Welcome! This meeting will begin shortly.
PRESIDENT’S ADDRESS
WHERE WE'VE BEEN
MARION COUNTY TRANSIT PLAN
= 70% SERVICE INCREASE

Hub & Spoke
Efficient Grid
Early 2000's:
Budget Constraints lead to service reductions.

2014: Development of the Marion County Transit Plan (MCTP);
Public involvement period.
2017: City-County Council enacts a 0.25% income tax to fund transit plan

2018: Additional route improvements, part of the MCTP, go into effect
OUR PROGRESS

2018: Construction for the Red Line begins

2019: IndyGo opens the Red Line; Weekend and evening service is increased on local routes
• Shorter wait times
• Every route every day
• Longer service hours
• Better frequency
• Updating the bus fleet
• Staff enhancements
• Capital projects
Red Line Phase 1 Overview

- 15.2 miles long
- 31 station locations (12 shared with Red Line)
- 90% dedicated lanes
- $155M project cost
- Access to 134,603 jobs
- Serving 58,470 people

- 61.6% minority population
- 30.3% low-income population

www.IndyGoPurple.com
COMMUNITY OUTREACH

- Public Meetings
- IndyGo Leadership Listening Sessions
- Corridor Advisory Committee Meetings
- Informational Open Houses
- Transit Socials
- Neighborhood Association Meetings
- Business Association Meetings
- Email and Direct Mail
- Social Media

Over 6,300 engaged through events or public comments

Over 200 community events or meetings for Purple Line outreach
COMMITTEE UPDATES: MAY 2020

- Design Progress: 60%
- Updates from the Red Line
  - Station Design
  - Median Design
  - Safety Improvements
- Council approved ordinances
**Funding**

- FTA Small Starts Grant: $77.5M
- Additional federal grants: $20M
- DPW funds: $1.2M
- IndyGo Income Tax/Bonds: $56.3M

**Estimated Project Budget: $155M**

- Infrastructure: $95M
- Stations: $32M
- Vehicles: $20M
- ROW & Finance Costs: $8M
MORE THAN TRANSIT

- Drainage improvements
- New and repaired pavement

NEW TRAFFIC SIGNALS

3 MILES OF MULTI-USE PATH

ADD OR REPAIR 9.5 MILES OF SIDEWALK INFRASTRUCTURE

355 NEW OR UPGRADED CURB RAMPS

OVER 50% OF BUDGET GOING TO SUPPORTING INFRASTRUCTURE
## PURPLE LINE: TRAVEL TIME IMPACTS

<table>
<thead>
<tr>
<th>Trip</th>
<th>Bus Today</th>
<th>Purple Line</th>
<th>General Purpose Traffic Today</th>
<th>General Purpose Traffic w/ Purple Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keystone to Emerson</td>
<td>9 min</td>
<td>5 ½ min</td>
<td>5 ½ min</td>
<td>8 min</td>
</tr>
<tr>
<td>Post to Emerson</td>
<td>14 min</td>
<td>10 min</td>
<td>9 ½ min</td>
<td>13 min</td>
</tr>
<tr>
<td>Ivy Tech Main Campus to Lawrence</td>
<td>44 min</td>
<td>32 ½ min</td>
<td>N/A**</td>
<td>N/A**</td>
</tr>
<tr>
<td>Ivy Tech Lawrence to 38th &amp; Post</td>
<td>N/A^</td>
<td>6 ½ min</td>
<td>7 min</td>
<td>8 min</td>
</tr>
</tbody>
</table>

*More than 25% reduction in transit travel time*
Center-Running Dedicated, Bi-Directional Bus-Only Lane

- Signalized left-turns and U-turns approximately every 1/4th mile (adding several new signals)
- No left turn or U-turn in between signals
- 38th St: between Guildford & Fall Creek
Center-Running Dedicated, Bi-Directional Bus-Only Lane
Center-Running Dedicated Bus Only Lane

- Two lanes, one in each direction
- Signalized left-turns and U-turns approximately every 1/4th mile (adding several new signals)
- No left turn or U-turn in between signals
- 38th St: Between Fall Creek & Shadeland
Dedicated Bus-and-Turn (BAT) Lanes

- Left-Lane BAT
- Motorists may merge through bus-and-turn lane to access existing left-turn pockets
- Mixed-traffic from 56th to Ivy Tech/Fort Harrison station
- 38th St: between Shadeland & Post
- Post Rd: between 38th & 56th
Dedicated Bus-and-Turn (BAT) Lanes
Bus Only and Bus-and-Turn (BAT)

- Limits use except for transit and:
  - Turning or crossing traffic
  - Emergency

*According to a study of 2013-2015 data by WSP.*
## LANE CONFIGURATIONS BY SEGMENT

<table>
<thead>
<tr>
<th>Segment</th>
<th>Lane Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Julia M. Carson Transit Center to Park Avenue Station</td>
<td>Shared Alignment with Red Line</td>
</tr>
<tr>
<td>Park Avenue to Guilford</td>
<td>Mixed-use</td>
</tr>
<tr>
<td>Guilford to Fall Creek Parkway</td>
<td>Center-running Dedicated Bi-Directional Bus-Only</td>
</tr>
<tr>
<td>Fall Creek Parkway to Shadeland Avenue</td>
<td>Center-running Dedicated Bus-Only</td>
</tr>
<tr>
<td>Shadeland Avenue to Post Road</td>
<td>Dedicated Bus-and-turn (BAT)</td>
</tr>
<tr>
<td>Post Road to 56th Street</td>
<td>Dedicated Bus-and-turn (BAT)</td>
</tr>
<tr>
<td>56th to Lawrence Terminal station</td>
<td>Mixed-use</td>
</tr>
</tbody>
</table>
LEFT-HAND BUS-AND-TURN (BAT)

PROPOSED LEFT-TURN ACCESS WITH BRT
• Left turns protected at signalized intersections along 38th St. & Post Rd.

• Protected U-turns added at signalized intersections

• Left turns at non-signalized intersections prohibited for safety

• Right turns required for many streets at intersection with 38th St.
• New upgraded traffic signals added
• Will facilitate traffic movements, U-turns
• Adds safe pedestrian access to new stations
• All intersections accessible & safe for pedestrians
STATE FAIRGROUNDS RENDERING
• Spring: Begin final FTA grant readiness review
• 2020: Continued design and outreach
• Late 2020/early 2021: Grant execution
• Early 2021: Out to Bid
• Mid - 2021 through 2023: Construction and testing
• 2023: Initiation of revenue service
NORTH SPLIT COORDINATION
NEXT STEPS

- Execute grant and start bidding process
- Determine potential locations for field office
- Preparing community and business resources
- Developing XBE goals and resources
• Signage
• Office Hours
• Construction 3-week Lookahead
• Promotion & Advertising: Radio & Television
• Indy Chamber Small Business Assistance
• Take the Survey
Questions?
Take the survey.