A BETTER WAY TO GO

Bus Rapid Transit (BRT) is a faster and more efficient, more comfortable and customer-friendly mass transportation system. This high capacity solution uses buses that travel in exclusive lanes to avoid traffic and will have stops about every half mile. With frequent all day service, real-time arrival information and comfortable station platforms; BRT will significantly improve urban mobility and connectivity.

Priority signaling and dedicated lanes along much of the route will allow quick travel from station to station.

For more information IndyGo.net/Redline
Red Line Rapid Transit stations will be spaced about a half mile apart and will provide waiting riders with great features to improve their travel experiences while speeding the boarding process.

- Off-board Ticketing
- Wi-Fi
- Security Cameras
- Elevated Platforms

“Real-time” Arrival Information
Covered Waiting Areas
Bike Racks – On-board and at station
MORE THAN CONVENIENT

QUICK ACCESS TO:
- Higher Education
- Health Care
- Shopping & Cultural Districts

CONNECTS 1 IN 4 Marion County Workers to Over 137,000 Jobs

IMPROVED CONNECTIONS WITH CROSS-TOWN ROUTES

PROVIDE SERVICE TO 90% OF AREA COLLEGE STUDENTS

RED RAPID TRANSIT

For more information indygo.net/redline
2015

**SUMMER:** Public Input And Engineering

**FALL:** Federal Application For Construction Funding

2016

**SPRING:** Open Downtown Transit Center,
Adjust IndyGo Routes, Announce Federal Funding

**FALL:** Possible Indy Connect Funding Referendum

2017

Begin Red Line Rapid Transit Construction

2018

Grand Opening

**RED RAPID TRANSIT**
PHASE ONE
RED LINE STATION + ROUTE MAP

Downtown Detail

RAPID TRANSIT

FOR MORE INFORMATION INDYGO.NET/REDLINE
The development of Red Line Rapid Transit will provide more than just frequent and convenient transportation to areas along its route. The redevelopment, following its completion, will boost household income, property values and money for public works.

Annual Savings of $8,000
FOR MEDIAN-INCOME HOUSEHOLDS

2x MORE PROPERTY VALUE FOR HOMES IN TRANSIT ORIENTED NEIGHBORHOODS

NEARLY 3x MORE PROPERTY VALUE FOR BUSINESSES IN TRANSIT ORIENTED COMMERCIAL

MORE $$$ FOR SCHOOLS, SERVICES AND INFRASTRUCTURE

2014 Parcel Assessed Values, City of Indianapolis
In an effort to improve mass transit in the central Indiana region, a comprehensive plan known as Indy Connect has been created. This plan would introduce five rapid transit routes across central Indiana and increase the frequency and operating hours of local bus service.

Phase One of the Red Line will begin with the announcement of Federal funding in Spring 2016. In order to fund Phases Two and Three of the Red Line and further expand local bus service and add new rapid transit lines, central Indiana residents could be asked to approve a local income tax on a local referendum between 2016 and 2018. Learn more at IndyConnect.org.
With the approval of the Federal grant in Spring of 2016 for the construction of phase one of the Red Line, existing IndyGo routes will be realigned and optimized to connect with the new rapid service. A funding referendum between 2016 and 2018 would bring additional improvements to local bus service, with longer hours and more frequency.

Most importantly, the plan calls for a “high-frequency grid” where several cross-town routes connect all across the most populated areas of Indianapolis, offering quick transfers and improved travel times for hundreds of thousands of residents. The referendum would also fund future phases of the rapid transit network including the Blue and Purple lines.
When a rapid transit service like the Red Line is created, the demand for development along the corridor increases, meaning more jobs and higher property value. The key is to ensure that land use and zoning ordinances are utilized to support the kind of development that the community wants and to restrict undesirable uses that shouldn’t be located next to transit stations.

When the process is complete, the strategic plan will help developers find great opportunities along the Red Line, and the zoning policies will encourage developers to build neighborhoods that are vibrant, pedestrian friendly and easily accessible by all modes of transportation.

Learn more at Plan2020.com.
In order to maintain the safety of dedicated lanes for the Red Line, Meridian Street and College Avenue will implement some left turn restrictions. Left Turns will only be allowed at certain signalized intersections, and cross traffic at smaller non-signalized intersections will be restricted with a concrete median.

However, drivers will still be able to access their destinations by making a U-turn at the next available intersection, which will be allowable for passenger cars in most locations.

**PARKING IMPACTS**

College Avenue between 38th and 66th Streets:
- Shared bi-directional bus-only lane minimizes parking losses
- Some parking losses at stations and intersections

Meridian Street between 18th and 38th Streets:
- One dedicated bus-only lane in each direction eliminates parking on one side of the street for the whole segment

Capitol Avenue between Maryland and 18th Streets:
- Dedicated northbound bus-only lane eliminates parking on the east side of the street and eliminates metered parking in the downtown area
- Southbound bus-only lane is shared with for right turning vehicles
IndyGo undertook an extensive traffic modeling process which has shown that **no major impact** to auto traffic congestion is expected with the conversion of lanes to BRT-only.

There are several factors that contribute to this:

- Ridership models predict a significant number of people would shift from their personal car to the Red Line.
- New left turn lanes at some intersections and the prohibition of left turns elsewhere in the corridor will reduce traffic back-ups.
- The existing heavy volume of buses in the corridor would shift into the BRT-only lane and out of the other lanes.
- Some drivers will take alternate streets, which currently have enough capacity to absorb the additional traffic.

All of these factors are expected to produce up to a 25% decrease in vehicle traffic along the BRT corridor.