

2026 IMPO Comprehensive Safety Action Plan - Executive Summary

The IMPO's 2026 Safe Streets and Roads for All (SS4A) Safety Action Plan is a comprehensive, data-driven regional strategy to reduce fatal and serious injury crashes across Central Indiana. Covering eight counties, over 30 municipalities, and multiple transportation partners, the plan outlines current safety conditions, identifies high-risk locations, and sets forth prioritized strategies to advance the region toward its Vision Zero goal of reducing fatal and serious injuries by 35% by 2040.

This Action Plan positions IMPO members to:

- compete for federal SS4A implementation funding,
- prioritize investments in the highest-risk corridors and underserved communities, and
- coordinate regional partners under a unified Vision Zero framework.

Key Findings

- Traffic fatalities and serious injuries remain significantly elevated above pre-pandemic levels.
- Vulnerable road users—pedestrians and bicyclists—constitute a disproportionate share of fatalities (27% of fatal crashes from 2020–2024).
- Survey engagement indicates strong public concern about speeding, unsafe driver behavior, and lack of safe walking/biking infrastructure.
- The High Injury Network (HIN) identifies 239 miles of locally owned arterial, collector, and high-volume local roads where 39% of severe and fatal crashes occurred.
- Systemic analysis highlights several roadway features consistently associated with higher crash risk, including multilane arterials, high speeds (40+ mph), and roadways in Areas of Persistent Poverty (APP).

Public Engagement

In early 2026, over 400 people responded to an online safety survey focused on Central Indiana's roads. The survey responses provide valuable insight into how residents and visitors perceive road safety for all modes. Key themes from responses include:

- 58% avoid walking or biking due to traffic safety concerns.
- 71% cite driver speed/behavior as the primary barrier.
- Strong preference for distributing funding across many smaller projects rather than a few large ones.
- Clear public desire to prioritize vulnerable road users and residential neighborhoods.

Safety Analysis

An analysis of severe and fatal crashes in the IMPO region between 2020 and 2024 indicated that:

- Three vehicle crash types are associated with 64% of all severe and fatal crashes over the study period: Ran Off Road crashes; Right Angle and Left Turn crashes; and Rear End crashes.
- The most common primary factors reported by law enforcement include: Following Too Closely; Failure to Yield Right of Way / Disregard Signal/Regulatory Sign; and Unsafe Speed.

Further analysis of design and contextual features of roads that were associated with a high risk of injury led to identifying risk factors which resulted in the [High Risk Network](#) map.

High Injury Network

The High Injury Network (HIN) represents the 10% of arterial, collector, and high-volume local streets with the highest concentration (39%) of fatal and serious injury crashes from 2020 to 2024.

When comparing the 2022 HIN to the 2026 HIN:

- The 2026 HIN captures new areas but still encompasses many roads identified in the 2022 HIN. Roughly 100 miles, or 41% of the 2026 HIN overlap with the 2022 HIN.
- Across all HIN corridors, severe crashes increased by 10%, rising from an average of 263 per year to 289 per year.

Underserved Communities

The IMPO developed a Community Need Rating combining transportation disadvantage (persistent poverty) and system investment need (safety risk, access gaps, resiliency

concerns). Census block groups scoring above 80 are designated Underserved Communities (UCs).

Findings show:

- UCs experience three times the serious injury crash rate of non-UCs.
- Fatal crash density is highest in east-side Indianapolis neighborhoods, particularly near the I-70/I-465 interchange.

Project Prioritization Framework

The Project Prioritization Framework provides a transparent and repeatable method to identify potential safety improvements across Central Indiana. As part of project evaluation, Community Safety Zones (CSZs) were identified and evaluated based on evidence-based inputs linked directly to crash risk and demonstrated safety concerns.

Projects for this list were generated and scored using the following criteria:

- Located within a Community Safety Zone (CSZ)
- Whether the project was located in the highest priority safety zone within a community
- Severe Crash History (Fatal + SSI Crashes)
- Regional High Injury Network overlap
- Part of a past IMPO Road Safety Audit (RSA)

Final point totals translate into three project tiers:

- Tier 1: Highest priority locations that represent the region's greatest immediate opportunities for fatality and serious injury reduction. Intended to achieve early safety wins and demonstrate Vision Zero momentum.
- Tier 2: Moderate-priority locations that are strong candidates for mid-term implementation, often requiring further diagnostics or feasibility analysis before funding. Likely requiring stronger coordination with land use, redevelopment, or capital projects.
- Tier 3: Lower-scoring locations that serve as long-term opportunities for jurisdictions to address safety challenges as resources allow. Ideal for long-range planning, or corridor-wide redesign.

Vulnerable Road User Assessment

A dedicated Vulnerable Road User (VRU) analysis identified top bicyclist and pedestrian risk locations across different development contexts.

The high-risk network maps include the 10 highest ranked roadway segments and intersections for each VRU category within Marion County as well as the 10 highest ranked roadway segments and intersections in the surrounding communities.

Measurement & Accountability

The IMPO will measure roadway safety progress through its Annual Safety Report which monitors trends in fatal and serious crashes as well as tracking progress towards the region's Vision Zero goal.