WHERE WE'VE BEEN
Early 2000's: Budget Constraints lead to service reductions.

2014: Development of the Marion County Transit Plan (MCTP); Public involvement period.
OUR PROGRESS

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
2018: Construction for the Red Line begins

2019: IndyGo opens the Red Line; Weekend and evening service is increased on local routes
INDY’S NEW RAPID TRANSIT

Bus Rapid Transit (BRT) provides fast, comfortable, and frequent transit service. Current and future IndyGo riders will enjoy this upgraded experience on the Red, Purple, and Blue lines; core projects of the Marion County Transit Plan.

MODERN
- Vehicles
- Technology
- Customer Information
- Wi-Fi

COMFORTABLE
- Seating
- Wind Screens
- Level Boarding

FAST + RELIABLE
- Dedicated lanes signed priority
- 10-12 minute frequency

CONVENIENT
- Off-board fare collection
- Multiple doors for quick boarding
- Stops every 1/2 mile
• Shorter wait times
• Every route every day
• Longer service hours
• Better frequency
• Updating the bus fleet
• Staff enhancements
• Capital projects
15.2 miles long
31 station locations (12 shared with Red Line)
90% dedicated lanes
$162M project cost
Access to 134,603 jobs
Serving 58,470 people
61.6% minority population
30.3% low-income population
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 36,000 reached through direct mail
- Nearly 2,000 establishments reached by phone
- Over 200 community events or meetings for Purple Line outreach

Over 6,300 engaged through events or public comments
Over 36,000 reached through direct mail
Nearly 2,000 establishments reached by phone
Over 200 community events or meetings for Purple Line outreach
AUGUST 2020 UPDATES

• Design Progress: 60%
• 90% design expected later this fall
• Updates from the Red Line
  • Station Design
  • Median Design
  • Safety Improvements
• Council approved ordinances
<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>
Funding

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

Project Budget: $162M*

• Infrastructure: $95M
• Stations: $32M
• Vehicles: $20M
• Drainage: $7M
• ROW & Finance Costs: $8M

* Includes $7 million of joint funds between CEG, DPW
MORE THAN TRANSIT

- NEW TRAFFIC SIGNALS
- 3 MILES OF MULTI-USE PATH
- ADD OR REPAIR 9.5 MILES OF SIDEWALK INFRASTRUCTURE
- 355 NEW OR UPGRADED CURB RAMPS
- STORM SEWER SEPARATION
- NEW AND REPAIRED PAVEMENT

OVER 50% OF BUDGET GOING TO SUPPORTING INFRASTRUCTURE
MORE THAN TRANSIT
MORE THAN TRANSIT
MORE THAN TRANSIT
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
Center-Running Dedicated Bus Only Lane
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>
PROTECTED LEFT & U-TURNS
LEFT-HAND BUS-AND-TURN (BAT)

PROPOSED LEFT TURN ACCESS WITH BRT
TURN RESTRICTION

- 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.
SIGNALIZATION

- New upgraded traffic signals added
- Will facilitate traffic movements, U-turns
- Adds safe pedestrian access to new stations
- All intersections accessible & safe for pedestrians

<table>
<thead>
<tr>
<th>INTERSECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>38th Street &amp; LaSalle Street</td>
</tr>
<tr>
<td>38th Street &amp; Arthington Boulevard</td>
</tr>
<tr>
<td>38th Street &amp; Hawthorne Lane</td>
</tr>
<tr>
<td>38th Street &amp; Sheridan Avenue</td>
</tr>
<tr>
<td>38th Street &amp; Alsace Place</td>
</tr>
</tbody>
</table>
BRT TRAFFIC SIGNALS & SIGNAGE

At a Traffic Signal
- Bus Signal Head
- Bus Lane Reminder
- Lefts and U-Turns Allowed
- Large Vehicles - No U-turns

Along the Roadway
- Bus Only in Left Lane
- Left-turns May Enter Bus Lane
STATE FAIRGROUNDS RENDERING
As early as October 2020
Ground utilities: sewer, power, gas, light, fiber optic
Jarvis Jointer – jarvis.jointer@indygo.net
PURPLE LINE PROJECT TEAM

Michael Booth, AICP
Capital Projects Director

Rachel Wilson, PE
Project Manager

Matthew Duffey PE, PTOE
Project Manager
PROJECT COORDINATION

• North Split Construction

• Maintenance of Traffic Plan

• Emergency Services (IFD, IMPD)
BUSINESS & COMMUNITY TOOLKIT

- Signage
- Office Hours
- Construction 3-week Lookahead
- Promotion & Advertising: Radio & Television
- Indy Chamber Small Business Assistance
- Survey
ARCHEOLOGY FINDINGS

A concrete station foundation, which was visible just beneath the grass.

A rail bed, densely overgrown, just north of modern day 38th Street.

A stone and concrete bridge that carried the railroad over a stream.
The station was built with two foundations separated by a walkway.

To support the station and Arthington Boulevard, the ground surface was raised 5 feet.

The stream under the bridge was redirected to cross straight beneath the railroad and 38th Street.
Independence, Health and Happiness Will Be Your Reward in St. Andrews Addition.

The joy of life is living in fresh air and sunshine. This addition is ideally located for a suburban home. Just 20 minutes' ride from the postoffice--far enough away from the city to be free from all its noise, smoke and grime.

Its future attractiveness as a fine residence section is assured by building line restrictions which together with the exceptionally large lots make the lawns spacious and delightful. An 80-foot boulevard runs the entire length of this addition, with 6-foot cement walks and 12-foot lawns.

The addition is located in a large wooded park on the Ft. Harrison traction line (with hourly service from 6:00 a.m. to 11:30 p.m.) from 38th street to 42d.
ARCHEOLOGY FINDINGS
• Secured FTA funding
• 2020: Continued design and outreach
• Grant will be executed before going out to bid for construction
• Utility relocation as early as October 2020
• 2021: Open field office
• 2021 through 2023: Construction and testing
• 2023: Initiation of revenue service
Questions?