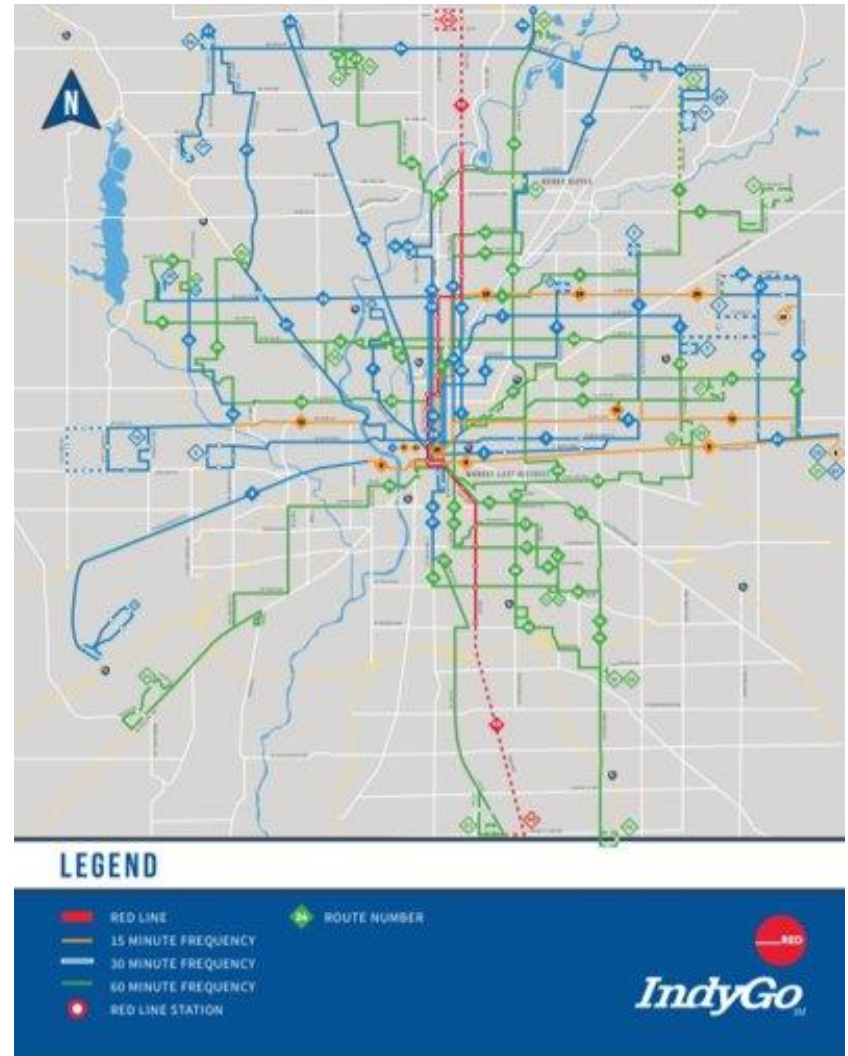
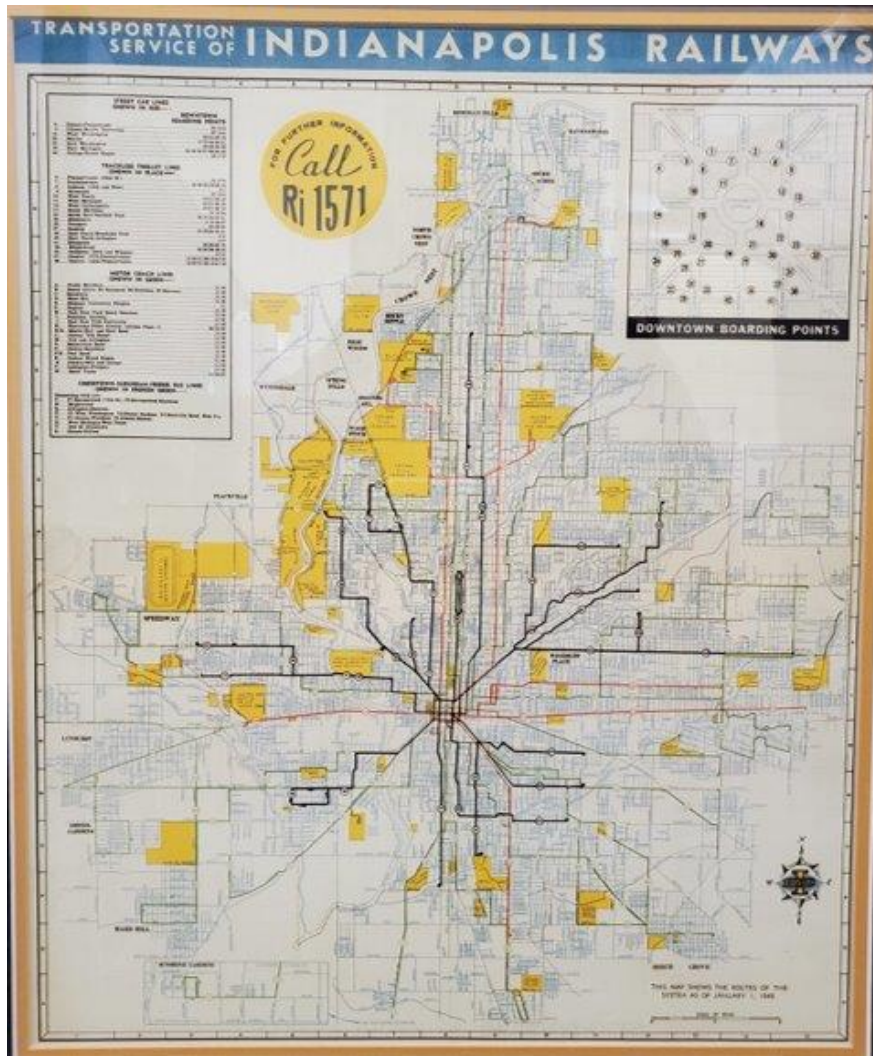


Purple Line: Public Meeting August 2020



IndyGo

WHERE WE'VE BEEN



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

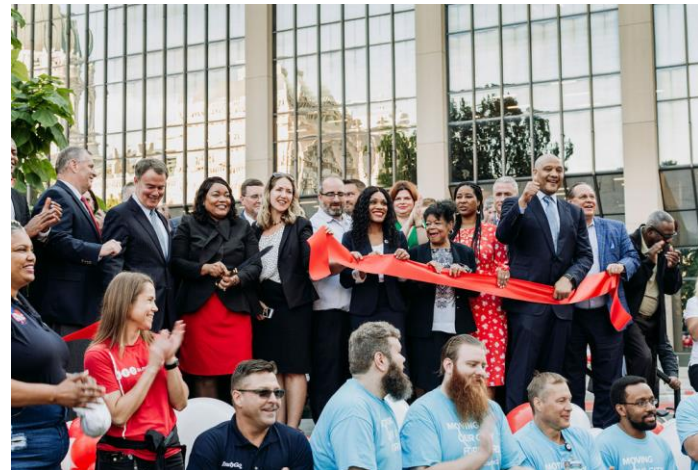


OUR PROGRESS



2018: Construction for the Red Line begins

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



WHAT IS BUS RAPID TRANSIT?

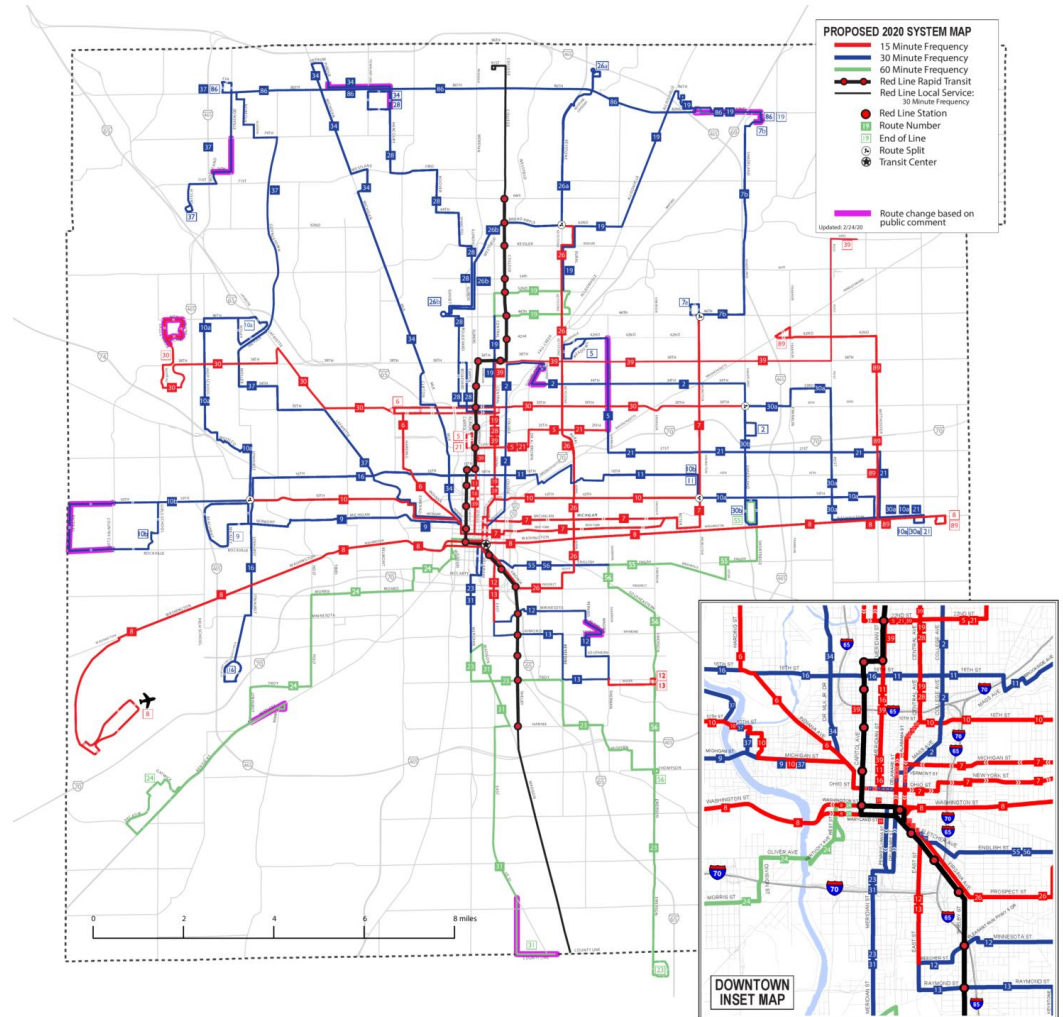
INDY'S NEW RAPID TRANSIT

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

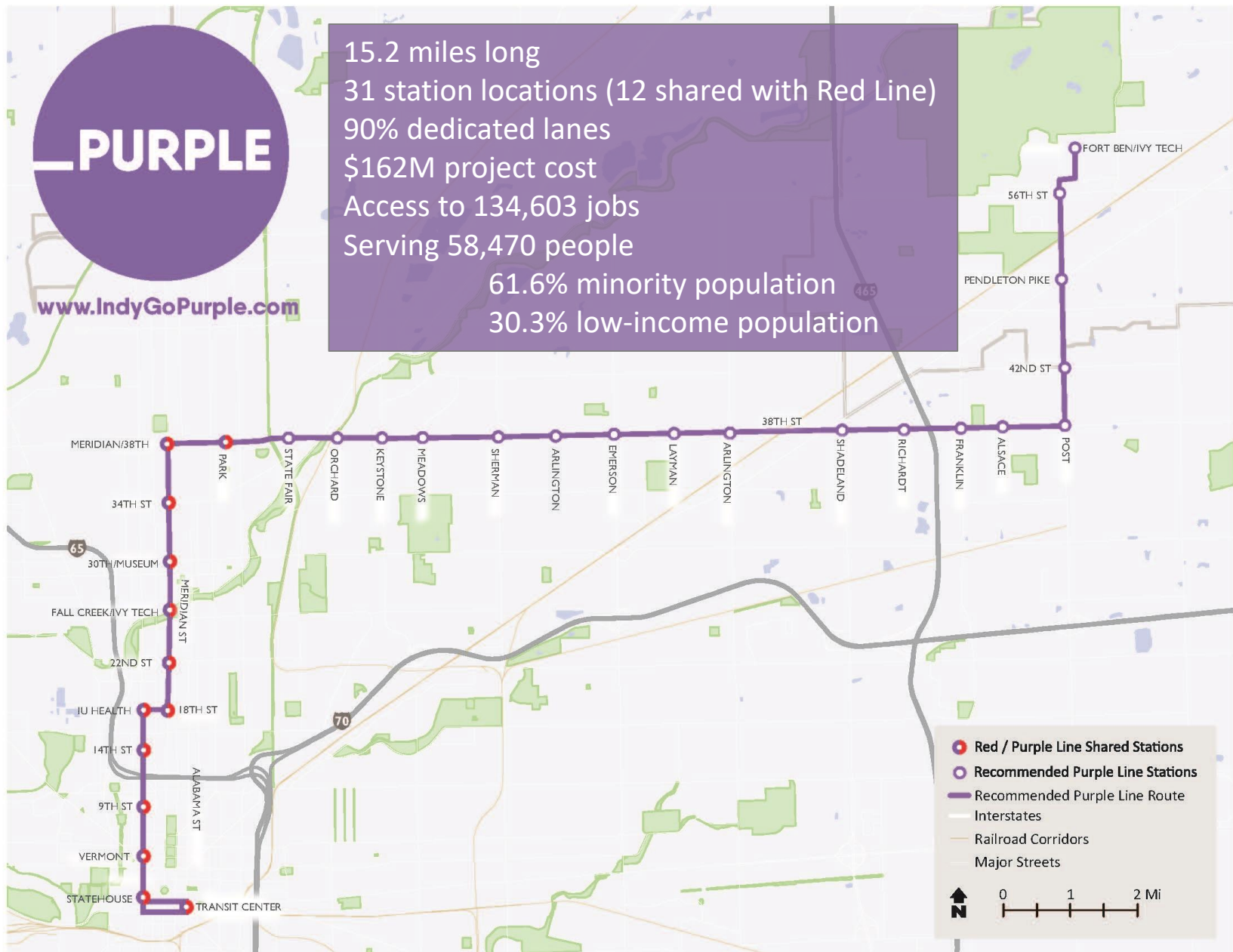


BRT LINES: SPINE OF MARION COUNTY TRANSIT PLAN

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



PURPLE LINE: PROJECT OVERVIEW



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

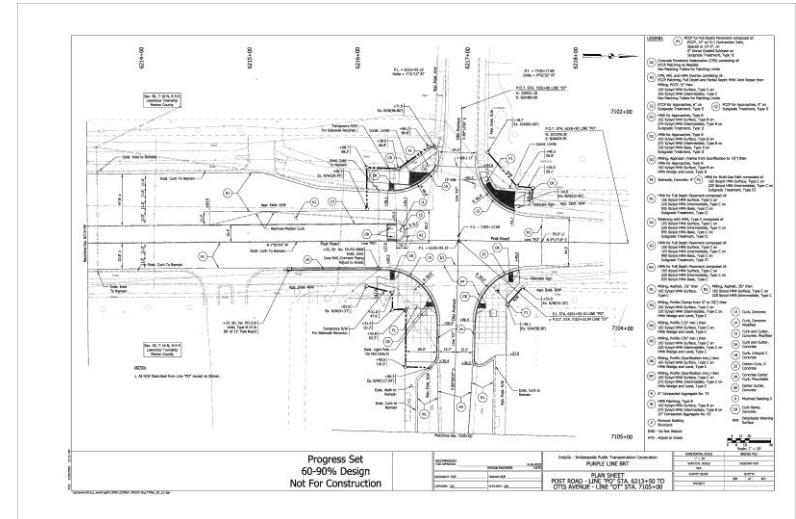
Nearly 2,000
establishments
reached by
phone

Over 200
community
events or
meetings for
Purple Line
outreach




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



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



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

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



STORM SEWER SEPARATION



3 MILES OF MULTI-USE PATH



NEW AND REPAIRED PAVEMENT



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



355 NEW OR UPGRADED CURB RAMPS

OVER
50%
OF BUDGET GOING TO
SUPPORTING INFRASTRUCTURE

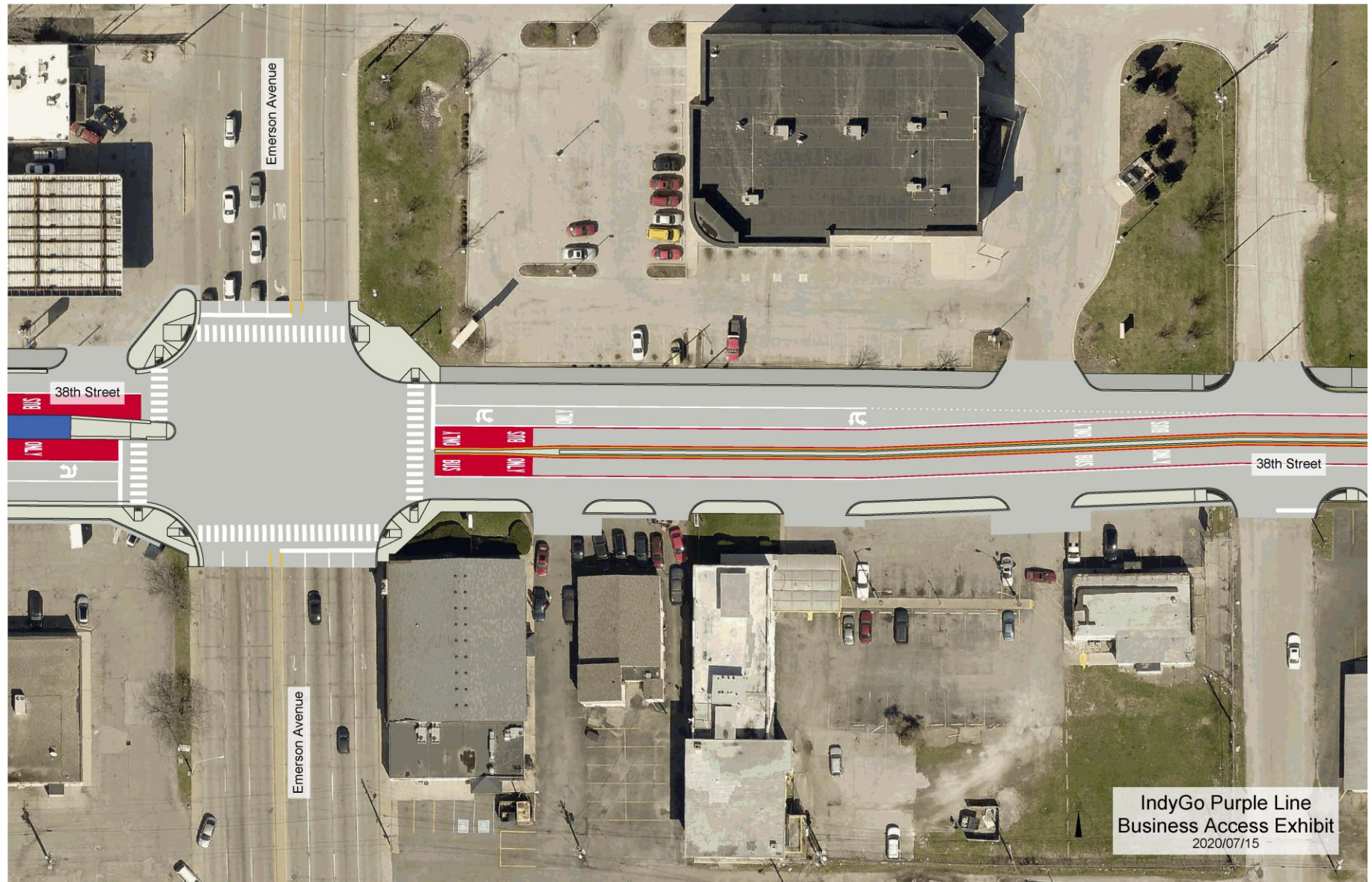
MORE THAN TRANSIT



MORE THAN TRANSIT



MORE THAN TRANSIT

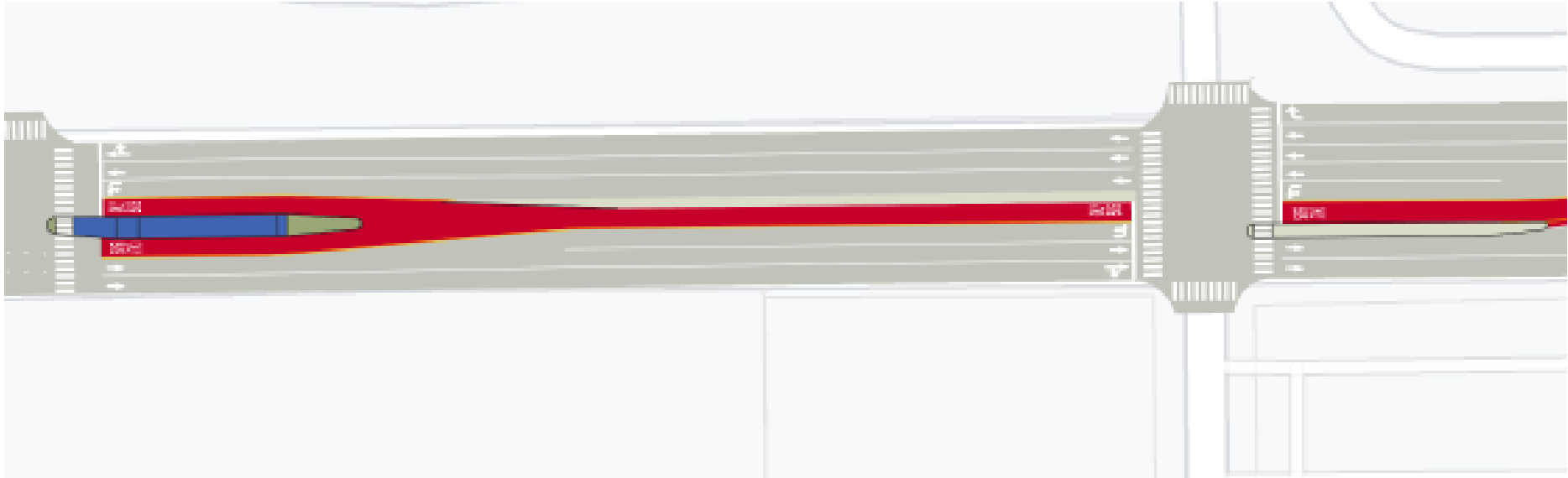


IndyGo Purple Line
Business Access Exhibit
2020/07/15

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

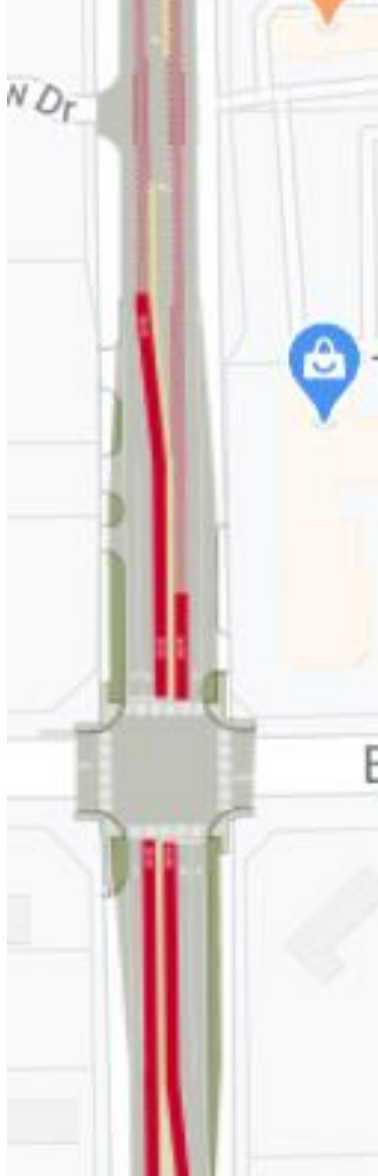


- Two lanes, one in each direction
- Signalized left-turns and U-turns approximately every 1/4th mile (adding several new signals)
- No left turn or U-turn in between signals
- 38th St: Between Fall Creek & Shadeland

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 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

BRT TRAFFIC SIGNALS & SIGNAGE

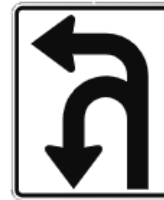
At a Traffic Signal



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



RICHARDT STATION RENDERING





UTILITY RELOCATION

- 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 stone and concrete bridge that carried the railroad over a stream.



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

ARCHEOLOGY FINDINGS



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.

ARCHEOLOGY FINDINGS

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





PURPLE LINE: TIMELINE

- 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?

IndyGo