

VOTE **NO** ON SB52: Prohibition on use of dedicated lanes

SB 52 prohibits any public transportation project in the state from utilizing dedicated lanes or enforcing vehicular lanes for the exclusive use of buses until July 1, 2025 including the Blue Line. The bill would also create a task force to study the impact of dedicated bus lanes for mass transit.

Here are some reasons why you should **oppose** this legislation:

- The bill is an **unnecessary overreach** by the legislature into local government planning and affairs.
- The bill would have the **immediate effect of killing the Blue Line project in Marion County**, planning for which is over 90% complete
- There are immediate and certain future **economic costs and taxpayer losses that would be incurred** if SB52 becomes law, such as
 - Stranding of **\$14M** already invested in planning
 - Risking over **\$230M** in infrastructure investments
 - Foregoing over **\$399M** in economic development planned along the Blue Line corridor. The Red Line has produced over **\$700 million** in economic development and over 600 revitalized housing units along its corridor.
- **Our State Capitol, Indianapolis, will remain behind in national and international standards in access to its airport**, thus losing desired sports and convention events, future business investment, and attracting and retaining talent such as the recent decision by Amazon not to locate its second headquarters in Indiana.



Read more about why Indianapolis was not picked for Amazon's Headquarters ->



- These **infrastructure improvements** along the Blue Line corridor will be **lost**:
 - Stormwater drainage improvements
 - 7 miles of new street paving
 - 9 miles of new or replaced sidewalks
 - 57 new or upgraded traffic signals
 - 343 new or replaced ADA curb ramps
- There is **overwhelming opposition from local community** members and business leaders in Indianapolis, as there has been each of the past four attempts to pass similar legislation.
- Eliminating any dedicated bus lane projects is **unsafe for pedestrians and cyclists**.
 - Recent comprehensive studies already indicate up to a 40% reduction of crashes along bus rapid transit routes, and
 - There has been no evidence of congestion or slowed commute times for automobile drivers on Meridian and College in Indianapolis (Red Line)
- Over **30,000 households** in Marion County do not own a car, and east-west travel across the city is particularly difficult. SB52 unjustly harms tens of thousands of people who must rely on public transportation to get to work, school, and centers of recreation and entertainment.
- The **Blue Line is an essential part of a larger network** of rapid transit for Marion County. Its 24 miles will serve the airport on the west side and reach adjoining counties to the east.
- The **bill has a state-wide effect**, thus blocking planners in Fort Wayne and other cities from the option to use dedicated bus lanes as part of their rapid transit and pedestrian safety solutions until the taskforce study is complete.

