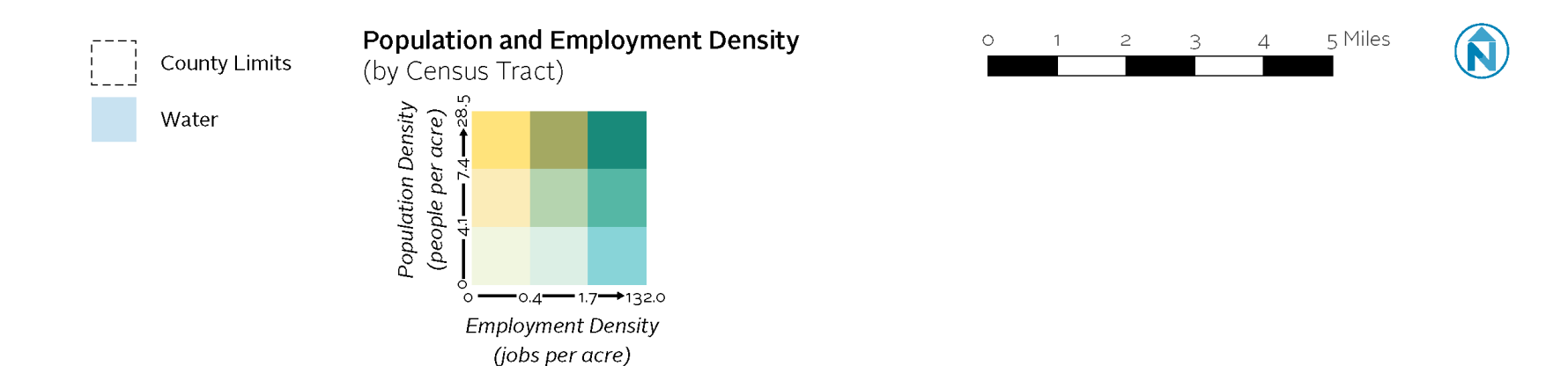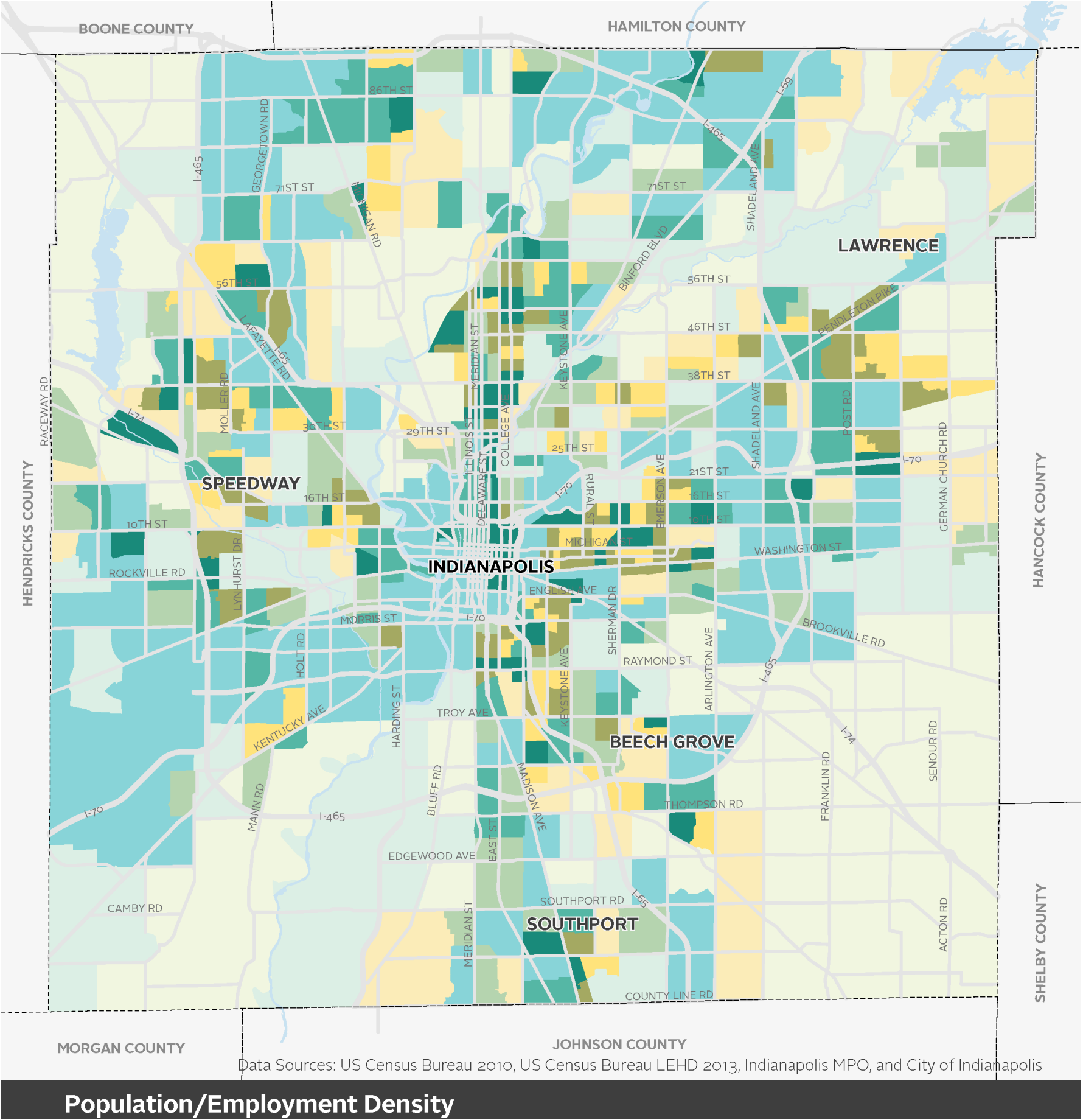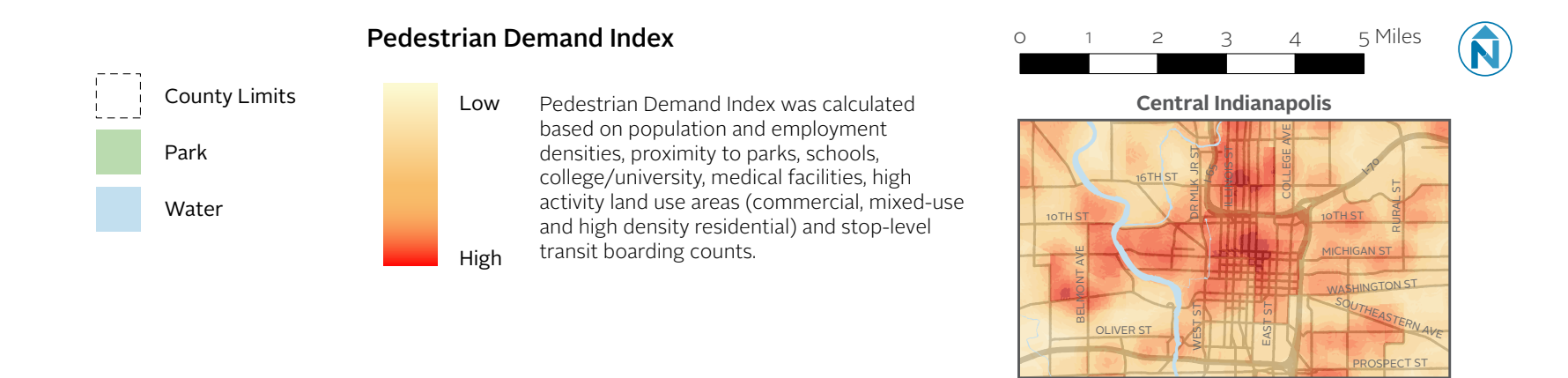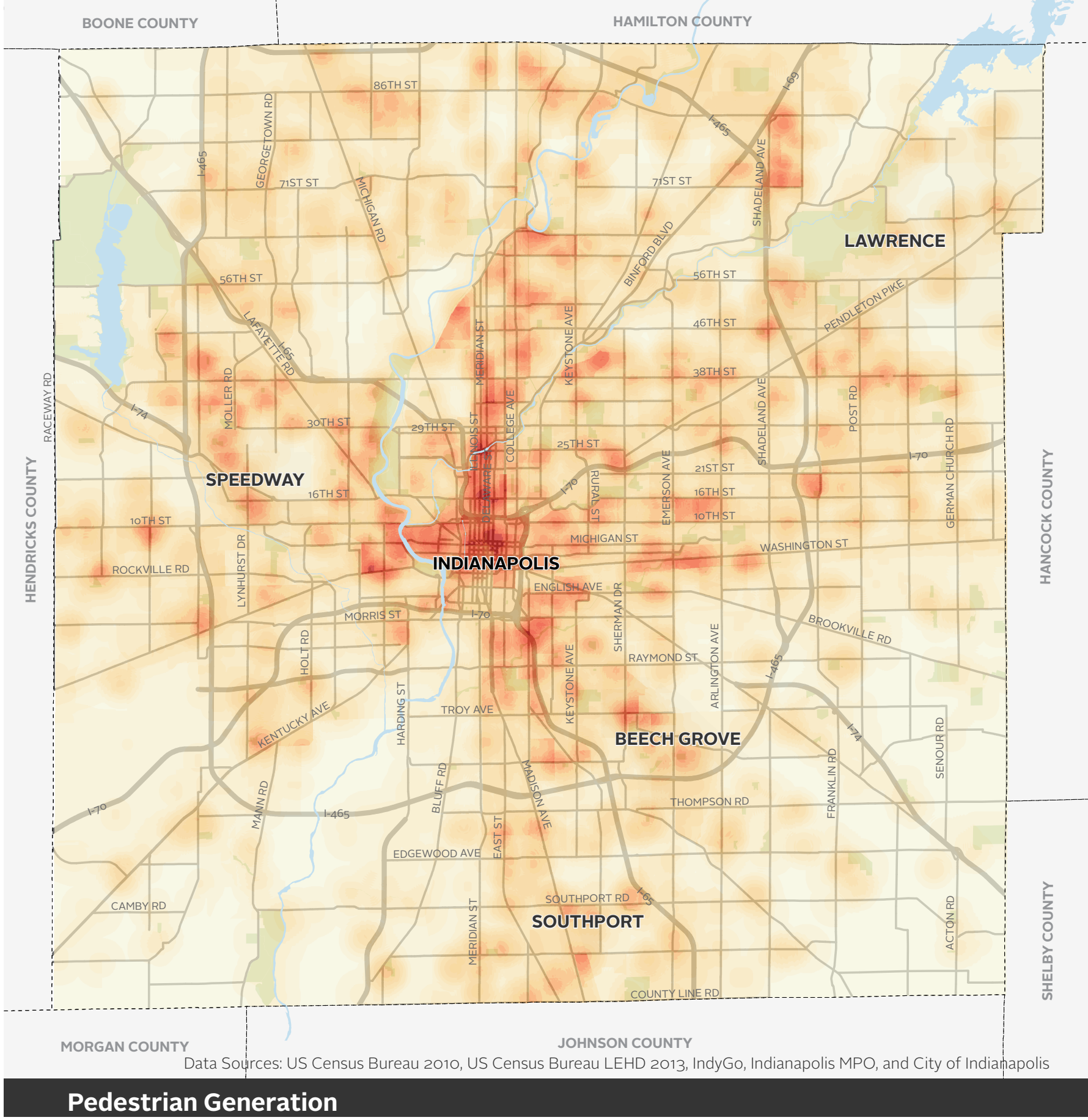# WALKWAYS
moving INDY forward

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/Employment Density

County Limits
Water

Population and Employment Density
(by Census Tract)

Population Density (people per acre)
Employment Density (jobs per acre)

Data Sources: US Census Bureau 2010, US Census Bureau LEHD 2013, Indianapolis MPO, and City of Indianapolis
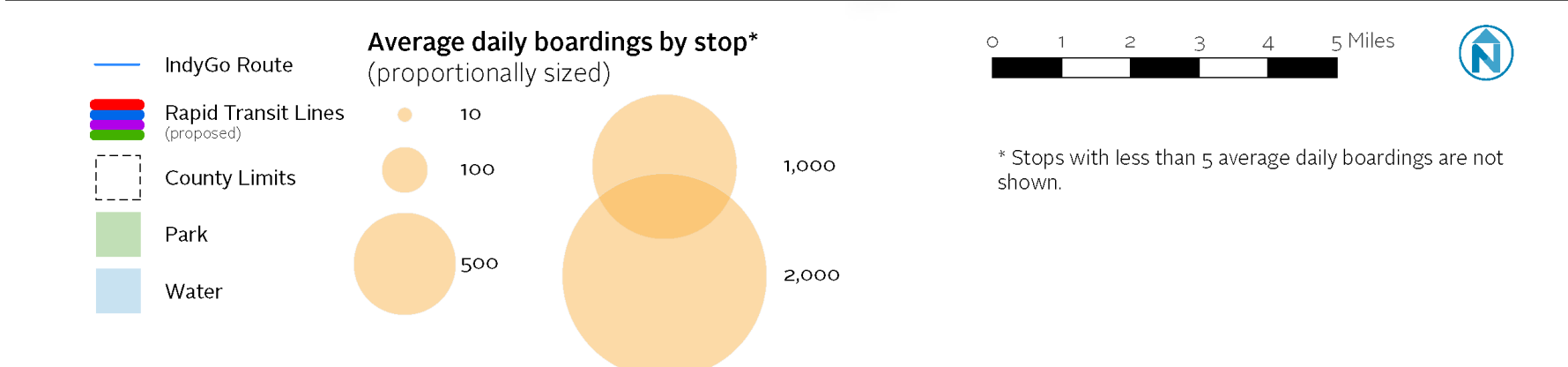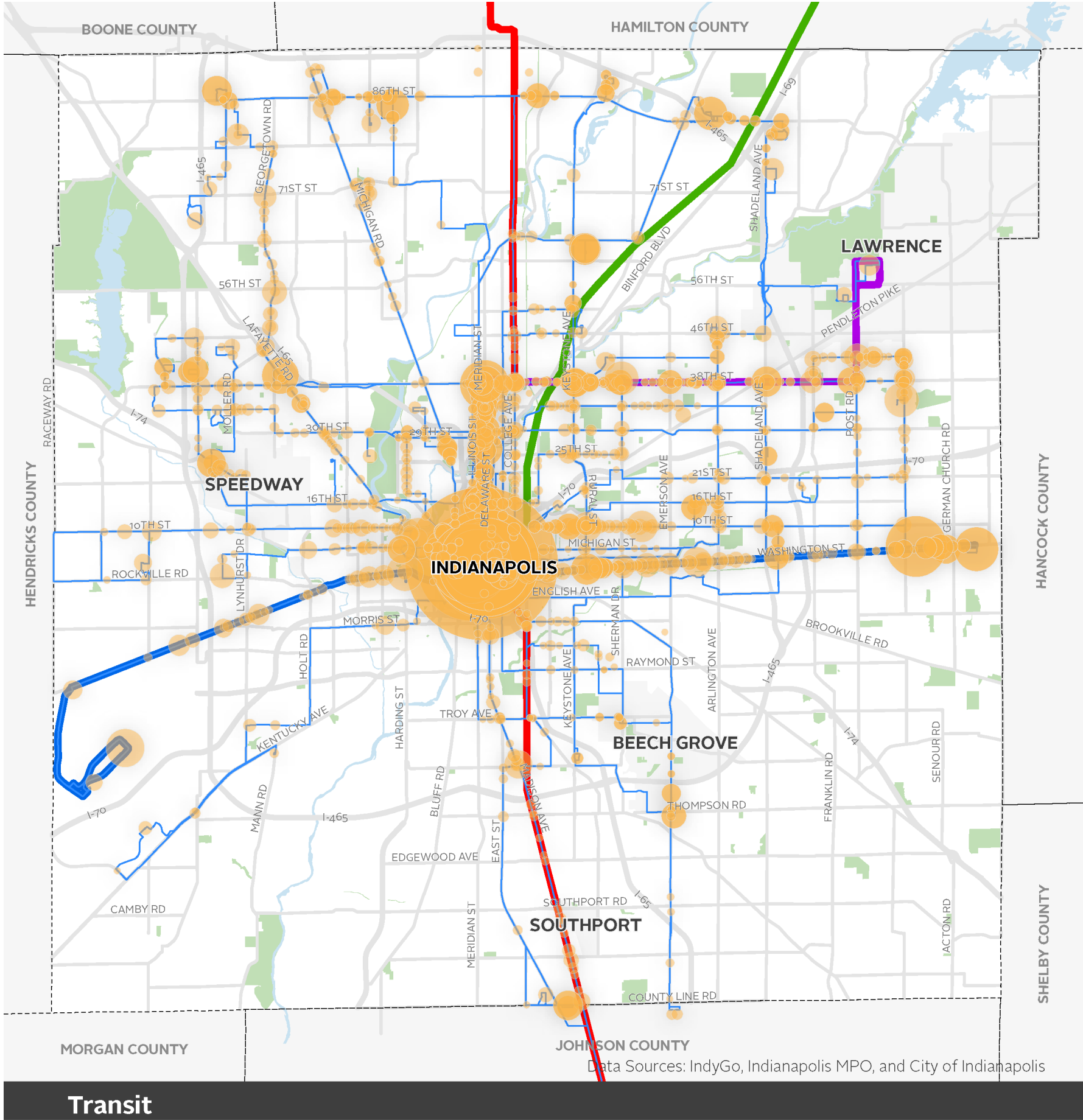
0 1 2 3 4 5 Miles

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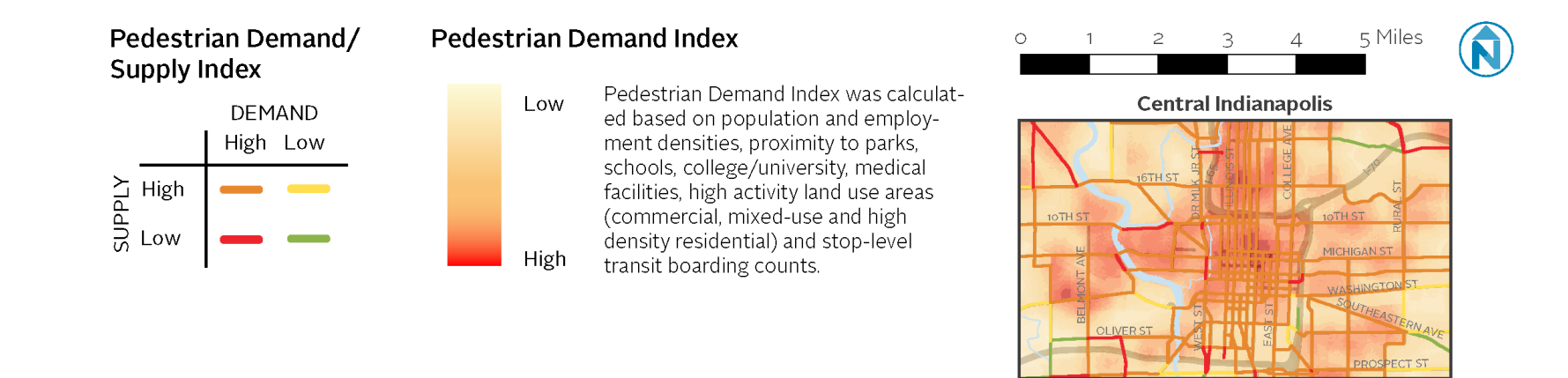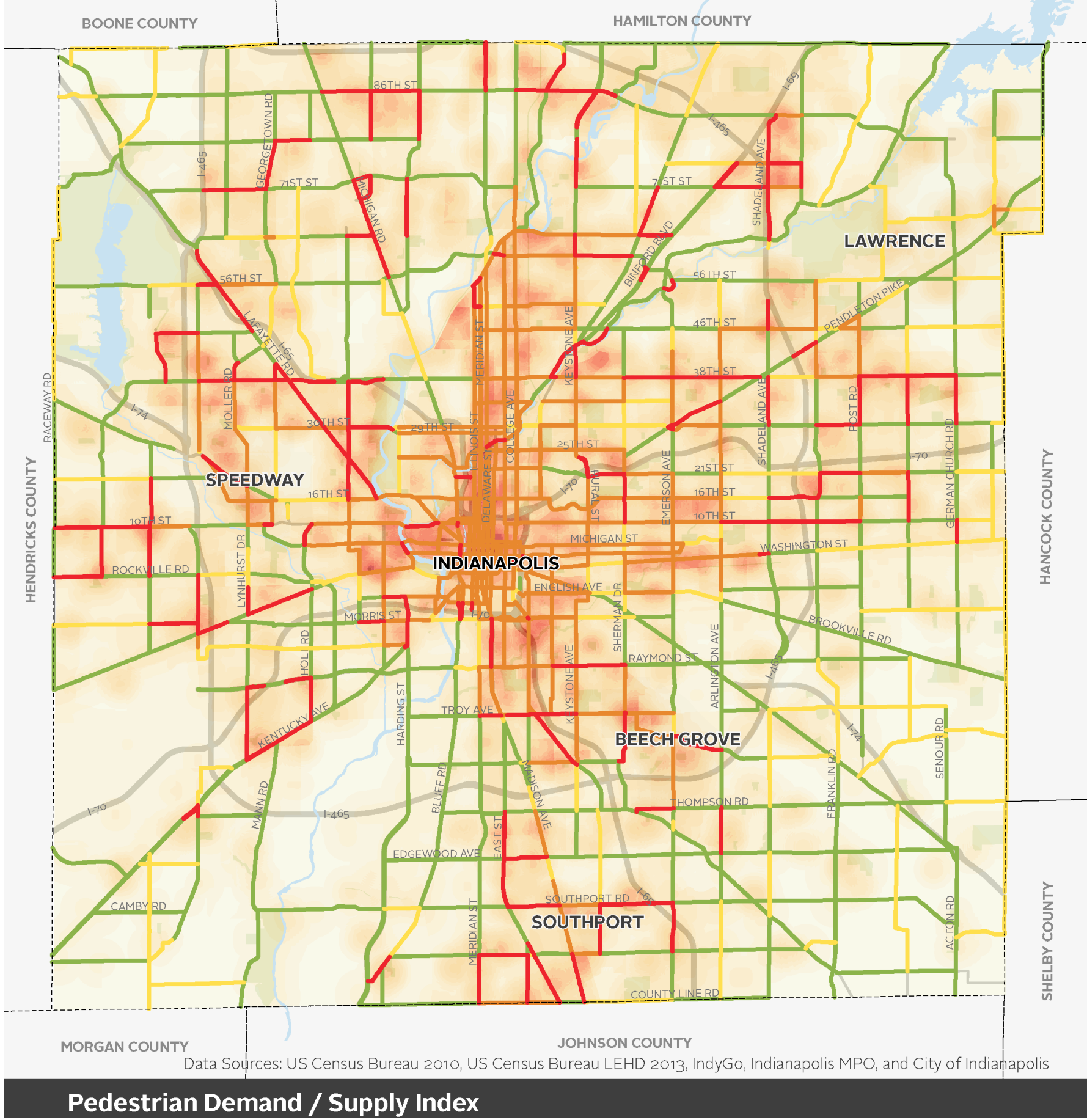

Transit

IndyGo Route
Rapid Transit Lines (proposed)
County Limits
Park
Water

Average daily boardings by stop* (proportionally sized)
10 100 1,000
500 2,000

* Stops with less than 5 average daily boardings are not shown.

Data Sources: IndyGo, Indianapolis MPO, and City of Indianapolis

0 1 2 3 4 5 Miles

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

Pedestrian Generation

County Limits
Park
Water

Pedestrian Demand Index
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

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

KEY FINDING

Pedestrian Demand / Supply Index

Pedestrian Demand/ Supply Index
DEMAND
High Low
SUPPLY
High
Low

Pedestrian Demand Index
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.

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

0 1 2 3 4 5 Miles

Central Indianapolis

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.