

Planning Transit Corridors in Louisville

Lessons from IndyGo's Red Line.



Office of
ADVANCED PLANNING
AND SUSTAINABILITY

How do transit alternatives compare?



Light Rail Transit (LRT) with Dedicated Lane

Pros: High speed, reliability, and capacity
Cons: High cost and displacement potential, no one-seat rides beyond the corridor
Not favorable because of extremely high cost relative to benefits.



Streetcar/LRT with no Dedicated Lane

Pros: High capacity
Cons: High costs, slowest and least reliable, high displacement, no one-seat rides
Not favorable because of very few benefits and extremely high cost relative to benefits.



Bus Rapid Transit (BRT) with Dedicated Lane

Pros: High speed and reliability, one-seat rides, high profile relative to cost
Cons: Moderate displacement potential
Favorable because of moderate cost relative to benefits.



BRT with Dedicated Lane Along Part of Corridor

Pros: Relatively low cost and displacement potential, one-seat rides
Cons: Moderate speed and reliability
Favorable because of moderate-to-low cost relative to benefits.



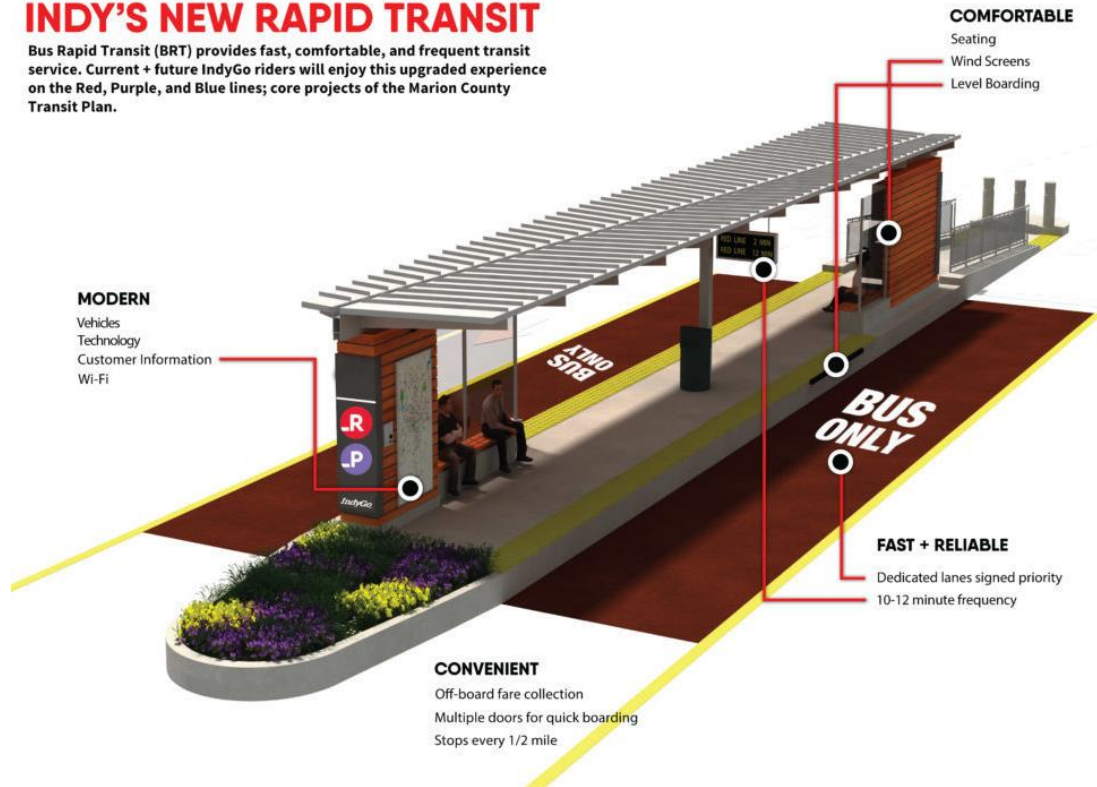
Arterial BRT with no Dedicated Lane

Pros: Lowest cost and displacement potential, one-seat rides beyond corridor
Cons: Low speed and reliability
Favorable because of low cost.

WHAT IS BRT?

INDY'S NEW RAPID TRANSIT

Bus Rapid Transit (BRT) provides fast, comfortable, and frequent transit service. Current + future IndyGo riders will enjoy this upgraded experience on the Red, Purple, and Blue lines; core projects of the Marion County Transit Plan.



Source: IndyGo

What is Bus Rapid Transit (BRT)?

“Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.”

– Federal Transit Administration

Peer City BRT Services

Indianapolis

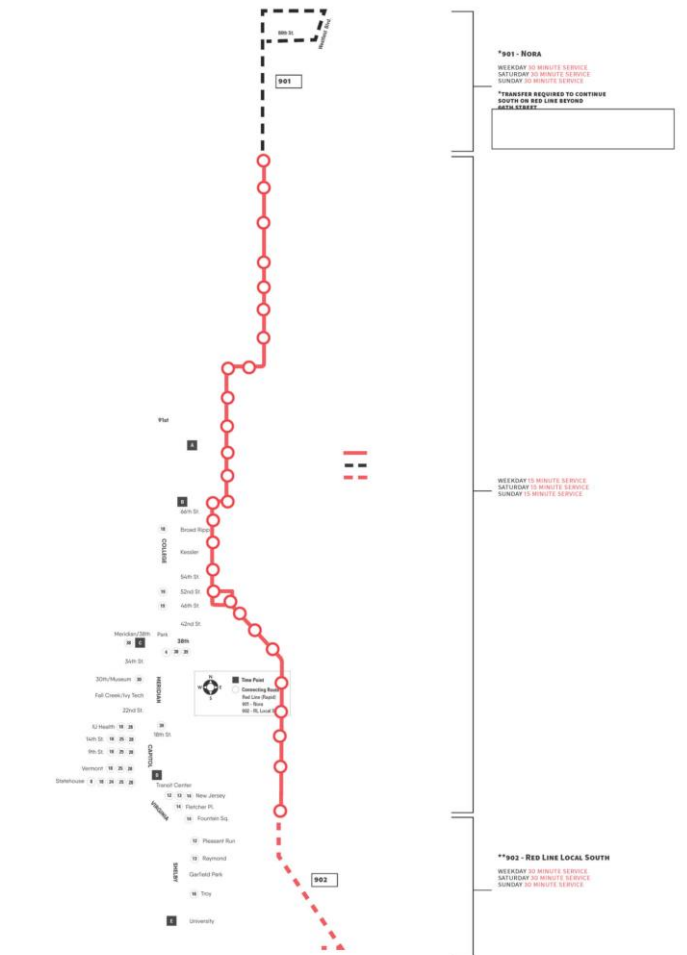


Richmond, VA



Grand Rapids





* Service between 66th Street station and 91st Street operates as route **901 - Nora**. This service operates independent from the Red Line, so a transfer will be required at 66th Street to connect to and from the Red Line. Smaller vehicles will be used for this northern portion of College Ave.

** Certain Red Line (Route 90) rapid transit vehicles continue south of University station to connect to Greenwood Park Mall. These buses will have **90 - County Line Rd.** on the destination sign.

IndyGo's Red Line

- Runs 13 miles through the heart of Indy.
- Rolls within a quarter mile of more than 50,000 residents and nearly 150,000 jobs.
- Designed to increase the practicality, accessibility, efficiency, and connectivity of Indianapolis' transit system.



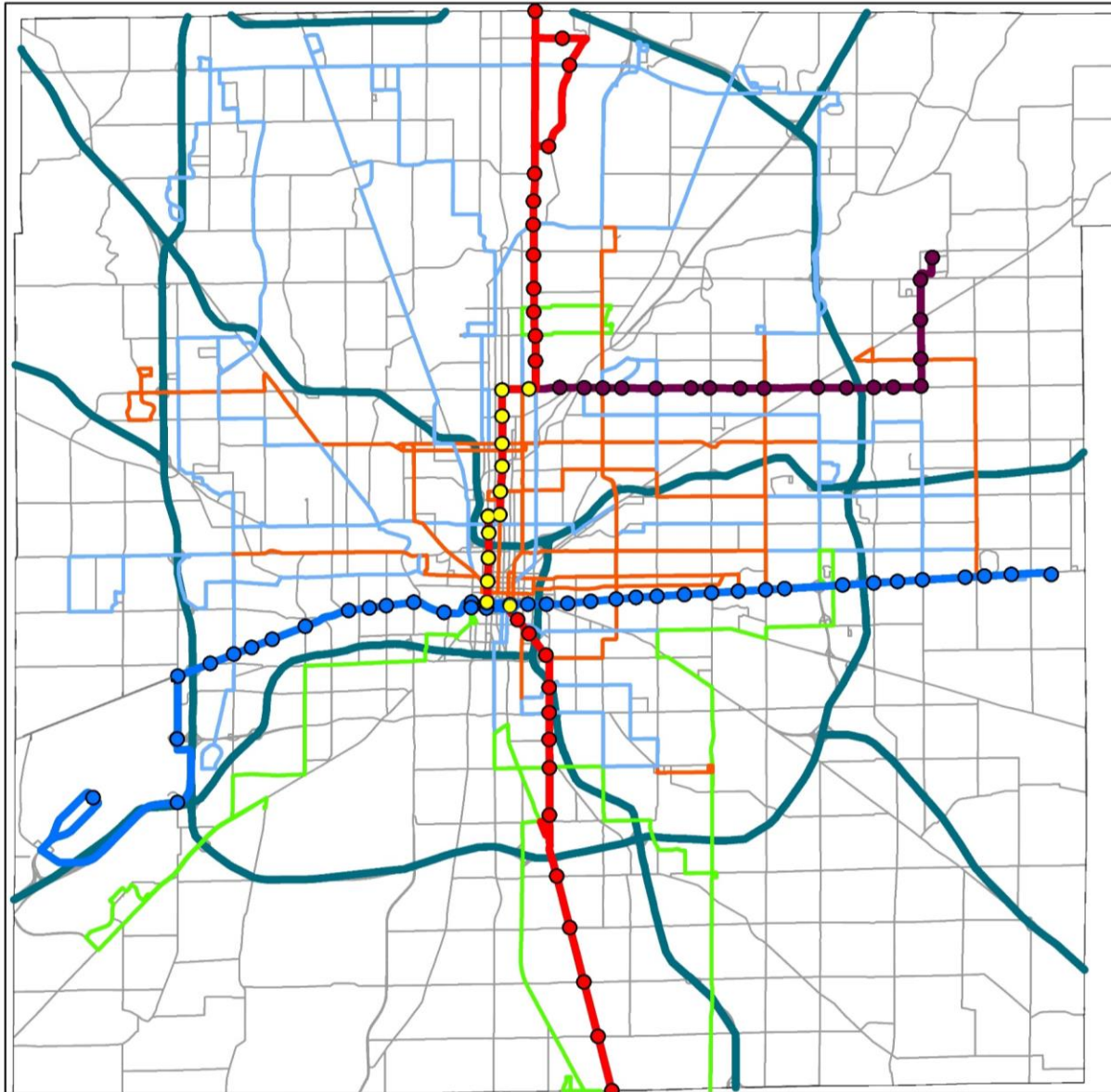
IndyGo's Red Line

- BRT systems run buses more often.
 - A bus at least every 10-15 minutes increases freedom of movement.
- Bus-level platforms eliminate the need for lifts or ramps, which helps buses spend less time at each station.
- Pre-paying your fare means riders can use any door, decreasing the bus time at each station.



IndyGo's Red Line

- Dedicated lanes keep buses out of traffic and on schedule.
 - They also increase reliability for emergency vehicles.
- Traffic signal prioritization can hold green lights longer and change red signals to green to allow buses to flow smoothly along.
- Is just the beginning. The Blue and Purple Lines are in the construction planning phases.



Legend

- Red and Purple Shared Stations
- Local Bus Routes**



- 13 miles
- \$96.3 Million
- Opened Sept. 2019



- 15 miles
- \$170 Million
- Design and NEPA completed.
- Construction beginning 2021
- Open in 2024



- 24 miles
- \$220 Million
- Design and NEPA underway
- Construction beginning 2023
- Open in 2025/2026

IndyGo's Transit Investments Support the Entire Transportation System

Purple Line



MORE THAN TRANSIT



NEW TRAFFIC SIGNALS



STORM SEWER SEPARATION



3 MILES OF MULTI-USE PATH



NEW AND REPAIRED PAVEMENT



ADD OR REPAIR 9.5 MILES OF SIDEWALK INFRASTRUCTURE



355 NEW OR UPGRADED CURB RAMPS

OVER
50%
OF BUDGET GOING TO
SUPPORTING INFRASTRUCTURE

Blue Line



ADDED VALUE to Infrastructure

- Nearly 124,000 TONS of HMA for roadway rehabilitation
- Over 8 Miles new and rehabbed sidewalk
- Nearly 500 sidewalk ramps brought to ADA compliance
- Almost 2 Miles of Multi-Use path
- Over 1000 new a replacement drainage structures
- Over 60,000 LFT of new drainage pipe

Indy's Path to BRT



Indy Chamber identifies public transportation as a competitive disadvantage for Indianapolis

2007

Chamber leads exchange to Denver

2008

Indy Connect Formed

2010

Red Line Locally Preferred Alternative Adopted

2013

IndyGo Forward Transit Plan is adopted

2015

Transit Referendum passes with 59% of vote

2016

Central Indiana Transit Task Force formed

2008

CITTF recommends expanding transit

2009

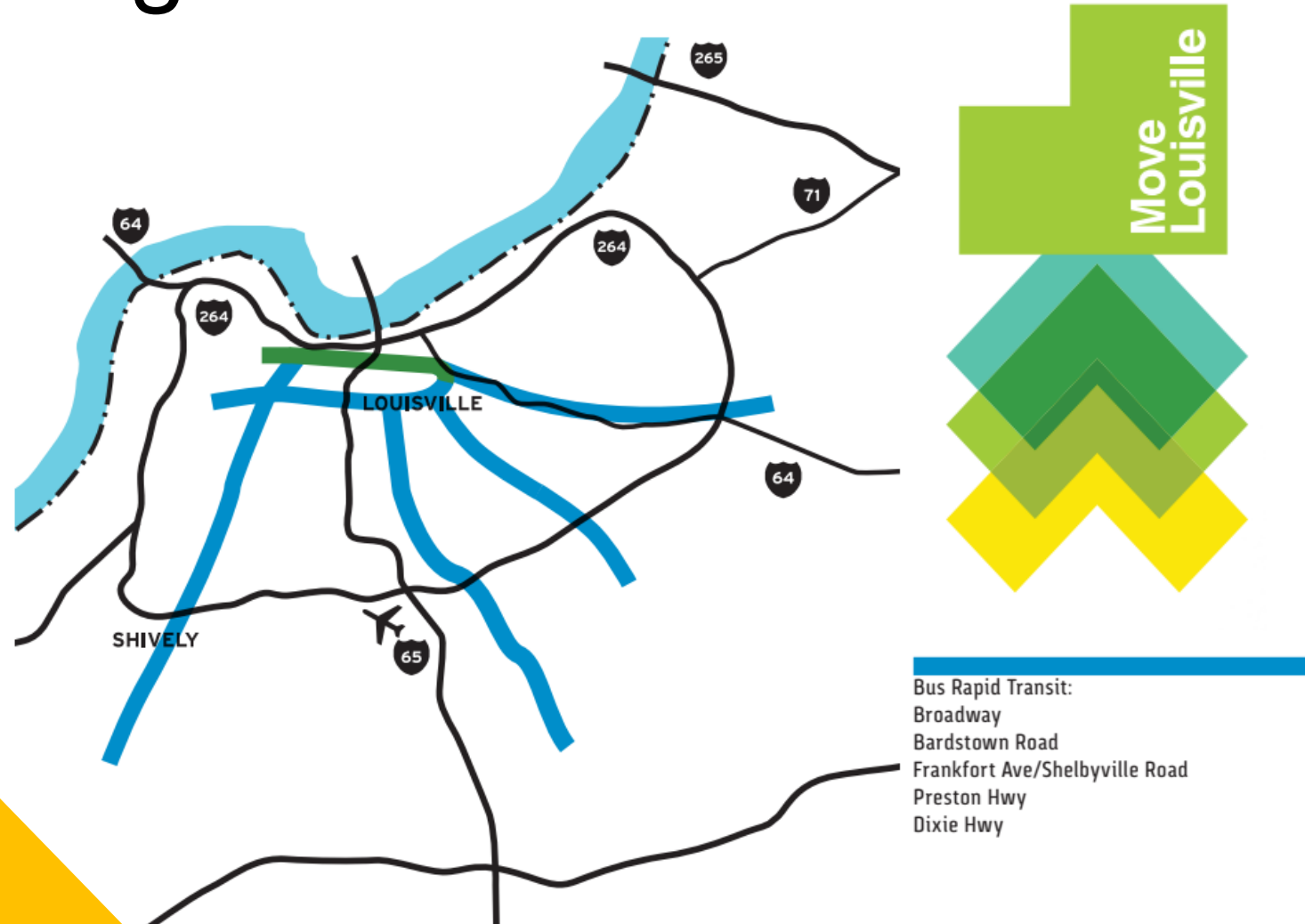
Transit Funding Enabling Legislation Passes

2014

Central Indiana Transit Plan adopted

2016

Enhancing Transit in Louisville



Enhancing Transit Services in Louisville



Planning Transit Corridors in Louisville

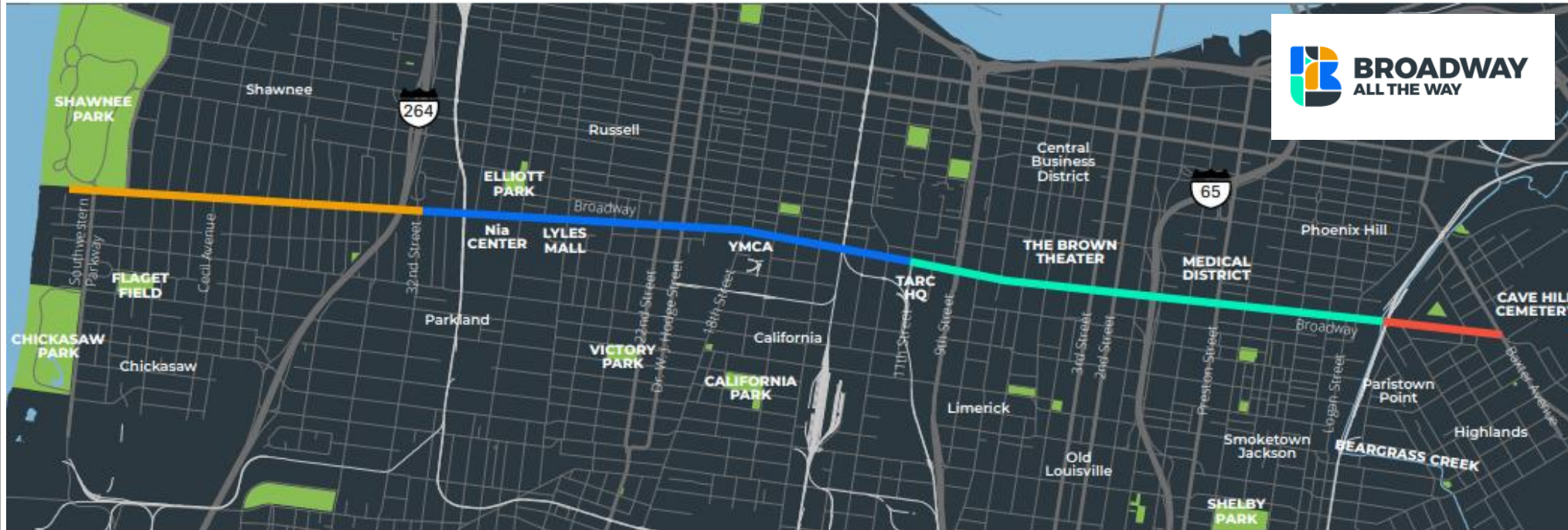




the new  dixie highway

RAPID 

Broadway All The Way



1: Southwestern Parkway to 32nd Street

Length:
1.4 Miles

Neighborhoods:
Shawnee & Chickasaw

2: 32nd Street to 11th Street

Length:
2.0 Miles

Neighborhoods:
Russell, Parkland, & California

3: 11th Street to South Fork Beargrass Creek

Length:
1.9 Miles

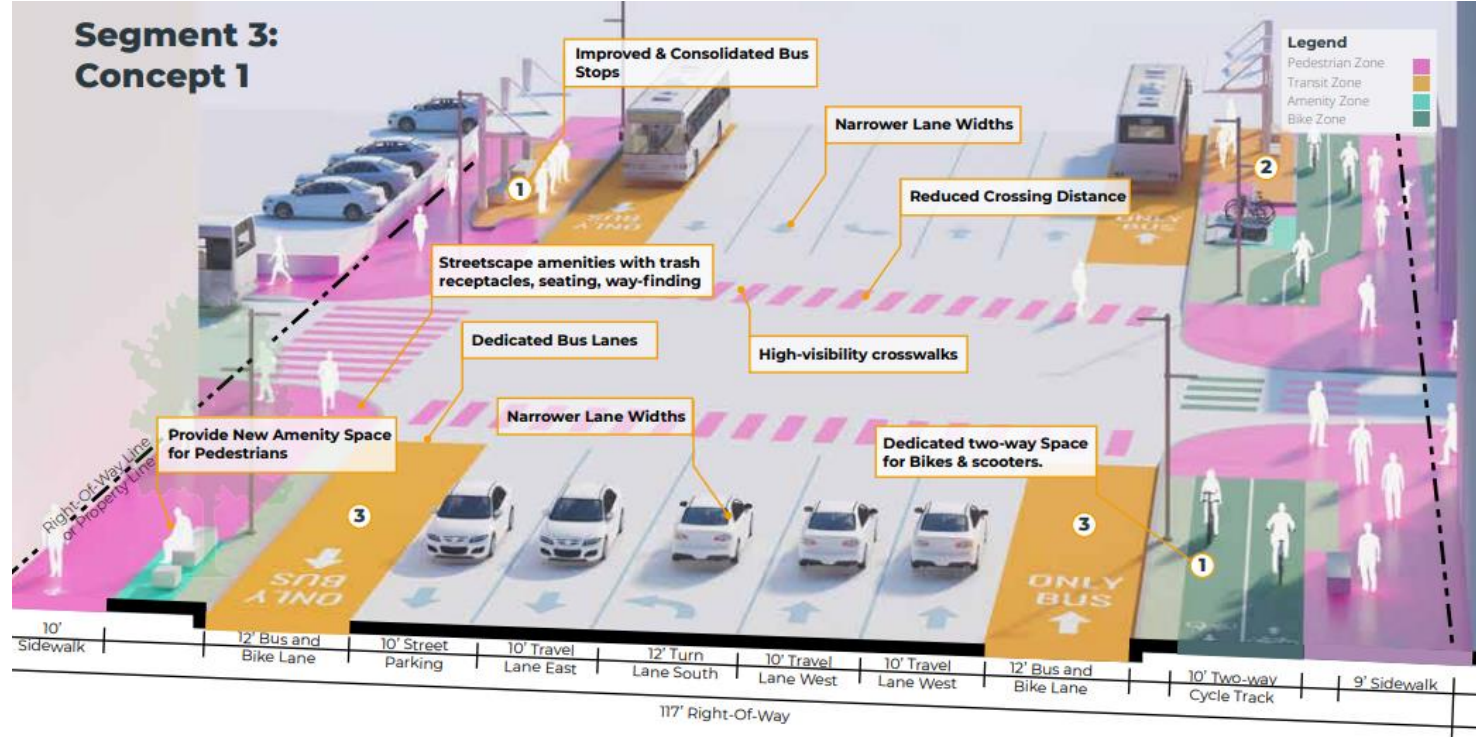
Neighborhoods:
Central Business District,
Old Louisville, Phoenix Hill, &
Smoketown Jackson

4: South Fork Beargrass Creek to Baxter Avenue

Length:
0.5 Miles

Neighborhoods:
Phoenix Hill, Paristown Point, &
Highlands

Segment 3: Concept 1



- Enhanced Stations
- Dedicated Lanes
- Traffic Signal Prioritization
- Dixie is just the beginning
 - Broadway
 - Preston
 - Frankfort/Shelbyville



Dedicated two-way cycle tracks provide wide, safe and comfortable space to ride a bike or a scooter away from cars. These paths are great ways to connect people to transit, for a bike ride to work or place to exercise.

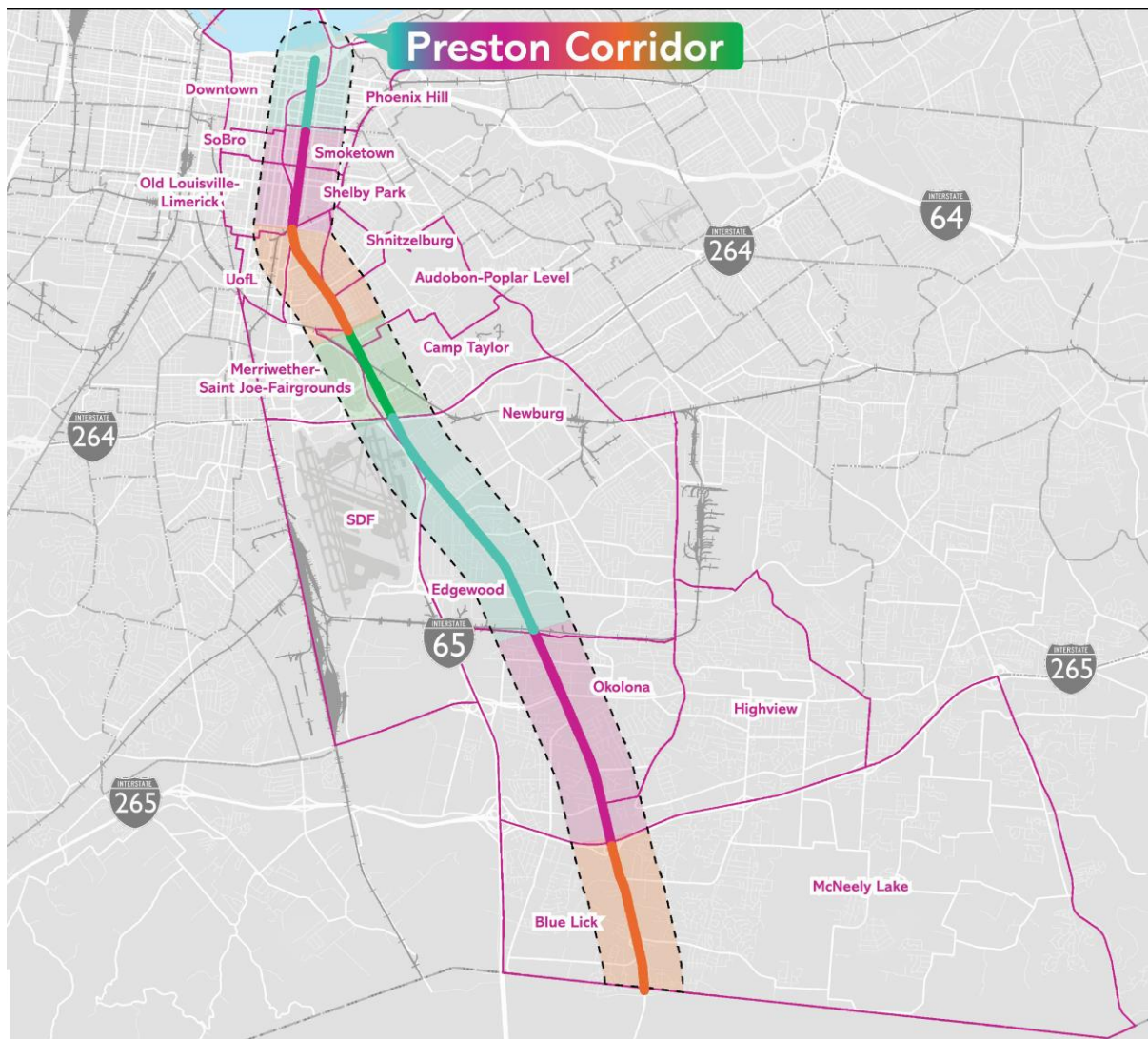


Consolidating the two bus stops that currently exist at this intersection will help commuters transfer between buses easier and provides an updated bus stop for bus users.



Dedicating lanes of traffic to bus lanes will help eliminate traffic created by buses stopping and going at bus stops along the road way and eliminate conflict between vehicular traffic and public transportation.






Enhancing Transit on Preston

- Identified as a “Premium Transit” corridor in the Move Louisville Plan.
- One of the busiest bus lines in the city.
- Planning process began in Summer 2021.

PRESTON
Corridor Plan

Opportunities to explore

- Align bureaucratic structures with transportation policies and goals.
 - Increase local control of our transportation system.
 - Prioritize regular transit funding.
 - SHIFT Process
 - Dedicated Sources
 - Implement transit as a public service in addition to a social service.
 - Integrate land use and transportation planning processes.
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