OVERVIEW - PURPLE LINE

- 14.8 miles
- 31 stations (24 new, 7 shared with Red Line)
- Center running for 90% of the corridor
- 10 minute frequencies, 20 hour a day service
- 60ft battery electric buses, left and right side doors
- Improvements to sidewalk, drainage, pavement
- Anticipated opening 2021
Indianapolis likes cars... but there is an appetite for transit
Traffic engineers are the worst
Non-transit riders want to be loved too
Not everybody cares about everything
Do your homework with stakeholders
People love easy access
DOWNTOWN SEGMENT – CHALLENGES

- Downtown Parade Routes
- War Memorial Mall
- Design Around the Floats
Station Centered Between Offset Bus Lanes
Allows for Parade Floats Width
Turns Across Bus Lanes Controlled by Signal/Dynamic Sign
Lesson: Do Your Stakeholder Homework Early
FAIRGROUND SEGMENT – CHALLENGES

- Fairground Ingress/Egress Traffic
- Bi-Directional Lane (GPS)
- Carve Out Space
BI-DIRECTIONAL LANE
FAIRGROUND SEGMENT - PLANS
Lesson: Do Stakeholder Homework Early
Lesson: Involve Major Stakeholders in Station Siting
Lesson: Transit Service to Events Should Be Reliable
38th CORE SEGMENT – CHALLENGES

- Very Little Existing Sidewalk
- Deteriorating Pavement/Bad Drainage
- Left Turn Access
- Corridor Traffic Safety
LEFT TURNS AND U-TURNS - SAFETY BENEFITS

- 986 crashes over a 3 year period
- 42% of crashes could be eliminated or significantly reduced by controlling left turns
- Lesson: Safety improvements benefit non-transit users
Lesson: Traffic Analysis – Consider Mode Shift Factor
Lesson: Non-Transit Riders Want To Be Loved Too
Lesson: Be Prepared to Discuss Access Implications
Lesson: Consider Drainage Costs of Center Running
LAWRENCE SEGMENT CHALLENGES

- Left Turn Access
- Wider Suburban Section
- Areas of Missing Sidewalk
- CSX Rail At-Grade Crossing
Lawrence Segment - LEFT LANE BAT

- Maintains Existing Turn Pockets
- Uses Wider Suburban Section to Project Advantage
Lesson: People Love Access, Pick Your Battles
Lesson: Convert Challenges to Opportunities