

Public Transportation: Indy GO... Back to the people

by Jason Powers, October 2003

In the recent weeks, talks of reduction of services by **IndyGo** points clearly to the lack of commitment to support Indianapolis's lower income and elderly citizens in getting across town. These persons are the victims of fiscal games and apathy for the public transportation system they utilize to grocery shop, meet medical appointments and other important personal needs. But the choices are limited by one major obstacle: money.

I realize business sense may say that reduction of services and producing a leaner, more effective route servicing will make **IndyGo** a better company in the long run. It will not. What little faith or confidence these persons have will vanish; and those areas where service is interrupted will only see people become more secluded, isolated and discouraged by the lack of importance they are deemed by our local leaders. This though is a quiet victim since no one listens to someone with only a few dollars to go from 30th & Shadeland to Downtown or to Castleton Mall area when they are not the biggest spenders or of the social-economic group marketed to by those areas.

Furthermore, Indianapolis desires to become the major metropolitan area for the new millennium with prestigious museums, exciting zoos, championship sporting events, world-class art galleries, successful performing arts and all the amenities to foster this quality living experience, except one: a way to get there via public transportation. Other cities, though not without numerous struggles, meet this requirement because they understand all their citizens may need these services in times of crisis, as well as in times of prosperity. Somehow a balance must be reached: or better yet, a way to improve upon what currently exists.

The solution lies in the synergies needed to address the problem. Namely, local university analysts in business and engineering areas, philanthropic organizations to provide funds to the malign bus company, city planners who can bring insightful and future predictions to the table and community representatives that use and understand the transit system in how it effects them daily. This is a teamwork effort that needs to be built on trust, compromise and leadership, but most of all: a desire to build the best possible infrastructure system to support Indianapolis and its surrounding suburbs in the next decade.