

## Indianapolis Metropolitan Planning Organization

### Regional Active Transportation Plan

## APPENDIX A: STEERING COMMITTEE MEMBERS

First Name	Last Name	Organization	Title
Alison	Krupski	City of Noblesville	Engineering Director
Jason	Taylor	City of Fishers	Engineering Director
Hatem	Mekky	City of Fishers	Assistant Engineering Director
James	Rinehart	IndyGo	Service Planning Manager
Annette	Darrow	IndyGo	Senior Director of Service Planning
Jack	Treber	IndyGo	Service Planner
Gabriel	Nelson	City of Greenwood	Planning Director
David	Littlejohn	City of Carmel	Transportation Systems Administrator
Jamey	McPherson	City of Indianapolis DPW	Plan & Compliance Project Manager
Taylor	Firestine	Health by Design	Walk & Bike Program Coordinator
Damon	Richards	Health by Design	Safe Routes to School Program Manager
Stephanie	Patterson	Black Girls Do Bike, Indianapolis Chapter	Ambassador
Cheria	Caldwell	Community Alliance of the Far Eastside (CAFE)	Vice President of Communications & Engagement

## Indianapolis Metropolitan Planning Organization

### Regional Active Transportation Plan

## APPENDIX B: FOCUS GROUP PARTICIPANTS

<b>Economic Development and Land Use Focus Group</b>		
<b>First Name</b>	<b>Last Name</b>	<b>Organization</b>
Dan	Zuerner	City of Lawrence
Carmen	Parker	Town of Whiteland
Todd	Cook	City of Speedway
Tim	Gropp	Town of McCordsville
Brandon	Knox	Onyx+East Developers
Jim	Robinson	Town of New Palestine
Kevin	Todd	City of Westfield
Joanie	Fitzwater	City of Greenfield
Evan	Beaty	City of Greenfield
Gabe	Nelson	City of Greenwood

<b>Transportation and Planning – Urban Core Focus Group</b>		
<b>First Name</b>	<b>Last Name</b>	<b>Organization</b>
Austin	Gibble	City of Indianapolis
Gretchen	Zortman	City of Indianapolis
Jamey	McPherson	City of Indianapolis
Andre	Denman	City of Indianapolis
Lane	Wolf	City of Indianapolis
Jennifer	Pyrz	IndyGo
Bill	Kincius	City of Indianapolis
Nick	Badman	Marion County Health
Michael	Kaufman	Central Indiana Community Foundation, Connected Communities

<b>Transportation and Planning – Suburban and Rural Focus Group</b>		
<b>First Name</b>	<b>Last Name</b>	<b>Organization</b>
Pete	Fritz	Indiana Department of Health
Ryan	Lemley	Hendricks County Parks
Daniel	Johnston	Johnson County Highway Department
Brandon	Burgoa	Indiana Department of Transportation

<b>Bicycle, Pedestrian, and Community Advocates Focus Group</b>		
<b>First Name</b>	<b>Last Name</b>	<b>Organization</b>
Matt	Carter	Visit Indy
Tess	Woods	Bike Indianapolis
Nathan	Smurdon	Nine13 Sports
Carole	Terry	Central Indiana Bicycling Association (CIBA) Foundation
Cheria	Caldwell	Community Alliance of the Far Eastside (CAFE)
Stacy	Hurrle	Marion County Health Department
DeJuan	Washington	Health by Design
Damon	Richards	Health by Design
Marjorie	Hennessy	Health by Design
Connie	Szabo Schmucker	Bicycle Garage Indy

# Indianapolis Metropolitan Planning Organization

## Regional Active Transportation Plan

### APPENDIX C: REVIEW OF EXISTING PLANS, POLICIES, AND SUPPORTIVE PROGRAMS

Table 1 and Table 2 provide an overview of existing plans, policies, and supportive programs that relate to active transportation within Central Indiana.

**Table 1. Existing Plans and Policies**

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">Marion County Complete Streets Policy</a>	<i>Marion County</i>	<i>Ongoing (Adopted in 2012)</i>	<p>Marion County adopted the “Complete Streets” policy in August 2012. The ordinance defines a “complete street” as a street that allows safe access for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. The policy ensures that public and private organizations design streets for all transportation modes when developing a new land use or right-of-way projects. As part of the policy, Marion County promotes access, mobility, and healthy lifestyles by making streets and bridges more convenient. Incorporating bike lanes, multi-use paths, and greenways also helps meet our policy goals. Indianapolis was recognized as one of the top 10 cities with the best “Complete Streets” policies in 2012 by Smart Growth America and the National Complete Streets Coalition.</p> <p>Our project will continue to stay up to date on the city’s complete streets ordinance to ensure that our recommendations comply with the ordinance. Our project also promotes equitable access to active transportation options, and will ensure that our recommendations promote access, mobility, and healthy lifestyles for all ages and mobilities.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">2015 Central Indiana regional Bikeways Plan</a>	<i>Indianapolis Metropolitan Planning Organization</i>	2015	<p>The 2015 Central Indiana regional Bikeways Plan was written to accompany the 2035 Long Range Plan. The 2015 plan sought to increase infrastructure options to cyclists, encourage more trips by bicycle, and to also create a safe network of bikeways that are integrated with pedestrian, transit, and motor vehicle routes. The plan also explored options to expand access to home, work, education, commerce and recreation within the Indianapolis Metropolitan Planning area. The plan included surveys of bicycling tendencies and drew upon planned routes from existing plans throughout the region to create a regional network map. The plan recommended the completion of 746 miles of bikeways by 2035, and an overall vision for 2,800 miles, with 629 completed at the time of publication.</p> <p>The 2015 Bikeways Plan provides a critical foundation for our plan. As the 2015 plan encouraged more trips by bicycle and expanded bikeways and the bike network, our plan will build upon the bike network maps provided in the 2015 plan. Our plan will also work to improve bike infrastructure so that everyone has equitable access to home, work, education, commerce, and recreation options via biking within Indianapolis.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">Greenfield Comprehensive Plan</a>	<i>City of Greenfield</i>	2015	<p>The plan discussed and focused on off-street trails compared to on-street facilities and calls for on-street facilities to be considered “where appropriate and safe.” It also mentioned that transitions between on- and off-street facilities should be minimized. At the time of writing, Greenfield had 10 miles of paved trails; additional trails will be funded through a Recreation Impact Fee. The plan’s stated goals (regarding bikeways) were to:</p> <ul style="list-style-type: none"> <li>▪ Establish new trail connections</li> <li>▪ Maximize connectivity with Hancock County trails,</li> <li>▪ Ensure access to trails from throughout the city for users of all ages and abilities,</li> <li>▪ Promote bicycle safety through educational programming,</li> <li>▪ Provide bicycle parking downtown and at destinations, and</li> <li>▪ Establish a plan for redevelopment along the existing Pennsy Trail.</li> </ul> <p>Our plan will build upon these efforts, especially maximizing connectivity urban areas to trails. As discussed in the Greenfield Comprehensive Plan, our plan will recommend and promote safer biking opportunities, accessible biking infrastructure, especially at heavy foot traffic locations like in downtown and other popular destinations throughout Indianapolis.</p>
<a href="#">Central Indiana Transit Plan</a>	<i>Indianapolis Metropolitan Planning Organization, IndyGo, CIRT</i>	<i>Ongoing (Initiated in 2016)</i>	<p>The Central Indiana Transit Plan is the county-specific regionally-coordinated transit vision and provides numerous recommendations to improve existing transit systems and new ones.</p> <p>As the Central Indiana Transit plan is ongoing, and a primary focus is to improve existing transit system, our plan will consider recommending biking infrastructure and pedestrian infrastructure at accessible and convenient locations near transit systems and proposed ones.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">Indianapolis / Marion County Pedestrian Plan</a>	<i>City of Indianapolis, Marion County</i>	2016	<p>The Indianapolis/Marion County Pedestrian Plan sought to make Indianapolis safer, more accessible, and more walkable for people of all ages and abilities. The plan supported increased physical activity and promoted healthy living. Upon providing recommendations for funding, policy and systems changes, and pedestrian-specific programs, the plan helped change the way Indianapolis and Marion County approach and implement pedestrian infrastructure and programs.</p> <p>The plan included several maps such as the Pedestrian Demand map and a High Priority Areas map. Our plan will review the Pedestrian Demand Map along with its Pedestrian Demand Index which will provide a nuanced understanding of the needs of the people in our project's area. The high priority map, which looked at places around the city and county-wide that need investment and funding to build the pedestrian network that the city desires.</p>
<a href="#">Boone County Thoroughfare Plan</a>	<i>Boone County</i>	2017	<p>The Boone County Thoroughfare Plan was published in 2017 but provides minimal information to guide bikeway development in Indianapolis. The Thoroughfare referenced the 2015 Regional Bikeways Plan as the main bikeway planning document. It provided plans for 4 to 5-foot bike lanes or 8 to 12-foot paths as optional standards in some of its standard roadway segments but does they are not a required recommendation require them. Multi-use trails are indicated in the cross sections for several of the "mini corridor plans" contained in the plan.</p> <p>Our plan will consider reviewing the bikeways plans that were recommended in the Thoroughfare Plan but will primarily focus on the recommendations for regional transit infrastructure in the 2015 Regional Bikeways Plan while our plan develops recommendations for regional transit infrastructure.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">McCordsville Parks and Recreation Master Plan</a>	<i>Town of McCordsville</i>	2017	<p>Bike trails are addressed in McCordsville’s 2017 Parks and Recreation Master Plan. The plan’s first goal was to “promote the development of pedestrian and bicycle connections that link parks, neighborhoods, community facilities and the downtown.” It included a proposed connectivity plan consisting of existing and proposed multi-use paths, which expands upon the network shown in the 2015 Regional Bikeways Plan.</p> <p>Our plan will provide guidance and recommendations for improving the connectivity of pedestrian and bicycle networks between Indianapolis to McCordsville.</p>
<a href="#">2018-2021 Indianapolis Transportation Improvement Program</a>	<i>Indianapolis Metropolitan Planning Organization</i>	2018-2021	<p>The 2018-2021 Indianapolis Regional Transportation Improvement Program (IRTIP) was a four-year schedule of transportation projects proposed by government and transportation agencies in the Indianapolis Metropolitan Planning Area using Federal Highway Administration (FHWA) funds, Federal Transit Administration (FTA) funds, or Indiana Department of Transportation (INDOT) funds. The wide-range of projects included transit, freight, pedestrian and bicycle, roadway and highway infrastructure construction, operations and rehabilitation improvements.</p> <p>Our plan will review the projects, specifically pedestrian and bicycle related projects outlined in the Transportation Improvement Program, as an effort to understand the trends of both the past and present that met federal guidelines. Our project hopes to comply with those efforts.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">2045 Long-Range Transportation Plan</a>	<i>Indiana Department of Transportation</i>	2018	<p>The Long-Range Transportation Plan, a plan that was built upon the goals and strategies of the 2035 Long-Range Transportation Plan, provided an analysis of current and future transportation funding issues and suggestions to deliver an effective plan that worked toward the best possible transportation system for Indiana. For bicycle and pedestrian analysis and improvement suggestions, the plan expressed and analyzed the costs of infrastructure needs.</p> <p>Our plan will look to this plan when analyzing the cost for recommended pedestrian and bicycle infrastructure improvements. Furthermore, our plan will also review the short and long-term costs and impact of pedestrian and bicycle infrastructure recommendations.</p>
<a href="#">Hancock County Trails Plan</a>	<i>Hancock County</i>	2018	<p>Hancock County created a county-wide trails plan in 2018, and primarily focused on the health impacts of walking and bicycling. In addition to the trail network, it included recommendations on creating safe routes to schools. Additionally, the plan provided recommendations for both on- and off-road facilities, with an emphasis on shared use trails. It also provided non-infrastructure recommendations for education, encouragement, enforcement, and evaluation.</p> <p>Our plan will review planned and completed pedestrian and bicycle infrastructure in Hancock County. Our plan anticipates on building upon these efforts, by improving the pedestrian and bicycle connectivity between Hancock County and Indianapolis. Our plan will also consider providing non-infrastructure improvements and recommendations.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">Indy Moves Transportation Integration Plan</a>	<i>City of Indianapolis</i>	2018	<p>The 2018 Indy Moves Transportation Integration Plan, part of the City of Indianapolis Comprehensive Plan, was a sub plan that sought to bring together the city’s multiple transportation plans and projects into an integrated vision. The plan provides suggestions to improve mobility options for an “interconnected future”. Suggestions included launching projects that involved the establishment of greenways, sidewalks, bike lanes, and new complete streets. The 2018 Indy Moves Plan also included an existing conditions memo.</p> <p>Our plan will review sidewalk, bike lane, and complete streets recommendations and location of proposed projects. Our plan will also look at existing conditions to understand the progression of pedestrian and bicycle infrastructure developments in Indianapolis. Additionally, a deliverable of our project includes the production of an updated bicycle network analysis and pedestrian network analysis. The bike and pedestrian infrastructure as analyzed in the existing conditions will be substantial resource as our data team produces an updated bike and pedestrian network analysis.</p>
<a href="#">Lawrence Bicycle and Pedestrian Master Plan</a>	<i>KYOVA Interstate Planning Commission</i>	2018	<p>The City of Lawrence’s Bicycle and Pedestrian Master Plan examined the city’s shared use paths and bike lanes. The master plan proposed 20 additional route segments, mostly multi-use paths to serve both bicyclists and pedestrians. It also provided engineering reports on four high-priority segments.</p> <p>Our project will review the multi-use paths in the City of Lawrence in efforts of seeking recommendations to improve bike and pedestrian network connectivity between Indianapolis to the City of Lawrence.</p>

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<b>Plan/ Policy</b>	<b>Lead Agency</b>	<b>Year Completed</b>	<b>Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)</b>
<a href="#">Whitestown Bicycle + Pedestrian Master Plan</a>	<i>Town of Whitestown</i>	2018	<p>The 2018 Master Plan stated that Whitestown's sought to become one of the most walkable and bikeable communities in Indiana. The plan outlined a planned network of bikeways not included in the 2015 Regional Bikeways plan. The plan aimed to connect residential areas with parks and other destinations and focused on multi-use trails and greenways or linear parks. The community has a bicycle and pedestrian advisory board to guide planning and development.</p> <p>The plan included a discussion of facilities needed to promote bicycling, and requirements that should be placed on new developments to provide those facilities. It also contains a detailed design toolkit for bicycle and pedestrian infrastructure. Our plan will look to build upon these efforts and develop infrastructure and non-infrastructure recommendations to promote biking and walking in Indianapolis and places near the city.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">Thrive Indianapolis</a>	<i>City of Indianapolis</i>	2019	<p>This comprehensive plan, the first resiliency action plan developed in the history of Indianapolis, provided residents with a plan of action to improve Indianapolis' equity, health, and environmental and climate preparedness. The plan had 16 key objectives and 59 action items that Indianapolis seeks to accomplish by 2025. The plan was released in 2019 and is also used as a roadmap to reduce greenhouse emissions and prepare Indianapolis of the eminent danger as spurred by the climate crisis.</p> <p>The plan examined the state of transportation and land use throughout the city and also compared the city's active transportation efforts to that of other cities across the United States. Of the plan's 59 action items, the plan had nine action items dedicated to addressing transportation issues and improving active transportations. The action items ranged from increasing the mileage of sidewalks, bikeways, trails, developing complete streets throughout the city to identifying opportunities for pedestrian-only zones by 2020.</p> <p>Our project will review the plan's key objectives and action items to ensure that our project will help Indianapolis complete its action items by 2025 and to ensure that Indianapolis is a climate resilient city.</p>
<a href="#">Regional Bikeways Plan</a>	<i>Indianapolis Metropolitan Planning Organization</i>	2020	<p>The Indianapolis MPO (IMPO) Regional Bikeways Plan (Plan) reviewed existing and proposed facilities in the region and provided recommendations to increase the number and length of safe bikeways throughout Central Indiana. The document was divided into several sections, as some built upon previous issues as outlined in the 2015 Regional Bikeways Plan.</p> <p>The plan's recommendations within Central Indiana are relevant to our project and will help the project team draw comparison of bicycle infrastructure projects of the past, examine trends, and develop ideas to improve bicycle infrastructure for the future.</p>

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Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">Regional Pedestrian Plan</a>	<i>Indianapolis Metropolitan Planning Organization</i>	2020	<p>The Regional Plan established regional priorities for walkway investments for the Metropolitan Planning Organization of Central Indiana. The Regional Pedestrian Plan built upon past pedestrian planning efforts of counties and communities throughout the region and focused on regional connectivity and pedestrian facilities. The plan also examined and prioritized addressing gaps in the existing regional pedestrian network.</p> <p>Our project will continue build upon the priorities and recommendations as outlined in the Pedestrian Plan. Our project also looks to support the prioritization of closing gaps in the existing regional pedestrian network.</p>
<a href="#">Central Indiana 2050 Metropolitan Transportation Plan</a>	<i>Indianapolis Metropolitan Planning Organization</i>	2021	<p>The regional plan for transportation for Central Indiana is the Indianapolis MPO's Metropolitan Transportation Plan, or MTP. Every four years, the region revisits the MTP. The plan sought to help guide the region's transportation network from its present state towards the system's future, with an end goal of 2050. A significant plan update was completed in 2017 for the 2045 Long Range Transportation Plan (LRTP), including the addition of peer region comparisons and an updated vision and goals for the region. Many of the policies, goals, and recommendations within that 2045 LRTP were reviewed and maintained within the 2050 MTP.</p> <p>Our project seeks to continue to build upon the policies, goals, and recommendations as outlined in the plan. Our project's vision and goals will also align with the vision and goals of the region's mission to complete its transportation initiatives by 2050.</p>

**DRAFT 5/17/2024**

<b>Plan/ Policy</b>	<b>Lead Agency</b>	<b>Year Completed</b>	<b>Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)</b>
<a href="#"><u>Indiana Strategic Highway Safety Plan</u></a>	<i>Indiana Criminal Justice Institute, Traffic Safety Division</i>	2021	<p>The Strategic Highway Safety Plan outlines strategies, such as infrastructure improvements, roadway and intersection design, and traffic control devices to increase the prevention of fatal, serious, and non-serious injury crashes.</p> <p>Our plan will review the data, data analyses, crash analyses, and planning and administrative efforts as outlined in the Safety Plan while developing recommendations and strategies to address areas with high rates of crashes in efforts of reducing the rate of crashes of all types.</p>
<a href="#"><u>Northern Johnson County Transit Plan</u></a>	<i>Indianapolis Metropolitan Planning Organization</i>	2021	<p>The Indianapolis Metropolitan Planning Organization (IMPO) initiated the Northern Johnson County Transit Plan to study the feasibility of additional public transit in Johnson County. The purpose of this study was to identify the specific public transportation needs, desires, and opportunities of northern Johnson County, including Pleasant, White River, and Franklin townships.</p> <p>Although our plan primarily focuses on bicycle and pedestrian facilities and infrastructure, the identified gaps and prioritized areas for future investment provides rich context of transit development within the project's area.</p>

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the Regional Active Transportation Plan?)
<a href="#">Safe Streets and Roads for All Safety Action Plan</a>	<i>Indianapolis Metropolitan Planning Organization</i>	2022	<p>The 2022 Safe Streets and Roads for All Safety Action Plan (or Safety Action Plan for short) helps advise and educate communities on all transportation topics, including how to address traffic-related deaths and serious injuries. The purpose of this Safe Streets and Roads for All Safety Action Plan (SS4A SAP) is to document the extensive amount of safety-related work that has been done by the IMPO already, conduct a systemic safety analysis that includes documentation of the High Injury Network (HIN), set performance measures for improving all modes safety throughout the region, and provide policy recommendations for next steps the IMPO can take in improving safety.</p> <p>As our transportation plan and project seek to recommend new regional transit infrastructure and help implement the recommendations from previous plans, we will ensure that our project's endeavors align with Safe Streets and Roads for All guidelines.</p>

**Table 2: Existing Supportive Programs**

<b>Program Name</b>	<b>Program lead (organization)</b>	<b>Target Audience</b>	<b>Key Takeaways (how does this program support active transportation?)</b>
<i>Complete Streets Policies</i>	City of Indianapolis (2012) City of Westfield (2012) Indianapolis MPO (2014) INDOT (2014)	Pedestrians and bicyclists	<i>Complete Streets is a road design and planning approach that prioritizes designing for all road users, specifically pedestrians, bicyclists, and transit users. Complete Streets understands that streets should prioritize the safety of all users, increase economic development through beautification and amenities, and improve the environment.</i>
<i>INDOT's Common Paths Initiative</i>	Indiana Department of Transportation	All road users	<i>An initiative that promotes designing for all users and balancing all modes of transportation.</i>
<i>Americans with Disabilities Act (ADA) Transition Plan Development and Oversight</i>	Indiana Department of Transportation	Everyone	<i>Pedestrian facilities are reviewed and mitigated so those with disabilities can easily access those facilities.</i>
<i>Small Communities Sidewalk Program (SCSP)</i>	Indiana Department of Transportation	Pedestrians	<i>INDOT developed the Small Communities Sidewalk Program as a way of funding new sidewalks or upgrading existing sidewalks.</i>

# Indianapolis Metropolitan Planning Organization

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# APPENDIX D: DETAILED PUBLIC ENGAGEMENT SUMMARY

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### Introduction

Community engagement is a vital component of the planning process. Not only do valuable insights from community members help create stronger plans, but engagement also helps energize the public when it's time to begin implementing the strategies that were developed. As part of the Central Indiana Regional Active Transportation Plan existing conditions analysis, community engagement efforts included one public speaker event, four focus groups, two public community conversations, one online public visioning survey, and a series of Steering Committee meetings. A general summary of the overall public engagement follows.

### IMPO Speaker Series: Active Transportation

On July 18, 2023, the Active Transportation Speaker in the IMPO 2023 Speaker Series featured Olatunji Oboi Reed, President and CEO of Equiticity. Equiticity is a “racial equity movement, operationalizing racial equity by harnessing our collective power through research, advocacy, programs, Community Mobility Rituals, and social enterprises to improve the lives of Black, Brown, and Indigenous people in our society.”

Through social media and the IMPO newsletter, the event was advertised to the public as well as local stakeholders as a part of the larger IMPO Summer Speaker Series. Before the public event in the afternoon, on the same day, an open discussion panel was held for local leaders and advocates of the region to allow a more detailed discussion with the guest speaker.

According the presentation:

**Racial Equity** is achieved by intentionally eliminating inequities, disparities, and burdens disproportionately and adversely impacting marginalized people in a just and fair society. Equity is achieved when disadvantaged people have the opportunity to achieve optimal life outcomes, reach their full potential and no one is deprived from achieving their full potential due to their race, gender, sex, economic position or other socio-economic determinants. Racial equity is an answer to the historical and contemporary injustices experienced by Black and Brown people in our society.

After the presentation, a question-and-answer panel was held with Mr. Reed and local advocate and eastside resident Cheria Caldwell, the Vice President of Communications and Engagement for CAFE (Community Alliance of the Far Eastside).

The full presentation and question-and-answer panel is available on the IMPO YouTube channel at: <https://youtu.be/DDDrbMEoT-8?si=242Ju9hX8f8EFGpD>

## **Focus Groups**

In June 2023, the project team hosted four focus groups. Attendees included stakeholders with various community interests and interdepartmental local government staff from across the region. The focus group structure allowed for in-depth discussion about participants' personal experiences walking and biking in Central Indiana, professional challenges to active transportation planning and implementation, and priorities to include in the Indianapolis MPO ATP.

Focus group participants were invited by Indianapolis MPO to participate in one of four focus groups:

### **Transportation & Planning: Urban Core Focus**

Urban Core Communities were represented by various local agency staff whose work is primarily active transportation related. Participants had in-depth discussion about various challenges like funding and interagency coordination and shared the priorities they want to see addressed in the ATP.

### **Transportation & Planning: Suburban and Rural Focus**

Suburban and Rural Communities were similarly represented by local agency transportation staff. Discussion focused on their unique challenges and priorities including land acquisition, staff capacity limitations, Safe Routes to School needs, and rural connections to regional greenways.

### **Economic Development**

Economic Development and Land Use Professionals provided useful insight on how various communities are currently coordinating active transportation investments with land use and economic development decision-making. They also discussed future trends and priorities such as bikeshare, bike parking policies, proximity to trails, and code updates that support integrated land use and transportation planning.

### **Bicycle & Community Advocates**

Bicycle and Community Advocates included community leaders from organizations including Bike Indianapolis, Visit Indy, Health by Design, and Black Girls Do Bike. Participants talked with the project team about the major challenges that Central Indianans face when walking and biking; these include lack of connected facilities, maintenance concerns, lack of bike parking, and a dominant culture that is hostile towards people who walk and bike for transportation.

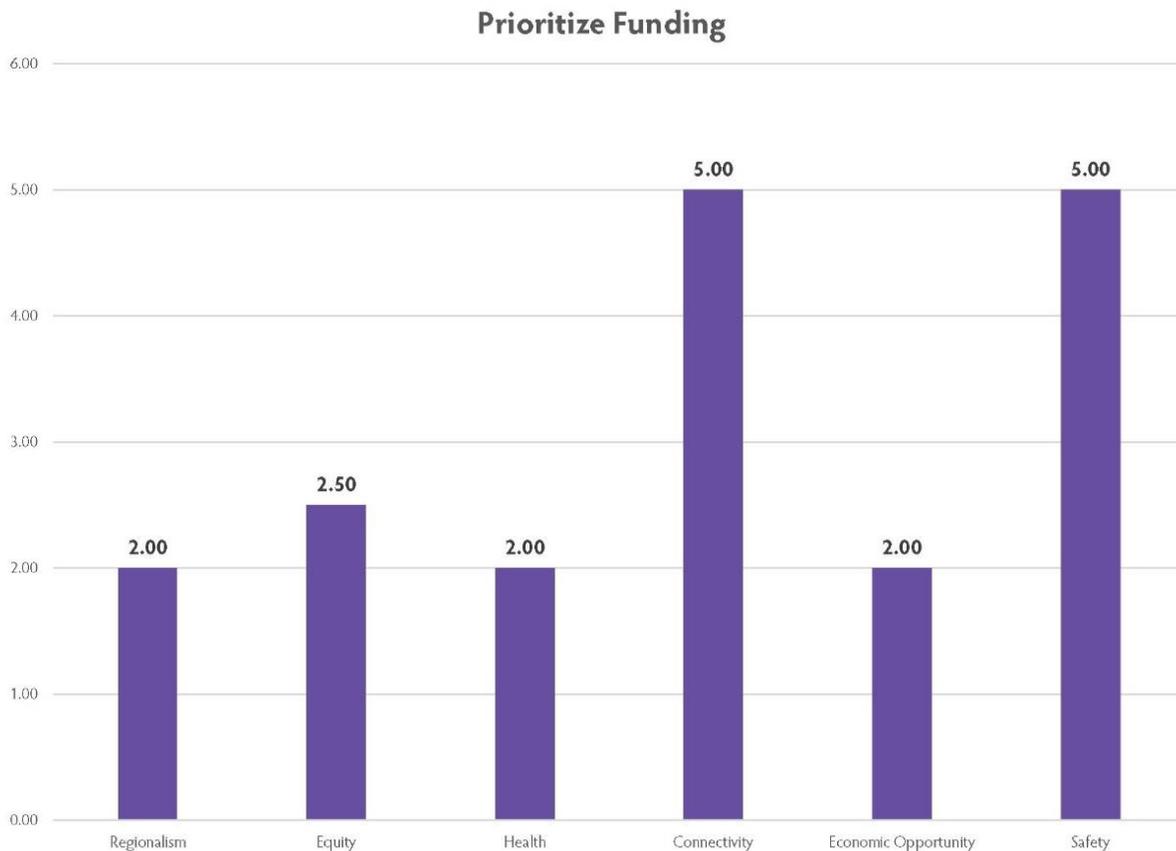
## **Public Community Conversation**

On behalf of the IMPO, the consulting team hosted two community conversations focusing on discussing transportation, engineering planning, economic development, parks & recreation, and public health in the region. At the two events, the consultants discussed the topics and goals of the Plan and directed the public to the online visioning survey. Discussion topics at the two events included how the strategies and recommendations will impact funding of projects, overall regional connectivity, and location specific gaps in the local networks.

## Public Visioning Survey

On in June 2023, the MPO released a public survey to receive input from residents on the local issues and opportunities they would like to see addressed by the Regional Active Transportation Plan. This online survey was open for an entire month, during which time a total of 280 residents completed the survey. Below are the highlights from the survey.

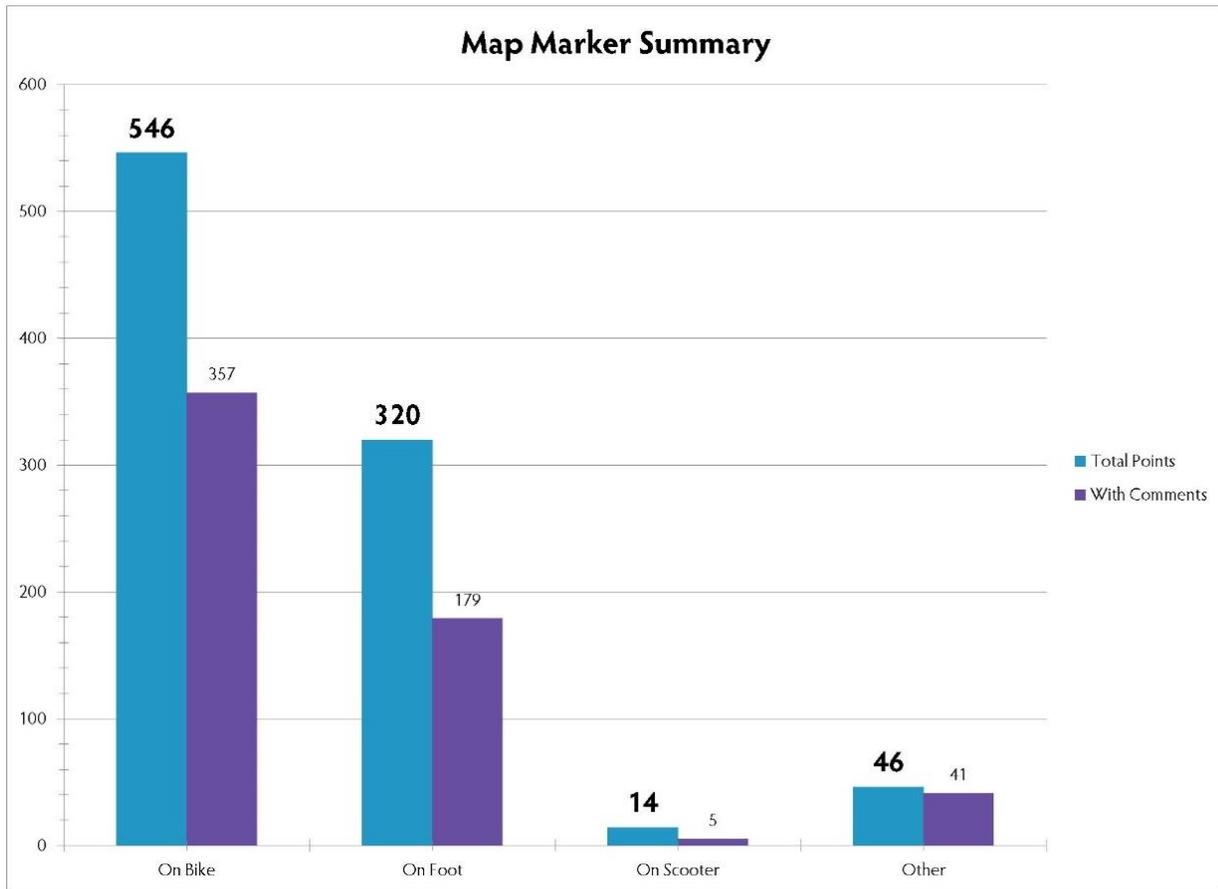
*Q1: How important are the following to you when it comes to funding active transportation projects in Central Indiana? More coins mean more important. Please drag coins to indicate where you would allocate resources. (20 coins max)*



### General Comments:

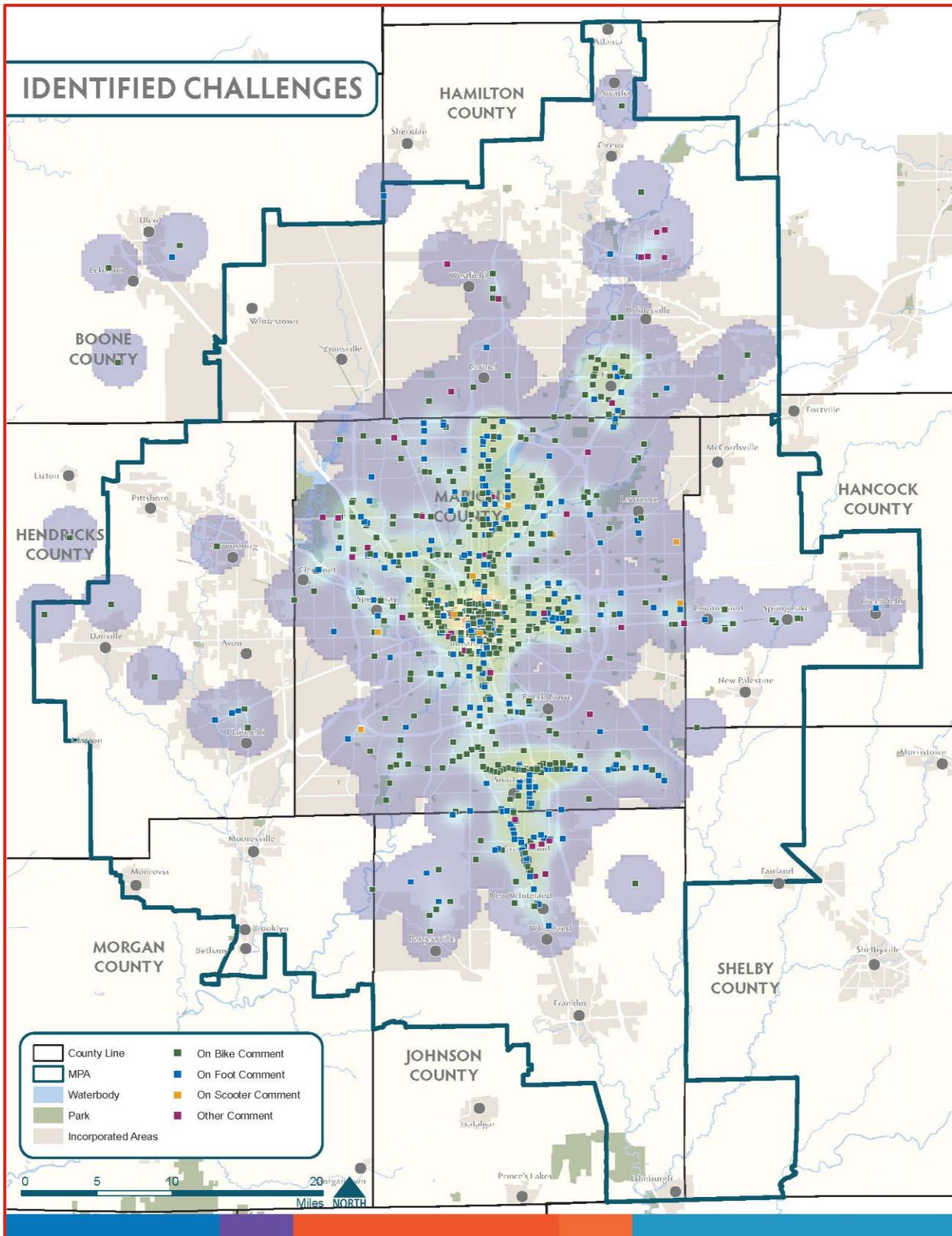
- Any money spent on active transportation that doesn't address the active transportation safety crisis Indianapolis currently is experiencing is uncounscionable. The High Injury Network and High Crash Intersections have been identified. We know how to fix them. Not using the available funding to fix them is a failure of everyone involved in leadership.
- how is regionalism and connectivity different?
- Emphasizing safety and connectivity will lead to better results for regionalism, equity, health, and economy.

Q2: Where in the network are the key destinations and challenges you may have with biking and walking?

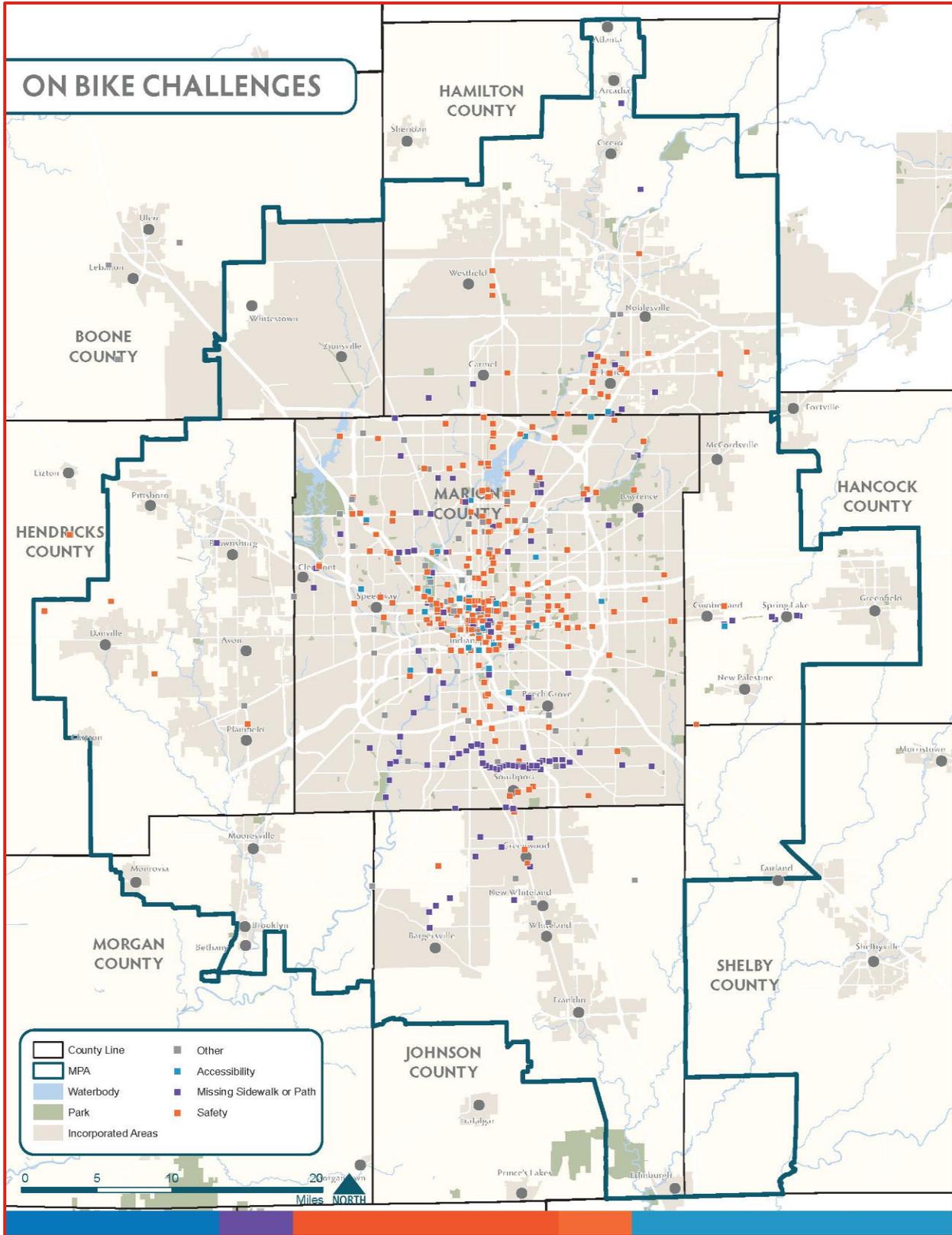


General Comments:

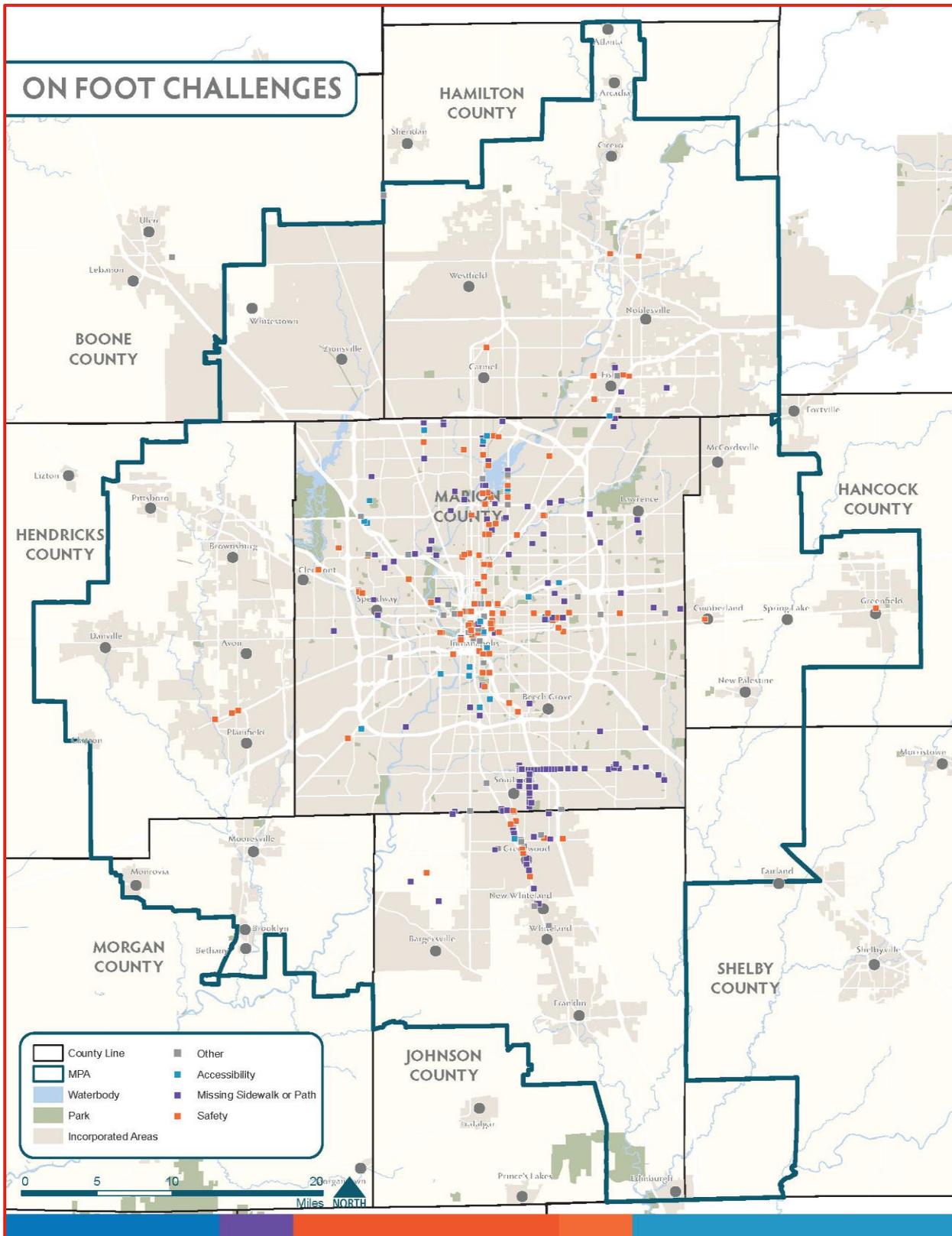
- I love the red line and am excited about the blue and purple lines. However, if we could also have some sort of light rail into downtown and park and rides from Fishers, Noblesville, Greenwood, Shelbyville, Avon, or Franklin that would alleviate a lot of the traffic we have to deal with on a daily basis. Also if there could be a more visible enforcement when we report traffic issues to the MAC that would be great.

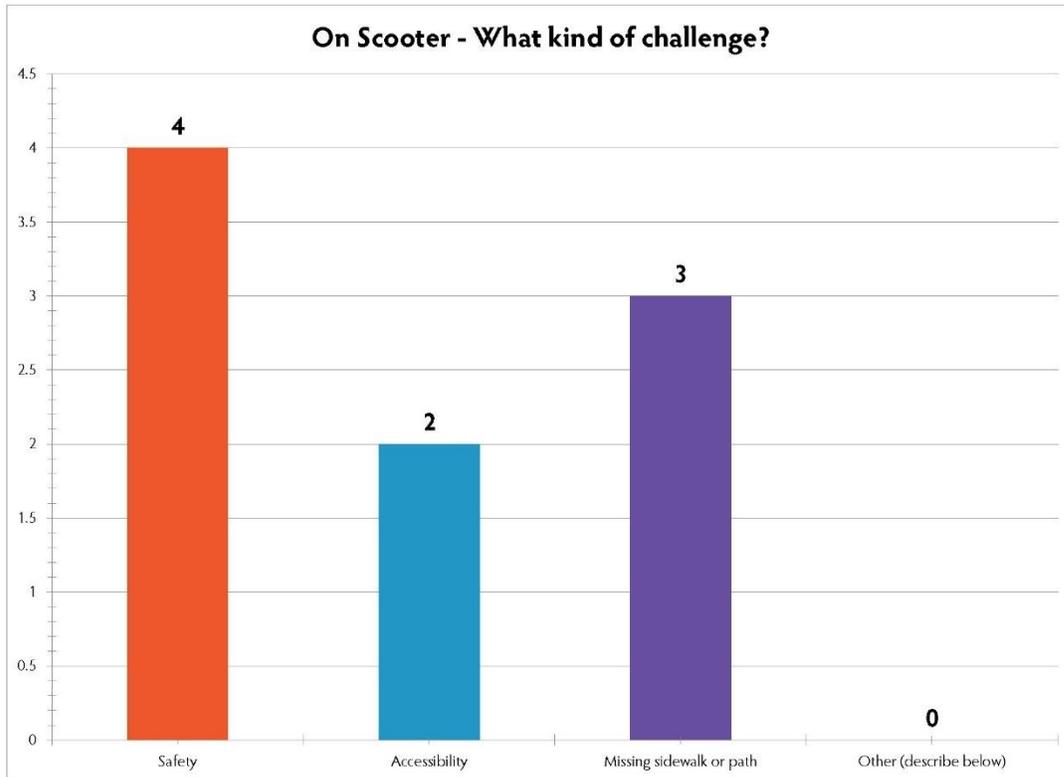






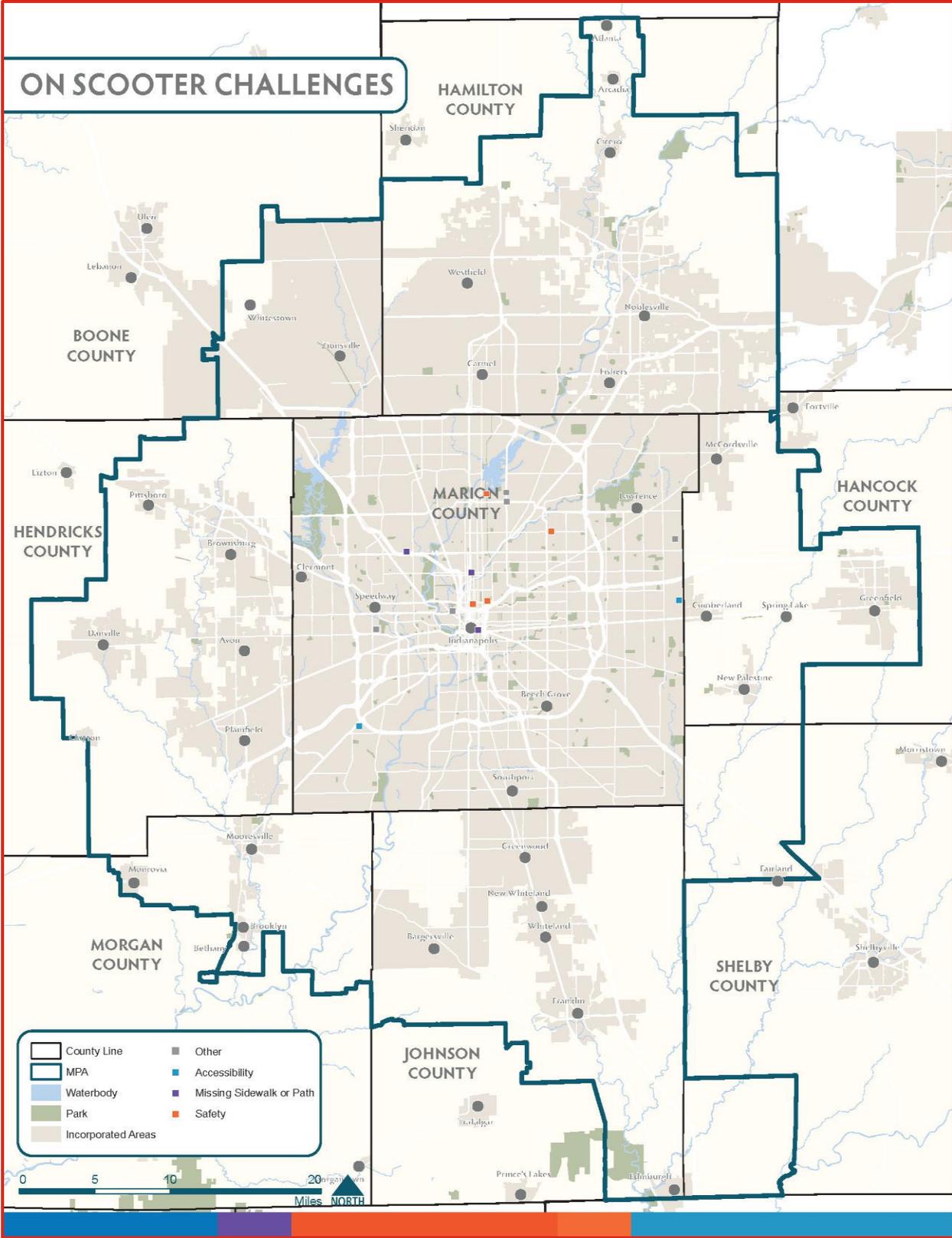


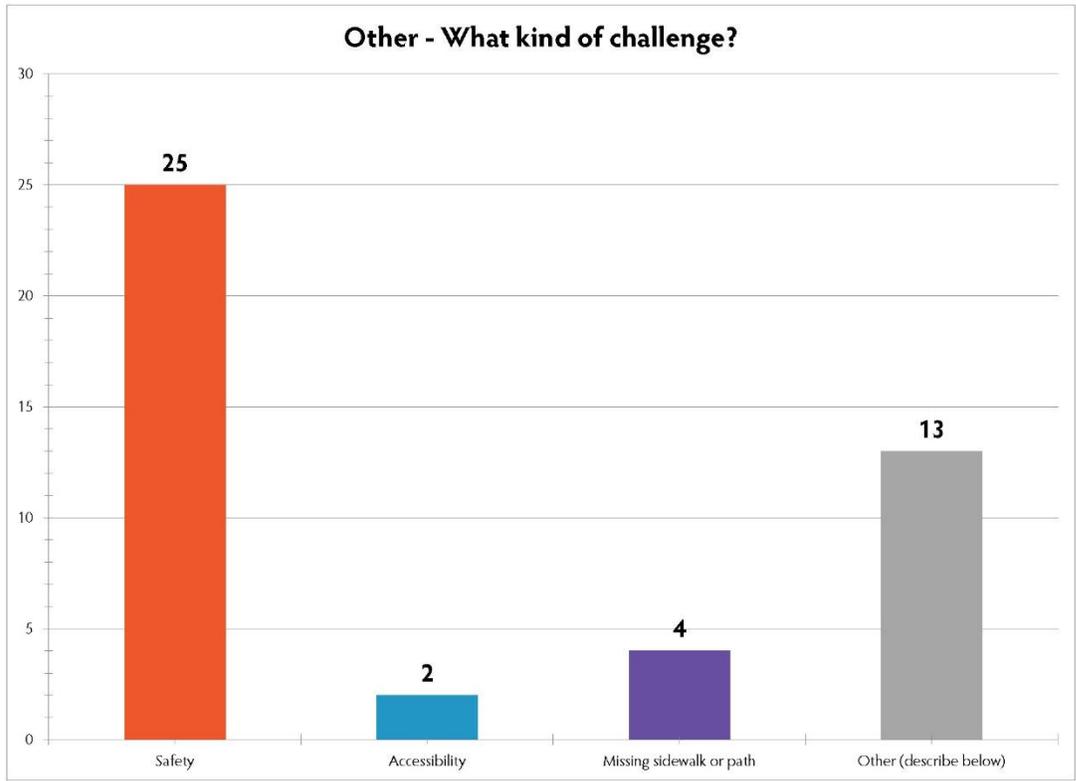




**General Comments:**

- Dangerous, unprotected bike lanes and no sidewalks.
- Space to ride and even sidewalks
- Same unpaved streets and parks for the disabled.
- No sidewalk. No shoulder
- Cars fly by on the monon trail intersection. I always feel unsafe crossing here.

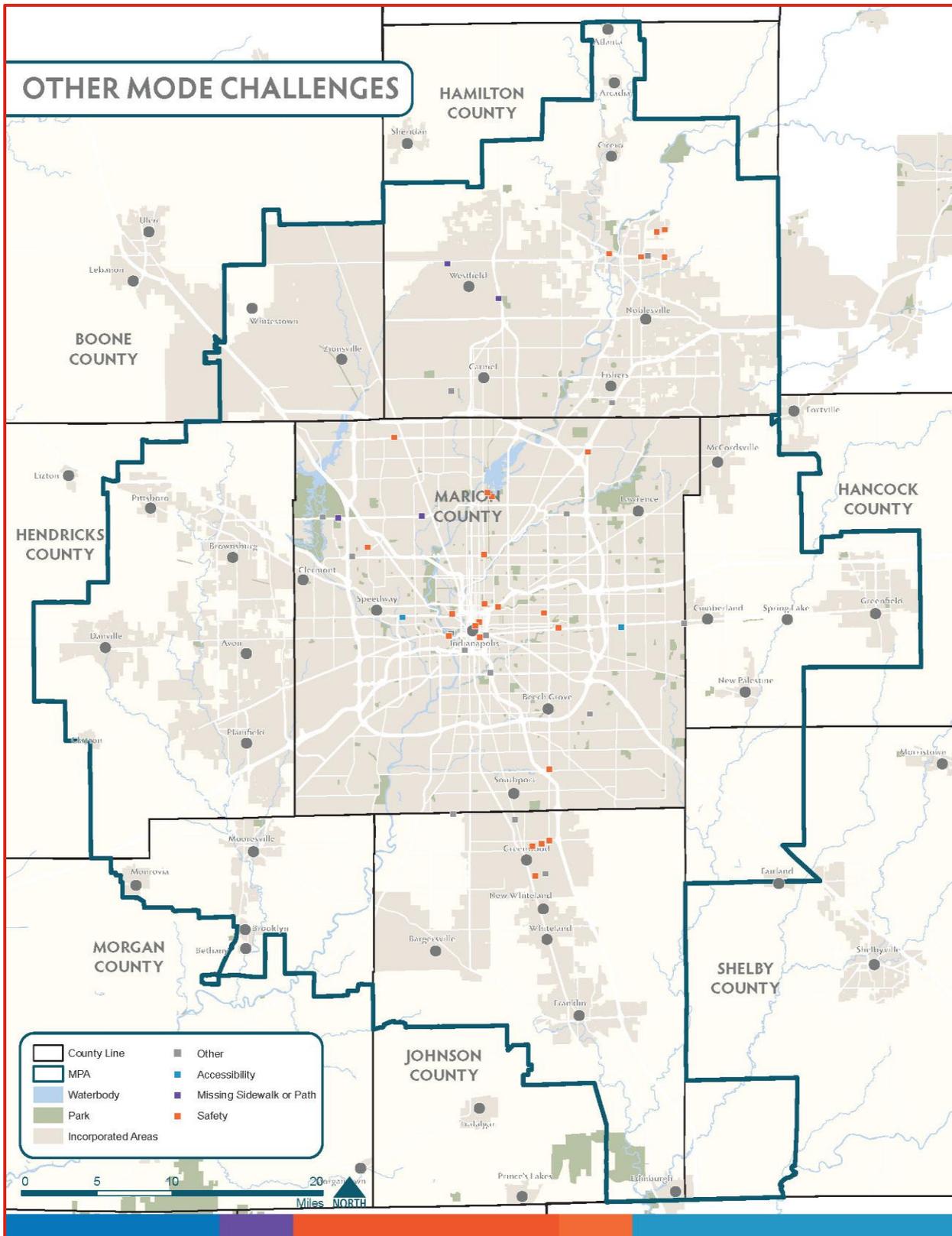




Other Comments:

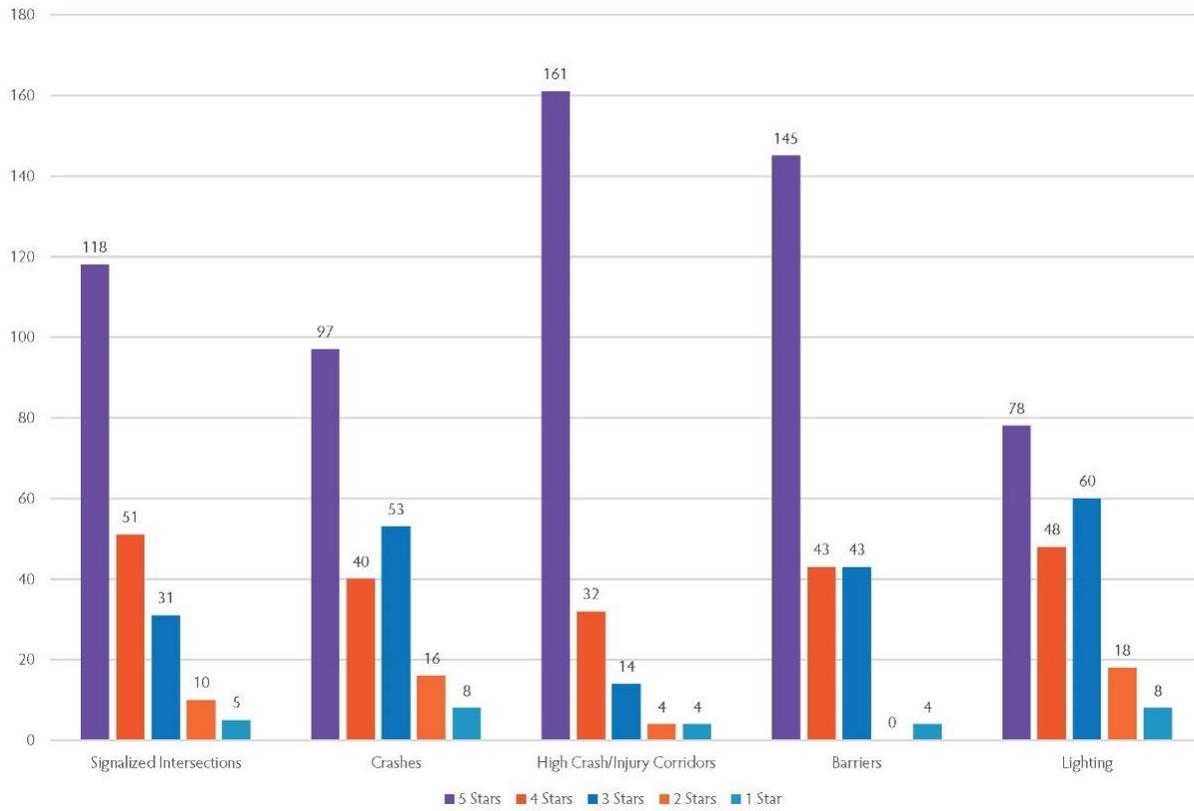


\*For all comments please see appendix.



Q3: Do you strongly disagree (1 star) or strongly agree (5 stars) with the potential recommendations?

## Safety Strategy



### Signalized Intersections

- Have something to stop cars from just driving on and not yielding to people.
- I mean these are important - but IMO they are also "givens" that shouldn't need "prioritization" because they should be automatic.
- So many of the Mayor Ballard era bike lanes have faded lane paint and are covered with gravel and broken glass.
- I put multiple examples on the map in the previous tab. The majority of major intersections in this city have little or no infrastructure for pedestrians, even major intersections. 65 and Keystone, East and Hanna, everywhere on South Meridian. 65 and Raymond/Shelby. It really is fend for yourself and we hope you don't die.
- I'd add raised crosswalks.
- We don't have raised crosswalks that I know of but I've seen them in other cities. They work very well
- Prefer roundabouts where appropriate.
- Problem is there is absolutely zero enforcement of crosswalks or speed limits
- Helpful in very congested spaces but divided bike lanes and not critical to riding or commuting
- Bikes and pedestrians don't really need these and paint is ineffective at quelling traffic. Drivers mostly ignore these measures and therefore are ineffective at improving safety.
- while it is nice, there is zero enforcement of no turn on red, red arrows etc in the city. paint is also not infrastructure

- A signal is useless when a driver is able to ignore it.

### *Crashes*

- Full reviews done after even once incident should become the norm.
- All depends on what caused the 1 vehicle/pedestrian interaction. This should not be a definitive reason, but is most definitely a leading indicator that an area might need evaluation.
- Need more analysis of near miss incidents so you don't have to wait for people to DIE before taking action
- There are so, so many of these. But flashpoint intersections like 86th and Monon have been ongoing concerns that don't seem to get fixed, even after people die. The investigation team finds that the driver was bad so what can you do but shrug and hope people drive better.
- I encourage the MPO to seek out the root causes of why active transportation collisions take place with automobiles and seek an appropriate solution.
- Just because there has been a crash, doesn't necessarily mean it's unsafe.

### *High Crash/Injury Corridors*

- If it's an area where it keeps happening then a review should be done immediately, but needs to be looked into from all angles, not just ped/bikes.
- "These all seem to go together. You get major crash corridors because of heavy traffic, bad signage, absent lighting, missing sidewalks, bike lanes, markings, and crosswalks.
- Also, the importance placed on maximizing vehicle volume means that you allow and encourage people to drive 50 and 60 MPH through places where people live. And people will die. It will piss off people who live in the suburbs, but you can't keep trying to volume your way though life. You have to slow cars down through design"
- As much as possible, I encourage the MPO to adopt Vision Zero for future development.
- maybe people and bike riders shouldn't be on high volume roads. I ride bikes but stay away from areas. Use common sense.

### *Barriers*

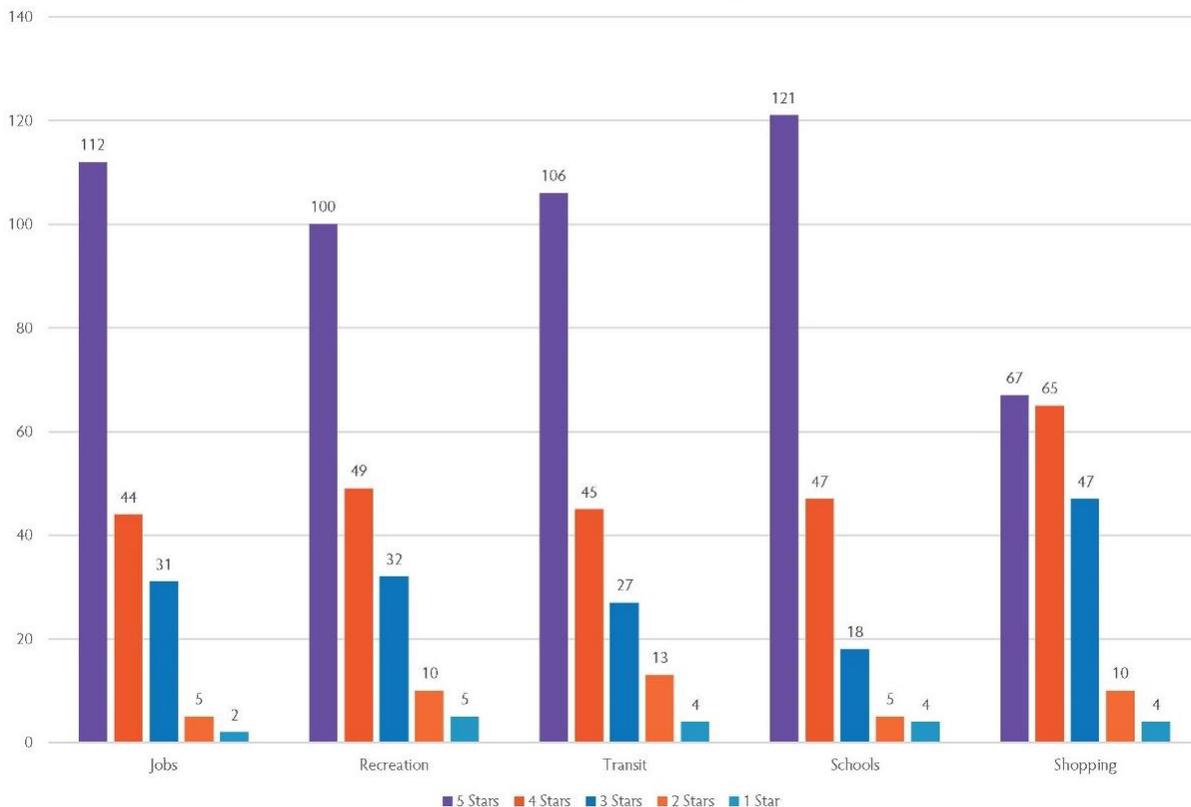
- Road diet make people believe they are going to damage their car if they speed
- I live on the near east side and almost daily I see handicapped people in wheelchairs riding in the street because the sidewalks are missing or unusable. Also the streets in the near east side are complete garbage and need repaved.
- There needs to be more widespread usage of speed humps in neighborhoods. We see very few cars stopping at stop signs and this would help to at least slow that traffic where more children and cyclists are present.
- 75% of this city has little or no sidewalks. What sidewalks we have are usually broken, interrupted, or overgrown.
- As much as possible, I encourage the MPO to adopt a complete streets policy and deny funding to any project that does not follow the complete streets policy.

- Unfortunately, it seems that while very important, signage and is often ignored and vandalized, so the best investment seems to be in sidewalks and trails and their protective installations. Lighting is very important, but for now, it seems to be often vandalized and it is so dangerous after dark, that people go out when it's dark less and less. Investment in video and license plate detection to successfully catch and prosecute hit-and-run perpetrators may be best.
- Physical infrastructure is superior to signs and paint because it forces drivers to change their behavior.

### Lighting

- If I know it's a cop out to put five stars on all of these, but road safety is extremely lacking in Indianapolis whether inside a car or out. Keeping people alive should probably be the ultimate goal of these things.
- This is important if done correctly so that we are not contributing to light pollution.
- Progress has been made. More is needed
- It should be safe to ride a bike at all times, not just during the day.

### Connections Strategy



### Jobs

- I am lucky enough to be able to take the bus or drive in to my office downtown. most of my coworkers only have the option to drive. A park and ride from the satellite suburbs would help with that situation.
- I bike to work on regular occasion. This should be encouraged. But gaps in the network are a killer.
- Being able to commute to work via active transportation will encourage a healthier population.
- Most car traffic is commuting to and from work. We could definitely use less of this.

### *Recreation*

- Really not any big parks to ride to, except Eagle Creek and that's behind a fence
- This is the place where I feel the city has done better than most other areas. It feels like the city for decades has viewed walking and biking as recreational activities first and a transportation method only for annoying weirdos.
- I don't use trails I have to drive to. It seems foolish and wasteful when I can just ride over to the Pennsy on my bike.

### *Transit*

- Not enough bus stops are near the apartment buildings along high traffic corridors.
- It is literally impossible to safely bike or walk to transit in most places in the suburbs
- This is #1. Public transit has been treated as an option of last resort in this city and as such it is used primarily that way. Therefore, the majority of people who use public transit in this city are those that are most in need of safe pedestrian and bike infrastructure.
- Active transportation pathways should be the last-mile connections from homes to transit.
- If I didn't live within walking distance of a bus stop, I probably wouldn't use it. If I have to drive to a transit stop, I would probably just drive all the way.

### *Schools*

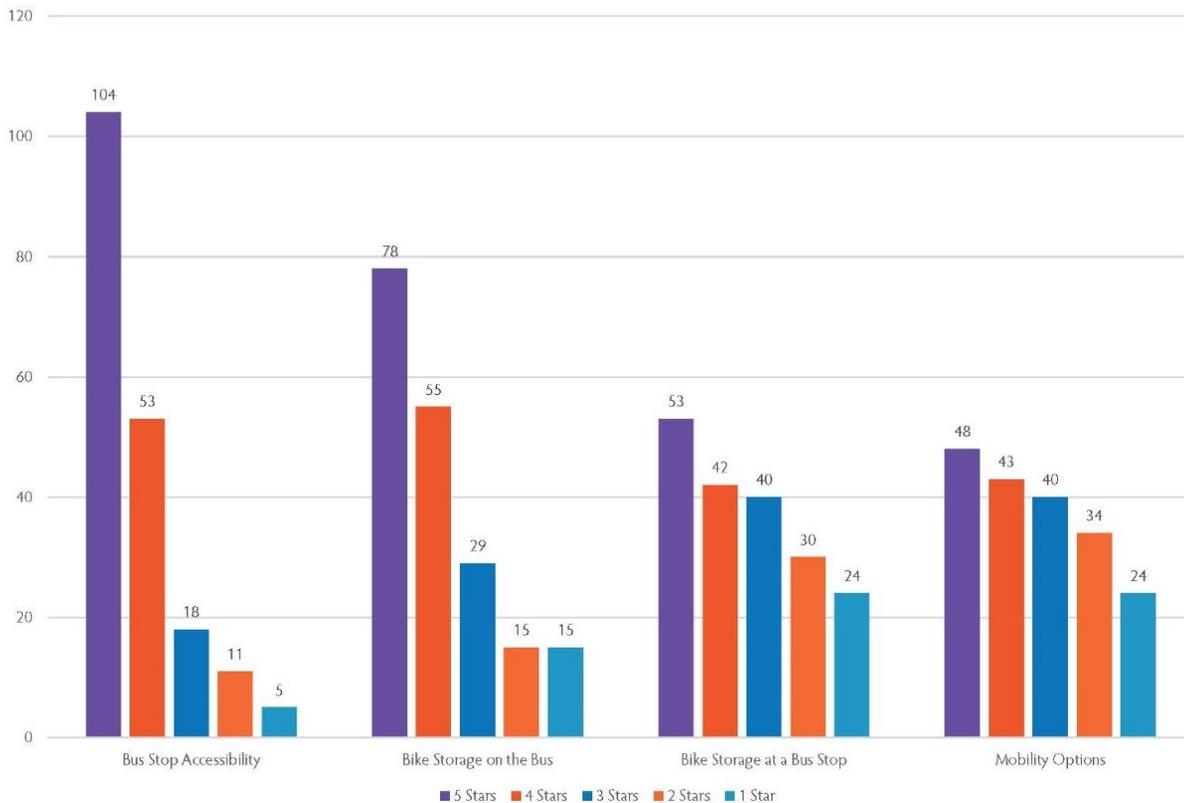
- I wouldn't lump adult learning institutions with the younger age ones because most of the elem, JH, and HS have bus routes already, though they may be lacking in drivers. The route infrastructure is already there.
- Universities seem to have been somewhat well served as the institutions themselves have lobbied and invested in their connectivity for resident students. And that is important. I don't know that elementary and secondary schools have had the same investment. And I'm not sure how many schools even allow their students to travel to their schools without being driven in a car or bus.
- Parents shouldn't have to bus their kids to school. This contributes to pollution and degrades individual autonomy for the child. When I was growing up, I was able to walk or bike to school every day until 7th grade. At that point, we were forced to either take the school systems inadequate bus system or get a ride from our parents. Also, teens that drive are a high crash risk. It would be better if they didn't need to drive at all.

### *Shopping*

- I would cycle more if the city felt more bike friendly / safer. On the plus side I've never had anyone yell at me or be threatening in a car - it's mostly speed & lack of driver awareness

- That would be my highest priority. Major stores and Grocery should be a high priority by bike, walking.
- Commercial corridors in pedestrian and bike friendly (as pedestrian and bike friendly as Indy tends to be) areas like Fountain Square and Mass Ave are a killer app for bike and pedestrian infrastructure. But the less dense areas in the townships are going to be a very tough nut to crack.
- Dependent on the area, but priority to grocery stores especially in food deserts.
- While I do want these routes to exist, this is actually a zoning reform issue. In much of the suburban areas around Indy, people have to drive to get to any of these services. If you just put in a connecting path from a sprawling suburban neighborhood to a shopping center, people will still drive. These need to be located closer to the neighborhoods they serve for biking to be considered feasible by most people.

### Transit Strategy



### Bus Stop Accessibility

- Please no more bike lanes that dead stop at bus stops, ex: Pleasant Run Red Line stops.
- I don't have a frame of reference to be able to answer this one fairly.
- There are no bus stops on the southside of greenwood to catch a bus downtown.
- Possibly more important is frequency

- Transit routes and active transportation routes should complement each other.
- This is a no-brainer. Everyone should be able to use public transit.

### *Bike Storage on the Bus*

- Frustrating that IndyGo will only allow two bikes per Red Line bus.
- I don't have a frame of reference to be able to answer this one fairly.
- I almost always need to bring my bike to wherever I am going. I feel I've been lucky that the bike racks on our buses are underutilized. If they weren't, I would probably have to invest in a folding bike.

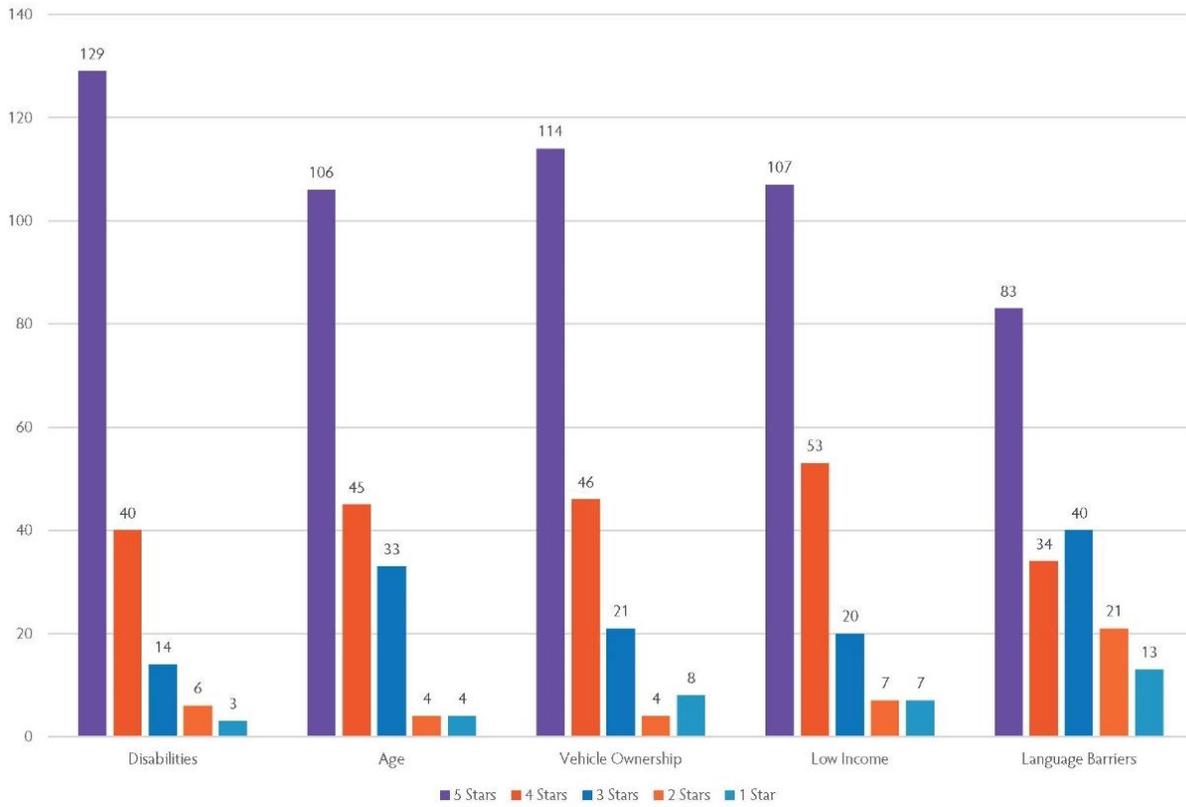
### *Bike Storage at a Bus Stop*

- This is so key because it enables a powerful combination of biking with public transit! So often I'd love to just lock my bike up and ride the bus, but feel like I have to bring it with me because there's not safe parking.
- I don't have a frame of reference to be able to answer this one fairly.
- If I'm riding transit with my bike, I prefer to take it with me. I do think it would be helpful to have better bike parking infrastructure, however. Amsterdam has some great examples of how bike parking facilities can be done right. Just locking a bike to a metal rack out in the open is a risk I would rather avoid.

### *Mobility Options*

- This is another key thing! In the Netherlands, they actually have a system called OV-fiets which let you rent a bike for the day using your transit card at your destination. This, combined with regional transit, would be powerful because I could jump on the transit in, for example Fishers, and then rent a bike for the final part of the trip in Indy.
- I don't have a frame of reference to be able to answer this one fairly.
- While I don't really use these kinds of services myself, I believe this is still a valuable service.

## Equity Strategy



### Disabilities

- Unable to walk.

### Age

- Can be of any age. Small children are unable to due to some type of disability. They need to get out of the house also.
- The age component will be addressed by the disability component above.

### Vehicle Ownership

- Important to provide a way for people to not need a car, as well. The cost savings of having one less car is a lot larger than most normal people understand.
- This is a tough one because lots of households in the Indy area may have fewer cars by choice, so it doesn't necessarily correlate with equity improvements to invest based on this measure.
- We should have the freedom to be able to live without a car, regardless of financial standing. Let's face it, cars are expensive and it's getting worse.

### Low Income

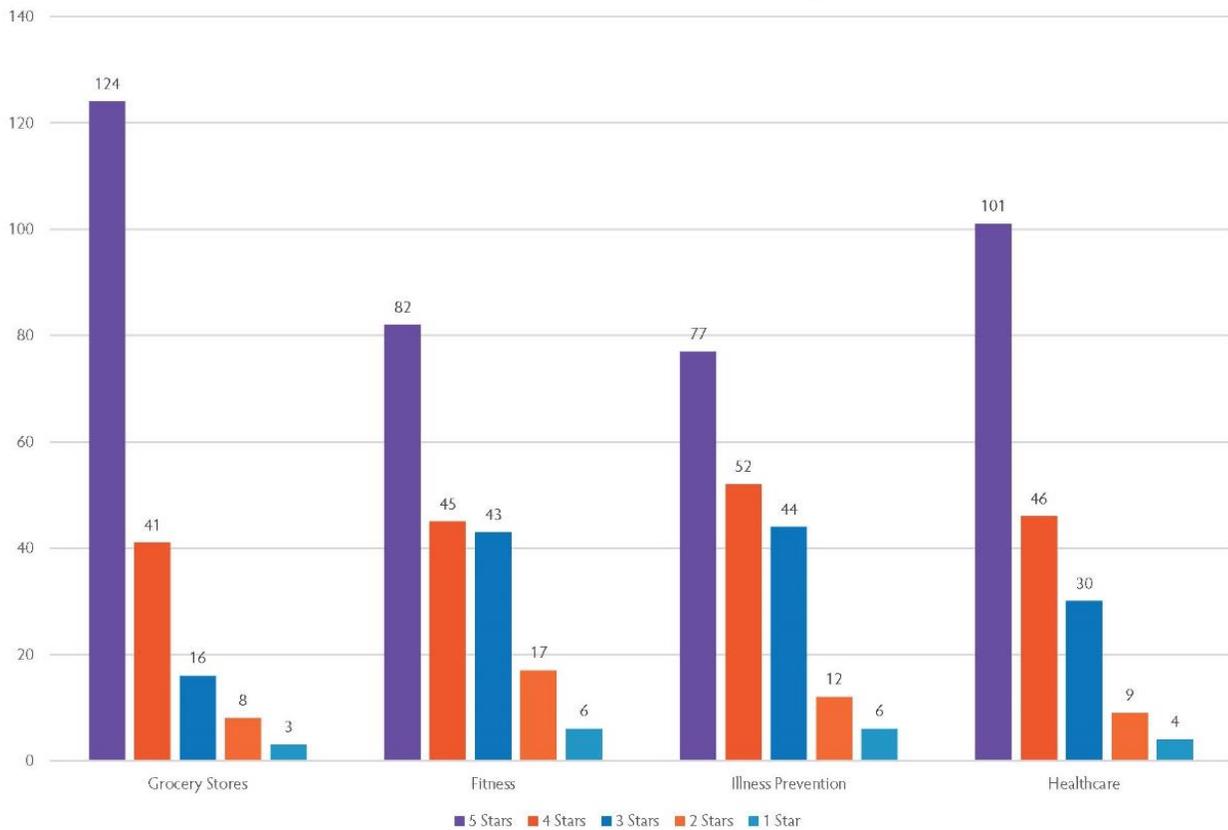
- This is especially important in Westside near Haughville.

- Ideally accessibility is designed for everyone. Focusing on underprivileged communities, while noble, may be a root cause for people thinking public transport/walking/cycling are not for them and only for underprivileged people. It's a tough balance.
- Multi-modal transportation is critical for those who cannot afford a car.

### *Language Barriers*

- Is this referring to signage in multiple languages? I'm not sure how this helps or doesn't help people who do not speak English as a first language.
- This is important, but the better the system is overall, it will address these concerns as well.
- I'm not very progressive as I should be on this. I feel like having a sign in multiple languages is a tradeoff between readability and cultural diversity. While it's good to be welcoming to other cultures, additional text on a sign makes it more complex and slightly harder to read.

## Health and Wellness Strategy



### *Grocery Stores*

- Yes, yes, yes!

### *Fitness*

- No Comments.

### *Illness Prevention*

- Those who commute via active transportation to work and back are multitasking. Exercising and commuting simultaneously. This will help combat obesity and the legion of health problems that come with obesity.

### *Healthcare*

- I feel like healthcare component should be addressed more by transit.
- it is impossible to safely use a bike as a sole form of transportation and reliably access a hospital downtown for specialized care

## Steering Committee Meetings

In order to ensure the needs of the region were met through the development of this plan, a steering committee of local leaders and stakeholders was assembled to guide the planning process. This section includes a review of the steering committee members who participated in this process and the notes from the meetings.

### Steering Committee Meeting #1 | March 6, 2023

Along with three members of the consultant team, twelve members of the steering committee attended the first meeting.

- Project Development Overview including a project schedule and general overview was presented by Drew Parker, Toole Design
- Community Engagement Efforts were highlighted that are anticipated to include:
  1. Steering Committee Meetings
  2. Focus Group Meetings
  3. Online Survey
  4. Pop-up Engagement at Existing Community Events
  5. Speaker Series Event (attend)
  6. Final Plan Story Map and Comment Period
- An overview of the 2020 Regional Bikeways Plan and 2020 Regional Bikeways Plan was provided at a high-level summary of the vision and goals of those respective projects. Following that overview, a question was asked by Jamey McPherson regarding how will funding sources affect prioritization?
- Attendees were asked to provide comments and feedback via Google Jamboard Activity. Activity discussion items included the following series of questions and responses by the committee:
  1. What elements of the previous two vision statements do you want to keep? Are there elements you would like to change or add?
    - Safe
    - How do we make VIBRANT Connectivity? What's the difference between our canal walk and Venice?
    - Words to keep: Safe, accessible
    - Very Interested to consider creating pedestrian areas not just a network. New questions how do we define a change in context to a pedestrian area?
    - Keep community benefit, equal component of regional transportation network
    - Equal Component (not an afterthought)
    - Like: "Increase options available" language
    - Integrated with transit and vehicle routes
    - Keep community and process
    - No mention, or definition of pedestrian destinations. I would consider adding.
    - Keep community-led process
    - Consider language around improving quality of life through safe connectivity
    - Create clear borders that clearly define pedestrian areas bordering elements could include raised crosswalks, roundabouts, etc.
    - Improving health
    - Consider including language related to a bikeway network that improves mental and physical health. This can be through the addition of greenspace, landscaping or more.

- Making pedestrian connectivity as an equal part of the network. Theme to keep in mind.
  - Include some information in the plan how walking, biking, and rolling can improve mental health.
  - Intentional e-bike strategy.
  - Pandemic and post-pandemic, there's a change in how people use facilities
  - Statement about both programming and maintenance.
  - Balance of addressing populations as a form of necessity vs. "just for fun" or recreation/entertainment.
  - Make emphasis on connecting communities, regional comprehensive network is stated, but there is more to connecting communities than just drawing lines.
  - Include a reference to encouraging informal marketplace to increase equity.
2. What do you think our goals should be for this Active Transportation Plan?
- Create a sense of place and identity
  - Safety
  - Equity statement from walk bike places: Ensure that it is both true AND believed that resources and costs are distributed fairly.
  - I like the word "walking" is throughout these statements (both bike and pedestrian plan goals) because wanting doesn't cost. Access to walkable spaces is important.
  - Equity – connection to jobs & healthcare
  - Facilities that keep/attract people to places
  - "Have an impact on the most people's lives"
  - Non-pollution transportation alternatives / provide for safe and clean transportation alternatives
  - Provide connections for all users that low stress and are comfortable
  - Sidewalks that connect to the trails – so you don't have to drive there.
  - Reduce car traffic / traffic congestions
  - Facilities for basic transportation
  - Add "connection to transit" to the equity, safety, and / or access goals
  - Building beyond the facility to make it the best, it has an identity
  - Safety and wellness / quality of life
  - Would love Strongtowns analysis and value/acre study to look at cost benefit of bike pedestrian versus car info investments
  - Basic sidewalks connections to get to your destination
  - Rather than required vs. recreational, car replacing trip r not car replacing trip
  - A person's first contact with a trail by foot. Make sure that trails are accessible to get to a trail by foot, without staying in a vehicle. The experience should feel pleasant and safe.
  - Looking at different types of investments for a community – does it give us more maintenance than what a community can support? Development that increases quality of life.
  - What times and places have the highest leverage to make biking and walking life-long habits? (First job? College? Parenthood?).
  - Implementable plan that takes into consideration multimodal.
  - Costs and resources are distributed fairly – increased public engagement
3. Are three specific topics you think we should prioritize in this project?

- Connections to job & health centers
  - Pathways to implementation
  - Reducing vehicle speed through the design and implementation of bicycle and pedestrian infrastructure to make the roadways safer for everyone
  - How many, what size and types of organizations, partners and programs need to exist to be successful.
  - Making sure the routing is reasonable and feasible.
  - Transportation connections across cities and counties
  - May make sense on paper, but really dive into network/framework of facilities. Think about the future with more foresight.
  - Safety is always one of the top things I think of when I think of active transportation. Too many paths are put in without thinking about how the pedestrian will feel on the path.
  - Areas that have been historically ignored/underinvested.
  - Trailhead placement. Parking. Some facilities may be focused on people needing to drive to. This is okay, just need to consider this up front.
  - Make sure people of all abilities can cross a street.
  - Access with disabilities.
  - What's our ideal experience of stepping off a bus? Is there a bike trail, a newsstand? Does the bus drop you off inside the grocery store or mall?
  - What experiences are we okay being accessible almost exclusively to active transportation.
  - Supporting economic development – tourism, local businesses.
  - Fall Creek Trail Area – drive to it, park, offers different opportunity to get out and experience vs. one that is more urbanized.
  - Collaboration to add bike/ped/transit facilities into scope of work for roadway improvement project.
  - Person safety.
  - How do we interact with crime? Should jaywalking be a crime? What happens when someone gets hit?
  - Partnerships with businesses (May be too soon, but identification can be done at this stage.
  - Want to put a trail network in, set it up to attract people to drive to it, consider parking, bathroom, and other facilities. Different areas have different needs.
  - Maintainable.
  - Economic development.
4. What are some challenges or barriers to implementing active transportation projects?
- Right-of-way.
  - Duke Energy & other utilities (often related to relocation)
  - Funding.
  - Project coordination with partner agencies.
  - Lack of communal decision-making processes among local advocates. Could be consensus, voting etc.
  - Utilities can be an issue, especially where pedestrian and bike infrastructure can/should go.
  - Any issues related to legislative bills that might impact future right-of way or impact fees for funding.

- NIMBY
  - Sidewalk in new development that goes to nowhere. Developers resist putting them in.
  - Partner coordination with partner agencies.
  - Piecemeal sidewalk construction where there is only new sidewalk in front of the new development.
  - Resistance from developers when there are no sidewalks in the surrounding area. A thing that most people/developers don't do willingly.
  - Warren Central High School – example where sidewalk has been placed in front of school, but walkers must be on edge of street between major intersections and the school as there is a lack of connectivity.
  - Topography.
  - Yield to pedestrians vs. Stop for pedestrians.
  - Expensive cost.
  - Greenwood – new development developers put in the walk. Credits can be applied to from the parks department.
  - Indianapolis at one point had fee in lieu of building a sidewalk. That has been discontinued for the most part, and now is required in most projects. Sidewalks are done as most all capital projects in the city.
  - For this project, rethink how sidewalk construction can work. Different ways to think about how to fund sidewalks. Who funds them?
  - Effort worth the end result? Small projects take as much effort, if not more, than larger projects.
  - Carmel has the non-reverting thoroughfare funds, so if the path isn't built, they can commit to this fund. However, like Indianapolis, they are trying to get the infrastructure built unless it's as simple as a single parcel. Council passed a bond to prioritize around 30-gap projects to fill infrastructure holes through bond money.
  - Lack of flexibility with certain types of funding.
  - Stormwater.
  - Fishers – uses Park Impact Fees for trail funding, bond funding, MPO funding assistance to help local agency with sidewalk/trail funding.
  - Adding active transportation to late in the process.
  - Fishers – successful in getting Next Level Trail grant for trail funding. Public works team is also utilized to develop trail connections (typically small, straight-line projects).
5. How could this active transportation Plan best serve your needs?
- Identify potential projects to pursue for funding grants.
  - Partnerships with communities to increase chance of success.
  - Understand priority list that MPO feels for each facility type of specific projects. Better understanding high priority funding within MPO viewpoint.
  - Sidewalks that lead to public transit locally and in other cities or counties that might lead to state policy creation if that's even possible.
  - Grant seeking strategy for prioritization.
  - Ride share programs to link the public transit across the region.
  - Software sharing. Example – if several communities are going together on video detection, multiple communities could submit or share together.

- Being able to integrate into local plan.
  - What's considered/criteria for MPO high priority projects.
  - Routes to transit.
  - Having transit connectivity be a performance metric for projects.
  - A way for new developments specifically jobs, to advocate for sidewalks and bus stops near their business by partnering with various groups.
  - Understanding the demographic. I've seen bike lanes in areas that need sidewalks although I know sidewalks are more expensive than painting lines.
  - CIRT – Rideshare programs to link public transit across the region.
  - Standard detail sheets and examples of best practices (Greenwood).
  - Helpful to have a design and image to show people, something that will increase the quality of life experience, safety.
  - Gather regional partners for training and informational sessions.
  - Pedestrians are using bike lanes for walking – conflict regarding safety, although it's "cheaper" to paint a line vs. construct a sidewalk.
  - Coordinate permitting and licensing fees.
  - Safe route to transit.
  - Being able to integrate into local plan.
  - IMPO is currently making streetlighting / sharing to individuals.
  - Looking at the technology to aid in the identification of vulnerable user detection.
  - Alternatives for routes or phased approach method.
  - If a new development or business is coming to a location adjacent to where there is transit available, is there a transit connection that could be available or options for ride-share options. CIRT could potentially work with this type of workforce connector program.
- Project tasks and next steps were presented that included:
    1. Updating analysis (April/May)
    2. Develop Recommended Project list (June)
    3. Focus Group Meetings (April)
    4. Online Public Survey (May)
    5. Pop-ups at existing community events (June/July)

## **Steering Committee Meeting #2 | July 25, 2023**

The meeting notes below are from the second Steering Committee Meeting for the Indianapolis Regional Active Transportation Plan which was held on July 25, 2023.

### **Introduction and Overview**

A project development overview was provided to meeting attendees that included a project schedule and general overview of plan milestones. Specifically, community engagement efforts were highlighted that included the first steering committee, focus group meetings, the online survey, Equiticity speaker series, and the pop-up engagement discussions.

### **Notes on Regional Corridors Discussion**

#### *Q1: How should they be defined?*

Steering Committee Member comments:

- Regional corridors identified should create a network when looked at as a whole

- Scale of corridors identified is important
  - » Identifying really long corridors for trails is probably not the best approach
  - » Smaller sections preferred
  - » Could look at nodes or sections of the corridor with approximately 7,000 people
- Support for the idea of looking at a buffer area around corridors
- Connections to “nodes” are important
  - » Nodes where (existing or planned) trails and BRT lines intersect
  - » Nodes of development or activity generators like regional parks
  - » Important to consider nodes/areas that are in different phases of growth and development
- Currently, transit and trail systems are “hub and spoke”
  - » IndyGo trying to move away from this approach and has had discussions about emphasizing/prioritizing other regional hubs – for example nodes along Meridian Street.
  - » Not convenient at the regional scale when people are trying to move between areas of the County aside from downtown Indianapolis area.
- Connections within nodes are also important
  - » ATP could highlight multimodal connections needed to connect to regional nodes/corridors
- Hard to initially picture corridors for Central Indiana (vs nodes) but with more thought corridors like Keystone Avenue, Madison Avenue, US31, Crawfordsville Road come to mind

*Q2: How should they be selected? What are the criteria?*

Steering Committee Member comments:

- For nodes – areas of 7,000 people
  - » Number comes from Christopher Alexander urban design theory book, *A Pattern Language*.
  - » Because of sprawl, may need to adjust or make more contextual to different conditions across the region.
- Areas where there are people in need
  - » Include considerations for people working second or third shift, not just 9-5 commuters.
- Regional activity centers
  - » Have already been identified and there are typologies that this ATP could use.
  - » Use as a way to determine what connections are needed between regional activity centers.
- Activity generators – city focal point, transportation hub, gathering area, trail access points, parks
  - » Trails should be interacting with these as much as possible

*Q3: How should they align with transit and regional trails/greenway plans?*

Steering Committee Member comments:

- There is currently coordination between trails and BRT; e.g., trail adjacent to the Purple Line
  - » Would’ve been helpful to add economic development focus for key intersections – transit-oriented development and/or trail-oriented development

- Would be helpful to identify corridors between BRT lines – specifically the Purple Line and Blue Line

### Jamboard Comments

Attendees were asked to provide comments and feedback via Google Jamboard Activity. Activity discussion items included the following series of questions and responses by the committee:

#### *Point Place Regional ATP*

- Emphasizes bicycling as a **social and racial justice issue**, with a focus on **programs that support equitable mobility for people of color and low-income people**.
  - » Steering Committee Member comments:
    - *Bicycling and public transit as a social...*
    - *Important to include walking, and the right to safety as well.*
    - *Are there safeguards to avoid gentrification that may come with the infrastructure? This came up as a concern during the Equiticity presentation.*
- Establishes **policies and design guidance for selecting facility types** in the future instead of recommending specific facilities (i.e., bike boulevard, bike lanes, shared use path).
  - » Steering Committee Member comments:
    - *Allow bikes on BRT lanes. Easy reuse of existing infrastructure.*
    - *Allow other transit, including private shuttles but as second tier users.*
    - *Design at different scale. From Tactical urbanism pre-approved, to cultural trail / greenway standards that a private developer could build. Less red tape.*
- Establishes active transportation as an environmental issue, recommending policies and programs that focus on green stormwater management.
  - » Steering Committee Member comments:
    - *This may not be a winning issue just as environmental. But reducing maintenance cost and improving property value are just as applicable.*
- In addition to infrastructure (facility) recommendations, gives equal attention to programs, policies, education, enforcement, and encouragement.
  - » Steering Committee Member comments:
    - *Ideally, design that calms traffic or otherwise influences behavior requires less enforcement.*
    - *Definitely need dedicated programming funds. The bang for the buck is incredible. Even \$50k per year for programs can vastly improve residents' ability connect.*
- Embraces experimentation in the form of programs to support local pilot and demonstration projects.
  - » Steering Committee Member comments:
    - *Embraces small pilot projects that can become formalized over time if they are effective.*
    - *Education should be part of these programs. All mode users need to know how to interact.*
    - *[Check mark left by one of the meeting participants].*

- Addresses concerns about displacement, incorporates **housing policy recommendations**, and prioritizes bikeways near places with permanent affordable housing
  - » Steering Committee Member comments:
    - *Important that this focusses on creating new opportunities, and doesn't concentrate poverty.*
- Approaches scooters/micromobility as an integral component of the transportation system and uses policy tools to pave the way for emerging travel modes to flourish.
  - » Steering Committee Member comments:
    - *How do we get resources to people, neighborhoods, to increase access to bike or mobility device ownership?*
    - *Expanding these options means they'd no longer be seen as just for tourism and recreation.*
    - *E-bikes, etc.*

### *Hawkins Regional ATP*

- Strong emphasis in the plan on **building partnerships with community groups**, who are seen as the lead implementers of education/outreach/encouragement programs.
  - » Steering Committee Member comments:
    - *Formalize this relationship. State that projects can be destroyed through failing to deliver but also through failing to defend publicly and politically.*
    - *This should include funding for developing and implementing the outreach activities.*
- Short-term plan focused on achievable 5-year actions.
  - » Steering Committee Member comments:
    - *[No comments, just a check mark left by one of the meeting participants].*
- Focuses on “low-hanging fruit” infrastructure, policy, and program **changes** that can be **accomplished quickly** and **easily** for little cost.
  - » Steering Committee Member comments:
    - *This should also result in policy changes.*
    - *Do we already do this too much?*
- Provides guidance on **programs to collect and maintain comprehensive data** on active transportation facilities.
  - » Steering Committee Member comments:
    - *Poling to protect politicians when construction day comes!*
    - *I've heard it said that cyclists are the last people on earth who still ask for directions. Bike information on sites like Google Maps is mostly unhelpful.*
- **Focuses on infrastructure** (facilities), with minimal attention paid to policies, programs, education, enforcement, and encouragement
  - » Steering Committee Member comments:
    - *This will not build trust effectively. There needs to be shorter quicker smaller projects that clearly reference public input.*
    - *We definitely do this too much, & when we don't fix the infrastructure, that's it. End of effort.*

- *Bike parking should be considered a part of the infrastructure.*
  - *“Build it and they will come” seems to be true for active transportation.*
- Recommends culture change and Transportation Demand Management programs to build **public and political support** and **momentum for active transportation**.
  - » Steering Committee Member comments:
    - *May work best as a formal agreement between municipalities and advocates*
- Has a strong focus / guidance on **maintenance policies and programs** for topics like snow removal and street sweeping as they relate to bicycle facilities.
  - » Steering Committee Member comments:
    - *Would there be an enforcement component?*
    - *100% maintenance needs to be addressed, from design standards to dedicated funding, even if it's through a partner organization / trust.*
    - *With educational component for individual property owner responsibility regarding snow and garbage removal.*
- Regarding scooters/micromobility, the plan has a **narrow focus on regulating private scooter companies** to minimize disruption/complaints.
  - » Steering Committee Member comments:
    - *[No comments].*

#### *Other comments from general discussion*

- New education and encouragement programs are needed to support infrastructure investments
  - » Can't take a build it and forget it approach – programs like community mobility rituals might work well
- Education is crucial for success
  - » The level of education (and enforcement) required depends on the condition (and separation from vehicles) of the infrastructure
- IMPO preference is for less focus on nodes themselves, but more focus on identifying the (short) corridors that connect nodes.

#### **Next Steps**

Project tasks and next steps were presented that included:

- Wrap-up community engagement
- Finalize analyses
- Develop project recommendations

#### **Steering Committee Meeting #3 | November 2, 2023**

The meeting notes below are from the third Steering Committee Meeting for the Indianapolis Regional Active Transportation Plan which was held on November 2, 2023.

#### **Introduction and Overview**

A project development overview was provided to meeting attendees that included a project schedule and general overview of plan milestones. Specifically, community engagement efforts were highlighted that included the first two steering committee meetings, focus group meetings, the online survey, Equiticity speaker series, and the pop-up engagement discussions.

## Public Engagement Results

The public engagement result themes from the focus groups and community conversations were broadly discussed. Supplementary graphics from the public survey results were presented to provide a more in-depth analysis of the public's concerns and priorities. A steering committee member requested the overall comments summary from the public engagement to review.

## Regional Active Transportation Network Approach

Toole presented an overview of the Network Approach to identify the regional active transportation corridors for the plan. The maps and materials are to be sent to the committee for further review.

Maps that were presented during the meeting and that will be sent to the group for review as an interactive map include:

- Existing Facilities
- Previously identified gaps
- IndyGo BRT Routes
- Regional Activity Centers
- Proposed Active Transportation Corridors

Initial revisions to the maps were provided for discussion items included the following responses by the committee:

- A steering committee member informed the group of an update to the Proposed Corridors: 116<sup>th</sup> Street between Carmel and Fishers, there is a bridge connection point that is under design that will connect the communities and further connect to Zionsville.
- A steering committee member identified that the B&O was extended in 2023 from Speedway to Michigan. Also, Ronald Regan has a new crossing at Rockville to the side path from US 36 to 100S.
- A steering committee member informed the group that the purple and red BRT lines will be sharing stations along the Capital corridor points

Initial comments to the approach process were provided for discussion included the following responses by the committee:

- A steering committee member requested that the Johnson County Master Plan that was adopted in 2019 be included in the existing conditions if not already.

## Prioritization Process

Centered around six (6) goals, see below, the preliminary prioritization metrics were presented for each goal. Activity discussion items included reviewing the prioritization metrics and preliminary weighting. Steering Committee Member comments:

- The weight of healthcare facilities should be weighted higher somehow since senior citizens and children tend to be the ones that are trying to get to these facilities but do not have a way to get there. The public survey can be weighted lower to accommodate the change.
- Schools and other educational facilities should be its own metric. This would include Safe Routes to School in the analysis

Updated Prioritization Metrics: Changes noted in **Red**

GOAL	METRIC	Potential Weight
Regionalism	Connections between cities or counties	5
Equity/Fairness	IMPO Environmental Justice dataset	18
Health	Connections to healthcare facilities	13
	Connections to parks and recreational facilities	5
Connectivity	Closing sidewalk and path gaps	10
	Connections to educational facilities	7
	Connections to existing low-stress bicycle facilities	5
	Connections to existing and future BRT lines	5
Economic Opportunity	Connection to and within IMPO Regional Activity Centers	5
Safety	Projects on the IMPO Regional High Injury Network	12
	Bicycle Level of Traffic Stress	5
<b>Total</b>		<b>90</b>

### Next Steps

Project tasks and next steps were presented that included:

- Finalize Prioritization Method
- Finalize Regional Active Transportation Network
- Develop Draft Plan

### Steering Committee Meeting #4 | March 28, 2024

The Steering Committee reviewed the final plan content, discussed the results of the data-driven prioritization, and discussed the final regional policy and program recommendations.

## Detailed Online Survey Results

### *On Bike – Map Survey Questions*

- No sidewalk
- Traffic
- Traffic
- It's difficult to cross 16th here when on a bike - unless a new "under the 16th Street bridge" has been built recently that I'm not aware of.
- Scary and dangerous to cross 86th on a bike. Bike / ped bridge here would be great.
- There's no way to bike near Keystone and Kessler. The only mode of transportation that feels safe besides cars is the bus.
- This unprotected bike lane is extremely dangerous and I don't feel safe in any part of it from Keystone to I-465.
- While a painted bike lane is extremely inadequate, the southeastern lane mysteriously disappears from Arlington to Minnesota creating an extremely unsafe section for bikes. It's especially dangerous when traveling southeast.
- College is a missed opportunity for bike connectivity in the city. It would be an ideal way to connect the Monon to Fletcher Place and Fountain Square, but it also would be a great way to connect the entire grid of the Mile Square to the Monon. The cultural trail is great for recreation, but it is not a great path for commuters. College could be that connection.
- It's just bad!
- The painted bike lanes offer no protection from vehicles.
- Arlington is wide and rarely, if ever has the vehicular traffic to slow traffic to reasonable speeds for a neighborhood.
- The bike lane is not protected from traffic and the wide, open center turn lane and wide lanes induces higher speeds in this neighborhood street. There is never enough traffic to slow traffic to reasonable speeds for a neighborhood.
- The bike lane abruptly ends at 10th and Emerson, even though the closest grocery store is about a mile east of 10th and Emerson.
- There is no pedestrian or cyclist infrastructure here and the speeds are very fast. I have seen strollers being pushed along the center curb and it is not safe, but neighbors have no choice, as it is hostile to anyone not in a private car. The closest library to a lot of my neighborhood (Community Heights) is just over this bridge.
- This intersection needs traffic calming and a road diet on 16th. Dangerous to cross here with two lanes each way. Lots of residential nearby and a park with kiddos.
- Limited visibility due to building and high speed cars. This location needs traffic calming and a center refuge island.
- Safety issue for both bike riders and pedestrians. Blind entry from the Fall Creek Trail onto the Monon Trail. Folks pop out right in front of bikes going 20ish mph.
- This is a dangerous trail crossing for people walking and biking. Consider a raised crosswalk and more frequent pedestrian crossing phase.

- It is confusing and dangerous to cross over 10th Street to continue riding the White River Trail. A road diet, center median, and better bike/pedestrian crossing would improve this situation. The road is way too wide and encourages high speed.
- Visibility is poor and motor vehicles rip through here at high speeds. This location needs a signalized, traffic calmed crossing.
- This section of the multiuse trail is so rough that it would be very difficult to use for anyone in a wheelchair or mobility scooter
- Couldn't find a single bike rack to lock up at the fairgrounds when I biked there for a recent event. How is that possible with them right there on the Monon Trail and near the Fall Creek Trail?
- Michigan Rd
- Hard to bike Belmont Beach
- There isn't a way to get directly from 56th street to Shadeland Ave from Old Lawrence without taking a very indirect route via Boy Scout Rd. Even then, there is no sidewalk and the road is very narrow for bicycles.
- Bike lane on Lafayette Rd is an attractive nuisance.
- Large pothole in the middle of the bike lane right before a vehicle entrance. Busted my bike rim in June 2022. Hole still not fixed
- The east and west bound bike lanes are dangerous (cars swerve into the lane on a regular basis). In addition, they are often filled with debris
- 10th & Sherman
- Generally difficult to navigate the northeast and far east sides by anything outside of a car due to lack of infrastructure.
- Bike lanes exist on Lafayette but they are terrifying. There's a huge immigrant population out here that would benefit from better cycling, walking, and transit infrastructure.
- It is very hard to bike along 10th St. there are no MUPs or good sidewalks. The 6ft road lane is sometimes used for parking and makes it hard to bike in. 10th has some of the highest transit ridership in the IndyGo system. It should be as accessible for pedestrians as possible.
- It's very hard to get from the near northside to Downtown via Capitol ave. even though it has a bike lane. The paint isn't sufficient enough protection for the traffic flow along it.
- No bike path or multi use path
- Too many cars going too fast. Intersection needs to be narrowed considerably so cars have to go slow. Other traffic calming engineering also welcome
- East Street being a 3 lane highway is insane and terrible. Make it a 2 way and slow it down. Add a bike lane, you should have to add protected bike lanes to all roads
- Same as walking.
- Difficult cross from the side path to the bike lane through the Keystone intersection
- Dangerous signalization and poor definition of bikeway at this awkward intersection on Rural and 62nd street. The crossing push button is not easily accessible by bicyclists, and there are dangerous turning movements by vehicles.
- The stretch of Allisonville Road from 62nd to 82nd Street needs to be buffered with designated bike lanes to the stop bar at each intersection.

- 10th St is a good connector but is missing safe bike options running east to west. You have to go out of your way and do some wide detours if your commute doesn't necessarily follow one of the trails.
- 52nd and 46th are both great E to W connectors but with them just being paint, and the bike lanes disappearing West of Meridian, they lack substance. A hardened/protected bike lane would be HUGE in connecting to the canal towpath and the Monon, and extending the west of Meridian would make it even better.
- 52nd and 46th are both great E to W connectors but with them just being paint, and the bike lanes disappearing West of Meridian, they lack substance. A hardened/protected bike lane would be HUGE in connecting to the canal towpath and the Monon, and extending the west of Meridian would make it even better.
- The painted bike lanes on the NW quadrant of the city (E to W streets, Lafayette, etc.) are essentially worthless. They're so dangerous and drivers move so fast that no one uses them, yet we count them towards our bike miles. A whole new plan needs to be enacted for the NW side.
- The painted bike lanes on the NW quadrant of the city (E to W streets, Lafayette, etc.) are essentially worthless. They're so dangerous and drivers move so fast that no one uses them, yet we count them towards our bike miles. A whole new plan needs to be enacted for the NW side.
- This is another bike lane that's a joke. You would only use this if you WANT to be splattered by a driver. Allisonville needs to go, stop counting it towards our bike lane miles, and replaced with a safer option.
- No Bike lanes south of Washington on Illinois Street
- Protected bike lanes (paint is not protection)
- Protected bike lanes. Flex posts are not protection
- Cars drive too fast through this neighborhood
- There are often utility vehicles parked along the path preventing people from using the path
- This crossing is difficult on a bike because it is hard to get off and press the button and the visibility of cars coming around the corners from both directions is poor
- Cars regularly disregard the traffic signals, making it unsafe as a cyclist
- The fact that the bike lane switches from one side of the street to the other is dangerous and causes many cyclist to dart in between cars to get to the other bike lane.
- 16th street from Roosevelt to Speedway could provide a great connection. This should be prioritized to connect so many different communities to the great services and business available on the 16th street corridor.
- Bike path disappears in this block.
- Cars turning right from Michigan often do not see cyclists.
- East/west cars often run red lights.
- sure there's a bike lane on state street, but it's also got very wide lanes that encourage fast driving and make using the bike lanes dangerous.
- Access to Town Run via bike
- There are often utility/construction vehicles parked on the sidewalk on the south side of 146th with no warning. It makes it very difficult for cyclists to use the path, particularly given the current lane closures.

- This crossing can feel dangerous, as cars coming from both directions have poor visibility coming around the curves and cyclists do not want to have to stop and get off their bikes to press the HAWK button.
- The Lafayette Rd. bike lanes would be better utilized if grade separation or other means of protection between motorists and bicyclists were implemented. As the lanes exist today, I'm not comfortable bicycling in the area.
- Lots of standard shopping areas lack sidewalk, bike racks, etc. to make it easy to access the building through the parking lot. This one isn't bad but it could be improved.
- There's technically a bike lane here but it seems crazy to expect people to bike across this massive intersection / interchange. Same issue now at 146th and SR 37, the intersection feels extremely open / exposed and unsafe for non-motorists.
- Bridge is out for maintenance
- Bike Lanes are unsafe or nonexistent
- Pavement quality on bike path is poor
- Listed as a bike route, but traffic is 50mph+ on narrow country roads. Very unsafe the whole length of CR 600 S / Thompson Rd
- Absolutely unsafe to bike anywhere outside of enclosed neighborhoods in this region. Parks have to be driven to. Zero walkability or bikeability
- four lane high traffic street but no sidewalk. Would like to access Nickel plate trail but no safe way to get there from home.
- No sidewalk. I have seen people in wheelchairs along the rode trying to go to Meijer and have to go on the street. Lots of foot and bike traffic but unsafe with level of traffic.
- No shoulder or connectivity with path to the north on same street.
- There is a bike lane but the pavement is in poor shape and is almost always covered in glass, gravel, trash and other debris making it unsafe.
- There is a bike lane but the pavement is in poor shape and is almost always covered in glass, gravel, trash and other debris making it unsafe.
- The ongoing construction of the bridge has left the rode filled with hard to see pot holes. This is especially dangerous on a downhill when speeds can be higher.
- Coming from the south, it's very hard to see traffic coming from the west. Even with the blinking trail crossing lights, nobody slows. Very dangerous crossing.
- This trail head ends forcing cyclists onto the road. It'd be a great piece of safe connectivity if there were a bike and pedestrian bridge under 38th to connect to the canal towpath.
- Extremely dangerous crossing with motorists pulling out of shipping centers at multiple points.
- I'm not sure if this is the exact location, but the bike lanes are in awful shape. Car parking is to the right of the bike lane, meaning there is threat of traffic on your left and cars pulling out into you in the right. No real safety.
- this isn't a bike lane.. it's a gutter with traffic
- the white river crossing is narrower than a bicycle. must cruise with your back to traffic
- path needs to be resurfaced
- too much debris in gutter/bike lane
- no curb cut to cross to cultural trail on East side of Indiana Av

- Potholes everywhere plus no protected lanes for bikes
- Terrible road surfacing near sewer clean outs/manholes. Causes me to have to swerve or slow down while on the road
- Very large and frequent potholes make this alley nearly impossible to navigate on bike, but would be even worse for a scooter or wheelchair
- Cars often do not see bikers here. Have almost been hit at least once
- Please have a dedicated and physically separate bike lane on 38th and safe, protected intersections.
- Please have a dedicated and physically separate bike lane on 38th and safe, protected intersections. Traffic is so fast!
- So many pot holes and poor road conditions
- There's not sufficient room on the path on North part of Westfield for bicycles especially with all the heavy use by people (and geese).
- Bike lane with some outside separation/barriers, please! Road conditions, speeding, etc. pose safety challenges.
- Bike lane with some outside separation/barriers, please! Road conditions, speeding, etc. pose safety challenges.
- Please have a dedicated and physically separate bike lane on 38th and safe, protected intersections. Slow down traffic on 38th! Also, there's no safe pedestrian/bike access to the white river trail until 30th st
- W 10th St. has many areas where power poles or other objects are placed in the middle of -or otherwise impede - the sidewalk, creating issues for anyone using mobility equipment and bikes. (This problem is by no means limited to W 10th St.)
- Very dangerous crossing. Often stuck in median. Traffic on 16th going very fast. Narrow approach on north side.
- Bollard removal is terrible here. Extremely dangerous
- Bike lane frequently occupied by vehicles. Protection needed
- Missing bike lane
- Needs a better shoulder, cleaned, and signage.
- Roots and cracks have made for some rough sections.
- Shoulder is a terrible patchwork of asphalt, forcing bikes into the center of the lane.
- The bridge was replace and part of it appears to be a bike lane but it has been fenced off with a guardrail so bikes are forced onto the road.
- No bike path.
- Could there be a safer route to Bloomington? A protected path/trail would be a game changer.
- Difficult to cross Interstates in general. Exceptions - Monon Trail, Fall Creek Trail
- Missing path, narrow road, cars do not have a passing lane.
- Missing paths on Sherman Dr. Cars travel at high speeds, narrow road.
- Large parking lots, not a pedestrian friendly atmosphere, missing path links, traffic congestion, auto focused.
- Not a controlled crossing, cars drive too fast, no alternative way to cross other than waiting for cars not to drive.

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- cars run stop sign
- no crosswalk kids can't cross street to get to school
- Path is too close to traffic
- "Neighborhoods not safely connected to main grocery and service spaces.
- Roads narrow and lane shifts."
- The whole south side down to Franklin has terrible roads for cycling - high speeds, high volume, narrow pavement, poor pavement. Even undesirable for Class A cyclists.
- A road that is safer for Class A cyclists to get from Broad Ripple/Nora across the interstate into Hamilton County would prevent mixed user conflict on the Monon.
- Cars ignore red arrow and turn onto highway while bikes have right of way, preventing bikes from going
- Cars park in Pennsylvania street bike lane constantly because there are no bollards or anything keeping them out
- The conrad hotel has valet parking in the bike lanes
- The white river trail crossing at 16th street is virtually unmarked and cars almost never stop to let you cross
- With Zionsville's bike path now extending south to 96th Street, it would be possible for people to ride to College Park stores and restaurants if bike paths existed along 96th St and along Michigan Road.
- Two lanes of traffic turning right across the Cultural Trail - my least favorite area on my bike commute
- Not easy to get off the White River Trail and across Ky Ave on commute to Lilly LTC-N/LTC-S
- Area near the school is not safe on a bike during school drop off & pickup times
- Nearly impossible to bike on Mcfarland rd without great risk
- Need a mirror to see people turning onto trail from other directions.
- Dirt in the eyes from construction
- There is no safe way to get to or from the public library in Noblesville.
- "Request path behind south bound red line stop.
- Also finish the south exit ramp off the red line deck to allow bikes and wheelchairs to exit without going onto street into oncoming traffic"
- "Entire path need widening to allow more people access and safe passing if needed during times when there's traffic
- Ideally bring both over to one side and protect similar to lanes between pleasant run and prospect"
- Nowhere to bike safely on the far east side.
- Need more connected and safe biking paths in Indianapolis
- Dangerous crossing Keystone where the 62nd st. path ends, and a gap before the westbound bike lane begins
- Needs a pedestrian island like 52nd street has

- Needs a HAWK signal
- 39 not designed for bicycles
- 36 not designed for bike commuters.
- 236 not designed for bicycle use.
- Washington Street not safe for pedestrians or bicyclists.
- it would be great to have an east / west bike path (not on road) in Marion south. Most of the good bike areas are north side.
- The bike lanes on Madison are dangerous and were a complete waste of money considering how little they are used. Bike riders do not feel safe. It would have been better to just convert the sidewalks to walk/ride lanes.
- Missing gap on Pennsy Trail
- Very dangerous and scary crossing 116th; you are cut off from amenities on the other side effectively
- The most direct route from the NW to the Nickel Plate District is through the apartments, but there is no cohesive or comfortable way to do that. You can get through, but you have to jump curbs and ride through grass
- To get from the NE to the SW in this intersection (the only way to cross) you need to wait and cross two separate crosswalks (and spend time waiting on the SE corner, which has very little place to stand safely). Ideally, this intersection would have a pedestrian phase where all car directions are stopped and you can cross diagonally across.
- Can't get to the retailers in this area by bike currently (no safe off street way to get there from the north)
- Ideally, there would be some way to get from 126th st on the East across the river to 126th on the West. This would make a great way to get between Fishers and Carmel on a bike! Currently, you have to cross at 116th which is not comfortable at all.
- Going to Target is a common destination for many people young and old; but the connection between the trail and Target is very sketchy and involves narrow sidewalks. There needs to be a better/safer way to get from the Trail to the front of Target.
- Crossing here on bike can feel very unsafe because of proximity to fast cars. Additionally, it's made even more unsafe by the fact that often the signal will not detect your bike, so the only way to cross is against a red light (trying not to get hit) or to get off your bike and walk over to the pedestrian beg button. This is a common crossing point because it's the way to get to the Kroger Grocery store
- Lots of great restaurants and shops down here, but the path next to Allisonville does not feel safe because of it's proximity to the high speed and volume of car traffic. Additionally, there are lots of curb cuts which make it even more unsafe and uncomfortable (drivers often aren't watching for you to be coming from their right while they look left at traffic).
- Several of the speed tables to the north of the Nickel Plate were unfortunately made too "flat", so traffic moves through at speed and is less likely to yield for crossing people on foot/bike.
- Sunblest Blvd East and West is a very common thoroughfare, but because of it's width people tend to drive through it very fast. This makes it less safe for people on bikes. Traffic calming on this street would help reduce speeds and probably volume as well!

- Speed blister brings road RIGHT next to the path; which feels super dangerous when someone is flying around a turning car in the blister (just feet away from you on the path).
- Crossing at Sunblest South is difficult and unsafe because the signal doesn't tend to pick up your bike, so you have to cross against a Red. Additionally, there's no connection to South St. when you cross over, which would help complete a nice parallel route for getting to shops on the south side of 116th
- There's no safe or comfortable way to get the hospital or any shops in this area from the North.
- Paths along major roads like Allisonville tend to feel unsafe because of their close proximity to high speed and volume of car traffic.
- Paths along major roads like 126th tend to feel unsafe because of their close proximity to high speed and volume of car traffic.
- The on street bicycle lanes do not feel safe, but the side walks are narrow and difficult to ride on.
- many students bike to the high school to/from activities/sports with no appropriate facilities
- Unclear traffic signals, street signs hard to read or in weird places or changed to a name that reflects a sporting event in town. Scooters on sidewalks are a hazard!!!! Bike lanes are few & far between. Cross walk times very short downtown
- This is the most dangerous greenway crossing in the city. At a minimum, a HAWK signal should be added, but we should aspire to do better than even that.
- When this opens, this will be the 2nd most dangerous greenway crossing in the city. Eastbound motorist visibility of the crossing is limited because of the elevation change from Montcalm to the top of the bridge. IMO, this section of the FC trail should have never been routed this way and it should have continued down Montcalm to the signalized crossing at 16th...then it could have either headed east across the bridge (or better yet just continued south and tied into 16 Tech).
- pedestrian sidewalks and narrow streets. fast speeds equals high stress for cyclists
- narrow streets, no sidewalks. Major cycling manufacturer with high stress access, little safety
- Even though HAWK system coming in. Blind corner approaching B&O crossing. VERY UNSAFE
- Need a bike lane on 16th. Reduced car speeds too.
- A connection between fountain square and the Monon would make my bike commute so much safer
- There needs to be a no turn on red (at least) for people turning from 75th street onto Westfield. Especially with the construction happening in Broad Ripple I've nearly been hit twice on my bike recently at that intersection by people turning right on red
- This intersection needs a bridge or tunnel. Someone was killed a year and a half ago at this intersection and all the city council did in response was put up no turn on red signs. Strangely, people still turn on red and I've witnessed or been in so many near misses with cars turning right on red or speeding through the trail crossing. I don't want to die at this intersection
- East street through downtown is not bicycle friendly. Consistent speeding, lack of dedicated bike lane. Potholes and gravel throughout the street under the railroad interchange. Very dark day and night under railway.
- Need a tunnel or bridge for crossing 86th St on the monon. This is a high high traffic area and there is minimal signage so drivers do not use any caution when approaching.

- Need to close 75th St for thru traffic between College and Westfield. Or at the very least “no turn on red” for 75th St and more obvious signage for trail crossing. Drivers roll through reds without stopping.
- Bike lanes on 73rd / 71st need bollards or some kind of protection. This is my commute to work and I am unable to ride because of how unsafe the UNPROTECTED bike lanes are. Drivers drive into the bike lanes every day. Drivers cross the double yellow line to pass cars all the time. NEEDS traffic calming.
- There should be bike lanes on Emerson that connect all the way to 46th.
- Arlington has some good potential to be a north/south connection on the east side. But the inconsistency of lanes and speed of traffic make that less than ideal. I would like to see consistent protected lanes all the way to 56th.
- Too many sharrows on southbound Allisonville. Any time I have to "share the road" with automobiles is a risk I would rather avoid.
- Too many sharrows on southbound Arlington for my taste. I don't go this way often, but if I did I would want to see protected lanes on this route.
- The protected lanes on NY and Michigan are decent, but prone to people parking in them which forces cyclists out of the lane and into traffic. Would like to see more ballards in place to prevent this behavior.
- Sometimes I see motorized vehicles on the Pennsy in the form of mopeds, ATV's, and golf carts which endangers cyclists and pedestrians. There needs to be better signage to indicate what kinds of vehicles are prohibited, info on how to report incidents, and better enforcement.
- It's no secret that the valet parking in-front of the Conrad is the most hated section of the Cultural Trail. It's dangerous to have to dodge the cars that are parked here. It would be better if they could find another place to park.
- The bike lane on 46th is scary. The road is overbuilt and 45 MPH is way too fast of a speed limit to co-exist with bikes. Either traffic quelling is needed and/or a protected lane.
- Shadeland has no sidewalks or bike lanes
- I almost get hit by a car here frequently when riding. There are 2 turn lanes on W. Washington turning north onto West St. And people in the far turn lane cannot see cyclists well. Even if I'm riding with the walk sign flashing.
- Safety and connectivity. The MI and NY bike lanes are a death trap.
- Needs a hawk light
- There is not a safe way to bike Indiana Ave from 16 tech to IUPUI
- The crossing for pedestrians and bike is unsafe
- Need a bike and pedestrian crossing at 38th to get from White River parkway east and west.
- There needs to be a pedestrian and bike path to Fox Hill
- Connection from Glendale to Devonshire
- Share road sections and the high speed traffic along here makes it very dangerous to bike on this street.
- No protected bike lane makes it very dangerous to bike on this street.

- Most other area along here is very safe, but sidewalk here is too narrow for cyclists and pedestrians to share. Parking needs to be eliminated in favor of making the area safe for people. On my way home I saw a cyclist get hit by a car pulling out of a parking space.
- Bicycle lane is crumbling and is horribly uncomfortable to ride on. The road for cars gets patched but the bike lane does not
- Bike path needs resurfacing and a ramp to street level at the terminus on Indiana Ave
- During the closure of the Pleasant Run Trail, there are no safe alternative due to Shelby St and East St not having safe bike facilities.
- This should have protected bike lanes to connect Fountain Square to the soon built Southeastern Ave multi-use path.
- Slip lane creates dangerous situations on a regular basis.
- Another example of an unsafe bike lane in the gutter of the street.
- Prospect St bike lane is a start but needs protected infrastructure due to dangerous drivers. Underutilized parking lane could be converted into protected bike lane.
- Leading signal would help here, drivers do not look when turning left from EB 10th. Unsafe as on foot as well.
- TERRIFYING
- Entire neighborhoods needs some traffic calming.
- Not sure why East St shows up as a bike route, this is a very dangerous street that has two underutilized parking lanes (Raymond to Morris). You could easily remove one parking lane and install a protected bike lane. Sidewalks connectivity is in good shape, though
- Needs to be a stop sign for cars instead of bicyclists
- bike path over bridge blocked
- no bike path
- Accessibility
- This is THE WORST crossing.
- No bicycle infrastructure on 10th. Adding designated bike lanes or paths would allow easier and safer access to downtown and the Monon trail
- Road needs a separate bike lane. Traffic is too fast and road is very open.
- It would be great if this trail actually connected to Greenfield. It just drops you in a corn field right now.
- Lafayette to 62nd intersection bike lane is wild.
- Heavy traffic through this section makes it very dangerous.
- 16th St. is incredibly busy with no dedicated bike lanes. The city needs to work to calm down this street. I don't even feel safe walking on the sidewalks.
- I hear the Delaware Street is going to go to two way which will be great. I hope the city can add some bike lanes.
- crossing this intersection with combination of RTOR and a cars doing left turns on yellow and even red turn arrows is very hazardous.
- The bridge over Eagle Creek was rebuilt in 2020 with a protected bike / ped lane, yet the lane is inaccessible. Pedestrians must climb over a guard rail and cyclists are forced onto a very busy two lane road with zero shoulder.

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- YMCA should be safely accessible by foot or bike, yet it is very dangerous to get here unless you drive a car. This is close to Eagle Creek Greenway and would be so nice to tie in exercise at the Y with transport on the Greenway.
- So dangerous! I can not believe the city will not deal with this trail crossing. Shame.
- bike lane is always full of fencing and construction rubble
- almost hit by cars going on the interstate - very unsafe despite clear cycling path
- beg button is nearly always broken, way too many roads intersecting makes it confusing for cars. always feels unsafe to cross
- bike lane just randomly stops & intersects with the bus stop. could easily be fixed by just paving the muddy rut that people are using to pass around the bus seating
- hotel uses this as a chauffeured parking, making the path just stop all of a sudden. it's actually insane that the city allows this
- no idea how a cyclist is actually supposed to go through the light to prospect or Virginia safely
- cycling lane just starts and stops randomly through here
- Hilly road so difficult for cars to see walkers or bikers and pass safely.
- Crossing US31
- Quality intermodal Connection between Marion and Johnson counties
- This is a bad and confusing corner. This entire stretch of Mass Ave is unsafe for anyone.
- This section is unsafe for everyone.
- Not sure the city can correct this, but why do people insist on biking this stretch when the Monon Trail is right there!
- This is one of the worst intersections in the city for all traffic.
- Please do something to improve this intersection. An inattentive driver killed an experienced cyclist. The crossing light seldom works. How about building a bridge like you did across 38th Street at the Fairgrounds?
- So you have a sign on the trail that tells cyclists and pedestrians to stop and a sign in the intersection telling cars to yield to pedestrians "State Law." Which is it? This is a dangerous intersection with cars at the bend driving west.
- This is a challenge for cyclist/motorist and pedestrians. I was hit by a car here once on a bicycle even after waiting through the stop waiting for vehicles to stop. Also confusing for motorist as some cyclist fly through this intersection.
- Cars don't look when turning past crosswalk and cars stop in the crosswalk.
- Cars stop in crosswalk and don't pay attention to those in the crosswalk.
- This is a horrible design for the bike lane in the middle of the road. So dangerous I won't ever use 46th street on my bicycle. I LIVE on 46th street and won't ride on it.
- Cars stop in crosswalk and don't pay attention to those in the crosswalk.
- Cars go too fast along this small curve and drive IN the bike lane.
- confusing traffic flow for trail users
- red light runners and high volume and high speed traffic

- red light runners, right turn on red shouldn't be allowed
- poorly marked for bike crossing
- 54th doesn't have bike lane markings and the intersection is too crowded east-west bound
- 52nd doesn't have bike lane markings west of College and the intersection is too crowded east-west bound
- extremely dangerous trying to cross 16th street.
- barriers between bike lanes and vehicle lanes is needed.
- Coming off the trail going east on stop 18 to Aldis there are no paths connecting (just sidewalk) or crosswalk lights to cross 31 to go to the store.
- Need more and better bike lanes from Greenwood to downtown Indy. Separated from traffic.
- Drivers on Washington disregarding pedestrians and bikers, speed limit, no turn on red.
- City workers parking construction vehicles in bike lane
- Non-protected bike lane commonly parked in by vehicles. Unsafe biking between Irvington and downtown.
- Motorists ignoring crosswalk lights for Pennsy Trail
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- Motorists ignoring crosswalk lights for Pennsy Trail
- Bike lane ends and bikes are supposed to merge with 46th Street traffic for like half a block PLUS bike lane is not maintained/cleaned, it can be very treacherous - 3 miles less than taking Fall Creek trail south to Monon Trail north to home, so at least there is a lane but in winter and spring it is rough with all the grit and garbage swept from the car lanes into the bike lanes
- Have you ever tried to cross 16th going North on this trail? It is the worst crossing I use - very small refuge and VERY tight space on the North side of 16th
- Bike lane just ends - cars have no idea why I moved into "their" lane.
- The paint in the bike lane has worn out.
- This is a major bike route and would benefit from defined markings.
- This crossing for the trail is a total sketch-fest.
- Connecting with the rest of the city would be good here.
- All of 10th St east is a death wish to bike on. No extra space as drivers seem to have little regard for human fragility.
- Entire southern Marion county - lacks bicycle infrastructure
- Please connect these neighborhoods!
- Not a complete link between 31 and 135
- White lanes on the roads are NOT bike lanes
- The city needs to build real bike lanes
- The Pennsy trail, from German Church to Ritter is used as a homeless campground
- Light takes forever to change or does not because a bike will not trigger it.
- This crossing is a known issue but city does not seem to know what to do. Maybe enforcing speed limit on 86th and also the no turn on red.
- No turn on red is ignored by cars turning onto 75th
- Cars speed down 46th
- Cars speed down 16th on four lanes of traffic.

- Extremely limited bike lanes
- bike infrastructure is poor to get to Speedway from Downtown, mainly no connections between B&O and Cultural Trail
- There is a bike path but it's too narrow, esp. as you approach College
- Too much traffic, not enough separation between bike and car traffic.
- BGI recently moved over here, however there is not good bike access to get there
- Need a better crossing for the Monon
- 16th street needs a road diet. Almost impossible to walk/cycle across the monon at 16th
- make all directions no right on red. Cars roll through red light on 75th while pedestrian signal is lit. Also pedestrian signal does not function properly. it doesnt light when you press it while 75th traffice has a green. You have to wait through two light cycles to go
- Everything is bad about this intersection and needs attention
- No crossing opportunity
- This underpass is one of the worst to walk (5' sidewalk right next to cars) or bike (very dark). Since repaving, cars now continue speeding under here too. There is no other way around the railroad track until Sherman (east) or State (west), and both are significant detours on a bike or walking
- This Monon crossing is one of the worst with four lanes of traffic. Even if one lane stops, it's unsafe to assume the other three will.
- This overpass makes it almost impossible to connect to the greenway on the other side. For some reason, there's two lanes that merge down into one, so cars race each other over it.
- Since the interstate reopened, car begin speeding on the street to enter the onramp
- The light on Market to cross College is programmed to only change to green with a car: on a bike, the light will never change because it does not pick up the weight. I have waited here for minutes just to see, and it never changes
- Getting under the interstate anywhere to the southside is a challenge
- I have never seen a car stop or look here
- Difficult to cross street safety northbound when bike has to slow down in traffic lane to make tight turn
- Extend bike lane at least one block east to connect to neighborhood roads
- Close gap in bike lanes
- No bike infrastructure to southwest from downtown
- The whole Far east side is basically inaccessible between 30th and pennsy east of Irvington. I can't bike to the doctors out this way
- Low income workers who often bike this way have few safe options to traverse this intersection
- busy street crossing
- v dangerous crossing now that nickle plate tracks are gone and drivers don't have to slow down
- connect the existing Pennsy Trail to the trail leading to Greenfield
- connect the existing Pennsy Trail (Cumberland) to the one leading to Greenfield
- finish the trail between Cumberland and Greenfield
- Difficult intersection to cross since cars are coming from multiple ways and often do not look before turning.

- 10th Street is narrow and two lanes of fairly busy and fast moving traffic with no sidewalks or shoulders.
- I live and bike often on the far eastside. I have a greater comfort level than most doing so but a safer north south route is needed on the far eastside
- four lanes wide, no real accessible median, surrounded by extremely busy gas station. This cuts off so many people in neighborhoods south of here from easily getting to the trail. Not to mention just up north more on this High School Road, is the dog park, but again, you do NOT want to cross this with your dog unless you really want a stressful walk for the dog and you. I NEVER see people crossing with their pets here.
- Whoever configured this "lane" hovering in a very dangerous spot never has had to ride here when any kind of traffic is present (most of the time).
- Traffic speed is dangerous to cross on bike or walking
- Dangerous multi lane, high speed crossing. Needs a road diet and traffic calming.
- No sidewalk
- I can't fathom trying to navigate 31 using anything but a car. Interstate speeds with little or no infrastructure for pedestrians or bikes. The new 465/31/Thompson intersection is physically huge and acts as a barrier.
- If a bike lane is a narrow gutter 3 feet away from 50MPH traffic and it goes away completely at every intersection, it is not a bike lane. It is assisted suicide
- The bike lane should not disappear through Garfield Park. My wife rides on the sidewalks since the tunnel construction has closed Pleasant Run Trail. The Shelby Street corridor is great, but this is a missing link that acts as an obstacle for some people who would use it a lot more.
- Keystone from 65 to Prospect is the ultimate low hanging fruit. It doesn't maintain enough vehicle traffic to justify a dedicated center turn lane. Take away the center lane and make it two lanes each way with a wide multipurpose path for pedestrians and cyclists
- Prospect is OK, but could be improved a lot with very small tweaks, like taking the westbound bike lane out of the door zone, putting the parking on one side against the curb, and then making a bidirectional bike lane on the opposite side with flex posts marking the boundary between vehicle and bike traffic
- Cars are ALWAYS illegally parked, blocking the bike lane. IMPD is often parked there and not only does nothing, but illegally parks here as well.
- The Illinois Street bike lane is good, but the 12th street/65 onramp is bad. It is so close to being safer tough. Give pedestrians and bikes an actual park of the light cycle. The bike detector sometimes doesn't work so you have to go push the beg button to get a green light. Also, put a small barrier between the bikes and vehicles. Some confused or unobservant drivers think the bike lane itself is the left turn lane. This is low hanging fruit.
- PUT THE BOLLARDS BACK!
- People have died in this lawless place
- Google Maps lists a bike lane here. There isn't one.
- Cars fly by on the monon trail intersection. I always feel unsafe crossing here.
- Cars go too fast at this intersection and it feels very unsafe to try and cross especially when traffic is heavy

- Getting off fall creek trail to turn onto milburn st street requires one to cross the street only to cross it back again. It's easier to use the bike lane going in the opposite direction but it means going against traffic
- This is one of the few east/west routes across the city on bike and it is only a painted bike lane on a very wide road with fast moving cars
- The protected bike lane is nice, but it is not clear enough in the intersection, cars going right do not yield
- The connection from Raymond Street trail to Eagle Creek trail is difficult and dangerous. The "walk" pedestrian sign is missing at Kentucky and Belmont. The trail is missing a section along Belmont.
- Path is eroding into the river
- Sidewalk is too narrow for bikes and pedestrians, but road is too dangerous to bike on.
- Bridge is too dangerous for biking. Needs wider sidepaths that could accommodate bicycles and pedestrians at the same time.
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- Bike lanes are full of debris and traffic is too fast. This section needs a separate shared use path to 16th Street and the park
- Crossing is dangerous for pedestrians and bicyclists. Needs a traffic signal or HAWK signal.
- Parts of path need to be resurfaced.
- Portions of path need to be resurfaced
- Portions of trail are in need of resurfacing. Signage is unclear where the trail is supposed to go.
- It is unclear where the trail goes and it is closed off at some point.
- Bicycle paths are incomplete.
- Bicycle paths are incomplete
- Missing a path and trees aren't cut down so it's extremely dangerous to bike to the trail leading from Fort Ben by taking Fall Creek which is the only way to get there from some neighborhoods
- Increase accessibility
- Bike path from west of Keystone turns into a pedestrian sidewalk on the east side, and there is no good way to cross Binford.
- This is a common route to bike from Broad Ripple to Eagle Creek, but the bike lane is in very poor condition and no protection from traffic.
- 56th is another common route for cyclists to get from Broad Ripple to Eagle Creek, but it is unsafe to get to by riding on Kessler.
- This is one of the most common ways for cyclists to get from Broad Ripple to Fall Creek, but there is no bike lane or bike path. The crossing at Binford requires illegally riding between three splitter islands, and you have to be aware of cars turning or illegally crossing.
- This crossing from Fall Creek to Skiles Test could use a yield or flashing sign.

- If you choose to not ride on the raised pedestrian sidewalk across this bridge, the only way to turn into Fort Harrison on a bike is to look around the blind right-hand turn and then make a quick left and hope there are no cars approaching.
- Speeding traffic. Lack of passing opportunities.

### *On Foot – Map Survey Questions*

- Nowhere to get to the bridge
- No sidewalk to the bridge
- Would be nice to connect grocery stores and schools to nearby residential communities With walkways.
- Some of the sidewalks are cracked or otherwise not usable
- Traffic
- Sidewalk ends on keystone north of 71st street. I would love to be able to walk all the way up to Woodfield Crossing blvd in order to access business locations and retail areas up near 86th St.
- This is an extremely dangerous place to walk. Two high-speed car lanes and no sidewalks with an unprotected and I maintained painted bicycle lane along a resident road - this road is designed for high-speed traffic and drivers go far over the 45mph speed limit routinely. A person walking died near here in the last year, and more people will die if this road is not redesigned.
- Zero visibility for cars using this slip lane. They pull through the pedestrian crosswalk very quickly and often do not even look to see if a person is walking or biking. I've been nearly hit here several times.
- Too much traffic, no one at this intersection is looking for pedestrians. The intersection is not designed to serve anyone outside of a vehicle
- It's really dark under here at night, which makes me nervous to walk under the bridge alone.
- The only intersection for a mile in the east-west and north-south direction is also the widest part of the road. So many lanes and no leading interval for pedestrians, tiny crosswalks. It is scary to cross here, but it's the only one. Adding crosswalks at narrower points to the east and to the west AND to the north and to the south would be so much better than forcing people to use this intersection.
- No sidewalk on 21st
- No sidewalks in the area bounded by 16th, 21st, Ritter, and Arlington. There is a neighborhood school at 16th and Bolton that many children walk to, and yet there are no sidewalks just across the street on Bolton or Graham.
- There is a dirt path under the highway at 10th and Ritter and it doesn't allow pedestrians to travel with dignity.
- There is no designated sidewalk for folk to traverse the overpass for 56th at I465
- dangerous intersection; missing sidewalks
- No demarcated pedestrian space on Emerson overpass; peds walk in the shoulder
- The road here is too wide for this unsignalized crosswalk. The sidewalks are extremely small and disused. People run across the road here they feel so unsafe.
- Delaware and 16th are both too wide w too many cars. Road diets for both! Would greatly improve my life and the lives of many others

- Narrow the road here and slow the cars down to make it safe. Be serious.
- Street has too many lanes going too fast.
- Ppl drive like maniacs here
- People run this stop sign like it's their job
- Intersection is too fast and wide
- The intersection of Allisonville Road and 79th needs to be reconstructed with a new sidewalk and safe crossing connecting from Allisonville elementary just a 1/4 mile to the west and an existing neighborhood sidewalk one block to the east.
- Cars drive too fast through neighborhood
- There is not good sidewalk connectivity at this location which causes people to spend more time walking on two streets that have dangerous drivers
- The circle should have ZERO cars. It should be a public space, not a street.
- 16th Street is so hostile to pedestrians. There should be jump signals for every crossing, no right on read on every intersection, and less travel lanes at lower speeds to make it be a more pleasant place to be outside of a car.
- Sidewalk along 16th is too close to cars.
- all of 16th street is a drag strip. a road diet for the length of 16th is desperately needed.
- a right turn that's essentially a slip lane from s commerce to roosevelt. cars are flying through this turn all the time, and this area is beginning to be more heavily trafficked by walkers and bikers due to north mass boulder and other new developments.
- No safe crossing at Moller Rd. and Gateway Dr. for residents on the west to access the Meijer, library branch, and other services to the east side of Moller. Cow paths are visible where sidewalks are missing.
- No sidewalks or shoulder for pedestrians to access the Meijer from the IndyGo bus stop at 38th St. and Kevin Way.
- Especially during peak times, cars try to hurry across the intersection (SB turning EB) and may miss that people are in the crosswalk.
- Sidewalk adjacent to the roadway, especially busy roads like this area, don't feel very safe and detract from walking and biking.
- Should really eliminate right turn on red to improve pedestrian safety. Really the entire mile square should do this.
- Lack of sidewalk on one side forces you to cross at a bend in the road where cars drive at high speed. If you live in the houses or apartments to the south you have to cross to walk anywhere at all
- No real sidewalk in the whole neighborhood
- Need more places to safely get across keystone north of 62nd
- Need sidewalk to walk to grocery store
- Need a way to cut through here to grocery store
- Downtown is not walkable due to heavy and constant truck traffic
- No path to connect park on east of 74 to west of 74 for foot or bike traffic
- Lots of people try to go to Meijer or walmart on foot or bike but no sidewalk makes it dangerous.
- No sidewalk makes it next to impossible to walk to these retail areas safely.

- Very close to traffic.
- Kessler is inconsistent with paths and sidewalks
- Cars go fast on this curving road and there's barely a shoulder
- Dangerous crosswalk. Cars turning left very quickly without looking
- All along Pendleton pike there are marginalized neighborhoods that are very close in proximity to stores/medical facilities, however there are no/few sidewalks or safe pedestrian crosswalks that makes it very dangerous for cars and pedestrians as pedestrians are forced to cross a very busy road without proper means.
- Crossing US 40 to get to the Pennsy trail
- Just old with little sidewalk or connectivity
- Large parking lots, not a pedestrian friendly atmosphere, missing path links, traffic congestion, auto focused.
- crosswalk light doesn't last long enough to cross street
- no crosswalk
- no crosswalk. cars run stop sign
- no crosswalk kids can't cross street to get to school
- Limited transport and walking options to new grocery and growing commercial space.
- No cross walks/bike paths
- After the underpass this area of the White River Trail gets creepy with homeless encampments. I once saw a handmade sign advertising sex available up the trail
- Most of the area downtown isn't great for walking except on the Cultural Trailer or Monon due to the speed of traffic, people turning right on red, and general lack of awareness by drivers
- Mcfarland rd desperately needs sidewalks. I am a resident and frequently see school kids from Roncalli jogging (for track presumably) residents with their children and other people walking for various reasons down this road. Traffic frequently drives extremely fast down this road and even honks at residents trying to turn into driveways. people live here but others who dont treat it as part of their express drive to where they need to go.
- There is no safe way to get anywhere along 32/38 near the high school.
- This is where
- No whitewater trail from southwestway to downtown
- Cars never slow for crosswalk, rush hour traffic rarely has gaps
- Heavy foot & bike traffic between Arsenal Park & Monon, and no sidewalks
- Lots of pedestrians at night with no road shoulder or sidewalk
- It is impossible for cars to see due to high grasses when there are pedestrians waiting to cross 16th street
- Blickman trail connection to College Ave
- Same as on a bike; you can get through but there's no clearly marked path
- refuge island would be helpful
- no pedestrian facilities surrounding a major bus stop
- pedestrian connectivity to bus stop, crossing Emerson
- good amount of pedestrian traffic crossing Main near I-65 interchange
- lack of pedestrian facilities and bus stops

- missing pedestrian facilities around key destinations (school, commercial)
- Nearly the entire elementary could walk to this school, if only there was sidewalks on Thompson Rd
- huge pedestrian area, bus stop, etc with no pedestrian facilities
- Unclear traffic signals, street signs hard to read or in weird places or changed to a name that reflects a sporting event in town. Scooters on sidewalks are a hazard!!!! Bike lanes are few & far between. Cross walk times very short downtown
- several apartment complexes south of Crawfordville Rd that have to walk to Kroger or Aldi's ( no grocery in Speedway after March closed) Unsafe with state road running thru town.
- The sidewalk on college is an ADA nightmare. It's very narrow and blocked every 10-15 feet by telephone poles.
- The bus stops here are atrocious. There's no sidewalk or even a shoulder to stand on. Plus it's extremely poorly lit. I stopped using these bus stops because cars would drive 5 feet from me going 45–50 mph. Plus itd be nice to be able to walk/ride my bike on college but its impossible as it stands.
- Ill-timed / oddly timed sidewalk interchange
- No walk/don't walk button to cross the street to get to the library
- Need "no turn on red" at all of these lights. Speed limit should be slower. LOTS of businesses and foot traffic but drivers roll through reds without stopping.
- Regular accidents at this intersection, needs to be no turn on red. Speeding to race the yellow light occurs frequently.
- Need sidewalks on ALL of College. How is anyone supposed to wait for the bus safely? People are walking on the side of the road or in a ditch. NOT safe or accessible.
- Need side walks on ALL of Spring Mill. People walk in the road, on the side of the road, or in the ditch here. VERY narrow, winding road and MANY drivers speed.
- Need sidewalks and traffic calming on Moller Rd. Neighborhoods surrounding this area have no safe way to reach Northwest Way Park. Drivers speed through here with many pedestrians.
- Cars drive too fast on 10th and I feel unsafe anytime I walk down 10th.
- Need more crossings on 46th
- Poles and hydrants blocking the path for those with mobility aids
- Cars regularly park on the sidewalk blocking mothers with strollers and people using mobility aides from passing safely.
- People Regularly park on the sidewalk blocking mothers with strollers and people using mobility aides from passing safely.
- Community Heights needs a sidewalk connection to Ellenberger Park. Crossing 10th is dangerous
- Not enough bollards blocking cars from driving into the park grounds. Cars will drive directly to the shelter or the volleyball court with little regard to the safety of people walking the park paths.
- The sidewalks are crumbling and people are parking on them regularly blocking pedestrians and forcing them into the road. A protected bike lane along here would put a stop to that.
- Need a sidewalk for people walking for health, with children, or trying to get to the bus.
- Sidewalk is always strewn with debris making walking treacherous at best.

- I often see motorized traffic on the Pennsy Trail, they travel at high speeds and make it quite dangerous for small children to use this trail with their parents.
- The sidewalks under the interstate are always filled with street debris making it difficult to walk.
- The sidewalks under the interstate are always filled with street debris making it difficult to walk.
- There needs to be more physical infrastructure in place to cut the speed of traffic. This is a highly traveled intersection for pedestrians, cyclists, and vehicles. In 2021 a mother and her small child were killed here and a crossing guard was injured.
- Lack of sidewalk to connect neighborhood. This is one of many examples in this area.
- Entire neighborhood needs infrastructure to slow drivers.
- Cars turning from woodruff and the parking lots from the strip mall on the north sides of the street make it dangerous to cross 10th on foot
- Kessler and college to the East. Within 1/4 mile of transit stop but no continuous sidewalk to Winthrop and where there is one it is narrow with barely a curb and often blocked by fallen rocks and trash.
- crossing this intersection with combination of RTOR and a cars doing left turns on yellow and even red turn arrows is very hazardous.
- Sidewalk has been closed for over 8 months by commercial development.
- The bridge over Eagle Creek was rebuilt in 2020 with a protected bike / ped lane, yet the lane is inaccessible. Pedestrians must climb over a guard rail and cyclists are forced onto a very busy two-lane road with zero shoulder.
- YMCA should be safely accessible by foot or bike, yet it is very dangerous to get here unless you drive a car. This is close to Eagle Creek Greenway and would be so nice to tie in exercise at the Y with transport on the Greenway.
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- 4137 Eagle Creek Pkwy has a bus stop but no sidewalk. Huge issue all over the city.
- beg button is always broken
- despite having a walk sign, cars turn and almost hit me/other pedestrians constantly. confusing as a driver AND pedestrian.
- right turn arrow is never followed by cars or pedestrians, causing many near misses.
- Getting around Kentucky Avenue area is difficult. I'm disabled and frequently walk to the Walmart Market. Walking along the Mooresville Road is scary since there's so many blind spots and no real way to walk there otherwise.
- No sidewalks
- crossing the street to access the trail
- High speed traffic and turning cars do not honor right turn only markings
- crossing here is dangerous
- difficult to cross street safely to/from a bus stop due to high-speed traffic
- It's frightening how many people walk this dangerous stretch of College with no sidewalks and no burms.
- No sidewalks on the stretch from College to the Monon.

- Traffic is heavy and lots of pedestrian traffic. Someone is going to get hurt. Especially how fast cars go.
- Cars stop in crosswalk and don't look in crosswalk when turning
- Cars stop in crosswalk and don't pay attention to those in the crosswalk.
- Cars stop in crosswalk and don't pay attention to those in the crosswalk.
- very congested area. Closing/rerouting Westfield between Westfield and Broad Ripple Ave would help
- confusing traffic flow for trail users
- red light runners
- red light runners, right turn on red shouldn't be allowed
- poorly marked for ped crossing
- extremely dangerous trying to cross 16th street.
- No cross walks or walk light's
- Drivers on Washington disregarding pedestrians and bikers, speed limit, no turn on red.
- Poorly designed crosswalk right next to park and playground. Unsafe for pedestrians, bikers, and children.
- Popular pedestrian walk to and from Ellenberger park with no sidewalk. Vehicles parked and tree overgrowth makes a very tight street with a lot of cars, pedestrians, and kids.
- Sidewalk north to Victory Field ends suddenly without a protected crosswalk to west side of the street. Commonly crossed by families and pedestrians across unsafe West St.
- Unsafe intersection for pedestrians going to Victory Field. Speeding and disregarding crosswalk signs by motorists.
- There is an actual crosswalk here that NO ONE slows down for, let alone stops for. This road is a highway, 35 mph limit but designed for 50 mph
- This is a major bike and pedestrian route that should have zebra stripes and a yellow flashing light with buttons at least.
- Drivers turning on left or right on green do not yield right-of-way to pedestrians.
- No complete path between 135 and Yorktown
- On side street and neighborhood parks
- Many streets with no sidewalks
- Crossing Crawfordsville is difficult - the school is to the north, the trail is to the south
- incomplete sidewalk along 10th - and that is the bus line so hard to access the bus stop
- cars going too fast in school zone
- Crossing opportunity
- Crossing opportunity
- Distance between crossing opportunities
- East Washington Street from State east to at least Ritter has only 5' sidewalks directly abutting vehicle traffic. It is at best miserable to walk on, and at worst highly dangerous. Vehicle traffic here makes the entire corridor miserable with speed and noise
- 10th Street is two lanes with fairly busy and fast moving traffic, no shoulder and no sidewalk.
- four lanes wide all ways, no real accessible median, surrounded by tons of commercial traffic and as a major westside intersection This cuts off so many people in neighborhoods east of here from

easily getting to the trail. Not to mention not far away, is the dog park, but again, you do NOT want to cross this with your dog unless you really want a stressful walk for the dog and you. I NEVER see people crossing with their pets here.

- 38th street is a Dangerous intersection and “corridor “ that connects Butler University and Butler Tarkington Neighborhood to areas such as IVVY Tech, Methodist Hospital, IUPUI and down town
- No sidewalk on German Church except at a fee subdivision. You would not be able to use a scooter or wheelchair.
- No sidewalks. No crosswalks. It's like you're supposed to teleport to where you're going.
- This section should have sidewalks. There is a significant amount of pedestrian traffic and they have to walk in the bike lane.
- Meridian has massive stretches with no sidewalks.
- Where there are sidewalks on Meridian, in multiple places, utility poles and traffic signal poles block the sidewalks. At Bluff and Meridian, one of these blockages is right at a bus stop. That is insane. Why would you do that?
- I couple months ago, I saw someone in a wheelchair literally wheeling north down the center turn lane of East Street at National Avenue. To be fair, National also does not have sidewalks
- "The 5-way intersection has pedestrian and bike infrastructure that is good, but is often blocked by cars that stop in the crosswalks.
- Cars also have a tendency to mistake other directional signals as their own because they are all on the far side of the very large intersection.
- Put the lights on the near side of the intersection, not the far side. That way they HAVE to stop before the crosswalk, not in the crosswalk, or as sometimes happens, well beyond the crosswalk."
- People cross here and it is scary. There is no official crosswalk or signage or acknowledgement that people coming off of an interstate should be cognizant of humans crossing the road.
- Cars fly by on the Monon trail intersection. I always feel unsafe crossing here.
- Sidewalk is full of utility poles, making it very difficult to walk on especially with cars going really fast on 16th.
- Sidewalk is narrow and too close to the cars that are flying by
- Cars driving around the circle are unnecessary, and with the heavy pedestrian traffic it is dangerous for pedestrians when drivers don't pay attention (which is typical)
- Drivers constantly stop on top of the crosswalk here. I've seen 2 people in wheelchairs not be able to cross because cars are blocking the ADA ramp. This needs repainted and enforced.
- College is very wide with cars going too fast, it is scary to cross on foot
- Buttons to trigger walk signs are hard to access. No one in a wheelchair could use this intersection.
- Crossing is dangerous for bicycles and pedestrians.
- Underpass pavement is covered in dirt and uneven.
- Crossing is dangerous for bikes and pedestrians. Signage for trail is unclear
- Just not safe at all
- Safety would vastly improve if a sidewalk were installed on the South side of 66th St from the Red Line us stop to Carrollton Ave, so that parents with children can walk from the Red Line bus stop

to the Opti-Park, Art Museum, and Monon Trail. This will improve equity and connectivity for visitors to these destinations who take the Red Line.

- Safety would vastly improve if a sidewalk were installed on the South side of 66th St from Ferguson St to Cornell Ave so that one can walk from the Red Line bus stop to the Monon Trail safely. This will improve equity for visitors to the Monon Trail, Art Center, and The Sapling Pre-School who can only afford to take the Red Line. Sidewalk access from Red Line to Monon would show great care for the recreational needs of bus riders.

### *Other Challenges – Map Survey Questions*

- I realize there's not much we can do about the street parking that's been leased through 2050, but it's time to think outside the box and do some experimentation like dead-ending some blocks, eliminating left turns, etc.
- The east segment of the inner loop needs to come down. It's a complete waste of some of the most valuable land in the city. The tax revenue that corridor could bring the city could be a massive windfall that could be used to PROPERLY fund our infrastructure. The state govt is never going to give the city a handout to make up the shortfall.
- What's being built here is only going to exacerbate the issues of this area. It's worse for pedestrians. Worse for cars. And only someone desperate would even think of operating a bike in this area. This project should be looked at as a prime example of what SHOULD NOT be built going forward.
- Multiple people died in an accident at this intersection where one of the vehicles was traveling over 100 mph before the accident occurred. It should not be POSSIBLE to go 100 mph on a street where the speed limit is 40 mph. That is a design failure.
- A child was killed here. They were in a crosswalk with a crossing guard that was also struck by the same vehicle. No changes to Washington street have resulted. You would only need to stand at this intersection a few moments to witness a vehicle traveling 50+ mph in a 35.
- dangerous intersection with frequent crashes. Unsafe for all modes of transportation.
- Northwest High School is at 34th & Moller Rd
- Cars drive too fast through this neighborhood
- Poorly sited/too few bike parking spots near Indianapolis Zoo.
- Future trail crossing. How to safely cross road.
- Traffic concerns due to bike paths few if any people use
- This location is terrible for safety and it is a vital area due to the high school. Also, inmates walking to and from work release are unsafe due to traffic.
- It would be nice to have a path from east Noblesville to downtown Noblesville for residents that do not live downtown, but want to ride bikes or walk downtown without driving and parking downtown.
- Both 191st & Promise Roads have
- The bend in this area north of the roundabout is unsafe.
- This roundabout seems way too small for this location. I will never understand how this roundabout makes sense.

- This entire area needs to be reassessed for safety. The volume of traffic does not work for the current configurations.
- To enable more walking and biking, we really need a fast and comfortable transit option for regional connections. For example, we could have an express that ran from Fishers down the interstate right of way to Union Station in Indy. It's currently not practical for me to use biking and walking between our cities without this. Transit is a walking and biking enabler in this case.
- Need traffic calming on ALL of 86th St. Drivers are able to go way too fast. Not safe for pedestrians, bicyclists, people using wheelchairs, or other drivers.
- Need traffic calming on ALL of East St. Drivers are able to go way too fast. Not safe for pedestrians, bicyclists, people using wheelchairs, or other drivers.
- Need traffic calming on ALL of Washington St. Drivers are able to go way too fast. Not safe for pedestrians, bicyclists, people using wheelchairs, or other drivers.
- There are numerous commercial spaces along Washington Street that could connect to the Pennsy trail but do not. This failure makes this trail more of a recreational trail than mobility infrastructure.
- Too few ways to cross interstate, specifically I69, I465. Cycling from Carmel to Fort Ben is difficult.
- Cars speed along here making the crossing to the bus stop dangerous. A crosswalk with lights would be ideal. Also some sort of shelter at this bus stop would be great.
- There is a bike lane here, and all the way across the causeway, so the map should reflect this with a continuous green line on the north side of 56th street.
- Map needs to be updated to show the extended B&O trail from 10th street to Michigan St.
- Wouldn't it be great to connect these two paths?
- Vehicle Traffic crossing the trail or the trail crossing busy, congested roadway.
- All parking spaces along Mass Ave need to be angle parking. People backing out cannot see oncoming traffic and bicycles creating a very dangerous situation.
- Would you please fix the bottleneck and bad marking that creates an major issue with stacked up cars turning left and cars going straight clashing with those in the right turn lane (with many not seeing that it's a turn lane).
- This intersection is dangerous and confusing with the railroad tracks.
- Streets are awful and small
- Traffic is a mess on our city streets
- Greenwood has become a shithole under Mark Myers
- Frequent street flooding
- Most of Marion County lacks sidewalks.
- All of this
- It's weird with all the tax breaks and money the colts get and how profitable this giant apt complex is that these folks living in this segment have to cross the road at unsafe intervals from here to 465 to get over to the path. Why not just connect the Colts Complex and Apts over to the soccer fields by completing a true south sidewalk. Seems weird/lazy short-sighted of the organizations.
- Why is this so bad, with no place for a safe walk or ride unless you wanna slug it through the often tall, slanted grass next to the cemetery. Huge chokepoint between west side and central Indy.

- On the Pensy trail....t would br nice to have a restroom facility or just a couple of portapotties like there is in Greenfield.
- 465/Raymond/Shelby is a train wreck of an intersection and needs to be redesigned completely. It is terrible and unpleasant for drivers and horrifically unsafe for pedestrians and bicyclists with high speed slip lanes you have to cross.

# Advertising the Draft Plan

The Indianapolis MPO created a facebook post to advertise the public comment period for the Active Transportation Plan. Results of the post are shown below:

### Targeted Audience Details:

Location Indianapolis +25 miles



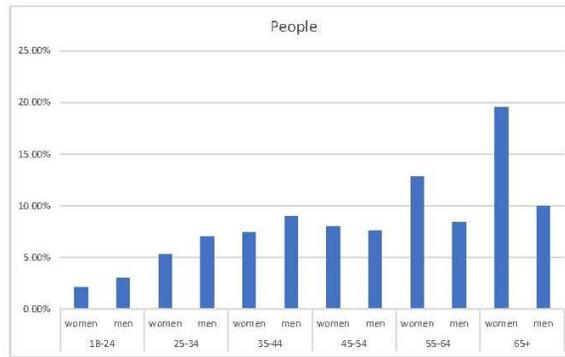
### Ad Details

Budget	\$300	Actual	\$300.00
Goal	website visitors (link to project page)		
Duration	4/30-5/5 5days		
Ad reach	31,719		
Link Clicks	619		
Comments received	2		

### RESULTS

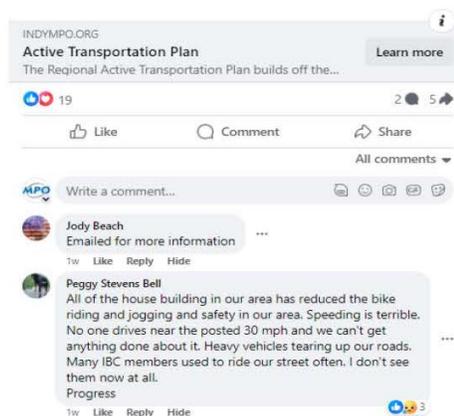
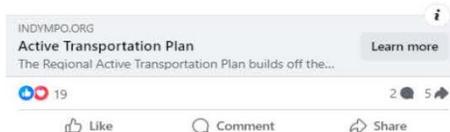
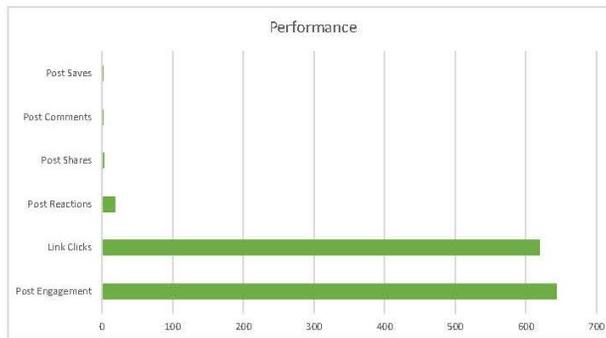
#### People

18-24	women	2.10%
	men	3.00%
25-34	women	5.30%
	men	7.00%
35-44	women	7.40%
	men	9.00%
45-54	women	8.00%
	men	7.60%
55-64	women	12.80%
	men	8.40%
65+	women	19.50%
	men	10.00%



#### Performance

Post Engagement	643
Link Clicks	619
Post Reactions	18
Post Shares	3
Post Comments	2
Post Saves	1



## Public Comments on Draft Plan

The draft plan was posted on the Indianapolis MPO website for public comment in late April/early May. Comments received are shown in the table below:

Date	From	Comment
5/1/2024	Justin Dyer jtdyer@gmail.com Indianapolis 46259	<p>The plan makes the claim that "fully eliminating traffic crash deaths and injuries will require action from local policymakers, federal lawmakers, vehicle companies, and healthcare facilities." I would like to understand how other U.S. cities have achieved this milestone if all of those things are required?</p> <p>I don't need excuses in an aspirational plan. It's obvious that the distance between vision zero and our current status quo is vast. An aspirational plan should advocate for the changes required to get there. We need to daylight intersections (not in the plan), aggressively build sidewalks (in the plan), and aggressively build traffic calming measures (barely used in the MPO footprint at all) like speed tables, raised intersections, and chicanes. There should be a dedicated DPW team that is only tasked with doing these types of projects, even if they're non-permanent.</p> <p>In addition, the MPO needs to induce demand for other modes of transportation. As people get priced out of driving due to the parallel rises in housing and car ownership costs, they will inevitably shift to more affordable modes. That means public transit, bikes, e-bikes, and small engine vehicles like motorcycles and scooters. Our current network is not built to handle an influx of low speed vehicles. It's critical for the safety of all modes to make sure that the entire MPO network has safe and protected access to Center Township. Obviously protected bike lanes would be a big part of that equation, but infrastructure enforced (speed tables) low-speed (30 mph) corridors will also be critical for this transition. Low speed corridors would still allow drivers, but traffic would flow at speeds more appropriate for scooters, motorcycles, and higher classed e-bikes. Personally, I would love to see that kind of treatment on a road that I drive everyday, Southeastern Avenue.</p> <p>Thank you, jd</p>

5/1/2024	<p>Jody Beach jbeach9140@comcast.net</p>	<p>Hello. I am Jody Beach and reside on the south side of Indianapolis, also known as district 7. Do not know why we are not District 6.</p> <p>Anyway we are complete under represented and I would like to change that.</p> <p>There is no safe travel for pedestrian foot, bike, other travel.</p> <p>I just seen your post on Facebook. There is absolutely no way for me to post a draft by may 6th for ideas on change.</p> <p>I would like to become involved.</p> <p>Can you send me more information.</p> <p>Also a simple 6 foot asphalt non motorized trail on 135 and us31 would be a great start. As well as covered bus stops on 31.</p> <p>Looking forward to working with you.</p>
5/8/2024	<p>Taylor Firestine tfirestine@hbdin.org</p>	<p>Hi, Andrew!</p> <p>Dropping a quick note to let you know that the HbD team has reviewed the plan and we have no further comments on the draft. As always, we're grateful for the IMPO's partnership and inviting Health by Design to actively participate throughout the process. Now we're looking forward to plan adoption and implementation. 😊</p> <p>Best regards, Taylor Firestine</p>