



**INDYCONNECT**



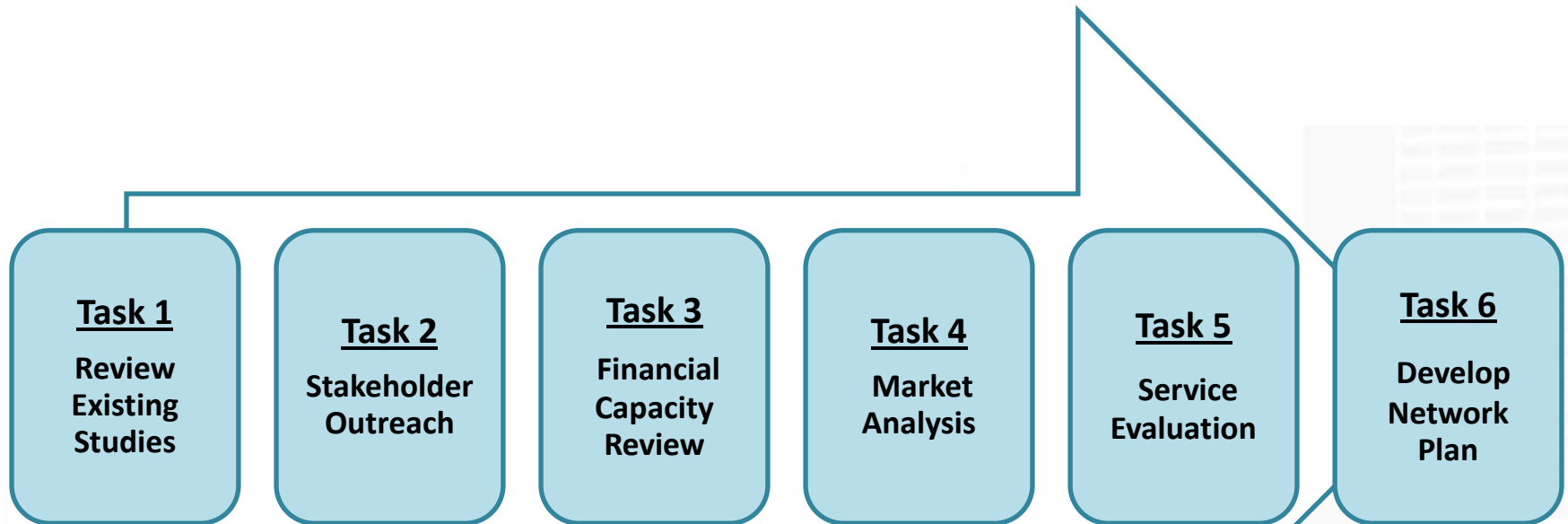
# IndyGo Comprehensive Operational Analysis (COA) Overview

[www.indyconnect.org](http://www.indyconnect.org)



# COA Process

The IndyGo COA study incorporated the following tasks.



# Key Inputs

Market

Funding

Service

Outreach



# Market Assessment Purpose

*The Market Assessment provides an understanding of IndyGo's current role in public mobility as well as highlighting opportunities to grow ridership.*

**Assess IndyGo's current and potential ridership markets.**

**Where is transit a viable option for public mobility?**

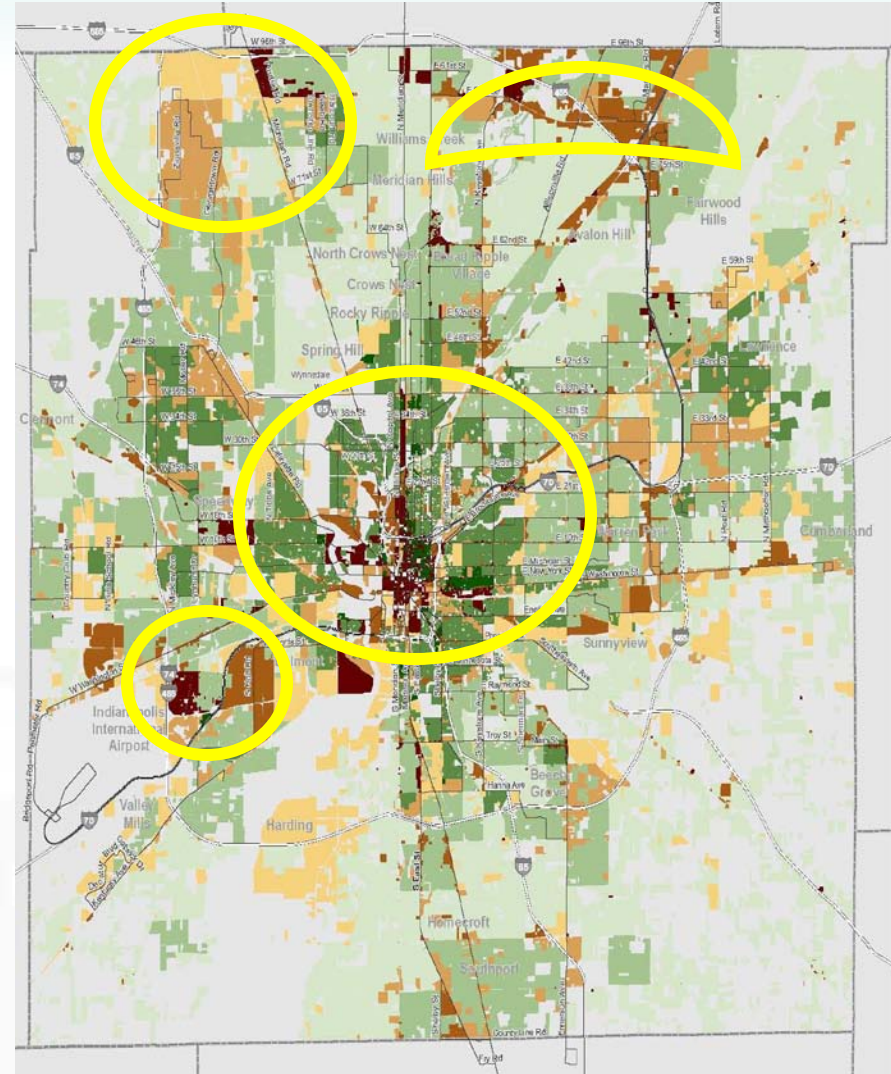
**Identify market-based transit opportunities.**

# Market Assessment Findings

- **Urban**
  - Highest population/employment densities are close to downtown
- **Suburban/Rural**
  - Large auto-centric employment clusters; low residential densities

***Each area has different transit expectations and will need transit services that match market opportunities***

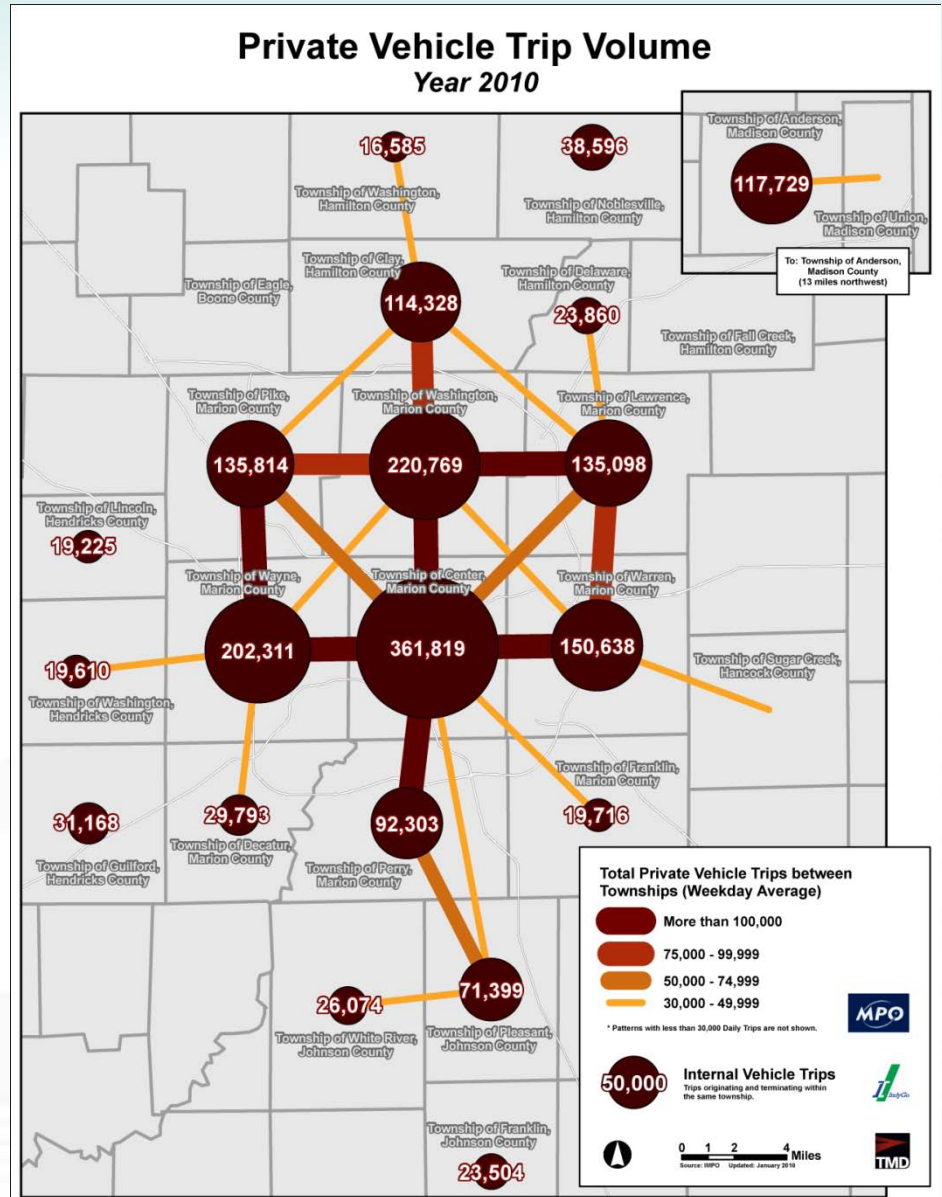
***Increased residential and employment densities will help ensure transit's future success***



# Market Assessment

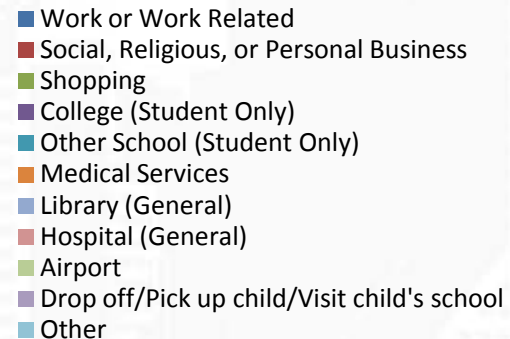
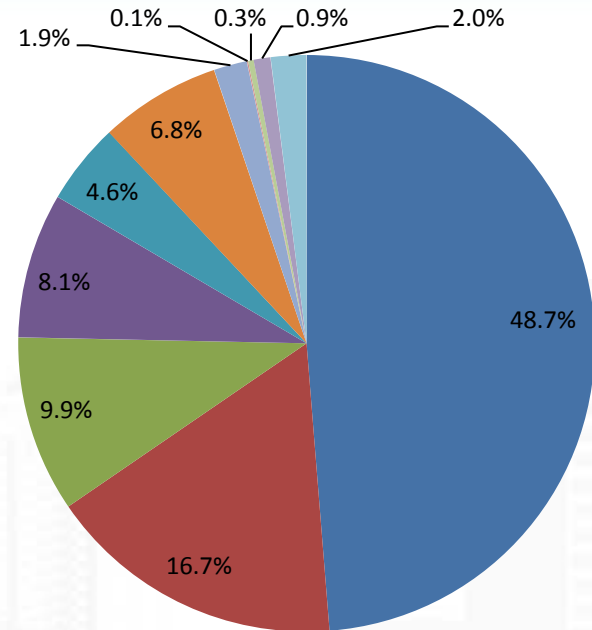
## Existing Travel Markets

- Travel is concentrated in the central part of the region in Marion County
  - Strong north-south and east-west travel patterns along major corridors
- Strong east-west travel connections along northern I-465 beltway
  - Townships along here are more strongly connected to each other than to downtown
- Few areas outside of Marion County display significant travel links into downtown Indianapolis
- Future travel pattern projections indicate increased inter-suburban travel and less travel within Marion County



# Existing Transit Market

- Most common trip purpose is work travel
  - Personal travel also high
  - Student travel low
- IndyGo's existing riders are:
  - Mostly transit dependent (85%)
  - Generally from low income households



***The COA must attract a broader market for transit***

# Service Evaluation Purpose

*The Service Evaluation provides an understanding of how IndyGo's current system is utilized.*

**Where is IndyGo's ridership most concentrated?**

**Which routes carry the greatest proportion of IndyGo riders?**

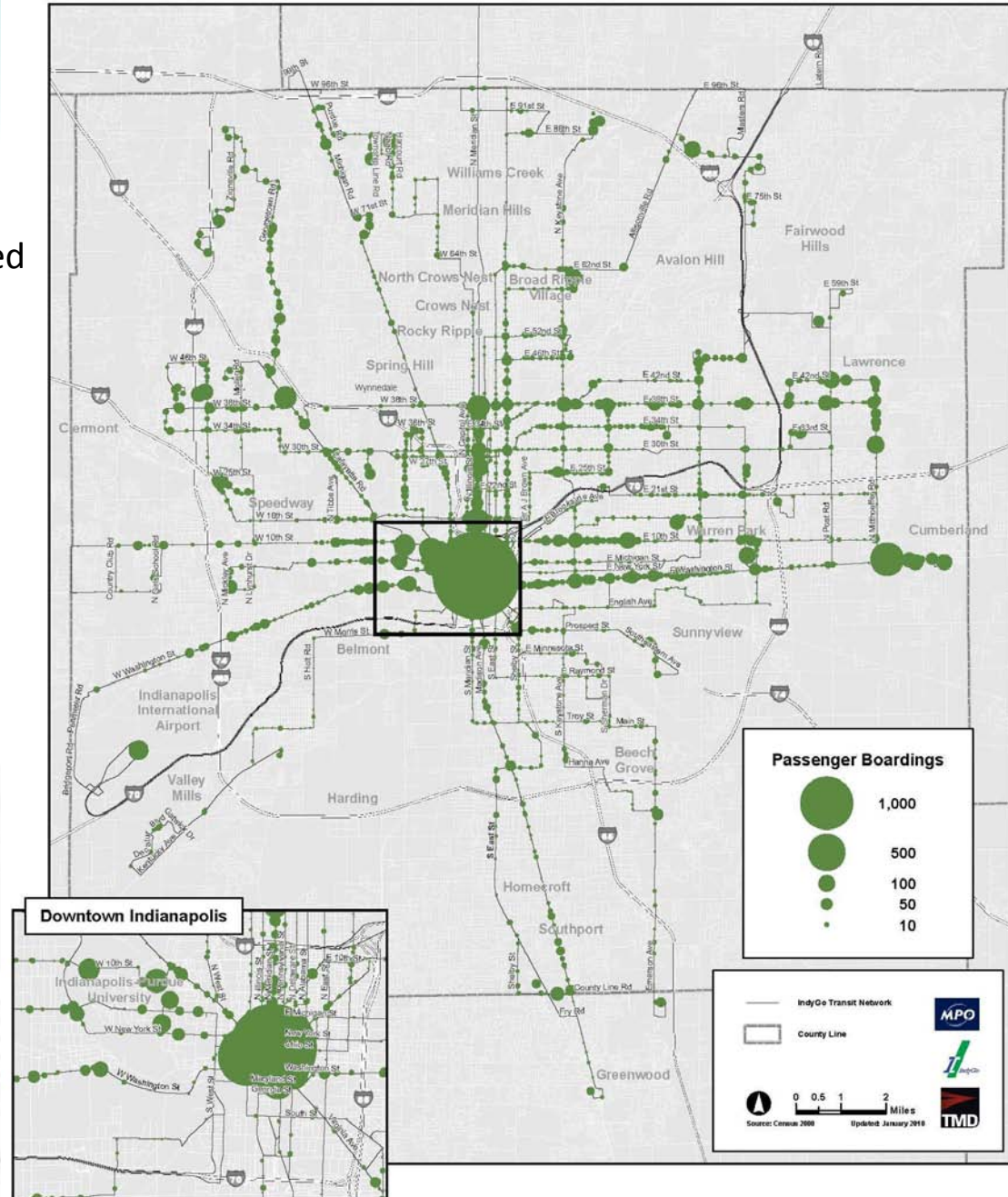
**Where should service levels be adjusted?**



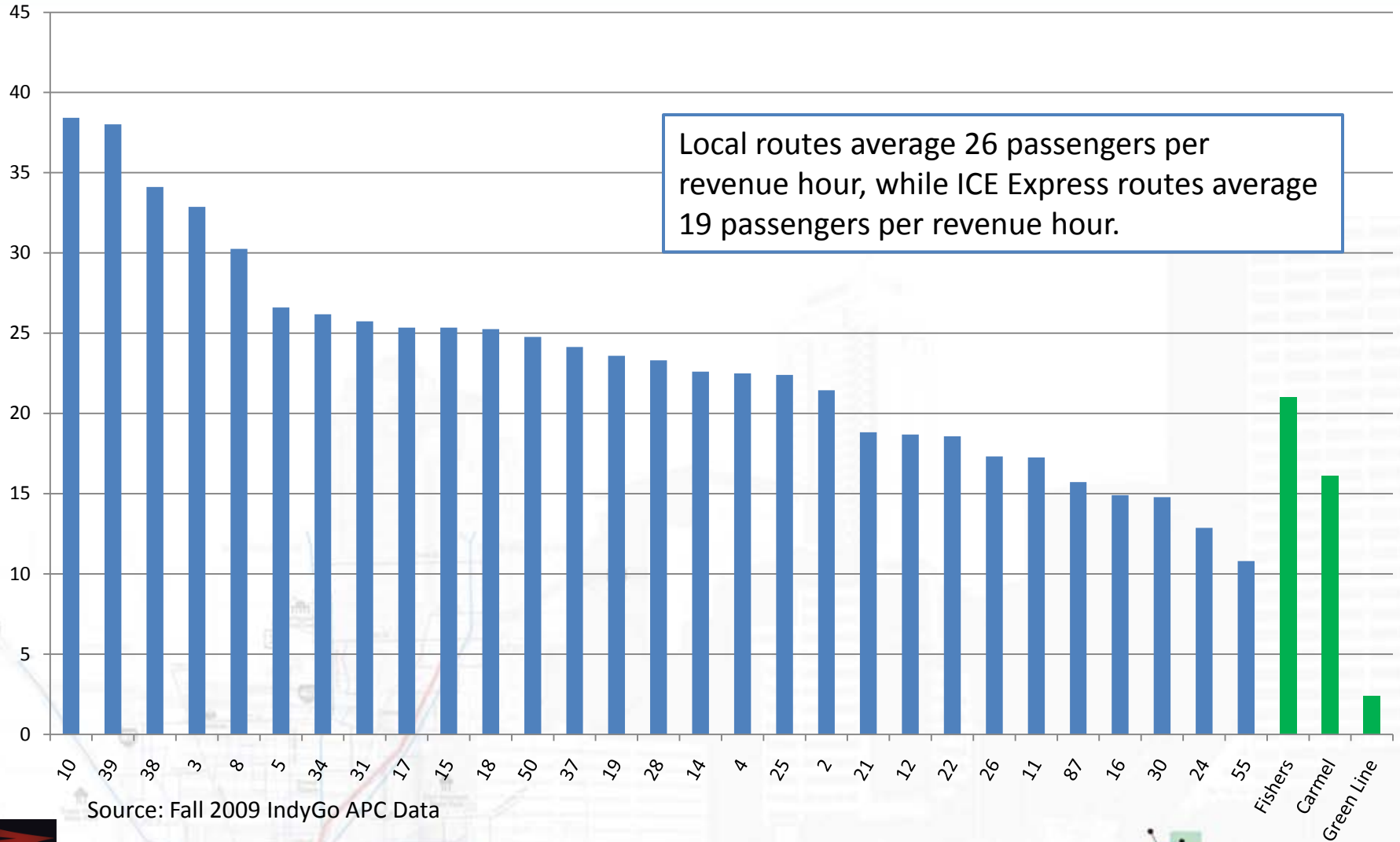
# Service Evaluation

## System Weekday Total Boardings by Stop

- Boarding activity is heavily concentrated in downtown Indianapolis and along major corridors
- Suburban stops exhibit mostly low boarding activity
- Low population and employment densities reflected in relatively low ridership volumes



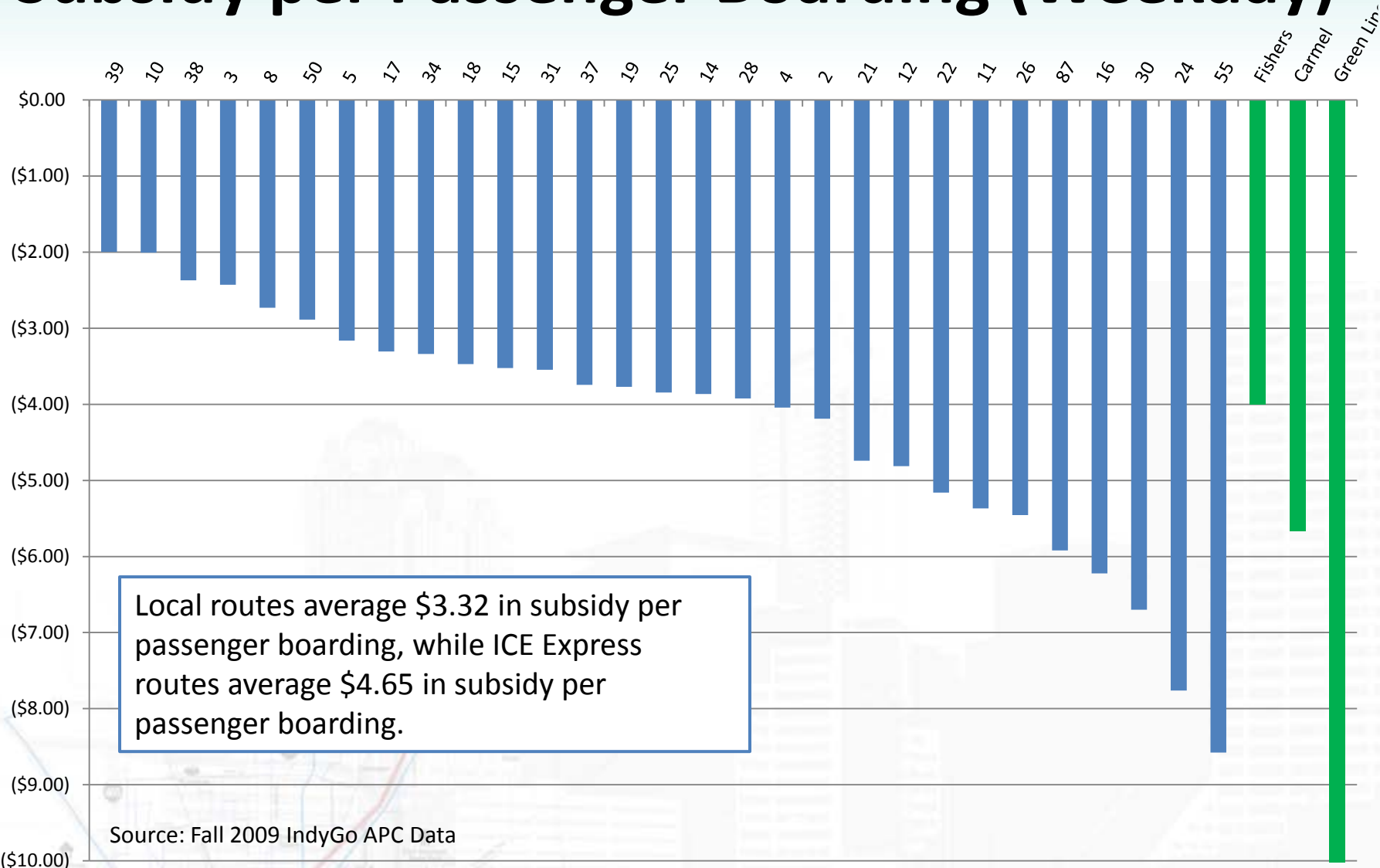
# Passengers per Revenue Hour (Weekday)



Source: Fall 2009 IndyGo APC Data



# Subsidy per Passenger Boarding (Weekday)



Local routes average \$3.32 in subsidy per passenger boarding, while ICE Express routes average \$4.65 in subsidy per passenger boarding.

Source: Fall 2009 IndyGo APC Data



# Service Evaluation Findings

- Ridership is concentrated in the areas closest to downtown Indianapolis, where highest population densities exist
- Limited ridership activity occurs in the further reaches of Marion County where population and employment densities are lower
- Downtown acts as a significant destination and transfer hub
- There are a limited number of key arterial routes in the existing system (e.g. 38<sup>th</sup> - Meridian Streets, Washington Street, 10<sup>th</sup> Street)
- Low network service frequencies (typically 30 minute peak and 60 off-peak) restricts spontaneous use of the network
- Service span and day of operation restrictions limit full weekly use of the network by customers

***Reaching a broader market for transit will require more focus on the quality of service than on just coverage***

# Funding

- Existing IndyGo operating funding:
  - Can only support minimum service levels
  - Is subject to significant variation year to year
  - Maintaining levels of service has been challenging

***In order to develop the IndyGo transit system to provide more regional coverage and enhance existing service levels, an additional funding source will be required***

# Outreach

- Local stakeholders discussed several key issues during a series of outreach meetings:
  - Improved transit experience
  - Financial sustainability
  - Altering behaviors
  - Supply versus demand
  - Employer focused service
  - Service to the airport

***Key inputs from local stakeholders helped guide the COA framework development process***

# Framework for Change

- Need to strengthen and expand regional transit mobility
  - Connect people with jobs and key destinations
  - Provide a competitive alternative to personal vehicle travel
- Core network needs to support *Livable City* transit lifestyle
  - Network provides a full range of travel options
  - Spontaneous use of high quality transit services
- Community building and the creation of partnerships
  - Transit can play a significant role in sustainable public mobility
  - Linkage between land use development and transit mobility will be critical for successful communities
- Develop transit to maximize efficient and effective mobility
  - Allows for more transit with available funding

# Bus Plan Principles

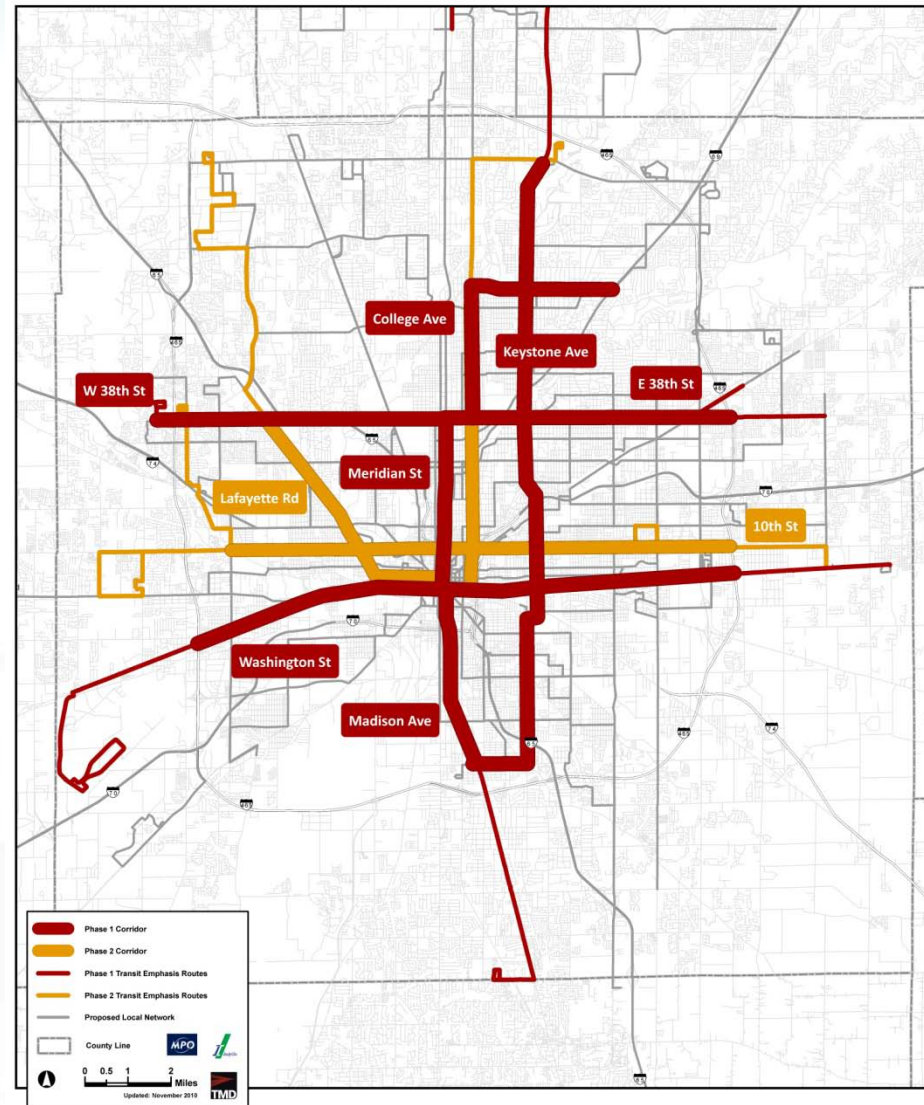
- Build strong core urban network of transit corridors
  - Spontaneous use frequencies, improved service spans
  - Simple but comprehensive network
  - Key corridors to become focus of community redevelopment
- Serve the suburbs with regional transit
  - Commuter express to downtown and suburban employment
  - New Park and Ride facilities and vanpool services for some areas
  - Local circulators where demand warrants
- Improve overall transit experience
  - Better facilities, vehicles, and technology
  - Shorter waits and faster travel

***The COA lays the foundation for attracting new riders from a broader transit market***



# Proposed Transit Emphasis Corridors

- Key corridors prioritized for both service investment and city building efforts
- Suggest pilot corridors:
  - Meridian/ East 38<sup>th</sup> Street
  - Washington Street
- Additional suggested corridors:
  - College Avenue
  - 38<sup>th</sup> Street Crosstown
  - 10<sup>th</sup> Street
  - Madison Avenue
  - Lafayette Road
  - Keystone Avenue



# Network Evolution Plan

- Findings and framework of IndyGo COA study were used to develop a new transit Network Evolution Plan
- The plan is broken into three phases:
  - Short Term (1 – 3 years) improvements within existing budget
  - Mid Term (4 – 7 years) expansion of urban service levels and regional initiatives
  - Long Term (8 – 10 years) further enhancement of urban and regional services, including new enhanced Bus Rapid Transit corridors

# Short Term Plan

- Maximize ridership from existing resources
  - Introduce improved service levels to three pilot transit emphasis corridors
  - Re-evaluate service levels for supporting local services
  - Simplify network structure
- Further investment possible upon availability of new operating funds
- Short term network can be quickly implemented and provides the foundation for the Indy Connect network of the future

# Mid Term Plan

- This phase is based on the assumption of significant new operating funds becoming available
- Implement significantly enhanced service levels on transit emphasis corridors
- Improve service levels on supporting local network
- Implement new urban and regional commuter express routes
- Begin implementing improved facilities (stops, sidewalks, shelters, transit centers, Park and Rides, information)
- Endorse transit emphasis corridors to increase density, promote sustainable communities, and quality of life
- Indy Connect to continue planning for expanded regional transit network

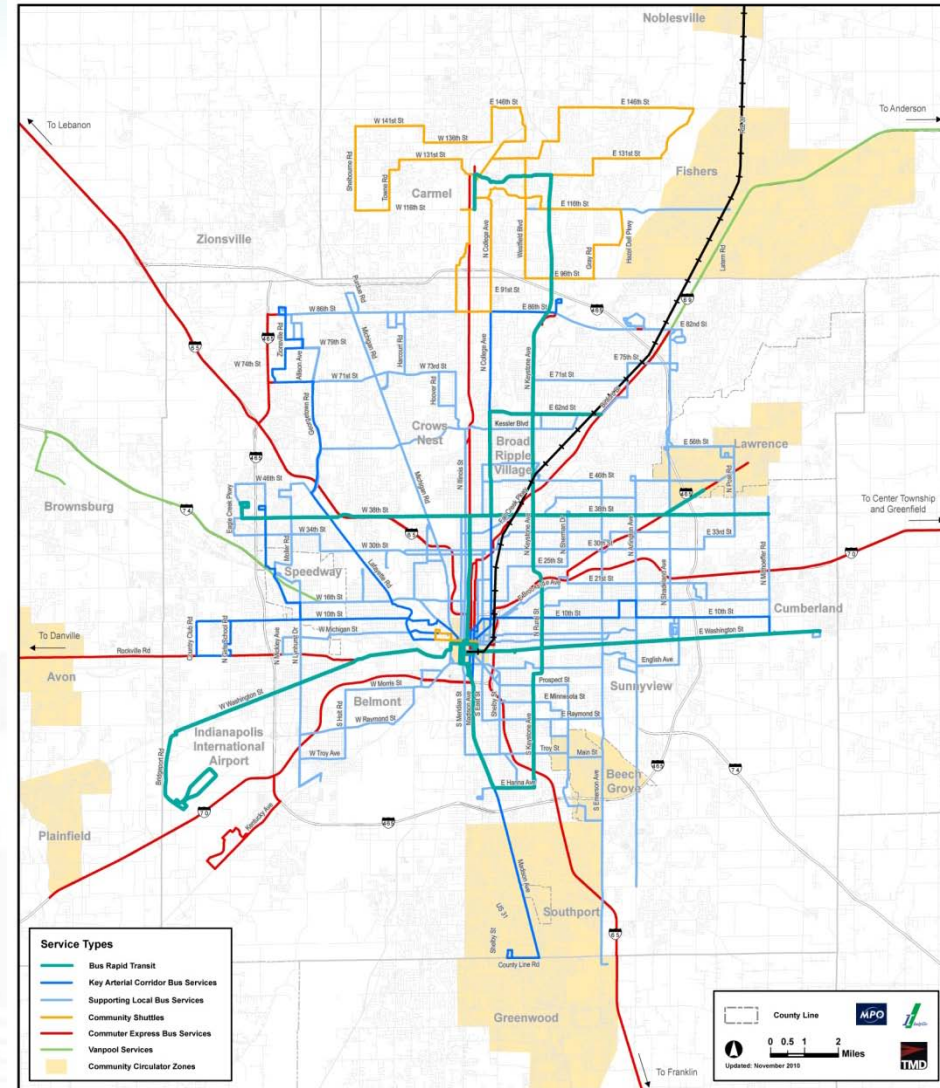


# Long Term Plan

- Long term allows for further significant improvements:
  - Additional increases for core arterial service frequencies
  - Add additional new services (regional commuter express, crosstowns, community circulators)
  - Coordinate network with Northeast Corridor initiative
  - Introduce Bus Rapid Transit enhanced corridor services and facilities
  - Continue enhancing transit experience with new facilities and technology
- These improvements can be phased in as new staff, fleet, and facilities become available
- Indy Connect will also complete planning for and commence implementation of other major transit initiatives

# Proposed Long Term Network

- **Bus Rapid Transit**
- **Key Arterial Core Routes**
- **Supporting Local Routes**
- **Commuter Express Services**
- **Vanpools**
- **Community Based Services**
- **Community Circulator Zones**



# Proposed Service Levels

	Transit Emphasis Key Arterial Corridors	Suburban Local	Market-Base Services
Weekday - Peak	10-15	15-30	Based on Demand
Weekday - Off Peak	15	30-60	Based on Demand
Saturday	30	60	Based on Demand
Sunday	30	60	Based on Demand

# Overall Plan Impacts

	Scenario	Short Term	Mid Term	Long Term
Revenue Hours	Weekday	1,433	2,866	4,634
	Saturday	780	1,180	2,794
	Sunday	603	1,130	2,750
	<b>Annual</b>	<b>440,957</b>	<b>857,730</b>	<b>1,486,458</b>
Revenue Miles	Weekday	19,676	40,678	65,875
	Saturday	10,701	15,692	37,859
	Sunday	8,147	14,994	37,378
	<b>Annual</b>	<b>6,046,349</b>	<b>12,058,611</b>	<b>20,934,676</b>
Cost	Weekday	\$141,777	\$287,136	\$461,143
	Saturday	\$77,179	\$115,717	\$273,593
	Sunday	\$59,414	\$110,749	\$269,469
	<b>Annual</b>	<b>\$43,612,451</b>	<b>\$85,660,401</b>	<b>\$147,447,554</b>
Revenue	Weekday	\$22,601	\$45,626	\$66,054
	Saturday	\$10,215	\$13,159	\$27,236
	Sunday	\$6,336	\$8,956	\$19,469
	<b>Annual</b>	<b>\$6,662,005</b>	<b>\$12,838,405</b>	<b>\$19,389,320</b>
Subsidy	Weekday	(\$119,176)	(\$241,510)	(\$395,089)
	Saturday	(\$66,963)	(\$102,558)	(\$246,357)
	Sunday	(\$53,078)	(\$101,793)	(\$250,000)
	<b>Annual</b>	<b>(\$36,950,446)</b>	<b>(\$72,821,996)</b>	<b>(\$128,058,234)</b>

	Existing	Short Term	Mid Term	Long Term
Peak Buses	120	120 (+0)	274 (+154)	379 (+105)
Capital Cost	\$0	\$0	\$123,200,000	\$84,000,000

# Next Steps

- Finalize short term initiatives plan
- Continue planning for funding options for mid and long term
- Develop facility and technology plans supporting the service plan
- Indy Connect to continue planning for expanded regional transit network initiatives

