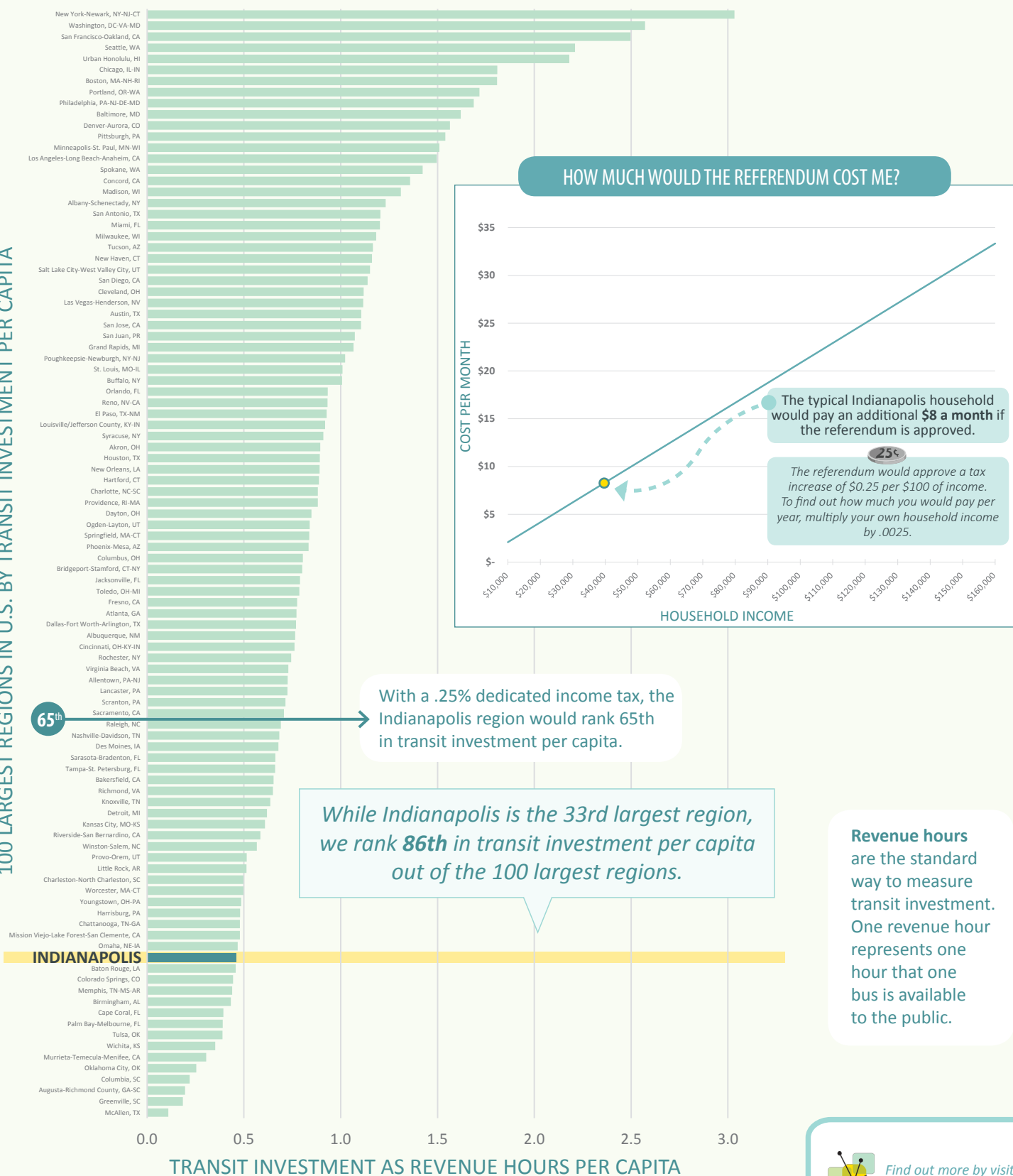


HOW DOES INDY'S TRANSIT INVESTMENT COMPARE TO OTHER CITIES?

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



Find out more by visiting
www.indyconnect.org

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

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.

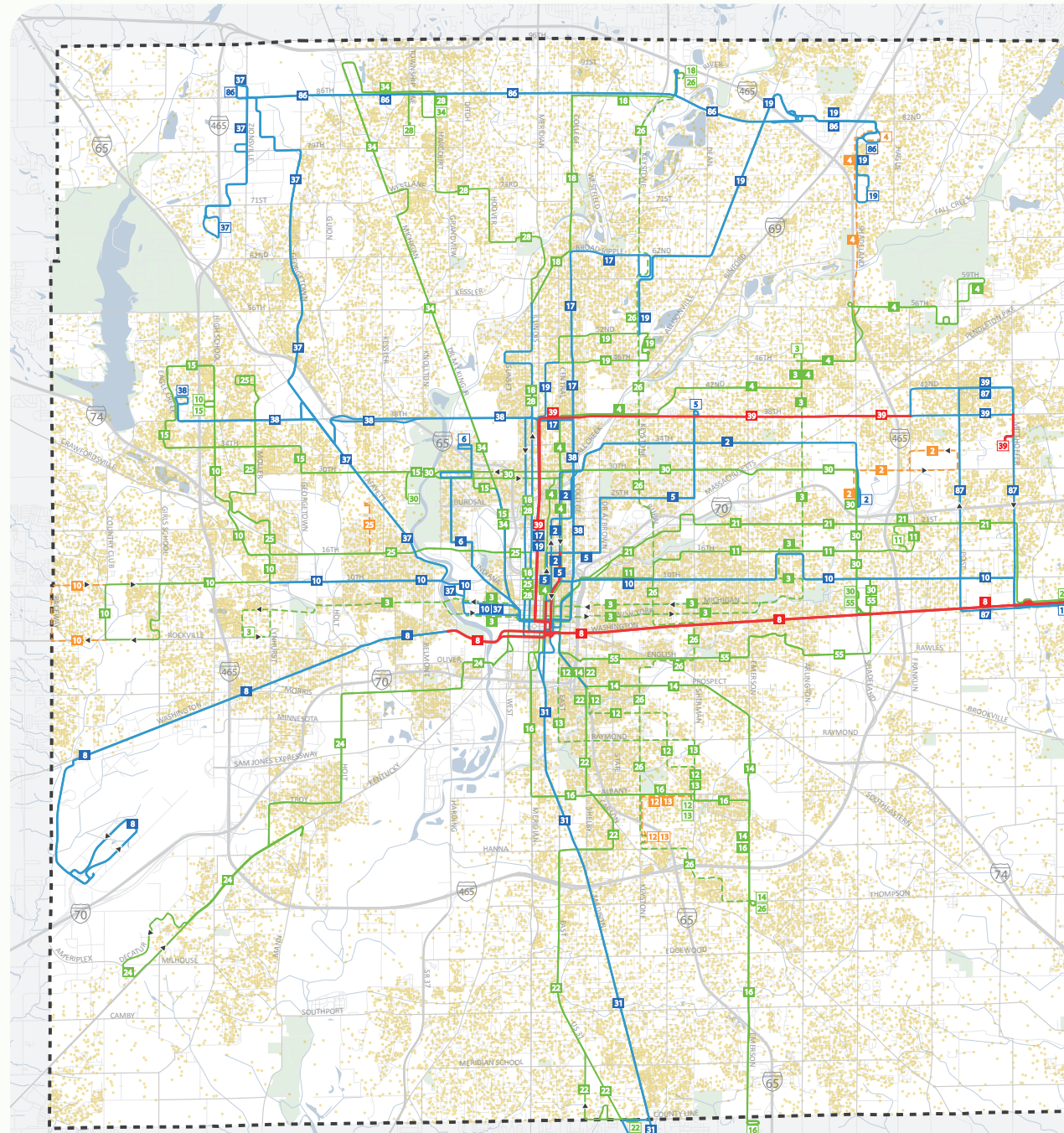
MOBILITY FOR NON-DRIVERS

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

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 route changes take place at the DTC, which opened in June 2016 at the southeast corner of Washington & Delaware. The DTC provides 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.



THE MARION COUNTY TRANSIT PLAN

YOUR INPUT, YOUR TRANSIT.

70% More Service
Every Route, Every Day
Later Evening + Weekend Service
3 Rapid Transit Lines

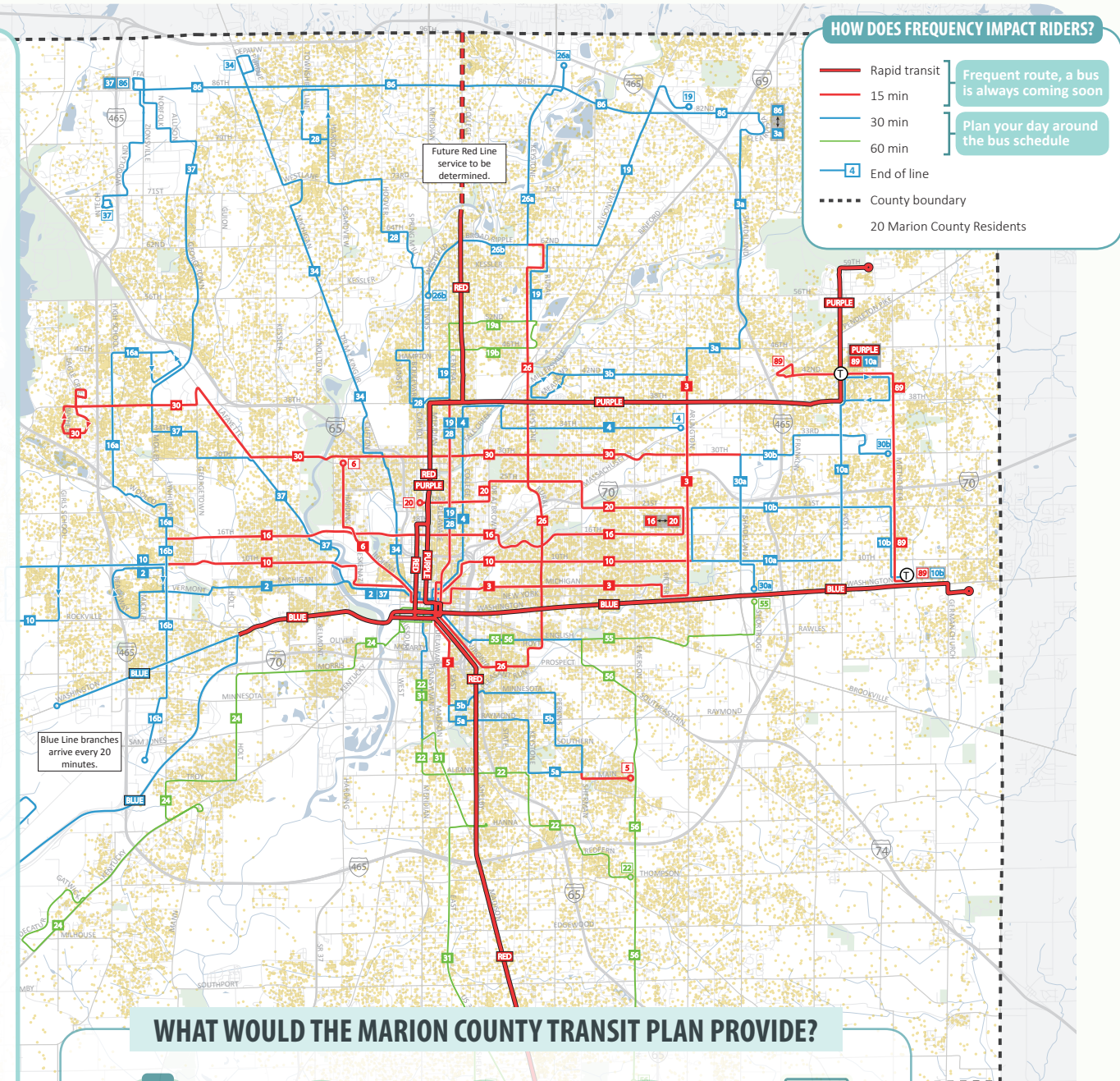
ACCESS TO FREQUENT NETWORK

	2016	2021
Population	96,169	324,188
% of Population	10%	35%
Jobs	140,057	247,985
% of Jobs	27%	48%
Households in Poverty	10,517	32,770
% of Households in Poverty	16%	51%
Low Income Households	29,063	90,223
% of Low Income Households	13%	42%
Minorities	55,148	175,776
% of Minorities	14%	45%

Frequency Matters: The table above shows the current population with access to a frequent (red) route, and the population that would have access under the Marion County Transit Plan.

2021

THE MARION COUNTY TRANSIT PLAN



HOW DOES FREQUENCY IMPACT RIDERS?

- Rapid transit
 - 15 min
 - 30 min
 - 60 min
 - End of line
 - County boundary
 - 20 Marion County Residents
- Frequent route, a bus is always coming soon
Plan your day around the bus schedule

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.