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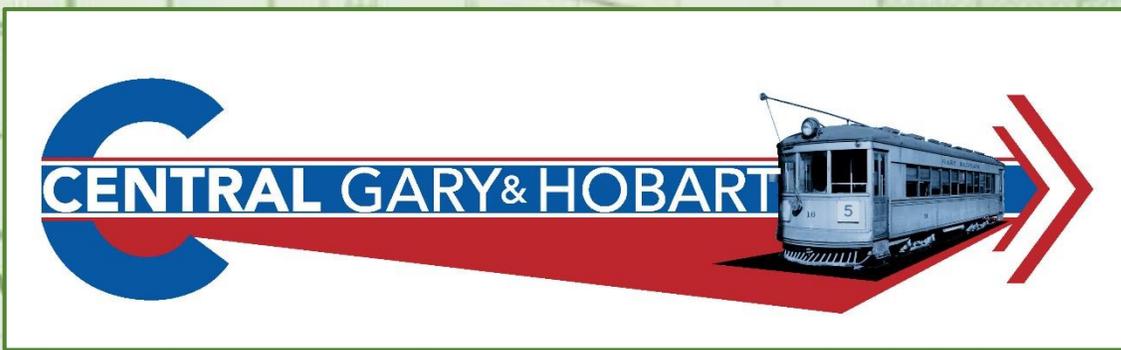


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STUDY AND FINDINGS OCTOBER 2023



GOALS and OBJECTIVES
ANALYSIS and PROCESS
CENTRAL GARY AND HOBART SERVICE
RECOMMENDATIONS
RESOURCES and NEXT STEPS





GOALS and OBJECTIVES

- Maximize Ridership Potential
- Create More Efficient Service Coverage
 - Cost-effectiveness
 - Bus speeds and commute times
 - Efficiency (between routes and traffic generators)



GOALS and OBJECTIVES

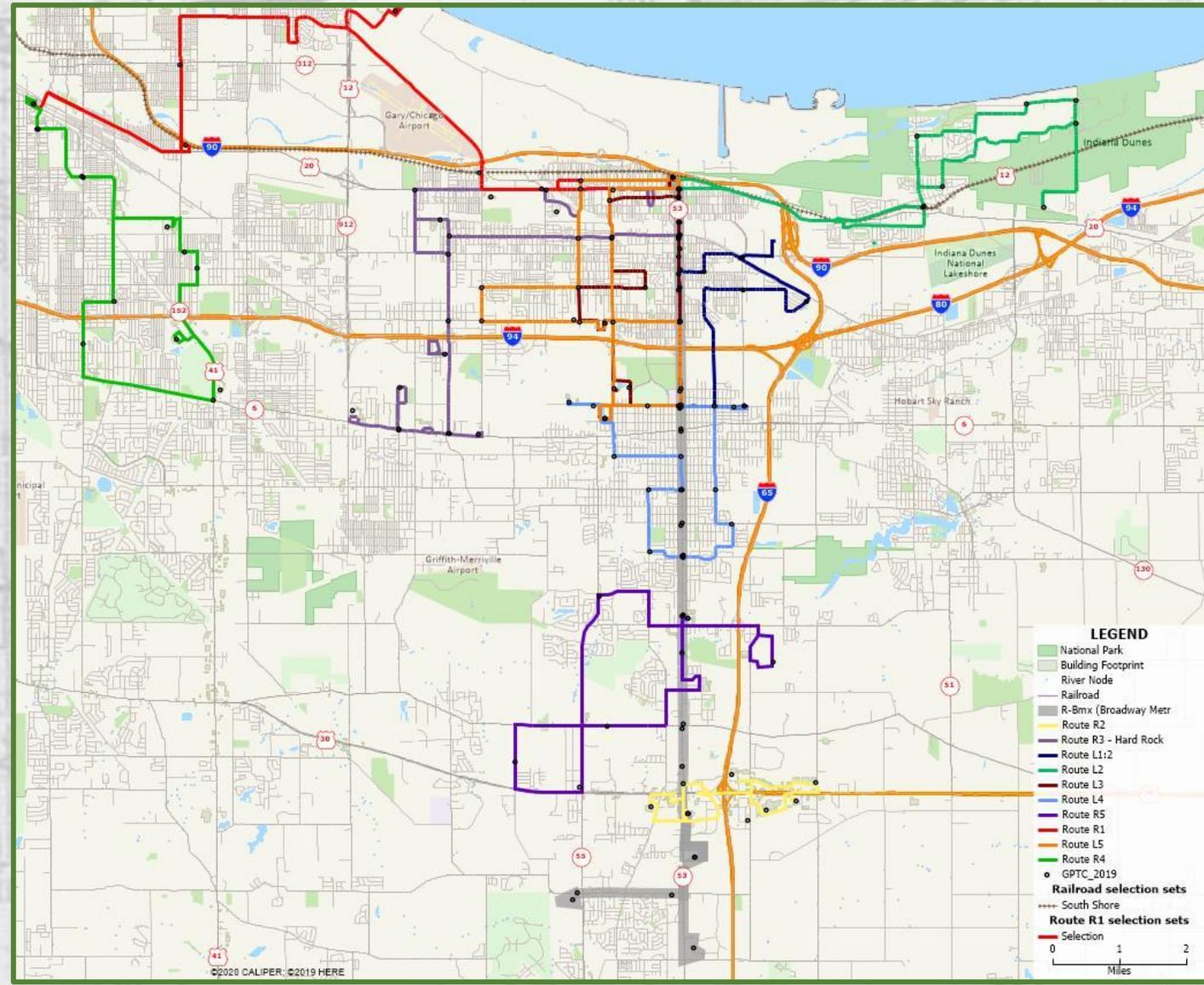
- **Provide and Optimize Service to:**
 - Areas of high population density
 - **EXISTING** ridership nodes
 - **New markets/potential markets**
(Downtown Hobart, County Market, St. Mary's, US6/SR51)

GARY TRANSIT in 2023

- **Broadway Metro Express**
(serving Gary, Merrillville, Crown Point)
- **Five local (Gary only) routes**
- **Six regional routes (including Bmx)**

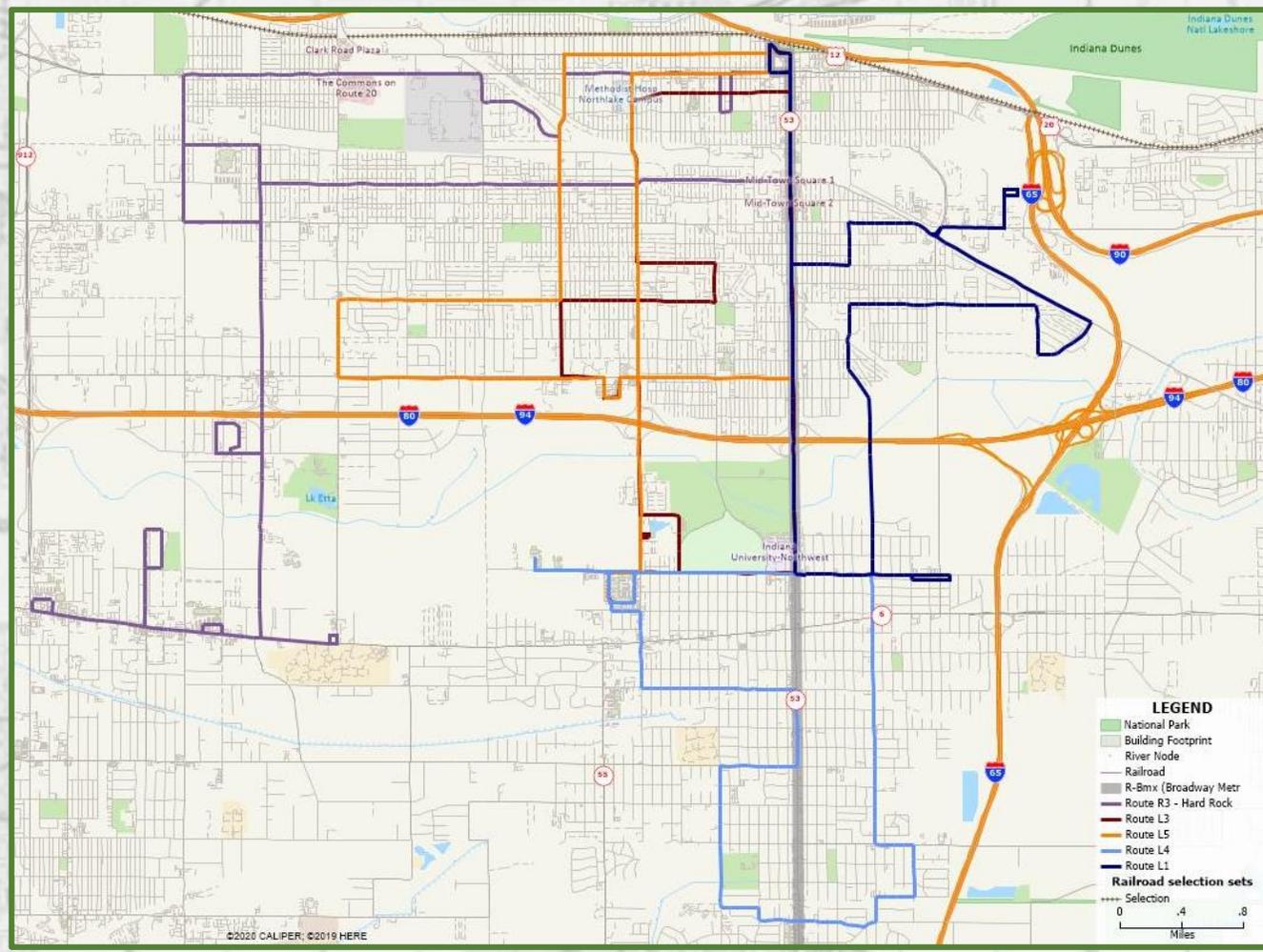
Ridership in 2023:

- **25% above 2022**
- **Several routes at pre-pandemic levels**
- **Local routes lagging behind**



CENTRAL GARY TRANSIT

- L1 (Midtown/Marshalltown)
 - L3 (H. Mann/Tolleston)
 - L5 (H. Mann/Tolleston/Tarrytown)
- All routes serve University Park as well
- Bmx (Downtown, Midtown, University Park)
 - L4 (University Park, including 35th)
 - R3 (Tolleston/Brunswick, Black Oak, Griffith)



HOBART TRANSIT

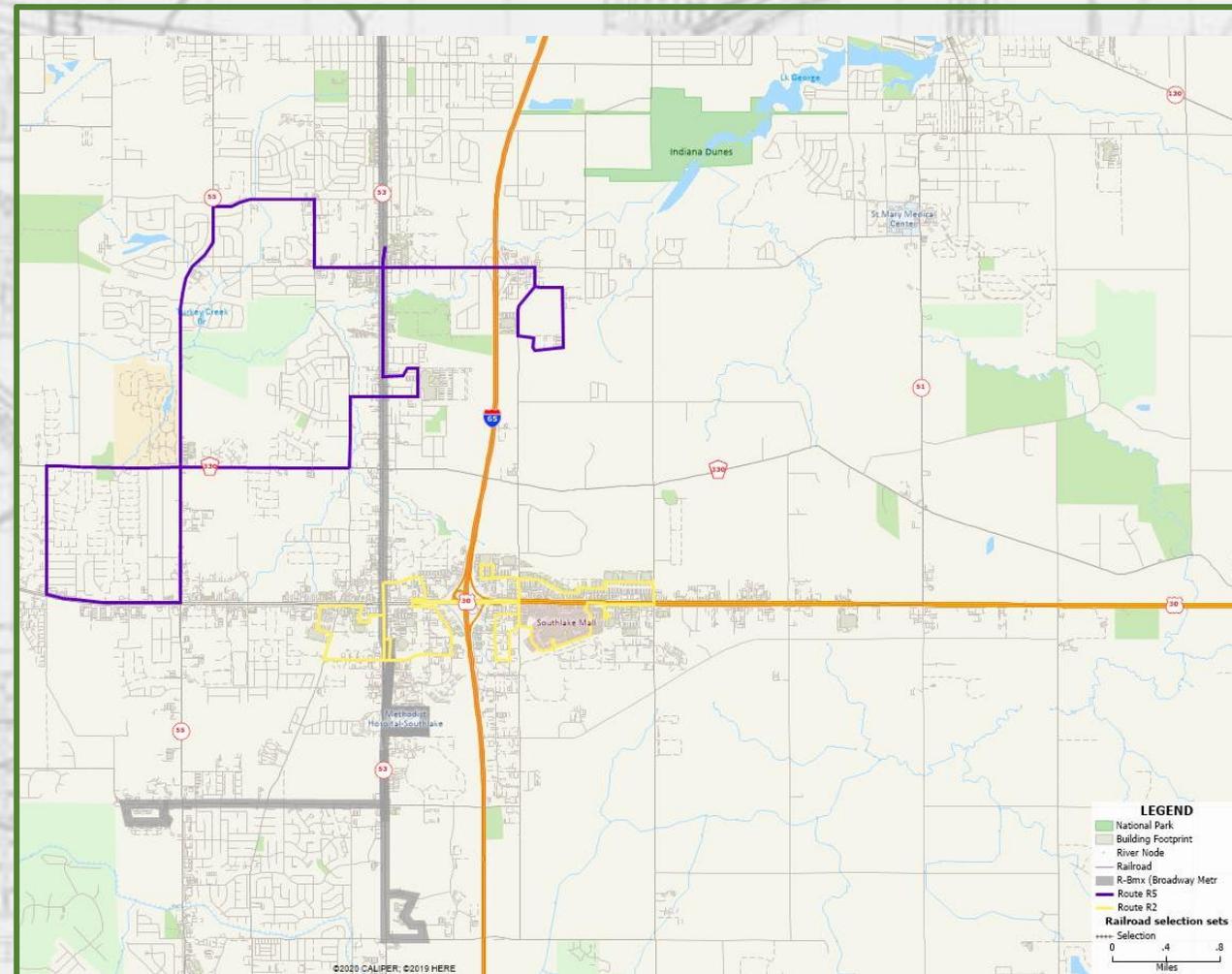
- R2 (US30 areas in Merrillville, Hobart)
- R5 (Merrillville, areas in Hobart near 61st/I-65)

Both routes are feeders to Bmx



Hobart Study Findings

- Two routes
- Maximized service to St. Mary, Downtown
- Connections to 6/51, University Park, US30)

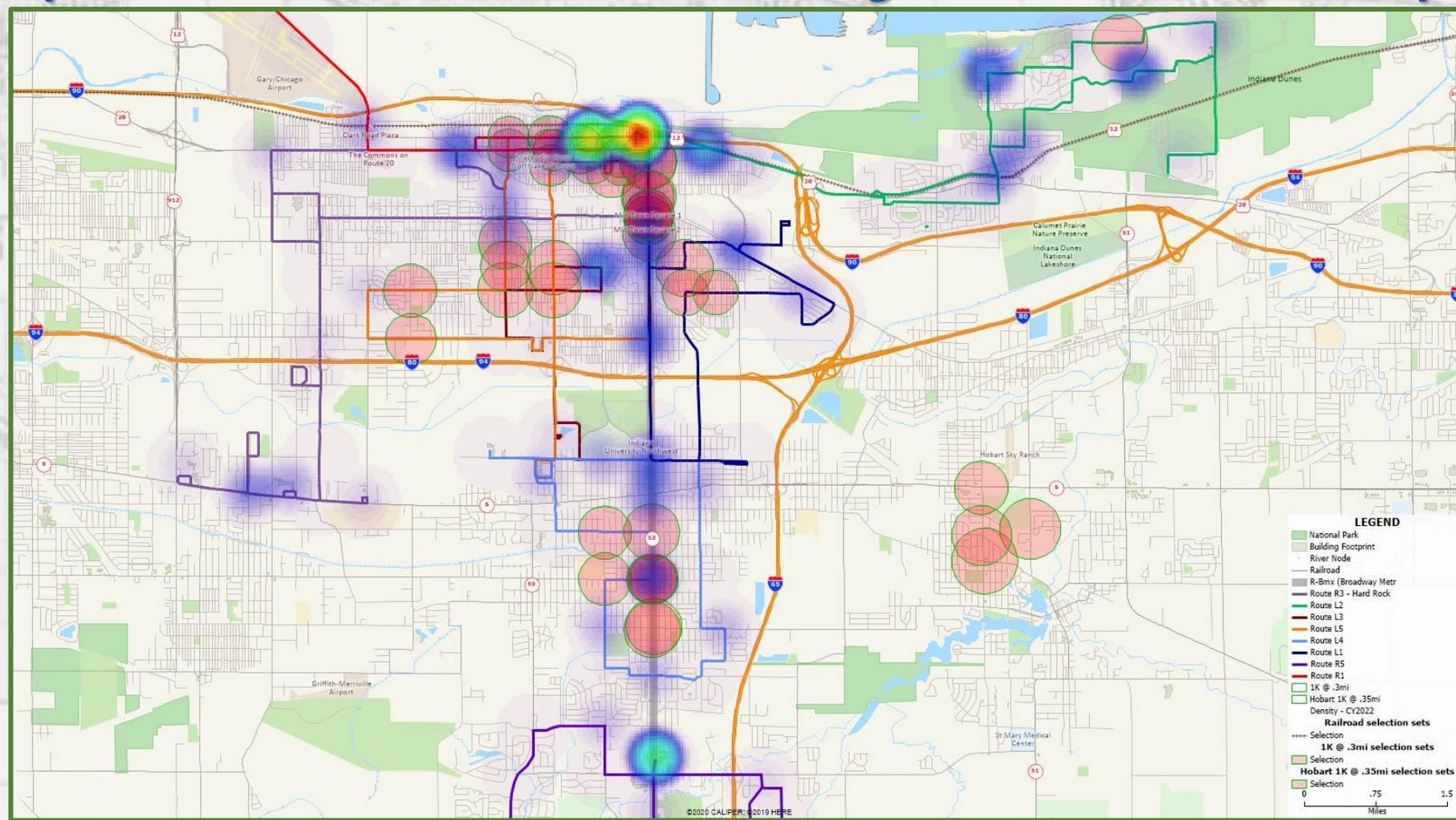


CENTRAL GARY and HOBART: THE DATA

Where people live

Where transit riders go

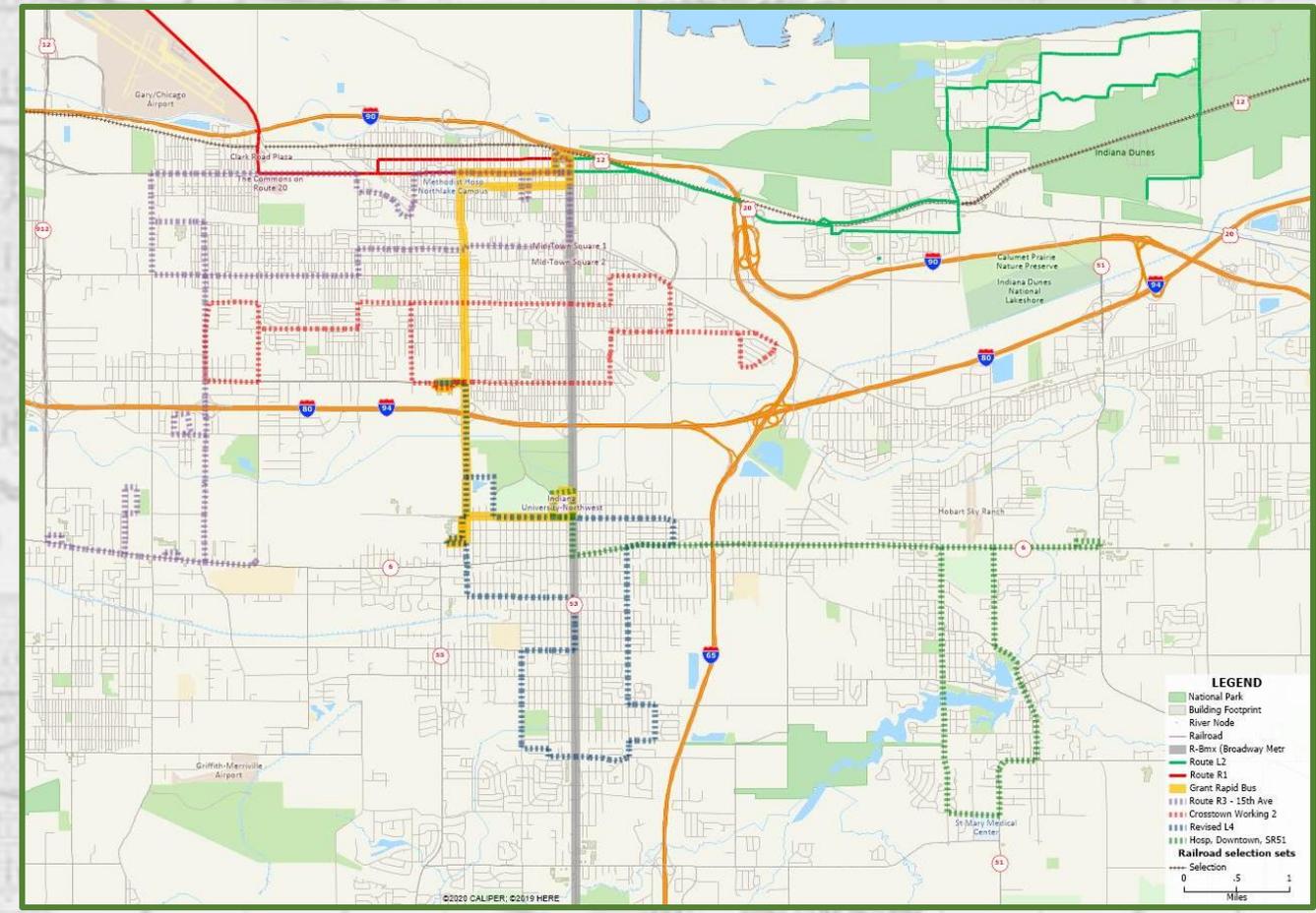
Where they want to go



PROPOSED ALIGNMENT

GRANT STREET ENHANCED

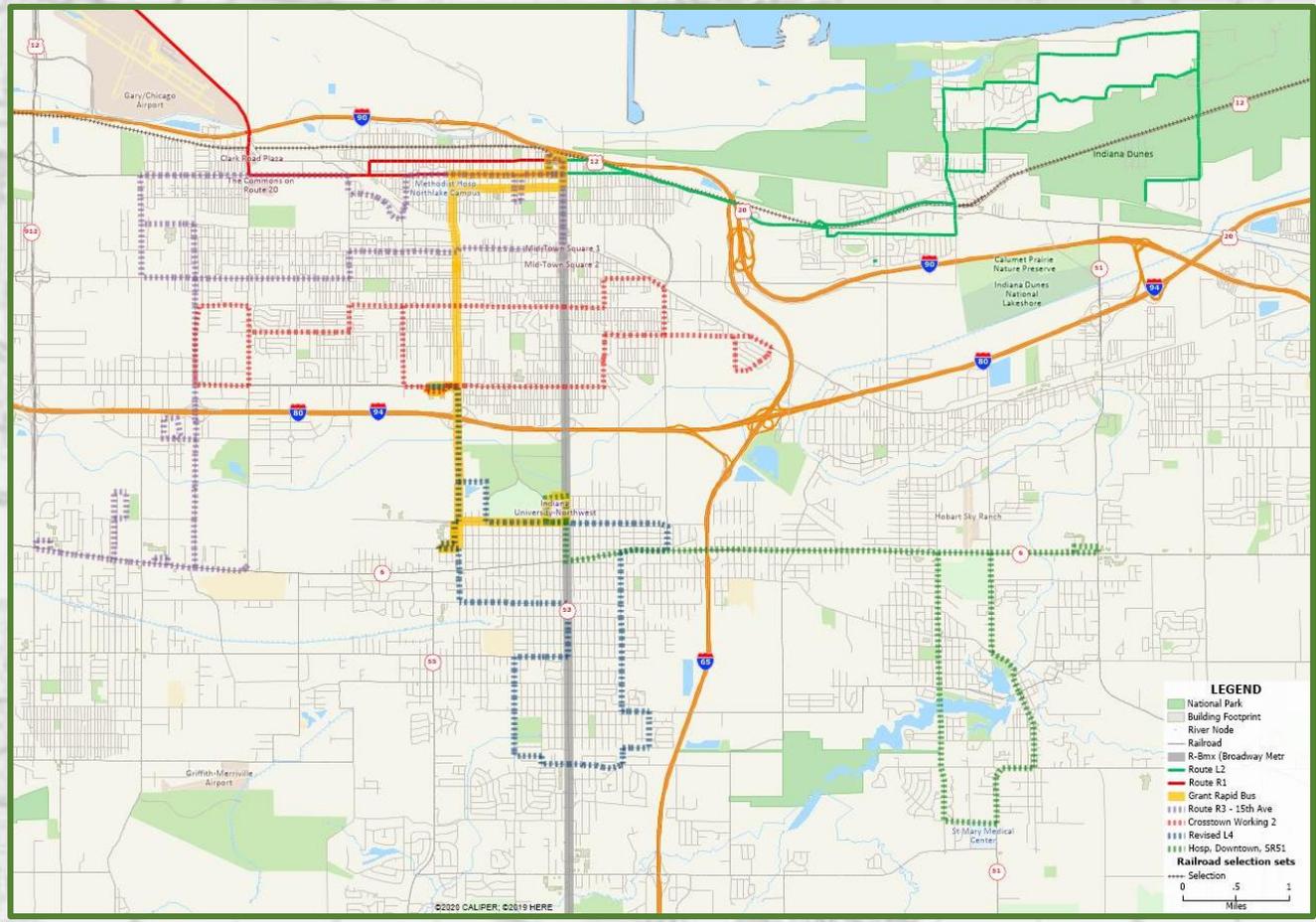
- Replaces elements of L3, L5
- Higher frequency
- 6th Avenue alignment downtown
- Adjusted circulation at County Market
- End of line at University Park



PROPOSED ALIGNMENT

CROSTOWN FEEDER

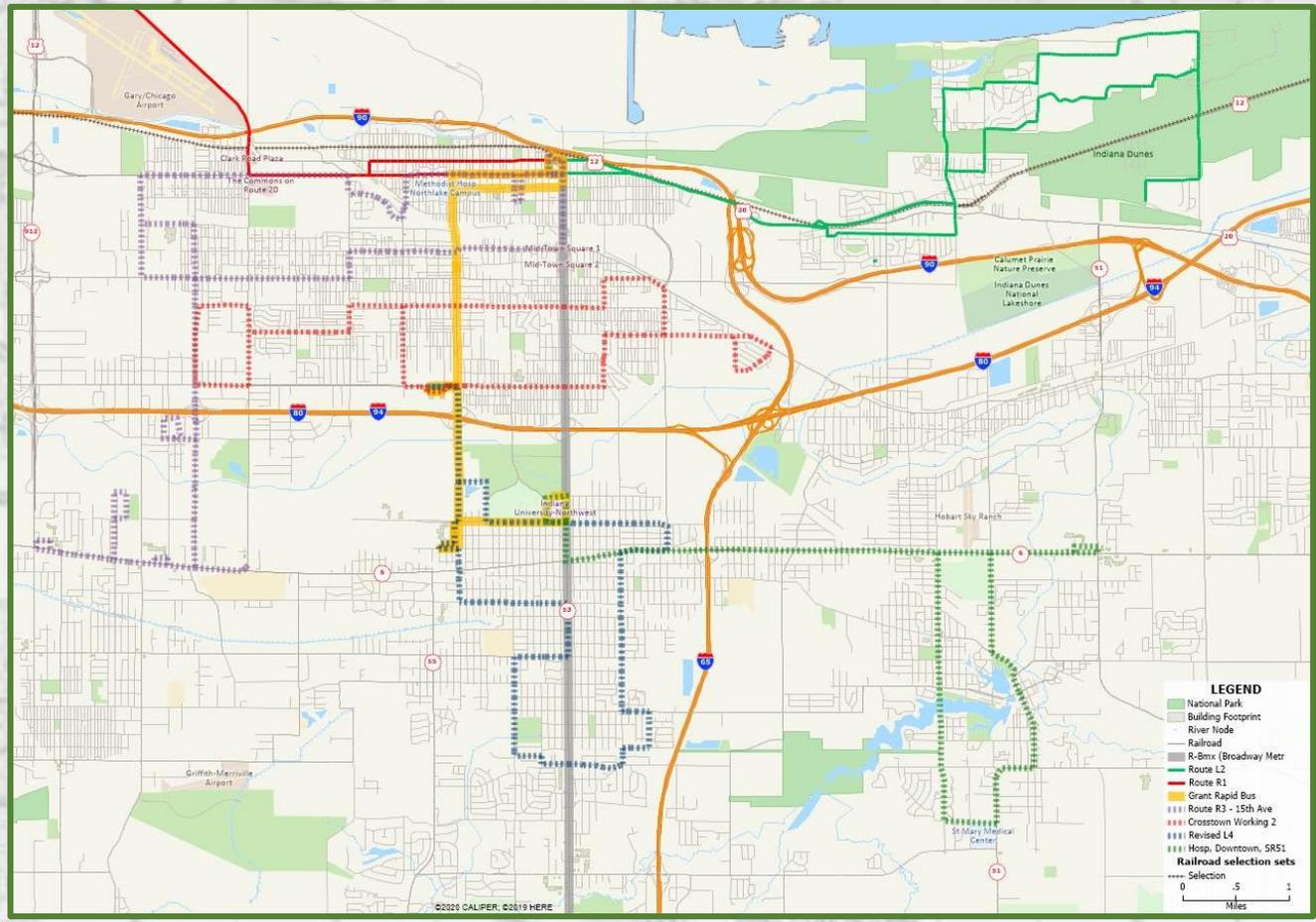
- Replaces elements of L1, L3, L5
- Maintains frequency of service to Tarrytown and Marshalltown
- Maintains most current stops
- Feeds new Grant St service, Bmx and R3
- Improves on previous “crosstown” by using ridership data



PROPOSED ALIGNMENT

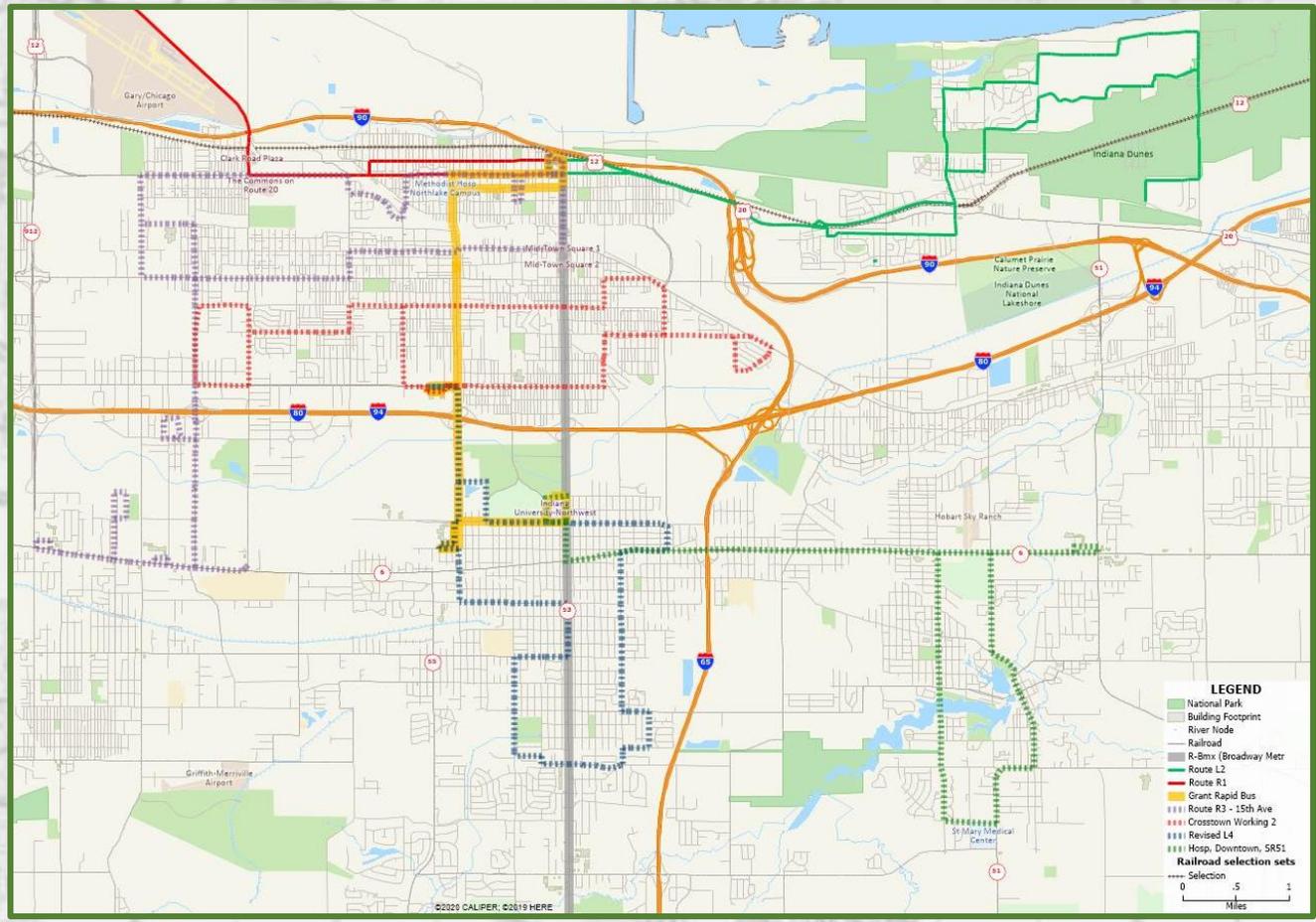
RIDGE & HOBART FEEDER

- Connects to University Park (midway between commuter rail, US30 corridor)
- Serves densest population nodes in Hobart
- Brings fixed route service back to east Ridge
- Serves all three northern Hobart nodes
- Uses data from NIRPC plan, GPTC surveying
- Case study: Route L2 (Miller/Aetna)



PROPOSED ALIGNMENT

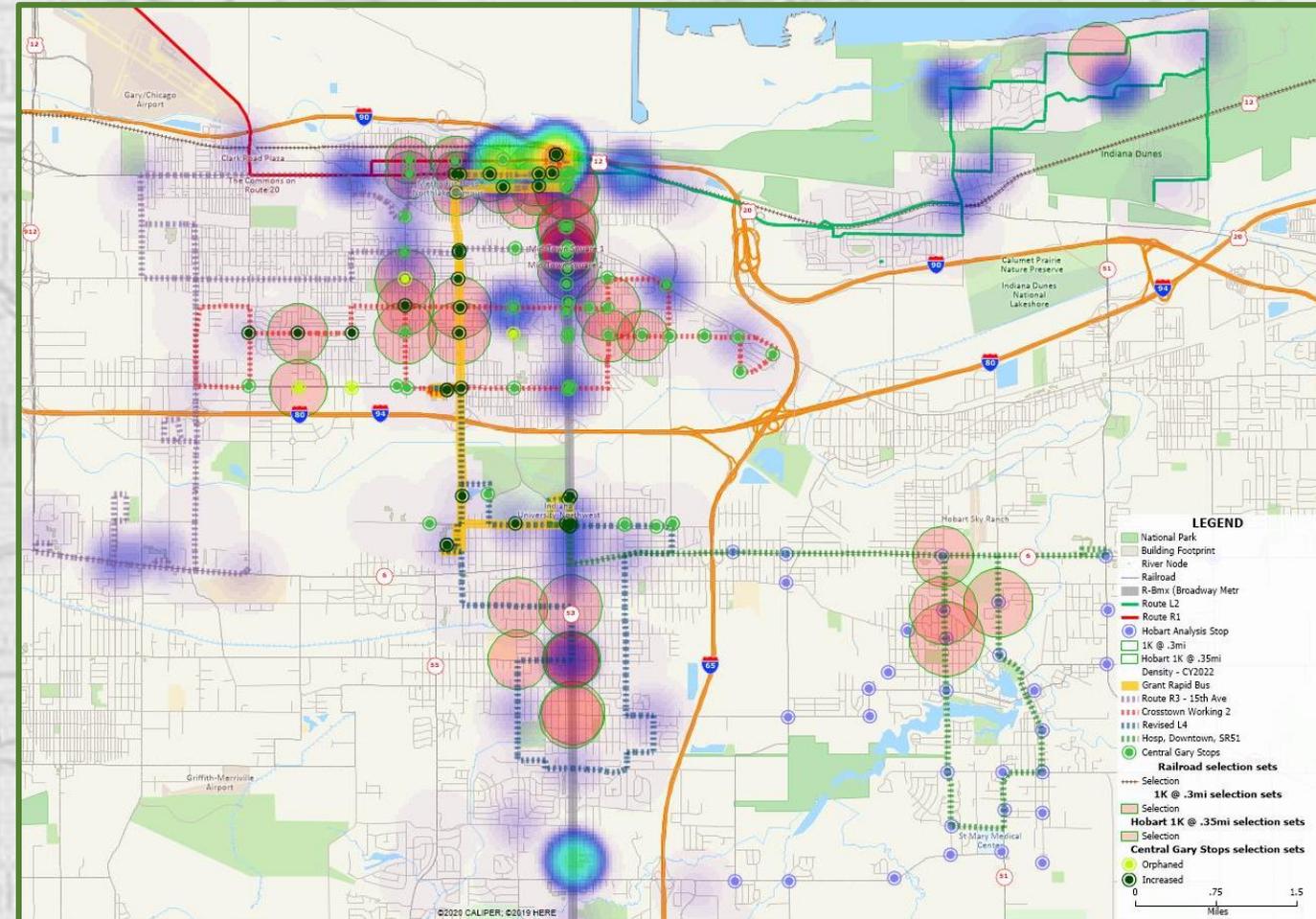
- **ADJUSTMENTS TO EXISTING SERVICE**
 - **R3 (Burr St/Lake Ridge). Re-aligned to 15th Avenue to better serve schools and population centers**
 - **L4 (University Park). Re-aligned to maintain connection to senior housing, Central Gary, and improve service to eastern Glen Park**



PROPOSED ALIGNMENT

PROPOSAL VS. GOALS, DATA

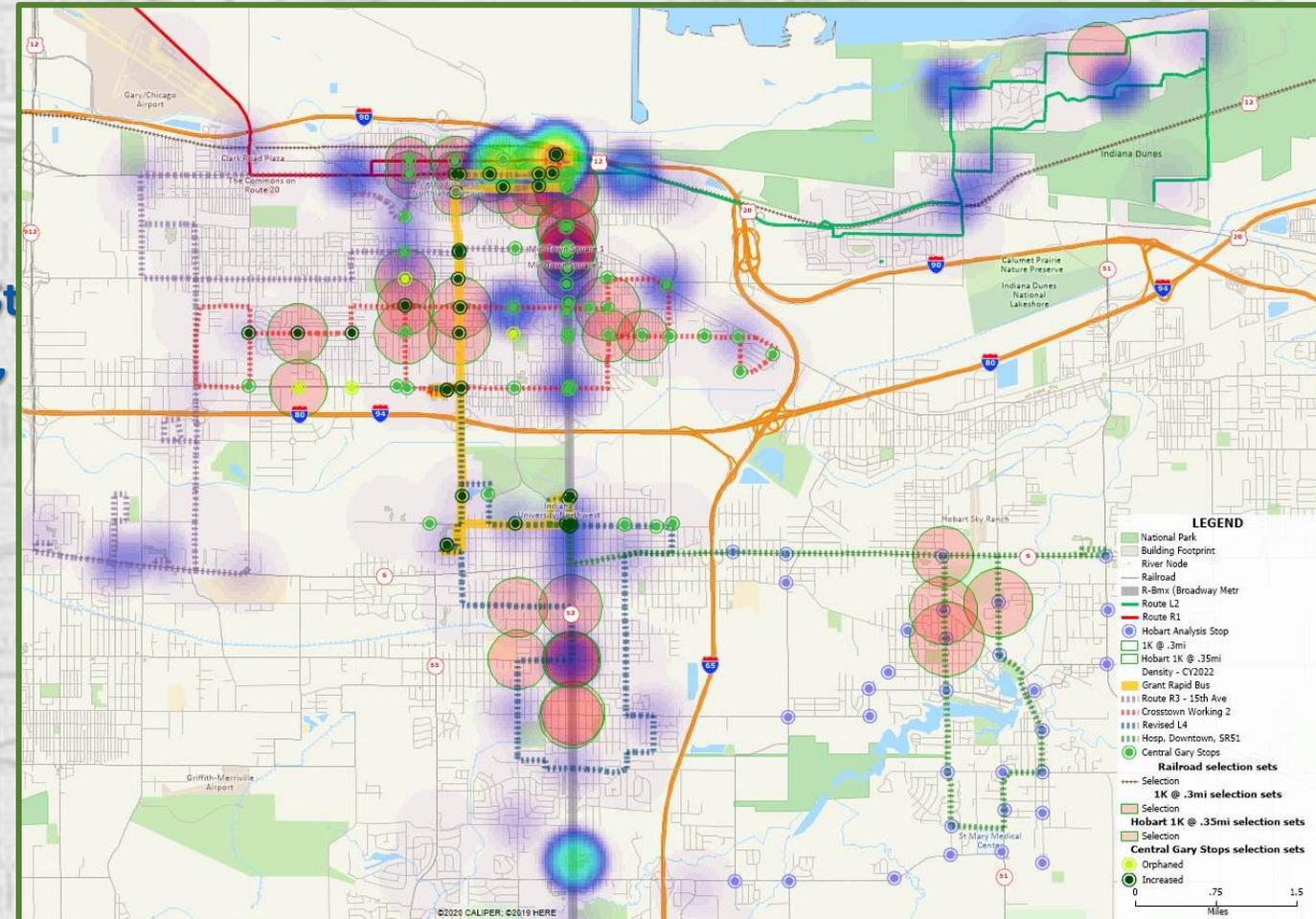
- Doubles transit service frequency on Grant in Horace Mann and Tolleston
- Maintains service to all but one high-density bus stop in Central Gary
- Serves ALL high-density locations in Hobart/Ridge communities
- Maintains service to all high-ridership locations in Central Gary
- Reduces inefficient miles (Georgia St, Central Ave, 25th) and duplication (L3/L5, Bmx)



PROPOSED ALIGNMENT

PROPOSAL VS. GOALS, DATA

- Consolidates desired Hobart connections to a single route
- Adds/increases service to growth areas (St Mary, Gleason Park, County Market Plaza, Tolleston Opportunity Hub)
- Increases Access219 service area
- Increases service to 30% of existing bus stops in Central Gary



STOP/STATION HIGHLIGHTS



Downtown Hobart



**County
Market
Plaza**



University Park



Methodist Northlake



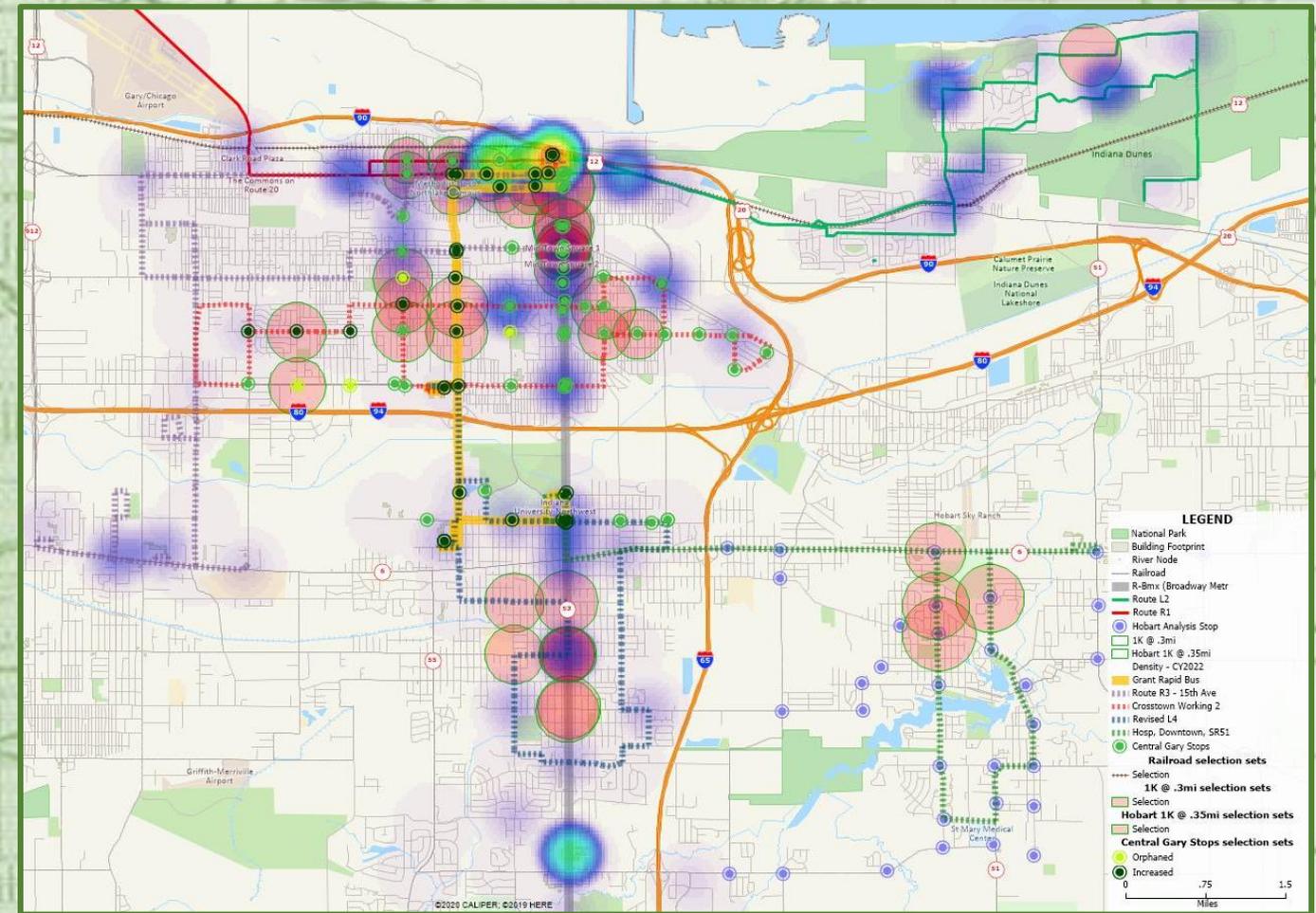
St. Mary

IMPLEMENTATION

- Central Gary: Fall 2023/Winter 2024
- Hobart: Winter/Spring 2024

RESOURCES

- [Interactive Map](#)
- [Slideshow](#)
- [Email/Social Media](#)
info@gptcbus.com
[@GaryTransit](#) ([Twitter](#), [Facebook](#))
- Ph: 219.885.7555 x204
- **Public Hearing: 11.01.23 3:30PM; Metro**



QUESTIONS AND DISCUSSION