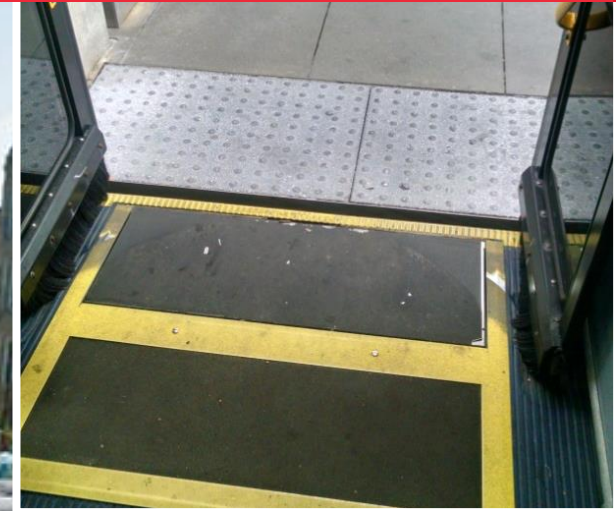




RED LINE

JULY PUBLIC MEETINGS

RAPID TRANSIT IS *FAST*



R E D

RAPID TRANSIT IS *FREQUENT*



R

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RAPID TRANSIT IS *COMFORTABLE*



RAPID TRANSIT *SUPPORTS INVESTMENT*

\$5.5 BILLION
IN NEW INVESTMENT

resulting from the
EUCLID AVENUE STREETScape
and BRT Project

\$480 MILLION
EXPANSIONS

\$860 MILLION
RENOVATIONS

\$2.8 BILLION
NEW DEVELOPMENT

RED LINE PHASE 1 OVERVIEW

RED LINE STATS

Vehicle: Electric Bus Rapid Transit

Corridor Length: 13.6 miles

Station Type: Raised Platform

Station Spacing: 1/3 - 1 mile

Station Amenities:

- » Purchase Tickets at the Station
- » Real Time Arrival Information
- » Seating, Shelter, Waste Receptacles, Security

Dedicated Lanes: > 50% of corridor

Frequency:

- » Weekday = 10 min.
- » Weekend = 15 min.

People & Jobs:

- » 60,000 people live along Red Line
 - » 38.7% minority
- » 27,000 households
 - » 21.8% poverty households
 - » 20.3% of households have 1+ person with a disability
 - » 40% of families are single-parent
- » 136,000 employees/jobs
 - » 10,500 jobs per square mile
 - » Nearly 1/4 of all Marion County jobs are along Red Line
- » 133,000 University/College students
- » 328,000 hospital visits/year

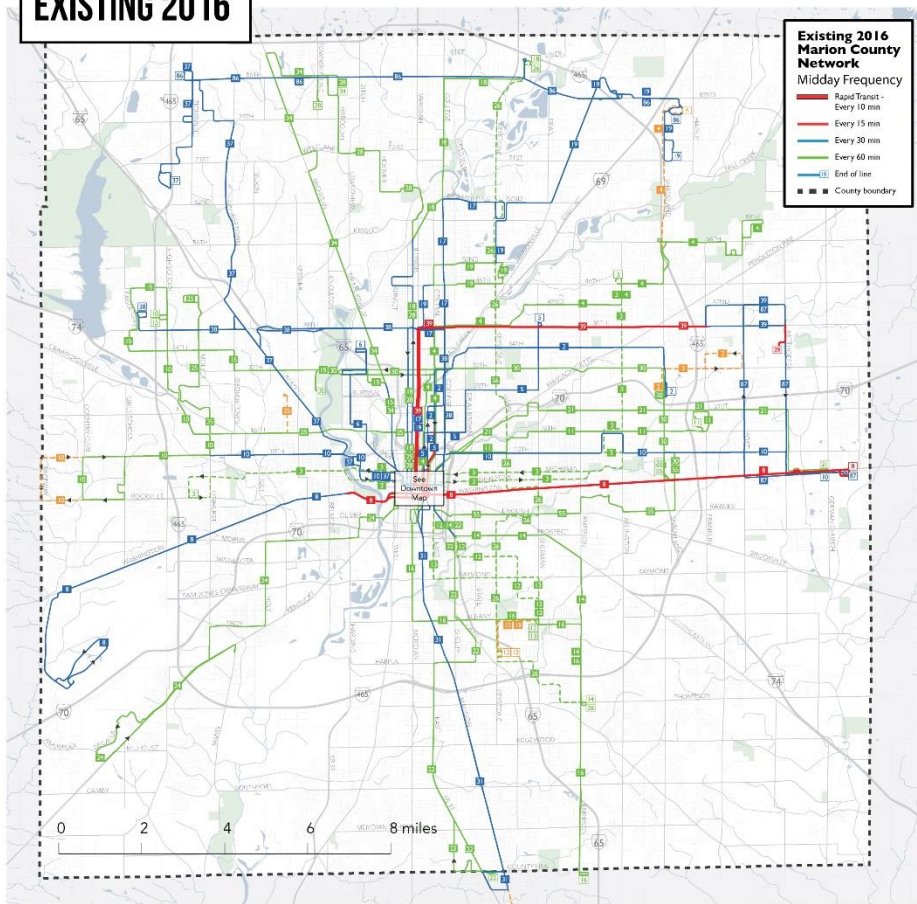
Red Line Rapid Transit Indy Connect | July 2016

- Red Line Stations
 - Red Line Route
 - Interstates
 - Railroad Corridors
 - Major Streets
 - County Line
 - Water
 - Parks
 - Municipalities
- 2015**
- » Public Input / Engineering
 - » Federal Application for Construction Funding
- 2016**
- » Open Downtown Transit Center
 - » Adjust IndyGo Routes
 - » Announce Federal Funding
 - » Indy Connect Funding Referendum on November 8
- 2017**
- » Begin Constructing Red Line
- www.IndyGo.net/redline

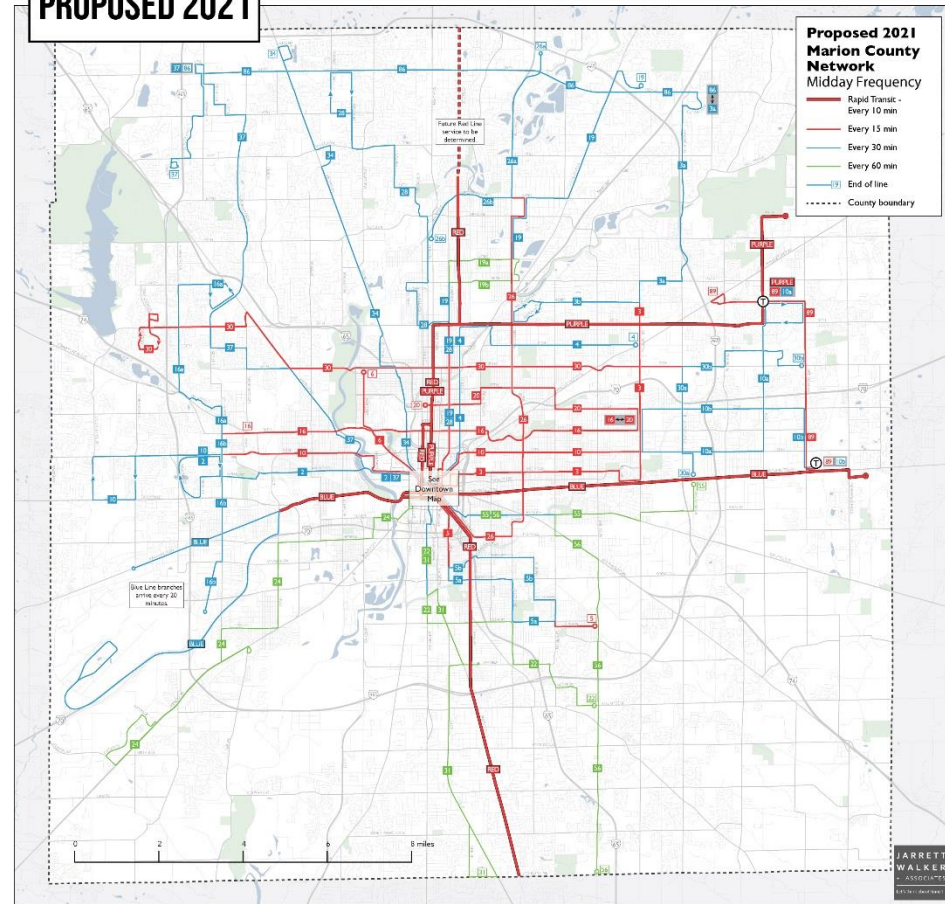


- 13.5 miles
- 28 station locations
- 60 percent dedicated lanes
- 10 min headways
- 20 hours/day
- 1 out of every 4 jobs in MC

EXISTING 2016



PROPOSED 2021



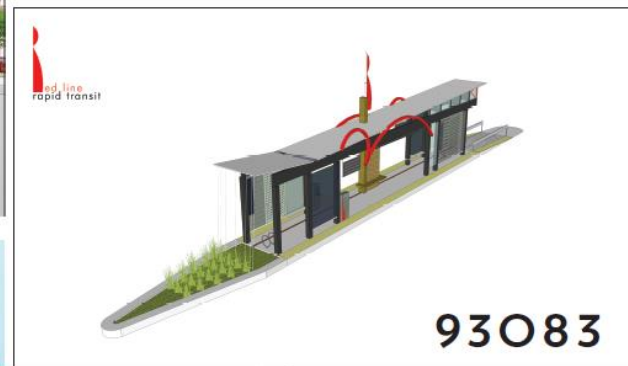
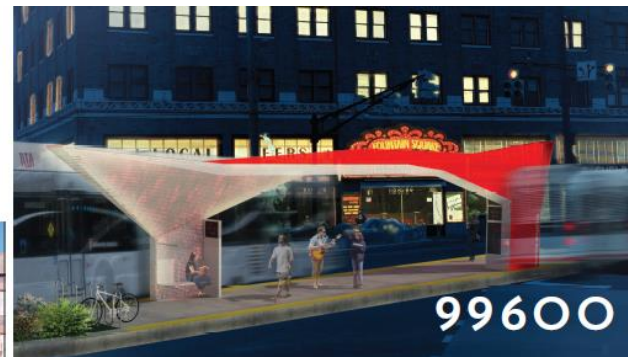
- The Red Line is part of larger planned system, which would be funded by a 0.25% income tax, authorized by a referendum in November 2016
- Red Line Phase 1 not dependent on the referendum
- Look for future meetings and visit indygo.net/transitplan

RED LINE PHASE 1 PROJECT TIMELINE

- Dec 2013: Alternative Analysis (AA)
- Sept 2014: TIGER Grant for Phase 1 Engineering
- Sept 2015: New Starts Grant Application Submission
- Fall 2015: Conceptual Design Documents Released
- Feb 2016: New Starts Grant Recommendation
- July 2016: 30% Detailed Plans Released
- July 2016: Station Design Competition Results
- Aug 2016: Finalize Categorical Exclusion
- Q1 2017: Complete Design Documents / Begin Bids
- Q2 2017: Begin Construction
- Q4 2018: Open for Service

- Unveiling nearly complete design plans
- Based on previous rounds of input, several details have changed:
 - Left-side doors
 - Additional parking at 52nd and 54th Street
 - Broad Ripple Station configuration
 - New traffic signals at 61st/College and 25th/Meridian
 - Northbound Left Turn at 38th/Meridian
 - Capitol Ave lanes on the East side
- Small details can change, but station and lane configurations are largely set

- Vote for your favorite!



FOR MORE DETAILS
ON EACH SUBMISSION
VISIT INDYGO.NET/REDLINE

FIRST BATTERY-ELECTRIC RAPID TRANSIT

- Red Line would be nation's first battery-electric Rapid Transit
- Quiet and Zero Emissions
- Lower Maintenance Costs



R E D

COLLEGE AVE SOUTH OF BR AVE



R E D

COLLEGE AVE



R

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MERIDIAN ST



R E D

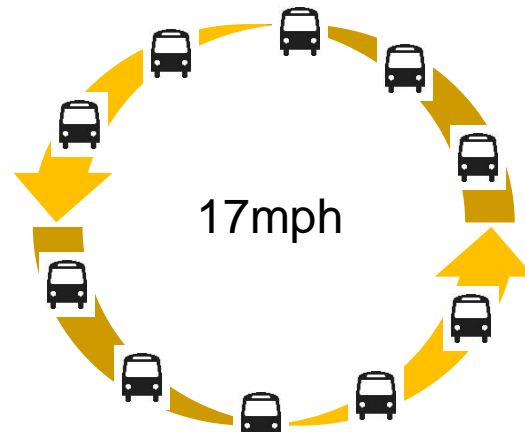
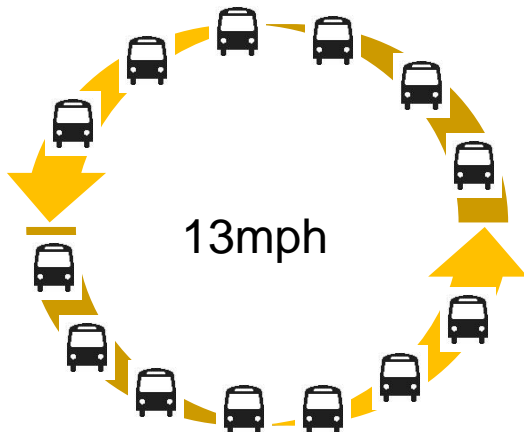
CAPITOL AVE





RED LINE PHASE 1 BENEFITS

- Improves Travel Time, frequency, comfort, and reliability for 6,000 existing riders (22% of the system)
- Would draw 5,000 new riders from their cars
- Faster speeds increase ridership and lower both construction and operations costs -> 3 additional buses = \$1.5M per year to operate and \$4M in upfront purchase cost



RED LINE PHASE 1 IMPACTS

- Cost: \$96.3M (\$18M local)
- Traffic:
 - Some additional delay at intersections along College and Meridian, but still all but one maintain an “acceptable” LOS
 - Left Turn restrictions
- Parking
 - Some parking loss on College near intersections (<20% of the total)
 - Parking removed on one side of both Meridian and Capitol (~50% of total, still enough for existing usage)



WRAP UP

Questions?

Comment Cards

Please view and vote for Station Designs!

indygo.net/redline

CAPITAL BUDGET

- Street/Sidewalk/Curb work \$17.5M
- Traffic Signals \$9M
- Stations \$24M
- Communications Equipment \$8M
- Professional Services \$16.5M
- Right of Way <\$1M
- Vehicles \$16.5M
- Additional Contingency \$3.5M

(Each Includes 25% Contingency)

FUNDING SOURCES

- Federal Small Starts Grant \$75M
 1. **Application** submitted (September 2015)
 2. FTA FY2017 Budget **Recommendation** received in (February 2016)
 3. **Appropriations** bills have passed both House and Senate committees (May 2016)
 4. After appropriations passage, FTA must **Apportion** the funds (expected Q4 2016)
 5. Once an apportionment is made, FTA can award the **Grant** (expected Q1 2017)
- TIGER Grant \$2M
- Local Contributions \$19M
 - TIGER Match \$1M
 - Indianapolis DPW \$6M
 - Downtown TIF District \$6M
 - IndyGo Capital Fund \$6M

U.S. BRT Lines - Cost per Mile

