

IndyGo



Welcome! This meeting will begin shortly.

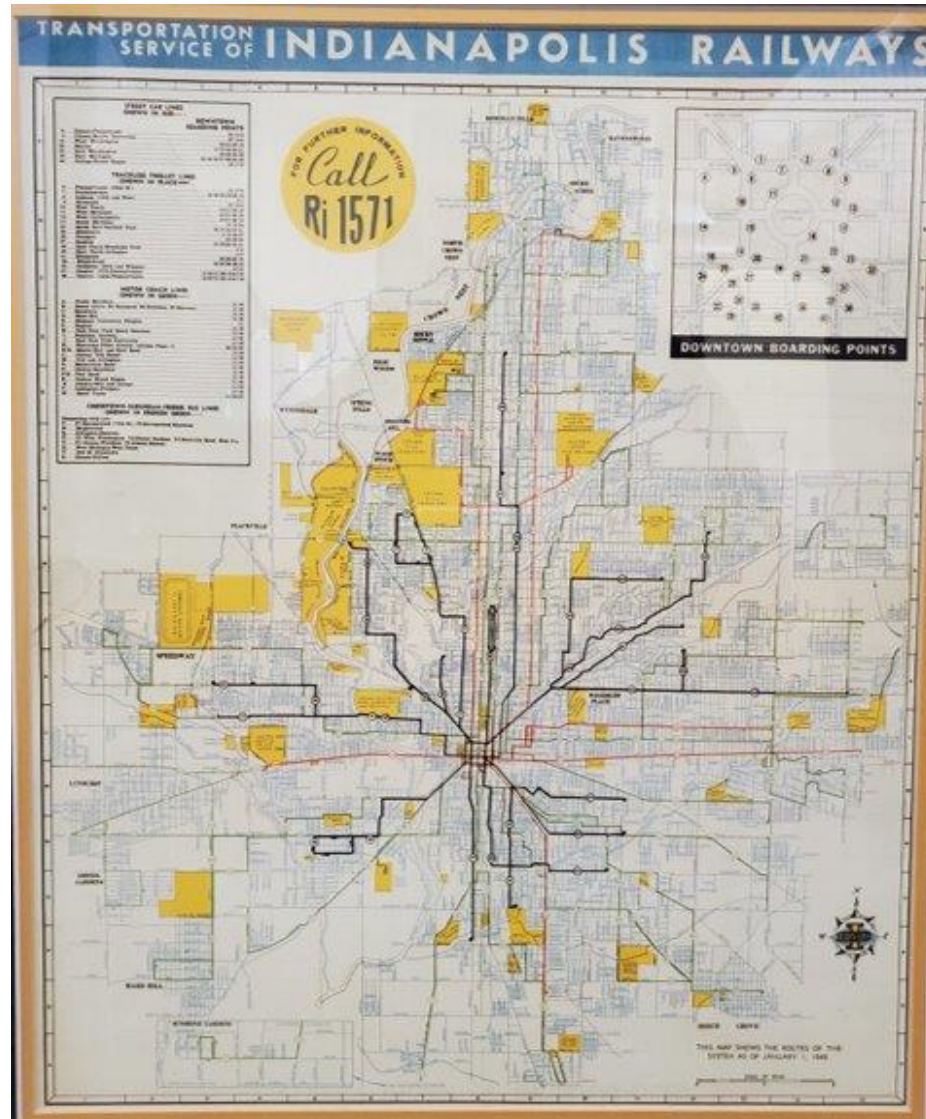
Purple Line Corridor Advisory Committee: May 2020



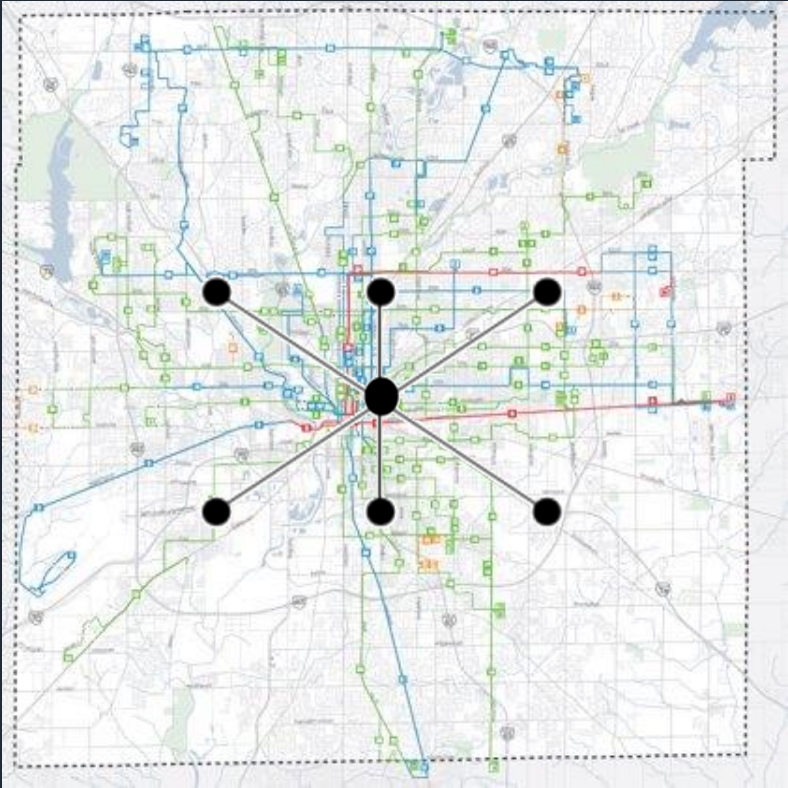
PRESIDENT'S ADDRESS



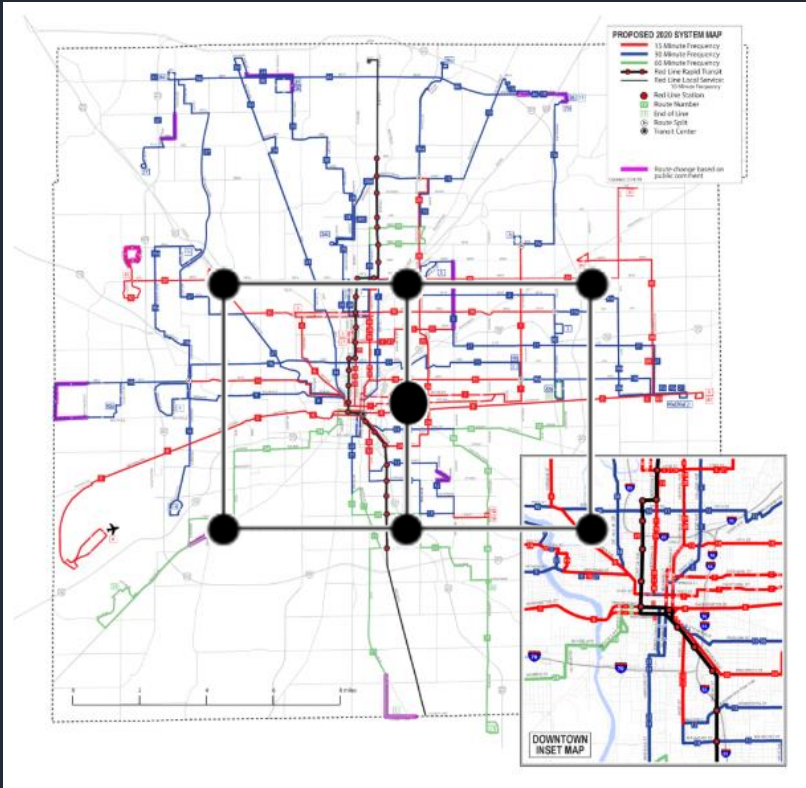
WHERE WE'VE BEEN



MARION COUNTY TRANSIT PLAN = 70% SERVICE INCREASE



Hub & Spoke



Efficient Grid

OUR PROGRESS



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

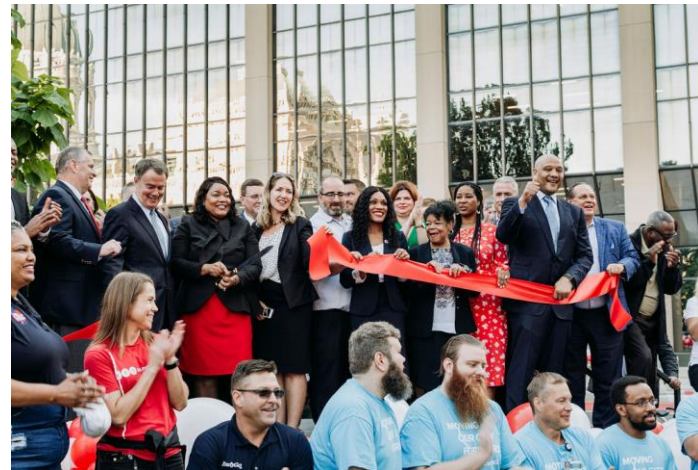


OUR PROGRESS



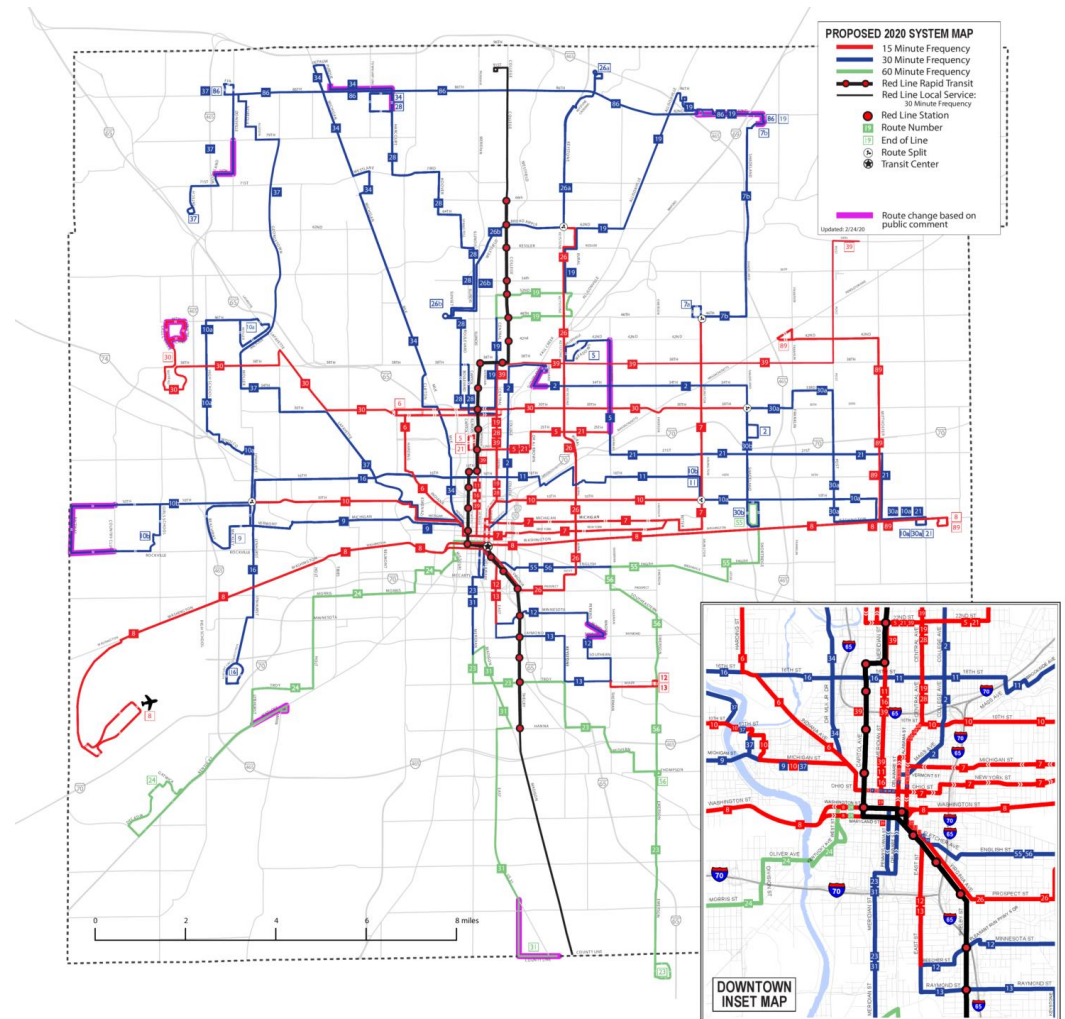
2018: Construction for the Red Line begins

2019: IndyGo opens the Red Line; Weekend and evening service is increased on local routes



BRT LINES: SPINE OF MARION COUNTY TRANSIT PLAN

- Shorter wait times
- Every route every day
- Longer service hours
- Better frequency
- Updating the bus fleet
- Staff enhancements
- Capital projects

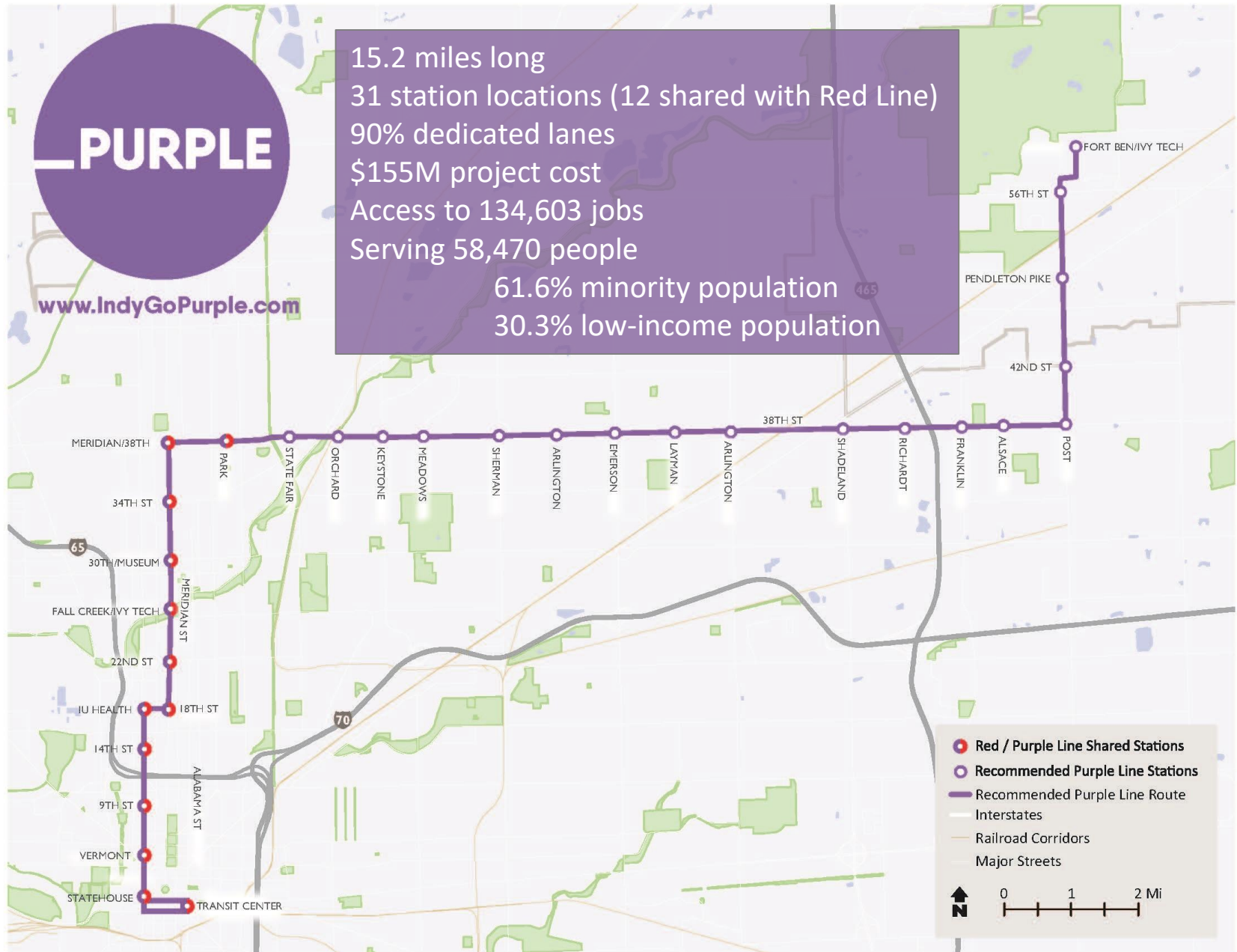


PURPLE LINE: PROJECT OVERVIEW

PURPLE

www.IndyGoPurple.com

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



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

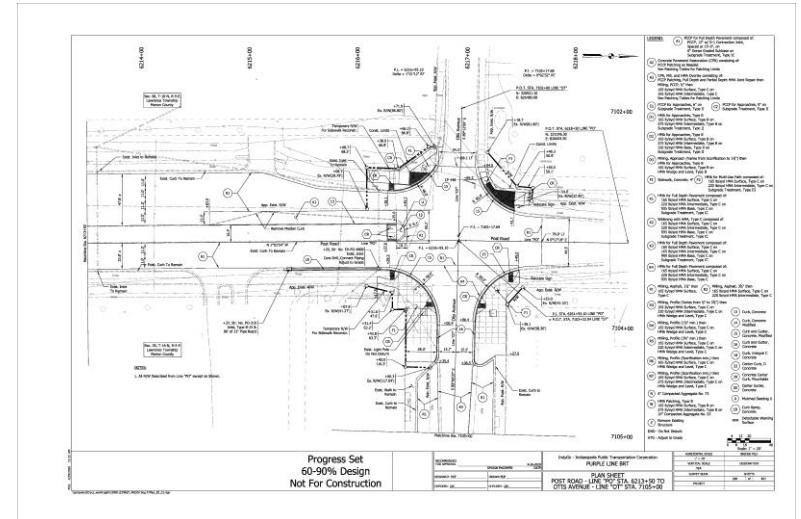
Over 6,300 engaged through events or public comments

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





PURPLE LINE: FUNDING & BUDGET

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



NEW TRAFFIC SIGNALS



3 MILES OF MULTI-USE PATH



**ADD OR REPAIR 9.5 MILES OF
SIDEWALK INFRASTRUCTURE**



355 NEW OR UPGRADED CURB RAMPS

- Drainage improvements
- New and repaired pavement

OVER
50%
OF BUDGET GOING TO
SUPPORTING INFRASTRUCTURE

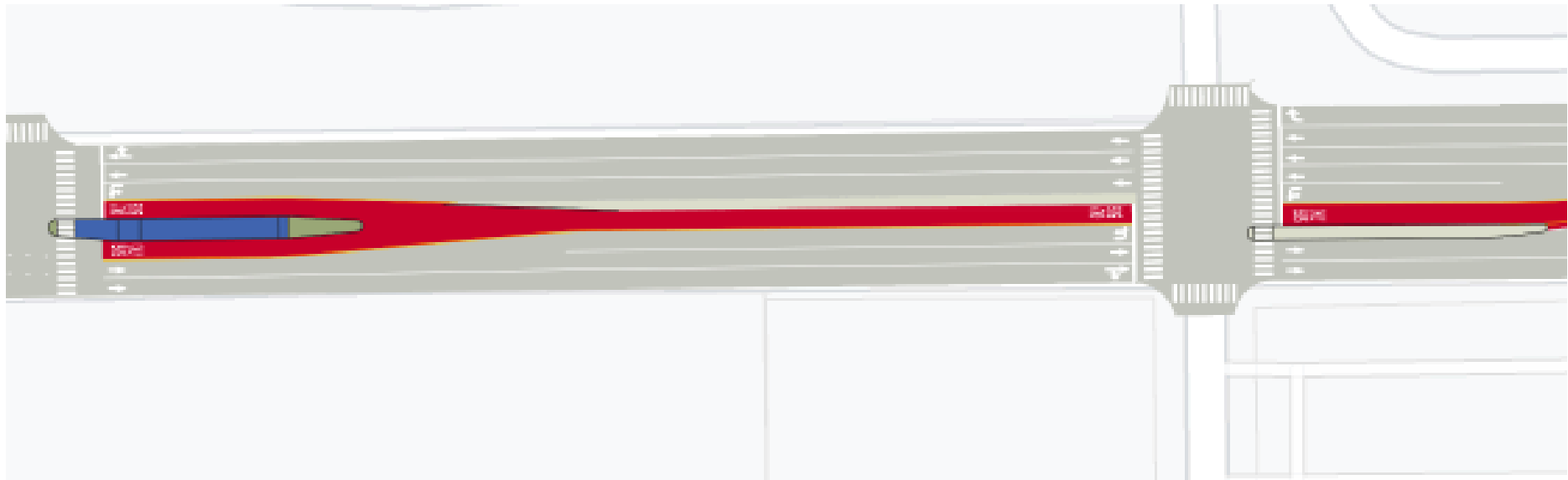
PURPLE LINE: TRAVEL TIME IMPACTS

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



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

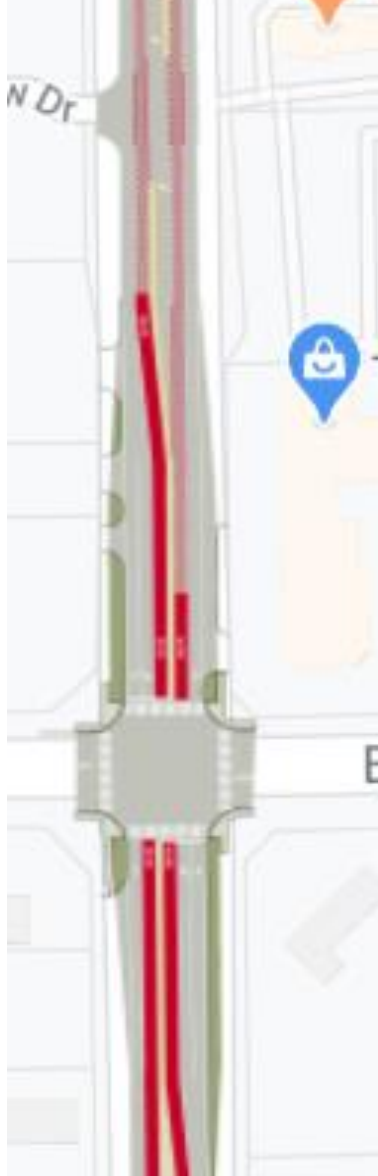


- Two lanes, one in each direction
- Signalized left-turns and U-turns approximately every 1/4th mile (adding several new signals)
- No left turn or U-turn in between signals
- 38th St: Between Fall Creek & Shadeland

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 BAT LANES

- Bus Only and Bus-and-Turn (BAT)
- Limits use except for transit and:
 - Turning or crossing traffic
 - Emergency



415*

**SURVEYED ACCIDENTS MAY
HAVE BEEN MITIGATED BY
A CENTER LANE CONFIGURATION**

*According to a study of 2013-2015 data by WSP.

LANE CONFIGURATIONS BY SEGMENT

Segment	Lane Configuration
Julia M. Carson Transit Center to Park Avenue Station	Shared Alignment with Red Line
Park Avenue to Guilford	Mixed-use
Guilford to Fall Creek Parkway	Center-running Dedicated Bi-Directional Bus-Only
Fall Creek Parkway to Shadeland Avenue	Center-running Dedicated Bus-Only
Shadeland Avenue to Post Road	Dedicated Bus-and-turn (BAT)
Post Road to 56th Street	Dedicated Bus-and-turn (BAT)
56th to Lawrence Terminal station	Mixed-use

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

INTERSECTIONS

38th Street & LaSalle Street

**38th Street & Arthington
Boulevard**

38th Street & Hawthorne Lane

38th Street & Sheridan Avenue

38th Street & Alsace Place

STATE FAIRGROUNDS RENDERING





PURPLE LINE: TIMELINE

- 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

SMALL BUSINESS TOOLKIT

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





Questions?

IndyGo



Take the survey.

IndyGo