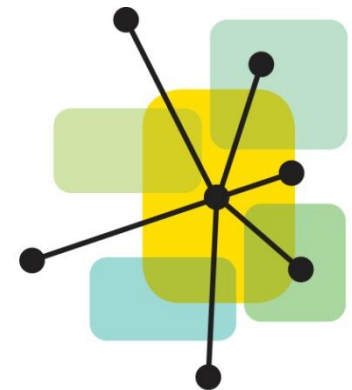


INDIANAPOLIS DOWNTOWN TRANSIT CENTER

Site Selection Presentation



INDY CONNECT
CENTRAL INDIANA'S
TRANSPORTATION INITIATIVE

DOWNTOWN TRANSIT CENTER SITE

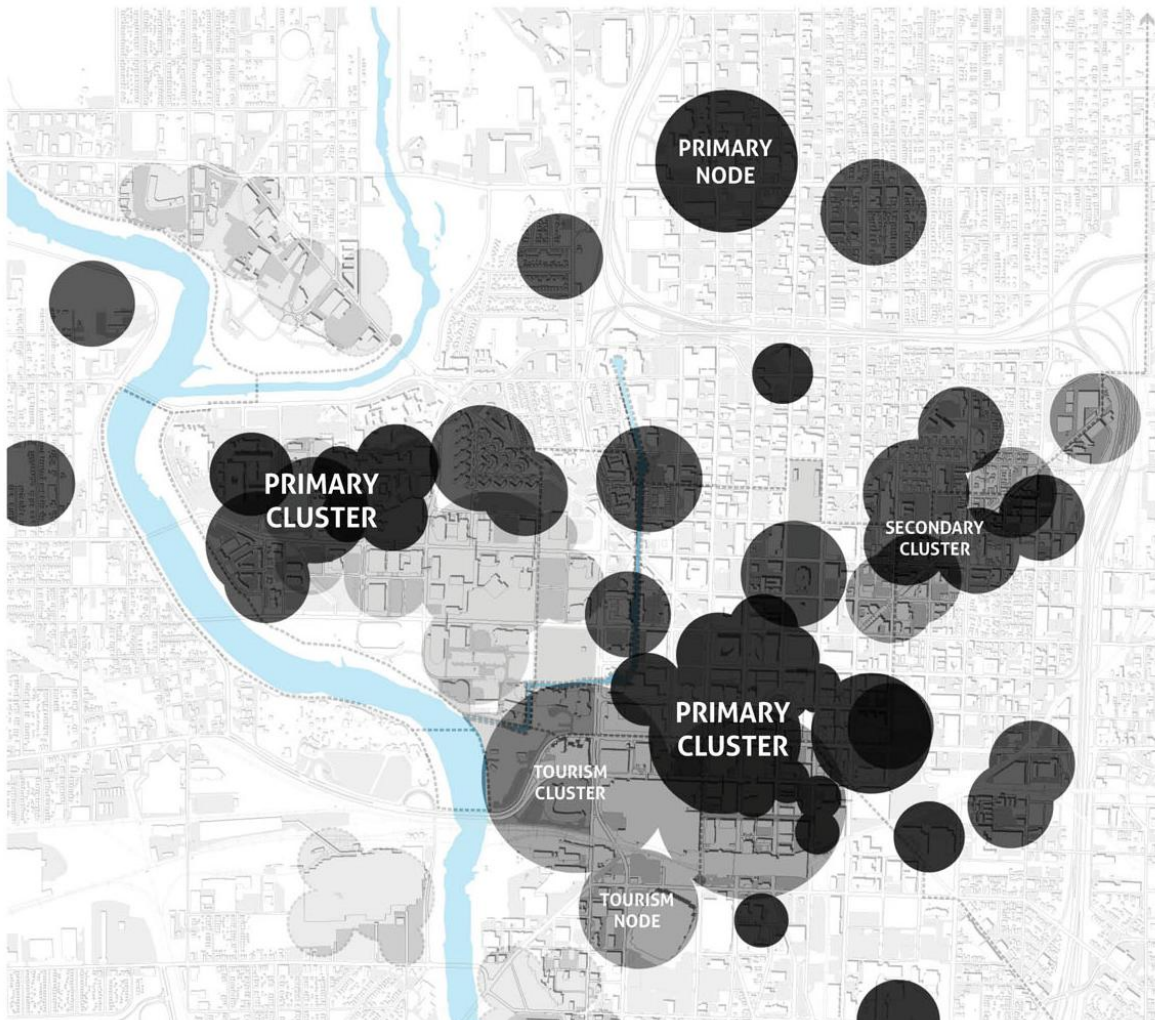
Guiding Principles



- Urgency – Need to deploy \$11.5 Million from Federal Congressional Earmarks + \$5 Million Local.
- Site Control must be feasible and realistic.
- Site and new center must work with and enhance the current bus system today.
- Selected site must also be “futureproof” – Works today... and with future BRTs, Rail and Indy Connect.
- Ohio Street “transfers” need to be addressed.
- “Downtown Loop” system needs to be addressed.
- Site and Transit Center must add value:
 - Dignity for current riders, “brand” change and potential revenue for IndyGo, positive real estate influence for surrounding properties.

LONG TERM RECOMMENDATION:

A Primary Transit Center with Secondary Transfer Hubs.



WEIGHTED OVERLAY

PRIORITIZED BY FTA "GUIDELINES AND STANDARDS FOR ASSESSING TRANSIT-SUPPORTIVE LAND USE"

TO NOTE:

According to the December 2010 Comprehensive Operational Analysis for the IndyGo Transit System, over 70% of trips are to or from home and work.

LEGEND

FTA PRIORITIES WEIGHTED DARK TO LIGHT

-  **WORK**
MAJOR EMPLOYMENT HUBS
2,000+ JOBS MINIMUM
-  **LIVE**
MAJOR RESIDENTIAL HUBS
150+ RESIDENTS MINIMUM
-  **VISIT**
MAJOR TOURISM CLUSTERS
ONLY CLUSTERS WITH LARGE ATTENDANCE AND
MULTIPLE MENTIONS WITH VISIT INDY ARE SHOWN
-  **LEARN**
MAJOR EDUCATION CLUSTERS
ONLY 1000+ STUDENTS SHOWN
(IUPUI ONLY QUALIFYING INSTITUTION)

Funding for the Downtown Transit Center needs to be deployed 1st
Hubs at IUPUI, IU Heath, Tourism, Mass Ave. to phase in with IndyConnect.

TRANSIT CENTER: Works Today, Inspirational, Buildable in Near Future

EXAMPLE:
Detroit



EXAMPLE:
Birkshire, England



TRANSFER HUBS: Well Designed, Partnerships, Mixed-Use Potential

EXAMPLE:
Allentown, PA



EXAMPLE:
Indianapolis – Ivy Tech



...or more elaborate architecture.

Michigan Street

Triangle parking lot, with private site control: too remote from downtown + poor integration for future

Pan Am Plaza:

Private/difficult site control: good current/future transit operations. A future transfer hub site?

Ohio Street:

Works for IndyGo today, Poor fit in the Right of Way, historic preservation

Market Square:

Public site control: would take significant land away from development + shift transit further east.

Post Office Site:

Unavailable

South St./Lucas Oil Lot:

Poor integration with bus today and transit in future. Conflicts with large crowds and plans for pedestrian-oriented South Street.



WHAT SITES WERE / HAVE BEEN CONSIDERED?
Recent Study + 2010 Downtown Transit Center Study



RECOMMENDED SITE for DOWNTOWN TRANSIT CENTER
1.9 Acre Parking Lot South of City/County Building

Why Here?

- Best fit to Guiding Principles.
- It can be a part of the revitalization of the Market Square Site.
- 1.9 Acres is well-suited to improve transit operations/routing/speed. (today + future)
- Shifts transfers from Ohio Street.
- Possible catalyst to reinvigorate the CCB Plaza area.
- No property tax loss – Public to Public Use.
- It directly engages the Cultural Trail and can become the major east gateway to Downtown.



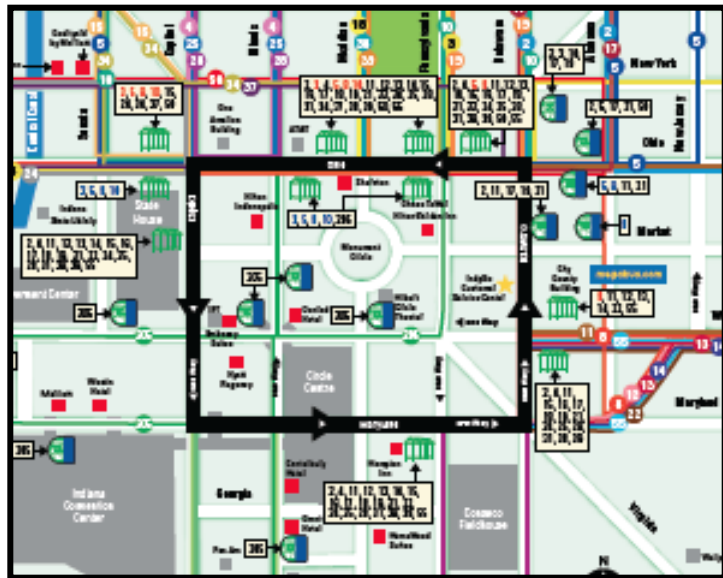
RECOMMENDED SITE for DOWNTOWN TRANSIT CENTER
1.9 Acre Parking Lot South of City/County Building

Site Control Challenges:

- Site is owned by the Indianapolis Marion County Building Authority (IMCBA).
- Currently Sheriff, Crime Lab and Jail Parking Lot (255 Spaces) – Where to relocate?
- Tunnel under site connects CCB with Jail. (Opportunity for improvement – also possible below grade parking)

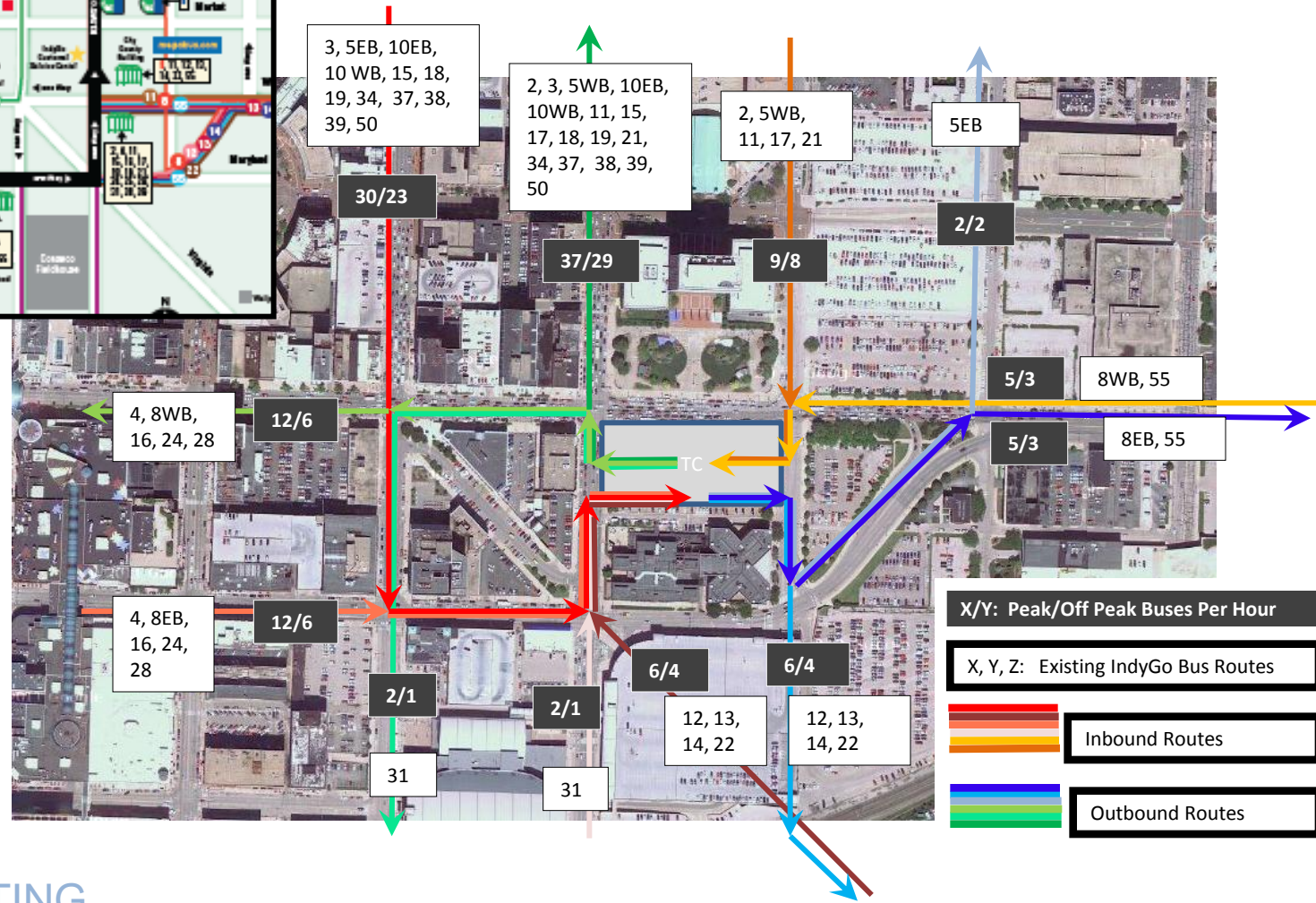


RECOMMENDED SITE for DOWNTOWN TRANSIT CENTER
1.9 Acre Parking Lot South of City/County Building



TODAY:

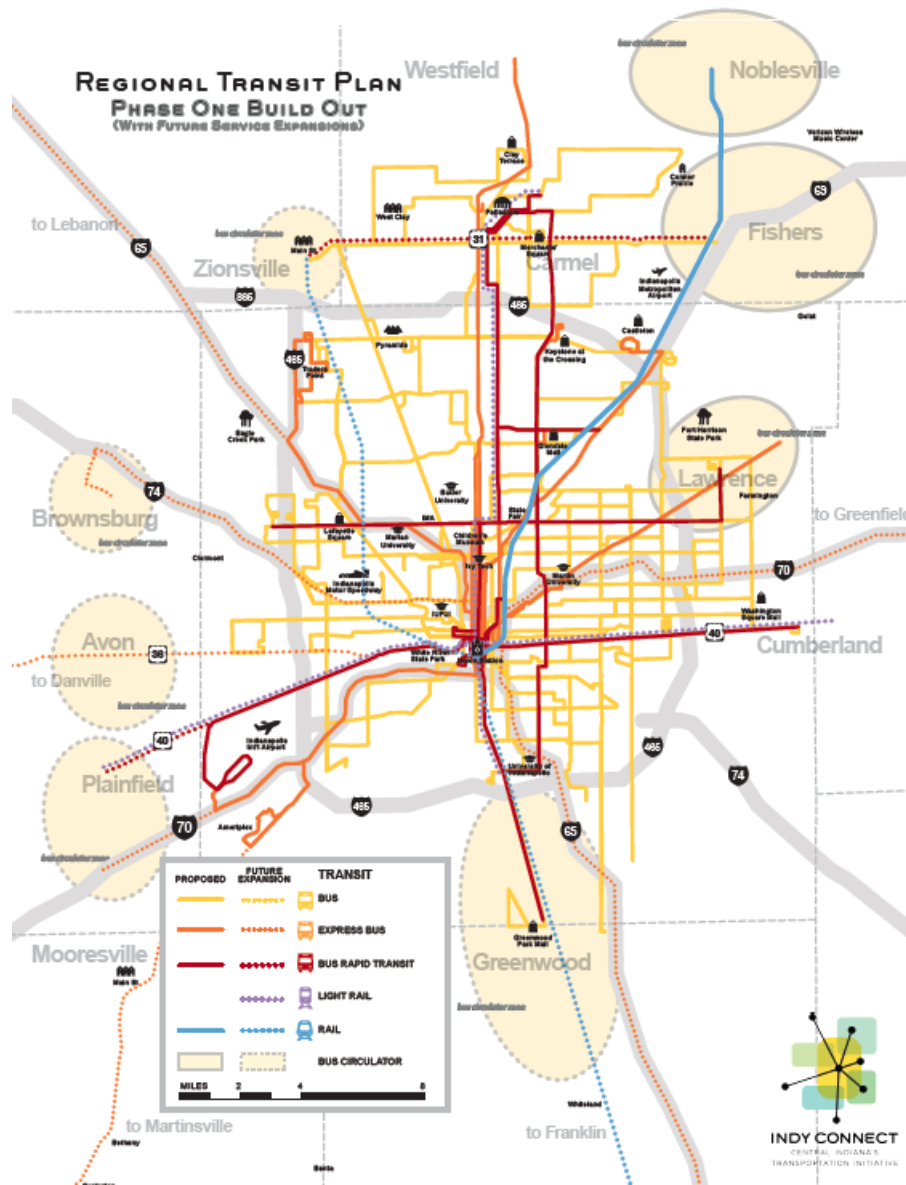
The Transfer Station is the road itself.



FUTURE:
The Transfer Station is the Transit Center.



BUS ROUTING
Improves Flow in Downtown with Current System



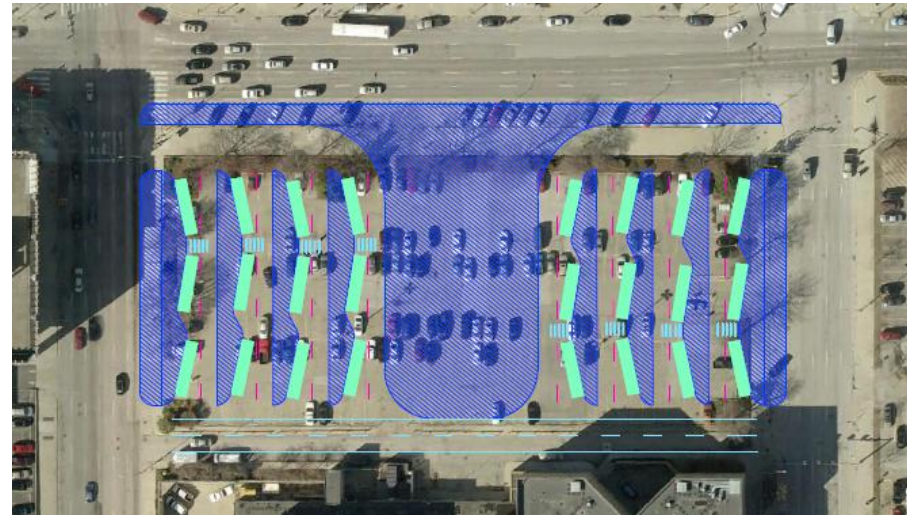
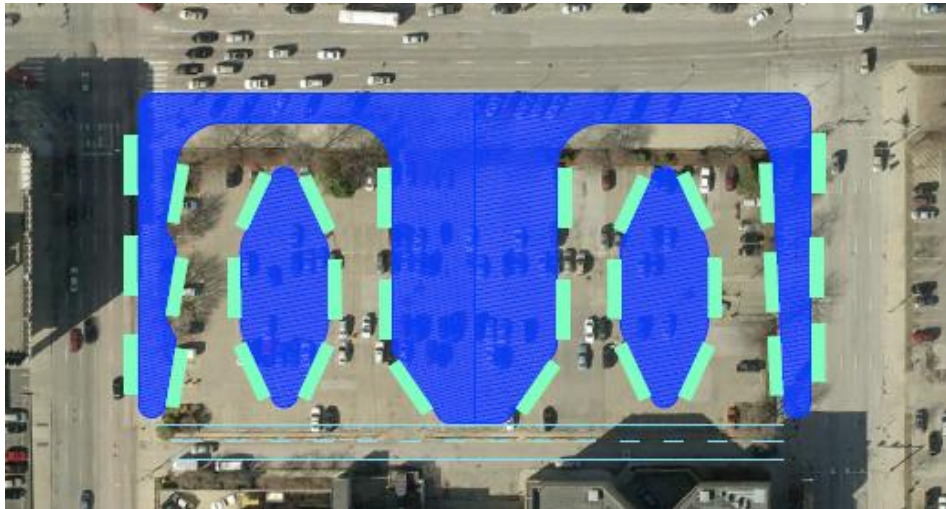
DOES THE SITE WORK WITH FUTURE PLANNING?
Works Well with Routing Alternatives for Indy Connect



THE SITE AS A CENTRAL POINT IN THE FUTURE
EAST / WEST AND NORTH / SOUTH ROUTING as well as BUS CIRCULATION



- Up to 24 Bus docking areas accommodated – full transfer capabilities for the entire system.
- Could also be a location for Mega Bus, Greyhound and other transit services.
- Possible below grade connections to north side of Washington Street.



IT WORKS – IN MANY CONFIGURATIONS
Potential Site Layout Options



AN OPPORTUNITY FOR INSPIRATIONAL DESIGN

Bus Transfer Stations from International Locations



IMAGE DESIGNED AND PRODUCED
BY EDEN COLLABORATIVE



HOW MIGHT IT LOOK?

An Artist's Representation of a Future Transit Center