

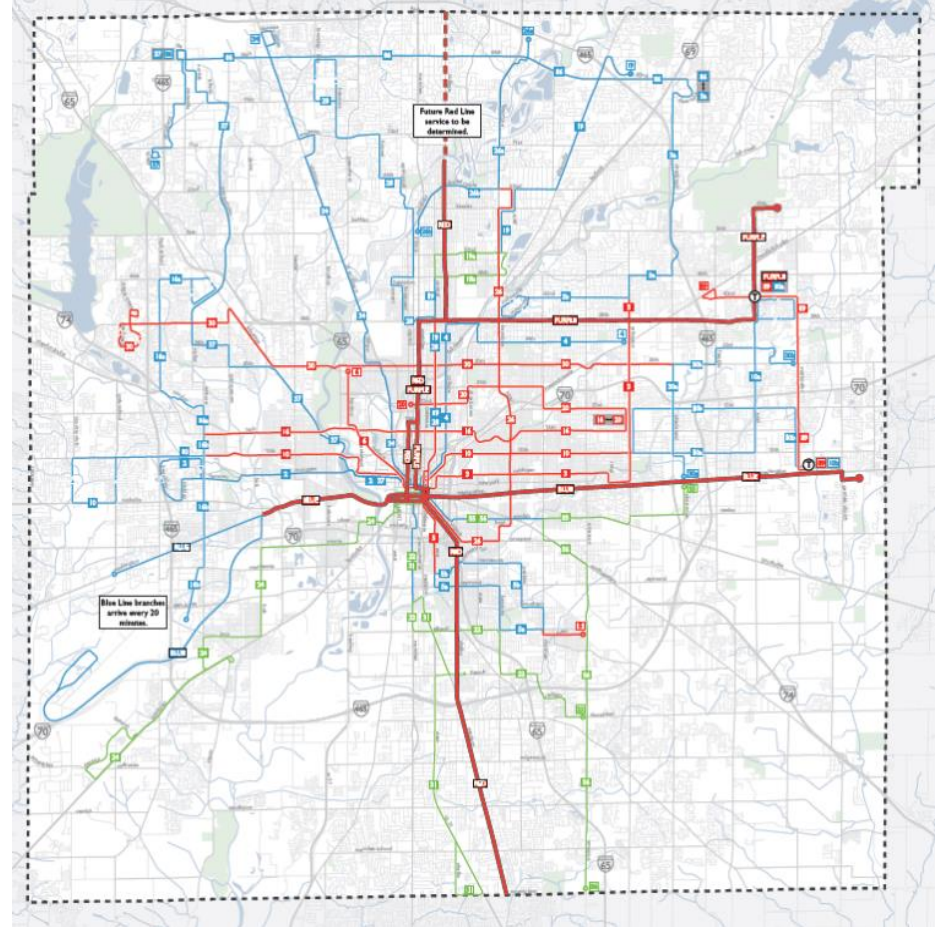
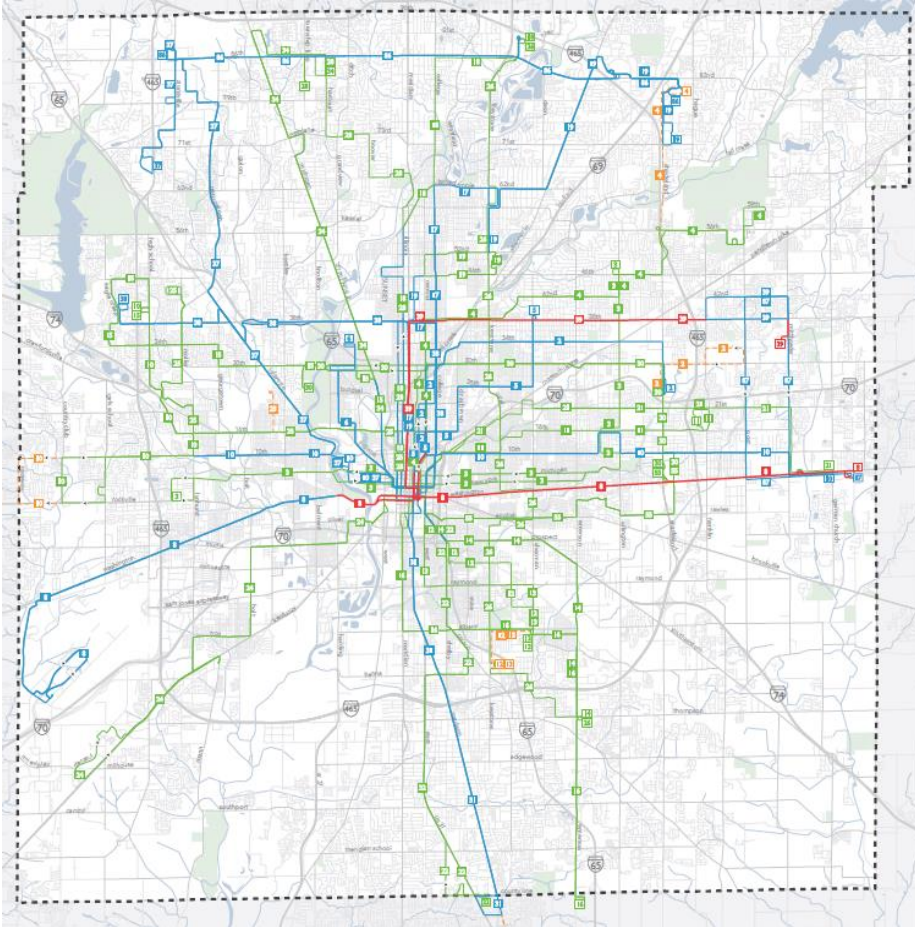
Blue Line Rapid Transit

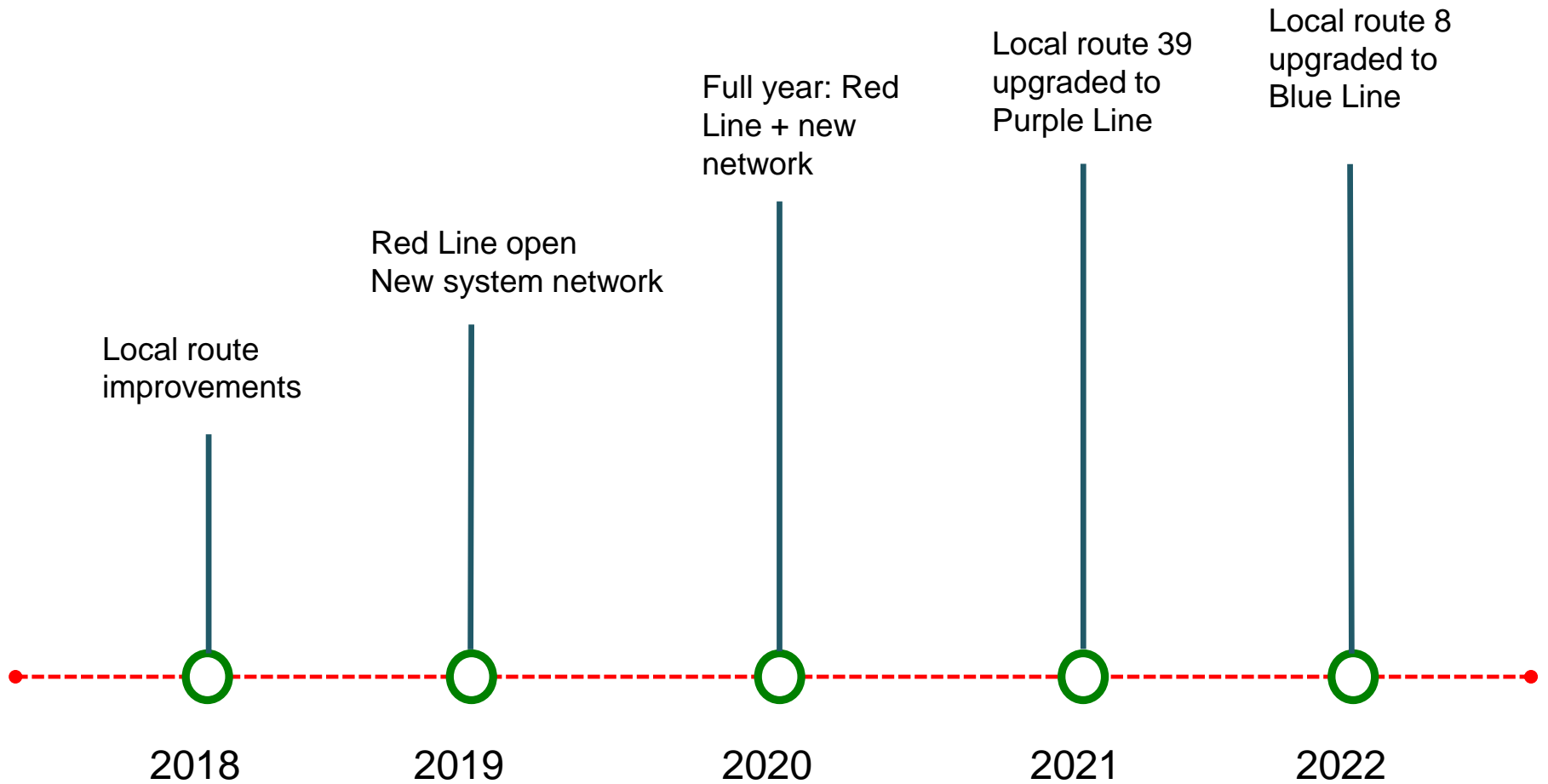
Update • May 2019



IndyGo

MARION COUNTY TRANSIT PLAN



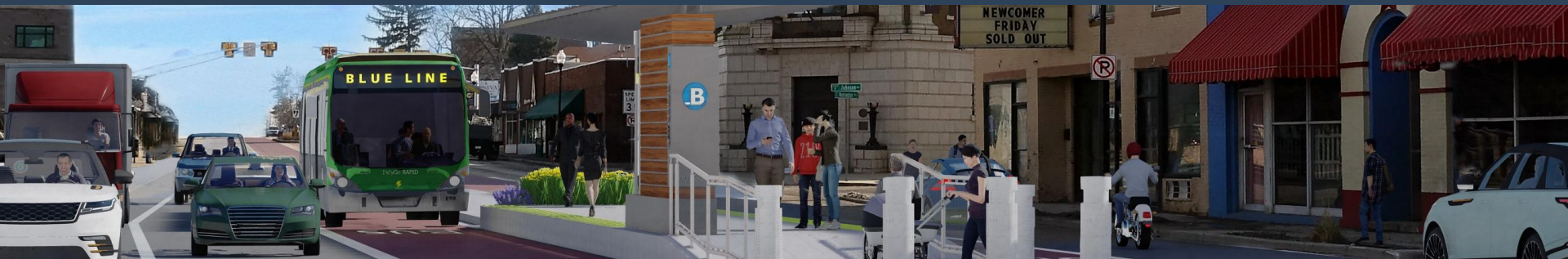


ANTICIPATED TIMELINE

RAPID TRANSIT IS FAST



RAPID TRANSIT IS FREQUENT



RAPID TRANSIT IS COMFORTABLE

BLUE LINE – OVERVIEW



- 38 Stations (2 Paired Stations at West & Capitol)
- 24 Miles from Cumberland to Airport Terminal
- 70% Dedicated/Semi-Dedicated Lanes
- Opening Date Ridership 9500 Trips per Day

CONCEPTUAL STATION DESIGN: CENTER



5



ADDED VALUE to Infrastructure

- Nearly 124,000 TONS of HMA for roadway rehabilitation
- Over 8 Miles new and rehabbed sidewalk
- Nearly 500 sidewalk ramps brought to ADA compliance
- Almost 2 Miles of Multi-Use path
- Over 1000 new a replacement drainage structures
- Over 60,000 LFT of new drainage pipe



ADDED VALUE to Traffic Signal Infrastructure

- New Traffic Signals
 - Auburn Street
 - Park Avenue
 - Arsenal Avenue
 - Hamilton Avenue
 - Shepherd Center
 - Sheridan Avenue
- Transit Signal Priority
 - Helps both bus and thru traffic flow more smoothly
- Looking into Pedestrian Crossings
 - Analyzing pedestrian crash data



What does this mean for Travel Times?!

Trip	Bus Today	Blue Line	GP Today	GP w/ Blue Line
German Church to Franklin Rd	11 min	8 min	7 min	9 min
Ritter (Irvington) to Downtown*	20 min	14 min	13 min	16 min
Central Greens to Downtown*	16 min	9 ½ min	12 min	13 ½ min
Holt to High School Road	11 min	4 ½ min	8 min	10 min
Downtown* to Airport	43 min	30½ min	N/A**	N/A**

*Downtown Transit Center

** Assumed most GP traffic today and in the future will take I-70

NOTE: Today's bus travel times assume bus is meeting its schedule



OUTREACH

- Initial CAC Meeting: April 2018
- First Round Public Meetings: May/June 2018
- Second CAC Meeting: July 2018
- Second Round Public Meetings: July/August 2018
- Third CAC Meeting: December 2018
- Westside Business Outreach: March 2019
- Third Round Public Meetings: May 2019



OUTREACH

- Several Individual Stakeholder Meetings
 - Generally at station locations
 - Still on going!!
 - Will continue for the duration of the project!!
- Let us know if you want a One-on-One or know a stakeholder who would like one



OUTREACH: Major Take-Away

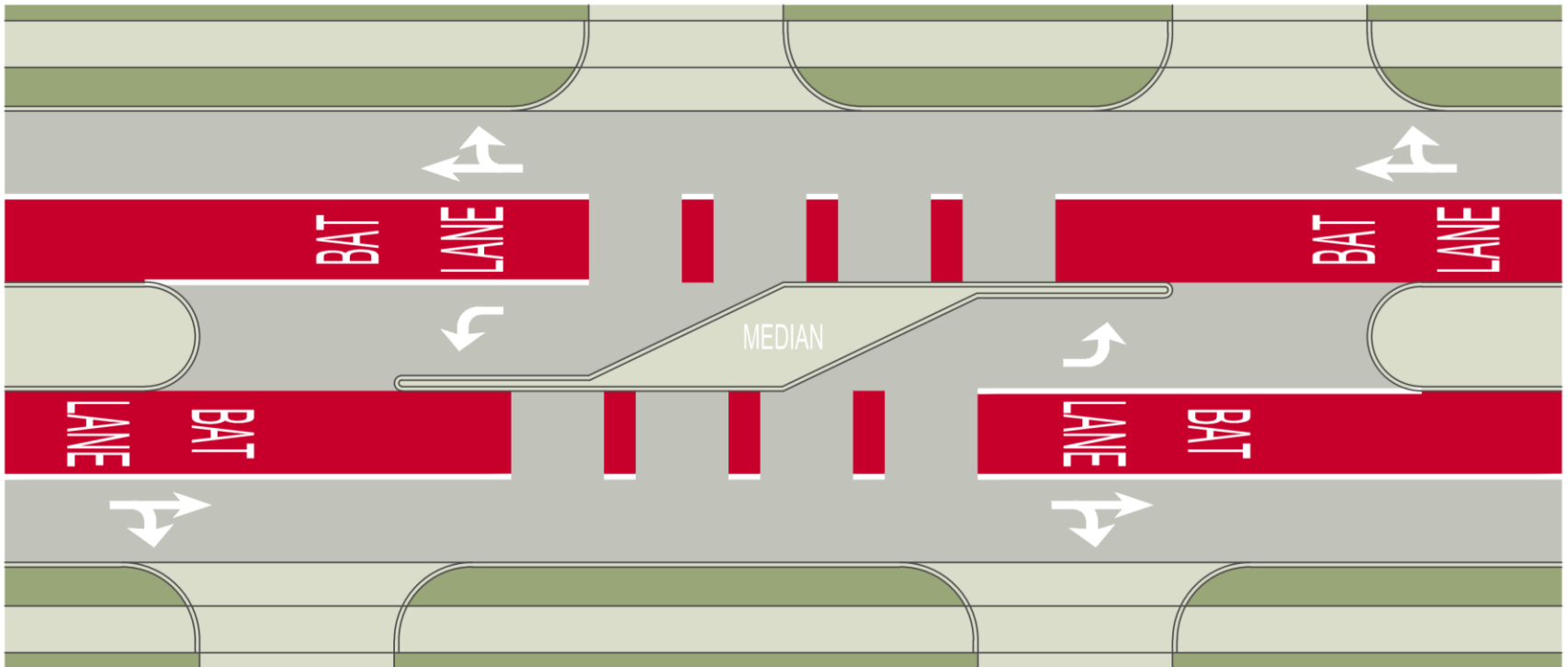
- Concerns about Left Turn Access
 - Left Lane BAT wherever feasible
 - Segments 1, 2, & 5
 - Segment 1 is a particular challenge due to existing business types
- Concerns about Capacity
 - *GP traffic will have longer travel time*
 - *Diversion and Mode-Shift will occur*
 - *Estimated between 7-29% along the corridor*



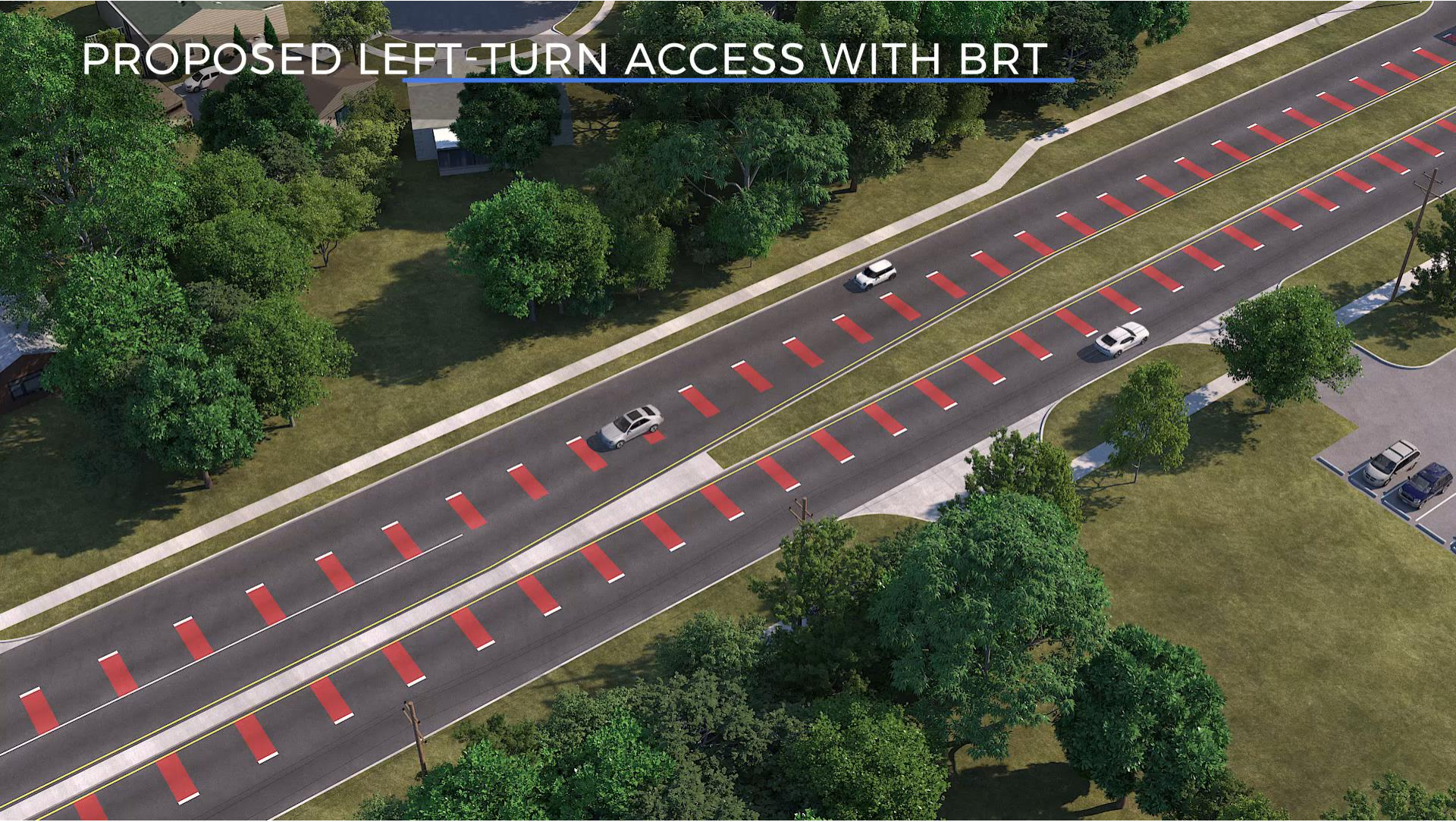
HOW ARE WE ADDRESSING THE CONCERN?

- Design team is exploring reasonable design changes that may provide more left turn access where possible
 - Specifically focusing on the westside
 - Stakeholders will be informed if any changes can be made
- Signal adjustments where possible
- Providing U-turns at Signalized intersections
 - Will be implemented where they fit

LEFT LANE BAT

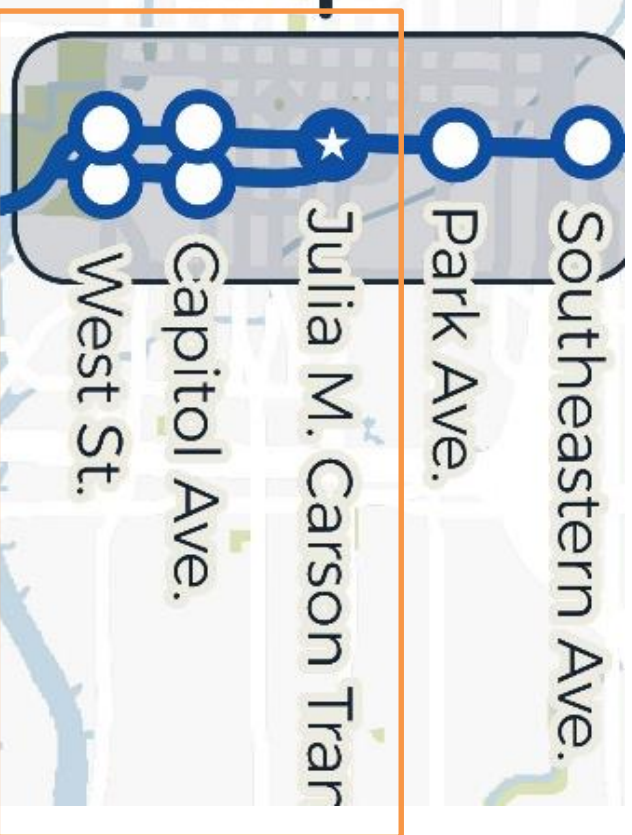


PROPOSED LEFT-TURN ACCESS WITH BRT

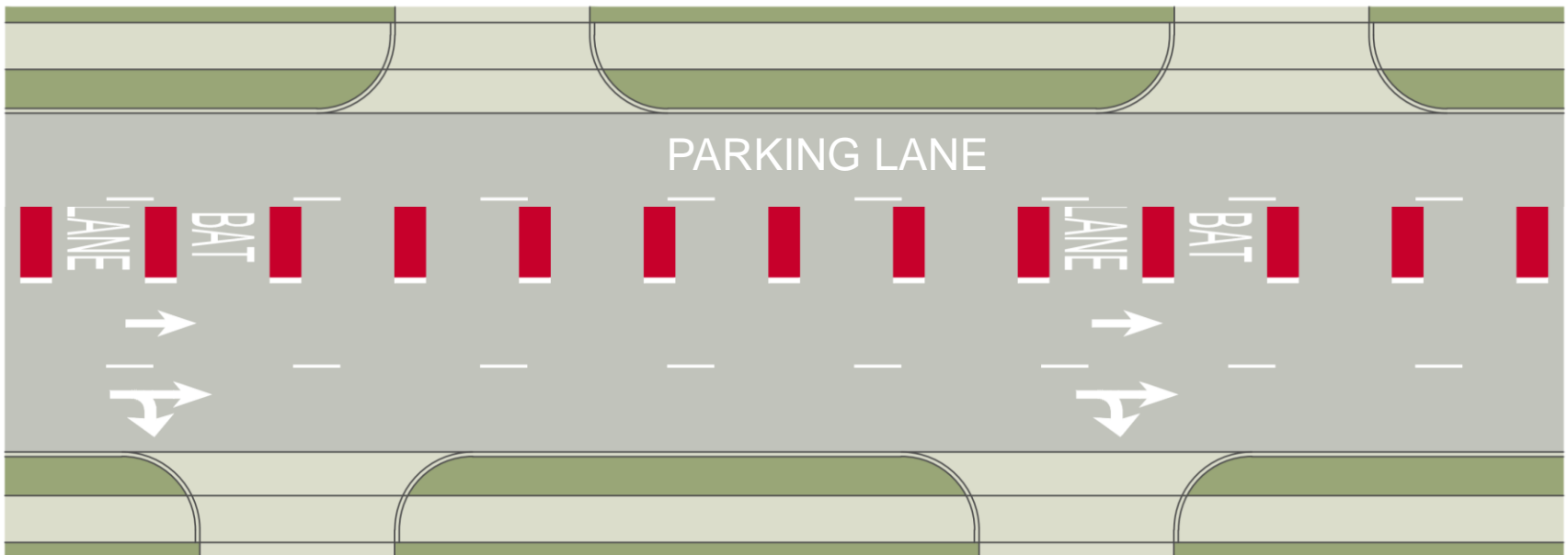
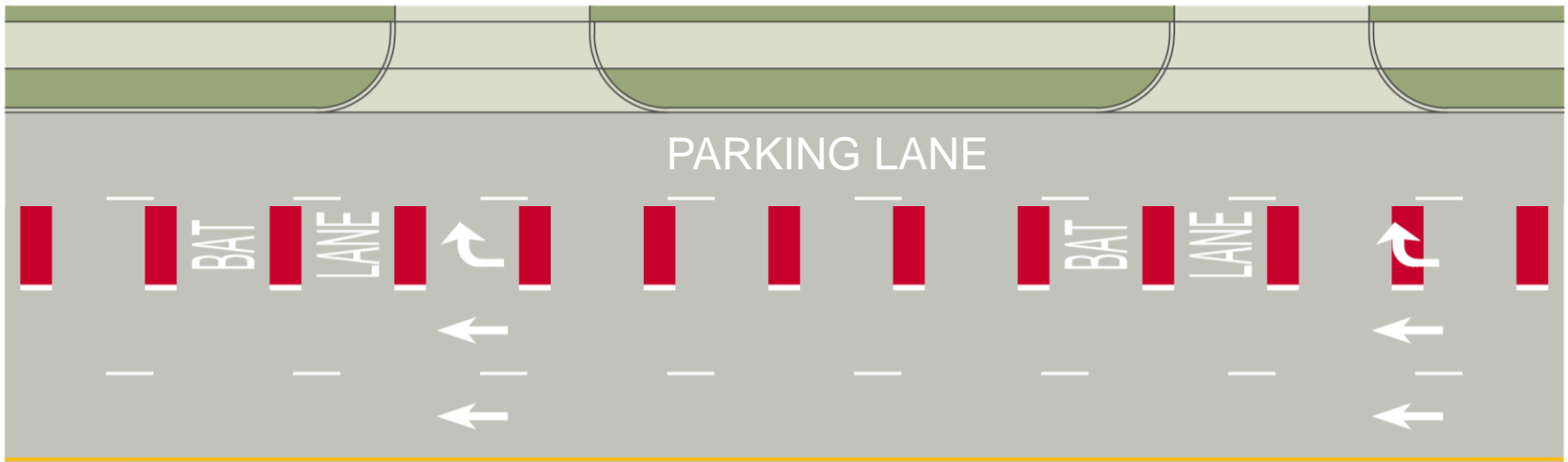


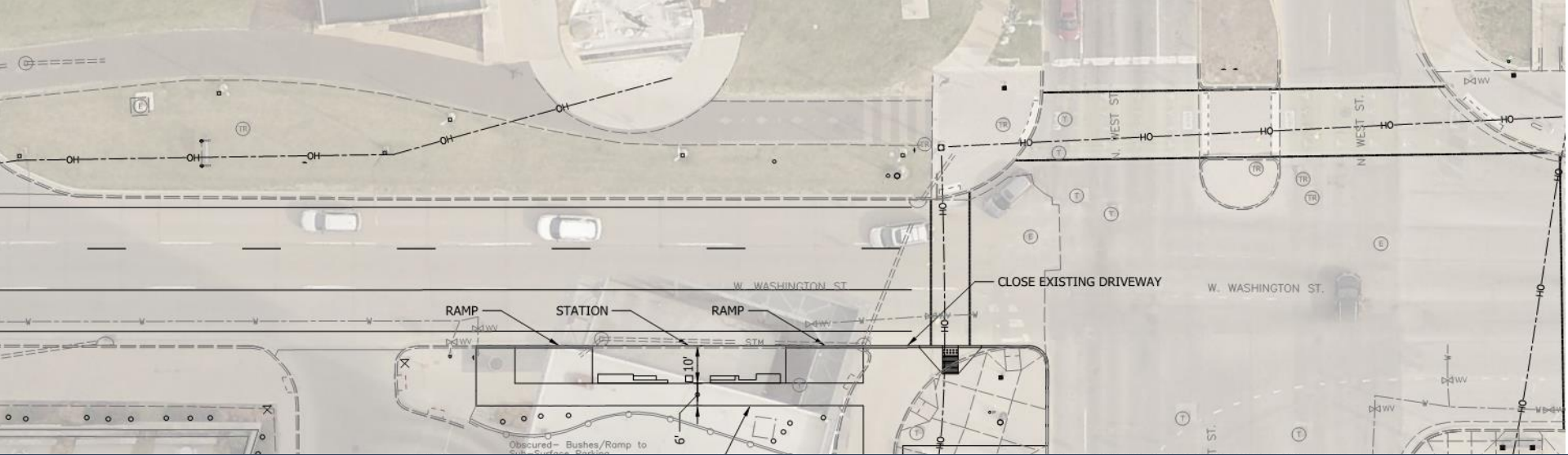
SEGMENT **3**

DOWNTOWN



DOWNTOWN BAT LANES



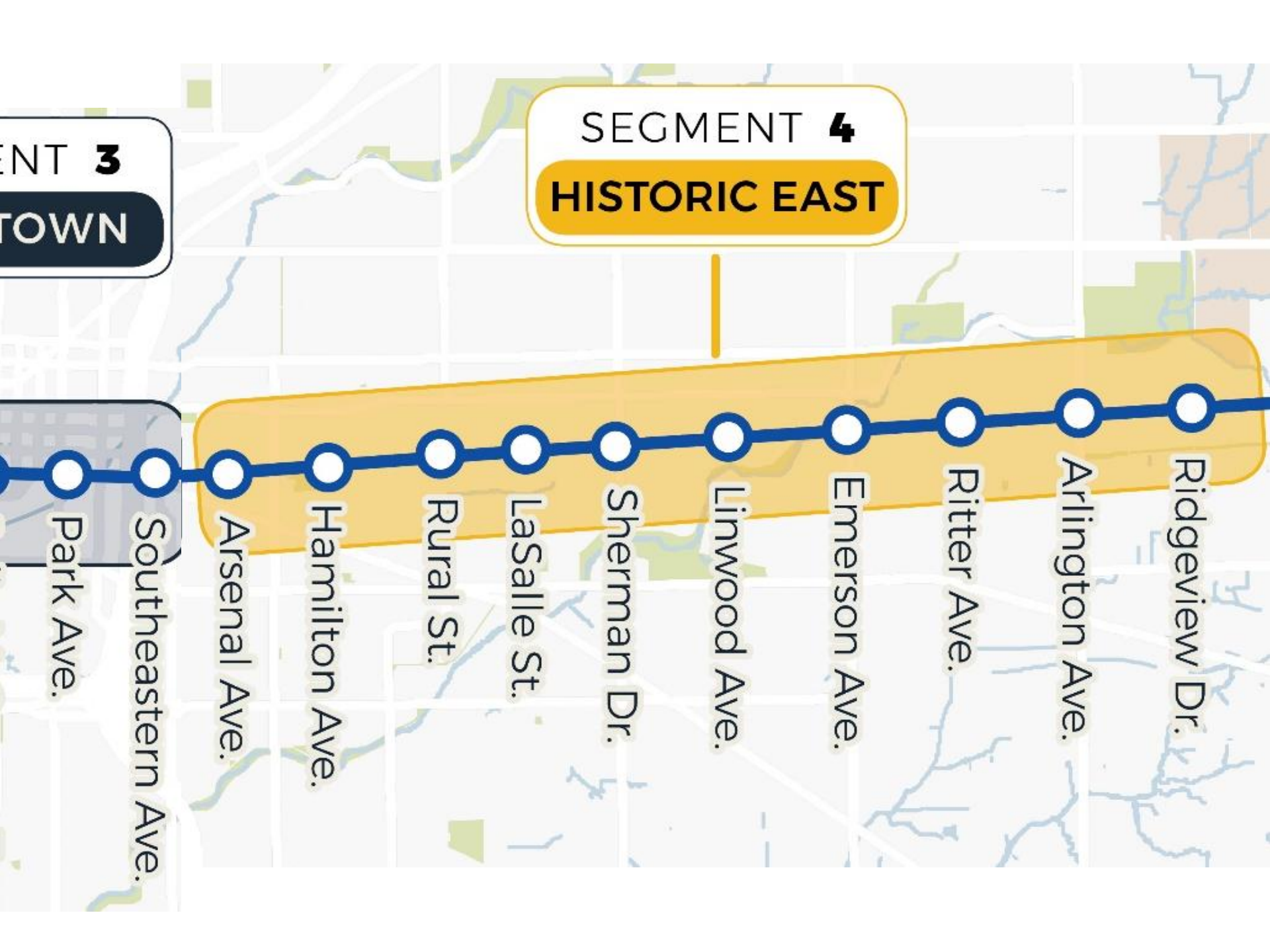


HOW ARE WE ADDRESSING THE CONCERN?

- West and Washington Street Station
 - Concerns about sight lines, turning movements, and event traffic
 - Went back to the drawing board and sifted station to southside
 - Less conflicts with turning movements
 - Better serves existing ridership
 - Helps transition from Right lane BAT to Left Lane BAT

ENT **3**
TOWN

SEGMENT **4**
HISTORIC EAST



A map showing a route through a city. The route is a blue line with white circular markers at each stop. The stops are labeled from left to right: Park Ave., Southeastern Ave., Arsenal Ave., Hamilton Ave., Rural St., LaSalle St., Sherman Dr., Linwood Ave., Emerson Ave., Ritter Ave., Arlington Ave., and Ridgeview Dr. The route is highlighted by a yellow shaded area. The map background shows a grid of streets, green areas for parks, and blue lines for water bodies.

Park Ave.

Southeastern Ave.

Arsenal Ave.

Hamilton Ave.

Rural St.

LaSalle St.

Sherman Dr.

Linwood Ave.

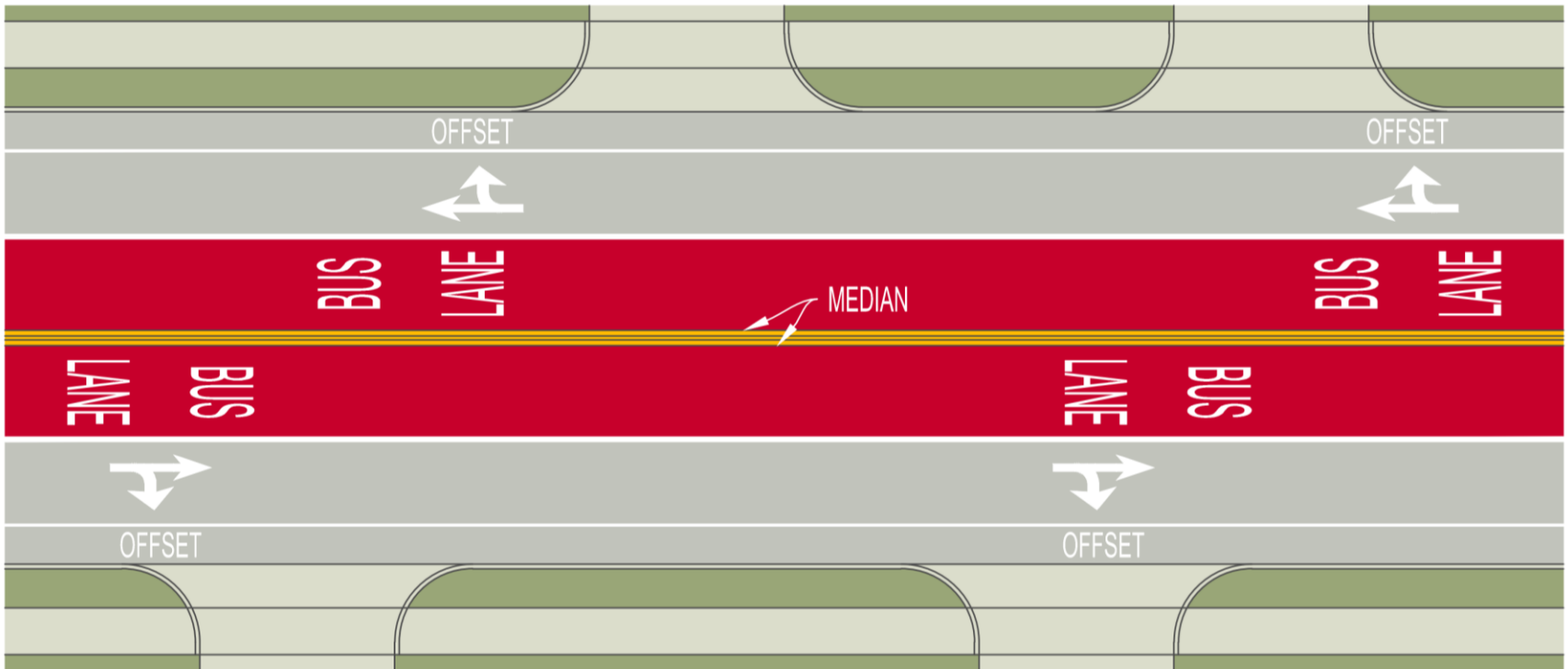
Emerson Ave.

Ritter Ave.

Arlington Ave.

Ridgeview Dr.

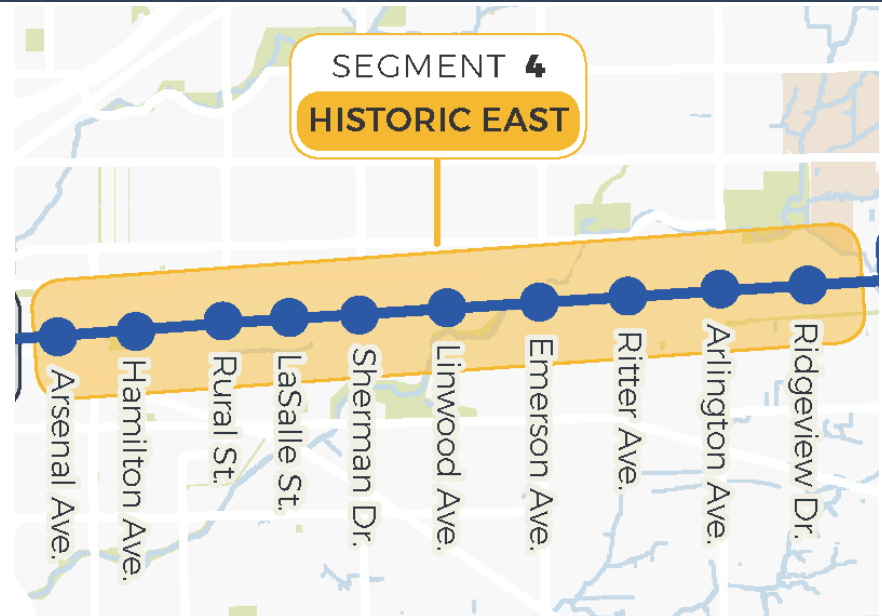
CENTER EXCLUSIVE





WHY CENTER EXCLUSIVE?

- Street Width
- Historic Structures
- Power Lines
- Existing Narrow Lanes





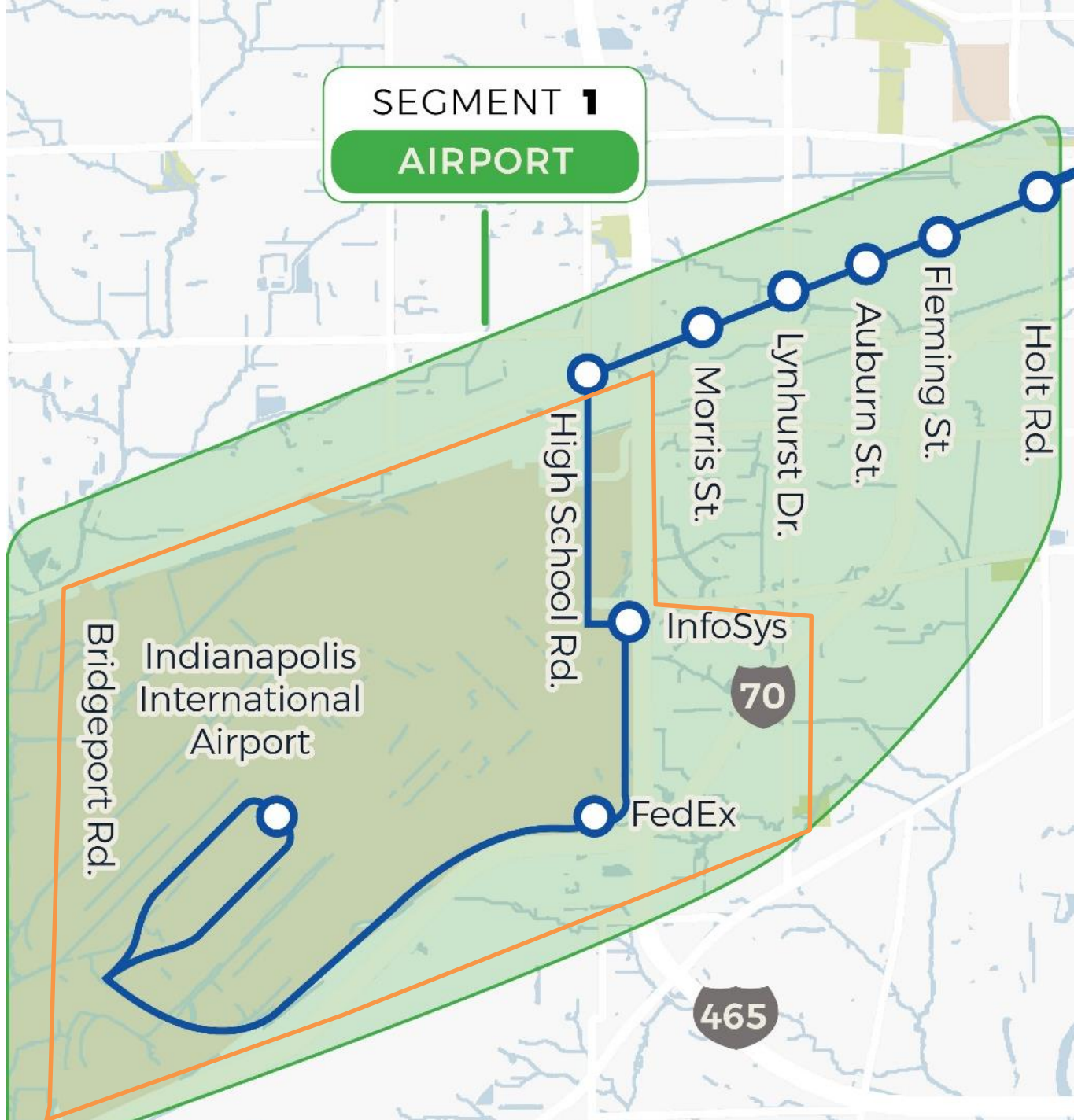


CONTINUED COORDINATION

- Project Partners
 - DPW, INDOT, Airport
- Adjacent Projects
 - Criminal Justice Campus
 - Stamping Plant Redevelopment
 - Infosys, Fedex, Airport

SEGMENT 1

AIRPORT



PROJECT BUDGET (APPROXIMATE)

- Project Budget: \$200M
 - Infrastructure: \$70M
 - Stations: \$30M
 - Vehicles: \$30M
 - Joint Development: \$4M
 - Professional Services: \$40M
 - Contingency/Inflation: \$26M
- Funding Sources
 - FTA Small Starts Grant: \$100M
 - INHP: \$2M
 - Airport TIF: \$12.5M
 - DPW: \$1.5M
 - IndyGo Income Tax/Bonds: \$84M

PROJECT SCHEDULE (APPROXIMATE)

- *September 2018: Submit Small Starts Grant Request*
- January 2019: Complete 30% Design
- Westside Business Outreach Meetings: March 2019
- More Public Meetings: May/June 2019
- Summer 2019: Complete 60% Design/Environmental Review
- Early 2020: Complete Design Work/Begin Utility Relocation
- Summer 2020: Execute Small Starts Grant
- Fall 2020: Bid Project / Begin Construction
- Fall 2022: Complete Construction / Begin Service

FLEMING STREET STATION



blue line



HARDING STREET STATION



blue line



SOUTHEASTERN AVE. STATION



blue line



CAPITOL AVE. STATION



RITTER AVE. STATION





Thank you!

www.indygo.net/blueline/

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