The Marion County Transit Plan begins the process of implementing Indy Connect, the multi-county transit vision for Central Indiana.

The Marion County Transit Plan includes significant investment in the local bus network:

- Shorter wait times
- More weekend service with trips earlier in the morning and later at night, 7 days a week
- Grid-based network of routes for more efficient transfers

And three rapid transit lines on high ridership routes:

- **Red Line** from county line to county line
- **Blue Line** from airport to Cumberland
- **Purple Line** along Meridian and East 38th St.

Assumes paratransit Open Door program continues to operate in the entire county

This Plan Would Provide:

- **178%** Increase in Residents Near a Frequent Route
- **68%** Increase in Jobs Near a Frequent Route
- **187%** Increase in Low Income Households Near a Frequent Route
- **180%** Increase in Minority Residents Near a Frequent Route

### TRANSIT LINE FREQUENCY

- **10 Minutes**
- **15 Minutes**
- **30 Minutes**
- **60 Minutes**
- >60 Minutes
- Limited Times Only
**WORKFORCE CONNECTOR ROUTES**

CIRTA currently is helping two communities, Plainfield (Hendricks County) and Whitestown (Boone County) access workforce living in Indianapolis with three workforce connector routes that connect to IndyGo routes. These public-private partnerships received their initial three-year funding via a federal clean air grant (CMAQ).

Grant funding for the North Plainfield and Whitestown Connectors will end in 2019. The original grant for the South Plainfield Connector ended in the beginning of 2016, and ad hoc funding will keep it operational through the end of 2016. CIRTA is working with local entities to secure long-term, stable funding for these routes, as they have proven to be successful.

**NATIONAL TRANSIT INVESTMENT**

The graph to the right ranks cities based on revenue hours per capita. Revenue hours are a way to measure transit investment. One revenue hour represents one hour that a transit vehicle is available to the public. Indianapolis has a very low level of transit investment per capita when compared to other U.S. cities.

*Source: National Transit Database*
INDIANAPOLIS TRANSIT IMPACT

2021 SYSTEM

TRANSPORT LINE FREQUENCY

- **10 Minutes**
- **15 Minutes**
- **30 Minutes**
- **60 Minutes**

INDIANAPOLIS TRANSIT IMPACT 2021 SYSTEM
Jobs Within 1/2 Mile of a Frequent Transit Route.

DATA SOURCE: U.S. CENSUS 2013 ACS, Esri
INDIANAPOLIS TRANSIT IMPACT

EMPLOYMENT 2021 SYSTEM

**TRANSIT LINE FREQUENCY**
- 10 Minutes
- 15 Minutes
- 30 Minutes
- 60 Minutes

**EMPLOYMENT**
Jobs per Census Block:
- more than 3,500
- 2,001 - 3,500
- 1,001 - 2,000
- 401 - 1,000
- 101 - 400
- 0 - 100

235,336 Jobs Within 1/2 Mile of a Frequent Transit Route.

DATA SOURCE: U.S. CENSUS 2013 ACS, Esri
16% of Indianapolis Households Living in Poverty Have Access to a Frequent Route.

DATA SOURCE: U.S. CENSUS 2013 ACS, Esri
INDIANAPOLIS TRANSIT IMPACT

POPULATION IN POVERTY 2021 SYSTEM

TRANSIT LINE FREQUENCY

- 10 Minutes
- 15 Minutes
- 30 Minutes
- 60 Minutes

POPULATION IN POVERTY

Households in Poverty per Square Mile:

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

47% of Indianapolis Households Living in Poverty Have Access to a Frequent Route.

DATA SOURCE: U.S. CENSUS 2013 ACS, Esri
14% of Indianapolis’ Minority Population has Access to a Frequent Route.

DATA SOURCE: U.S. CENSUS 2013 ACS, Esri
Indiana

Minority Population
2021 System

Transit Line Frequency

Minority Population per Square Mile:
- More than 2000
- 526 - 2000
- 176 - 525
- 26 - 175
- 0 - 25

39% of Indianapolis' Minority Population has Access to a Frequent Route.

Data Source: U.S. Census 2013 ACS, Esri