Anderson, merges with Broadway Street, and runs on to Alexandria, Marion, Huntington, and Fort Wayne.

Interchanges

Intersections along interstates at arterial and collector roads are known as interchanges. These nodes often develop with businesses that support auto-centric interstate traffic like fast food restaurants, gas stations, and truck stops. In addition, easy access is attractive for industrial land uses related to warehousing, transportation, and logistics. While interchanges are not traditionally considered attractions, the characteristic conglomeration of land uses and the challenges that arise define them as a type of place. There are five interchanges in the MPA along the I-69 corridor: Exits 214, 219, 222, 226, and 234.

Exit 214



This interchange is at the intersection of SR-13 & I-69 linking Lapel and Fortville. It is just one mile east of the Madison County line, so it is the closest interchange to the Indianapolis Metropolitan Area. This interchange is a significant node warranting specific attention as growth pressures continue to inch closer to the Madison County line.

Currently, over 3,000 people reside in the Summerlake housing development just south of the interchange at CR-800/136th Street. This area is under significant development pressure, and is not very walkable, lacks activity diversity, and its economic intensity/development density is below average for the Anderson MPA. However, this place is unique

since the municipalities of Ingalls, Pendleton, Lapel, Madison County, and Hamilton County intersect here along the SR-13 Corridor. This intersection poses significant challenges of development control, land use, and walkability.

Exit 219



This interchange is completely within the incorporated boundary of the Town of Pendleton at the intersection of SR-38 (State Street) and I-69. The Town of Pendleton continues to expand its incorporated boundaries to the north and west, but the interchange poses a significant barrier towards linking new development areas to downtown Pendleton and its historic core neighborhood. This interchange supports a relatively diverse number of activity types employing nearly 7% of Anderson MPA's employed workforce. Some of the major employers and attractions are:

- Tractor Supply Company (TSC) - Pendleton Distribution Center
- South Madison Community School Corporation (SMCSC) - Administration Offices
- Pine Lake Fishing & Camping Resort
- GVC Mortgage, Incorporated
- Community Hospital Sports & Wellness Center
- Pendleton Place Apartment Complex

Even though the area is currently not very walkable, the Town of Pendleton has been working to improve pedestrian and bicycle connectivity. The town partnered with INDOT and MCCOG in 2019 to construct a pedestrian bridge over I-69. This area also continues experiencing development pressures as growth continues to move outward from the Indianapolis Metropolitan Area. Since there are many large undeveloped parcels available surrounding the interchange, it will evolve significantly.

Exit 222

This interchange is at the intersection of Martin



Luther King, Jr. Boulevard, Pendleton Avenue (SR-9/SR-67), and I-69 where the incorporated areas of the City of Anderson and the Town of Pendleton connect. Developing in this area is often challenging because these neighboring communities are served by different utilities whose service areas do not always coincide with incorporated area boundaries. There is a large gravel pit operated by Irving Materials Incorporated (IMI) in the interchange's southeast corner and a residential subdivision to the southwest. This interchange's most significant feature is a regional business incubator and advanced stage business center, the Flagship Enterprise Center. The area contains more than 2,500 acres of land, only half of which has been developed, and provides a base of operations for numerous businesses and industries

including the Nestle Corporation, NTN & NTK, Federal Express, Conduent, and Carter Express.

Freight ingress and egress to the area is critical to its continued success because many of these businesses are either production or warehousing facilities. Another key component of this area is the dual high-speed freight rail (CSX) that connects several of these businesses through spurs. Even though this dual rail line strengthens the site's economic attractiveness, it often impedes access to Enterprise Drive, because the line crosses the road. This issue continues to be discussed and several infrastructure improvements have already been made to provide alternative access via 67th Street and Layton Road (CR 400).

Attractions

In addition to these place types, there are various destination types like parks, colleges, and large employment centers scattered throughout the Anderson MPA. These destinations have unique characteristics that attract people and generate activity.

Regional, community, and neighborhood parks provide direct access to natural spaces, recreational opportunities, and social gatherings. There are nearly 100 parks in the Anderson MPA varying in size and scale. Larger parks in the region include a trail system for walking and biking, but in most cases, they are not directly connected to the community. The MCCOG *Health Impact Assessment* estimates that just over 6% of the population is within a 5-minute walk of a park and only 30% are within a 20-minute walk.

Standalone businesses, industries, community services, and colleges such as Ivy Tech rely on driving accessibility to support operations and attract visitors. These destinations are more likely to locate near major roadways such

as I-69, US-36, and SR-9. Unique attractions across the Anderson MPA include but are not limited to:

- Ivy Tech Community College (Anderson)
- Community Hospital (Anderson)
- Shadyside Park (Anderson)
- Beulah Park & Madison County 4-H Fairgrounds (Alexandria)
- Callaway Park (Elwood)
- State Correctional Facilities (Pendleton)
- Poet Biorefining (Alexandria)
- Anderson Speedway (Anderson)
- Red Gold Distribution Center (Orestes)
- Red Gold Corporate Office (Elwood)

Activities

The purpose behind each trip a person takes is linked to the activity that is planned at the end—we take a trip to the store to shop, the park to play, or the office to work. Activities are also generated by businesses as they produce goods and provide services. The activity level of the Anderson MPA can be better understood by reviewing trip-making behavior and evolving regional employment.

Personal Activity

Daily activity varies significantly from person to person and family to family, but average trip rates and personal travel can be estimated by conducting surveys and collecting traffic counts to get an idea of regional activity. MCCOG conducted the *Heartland in Motion Transportation Study* (HIM) in 2014 to gain insight on regional travel and activity. HIM is the first household travel survey for the Anderson MPA since the 1970s and provides extensive household, person, and trip level data. Household trip rates illustrate the approximate amount of activity generated for each household. Trip rates vary significantly

Source: HIM Study

Figure 2.11: Trip Rate by Household size

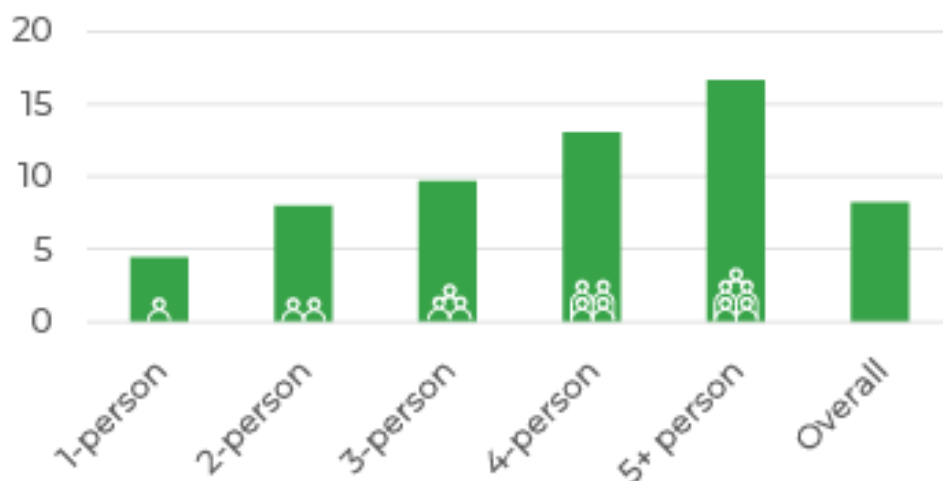
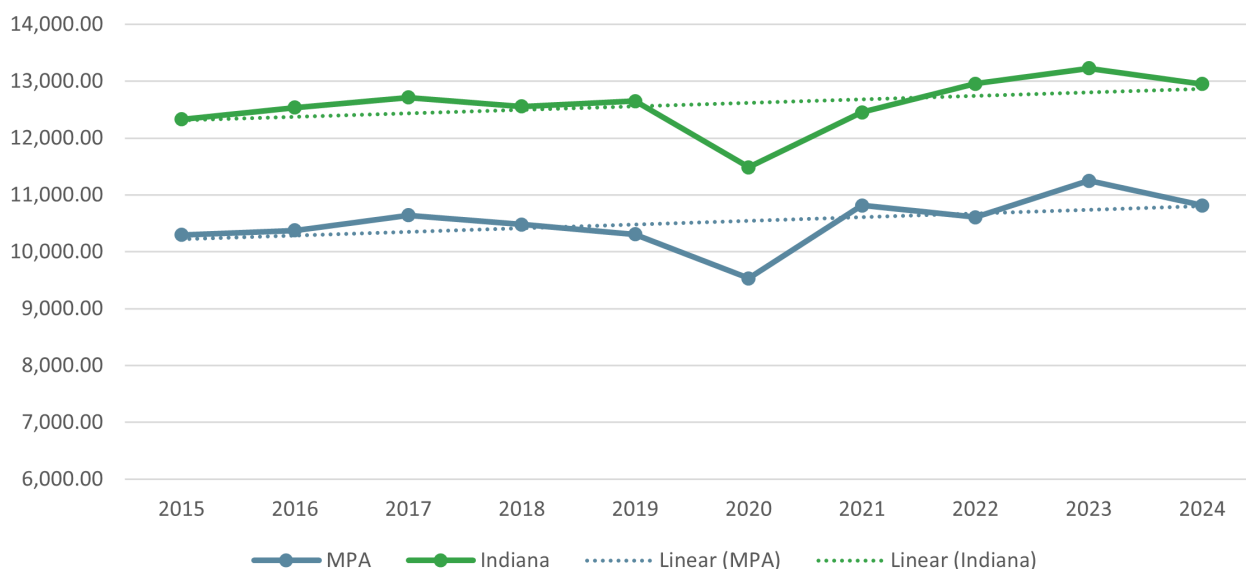


Figure 2.12: Per Capita Vehicle Miles Traveled

Source: HPMS



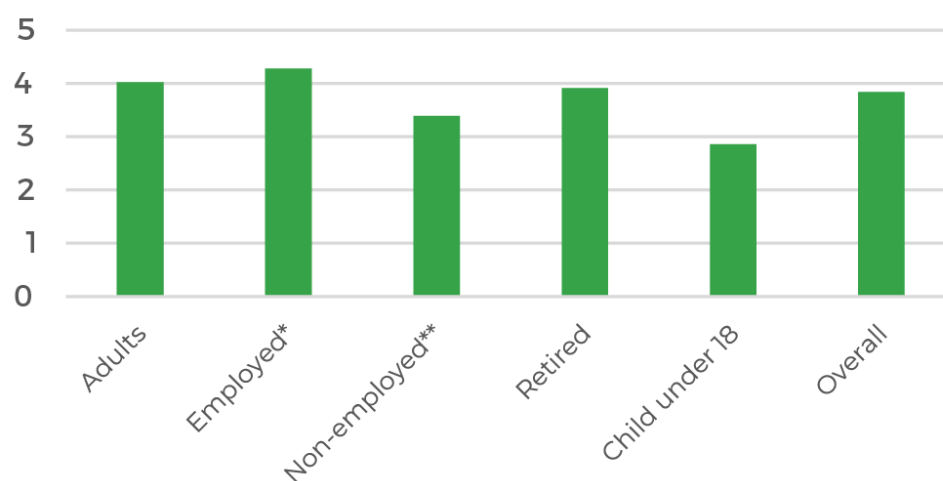
depending on the characteristics of the household and people living there but are typically shown by household size. After applying these estimated trip rates, the data indicated that the Anderson MPA produces over 400,000 personal trips daily.

To better illustrate the connection between personal daily trips and the use of the transportation system, *2050 inMotion* considers the number of vehicle miles traveled (VMT). VMT is an estimate of the total miles traveled on roadways within a defined area. VMT is generally assessed at two levels, daily and annual per capita vehicle miles traveled. Following national trends, the MPA has seen an increase in both daily and per capita VMT. Although there was a national reduction in VMT during 2020 due to the COVID pandemic, 2021 showed a return to pre-pandemic levels and an overall upward trend.

Since 2015, the MPA's increasing VMT trend is nearly identical to that of the State of Indiana. The VMT per person has been and remains approximately 2,000 miles per year less than the state average. Within the Anderson MPA,

the annual VMT per person (average number of miles driven in a year by each person) is approximately 10,800 miles.

The distribution of VMT is usually linked to population density and the number of available amenities. In the Anderson MPA, the Central-East subregion is the most densely populated, followed by the Southwest subregion, and then the North subregion. A closer review of each subregion shows that even though the Central-East subregion comprises over 55% of the Anderson MPA's population, it only contributes to 44% of the total daily VMT. Conversely, the North subregion includes only 22% of the population but contributes to over 31% of the VMT. Proportionally more miles are traveled in the North subregion than in other subregions because the area is more rural; therefore, destinations are farther apart. The Southwest subregion also generates a slightly higher percentage of VMT than its population percentage of the MPA, which is likely due to its proximity to Indianapolis and the available jobs and amenities.

Figure 2.13: Trip Rate by Employment Status

*Includes full-time, part-time, and self-employed adults

**Includes homemakers and unemployed adults

Commuting Patterns

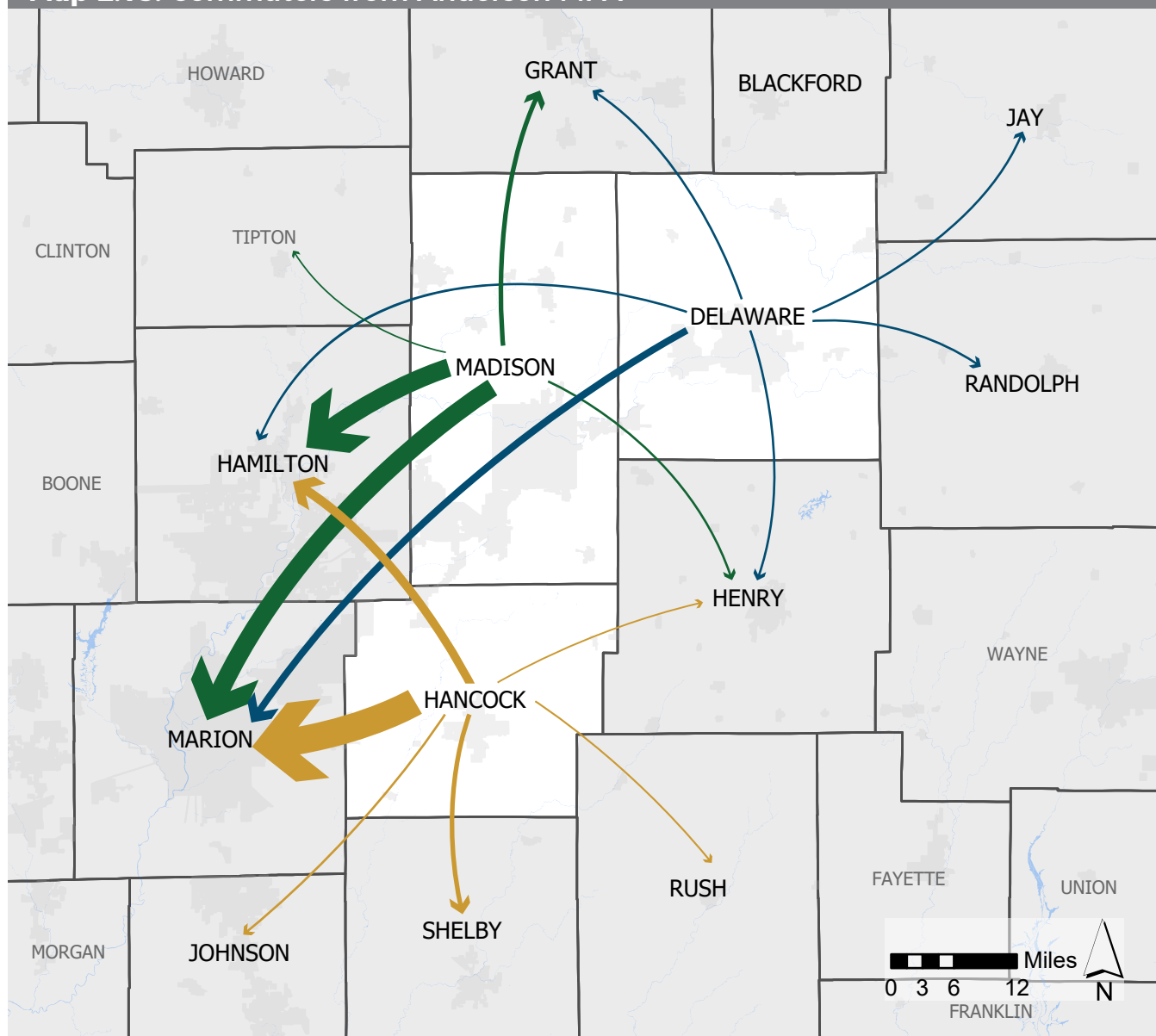
Another way to look at trip rates is by employment status. Trips to and from work are generally the most consistent and are vital to understanding the impacts of economic development activities on regional employment opportunities.

Commuting patterns highlight vital corridors and indicate where future issues are likely to occur. The Census Transportation Planning Product (CTPP) is a version of American Community Survey (ACS) that has been specially tabulated by the US Census Bureau to support transportation planning efforts. One unique option available within the CTPP is County-to-County Flows that provide estimates of commuters from their home county to their work county. The most updated CTPP uses 2017-2021 ACS data.

2050 inMotion uses this information in three ways:

- Commuters coming to Anderson MPA Counties (Madison, Hancock, and Delaware)
- Commuters leaving from Anderson MPA Counties
- Commuters traveling between Anderson MPA Counties

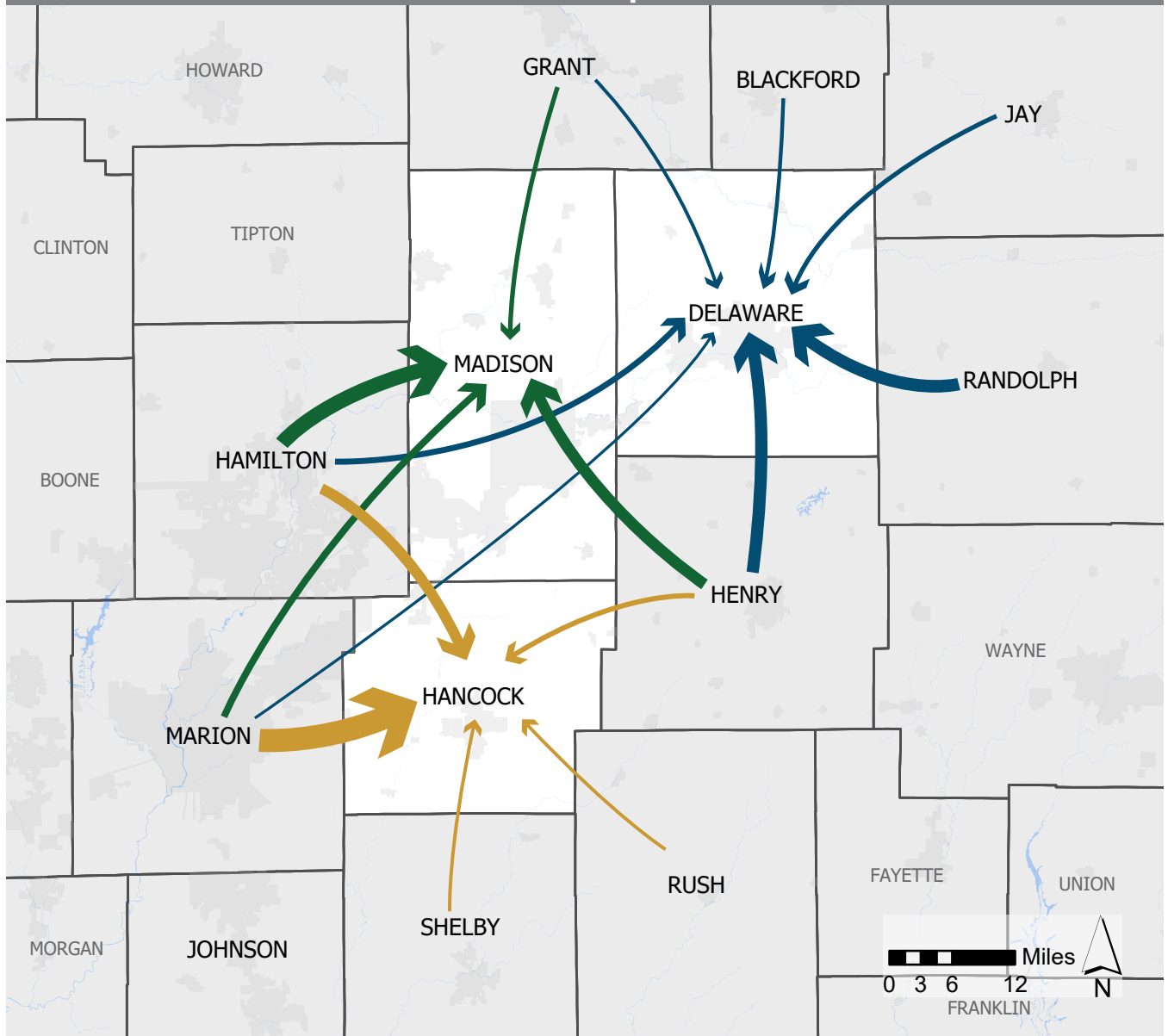
However, when reviewing County-to-County Flow data, it is important to understand the difference between the home county labor force, county-employed labor force, and work county employees. Each county has an estimated labor force that represents the population over the age of 16 who are employed or actively seeking employment. The county labor force is not required to work in the county where they live to be counted as part of that county's labor force. The county labor force is further split into employed and unemployed participants. In addition, while each county has an estimated number of total employees who work in the county, they may not be included in the county labor force if they do not reside in the same county in which they work.



Delaware County, Indiana			Hancock County, Indiana			Madison County, Indiana		
To County	Num	Pct	To County	Num	Pct	To County	Num	Pct
Delaware	40,240	80.20	Marion	17,015	41.86	Madison	33,330	58.54
Madison	3,080	6.14	Hancock	16,250	39.98	Marion	7,805	13.71
Marion	1,485	2.96	Hamilton	2,820	6.94	Hamilton	7,470	13.12
Grant	1,085	2.16	Shelby	1,105	2.72	Delaware	2,840	4.99
Hamilton	955	1.90	Madison	990	2.44	Hancock	1,405	2.47
Henry	700	1.40	Henry	380	0.93	Grant	920	1.62
Randolph	500	1.00	Johnson	330	0.81	Tipton	630	1.11
Jay	485	0.97	Rush	325	0.80	Henry	630	1.11
Blackford	350	0.70	Hendricks	270	0.66	Howard	435	0.76
Wayne	225	0.45	Boone	205	0.50	Hendricks	315	0.55
Emp. Labor Force	50,172	97.87	Emp. Labor Force	40,643	97.66	Emp. Labor Force	56,931	97.98

Source: 2021 ACS CTPP

Map 2.14: Commuters to Anderson MPA



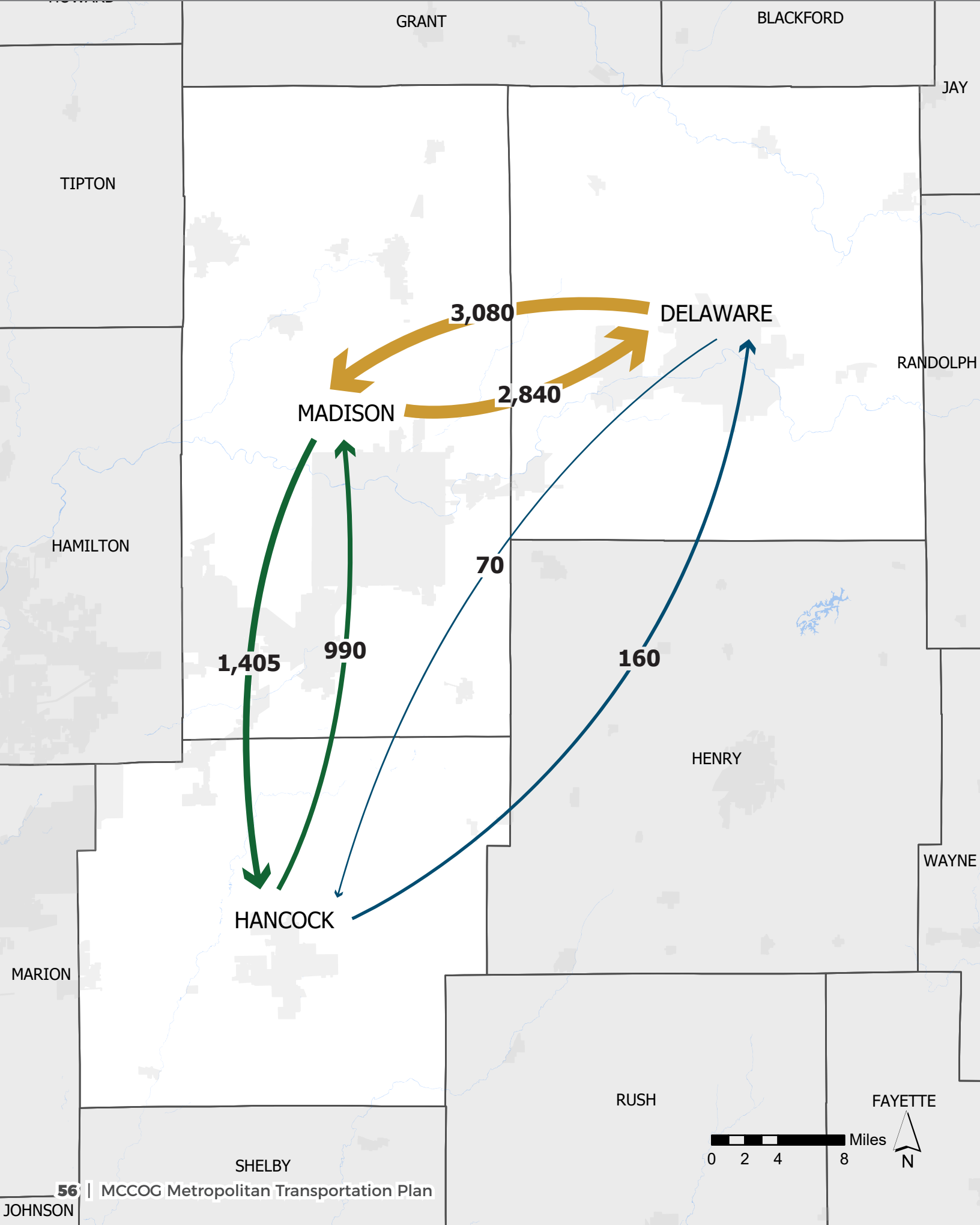
Source: 2021 ACS CTPP

Table 2.03 Commuters to Anderson MPA

Delaware County, Indiana			Hancock County, Indiana			Madison County, Indiana		
To County	Num	Pct	To County	Num	Pct	To County	Num	Pct
Delaware	40,240	80.35	Hancock	16,250	57.31	Madison	33,330	75.23
Madison	2,840	5.67	Marion	4,375	15.43	Delaware	3,080	6.95
Henry	1,565	3.12	Hamilton	1,775	6.26	Hamilton	2,625	5.92
Randolph	1,370	2.74	Henry	1,630	5.75	Henry	1,585	3.58
Hamilton	715	1.43	Madison	1,405	4.95	Hancock	990	2.23
Jay	660	1.32	Shelby	955	3.37	Marion	965	2.18
Grant	625	1.25	Rush	590	2.08	Grant	640	1.44
Blackford	535	1.07	Johnson	340	1.20	Tipton	245	0.55
Marion	350	0.70	Delaware	160	0.56	Randolph	160	0.36
Wayne	290	0.58	Fayette	150	0.53	Blackford	110	0.25
Total Employees	50,082	98.22	Total Employees	28,357	97.44	Total Employees	44,307	98.70

Map 2.15: Commuters between MPA Counties

Source: 2021 ACS CTPP



Commuters From

Commuters leaving from the Anderson MPA Counties represent a portion of the employed labor force. Of the nearly 148,000 employed residents of Madison, Hancock, and Delaware Counties, approximately 26% work in Marion, Hamilton, and Grant Counties, with Marion employing over 26,000 or nearly 18% of the Anderson MPA counties' employed labor force.

Commuters To

Commuters coming to the Anderson MPA counties represent a portion of the employees who work in the three MPA counties. Of the more than 122,000 employees of Madison, Hancock, and Delaware Counties, just over 12% are from Henry, Marion, and Hamilton Counties, and each one provides a relatively equal number of employees.

Commuters Between

There is also an exchange of employment between the counties that compose the Anderson MPA. Madison and Delaware County exchange around 3,000 employees daily. Hancock County sends over 90 more employees to Delaware County than Delaware County sends to Hancock County daily. However, Hancock

County receives over 400 more employees from Madison County than it sends to Madison County.

The County-to-County Flow data reveals the extent of the interdependence of the Anderson MPA with the surrounding region and highlights its reliance upon Marion and Hamilton Counties for employment opportunities. Considering these trends, the data further illustrates the importance of the SR-28, SR-37, SR-32, I-69, and US-36 corridors as these directly link the Anderson MPA counties to both Hamilton and Marion Counties.

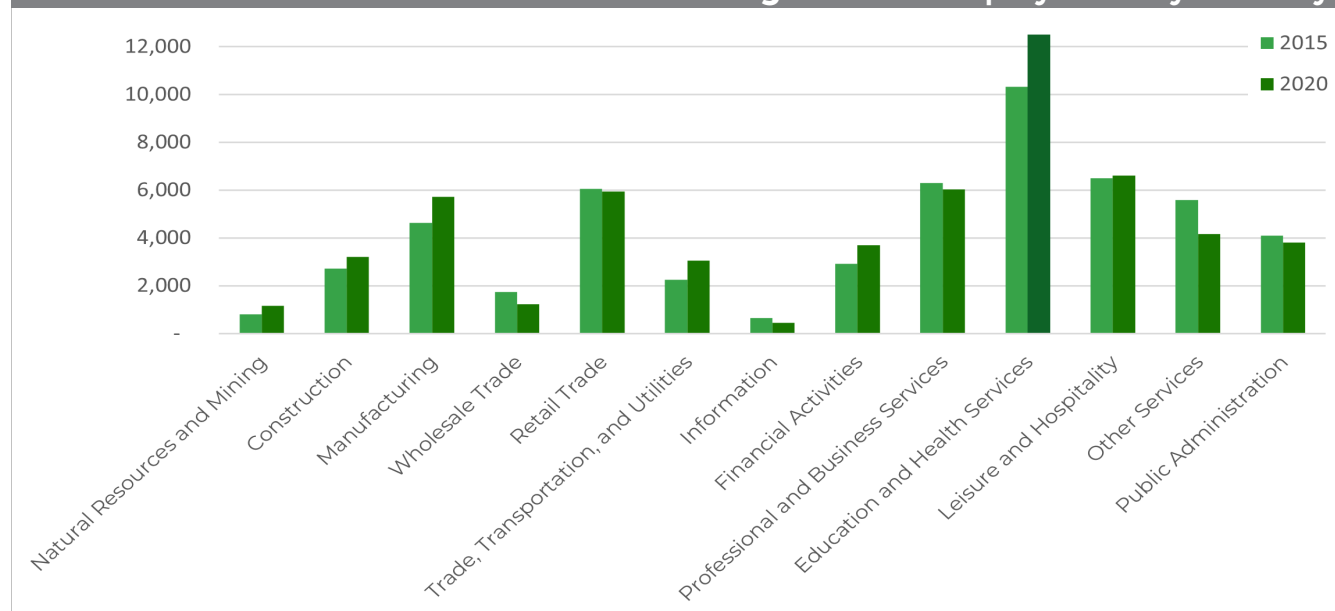
Employment Change

In addition to personal activity, we must consider activity generated by businesses as different types of industries generate different levels of activity. The first step in understanding business activity levels is to review the changing employment environment.

The number of persons working within the Anderson MPA has generally been declining since the 1960s due to losing major manufacturing facilities. Employment has shifted to transportation and warehousing and finance industries. Despite the overall loss,

Source: 2025 Woods & Poole

Figure 2.14: Employment by Industry



employment has increased since the Great Recession ended in 2009, and the region has been more successful at attracting new businesses. Comparing the 2010 Woods & Poole estimates to those in 2025 demonstrates there has been an overall growth rate of 6.43%. While the long-term trends indicate employment loss, more recent data illustrates some regional employment growth.

Location quotient and shift share analyses provide a better understanding of the changing trends by industry, which allows a comparison of the Anderson MPA (Madison County) to the nine-county central Indiana region. According to Woods & Poole, 13 industries generalized through the North American Industry Classification System (NAICS), the Education & Health Services, and Leisure & Hospitality industries are the most prevalent within the Anderson MPA, as shown in the graph below.

Components of a Shift Share Analysis

Shift share attempts to explain what causes local employment growth. It divides growth into three components: regional effect, industry mix, and local competitiveness.

Regional Effect This assumes an equal growth rate across all industries. For example, if employment in the overall region grew by 10%, then each industry should also grow by 10%.

Industry Mix - The difference between the regional industry growth and overall regional growth. For example, if the overall region grew by 10% and the specific industry grew by 15%, the effect of the industry mix is 5%.

Local Competitiveness - This represents the difference between the expected change and the actual change. For example, if the expected change is 15%, but actual growth was 25%, then the effects of local competitiveness is 10%. This example indicates a significant local advantage over the region in this industry.

Table 2.04: Shift Share Results

Source: 2025 Woods & Poole

Industry	Regional Effect	Industry Mix	Expected Change	Competitive Effect	Total
Natural Resources and Mining	407	-522	-115	-55	-170
Construction	865	282	1,147	-597	550
Manufacturing	1,423	-888	535	882	1,417
Wholesale Trade	570	-186	384	-1,945	-1,561
Retail Trade	2,190	-1,395	795	-1,237	-442
Trade, Transportation, and Utilities	927	2,528	3,455	-2,254	1,201
Information	285	-291	-6	-395	-401
Financial Activities	1,268	287	1,556	-836	720
Professional and Business Services	1,874	811	2,685	-2,160	525
Education and Health Services	3,124	509	3,633	-2,975	658
Leisure and Hospitality	2,267	-193	2,074	-1,709	365
Other Services	1,481	-292	1,189	-1,140	49
Public Administration	2,554	-2,098	456	-1,214	-758
Total Industries	19,236	-1,448	17,788	-14,399	3,389

Shift Share Analysis

In review of employment data provided by Woods & Poole, between 2010 and 2025 the Anderson MPA struggled to compete with other portions of the central Indiana region in nearly all areas of industry. When employment rates decrease in central Indiana for any industry, they decrease even more in the Anderson MPA. Conversely, when there is an increase in central Indiana, there is a smaller increase in the Anderson MPA, except for manufacturing.

Location Quotient Analysis

A location quotient provides additional insight into the industries that offer the most opportunities for growth looking forward. From this analysis, the Natural Resources & Mining and Leisure & Hospitality industries are considered “basic,” which means that they begin strong and will likely see growth within the analysis period. Other important industries include Retail Trade and Education and Health Services.

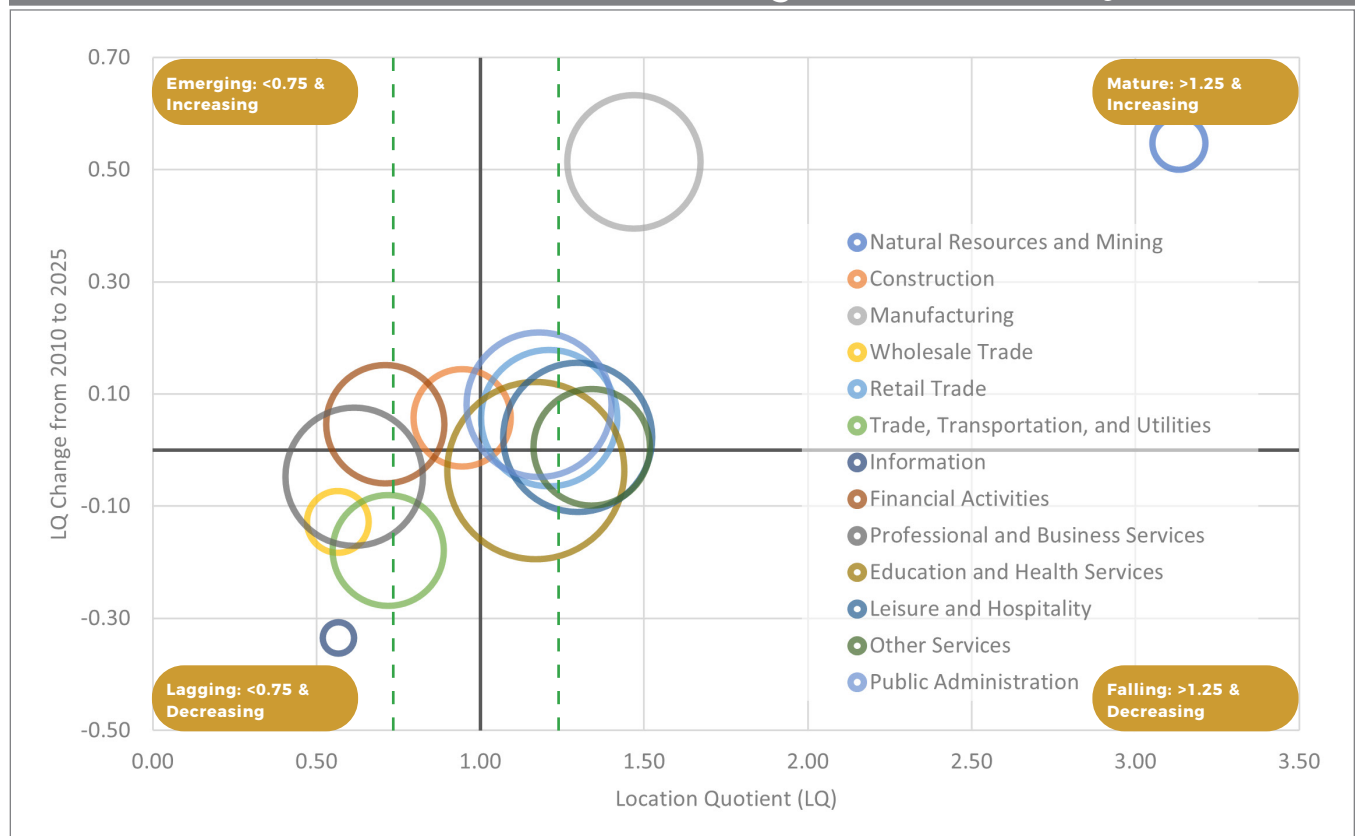
Location Quotient Explained

Location Quotient (LQ) is an analytical tool used to compare the local concentration of some quality to a larger reference region. It is most often used for industry comparisons to understand which local industries make the economy unique. LQs compare the industry's share of local employment with its share of regional employment. For example, assume that while the wholesale trade industry accounts for 2% of the local economy, it only accounts for 1% of the regional economy. The LQ for Wholesale Trade in this example would be 2.00. Any industry with an LQ greater than 1.00 is noted as a *basic industry* responsible for supporting the local economy.

LQs can also be used to track growth over a period by comparing local growth to regional growth. The LQ chart plots each industry by existing size, current LQ, and change in LQ to help categorize each. While most industries will hover around the 1.00 and 0.00 change in LQ, other industries will diverge. Through this process, industries that are distinguished locally from the larger region can be highlighted for updated attraction and retention policies.

Source: 2025 Woods & Poole

Figure 2.15: Location Quotient Chart



The analysis also indicates that the Financial Activities are considered emerging strengths that have shown growth, growth potential, and regional competitiveness. Industries such as Natural Resource and Mining show declining competitiveness and poor growth, so they will likely be limited in the future.

These analyses further stress how significantly the Anderson MPA relies on the Indianapolis region for access to employment opportunities within most industries. They also show that Retail Trade, Education and Health Services and Leisure & Hospitality industries rely on attracting business from Indianapolis and central Indiana residents, though the level and type of activity generated varies significantly. The Leisure & Hospitality industry relies on attracting people and generating additional personal trips. The Information industry generates very little business activity using the

transportation system since most businesses can connect virtually. Finally, the Wholesale Trade and Natural Resource industries generate a significant amount of commercial or truck activity for deliveries and the movement of goods.

Movement of Goods

Goods are moved primarily along I-69, US 36-SR 67-SR 9, and SR 28 within the Anderson MPA. I-69 carries 4,500 to 11,500 combination trucks per day, with the largest concentration between exits 2019 and 226. The SR 67-US 36-SR 9 corridor south from I-69 exit 222 to the Madison County line carries 800 to 1,600 trucks per day. SR 28 carries between 800 and 1,100 trucks per day, representing 12-21% of traffic.

I-69 was established as a critical freight corridor as part of the North American Free Trade Agreement (NAFTA) in 1994. The corridor links



Canada and Mexico across the United States and represents a vital connection for regional growth. NAFTA established the corridor's importance and set in motion several improvements as well as identified missing links to be completed to create a continuous corridor. Several missing links were identified in many states, one of which is the I-69 expansion project in Indiana that will connect I-465 on the southwest side of Indianapolis to Bloomington, Evansville, and across the Ohio River into Kentucky. Truck traffic is expected to continue to increase along the corridor as more links are completed offering significant economic development opportunities for the Anderson MPA and significant increases in overall commercial and truck activity.

In addition to general activity, Truck Travel Time Reliability (TTTR) can be used to identify a corridor's ability to deliver goods on time and further inform the potential for increased truck activity. TTTR compares travel time along a corridor during congestion times to travel times with little to no traffic. The comparison results in a value greater than or equal to 1.00, where 1 means there is no difference along the corridor throughout the day. The TTTR on I-69 is less than 1.5, which is lower than the national goal of 2.12 and indicates relatively reliable travel³. This also indicates that the corridor could

reliably serve even higher activity levels. The primary connecting corridors of SR-9, SR-109, US-36, and SR-67 have TTTR values between 1.5 and 3 with a few key bottleneck locations reporting a TTTR in excess of 3. This indicates that these corridors are less reliable and unlikely to grow at the same rate as I-69.

Conclusion

The Anderson MPA is composed of a variety of people, places, and activities supported by the regional transportation system. Each of these components is vital to understanding how and where to prioritize transportation investments. Reviewing the shifting population pattern illustrates a need to balance investment in areas of rapid growth and deteriorating infrastructure where population is being lost through both funding and technical support. The discussion on regional activities demonstrates the increasing nature of activity following national trends and the necessity of supporting economic activity through infrastructure improvements. The location of unique places across the Anderson MPA that support daily activities further highlight the importance of downtowns and the influx of suburban sprawl that could significantly impact historic and natural resources within the Anderson MPA.