PRIORITIZATION OPEN HOUSES

Pedestrian Plan for the City of Indianapolis/Marion County

February 2016

WALKWAYS
moving INDY forward

NELSON NYGAARD

Agenda

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- Project overview
- Vision and goals
- State of Walkability in Indy
- Setting priorities
- Choosing projects
- Important destinations

Plan Purpose

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- Create long-term vision for more walkable and healthy Indianapolis
- Establish clear, equitable, data-driven priorities for future investments
- Recognize resource constraints and make the most impact with available funding

Project Schedule

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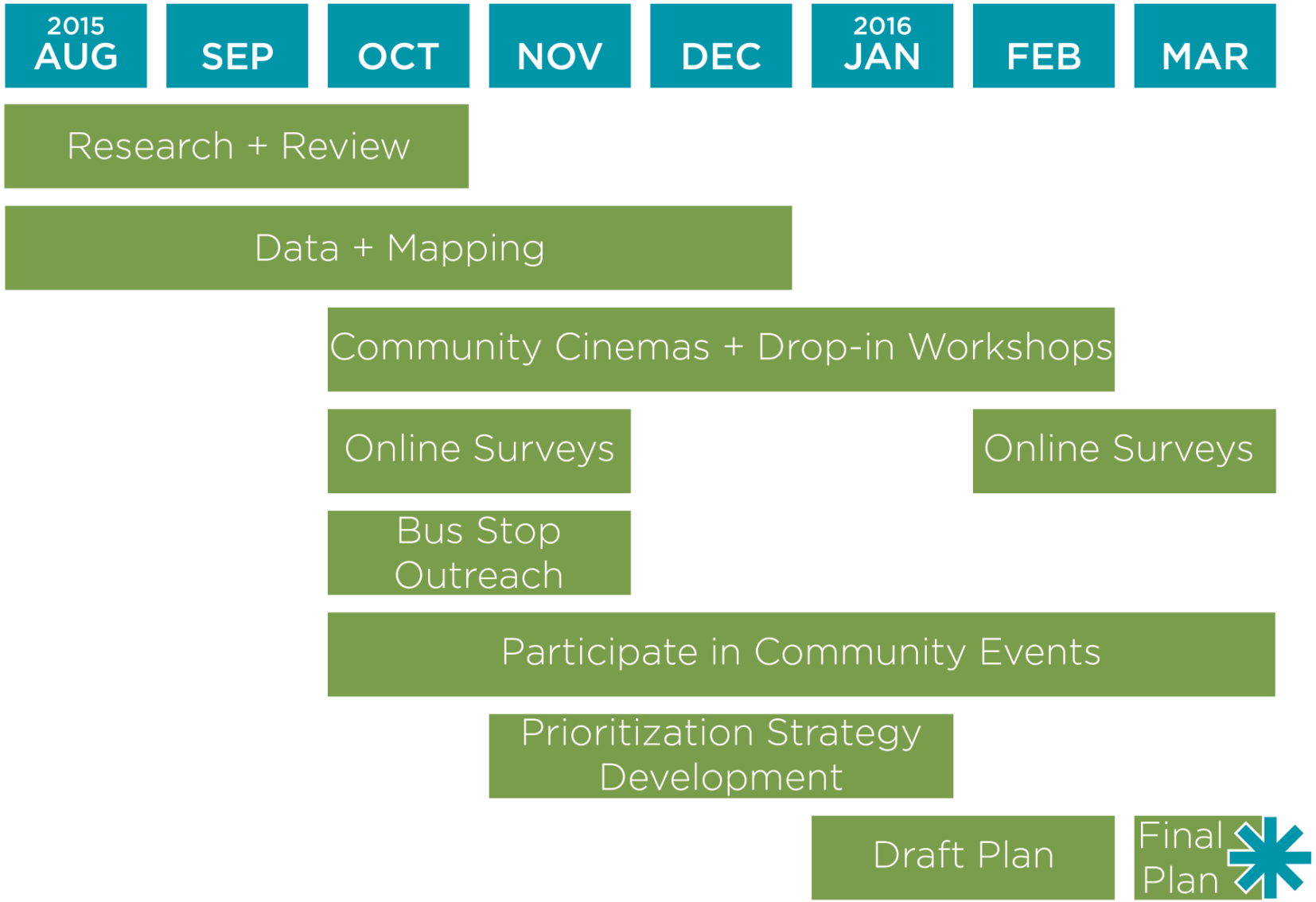

Why does Indy need a Pedestrian Plan?

Why the Pedestrian Plan

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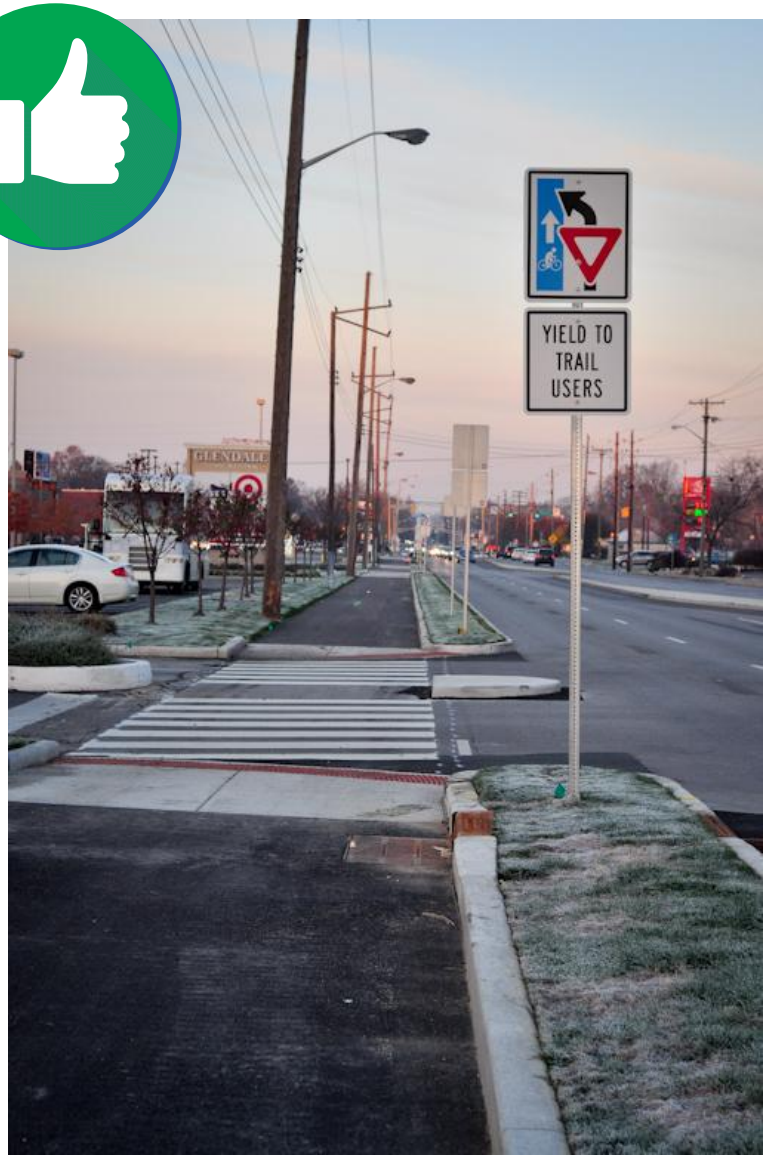

Why the Pedestrian Plan

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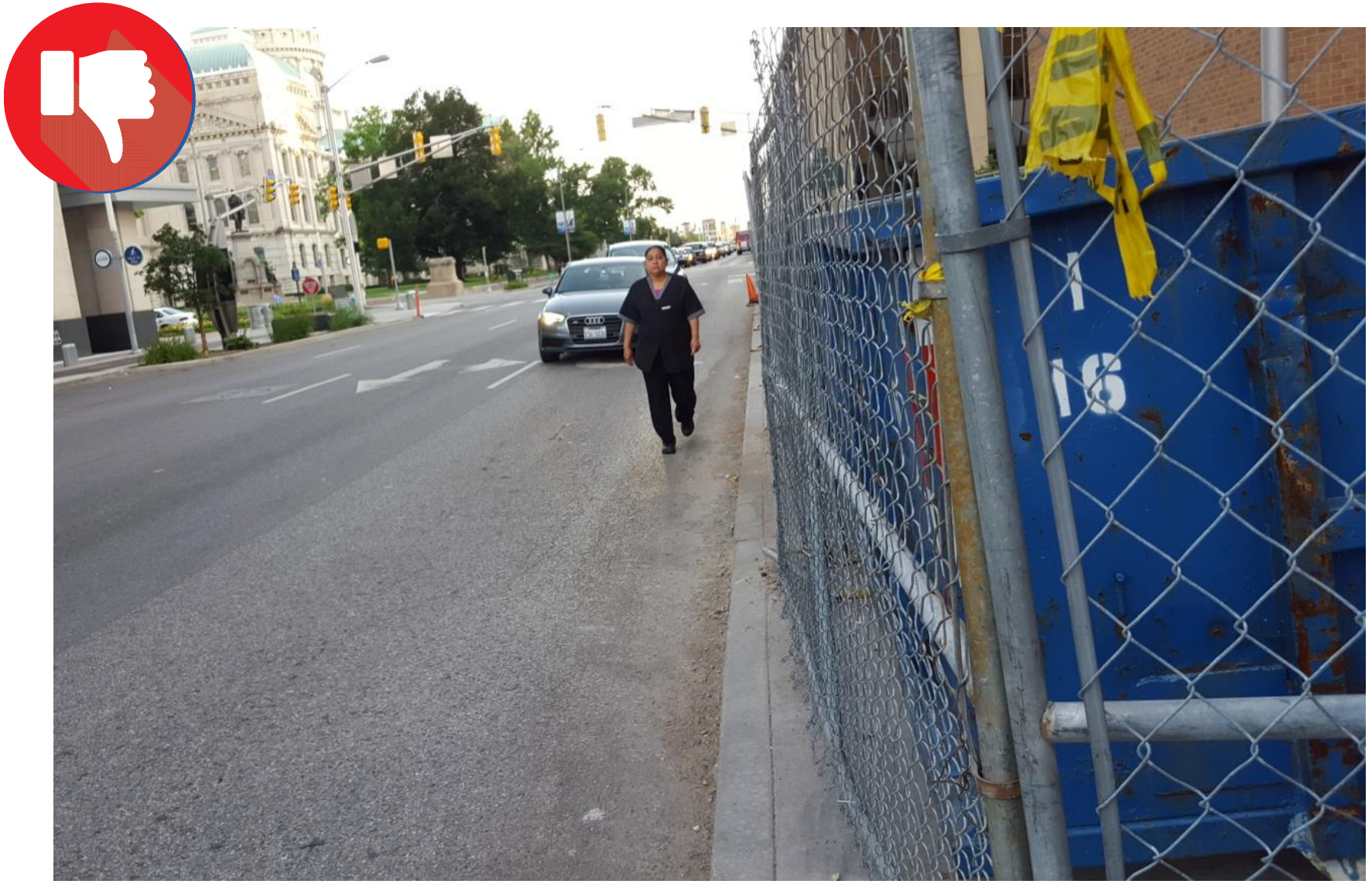

Why the Pedestrian Plan

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Indy's Budget Gap

Vision and Goals

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

Create Connected and Complete Communities

Make the Experience Safe

Build Walkable Places for All

Get It Done

State of Walkability Report

State of Walkability Report

WALKWAYS
moving INDY forward

STATE OF WALKABILITY

A COMPANION PIECE TO THE INDIANAPOLIS/MARION COUNTY PEDESTRIAN PLAN

FINAL

FEBRUARY 2016

WHAT MAKES A CITY WALKABLE?

Almost everyone has a favorite place to walk. Though if you ask people what makes their favorite place so great, you're likely to get a range of answers. For some people, walkability means that there are shops and restaurants to visit. For others, it means that there are nice sidewalks and shade trees. Still others will tell you that it's all about getting from one place to another as efficiently as possible. The truth of the matter is that they're all valid!

At its core, a walkable city is one where pedestrian transportation is convenient, safe, and enjoyable. Walkable places are the result of partnerships between city departments, the private sector, and individual residents, all of whom have some role in creating great places for people to walk. Most of the policy-level impacts to walkability are controlled by the City of Indianapolis; think about these as the "levers" that the city can use to help make a place more walkable.

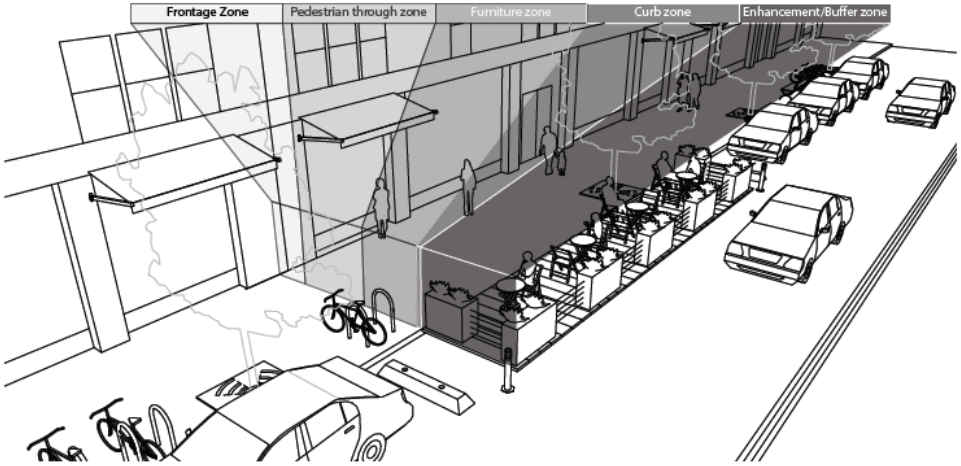
Six levers of walkability in Indianapolis are described below and can be used to assess a neighborhood's ability to support walking. Although applying these levers in an area won't automatically create a walkable community, a place that is missing many of these elements is unlikely to support much walking. Until these levers are embraced, walking won't be seen as a routine and expected part of life across Indianapolis.

Each lever is important and works in concert with the others to shape walkability. Just because one of these elements is missing in a neighborhood doesn't automatically mean the area is unwalkable. Rather, Indianapolis' streets, cultural districts, and neighborhoods lie along a spectrum of walkability. As the levers are adjusted, these places move along the spectrum, hopefully toward becoming more walkable.

Lever #1: Pedestrian-oriented design. Streets in a walkable community need to be designed first and foremost for people who are walking, both along streets (sidewalks and paths) and across it (at intersections or at midblock locations). Many streets in Indianapolis accommodate people walking at the most basic level—for example, they may have a sidewalk—but they are not designed for comfort and are not likely to encourage walking for transportation or recreation. Streets should not treat people walking as an afterthought; rather, they must be designed for people of all ages and abilities. For those that walk or roll using a mobility device, a street should offer a well maintained sidewalk of comfortable width, high visibility marked crossings with walk-friendly signal timing, refuge islands at major crossings, street trees and other buffers from traffic, lighting, and features that make walking pleasant. Shelby Street in Fountain Square and many streets in downtown Indianapolis provide these features.

While sidewalks and intersections should not be designed the same, Figure 1 demonstrates the sidewalk zones that should be considered when designing a sidewalk corridor and Figure 2 illustrates key design elements of safe and comfortable intersections. These are the types of improvements and designs that make people feel safe and comfortable while walking.

Figure 1 Sidewalk Zones



State of Walkability Report

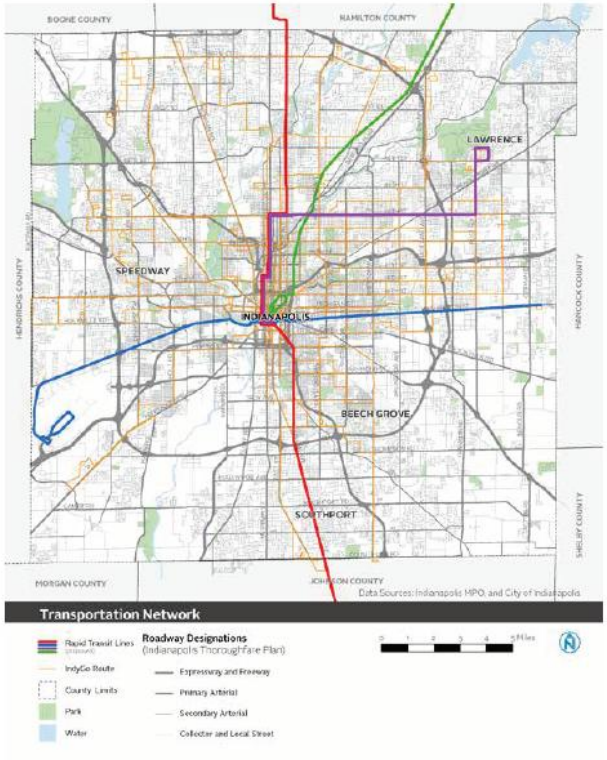
WALKWAYS
moving INDY forward

EXISTING INFRASTRUCTURE

Indianapolis residents need walking infrastructure that feels safe and comfortable in order to encourage walking. Walking infrastructure needs to make people feel respected and cared for—without supportive infrastructure, people may choose not to walk or take transit.

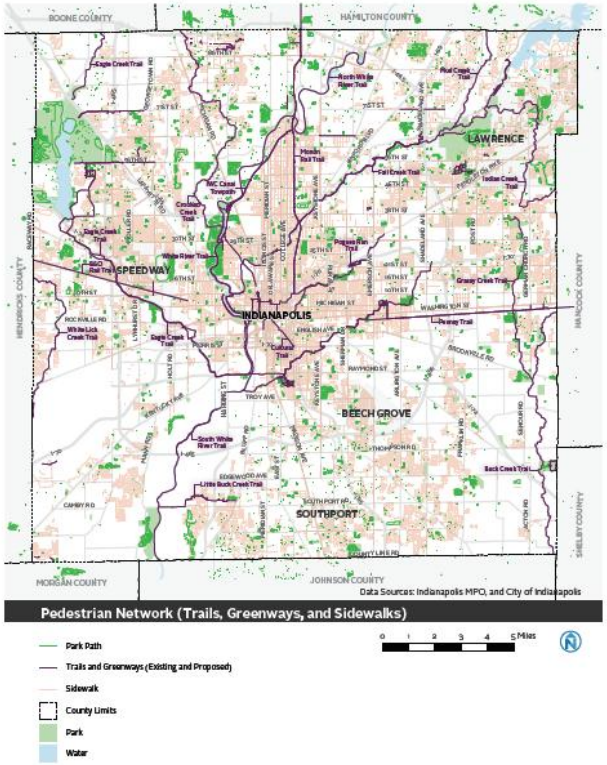
The following maps show the transportation network available for people walking in Indianapolis, establishing a baseline understanding of where infrastructure exists and where it is missing. In some neighborhoods, Indianapolis has an extensive sidewalk and trail network. Center Township and the older stock of inner ring neighborhoods have access to the greatest density of pedestrian infrastructure. Importantly, large sections northwest and southeast of downtown lack sidewalks or accessible curb ramps.

TRANSIT AND ROADWAY NETWORK



Indianapolis has an extensive street and transit network, but accessing these networks on foot can be challenging. The design, speeds, and volumes of Indy's major thoroughfares are major barriers for people walking along and across the street. Expressways also interrupt the pedestrian network in areas without underpasses or overpasses. The transit system—which spreads throughout much of Marion County—can help connect people to destinations that are too far away to reach on foot, but there are neighborhoods in the southeast and southwest of Indianapolis that lack transit services. Future rapid transit lines will radiate from Center Township, providing high quality, frequent transit service as well as enhanced pedestrian connections to transit stops and stations.

THE PEDESTRIAN NETWORK

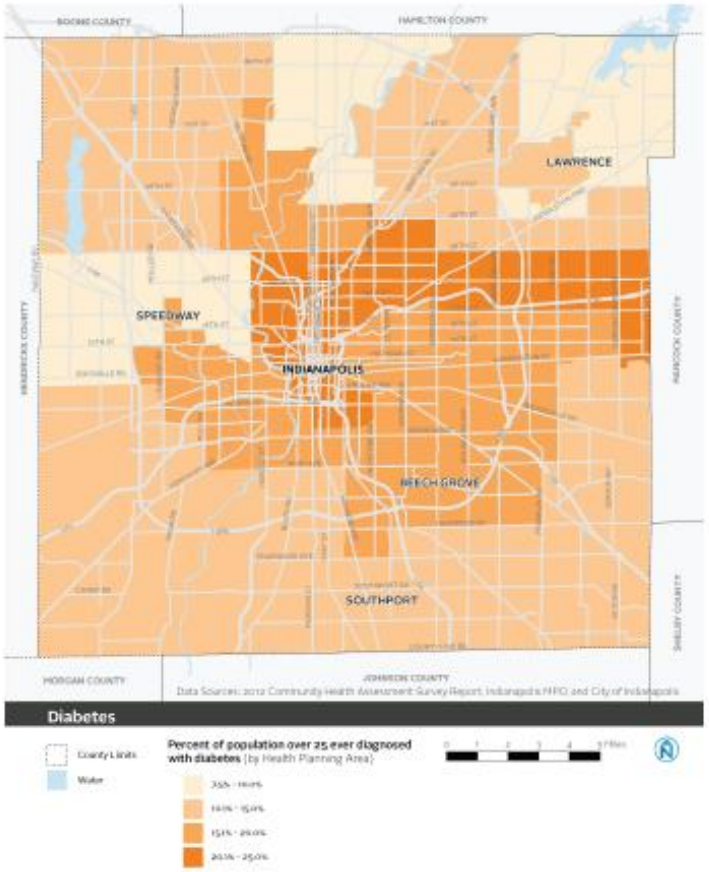


Indianapolis is home to a world-class trail and greenway network, including the Indianapolis Cultural Trail and the Monon Trail. Complementing the trail and greenway system is a network of linear pedestrian facilities including sidewalks, pedestrian bridges, and underpasses. Park paths also serve as neighborhood connectors and links between regional trail segments such as Eagle Creek Trail at Eagle Creek Park. The countywide system of 233 miles of trails and greenways weave together Indy's neighborhoods, offering an alternative, stress-free connection between neighborhoods and major destinations while encouraging active recreation. At the same time, the trail network is still not widespread enough to provide all of the walking infrastructure that's needed in neighborhoods that lack sidewalks.

State of Walkability Report

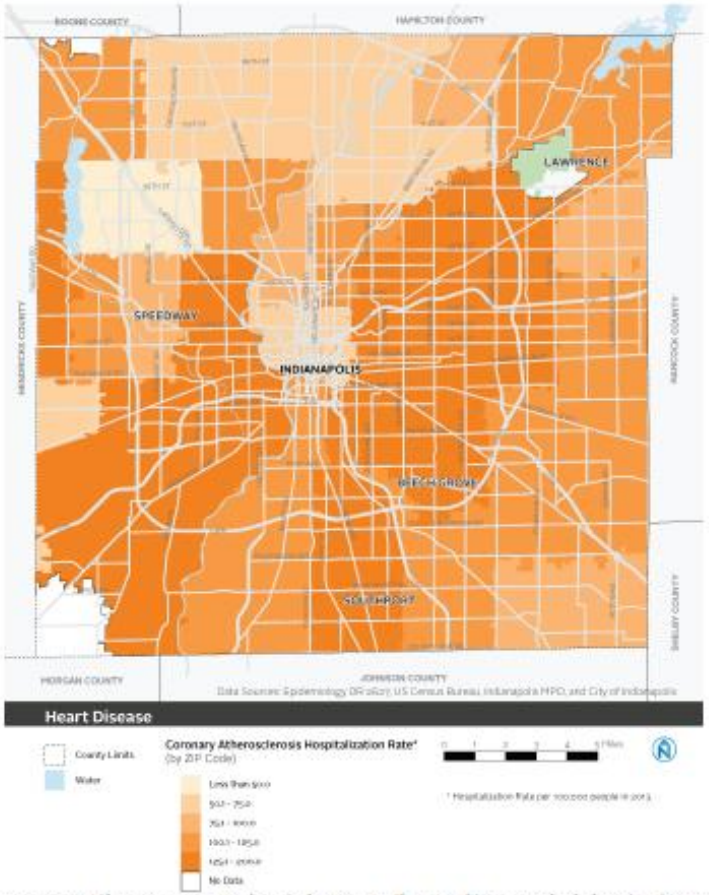
WALKWAYS
moving INDY forward

RATE OF DIABETES



The incidence of Type 2 Diabetes is exacerbated by poor nutrition, inactivity, and being overweight. Therefore, like obesity, diabetes is an indicator of sedentary lifestyles, which correlate directly with community design and walkability. The highest concentrations of Indianapolis residents who have been diagnosed with diabetes are located in areas surrounding downtown Indianapolis and east along 30th Street to the Hancock County border. These areas correspond with neighborhoods that have limited sidewalk coverage and low walking comfort.

RATE OF HEART DISEASE



Coronary atherosclerosis, or heart disease, is the condition in which heart arteries slowly become clogged and hardened, usually from the buildup of fat, cholesterol, calcium, and other substances. This causes heart attacks, strokes, and other heart-related conditions. Atherosclerosis can worsen as a result of stress, smoking, unhealthy diets, lack of exercise, having diabetes, and being overweight/obese. Many of those factors can be improved by walking. The highest hospitalization rates in Indianapolis for atherosclerosis are in the neighborhoods immediately east and west of Center Township. The lowest rates are in the suburban neighborhoods north of Speedway.

Setting Priorities

Setting Priorities

WALKWAYS
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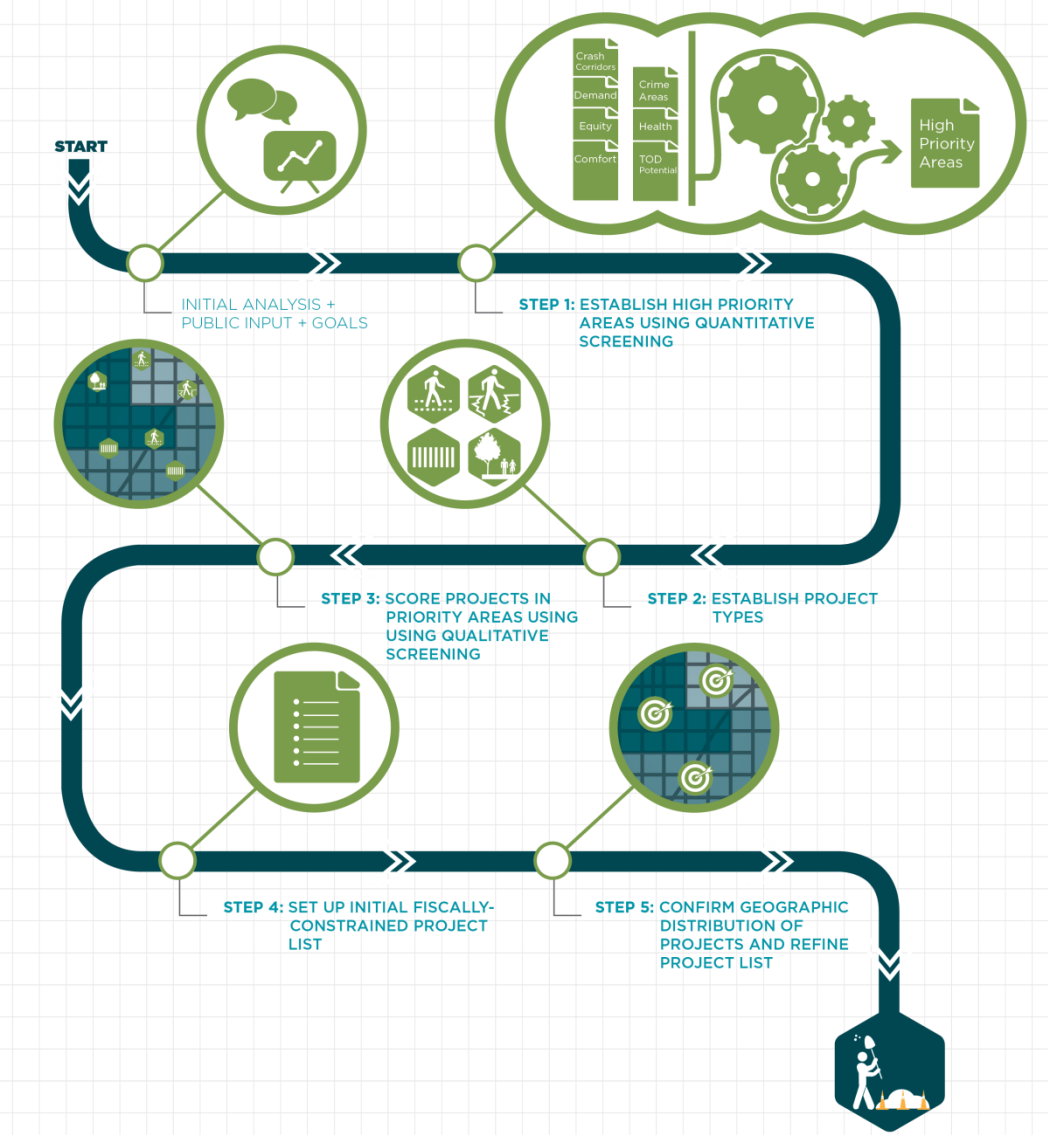
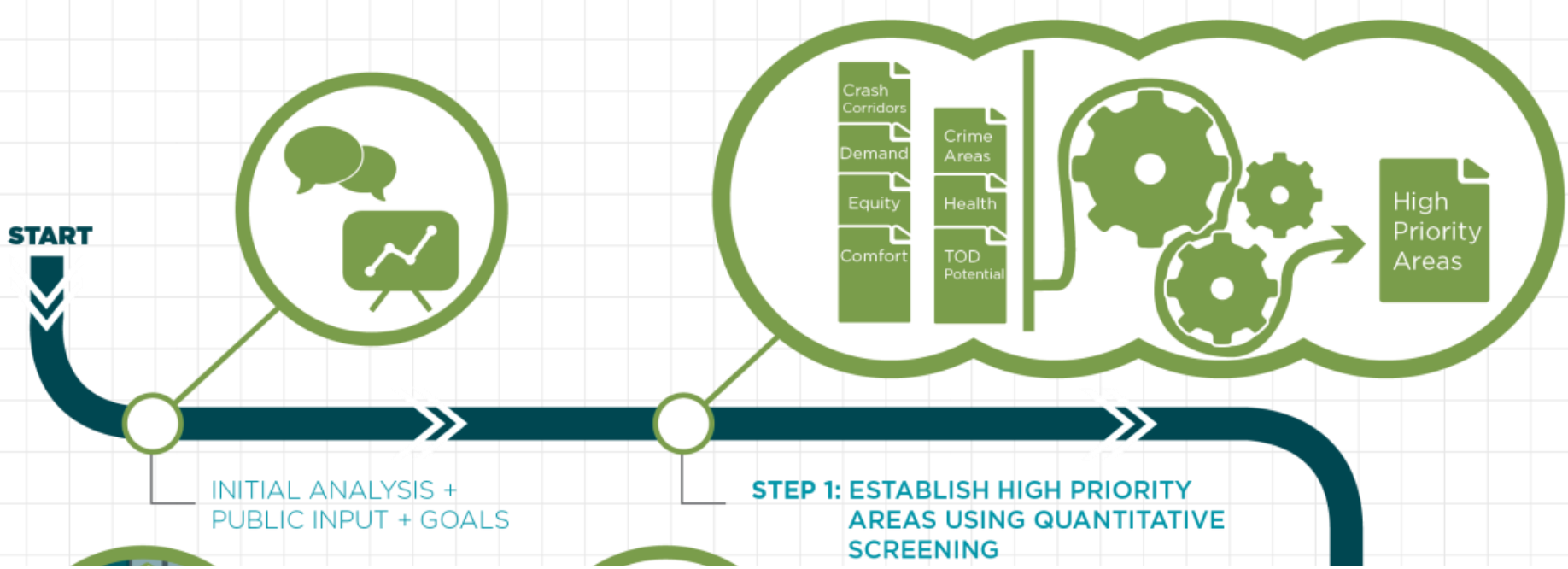
- Achieve project goals
- Select priority areas
- Score projects
- Maintain city flexibility
- Ensure priority projects reflect mix of land use types



STEP 1: Selecting Priority Areas

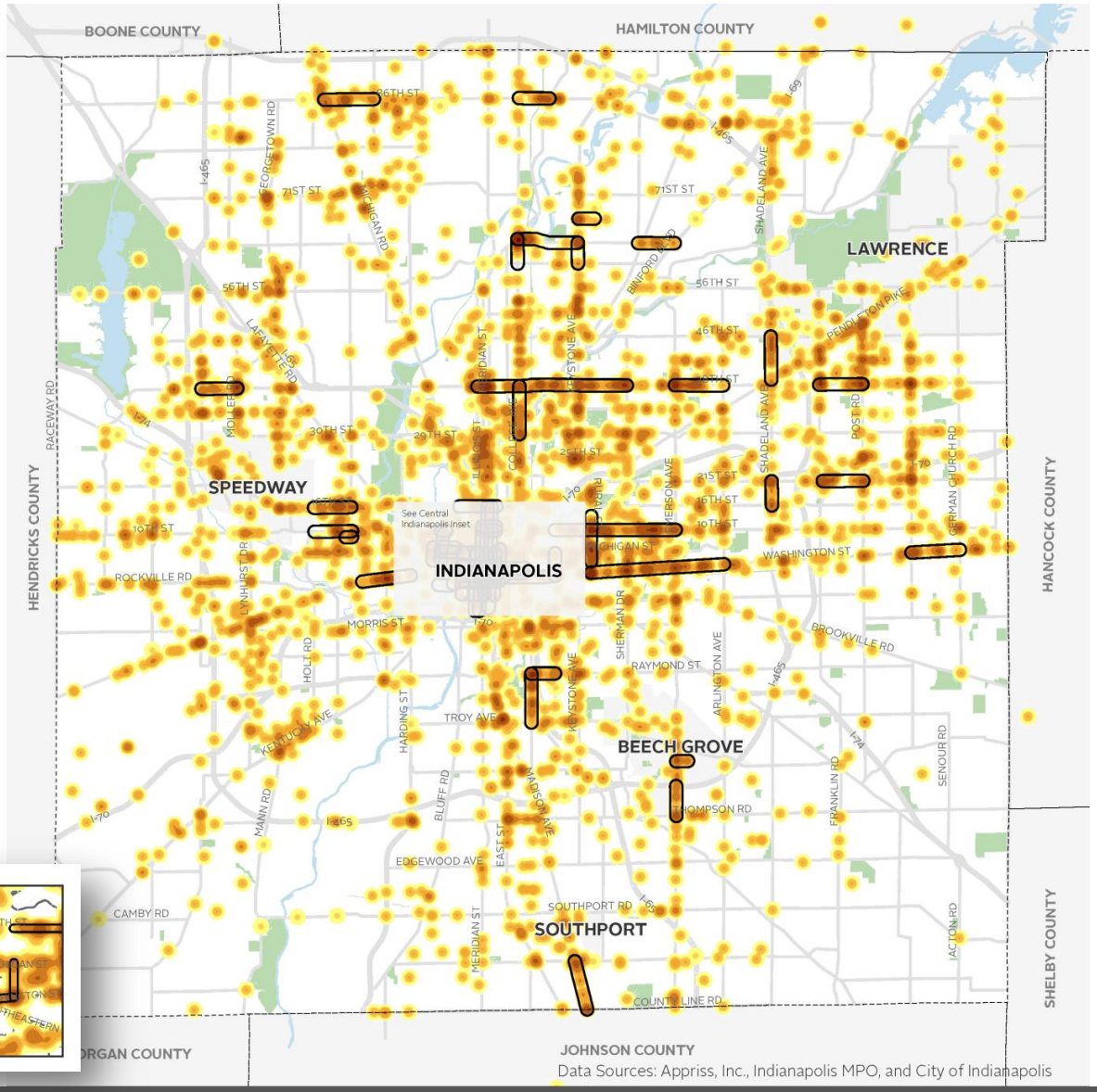
WALKWAYS
moving INDY forward



STEP 1: Selecting Priority Areas

WALKWAYS
moving INDY forward

HIGH PEDESTRIAN COLLISION CORRIDORS

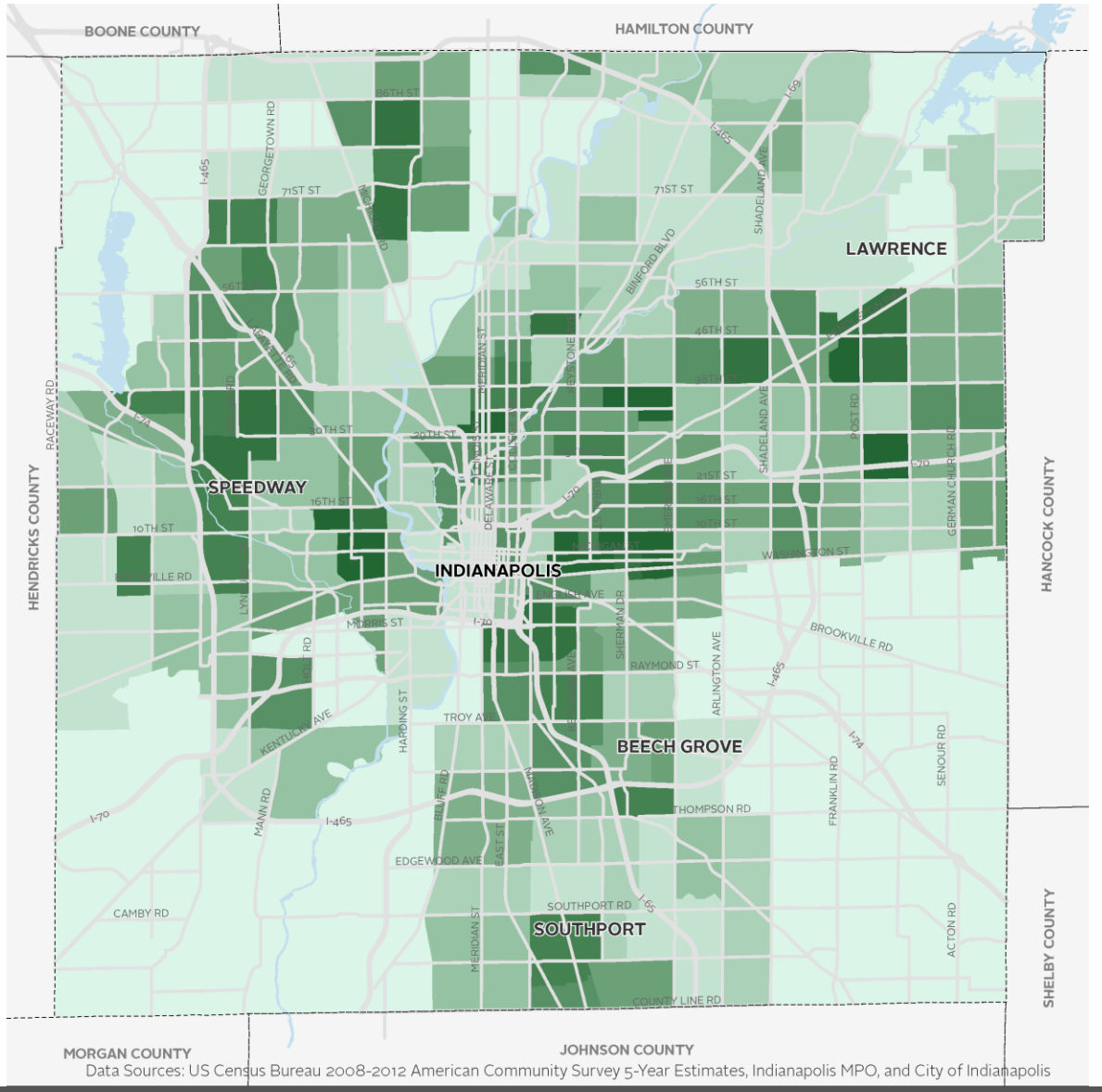


STEP 1: Selecting Priority Areas

WALKWAYS
moving INDY forward

EQUITY

- Non-White Population
- Poverty
- Seniors
- Youth
- No Vehicle Households
- Limited English
- Disabilities



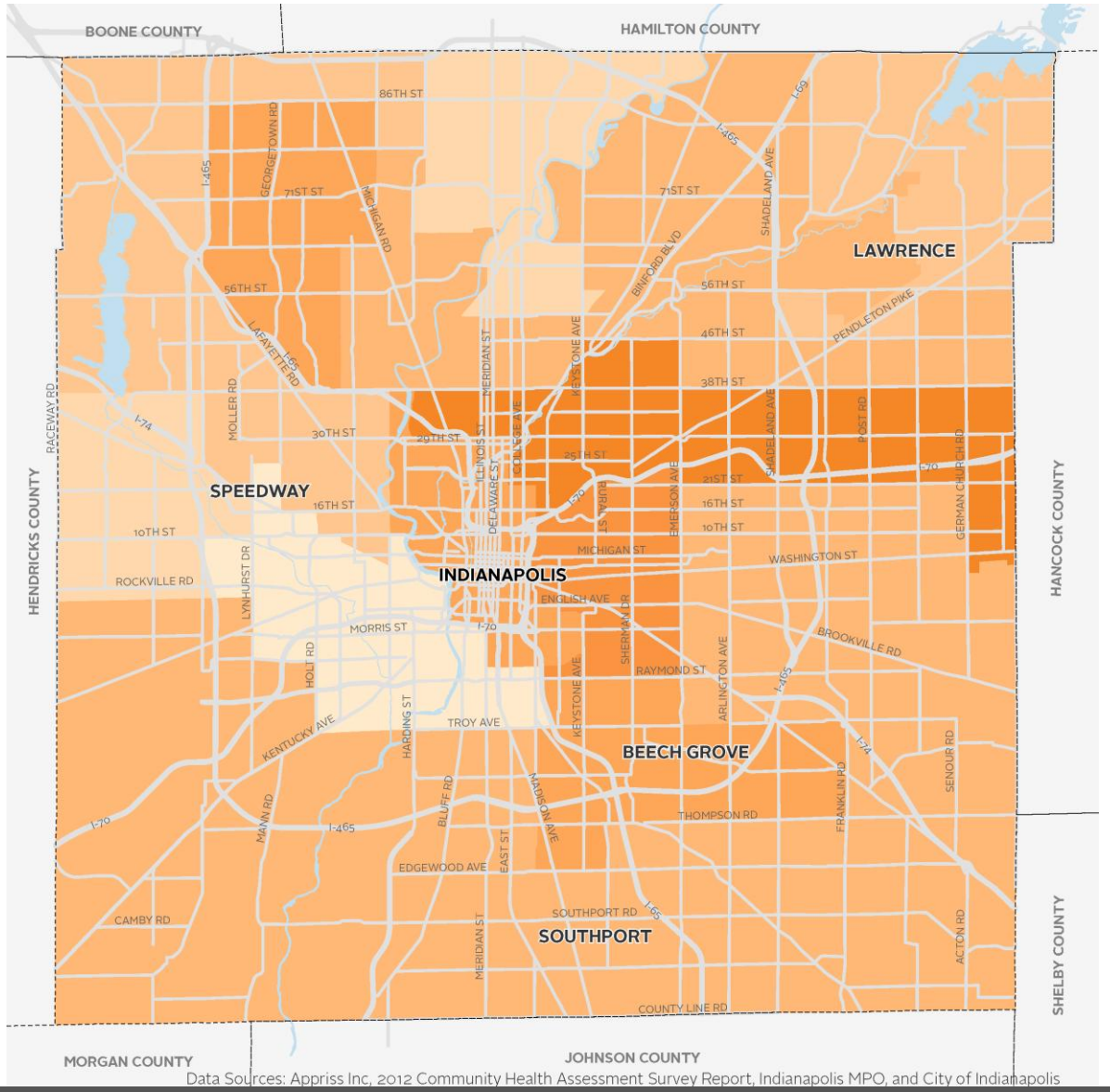
Data Sources: US Census Bureau 2008-2012 American Community Survey 5-Year Estimates, Indianapolis MPO, and City of Indianapolis

STEP 1: Selecting Priority Areas

WALKWAYS
moving INDY forward

HEALTH

- Overweight/Obese
- Diabetes
- Access to Groceries
- Access to Parks/ Greenways
- Collision Density



Health Index
(by Health Planning Area)

Low
(Least Healthy)

High
(Most Healthy)

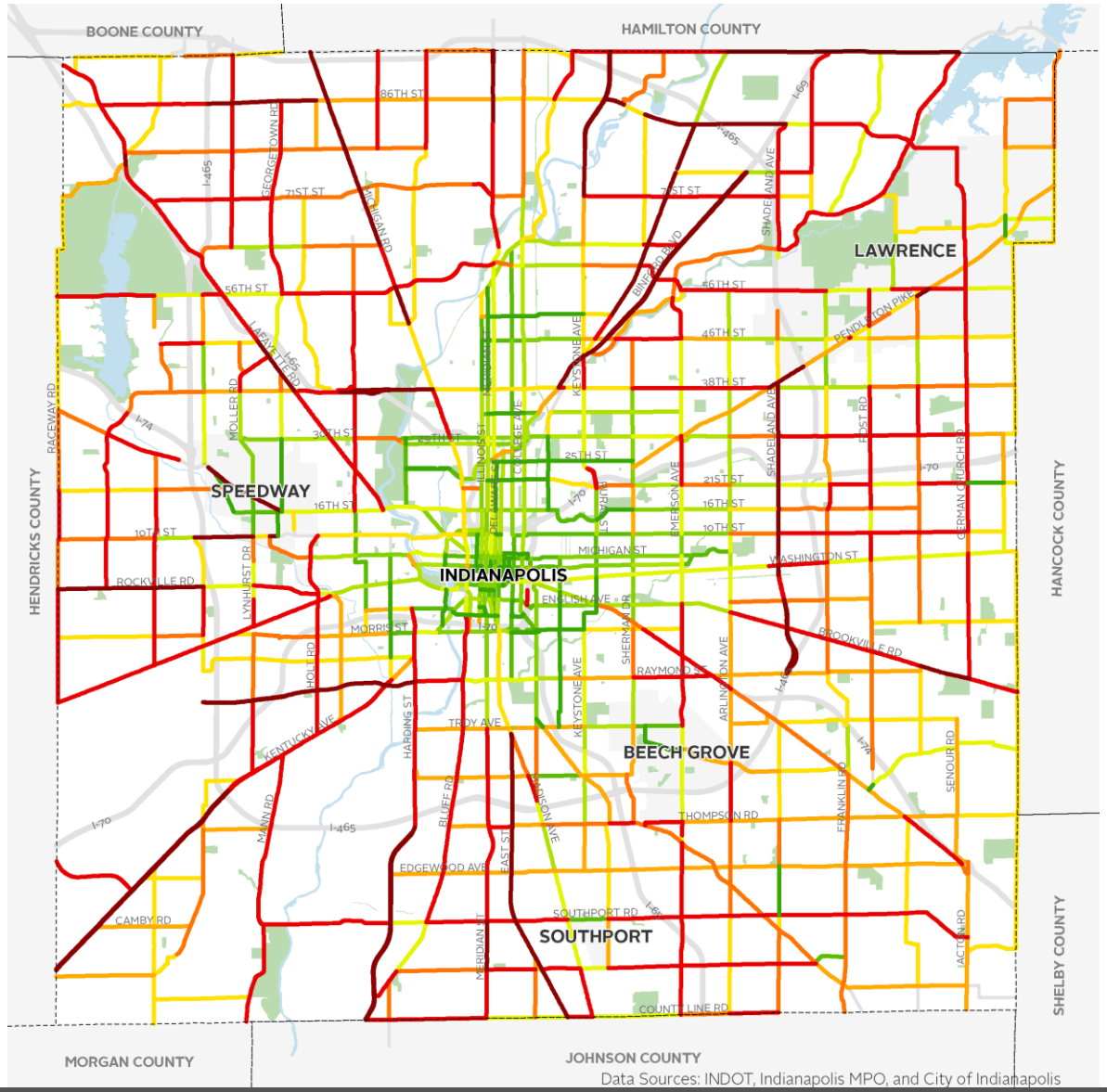
Data Sources: Appriss Inc, 2012 Community Health Assessment Survey Report, Indianapolis MPO, and City of Indianapolis

STEP 1: Selecting Priority Areas

WALKWAYS
moving INDY forward

WALKING COMFORT

- Traffic Volume
- Speed
- Travel Lanes
- Sidewalk Availability
- Street Lighting



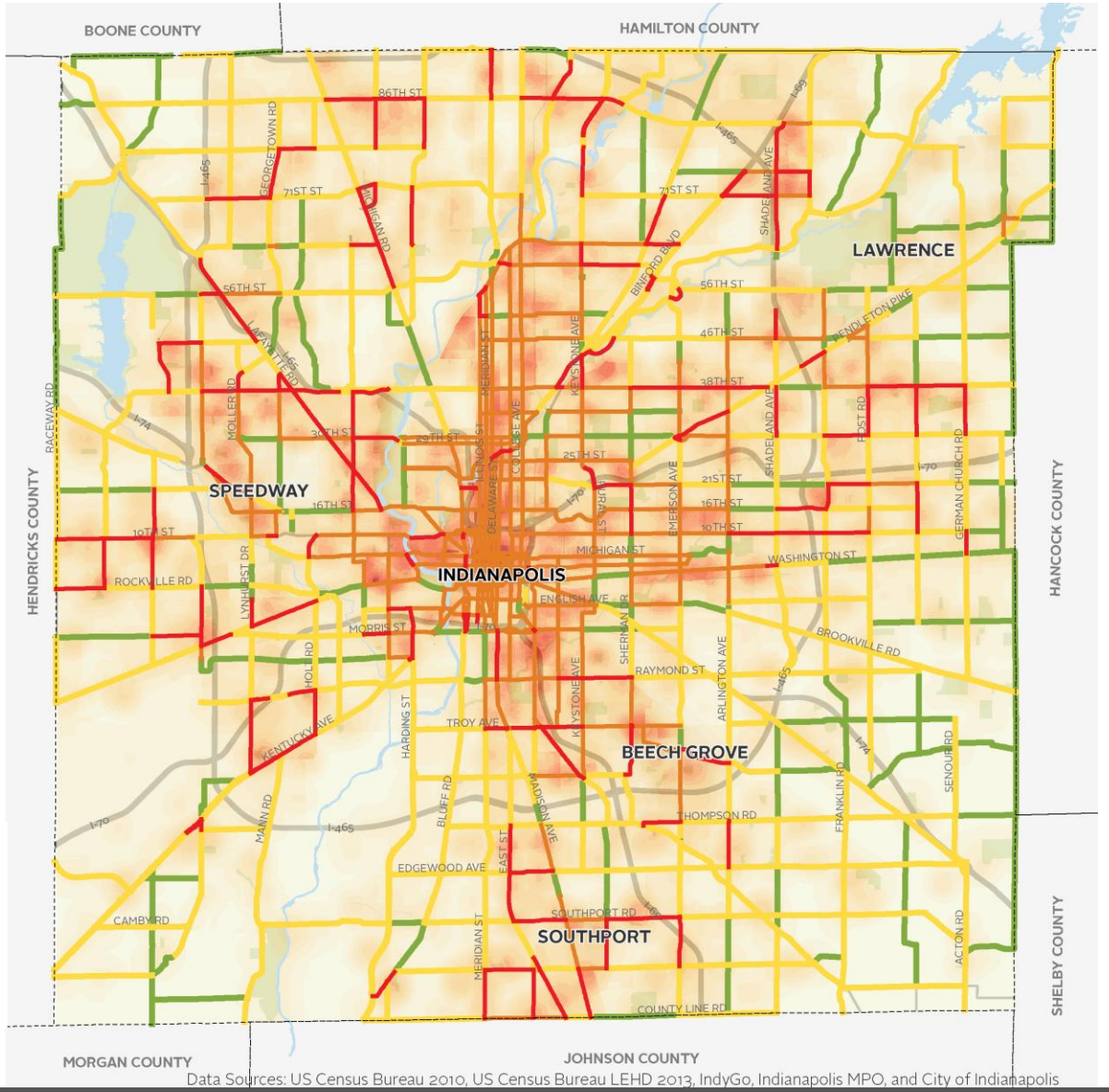
Data Sources: INDOT, Indianapolis MPO, and City of Indianapolis

STEP 1: Selecting Priority Areas

WALKWAYS
moving INDY forward

PEDESTRIAN GENERATION

- Population/ Employment
- Transit
- Proximity to Parks, Commercial, Schools, Dense Mixed Use and Residential



Pedestrian Demand/ Supply Index

SUPPLY \ DEMAND	High	Low
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.

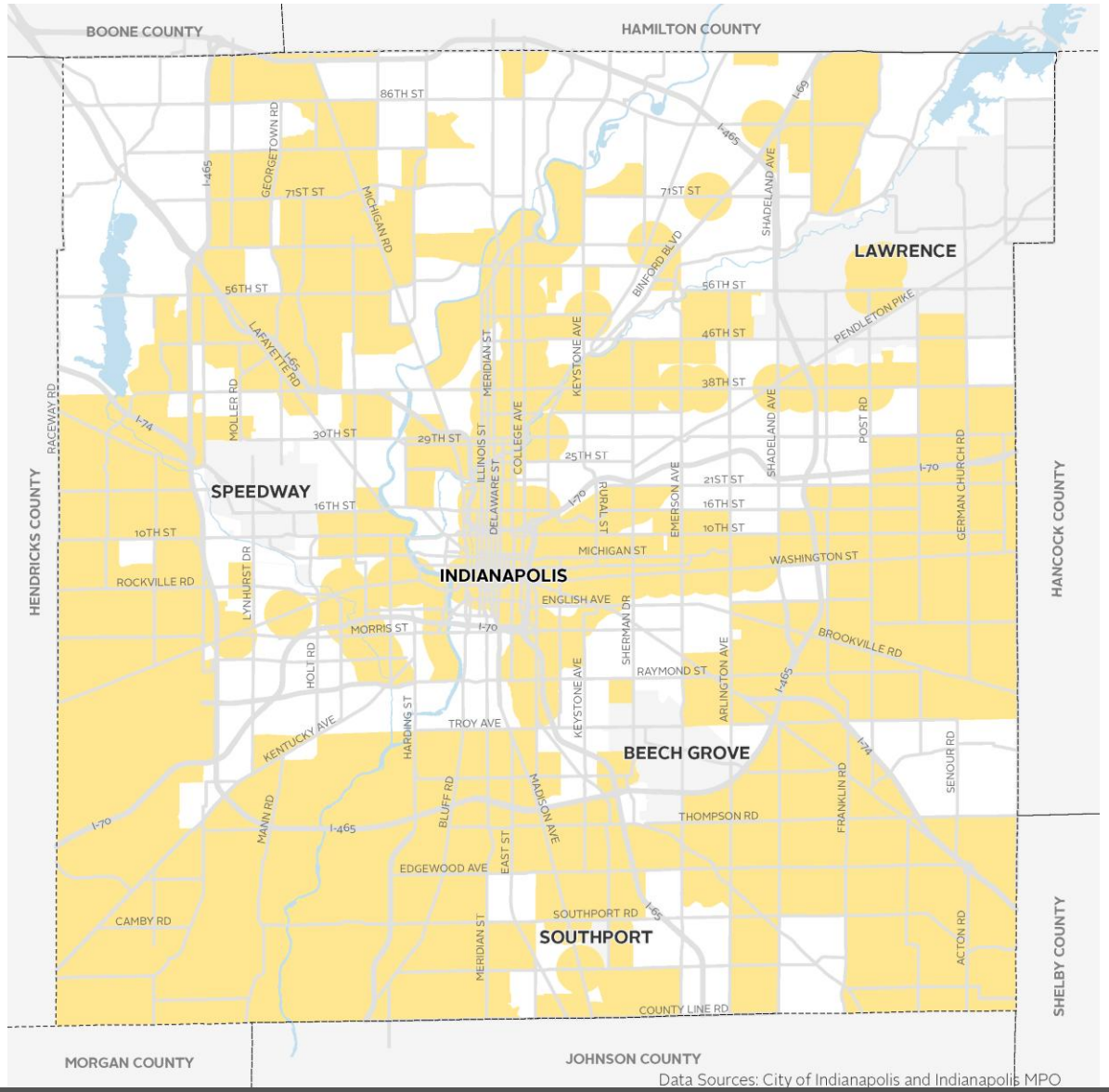
Data Sources: US Census Bureau 2010, US Census Bureau LEHD 2013, IndyGo, Indianapolis MPO, and City of Indianapolis

STEP 1: Selecting Priority Areas

WALKWAYS
moving INDY forward

CITY PRIORITIES

- TOD Station Areas
- Reconnecting Our Waterways
- High Crime Investment Areas
- Catalytic Neighborhoods



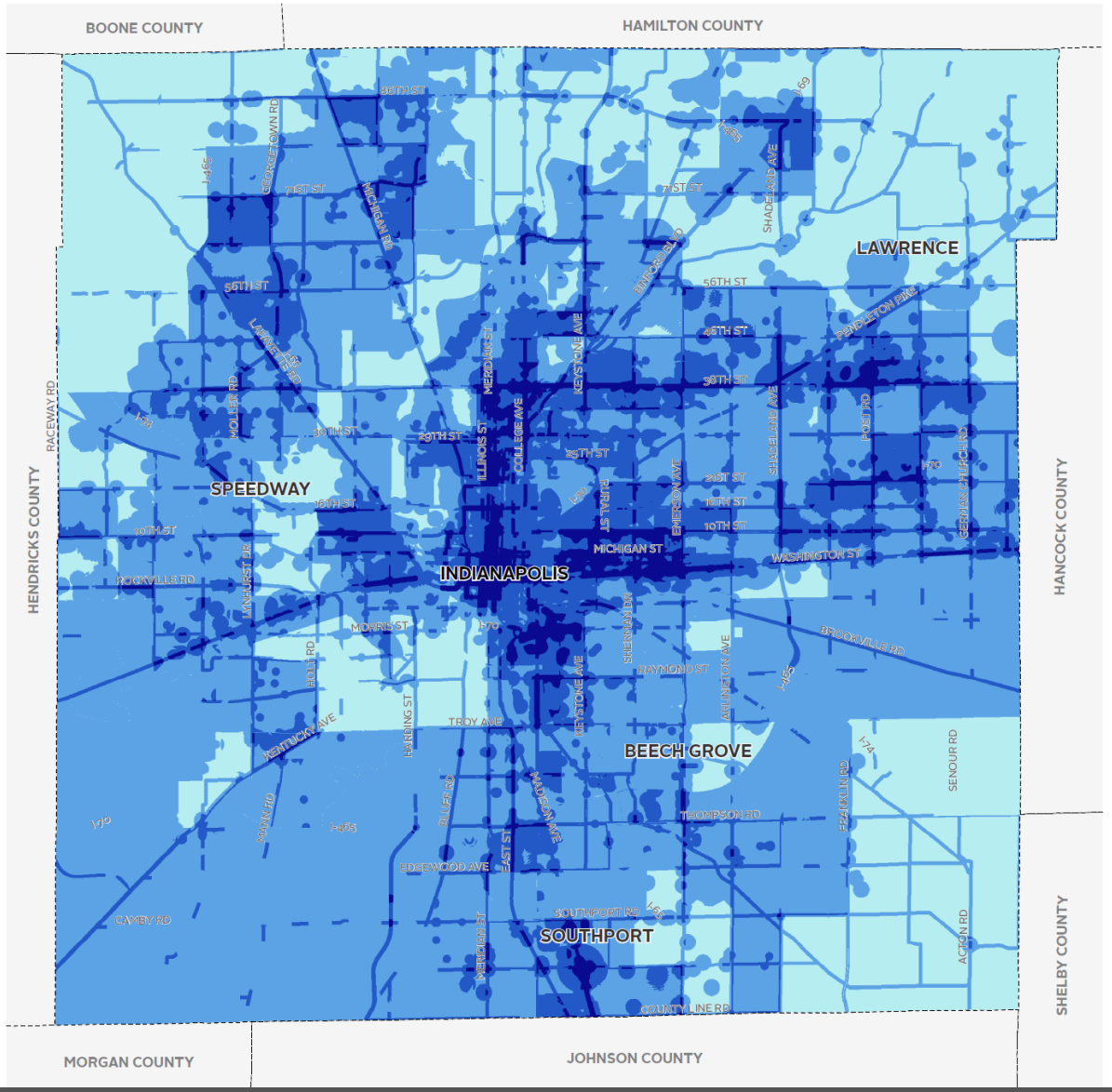
City Priority Area

Data Sources: City of Indianapolis and Indianapolis MPO

STEP 1: Selecting Priority Areas

WALKWAYS
moving INDY forward

PRIORITY AREAS



Tier 1	Tier 2	Tier 3	Tier 4
3.9% land area	18.2% land area	52.0% land area	25.9% land area

High priority ⟷ Low priority

Questions and Discussion

WALKWAYS
moving INDY forward

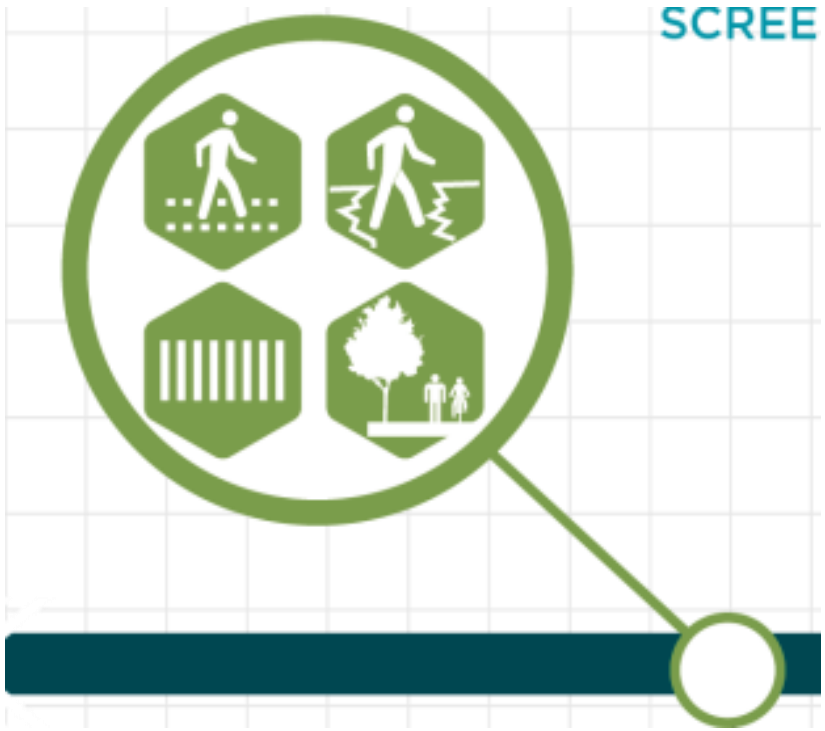
- What questions do you have?
- What do you think of the High Priority Areas map?
- Does the focus on safety, equity, and health make sense to you?
- How do you feel about prioritizing funding in some areas of the city?

Scoring Projects

STEP 2: Types of Projects

WALKWAYS
moving INDY forward

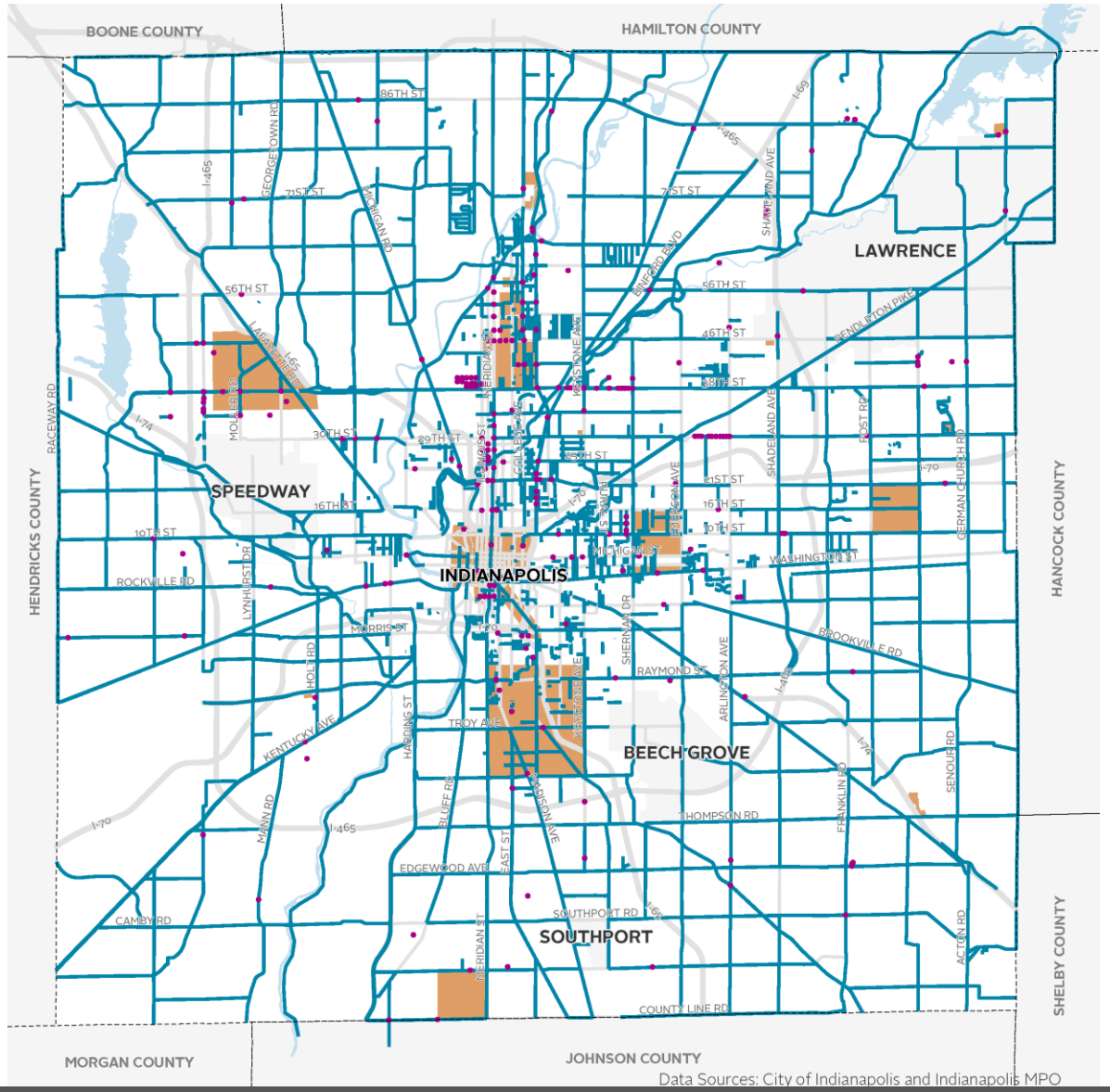
- Along the Roadway
- Across the Roadway
- Off-Street
- Major Barriers
- Placemaking



STEP 2: Types of Projects

WALKWAYS
moving INDY forward

ALL PEDESTRIAN PROJECTS



- Intersections
- Corridors
- Areas

Data Sources: City of Indianapolis and Indianapolis MPO

STEP 3: Project Screening

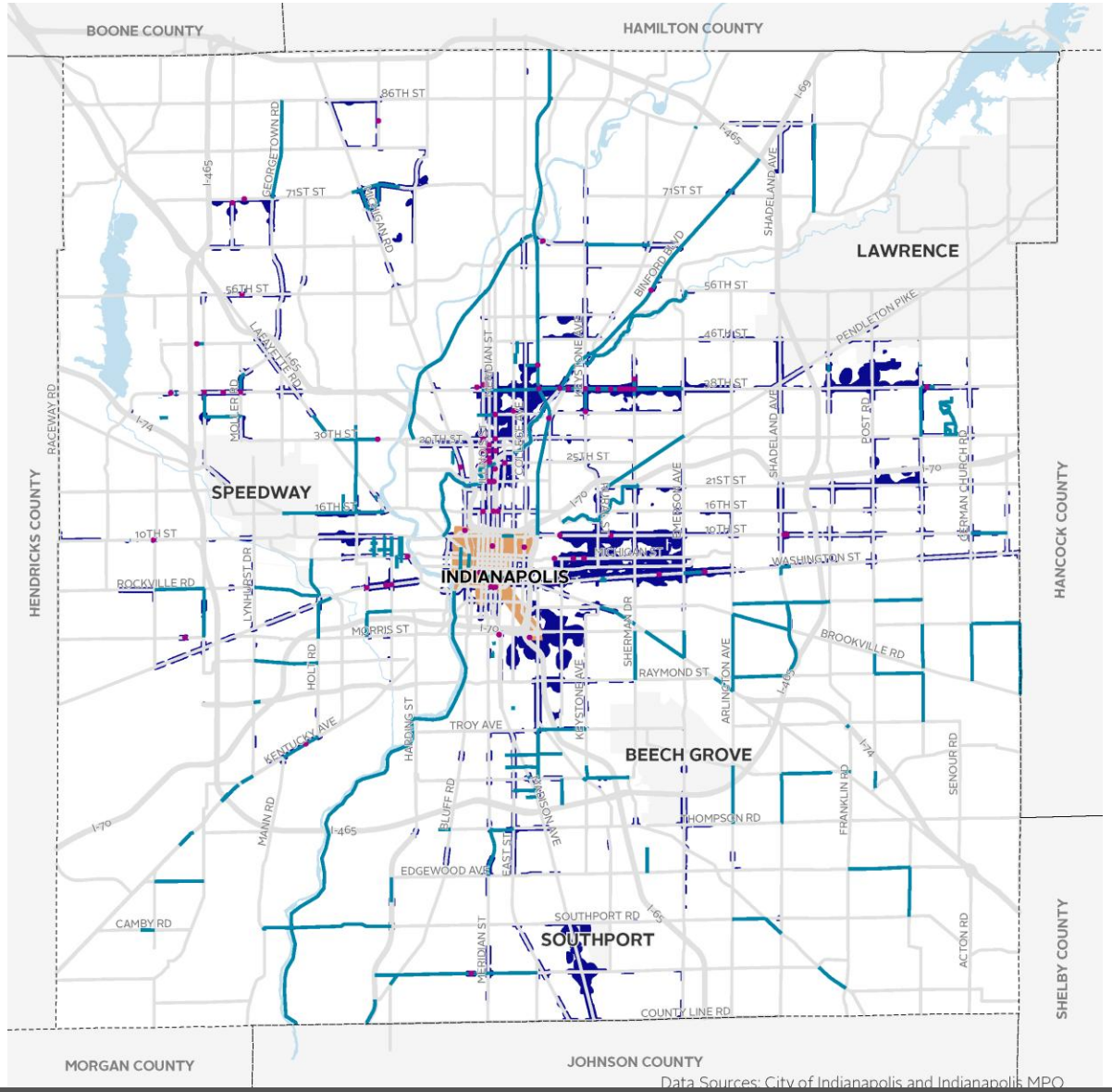
WALKWAYS
moving INDY forward

Indy's Budget Gap

STEP 3: Project Screening

WALKWAYS
moving INDY forward

ALL HIGH PRIORITY (TIER 1) PEDESTRIAN PROJECTS

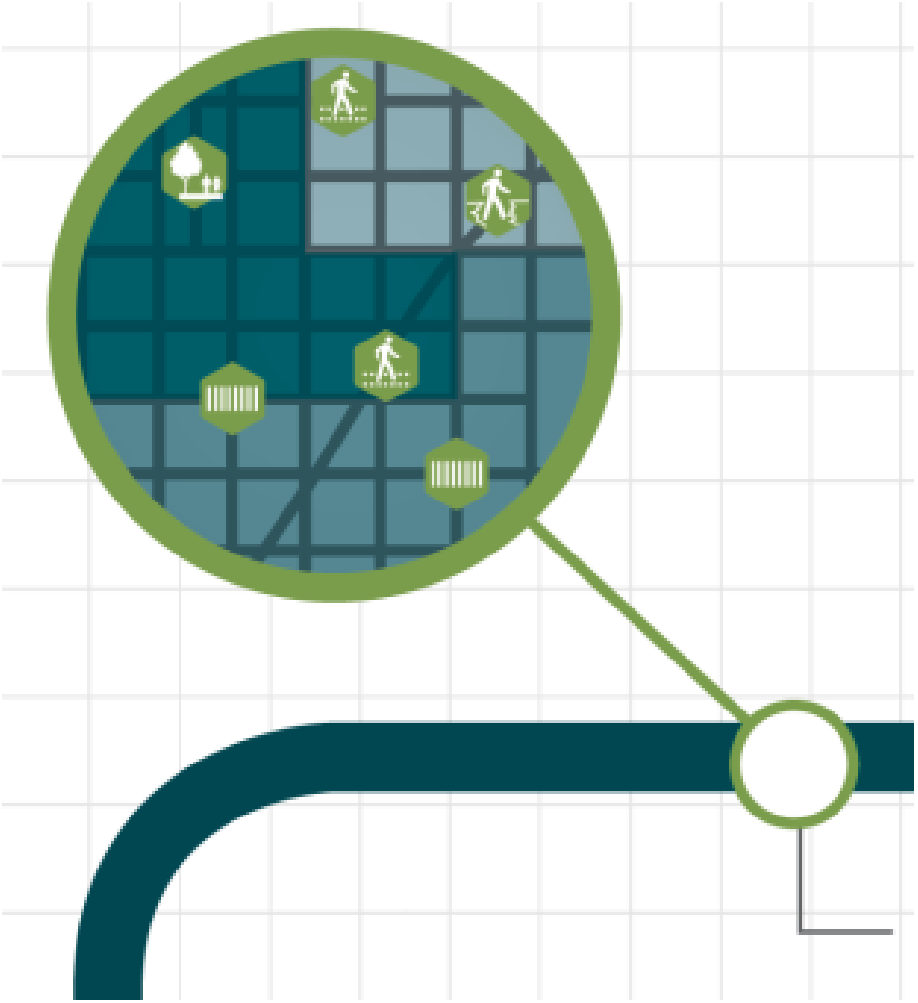


Data Sources: City of Indianapolis and Indianapolis MPO

STEP 3: Project Screening

WALKWAYS
moving INDY forward

- Score projects individually
- Build in flexibility
  - Grant-funded projects
  - Unique funding partnerships
  - Street repaving or reconstruction
  - High need projects in medium priority areas



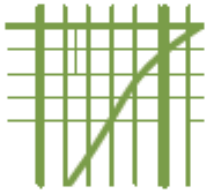
STEP 3: Project Screening

WALKWAYS
moving INDY forward

IMPROVES TRANSIT ACCESS

IMPROVES ACCESS TO NEARBY DESTINATIONS

ENABLES ACTIVE LIVING



LAND USE TYPOLOGY

REMOVES A PEDESTRIAN BARRIER OR FILLS A PEDESTRIAN GAP

POTENTIAL TO LEVERAGE OTHER FUNDING OR PIGGYBACK ON ANOTHER PROJECT

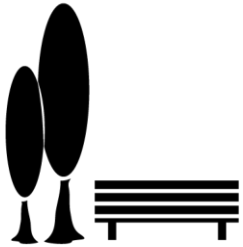
FAVORABLE CONSIDERATIONS

Your Turn

WALKWAYS
moving INDY forward

- Which destinations do you think are most important to connect with pedestrian projects and programs?
- Why are some more important than others?
- If you had to choose the MOST important destination, which would it be?

LOW DENSITY HOUSING



CITY PARK

MAIN STREET

TRANSIT STOP
1-2 BUS ROUTES

Thank you!

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