

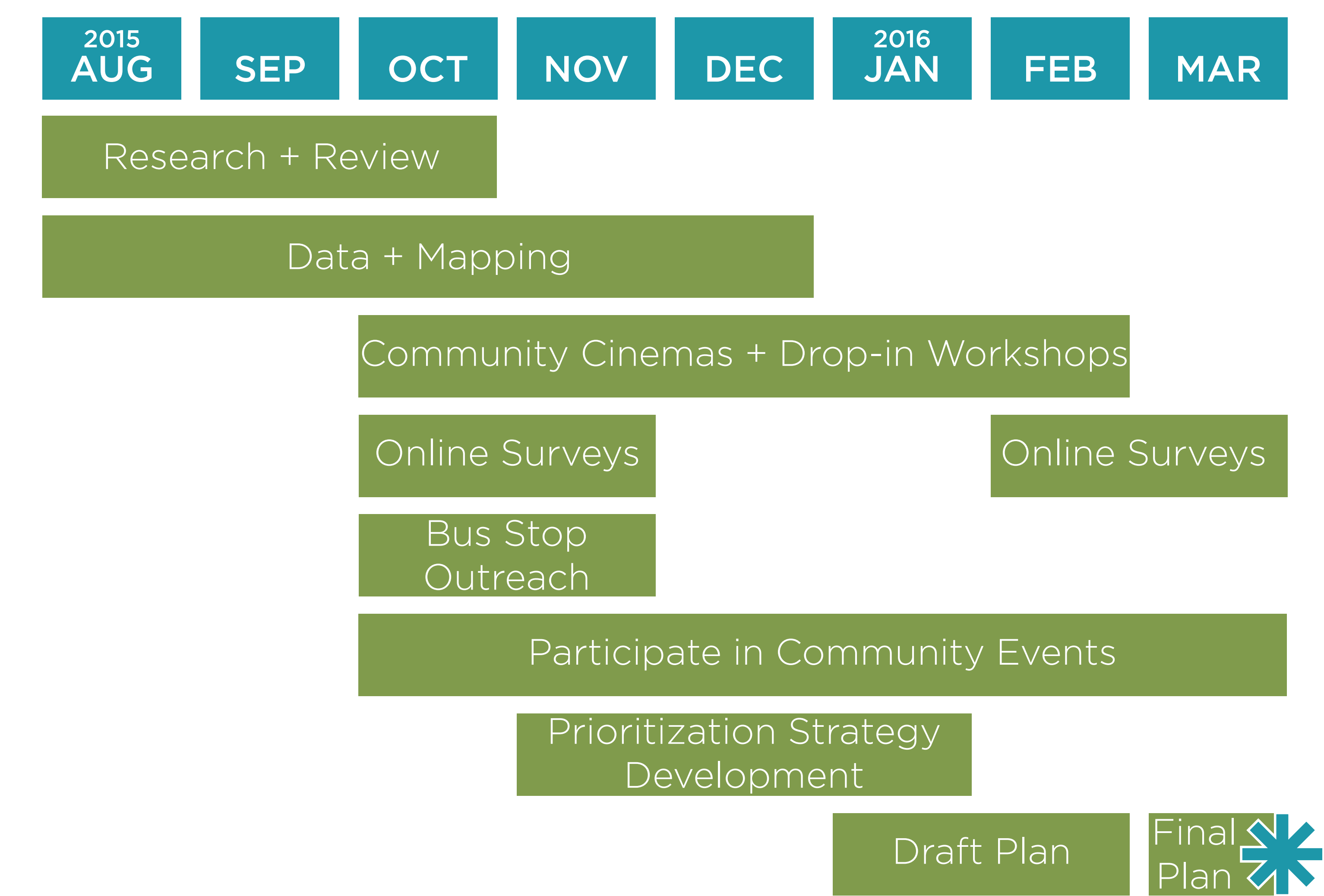
WELCOME!

WHAT IS THE INDIANAPOLIS PEDESTRIAN PLAN?



WalkWays is an effort to make Indianapolis more walkable and to get more people walking. The City of Indianapolis, Marion County Public Health Department, and Health by Design are working to develop our community’s first pedestrian plan, with a long-term vision for a more walkable and healthy Indianapolis. The plan will establish clear, equitable, data-driven priorities for future investments in pedestrian projects and programs, making our community safer and more accessible for everyone. The Pedestrian Plan will be adopted as a part of the comprehensive plan and builds on work started through Plan 2020.

PROJECT SCHEDULE



PLANNING CONTEXT

HOW DOES THE INDIANAPOLIS PEDESTRIAN PLAN RELATE TO OTHER EFFORTS?

MARION COUNTY COMPREHENSIVE LAND USE PLAN



Establishes policies about the use, preservation, development, and redevelopment of all land in Marion County. Influences where people will walk.

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY



Positions a competitive Central Indiana in the global economy. Underscores the importance of creating walkable neighborhoods to attract employment/talent and provide access to jobs.

MARION COUNTY THOROUGHFARE PLAN



Establishes policies regarding the development of a multimodal transportation network for all major streets in Marion County. Guides where and how people move, including the likely pathways for people that walk.

INDIANAPOLIS REGIONAL CENTER PLAN



Promotes the sustained growth of Indiana’s economic engine, the downtown core. Reinforces the importance of a walkable regional center and accessible routes to transit that connect to the core.

MARION COUNTY PARKS, RECREATION, & OPEN SPACE PLAN



Guides the development of the community’s park system. Lays the framework for the county trail and greenway network.

HOUSING & URBAN DEVELOPMENT (HUD) CONSOLIDATED PLAN



Outlines community development strategies that promote prosperous neighborhoods. Aligns housing and community development needs with areas in need of pedestrian enhancements.

VISION + GOALS

WHAT IS INDY'S VISION FOR WALKING?

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

WHAT WILL THE PEDESTRIAN PLAN DO?

GOAL 1: CREATE CONNECTED AND COMPLETE COMMUNITIES



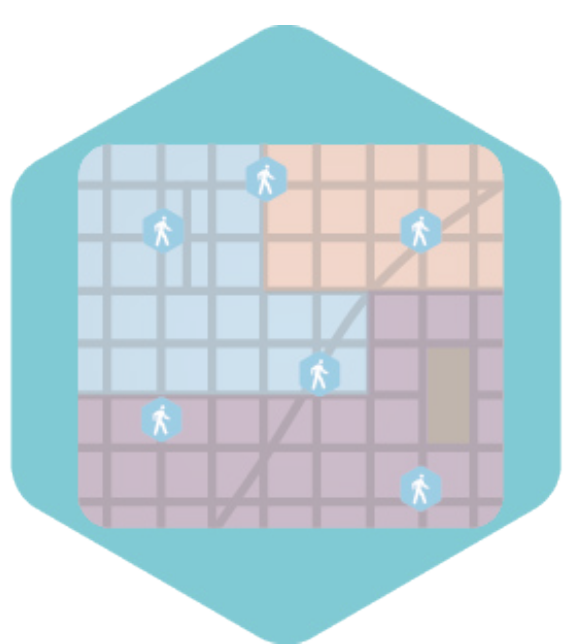
- Complete the pedestrian network
- Get people where they want to go
- Provide connections to transit
- Create vibrant public spaces
- Extend nature into walkways

GOAL 2: MAKE THE EXPERIENCE SAFE



- Reduce the number of crashes
- Protect vulnerable populations
- Educate drivers and walkers
- Get more people walking

GOAL 3: BUILD WALKABLE PLACES FOR ALL



- Meet daily transportation needs
- Improve health and promote equity
- Serve people of all ages and abilities
- Make walking a part of everyday life

GOAL 4: GET IT DONE



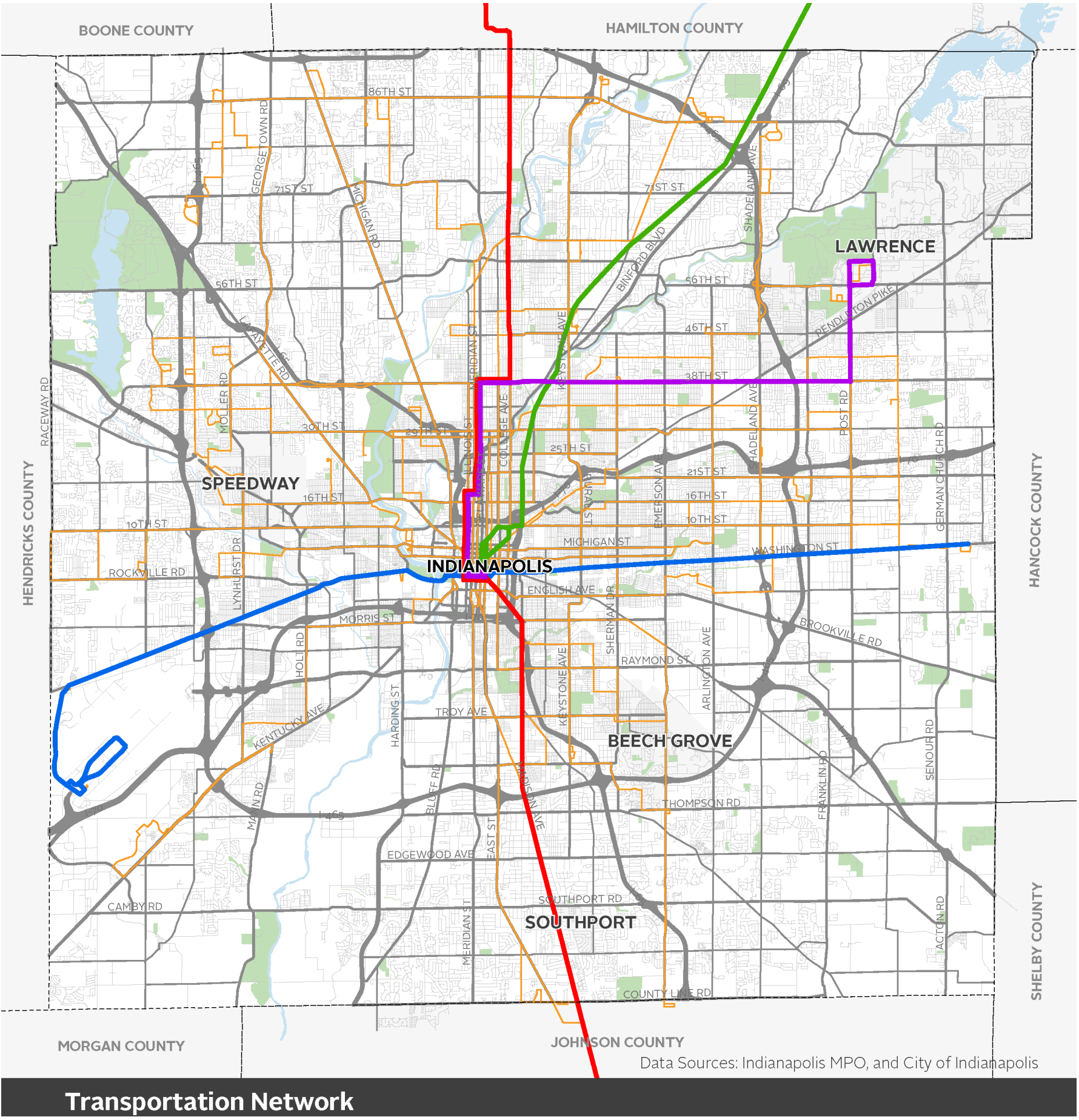
- Recognize funding realities and find new sources
- Use low-cost, interim treatments
- Communicate, coordinate, & integrate activities across city departments
- Engage residents of Indianapolis
- Report on progress annually

WALKWAYS

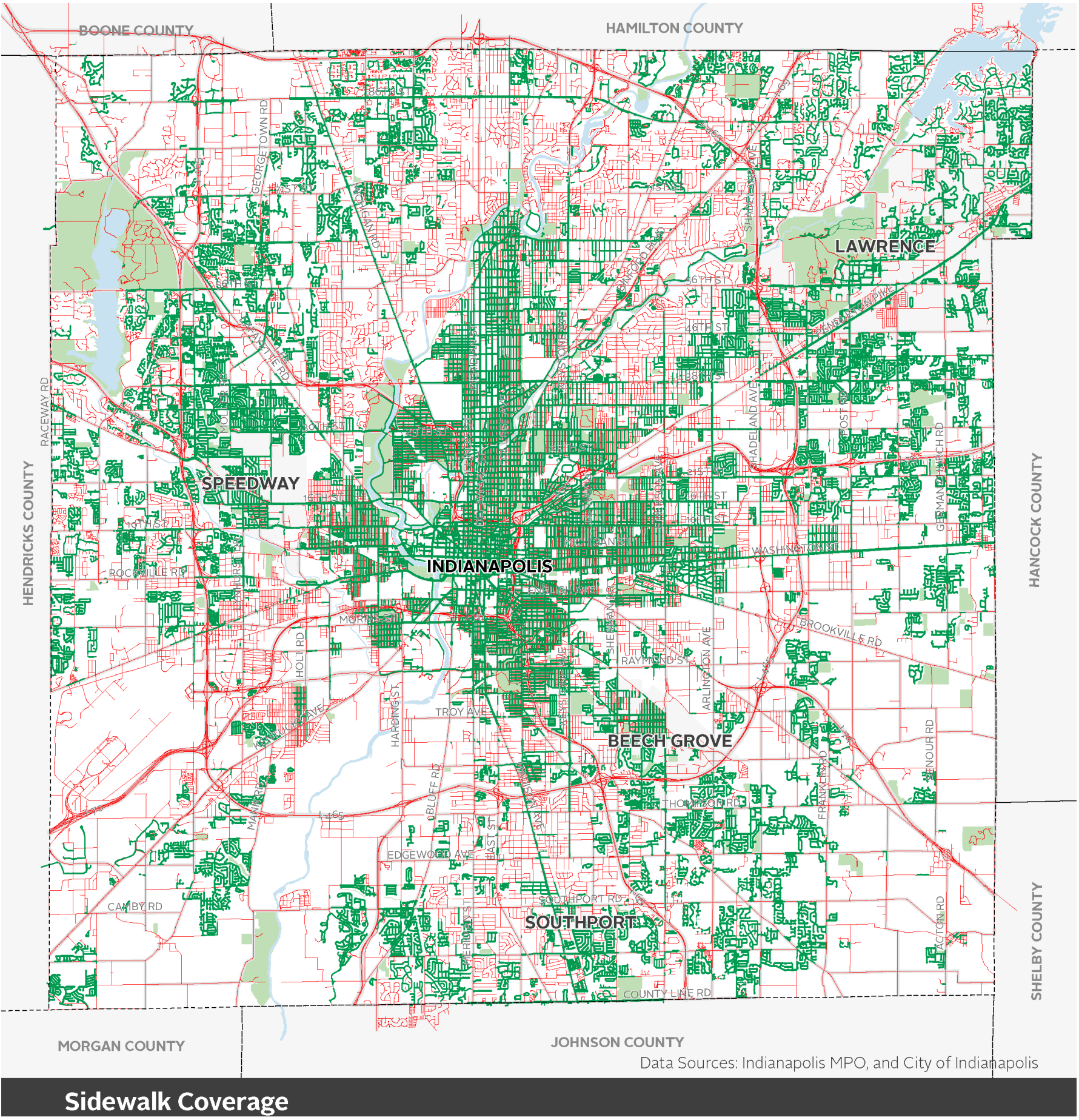
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SUPPLY

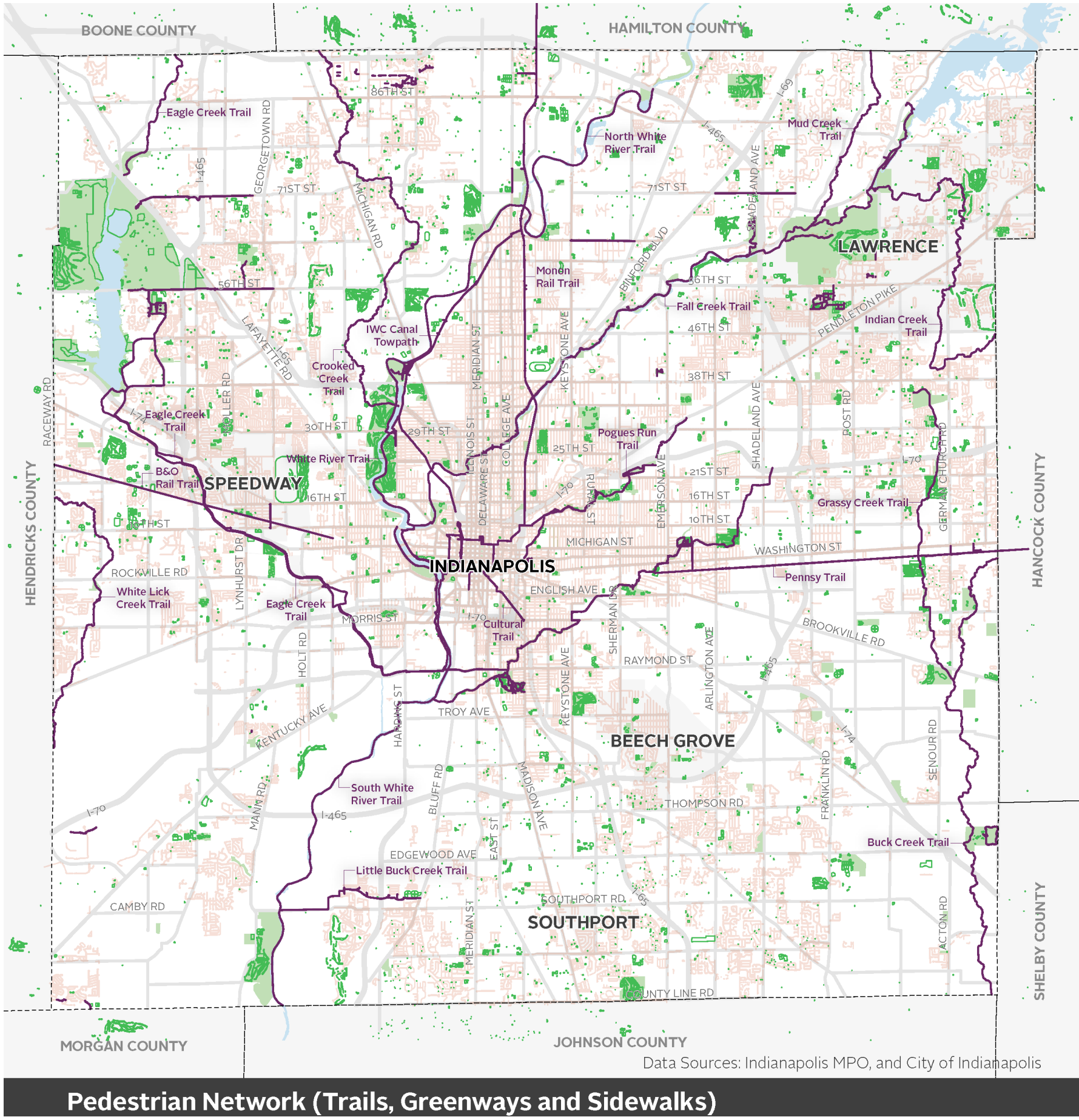
In some parts of the city, Indianapolis has an extensive sidewalk and trail network. Large sections northwest and southeast of downtown lack sidewalks or accessible curb ramps.



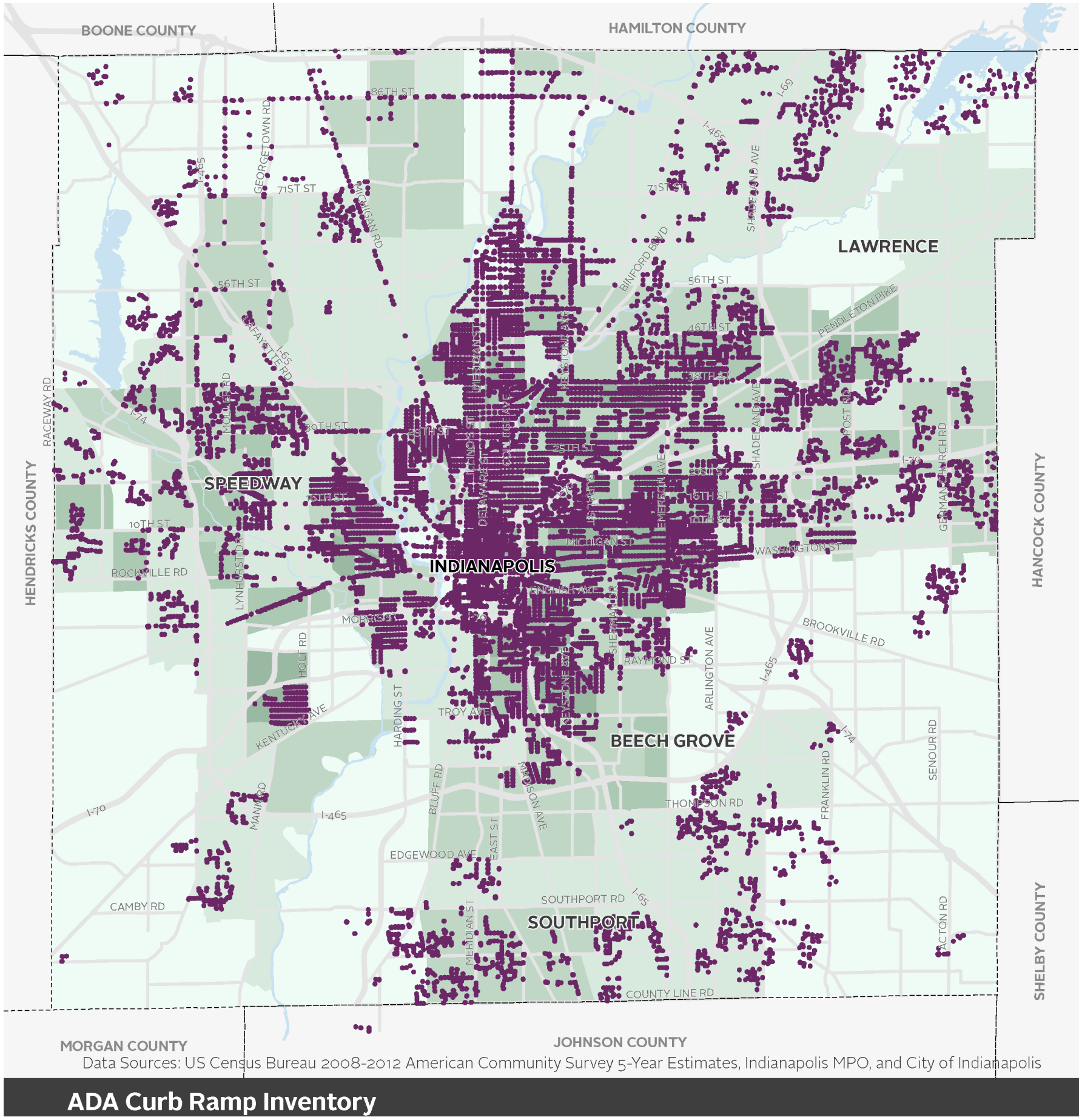
Indy has an extensive street and transit network, but accessing these networks on foot can be challenging.



A safe, dedicated place for people to walk improves safety and comfort, and also encourages people to walk more and be more active.



Trails and greenways are recreational assets and transportation facilities that contribute to neighborhood livability and connectivity.



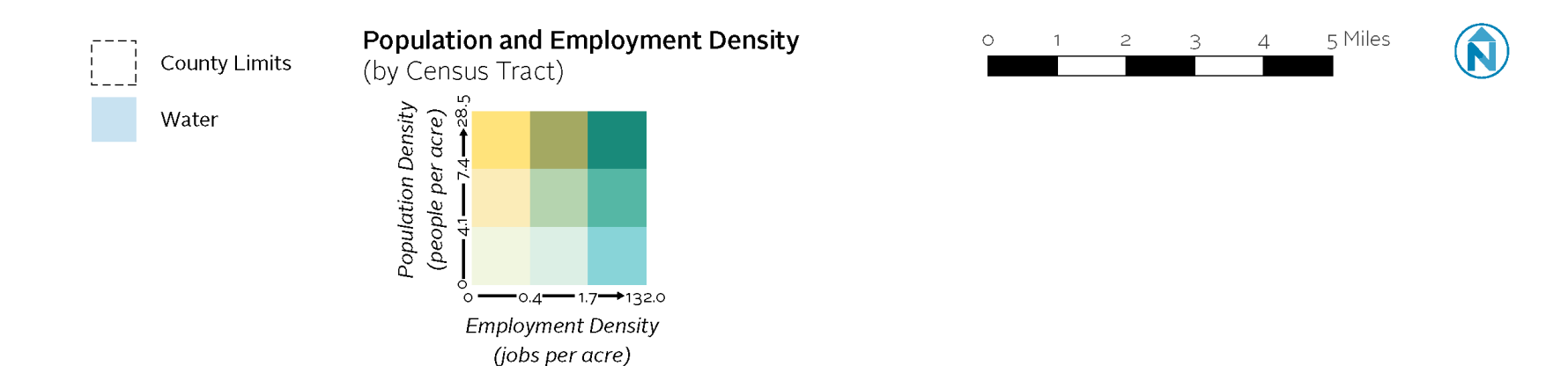
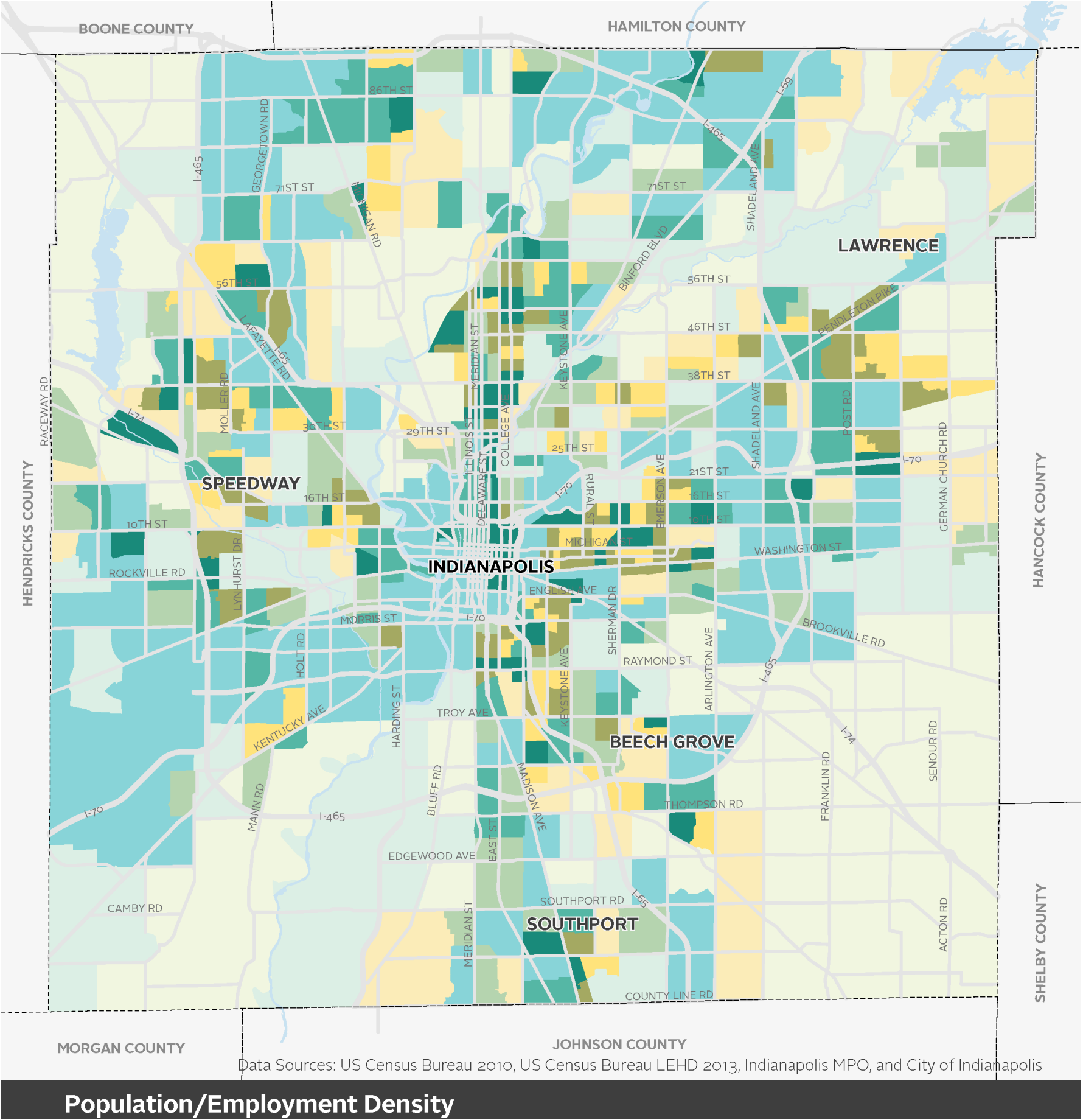
Curb ramps help people of all ages and abilities navigate intersections.

WALKWAYS

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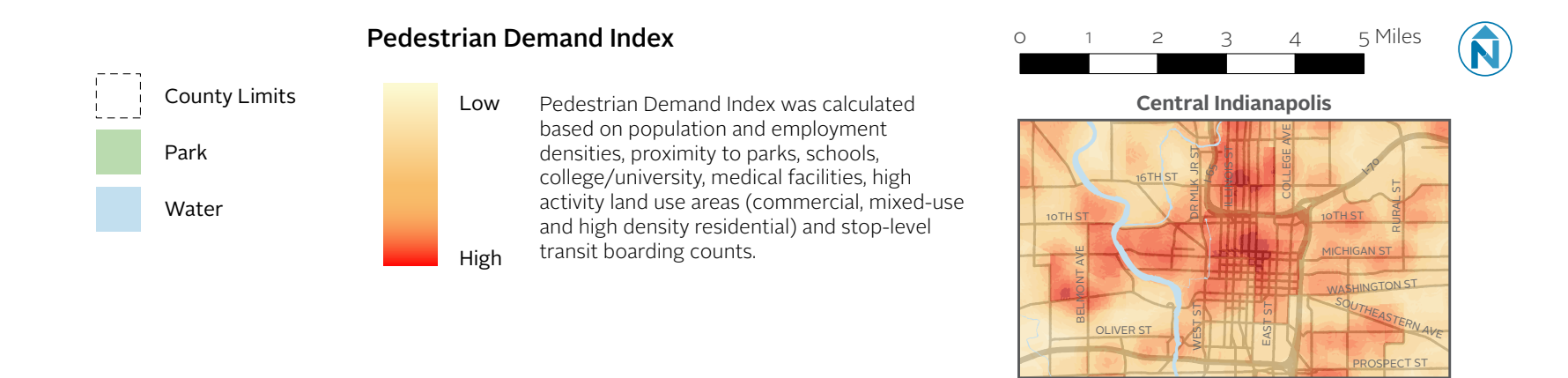
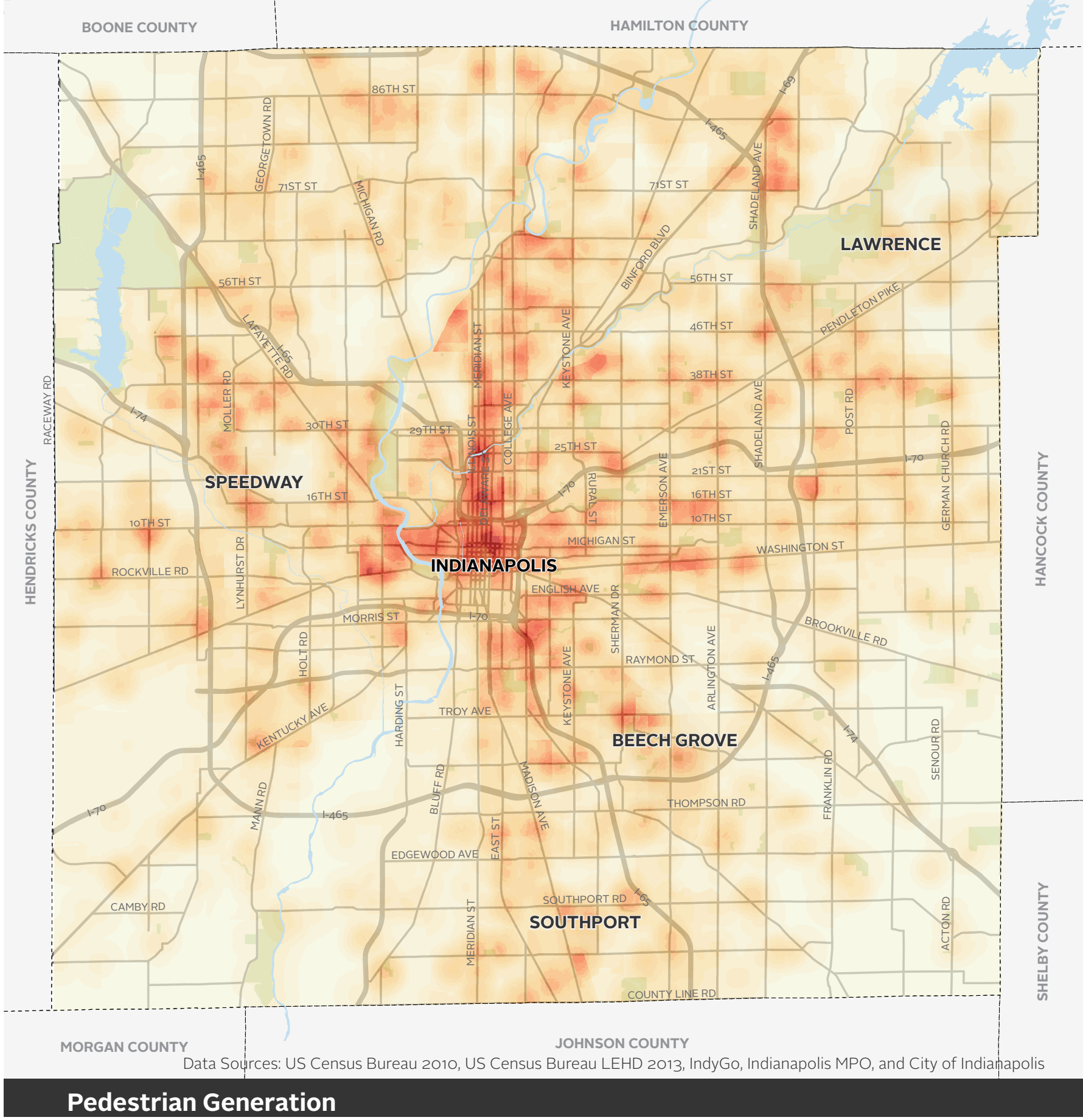
PEDESTRIAN GENERATION

Outside of downtown, Indianapolis has large clusters of people and activity north and east of downtown, and around I-465 to the north.

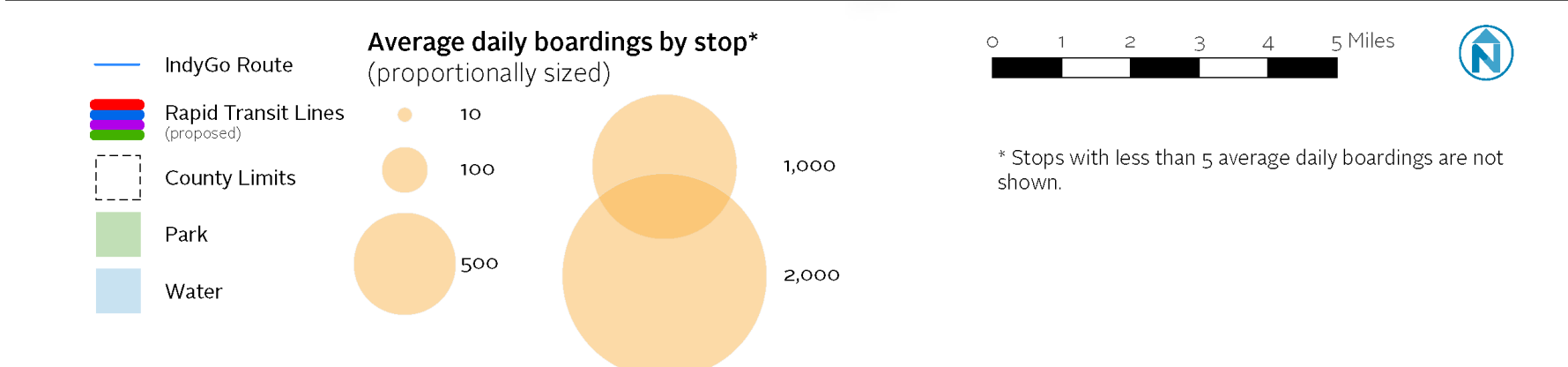
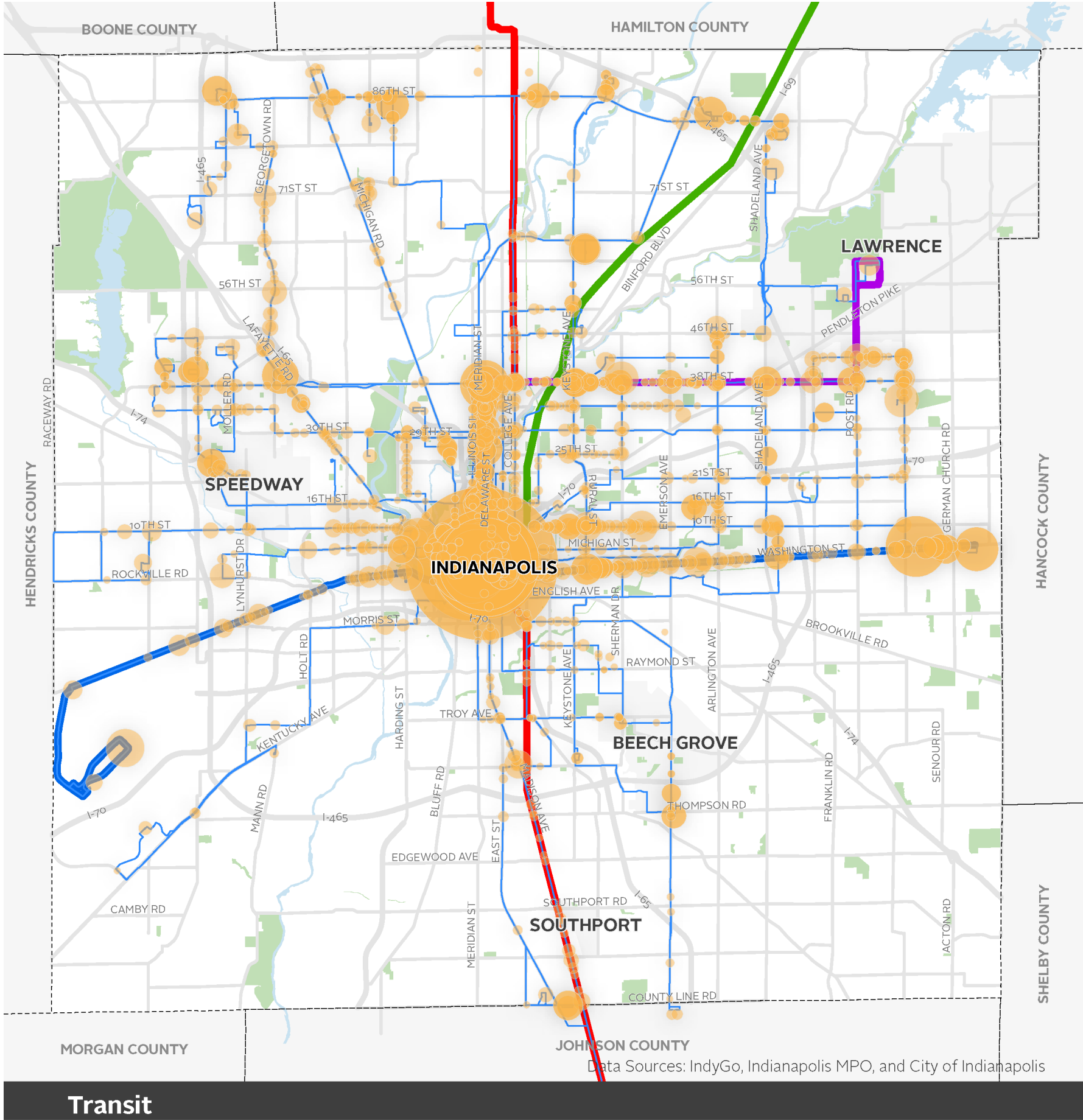


Population and employment density is a major driver of pedestrian demand. Indy's density is focused downtown and in commercial centers, such as Southport.

KEY FINDING

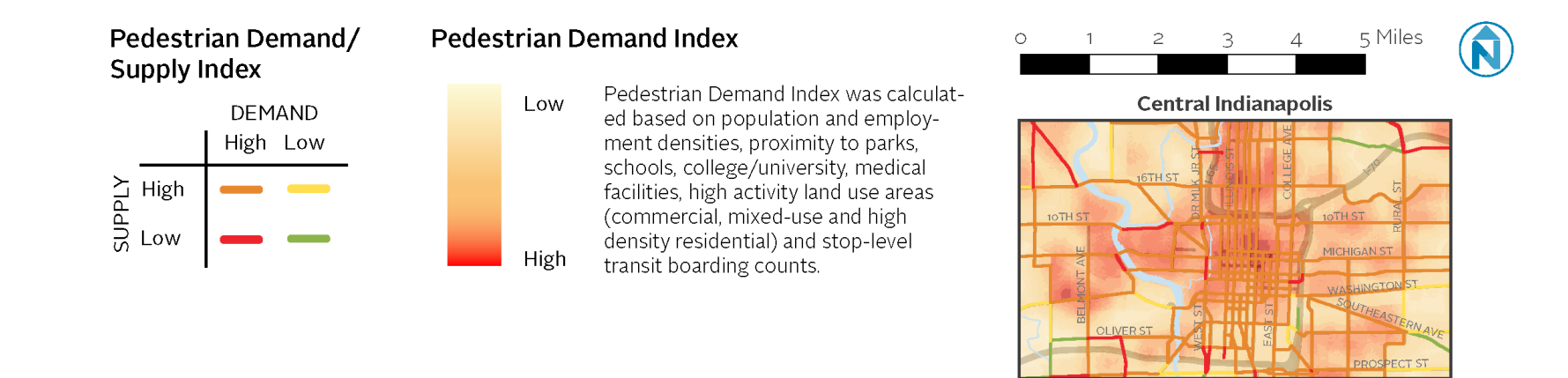
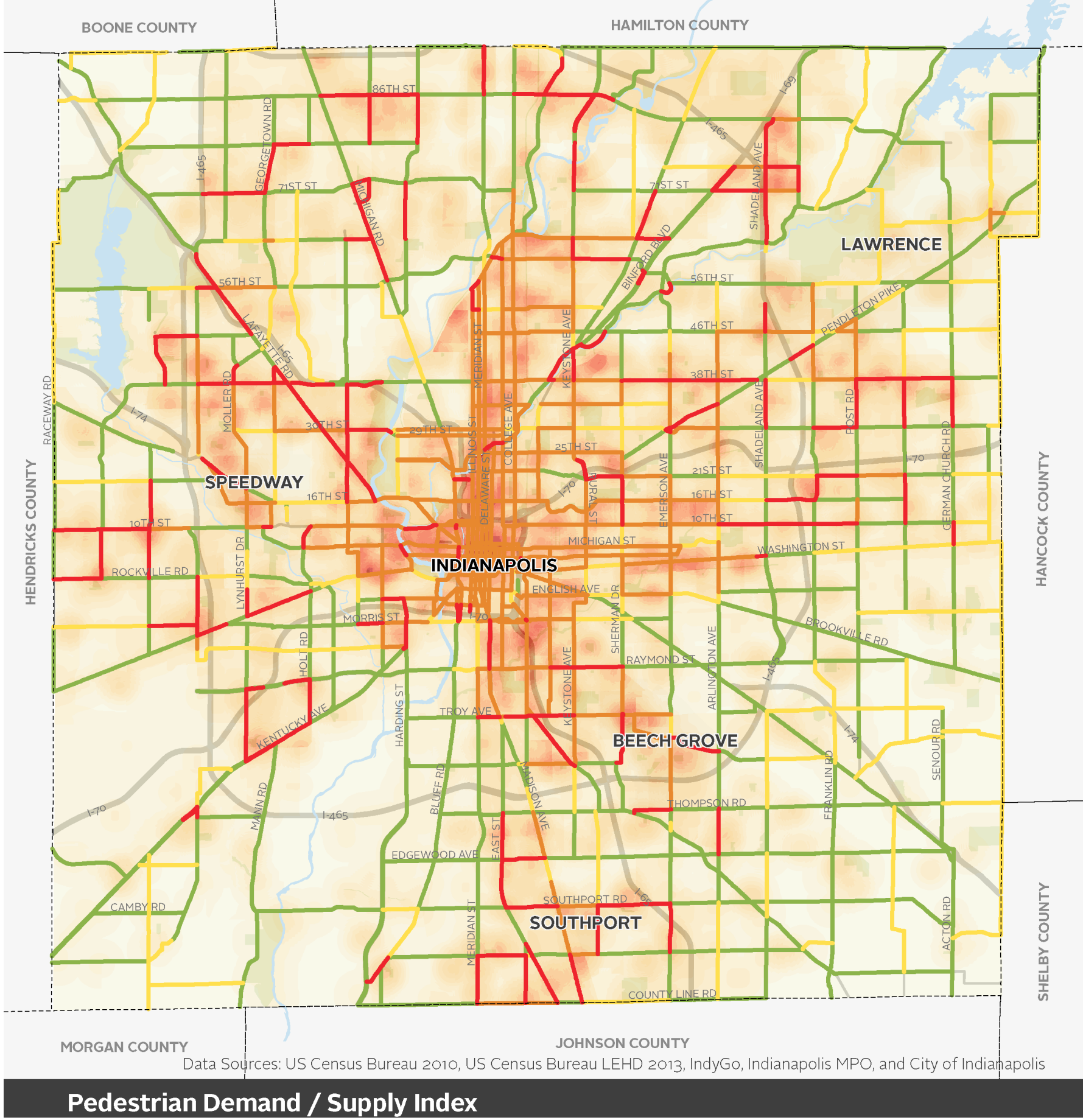


Pedestrian demand is centered in downtown, but pockets of demand are located in the corridors that radiate from downtown.



All transit trips start or end with a walk. Safe routes to transit help people make safe connections to and from the bus.

KEY FINDING



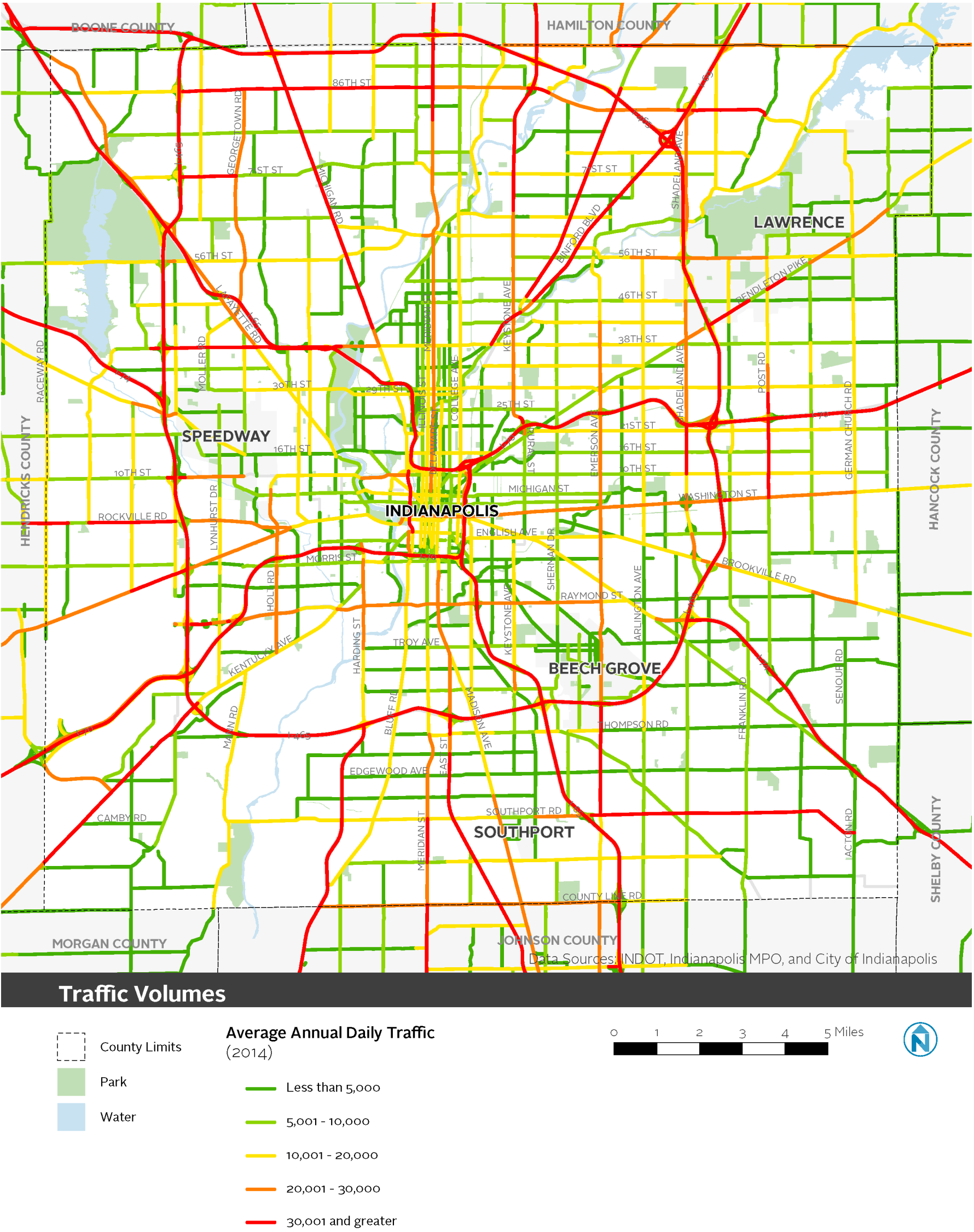
Areas with high pedestrian demand are generally well served by pedestrian infrastructure. Neighborhoods to the northwest, and inner west, south and east of downtown are generally under-supplied by pedestrian infrastructure relative to pedestrian demand.

WALKWAYS

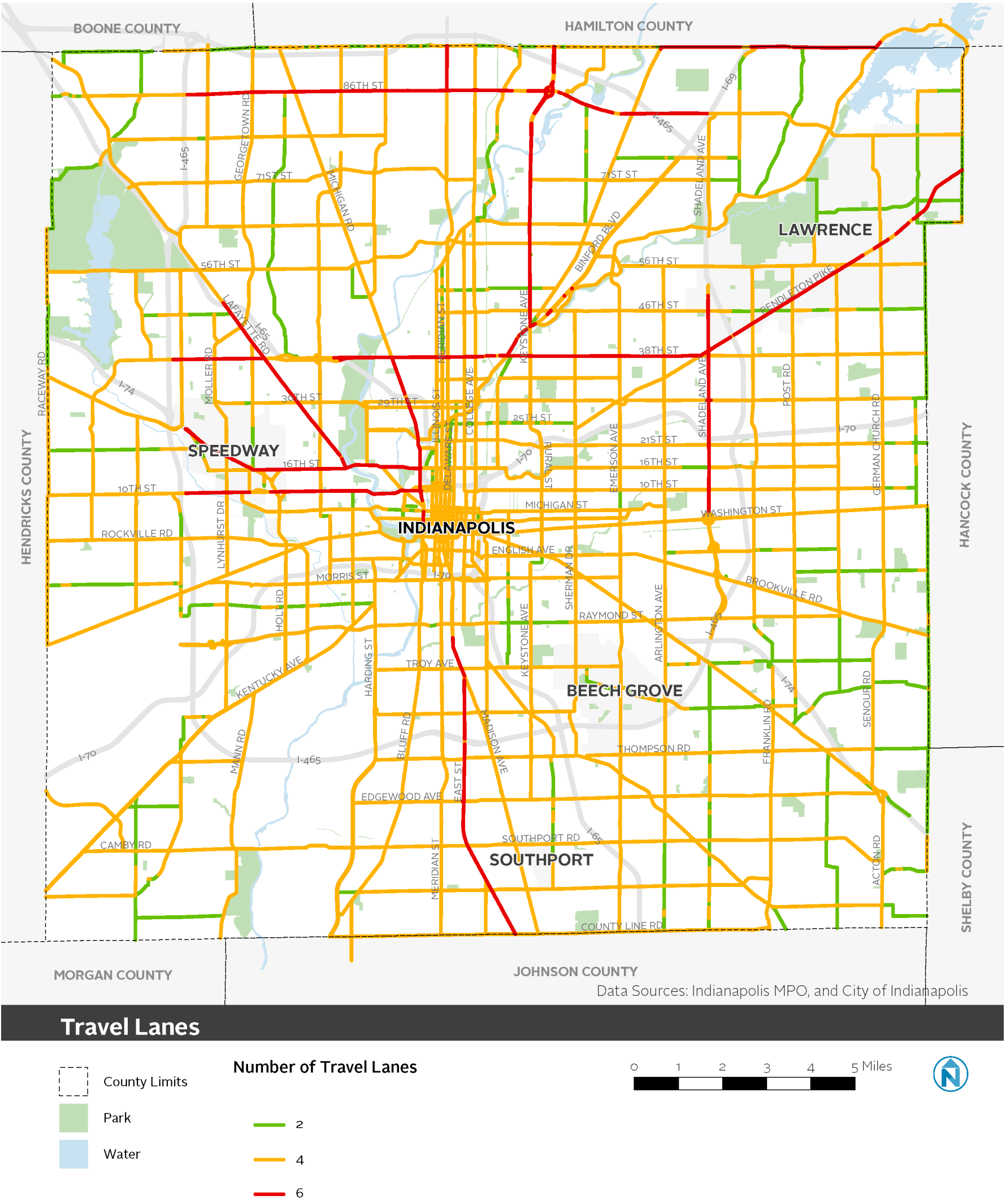
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WALKING COMFORT

Outside of downtown and Indy’s older, close in neighborhoods, people walking are faced with high-speed roads, having traffic, and a lack of street lights.

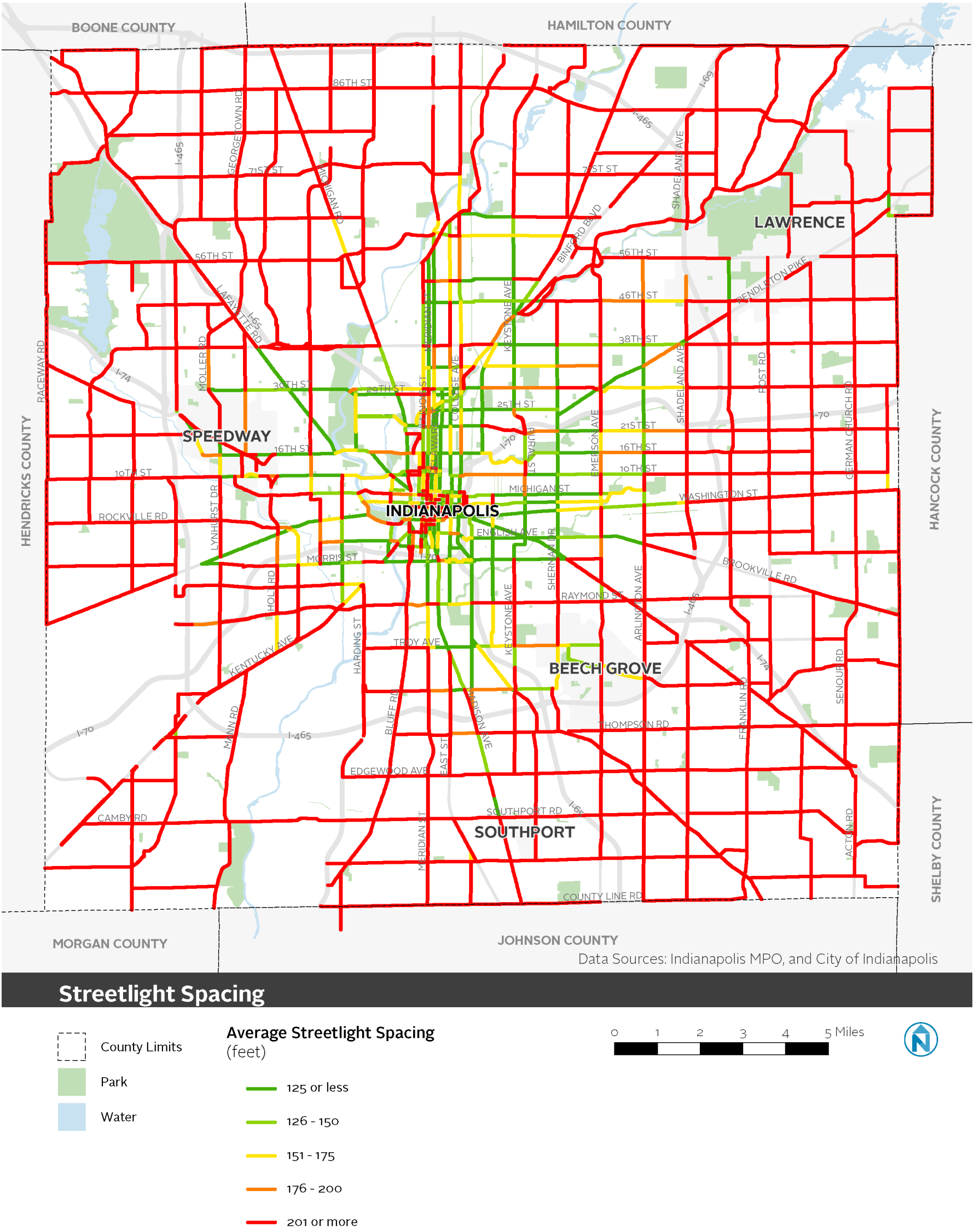


More cars on the street can create an uncomfortable environment for people that are walking along and across the street.

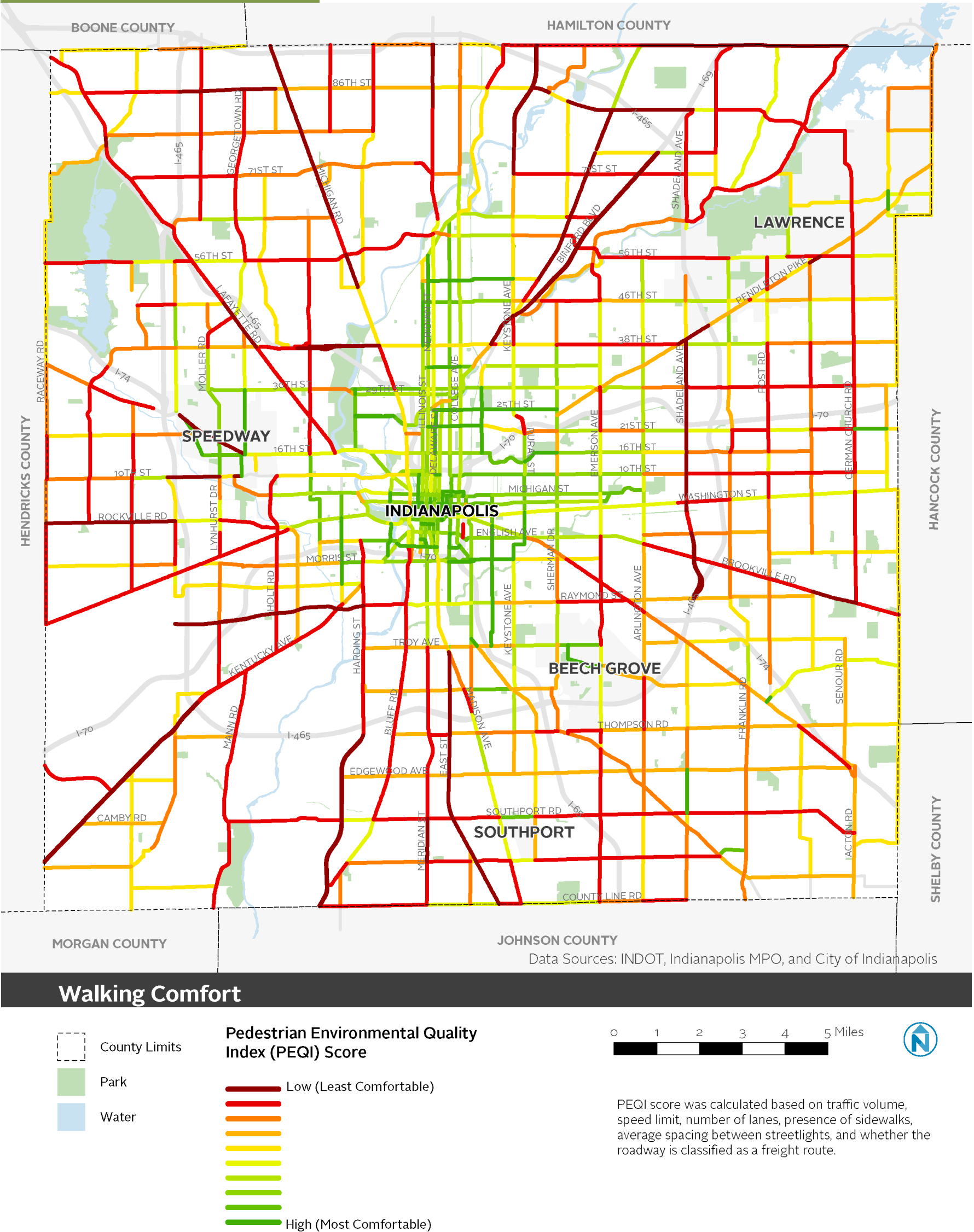


More travel lanes can make it hard to cross the street and increase speeding where conditions permit high speeds (e.g., wide, free-flowing travel lanes)

KEY FINDING



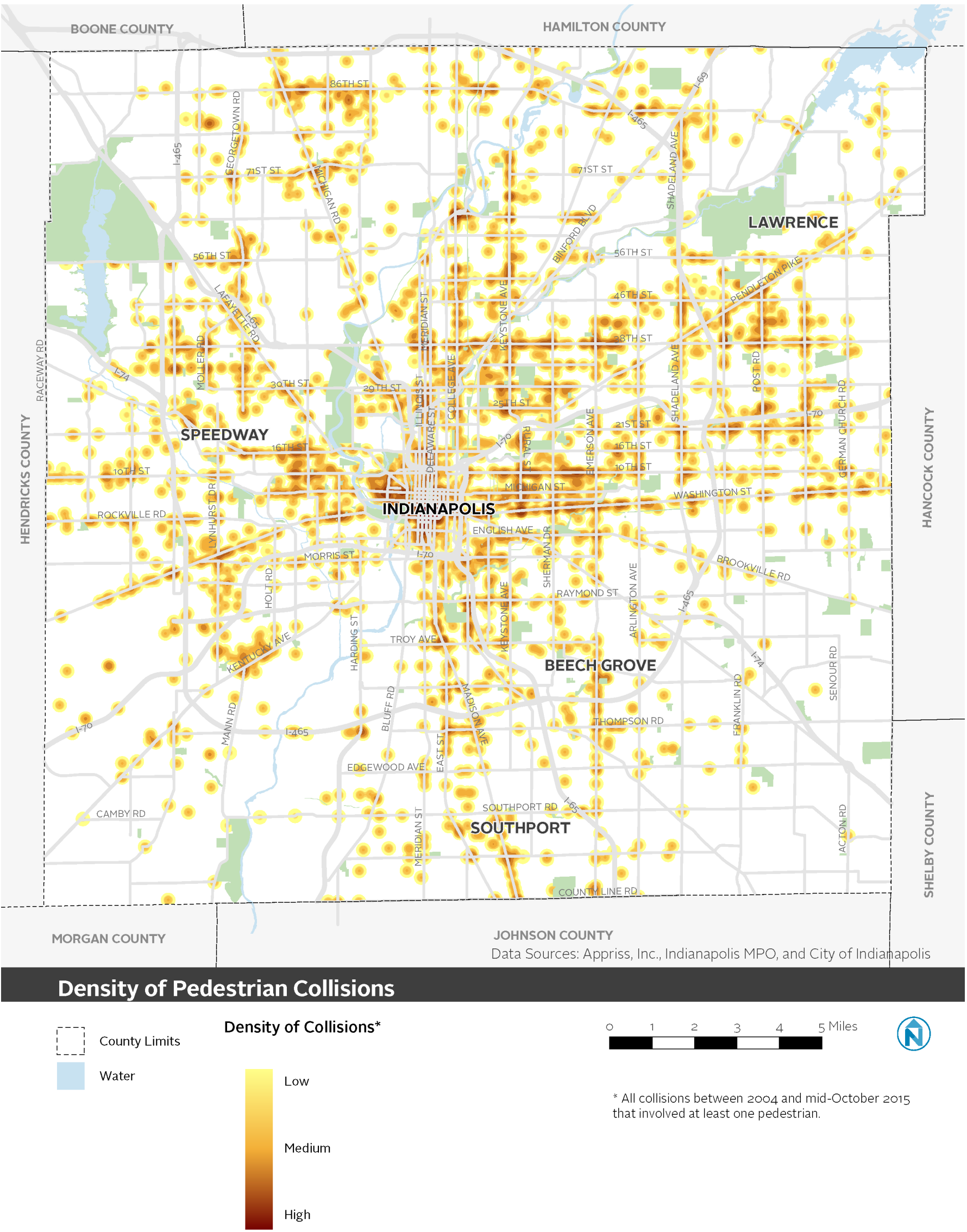
Streets with lighting can improve pedestrian visibility and safety at night, making it easier for drivers to see people walking and making people feel more comfortable.



Illustrated above as a composite of sidewalk coverage, traffic volumes and speeds, number of travel lanes, street lighting, pedestrian comfort varies throughout the city. A ring of moderate to low comfort levels are evident outside of downtown.

PEDESTRIAN SAFETY

Between 2004 and 2014, Indianapolis experienced roughly one pedestrian collision every day. While the number of annual pedestrian collisions has stayed relatively constant, pedestrian fatalities have increased almost 50% in the last 10 years.

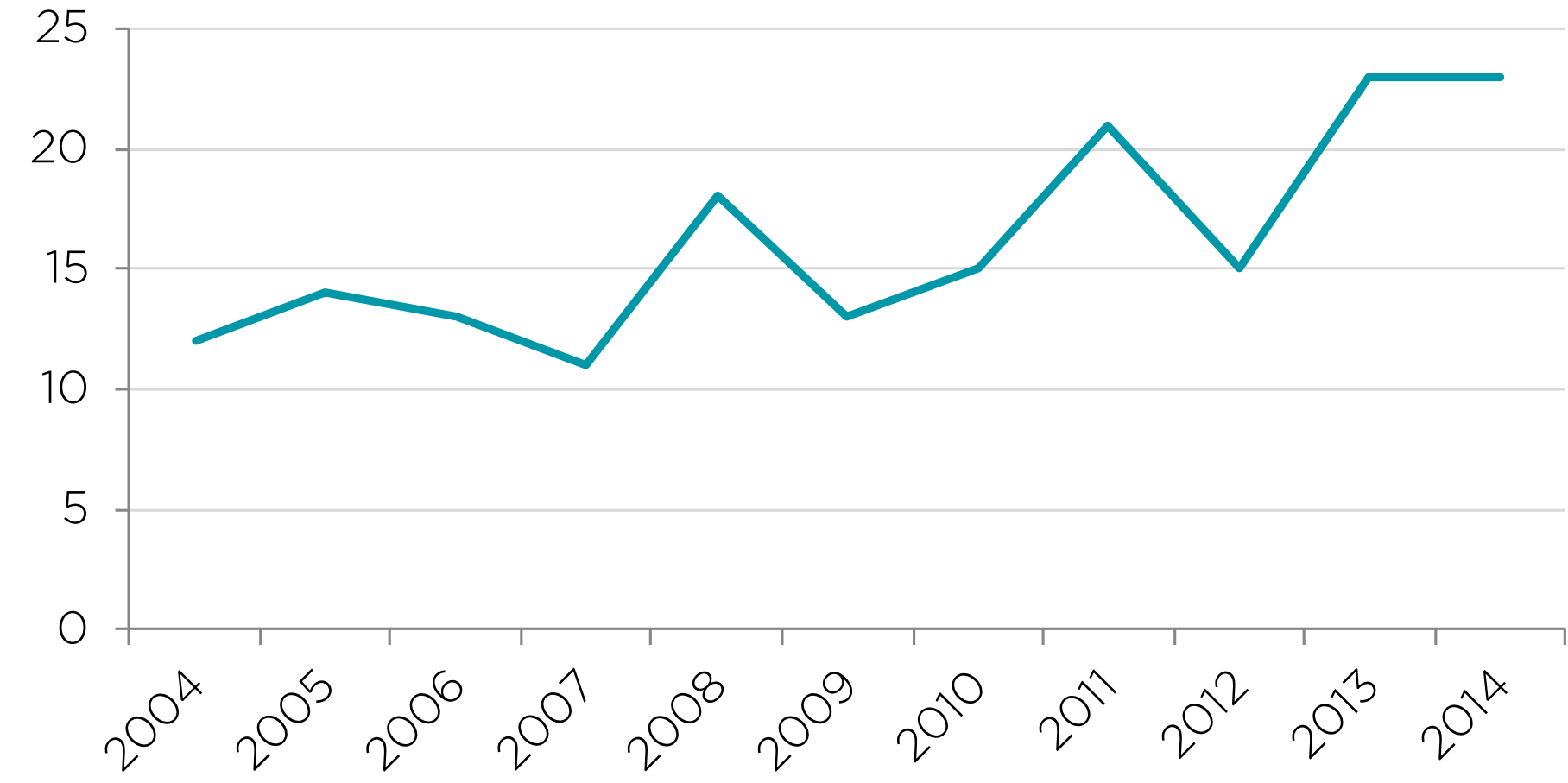


The highest concentration of pedestrian-involved collisions is located where pedestrian demand is high (mostly in downtown and downtown-adjacent neighborhoods). Pedestrian collision density is also high along arterial corridors like Pendleton Pike, Washington Street, 38th Street, and 10th Street.

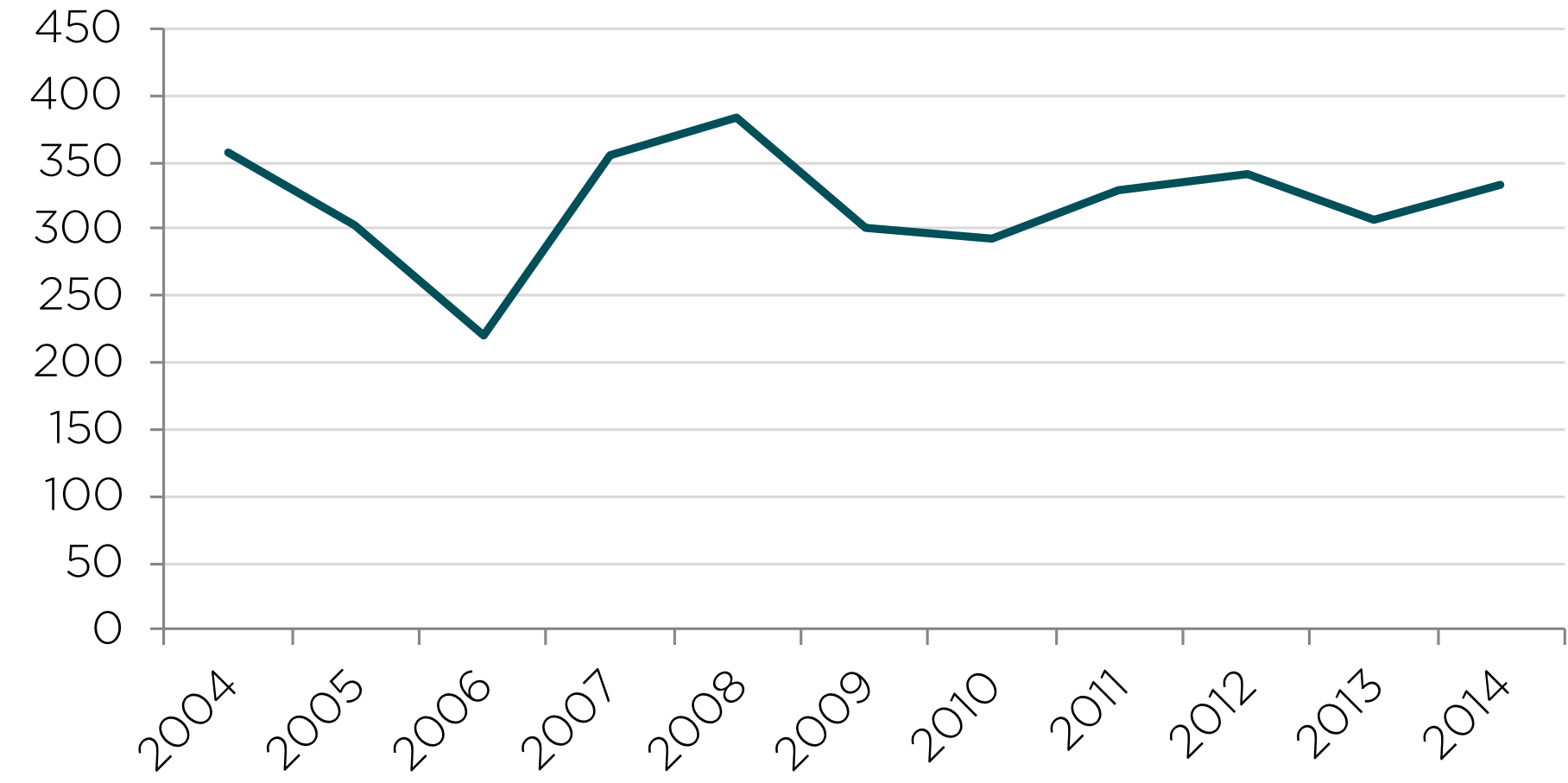
Pedestrian-Involved Collisions



Pedestrian Fatalities



Pedestrian Injuries



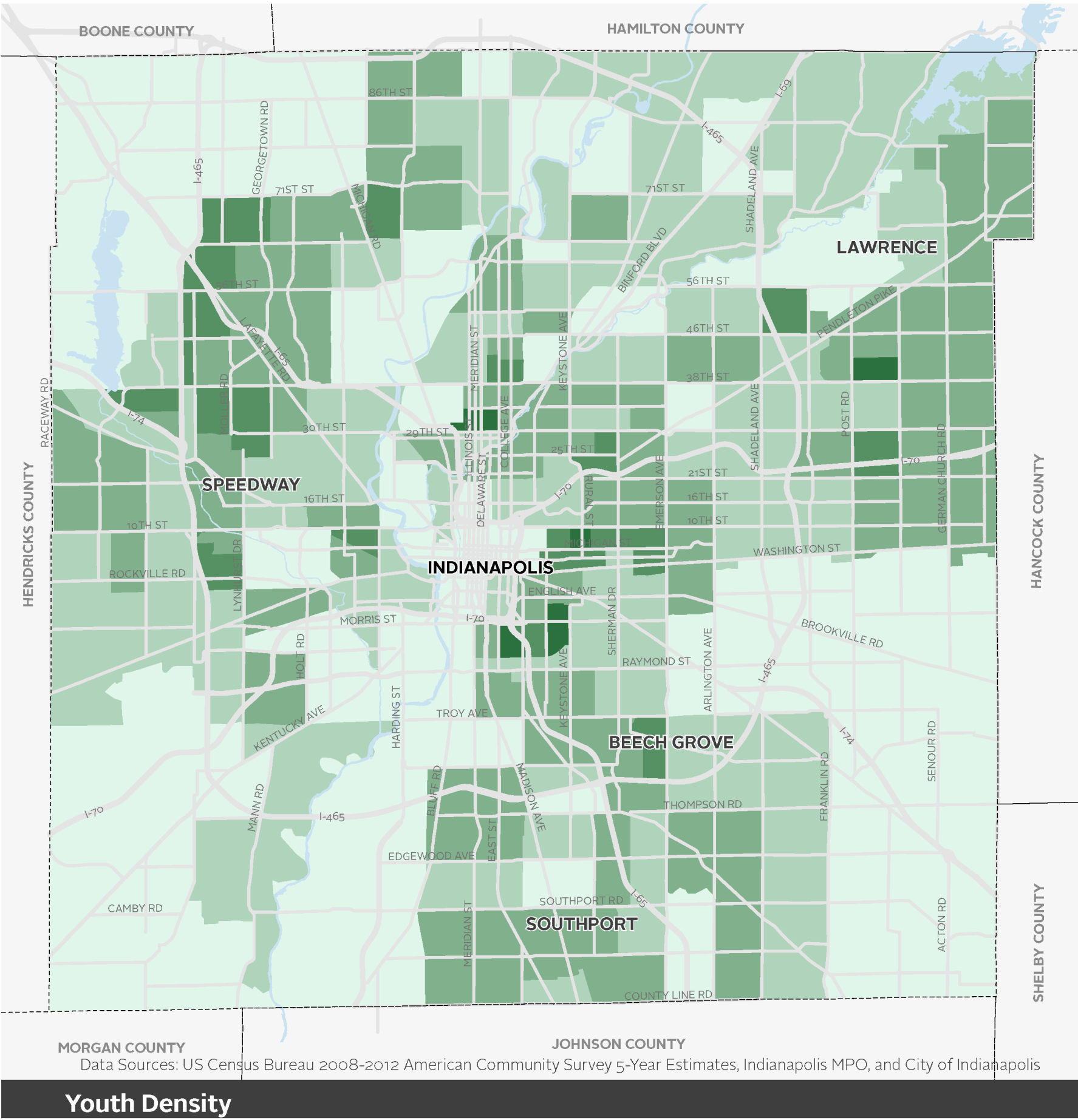
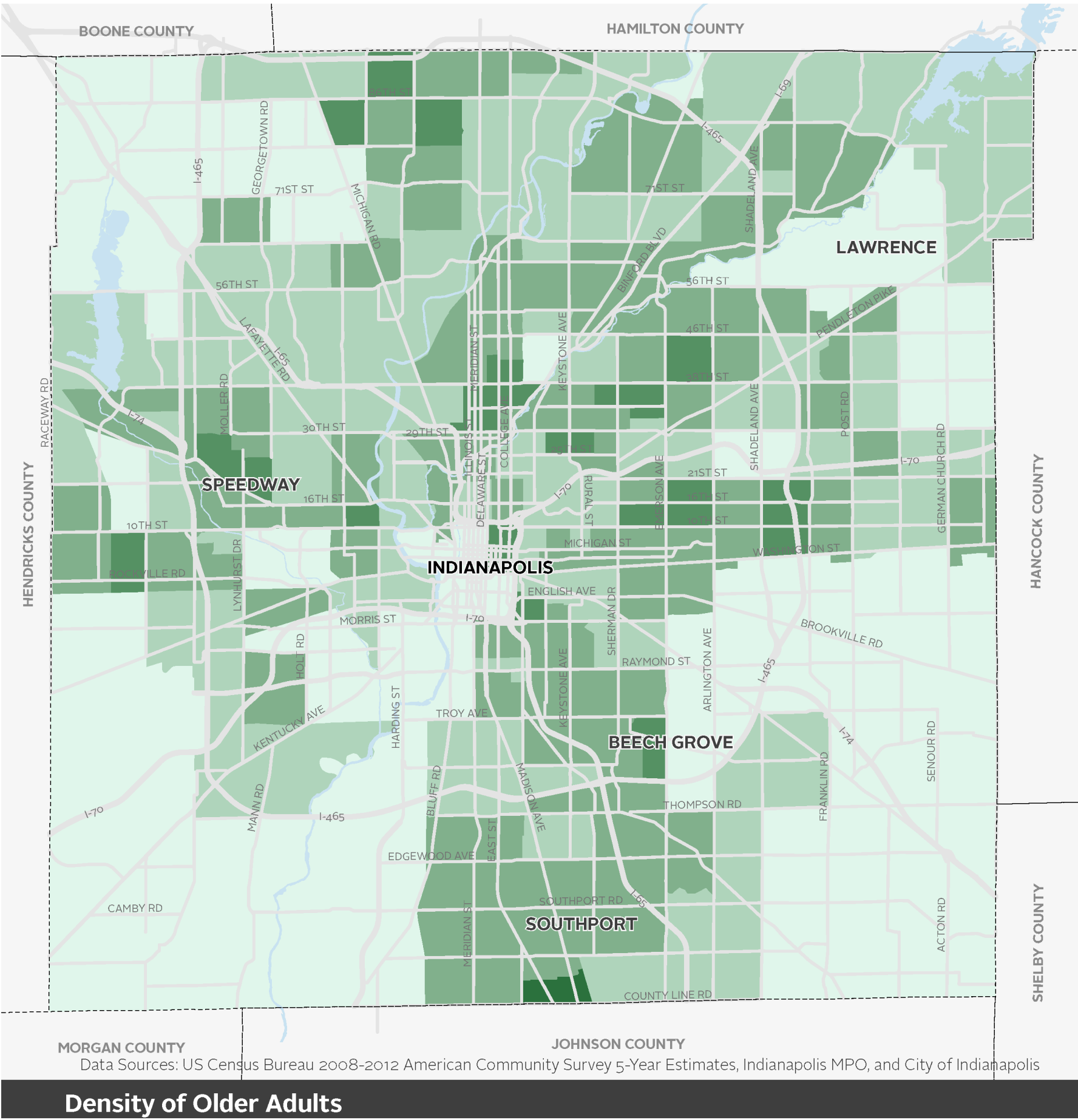
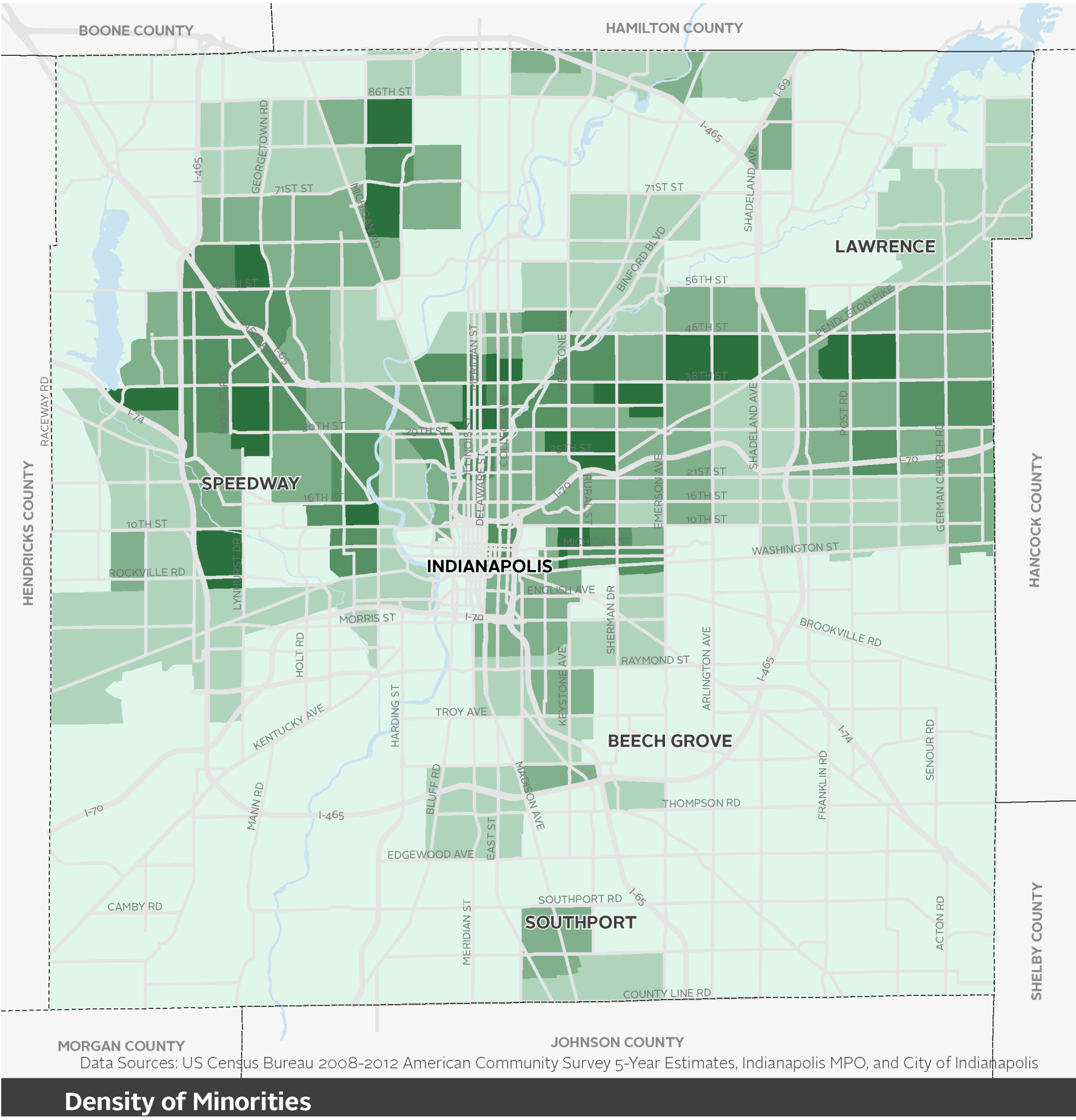
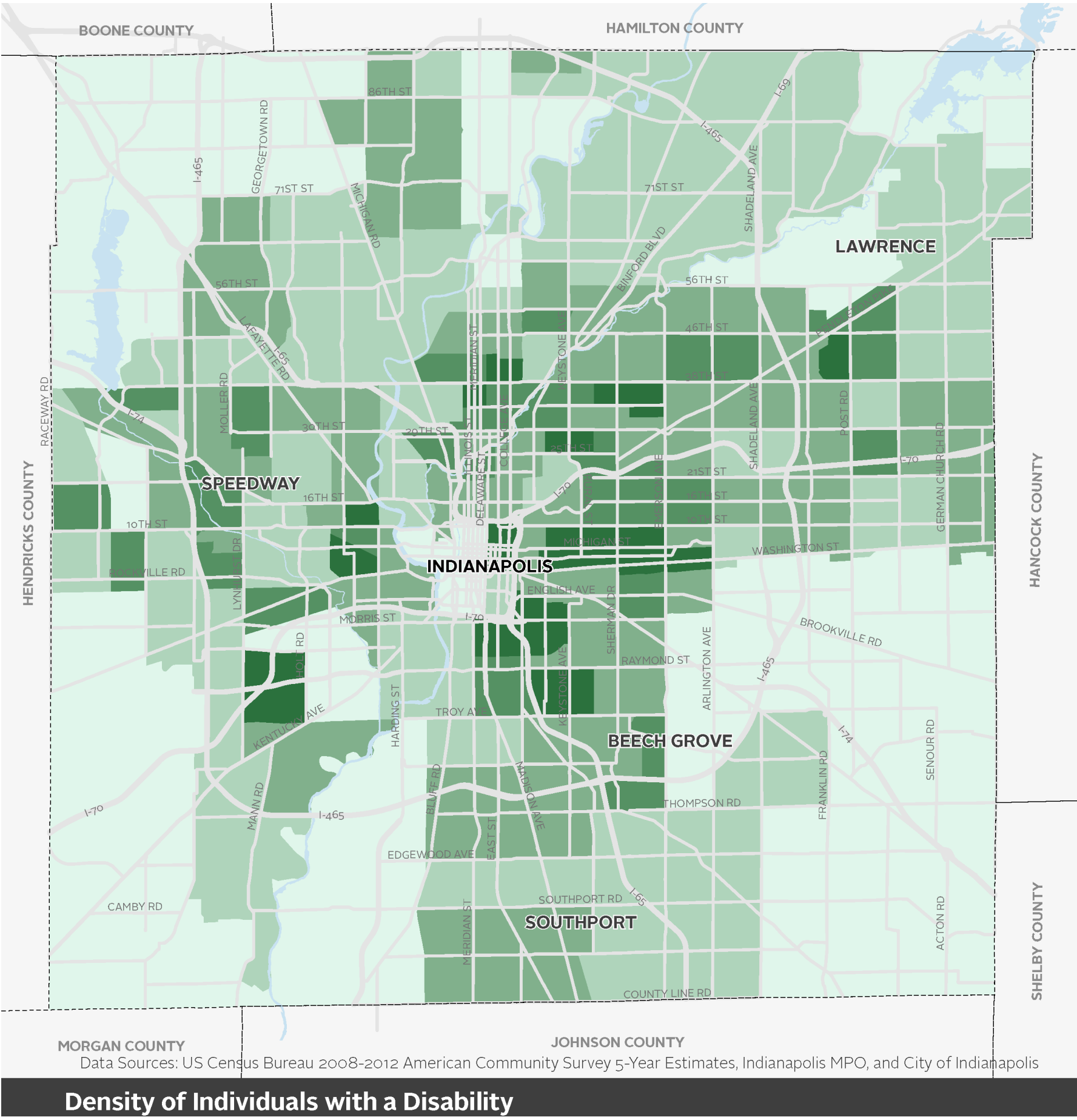
Source: Indiana DOT

WALKWAYS

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EQUITY + TRANSIT PROPENSITY

The maps on this board are part of the “transit propensity index”, which tells us where people are most likely to ride transit. These maps show which parts of Indianapolis have the highest concentrations of young people, older adults, people of color, and people with disabilities.

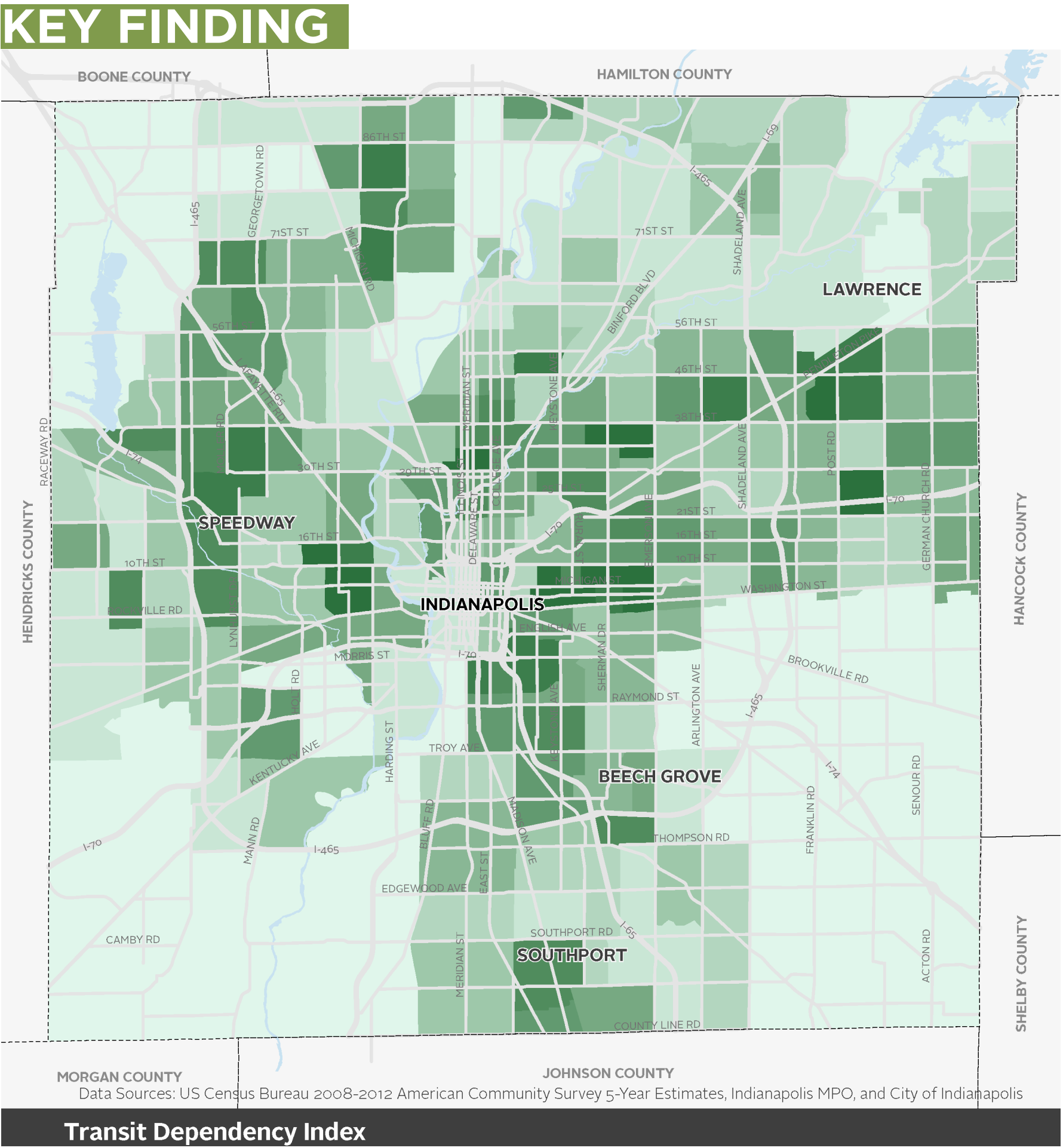
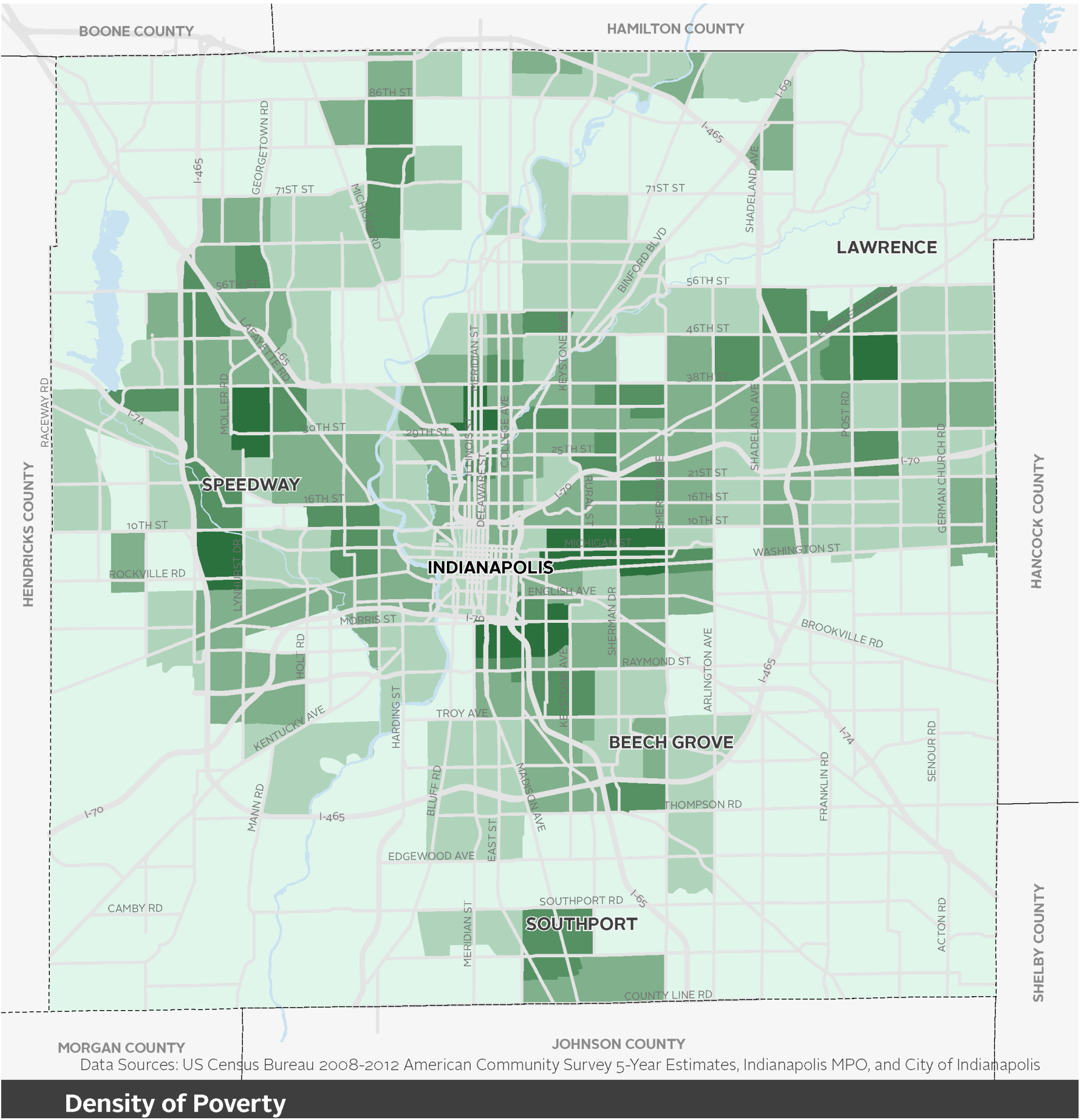
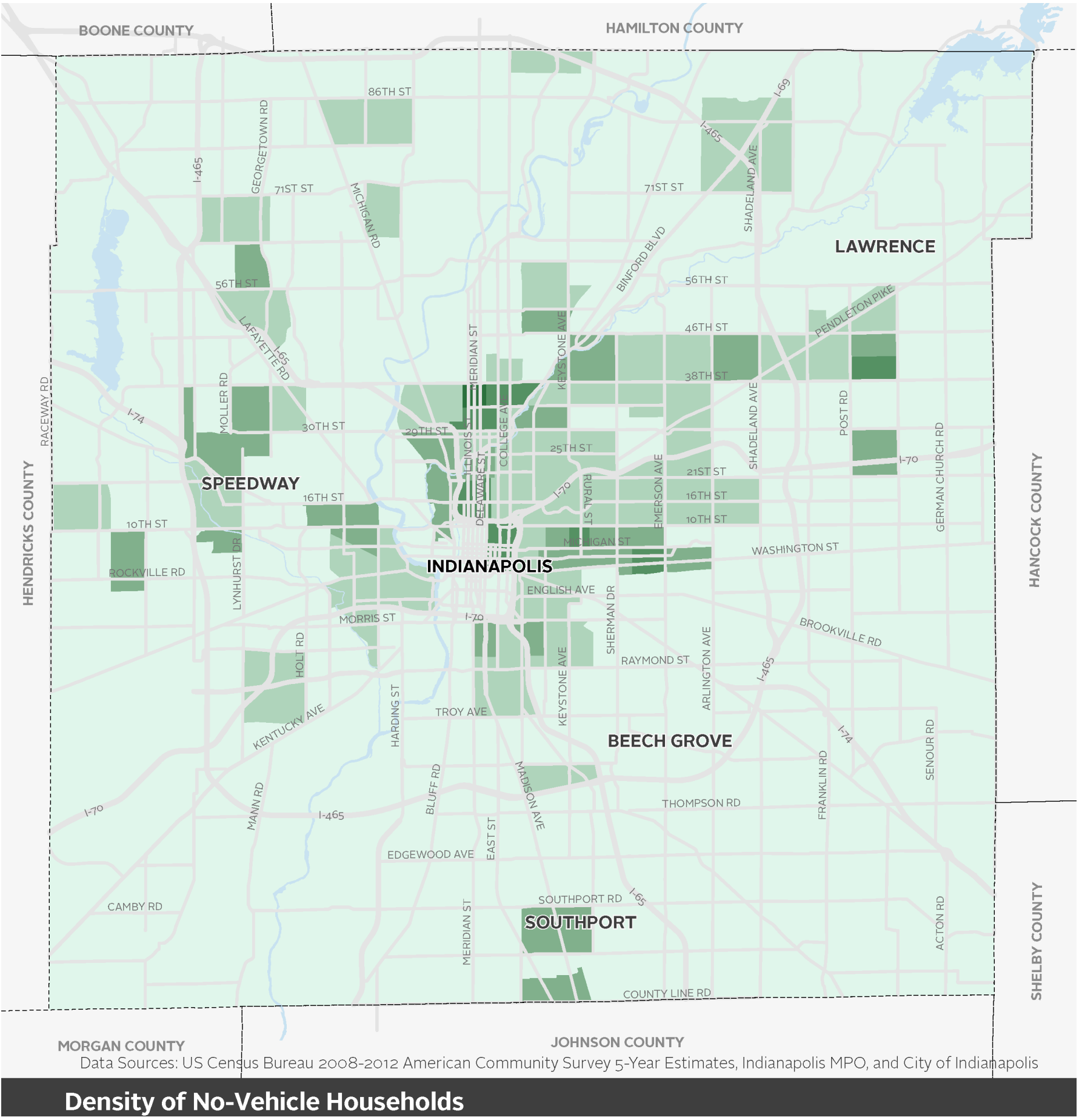
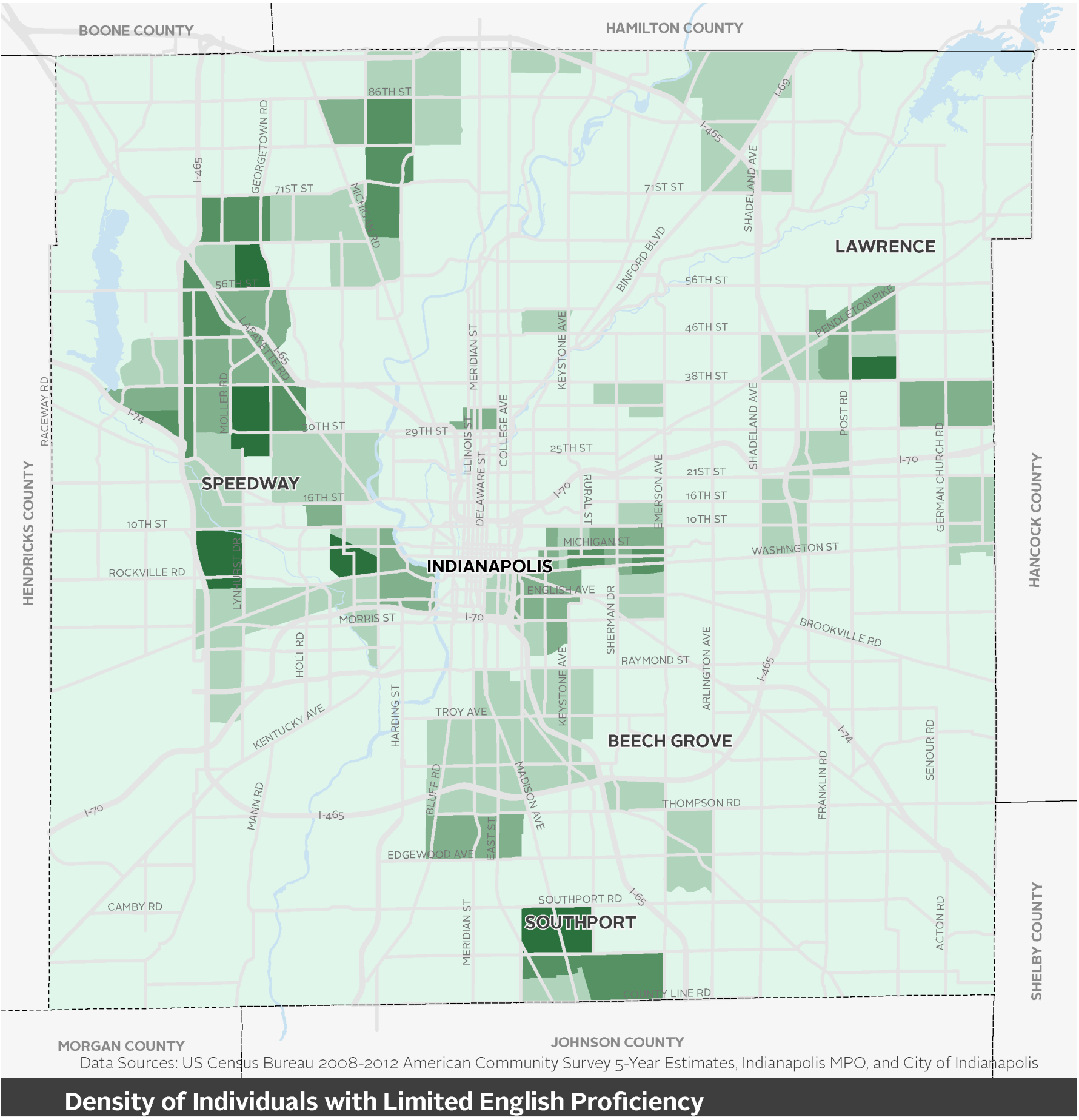


WALKWAYS

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EQUITY + TRANSIT PROPENSITY

The map on the bottom right combines the densities of many different populations to show where people are most likely to use transit, meaning that they are very likely to walk. This analysis brings together the maps on the adjacent board with those showing densities of people with limited English proficiency, low auto ownership, and high rates of poverty in Indianapolis.



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HEALTH INDICATORS

Neighborhoods immediately north and east of downtown Indianapolis have the worst access to grocery stores, and are most likely to suffer from obesity and diabetes. Residents in outer southeast, and southwest Indianapolis also exhibit these negative health outcomes.

