

THE MARION COUNTY TRANSIT PLAN

YOUR INPUT, YOUR TRANSIT.

WHY STUDY A TRANSIT EXPANSION?

Since 2009, the Indy Connect initiative has pulled together city leaders, neighborhoods, businesses, residents, local organizations, and national transit experts to look at transit service in Central Indiana, and to map out what an improved transit system could look like in Indy. While transit isn't a silver bullet, these groups recognize that access to useful, low cost transit service has a positive impact on a number of issues Indy faces.



HOUSING

Housing near good public transit is in high demand, even in bad housing markets. During the last recession, residential values performed 42% better when they were located near high quality transit service.¹



HEALTH + SAFETY

The average transit rider gets 3 times more physical activity per day than non-riders by walking to stops and final destinations,⁶ and they're also 170 times less likely to be in an accident than car passengers.⁷



EMPLOYMENT

About 59% of transit trips are trips to work², and businesses located on transit routes have significantly less employee turnover.³ Indianapolis currently ranks 64th in job access via transit.⁴



HOUSEHOLD SAVINGS

Indy households spend about \$12,000 per year on transportation. On average, households in "transit rich" neighborhoods save \$6,000.⁸



UPWARD MOBILITY

Only about 1 of every 20 kids born in poverty in Indianapolis can climb to the top of the economic ladder, making Indy one of the least upwardly mobile cities in the U.S. (ranked 46th of 50).⁵ Transit provides reliable, low-cost access to work and school.



ECONOMIC GROWTH

Investments in transit typically generate \$3 for every \$1 invested,⁹ but it can be much more. Cleveland's Euclid Avenue HealthLine generated \$114.54 in economic development for every dollar, leveraging nearly \$6 billion in development along the corridor.¹⁰



MILLENNIALS

Millennials (born 1980-2000) are now the majority of the workforce, and attracting talented young workers is key to local economic development. Surveys and data show that Millennials are looking for walkable, mixed-use, transit-served neighborhoods.¹¹



MOBILITY FOR NON-DRIVERS

Those too old, too young, banned, or facing a disability that prevents them from driving experience major isolation. They make 15% fewer trips to the doctor, 59% fewer shopping trips and restaurant visits, and 65% fewer trips for social, family, and religious activities than drivers do.¹²



NON-DRIVING SENIORS

About 79% of Indy's senior citizens have poor transit access, which ranks 39th out of the 46 mid-sized U.S. metros.¹³ Indy's over-65 demographic will continue to grow exponentially over the next decade; seniors are living longer, and they're facing major barriers to driving as they try to age in place.

¹National Association of Realtors, The New Real-Estate Mantra: Location near Public Transportation

²Reconnecting America, Transit + Employment

³Ball State University, Center for Business and Economic Research, The Impact of bus transit on employee turnover

⁴Brookings Institute, Missed Opportunity: 100 Metropolitan Profiles

⁵Equality of Opportunity Project

⁶U.S. Center for Disease Control

⁷National Safety Council

⁸Center for Neighborhood Technology

⁹American Public Transportation Association

¹⁰Institute for Transportation & Development Policy, More Development for Your Transit Dollar

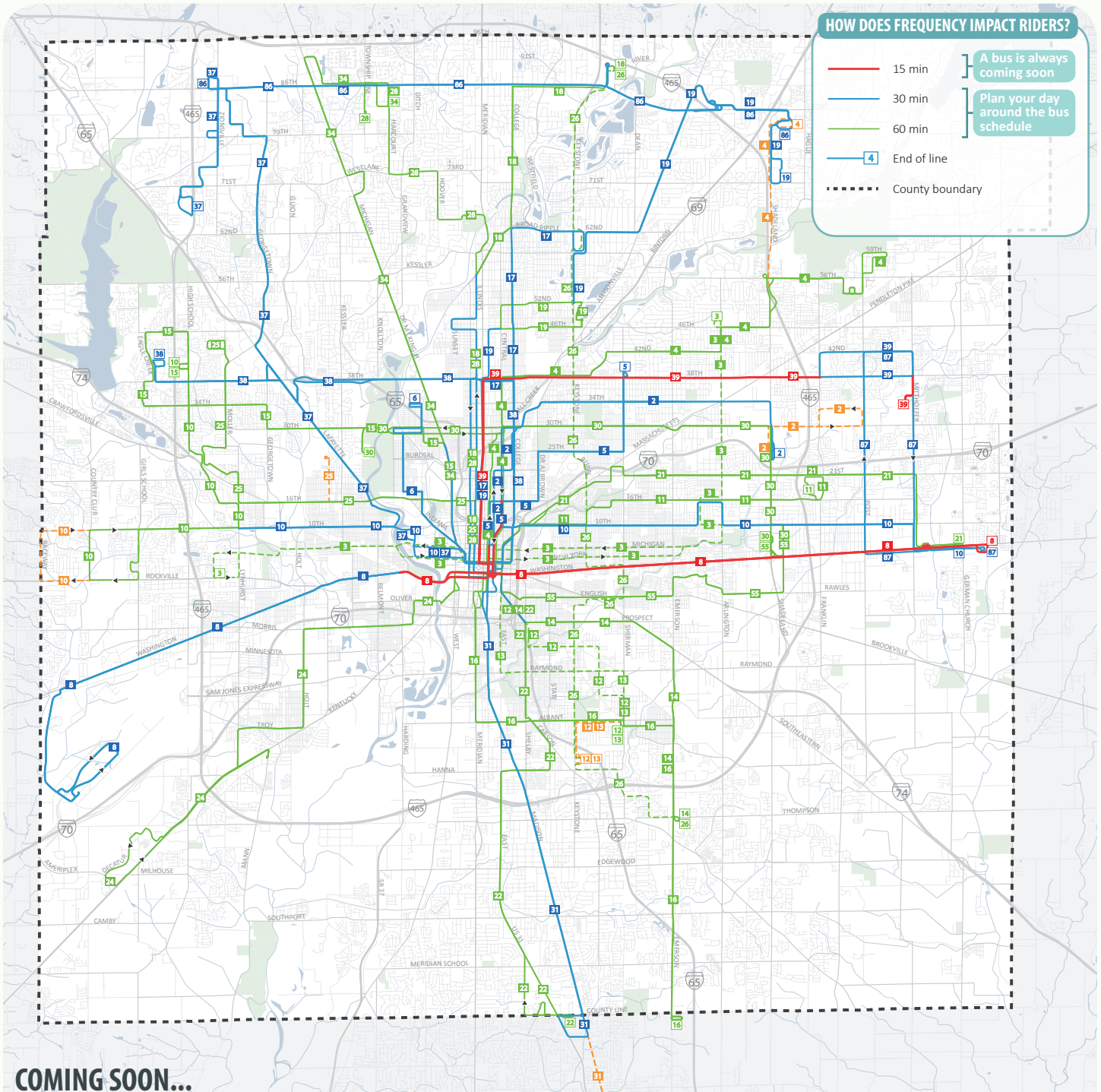
¹¹National Association of Realtors, 2015 National Community and Transportation Preference Study

¹²Transportation for America, Aging in Place, Stuck Without Options

¹³Transportation for America, Aging in Place, Stuck Without Options

2016

CURRENT INDYGO NETWORK



COMING SOON...

DOWNTOWN TRANSIT CENTER (DTC)

All downtown routes will take place at the DTC, opening in June 2016 at the southeast corner of Washington + Delaware. The DTC will provide public restrooms, indoor seating, and retail space.



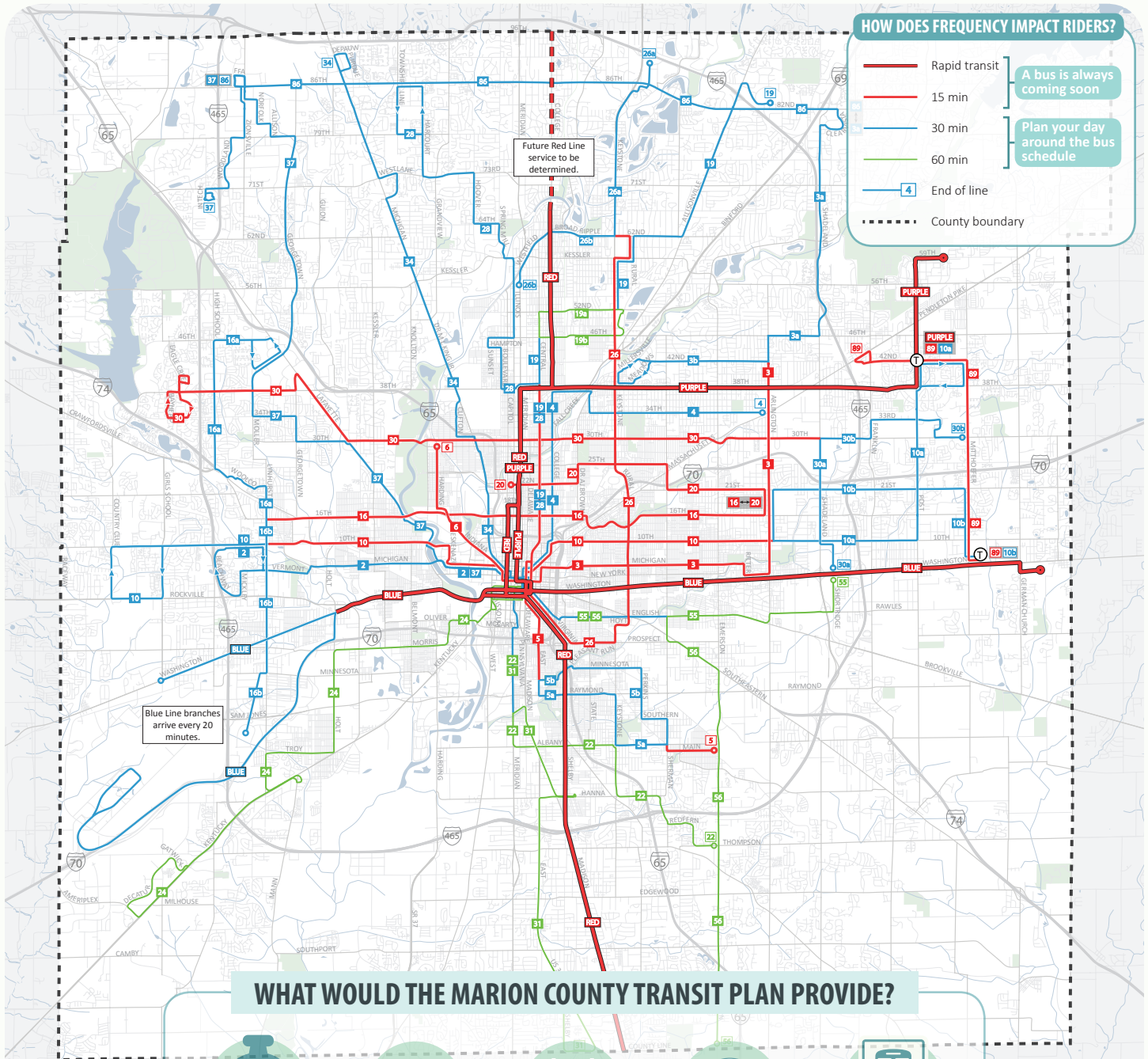
RED LINE PHASE ONE

Construction of Phase 1 of the Red Line, running from Broad Ripple to the University of Indianapolis, will begin in 2017.



2021

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HIGHER FREQUENCIES

Higher frequencies mean shorter wait times. Shorter wait times mean shorter commutes.



3 RAPID TRANSIT LINES

Three Bus Rapid Transit (BRT) Lines would run every 10 minutes and include fare payment at covered stations, level boarding, faster travel time, and some dedicated lanes.



EVERY ROUTE, EVERY DAY

Every bus route would run every day, even on the weekend.



LONGER HOURS

Service would be earlier in the morning and later at night. On weekdays, every route runs 20 hours a day.

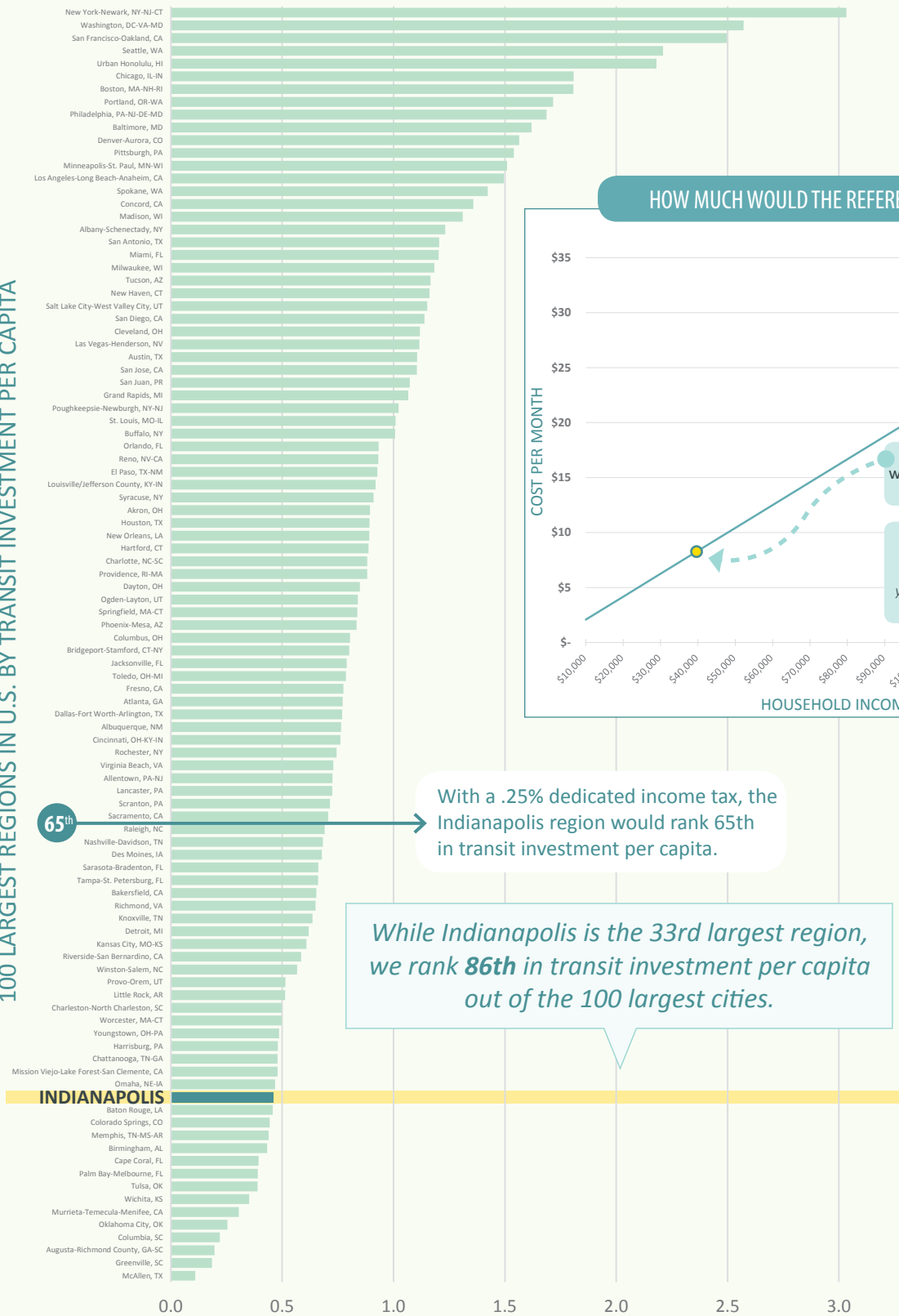


EASIER TRANSFERS

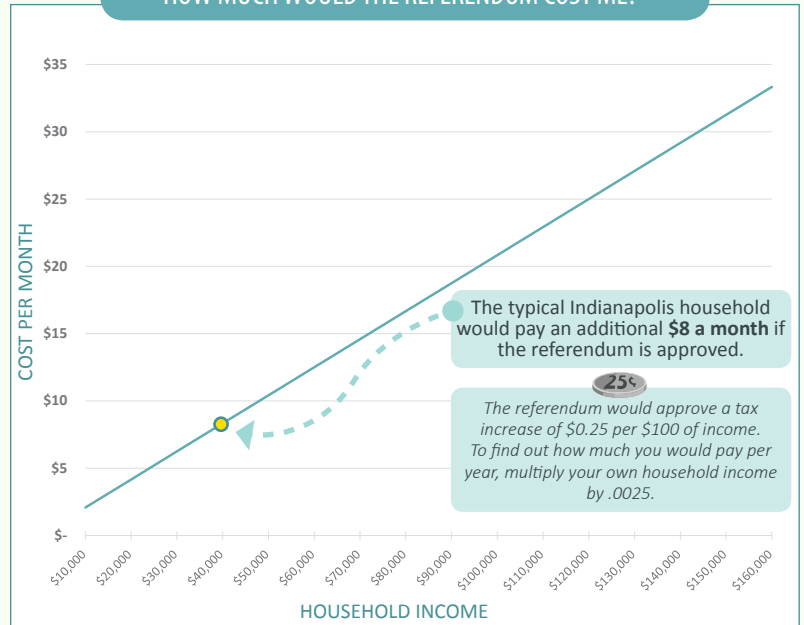
Advanced payment technology, real time arrival information, and an improved grid pattern would make transfers easier and more efficient.

HOW DOES INDY'S TRANSIT INVESTMENT COMPARE TO OTHER CITIES?

100 LARGEST REGIONS IN U.S. BY TRANSIT INVESTMENT PER CAPITA



HOW MUCH WOULD THE REFERENDUM COST ME?



With a .25% dedicated income tax, the Indianapolis region would rank 65th in transit investment per capita.

While Indianapolis is the 33rd largest region, we rank **86th** in transit investment per capita out of the 100 largest cities.

Revenue hours are the standard way to measure transit investment. One revenue hour represents one hour that one bus is available to the public.

THE PATH FORWARD

In 2009, a group of elected officials and business leaders got together to study a common question: *How can Central Indiana's transportation investments best position the region for economic growth?* The group called itself the Central Indiana Transit Task Force (CITTF), and members included the Central Indiana Corporate Partnership (CICP), Indy Chamber, Metropolitan Indianapolis Board of Realtors (MIBOR), and Central Indiana Community Foundation (CICF). They reviewed the region's Long Range Transportation Plan and agreed that, while the proposed infrastructure improvements were good, they didn't go nearly far enough.

In early 2010, with the Task Force report as a starting point, three public agencies—IndyGo, the Metropolitan Planning Organization (MPO), and the Central Indiana Regional Transportation Authority (CIRTA)—began engaging Central Indiana residents to shape the Indy Connect plan.



NEIGHBORHOOD GROUPS

STAKEHOLDERS

ELECTED OFFICIALS

TRANSIT RIDERS

INDY CONNECT

THE CENTRAL INDIANA
TRANSIT PLAN
YOUR INPUT, YOUR TRANSIT.

**MARION COUNTY
TRANSIT PLAN**

**HAMILTON COUNTY
TRANSIT PLAN**

**JOHNSON COUNTY
TRANSIT PLAN**

**OTHER COUNTY
TRANSIT PLANS**

*By state law, Marion
County must go first.

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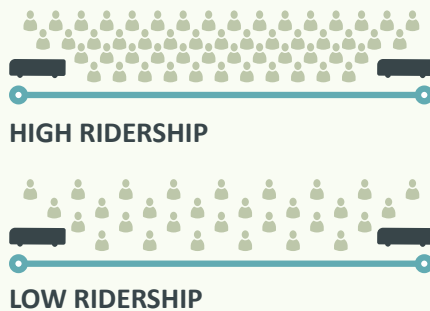
QUALITIES FOR GROWING RIDERSHIP

The Marion County Transit Plan proposes to offer service to virtually everyone being served by the existing system. At the same time, the Plan will invest new resources to expand and improve service for current and future riders.

INDYGO WILL BUILD RIDERSHIP BY INVESTING IN A FREQUENT, CONNECTED NETWORK SERVING AREAS OF:

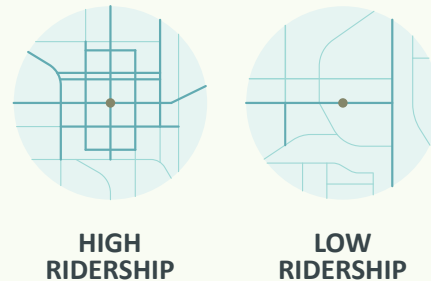
DENSITY

More people going to and from areas around each stop increases ridership.



WALKABILITY

Ridership is higher among people who can easily walk to a stop.



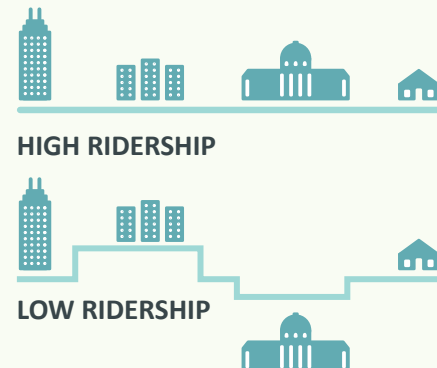
CONTINUITY

Transit that doesn't cross long low-ridership gaps increases ridership.



LINEARITY

Transit that runs in straight lines attracts through-riders.



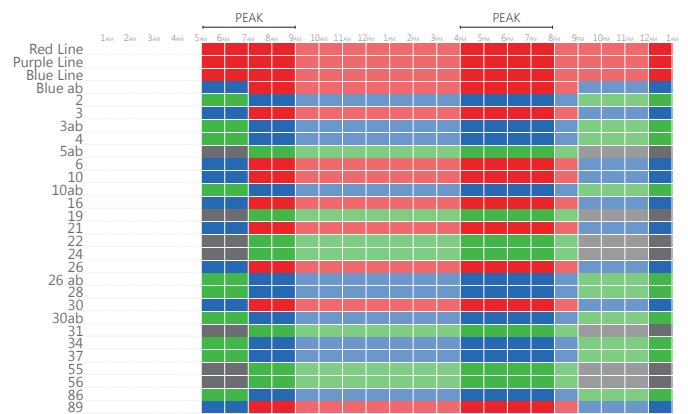
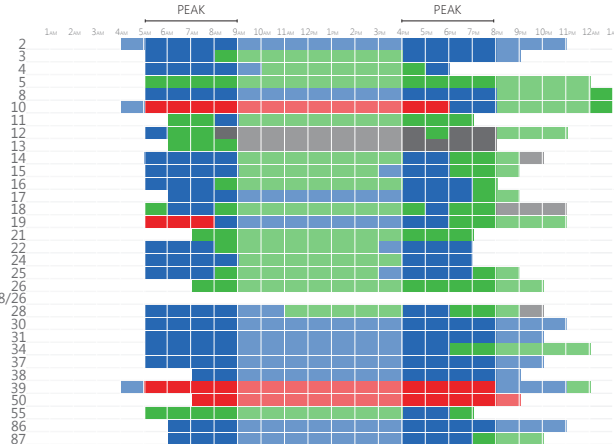
EVERY ROUTE, EVERY DAY

With the Marion County Transit Plan, every route would run every day, even on weekends. Additionally, buses would run earlier in the morning and later at night. The charts below show the route frequencies throughout the day for the 2021 system and the 2016 system. Red shows that a bus is running at 15 minute frequencies, blue shows that a bus is running at 30 minute frequencies, and green shows 60 minute frequencies.

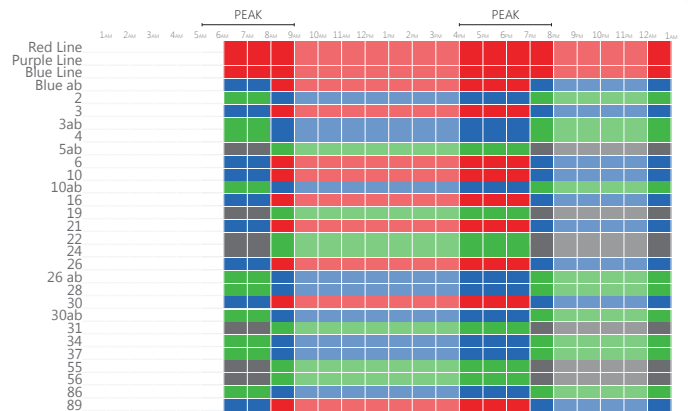
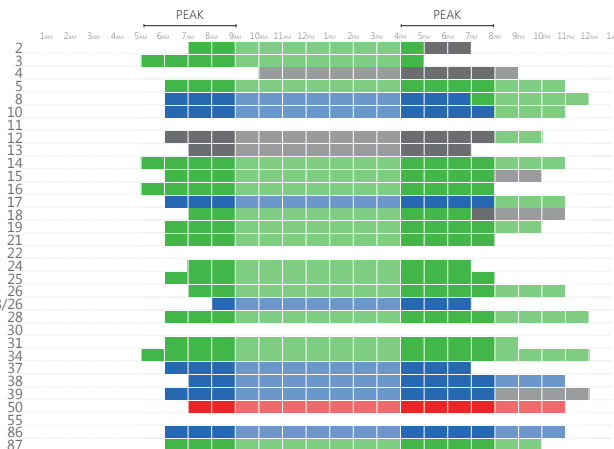
2016: CURRENT INDYGO SYSTEM

2021: MARION COUNTY TRANSIT PLAN

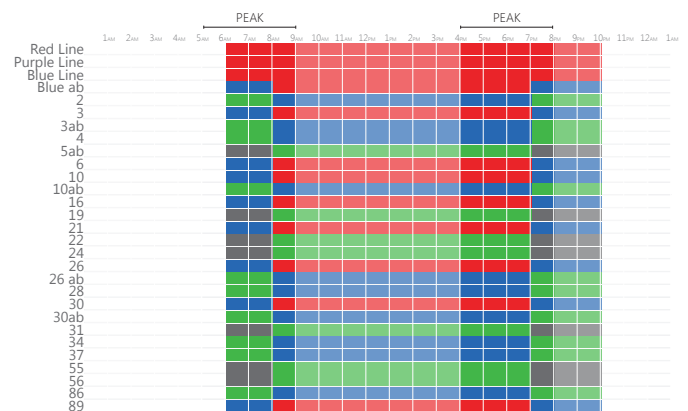
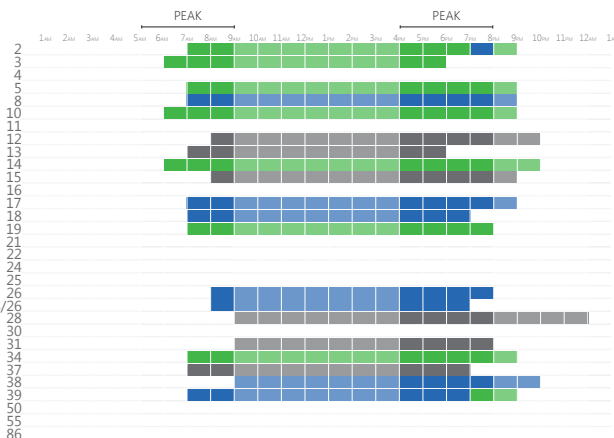
MONDAY - FRIDAY



SATURDAY



SUNDAY



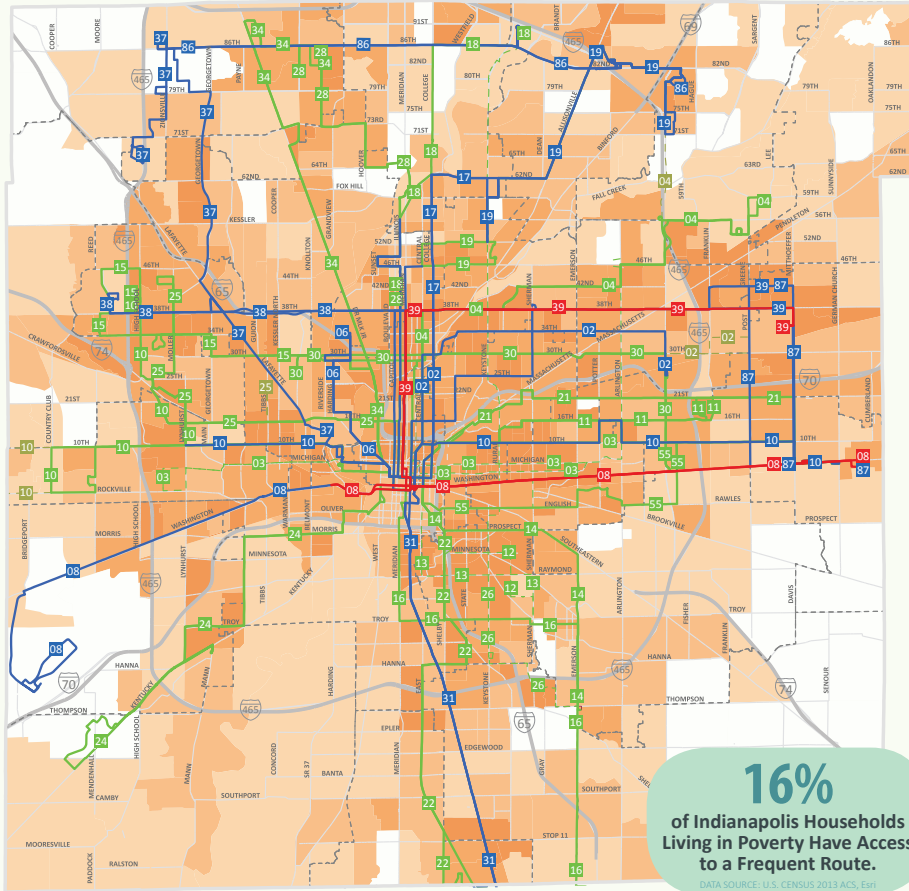
FREQUENCY

15 Minutes 60 Minutes 30 Minutes 120 Minutes

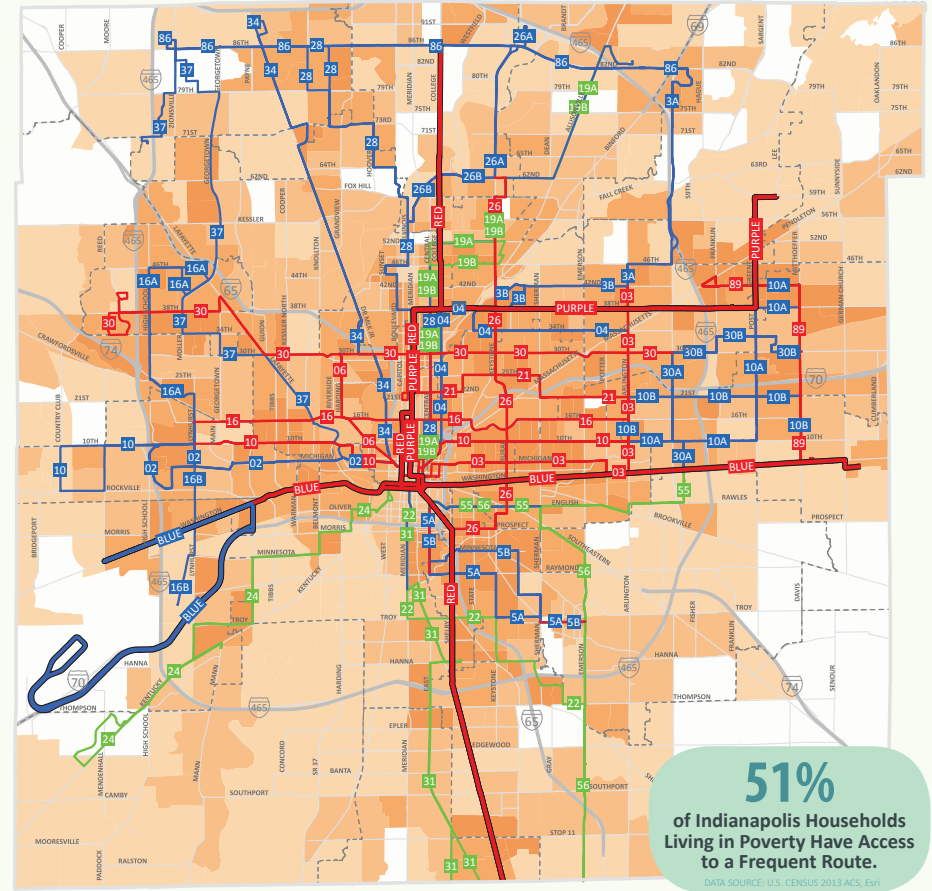
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POPULATION IN POVERTY

THE CURRENT INDYGO SYSTEM



THE MARION COUNTY TRANSIT PLAN



FREQUENCY

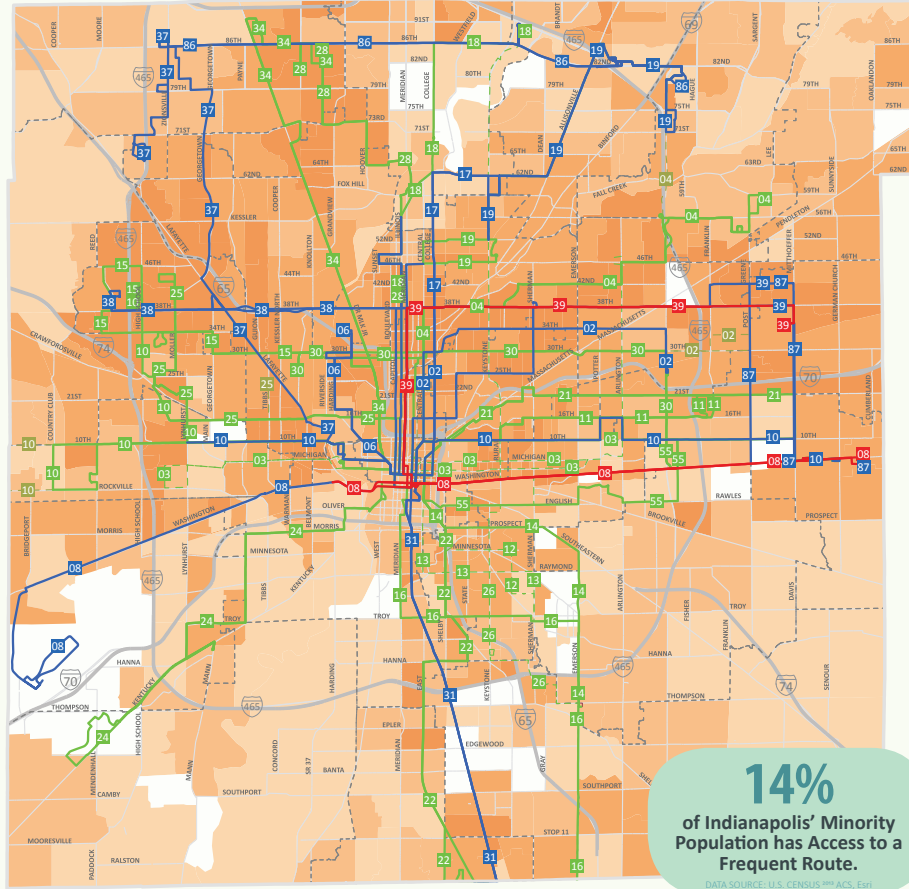
- 10 Minutes
- 15 Minutes
- 30 Minutes
- 60 Minutes
- >60 Minutes
- Limited Times Only

HOUSEHOLDS IN POVERTY PER SQUARE MILE

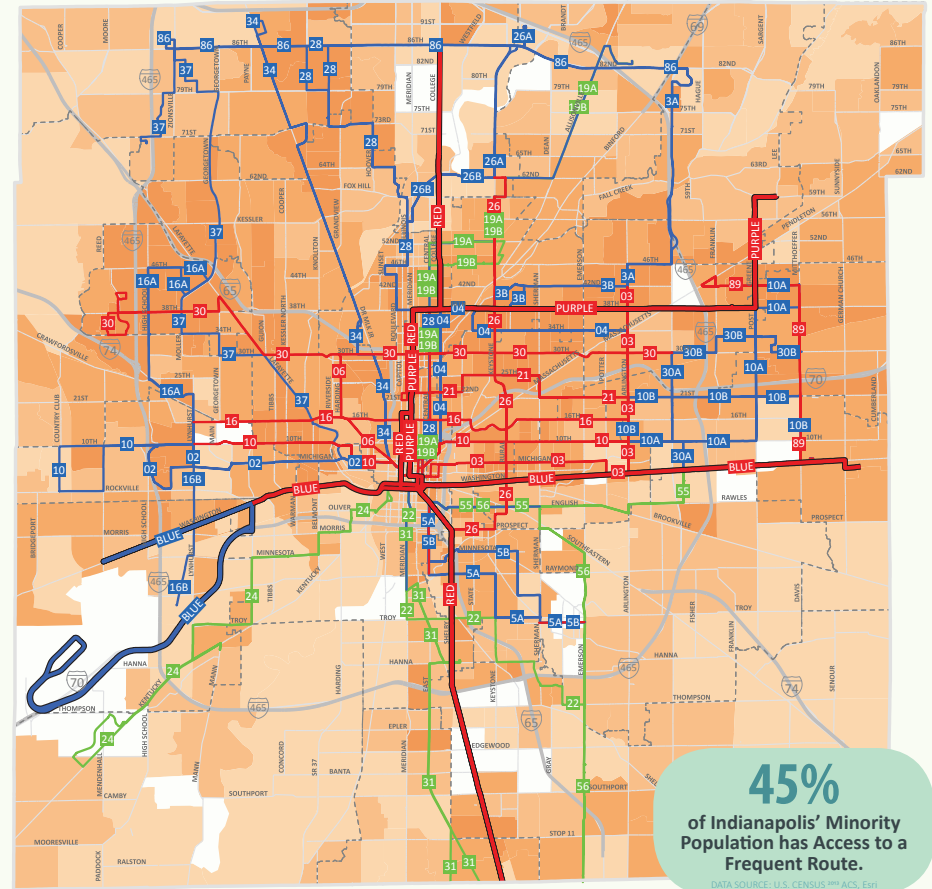
- More than 450
- 176 - 450
- 51 - 175
- 11 - 50
- 0 - 10

MINORITY POPULATION

THE CURRENT INDYGO SYSTEM



THE MARION COUNTY TRANSIT PLAN



FREQUENCY

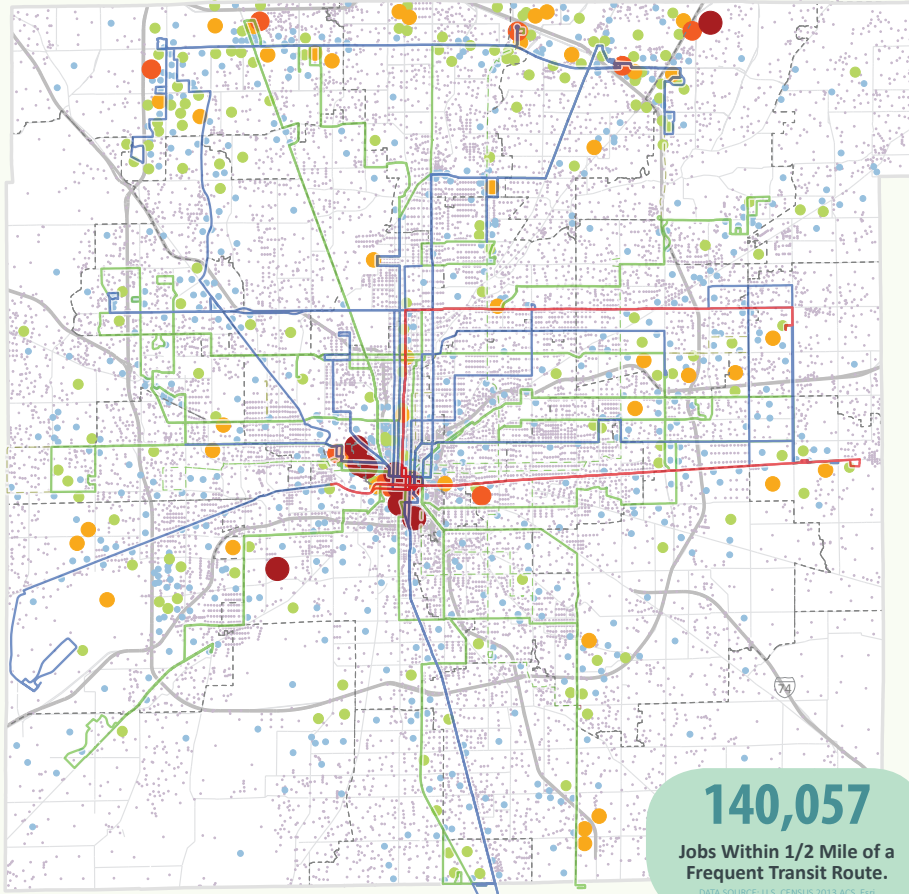


MINORITY POPULATION PER SQUARE MILE

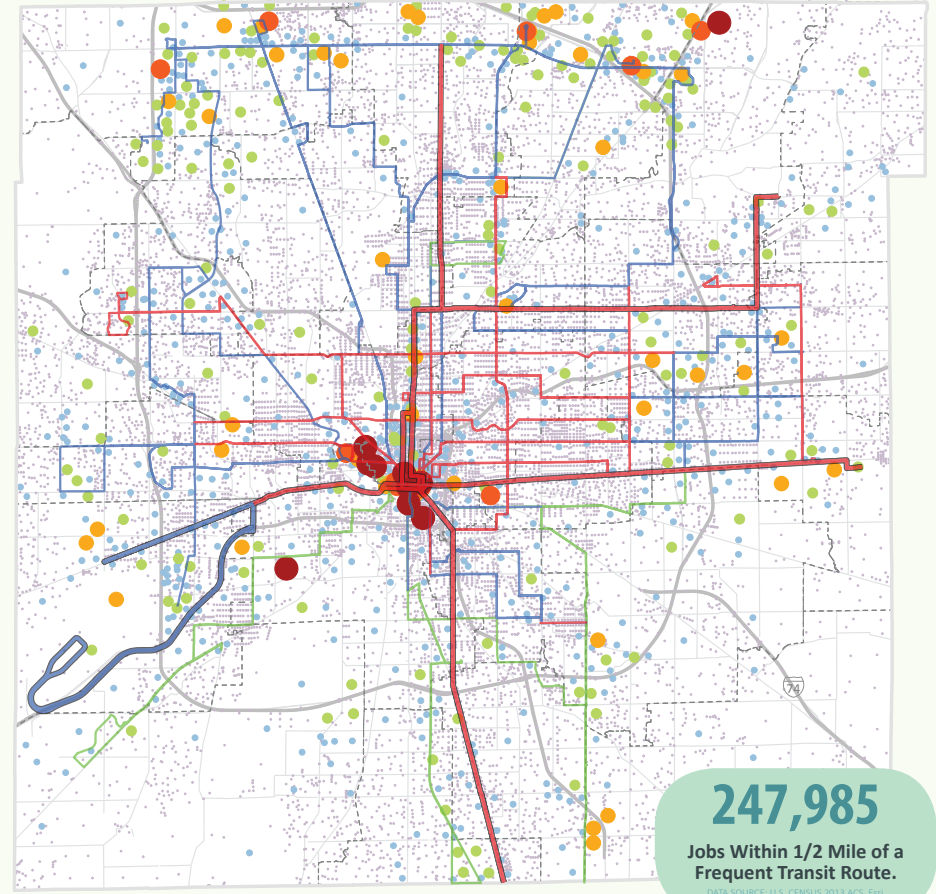


EMPLOYMENT

THE CURRENT INDYGO SYSTEM



THE MARION COUNTY TRANSIT PLAN



FREQUENCY

- | | |
|--|---|
| — 10 Minutes | — 60 Minutes |
| — 15 Minutes | — >60 Minutes |
| — 30 Minutes | — Limited Times Only |

JOB PER CENSUS BLOCK

- | | |
|---|--|
| ● more than 3,500 | ● 401 - 1,000 |
| ● 2,001 - 3,500 | ● 101 - 400 |
| ● 1,001 - 2,000 | ● 0 - 100 |

2016 KEY DATES

