

Blue Line Rapid Transit

Update • April 26, 2018



IndyGo

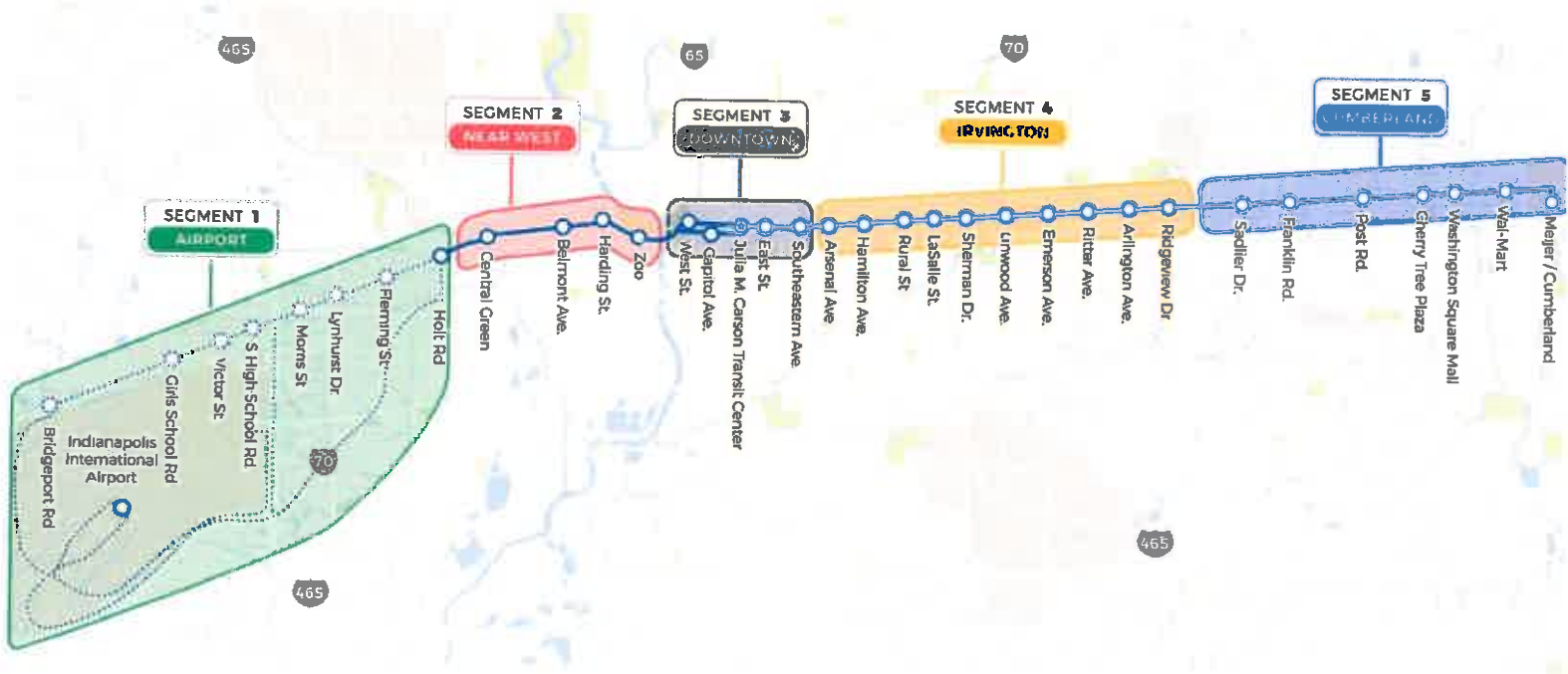


- Upgrade Route 8
- Approx. 20 miles
- Bus arriving every 10 mins in peak, service for 20 hours/ day
- 60ft battery electric buses
- Anticipated opening 2022



- **April 2018: Corridor Advisory Committees**
- **May 2018: Public Meetings**
- **June 2018: Lane Configurations Set**
- **September 2018: Grant Application**
- **Summer 2020: Construction Start**
- **Early 2022: Open for Service**

BLUE LINE – SEGMENT BREAKDOWN





ADDED VALUE to infrastructure

- Improvements to:
 - Sidewalks
 - Drainage
 - Pavement
 - Traffic Signals

CONCEPTUAL STATION DESIGN: CENTER



5

RENDERING: CHILDREN'S MUSEUM



CONCEPTUAL STATION DESIGN: CURBSIDE

Metal Roof

Composite
"Wood"
Icon

Glass Wind Screen

Ticketing

Station Signage

12



CDM
Smith

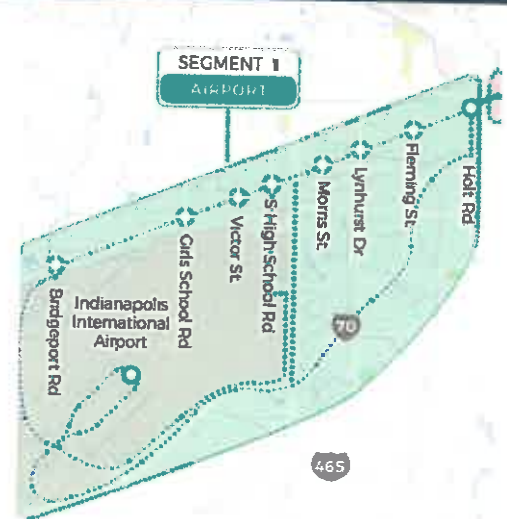
RENDERING: FOUNTAIN SQUARE



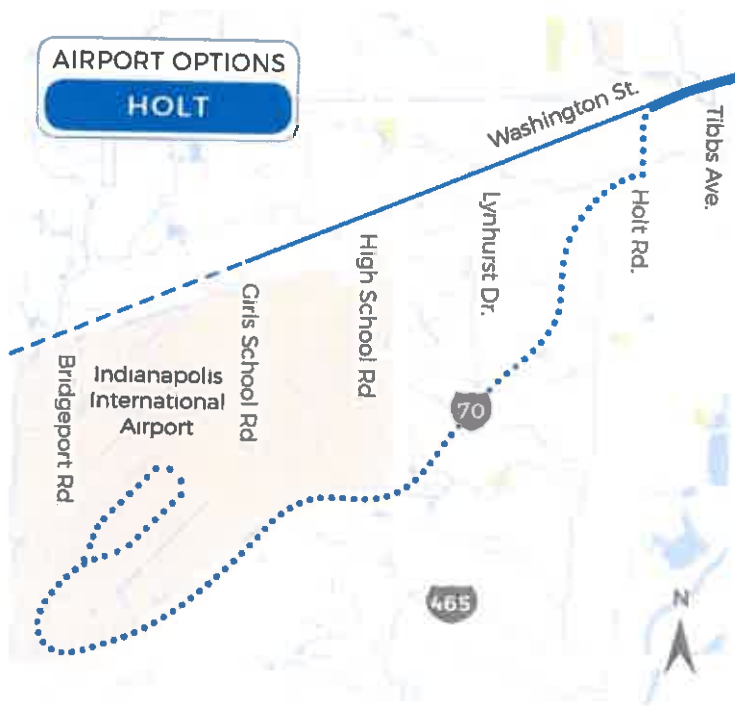


SEGMENT 1– CHALLENGES

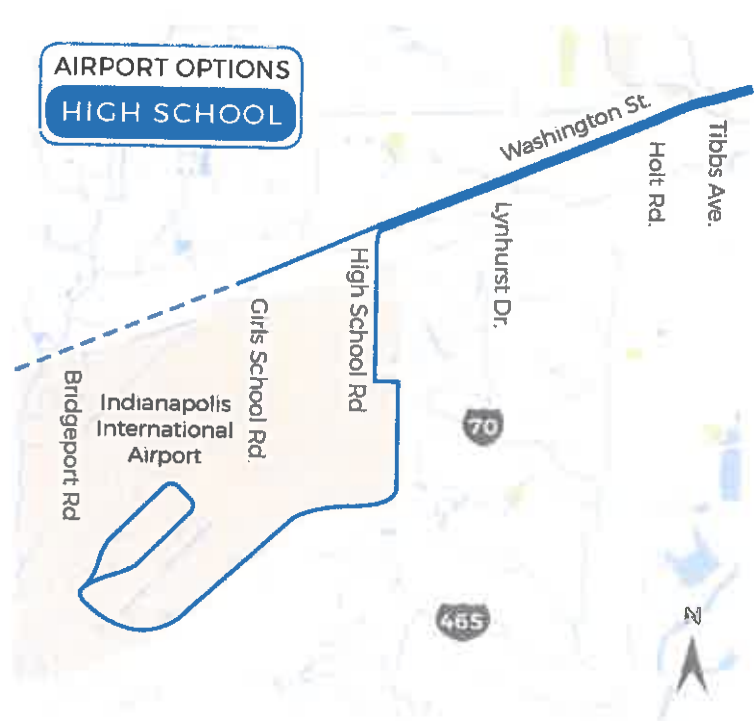
- Infrastructure Condition
- Low-Density Land Use
- Access Control
- Future Extensions



SEGMENT 1: ROUTING ALTERNATIVES

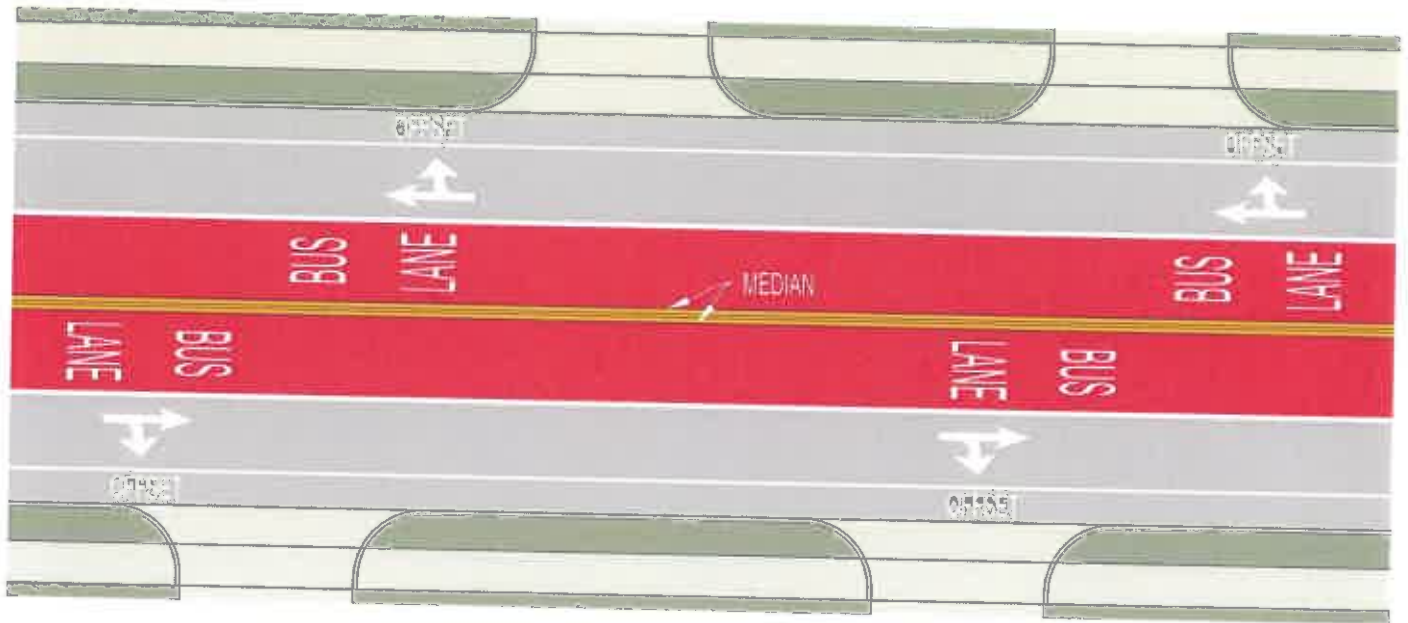


- BRT SERVICE - 10 MINUTE FREQUENCY**
- BRT SERVICE - 20 MINUTE FREQUENCY**
- EXPRESS SERVICE - 20 MINUTE FREQUENCY**
- - - FUTURE EXTENSION - 20 MINUTE FREQUENCY**



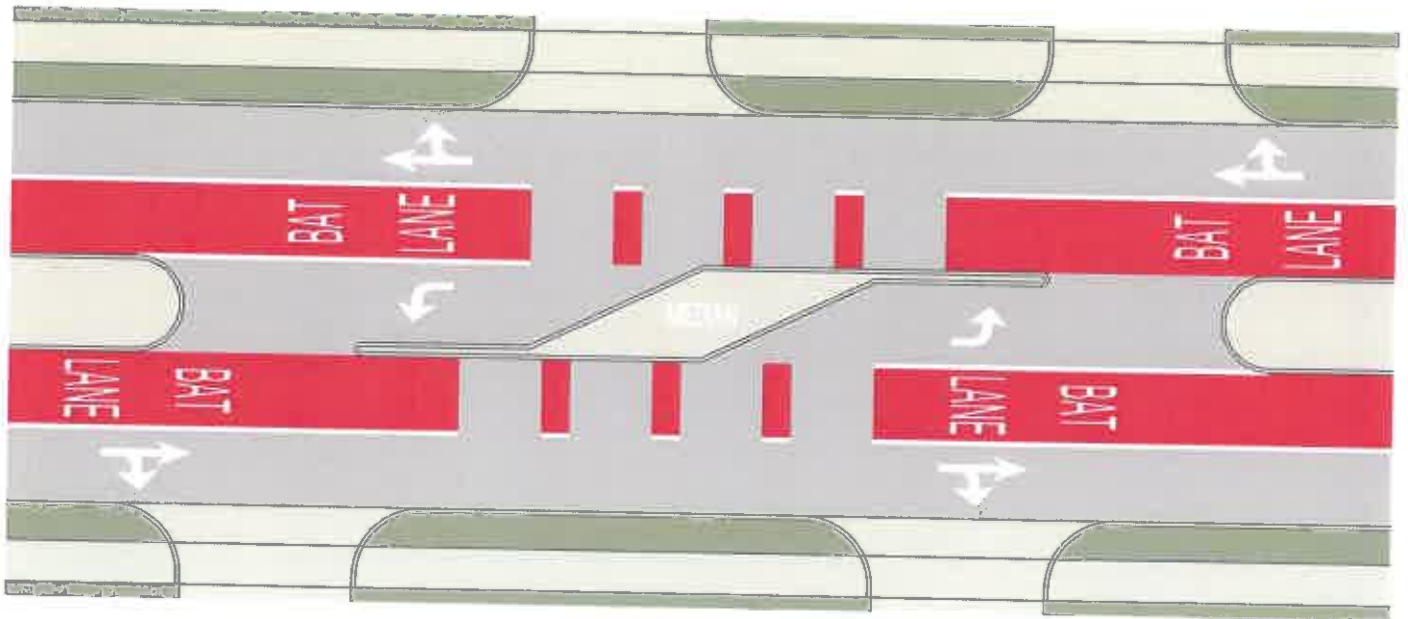
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- - - FUTURE EXTENSION - 20 MINUTE FREQUENCY**

SEGMENT 1: LANE OPTIONS



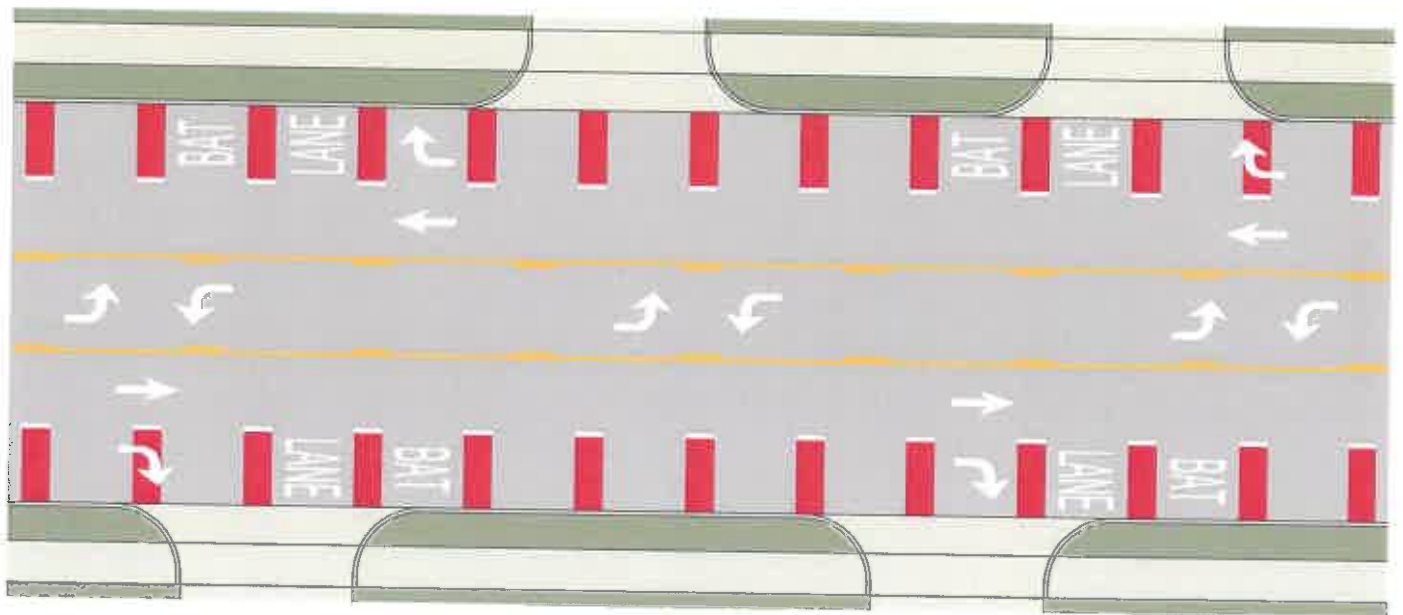
Center Exclusive

SEGMENT 1: LANE OPTIONS



Left BAT

SEGMENT 1: LANE OPTIONS




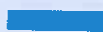
















Right BAT



LEFT TURNS AND U-TURNS: SAFETY BENEFITS

- East 38th Street has one of the highest crash rates in the entire Indy region
- 986 crashes, 4 fatalities, and 27 incapacitating injuries from 2013-2015
- 42% of crashes are the types that would be eliminated or significantly reduced by limiting left turns

CURBSIDE VS CENTER

Center Exc.	Left BAT*	Right BAT	Evaluation
			Safety
			Bus Speed
			Traffic Congestion
			Auto Access
			Economic Development
			Cost



SEGMENT 2– CHALLENGES

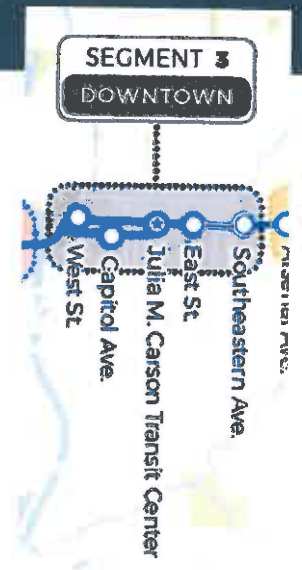
- Infrastructure Condition
- Railroad Underpasses
- Interface w/ Ambrose Development





SEGMENT 3— CHALLENGES

- Traffic Congestion
- Turning Conflicts
- Station siting



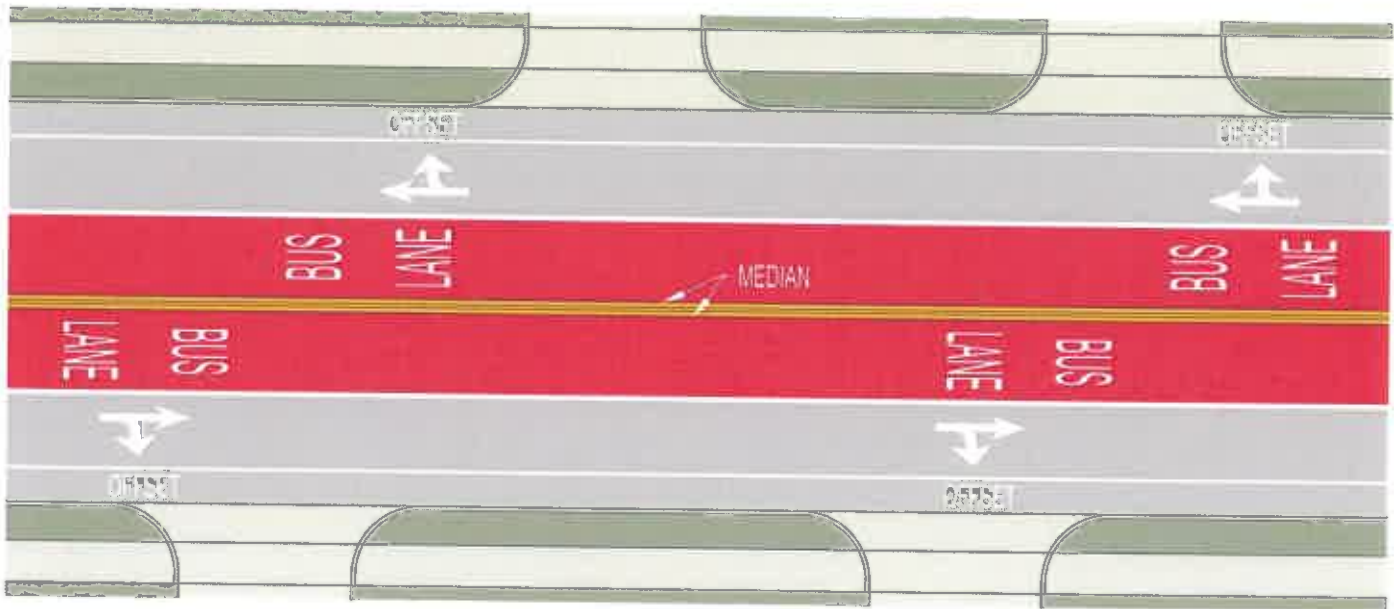


SEGMENT 4- CHALLENGES

- Street Width
- Historic Structures
- Power Lines

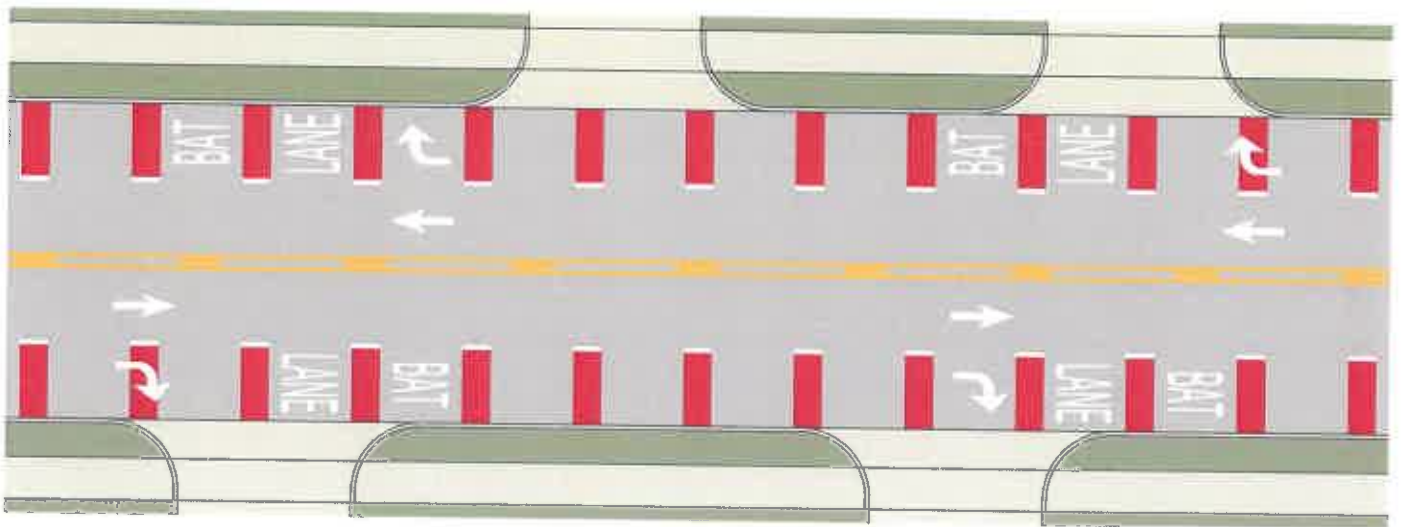


SEGMENT 4: LANE OPTIONS



Center Exclusive

SEGMENT 4: LANE OPTIONS



Right BAT



SEGMENT 5 – CHALLENGES

- Excessive Street Width
- Access Control
- Walkability





www.IndyGo.net/Transitplan