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.

### Why Study a Transit Expansion?

**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.  

**Employment**

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

**Health + Safety**

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

**Household Savings**

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

**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). Transit provides reliable, low-cost access to work and school.

**Economic Growth**

Investments in transit typically generate $3 for every $1 invested, 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.

**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.

**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.

**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. 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.
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.
WHAT WOULD THE MARION COUNTY TRANSIT PLAN PROVIDE?

**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 FREQUENCY IMPACT RIDERS?

- Red: Rapid transit
- 15 min
- 30 min
- 60 min
- Blue: End of line
- Dotted: County boundary

A bus is always coming soon
Plan your day around the bus schedule

Future Red Line service to be determined.

Blue Line branches arrive every 20 minutes.

THE MARION COUNTY TRANSIT PLAN

2021

WHAT WOULD THE MARION COUNTY TRANSIT PLAN PROVIDE?
**How Does Indy’s Transit Investment Compare to Other Cities?**

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.

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

The referendum would approve a tax increase of $0.25 per $100 of income. To find out how much you would pay per year, multiply your own household income by .0025.

The typical Indianapolis household would pay an additional $8 a month if the referendum is approved.

The 100 Largest Regions in the U.S. by Transit Investment Per Capita

Source: National Transit Database
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.

*By state law, Marion County must go first.
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.
16% of Indianapolis Households Living in Poverty Have Access to a Frequent Route.  
DATA SOURCE: U.S. CENSUS 2013, Esri
14% of Indianapolis’ Minority Population has Access to a Frequent Route.

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

45% of Indianapolis’ Minority Population has Access to a Frequent Route.

DATA SOURCE: U.S. CENSUS 2013 ACS, Esri
THE CURRENT INDYGO SYSTEM

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

DATA SOURCE: U.S. CENSUS 2013, Esri

The Marion County Transit Plan

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

DATA SOURCE: U.S. CENSUS 2013, Esri

FREQUENCY

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

JOBS PER CENSUS BLOCK

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

EMPLOYMENT
2016 KEY DATES

FEBRUARY
- Public Meetings & Outreach

EARLY MARCH
- Comment Period Closes

APRIL 11 / MAY 9
- City County Council Action

OR

MID MARCH
- Plan Revisions

MARCH 24
- IndyGo Board Action

MAY 31
- Deadline for Referendum

JUNE
- Downtown Transit Center Open

OCTOBER
- Federal Budget Approval (Red Line)

NOVEMBER 8
- Referendum

JUNE
- Downtown Transit Center Open