



*IndyGo*SM

2027 TRANSIT NETWORK ADOPTED: 2022



2027 TRANSIT NETWORK

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PLEASE OFFER THESE SEATS
TO THE ELDERLY AND
PERSONS WITH DISABILITIES

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AVANZADA O INCAPACITADAS

PULL TO
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PUSH WINDOW
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JALE LA
MANILLA ROJA
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PARA ABRIR

WHEEL CHAIR SEATING
SECUREMENTS ARE LOCATED
BELOW THESE SEATS

ÁREA PARA SILLAS DE ROLLO
LOS SEGUROS SE ENCUENTRAN
ABAJO DE ESTOS ASIENTOS





1 Introduction: *(Where we were and are still going)*

THE VISION

Completed in 2016, the 2021 IndyGo Forward Plan redesigned IndyGo’s bus network and created a steadfast vision that would shift IndyGo from a largely coverage-oriented system to a system that focused on generating more ridership. IndyGo arrived at this conclusion after an extensive community outreach process and a successful public referendum to help fund this expansion.

This change in how the system should be designed was just one of many trade-offs that were made. We now know that most existing and future riders would be willing to walk a little further to their bus stop or would welcome a transfer between buses if the service was better. One of the key trade-offs made in 2015/16 was the introduction of more 2-seat rides in exchange for more connections throughout the network; providing better access to more places. Another key trade-off was to remove some bus stops, which would cause some people to have to walk further to their bus in exchange for faster, more reliable bus service making fewer stops along the way. These trade-offs are the defining qualities of the network redesign. They can be summarized as follows:

- **More reliable service**, due to shorter wait times between buses and shorter commutes.
- **Faster service** beginning with BRT service every ten minutes for most of the day, high-amenity vehicles and stations, and faster travel times.
- **Every route operating seven days a week.**
- **Longer hours of service**, with every weekday route operating 21 hours a day.
- **More crosstown options** through an expanded grid.
- **More modern payment system**

MOVING INDY FORWARD

When IndyGo Forward was first introduced, the plan was for the network redesign to be fully implemented in 2022. Below is a list of improvements that have already been implemented:

- **Every route now operates seven days a week.**
- **The first of three new BRT routes**, the Red Line, launched on Sept. 1, 2019.
- **IndyGo increased its local bus service by 38%.**
- **Service frequency increased** on Routes 3, 5, 6, 8, 10, 26, 30, 31, 34, 37, 39 and 87.
- **New buses were purchased** and old ones were retired.
- **Operational and administrative capabilities were expanded.**
- **The MyKey fare collection system** was developed and launched.

Improvements that are currently in progress include:

- Construction of the Purple Line, which is expected to be completed in 2024.
- Implementation of Super Stops in downtown Indianapolis
- Planning and design for the Blue Line.
- Preparing for the launch of retail network as part of its efforts to modernize the fare collection system.
- The new IndyGo East Campus that will accommodate future growth.

STILL MOVING INDY FORWARD

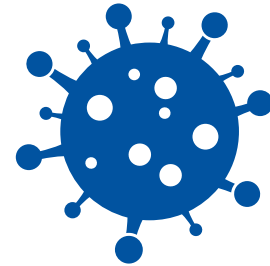
As the country, and world, continues to recover from the COVID-19 pandemic, IndyGo must also respond to this moment by continuing the progress that was started with IndyGo Forward. To do this, we must respond to our customers' existing needs, and simultaneously plan for a new normal. This new normal will be largely influenced by a new set of realities that will shape how and when people travel. Fortunately, the years of extensive public engagement between 2016 and 2022 and technical planning work that went into the redesign of IndyGo's network **have laid a strong foundation for moving forward. IndyGo has continued to engage the community since, and support for this vision has only grown stronger.**

To fully realize the community's vision of a world-class public transit system IndyGo will continue on its path to accomplish the following:

Restore Service to Pre-Pandemic Conditions

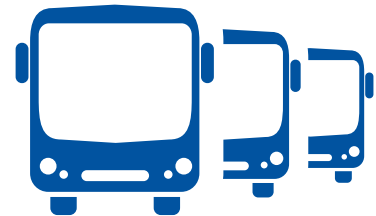
IndyGo, like other transit agencies and industry partners, is experiencing a severe and ongoing operator shortage, resulting in IndyGo having to implement temporary service reductions in the meantime. This necessary decision was not an easy one, but ensures that existing customers can continue to rely on a bus showing up when scheduled.

Systematically restoring services to pre-pandemic levels is a top priority in IndyGo's phased approach to implementing the 2027 Transit Network, beginning with the **Red Line** and frequent bus routes like **Route 10**.



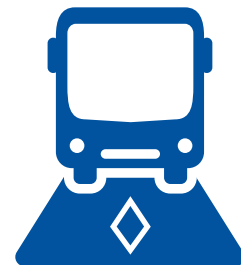
Improve Service Frequency

Improving or maintaining high frequency service seven days a week is a primary theme of every version of IndyGo's future service plan since 2016. This means less time between buses resulting in shorter total travel time for our customers. Frequency improvements are targeted for several non-BRT corridors where the demand for transit is strong or growing. Several corridors with existing high frequency service will be maintained as future BRT lines are implemented.



Build Out the Entire BRT Network

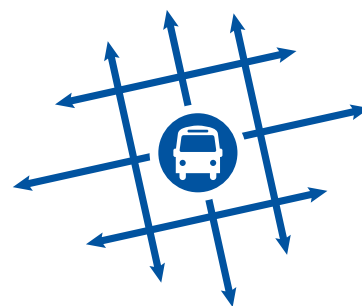
When complete, BRT will be the backbone of the IndyGo network, with the most frequent service, longest service span, and high-quality passenger amenities. IndyGo is committed to bringing two more BRT lines to the network. The **Purple Line** is under construction and should be operational in 2024 and the **Blue Line** will follow. Like the Red Line, both of these routes will offer higher-quality service that is more reliable by design. Buses will arrive at the station every 10 to 15 minutes almost all day, seven days a week. For the majority of the route, the buses themselves will operate in dedicated, bus-only travel lanes and be given priority at traffic signals.





Continue Moving Towards A More Connected Grid Network

To get where they need to go, most people must first ride downtown to connect to another bus, which only increases their total travel time. Like the 2016 Network Redesign, this plan increases frequencies on some existing crosstown routes and also adds new crosstown routes. These new and enhanced crosstown routes were designed to allow for more direct crosstown travel (east and west, or north and south), and help to reduce potential travel times for certain trips, such as to the grocery store. It can also make traveling by bus a more attractive option for non-bus riders.



Right-Size IndyGo's Services

In all, the Network Redesign offers significantly better service to more people. It matches the public's growing desire for faster, more direct, and higher quality transit service to areas with the greatest demand for transit and potential to generate more ridership. There are, however, areas within the county that have very little demand for transit, where a small number of residents still rely on IndyGo's services. How can we continue to serve them?

IndyGo believes it can meet the mobility needs of riders outside high-demand areas by changing how it delivers services to low-demand areas in the future. IndyGo has right-sized its service by consolidating routes in some parts of the county. Some segments of existing routes which have shown to have a relative lack of demand for transit have been removed, often because higher-quality service is less than a 10-minute walk in another direction.



Provide Better Service Every Day of the Week

While all routes in the system operate seven days a week currently, the demand for transit is such that service frequency needs to increase to meet the needs of riders on weekends. Improved weekend service increases the utility of each route and the entire network. These improvements increase the attraction and utility of the 2027 Transit Network.





2 A Better Bus Plan: *(What we've done and what we're proposing now)*

REVIEW OF THE NETWORK REDESIGN

The future service plan, as amended from time to time, is part of IndyGo's ongoing service evaluation process.

IndyGo is always looking to find ways to operate more efficiently and routinely makes minor adjustments to routing and scheduling in February, June, and October of each year. Every five to six years, IndyGo performs a comprehensive operations analysis (COA), which is a much more extensive review of how the bus network is performing. The goal of any COA is to find efficiencies and produce a future service plan.

IndyGo's 2022 review of the network redesign is unique in that the local route improvements from the last COA in 2016 are still being implemented. One of the primary objectives moving forward is the need to adequately address the many challenges and opportunities that have emerged or grown since 2016 by modifying IndyGo's future service plan. One of the top priorities

is the need to phase in the local route improvements, while maintaining the vision to offer service on every route, every day; build and operate three new Bus Rapid Transit (BRT) lines; and strengthen the local network by creating a more connected, frequent-grid model.

Key Considerations

Many aspects of how people travel and live their lives has, for some, changed dramatically over the past several years, and yet some things remain the same. The following factors were key considerations in our review of the network redesign and why IndyGo aims to improve upon its network redesign with this 2027 Transit Network.

PANDEMIC Accommodating our Core Riders

For many residents, the global COVID-19 pandemic has had an impact on the job market, the workforce, work commutes, and housing choices. The core riders who continued riding IndyGo throughout the pandemic reinforced that IndyGo needs to focus less on peak hour service and more on funding service throughout the day and increasing service on evenings and weekends.

Due in large part to the sharp decline in ridership brought on by the pandemic, IndyGo is accommodating and connecting with core riders.

As our ridership begins to recover, we will continue to work hard to better understand these impacts and be strategic about future service investments.



PREFERENCE

For Higher Quality Transit

Through current and past planning efforts, residents and businesses in the Indianapolis community have consistently expressed the desire for more **frequent and reliable bus service**. Some of the key trade-offs that have been considered over and over again include:

- **Service Frequency and Span.** Frequency is how often the bus arrives, and service span is how long the service operates throughout the day. Areas with the highest demand or potential for ridership need the highest frequency, but other routes were consolidated in exchange.
- **Route Directness, Coverage and Speed.** Each of these factors impact how long it takes to travel by transit. More direct service is faster, but may require people to walk further to and from their destinations. These trade-offs were considered, while favoring directness overall.
- **Service Reliability.** Unreliable service limits how spontaneous riders can be with their trips, costs both riders and transit agencies valuable time and money, and makes public transit a less viable option for travel. For a successful network, all parties involved need to be able to count on their bus arriving as scheduled.

PEOPLE

And Their Mobility Options

Central to IndyGo's mission is our commitment to helping individuals and groups of individuals overcome mobility barriers. These barriers vary from person to person. They may be situational or systemic, physical or financial, temporary or permanent. IndyGo referred to the Social Vulnerability Index, used by the City, to identify areas with the greatest need for capital improvements. IndyGo uses it as one way to ensure that changes to the bus network address the mobility needs of Indy's more vulnerable populations.

PLACES

Destinations & Trip Generators

Many major trip generators are not downtown but in areas with limited pedestrian or transit access outside it, including supermarkets and large apartment complexes. When housing costs are more affordable in areas with less pedestrian or transit access, this highlights a need for an increasingly decentralized network.

PURPOSE

The Network Effect

To achieve a network effect, higher-amenity and higher frequency services are concentrated in areas where ridership demand is the greatest, while circulator routes or less frequent routes serve lower-demand areas but then connect to the corridors with higher frequencies. An interconnected network, especially one with transfer opportunities with frequent and rapid routes, has an exponential effect that increases the productivity of connecting routes.

PROGRESS

Advancements in Technology & Innovation

Across the nation, overall transit ridership has been declining since 2014. Transit agencies like IndyGo have sought to balance this impact with measures to entice ridership through new technologies such as modern fare payment systems.

PARTNERSHIPS

Shared Mobility Options

Many community partners, like the MLK Center and their Midtown Get-Around service, have begun implementing community-led transportation solutions designed to meet the needs of a specific type of user, or a specific type of trip. At the regional level, businesses in Plainfield and Whitestown support workforce connector routes connecting Marion County residents to jobs in nearby counties.



3

2027 Transit Network

Over the past several years, the COVID-19 pandemic has had a significant impact on our ridership, revenue projections, and availability of operators – causing us to pause our implementation of the IndyGo Forward plan. Fortunately, the years of extensive public engagement between 2016 and today – and technical planning work that went into the redesign of IndyGo’s network – have laid a strong foundation, and support for the vision established in the IndyGo Forward plan has only grown stronger. This updated plan adheres to the vision developed in IndyGo Forward but was updated to reflect the following:

- **Demographic Changes.** Indianapolis’ resident population has grown by about 35,000 people between 2016 and today. IndyGo’s 2027 Transit Network considered this population change and distribution as well as income, employment, and more.
- **Ridership Changes.** Locally and nationally, transit ridership was substantially affected by the pandemic. As some workers shifted to working from home and non-essential trips were avoided, transit ridership on IndyGo declined by as much as 40% at the height of the pandemic. Ridership changes that occurred during and after the pandemic were evaluated and the 2027 Transit Network was adjusted accordingly – especially in areas that still exhibit strong ridership demand.

In the years following 2021, ridership has steadily increased, with an increase of nearly a million trips between 2022 and 2023. This can be credited at least in part to the partial implementation of the plan.

- **Impacts on Transit Critical Populations.** The pandemic demonstrated that transit is critical for many people, especially essential workers, but also residents who rely on public transit to get to work, school, and other activities. The 2027 Transit Network evaluated changes in transit critical populations and adjusted service levels to better serve these areas.

IndyGo’s 2027 Transit Network—shown on page 8 for the region, and for downtown Indianapolis on page 9—illustrates the planned build out of the entire IndyGo network by 2027— color-coded by weekday service frequency. The newly developed implementation strategy, presented later in this chapter, offers suggestions for how to phase in the improvements between now and 2027.



COMMUNITY ENGAGEMENT

Throughout 2021 and 2022, IndyGo convened an advisory committee, several stakeholder groups, and the public to help ensure that staff's recommendations for improving upon the network redesign remained consistent with the community's vision for a world-class public transportation system. This is a continuation of the work that started in 2016 in response to years of public engagement and technical planning work needed to take IndyGo from a purely "hub and spoke" model to a more frequent, better connected, grid-based system.

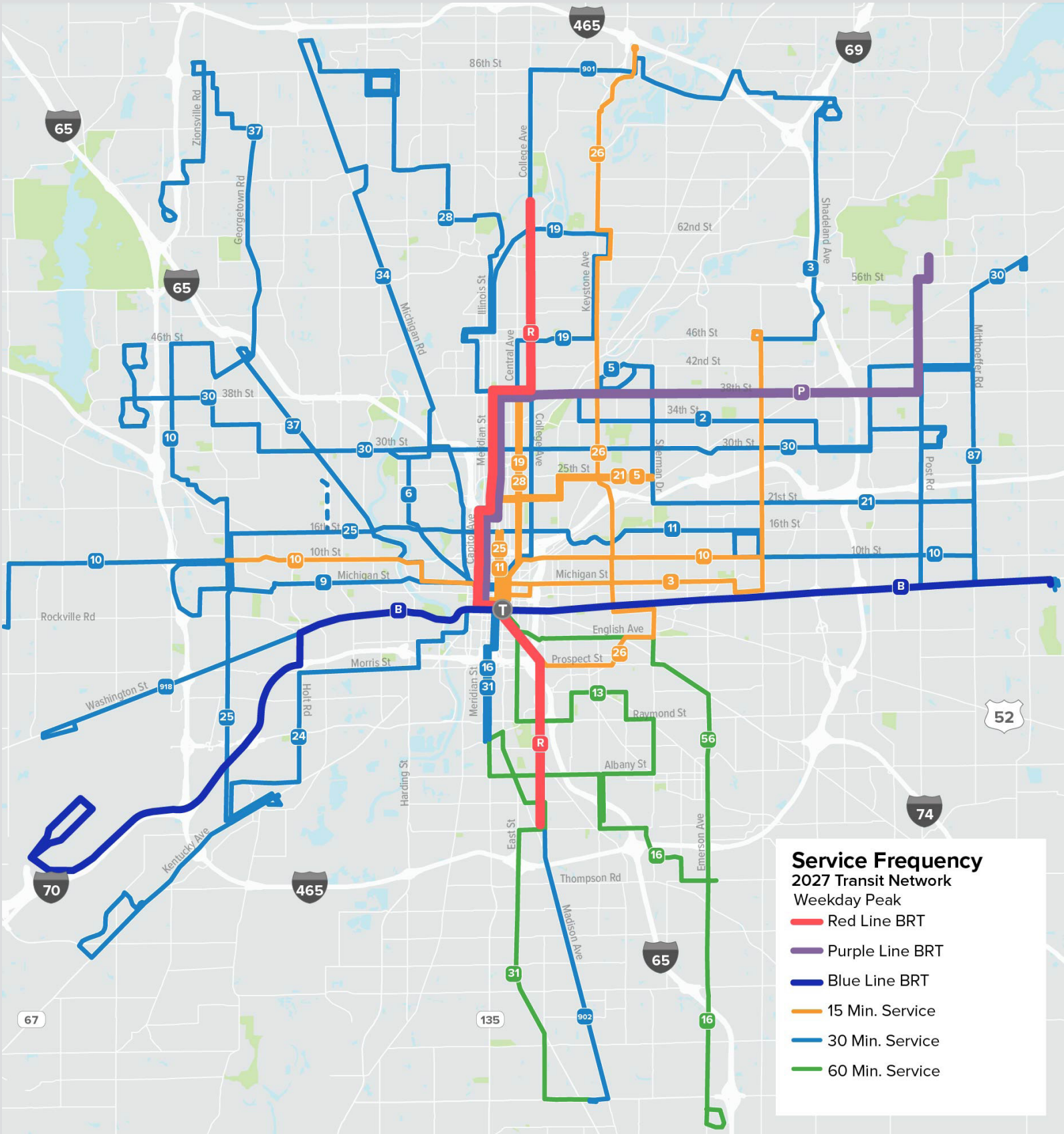
Several community open house meetings were held to provide information on staff's recommendations for how to move forward with the remaining local route improvements that are needed to fully implement the agency's network redesign. The public was invited to attend and share their feedback on the proposed updates to the future service plan. Each meeting

included a brief presentation and Q&A segment. The following is a summary of community engagement activities conducted as part of this process:

- **4 community events** held for future service planning outreach in October 2022
- **68,410: accumulative number of people engaged** through attendance at events, social media posts, newsletters and website visits
- **27 unique comments** submitted directly from website
- **25 respondents** to a route-level survey

This feedback and collaboration informed what would become the 2027 Transit network.

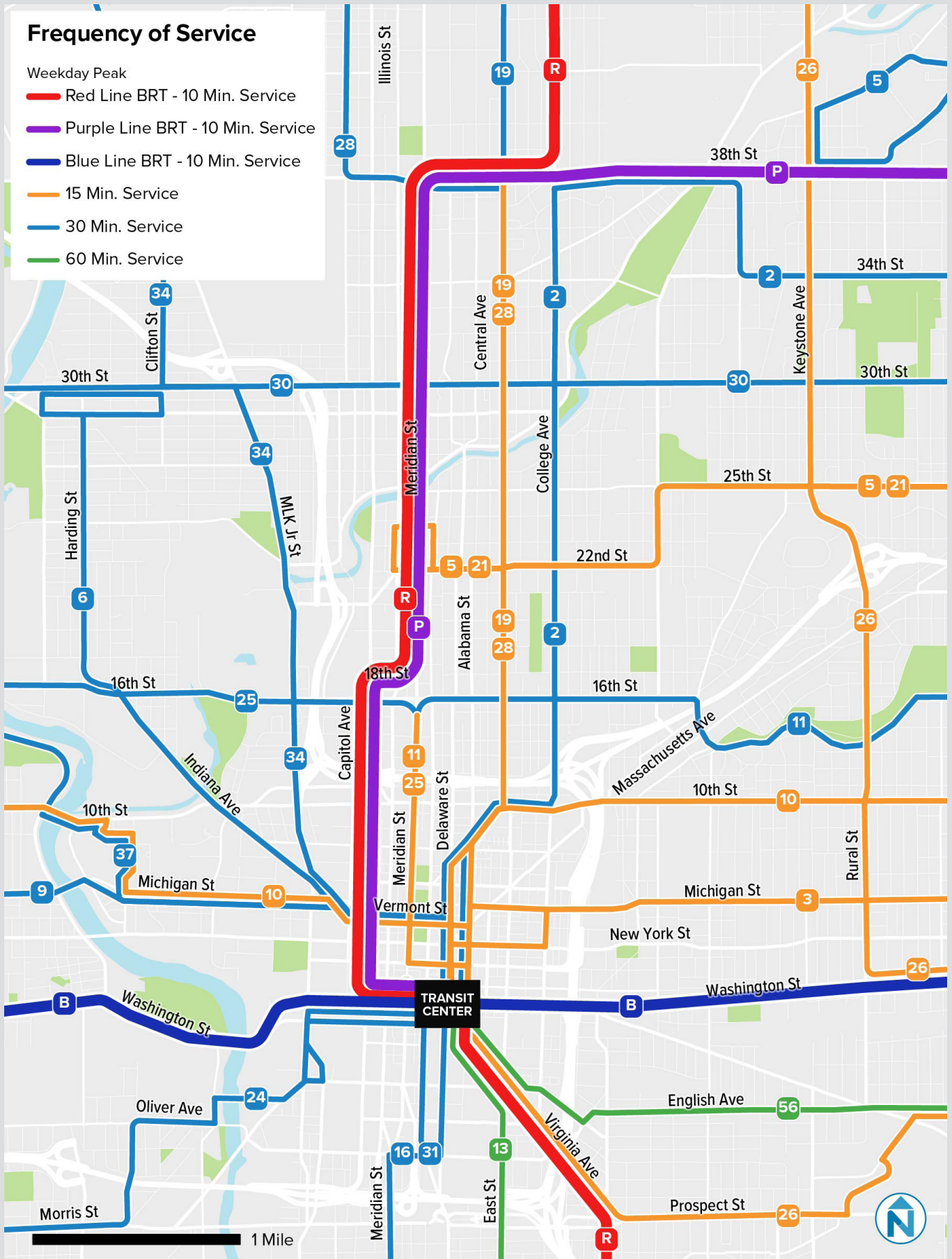
IndyGo's 2027 Transit Network (Full Network)



Service Frequency
2027 Transit Network
Weekday Peak

- Red Line BRT
- Purple Line BRT
- Blue Line BRT
- 15 Min. Service
- 30 Min. Service
- 60 Min. Service

IndyGo's 2027 Transit Network (Downtown)



HIGHLIGHTS OF THE 2027 TRANSIT NETWORK

IndyGo's 2027 Transit Network continues the work that was started in 2015/16 as part of the IndyGo Forward plan, as well as past planning work starting in 2010. Like previous versions of IndyGo's future service plan, the two most essential parts of this plan is the shift to a ridership-based service network and the increase in service frequency across the three bus rapid transit routes as well as many of IndyGo's local routes. Adhering to this vision, the following are some of the highlights of the 2027 Transit Network.

More frequent service to areas where demand is high or growing

A total of six routes will offer service every 15-minutes or better on weekdays, compared to 3 routes today (Red Line and Routes 8 and 39). Routes 3, 10, and 26 will offer 15-minute weekday service and the Purple and Blue Lines will replace existing Routes 39 and 8, respectively.



IndyGo's network in 2022 included 16 routes that operated every 60 minutes or less. The 2027 Transit Network includes only 4 routes that operate every hour, and no route would operate less than 60 minutes.

Completes implementation of BRT lines

In addition to the Red Line, two new BRT lines (Purple and Blue) will be added to the network, both offering frequent service. The two new BRT routes adds over 30 miles of new BRT service with 48 new stations (in addition to the existing Red Line stations that will be shared with the Purple Line).



Better crosstown service

Several improved or new crosstown routes provide connections that enhances the grid network by allowing riders to transfer to more routes outside of downtown Indianapolis.



- **The improved 30th Street crosstown** is extended and now provides connections to 13 routes, including 5 high-frequency routes (Red Line, Purple Line, and Routes 3 and 26).
- **The improved Route 26** in the Keystone/Rural corridor operates more frequently and provides connections to 14 routes, including 6 high-frequency routes (Red, Purple and Blue Lines and Routes 3 and 10).
- **The improved Route 25** extends service via Lynhurst Drive to offer a new westside crosstown that connects to 4 routes, including the high-frequency Route 10.



Enhanced focus on transit critical areas

Some demographic groups have a much higher likelihood to ride transit, and a crucial outcome of the 2027 Transit Network is to improve transit service to these groups.

Serving transit critical populations also matches service to demand, since these residents are more likely to ride transit. The following routes (or corridors) have significantly better frequency in areas with high transit critical populations:

- **Route 10**, generally serving the 10th Street corridor
- **Route 26**, generally serving the Rural/Keystone corridor
- **Route 3**, generally serving E. Michigan Street and Arlington Avenue
- **Routes 5 and 21**, generally serving the 22nd Street/AJ Brown/25th Street corridor



Bidirectional and frequent service in downtown

In the existing network, there are many routes running north-south a few blocks apart into the transit center on one-way couplets. The 2027 Transit Network reduces duplication by providing fewer routes running more frequently on two-way corridors into downtown, causing a slightly longer walk for some riders, but to much higher quality service. When complete, 90% of the downtown area would be within walking distance (about ¼ mile) of high-frequency service.



Extended service to new destinations

The 2027 Transit Network also creates connections to new areas by extending routes to certain grocery stores, medical facilities, colleges, and retail sites. Service is extended to three new major shopping destinations, including the Meijer on Rockville Road/Raceway Road (Route 10), the Meijer in Avon (Route 10), and the Walmart on Pendleton Pike (Route 30).



BENEFITS OF THE 2027 TRANSIT NETWORK

As noted in Chapter 1, the 2027 Transit Network shifts IndyGo from a largely coverage-oriented system to a system that focuses on generating more ridership. The trade-off with this approach is that some people may need to walk further to a bus stop in exchange for faster, more reliable bus service. To better understand these impacts, the number of people and jobs with access to different service frequencies was compared between the previous network in 2022 and the 2027 Transit Network.

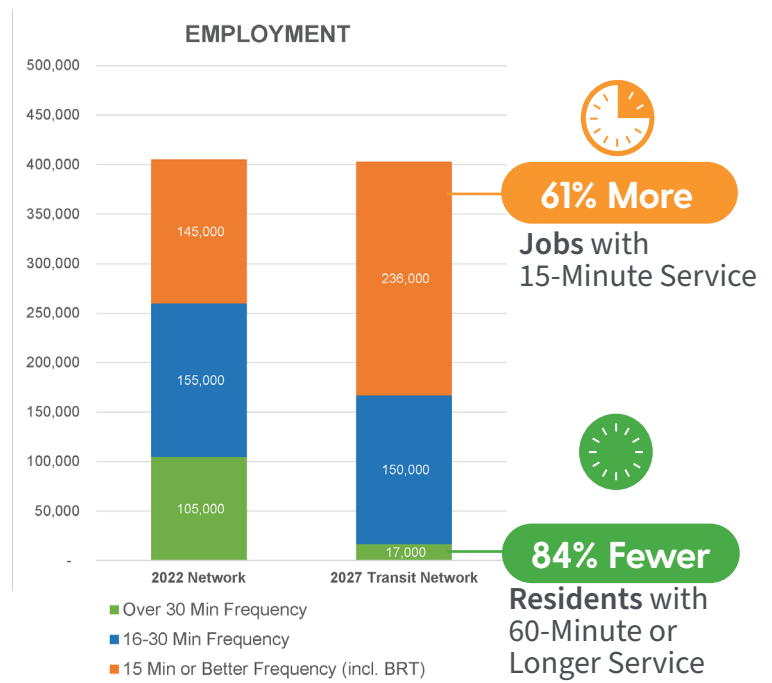
As shown in the charts below, the total number of people in Marion County with access to transit¹

¹ Access to transit includes ¼ mile from a local route and ½ mile from an existing or planned BRT station.

decreases slightly with the 2027 Transit Network (about 4%), but the number of people with access to better service improves significantly. The number of people with access to service that operates 60 minutes or more **decreases** 78%, and the number of people with access to frequent service (15-minutes or better) **increases** by 85%.

The number of jobs with access to transit not only increases by about 1% with the 2027 Transit Network, but the quality of service improves significantly. The number of jobs with access to service 30 minutes or more **decreases** by 84% and jobs with access to frequent service (15 minutes or better) **increases** by 63%.

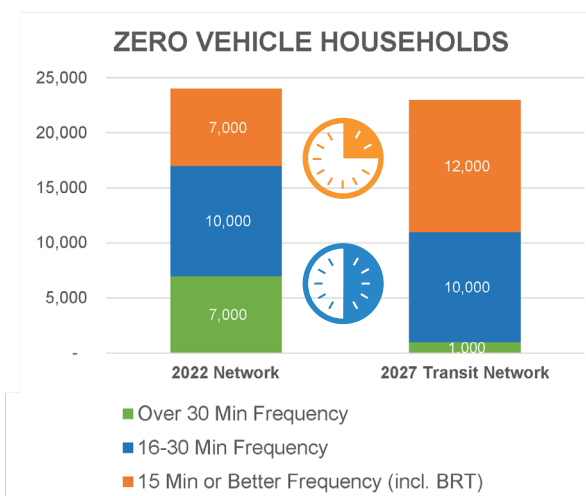
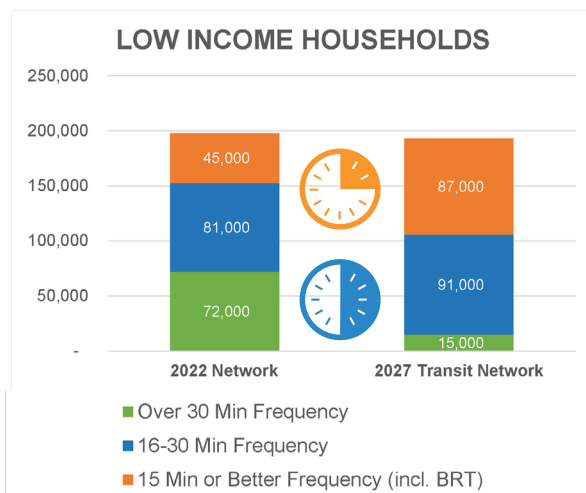
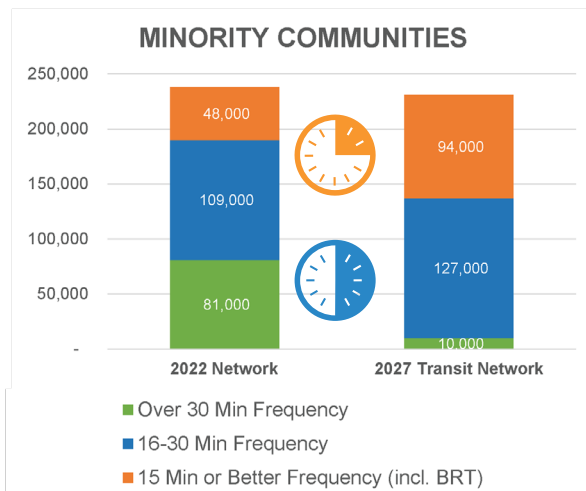
Population and Employment Access by Service Frequency (2022 vs. 2027 Transit Network)



BENEFITS TO TRANSIT CRITICAL POPULATIONS

The charts at right compare access to different service levels of the existing network with the 2027 Transit Network for several different transit critical populations. Overall, the 2027 network offers significantly higher quality service to transit critical populations. The number of minorities, low-income households, and zero-vehicle households with access to frequent service (15 minutes or better) nearly doubles with the 2027 Transit Network. Likewise, access to less frequent service (30 minutes or longer) decreases by 80-90% with the 2027 Transit Network and is replaced with more frequent service.

Transit Critical Populations Access by Service Frequency (2022 vs. 2027 Transit Network)



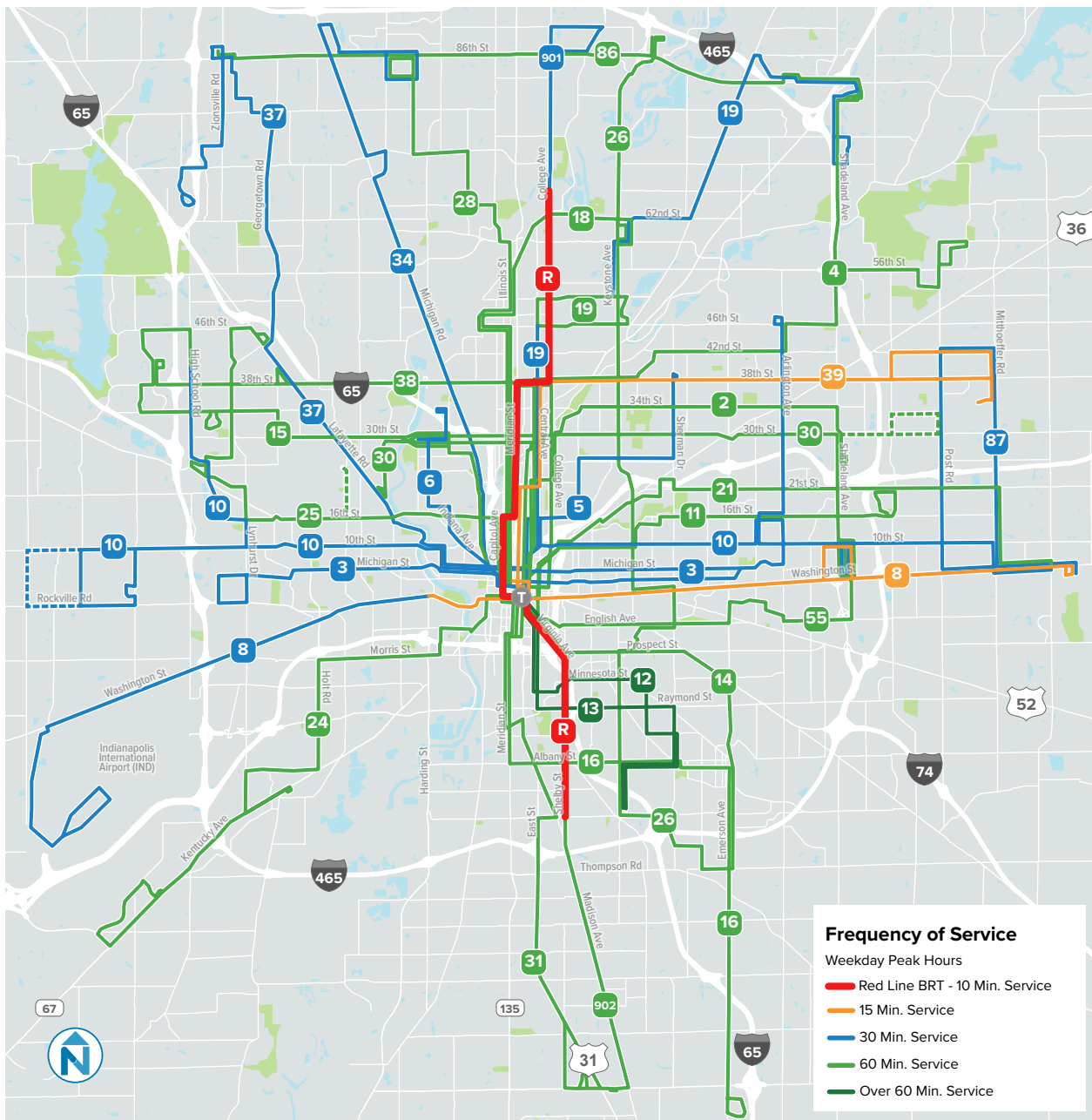


The implementation strategy for the network redesign is contingent on IndyGo’s future revenue projections and operator availability. Individual route changes are also sequenced to account for other changes that need to happen at the same time to reduce duplication and/or to achieve a desired service goal.

- **Phase 1** of the implementation strategy, now complete, involved establishing a new baseline network by restoring service that was reduced during the pandemic. Other network-level corrections eliminated costly route deviations, reduced the number of unproductive route segments, and set the stage for future frequency improvements.
- **Phase 2** of the implementation strategy corresponds to the opening of the Purple Line, anticipated in October 2024, followed by or in tandem with local route adjustments to reduce route duplication. These will provide more frequent service and serve new destinations.
- **Phase 3** of the implementation strategy would be the opening of the Blue Line, anticipated in 2027. Other local route improvements that are planned before or in tandem with the Blue Line include additional service frequency, alignment adjustments, and a new westside crosstown route.
- **Future Improvements** would build on the 2027 Transit Network by adding additional weekend frequency to the network that further reinforces the goal of expanding ridership.

Route improvements are contingent upon several factors, some obvious such as future revenue and operators, and some less obvious such as infrastructure improvements like the conversion of a street from one-way to two-way. Barring any unforeseen circumstances, it is anticipated that IndyGo will be able to implement the improved network redesign when the Blue Line BRT is planned to become operational in 2027.

The implementation strategy for the 2027 Transit Network is outlined in the following pages. Each phase includes a summary of the benefits and goals accomplished with each phase, followed by a summary of the changes from the existing (Fall 2022) network to the future (2027 full buildout) network.



Previous Network (2022)

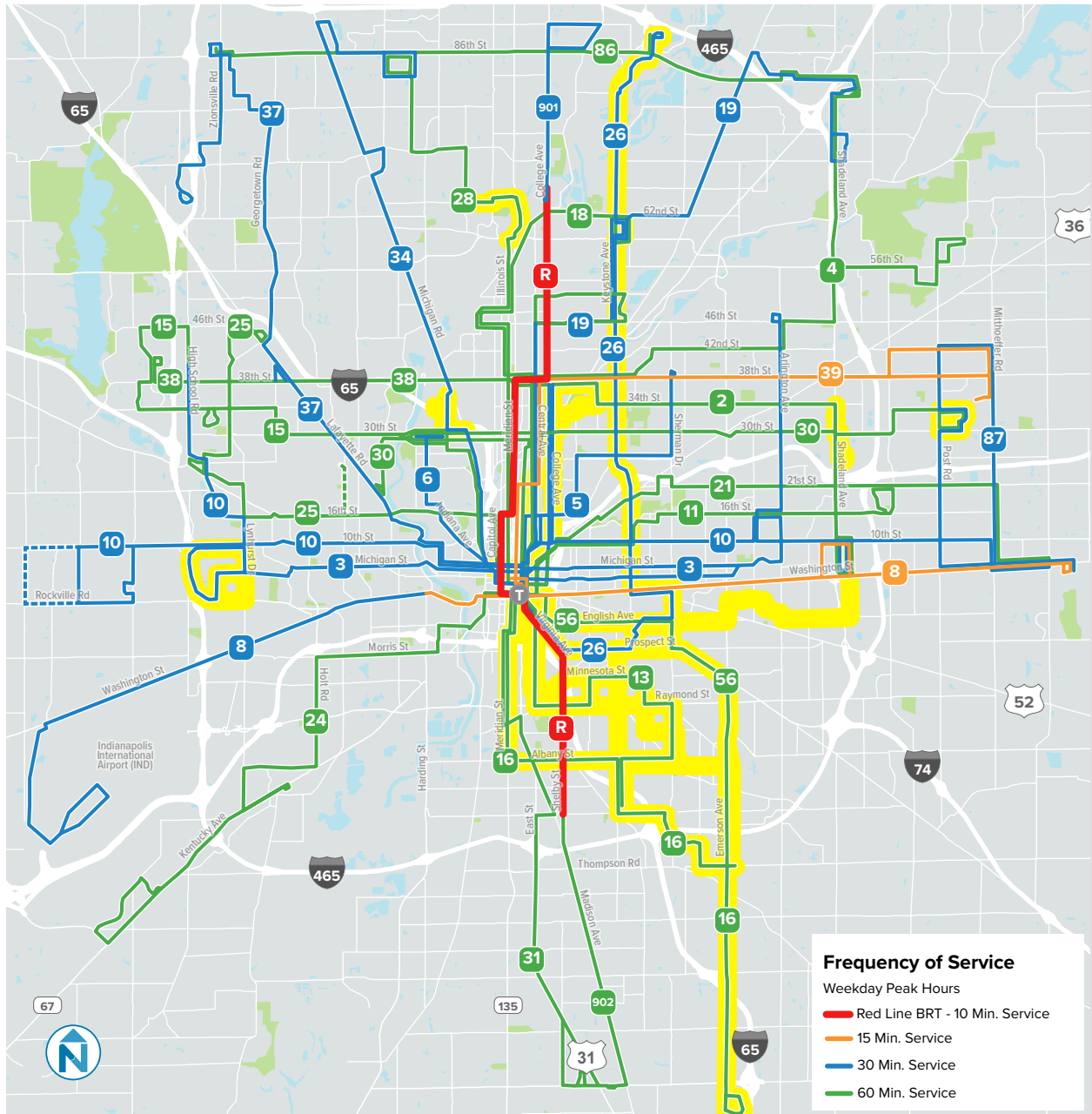
This map shows IndyGo’s network in 2022, prior to any implementation of the 2027 Network plan. The Red Line was the only BRT route, more than half of routes operated at at 60 minute service, and two routes operated with headways of greater than 60 minutes. IndyGo’s studies and public feedback revealed that coverage service was not enough, and that riders wanted more frequent and reliable service. At the time of this document’s publication in 2024, Phase 1 is complete, and the Purple Line set to open this year.

Phase 1



System Level Corrections & New Baseline Network

The first phase of the implementation strategy is to establish a new baseline network by restoring service that was reduced during the pandemic. These changes include eliminating costly route deviations, reducing the number of unproductive route segments, and setting the stage to increase frequency. Phase 1 changes were completed by October 2023, and mostly involve changes that do not depend on future BRT routes. The following table and map summarizes changes made in this phase.



Adjusted IndyGo Transit Network (End of Phase 1)

Summary of Phase 1 Anticipated Service Changes

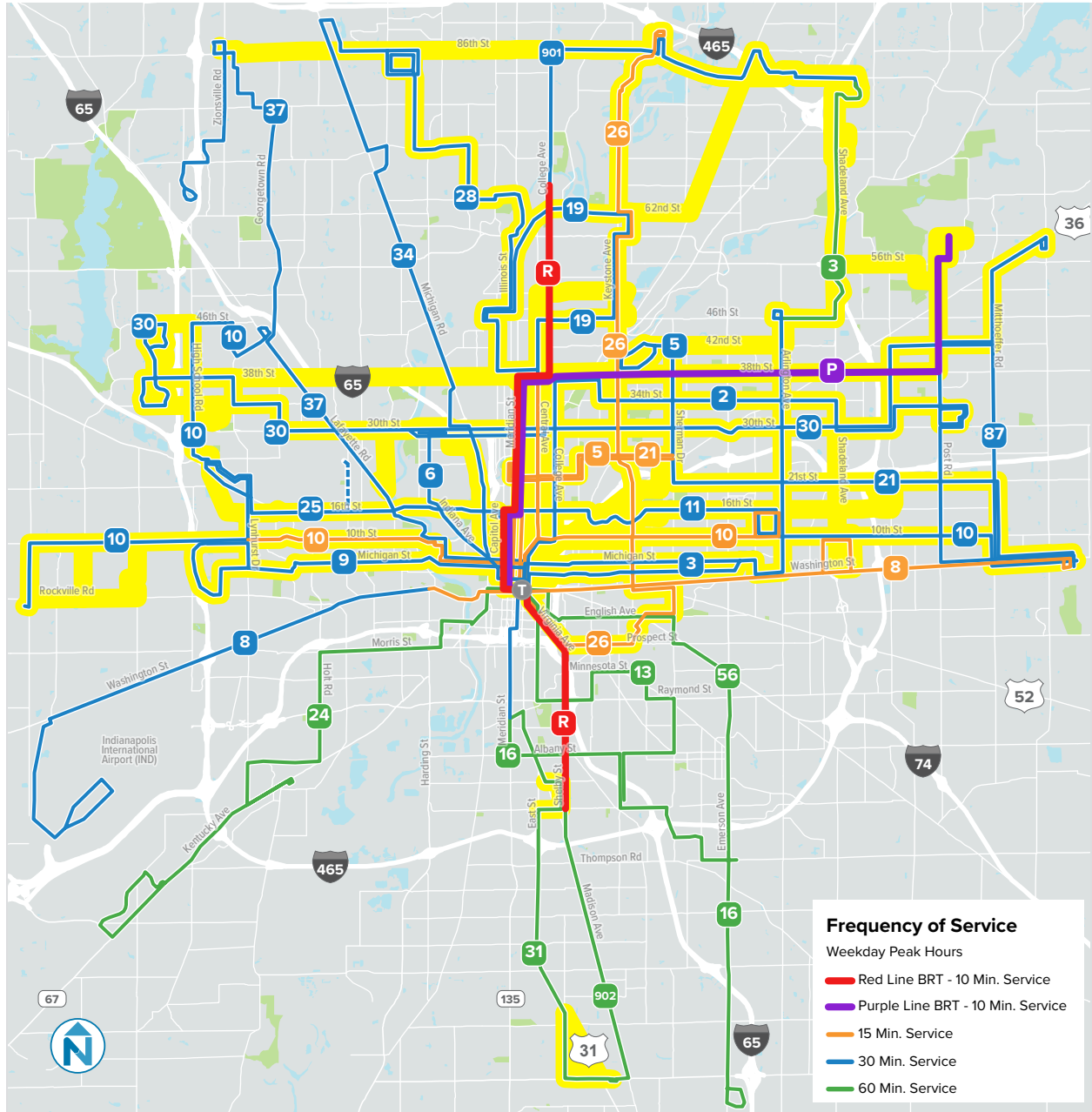
Service Change Theme	2027 Transit Network Goal Addressed	Summary of Anticipated Service Changes
South Indy Restructure	<ul style="list-style-type: none"> ▪ Right-Size IndyGo's Services to Match the Demand for Transit ▪ Improve Service Frequency 	<ul style="list-style-type: none"> ▪ Existing Routes 12, 13, 14, 16, and 26 were consolidated in June 2023 into four new routes, each with their own modifications. The routes that now serve the southeast Indy area are Routes 13-Raymond, 16-Troy/Emerson, 26-Keystone Crossing, and 56-English/Emerson. The modifications that would be done to create these "new" routes ensures that IndyGo can maintain service to most existing areas and improve frequency to the areas with the highest demand for transit. ▪ The former Route 55 name was retired, and service has been retained by Route 56 for anyone that used Route 55 to travel west of Sherman Drive. Other customers that use existing Route 55 to get to and from the Irvington area would be able to access higher-quality bus service on existing Route 8-Washington, which will become the Blue Line BRT route by the time the improved network redesign is fully implemented.
Rural Street / Keystone Avenue Restructure	<ul style="list-style-type: none"> ▪ Improve Service Frequency ▪ Continue to Move Towards a More Connected Grid Network 	<ul style="list-style-type: none"> ▪ Route 26 was realigned on its south end to directly serve Downtown by way of Prospect Street and Virginia Avenue. Former portions of Route 26 south of Prospect Street are now mostly covered by a re-routed Route 16. When this change was implemented in June 2023, its frequency was also increased to 30 minutes, rather than the 45-minute service offered before. This frequency improvement is one step closer to the goal of 15-minute frequency on Route 26, which will eventually connect to three BRT routes.
Alignment Adjustments	<ul style="list-style-type: none"> ▪ Continue to Move Towards a More Connected Grid Network ▪ Right-Size IndyGo's Services to Match the Demand for Transit 	<ul style="list-style-type: none"> ▪ Route 2 was rerouted to serve College Ave between 10th St and 38th St. It previously covered College Ave, Central Ave, 22nd St, and Alabama St, differentiating based on direction. Streamlining the route to College Ave made travel along this route more direct and the route easier to understand, because previous stops on the one-way street pairs are far from each other. Route 2 was also adjusted to no longer offer alternating trips to Western Select, but rather only take trips directly to IndyGo's East Campus. Route 87 was also adjusted to serve East Campus using a similar routing. In preparation for the future Purple Line and to connect to the existing Route 39, Route 2 was also redirected off Southerland Ave to cover 38th St between College Ave and Orchard Ave. All these changes went into effect in June 2023. ▪ Route 3 was extended to serve Beachway Drive and offer customers the opportunity to transfer to and from Route 10, further providing transit riders better access to places along the 10th Street corridor. This improvement provided nearby apartments and the neighborhood shopping area improved access to transit. This change was implemented in February 2023. ▪ Route 6 was realigned to no longer travel north of 30th Street. Instead, Route 6 now turns around using 29th Street, Clifton Street, 30th Street, East Riverside Drive, and 29th Street. Direct transit access for the areas north of 30th Street has been retained by changes to Route 34, which now deviates off ML King Street onto Clifton Street between W 30th Street and Golden Hill Drive back to ML King. ▪ Route 28 was routed away from the existing alignment on Spring Mill Road to Meridian Street and W 64th Street, which are better suited for buses, especially during inclement weather. Based on feedback from residents along this segment of the Meridian Street corridor, there is a relative lack of interest for direct access to public transportation. Similarly, much of 64th Street between Meridian Street and Spring Mill Road is inaccessible to pedestrians. For these reasons, there are no plans to add new bus stops to the new Meridian Street segment or the 64th Street segment. ▪ Routes 3, 6, 10, 15, 34, and 37 were all rerouted downtown off of Ohio Street and onto Vermont Street in October 2023 to serve the new Vermont Street Super Stops. While their previous alignment on Ohio Street was a two block distance north or south from the nearest BRT platform, this new Vermont Street alignment gives each of these routes direct access to the Vermont Street station. In 2027, the routes that will serve the Vermont Street Super Stops will be Routes 6, 9, 10, 34, and 37, and they will provide transfer opportunities with both the Red Line and the Purple Line.

Phase 2



Purple Line Implementation & More Local Service

The next major milestone is the opening of the **Purple Line**, anticipated in 2024, which is the next step towards a frequent, connected grid network. Most Phase 2 changes are associated with the Purple Line, occurring simultaneously or after it opens.



Anticipated IndyGo Transit Network (End of Phase 2)

Summary of Phase 2 Anticipated Service Changes

Service Change Theme	2027 Transit Network Goal Addressed	Summary of Anticipated Service Changes
Purple Line Implementation	<ul style="list-style-type: none"> ▪ Complete the BRT Network ▪ Continue to Move Towards a More Connected Grid Network ▪ Improve Service Frequency 	<ul style="list-style-type: none"> ▪ The majority of existing Route 39 and parts of Route 4 will be upgraded to become the Purple Line, introducing premium Bus Rapid Transit service between Indianapolis' Central Business District and the Fort Benjamin Harrison area, largely via 38th Street and Post Road. The Purple Line service will operate every 10 minutes on weekdays and every 15-minutes during the weekend and in the early morning and late evening hours during the week. ▪ Route 4 will no longer branch off to Lawrence, which will be served by the Purple Line instead. Later, Route 4 will be consolidated with Route 3 to offer more direct service between Downtown Indianapolis and the Community Hospital North campus. Parts of the existing Route 4 alignment on 42nd Street and Millersville Road will be picked up by Route 5. ▪ Route 3 will be split at the Carson Transit Center, and the western portion will be renamed Route 9, which will provide service west of downtown to Beachway Drive and 10th Street. The eastern portion will remain as Route 3 and terminate at Community Hospital North via 46th Street and Shadeland Avenue. Splitting the existing Route 3 will improve reliability on both the new Route 3 and Route 9 as well as allow for future frequency improvements to meet the high demand for transit exhibited by several near eastside neighborhoods. ▪ Route 30 will be extended north and east to the Sunnyside shopping center off Pendleton Pike (in Lawrence Township) to directly connect the near eastside with shopping opportunities for the very first time. In addition, Route 30 would be extended further west to Eagle Creek, to provide a consistent east-west connection across Marion County. Future Route 30 would replace portions of existing Routes 15 and 38 along W 30th Street and W 38th Street.
Midtown/86th Street Restructure	<ul style="list-style-type: none"> ▪ Right-Size IndyGo's Services to Match the Demand for Transit 	<ul style="list-style-type: none"> ▪ The existing Route 86 name will be retired and the segments of the 82nd/86th Street will be replaced by modifications to existing Route 901 and retention of existing Routes 28, 34 and 37. Route 901 will be extended via 86th/82nd Street to provide direct service to Keystone at the Crossing, Castleton Square, and Community North Hospital; thus replacing the need for Route 86 east of College Avenue. ▪ Route 19 along Allisonville Road between 62nd and 82nd Streets effectively operates as express bus service today and none of the 24 bus stops has more than 2 riders per day. If implemented as proposed, future Route 19 will go no further north than the Glendale Town Center, and instead take the Broad Ripple Avenue and Westfield Boulevard corridor currently served by Route 18 to Butler University, where it would terminate. If implemented as intended, Route 18 could eventually be retired. In addition, future Route 19 will only operate along 46th Street, which means that the split alignment between 46th Street and 52nd Street that results in both segments having less service frequency will be eliminated. ▪ Route 28 will serve Central Avenue and the Delaware/Alabama one-way pair between 38th Street and the Carson Transit Center, as the existing Route 19 does today. These two routes will be scheduled so that even though weekday frequency of each route is 30-minutes or better, the combined service frequency on these segments will be 15-minutes or better. Corridor segments like these are sometimes referred to as "Transit Emphasis Corridors." This recommendation ensures that Central Avenue will continue to have frequent service when Route 39 is replaced by the Purple Line BRT Route. ▪ Routes 28, 34, and 37 will continue to provide access to 86th Street locations west of College Avenue. While service on Routes 34 and 37 will remain unchanged in this area, service frequency on existing Route 28 will be improved from every 60-minutes to 30-minutes to ensure that bus service can keep up with the relatively high demand for transit in the areas surrounding St. Vincent Hospital that is experiencing redevelopment/reinvestment growth pressures.

Summary of Phase 2 Anticipated Service Changes *(Continued)*

Service Change Theme	2027 Transit Network Goal Addressed	Summary of Anticipated Service Changes
<p>10th/16th Avenue Restructure</p>	<ul style="list-style-type: none"> ▪ Continue to Move Towards a More Connected Grid Network ▪ Improve Service Frequency 	<ul style="list-style-type: none"> ▪ Route 10 will provide 15-minute service seven days a week between Community Hospital East and Lynhurst/10th via Downtown Indianapolis and the Carson Transit Center. East of Community Hospital East, future Route 10 would provide 30-minute service to IndyGo’s future Eastside Mobility Hub near Cumberland, providing direct transit access to destinations along 10th Street, Mitthoeffer Road, and East Washington Street. On the west end, Route 10 will split into two branches. One branch would provide 30-minute service along 10th Street between Lynhurst and the intersection of Raceway Road/Rockville Road, making a new connection to Meijer. The second branch on the west end will provide 30-minute service north through Speedway, continue via High School Road and 46th Street before terminating at the Walmart on Georgetown Road/Lafayette Road. Connections to Route 37-Park 100 can also be made at this location. ▪ Existing Route 11 will be modified to provide an east-west connection between the Carson Transit Center and Arlington Avenue, largely via the East 16th Street corridor. From the Carson Transit Center to East 16th Street, future Route 11 would use Meridian Street instead of a split alignment using East Street, College Avenue, Massachusetts Avenue, and 10th Street. This route will also be shortened to end at Community Hospital East instead of Franklin Drive. ▪ Route 25 will be modified to operate between Downtown Indianapolis and Speedway Center largely via E. 16th Street. Route 25 will also operate on Meridian Street as opposed to the existing alignment via the Capitol/Illinois corridor. ▪ As noted above, future Routes 11 and 25 would both use the Meridian Street corridor between downtown and 16th Street. Both routes also operate every 30 minutes on weekdays. A key feature of this realignment is that these two routes would be scheduled so that anyone traveling along the Meridian Street corridor south of 16th Street would be able to catch a bus every 15 minutes or better, producing another Transit Emphasis Corridor.

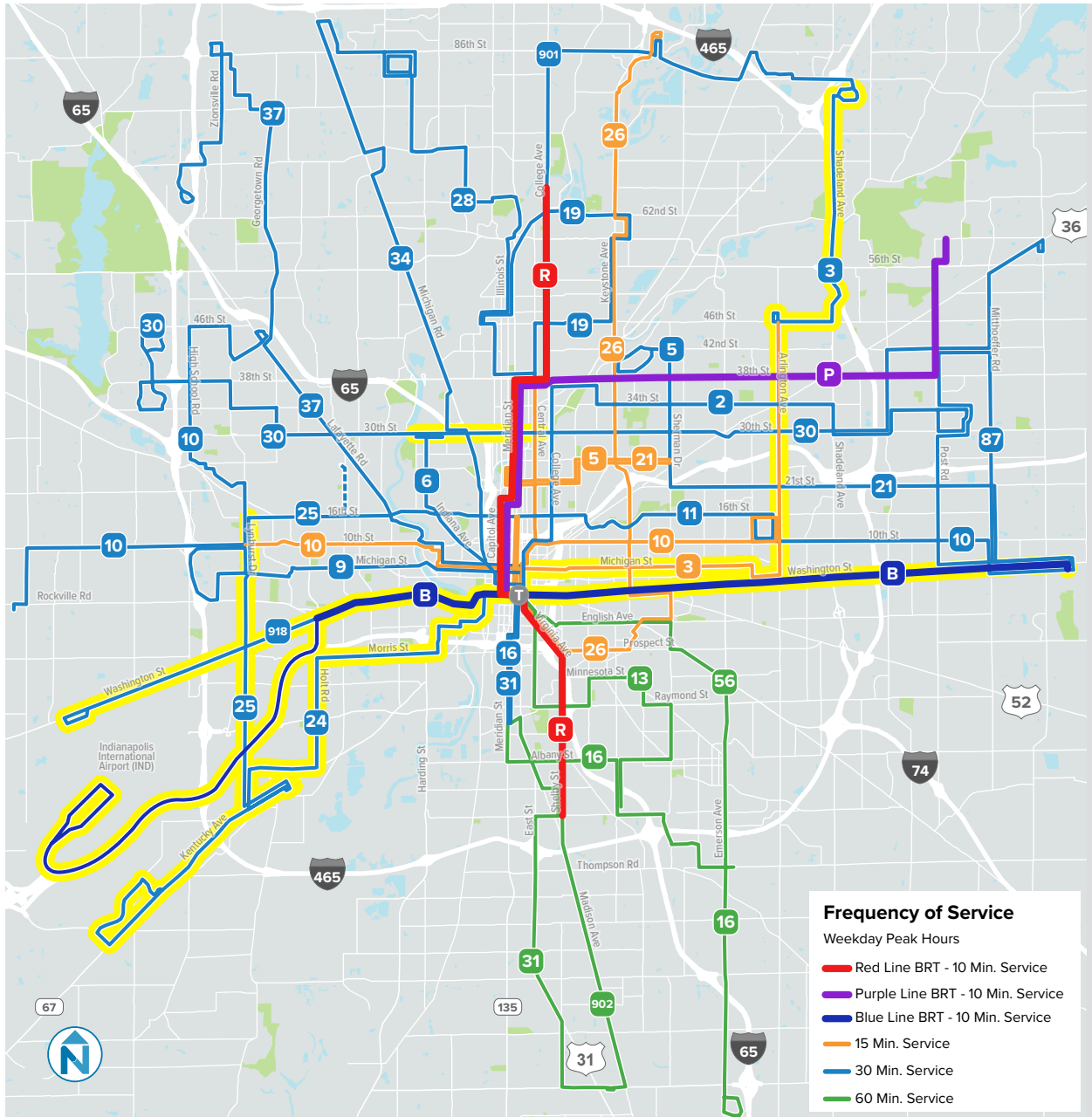


Phase 3



Blue Line Implementation & More Consistent Service

Phase 3 involves long-term construction projects including bi-directional street conversions, a new bridge, and most crucially, the opening of the **Blue Line** in 2027. Other local route improvements include additional service frequency, alignment adjustments, and a new westside crosstown route. Changes anticipated to happen in Phase 3 are summarized below and highlighted on the following map.



Anticipated IndyGo Transit Network (End of Phase 3)

Summary of Phase 3 Anticipated Service Changes

Service Change Theme	2027 Transit Network Goal Addressed	Summary of Anticipated Service Changes
Blue Line Implementation	<ul style="list-style-type: none"> ▪ Complete the BRT Network ▪ Improve Service Frequency ▪ Continue to Move Towards a More Connected Grid Network 	<ul style="list-style-type: none"> ▪ Improved Route 8 will be upgraded to become the Blue Line BRT line, which is the last of three major capital investment projects completed by IndyGo in partnership with the City of Indianapolis. Like the Red Line and the Purple Line, the Blue Line will operate every 10-minutes along Washington Street between Cumberland (east) and Holt Road (west). Every other rapid transit vehicle would continue express via I-70 to the Indianapolis International Airport, offering 20-minute service between Holt Road and the airport. ▪ A new local service, tentatively named Route 918, will then be provided every 30 minutes seven days a week on West Washington Street between Washington Street/Tibbs Avenue and the existing Bridgeport Road bus stop. This allows the continued transfer between IndyGo and the Plainfield Workforce Connector through the Central Indiana Regional Transportation Authority (CIRTA).
Route 3 Alignment and Frequency Adjustments	<ul style="list-style-type: none"> ▪ Improve Service Frequency ▪ Right-Size IndyGo's Services to Match the Demand for Transit ▪ Continue to Move Towards a More Connected Grid Network 	<ul style="list-style-type: none"> ▪ Future Route 3 on the east side will be modified to provide bi-directional service along Michigan Street and no longer Eastbound service on New York Street, provided that the conversion of Michigan Street and New York Street from one-way to two-way streets between College Avenue and Ellenberger Park moves forward as planned. ▪ Route 3 will also be rerouted onto Washington Street between Ritter Avenue and Arlington Avenue to serve Irvington and provide a connection to the Blue Line. ▪ An area with a relatively high demand for transit and a relatively high concentration of residents and/or jobs, Route 3 will see an increase in service frequency going from 30-minute to 15-minute service throughout the weekday between downtown and 46th Street. The extension to Community Hospital North on Route 3 would operate with a 30-minute service frequency.
Route 30 Alignment Adjustments	<ul style="list-style-type: none"> ▪ Continue to Move Towards a More Connected Grid Network 	<ul style="list-style-type: none"> ▪ Route 30 will have bi-directional service along 30th Street between the 30th Street Bridge and Ruckle Street once construction on the bridge and the two-way conversions of 29th Street and 30th Street, provided both of these projects move forward as planned.
Route 24 Alignment Adjustments	<ul style="list-style-type: none"> ▪ Continue to Move Towards a More Connected Grid Network ▪ Improve Service Frequency 	<ul style="list-style-type: none"> ▪ Route 24 will be adjusted downtown to take the upcoming Henry Street Bridge across the White River, rather than the Oliver Ave Bridge it takes currently. This will allow the route to better serve the upcoming Elanco headquarters, and follow a more pedestrian-friendly routing thanks to planned additions to the Indianapolis Cultural Trail. ▪ Route 24, soon to serve the upcoming Elanco headquarters, Indy Eleven stadium, and a new transfer opportunity with Route 25 at Kentucky Avenue and Mann Road, will meet this rising demand with a frequency increase from hourly to 30 minutes.
Route 25 Alignment Adjustments	<ul style="list-style-type: none"> ▪ Continue to Move Towards a More Connected Grid Network 	<ul style="list-style-type: none"> ▪ Route 25 will be extended south and provide a new west side crosstown service. The route is extended primarily along Lynhurst Drive and Executive Drive and will serve several new commercial and residential areas and provide connections to the replacement for Route 8, tentatively known as Route 918. It will also provide additional connections to Route 24 in the Mars Hill neighborhood and end at the Kroger on Kentucky Avenue.



FUTURE IMPROVEMENTS

As it stands today, the need for additional weekend service, which is intended to make transit more relevant for more types of trips, especially for weekend job access, is likely to persist beyond the 2027 Transit Network. Therefore, should additional funding become available, and should future comprehensive operational analyses project the same needs, IndyGo should expect to make the following investments to the bus network:

- **Route 30** weekend frequency improvement from every hour to every 30 minutes on both Saturday and Sunday.
- **Route 11 and Route 25** weekend frequency improvement from every 60 minutes to every 30 minutes.
- **Route 3** weekend frequency improvement to every 15 minutes from downtown to Arlington Avenue/46th Street and every 30 minutes between Arlington Avenue/46th Street and Community Hospital North.
- **Route 26** Sunday frequency improvement to its weekday schedule of 15-minute service.
- **Routes 5 and 21** weekend frequency improvement from every hour to every 30 minutes (and 15-minute combined frequency west of Sherman Avenue on 25th Street/AJ Brown Avenue/22nd Street).
- **Modified service on Route 87.** This route generates relatively high ridership despite only offering 30-minute weekday service and operating as a large one-way loop. At a minimum, service frequencies on weekend days should be improved from hourly to every 30 minutes in both directions on Mitthoeffer Road. The exact alignment and frequency of this service would require additional evaluation and is contingent upon the need to invest in bus stop improvements, and other pedestrian infrastructure improvements prior to changing the routing.

