



Q&A | Concerned Irvington Businesses – October 2024

General Project Questions:

- **What hours will the bus route run?** The Blue Line will run every 15 minutes on weekdays from 5– 1 a.m., on Saturdays from 6 – 1 a.m. and on Sundays from 7 a.m. – 10 p.m.
- **Why is a designated bus lane required versus a shared bus lane?** The designated bus lane is desired to improve bus travel times and reliability, improve the experience for transit riders, reduce bus conflicts with vehicles, provide traffic calming to the roadway and allow the Bus Rapid Transit (BRT) project to be competitive for Federal Transit Administration (FTA) funding.
- **If a designated bus lane is needed, why can't it be moved to Brookville Road or 10th Street where the lanes are wider and more easily able to accommodate the extra lanes?** Washington Street has high ridership demand. The existing Route 8 is IndyGo's highest ridership, non-BRT route (behind the Red Line). There is not as much demand on Brookville Road. While 10th Street is also a high ridership corridor, the two streets are far enough apart that a rapid transit route on 10th Street would not replace the need for rapid service on Washington Street. There is strong demand for good transit service on both routes and Washington Street is stronger overall. Washington Street was selected as the preferred east-west BRT route after extensive analysis of factors such as land use, socioeconomics, existing and projected ridership demand and economic development potential.
- **Where was the Washington and Ritter Station moved to?** After serious consideration, the Washington & Ritter Station was moved from the east side of the intersection to the west side.
- **What is the current estimated timeline?** IndyGo anticipates contractors will begin bidding on the project in early fall 2024, with construction beginning early 2025 and an anticipated opening in 2027-28.

Traffic Impacts:

- **What is the traffic count on Washington Street from Arlington Street to Emerson Avenue through the historic district?** The traffic count in this segment is approximately 21,000 vehicles per day (sum of both directions). About 1,700 vehicles in the peak hour of traffic.
- **Has the City of Indianapolis reduced traffic patterns to one lane on any other street with similar traffic counts/ traffic congestion?** The City of Indianapolis has reduced Meridian Street to one lane in either direction (for the Red Line). Meridian Street had a similar annual average daily traffic count and peak hour traffic. *(Please note: Although traffic count/congestion might*

not be exactly equivalent, the city has also reduced portions of East 38th Street and Post Road to one lane for the Purple Line.)

- **Where will Michigan lefts be put in for U-turns?** These are not really Michigan lefts, but U-turns are provided approximately every one quarter to one third of a mile along the corridor to help facilitate access. This includes U-turns at Emerson, Hawthorn, Ritter and Arlington. Left turns are retained at Audubon (no U-turns at that location).
- **Has IndyGo considered the implications of putting a rapid bus line through a narrow corridor with several schools along the path?** A safety analysis was conducted for the Blue Line project. The analysis considered crash data and types of crashes. The analysis projected that 30% of crashes could be mitigated with this design on Washington Street. The reduction in crashes is largely the result of the dedicated bus lane design, which reduces the opportunities for highspeed weaving, left turn and head on collisions.
- **Has there been any increase or decrease in accidents or fatalities along the Red Line?** This is currently being studied. More information is anticipated soon.
- **What is the risk of increased accidents or fatalities through a pedestrian heavy neighborhood like Irvington?** See above. Crashes are expected to be reduced by 30%.
- **What will happen to the crosswalk near Layman Avenue after construction?** An ADA-accessible pedestrian crosswalk with a flashing light will be included in the project design.
- **How will semi-trucks be able to access businesses, including those with limited access to their lots due to left turn restrictions?** Signage will be in place to direct trucks to the most appropriate alternate routes as the protected U-turns are not designed for semi-trucks. IndyGo encourages all impacted business owners to schedule a meeting to discuss specific situations or locations where design mitigations could be investigated.
- **How will semi-trucks be able to navigate a U-turn?** The U-turns are not designed for semitrucks. Semi-trucks should plan their routes accordingly.
- **What increase/decrease in traffic is projected with the change of traffic flow on New York and Michigan?** Some traffic diversion could occur for thru traffic. A small percentage of diversion was assumed for thru trips on Washington Street diverting to I-70 for trips that originated from further east and ended downtown and vice versa. No diversion was assumed to Michigan and New York streets for the purposes of the Blue Line traffic study. However, we did test Michigan and New York streets operations, assuming two-way traffic on both streets, just in case extra traffic diverted from Washington Street. Those operations were acceptable. All the traffic analysis are available in various traffic reports that have been developed for the project.

Business Impacts:

- **What funds or resources are available for the businesses to ensure they will remain viable for the community?** IndyGo is committed to supporting businesses and helping them thrive through building a one-on-one relationship and supporting specific needs. IndyGo can assist in a variety of ways through construction, by providing signage, safe pedestrian and vehicle access, and timely, accurate information about construction progress. Every business and stakeholder along the line will have access to a construction liaison who will be available to answer questions or solve any problems that come up during construction. IndyGo is working intentionally, starting early in design and continuing through construction, to minimize construction impacts as much as possible. However, IndyGo is not able to provide direct financial support to businesses.
- **What support will affected businesses who may suffer from revenue loss due to lengthy construction and limited or no access to their storefronts?** See above. Please note that access will be provided to businesses along Washington Street throughout construction.
- **What support will businesses receive in terms of increased promotion and advertisement during construction?** IndyGo will produce videos highlighting business establishments along the corridor. Those videos will be featured on one or more of our social media platforms (X, Facebook, Instagram and LinkedIn). Businesses can also be featured in our weekly newsletter that will be sent to many subscribers who would like project updates delivered directly to their inbox. The agency is also committed to earmarking some of our advertising budget for print, digital and radio ads to highlight businesses or groups of businesses during their special promotions.
- **How much of an effect did the construction of the Red Line have on the businesses along the corridor? i.e. increased/lost revenue, increase/decrease in employees, opening/closing of businesses?** This is not information that IndyGo collects. We are not aware of any location where this information is assembled. In speaking with community organizations in the Midtown area (North Meridian Street and College Avenue segments of the line), we have been told that only one or two businesses closed during construction of the Red Line that were struggling financially before construction started.
- **What support was offered to businesses along the Red and Purple Line during construction?** A construction liaison was available to all stakeholders along the Red Line during construction. The liaison provided information about construction progress and impacts and worked with stakeholders when questions or concerns came up. Transit Talk meetings were held at businesses along the line to help drive business to areas that were having construction impacts. Special signage was provided to businesses and along construction routes to alert the public that businesses remained open and to help direct traffic around construction activities. With Purple Line construction underway, IndyGo has added virtual office hours as a convenient way to meet a construction liaison. Customized property access maps are offered to establishments along the corridor. IndyGo also does pop-ups to support local businesses and meet community members where they are with information.

Construction Impacts:

- **What impacts will the Blue Line have on the Halloween Festival during and after construction. Please provide an overview of the plan and detour route.** IndyGo will work with Halloween festival representatives to solidify a plan that could include construction blackout dates in Irvington during the festival. The Route 8 currently detours around the Halloween Festival. As IndyGo does today, the agency will continue to coordinate with festival representatives to best address bus service and festival operations.
- **What is the projected length of time Washington Street will be disrupted for construction? Is there a plan to "fast track" this disruption?** The full construction project is anticipated to be 2.5 years. This does not mean that any one area will be under construction for 2.5 years, as the corridor is 24-miles long. It is anticipated that the major construction in Irvington area could be substantially completed in a 4 to 6-month timeframe. However, specifics on duration of construction will not be fully determined until a contractor is awarded the project. There is opportunity for IndyGo to work with neighborhoods/businesses to have construction blackout dates. IndyGo is committed to working with businesses to maintain access and take steps to minimize construction impacts.
- **What are the alternate routes to help customers and delivery trucks access businesses along Washington Street during construction? How will trucks maneuver through the neighborhood streets?** These details will not be determined until a contractor is awarded, but an extensive outreach program will be in place to work with residents/businesses to help inform these decisions. Signage will be in place to direct trucks to the most appropriate alternate routes. If traffic impacts become disruptive to neighborhoods, IndyGo will work with Indianapolis DPW to identify appropriate and acceptable solutions.
- **How will neighborhood roads be repaired if there is damage due to additional traffic and heavy traffic?** IndyGo will work with Indianapolis DPW to assess any such impacts and determine appropriate and acceptable solutions.
- **Where will the construction crews park? What hours and days of the week will construction be taking place?** Construction hours will be in accordance with City ordinances and permits. Details of where construction crews will park have not been determined. However, IndyGo is happy to hear concerns and suggestions to address those as plans are finalized. Please note that the construction liaison will be available to respond to any concerns during construction, with a direct line of communication to the contractor(s) and the ability to resolve problems.

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- **How will the streetscape, median and brick crosswalks that are part of our historic district be protected and maintained during and after construction?** The proposed design currently allows space for all these features to either be retained or replaced in kind in areas where construction impacts cannot be avoided. IndyGo is committed to leaving these features in as good or better condition.

BRT Ridership:

- **An example was provided that IndyGo projects an xx% increase in bus utilization will assist in reducing vehicle traffic. Please provide current utilization by numbers (versus percentages) and the projected increase.** Detailed [here](#) is a mode shift memo, which accounts for a percentage of trips shifting from car to transit based on ridership projection.
- **What were the results of Red Line ridership before and after construction?** Red Line did not replace in-kind an existing local route. There was not a prior route to directly compare to it. Currently, the Red Line is IndyGo's highest ridership route. Over the previous 12 months, it has carried approximately 19% of our total systemwide trips.
- **If ridership is lower than predicted, will the number of buses or runs decrease?** Federal Transit Administration requires a threshold operating frequency for BRT vehicles (15 minutes all day). This would remain regardless of ridership statistics unless FTA changes their parameters on direction in that area.