

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.

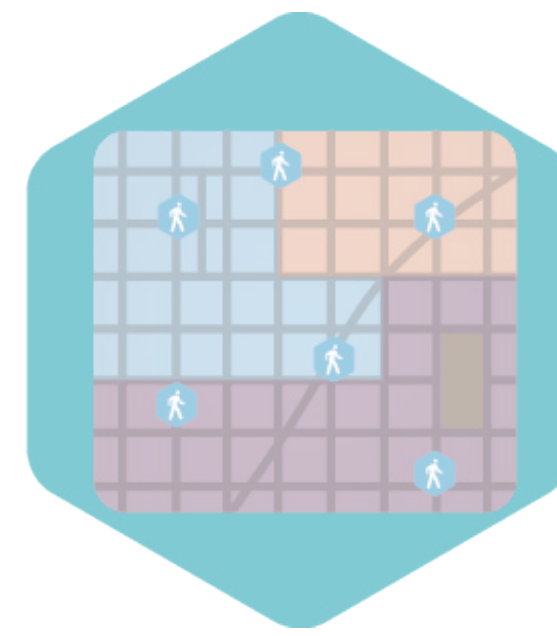
WHAT WILL THE PEDESTRIAN PLAN DO?

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 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 2: MAKE THE EXPERIENCE SAFE



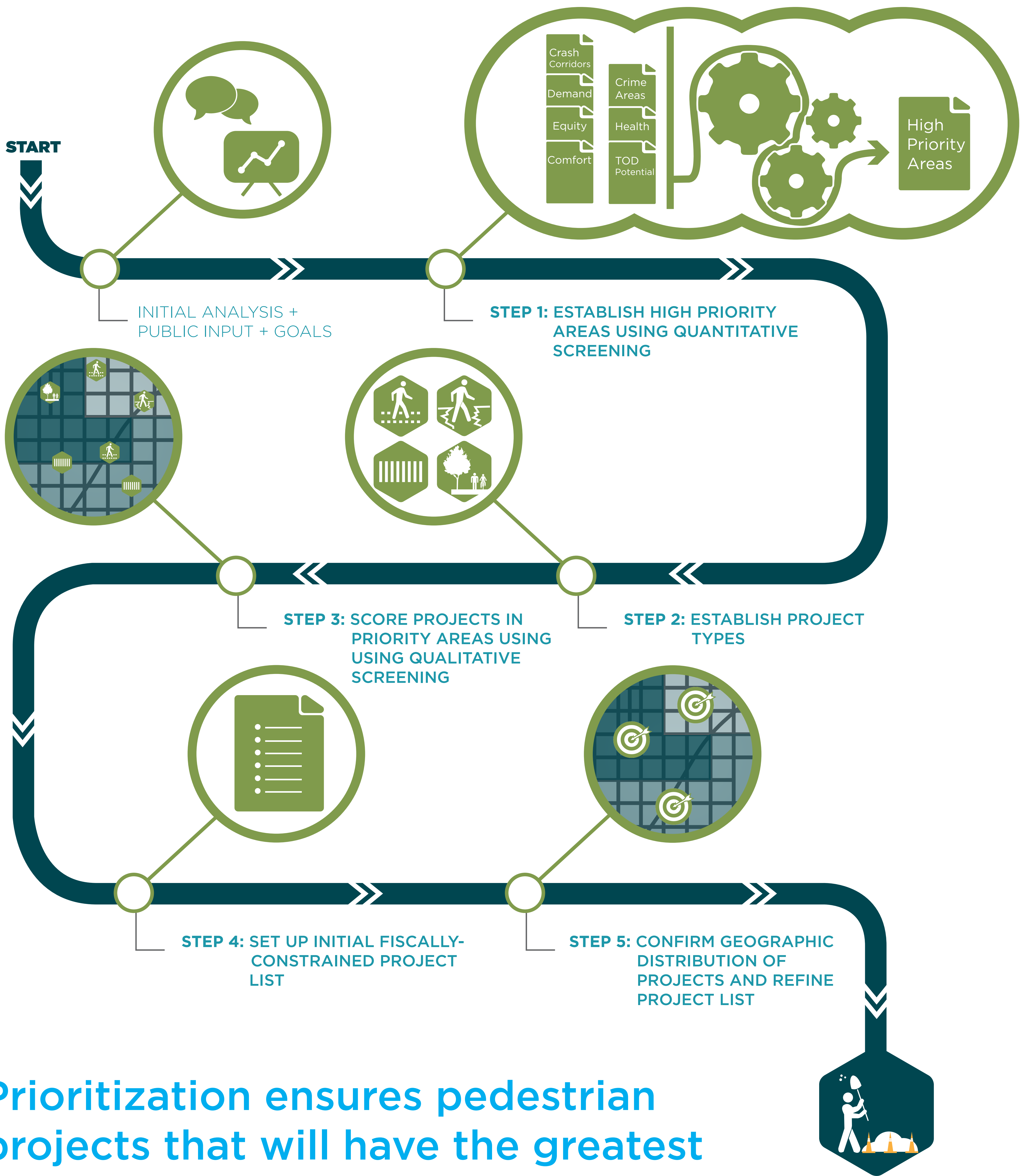
- » Reduce the number of crashes
- » Protect vulnerable populations
- » Educate drivers and walkers
- » Get more people walking

GOAL 4: GET IT DONE

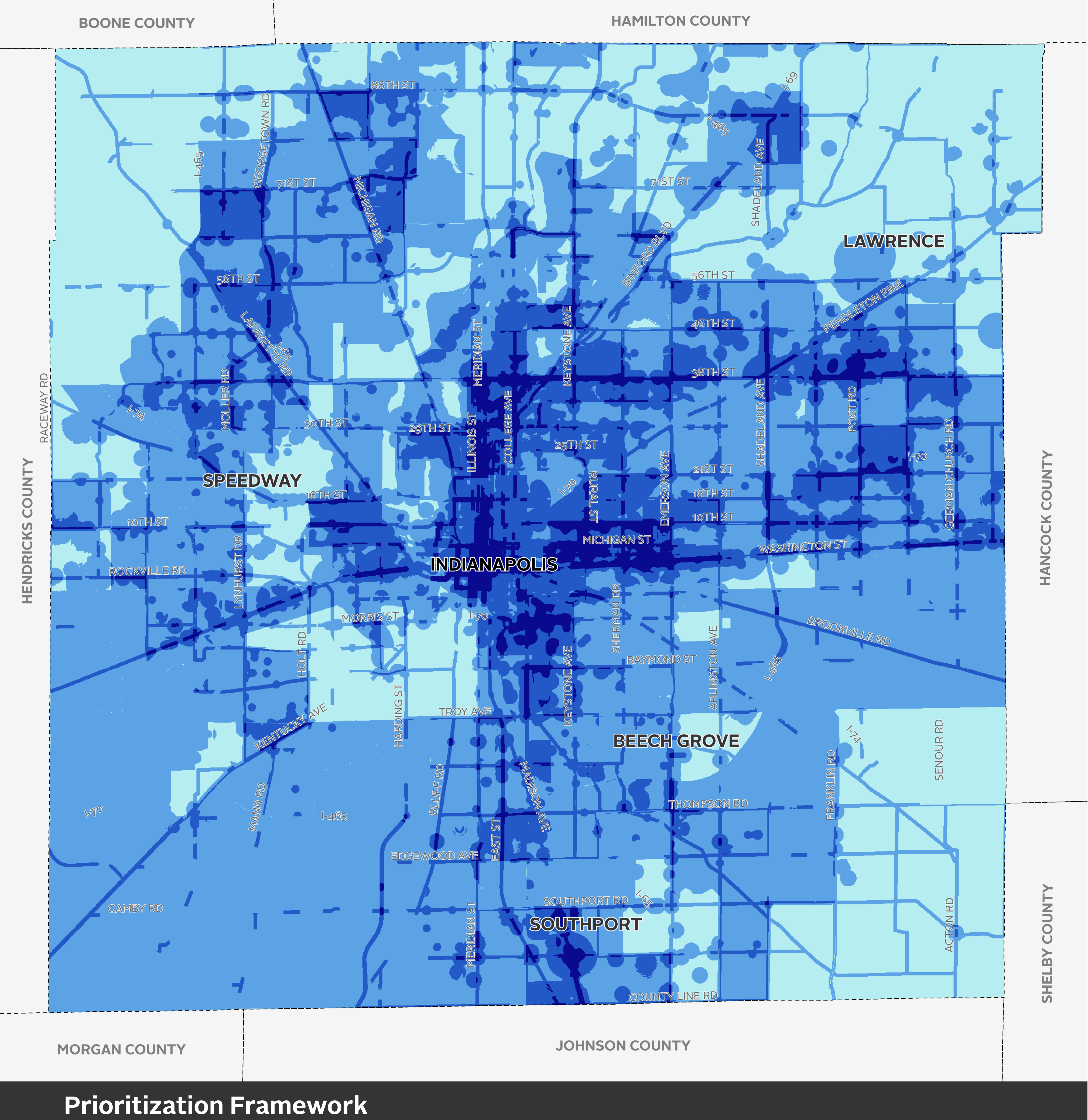


- » Recognize funding realities and find new sources
 - » Use low-cost, interim treatments
 - » Communicate, coordinate, and integrate activities across city departments
 - » Engage residents of Indianapolis
 - » Report on progress annually
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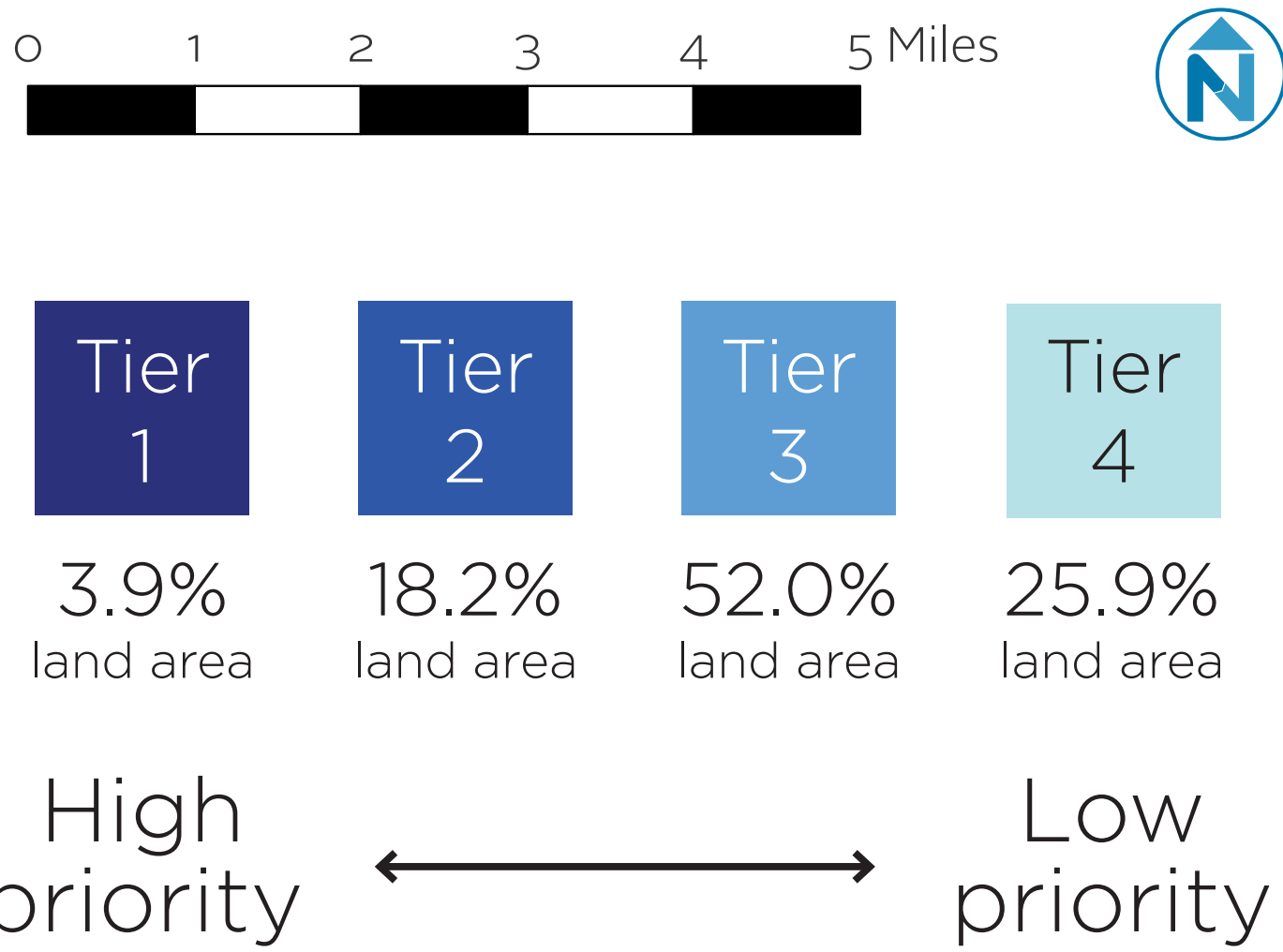
PRIORITIZATION PROCESS



HIGH PRIORITY AREAS

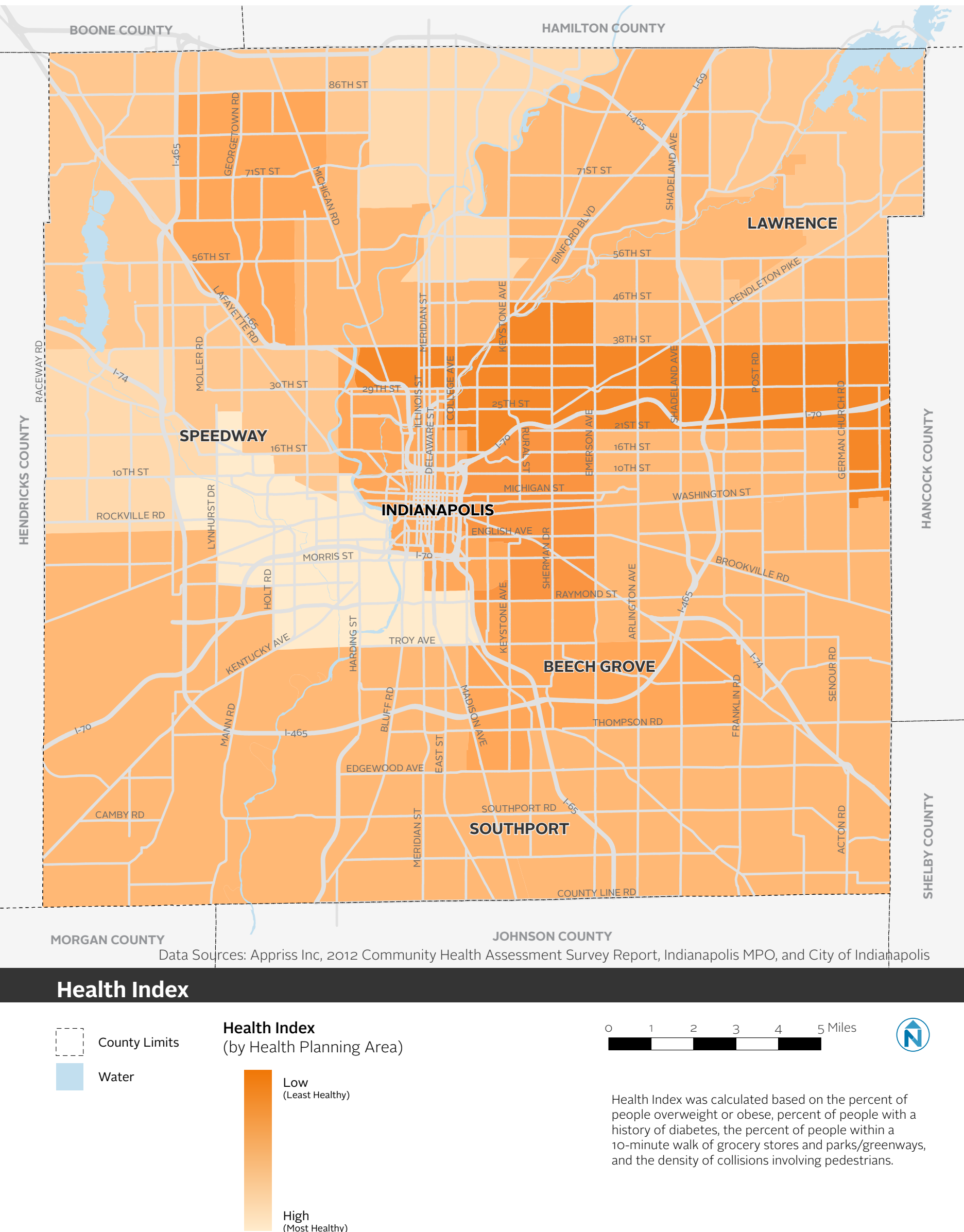


- » Priority determined through a data-driven process
- » Most emphasis on pedestrian safety, health outcomes, and vulnerable communities
- » Secondary emphasis on walk trip generation, walking comfort, high crime areas, waterways, transit-oriented development, and revitalization potential



PRIORITIZATION FACTORS

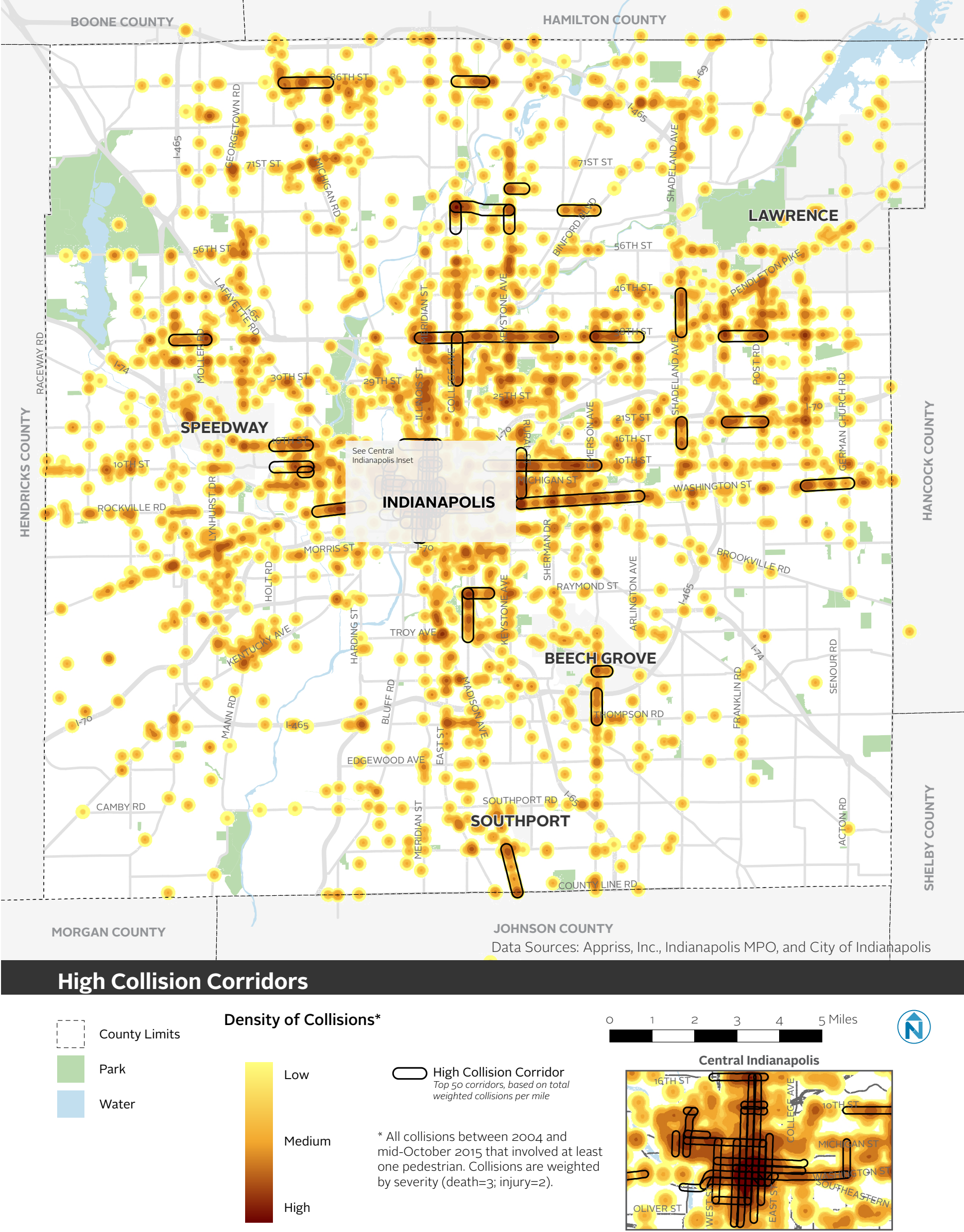
HEALTH



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 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

SAFETY

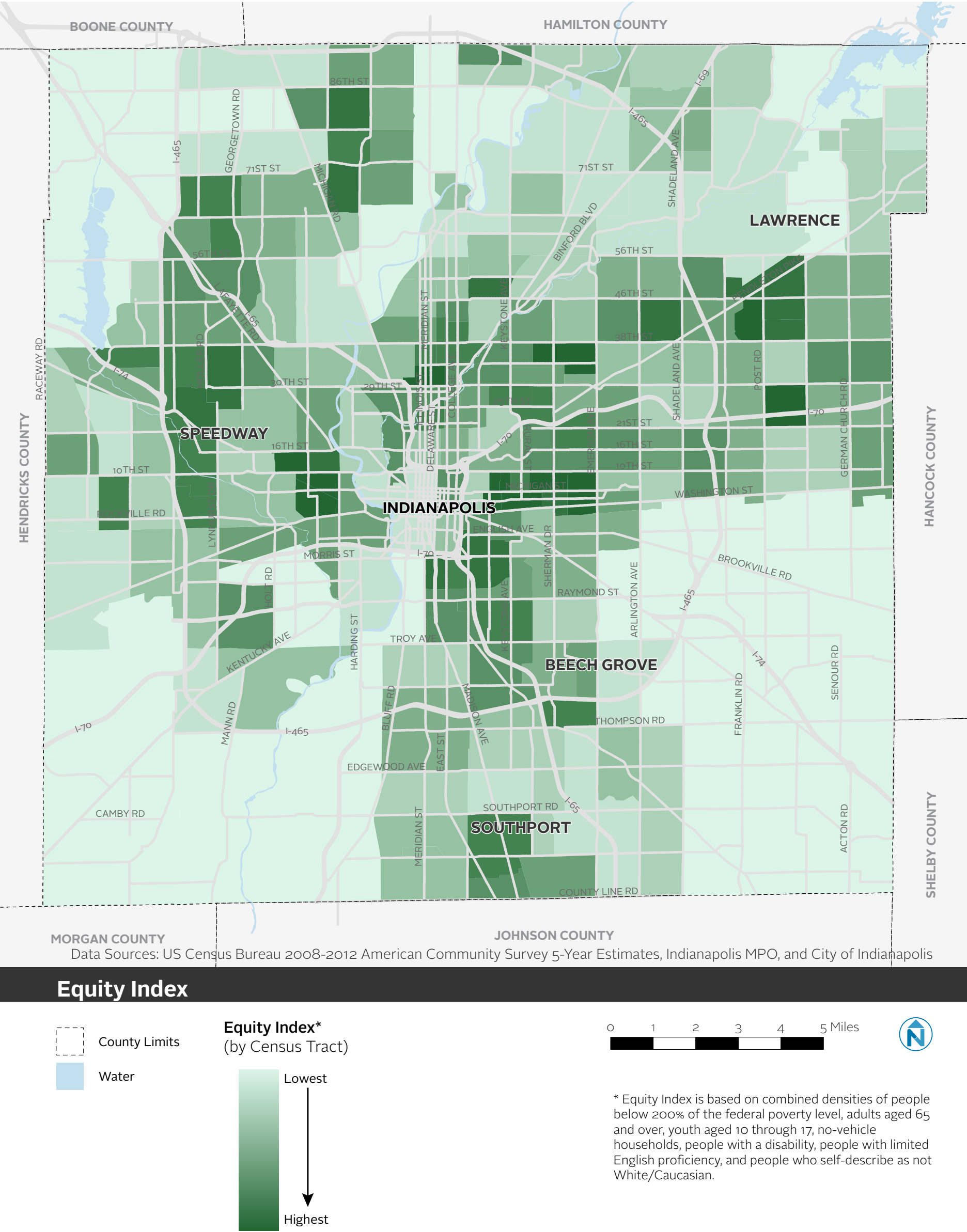


Safe places to walk are critical to making Indianapolis active, comfortable, and livable. Safety has a direct relationship to people's willingness to walk.

The safety index reflects the density of collisions involving pedestrians. Collisions are weighted by severity to highlight the areas where safety improvements are most needed.

PRIORITIZATION FACTORS

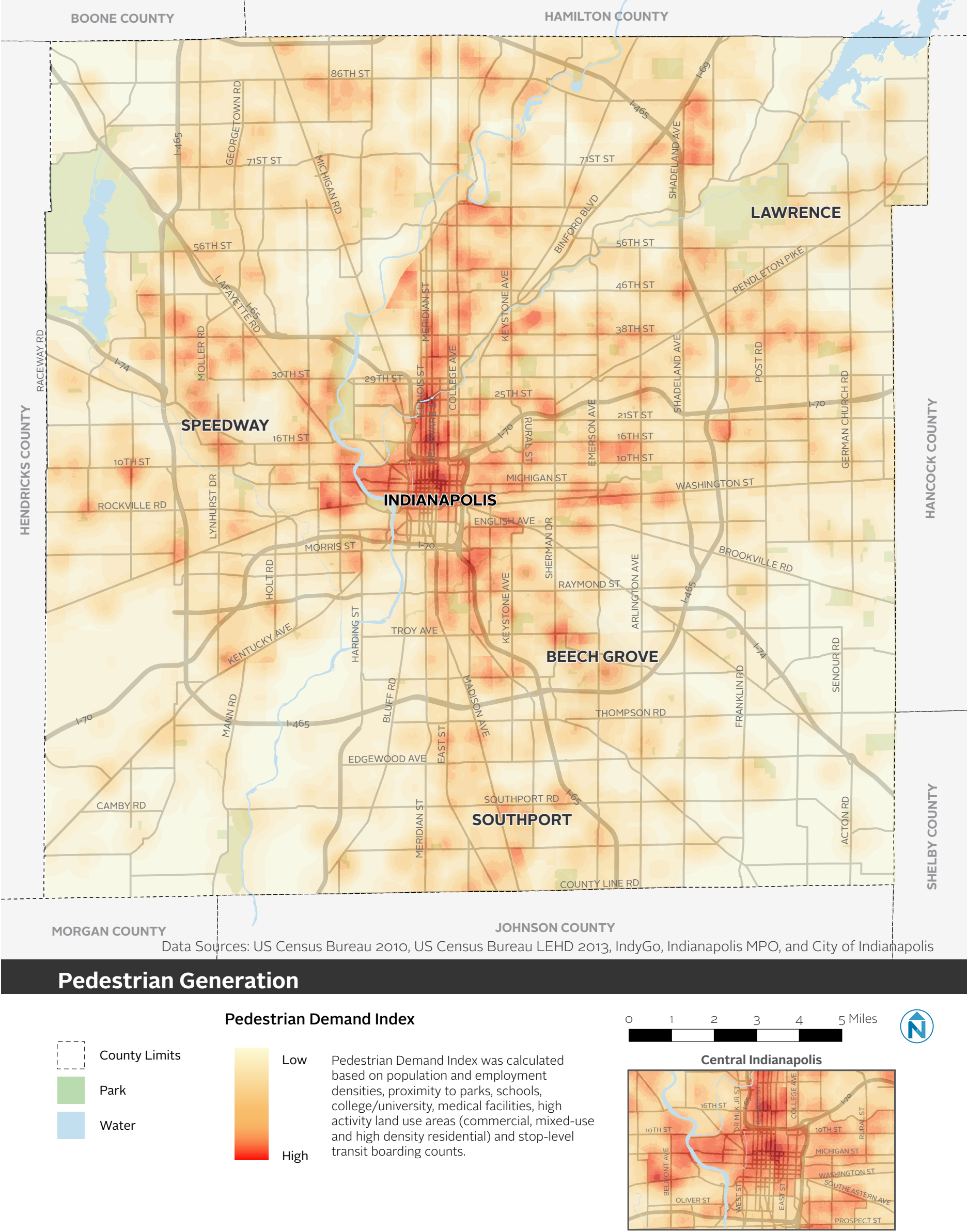
EQUITY



While safe places to walk and programs that support walking are needed throughout the city, some neighborhoods rely more on walking for transportation than others.

- The equity index combines densities of the following populations:
- » Individuals with a disability
 - » Youth
 - » Older adults
 - » No-vehicle households
 - » Minorities
 - » Individuals with limited English proficiency

DEMAND

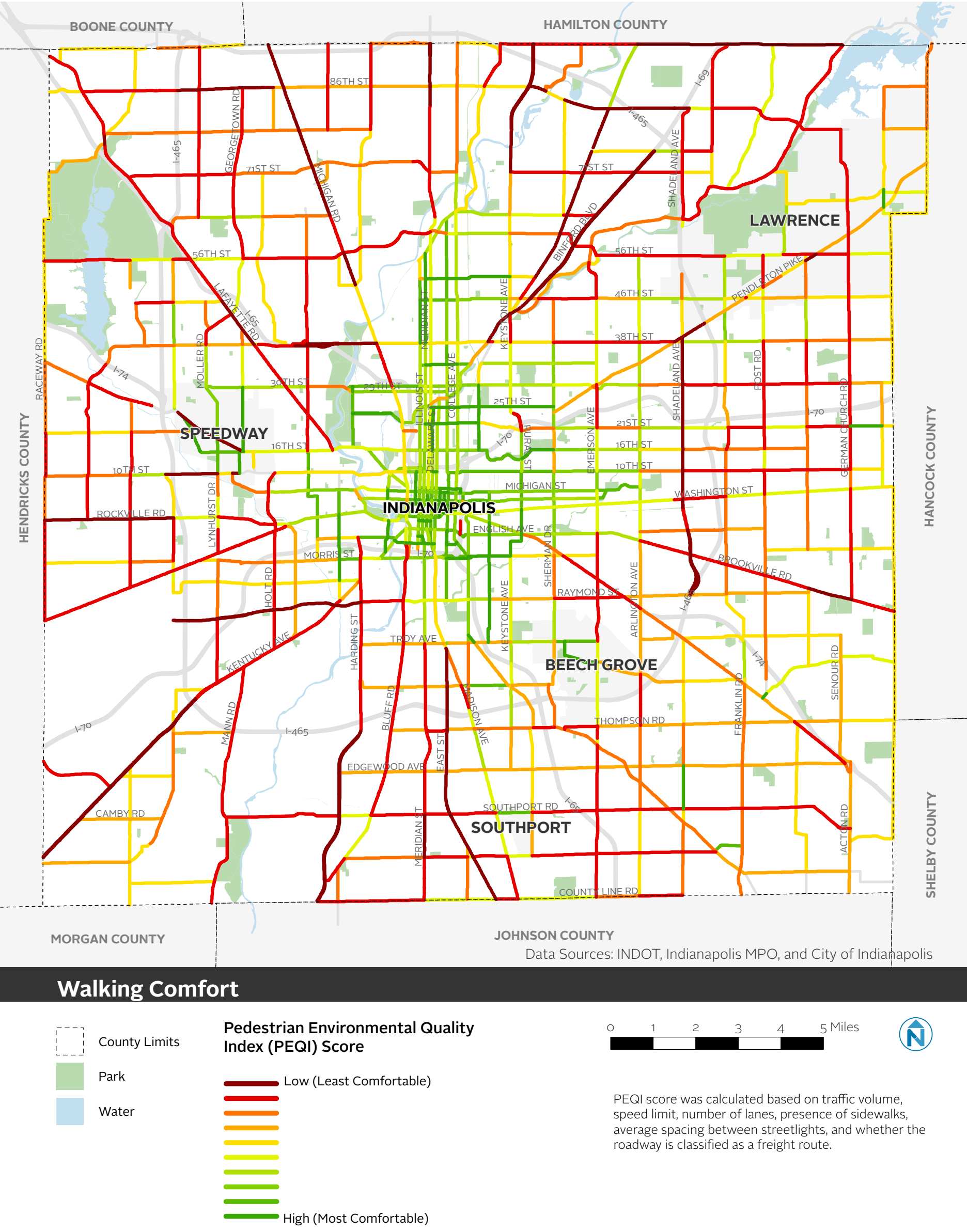


Higher densities of housing and jobs, mixed land uses, clusters of places to go, and specific types of destinations (such as schools and transit stops) typically generate more walking trips than areas without those features.

- The demand index combines the following indicators:
- » Population and employment density
 - » Existing land use
 - » Transit ridership
 - » High activity areas, such as schools and universities

PRIORITIZATION FACTORS

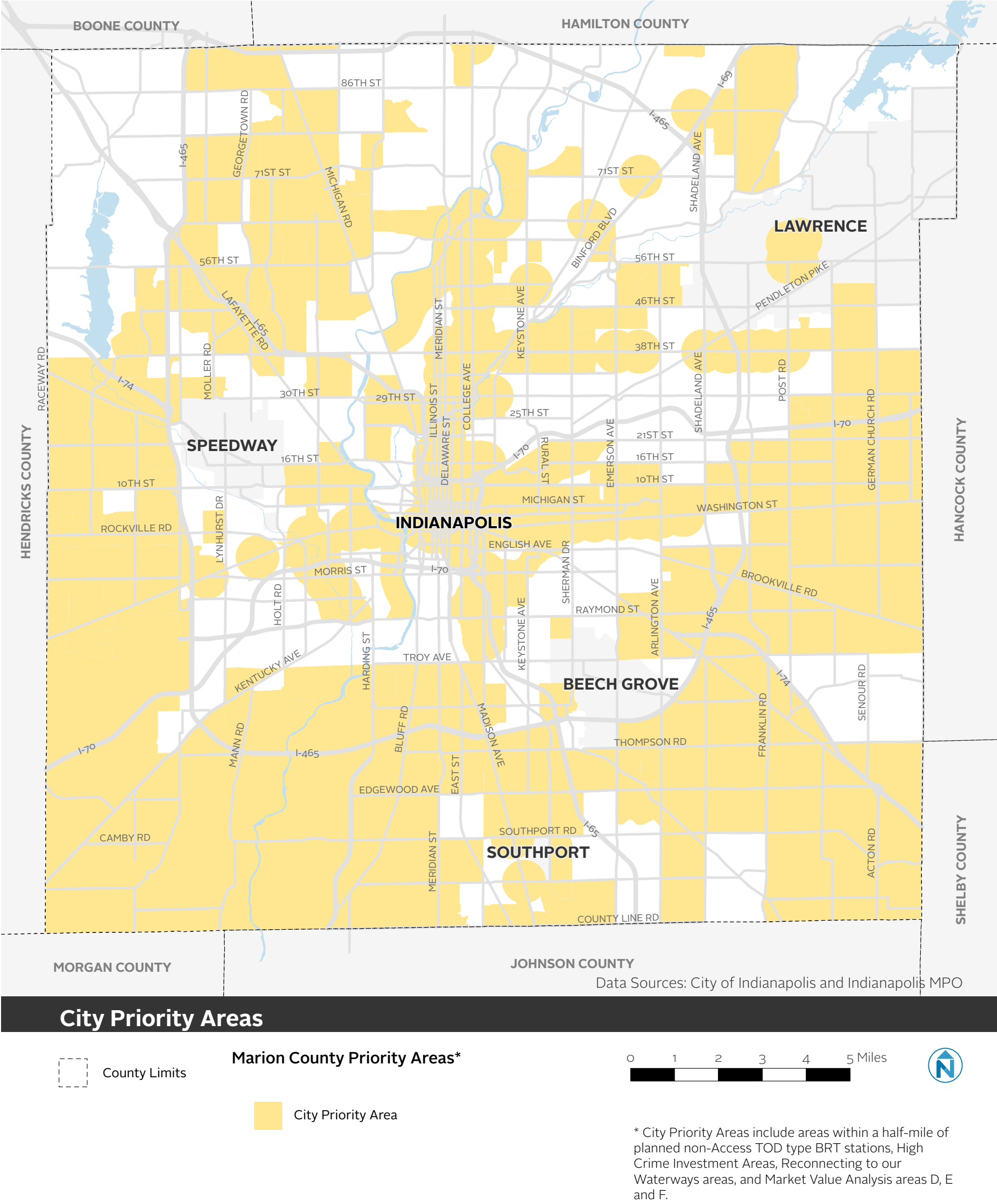
COMFORT



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.

- The comfort index combines the following indicators:
- » Traffic volumes
 - » Posted speed limits
 - » Number of travel lanes
 - » Average streetlight spacing
 - » Presence of sidewalks

CITY PRIORITIES



The City of Indianapolis has policy priorities that would be supported by investments in walking. These policies aim to link residents to high quality transit, reconnect people to the city’s natural assets, better support areas that experience chronic cycles of crime, and spur investment in changing neighbourhoods.

- City priority areas that are included in the high priority areas include:
- » Catalytic TOD station areas
 - » High crime investment areas
 - » Reconnecting Our Waterways areas
 - » Market Value Analysis areas

PRIORITIZING PROJECTS

Criteria	High	Medium	Low
<div></div> <div>IMPROVES TRANSIT ACCESS</div>	Major transit hub	3+ bus routes	1-2 bus routes
<div></div> <div>IMPROVES ACCESS TO NEARBY DESTINATIONS</div>	High intensity destinations <ul style="list-style-type: none">» University or college» Major generator (e.g., downtown, convention center, state or regional park, mall)» High density multifamily housing	Medium intensity destinations <ul style="list-style-type: none">» K-12 school» Major retail (e.g., main street, district shopping center)» Major hospital (e.g., Eskenazi)» Community service (e.g., library, post office, social service)» Moderate density multifamily housing	Low intensity destinations <ul style="list-style-type: none">» Daycare/preschool» Minor retail (e.g., corner store, strip retail)» Health clinic» Low density housing
<div></div> <div>ENABLES ACTIVE LIVING</div>	Connects to 3 <ul style="list-style-type: none">» Park» Trail» Healthy foods	Connects to 2 <ul style="list-style-type: none">» Park» Trail» Healthy foods	Connects to 1 <ul style="list-style-type: none">» Park» Trail» Healthy foods
<div></div> <div>REMOVES A PEDESTRIAN BARRIER OR FILLS A PEDESTRIAN GAP</div>	Non-traversable barrier or major gap E.g., river, freeway	Difficult barrier or moderate gap E.g., major roadway crossing, missing sidewalk	Minor barrier or minor gap E.g. partially missing sidewalk, minor road crossing
<div></div> <div>POTENTIAL TO LEVERAGE OTHER FUNDING OR PIGGYBACK ON ANOTHER PROJECT</div>	Funds in hand	Funds earmarked	Funds announced or promised
<div></div> <div>FAVORABLE CONSIDERATIONS</div>	Has all 3: <ul style="list-style-type: none">» In existing plan» Documented community support» Can stimulate investment	Has 2 of 3: <ul style="list-style-type: none">» In existing plan» Documented community support» Can stimulate investment	Has 1 of 3: <ul style="list-style-type: none">» In existing plan» Documented community support» Can stimulate investment
<div></div> <div>LAND USE TYPOLOGY</div>	Located in a Maturing Village, Growth Village, or Mobility Corridor	Located along a Village Access Corridor	Located in the Central Business District or rural land use types

WALKWAYS

moving INDY forward

STATE OF WALKABILITY REPORT



STATE OF WALKABILITY

A COMPANION PIECE TO THE INDIANAPOLIS/MARION COUNTY PEDESTRIAN PLAN

FINAL

FEBRUARY 2016

PREFACE

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 are working to develop the 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 infrastructure and programs, making our community safer and more accessible for people who travel by foot.

The State of Walkability report is a benchmarking account, providing a snapshot of Indianapolis' walkability and the physical, social, and health implications of living in a neighborhood unsupported by safe walking infrastructure and comfortable walking environments. While the factors that influence whether people will walk vary by neighborhood, the principles of walkable communities are clearly laid out in this report.

Many neighborhoods in Indianapolis still need basic pedestrian infrastructure—such as sidewalks and crosswalks—to make it easy for people to walk to work, transit, home, school, and recreation. Limited funding means it's impossible to take care of every need at once. Indianapolis must prioritize limited funds and target pedestrian improvements in the places of greatest need.

The State of Walkability report is the initial step to creating priorities. By looking at differences in how comfortable it is to walk, where different populations live, and where walking infrastructure is needed, it's possible to develop a picture of the areas where supports for walking will have the greatest impact.

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SETTING THE STAGE

What is the policy and planning context of walking in Indianapolis? What makes a city walkable? What land use patterns are present in Indianapolis?

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2

THE BASELINE

What is the existing level of walk infrastructure in Indianapolis? What are its current walkability programs and procedures?

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3

MAPPING INDY

What socioeconomic, health, and environment factors influence walking in Indianapolis? Where are collisions with pedestrians highest?

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MOVING FORWARD

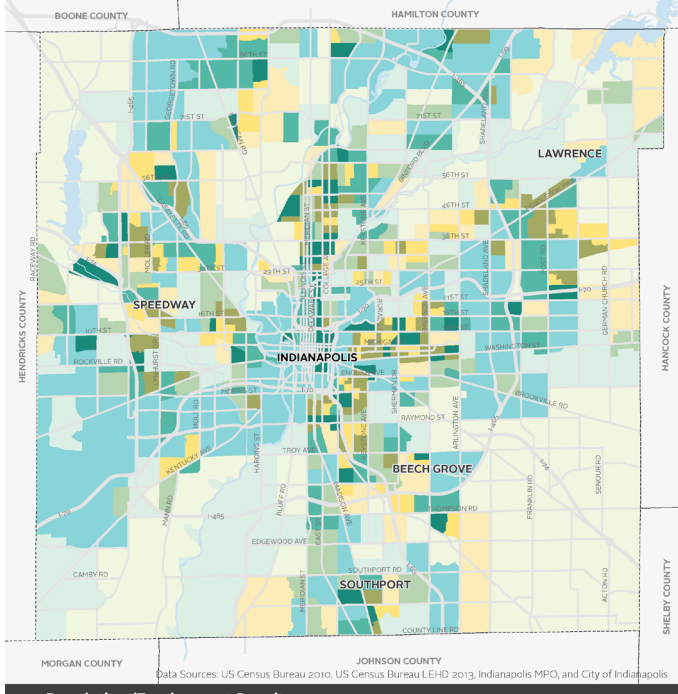
What are Indianapolis' vision and goals for walkability? How can we turn challenges into opportunities? What leading practices can serve as inspiration?

SETTING THE STAGE | 1

PEDESTRIAN GENERATION

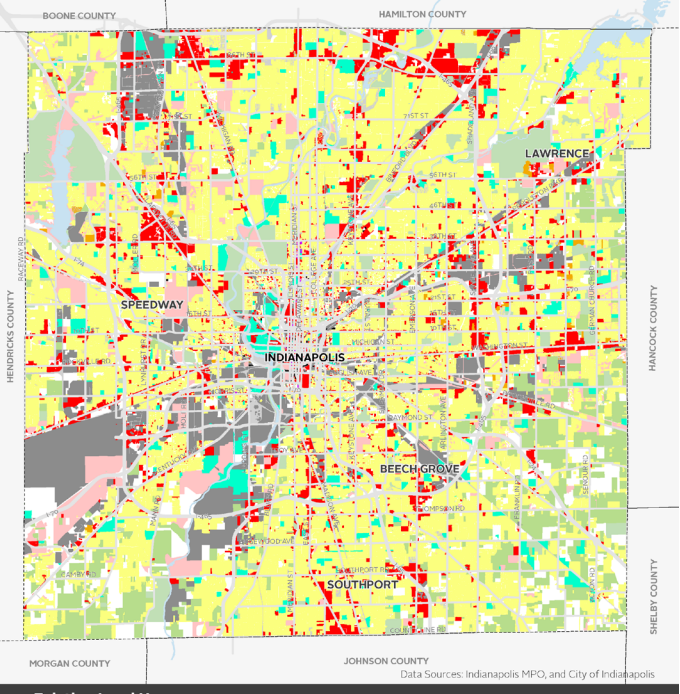
Whether walking to the bus, running errands, or getting their daily "steps," most residents make several walk trips every day. Higher densities, mixed land uses, clusters of places to go, and specific types of destinations such as schools and transit stops typically generate more walking trips than areas without those characteristics. The maps that follow show how factors that encourage walking come together to indicate where there are major pedestrian-generating locations or conditions throughout Indianapolis.

POPULATION AND EMPLOYMENT DENSITY



Population and employment density is a major driver of pedestrian demand. Areas with moderate to high density population and/or employment attract more people per acre and tend to have more destinations (and a greater variety of destinations) that are within a walkable distance. As density increases, people are more likely to run errands or make personal trips on foot, by bike, or on transit rather than in a car. The highest density areas in Marion County are concentrated in downtown Indianapolis and along some radiating out of the core to the north, east, and south-southeast to areas such as Southport. These clusters of density also correspond with transit ridership (illustrated on the following page).

EXISTING LAND USE



Indianapolis has a dense, mixed use, and walkable downtown core. Neighborhoods outside of the core are less dense and tend to be zoned for single uses, such as low density residential or office/commercial development. This land use environment means that destinations are not clustered, translating to long walking distances between them. Some types of land uses are more likely to have attractive walking environments and encourage walking: these include parks, colleges and universities, hospitals or medical facilities, commercial and/or mixed-use areas, and high density housing. In Indianapolis, commercial mixed-use areas and medium to high density housing are located downtown, in maturing village centers, and along commercial corridors.

PEDESTRIAN POLICIES AND PROCEDURES

Indy lacks clear procedural guidance to ensure pedestrian improvements are built as required, communities are engaged, and progress is measured and reported. With so many different actors involved in and affected by pedestrian projects, it is vital that the city establish and document its process for ensuring compliance with established policies, facilitating coordination among the appropriate public and private stakeholders, and incorporating the feedback of affected businesses and communities. Today, many of the city's policies and practices are not documented, leaving residents with a limited understanding of how decisions are made.

Select Leading Practices

CDOT Complete Streets Guidelines

The Chicago Department of Transportation provides an excellent example of a comprehensive checklist for delivering projects according to Complete Streets standards. Depending on the project type (ranging from ADA ramp improvements to placemaking activities), the guide provides step-by-step tasks for each stage of the project. The stages and corresponding goals are as follows:

- Project:** Identify/promote Complete Streets in projects. Includes identification of project initiation and project budget.
- Scoping:** Address all needs identified in scoping. Includes project goals and requirements, research, site visits, mapping, and analysis.
- Design:** Address all objectives identified during scoping. Includes design alternatives, schematic design, feedback/approvals, and design impact evaluation.
- Construction:** Ensure project is built as designed for Complete Streets.
- Measurement:** Measure the effectiveness of the Complete Street.
- Maintenance:** Ensure all users are accommodated for lifespan.

In order to facilitate common understanding among the city's various public agencies, CDOT led working groups with the Department of Housing and Economic Development, the Chicago Transit Authority, and the Illinois Department of Transportation. CDOT also created a Complete Streets Compliance Committee to ensure proper implementation of the guide. It also launched pilot projects to win support for Complete Streets projects and to allow staff to learn from their implementation before applying solutions at a larger scale.

Complete Streets Chicago



Through this collaborative effort, the city is able to facilitate a coordinated effort among those involved and/or affected by construction to identify mobility impacts and create solutions.

If Indianapolis were to implement this

Adopting a Complete Streets checklist with clear guidelines is a vital step for Indianapolis. The step-by-step guidelines outlined in Chicago's implementation manual offer clear and practical instructions for project implementation within the parameters of Complete Streets standards.

Applicable pedestrian land use types: CBD | MV | VC | GV | MC | R

MOVING FORWARD | 65

KEY CHALLENGES

- » Wide funding gap
- » Funding is spread too thinly to have a significant impact and some neighborhoods are left behind
- » No visible pedestrian program
- » Lack of coordination for short-term uses of the right-of-way (e.g., pedestrian access during construction)
- » No toolbox of interim design solutions
- » Existing pedestrian infrastructure is not well maintained
- » Missing procedural guidance to ensure pedestrian improvements are built as required, communities are engaged, and progress is measured

KEY OPPORTUNITIES

- » Longstanding history of strong public-private partnerships is helping to build walkable communities
- » Cultural Trail and other greenway/trail investments like the Monon Trail provide recreational and mobility benefits for many neighborhoods in Indianapolis
- » Opportunity for an Active Transportation Program to house pedestrian projects and programs
- » Coordination with developers for all types of projects can improve pedestrian infrastructure
- » Explore community-led projects to develop innovative, low-cost approaches to pedestrian infrastructure
- » Establish compliance, coordination, and outreach protocols