INDIANAPOLIS/ MARION COUNTY PEDESTRIAN PLAN

THE COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT
SUPPORTING PLAN
INDIANAPOLIS AND MARION COUNTY

Adopted by the Metropolitan Development Commission as an element of the Comprehensive Plan for Indianapolis and Marion County.

2016-CPS-R-002

APRIL 13, 2016


THE CITY OF
INDIANAPOLIS
MAYOR JOE HOGSETT
EST. 1821

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Community Alliance of the Far East Side
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Southeastern Ave.
Washington St.
ONLY
E CRUSE ST
ONE WAY
SPEED LIMIT 35
1002

1 WHY A PEDESTRIAN PLAN

WalkWays is an initiative to make Indianapolis more walkable and to get more people walking.

The City of Indianapolis, Marion County Public Health Department, and Health by Design partners have developed our community's first pedestrian plan, with a long-term vision for a more walkable and healthy Indianapolis. The plan establishes clear, equitable, data-driven priorities for future investments in walking projects and programs, making our community safer and more accessible for all those who walk or roll to get where they need to go.

Marion County is a diverse place built over two centuries: rural farms to a dense downtown and neighborhoods that range from traditional villages to contemporary suburbs. Some of these places have highly walkable, tree-lined streets while others have access to a growing regional greenway trail network.

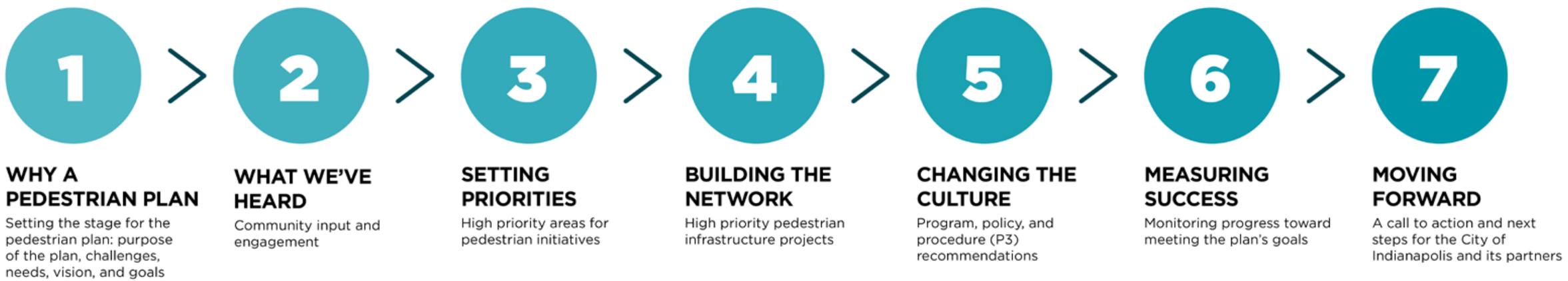
However, many neighborhoods in Indianapolis still need the most basic pedestrian infrastructure—such as sidewalks and crosswalks—to make it easy for people to walk to work, transit, home, school, and recreation. The need is great; the lack of safe places to walk can limit economic opportunity for many families, is a challenge for our residents, and detracts from the ability of our neighborhoods to attract people looking for walkable places to call home. And although the need is great, limited funding means it's impossible to take care of every need at once. To address this challenge, Indianapolis must use data-driven strategies to prioritize limited funds and target pedestrian improvements in the places where they will have the most impact.

WHAT'S INCLUDED IN THE PEDESTRIAN PLAN?

The Pedestrian Plan is built on the findings of the State of Walkability Report (Appendix A), which provides a snapshot of Indianapolis' walkability and the physical, social, and health implications of living in a neighborhood that lacks safe walking infrastructure and comfortable walking environments.

The plan sets forth an approach to identifying areas of Indianapolis and Marion County that are most in need of walking improvements and provides a list of pedestrian projects in these areas.

But there is much more to creating a walkable city than simply building sidewalks and marking crosswalks. Changes to programs, policies, and procedures that address education, encouragement, enforcement, equity, and evaluation are critical to getting more people walking and making it safer for people of all ages and abilities to reach the places they want to go. The Pedestrian Plan builds on conversations with Indianapolis residents, lessons learned from other cities, and careful observation to establish recommendations that can help to make Indianapolis better for people walking.



WHY IS WALKING IMPORTANT?

Walking and rolling are important ways reach the places we want to go, connect with the people we want to see, and improve both our physical and mental health.

Everyone is a pedestrian for at least a portion of their day, whether they are being pushed by a parent in a stroller, walking under their own power, or using a wheelchair or mobility device. Walking is how people riding transit get from bus stops to their destinations, how people driving get from parking lots to front doors, and how people riding bicycles get from bike racks to businesses. Walking is the least expensive and easiest kind of physical activity and it sparks interaction with neighbors, friends, and colleagues.

Indianapolis has experienced significant change over the past decade, both in terms of demographics and the built environment. Between 2010 and 2013, Indianapolis added 7,200 residents annually—roughly twice its pace from 2000 to 2010. A multimodal transportation system that supports people of all ages and abilities walking and rolling year-round is critical to accommodate growth.

WHAT IS IT LIKE TO WALK IN INDIANAPOLIS TODAY?

While the city has made significant investments in its network of greenway trails in recent decades, over the past 60 years, transportation investments in Indianapolis have not kept pace with growth and transportation spending is inadequate for the size of the network.

Additionally, most transportation funding has been focused predominantly on private vehicles, including high-speed, high-volume roads that make it easier to drive throughout a very large city and county. Investments in driving infrastructure has meant an under-investment in walking infrastructure, resulting in pedestrian barriers, lack of sidewalk coverage and connectivity, challenges for people with disabilities, gaps in trail coverage and access, and poor connections to transit service.

MAJOR PEDESTRIAN BARRIERS

Indy's highways and major thoroughfares, as well as natural features like rivers and streams, pose significant barriers for people walking along and across the street. Walking along a street like this is not ideal, but many people in Indianapolis do not have a choice.

LACK OF SIDEWALK COVERAGE AND CONNECTIVITY

Sidewalks and crossings are the basic building blocks of a walkable and connected neighborhood. Many Indianapolis neighborhoods do not have basic walking infrastructure. This is particularly true in neighborhoods to the far north, east, south, and west of the county. Sidewalks are concentrated in older, traditional neighborhoods and in areas of new growth on the periphery.

CHALLENGES FOR PEOPLE WITH DISABILITIES

Many parts of the city—particularly in outlying neighborhoods—lack curb ramps and other accessible features like well-maintained sidewalks. Signals that have pedestrian push buttons have not been upgraded to audible or tactile signals and many intersections lack pedestrian signal heads.

GAPS IN TRAIL COVERAGE

Trails connect many of Indianapolis' neighborhoods and major destinations, offering a low-stress alternative to walking on streets without sidewalks. While the recently adopted Greenways Master Plan identifies more than 200 miles of new greenway trails throughout all corners of Marion County, today's trail network doesn't serve all parts of the city and can't fill all the gaps in sidewalk availability. Additionally, some trail access points lack safe crossings, making them difficult for people to reach.

POOR CONNECTIONS TO TRANSIT SERVICE

IndyGo, the public transit system in Indianapolis, helps to connect destinations that are too far away to reach on foot. In many areas of the city outside of downtown, bus stops are located on streets that do not have sidewalks or marked crossings. This makes it difficult for people to access transit and reduces the number of people using IndyGo.

WHY ARE PEDESTRIAN INVESTMENTS NEEDED?

In addition to a desire to improve pedestrian infrastructure in many parts of Indianapolis, there are five additional factors driving the need to make Indianapolis a better place for walking: the city's growth, a need to improve residents' economic mobility, competition for talent, people's desire to live in walkable places, and the opportunity to increase physical activity and improve health.

RECENT POPULATION GROWTH

Indianapolis has experienced significant change over the past decade, both in terms of demographics and the built environment. Between 2010 and 2013, Indianapolis added 7,200 residents annually—roughly twice its pace from 2000 to 2010. A multimodal transportation system that supports walking is critical to accommodate this growth.

NEED TO IMPROVE ECONOMIC MOBILITY

One-fifth of Marion County's population lives in poverty, a rate that has risen in the past fifteen years. People with lower incomes may not be able to afford cars and typically rely more on transit and walking for their daily transportation needs.

COMPETITION FOR TALENT

Indianapolis faces competition at the regional, national, and international level to attract and retain talent. To remain competitive, Indianapolis needs to make strategic investments in walkability.

GROWING APPETITE FOR WALKABLE PLACES

Residents want neighborhoods that better support walking and make it easier to ride transit. At the same time, Indianapolis' population is getting both older and younger. The number of Millennials (people born between 1980 and 2000) has increased sharply—they want more transportation choices and rely less on cars. The percentage of older adults has also increased; as people age, they need transportation options other than driving, particularly if they hope to age in place.

INCREASING PHYSICAL ACTIVITY TO IMPROVE HEALTH

Indianapolis has many areas where residents are experiencing poor health, especially in lower income neighborhoods. Walking is part of the solution—walking on a regular basis can help to reduce rates of cardiovascular disease, risk for coronary artery disease, and risk of stroke while improving quality of life and mental health. More walkable areas of Indianapolis afford residents the opportunity to live healthier lifestyles and, in turn, increase their life expectancy.

WHAT ARE THE CHALLENGES TO MAKING IT EASIER TO WALK?

Indianapolis faces seven primary challenges to delivering better walking environments. Each challenge affects travel behavior, safety, mobility, and the delivery of pedestrian projects.

FUNDING AND PARTNERSHIPS

Indianapolis has a wide gap between its pedestrian infrastructure needs and available transportation funding. The city estimates the cost of building the sidewalk network on arterial streets to be at least $750 million; however, there is only $50 million available annually for all types of city-funded transportation projects.

PRIORITIZATION AND DECISION MAKING PROCESSES

Indianapolis' current approach to distributing its limited pedestrian funding is to spread the money evenly across council districts rather than concentrating it, or prioritizing it, in areas of greatest need. While this is not unique to Indianapolis, addressing pedestrian infrastructure needs in this way means that funding may be spread too thinly to have a noticeable impact anywhere, and that high-priority areas are left behind.

WHAT ARE THE CHALLENGES TO MAKING IT EASIER TO WALK?

INNOVATIVE AND EFFECTIVE PEDESTRIAN PROGRAMS

Indianapolis does not have a visible pedestrian program. Limited staff capacity and a significant funding gap means that pedestrian-supportive projects and programs are implemented opportunistically, resulting in a lack of coordination and little recognition of progress by the public.

RIGHT-OF-WAY COORDINATION

Indianapolis does not coordinate short- and long-term uses of the right-of-way. For this reason, private development, roadway construction, and utility maintenance projects are completed on a piecemeal or ad-hoc basis, resulting in lost opportunities for cost sharing. Additionally, there is limited coordination of sidewalk closures around construction projects, which forces people to zig-zag around closures and creates an unpleasant pedestrian environment.

CREATIVE DESIGN SOLUTIONS

Indianapolis does not have a toolbox of creative design solutions to address pedestrian challenges. The city does not typically use low-cost, temporary, or alternative treatments and designs for pedestrian infrastructure. This limits the city's flexibility and slows the pace of improving the walking environment in Indianapolis.

MAINTENANCE AND REPORTING

Indianapolis' existing pedestrian infrastructure is not well maintained everywhere, and residents have limited opportunities to partner with the city to improve conditions in their neighborhoods. At the same time, there is limited data on and tracking of pedestrian infrastructure, which can make it difficult for the city to monitor where improvements are needed.

PEDESTRIAN POLICIES AND PROCEDURES

Indianapolis has few procedures and limited guidance for engaging residents about walkability, building pedestrian projects according to requirements and priorities, and measuring progress. Existing policies and procedures are often difficult to find and can be challenging for the public to understand.

WHAT ARE INDIANAPOLIS' VISION AND GOALS FOR WALKABILITY?

Indianapolis will be a great place to walk, leading to a community that is healthier, safer, resilient, and economically vibrant

GOAL 1: CREATE CONNECTED AND COMPLETE COMMUNITIES

- Complete the pedestrian network and enhance the walking environment
- Make connections to the places people need and want to go
- Provide seamless connections to transit and ensure access to community assets
- Enhance streetscapes to create vibrant public spaces
- Extend nature into the street network with trees and landscaping

GOAL 2: MAKE THE EXPERIENCE SAFE

- Reduce the number of crashes and eliminate traffic-related injuries and fatalities
- Protect vulnerable populations and account for pedestrian needs first in planning and design
- Institute a culture of safety to get more people walking for more trips
- Teach and reinforce safe driving and walking behavior

GOAL 3: BUILD WALKABLE PLACES FOR ALL

- Prioritize projects to meet daily transportation needs
- Make investments that improve health and promote equity
- Serve people of all ages and abilities
- Get people excited about walking through neighborhood activities and demonstration projects
- Make walking a part of everyday life in Indianapolis

GOAL 4: GET IT DONE

- Maximize impact within existing capital investments and pursue new funding sources
- Pursue opportunities for low-cost, interim solutions as well as creative maintenance solutions
- Communicate, coordinate, and integrate activities across city departments
- Engage residents of Indianapolis in pedestrian planning and programs
- Report on progress annually


HIGH
MEDIUM
LOW
EXIT
HIGH
MEDIUM
LOW

2 WHAT WE'VE HEARD

With any planning effort, engaging the public is critically important.

This is especially true for a pedestrian plan, which has impacts on a wide range of Indianapolis and Marion County residents, businesses, and visitors. After all, everyone, for some part of their day, is a pedestrian.

To ensure that the Pedestrian Plan represents the community's diverse needs and interests, the project team used both traditional and creative approaches to share information and solicit feedback on the plan's approach, findings, and preliminary recommendations.

HOW HAVE WE ENGAGED THE PUBLIC?

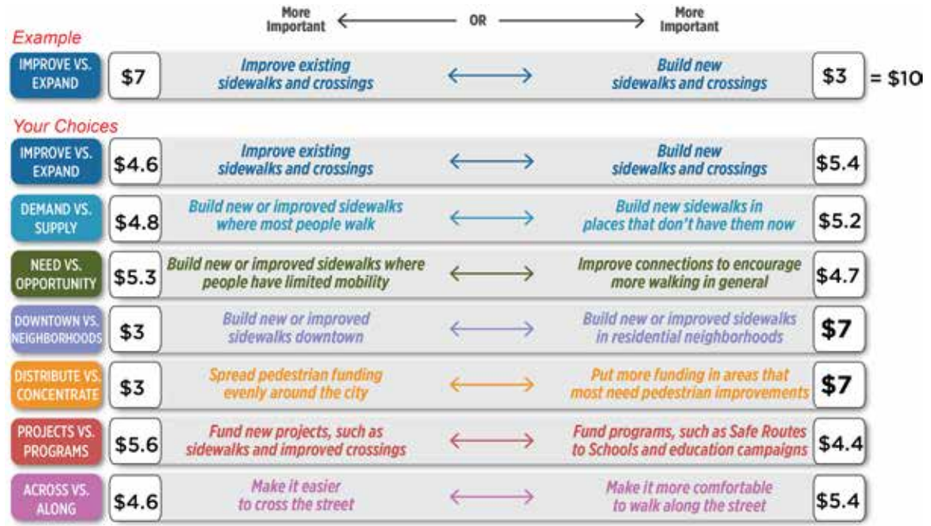
Opportunities for engagement were provided throughout the planning process, with intense periods of outreach in October 2015 and February 2016. Using a combination of online and in-person engagement tools broadened the project's reach and helped to make connections with people throughout the city and county.

The WalkWays website (www.indywalkways.org) launched in October 2015, providing a regular source of information about the plan and an opportunity for the public to review materials and share their feedback via email. Additional ongoing opportunities for dialogue were available through the WalkWays Facebook page and Twitter feed.

The targeted engagements were timed to coincide with key technical milestones for the plan. The first of these (October) was in conjunction with the release of preliminary findings from the State of Walkability report. The project team hosted a community cinema and open house to share information and engage people in a discussion about what walkability in Indianapolis means to them.

This phase of engagement also included a "tradeoffs survey" that asked people how they would choose to spend limited dollars. The survey was available online, distributed at the open house, and administered at bus stops throughout Indianapolis in both English and Spanish, and more than 1,700 people responded. By asking people how they would split $10 between two choices, it was possible to begin understanding the ways that survey respondents would prioritize resources and how they might make decisions about city investments moving forward. A summary of the average scores for the tradeoff questions is shown in the figure below.

The second period of targeted engagement (February 2016) took place in conjunction with the development of the plan's prioritization process. The project team hosted five community open houses and workshops across the county, sharing information about high priority areas and working with people in small groups to understand the types of destinations that are most important for walking. These meetings were supplemented with an online and printed survey that generated over 600 responses. The results of the workshops and surveys were used to refine the prioritization processes explained in the Pedestrian Plan.



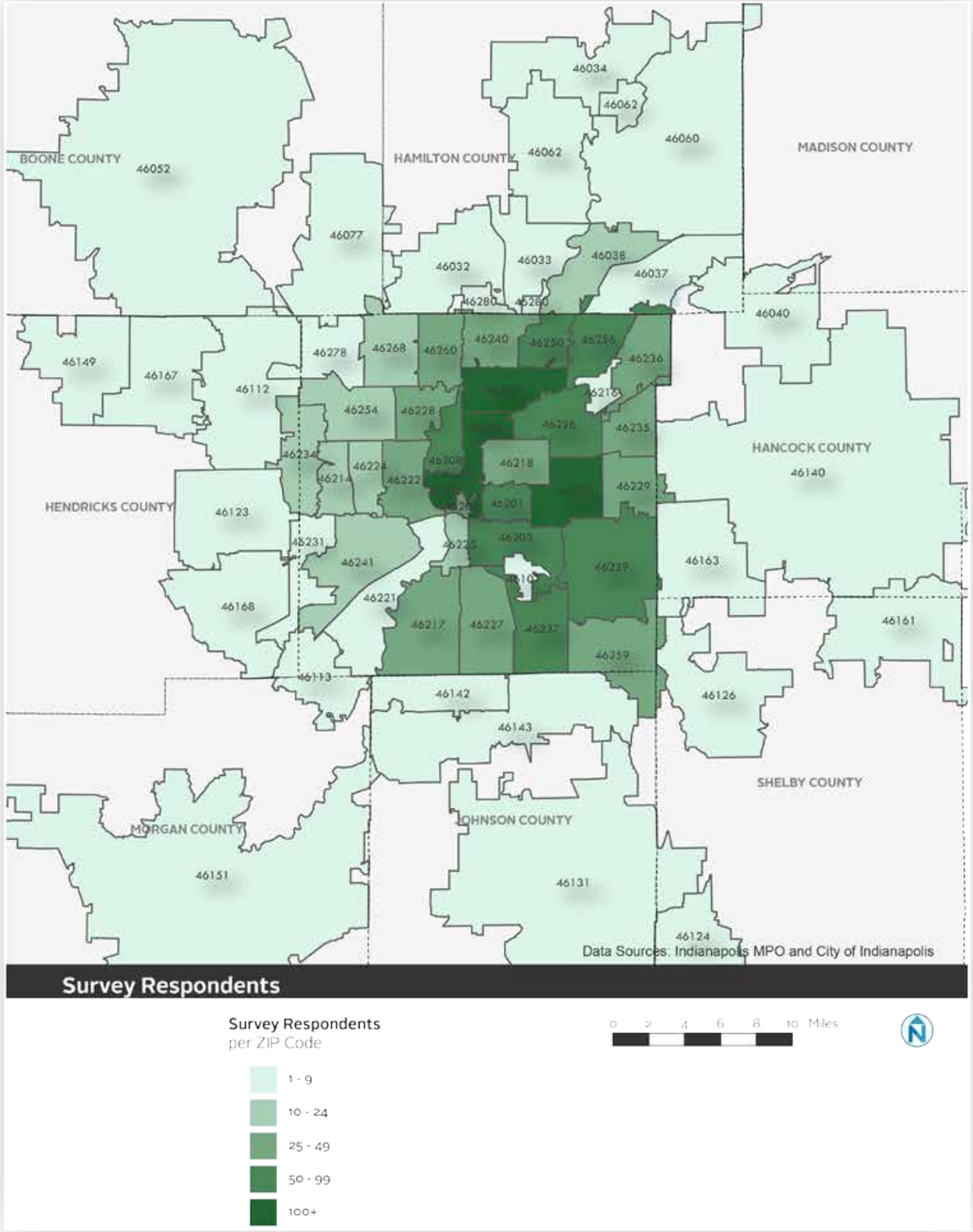
The average scores of the 1,700 people who took the survey are represented above. For example, on average, people preferred to spend $7 on new sidewalks in residential neighborhoods compared to $3 on sidewalks downtown.

Image from Nelson\Nygaard

WHO HAS PARTICIPATED?

Thousands of people from all across Indianapolis and Marion County have participated in the development of the Pedestrian Plan. More than 300 people attended the open houses, workshops, and community cinema, and many more shared their feedback via the website, on Twitter, and through Facebook. Over 2,300 people completed one of the two surveys, either in person or online; the map on this page shows the distribution by zip code of respondents to both of the plan's surveys.

Images from Nelson\Nygaard



WHAT HAVE THEY SAID?

From the beginning of the project, people showed strong support for developing a new approach to prioritizing limited funding.

One person commented that the city's current approach to distributing pedestrian funding—which spreads it evenly among council districts—is not having an impact, noting, "If we are currently using the peanut butter approach, I can't even get a taste!"

In addition to supporting data-driven prioritization of pedestrian projects, the majority of people demonstrated strong agreement with a focus on safety, health, and equity in determining the areas of highest priority for walking projects and programs. (See Chapter 3 for more on this.) There was also agreement with the areas of the city identified as the highest priority areas.

While people who participated in the plan's development want to see a wide range of new pedestrian projects, the overwhelming majority felt that sidewalks were most important to getting more people walking. In addition to new sidewalks in many parts of the city, there was recognition of the need for sidewalk maintenance, especially in older, traditional parts of the city where some sidewalks are badly deteriorated and no longer passable.

Projects were generally more important to people than programs, but survey respondents and workshop participants showed a tremendous amount of interest in and support for development of an enhanced Safe Routes to School program and a new Safe Routes to Transit program. For many people, schools and transit stops were seen as the destinations to which most people need to walk.

Another very strong point of agreement among those who participated in the planning process was a desire to have the city spend more money on pedestrian projects in neighborhoods rather than in downtown. While downtown has the largest number of pedestrians, many people felt that it has seen a great deal of investment in recent years, while the neighborhoods continue to receive too little funding to meet basic needs. One participant at an open house commented, "Focus on the neighborhoods. That's where the people are, where they walk, and where the impact is."

Image from Nelson\Nygaard

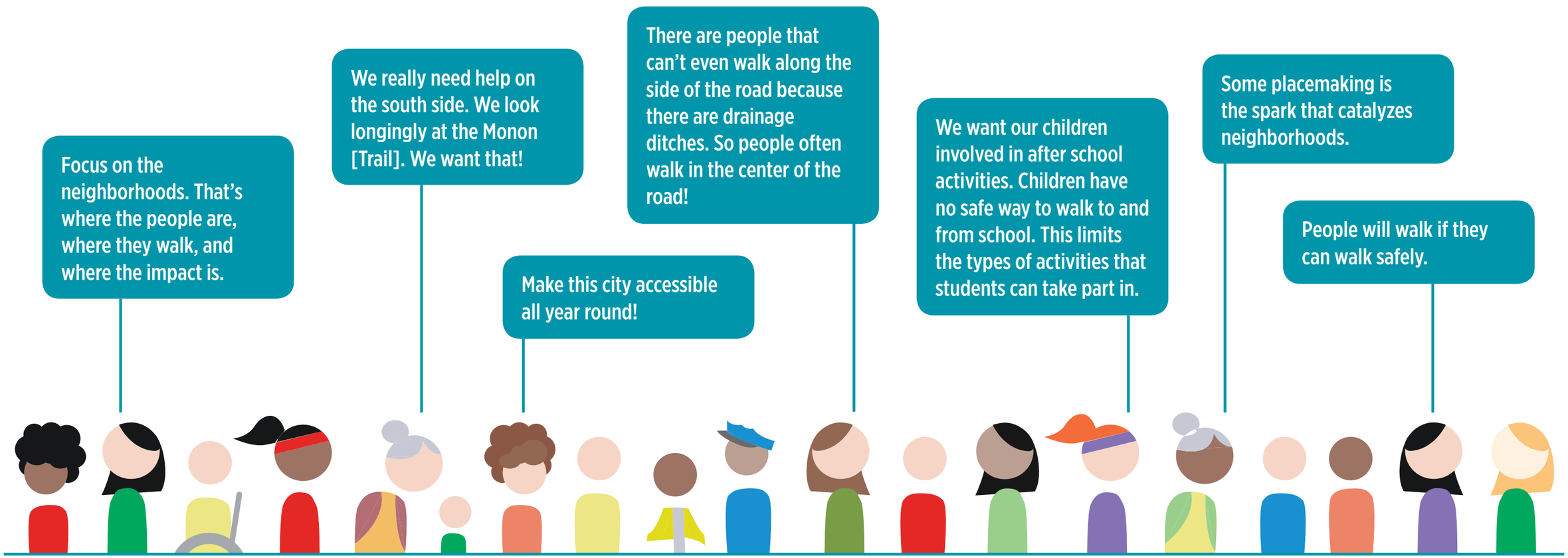
ENHANCING DATA

There has been tremendous interest from residents in the data used as part of the Pedestrian Plan, and the city can leverage this interest to improve its inventories of pedestrian infrastructure. Additional data can be incorporated into the Pedestrian Plan over the coming months and years, and it is important to take advantage of every opportunity to increase the data available or improve the quality of existing data.

WHAT DOES IT MEAN?

Indianapolis and Marion County residents are incredibly engaged in both citywide and local planning efforts and care deeply about making it easier and safer for people to walk.

They are motivated to help improve walkability in the city and are looking for partnership opportunities with the city and other organizations. With strong support for a new approach to prioritizing pedestrian projects and programs, the time is right for the city to take aggressive and innovative steps toward making Indianapolis a more walkable place for all.



UNIVERSITY

COMMUNITY CENTER

MULTIFAMILY HOUSING
HIGH DENSITY

DOWNTOWN TRANSIT CENTER

CLINIC

SHOPPING MALL

FARMERS MARKET

STATE OR REGIONAL PARK

WALKWAYS

HIGH
IMPORTANCE DESTINATIONS

WALKWAYS

MEDIUM
IMPORTANCE DESTINATIONS

WALKWAYS

LOW
IMPORTANCE DESTINATIONS

K-8 SCHOOL

MAIN STREETS

CITY PARK

TRANSIT STOP
3+ SHARED BUS ROUTES

work

GREENWAY

GROCERY STORE

church

MULTIFAMILY HOUSING
MODERATE DENSITY

POST OFFICE

CONVENTION CENTER

HIGH SCHOOL

LOW DENSITY HOUSING

DAYCARE OR PRESCHOOL

MULTI-USE TRAIL

TRANSIT STOP
1-2 SHARED BUS ROUTES

FUTURE RAPID LINE STATION

HOSPITAL

CONVENIENCE STORES

RECREATIONAL CENTER

LIBRARY

3 SETTING PRIORITIES

To build the projects and programs necessary to make a great walking city, Indianapolis must target its limited resources in areas where they will have the greatest impact.

This Pedestrian Plan identifies a new way to spend the city's pedestrian funding, focusing on a prioritization strategy for investments. The prioritization approach helps the city to do two things: (1) identify high priority areas where pedestrian projects and programs are most needed and can address health, equity, and safety; and (2) rank pedestrian projects within the highest priority areas to identify those that should be completed first.

This chapter explains the overall approach to prioritization and then provides more detailed information on high priority areas. Chapter 4 focuses on project scoring and selection.

WHAT STEPS ARE INCLUDED IN THE PRIORITIZATION PROCESS?

This approach to prioritization is built on feedback received throughout the planning process and uses quantitative data (including health and equity, pedestrian safety and comfort, pedestrian demand, and city priorities) and qualitative data. It includes a geographic screen, project-specific criteria, and recommended allocations for funding.

The prioritization approach involves five steps:

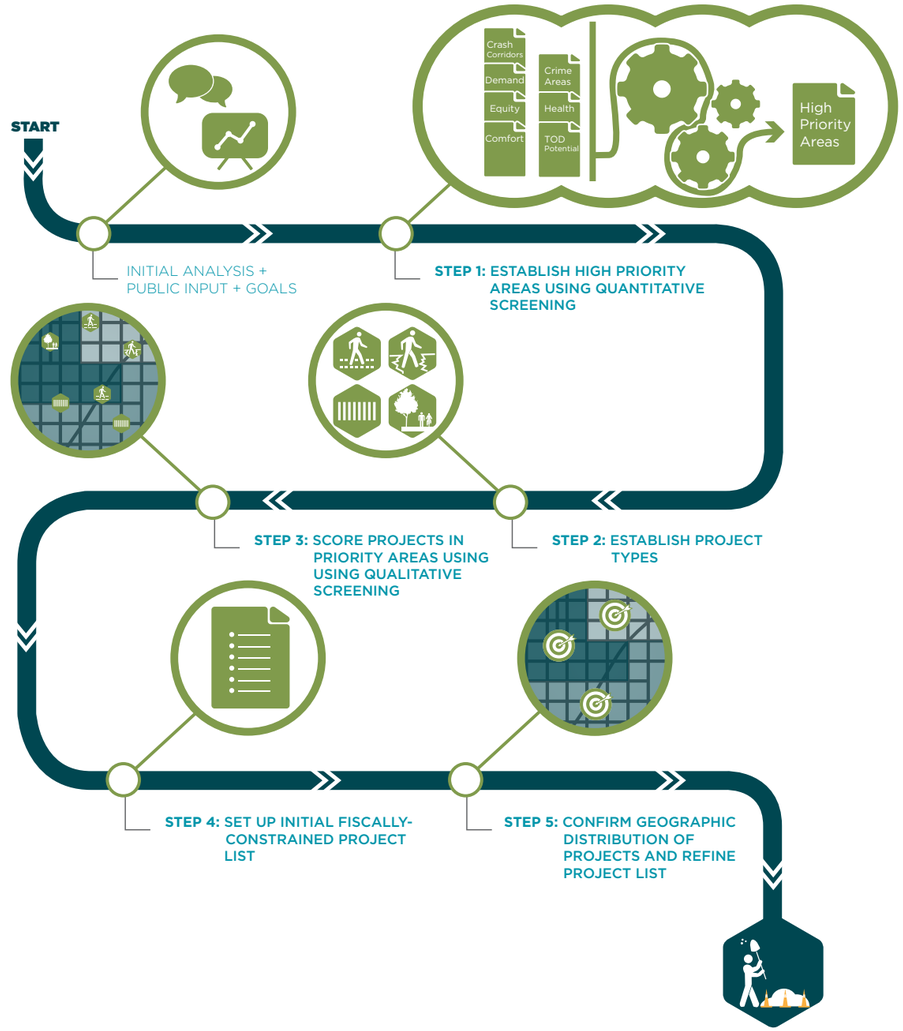
1. Use quantitative data and spatial/geographic factors to determine high priority investment areas
2. Classify all pedestrian projects according to the type of improvement: along the roadway, across the roadway, major barrier removal, off-street/trail, or placemaking
3. Evaluate projects qualitatively based on the destinations they serve, impact on the pedestrian network, and implementation potential
4. Determine how existing and future funding should be allocated to different types of high priority projects within high priority investment areas
5. Conduct a check to ensure that projects are concentrated in the pedestrian land use typologies consistent with investment targets

This framework provides a rational approach to prioritizing geographic areas of Indianapolis and projects located in these high priority areas; however, the prioritization approach is not intended to be rigid.

Rather the approach builds in flexibility to allow the city and its partners to take advantage of unique implementation opportunities. The following factors should be considered as acceptable "interruptions" to the proposed prioritization framework:

- Grant-funded projects
- Projects with a unique funding partnership (e.g., public-private partnerships)
- Street repaving or reconstruction projects that need pedestrian improvements to achieve Complete Streets requirements
- High need projects in medium priority areas (e.g., a safety project at a critical location)

The five steps of the prioritization process are illustrated in the figure on this page and explained in greater detail in the following sections and in Appendix B.



WHAT ARE HIGH PRIORITY AREAS AND HOW ARE THEY IDENTIFIED?

The first step in prioritizing investments is to identify the places within Indianapolis that are most in need of, or can most benefit from, walking projects and programs. This step layers six indices—health, safety, equity, pedestrian demand, walking comfort, and city priorities—to find the "hot spots" where the factors come together, pointing to areas of high priority.

To best meet the goals of the Pedestrian Plan and to respond to feedback received during the plan's development, safety, equity, and health were selected as the indices of greatest importance. Therefore, they are weighted higher than other factors and have a greater contribution to establishing the high priority areas (see figure on this page). The indices that were used to determine high priority areas are described in the following sections.

HEALTH

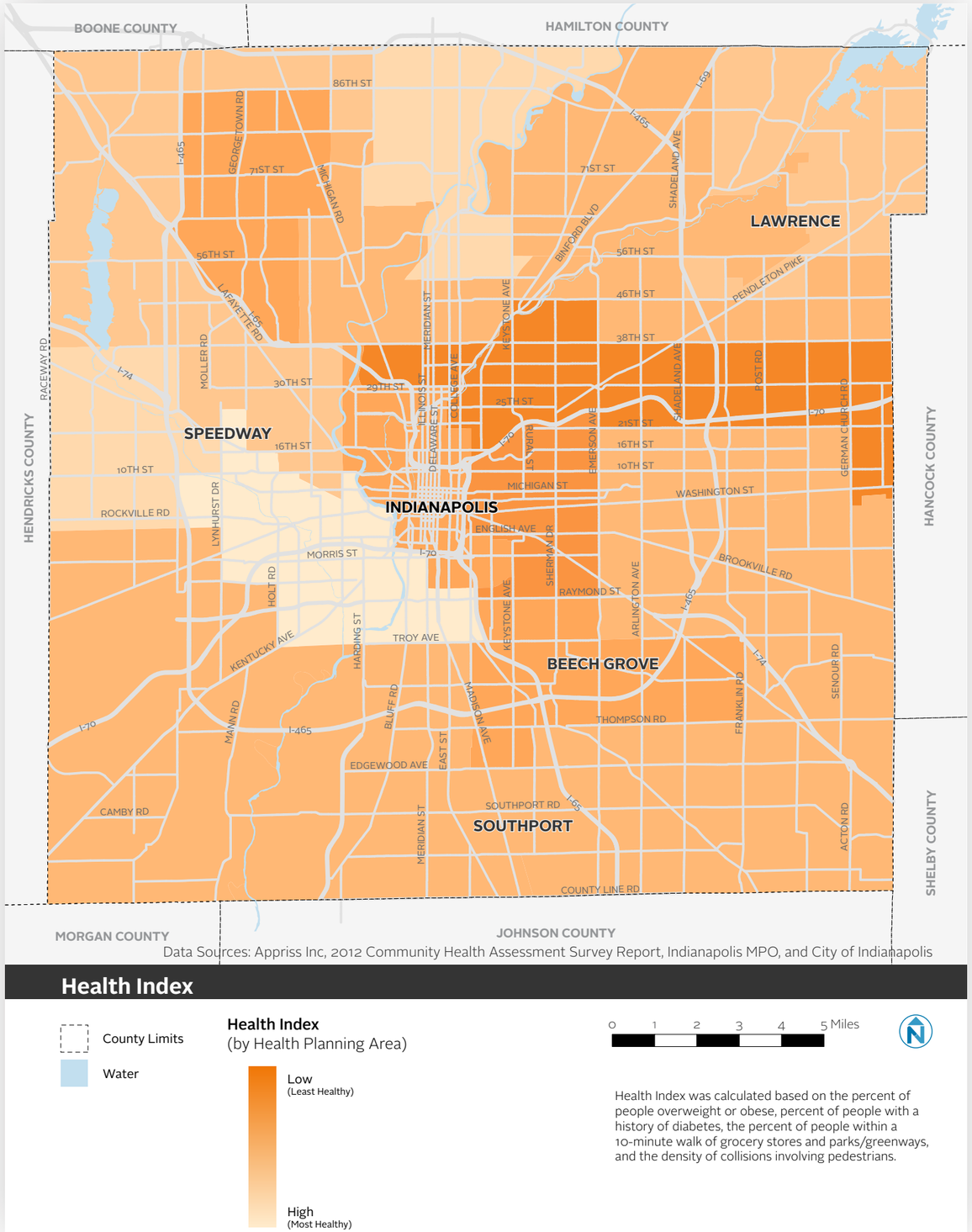
WEIGHT: 3

By documenting areas where residents are experiencing negative health outcomes, Indianapolis can prioritize investments in ways that help to improve health. In most communities, walking is part of the solution.

The health index shown in the map on this page combines the following indicators:

- Access to grocery stores
- Access to parks and greenways
- Rate of overweight and obesity
- Density of pedestrian collisions
- Rate of diabetes
- Rate of heart disease

In terms of health, the highest need areas extend from Mapleton-Fall Creek in an eastward line to the edge of Marion County, through Meadows, Martindale-Brightwood, Forest Manor, Devon, Devington, Arlington Woods, and the Far Eastside. The Near Eastside and Eastside are also areas with relatively poor health outcomes. Finally, certain parts of northwestern Marion County have relatively low health index scores as well.



Data Sources: Appriss Inc, 2012 Community Health Assessment Survey Report, Indianapolis MPO, and City of Indianapolis

Health Index

County Limits

Water

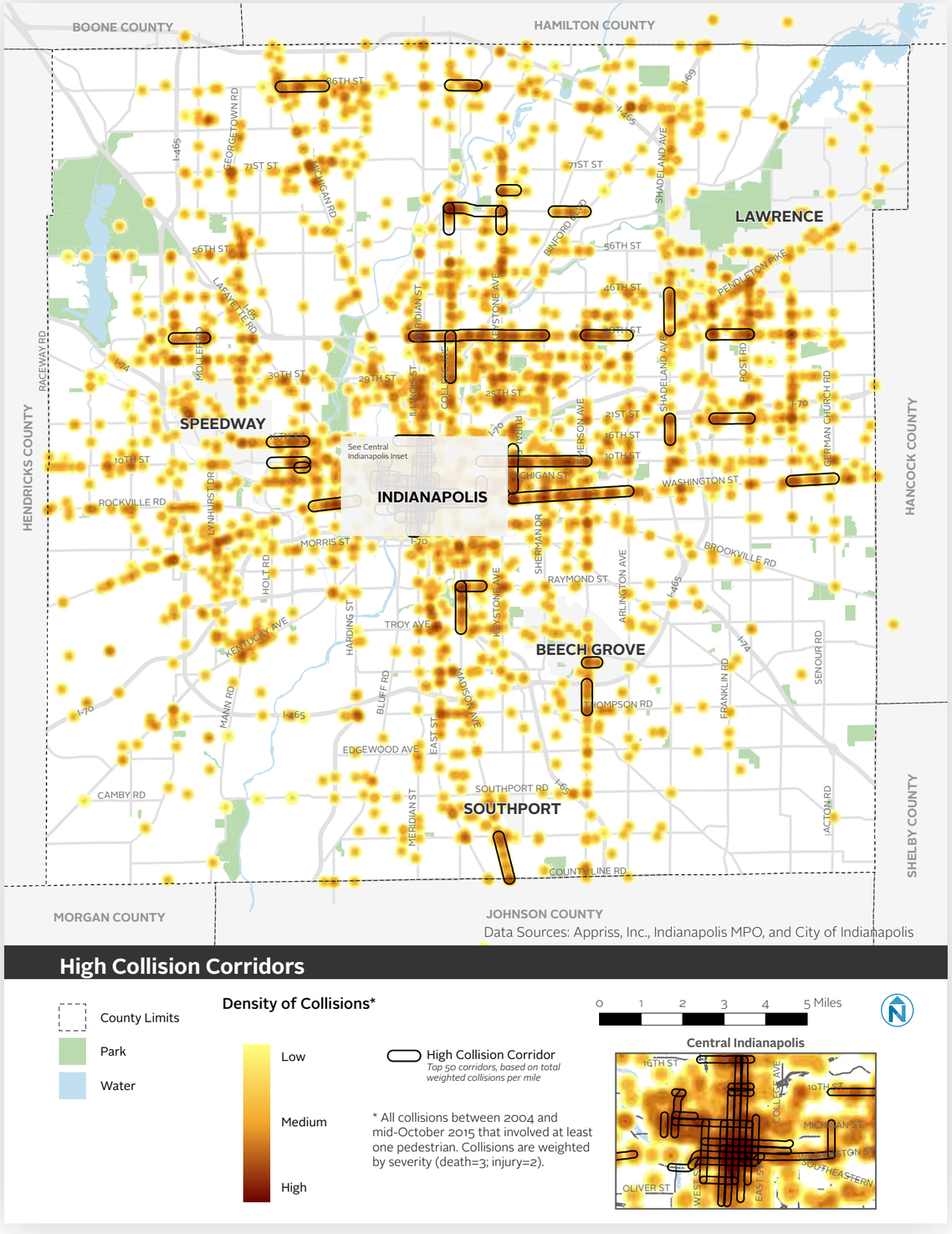
Health Index
(by Health Planning Area)

Low
(Least Healthy)

High
(Most Healthy)

0 1 2 3 4 5 Miles

Health Index was calculated based on the percent of people overweight or obese, percent of people with a history of diabetes, the percent of people within a 10-minute walk of grocery stores and parks/greenways, and the density of collisions involving pedestrians.



HIGH PRIORITY AREA COMPONENTS

SAFETY

WEIGHT: 3

Safe places to walk are critical to making Indianapolis active, comfortable, and livable.

Safety has a direct relationship to people's willingness to walk. The safety index (shown in the map on this page) reflects the density of collisions involving pedestrians. Collisions are weighted by severity to highlight the areas where safety improvements are most needed.

Nearly 50% of the top 50 high-collision corridors are concentrated in Downtown Indianapolis. The remaining corridors are outside of the downtown core, and vary in terms of their physical characteristics and potential pedestrian safety improvement solutions.

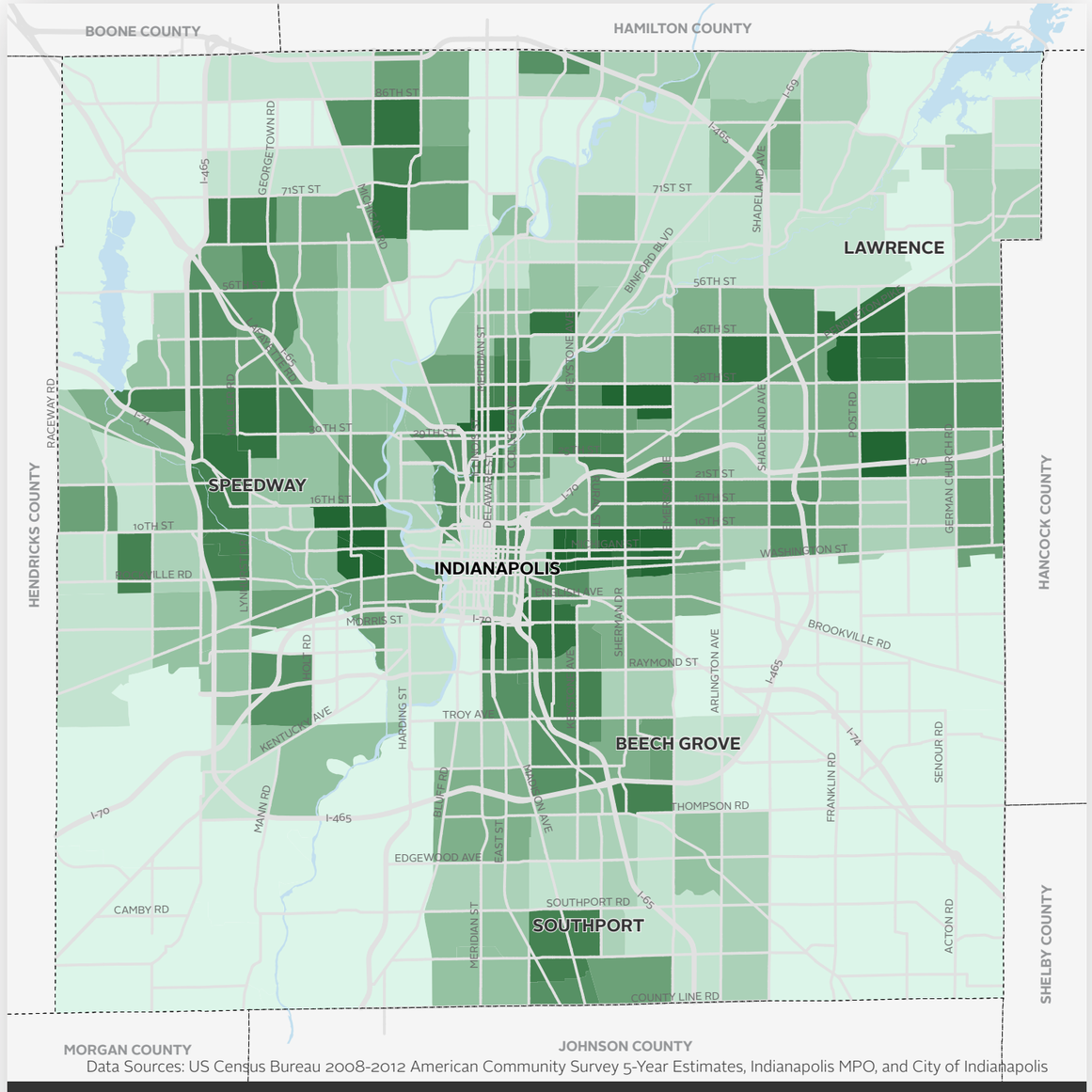
EQUITY

WEIGHT: 3

Areas with higher concentrations of people with a disability, young people, older adults, households without vehicles, ethnic and racial minorities, people with limited English proficiency, and people living in poverty are often dependent on transit for the majority of their trips.

As a result, they are more likely to walk than other groups and more impacted by poor walking conditions. The map on this page illustrates areas of Indianapolis that have a greater need for walking infrastructure.

The neighborhoods with the greatest concentrations of the populations identified above are scattered throughout Marion County in two arcs. The first includes St. Vincent-Greenbriar, Crooked Creek, Augusta-New Augusta, Snacks-Guion Creek, North High School, Lafayette Square, Speedway, and the Near Westside. The second includes parts of the Far Eastside, southern parts of Lawrence, Devington, Forest Manor, Mapleton-Fall Creek, Near Eastside, Eastside, Warren Park, East Gate, Fountain Square, the southern part of Beech Grove, and Southport.



Data Sources: US Census Bureau 2008-2012 American Community Survey 5-Year Estimates, Indianapolis MPO, and City of Indianapolis

Equity Index

County Limits

Water

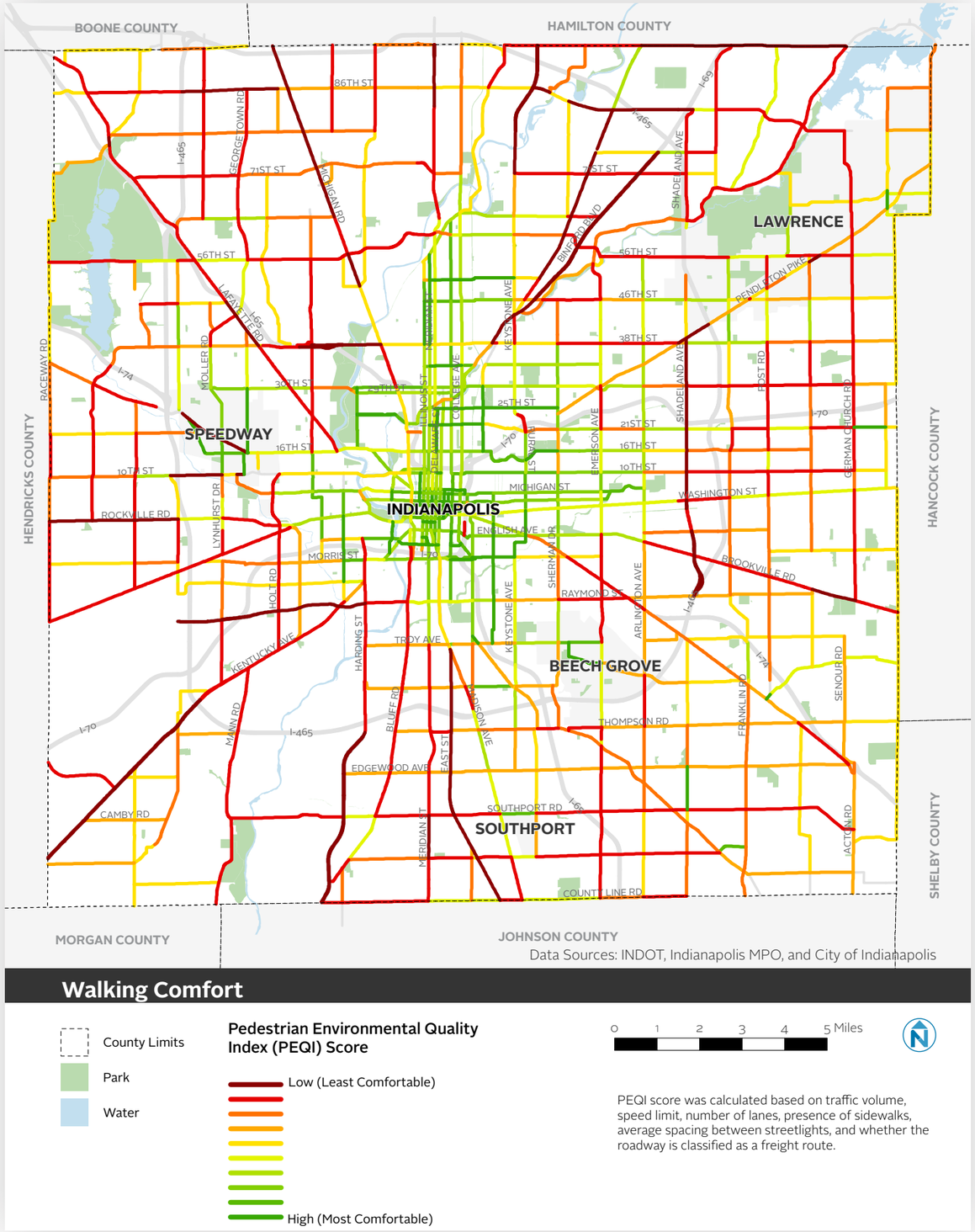
Equity Index* (by Census Tract)

Lowest

Highest

0 1 2 3 4 5 Miles

* Equity Index is based on combined densities of people below 200% of the federal poverty level, adults aged 65 and over, youth aged 10 through 17, no-vehicle households, people with a disability, people with limited English proficiency, and people who self-describe as not White/Caucasian.



HIGH PRIORITY AREA COMPONENTS

WALKING COMFORT

WEIGHT: 2

The conditions on a street—such as traffic speed, street width, buffers from traffic, and presence of street lights—directly impact how comfortable people feel walking.

Outside of downtown and in Indianapolis' older, inner neighborhoods, people walking encounter high-speed roads, heavy traffic, and few street lights. Under these conditions, depending on time of day and other factors, people may try to find a more comfortable route or choose to avoid walking altogether.

The map on this page illustrates pedestrian comfort and combines the following indicators: traffic volumes, posted speed limits, the number of travel lanes, average streetlight spacing, and the presence of sidewalks

Walking comfort is low in most parts of Marion County, with the exception of the downtown core, as well as three corridors of neighborhoods: one between downtown and Broad Ripple, another including the Near Eastside and Eastside, and one stretching southeast from downtown to Beech Grove.

PEDESTRIAN DEMAND

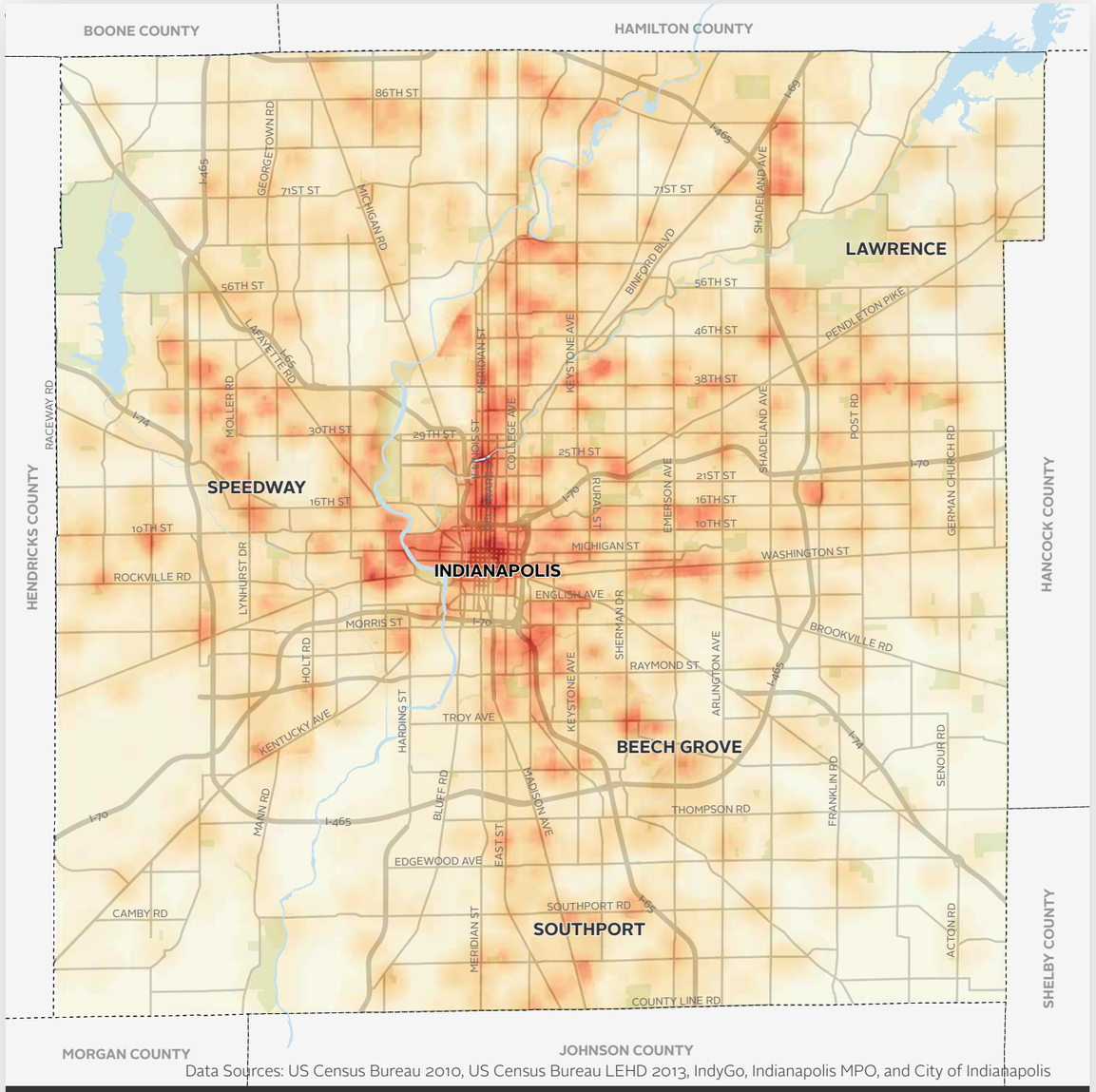
WEIGHT: 1

Places with high densities of land uses including housing, jobs, clusters of places to go, and specific types of destinations (such as schools and transit stops) typically generate more walking trips than areas without these features.

The demand index (see map on this page) combines the following indicators:

- Population and employment density
- Existing land use
- Transit ridership
- High activity areas, such as schools and universities

Pedestrian demand is greatest in the downtown core, as well as along corridors extending northward to Broad Ripple, eastward through the Near Eastside and Eastside to Lawrence, and south by southeast to Southport.



Data Sources: US Census Bureau 2010, US Census Bureau LEHD 2013, IndyGo, Indianapolis MPO, and City of Indianapolis

Pedestrian Generation

Pedestrian Demand Index

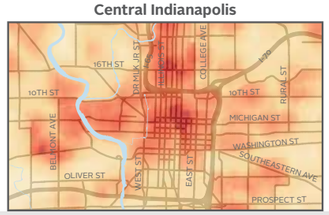
County Limits
Park
Water

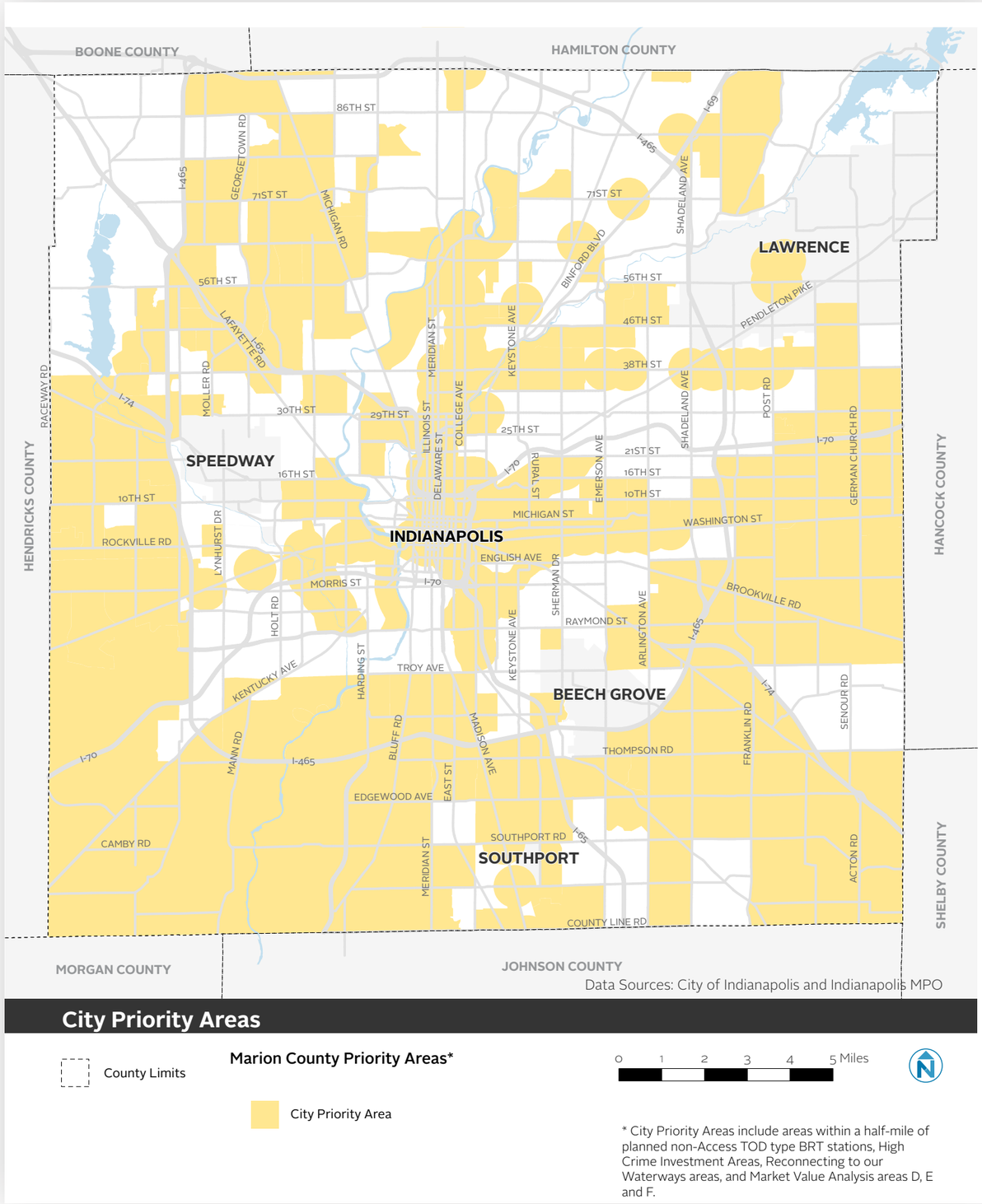
Low
High

Pedestrian Demand Index was calculated based on population and employment densities, proximity to parks, schools, college/university, medical facilities, high activity land use areas (commercial, mixed-use and high density residential) and stop-level transit boarding counts.

0 1 2 3 4 5 Miles

Central Indianapolis





HIGH PRIORITY AREA COMPONENTS

CITY PRIORITIES

WEIGHT: 1

The City of Indianapolis has policy priorities that can be supported by investments in walking infrastructure.

These policies aim to link residents to high quality transit, reconnect people to the city's natural resources, better support areas that experience particularly high levels of crime, and spur investment in changing neighborhoods.

City priority areas that are included in the index in the map on this page are the following:

- Catalytic transit-oriented development (TOD) station areas
- High crime investment areas
- Reconnecting to Our Waterways investment areas
- Areas of the city that are at the tipping point where City investment can spur revitalization

Combining these areas into the sixth index included in the high priority areas helps to support city policies and further point investment in areas where it can have a significant impact.

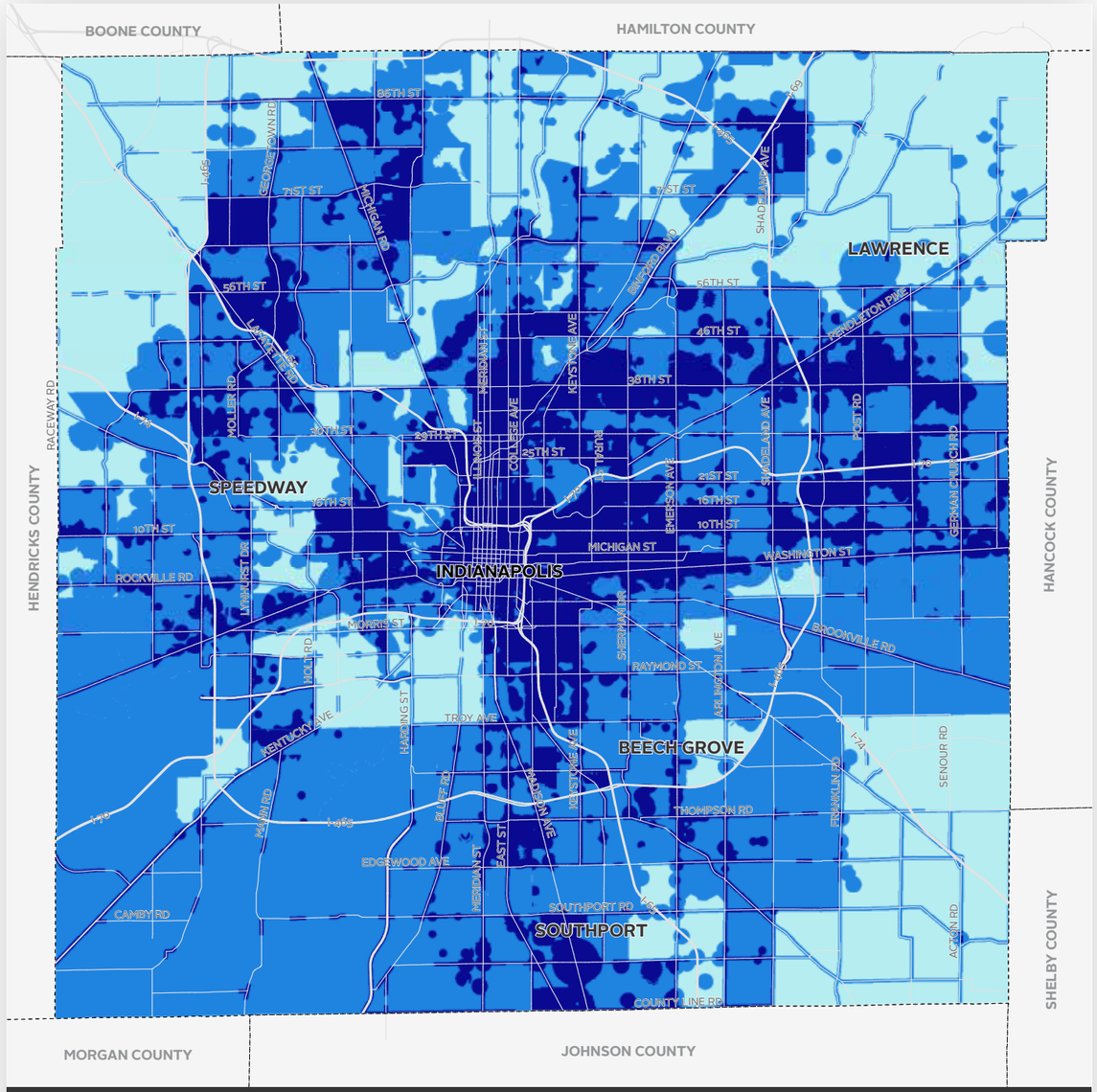
HIGH PRIORITY AREAS

High priority areas are intended to help the city identify a starting place for investment, recognizing that additional funding will be needed to address needs throughout the city and build the pedestrian network Indianapolis desires. At the same time, it is important to remember that all areas of the city have a level of priority attached to them, and all are important.

The six overlaid indices yield a single score that is categorized into three tiers of priority: Tier 1 is the highest priority and Tier 3 is a lower priority. The map on this page presents high priority areas, with the darkest blue representing Tier 1, and the lightest blue representing Tier 3.

High priority areas are spread throughout the city, with a concentration in downtown Indianapolis and immediately north and east of Center Township. There are two clear corridors of highest priority: one north from downtown to Broad Ripple and another east through the Near Eastside and Eastside, as well as southern Lawrence and Far Eastside neighborhoods.

Other areas of high priority include Fountain Square, Southport, southern parts of Beech Grove and northern parts of South Emerson, eastern parts of Southdale and western parts of Edgewood, several areas in Near Westside, and certain corridors in Snacks-Guion Creek and Augusta-New Augusta.



High Priority Areas

County Limits

Tier 1

Tier 2

Tier 3

0 1 2 3 4 5 Miles

Prioritization score calculated based on top weighted high collision corridors, Health Index, Equity Index, Walking Comfort Index, Pedestrian Demand Index, High Crime Investment Areas, TOD areas, Reconnecting to our Waterways areas, and Market Value Analysis areas D, E and F.

High collision corridors, Health Index and Equity Index are weighted highest.

Data Sources: 2012 Community Health Assessment Survey Report, Appriss Inc, City of Indianapolis, Indianapolis MPO, INDOT, IndyGo, US Census Bureau 2008-2012 American Community Survey 5-Year Estimates, US Census Bureau 2010, US Census Bureau LEHD 2013

WHAT DOES IT MEAN?

Setting high priority areas and making investments in these areas can help Indianapolis to make the best use of its limited transportation funds. While all areas of the city are important and many are in need of walking projects and programs, it is not possible to do everything at once. Focusing first on the highest priority areas will help to address immediate safety, health, and equity needs and further support city priorities. The high priority areas support the vision and goals of the Pedestrian Plan by directing resources in ways that will have the greatest impact.


PENN STATION
EAST COAST SUBS
BREW

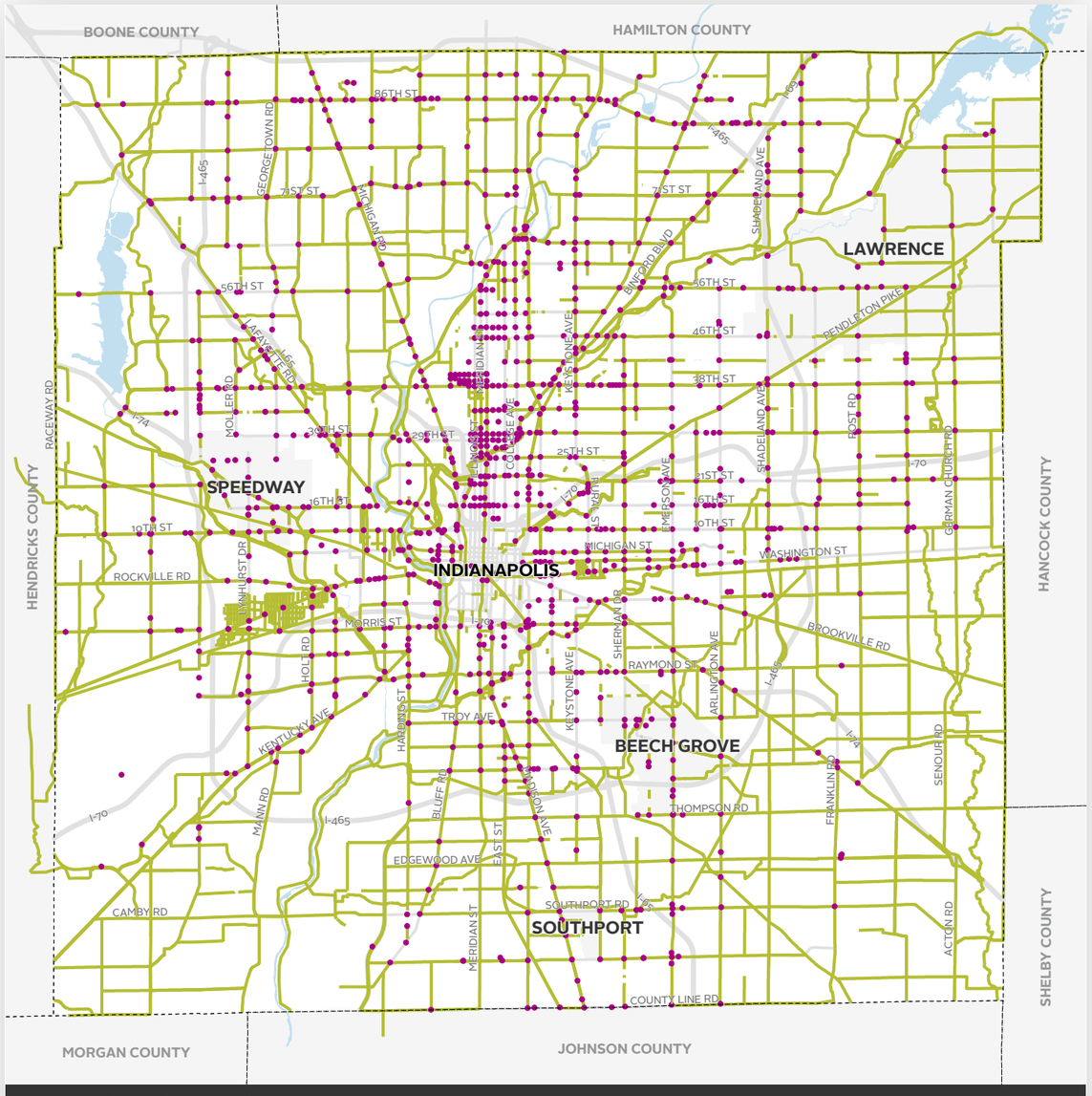
4 BUILDING THE NETWORK

Establishing high priority areas for investment in walking projects and programs is the first step in prioritizing the use of Indianapolis' limited resources. By focusing first on the projects in Tier 1 high priority areas, Indianapolis can ensure that projects with the greatest potential impact are constructed first. The second step is determining which projects within the highest priority areas will be completed first.

HOW WERE THE PROJECTS IDENTIFIED?

A comprehensive list of pedestrian projects was created using the city's capital improvement projects (CIP) list, lists of pedestrian safety countermeasures for high crash corridors in Marion County, all arterial and collector streets without sidewalks, and all signalized intersections outside of downtown, as well as projects of all types included in many recent planning efforts: the Regional Pedestrian Plan, Indy Greenways Full Circle Master Plan, Quality of Life and Great Places 2020 plans, and other small area and neighborhood plans. After removing projects without any pedestrian components, the list contained nearly 3,000 projects citywide. The map on this page displays all projects included in the master list.

These potential projects were then categorized by project type. The categories are used to illustrate and describe the projects but are not used to prioritize them (i.e., each project type has the same weight). The pictures on the next page illustrate each project type.



Data Sources: City of Indianapolis, Indianapolis MPO, CIP, Connectivity Plan 2012-15, West Morris St Complete Streets Project, West Washington St Corridor Plan, Southside QOL Connectivity Plan, International Marketplace Market Analysis& Strategy, Regional Pedestrian Plan, Lafayette Square Area Plan, Kentucky Ave Corridor Plan, West 30th St Corridor Plan, Shelby St Corridor Plan, South Keystone Ave Corridor Study, Crown Hill Neighborhood Plan, Concord Community Plan, United North East Neighborhood Plan, Far Eastside Neighborhood Plan, HbD Safety Analysis, Englewood Village Great Place, Maple Crossing Great Places, Southeast QOL, Northeast QOL, Near East QOL, River West Great Place.

PROJECT TYPES

ALONG THE ROADWAY

Projects that provide access, mobility, or safety improvements along an existing roadway.

ACROSS THE ROADWAY

Projects that provide access, mobility, or safety improvements to cross an existing roadway.

OFF-STREET

Projects that provide access, mobility, or safety improvements that are outside of the roadway network, including trail and greenway projects.

MAJOR BARRIER REMOVAL

Projects that establish a new link in the transportation network by removing or overcoming a barrier, including bridges, tunnels, and new road and trail projects that create a link where none had existed previously.

PLACEMAKING

Projects that enhance the walking environment and encourage people to walk more, including plazas and parklets.

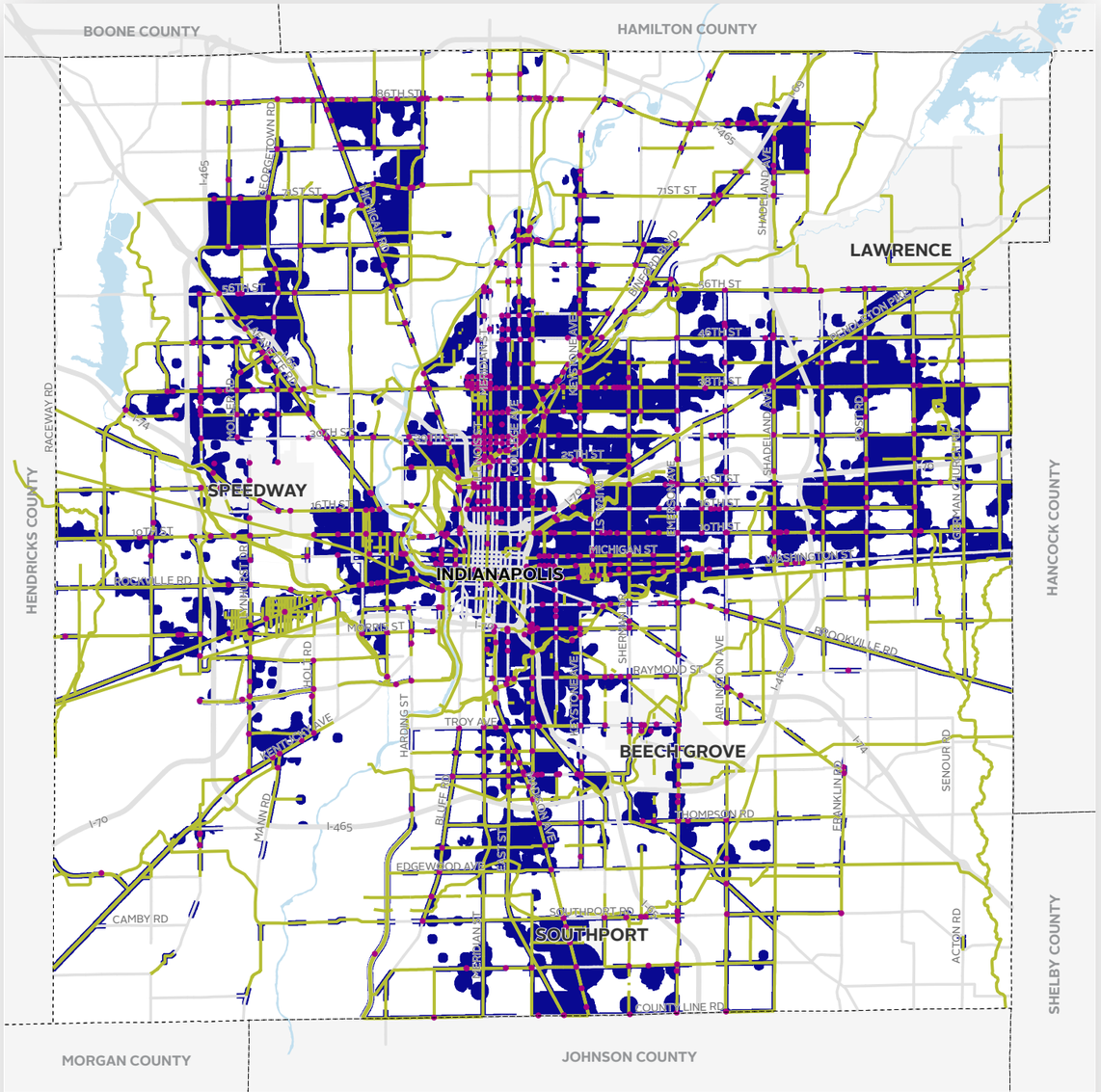
HOW ARE PROJECTS SCORED?

The projects in Tier 1 high priority areas are the focus of project scoring. A project is considered to be "in" a Tier 1 high priority area if at least 50% of its length is included in a Tier 1 area or if it touches two or more Tier 1 high priority areas. The map on this page shows all projects within Tier 1 high priority areas.

The number of projects in the Tier 1 high priority areas—approximately 2,000 projects—is still far more than can be completed with the city's limited resources. To identify which of those projects within the Tier 1 areas are most important to complete first, a second prioritization lens is used to score individual projects.

To evaluate and prioritize individual projects within high priority areas, the Pedestrian Plan approach scores projects based on six criteria (see table on next page)

Within each criterion, a project can score high, medium, or low (either three, two, or one points). All six criteria are weighted equally, which means that the maximum score for a project is 18 points. The scoring of destinations and transit, active living, barriers and gaps, and land use typologies can be completed using ArcGIS (a mapping and analytical software package). Scoring of the leveraging and favorable considerations criteria are qualitative and require staff discussions. The table on the next page summarizes the criteria and points. For more detailed information on project scoring, see Appendix B.



Data Sources: City of Indianapolis, Indianapolis MPO, CIP, Connectivity Plan 2012-15, West Morris St Complete Streets Project, West Washington St Corridor Plan, Southside QOL Connectivity Plan, International Marketplace Market Analysis& Strategy, Regional Pedestrian Plan, Lafayette Square Area Plan, Kentucky Ave Corridor Plan, West 30th St Corridor Plan, Shelby St Corridor Plan, South Keystone Ave Corridor Study, Crown Hill Neighborhood Plan, Concord Community Plan, United North East Neighborhood Plan, Far Eastside Neighborhood Plan, HbD Safety Analysis, Englewood Village Great Place, Maple Crossing Great Places, Southeast QOL, Northeast QOL, Near East QOL, River West Great Place.

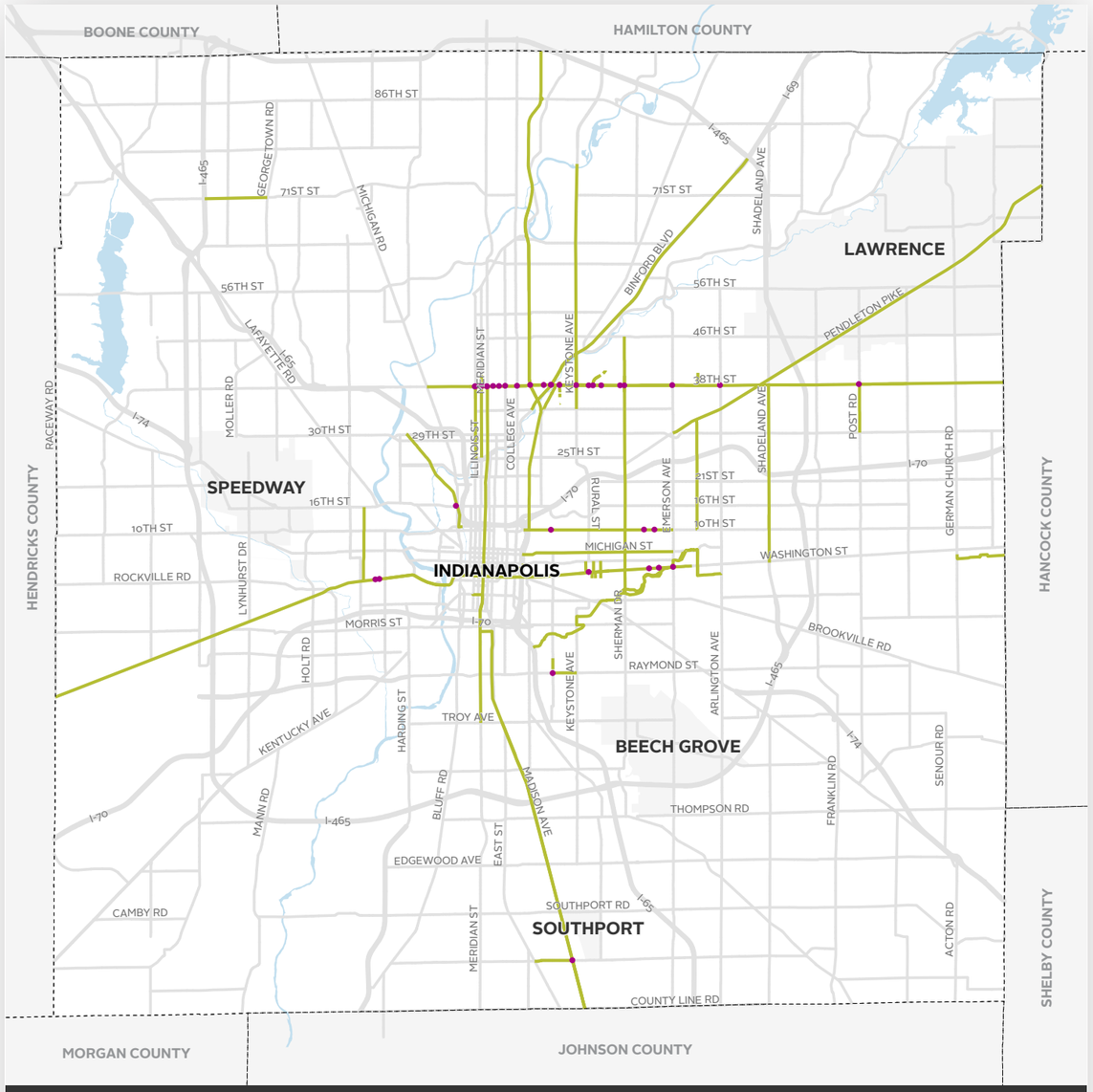
CRITERIA	DESCRIPTION	HIGH (3 POINTS)	MEDIUM (2 POINTS)	LOW (1 POINT)
IMPROVES ACCESS TO TRANSIT AND DESTINATIONS WITHIN 1/4 MILE	A project improves access to transit if it is located within a quarter mile of a transit stop or station, whether that is a bus stop served by one route or the downtown transit center. Projects receive three points for providing access to transit. Projects located within a quarter mile of a high intensity pedestrian destination receive a higher score than those located near less intense destinations. For example, a project located within a quarter mile of an elementary or middle school would receive three points on this criterion, while a project within a quarter mile of a preschool or daycare would receive one point. This criterion recognizes that certain types of destinations attract more people walking and gives more points to projects that provide access to those destinations.	High intensity destinations • Transit stop or station (all types) • University or college • K-12 school • Main street retail • Grocery store or farmer's market • Neighborhood park, community center, or recreational facility • High and moderate density multifamily housing	Medium intensity destinations • Shopping center or mall • Health clinic • More frequented community service (e.g., library, social service) • Townhouse or duplex	Low intensity destinations • Daycare or preschool • Minor retail (e.g., corner stores, strip retail) • Major hospital (e.e., Eskenazi) • Convention center • Less frequented community service (e.g., post office) • State or regional park • Low density housing
ENABLES ACTIVE LIVING	Projects that enable active living provide access to one or more of the following: a park or recreational facility; a trail, greenway, or neighborhood greenway; or healthy foods (e.g., grocery store, farmer's market). For example, if a project provides access to one grocery store and one park, it receives a score of two points.	Connects to three of the following: • Park or recreational facility • Trail, greenway, or neighborhood greenway • Healthy foods (e.g., grocery store, farmer's market)	Connects to two of the following: • Park or recreational facility • Trail, greenway, or neighborhood greenway • Healthy foods (e.g., grocery store, farmer's market)	Connects to one of the following: • Park or recreational facility • Trail, greenway, or neighborhood greenway • Healthy foods (e.g., grocery store, farmer's market)
REMOVES A PEDESTRIAN BARRIER OR FILLS A GAP IN THE PEDESTRIAN NETWORK	Projects receive points for filling a gap, removing a barrier, or doing both. Barriers can include geographic or human-made elements that are impossible to cross (e.g., freeway segments and rivers) as well as elements that are difficult or inconvenient to cross (e.g., arterial streets without signals or crosswalks). Gaps include missing segments of sidewalk or pedestrian pathways. A project that creates a new pedestrian crossing over a highway, for example, would receive three points.	Removes one or more barriers that are currently not traversable on foot (e.g., river or expressway segment) or fills a major gap (e.g., sidewalk space that would not currently fit into the right-of-way or where no right-of-way exists for any form of transportation)	Improves a difficult barrier to cross (e.g., interchange or multi-lane arterial) or fills a moderate gap (e.g., new sidewalk where people are already walking, such as along a shoulder or "goat trail")	Improves a minor barrier to cross (e.g., main street with few crossing points) or fills a minor gap (e.g., new sidewalk between two existing sidewalks)
PROVIDES POTENTIAL TO LEVERAGE OTHER FUNDING OR TO PIGGYBACK ON ANOTHER PROJECT	A project that leverages funding—such as grant funding—or piggybacks on another transportation or utility project receives points depending on the type of opportunity. Leveraging or piggybacking can help to speed implementation at a lower cost to the City of Indianapolis. Funding may be public or private and may be secured or envisioned.	Funds in-hand or part of a larger funded transportation or utility project	Funds earmarked or part of a larger earmarked transportation or utility project	Funds promised
SUPPORTS PEDESTRIAN LAND USE TYPOLOGY ALLOCATION TARGETS	As part of the State of Walkability report, six pedestrian land use typologies were established to help differentiate and describe neighborhoods and corridors (see Appendix A, page 9). In order to prioritize projects in typologies where investment may be most needed outside of the Central Business District, this criterion assigns points to areas of the city that have been traditionally less pedestrian friendly.	Project is located in a maturing village, growth village, or mobility corridor	Project is located along a village access corridor	Project is located in the CBD or rural land use types
HAS FAVORABLE OVERRIDING CONSIDERATIONS	Certain considerations can improve the likelihood of a project being implemented, including: (1) presence in an existing plan, (2) existing documented community support, (3) potential to stimulate investment, and (4) city priority. These considerations can demonstrate a project's importance and should be considered as "tie breakers" among equivalent projects.	Three of the following considerations: • In (or complements) an existing plan • Documented support • Potential to stimulate investment (major trail project, riverfront project, bridge project, streetscape enhancement project) • City priority	Two of the following considerations: • In (or complements) an existing plan • Documented support • Potential to stimulate investment (major trail project, riverfront project, bridge project, streetscape enhancement project) • City priority	One of the following considerations: • In (or complements) an existing plan • Documented support • Potential to stimulate investment (major trail project, riverfront project, bridge project, streetscape enhancement project) • City priority

WHAT ARE THE TOP SCORING PROJECTS?

Of the projects in a Tier 1 high priority area, 100 were scored using the GIS-based criteria described above. The leveraging and favorable considerations criteria have not been applied; this final step will be undertaken by city staff and partners as part of the annual project selection process.

To establish the list of 100 projects for scoring, the projects in the highest scoring Tier 1 areas were selected. (Within each priority tier, every 50-foot by 50-foot square of the city has a score as well. Therefore, projects that are in or touching the highest scoring squares are those in the top 100 projects.) The map on this page shows the top 100 projects.

The top 100 projects are presented on the next page as five groups of projects; the projects in Group #1 score higher than those in Group #2 on the four criteria that have been scored. These groups of projects are included as a preliminary example of the nearest-term projects and should not be considered final. When the leveraging and favorable considerations criteria scoring is completed, the city will have a final ranked project list for implementation.



Data Sources: City of Indianapolis, Indianapolis MPO, CIP, Connectivity Plan 2012-15, West Morris St Complete Streets Project, West Washington St Corridor Plan, Southside QOL Connectivity Plan, International Marketplace Market Analysis& Strategy, Regional Pedestrian Plan, Lafayette Square Area Plan, Kentucky Ave Corridor Plan, West 30th St Corridor Plan, Shelby St Corridor Plan, South Keystone Ave Corridor Study, Crown Hill Neighborhood Plan, Concord Community Plan, United North East Neighborhood Plan, Far Eastside Neighborhood Plan, HbD Safety Analysis, Englewood Village Great Place, Maple Crossing Great Places, Southeast QOL, Northeast QOL, Near East QOL, River West Great Place.

GROUP 1

LOCATION	DESCRIPTION
38th & Fall Creek	Install curb ramps, update/repair/ retime pedestrian signals; add high visibility crosswalks
38th St (Capitol Ave to Emerson Ave and into Lawrence Township)	Pedestrian corridor
38th St (Crown Hill Cemetery to Emerson Ave)	Pedestrian corridor
38th St (Fall Creek Pkwy to Sherman Dr)	Install sidewalks
38th St (Fall Creek Pkwy to Sutherland Ave)	Install sidewalks
38th St (Sherman Dr to Emerson Ave)	Install sidewalks
38th St and Illinois	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Sherman	Improve crosswalks, signal timing, and other pedestrian enhancements
38th Street (Monon to Fall Creek Parkway)	Install sidewalks
Binford Blvd. from 38th Street to I-69	Vehicular and Pedestrian Safety Improvements
Capitol Avenue and 38th St	Improve crosswalks, signal timing, and other pedestrian enhancements
Fall Creek Greenway & 38th	Develop the Fall Creek Greenway trailhead at 38th St
Fall Creek Pkwy (34th St to 38th St)	Install sidewalks
Fall Creek Pkwy (38th St to Keyston Ave)	Install sidewalks
Meridian St (Troy Ave to Regional Center CBD to 38th St)	Pedestrian corridor
Sherman Dr (37th to Denwood)	Install sidewalks
Sherman Dr (38th St to 46th St)	Install sidewalks
Sherman Dr (Pleasant Run Greenway to 38th St)	Pedestrian corridor
State Ave (Tabor to Naomi)	Install sidewalks
State Ave and Raymond St	Improve crosswalks, signal timing, and other pedestrian enhancements

GROUP 2

LOCATION	DESCRIPTION
Capitol Avenue and 38th St	Improve crosswalks, signal timing, and other pedestrian enhancements
Meridian St and 38th St	Improve crosswalks, signal timing, and other pedestrian enhancements
Capitol Ave & 38th	Raised intersection - Capitol Ave & 38th
Illinois St & 38th	Raised intersection - Illinois St & 38th
Meridian St & 38th	Raised intersection - Meridian St & 38th
Illinois St (38th to 40th St)	Illinois Streets Streetscape - 38th to 40th St
Capitol Ave (Fall Creek Blvd to 38th St)	Convert Capitol to two-way street; Fall Creek Blvd to 38th St
Illinois St (Fall Creek Blvd to 38th St)	Convert Illinois to two-way street; Fall Creek Blvd to 38th St
38th St (Meridian to Boulevard Pl)	38th St (Meridian to Boulevard Pl) - widen sidewalks, add landscaping, add lighting, add adjacent m*
Capitol Ave (38th St to 36th St)	Add/repair sidewalks - Capitol Ave (38th St to 36th St)
Monon Trail at 38th St	New Bridge over 38th Street for the Monon Trail
38th & Station St	Install sidewalks, curb ramps, crosswalks and repair existing sidewalks
Stop 11 Rd (US 31 to Madison Ave)	Install sidewalks
Madison Ave (Stop 11 Rd to County Line Rd)	Install sidewalks
Shadeland Avenue (10th St to 16th St)	Install sidewalks
38th St (Emerson Ave to Arlington Ave)	Install sidewalks
Post Rd (30th St to 38th St)	Install sidewalks
38th St (Post Rd to Mitthoefer Rd)	Install sidewalks
Ritter Ave (10th St to Massachusetts Ave)	Install sidewalks
Monon Trail (10th St to 96th St)	Multi use trail

GROUP 3

LOCATION	DESCRIPTION
38th St (west of Station)	Install sidewalks
38th St (Emerson Ave to Carroll Rd/Hancock County Line)	Pedestrian corridor
Madison Ave (Troy Ave to County Line Rd)	Pedestrian corridor
Shadeland Avenue (Washington St to 38th St)	Pedestrian corridor
Monon Trail (Fall Creek to 70th)	Multi use trail
Interrurban Trail (Johnson County to South)	Multi use trail
38th St and Central	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and College Ave	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Emerson Ave	Improve crosswalks, signal timing, and other pedestrian enhancements
Washington Blvd and 38th St	Improve crosswalks, signal timing, and other pedestrian enhancements
Madison Ave and Stop 11 Rd	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Woodland	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Arlington	Improve crosswalks, signal timing, and other pedestrian enhancements
Post Rd and 38th St	Improve crosswalks, signal timing, and other pedestrian enhancements
Bosart Ave and 10th St	Improve crosswalks, signal timing, and other pedestrian enhancements
Sutherland Ave (34th St to 38th St)	Install sidewalks
Pleasant Run Pkwy (English Ave to Michigan St)	Install sidewalks
10th St (Bellafontaine St to Emerson Ave)	Pedestrian corridor
Washington St (Belmont Ave to Regional Center CBD to Emerson Ave)	Pedestrian corridor
Pleasant Run Trail (from I-65 to Pleasant Run Pkwy)	Multi use trail

GROUP 4

LOCATION	DESCRIPTION
Washington St and Linwood	Improve crosswalks, signal timing, and other pedestrian enhancements
Wallace and Washington	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Pennsylvania	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Orchard	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Keystone	Improve crosswalks, signal timing, and other pedestrian enhancements
Raymond St (State Ave Keystone Ave)	Install sidewalks
Ohio St (College Ave to New York St)	Install sidewalks
Keytone Ave (38th St to Binford Blvd)	Install sidewalks
Orchard Ave (35th St to 38th St)	Install sidewalks
38th Street (Keystone to Orchard)	Sidewalk Repairs
38th St (Keysone to Oxford)	Install sidewalks
38th St (Keystone to Orchard)	Sidewalk Repairs
Keystone Ave (34th to 38th)	Sidewalk Repairs
Massachusetts Ave (Emerson Ave to Carroll Rd)	Pedestrian corridor
Keystone Ave (38th St to White River)	Pedestrian corridor
Central Canal Towpath (11th St to 30th St)	Multi use trail
10th St and Euclid	Improve crosswalks, signal timing, and other pedestrian enhancements
Rural St and Washington St	Improve crosswalks, signal timing, and other pedestrian enhancements
Oxford Street	Add sidewalks, crosswalks and enhanced pedestrian access - Oxford Street
Parker Street	Add sidewalks, crosswalks and enhanced pedestrian access - Parker Street

GROUP 5

LOCATION	DESCRIPTION
Washington St (Forest to Tuxedo)	Washington Street - Forest to Tuxedo - streetscape enhancement
Eastern Ave (New York to Washington St)	Add/repair sidewalks - Eastern Ave (New York to Washington St)
Gray St (New York to Moore Ave)	Add/repair sidewalks - Gray St (New York to Moore Ave)
Washington St and Tremont	Improve crosswalks, signal timing, and other pedestrian enhancements
38th St and Oxford	Improve crosswalks, signal timing, and other pedestrian enhancements
Washington St (between Pershing and Sheffield)	Install School Zone Warning Flashing Beacons
38th & Rural	Install traffic light, install curb ramps, lighting and high visibility crosswalks
38th & Dearborn	Install sidewalks and curb ramps
Meadows Dr (38th St to Adams)	Install sidewalks
Washington St (between Emerson Ave to Irvington)	Irvington Streetscape Phase II
Meadows Dr (38th to Meadows Pkwy)	Sidewalk Repairs
Washington St (Raceway Rd to White River)	Pedestrian corridor
16th St and Brighton	Improve crosswalks, signal timing, and other pedestrian enhancements
Holmes Ave	Rebuild sidewalks and streets - Holmes Ave
Pennsy Trail Phase 2 (Pleasant Run Pkwy to Arlington Ave)	Multi use trail
Pennsy Trail (from Hancock County Line to Ritter)	Multi use trail
Northtown Trail (71st St from I465 to Georgetown)	Multi use trail
New York St	Convert New York Street Street to two-way; add bike lanes, landscaping, traffic calming
10th St & Newman	Install School Zone Warning Flashing Beacons
Washington St and Emerson	Improve crosswalks, signal timing, and other pedestrian enhancements

HOW SHOULD FUNDING BE DISTRIBUTED?

Even with a prioritized list of projects, there are still not enough resources available to complete even the first group of projects identified on the previous page. The city and its partners must seek new resources and allocate more funding to pedestrian projects and programs.

Of the funding that is available, the majority of pedestrian infrastructure funding (a minimum of 85%) should be allocated according to the prioritization approach established in this plan. The other 15% of pedestrian funding may be needed to support Complete Streets projects or for other partnership opportunities.

The 85% of dedicated pedestrian funding that is allocated according to the Pedestrian Plan prioritization approach should be concentrated in the highest priority areas. High scoring projects in the Tier 1 high priority areas should receive 75% of this funding, followed by 15% for projects in Tier 2 areas and 10% for projects in Tier 3 areas.

Within the Tier 1 high priority area, projects of different types should receive certain percentages of funding. Based on feedback received throughout the development of the Pedestrian Plan, approximately 40% of funding should be allocated to new sidewalk projects and sidewalk maintenance and 35% should be allocated to crossing improvements. The remaining 25% should be allocated to major barrier removal projects (15%), off-street trail and greenway projects (5%), and placemaking projects (5%). Off-street trail/greenway and placemaking funding will be used primarily to leverage public-private partnerships and other grant opportunities. Major barrier removal projects, such as pedestrian bridges and underpasses, are often the most expensive pedestrian infrastructure projects. The funding allocated to these projects can be used as matching funds for larger state and federal grants. The diagram on the next page summarizes how funding should be distributed.

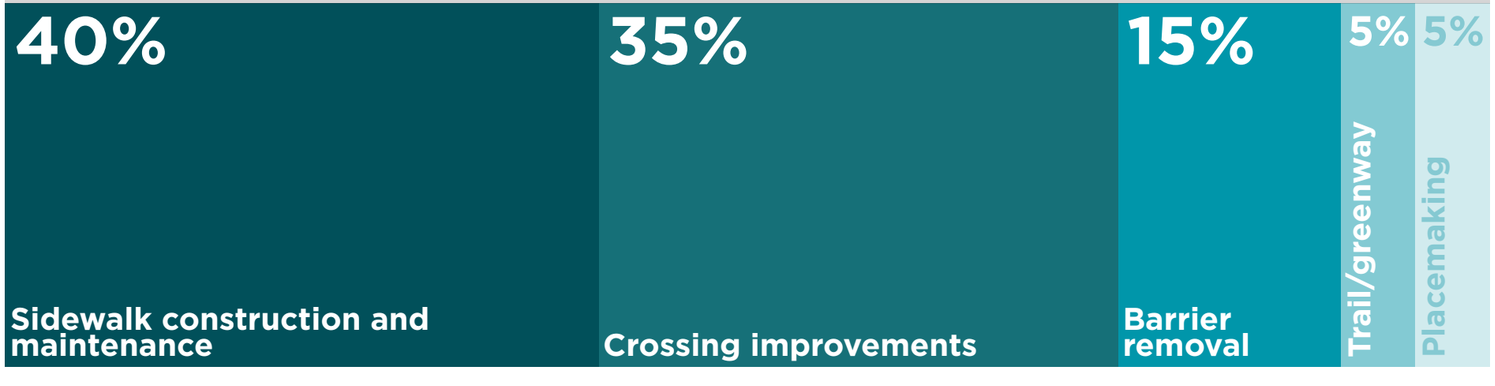
CAN NEW PROJECTS BE ADDED?

Ongoing community planning efforts, such as the Quality of Life Plans and Great Places 2020, will generate new projects that have significant community support. The project list should be updated annually with these and other projects.

TOTAL PEDESTRIAN INFRASTRUCTURE FUNDING

FUNDING BY PRIORITY AREA TIER

TIER 1 FUNDING BY PROJECT TYPE




SMOKEHOUSE
on shelby
ENTRANCE
The BAR
WATCH YOUR STEP
PUSH

5 CHANGING THE CULTURE

Effective pedestrian-oriented programming, policy, internal procedures, and practices are the building blocks that make a walkable city a reality.

The City of Indianapolis currently has gaps in policies and procedures that hinder its ability to build and maintain walking infrastructure. Likewise, city departments are underfunded or understaffed when compared to peer cities—in some cases, Indianapolis lacks positions or entire departments that peer cities rely on to support pedestrian projects and programs. This lack of resources devoted to making Indianapolis walkable is reflected in the city's public health outcomes, traffic safety gaps, and accessibility challenges.

PROGRAMS, POLICIES, AND PROCEDURES

The strategies and actions recommended in this chapter match the city's and its partners' commitment to build and maintain safe and connected walking networks with the resources necessary to achieve that commitment.

Strategies and actions are organized into three Ps: Programs, Policies, and Procedures.

- **Programs** encourage and celebrate walking and play a role in identifying additional needs throughout the city.
- **Policies** determine the requirements for developers to contribute to the citywide walking network and establish an approach to allocating and operating the public right-of-way.
- **Procedures** are the day-to-day practices of the City of Indianapolis—from street management to project delivery—that have a profound impact on the quality of Indianapolis' walking environment.

Most of the procedures identified in the Pedestrian Plan can be integrated into departmental work programs in a relatively short time period, but will require initial coordination and ongoing monitoring.

Taken together, these recommendations support existing programs, policies, and procedures that are already helping to promote and deliver a walkable Indianapolis. While many of the recommendations link to multiple Pedestrian Plan goals, the tables in the following sections demonstrate the primary goal satisfied by each recommendation as well as the key challenges to overcome and rationale for implementation.

While some of the recommendations should be completed earlier than others, the city and its partners can be flexible in implementation. Recommendations should be prioritized based on capacity, funding, and strategic direction.

HOW TO READ THE RECOMMENDATIONS

RECOMMENDATION NUMBER

RECOMMENDATION NAME

RATIONALE

Reasons for making the recommendation

ACTIONS

Specific steps that must be taken to achieve the desired outcome

PARTNERS

City departments, agencies, and organizations that must work together to implement the recommendation

P1.3 **LOW-COST MATERIALS PILOT PROGRAM**

Goal	Description	Rationale	Actions	Partners
	Develop a pilot program that implements and tests interim pedestrian projects using low-cost materials	• Walking infrastructure needs are significant and costs are very high • Indianapolis needs to identify cost-effective and creative construction materials for pedestrian projects	• Conduct a global scan of low-cost pedestrian infrastructure best management practices • Identify potential projects that could be constructed with low-cost materials on an interim basis • Procure and test low-cost materials that can be reused for different construction projects • Implement at least three (3) walking infrastructure projects usinvg low-cost materials	• Department of Public Works

Phasing

GOAL

Primary goal achieved by the recommendation

GOAL 1

Create Connected and Complete Communities

GOAL 2

Make the Experience Safe

GOAL 3

Build Walkable Places For All

GOAL 4

Get It Done

PHASING

The Pedestrian Plan balances the urgency and need for better policies, procedures, and programs with manageable expectations for initial planning and eventual implementation. Each recommendation in this chapter includes a preferred timeline for implementation. The phasing approach is based on three timeframes and serves as a logical work plan for the city and its partners based on current and projected staffing capacity.

DESCRIPTION

Description of the recommendation

PROGRAMS

Indianapolis must develop and expand programs that coordinate and support infrastructure investments.

Pedestrian or walkability programs are “high touch” in nature, providing the encouragement, education, and program management needed to advance walking as everyday transportation and recreation in Indianapolis. Programs are critical to catalyze a shift in Indianapolis’ car culture to a more pedestrian and transit-focused culture. Examples include the Safe Routes programs and open streets events described below. Programs are citywide, but may be implemented initially in targeted, high priority areas.

The recommendations in this section address three of the key challenges to creating a more walkable Indianapolis: the lack of a visible pedestrian program, Indianapolis’ significant funding gap, and the lack of a comprehensive toolbox of interim design solutions. (See Appendix A, page 47 for more details on these challenges.)

LIST OF PROGRAMS

P1.1

INDY VISION ZERO

Goal

Phasing

Description

Develop and implement an Indy Vision Zero program challenging city staff and the community to eliminate all preventable fatalities and severe injuries from roadway collisions within the next 10 years

Rationale

- Between 2004 and 2014, Indianapolis had roughly one pedestrian collision every day
- While number of pedestrian collisions has remained largely unchanged over the past 10 years, pedestrian fatalities have risen 50 percent

Actions

- Establish program focus areas, including infrastructure, education, data-driven enforcement, data standards, internal procedures, knowledge transfer with North American traffic safety leaders, and new technology
- Focus enforcement programs and activities along high crash pedestrian corridors established in the State of Walkability report
- Establish a new traffic stop program dedicated to education and rewarding good behavior
- Seek additional funding to expand programs and increase DUI patrols, targeted along high pedestrian crash corridors
- Work with IMPD to expand the neighborhood enforcement partnership program, hiring more off-duty officers to enforce speed limits on neighborhood streets
- Implement education and outreach campaigns that explain how to use new types of infrastructure (for all modes), helping both people driving and people walking to understand traffic control changes
- Establish pedestrian awareness training for all drivers, including all company and contracted private transportation providers
- Produce a public progress report on Indy Vision Zero every two years
- Analyze and integrate ARIES traffic collision data biannually into the Indy Vision Zero public progress report, using the results to direct enforcement efforts
- Conduct before and after evaluation of key infrastructure projects to determine benefits of pedestrian safety strategies
- Share data with the public and partners like Open Indy Brigade

Partners

- Mayor's Office
- Department of Public Works
- Indianapolis Metropolitan Police Department
- Marion County Health Department
- Health by Design

P1.2

SAFE ROUTES TO SCHOOL PLAN

Goal

Phasing

Description

Develop and implement an Indy Vision Zero program challenging city staff and the community to eliminate all preventable fatalities and severe injuries from roadway collisions within the next 10 years

Rationale

- SRTS programs work to improve school zone safety and encourage more children to walk and bike to school, employing a mix of engineering, education, enforcement, education, and encouragement strategies
- Many schools currently do not have safe walking routes
- Many schools in Indy actively discourage walking to school
- Indianapolis' youth are experiencing high rates of obesity and diabetes due to sedentary lifestyles and unhealthy diets

Actions

- Work with Health by Design's SRTS program manager to develop the SRTS Plan
- Bring infrastructure recommendations to concept and preliminary design to help secure grant funding for construction
- Identify funding for programmatic recommendations in the SRTS Plan

Partners

- Department of Public Works
- Health by Design
- Local schools

Low cost materials (P1.3) and planters were used in Lakeview, IL to create a great intersection and improve crossing conditions for pedestrians.

Image from John Greenfield

P1.3 LOW-COST MATERIALS PILOT PROGRAM

Goal

Phasing

Short Term

Description

Develop a pilot program that implements and tests interim pedestrian projects using low-cost materials

Rationale

- Walking infrastructure needs are significant and costs are very high
- Indianapolis needs to identify cost-effective and creative construction materials for pedestrian projects

Actions

- Conduct a global scan of low-cost pedestrian infrastructure best management practices
- Identify potential projects that could be constructed with low-cost materials on an interim basis
- Procure and test low-cost materials that can be reused for different construction projects
- Implement at least three (3) walking infrastructure projects usinvg low-cost materials

Partners

- Department of Public Works

P1.4 PILOT PROJECT AND PLACEMAKING TOOLKIT

Goal

Phasing

Short Term

Description

Work with public and private partners to develop a pilot project and placemaking toolbox

Rationale

- Indianapolis needs new tools to support improved neighborhood walkability and make streets social gathering places

Actions

- Conduct a global scan of low-cost pedestrian infrastructure best management practices
- Identify potential projects that could be constructed with low-cost materials on an interim basis
- Procure and test low-cost materials that can be reused for different construction projects
- Implement at least three (3) walking infrastructure projects usinvg low-cost materials

Partners

- Department of Metropolitan Development
- Department of Public Works
- Indianapolis Parks and Recreation Department
- Indianapolis Metropolitan Police Department
- Health by Design

Open Streets Minneapolis brings together community groups and local businesses to temporarily close major streets to car traffic and open them up for people to walk, bike, skate, and play (P1.5).

Image from Lyndale Neighborhood Association

P1.5 OPEN STREETS EVENT SERIES

Goal

Phasing

Short Term

Description

Establish an annual open streets event series that provides a full or partial day car-free environment on city streets so that people can walk and be active

Rationale

- Open street events help shift the way people think about walking and biking
- Indy needs a widely publicized and recognizable public marketing and education campaign that encourages and promotes active living

Actions

- Develop a work plan to organize at least two open street events per year
- Identify community and political champions from the public, private, and non-profit sectors that can help garner support and funding and play a role in programming
- Select a route with neighborhood destinations and supporting activities including social, play, health/wellness, and educational activities
- Work with IMPD and the Public Safety Department to develop a traffic management and public safety plan for the events

Partners

- Indianapolis Parks and Recreation Department
- Indianapolis Metropolitan Police Department
- Health by Design

P1.6 NEW SAFE ROUTES PROGRAMS

Goal

Phasing

Description

Develop Safe Routes programs for transit, schools, parks, and senior services access infrastructure and programming

Rationale

- Walking routes outside of downtown—such as to neighborhood, regional, and state parks—often lack sidewalks and safe crossings
- May transit passengers do not have safe or dignified walking access to transit
- IndyGo's effectiveness is largely dependent on pedestrian access since every transit rider is a pedestrian at some point in their journey
- Older adults are likely to meet their daily needs on foot and by transit
- Streets and entire neighborhoods with limited to no walking infrastructure can be intimidating and challenging for older adults to navigate
- Indy needs a program specialist and work plan to address these unique access issues

Actions

- Establish a full-time Safe Routes planner position within the active transportation/public space non-profit corporation (see P3.13) that manages all safe routes services, including Safe Routes to Transit (SRTT), Safe Routes to School (SRTS), Safe Routes to Parks (SRTP), and Safe Routes for Seniors (SRS)
- Reallocate modal funding toward pedestrian programming and projects to focus on transit, park, school, and senior service access improvements and marketing
- Develop multilingual Safe Routes marketing and education materials
- Integrate IndyGo's transit access project list, running these projects through the Pedestrian Plan prioritization framework
- Work with IndyGo to document gaps in existing and future transit access
- Document gaps in access to schools, senior living services, parks, trails, greenways, and other community recreation facilities
- Provide tailored travel training for interested seniors
- Develop an education and promotional campaign and present the campaign at community and senior living centers
- Collaborate with project partners to ensure walking projects reflect the unique needs of older adults
- Identify funding for projects that specifically improve the walking experience for older adults, connecting them to their daily needs

Partners

- Department of Public Works
- IndyGo
- Indianapolis Parks and Recreation Department
- Indianapolis Office of Disability Affairs
- CICOA Aging & In-Home Solutions
- AARP Indiana
- Department of Metropolitan Development
- Health by Design

P1.7 TRAFFIC CALMING PROGRAM

Goal

Phasing

Description

Develop a neighborhood traffic calming program

Rationale

- Traffic calming programs for neighborhood streets will manage vehicle speeds and volumes, which is particularly important on streets without sidewalks
- Indy does not have a dedicated traffic calming program

Actions

- Develop an annual work plan for traffic calming projects
- Educate the community on the types, benefits, and tradeoffs of traffic calming projects
- Identify and include traffic calming projects in future pedestrian project lists (prioritized according to the Pedestrian Plan's fr/work)
- Implement education and outreach campaigns that explain how to use new types of infrastructure (for all modes), helping both motorists and pedestrians to understand traffic control changes

Partners

- Department of Public Works
- Neighborhood liaisons
- Local Initiatives Support Corporation of Indianapolis

Oregon Metro and Kaiser Permanente produced the regional Walk There! Guidebook, providing maps and descriptions of places to walk (P1.8) in the Portland Metro region. The free guidebook focuses on the health benefits of walking.

Image from Oregon Metro

P1.8 WALKING EDUCATION AND MARKETING PROGRAMS

Goal

Phasing

Medium Term

Description

Pursue funding and implement walking education and marketing programs

Rationale

- There is limited funding for pedestrian education and promotional campaigns
- Residents and business owners generally do not understand their responsibilities for sidewalk maintenance and snow removal
- Indianapolis needs to document and promote great walks that currently exist (both trail and street walks)
- Indianapolis lacks a widely publicized walk to work event

Actions

- Work with IndyMPO to prioritize some portion of federal funds (e.g., CMAQ) to active transportation education and marketing
- Couple funding for active transportation education and marketing as part of broader infrastructure grant applications
- Develop a neighborhood-level education program on the benefits of walking infrastructure and homeowner/business owner responsibilities for sidewalk maintenance and snow removal
- Work with community partners to identify great walking routes throughout the city and develop a neighborhood "walk book" of informal walking routes for residents and visitors to illustrate comfortable and direct pathways
- Work with the public health, foundation, and non-profit communities to identify funding for a neighborhood walk book
- Pass a resolution to establish an annual "Indy Walks" day or week
- Organize walking tours and step count competitions to get people active and interested in walking for transportation and recreation
- Invite public figures and elected officials to celebrate their own walking trips

Partners

- Department of Public Works
- IndyMPO
- Department of Metropolitan Development
- Health by Design

P1.9 SIDEWALK COST SHARE PROGRAM

Goal

Phasing

Long Term

Description

Develop a sidewalk cost share/financing program

Rationale

- There is limited funding for sidewalks along neighborhood streets
- Some residents and businesses have expressed interest in sharing the cost to construct sidewalks in their neighborhood

Actions

- Explore the viability of low- or no-interest sidewalk loans to businesses and homeowners
- Pursue other walking infrastructure financing and funding mechanisms such as Barrett Law, tax increment financing (TIF), and housing tax increment financing (HOTIF) funds

Partners

- Office of Finance and Management
- Department of Public Works
- Department of Code Enforcement

PROGRAM SPOTLIGHT

ACHIEVING ZERO TRAFFIC FATALITIES AND SERIOUS INJURIES IN INDIANAPOLIS

Every traffic-related crash in Indianapolis is a preventable outcome of design, roadway operations, and policy. Cities across the United States are adopting comprehensive Vision Zero initiatives to show their commitment to stop acting as though traffic deaths and injuries are "normal" within our transportation systems. Vision Zero is a holistic realignment of traffic safety priorities, protocols, and procedures aimed at eliminating fatal and serious traffic crashes within a defined timeframe. Vision Zero programs share common objectives, but each is tailored to meet the needs of the city where it is implemented. The following principles are unique to Indianapolis and are based on crash analyses and organizational assessments conducted throughout development of the Pedestrian Plan

- No matter how you look at the data, every traffic fatality is preventable and unacceptable.
- Safety is the precondition for mobility, and the transportation system should be safe for all people regardless of age and ability, for all modes of transportation, and in all Indianapolis neighborhoods.
- The human element of the transportation system is inherently error prone and unpredictable. The transportation system and new technology expect human error and take steps to address the possibility for severe and fatal injuries. Indianapolis should adopt better street design and intelligent vehicle technology as solutions that can meet a variety of community objectives.
- Speed is a strong predictor of crash survival. Speeding, crash severity, and traffic deaths in Indianapolis are at epidemic levels. Indianapolis' wide roads promote high speed travel by design. Simply redesigning Indianapolis' streets to ensure safety and anticipate human error will save lives.
- Investments in safety should be maximized in places with high concentrations of collisions. The prioritization process developed as part of the Pedestrian Plan targets investments in areas where safety, health, and equity needs are greatest. Using the prioritization process and making capital investments along high pedestrian collision corridors will ensure that projects help to meet the Vision Zero goals.
- Educating, promoting, and enforcing safe travel behavior is critical to achieve a culture of traffic safety. While the city's bicycle and pedestrian program and its community partners have developed recognizable and effective marketing and education programs, IMPD needs new tools and resources to combat reckless driving and promote traffic safety for all people.
- Policies and procedures in all city departments focus on making safety the highest priority for roadways.

To make a Vision Zero program successful in Indianapolis will require a collaborative effort of transportation, health care, judicial, education, enforcement, and community partners. The result will be physical improvements and leading practices in traffic safety policy and programs. Vision Zero in Indianapolis will support a cultural shift in the design and enforcement of safe movement throughout Indianapolis' transportation system.

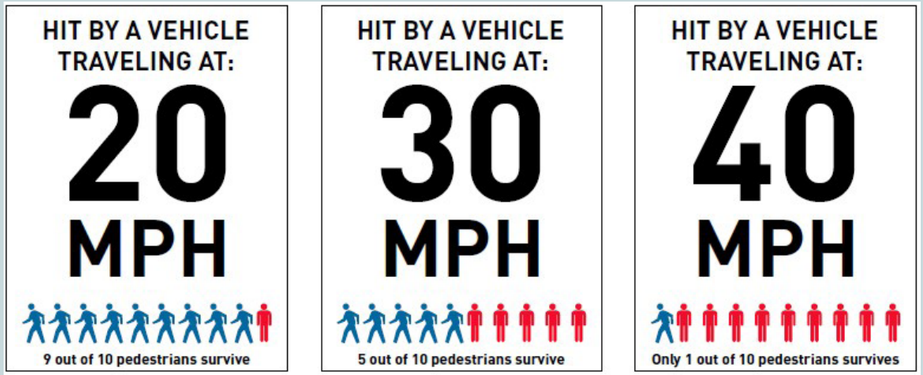


Image from Seattle's Vision Zero Action Plan

Image from Nelson\Nygaard

POLICIES

Policy changes that focus city priorities toward human-scaled rather than automobile-centric environments can support immediate improvements to walking.

The following policies are recommended for adoption to expand funding for sidewalks, improve walking conditions at key locations, and support broader walkability initiatives. Each policy recommendation addresses at least one of the following key challenges to creating a more walkable Indianapolis: Indianapolis' significant funding gap, no integrated approach to right-of-way coordination, no comprehensive toolbox of interim design solutions, poor maintenance of existing pedestrian infrastructure, and a lack of publicly available guidance for project delivery. (See Appendix A, page 47 for more details on these challenges.)

LIST OF POLICIES

P2.1 SIGNAL TIMING

Goal

Phasing

Description

Optimize signal timing, phasing, and hardware tools to separate conflicting pedestrian-vehicle movements and reduce exposure

Rationale

- Most pedestrian collisions in Indianapolis are located at signalized intersections and countermeasures are necessary to reduce conflicts and exposure
- City makes limited use of signal treatments that protect pedestrians

Actions

- Build an operational toolkit and establish guidelines for using each tool (toolkit should include split phasing, protected left turn phases, leading pedestrian and bicycle phases, default walk phases at all signalized intersections, flashing yellow permissive left turn phases, and time of day signal adjustments)
- Identify high pedestrian collision intersections to implement special signal treatments
- Adjust walk signal phases to accommodate walking speeds of 2.8-3.0 feet per second from a more traditional 3.5 feet per second in select locations like downtown, villages, transit stops, hospitals, and within a half mile of senior activity and residential centers

Partners

- Department of Public Works

Leading pedestrian intervals provide a 5-6 second head start for people crossing at signalized intersections. Signal improvements like this protect pedestrians where vehicle conflicts exist.

Image from Nelson\Nygaard

P2.2 LEVERAGING STORMWATER FUNDING

Goal

Phasing

Description

Leverage stormwater funds to build walking infrastructure

Rationale

- Identify innovative ways to leverage infrastructure dollars to fund spot pedestrian improvements

Actions

- Amend city ordinances, as needed, to ensure that stormwater funds can be used for transportation improvements
- Identify potential projects that are impacting stormwater conveyance and could use stormwater funding to rebuild curbs, sidewalks, and curb ramps

Partners

- Department of Public Works Storm Water Program
- Office of Finance and Management
- Citizens Energy Group

P2.3 ADVANCED STOP AND YIELD BARS

Goal

Phasing

Description

Mark advanced stop and yield bars in front of crosswalks throughout Indianapolis to discourage vehicle encroachment into the crosswalk

Rationale

- Many signalized and stop-controlled intersections do not include the advanced stop and yield bars necessary to provide safe crossings

Actions

- Identify where advanced stop and yield bars are needed throughout the city
- Develop a 10-year striping work plan
- Implement advanced stop and yield bar striping as part of resurfacing and other street paving projects

Partners

- Department of Public Works

Advanced stop bars (P2.3) are a simple way to ensure motorists do not impede the path of people crossing the street.

Image from Nelson\Nygaard

P2.4 INTERSECTION LEVEL OF SERVICE TOLERANCE POLICY

Goal

Phasing

Description

Encourage transit-oriented and walkable infill development by developing an intersection level of service (LOS) tolerance policy

Rationale

- Implementing city priorities related to transit-oriented development and walkability requires new ways to measure success and impacts

Actions

- Coordinate between DPW, DCE, and DMD to establish and codify the relaxed LOS threshold(s)
- Establish target thresholds at LOS E, which is typical for large cities that are building vibrant, transit-oriented centers and corridors
- Focus the intersection LOS tolerance policy in the CBD, maturing and growth villages, and village access corridors

Partners

- Department of Public Works
- Department of Code Enforcement
- Department of Municipal Development

P2.5 ZONING CODE AND VARIANCES UPDATE

Goal

Phasing

Description

Update and enforce the zoning code to ensure the pedestrian network is built without missing links as development occurs and eliminate variances from developer requirements

Rationale

- Easy to bypass developer-required sidewalk construction
- Fees need to reflect the current cost of construction
- Gaps in the zoning code present a missed opportunity to expand and upgrade pedestrian facilities
- Regular coordination between DCE, DPW, and DMD is needed

Actions

- Eliminate exemptions that developers can use to avoid building sidewalks
- Develop new "in lieu of" fee program for roadway capacity improvements (e.g., road widening projects to create right-turn lanes) in the CBD, maturing villages, and village access corridors
  - Formalize eligible roadway capacity exemptions to eliminate conflicts with rural development requirements called out in Plan 2020/Indy Rezone
  - Funnel collected in lieu of fees into sidewalk and other pedestrian improvements
  - Establish the list of eligible walking infrastructure improvements funded by the roadway capacity improvement in lieu of fee
  - Establish meetings between DCE, DPW, and DMD to coordinate which projects are funded through the in lieu of roadway capacity improvement fund
- Develop a requirement or incentive to include internal pathways on private property and public easements to provide direct access between the primary entrance of any development and parking stalls and bus stops, especially where there are no sidewalks
- Amend development requirements for signals, mid-block crossings, and other crossing improvements to require crossings and signal control that benefit people walking
- Require construction of bus boarding when new or retrofitted developments located along a bus route provide a sidewalk that is less than 8 feet wide

Partners

- Department of Code Enforcement
- Department of Public Works
- Department of Metropolitan Development
- Office of Finance and Management

P2.6 NO RIGHT TURN ON RED AND OTHER TURN RESTRICTIONS

Goal

Phasing

Medium Term

Description

Develop a no right turn on red policy in downtown Indianapolis, and additional turn restrictions

Rationale

- People walking in downtown are exposed to potential conflicts with vehicles during dedicated walk phases if right turn movements are permitted on red
- Majority of collisions involving pedestrians are at intersections

Actions

- Identify right turn on red restriction opportunities in downtown and at skewed signalized intersections
- Analyze traffic impact of right turn on red restrictions (apply LOS thresholds developed in recommendation P2.5)
- Install regulatory signs and stripe advanced stop bars where right turn on red restrictions are applied
- Educate motorists about right turn on red restrictions
- Identify left turn on red restrictions for movements from a one-way street to another one-way street

Partners

- Department of Public Works
- Indianapolis Metropolitan Police Department

P2.7 CLEAR SIDEWALKS RULE

Goal

Phasing

Medium Term

Description

Update and enforce sidewalk clearance rules for snow, ice, and other debris

Rationale

- Many residents and businesses fail to clear their sidewalks when it snows, forcing people walking into the street

Actions

- Update sidewalk ordinance to enable ticketing of homeowners and businesses that consistently fail to clear sidewalks from debris or snow
- Educate homeowners of their responsibility to maintain sidewalks and paths during heavy snowfall

Partners

- Department of Public Works
- Department of Code Enforcement

P2.8 FLEXIBLE STREET DESIGN STANDARDS

Goal

Phasing

Medium Term

Description

Establish flexible street design standards that respond to urban and transit-oriented land use environments in Indianapolis

Rationale

- City, MPO, and INDOT roadway classifications are not aligned, defaulting to INDOT street design standards on city streets
- New street construction and reconstruction requires designing to INDOT standards

Actions

- As part of the Transportation Integration Plan, the city should:
  - Adopt the NACTO Urban Street Design Guide as street design policy, OR
  - Develop new street types by land use, including cross-sections, operational guidance, and other design elements

Partners

- Department of Public Works
- Department of Code Enforcement

This example of a right turn on red restriction (P2.6) on Indiana Avenue eliminates conflicts with people crossing the street and protects drivers from making risky turns where sight lines are impeded.

Image from Nelson\Nygaard

The NACTO Urban Street Design Guide serves as a reference for urban street design (P2.8) based on land use and function. Many cities, counties, and state transportation departments have adopted this guide outright or as a supplement to their existing design standards that do not factor in the urban context and function of streets. This guide helps to right-size overbuilt streets to better accommodate people walking and biking.

Image from NACTO

P2.9 COUNTYWIDE TRANSPORTATION LEVY

Goal

Phasing

Description

Pursue a countywide transportation levy to fund multimodal and key pedestrian projects

Rationale

- Indianapolis is in dire need of a new, dedicated, and long-term transportation funding source

Actions

- Establish authority to pursue a new dedicated transportation revenue source, such as a levy
- Determine and implement a process (including public education and information) to secure approval of the transportation levy
- Develop a strategic investment plan that demonstrates which projects will be funded by the levy and their associated benefits

Partners

- Mayor's Office
- City-County Council
- Department of Metropolitan Development
- Department of Public Works
- Office of Finance and Management
- Health by Design

P2.10 MULTIMODAL FUNDING STRATEGY

Goal

Phasing

Description

Develop a multimodal funding strategy that prioritizes funding for walkable neighborhoods

Rationale

- Indianapolis is in dire need of a new, dedicated, and long-term transportation funding source

Actions

- Increase the current funding allocated for walking infrastructure and programs
- Allocate at least 85% of existing pedestrian funding based on the Pedestrian Plan prioritization approach
- Establish modal funding priorities with annual minimum modal funding target

Partners

- Department of Public Works
- Department of Metropolitan Development

P2.11 NEIGHBORHOOD GREENWAY IMPLEMENTATION

Goal

Phasing

Description

Ensure planning, education, and communications for neighborhood greenway projects include sidewalks, crossings, speed management features, and placemaking features

Rationale

- Neighborhood greenways prioritize walking and biking on neighborhood streets
- Opportunity to strategically align investments in walking and bicycle infrastructure
- Need to communicate that neighborhood greenways benefit people that walk and bike

Actions

- Integrate neighborhood greenways into the city's bike plan and Plan 2020
- Identify opportunities to fund pedestrian improvements as part of neighborhood greenway projects
- Provide pedestrian improvements as part of the short- and long-term designs for each proposed neighborhood greenway project
- Identify key crossing improvements along proposed neighborhood greenways and align with the capital improvement program project list

Partners

- Department of Public Works
- Department of Metropolitan Development

POLICY SPOTLIGHT

TRANSPORTATION LEVY TO MOVE SEATTLE

Indianapolis is at a crossroads: the need to improve transit and walkability and maintain existing roadways far outweighs the city's current annual funding for all transportation projects and programs. Funding levies can be effective stop-gap measures to fix specific mobility challenges. With a unified vision, clear priorities, and relatable messaging around the issues, funding levies can both unify people around shared transportation needs and expand available funding.

Recent major transportation levy initiatives in Los Angeles County ($120 billion) and Seattle ($930 million) have provided significant funding to address growth, congestion, and safety-related problems. The Transportation Levy to Move Seattle was passed by voters in November 2015 as a nine-year funding package paid through a property tax. The levy provides funding for street operations and maintenance as well as investments in the multimodal transportation system. Investment priorities set forth in the levy legislation addressed all modes of transportation, but provided dedicated funding for walking infrastructure including:

- Citywide pedestrian infrastructure along and across the roadway
- Vision Zero investments for walking, biking, and driving safety
- Neighborhood transportation projects
- Transit corridor investments to improve speed and reliability and improve access to transit

In addition to the levy's new dedicated funding for pedestrian projects, levy funds can be used to leverage additional federal, state, and private transportation investments.

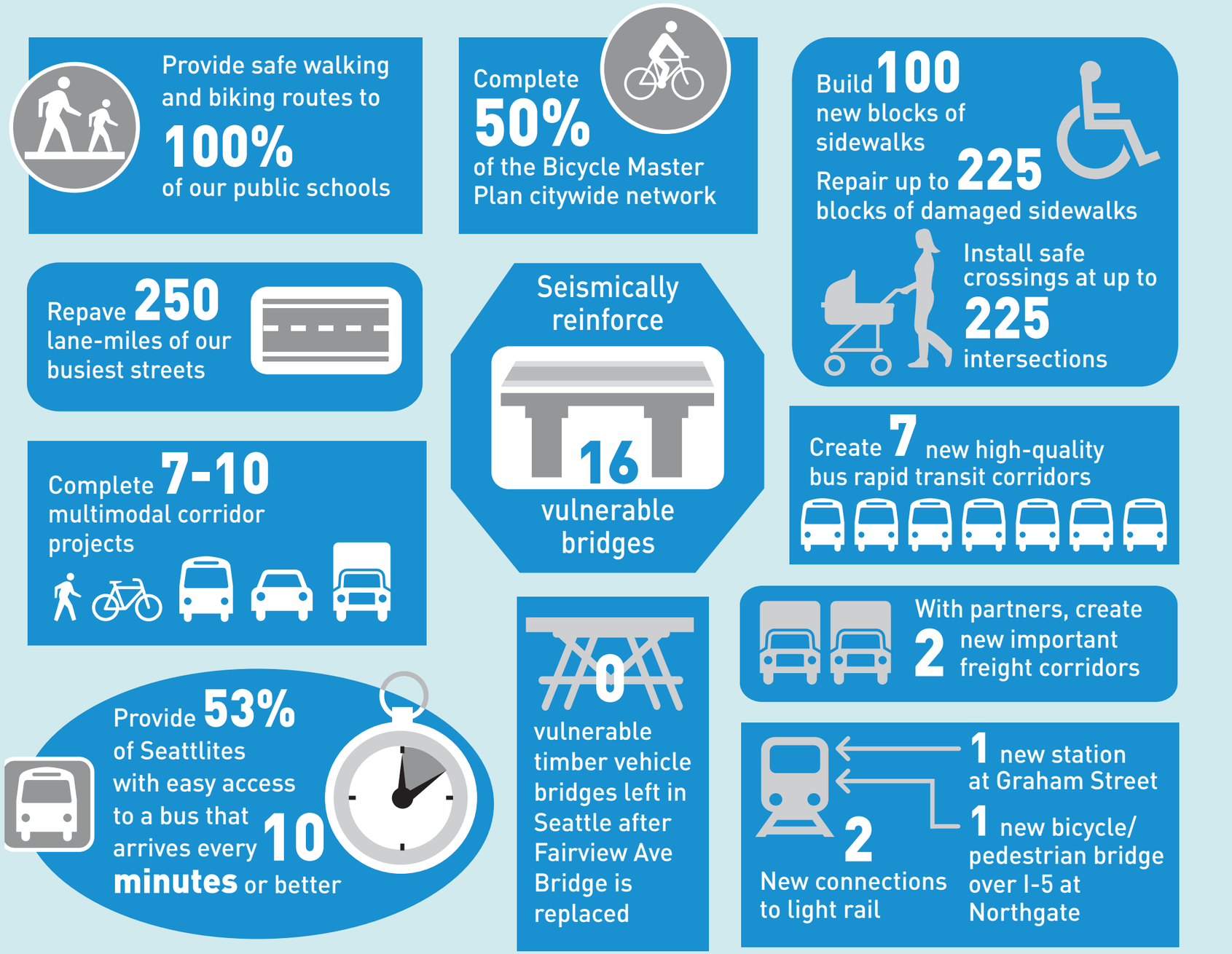


Image from Seattle Department of Transportation

PROCEDURES

Procedures are the daily practices and protocols of Indianapolis' city departments. These internal procedures play a significant role in the city's ability to make Indianapolis' neighborhoods more walkable.

Making changes to everyday procedures that currently hinder pedestrian initiatives will ensure the success of Pedestrian Plan implementation. The following recommendations represent key changes in internal city processes, practices, standard operating procedures, and organizational changes, addressing all seven of the key challenges presented in the State of Walkability report (see Appendix A, page 47).

LIST OF PROCEDURES

P3.1 COMPLETE STREETS CHECKLIST

Goal

Phasing

Short Term

Description

Develop a Complete Streets Checklist and process diagram for construction projects providing inputs for all departments and agencies that have a stake in the public right-of-way

Rationale

- Procedures for effective implementation of Indy's Complete Streets policy are incomplete
- Lack of coordination on Complete Streets design between departments and agencies

Actions

- Formalize the project delivery process into clear steps that assure projects will be completed as designed and according to the Complete Streets Ordinance
- Establish a project charter for all infrastructure projects to document decisions
- Formalize pilot projects as part of the Complete Street process as a way to test alternatives, experiment with designs, striping, and materials, and evaluate options
- Integrate DCE into the Complete Streets implementation process

Partners

- Department of Public Works
- Department of Code Enforcement
- Department of Metropolitan Development
- Indiana Department of Transportation
- IndyMPO

P3.2 TRANSIT ACCESS IMPROVEMENTS

Goal

Phasing

Short Term

Description

Fund transit access improvements as part of the IndyGo transit referendum

Rationale

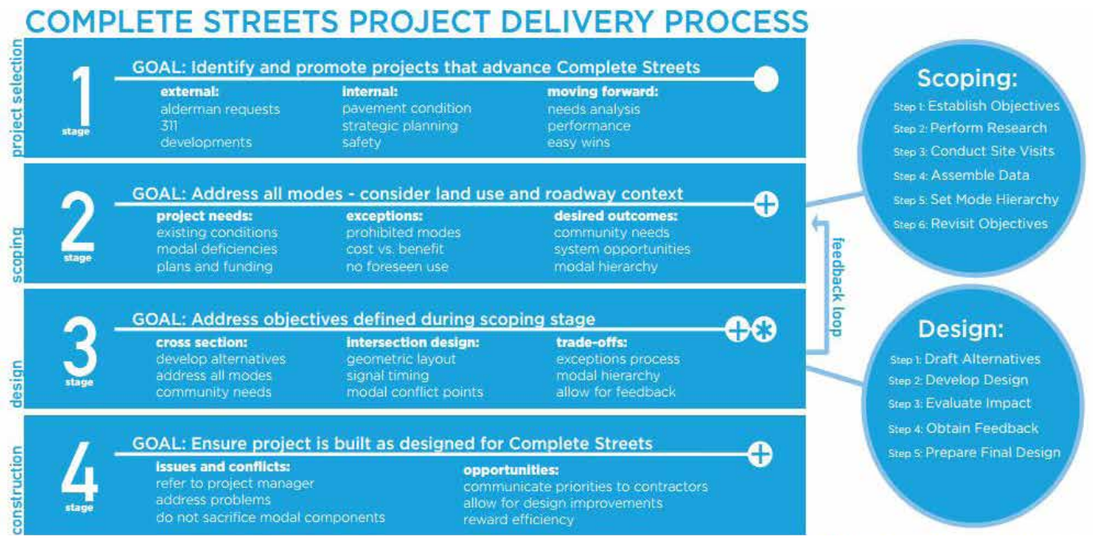
- The success of transit investments is often dictated by the level of access to stops and stations
- Transit access improvements are chronically underfunded

Actions

- Work with MCC and OFM to allow transit access capital improvements to be considered eligible for funding through the forthcoming transit referendum
- Develop messaging and marketing materials that communicate the importance of enhanced pedestrian access to transit

Partners

- IndyGo
- Department of Public Works
- City-County Council
- Municipal Corporation Committee
- Office of Finance and Management
- IndyMPO



Chicago's Complete Streets process clearly defines roles, responsibilities, and interim tasks for each city department. Indianapolis should develop a process similar to this to ensure its Complete Streets policy (P3.1) is implemented on every project.

Image from Chicago Department of Transportation

P3.3

INTERDEPARTMENTAL AND INTERAGENCY COORDINATION

Goal

Phasing

Short Term

Description

Foster better and more consistent coordination between departments and agencies

Rationale

- Departments and agencies need to break out of their silos and actively coordinate on policy, projects, and programs to deliver better walking environments

Actions

- Establish a liaison position between DCE, DPW, and DMD that coordinates projects, construction management, and code-related issues
- Provide consistent information related to sidewalk and other transportation requirements during customer service calls and appointments with DMD, DPW, and DCE
- Integrate INDOT early in the Local Project Assistance project design review process

Partners

- Department of Code Enforcement
- Department of Public Works
- Department of Metropolitan Development
- Indiana Department of Transportation

Seattle DOT's Construction Management Program is a leading example of how to manage construction zones and provide alternate pedestrian facilities and routing to limit construction impacts to people walking, especially those with vision or mobility impairments (P3.4).

Image from Seattle Department of Transportation

P3.4

CONSTRUCTION MANAGEMENT

Goal

Phasing

Short Term

Description

Establish a construction management program that works with contractors to implement preferred construction management practices, construction management plans and phasing, construction management meetings, and inspections

Rationale

- The current construction boom has created construction zones that leave pedestrians stranded or require inconvenient detours

Actions

- Schedule construction management meetings weekly, bi-weekly, or monthly (depending on construction activity) to ensure construction management plans are responsive to changes in the right-of-way and cumulative construction impacts
- Conduct random construction inspections and establish a fee schedule for infractions
- Develop strict temporary traffic control requirements to help provide a continuous, direct, and uninterrupted travel paths for pedestrians regardless of age and ability (including those with visual, cognitive, and mobility impairments)

Partners

- Department of Code Enforcement
- Department of Public Works
- Local developers
- Utility companies

P3.5

TRACKING NEW PROJECTS

Goal

Phasing

Short Term

Description

Continue to use the Mayor's Action Center for resident concerns related to pedestrian issues, and assess each entry for inclusion in the prioritized pedestrian project list or as an immediate critical need

Rationale

- The public understands the function of the Mayor's Action Center, but many believe their concerns are not addressed

Actions

- Include all project requests in the master project list maintained by DPW
- Send a tailored response to each pedestrian-related request
- Allow Health by Design or other organizations to track and respond to pedestrian-related requests

Partners

- Department of Public Works
- Health by Design

P3.6 FHWA FOCUS AREA STATUS LEVERAGE

Goal

Phasing

Description

Leverage Indianapolis' status as an FHWA Focus Area to provide city staff more technical assistance and training related to maintaining the Pedestrian Plan and best practices in Complete Streets and pedestrian design

Rationale

- City staff need to be kept abreast of best practices in pedestrian planning, design, programming, maintenance, and monitoring, among other topics
- City staff need to be trained on the technical methods to replicate and update the Pedestrian Plan prioritization analysis

Actions

- Provide DPW, DMD, and DCE training on the Pedestrian Plan's prioritization methodology
- Provide DPW, DMD, DCE, and INDOT training on the NACTO Urban Street Design Guide

Partners

- Department of Public Works
- Department of Metropolitan Development
- Department of Code Enforcement
- Indiana Department of Transportation
- National Association of City Transportation Officials (NACTO)

P3.7 SIDEWALK INSPECTION

Goal

Phasing

Description

Inspect developer-required sidewalk construction during and after construction to ensure both design and construction standards are met

Rationale

- Sidewalk construction may be completed differently from approved construction designs
- Need to ensure sidewalk construction meets DPW's standards

Actions

- Hire dedicated stafe at DCE to manage all construction within the public right-of-way
- Eliminate consultant review of sidewalk and transportation infrastructure designs to remove potential conflicts of interest and ensure street design standards are met.

Partners

- Department of Code Enforcement
- Department of Public Works

P3.8 PEDESTRIAN PLAN PRIORITIZATION PROCESS INTEGRATION

Goal

Phasing

Description

Integrate the Pedestrian Plan's prioritization process into all project selection efforts, particularly for DPW capital and maintenance projects

Rationale

- Objective, data-driven prioritization is needed for all multimodal projects

Actions

- Integrate the Pedestrian Plan prioritization methodology into the Transportation Integration Plan

Partners

- Department of Public Works
- Department of Metropolitan Development

Portland's City Repair Project helps neighborhoods partner with the City of Portland to create artistic and community-inspired placemaking projects, such as this intersection painting, with limited permitting and expense (P3.9).

Image from City Repair Project

P3.9 GRASSROOTS PLACEMAKING

Goal

Phasing

Description

Make it easy for neighborhoods to organize grassroots placemaking efforts

Rationale

- Need to actively encourage grassroots placemaking and demonstration projects to help implement temporary public space improvements

Actions

- Make tools and materials commonly used for placemaking and public space enhancement projects available to neighborhood organizations
- Develop a streamlined permit process for pilot projects
- Waive permit fees for temporary, pilot, and permanent pedestrian improvements and amenities in the public right-of-way (e.g., parklets, bus stop seating) as well as neighborhood traffic calming projects (e.g., "intersection repairs")

Partners

- Department of Code Enforcement
- Department of Public Works
- Department of Metropolitan Development

P3.10 INDOT COORDINATION

Goal

Phasing

Description

Coordinate with INDOT to ensure pedestrian gaps on state-controlled facilities can be improved

Rationale

- The city does not actively engage and coordinate with INDOT
- Better coordination with INDOT could yield Local Project Assistance funding for pedestrian projects

Actions

- Work with INDOT to coordinate the Indianapolis Pedestrian Plan high priority projects as INDOT develops the priority pilot areas for their Sidewalk Program
- Establish a long-term list of project priorities that can be funded by the INDOT Local Project Assistance program

Partners

- Indiana Department of Transportation
- Department of Public Works
- Department of Metropolitan Development

P3.11 NEIGHBORHOOD SPECIAL ASSESSMENTS

Goal

Phasing

Description

Formalize the types of infrastructure that can be funded by neighborhood special assessments (e.g., lighting, sidewalks, accessibility improvements, and streetscape improvements)

Rationale

- Neighborhoods could be given the opportunity to pay for transportation improvements to expedite implementation
- Some Indianapolis neighborhoods have used special assessments to fund specific types of pedestrian enhancements

Actions

- Develop the procedures and parameters to permit neighborhood special assessments for pedestrian improvements
- Establish memoranda of understanding templates for operational and maintenance arrangements

Partners

- Department of Public Works
- Department of Metropolitan Development
- Office of Finance and Management

P3.12 ADA TRANSITION PLAN

Goal

Phasing

Description

Coordinate the City of Indianapolis' ADA transition plan/ investment strategy with the Pedestrian Plan prioritization process

Rationale

- The city lacks transparent direction on ADA retrofit priorities

Actions

- Identify and update the city's ADA Transition Plan
- Conduct detailed right-of-way accessibility assessments as necessary
- Include all ADA-compliance projects into the Pedestrian Plan project list

Partners

- Department of Public Works
- Department of Metropolitan Development
- Office of Disability Affairs

P3.13 COST EFFECTIVE MATERIALS

Goal

Phasing

Description

Explore and evaluate new materials and pavement treatments that can provide options for faster and more cost effective interim installation of pedestrian projects

Rationale

- Low-cost treatments can extend the city's limited funding for pedestrian projects

Actions

- Test sidewalk and paint materials to balance cost and long-term durability
- Identify potential projects from the high priority area project list that could use lower cost and interim materials

Partners

- Department of Public Works

With a 3:1 cost ratio, low cost sidewalk construction methods using low profile traffic barriers significantly reduce the cost of building full sidewalks with curb and gutter (P3.13).

Image from The Urbanist

P3.14 ACTIVE TRANSPORTATION/PUBLIC SPACE ORGANIZATION

Goal

Phasing

Description

Establish an active transportation/public space non-profit, municipal corporation, or arm of an existing organization to manage and lead pedestrian, bicycle, and placemaking projects and programs and create a dedicated pedestrian coordinator position

Rationale

- High level of public trust in active transportation non-profits and public-private ventures in Indianapolis
- A mission-based non-profit focusing solely only achieving active transportation and public space enhancement objectives could be an effective and well-regarded planning, project management, programming, and monitoring unit
- Increased ability to secure public, private, and non-profit funding sources, including public grant funding, DPW general funds, foundation contributions, and private sector support

Actions

- Conduct an organizational assessment to determine the costs, benefits, and potential capacity of an active transportation/public space non-profit or municipal corporation
- Engage the private sector to identify potential funding partners
- Coordinate between DPW, DMD, and DCE to determine which roles shift to the non-profit/municipal corporation

Partners

- Department of Public Works
- Department of Metropolitan Development
- Department of Code Enforcement
- Municipal Corporation Committee

P3.15

REGIONAL DATA CLEARINGHOUSE

Goal

Phasing

Description

Work with IndyMPO to develop an open regional database/clearinghouse to help with Pedestrian Plan performance tracking and data responsibilities

Rationale

- There is no centralized data center or data collection standard

Actions

- Conduct a North American scan of best management practices in regional data clearinghouses (potentially use Oregon Metro's RLIS system as a model)

Partners

- IndyMPO
- Department of Public Works
- Department of Metropolitan Development

P3.16

UTILITY CUT REQUIREMENTS

Goal

Phasing

Description

Require utility companies to patch utility cuts and restore sidewalks and crosswalk markings using the original or better materials

Rationale

- Require utility companies to patch utility cuts and restore sidewalks and crosswalk markings using the original or better materials

Actions

- Develop and adopt an ordinance that holds utility companies to the same standards as DPW
- Increase citation fees for utility project sidewalk restoration if restoration standards are not met
- Evaluate an escalating fee structure for repeat infractions
- Inspect construction progress to identify any missteps or inconsistencies

Partners

- Department of Code Enforcement
- Department of Public Works
- Utility companies

P3.17

PEDESTRIAN PLAN UPDATE

Goal

Phasing

Description

Update the Pedestrian Plan and its prioritization process

Rationale

- Need to integrate future land use priorities into the pedestrian prioritization framework
- Recognize that data-driven priorities may change over time as the city grows and changes

Actions

- Integrate Plan 2020 target village areas as a pedestrian demand factor in future iterations of the prioritization framework
- Update the prioritization analysis and project list every two years
- Update the Indianapolis Pedestrian Plan every five years

Partners

- Department of Metropolitan Development
- Department of Public Works
- Health by Design

PROCEDURE SPOTLIGHT

DEVELOPING AN ACTIVE TRANSPORTATION/ PUBLIC SPACE NON-PROFIT CORPORATION

The City of Indianapolis' ability to establish non-profit corporations to deliver public services related to walkability and other public space amenities can leverage the innovation, support, and resources of the community, foundations, public sector partners, and the private sector to deliver active transportation planning, programming, projects and ongoing monitoring. Developing a public space non-profit organization—or broadening the scope of an existing organization—in Indianapolis would yield significant benefits and efficiencies, including:

- **A mission-based non-profit focusing solely on achieving active transportation and public space enhancement objectives.** A non-profit corporation would be particularly effective at achieving the implementation and partnership objectives of the Pedestrian Plan. A non-profit corporation could provide the flexibility to develop, test, and implement innovative solutions to deliver and monitor pedestrian projects and programs while serving as the dedicated active transportation arm of DPW.
- **Ability to secure public, private, and non-profit funding, including public grant funding, DPW general funds, foundation contributions,** and private sector support. A non-profit corporation model would simplify the process of receiving and using private donations; additionally, there are no restrictions for federal funding awarded to a non-profit.
- **Public trust in active transportation non-profits.** Thanks in part to the ongoing success of Indianapolis Cultural Trail, Inc.'s work, the people of Indianapolis tend to trust public-private initiatives and place more value on grassroots efforts. A non-profit public space organization would instill civic ownership in the built and programmed walking environment, providing additional capacity for DPW to deliver high-quality walking infrastructure.
- **A public service delivery model that is tried and tested.** A non-profit corporation established by city ordinance is unique, but tested. As in Indianapolis, the people of New Orleans put great trust in these non-profit corporations to develop great parks and effective economic growth initiatives, and the non-profits continually deliver great results. New Orleans has successfully developed non-profit corporations—such the NOLA Business Alliance and New Orleans Recreation Development Commission—to carry out city services. These two non-profit corporations deliver economic development and parks and recreation services, respectively.

Image from Nelson\Nygaard

Image from Nelson\Nygaard


MARKET SUITES
ONE WAY
PARK
PARKING

6 MEASURING SUCCESS

A strong monitoring program will help Indianapolis measure the city's progress toward achieving the vision set forth in this Pedestrian Plan.

By establishing metrics for each of the plan's goals, the city can monitor progress and determine whether Indianapolis and Marion County are on the right path to becoming more walkable. For example, one of the plan's goals is to make the pedestrian experience safe. If after five years the number of motor vehicle collisions involving pedestrians has decreased, we will know that we are achieving one of the plan's goals and working toward our vision.

MONITORING GOALS WITH PERFORMANCE INDICATORS

This chapter describes 10 indicators that will tell a meaningful story about walkability in Indianapolis and will help to measure the success of the Pedestrian Plan.

In light of limited city resources for data collection and monitoring, these indicators are simple to measure and cost effective to track. Each indicator is tied to one of the plan's four goals (See Chapter 1). The table on this page provides a summary of the measures that will be used to gauge progress and success. Additional recommendations for data collection and monitoring can be found in Chapter 5.

GOAL	INDICATOR	BASELINE	TREND	FREQ.	DATA SOURCE
CREATE CONNECTED AND COMPLETE COMMUNITIES	Miles of sidewalk network completed	3,580 miles	Increase	Yearly	Internal data collection required
	Proportion of intersections with pedestrian signals	N/A	Increase	Yearly	Internal data collection required
	Neighborhood Walk Score	29 average score citywide (out of 100)	Increase	Yearly	walkscore.com
MAKE THE EXPERIENCE SAFE	Number of pedestrian fatalities	25 (2015 data)	Decrease	Yearly	Indianapolis Metropolitan Police Department
	Number of collisions involving pedestrians	363 (2015 data)	Decrease	Yearly	Indianapolis Metropolitan Police Department
BUILD WALKABLE PLACES FOR ALL	Ratio of commute walk and transit trips to all commute trips	2.6%	Increase	Yearly	American Community Survey
	Rate of obesity	32% (2014 data; countywide)	Decrease	Yearly	Behavioral Risk Factor Surveillance Survey (BRFSS)
	Percent of pedestrian funding allocated using Pedestrian Plan project prioritization	N/A	Minimum 85% and increasing	Yearly	Internal data collection required
GET IT DONE	Number of priority projects that have been completed	N/A	Increase	Two years	Internal data collection required
	Number of pedestrian programs, policies, and procedures that have been implemented	N/A	Increase	Two years	Internal data collection required

MONITORING GOAL 1: CREATE CONNECTED AND COMPLETE COMMUNITIES

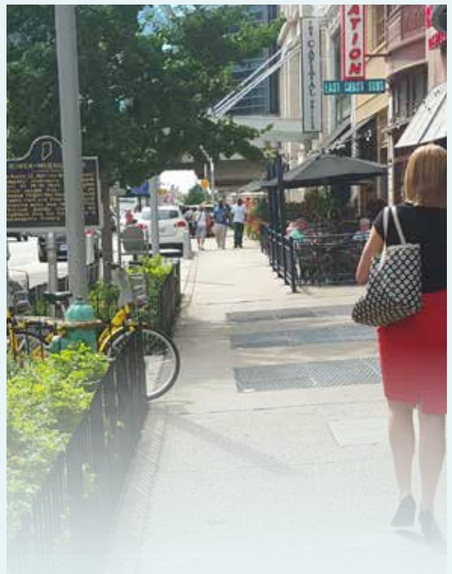
Three indicators will be used to monitor progress toward Goal 1: miles of sidewalk network completed, proportion of intersections with pedestrian signals, and Walk Score.

MILES OF SIDEWALK NETWORK COMPLETED

The miles of sidewalk available citywide will increase as new projects are built, especially if additional funding for pedestrian projects is secured. This measure is important for Goal 1 because connected communities are most often those where it is easy to walk because there are complete sidewalks.

PROPORTION OF INTERSECTIONS WITH PEDESTRIAN SIGNALS

Pedestrian signals improve pedestrian connectivity by providing more direct access to destinations and making it easier for people to cross the street. The proportion of intersections that have pedestrian signals should increase as the Pedestrian Plan is implemented.



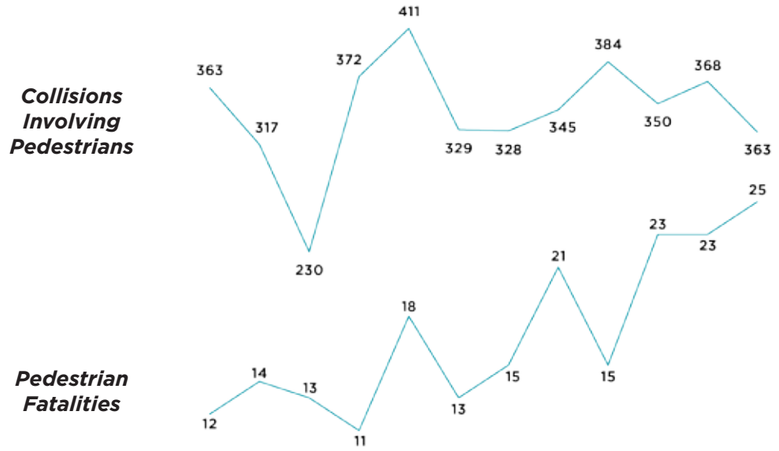
WALK SCORE

WalkScore is an index of walkability that assigns a value between 0 and 100 to a location based on distances to nearby amenities, block length, and intersection density. Walk Score is useful for measuring progress because an area's Walk Score will increase as more walkable connections are made to the places people need to go.

To report on the first three indicators, city staff will need to compile data annually based on projects built throughout the year. Additionally, staff must establish a baseline for existing pedestrian signals and update the list each year as projects are constructed. Calculating Walk Score is simple and free, requiring just a few minutes of staff time at walkscore.com, making it a very cost-effective monitoring tool.

MONITORING GOAL 2: MAKE THE EXPERIENCE SAFE

Two indicators will be used to monitor progress toward Goal 2: the number of pedestrian fatalities, and the number of collisions involving pedestrians.



NUMBER OF PEDESTRIAN FATALITIES

In the last 10 years, the number of pedestrian collisions has remained relatively stable; however, the number of fatalities has continued to increase. By implementing pedestrian projects and programs—including increased enforcement—the city can work strategically to eliminate pedestrian fatalities.

NUMBER OF COLLISIONS INVOLVING PEDESTRIANS

While pedestrian-involved collisions have not increased in recent years, they also have not decreased. To improve pedestrian safety, Indianapolis will need to implement a variety of countermeasures; their combined effect should be reflected in a reduction in pedestrian collisions.

To report on these indicators, staff will need to obtain data from the Indianapolis Metropolitan Police Department (IMPD). Although this information is already available, ensuring that it is reported annually will require a formal arrangement with IMPD.

MONITORING GOAL 3: BUILD WALKABLE PLACES FOR ALL

There are many potential indicators to measure Goal 3, although most would require new data collection. The three indicators selected to monitor Indianapolis' progress toward building walkable places for all are: the ratio of commute walk and transit trips to total trips, the rate of obesity, and the percent of pedestrian funding allocated using pedestian plan project prioritization

RATIO OF COMMUTE WALK AND TRANSIT TRIPS TO TOTAL TRIPS

Investments in pedestrian projects and programs ultimately should be reflected in the number of people walking in the city. As walkability improves, the ratio of commute trips made on foot or by transit (which are trips that include a walking trip) to total trips should increase. This indicator is available in the American Community Survey's five-year estimates.

RATE OF OBESITY

The rate of obesity can help to monitor progress in Goal 3 by assessing whether more people are walking. While more physical activity alone will not reduce the rate of obesity prevalence in Marion County, physical activity can play an important role in improving health outcomes. An increase in places for everyone to walk should ultimately be reflected in residents' health. Data on percentages of obese adults are available annually at the countywide level from the national Behavioral Risk Factor Surveillance Survey (BRFSS).

PERCENT OF PEDESTRIAN FUNDING ALLOCATED USING PEDESTRIAN PLAN PROJECT PRIORITIZATION

To ensure that the prioritization process developed as part of this plan is being used to drive project selection, the city will need to monitor the amount of pedestrian project funding that is allocated to the top ranked projects in Tier 1 high priority areas. This will require tracking funding allocations, but no new data is needed.

MONITORING GOAL 4: GET IT DONE

Two indicators will monitor progress for Goal 4: the number of priority projects that have been completed, and the number of pedestrian policies, programs, and processes that have been implemented:

NUMBER OF PRIORITY PROJECTS COMPLETED

Finished projects are important for measuring the success of Goal 4 because improving walkability depends on implementing pedestrian-oriented projects—literally getting it done. This number should increase over time. Since finished projects can be tallied with very little effort, this indicator is both simple and cost-effective. However, it is important to define what "done" means ahead of time for each type of pedestrian project.

NUMBER OF PEDESTRIAN PROGRAM, POLICY, AND PROCEDURE RECOMMENDATIONS IMPLEMENTED

The number of programs, policies, and procedures that have been implemented will help to demonstrate the progress toward walkability being made in areas other than infrastructure projects. Since implemented recommendations can be tallied with very little effort, this indicator is quite simple to track. However, as with the previous indicator, it is important to define what "done" means ahead of time for each program, policy, and procedure.

FUTURE MONITORING

As the City of Indianapolis expands its capacity to implement pedestrian projects and programs, the monitoring program should grow as well. Additional pedestrian-related indicators that could be monitored include:

- Pedestrian volumes in designated areas or corridors (measured through pedestrian counts)
- Pedestrian perceptions of the walking environment in designated areas or corridors (measured with intercept surveys)
- Number of trees on city streets (measured with a biannual count)
- Number of intersections with marked crosswalks (requires initial inventory)
- Change in vehicle speeds on high priority corridors (measured via speed survey)


LEFT
RIGHT
2051
CULTURAL
TRAIL

7 MOVING FORWARD

WalkWays is a groundbreaking initiative to put Indianapolis on the map as a city that walks.

This Pedestrian Plan provides a blueprint to make walking increasingly comfortable, safe, and enjoyable for Indianapolis and Marion County residents in the coming years in all neighborhoods—not just in downtown.

Join us as we take steps to make Indianapolis a great place to walk, leading to a community that is healthier, safer, resilient, and economically vibrant.

The plan uses a data-driven, equitable, and transparent prioritization approach to target investments in pedestrian projects and programs in the areas with the highest need for walking supports. The plan also taps into the local knowledge and experiences of Indianapolis' residents to understand priorities, frustrations, and community aspirations.

Looking to the success of the past and the good work currently happening across the county, the City of Indianapolis and the WalkWays initiative will chart a path to becoming a great place to walk. Indianapolis is ready for a higher quality pedestrian environment. People are already walking and want to be walking more.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TRAIL
ENTRANCE