IndyGo SM

ADA Transition Plan

Strategy for bus stop accessibility improvements

Updated 2025

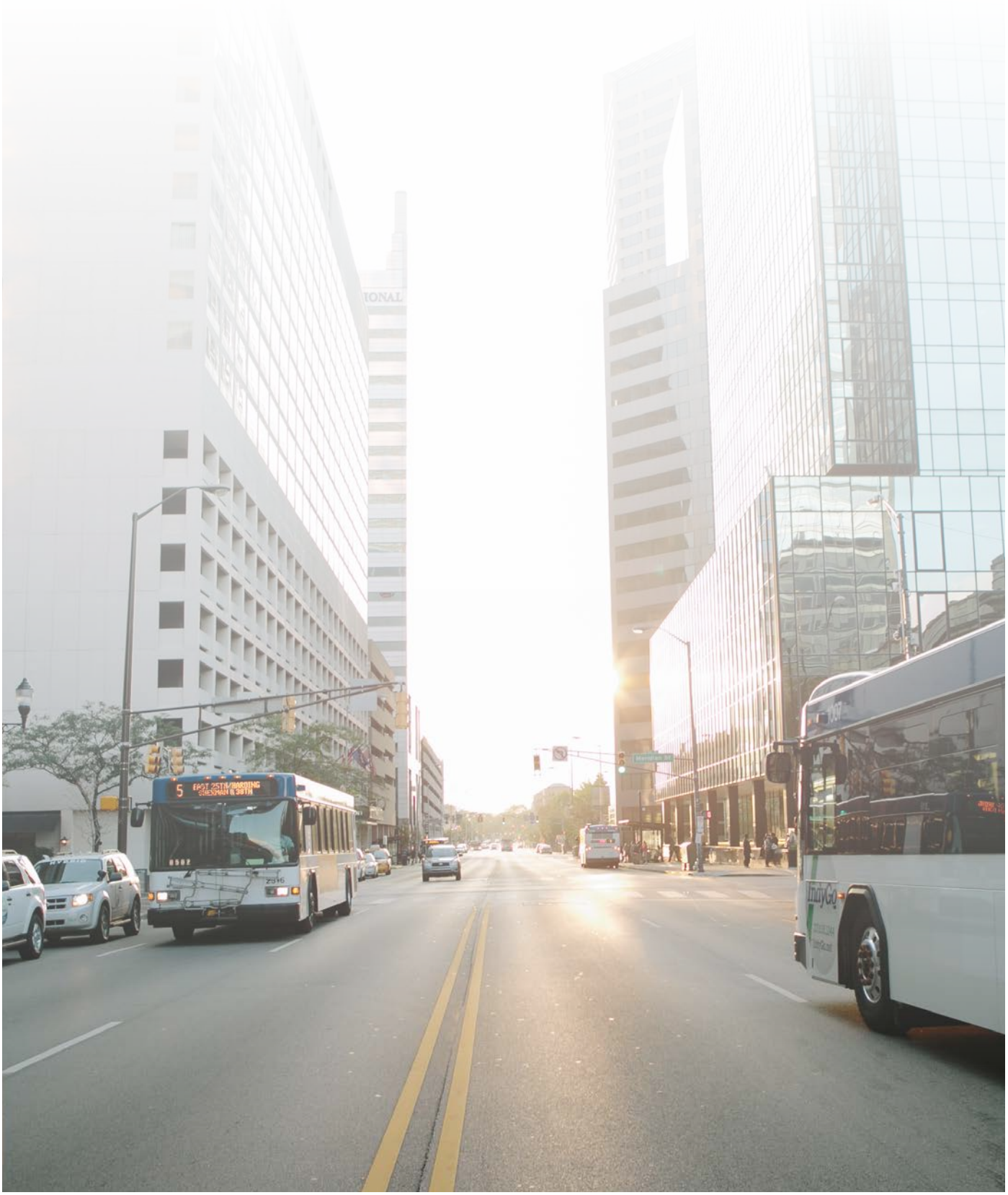

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Table of Contents

Glossary

Alighting: The end of a bus journey or trip, when a passenger exits the vehicle.

Americans with Disabilities Act: A civil rights law that came into effect in 1990 that prohibits discrimination based on disability. The ADA, among other things, sets minimum standards of accessibility in the built environment.

Beyond ADA: Areas beyond the ADA Service Area for paratransit, in this case defined as more than three quarter miles away from the nearest fixed route but still within Marion County.

Blue Line: A future Bus Rapid Transit (BRT) route that will run east-west through Indianapolis along Washington St, terminating at Indianapolis International Airport to the west and the Town of Cumberland to the east.

Boarding: The beginning of a bus journey or trip when a passenger enters the vehicle.

Boarding Pad: A solid, level surface built at a bus stop for passengers to wait, board, and alight a bus. The ADA requires the platform be approximately level and 5 feet wide by 8 feet deep.

Bus Rapid Transit: A bus-based public transportation service that improves efficiency and capacity through features like dedicated travel lanes, off-board fare collection, and level boarding platforms.

Bus Stop Improvement Packages: A set of bus stops, usually sharing a common geography, grouped into an improvement package with a specific timeline and set of funding sources.

Capital Improvement Projects: Projects that involve the construction, expansion, or replacement of a physical building or piece of infrastructure. State laws require minimum reporting and planning for capital projects above a specified financial value.

Comprehensive Operational Analysis (COA): An in-depth analysis of IndyGo's transit system performed every five years. The Future Service Plan is based on the recommendations of the latest COA.

Cross Slope: The slope on a sidewalk or boarding pad perpendicular to the direction of pedestrian travel.

Department of Public Works (DPW): The organizational entity primarily responsible for maintenance and improvements of roadway and pedestrian infrastructure in Marion County.

ESRI Community Analyst: ESRI Community Analyst consolidates geographic data and analysis tools using public data such as the US Census.

Fixed-Route Transit: Fixed-route transit uses vehicles to operate on a predetermined route according to a fixed schedule or timetable, with designated bus stops where riders can access the service.

Geospatial Information Systems (GIS): Software used to gather, manage, and analyze geospatial data.

Headway: The distance or duration between transit vehicles, which determines customer wait times.

Indiana Department of Transportation (INDOT): The state-level entity responsible for oversight of transportation and transit in Indiana.

Indianapolis Public Transportation Foundation (IPTF): A non-profit organization that partners with IndyGo and seeks funding sources for its projects and operating expenses.

IndyGo Access: IndyGo's paratransit service, IndyGo Access provides door-to-door service for eligible clients who have been found to have difficulty reaching their nearest bus stops to fixed-route service.

Julia Carson Transit Center: The Julia M. Carson Transit Center, also known as the CTC or the Carson Transit Center, is a centrally located hub where most routes are served by ADA compliant stops called bays.

Kneel: When a fixed-route bus physically lowers the front of the bus, while stopped, for easier access to passengers boarding and alighting the bus.

Marion County Transit Plan (MCTP): The guiding document from 2016 for IndyGo's strategic vision, replaced by the Future Service Plan, based on a deep analysis of the network informed by COVID-19.

Paratransit: A service intended to supplement fixed-route service by providing individualized curb-to-curb service with smaller vehicles. IndyGo's paratransit service, IndyGo Access, is designed to provide transit accessibility to riders with unique mobility needs, often due to health challenges.

Purple Line: An existing Bus Rapid Transit (BRT) route that connects the Julia M. Carson Downtown Transit Center (CTC) to Fort Harrison (Lawrence, IN) via Red Line corridor, East 38th Street & Post Road.

Red Line: An existing Bus Rapid Transit (BRT) route, running north & south, that connects Broad Ripple to University of Indianapolis via College Avenue, Meridian Street, Capitol Avenue, Virginia Avenue, and Shelby Street.

Right-Of-Way: City right-of-way (ROW) is land legally protected and delineated for public use. Public infrastructure such as roads, sidewalks, and transit infrastructure fall within city right-of-way.

Running Slope: The slope on a sidewalk or boarding pad parallel to the direction of pedestrian travel.

2027 Transit Network: A plan for IndyGo's network to be actualized by 2027 that prioritizes ridership over coverage and offers overall increased frequency, including three BRT lines.

Executive Summary

IndyGo, the public transit provider for the City of Indianapolis and Marion County, operates fixed-route service at approximately 2,400 bus stops across the service area. Historically, the state and city have focused their limited funds on roads and bridges instead of pedestrian infrastructure, resulting in varying levels of accessibility at these bus stops. With direction from the Indiana Department of Transportation (INDOT), IndyGo has worked over the last seven years to identify the level of accessibility at each individual bus stop to determine the overall rate of compliance with the Americans with Disabilities Act (ADA) standards for fixed-route bus stops. Currently, 40% of IndyGo's bus stops are fully ADA compliant. This compliance rate has increased with each subsequent year after the first inventory.

This document outlines the challenges faced by IndyGo and the City of Indianapolis Department of Public Works (DPW) to bring bus stops to ADA compliance. It also identifies IndyGo's strategies to bring existing bus stops into ADA compliance, in collaboration with DPW and other agency partners. These strategies include large scale capital projects, coordinated bus stop improvements as part of capital improvement projects (CIP), individual bus stop improvements, and targeted area bus stop improvements.

Since targeted area improvements are the preferred method, IndyGo must first select geographic areas to target. Like the previous plan, this document identifies areas to prioritize in Marion County that could most benefit from bus stop improvements. This analysis factors in both demographic and operational data and produces a numerical score for each census tract to represent priority. Areas are chosen based not only on existing data trends, but also predicted trends associated with planned changes to bus service.

IndyGo has an internal database of bus stops on track to become ADA compliant and the funding sources that will make this possible. This will help ensure that IndyGo maintains an accurate overall bus stop ADA compliance rate, which will help IndyGo to track progress towards the timeline and goals identified in this document. With the combined effects of ADA-oriented improvements, long-range plans, and DPW projects, the compliance rate of IndyGo bus stops is expected to rise to at least 47% by 2027. As partners in this process, IndyGo and DPW are committed to the goal of improving access to fixed-route bus stops to ensure that accessibility is not a barrier to any rider.

Introduction

Purpose

This ADA Plan measures the overall accessibility of IndyGo's bus network and builds upon a previously established framework to improve it. The path forward has been reshaped by the adoption and partial implementation of the Future Service Plan (FSP), which streamlines routing and increases frequency in favor of ridership. While IndyGo is working toward a fully ADA-compliant network, it will first continue to focus its efforts on areas with the most imminent need. This plan uses operational data and 2020 census data to identify these areas and establish strategies to fund and design their improvements. The goal of an accessible network is one IndyGo works in partnership with the City of Indianapolis to achieve.

Above: Passenger waiting for an IndyGo bus at an ADA compliant bus bay at the Julia M. Carson Transit Center

About IndyGo

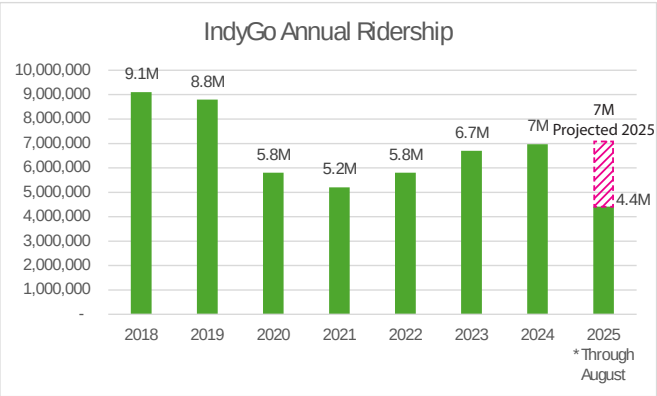
The Indianapolis Public Transportation Corporation (IndyGo) is the largest public transportation provider in the state of Indiana and provides fixed route bus service and paratransit service for Marion County. IndyGo provides bus service at about 2,400 fixed route bus stops along 28 local bus routes, including Rapid bus service along the Red and Purple Line bus rapid transit (BRT) corridors. The agency provides millions of passenger trips per year. IndyGo is a municipal corporation of the City of Indianapolis - Marion County, operating under a seven-member Board of Directors. The Board of Directors approves IndyGo policies relating to operations, contracted services, safety, finance, and overall corporate structure. The Mayor of Indianapolis and the City-County Council of Indianapolis and Marion County appoint the bipartisan group. While the IndyGo Board of Directors is a self-governing body, the City-County Council and the Council's Municipal Corporations Committee must review and approve local funds for the transit agency's operating budget for them to move forward.

Updates Since 2021

The previous ADA Transition Plan was published in May 2021, during the COVID-induced lockdown. IndyGo had not finished revising the Marion County Transit Plan, and the future of the network was uncertain. Approximately one fifth of stops in IndyGo's network were compliant, a figure that had recently increased by five percentage points, due to IndyGo's bus stop improvement projects and bus stop balancing efforts. Today, 40% of bus stops are compliant, several of the changes outlined by the 2027 Transit Network have been implemented, and large infrastructure projects such as the Blue Line are underway.

COVID-19

The benefit of hindsight and new data make the profound impacts of COVID-19 easier to understand. Between 2018 and 2021, IndyGo's ridership (shown below) dropped by over 40% due to factors such as lockdown, unemployment, and work-from-home practices. While lockdown measures have since been lifted and ridership is increasing, IndyGo has yet to recover pre-pandemic figures and still suffers from operator shortages and associated service cuts. This heightened the need to shift the focus of IndyGo's service from coverage to ridership.



Above: Annual IndyGo Ridership between 2018 and 2025

New Facilities

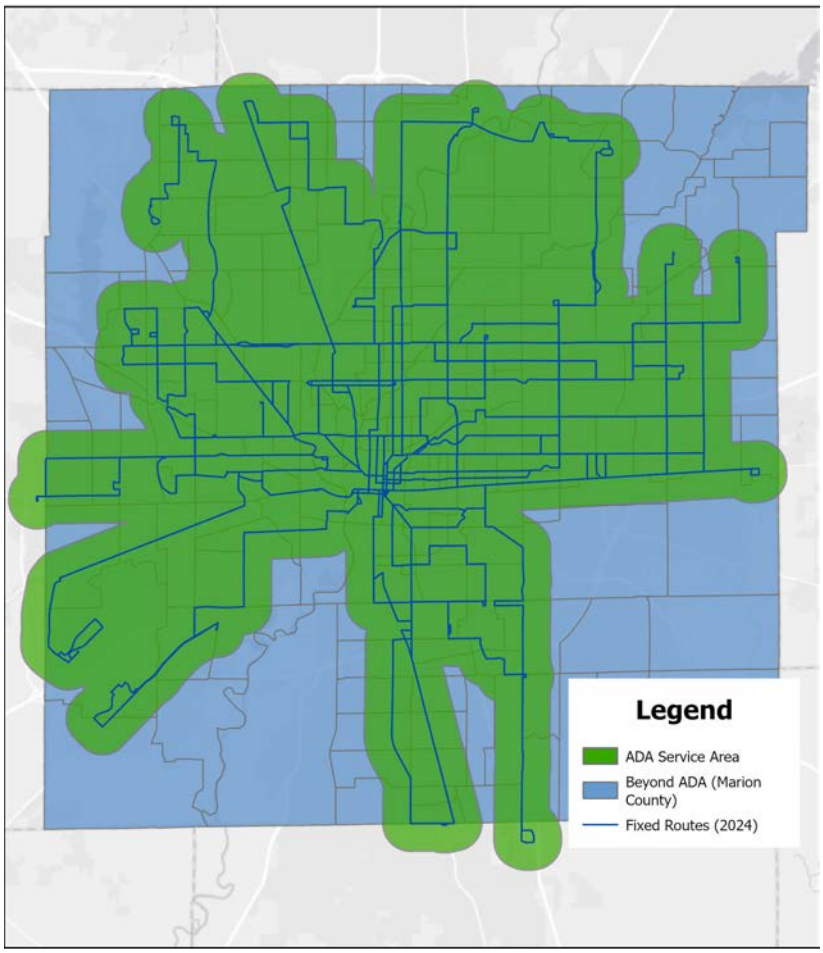
IndyGo's efforts towards accessibility extend to its facilities, where employees work and hold meetings with Indianapolis partner organizations and shareholders. Since the previous plan, IndyGo has opened two new facilities: East Campus and the Mobility Solutions and Customer Care Center. East Campus, a sprawling facility in Far Eastside Indianapolis, has started to accommodate IndyGo's growing fleet and new operator training facilities. Many functions of IndyGo's headquarters at 1501 W Washington St now operate at this campus. IndyGo's east campus is within a neighborhood it intends to prioritize but was initially inaccessible by bus. In the interest of accommodating accessibility needs, IndyGo has adjusted Routes 2 and 87 to a new ADA compliant stop in front of the campus.

Above: IndyGo's East Campus, which opened in 2023

Beyond ADA

IndyGo, as a fixed-route transit provider, is required by the Americans with Disabilities Act to provide accommodations for individuals who make trips near IndyGo's fixed route service but can not access it without assistance. For Indianapolis, this service is called IndyGo Access. The act requires that paratransit service in these areas meet the following specifications:

- Operates within three quarter miles of fixed routes
- Has comparable response times to fixed routes
- Has comparable fares
- Has no trip purpose restrictions or priorities
- Operates the same days and hours as fixed-route service
- Cannot operate with capacity restraints



Above: ADA Service Area and Beyond ADA

As IndyGo developed the ADA Plan of 2021, it also performed a Paratransit Operational Analysis, or POA, to determine the best course of action for areas within Marion County outside the required service area as shown above. On September 23, 2021, the IPTC Board of Directors reviewed, considered, and adopted the Beyond ADA policies. A summary of the changes is as follows:

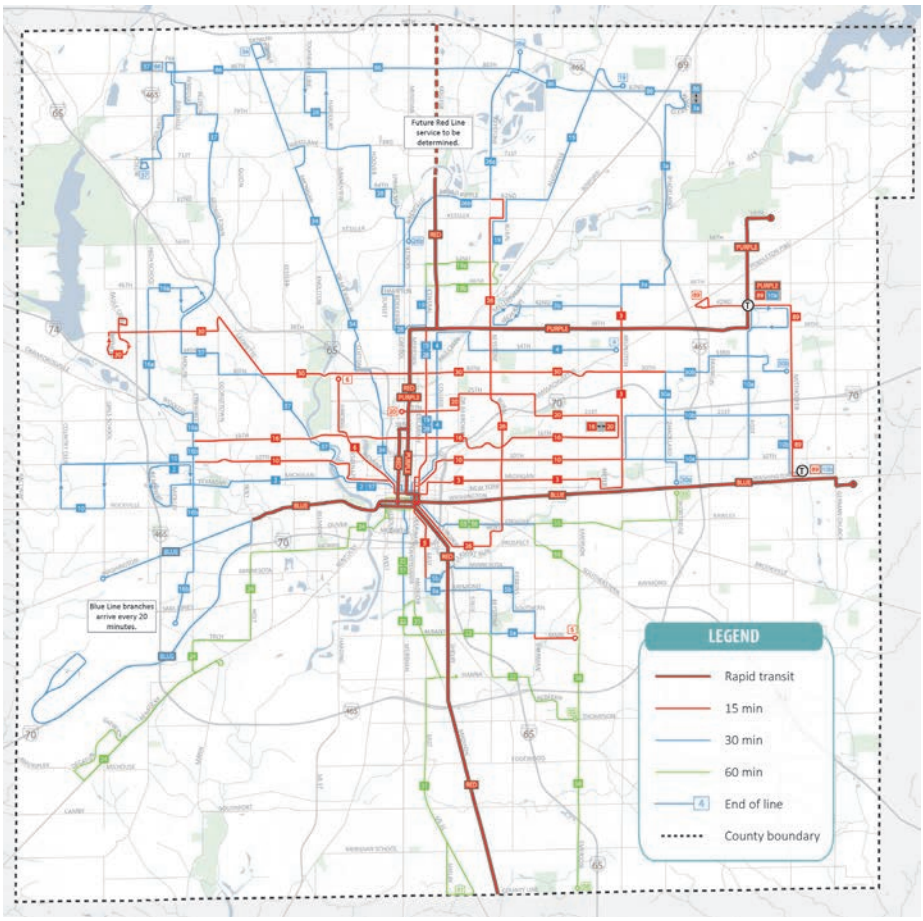
- As of January 1, 2023, IndyGo implemented two service areas: ADA and Beyond ADA.
- Individuals who are eligible clients have a fare of $3.50 within the ADA area, while clients with trips that begin or end outside the ADA area have a fare of $7.00 per one way trip.
- The service is provided during IndyGo's normal hours of service.
- There will be no trip prioritization.

In short, paratransit service in areas beyond the legal requirement now have comparable service, only with higher prices for trips outside the ADA area. For more information, refer to IndyGo's website page on the Beyond ADA policy.

2027 Transit Network

When the previous ADA Transition Plan was published in 2021, the changes first laid out by the Marion County Transit Plan (MCTP) of 2016, shown on this page, were on hold. During this time, IndyGo was performing a Comprehensive Operational Analysis (COA) of its network. This 2021 analysis addressed the challenges posed by declining ridership and operator shortages and solicited public feedback to rethink its network. This resulted in a plan for the 2027 Transit Network, mapped out on the following page. The new plan is slightly scaled down to set a realistic goal but maintains its commitment to frequency and connectivity. A further breakdown of the plan's network redesign goals is as follows:

Marion County Transit Plan (2016)



Above: The Marion County Transit Plan's plans for IndyGo's network

Restore Pre-Pandemic Conditions

Strategic cuts and route realignments are intended to allow for reliability and frequency of service.

Build Out the Entire BRT Network

Between the Red, Purple, and Blue Lines, bus rapid transit will be the backbone of Indianapolis public transit service.

Improve Service Frequency

Service realignment will allow for a network where most routes will have headways of 30 minutes or less, including corridors where multiple routes "pair" to make high frequency corridors.

Right-Size IndyGo's Services

Following data on ridership and demand, areas of the highest demand will have the highest level of service.

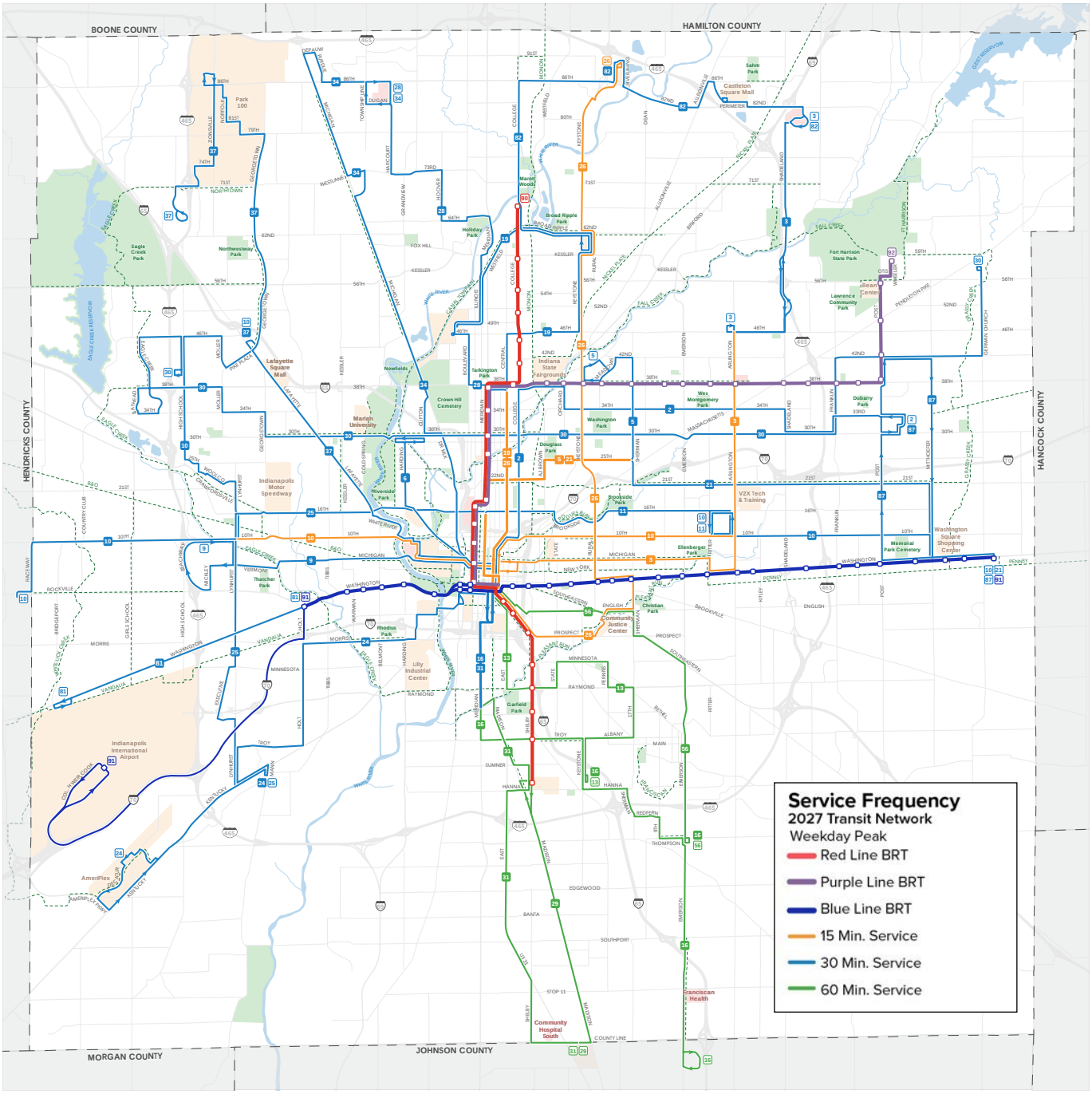
Move to a More Connected Grid

The Future Service Plan de-emphasizes the reliance on the Carson Transit Center in favor of new key transfer points and crosstown connections.

Provide Better Service Every Day

Through strategic realignments, the Future Service Plan ensures reliable service in key corridors even on weekend and holiday schedules.

2027 Transit Network



Above: IndyGo's Network in 2027; a plan modified from the prior Marion County Transit Plan

The Project of Accessibility

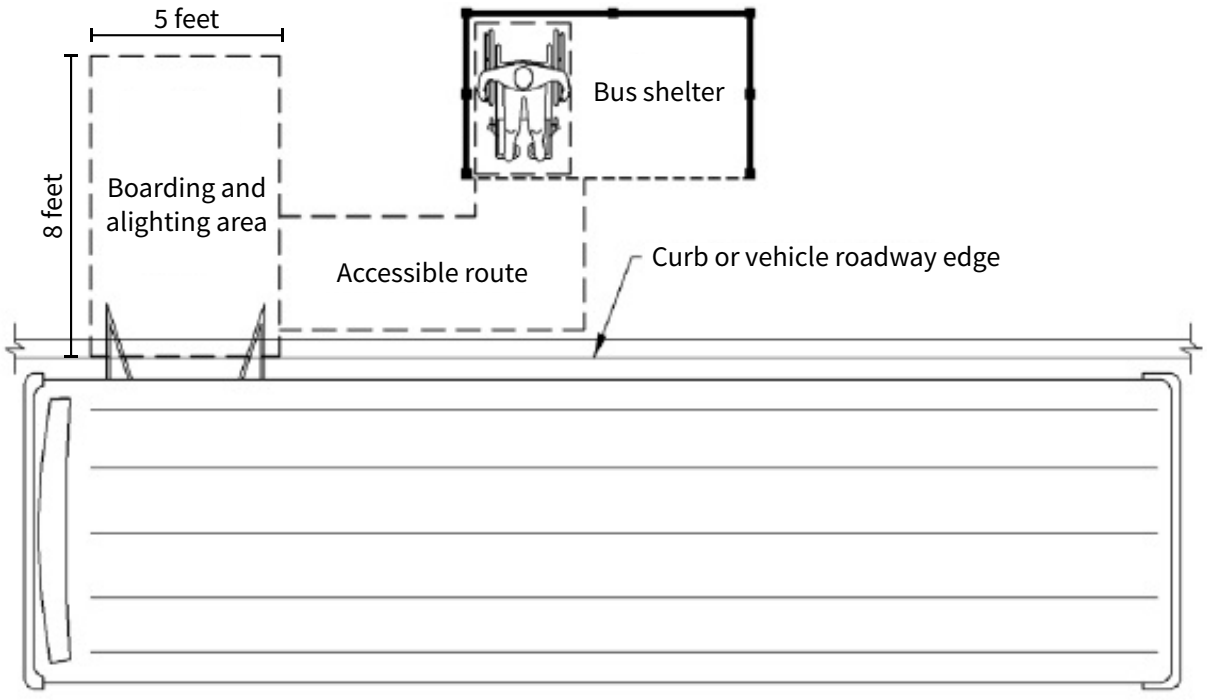
Prior to the 1990 Americans with Disabilities Act (ADA), there were no requirements for cities or transit agencies to provide accessible boarding areas at bus stops, nor any requirements to provide accessible paths to bus stops. Because of this, a majority of IndyGo's existing bus stops (many of which were implemented prior to ADA becoming law) do not currently meet federal requirements for ADA accessibility. Many streets on which IndyGo provides fixed-route service have gaps in sidewalk infrastructure. The City of Indianapolis Department of Public Works (DPW) is responsible for ADA compliance within the City's right-of-way, working in part to fill these gaps. IndyGo – as the public transit provider for Marion County – coordinates closely with DPW to ensure bus stop ADA improvements are included in DPW capital improvement projects. Additionally, IndyGo assists the City in increasing equitable access to transit via IndyGo-managed capital projects, including designing and constructing ADA-compliant bus stop boarding areas, sidewalks, crosswalks and curb ramps along IndyGo's fixed route corridors.

ADA Guidelines

Section 810 of the Americans with Disability Act Accessibility Guidelines stipulates minimum requirements for public transportation facilities, including bus stop boarding and alighting areas, sheltered bus stops, and their pedestrian pathway/connections. All hard surfaces must comply with federal standards for the general dimensions of bus stops, as well as maximum slopes for sidewalks, boarding pads, and curb ramps. Final bus stop placement and design are influenced by ADA guidelines, as well as other factors, such as roadway design, adjacent and nearby land-use, and pedestrian and traffic volumes.

IndyGo's preference is for the boarding pads at bus stops to be placed on a 6-9" curb (above the street level), for safety considerations adjacent to traffic and to provide a more level connections to accessible routes, but also for ease of bus ramp deployment. Street-level boarding pads can be ADA-compliant in areas where curb-level improvements are deemed unfeasible from a constructibility standpoint, as all IndyGo buses can "kneel" when deploying the front door ramp.

Bus stop boarding pads must be, at a minimum, 5 feet wide (measured parallel to the curb/roadway) by 8 feet deep (measured perpendicular to the curb/roadway). All hard surfaces must meet running and cross-slope requirements for sidewalks and boarding pads, and all accessible routes must be at least 4 feet wide. Running slopes describe the direction of pedestrian travel (parallel to the curb for sidewalks and perpendicular to the curb for boarding pads) and cannot exceed a 1:48 slope, or 2%. Cross slopes are perpendicular to the direction of pedestrian travel and cannot exceed 2% in either direction unless the slope of the roadway exceeds 2%.



Above: Diagram an ADA Compliant Bus Stop

Inventory and Categorization of Bus Stops

Existing IndyGo bus stops vary in their level of accessibility, ranging from bus stops with no pedestrian infrastructure (neither sidewalks nor boarding pads) to bus stops with fully ADA compliant boarding areas. IndyGo staff and consultants completed an ADA Inventory in 2019 which documented the evaluation of every bus stop in the system based on existing conditions. Criteria included presence and condition of a boarding pad and/or sidewalk, slope and cross slope of bus stop boarding areas, obstructions in the sidewalk within 50' in either direction, among others. That information led to the categorization of bus stops based on their level of ADA compliance.

ADA Bus Stop Inventory

IndyGo maintains a database containing information on a variety of physical bus stop characteristics, including but not limited to the presence of sidewalks, boarding pads, and bus stop amenities (including benches, bike racks, trash cans, and shelters). While this data has proved useful for the agency, the breadth of the data was not sufficient to fully determine the magnitude of ADA compliance and the variances of accessibility at IndyGo's fixed-route bus stops. In early 2019, IndyGo was informed that the Indiana Department of Transportation (INDOT) was requiring all public transit providers in the state to complete an ADA inventory of all fixed route bus stops, along with submitting a plan on how they will be brought into ADA compliance in the future.

Because of this requirement, IndyGo initiated a system-wide bus stop ADA inventory to gather data and measurements for all fixed route bus stops. This augmented IndyGo's existing bus stop attribute data and provided a more detailed set of data points to better understand ADA accessibility at each individual bus stop.

The ADA inventory data collection – completed by a contracted planning and engineering firm through site visits to each bus stop – included the following:

- The condition and width of adjacent sidewalks
- Curb height
- Boarding area length and width
- Slope and cross-slope of the boarding area
- Grass utility strip width
- And any obstructions behind or along sidewalks which may impede access to the bus stop.

This project was completed in December 2019. In total, all 3,385 then-existing local bus stops were included in the field review process, of which nearly 700 were removed following a bus stop balancing effort. The total count of stops has decreased further in observance of the Future Service Plan, which follows the same stop spacing principles.

In 2024 and 2025, IndyGo staff conducted a second system audit to verify the 2019 data and capture changes that have occurred due to City and IndyGo infrastructure projects, private development, and aging infrastructure. The second audit largely confirmed the 2019 findings, but found on average that about 1/3 of stops had some change to characteristics that required an update. The second audit also resulted in a number of stop adjustments that raised overall ADA compliance of the IndyGo system.

ADA Access Scoring

Using the collected inventory data, IndyGo developed a scoring system – referred to in IndyGo documents as ADA Access Levels – to determine ADA compliance and measure access at each bus stop. While ADA compliance is a binary distinction (either compliant or non-compliant), non-compliant stops are subdivided into categories to determine their ease of pedestrian access and what measures are needed to fix them. There are six levels of compliance, ranging from zero to five, that are explained in the table below and demonstrated in the following pages. A bus stop with a wide, level sidewalk, a bus stop with a sidewalk disconnected from the curb by a median, and a bus stop with no sidewalk will offer different pedestrian experiences. The latter two will be difficult or even impossible for a person in a mobility device to enter a bus. The compliance of a stop only accounts for the ability of passengers of a wide range of accessibility needs to board and alight a bus. Fully accessible stops can still be made more accessible through features such as seating, lighting, and (as seen in BRT platforms) audible announcements for the visually impaired. While IndyGo aspires to make its network fully compliant and beyond, the most imminent priorities for improvement are stops deemed severely noncompliant.

Level	Description
0	No sidewalk, no boarding area
1	Boarding area without sidewalk connection
2	Sidewalk with grass buffer
3	Sidewalk adjacent to curb, without full ADA boarding area
4	Sidewalk and full boarding area with non-compliant slope and/or cross slope
5	Fully ADA compliant boarding area with sidewalk and boarding pad

Above: A description of stops of each ADA access level.

ADA Access Scoring

Level 5

Only level 5 stops are ADA compliant. They have a level boarding pad, at least 5’ by 8’ in size, that connects to other sidewalks. Over 40% of IndyGo bus stops are level 5, including all bays at the Julia Carson Transit Center and BRT platforms.

Above: Level 5 Bus Stop

Level 4

Level 4 stops meet the ADA requirements for boarding pad size and sidewalk connections but have a running slope and/or cross slope that exceeds the allowable range. Level 4 stops are not ADA-compliant.

Above: Level 4 Bus Stop

Level 3

Level 3 stops connect to sidewalks but have a boarding pad that is less than 5’ in width or 8’ in depth. Slopes may also be non-compliant, but this is not part of the defining criteria. They may also have a barrier or ROW conflict that impedes sidewalk extension.

Above: Level 3 Bus Stop

Level 2

Level 2 stops have a sidewalk separated from the road by a landscape buffer, usually grass. These stops can often be made ADA-compliant with a continuous concrete connection from the sidewalk to the curb.

Above: Level 2 Bus Stop

Level 1

Level 1 stops have a boarding pad that meets size requirements and may or may not meet slope requirements but no connection to a greater sidewalk network. These “island” stops are rare, comprising less than 1% of the 2024 network.

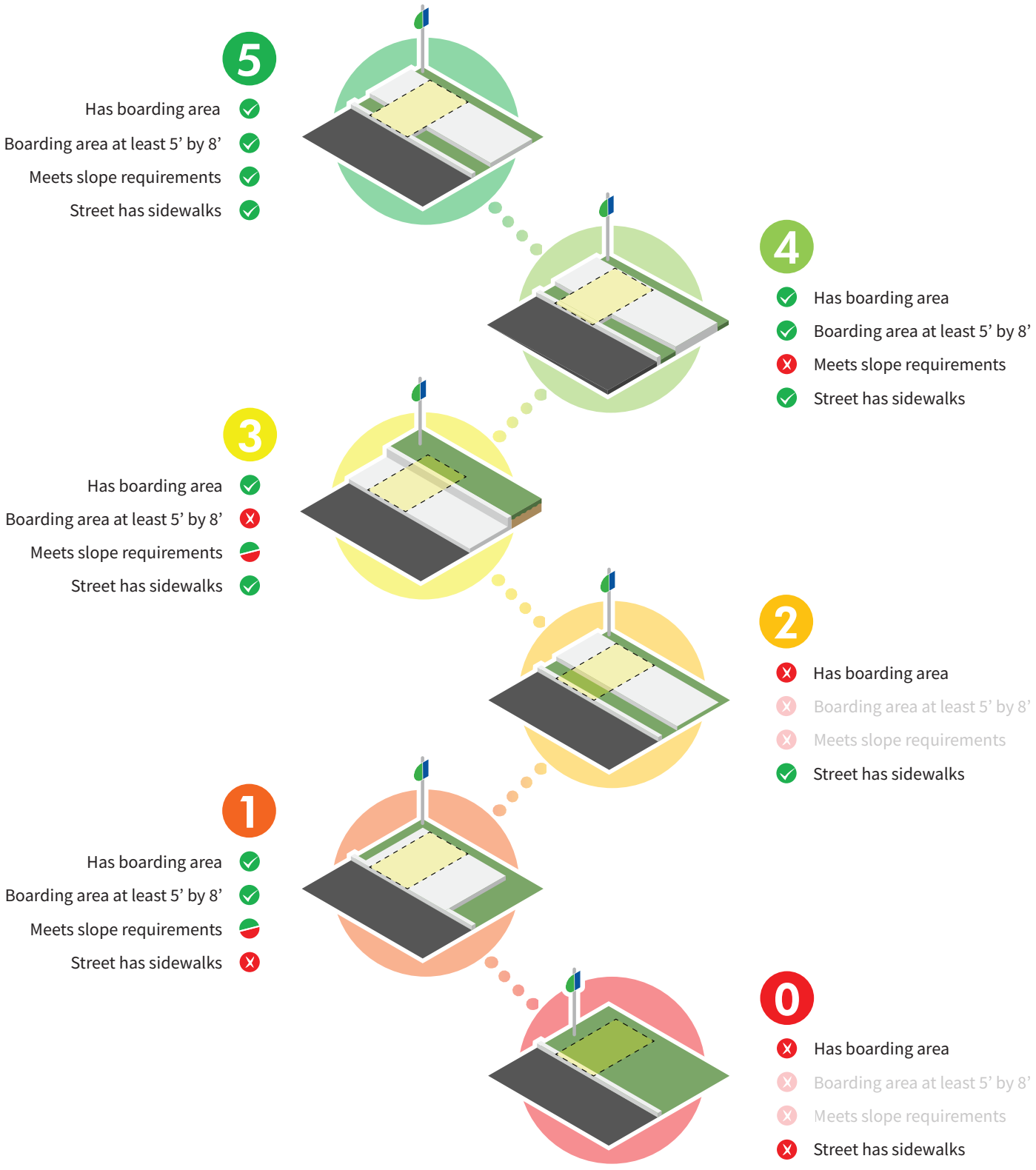
Above: Level 1 Bus Stop

Level 0

Level 0 stops are non-compliant and require the greatest intervention to make accessible. They have no sidewalks or boarding pads but can be made compliant by constructing a sidewalk or connecting it to an existing one.

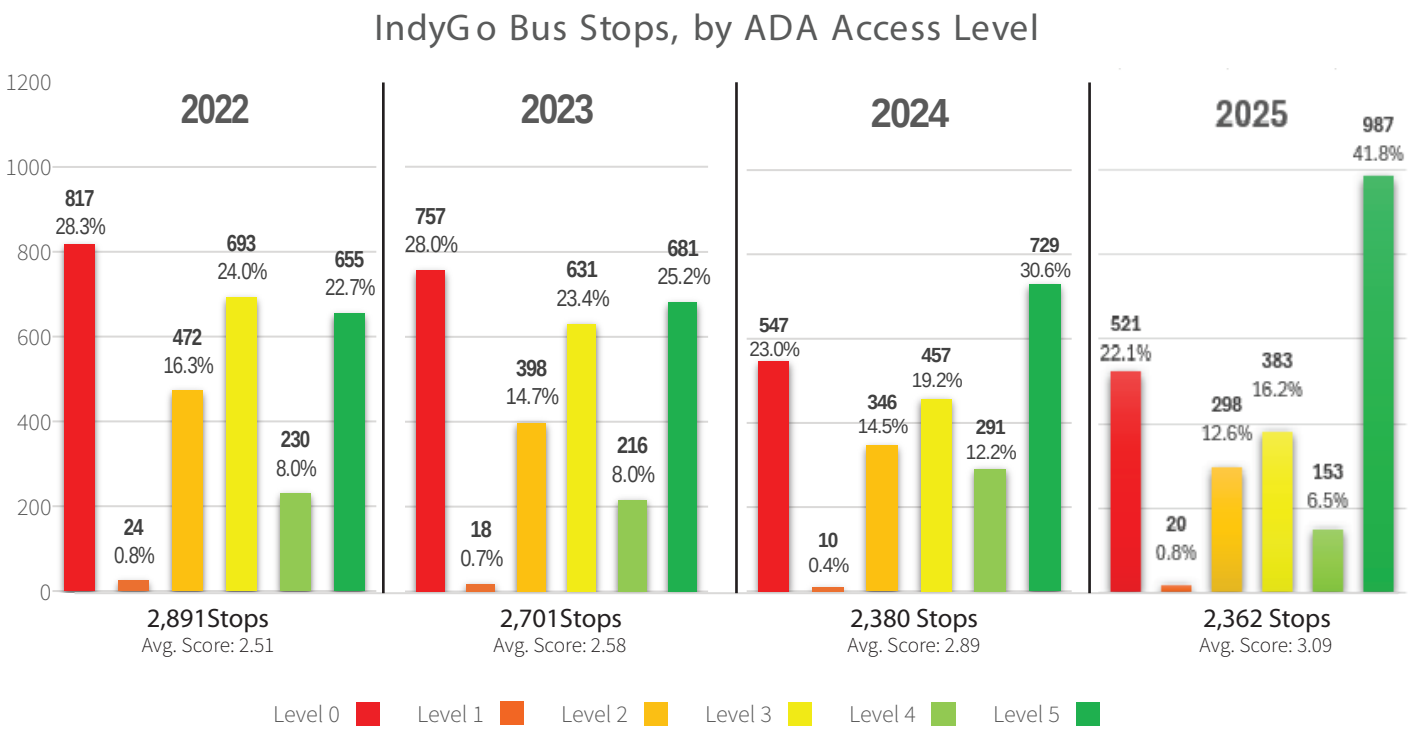
Above: Level 0 Bus Stop

What determines ADA score?



Above: Diagram of stops that represent each ADA access level

Network Conditions



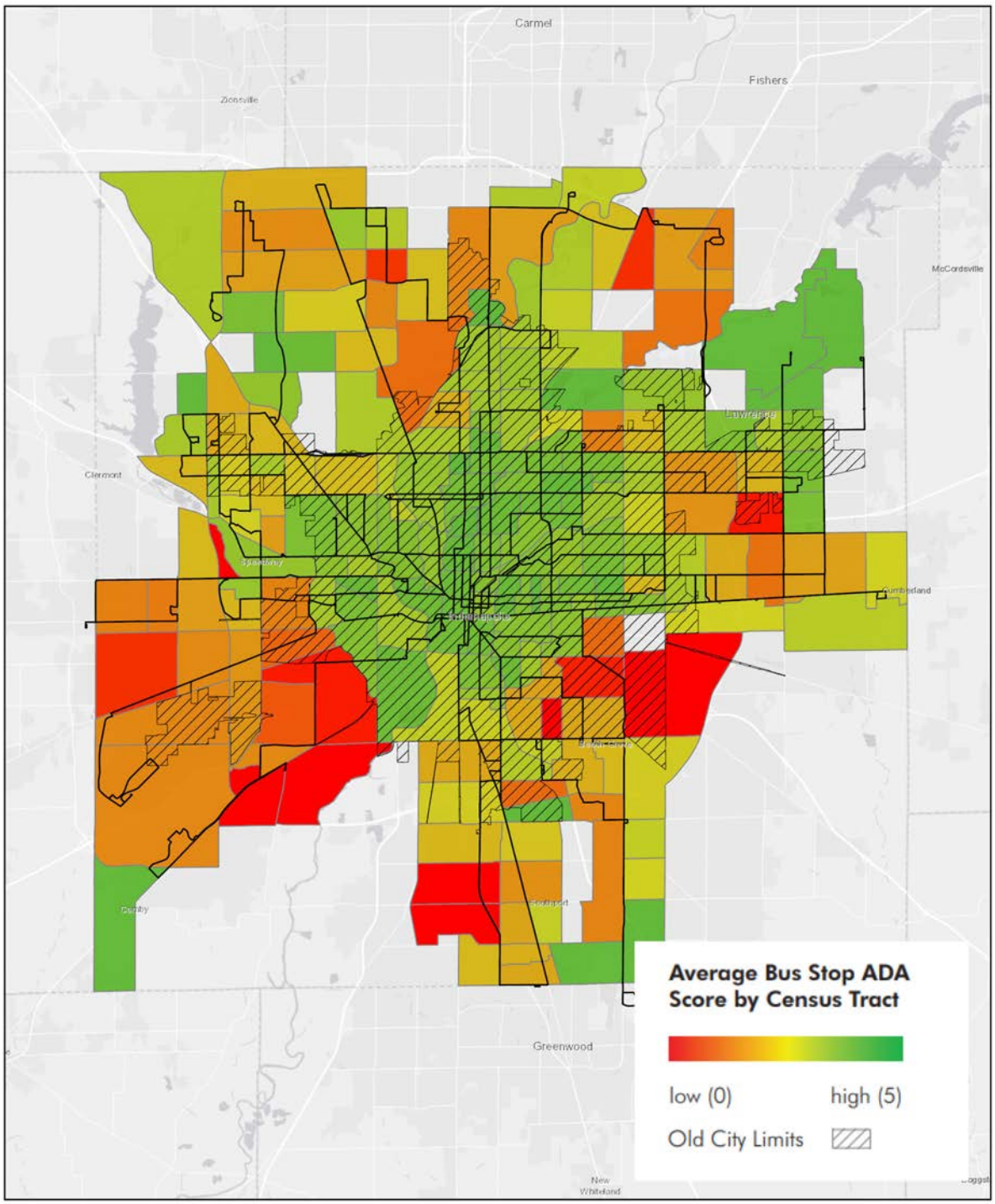
Above: Count of bus stops at each level of compliance in IndyGo's network, 2022 through 2025.

Conditions by Geography

Across the city, transit accessibility correlates with historic city boundaries (shown in the following map). Accessibility is at its highest in central neighborhoods, especially downtown, with robust sidewalk networks. The presence of a sidewalk does not guarantee it will connect to the curb or be wide enough for a compliant boarding area, but such corridors are automatically closer to compliance than corridors with no sidewalk. Accessibility is at its lowest in areas with no sidewalks, many of which were absorbed under City County Consolidation (colloquially known as Unigov) in 1969. This map also shows the results of concentrated efforts to improve accessibility and pedestrian infrastructure. IndyGo recently caused a sharp increase in accessibility ratings along East 38th St with significant pedestrian improvements as part of the Purple Line.

Conditions by Score

At the time of this plan's publication, there are around 2,400 stops in IndyGo's network. 41.8% of these stops are ADA compliant, and 64.5% have sidewalk access (the sum of stops scored 3, 4, and 5). The above table breaks down the number of stops at each level of accessibility, and how these figures have changed since 2022. The total number of stops in the network has decreased with each consecutive year for the last few years. The number of non-compliant stops has decreased, but the number of level five stops has increased every year since 2020. This is because stops are only improved to full compliance, and new stops must be compliant to be operational. Aside from the degradation of concrete by the elements, or alteration by a third party, it is rare that any stop should go down a level. Virtually all changes are improvements.



Above: Average ADA Score by Census Tract, Overlaid with bus routes and former Indianapolis City Limits

Factors that Impact Score

In addition to bus stop improvement efforts with the explicit focus of accessibility, large-scale projects and initiatives also impact ADA scores. These are a few of such projects:

Bus Stop Balancing

In 2020, just before the last ADA Transition Plan, over 500 stops were consolidated or removed to make the network more efficient and manageable. When deciding which stops to remove and consolidate, IndyGo considered numerous factors including ridership, adjacent land use, sidewalk conditions and stop spacing. Stops with low ridership were more likely to be removed, unless the street they occupied had poor sidewalk infrastructure. IndyGo elected to preserve stops in close proximity on corridors without sidewalks to minimize the distance pedestrians need to travel in unsafe conditions. While this stage of the project is complete, the effort for an efficient network continues, and spacing removals still factor into bus stop improvement packages.

Service Additions and Removals

Following a Comprehensive Operational Analysis (COA) of its network, IndyGo planned several additions and removals to its network to streamline service and allow for higher frequency. This called for difficult decisions and required public feedback on the service modifications that would make this possible. The result will be a network where some riders may have to walk greater distances to their bus stop, but will have shorter wait times for their bus and more direct trips. The map on the next page outlines all additions and removals of service corridors between 2021 and 2027, when the Future Service Plan will be complete. As a byproduct of these changes, IndyGo's network will become more accessible. Most removed stops are non-compliant, and new stops will whenever possible be fully compliant upon opening.

Two-Way Conversions

The Indianapolis DPW and IndyGo have coordinated several two-way conversions for city streets. Such conversions are shown to improve pedestrian safety, and provide for more intuitive transit routes. The main two-way conversions that will impact IndyGo service are Michigan St (completed 2025) and 30th St, which will impact Route 3 and Route 30 respectively. While service on these streets used to go in one direction and a parallel street would serve the opposite direction, now one street will serve both directions and bus stops on the parallel streets will be removed.

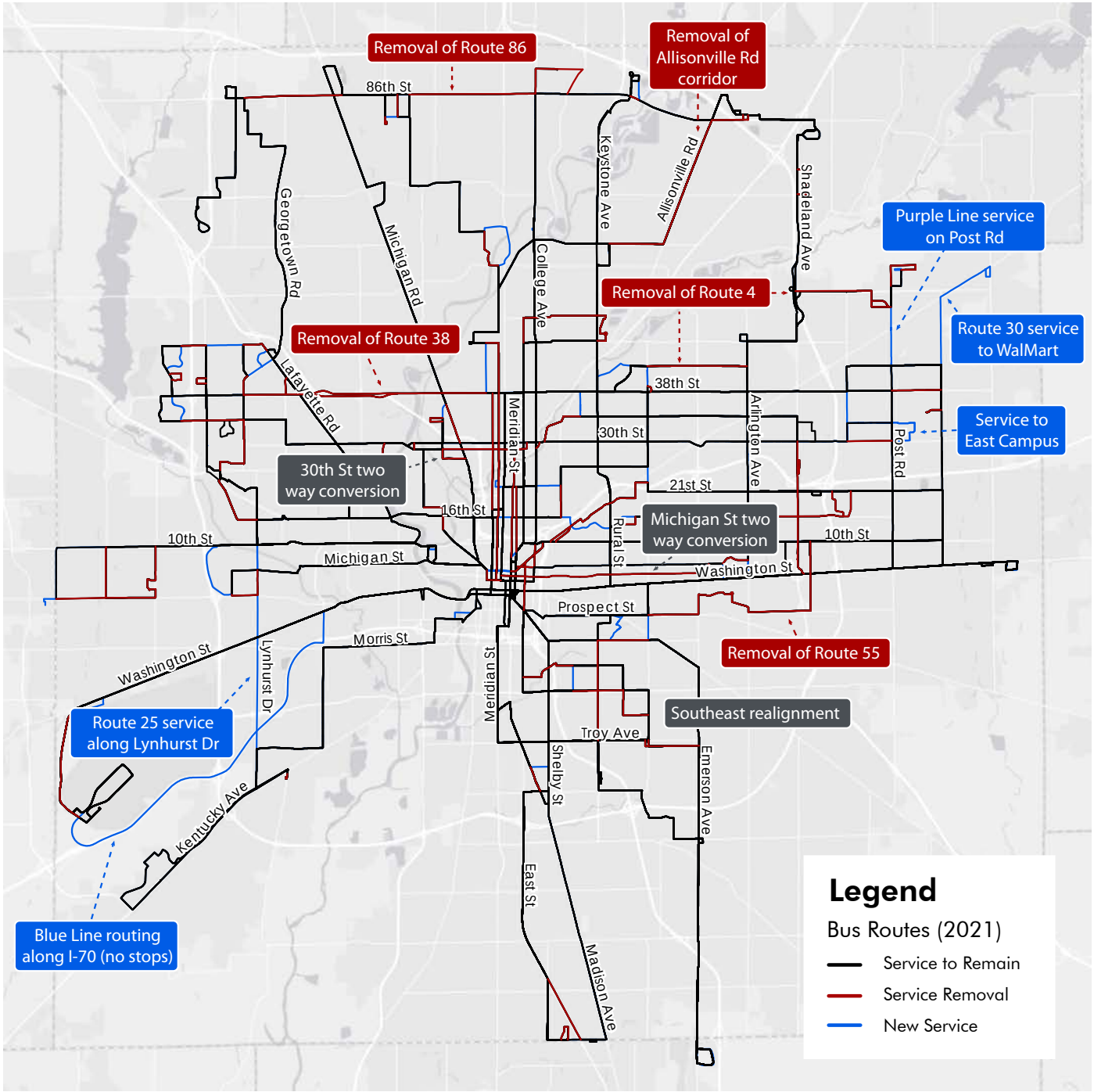
Bus Rapid Transit

In October 2024, IndyGo's second Bus Rapid Transit (BRT) line, the Purple Line opened, providing high frequency service along East 38th Street and parts of Post Road. Most bus stops on these corridors were replaced with ADA compliant BRT platforms like those on the preexisting Red Line. The Purple Line project also included pedestrian and drainage infrastructure. Much of the East 38th Street corridor had sidewalks in disrepair, or no sidewalks at all. The Purple Line addressed this issue with almost ten miles of sidewalk improvements and three miles of multi-use path. Construction is underway on third BRT service, the Blue Line, which will address similar issues on Washington Street (US 40).

Above: Rendering of the Purple Line's Sherman St Station

2027 Transit Network Changes

Many recent and anticipated changes to IndyGo's network are part of IndyGo's 2027 Transit Network, which will consolidate and realign service in favor of frequency, efficiency, and ridership. This annotated map shows the corridors being added, removed, or realigned between 2021 and 2027, which will also improve ADA scores.



Above: Anticipated service additions and removals between 2021 and 2027

Prioritization Strategies

Prior to any construction, IndyGo first evaluated the network to quantify areas with the most imminent need. To determine these areas, staff first analyzed the questions of which areas stand to benefit the most from improvements and how feasible are those improvements. IndyGo identified areas to prioritize through a quantitative analysis that considers both demographic and operational data. Demographic data identifies populations most likely to benefit from transit accessibility improvements, including people with disabilities, elderly people, and households experiencing poverty. Demographic data also includes the density of both residents and jobs to measure the number of people benefiting from said improvements. The scale of accessibility improvements is also measured by operational data, which shows the level of existing service across the city. From here, IndyGo can lay the foundations of how best to fund and oversee the design and construction of these bus stops, and how they relate to other large-scale infrastructure projects.

Methodology and Data

To ensure an accurate comparison between the latest analysis and the previous, this plan uses the same methods but with new data. Marion County is analyzed on a census-tract level based on demographic data, from the US census, and operational data such as ridership. For each variable, individual tracts are assigned a score between one and five, with higher numbers representing a higher need for prioritization. Variables are also combined and weighed in different scenarios using ESRI Community Analyst, the final scores stacked against those of the previous plan.

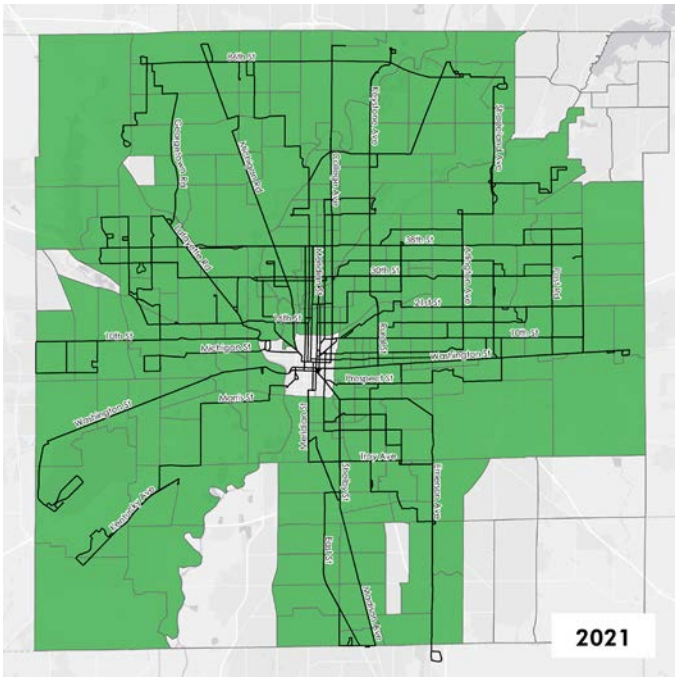
Downtown Tracts as Outliers

Like the previous ADA transition plan, the current update excludes downtown census tracts from analysis. The reasoning behind this exclusion remains consistent. To start, downtown tracts represent an outlier in operational data. At the time of this plan's implementation, 24 of IndyGo's 28 fixed routes allow for transfers at the downtown Carson Transit Center. As the city's main transfer point, bus stops at the Carson Transit Center have hundreds of boardings and alightings each day and stops nearby have similarly high figures. If included, it would make it more difficult to separate in analysis, as these figures would overshadow data in other tracts and make it harder to visualize differences between them. Downtown tracts are also anomalous in demographic data, representing the highest concentration of jobs and an unusually low population of children and seniors.

Downtown metropolitan areas also represent a higher infrastructural standard than any other area of the city, and many of the bus stops already meet ADA standards. Most downtown streets have wide sidewalks, which are less likely to be separated from the street by a grass median. Per our methods of categorization, bus stops that meet this description have an access score of 4 or 5. Level 4 represents bus stops that require slight revisions to their slope, while Level 5 bus stops are fully compliant. While any noncompliant stop is worthy of improvement and even fully compliant stops can still be improved with amenities, stops that are difficult, dangerous, or impossible to access on a mobility device represent a higher priority.

Changes in Fixed-Route Service

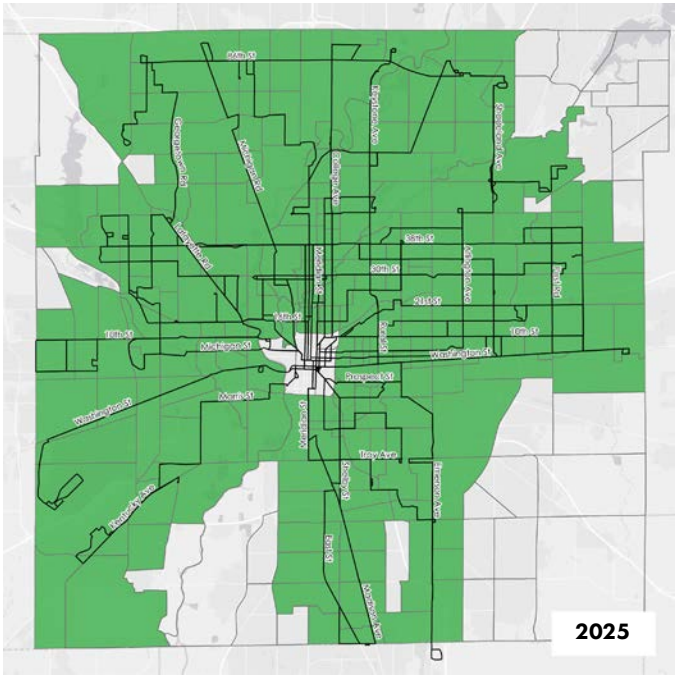
Several changes have been made to IndyGo's fixed route service since the previous ADA Transition Plan was created. Most of the changes required for the 2027 Transit Network on the southeast side of Indianapolis have already been implemented, including the removal of Route 55, which alone has narrowed the scope of this study by multiple Census tracts. On the north side, Route 86 has also been eliminated, Route 82 established and Route 19 realigned to eliminate non-productive segments. In the coming years, IndyGo's network will further tighten in favor of more accessible and frequent service in the areas it does cover.



Above: Census tracts analyzed for the 2021 ADA Plan.

Changes in Census Tract Geography

This analysis uses American Community Survey data from the 2020 Decennial Census. This data has been extrapolated further, by the trusted methods of the US Census and ESRI Community Analyst, to represent the year 2025. With each Decennial Census comes new Census tract geometries and geographic identifiers to represent changes in population. The number of Census tracts in Marion County has increased from 224 to 253. As such, these boundaries were drawn differently for the previous analysis compared to the latest. This has resulted in subtle changes to the analyzed area, as shown in the maps to the right.



Above: Census tracts analyzed for the 2025 ADA Plan.

Operational Analysis

An operational score was assigned to each census tract based on data pertaining to fixed-route ridership, paratransit ridership within a set distance of fixed-route service, and the number of scheduled daily trips to each bus stop. Each operational dataset was balanced by dividing it by the census tract area. Without this balancing effort, geographically large census tracts, particularly end-of-line tracts on the periphery of Marion County, would outweigh dense, central tracts with a higher need. The tracts shaded with the darkest tone represent the neighborhoods where the greatest number of people use IndyGo's services. These patterns stem from a wide range of demographic, historical, and behavioral information.

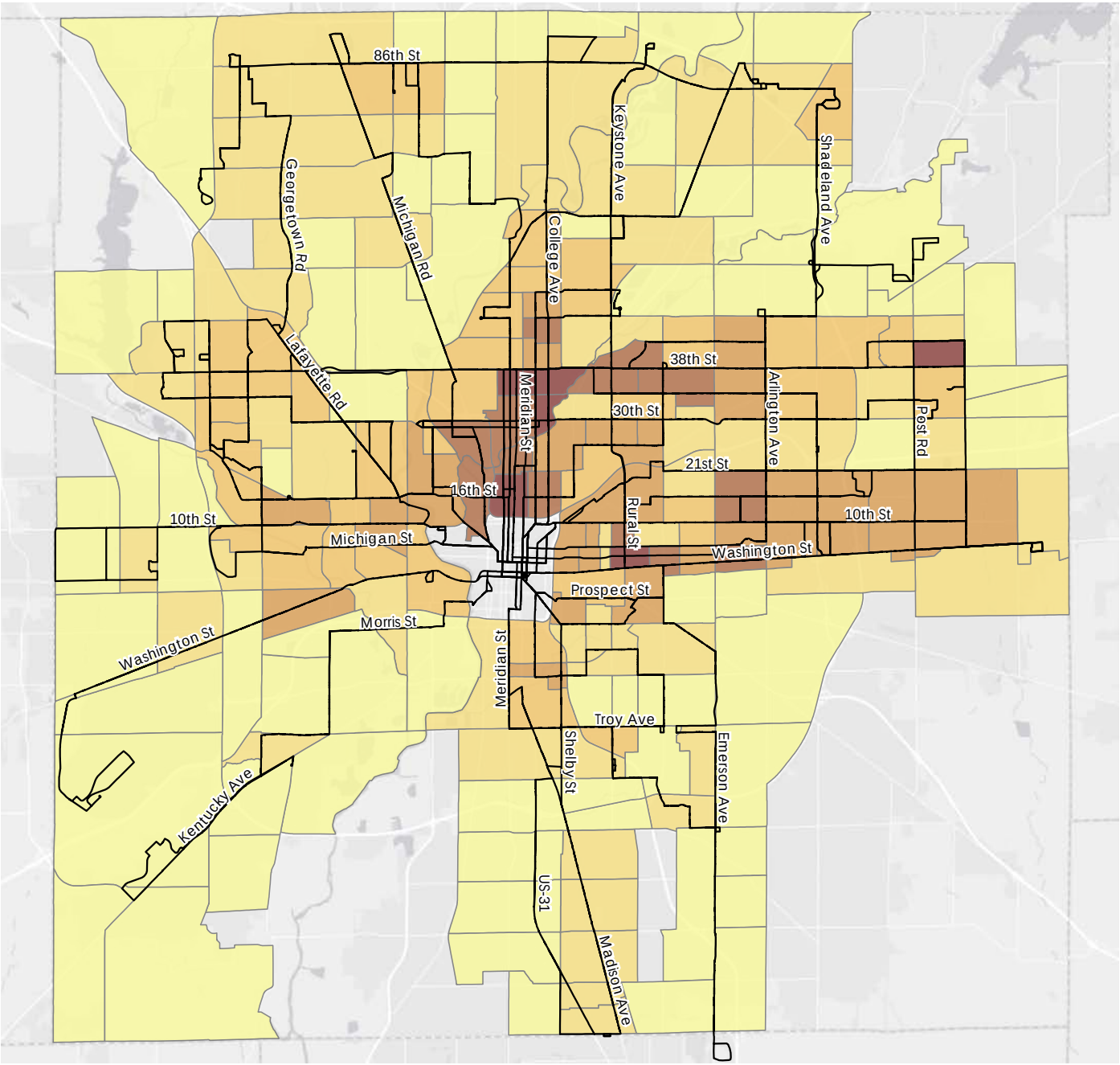
For instance, households experiencing poverty are less likely to have reliable access to personal vehicles and are, by extension, more likely to make use of public transit. These trends also correlate with historical development patterns in Indianapolis. Dense neighborhoods directly north and directly east of Downtown follow a more continuous grid pattern and have higher ridership, whereas neighborhoods with more disconnected and suburban-style development have lower ridership. Operational scores also account for large trip-generators, such as major transfer points and supermarkets.

Demographic Analysis

A demographic score was assigned to each census tract based on data pertaining to population density, daytime population density (used as a stand-in for employment), race and ethnicity, age dependency (minors and seniors), disability characteristics, poverty, and personal vehicle access. Demographic data correlates to a complex range of historical conditions, including development patterns, wealth distribution, and the prolonged legacies of racism and segregation. Operational data alone is incomplete without the broader context denoted by demographic data.

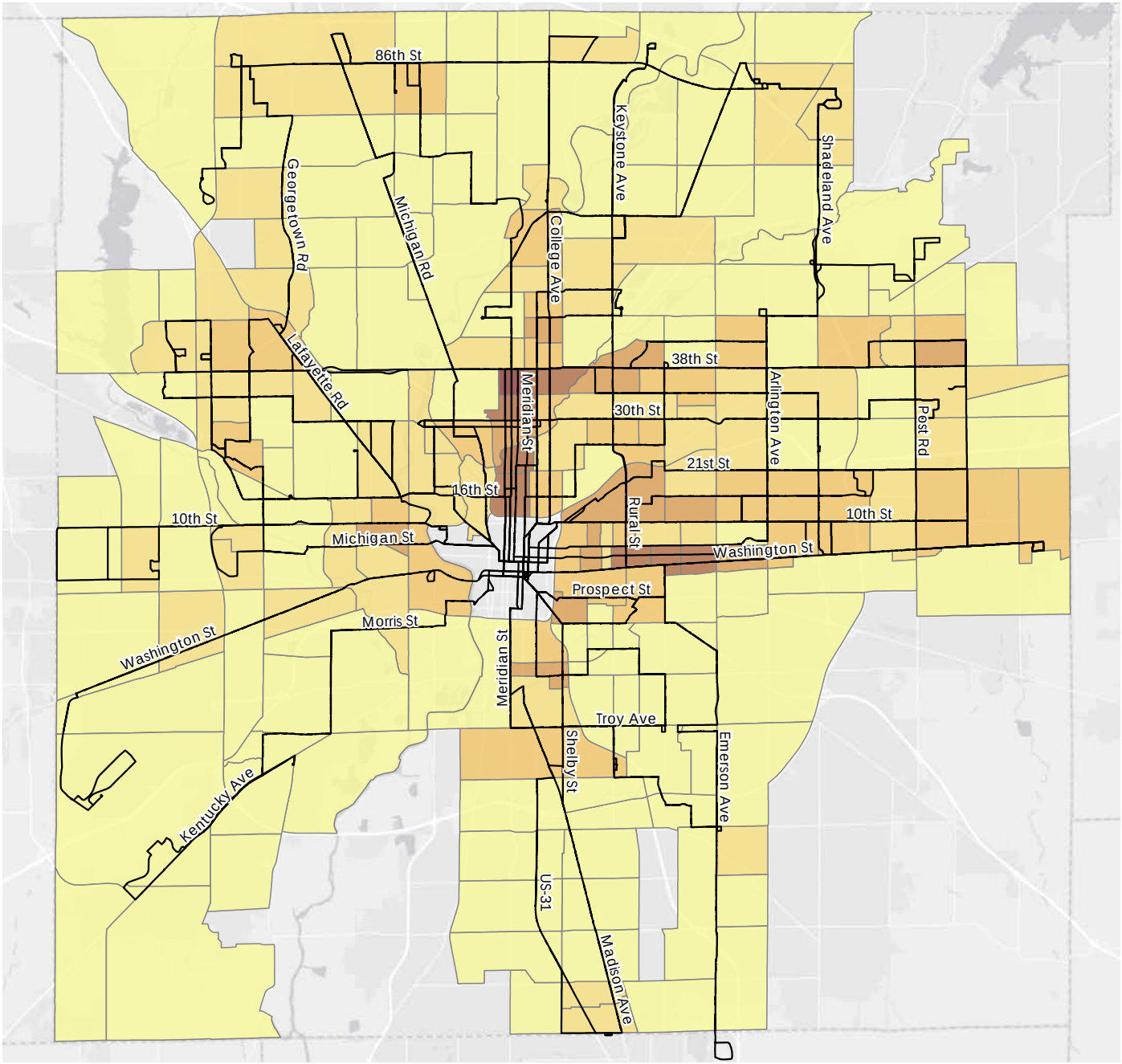
Demographic data comes in large part from the American Community Survey data of the 2020 decennial census. This data was not available in 2021, meaning the previous plan used data extrapolated from 2010. Much of the latest data was not released until the spring and summer of 2023. New datasets reveal subtle shifts demographic shifts in Marion County, and the evolving needs of its populace.

A troubling trend in any comparison of 2010 and 2020 decennial census data is that poverty is increasingly geographically decentralized. In effect, it becomes inversely proportionate with levels of service, as dense areas that follow historic patterns of development and streetcar networks are easier to serve. The challenge that IndyGo has taken on is to better serve areas outside of downtown and decrease reliance on downtown as a transfer point.



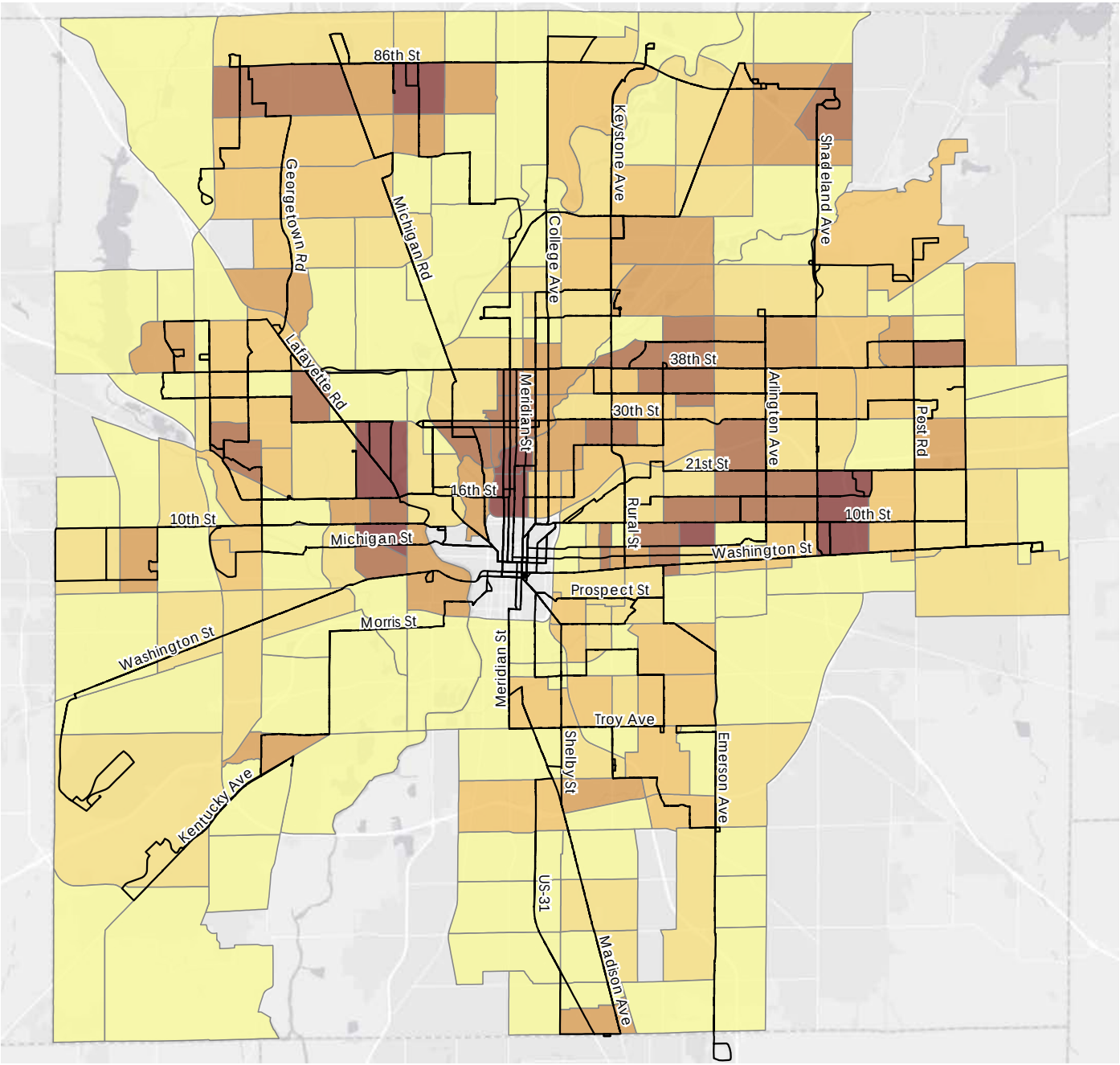
Trips to Stops

This figure represents the number of bus trips to stops in each census tract, excluding tracts without bus trips and downtown tracts with anomalous data. This correlates with route frequency, service span, and key transfer points. While the census tracts with the highest scores are relatively consistent with previous data, trip numbers have declined across the county. That is in large part due to service cuts related to the prolonged effects of COVID-19 and operator shortages.



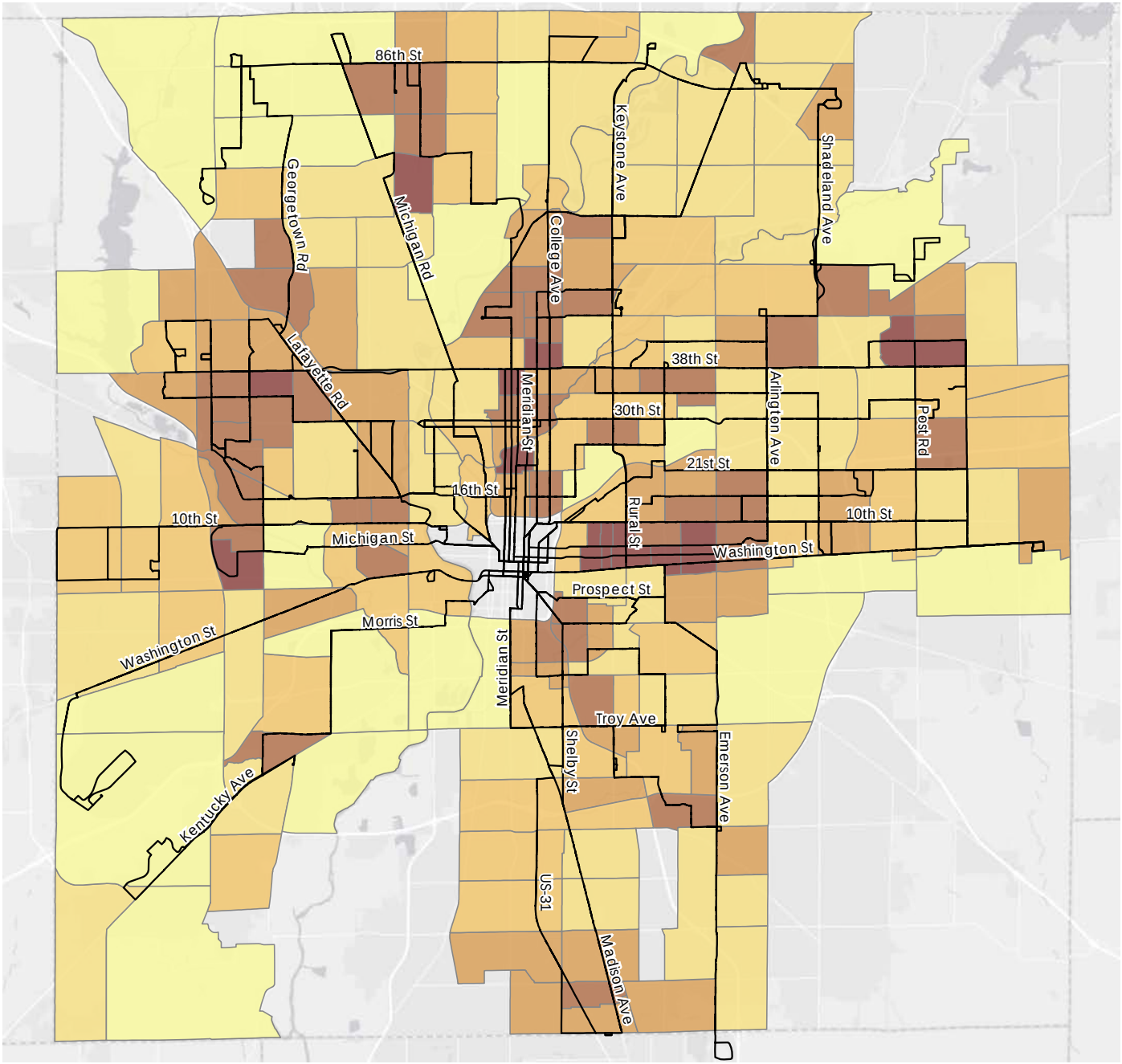
Fixed-Route Ridership

Ridership is on the rise relative to the height of the COVID-19 pandemic, but IndyGo has yet to recover pre-pandemic figures. Some areas have noticeably declined in ridership, including on the southeast side. Such figures were considered in a recent service realignment. Otherwise, ridership has consistently followed dense, continuous corridors and trip-magnets such as hospitals and grocery stores.



Paratransit Ridership

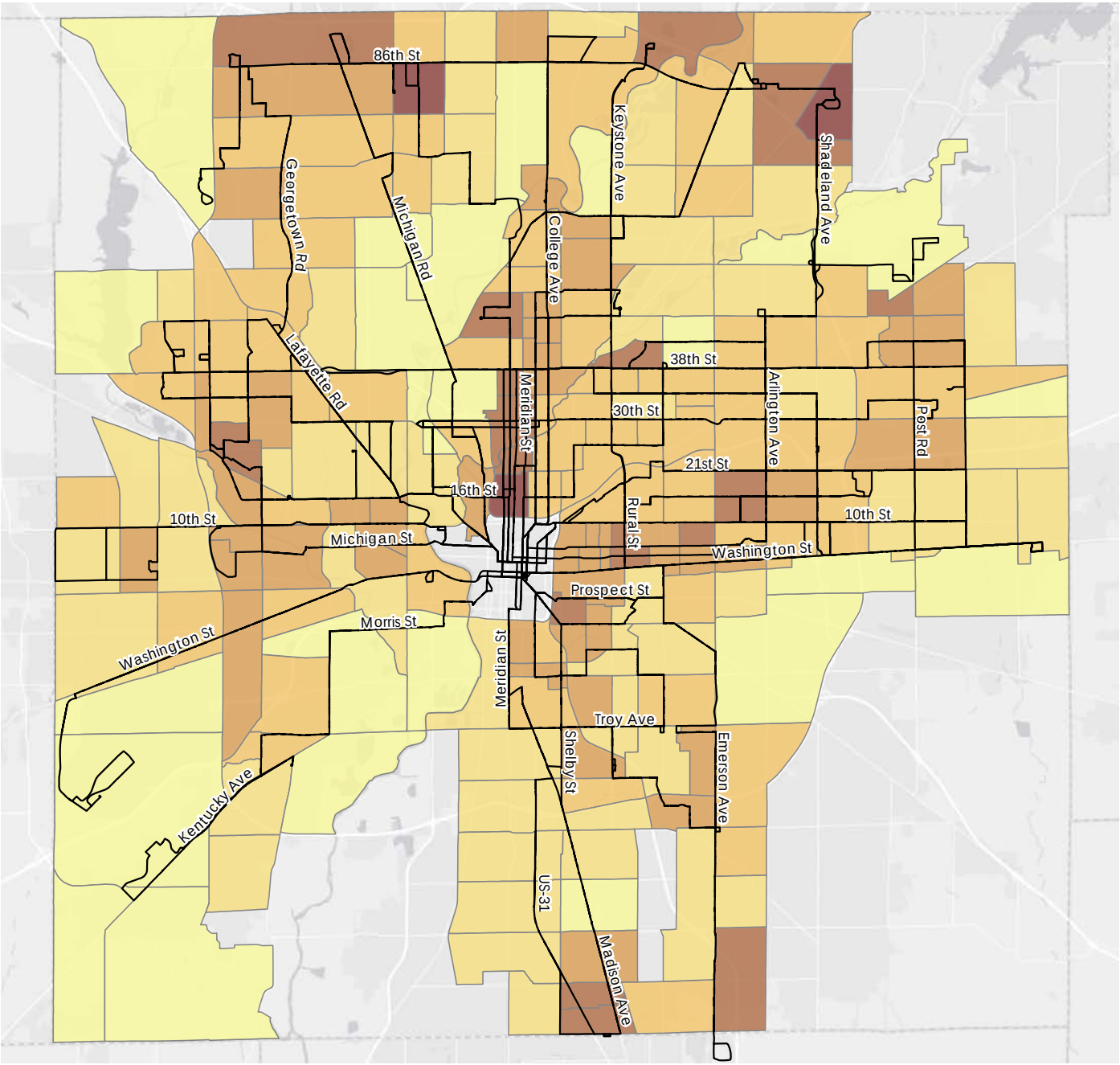
IndyGo's paratransit service, known as IndyGo Access, fills in gaps of service for customers who live close to fixed-route service but cannot easily reach it. It is particularly important to people with disabilities. Paratransit ridership partially correlates with fixed-route ridership, and these two services feed into each other by design.



Population Density

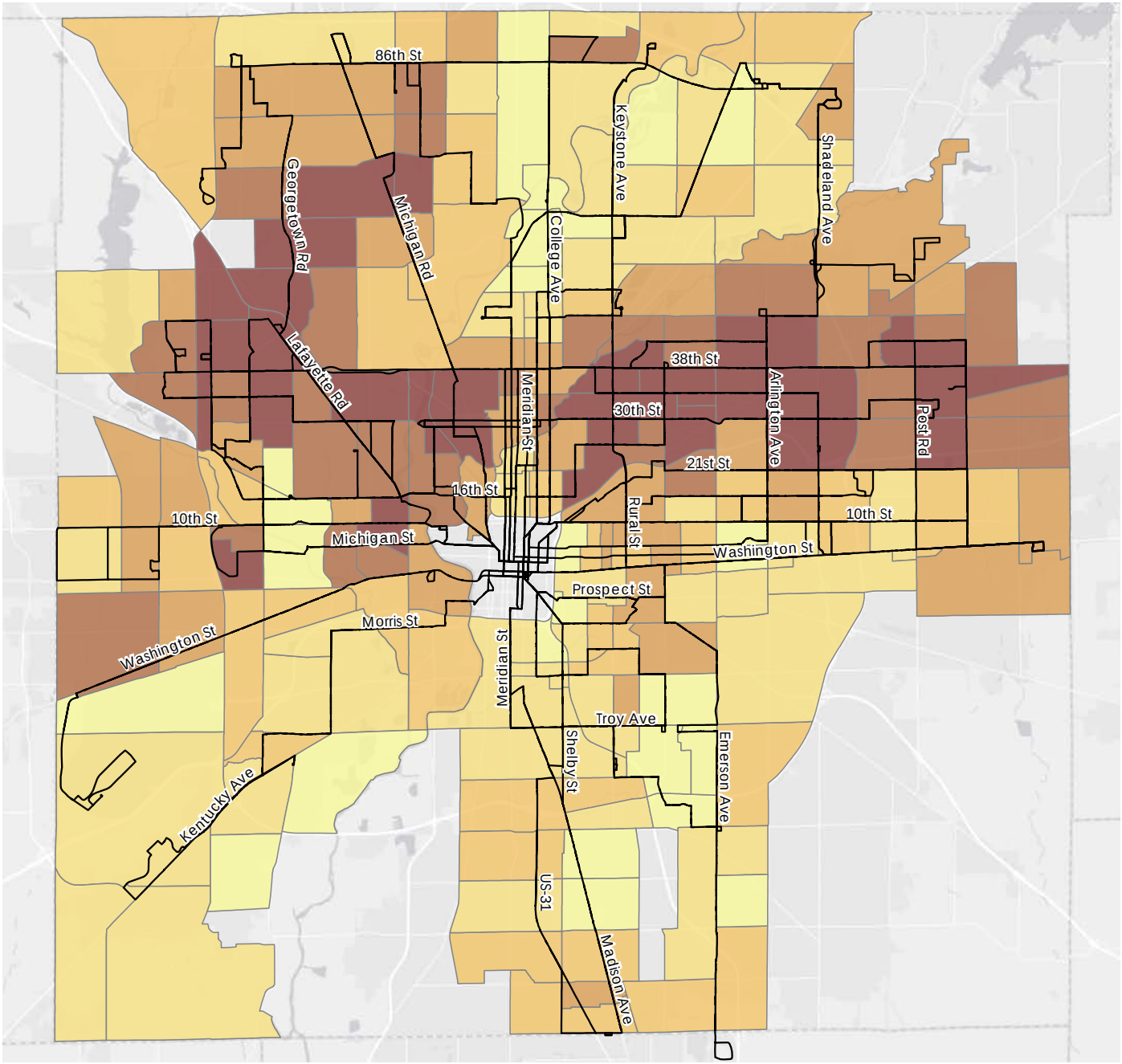
Population density is calculated as the number of people per square mile in each census tract. This correlates with historic patterns of development, investment/disinvestment, and zoning, among other factors. Areas directly north and east of downtown have the highest density outside of downtown itself, but there are anomalies further out.

These include “greenfield developments” like large apartment complexes closer to highways and commercial development along arterial roads. Density correlates with ridership and offers a glimpse into the number of people who may benefit from a “targeted area” improvement.



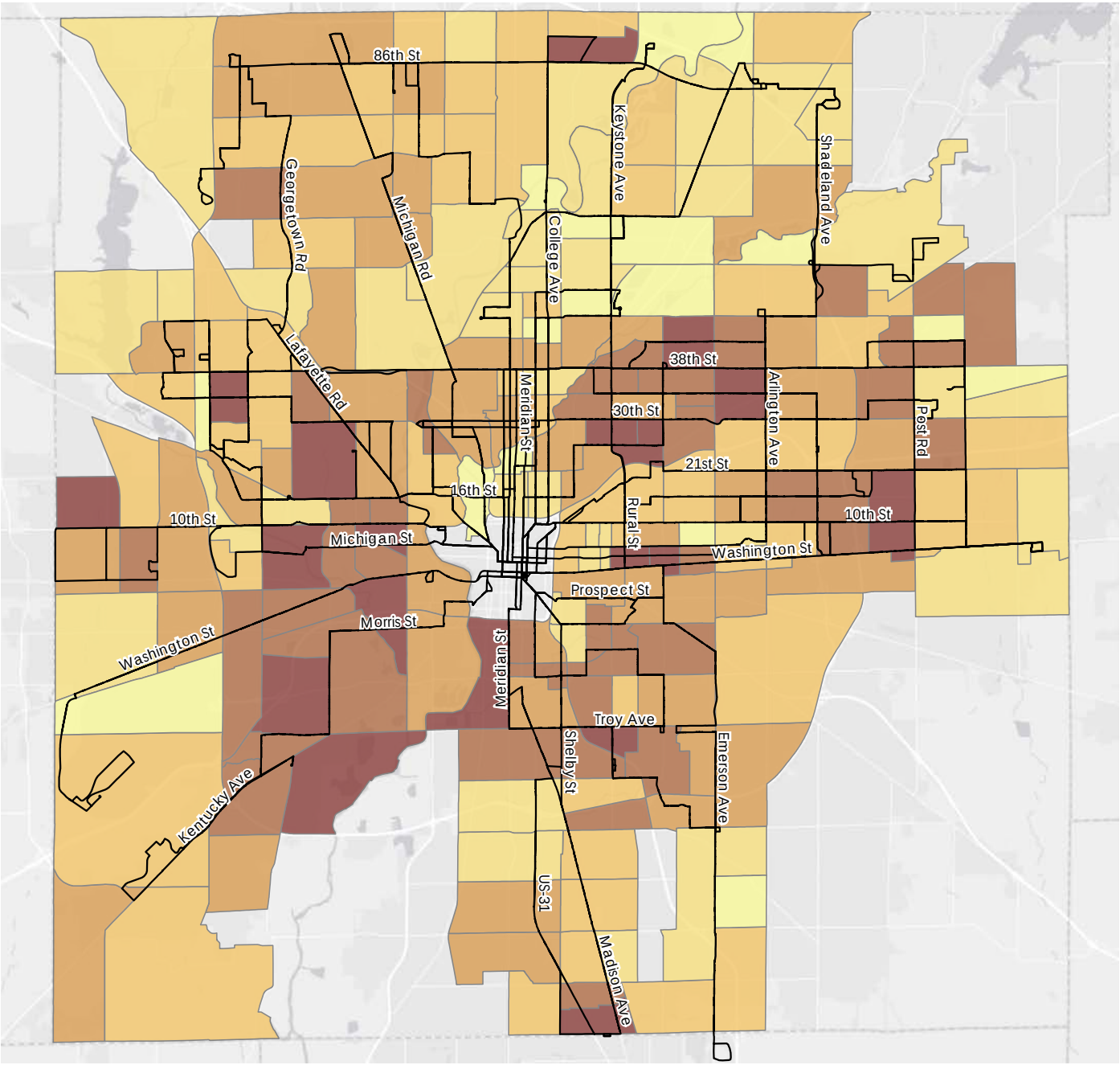
Daytime Population Density (Employment)

Daytime population is used as a stand-in for employment. Effectively, this map shows where people are commuting to work. The highest figures come from the outlier tracts downtown, but other high figures appear in the Near Northside and major commercial magnets such as shopping malls, universities, and hospitals. Daytime population density correlates with overall population density, with exceptions like the Keystone Mall and its surrounding office parks.



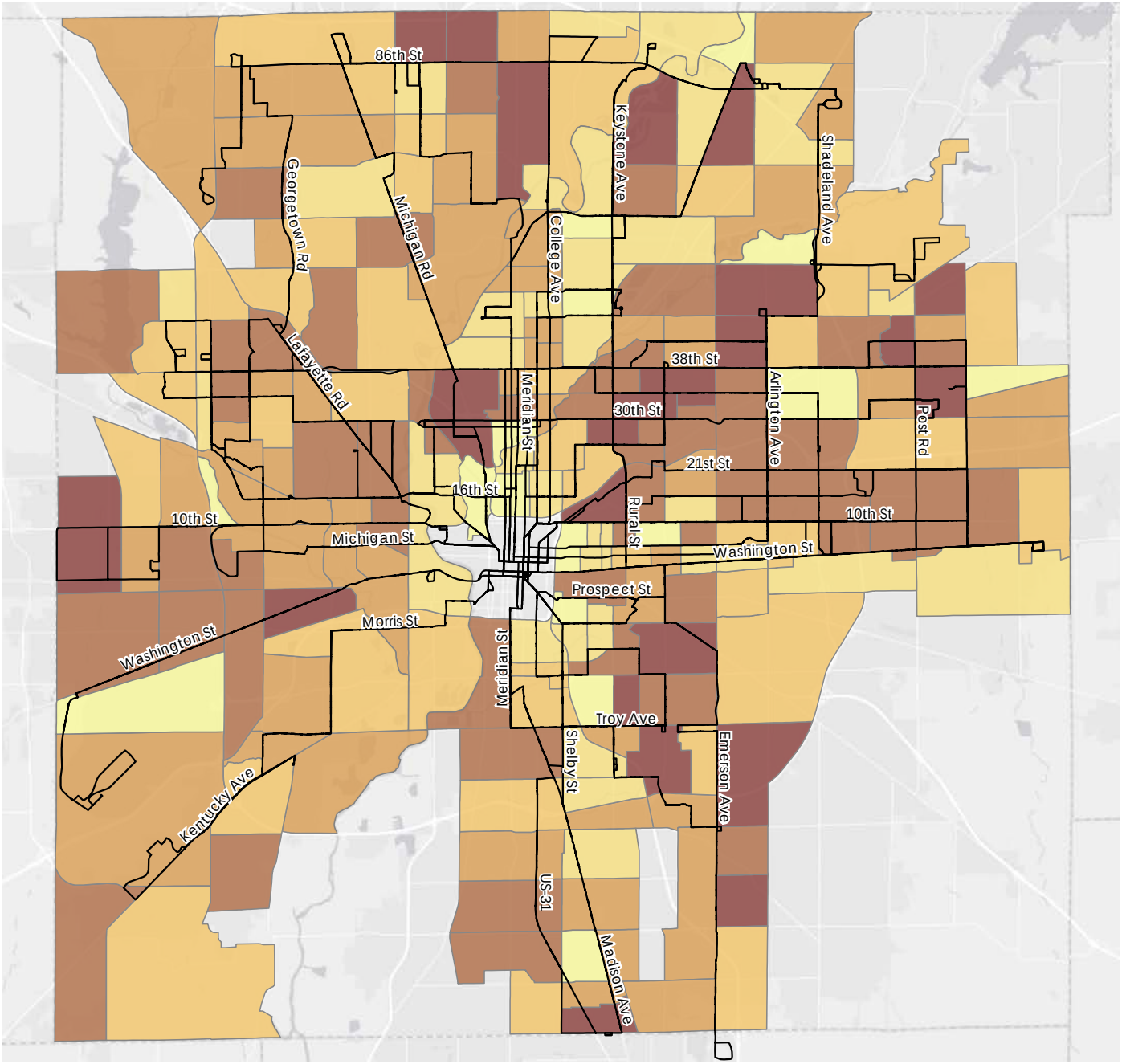
Minoritized Population

This data represents the rate of non-white and/or Latino population in each census tract. As observed in previous analysis, there is a clear pattern along the 38th Street, Lafayette Road, and Georgetown Road corridors. This is the result of a complex mix of factors, but the most significant of these is the legacy of redlining and segregation. “Redlining” refers to a historical practice in which loans were denied to residents of predominantly Black and Brown neighborhoods, marked on maps with an actual red line. Across the United States, areas with similar histories have significant gaps in infrastructure, food, and other basic services.



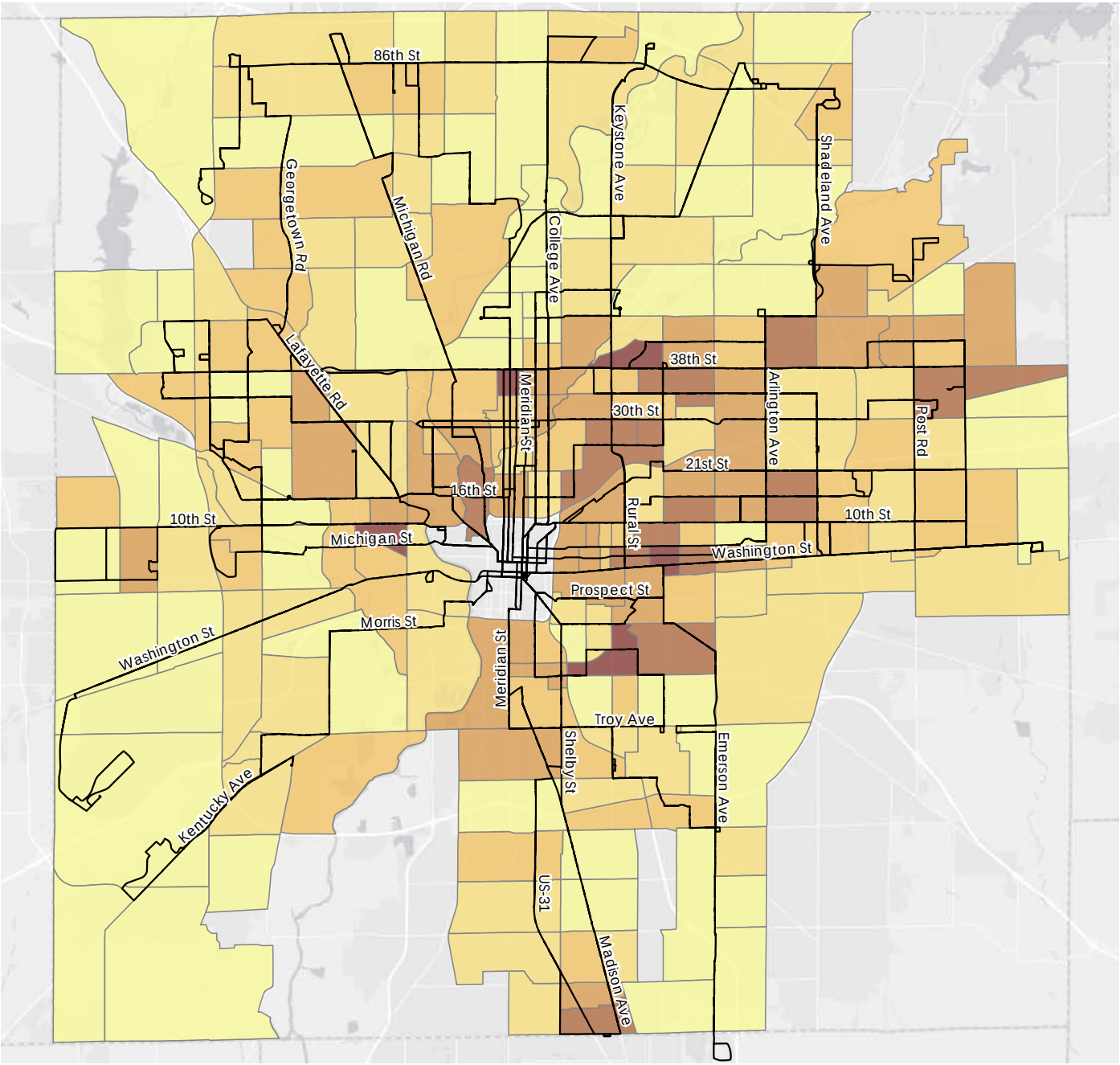
Disability

Disability status score was calculated by the rate of households with one or more people with a disability. 2021 US Census Data, from which this analysis derives, lists the following categories of disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty (having serious difficulty walking or climbing stairs), self-care difficulty, and independent living difficulties. All these categories can impact one's ability to operate a vehicle safely and legally, and several impact one's ability to safely and comfortably board and exit a bus. Many areas with high populations of persons with disabilities also have low rates of bus stop compliance.



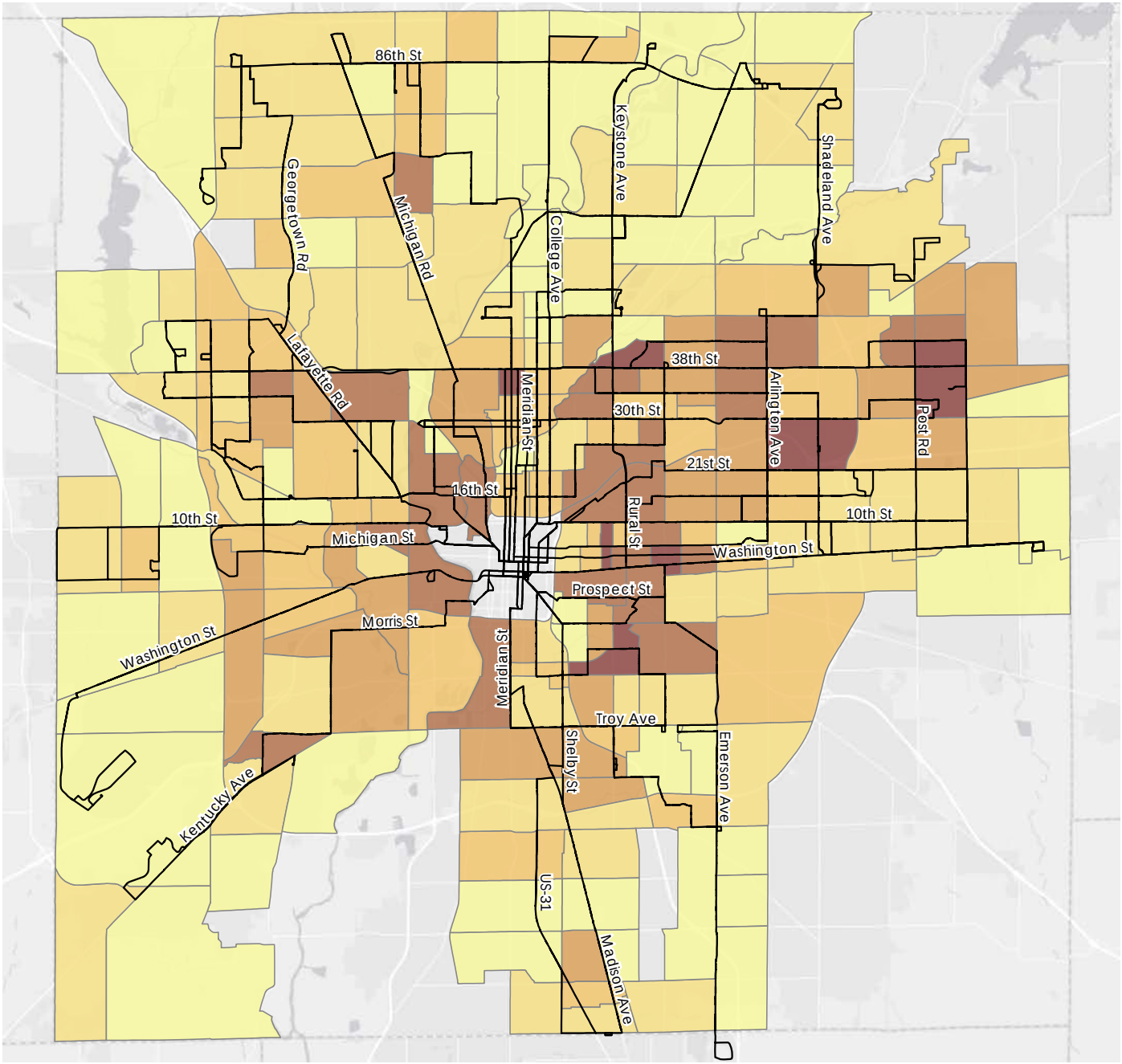
Age Dependency

Age dependency refers to persons aged under 18 and over 65; in other words, minors and seniors. Individuals under 16 cannot legally drive, and many seniors lose their physical or legal ability to drive over time. Patterns of age demographics are almost inversely proportionate to density and the availability of transit. Dense, walkable, transit rich neighborhoods such as downtown, the Near Eastside, and Fountain Square have the lowest populations of minors and seniors.



Vehicle Availability

The ability to participate in work, commerce, leisure, and civic life in the United States often depends on owning and driving a car. Car ownership and licensing, however, can be inhibited by poverty, age, disability, and legal factors. Households without vehicles are more likely to rely on transit for these functions, as well as walking, cycling, carpooling and rideshare services. Census data does not fully communicate that car ownership or non-ownership is not a fixed state. Households can abruptly be rendered immobile by factors like car damage or prohibitive costs of maintenance.



Household Poverty

Poverty is a crucial factor in any equity analysis. Even if households experiencing poverty do have cars, the cost of maintenance can be prohibitively expensive, making it difficult to commute and perform daily functions. Poverty may also correlate with other axes of marginalization, such as race, class, gender identity, and disability status. Census data shows concentrations of poverty in the Far Eastside, the Southeast Side, and along the 38th Street corridor.

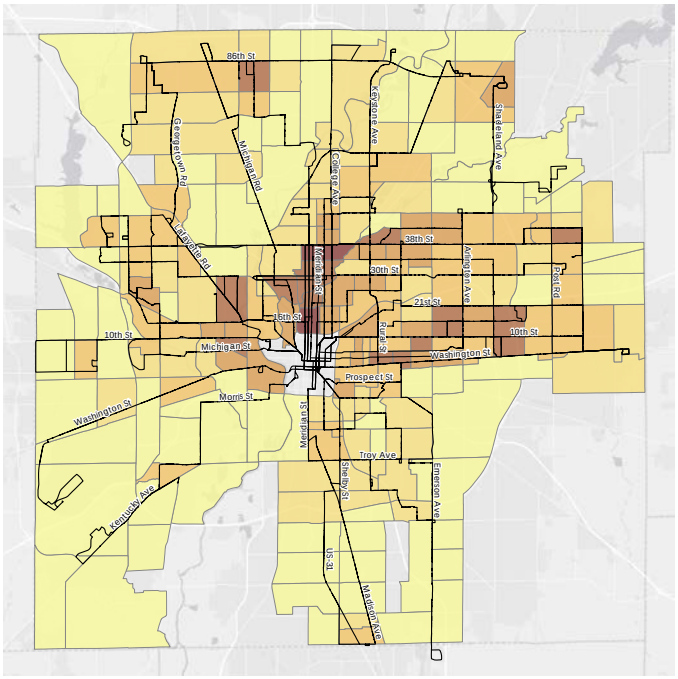
Combined Scoring

Like the previous plan, this update offers combined scoring to weigh several factors at once. IndyGo has elected to repeat the same process, offering a comparison as faithful as possible between past and present data. As such, ESRI Community Analyst is once again the tool behind these data weighing calculations. This also involves repeating the same proportions of data, for results that prioritize either operational data or demographic data respectively.

As previously observed, paratransit data, while important, represents an outlier. While thousands of paratransit trips occur every year, they are still far less numerous than fixed-route bus trips. This data was already narrowed to trips within a typical walking distance of bus stops, because stops outside this range have less impact on what is (ultimately) a fixed-route bus stop improvement project. Even with this balancing, there is no data to prove which trips involve a transfer to fixed-route service. Following in the footsteps of the previous plan, this analysis includes scenarios that de-emphasize paratransit data in its calculations. No scenarios completely discredit paratransit data, because it is still important to demonstrate disability needs and demand in areas underserved by fixed-route service.

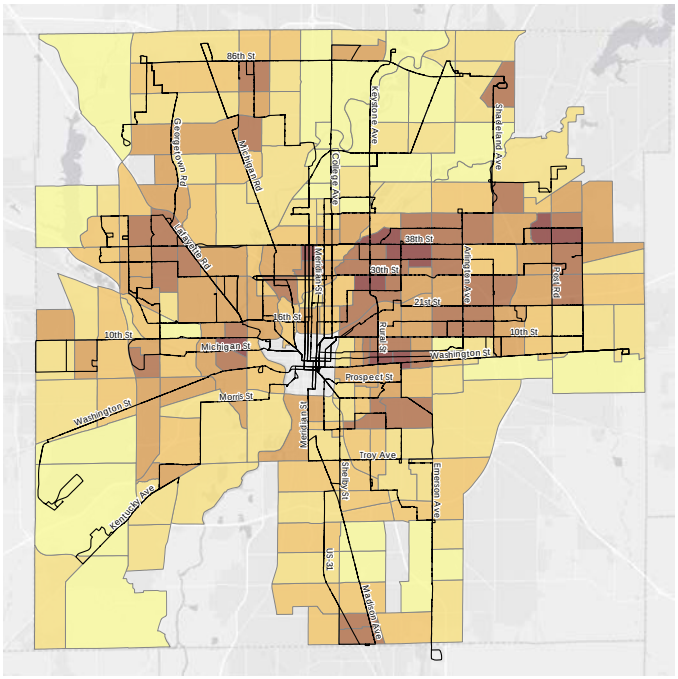
The first composite scores mapped were the combined scores of all operational inputs and the combined scores of all demographic inputs, respectively. The results of each scenario are displayed as maps on the right.

Operational Score



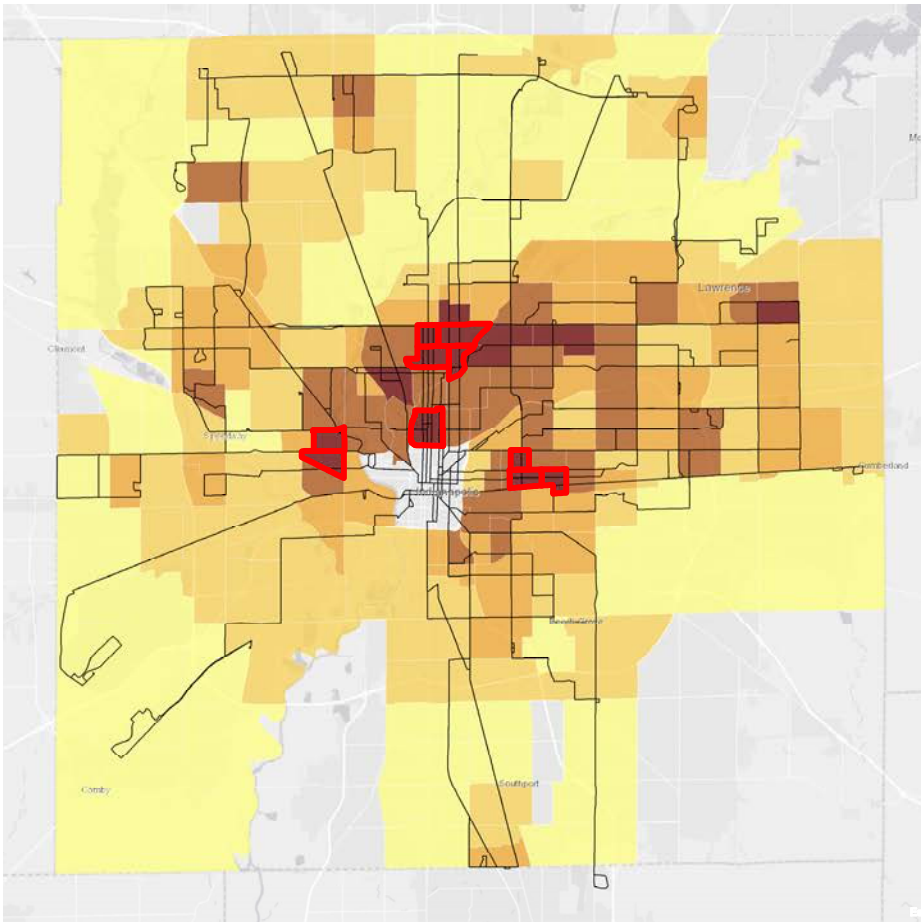
Above: Combined operational score

Demographic Score

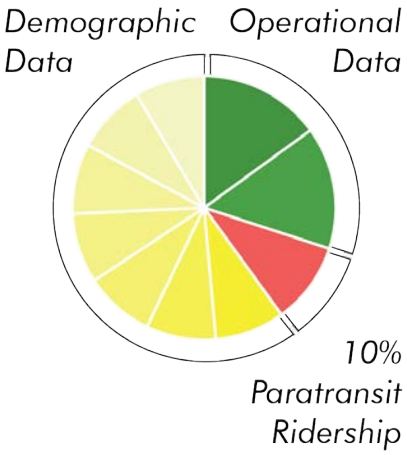


Above: Combined demographic score

Previous Results (2021)



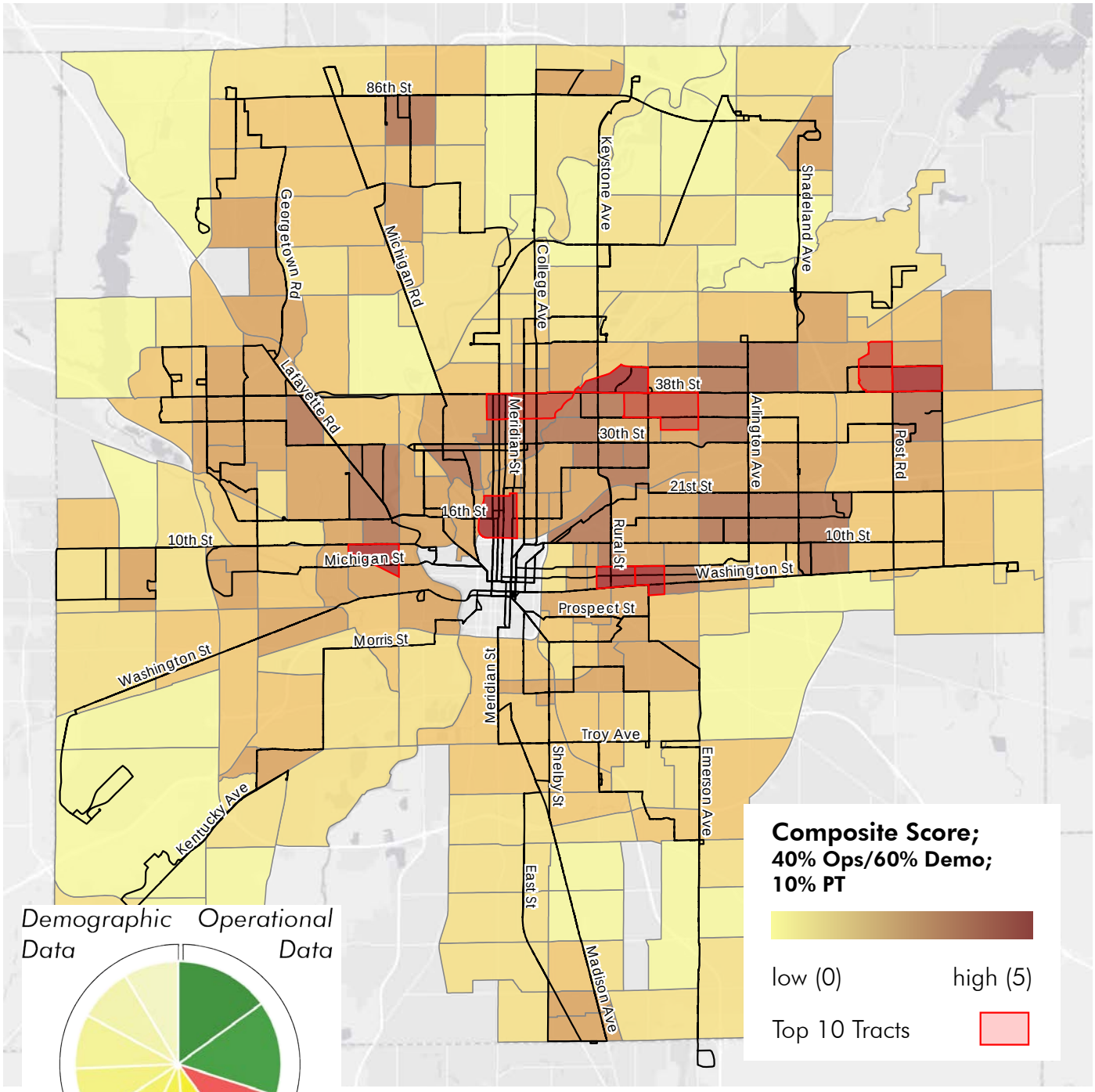
Left: Previous Final Weighted Score
Below: Breakdown of data used



Final Weighted Score and Comparison

Borrowing methodology from the previous plan, the final composite score weighs 40% operational data (10% of which is paratransit data) and 60% demographic data. Previous analysis designated ten census tracts with the highest composite scores, and this analysis has done the same. While similar areas ranked highly, only six of ten top tracts have remained consistent. These consistent tracts are in the following neighborhoods: the Near Westside/ Haughville, the Near North Side, Crown Hill/ Mapleton/Fall Creek, and the Near Eastside. Two new high-priority areas have emerged: Meadows/ Forest Manor/Devington, and the Far Eastside. In short, the focus of these priority areas is now more geographically spread out, particularly along the 38th Street corridor. While IndyGo can only hypothesize the reasons for these changes, priorities can adapt to reflect them. Prior to this latest analysis, efforts had already expanded to the Far Eastside, which was ranked similarly high in 2021's analysis. A package of Far Eastside ADA improvements will be completed in 2026, complementing Purple Line construction in the same area.

Latest Results (2024)



Above: Latest Final Weighted Score
Left: Breakdown of data used

Next Steps

Strategies for Funding, Design & Construction

IndyGo annually allocates some of its operating budget to plan, design, and construct bus stop improvements. However, with rising costs for bus stop design and construction, IndyGo routinely seeks federal, state, and local grant opportunities to supplement the cost of designing and constructing bus stop improvements.

Indianapolis Public Transportation Foundation (IPTF)

The IPTF is a non-profit organization that partners with IndyGo to "enhance public transportation and create better access to employment, food, health care, education, and other enriching and essential services." The IPTF achieves these goals by seeking partnerships with local businesses and applying for local private and public grant opportunities for bus stop design and construction. Since 2022, IPTF has helped IndyGo secure over $2 million between private grants with organizations such as IU (Indiana University) Health and the Metropolitan Indianapolis Board of Realtors (MIBOR), and local public grants from the City of Indianapolis, Department of Public Works (DPW).

Federal Grant Opportunities

The Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investments and Jobs Act (IIJA), was signed into law by then-President Joe Biden in November 2021 and is the largest federal investment in public transportation in the nation's history. The BIL authorizes up to $108 billion to support federal public transportation programs, $17 billion of which is distributed through discretionary grant programs design to promote technological innovation, resiliency, capital improvements, and service improvement for transit dependent populations. IndyGo was a recipient of FTA's Areas of Persistent Poverty (AoPP) grant in FY 2021 and FY 2023, totaling $1.3 million in federal funds to design over 200 new accessible bus stop improvements in neighborhoods where people experience persistent poverty.

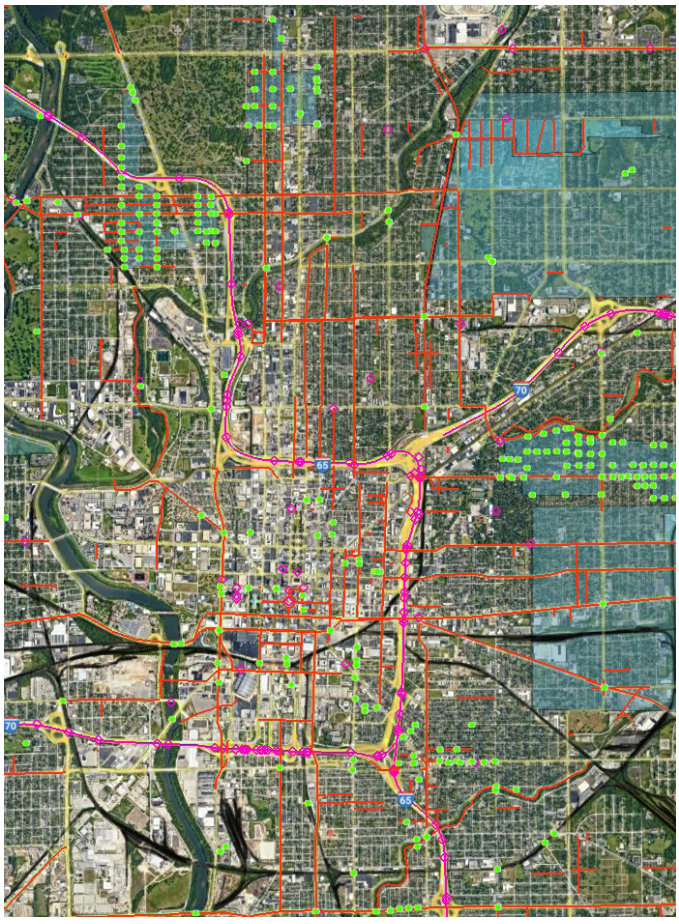
IndyGo Capital Projects

IndyGo was a recipient of a FTA Small Starts Grant to design and construct the new Purple Line Bus Rapid Transit (BRT) line. The Purple line has replaced IndyGo's local Route 39 (and portions of Route 4) to connect the northeast side of Indianapolis to the Julia Carson Transit Center downtown. To ensure access to the Purple Line, sidewalk improvements along the corridor were designed and constructed, as well as bus stops for the local routes intersecting the Purple Line. This ensures direct access and transfers to and from the Purple Line are ADA compliant.

Above: Purple Line construction

Partner Agency Coordination

IndyGo has a Memorandum of Agreement (MOA) with the City of Indianapolis DPW to be notified of any city roadway improvement projects occurring on roads IndyGo operates one of its transit routes. In addition, DPW agrees to share roadway improvements plans with IndyGo at the 60% design phase so that IndyGo can review and provide input on bus stop improvements to be added into the designs. A copy of the MOA between the DPW and IndyGo is included in the appendix. IndyGo also refers to data shared by the DPW to plan future projects that may interact with DPW projects. The below image offers a brief glimpse into how this data is mapped.



Above: The map interface to which IndyGo refers to see and plan around future DPW projects

COA Route Changes

In IndyGo's adopted Future Service Plan, several local bus routes are intended to have changes in service hours or changes in routing due to the implementation of the Red, Purple, and Blue Bus Rapid Transit lines. Some low-performing routes are being retired, though areas with service demand on the retired routes will be covered through adjusting active bus routes. This allows for operation of the bus service to be better aligned with community demand. It also has allowed IndyGo to review its bus stop inventory on the retired routes and remove stops that are not ADA compliant and no longer needed. In June 2023, IndyGo retired two routes from service and were able to remove over 100 non-ADA compliant stops from the field. As part of this process, access for those needing bus service on the retired routes remained intact and connectivity to the CTC and transferring to other routes was improved.

Individual Bus Stop Improvements

In 2023, IndyGo's Service Planning team developed a bus stop improvement program to track the planning, design, and construction of bus stops. For several years, IndyGo has developed bus stop improvement packages to bundle a group of stops, typically geographically, together to go to design and construction. The new bus stop improvement program tracks existing and new bus stop packages from the planning phase to construction, and accounts for what funding source is used for each phase (design, construction, inspection). The program also keeps record of bus stop improvements being implemented through larger IndyGo capital projects, as well as through partnerships with the City of Indianapolis DPW, which will help us keep an accurate record of how many bus stops are being improved to ADA compliance and can be added to the agency's transit operating software (HASTUS).

Strategies for Bus Stop Maintenance

The responsibility for an accessible network includes not only the construction and improvement of stops but the maintenance of existing stops. IndyGo's Service Planning Department works with outside contractors to build new ADA-compliant bus stops, make general pedestrian improvements to areas near bus routes, and to maintain existing bus stops within the service area. Many of these related functions are competitively bid to outside entities that can coordinate with planning staff while being able to focus on system-wide efficiency and responsiveness to daily/ongoing needs like sidewalk construction and garbage removal. This work includes, but is not limited to:

Trash removal & cleaning of bus stops

- Litter removal around bus stop, including those with no garbage facilities
- Emptying of garbage cans at bus stops with garbage facilities
- Power-washing of sheltered bus stops and nearby areas
- Ability to respond to more pressing maintenance needs in under 24-hours

Infrastructural bus stop and pedestrian access improvements

- Ongoing evaluation of existing bus stops as they relate to land-use, lane configurations, traffic patterns, and individual bus stop needs
- Determination of bus stop location and improvement type for new sidewalk or bus route introduction
- Ongoing coordination with city agencies and community stakeholders to develop actionable plans and adhere to best practices and national standards for safety and usability of bus stops as they relate to the greater pedestrian network.

Installing and maintaining individual bus stop amenities

- Bus shelters
- Bus benches
- Bicycle racks
- Garbage cans
- Additional lighting
- Bus stop/wayfinding signage

Bus Route and Construction Detours

- Temporary closing and/or relocation of existing bus stops during road closure and construction projects
- Placement of additional signage or temporary "movable" bus stops
- Ongoing consultation for maintenance of access to bus stop facilities during major construction events
- Major event detours, such as marathons and parades.

Contracting Maintenance

IndyGo staff coordinates with contractors to respond to over 2,000 individual bus stop maintenance requests a year as well as to make infrastructural improvements to dozens of new bus stops annually. Tracking of both processes is achieved through ongoing maintenance of shared spreadsheets. Maintenance logs track bus stop requests from beginning through completion. Improvement logs track infrastructural improvements from site selection/design, survey & engineering, construction & introduction into service.

Strategies for Public Feedback

IndyGo solicits rider feedback and public engagement in multiple ways. The IndyGo Customer Support Center takes thousands of comments from the public each year and responds to them or filters them to department representatives for evaluation. From there, individual staff can respond to the original commenter or assist support center staff with their response as needed. Internal tracking of these calls is through email recording or by recapping telephone correspondence within the data management tracking application.

Planning staff works with the departments of Public Affairs and Operations staff to inform the public of bus stop or routing changes, as well as plans for long-range development, major capital projects, and adherence to comprehensive operational analyses. With the implementation of these major changes, Public Affairs holds public meetings, including accessible virtual meetings, to communicate them and respond to question and suggestions. For all significant rider impacts, a Title VI Rider Equity Analysis is conducted. IndyGo staff give multiple opportunities for public comment prior to large route changes, and to give time for feedback to potentially result in changes or alterations to original plans.

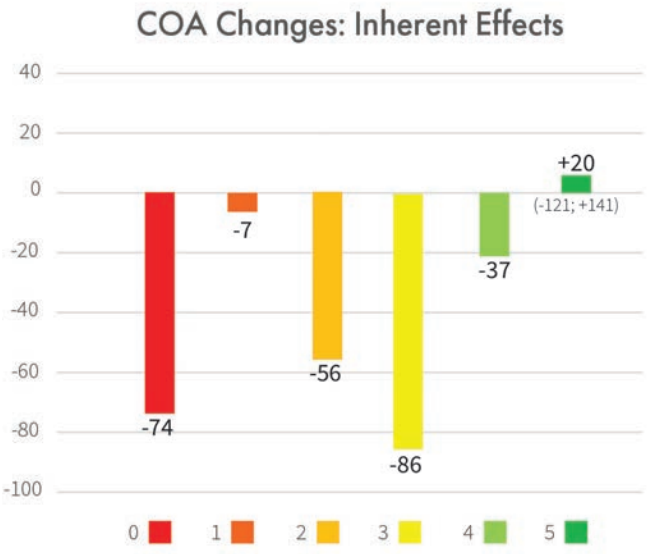
IndyGo utilizes several methods to inform the public of impending operational changes, such as the IndyGo website and rider alert applications, search engine/mapping trip-planners, print news outlets, radio/television ads, social media platforms, public & community events, door-knocking campaigns, at-bus stop and on-bus announcements. In all forms of communication, we focus on furthering education and bettering our understanding of the ways in which IndyGo service can continue to grow and improve.

Above: An informational booth as part of IndyGo's outreach efforts

Forecasting the Near Future

As the past few years have proven, it's difficult to predict the future. However, to factor in all Future Service Plan changes and all currently planned bus stop improvements offers a glimpse into IndyGo's network in 2027, when all COA recommendations are expected to be implemented. Concurrent with specific ADA improvements, the Future Service Plan will have an inherent impact on overall compliance levels, as it calls for both stop removals and additions, and all additions will be ADA compliant. The Future Service Plan calls for the addition of 141 stops relative to this document's date of publication. As of Fall 2025, several of these additions have been actualized, particularly on Far East and Southeast sides of the city. It also calls for the removal of 855 stops, over 200 of which have been actualized (note that stop removals are not synonymous with service removals and often have more to do with spacing). Dozens of stops were replaced in October 2024 by the Purple Line, and dozens more will be replaced in the next few years by the Blue Line.

Of the bus stop yet to be removed per COA recommendations, 121 are Level 5 or fully compliant, 37 are Level 4, 86 are Level 3, 56 are Level 2, 7 are Level 1, and 74 are Level 0. The following chart shows the impact of COA recommendations regarding bus stop removals and additions on overall rates of compliance. All recommendations, grouped together as the Future Service Plan, were initially expected to be completed by 2027. These figures do not account for improvements to other existing bus stops that will occur during the same time interval.



Above: Inherent effects of the COA recommendations, not including unrelated ADA improvements.

To chart out the inherent impacts of COA recommendations does not account for changes that have already occurred, or concurrent ADA improvements. A deeper analysis is needed to measure IndyGo's adherence to its previous projections for 2026 and 2027. The following pages list and define the variables that factor into a new estimate.

Current Stops

This set of figures accounts for the number of stops at each access level in the year of this plan's publication. At this point, the Future Service Plan has already been partially implemented.

Pending ADA Upgrades

This refers to the number of bus stops at each access level that have been assigned to an improvement package and have a specific path to compliance. Stops that will remain Level 5 before and after their upgrades do not factor into this analysis.

Pending COA Removals

This refers to the number of stops at each level, including level 5 or full compliance, that will be removed in favor of service realignment or replacement with bus rapid transit.

Pending COA Additions

Similarly, this refers to stops that will be added to the network in observance of COA recommendations, including new BRT platforms. Ideally, all these stops will be ADA compliant from the beginning.

IndyGo's Bus Stops Following Planned Improvements

	Current Stops	Pending ADA Improvements*	Pending COA Removals	Pending COA Additions**	Stops 2027 Estimate	Stops 2027 Percentage
Level 0	521	30	74	0**	417	19.7%
Level 1	20	0	7	0**	13	0.6%
Level 2	295	33	56	0**	206	9.7%
Level 3	382	30	86	0**	266	12.6%
Level 4	153	20	37	0**	96	4.5%
Level 5	985	0*	121	141	1005	47.4%
Total	2472	113	381	141	2119	

** Including all stops with specific plans for improvement at the time of the plan's publication. Stops that remain Level 5 before and after improvements do not factor into this analysis, nor do planned improvements that have already been finished.*
***All new COA stops are intended to be Level 5 from the beginning.*

Above: IndyGo's bus stops by ADA access level following all currently planned improvements and modifications.

IndyGo's Network in 2027

Changes associated with the Future Service Plan and continued efforts to make existing bus stops ADA compliant are expected to produce a significantly more accessible network in the coming years. This analysis offers an approximate glimpse into IndyGo's network in 2027. Note that it only accounts for bus stops with a specific plan for design, construction, or removal, and does not factor in additional ones that may be grouped into packages between now and 2027. With new bus stops added to packages every year, the actual rate of compliance in 2028 will likely be higher. Based on the number of bus stops with specific plans assigned to them, IndyGo's network in 2028 will have a 47% rate of compliance.

Further improvements will not follow a consistent trajectory as so much of the next figures depend on the Future Service Plan. The rate of compliance is expected to increase at an unusual rate in the next few years due to Future Service Plan changes, while subsequent years will depend fully on improvement packages. The monetary cost of infrastructural improvements per stop can be expected to escalate, not only because of external economic factors, but also because the last bus stops to improve in the network will be those delayed by significant barriers. These could include right-of-way issues, for which easements are necessary and could significantly increase the costs, as well as areas with little to no pedestrian infrastructure that require larger interventions to make compliant. However, with increasingly effective and sophisticated methods of funding acquisition and construction of future BRT lines complete, the level of funding to meet these challenges may become available in 2027.

Above: Rendering of the Blue Line, a key component of IndyGo's future network

Conclusion

The social model of disability posits disability not as a fixed medical condition but as a relational condition. Effectively, people are rendered disabled by their social and material circumstances. The built environment of much of Marion County can therefore be seen as disabling, as it does not meet the accessibility needs of many and hinders them from living dignified, autonomous lives. As of 2025, 40% of IndyGo bus stops are ADA compliant. IndyGo's project is to make its network accessible to a wide range of accessibility needs. The efforts described in this document are to make all bus stops in IndyGo's network ADA compliant. They include prioritization of specific areas, grouping efforts into improvement packages with shared geographies and funding strategies, collaboration with partner agencies (such as the Indianapolis Department of Public Works), and addressing roadblocks such as Right-Of-Way and infrastructural constraints.

The order in which bus stops are improved depends on priority, as determined by operational and demographic data. The latest analysis shows some priority areas consistent with previous data and others that have emerged. Recent additions are especially concentrated along the East 38th Street corridor, including Meadows, Forest Manor, Devington, and the Far Eastside. Pedestrian improvements included in or associated with the Purple Line address IndyGo's accessibility issues in this area. Bringing the area to ADA compliance will take an invigorated focus on robust bus stop improvement packages.

IndyGo's network is going through significant changes in observance of the Future Service Plan. These include bus stop additions, removals, and the introduction of an additional BRT lines following the already completed Red and Purple Lines. Future Service Plan modifications will be performed in conjunction with system-wide improvements to existing bus stops to plan for a future that belongs to all Indianapolis residents and visitors, in all their diverse accessibility needs. IndyGo anticipates that nearly 50% of stops will be ADA compliant by the completion of the Future Service Plan's recommendations, a number that will only grow as the organization and City keeps improving its shared pedestrian network.

Appendix

Table: Scoring results by Census Tract, ranked by Composite Score

Site (TRACTCE)	Composite Score (40% Ops, 60% Dem, Low Paratransit)	Operational Score	Demographic Score	Trips to Stop Per Square Mile	Fixed-Route Ridership Per Square Mile	Paratransit Ridership Per Square Mile
350300	0.69	0.66	0.69	2040.48	3144.78	886.50
355100	0.61	0.40	0.76	1546.77	726.88	1333.19
322601	0.55	0.36	0.68	1539.77	388.00	1240.91
355000	0.52	0.39	0.59	1882.21	920.88	699.99
330803	0.52	0.39	0.60	1844.63	373.65	1248.76
341600	0.51	0.33	0.66	896.10	337.56	1646.49
353300	0.50	0.64	0.42	2159.92	1027.47	2549.59
350400	0.46	0.52	0.40	3000.38	875.34	787.26
350600	0.46	0.24	0.61	1127.33	122.05	876.81
330806	0.45	0.14	0.66	589.28	88.64	564.66
351900	0.44	0.22	0.60	709.55	151.63	1106.13
360900	0.43	0.33	0.50	1652.10	202.24	1115.73
351000	0.43	0.36	0.48	1495.45	630.16	1065.16
320108	0.43	0.29	0.54	647.78	192.19	1682.85
351200	0.42	0.28	0.53	1229.67	206.85	1025.68
341200	0.42	0.23	0.56	835.18	137.43	1017.54
350500	0.42	0.23	0.53	1367.41	405.64	317.32
355400	0.42	0.20	0.55	1004.86	666.46	152.41
352100	0.40	0.14	0.58	772.88	127.43	311.14
350900	0.39	0.29	0.46	1802.79	244.06	520.66
360602	0.39	0.40	0.43	708.91	164.45	2608.92
331000	0.39	0.16	0.53	804.27	149.83	505.57
330900	0.39	0.12	0.57	489.72	23.41	538.49
340600	0.38	0.40	0.42	539.24	70.71	2875.95
360402	0.38	0.10	0.57	649.21	55.08	147.55
360800	0.38	0.24	0.48	839.39	136.78	1146.42
360102	0.38	0.15	0.53	779.00	87.43	471.53
354800	0.37	0.15	0.51	1115.17	185.86	28.59
350800	0.37	0.08	0.56	360.33	47.16	264.12
340400	0.37	0.15	0.52	455.22	58.40	844.08
352700	0.36	0.16	0.49	976.51	322.55	188.47
355300	0.36	0.28	0.44	494.55	55.99	1922.22
322700	0.36	0.17	0.49	631.46	14.51	860.64
390700	0.35	0.17	0.49	555.60	68.29	875.30
351500	0.35	0.29	0.40	1260.59	289.24	988.61

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"Population Per Square Mile"	Daytime Population Per Square Mile	Minoritized Population	Households with 1+ Members with a Disability	Households without Access to a Vehicle	Age Dependent Population	Households Below Poverty Line
9938.73	8486.71	64%	24%	38%	39%	42%
7320.48	5591.12	59%	62%	43%	37%	57%
3519.98	6713.12	96%	40%	31%	42%	55%
6838.16	5973.28	47%	43%	28%	36%	38%
7185.81	4729.57	80%	40%	12%	44%	41%
4645.64	5306.18	86%	50%	34%	45%	33%
3793.38	20586.03	25%	19%	15%	19%	17%
4798.77	4073.91	57%	14%	15%	35%	19%
5691.23	3511.52	95%	37%	23%	47%	30%
8204.02	5060.62	85%	40%	17%	50%	40%
4844.41	3260.06	98%	45%	24%	46%	22%
5570.82	9955.57	41%	28%	16%	43%	25%
5906.56	6560.23	59%	29%	13%	41%	19%
4903.20	19335.73	66%	28%	13%	31%	21%
3562.06	2995.73	94%	31%	19%	46%	25%
6179.24	4955.55	91%	35%	18%	41%	22%
3847.07	3482.32	90%	40%	10%	45%	31%
7253.58	5029.46	43%	38%	29%	30%	33%
3392.73	3611.19	76%	51%	23%	43%	34%
5079.71	3742.26	66%	25%	17%	38%	18%
3785.34	3690.19	45%	41%	11%	42%	15%
3672.40	2871.99	97%	36%	9%	47%	33%
5912.69	3931.39	87%	28%	23%	36%	37%
3692.08	2601.71	73%	31%	8%	41%	15%
3277.54	2830.96	89%	17%	25%	53%	43%
2298.74	4372.13	58%	40%	26%	44%	16%
2110.08	2801.65	88%	49%	15%	41%	31%
7934.88	6957.91	61%	26%	10%	43%	19%
3375.06	3505.23	89%	35%	20%	44%	38%
5343.16	3855.41	78%	34%	15%	40%	27%
3145.85	3225.54	55%	26%	20%	46%	37%
7723.08	6273.64	40%	10%	12%	43%	21%
2002.69	1347.05	71%	49%	20%	40%	25%
5290.61	4525.50	78%	36%	13%	39%	14%
3606.93	6978.57	61%	30%	9%	22%	21%

Table: Scoring results by Census Tract, ranked by Composite Score

Site (TRACTCE)	Composite Score (40% Ops, 60% Dem, Low Paratransit)	Operational Score	Demographic Score	Trips to Stop Per Square Mile	Fixed-Route Ridership Per Square Mile	Paratransit Ridership Per Square Mile
340301	0.35	0.08	0.53	519.26	82.71	82.71
352800	0.35	0.11	0.51	533.51	34.00	427.98
341903	0.35	0.09	0.52	269.60	65.47	489.13
330106	0.35	0.16	0.48	511.81	64.08	860.50
357400	0.35	0.08	0.53	255.06	19.03	453.65
354700	0.34	0.13	0.50	276.85	64.27	830.55
351600	0.34	0.43	0.31	1144.27	787.48	1870.59
357300	0.34	0.03	0.55	237.07	10.20	56.08
354900	0.34	0.13	0.50	202.34	105.99	826.21
360401	0.34	0.11	0.50	361.48	80.55	532.40
341100	0.34	0.17	0.46	672.55	103.28	700.26
322100	0.34	0.18	0.45	871.81	141.17	584.51
340202	0.34	0.20	0.44	678.62	164.34	939.91
381204	0.34	0.10	0.50	311.31	61.75	510.71
352500	0.34	0.20	0.43	574.01	376.82	853.21
350700	0.34	0.12	0.48	600.73	82.27	412.91
310306	0.33	0.11	0.48	434.38	132.16	433.88
355600	0.32	0.13	0.44	839.04	251.08	110.18
330804	0.32	0.07	0.49	373.97	200.76	23.62
340201	0.32	0.12	0.46	556.98	71.61	474.76
352600	0.32	0.14	0.44	773.87	304.47	166.08
340302	0.32	0.07	0.49	271.77	31.83	277.89
354500	0.32	0.16	0.41	942.32	425.56	124.63
361100	0.32	0.23	0.36	1292.22	488.57	327.04
370203	0.32	0.10	0.47	274.08	37.93	565.29
360302	0.31	0.06	0.49	264.53	34.38	203.35
340102	0.31	0.13	0.44	290.48	108.80	749.98
381203	0.31	0.05	0.48	372.05	52.42	33.82
330805	0.31	0.12	0.44	486.89	146.37	464.90
355700	0.31	0.12	0.43	602.70	202.88	253.89
310309	0.31	0.06	0.47	192.80	45.19	310.28
341904	0.30	0.11	0.43	630.89	76.88	309.79
352300	0.30	0.08	0.46	325.53	43.26	356.89
390500	0.30	0.06	0.46	406.27	35.67	124.05
356400	0.30	0.17	0.40	609.58	196.37	717.03
330600	0.30	0.02	0.50	0.00	0.00	130.97
353600	0.30	0.12	0.42	829.98	42.13	166.72

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"Population Per Square Mile"	Daytime Population Per Square Mile	Minoritized Population	Households with 1+ Members with a Disability	Households without Access to a Vehicle	Age Dependent Population	Households Below Poverty Line
9206.47	4893.88	81%	23%	2%	40%	31%
1480.93	2916.12	85%	32%	28%	34%	34%
7986.54	4136.42	82%	22%	12%	41%	24%
3959.63	18921.03	58%	17%	10%	37%	14%
3500.39	2329.78	58%	36%	22%	51%	34%
7099.25	5462.87	61%	13%	12%	31%	46%
6692.33	6029.72	31%	11%	5%	24%	7%
2591.22	2754.37	44%	35%	34%	44%	46%
6164.03	4622.42	60%	32%	24%	21%	32%
5925.14	4374.11	80%	37%	8%	34%	27%
5632.29	4493.74	63%	34%	10%	38%	19%
8059.29	4371.44	55%	27%	9%	40%	10%
5791.95	5775.39	58%	20%	12%	40%	16%
3778.20	6336.87	40%	45%	28%	47%	10%
5814.30	3777.93	25%	25%	24%	29%	29%
2660.61	2055.22	94%	31%	11%	52%	17%
3913.37	3929.83	94%	25%	13%	41%	20%
2344.44	2230.03	54%	33%	15%	39%	35%
6371.27	5513.11	67%	10%	15%	39%	34%
5003.58	3552.77	74%	44%	0%	44%	14%
4140.37	3745.94	52%	24%	5%	45%	34%
6056.09	4589.51	85%	26%	10%	34%	26%
6760.38	4857.50	36%	18%	19%	27%	21%
6323.53	4530.76	10%	23%	17%	29%	16%
5718.94	3370.92	43%	35%	6%	39%	38%
1687.37	2964.55	87%	26%	8%	44%	45%
3536.52	4544.23	54%	34%	17%	39%	17%
5491.09	5995.05	56%	36%	15%	39%	17%
1726.11	3270.20	72%	26%	16%	45%	21%
2365.70	4398.02	31%	30%	18%	42%	33%
5274.77	3429.65	83%	26%	14%	37%	19%
5259.69	4235.34	78%	14%	11%	38%	17%
1294.55	2955.73	90%	40%	8%	43%	21%
1976.31	1405.67	87%	33%	12%	46%	24%
2646.82	3552.55	52%	32%	7%	31%	32%
5797.67	3249.06	50%	41%	19%	36%	26%
2011.45	2557.95	73%	24%	17%	30%	31%

Table: Scoring results by Census Tract, ranked by Composite Score

Site (TRACTCE)	Composite Score (40% Ops, 60% Dem, Low Paratransit)	Operational Score	Demographic Score	Trips to Stop Per Square Mile	Fixed-Route Ridership Per Square Mile	Paratransit Ridership Per Square Mile
360101	0.30	0.14	0.42	307.34	41.77	837.47
342500	0.30	0.10	0.42	741.65	80.95	114.87
310312	0.30	0.12	0.43	276.43	52.55	693.96
320903	0.30	0.01	0.49	93.52	21.94	0.00
351700	0.30	0.19	0.37	975.45	94.15	621.84
353500	0.30	0.21	0.36	1144.40	66.95	619.94
341701	0.30	0.08	0.44	543.39	69.04	109.96
310203	0.30	0.07	0.45	254.57	68.28	333.46
390900	0.30	0.20	0.35	1346.99	137.31	349.35
340700	0.29	0.05	0.46	192.60	29.83	200.98
352400	0.29	0.05	0.45	284.70	61.62	142.97
320206	0.29	0.06	0.45	244.49	68.76	199.74
340108	0.29	0.08	0.43	532.50	87.65	118.33
357800	0.29	0.13	0.39	747.74	383.90	30.11
330211	0.29	0.04	0.46	75.12	22.24	269.84
322500	0.29	0.07	0.43	380.30	16.85	193.76
310106	0.28	0.15	0.39	448.20	65.67	781.18
320902	0.28	0.11	0.41	250.06	13.48	682.75
360202	0.28	0.08	0.42	209.94	12.15	445.91
356900	0.28	0.06	0.42	458.05	66.42	6.87
330702	0.28	0.00	0.46	0.00	0.00	0.00
340500	0.28	0.02	0.45	121.33	12.07	30.84
360601	0.28	0.13	0.37	764.86	89.24	319.96
342600	0.28	0.04	0.43	231.35	84.13	8.09
350100	0.27	0.08	0.40	585.17	52.10	48.10
322200	0.27	0.19	0.31	1341.77	349.54	64.83
360201	0.27	0.11	0.38	593.82	58.94	291.35
342200	0.27	0.03	0.43	128.80	30.46	113.57
310105	0.27	0.16	0.35	376.98	57.80	931.04
358000	0.26	0.02	0.43	157.87	7.65	28.95
310204	0.26	0.05	0.41	178.29	26.00	272.08
357200	0.26	0.07	0.39	310.76	39.59	263.25
340904	0.26	0.10	0.37	485.16	26.48	404.65
380402	0.26	0.08	0.38	395.80	12.81	327.11
380200	0.26	0.06	0.39	302.03	123.36	86.15
340113	0.26	0.00	0.43	0.00	0.00	0.00
360406	0.25	0.02	0.41	79.09	49.29	46.99

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"Population Per Square Mile"	Daytime Population Per Square Mile	Minoritized Population	Households with 1+ Members with a Disability	Households without Access to a Vehicle	Age Dependent Population	Households Below Poverty Line
2250.83	2897.33	51%	26%	20%	42%	23%
3883.27	3332.04	40%	41%	6%	50%	16%
4837.59	3077.48	90%	18%	14%	32%	15%
6638.53	3422.02	81%	27%	5%	36%	31%
2639.51	2911.02	58%	28%	14%	32%	14%
2700.45	4621.01	51%	10%	25%	12%	31%
2993.11	2732.28	64%	34%	11%	37%	28%
3371.03	4240.80	72%	37%	10%	43%	13%
5723.42	3919.31	37%	15%	7%	30%	20%
2433.18	1940.16	69%	42%	16%	45%	17%
4099.25	2895.11	67%	23%	15%	39%	28%
3488.30	3414.08	64%	44%	13%	34%	19%
5975.88	5349.15	81%	11%	12%	28%	19%
3916.83	5495.11	18%	38%	15%	33%	18%
2525.46	2140.46	75%	34%	21%	34%	23%
1942.43	2859.49	76%	29%	21%	29%	25%
4846.10	4737.80	63%	23%	9%	35%	6%
4997.46	3339.00	72%	20%	7%	35%	19%
2329.31	3059.76	68%	34%	6%	39%	27%
4278.18	4271.30	26%	40%	17%	31%	25%
4537.86	4435.87	57%	35%	2%	47%	29%
4215.74	2848.26	82%	28%	5%	34%	32%
3288.83	2455.22	27%	46%	6%	43%	11%
2802.92	2397.65	45%	45%	12%	39%	25%
1820.97	1353.37	84%	36%	10%	41%	6%
6243.74	4067.59	23%	11%	2%	39%	8%
2318.57	2678.87	80%	33%	8%	23%	19%
2349.37	5382.36	47%	35%	7%	44%	27%
1468.16	4334.91	52%	32%	7%	38%	11%
715.08	1719.68	19%	44%	18%	44%	39%
2395.37	2847.61	84%	31%	10%	28%	21%
4724.71	4720.75	36%	36%	8%	26%	25%
4902.46	4291.24	34%	31%	6%	38%	12%
5673.84	3990.55	16%	33%	9%	38%	17%
1580.16	2076.04	24%	36%	17%	42%	27%
3436.15	3548.47	38%	43%	14%	47%	12%
3450.00	3566.91	88%	9%	22%	19%	26%

Table: Scoring results by Census Tract, ranked by Composite Score

Site (TRACTCE)	Composite Score (40% Ops, 60% Dem, Low Paratransit)	Operational Score	Demographic Score	Trips to Stop Per Square Mile	Fixed-Route Ridership Per Square Mile	Paratransit Ridership Per Square Mile
360301	0.25	0.02	0.41	103.41	25.05	80.79
380301	0.25	0.05	0.39	404.62	34.05	24.04
360502	0.25	0.15	0.32	939.17	179.43	204.89
322000	0.25	0.08	0.36	421.63	75.05	259.38
310305	0.25	0.03	0.39	180.00	58.85	72.69
380302	0.25	0.07	0.37	262.38	126.74	214.58
357601	0.25	0.06	0.38	105.21	4.95	417.13
310111	0.25	0.11	0.35	259.56	52.09	669.31
360700	0.25	0.15	0.30	918.60	155.20	306.62
330500	0.25	0.04	0.39	87.57	36.12	192.46
357602	0.24	0.02	0.39	29.46	1.96	178.70
357900	0.24	0.12	0.32	646.30	117.03	270.75
340115	0.24	0.03	0.38	191.05	27.79	70.34
321001	0.24	0.05	0.37	214.51	24.13	182.34
310311	0.24	0.00	0.40	0.00	0.00	0.00
355900	0.24	0.18	0.27	1001.10	364.53	288.36
322602	0.24	0.04	0.37	268.62	11.00	73.83
330701	0.24	0.00	0.39	0.00	0.00	0.00
390102	0.23	0.03	0.37	51.10	21.79	230.34
380502	0.23	0.08	0.34	84.97	0.00	649.88
381004	0.23	0.02	0.37	183.37	8.67	12.39
322300	0.23	0.12	0.30	746.66	136.23	222.69
320105	0.23	0.04	0.36	111.55	13.70	235.83
342300	0.23	0.01	0.37	123.32	0.96	0.96
357000	0.23	0.08	0.32	606.39	154.88	7.88
310201	0.23	0.09	0.33	316.12	22.95	432.92
342101	0.23	0.04	0.35	205.68	42.80	121.19
320106	0.23	0.00	0.38	15.87	8.93	0.00
341702	0.23	0.06	0.34	434.54	20.05	42.03
355500	0.23	0.01	0.37	98.71	2.06	6.17
360405	0.23	0.02	0.37	0.00	0.00	152.52
354400	0.22	0.12	0.28	830.37	246.76	39.17
381003	0.22	0.04	0.34	188.30	39.57	115.98
320500	0.22	0.08	0.32	260.40	3.95	440.31
380700	0.22	0.02	0.35	75.07	14.61	72.05
360501	0.21	0.06	0.30	361.76	203.09	20.19
340901	0.21	0.02	0.34	68.15	0.00	127.78

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"Population Per Square Mile"	Daytime Population Per Square Mile	Minoritized Population	Households with 1+ Members with a Disability	Households without Access to a Vehicle	Age Dependent Population	Households Below Poverty Line
2876.19	4070.29	65%	30%	9%	35%	21%
4204.43	2628.02	30%	46%	5%	38%	16%
1603.46	2024.37	46%	21%	9%	41%	10%
3552.91	3714.06	58%	29%	4%	31%	16%
3638.73	3171.43	86%	20%	5%	33%	17%
3270.88	5145.36	27%	36%	10%	24%	28%
6363.40	4202.24	26%	39%	4%	22%	25%
3042.69	3364.76	74%	27%	4%	32%	6%
2770.94	2806.27	19%	25%	12%	34%	12%
3060.50	2313.43	68%	22%	4%	46%	17%
2912.14	2554.75	58%	24%	12%	46%	13%
2904.83	3137.15	31%	27%	11%	33%	12%
4707.62	3085.44	70%	22%	9%	32%	10%
1982.90	1483.49	63%	32%	5%	45%	13%
3827.74	2178.20	75%	27%	6%	44%	9%
5500.61	5797.13	15%	18%	5%	20%	6%
2730.15	1859.90	74%	27%	8%	38%	7%
5185.82	5764.89	71%	21%	8%	30%	8%
2461.58	3001.55	48%	28%	4%	50%	13%
4556.06	3409.01	34%	22%	6%	26%	26%
4086.12	4490.02	42%	24%	10%	23%	28%
6452.69	4121.02	21%	22%	2%	29%	6%
4181.26	3140.10	47%	26%	2%	46%	9%
3272.19	3175.85	32%	44%	8%	39%	11%
4977.15	3835.24	8%	33%	10%	27%	12%
1301.68	3776.62	59%	26%	3%	39%	10%
3243.69	2990.76	50%	28%	3%	42%	11%
3361.50	1983.77	57%	19%	6%	48%	17%
1495.01	4706.18	17%	48%	0%	39%	17%
4236.48	2780.45	28%	30%	9%	42%	14%
3244.69	2100.03	74%	20%	3%	40%	14%
2814.25	4243.90	17%	23%	15%	17%	14%
4517.75	4665.11	43%	18%	6%	38%	8%
2450.11	2190.50	30%	25%	8%	41%	13%
3434.59	2652.65	40%	16%	13%	38%	17%
3686.24	2626.35	50%	17%	4%	36%	5%
2974.52	1732.18	51%	33%	2%	40%	8%

Table: Scoring results by Census Tract, ranked by Composite Score

Site (TRACTCE)	Composite Score (40% Ops, 60% Dem, Low Paratransit)	Operational Score	Demographic Score	Trips to Stop Per Square Mile	Fixed-Route Ridership Per Square Mile	Paratransit Ridership Per Square Mile
310308	0.21	0.04	0.33	98.77	5.40	217.61
341902	0.21	0.02	0.34	62.65	18.51	81.88
321600	0.21	0.07	0.31	74.36	12.57	555.11
340101	0.21	0.03	0.33	79.15	13.39	203.97
321700	0.21	0.10	0.28	423.60	91.90	365.84
381102	0.21	0.01	0.34	42.69	10.41	66.11
357500	0.20	0.05	0.31	120.32	8.46	311.54
381205	0.20	0.00	0.34	29.98	1.18	11.76
380404	0.20	0.05	0.31	114.10	11.04	321.70
380501	0.20	0.00	0.34	28.77	1.25	0.00
381206	0.20	0.00	0.34	0.00	0.00	41.21
390411	0.20	0.03	0.32	87.71	61.91	79.46
361000	0.20	0.12	0.24	1074.96	17.41	26.11
330105	0.20	0.11	0.27	248.44	58.70	686.62
320109	0.20	0.08	0.29	46.92	9.78	608.01
380600	0.20	0.04	0.30	64.29	12.86	307.14
342000	0.20	0.02	0.31	148.58	17.13	36.68
321900	0.19	0.07	0.27	553.82	20.63	35.84
361200	0.19	0.00	0.32	0.00	0.00	0.00
390405	0.19	0.01	0.31	58.01	10.24	40.95
381101	0.19	0.01	0.31	54.62	2.85	25.65
357100	0.19	0.06	0.28	222.97	7.43	336.93
370201	0.19	0.01	0.31	43.53	1.09	22.85
310104	0.19	0.05	0.28	217.12	48.22	203.31
380403	0.19	0.03	0.29	213.96	18.88	22.65
322400	0.19	0.08	0.26	507.91	87.57	108.98
342400	0.19	0.01	0.30	97.69	6.11	0.27
360407	0.19	0.00	0.31	0.00	0.00	0.00
321800	0.19	0.09	0.25	485.53	76.74	216.94
320901	0.19	0.02	0.30	134.80	6.44	30.23
390602	0.18	0.04	0.29	18.00	6.43	300.28
341000	0.18	0.10	0.23	811.90	34.32	47.53
321200	0.18	0.08	0.25	463.56	155.96	77.98
358100	0.18	0.02	0.29	48.18	21.08	65.87
310110	0.18	0.01	0.30	46.60	5.48	0.00
370303	0.18	0.00	0.30	4.56	1.42	31.35
320400	0.18	0.03	0.28	119.53	9.80	128.03

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"Population Per Square Mile"	Daytime Population Per Square Mile	Minoritized Population	Households with 1+ Members with a Disability	Households without Access to a Vehicle	Age Dependent Population	Households Below Poverty Line
2482.41	2883.66	80%	20%	5%	33%	2%
2812.25	2233.43	39%	33%	5%	42%	8%
2994.97	2074.33	55%	11%	2%	43%	10%
2987.65	2386.71	24%	29%	3%	46%	13%
3605.00	4443.46	19%	14%	8%	29%	14%
3747.62	2726.25	38%	27%	5%	42%	7%
2494.26	3075.71	12%	33%	4%	43%	13%
4105.88	2805.05	40%	23%	3%	38%	14%
2759.87	2173.88	10%	35%	6%	46%	7%
3100.03	2336.90	23%	35%	9%	38%	12%
4026.51	2474.68	44%	22%	6%	36%	12%
4117.28	3050.29	25%	19%	7%	44%	7%
5220.31	3155.25	6%	13%	1%	36%	3%
1674.84	6275.94	23%	17%	7%	27%	13%
2705.73	2057.64	21%	21%	7%	45%	5%
2849.04	2263.80	48%	19%	4%	35%	10%
1859.77	2316.21	65%	17%	1%	44%	5%
5517.58	6269.04	19%	13%	1%	25%	10%
3701.47	2611.19	22%	29%	8%	36%	13%
2058.62	9095.35	37%	21%	4%	36%	3%
2732.22	1775.73	26%	32%	7%	43%	5%
5180.33	5001.95	22%	16%	4%	27%	7%
1948.03	1744.52	24%	35%	8%	36%	14%
853.27	6047.87	18%	28%	6%	35%	10%
4734.70	4095.36	15%	29%	0%	36%	5%
5199.74	3703.26	36%	10%	5%	21%	4%
451.55	1614.01	23%	41%	4%	33%	23%
2782.89	1458.39	65%	19%	3%	40%	3%
4929.12	3741.12	9%	16%	0%	37%	3%
3243.02	2014.00	42%	22%	1%	39%	7%
677.07	1387.58	56%	17%	9%	36%	9%
2332.73	3532.75	9%	16%	3%	38%	5%
4345.33	3881.77	10%	13%	0%	39%	4%
993.38	1473.32	34%	29%	6%	33%	18%
3688.22	2235.41	51%	15%	3%	29%	13%
2143.86	1436.56	32%	29%	3%	41%	10%
2184.92	3105.27	43%	17%	3%	36%	8%

Table: Scoring results by Census Tract, ranked by Composite Score

Site (TRACTCE)	Composite Score (40% Ops, 60% Dem, Low Paratransit)	Operational Score	Demographic Score	Trips to Stop Per Square Mile	Fixed-Route Ridership Per Square Mile	Paratransit Ridership Per Square Mile
340800	0.18	0.04	0.28	30.88	0.00	302.97
321100	0.18	0.01	0.28	80.31	6.09	36.28
321400	0.18	0.12	0.22	368.90	69.89	592.76
320202	0.17	0.08	0.24	257.94	9.12	454.66
330103	0.17	0.00	0.29	0.00	0.00	0.00
340903	0.17	0.02	0.27	127.44	10.62	0.00
320203	0.17	0.00	0.28	0.00	0.00	0.00
370204	0.17	0.00	0.28	10.15	1.59	3.80
361601	0.17	0.05	0.25	192.13	21.03	225.10
321002	0.17	0.01	0.27	54.53	3.07	21.47
320305	0.17	0.08	0.23	273.14	7.36	382.10
340111	0.16	0.01	0.27	0.00	0.00	46.72
361402	0.16	0.00	0.27	9.70	0.54	0.00
321300	0.16	0.05	0.24	151.95	2.23	321.78
320303	0.16	0.00	0.27	0.00	0.00	0.00
361300	0.16	0.04	0.24	248.10	29.71	48.53
370306	0.16	0.00	0.27	0.00	0.00	0.00
380902	0.16	0.04	0.24	93.59	1.18	216.66
320301	0.16	0.00	0.26	25.80	3.93	1.12
320306	0.16	0.04	0.24	181.78	19.19	117.99
390802	0.15	0.02	0.24	43.21	27.10	116.12
330401	0.15	0.00	0.25	7.55	0.00	27.45
320800	0.15	0.02	0.24	174.19	0.41	2.46
320205	0.15	0.03	0.23	113.40	34.94	84.19
320600	0.15	0.05	0.21	232.60	31.72	208.81
320107	0.15	0.00	0.24	15.62	3.90	0.00
381002	0.14	0.03	0.22	164.71	6.51	110.67
380800	0.14	0.02	0.22	159.86	23.63	8.34
310112	0.14	0.00	0.23	28.32	4.74	0.72
310108	0.14	0.00	0.23	0.00	0.00	0.00
320700	0.13	0.05	0.19	277.75	110.47	31.56
370304	0.13	0.00	0.21	0.00	0.00	0.00
390410	0.12	0.01	0.20	49.57	7.78	0.00
390601	0.12	0.00	0.20	0.00	0.00	0.00
390801	0.00	0.00	0.00	30.85	0.56	0.00

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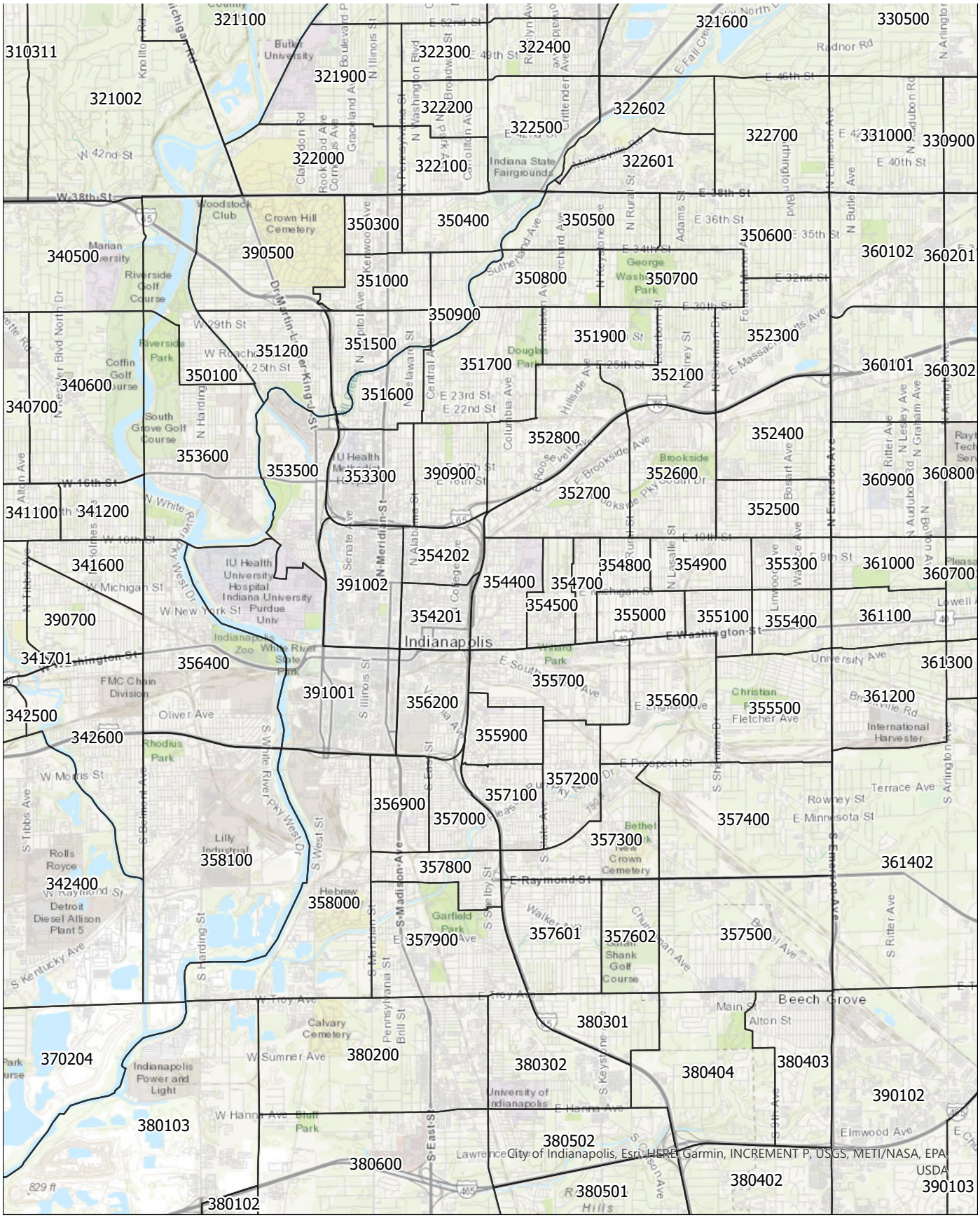
"Population Per Square Mile"	Daytime Population Per Square Mile	Minoritized Population	Households with 1+ Members with a Disability	Households without Access to a Vehicle	Age Dependent Population	Households Below Poverty Line
3512.18	2134.33	15%	28%	2%	39%	6%
1029.94	836.64	44%	17%	9%	38%	12%
2627.48	2148.22	25%	9%	5%	29%	8%
1647.00	3301.82	18%	15%	7%	36%	6%
2114.12	3394.91	35%	23%	3%	38%	8%
4019.62	2745.23	41%	15%	8%	13%	17%
3075.38	2451.54	29%	24%	8%	30%	8%
1042.44	1004.71	6%	45%	9%	40%	5%
1474.20	1468.75	55%	14%	7%	31%	1%
1799.92	1048.05	46%	17%	1%	36%	14%
2070.98	2681.31	4%	17%	0%	52%	0%
2228.78	2022.28	53%	23%	0%	33%	3%
1077.52	1042.87	29%	23%	5%	36%	17%
6142.93	4835.68	15%	8%	2%	21%	7%
5349.73	4928.30	47%	8%	6%	13%	8%
1000.30	1540.07	18%	29%	6%	29%	12%
3168.56	1753.17	13%	28%	0%	42%	7%
2351.04	2405.31	22%	16%	1%	38%	8%
2057.29	1869.96	11%	21%	0%	52%	5%
2244.55	3589.24	21%	15%	6%	31%	5%
444.51	760.44	27%	25%	4%	38%	8%
1966.06	1789.33	26%	27%	0%	39%	3%
1202.46	1097.29	9%	22%	2%	50%	3%
1033.78	8668.88	35%	8%	2%	24%	7%
2062.52	1459.89	20%	17%	2%	27%	11%
2171.08	4640.87	13%	23%	1%	39%	1%
2283.12	1596.30	6%	20%	3%	37%	4%
2059.44	2219.30	10%	22%	2%	28%	11%
945.74	821.53	34%	18%	2%	39%	3%
1040.26	611.76	27%	16%	0%	44%	6%
3219.33	4038.36	8%	6%	2%	26%	6%
417.76	261.79	24%	26%	2%	35%	5%
1762.07	1710.56	2%	8%	2%	46%	3%
2118.73	627.47	52%	4%	0%	22%	8%
0.00	443.87	0%	0%	0%	0%	0%

Map: Marion County Census Tracts with TRACTCE labels

Map: Center Township Census Tracts with TRACTCE labels



Document: Design Memorandum between IndyGo and the Indianapolis DPW

June 1, 2022

Design Memorandum No. 2022.06

TO:	**All DPW Engineering Design and Construction Staff and Design Consultants, Contractors**
FROM:	**Ericka Miller, PE, PTOE, PMP** **Deputy Director - Engineering** **Department of Public Works – City of Indianapolis**
RE:	**IndyGo Bus Stops**
EFFECIVE:	**Immediately**

Plans for all projects developed by the Indianapolis Department of Public Works (DPW) should be shared with IndyGo for review at the time of the 60% submittal; a link to plans should be emailed to busstops@indygo.net by the DPW Design Project Manager. If existing bus stops are located within project limits, IndyGo may request the following improvements be added:

- Boarding Area – up to 5'x8' concrete area adjacent to curb
    - 5' parallel to curb line, 8' perpendicular to curb line
- Shelter/Bench Pad – up to 12'x7' concrete area adjacent to sidewalk

If there is already at least one concrete pay item on the project, the requested improvements are within right-of-way, and the requested improvements do not exceed those summarized above, the improvements will be added to the project at no cost to IndyGo. These additions align with DPW's Complete Streets Policy and ongoing efforts to achieve ADA compliance within City right-of-way. If the requested improvements exceed those summarized above, a cost-share agreement between IndyGo and DPW would have to be executed before any improvements could be added to the project. It should be noted that bus stop amenities, such as signs, benches, trash cans or shelters, will be installed/relocated at IndyGo's expense, by an IndyGo contractor.

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IndyGo SM

ADA Transition Plan

Strategy for bus stop accessibility improvements

Updated 2025