

# IMPLEMENTING INDY CONNECT

The Marion County Transit Plan begins the process of implementing Indy Connect, the long-range transportation vision for Central Indiana.

Based on years of planning with the support of the Metropolitan Planning Organization (MPO) and Central Indiana Regional Transportation Authority (CIRTA), the Marion County Transit Plan is a detailed investment plan for mass transit.



This plan will increase access to jobs, higher education and health care, and recreation. In addition, forward-facing mass transit will position our area to compete well with other metropolitan areas around the region and country.

# THE VALUE OF MASS TRANSIT

A smarter, more efficient transportation system for Indianapolis will help the city maintain and increase its status as a world-class place in which to live, work and play.

- When transit is a reliable option, many people choose to use it.
- A comprehensive transit network stabilizes residential property values, helps redevelopment and attracts investment.
- Young professionals and the businesses that recruit them are both looking for transit-served cities.
- People need efficient ways to get to work, and a robust transit network improves access to jobs and a better economic future.
- As seniors look to downsize and remain independent, they need good transit to stay mobile.



REGIONAL  
COMPETITIVENESS



INCREASED  
WORKFORCE STABILITY



IMPROVED ACCESS TO  
JOBS, HEALTHCARE,  
AND EDUCATION



REVITALIZED AND  
BETTER-CONNECTED  
NEIGHBORHOODS

# TIMELINE

## 2009 - PRESENT

Indy Connect regional transit planning identified rapid transit corridors

## 2014

Indiana Legislative Action allowing county option income tax and referendum

IndyGo prioritizes future investments in more rapid, frequent and efficient service to meet the needs of current and future riders

## 2015

Red Line design and public outreach

2021 plan development

## 2016

**FEB** | Red Line Small Starts Grant awarded by Federal Government

Marion County Transit Plan public and business feedback

**MAR** | Marion County Transit Plan revisions

**NOV** | Potential referendum to fund the Marion County Transit Plan

## 2017-2018

Red Line Construction begins 2017

Red Line begins operations 2018

## 2021

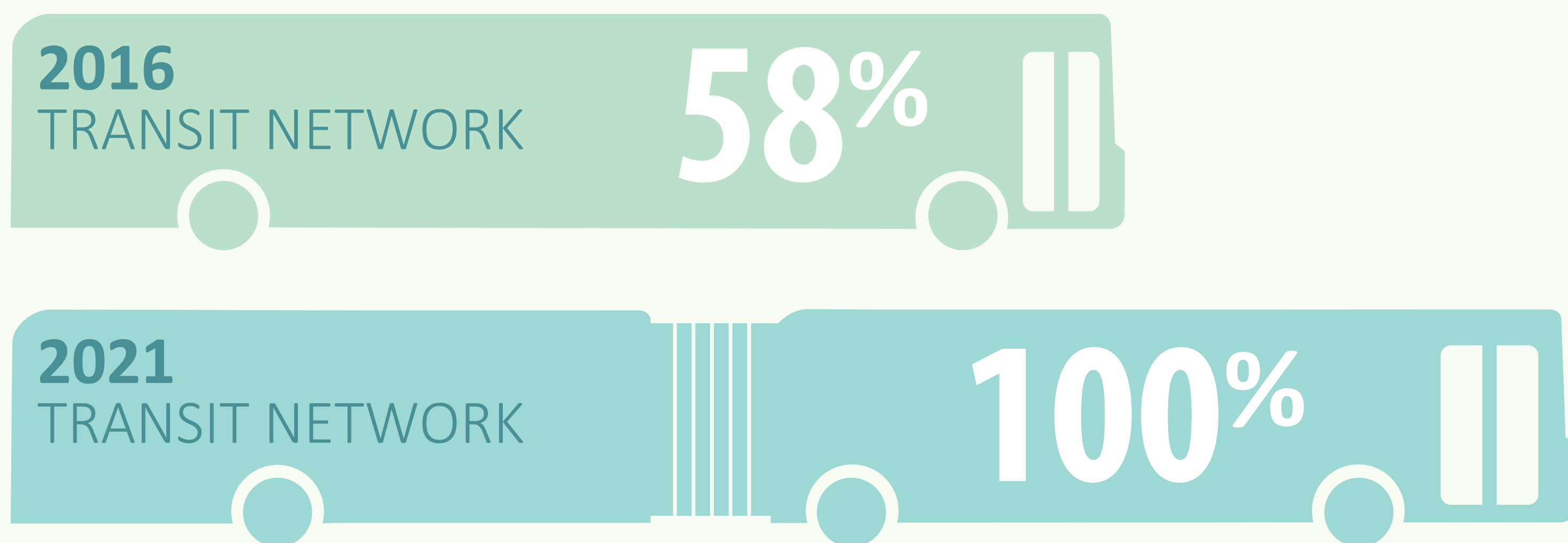
Marion County Transit Plan fully implemented (if 2016 referendum passes)

# SERVICE IMPROVEMENTS

## MORE USEFUL SERVICE REACHING MORE POTENTIAL RIDERS

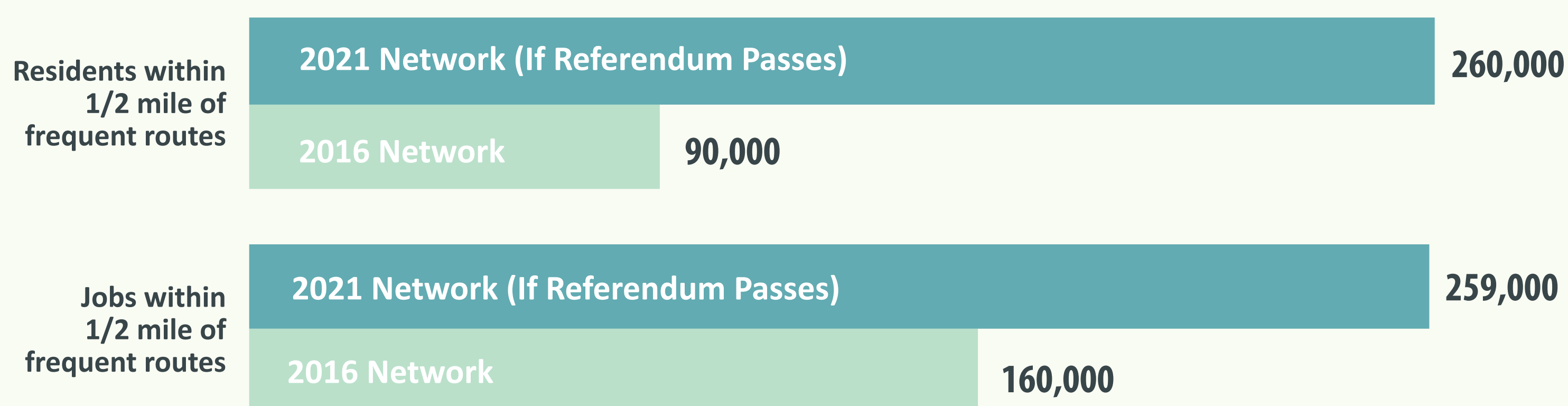
- Almost 3X more people near frequent service
- 3 rapid transit lines along corridors with high ridership and population density: Red, Blue, and Purple Transit Lines
- 70% increase in service hours
- Maintains most current coverage
- Improved frequency of buses for reduced wait times
- Improved local routes: shorter trips and quicker transfers
- Modernized fare system, improved technology and rider amenities

## HOW MANY ROUTES OPERATE 7 DAYS A WEEK?



## RIDERSHIP POTENTIAL

*2021 Proposed Network vs. 2016 Network*



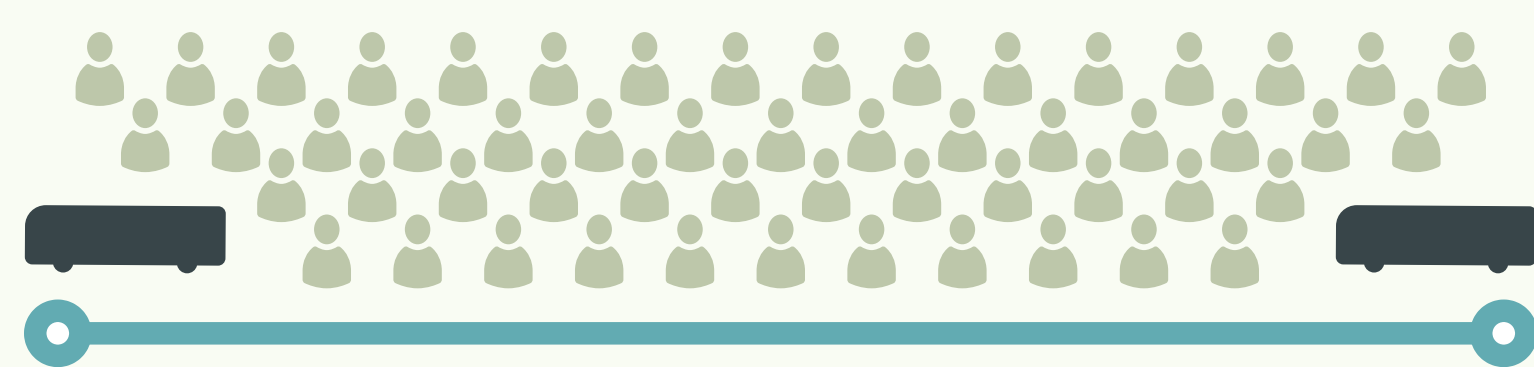
# QUALITIES FOR GROWING RIDERSHIP

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.

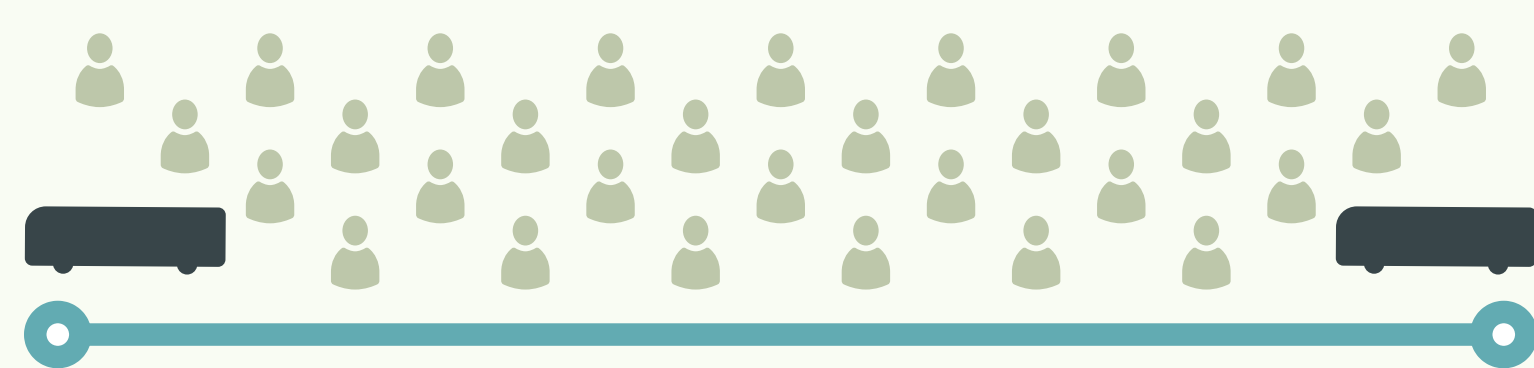
## INDYGO WILL BUILD RIDERSHIP BY INVESTING IN A FREQUENT, CONNECTED NETWORK SERVING AREAS OF:

### DENSITY

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



HIGH RIDERSHIP



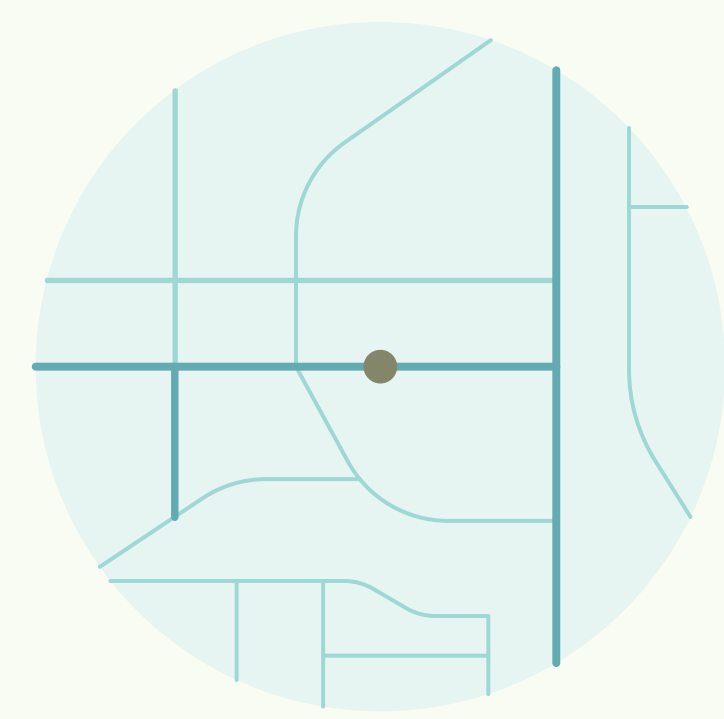
LOW RIDERSHIP

### WALKABILITY

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



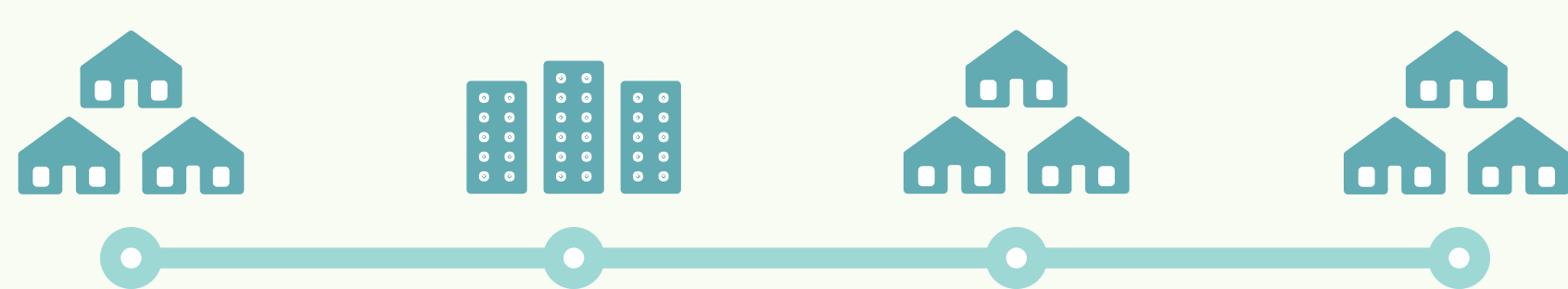
HIGH RIDERSHIP



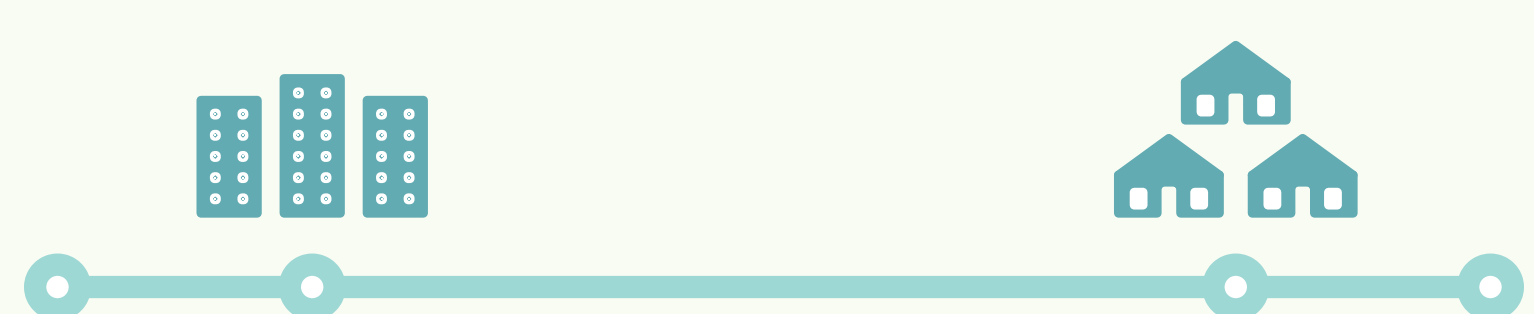
LOW RIDERSHIP

### CONTINUITY

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



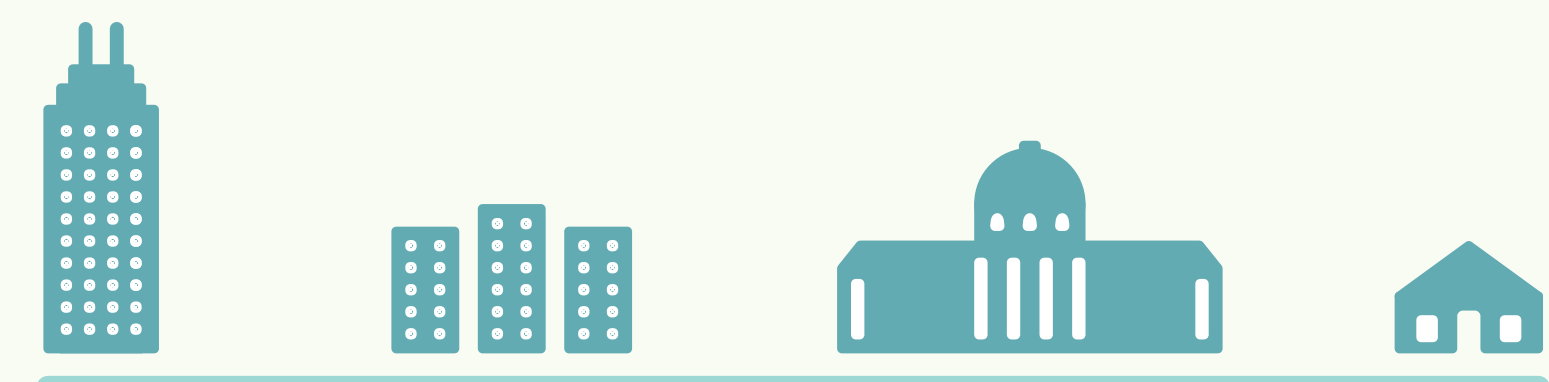
HIGH RIDERSHIP



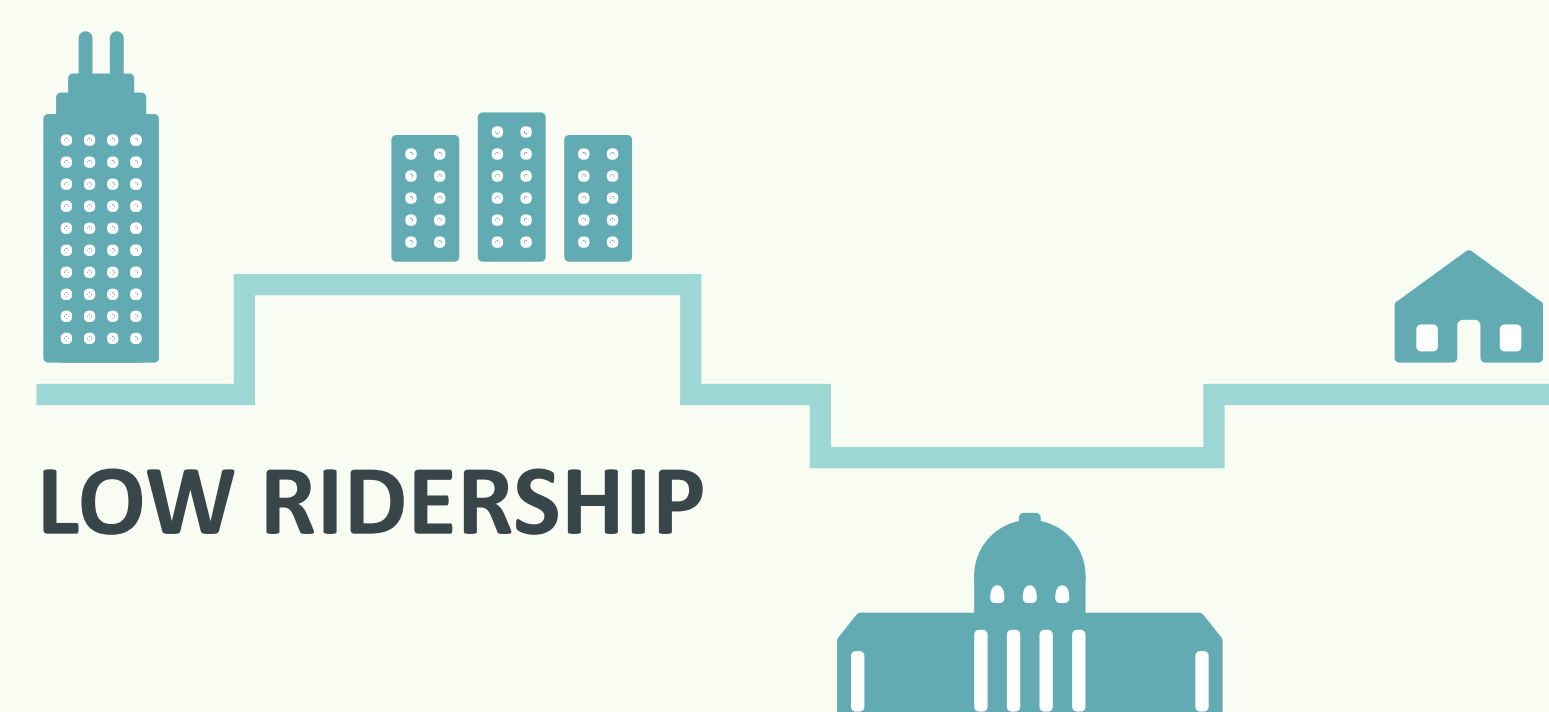
LOW RIDERSHIP

### LINEARITY

Transit that runs in straight lines attracts through-riders.



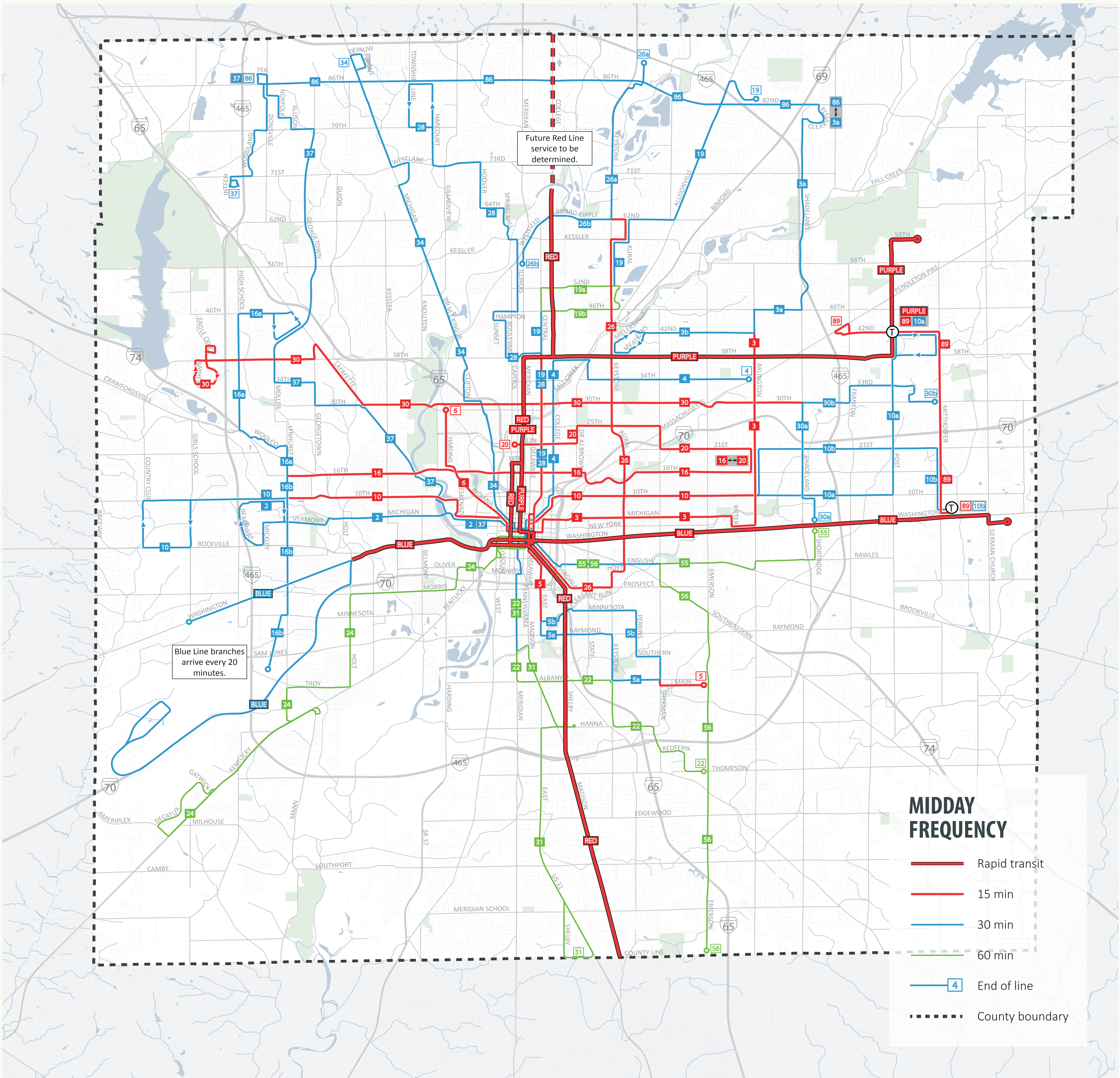
HIGH RIDERSHIP



LOW RIDERSHIP

# 2021

## THE MARION COUNTY TRANSIT PLAN



# 2016

## CURRENT INDYGO TRANSIT NETWORK

