

# Regional Transportation Safety Forum



John Barth, Councillor, District 7

September 21, 2023

# Indianapolis



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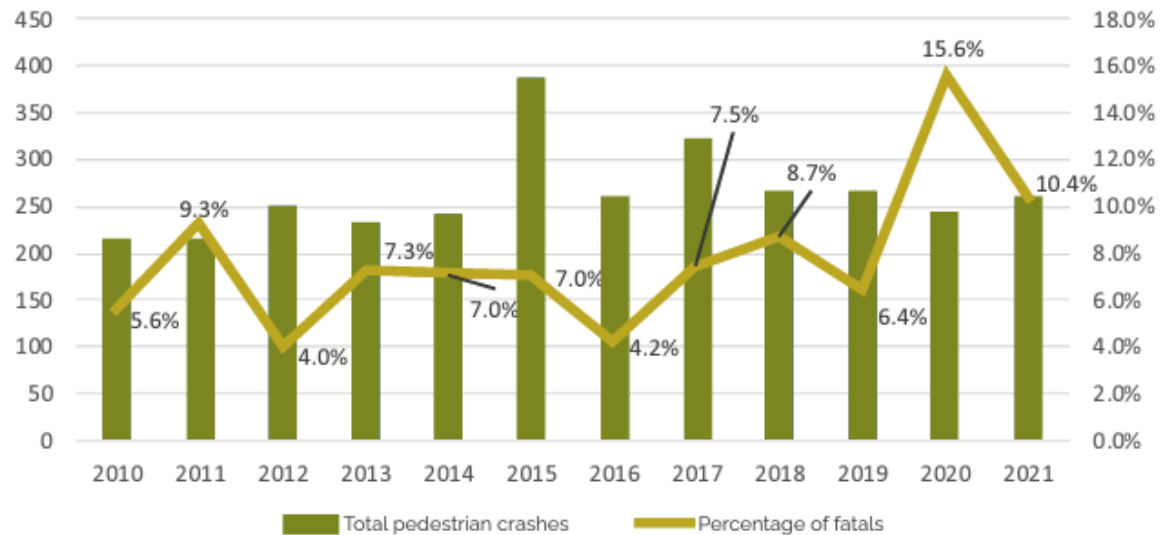


# Pedestrian Crashes and Fatality Data



- The percentage of pedestrian deaths almost doubled between 2018 to 2020 (8.7% and 15.6% respectively).
- During 2021, there were 259 crashes and 61% (158) of the crashes were either fatal or incapacitating
- The average age of the pedestrian struck in Marion County during 2021 was 37 years old with a range of 2-87. However, a quarter (25%) of people struck were between the ages of 51-70.

### Pedestrian Crashes and Fatality Rates 2010-2021

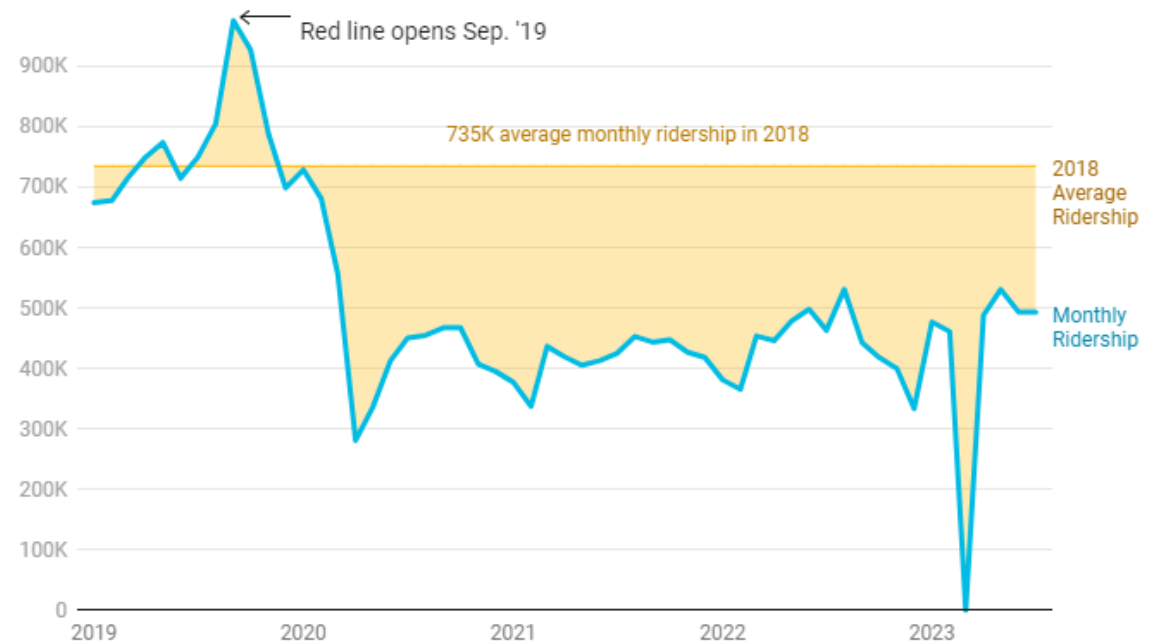


Source: Marion County Pedestrian Crash Data Report – 2022 by Health By Design



# Public Transit

- May 2023 saw the second highest rate of ridership since the onset of the COVID-19 pandemic in March 2020. Usage was up just over 50,000 passengers compared to May 2022.
- Ridership in June and July of 2023 has gone down slightly by about 40,000 passengers, but has remained consistent.



Get the data - Created with Datawrapper

Source: <https://www.savi.org/how-is-indianapolis-doing/>



## Transportation Access

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- An estimated 12,200 Black households are without a car and live outside high-transit neighborhoods, compared to 8,200 White households.
- Nationally, we know that pedestrians in lower-income areas are struck and killed at higher rates.

### Low Transportation Households



*Estimated percent of households with no vehicle access and living outside high-transit neighborhoods. White is White alone, not Hispanic or Latino. Black is Black alone, not Hispanic or Latino. Hispanic or Latino can be of any race with that ethnicity.*

Source: SAVI analysis of data from IndyGo, 2015-2019 American Community Survey • [Get the data](#) • Created with [Datawrapper](#)

# Solutions



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- Updated Ten-Year Old Complete Streets Ordinance
  - Built 100 miles of bike lanes
  - 43 miles of new or rehabilitated trails
  - 1 million linear feet of sidewalks
  - More than 3,000 new or rehabilitated crosswalks





# Solutions



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- Ordinance Updates include:
  - Now applies to city projects and private developers, and virtually everyone else (e.g. IndyGo)
  - Performance metrics (e.g. projects that are within ½ mile of a school and the % located in underserved neighborhoods) reported publicly
  - Created the Fatal Crash Review Commission





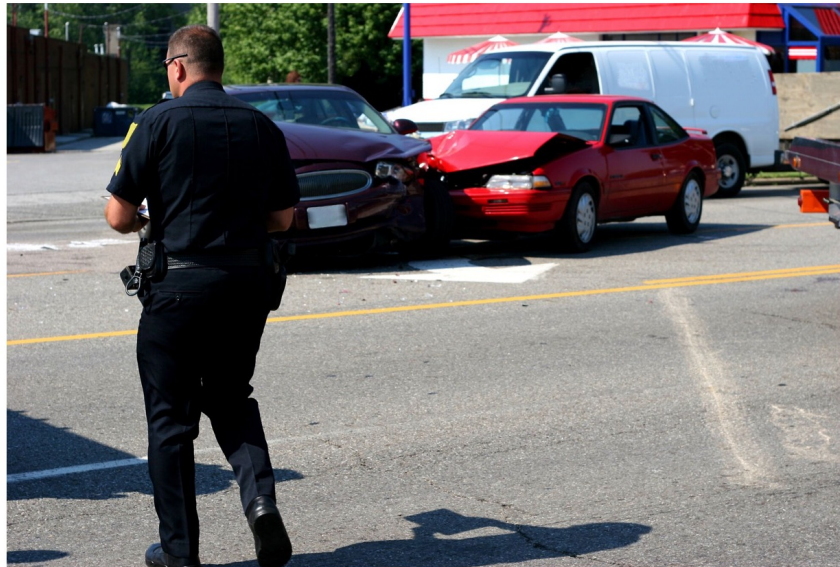
## Solutions

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CityLab  
Transportation

### Indianapolis Gets Serious About Car Crash Investigations

After roadway deaths surged, the Indiana city set up a commission to review what's causing fatal crashes — and make public recommendations on how to fix it.



After police finish their investigation of fatal crashes, Indianapolis' new Fatal Crash Review Commission steps in to scrutinize the incident. *Photographer: ftwitty/E+ via Getty Images*



## Solutions



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- Passed an ordinance to establish Greenway Crossing Zones
  - Aim is to to make street crossings on greenways safer
  - Treat intersection the same as school zones

LOCAL NEWS

### City leaders want a safer Monon Trail

A new proposal would treat trail crossings the same as school zone intersections.



Author: **Karen Campbell**  
Published: **5:59 PM EDT July 11, 2023**  
Updated: **8:20 AM EDT July 12, 2023**



INDIANAPOLIS — Some who frequently visit the [Monon Trail](#) in downtown Indianapolis near 16th Street feel unsafe when trying to cross.



## Solutions

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- Enforcement
  - Four pedestrian deaths at this location, last 24 months
  - Over \$200K added to the budget for overtime dedicated to traffic enforcement



# Questions





**THANK YOU!**