

CITY OF INDIANAPOLIS | VISION ZERO TASK FORCE



VISION ZERO

INDIANAPOLIS

VISION ZERO ACTION PLAN
DECEMBER 2025



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On February 13th, 2025, Dillan Lee Rogers, 32, was killed in Indianapolis while cycling home from work. He leaves behind two young children.

Photo credit: Fatal Crash Review Team



In Memoriam

Each fatal or serious injury on our city roadways represents a life forever changed: a loved one, a friend, a neighbor, or a colleague whose journey was cut short. These are not mere statistics; they are people who had families, dreams, and futures. Their absence leaves an unfillable void in our community.

The City of Indianapolis dedicates this Vision Zero Action Plan to the memory of all those who have lost their lives or been seriously injured in traffic crashes. We honor their memory by committing to meaningful change.

Every crash tells a story, and too many of those stories end in tragedy. Yet, these tragedies are not inevitable.

Vision Zero is built on a simple but powerful principle: **no loss of life on our roads is acceptable.**

This dedication is both a remembrance and a promise: to never forget those we've lost, and to ensure that others don't have to endure the same pain.

A Letter From the Mayor



Dear Indianapolis Neighbors,

Everyone has the right to move safely around our city—regardless of how old they are, how they travel, or what neighborhood they call home. That is why, as Mayor of the City of Indianapolis, I am committed to Vision Zero and its goal of eliminating all traffic-related deaths and serious injuries by 2035.

Vision Zero is more than just a set of values. It's a call to action. Our Indianapolis Vision Zero Taskforce has developed an Action Plan with clear strategies to make our streets safer. These include integrating safety into all street design and transportation decisions, strengthening Complete Streets, and implementing policies and countermeasures that reduce crashes, protect all road users, and promote safe mobility for everyone in Indianapolis. Together, these actions prioritize people and build a transportation system that works for all.

Because one thing is clear: decades of choices in policy and design, as well as human behavior have had lasting impacts on traffic deaths in our community. And we know that children, older adults, pedestrians, and cyclists, particularly in underappreciated neighborhoods, bear the greatest risks. We cannot accept this. We can and we must continue the important work to prevent families in our city from experiencing tragedy on our roadways.

Achieving this vision requires strong support and collaboration. City agencies, the City-County Council, community organizations, health and safety advocates, and residents all have a vital role to play in making Vision Zero a reality. By working together, we can create safer streets, expand transportation options, and foster a sense of shared responsibility for the safety of all road users.

Our neighbors deserve streets where zero is the only acceptable number of traffic deaths.



Sincerely,

A handwritten signature in black ink that reads "Joe Hogsett".

Joe Hogsett
Mayor
City of Indianapolis

We Pledge...



As members of the Indianapolis Vision Zero Taskforce, we recognize that traffic deaths and serious injuries are preventable, and that safety is a shared responsibility. We are committed to advancing equitable, data-driven, and collaborative solutions that protect everyone traveling on our city streets. Guided by the Safe System Approach, we pledge to work hand in hand with the community to achieve the outcomes as outlined in the Vision Zero Action Plan.



INDIANAPOLIS VISION ZERO TASK FORCE

John Barth (Chair)
City-County Councilor

Andy Nielsen
City-County Councilor

Derek Cahill
City-County Councilor

Todd Wilson
Director, Dept. of Public Works

Chief Christopher Bailey
Indianapolis Metropolitan Police Department

Chief Ernest Malone
Indianapolis Fire Department

Abigail Hanson
Controller, Office of Finance and Management

Megan Vukusich
Director, Dept. of Metropolitan Development

Abbey Brands
Director, Dept. of Business & Neighborhood Services

Lucas Niekamp
Deputy Prosecutor, Marion Co. Prosecutor's Office

Dr. William Murphy
Chief Operating Officer, Indianapolis Public Schools

Addison Pollock
Director of Community Engagement, AARP Indiana

Damon Richards
Bicycle Advocate

Brooke Thomas
Chief Development Officer, IndyGo

Marc McAleavey
Chief Executive Officer, Health by Design

EXECUTIVE SUMMARY



WRTV

3 dead in multiple crashes around Indy late Monday and early Tuesday

WTHR

Georgia Street project aims to revitalize key downtown public space; goals of the \$9.1 million project is to create a safer, more walkable environment

Indianapolis is taking
bold action to end traffic
deaths and serious injuries.
The Vision Zero Action Plan
sets a clear path to make
our streets safer, more
equitable, and designed
for people, because
every life matters.

Indianapolis Vision Zero Chair, John Barth

Background

On August 12, 2024, the Indianapolis City-County Council adopted a Vision Zero Resolution setting a goal to **eliminate all fatal and serious injury crashes by 2035.**

The resolution called for the appointment of a Vision Zero Administrator in 2025 and the creation of a 15-member Task Force composed of City representatives, partner agencies, and advocacy members to guide a collaborative effort in developing the Vision Zero Action Plan.

Safe System Approach

The Safe System Approach (SSA) is a framework adopted by the U.S. Department of Transportation (USDOT) to eliminate fatal and serious injuries on roadways.

It places safety at the core of how we plan, design, operate, and maintain transportation systems, emphasizing shared responsibility and collaboration. Achieving zero fatalities and serious injuries requires the collective effort of transportation professionals, planners,

first responders, roadway users, and the broader community. The SSA seeks to minimize human error, prevent exposure to crash risks, and reduce the severity of crashes when they occur. This framework is built on five complementary elements: Safe People, Safe Roads, Safe Vehicles, Safe Speeds, and Post-Crash Care; all of which informed the development of this plan.

Current Safety Efforts

During the development of the Action Plan, the consultant team and City staff met with stakeholders and task force members to gain a clear understanding of existing policies, practices, and plans. These discussions highlighted the many positive efforts already underway and revealed opportunities for greater collaboration among agencies across Indianapolis to strengthen and better promote these initiatives. The meetings also helped identify key areas for improvement, which directly informed the action strategies outlined in the Vision Zero Plan.

Peer City Review

In the fall of 2024, the Consultant team and City staff met with several municipalities of similar size that are actively implementing Vision Zero Plans. These discussions focused on their challenges and successes, approaches to funding and staffing, and the scope of their street networks. The key takeaway was that achieving Vision Zero is a long-term effort for all communities; however, despite having comparable populations and land areas, Indianapolis manages a significantly larger street network.



Photo credit: Indianapolis Michelle Craig
for the Indianapolis Cultural Trail

Existing Conditions

To develop effective safety recommendations, existing data was collected and analyzed. Crash data was examined and translated into maps, charts, and graphs to identify critical areas across the city and illustrate the reasoning behind the recommendations included in this plan. The results of this existing conditions analysis informed the creation of the High Injury Network and Vulnerable Road User High Risk Network, highlighting the roadway segments within the City's jurisdiction that experience the greatest safety concerns.

Equity Analysis

Using data from the American Community Survey, equity factors evaluated included zero-car households, race and ethnicity, poverty status, disability, language other than English spoken at home, and age (65 and older or under 18). Areas with a greater concentration of these factors were identified as Transportation Impacted Neighborhoods (TINs), indicating higher levels of transportation vulnerability. These neighborhoods were compared to the High Injury Network and Vulnerable Road User High-Risk

Network to better understand the relationship between crash patterns and communities within the TIN. This analysis helps identify where targeted investments in the transportation network can improve safety and mobility for vulnerable populations who may not always rely on motor vehicles for travel.

Community Engagement

This plan gathered input from stakeholders and the public to determine the biggest safety needs and concerns in Indianapolis. Engagement occurred through various methods including pop-up public events throughout Indianapolis and online tools. Through these engagement opportunities a public survey was distributed, collecting over 600 responses and another 1500 comments on the online map indicating challenges throughout the City's transportation network.

Action Plan

Strategies and action steps were developed through ongoing collaboration with Task Force members and City partners. These discussions incorporated public input, explored opportunities to strengthen and expand existing efforts, promoted coordination across agencies, and sought to

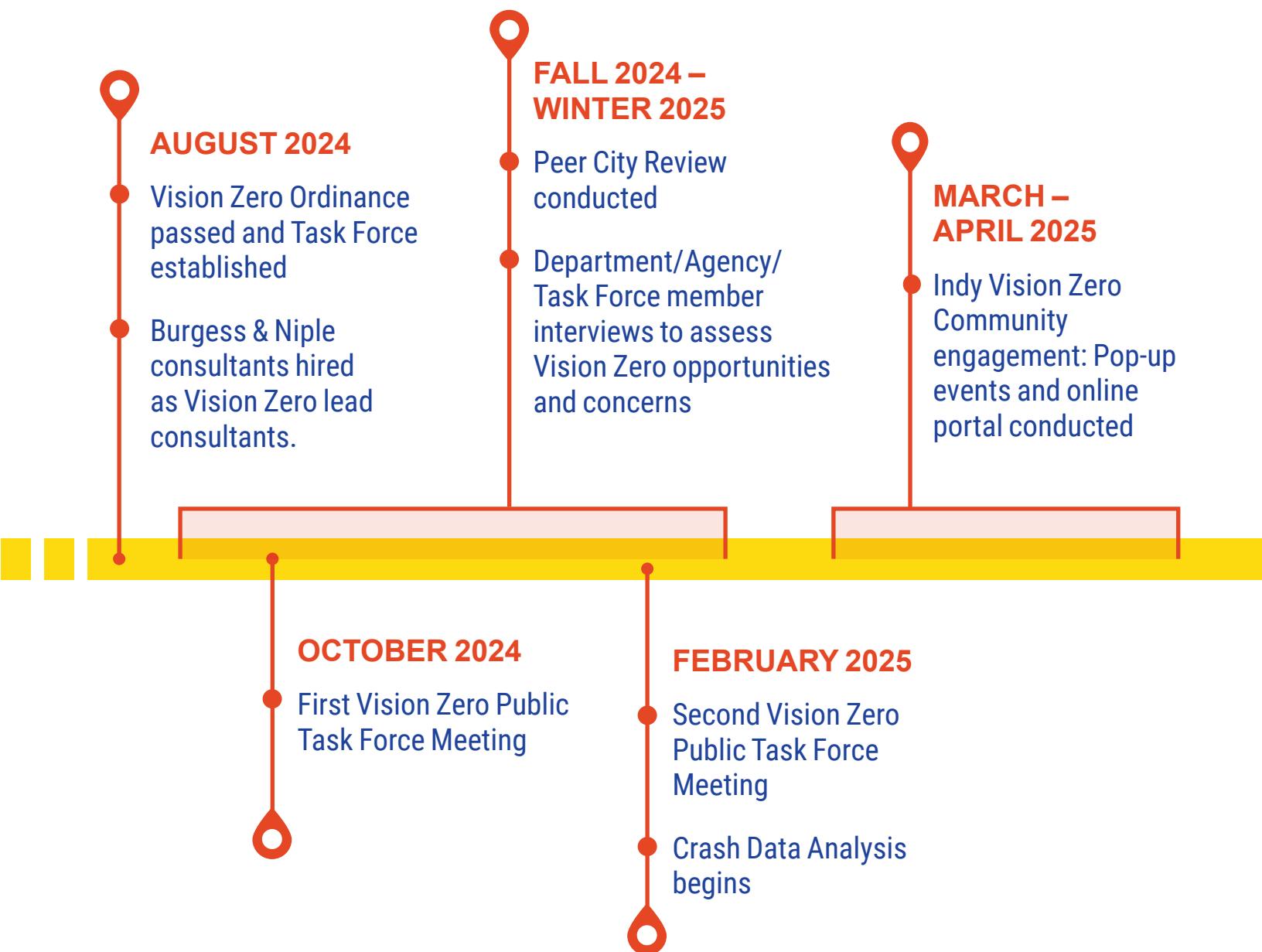
minimize duplication of work. The draft strategies and action items were shared with the public in June 2025, with feedback collected through August and reviewed with Task Force leaders to inform the set of strategies included in this plan. These strategies mark the beginning of the City's Vision Zero initiative and are intended to evolve over time as implementation progresses and lessons are learned.

Implementation + Transparency

The City is already moving forward with implementing the strategies in this plan.

Tracking progress and measuring outcomes are essential to the plan's success. Several of the general strategies emphasize transparency, including the development of a public-facing website and dashboard to share updates, and report progress and Key Performance Indicators over time. Efforts are not limited to these strategies. This approach will continue to evolve as we learn from what works well and identify where adjustments are needed in this ongoing, steadfast commitment to ensuring everyone reaches their destination safely.

Indy's Progress Towards Vision Zero

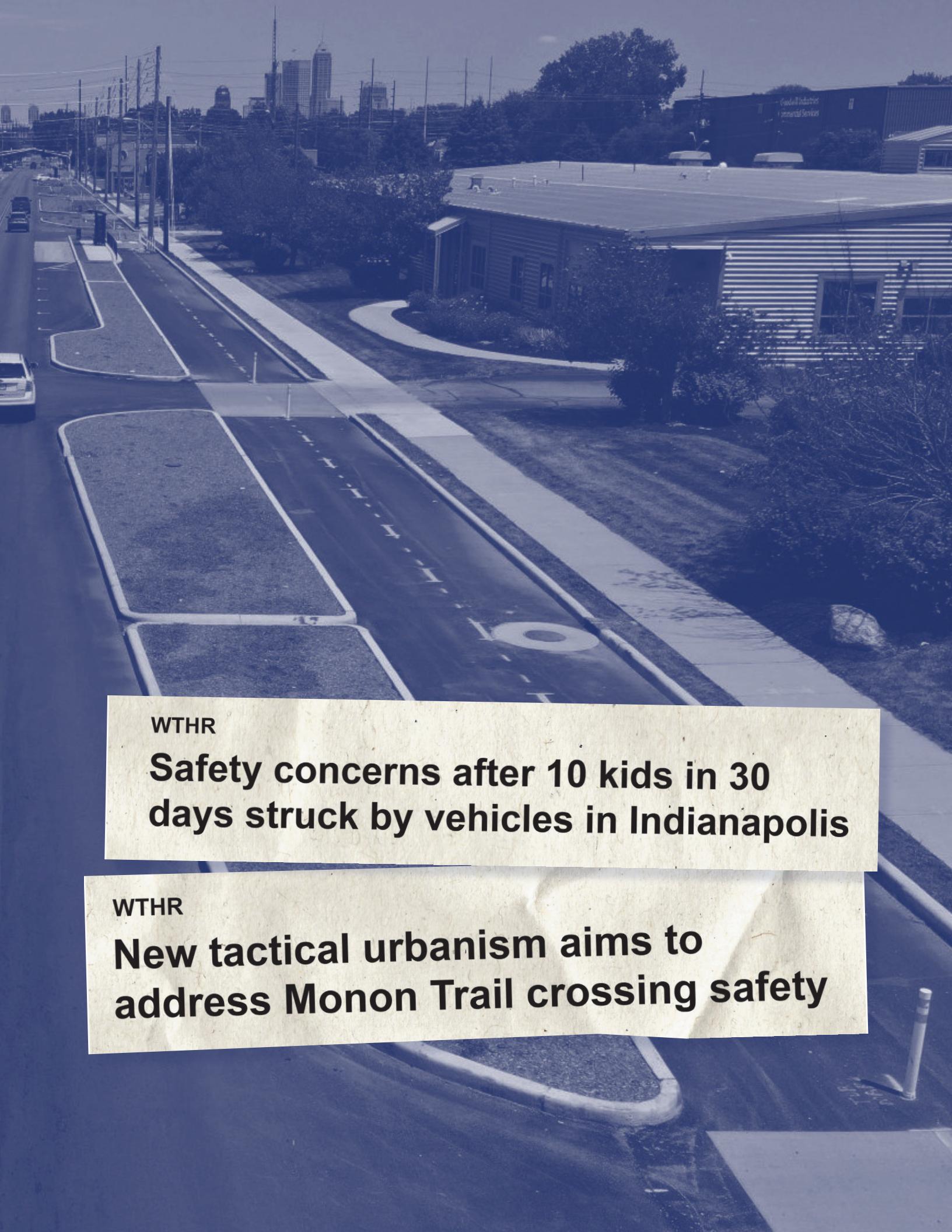


Indy's progress towards Vision Zero has been a robust and collaborative effort, bringing together a broad coalition of partners, stakeholders, and the community working together towards a common vision for a safer city.





WHAT IS VISION ZERO?



WTHR

Safety concerns after 10 kids in 30 days struck by vehicles in Indianapolis

WTHR

New tactical urbanism aims to address Monon Trail crossing safety

What is Vision Zero?

Vision Zero is a global initiative to eliminate traffic-related deaths and serious injuries. By rethinking how we design and use our streets, we aim to create a safe environment for everyone, whether walking, biking, driving, or taking public transit.

Vision Zero Goals

Eliminate traffic fatalities

Use proactive strategies to prevent deaths on our roads.

Design Safer Streets & Prioritize Safety through Policy

Prioritize accessibility and safety for all users.

Empower the Community

Collaborate with residents, organizations, and policymakers to foster a culture of safe, inclusive transportation.



Every resident deserves
access to safe and reliable
transportation and
every injury is preventable.

Vision Zero Indianapolis is a bold, collaborative effort to ensure everyone can travel safely. By working together, we can make Indianapolis a place where people feel safe and confident moving through the city.

How do we reach Zero?

The Safe System Approach endorsed by the U.S. Department of Transportation recognizes that human error is inevitable, but death and serious injury are not. It's based on six principles:



DEATH & SERIOUS INJURY ARE UNACCEPTABLE

Focus on preventing the most severe crashes.

PEOPLE MAKE MISTAKES

Design systems to anticipate and accommodate human error.

PEOPLE ARE VULNERABLE

Lower speeds and safer design reduce harm in crashes.

SHARED RESPONSIBILITY

Everyone, from system designers to road users, plays a role.

PROACTIVE SAFETY

Address risks before crashes occur.

REDUNDANCY SAVES LIVES

Multiple safety layers protect users when one part fails.

CRASHES AREN'T ACCIDENTS –

THEY'RE PREVENTABLE.



The Five Elements of a Safe System

Safe People

All road users—drivers, pedestrians, cyclists, transit riders—must act responsibly. Education, enforcement, and engagement promote safe behavior and awareness.

By layering these elements to create redundancy, the system becomes more forgiving. If one component fails, the others help prevent a crash and minimize harm if one occurs.

Safe Speeds

Lower speeds reduce both crash risk and injury severity. Street design, speed limits, and land use should be considered to encourage appropriate travel speeds.

Safe Roads

Streets should be designed to minimize crash risk and protect users through features like protected bike lanes, medians, crosswalks, and traffic calming.

Safe Vehicles

Modern vehicle technologies like emergency braking, lane departure warnings, and airbags help prevent crashes and reduce injury severity, protecting both occupants and others.

Post-Crash Care

Timely emergency response and trauma care are critical to saving lives and improving recovery after a crash.

Shared Responsibility

Achieving zero deaths requires everyone's involvement:

Designers and Engineers must build safe, inclusive infrastructure.

Policymakers must support effective laws and enforcement.

First Responders must act quickly when crashes happen.

Community Members must make safe choices and look out for others.

This shared responsibility shifts the focus from blaming individuals to creating systems that prevent crashes from being fatal. This approach creates multiple layers of protection through safe road design, safe speeds, safe vehicles, safe road users, and effective post-crash response. For example, if someone makes the mistake of misjudging a turn or drifting out of their lane, effective roadway design and speed management can help prevent a fatal outcome.

In contrast, unsafe behaviors such as choosing to drink and drive or deliberately speeding are violations of the rules and laws of the road that increase risk. Even when a crash occurs, vehicle safety features (like airbags), quick access by first responders, and rapid medical care, such as "Stop the Bleed" intervention and transport to a trauma center, can mean the difference between life and death.

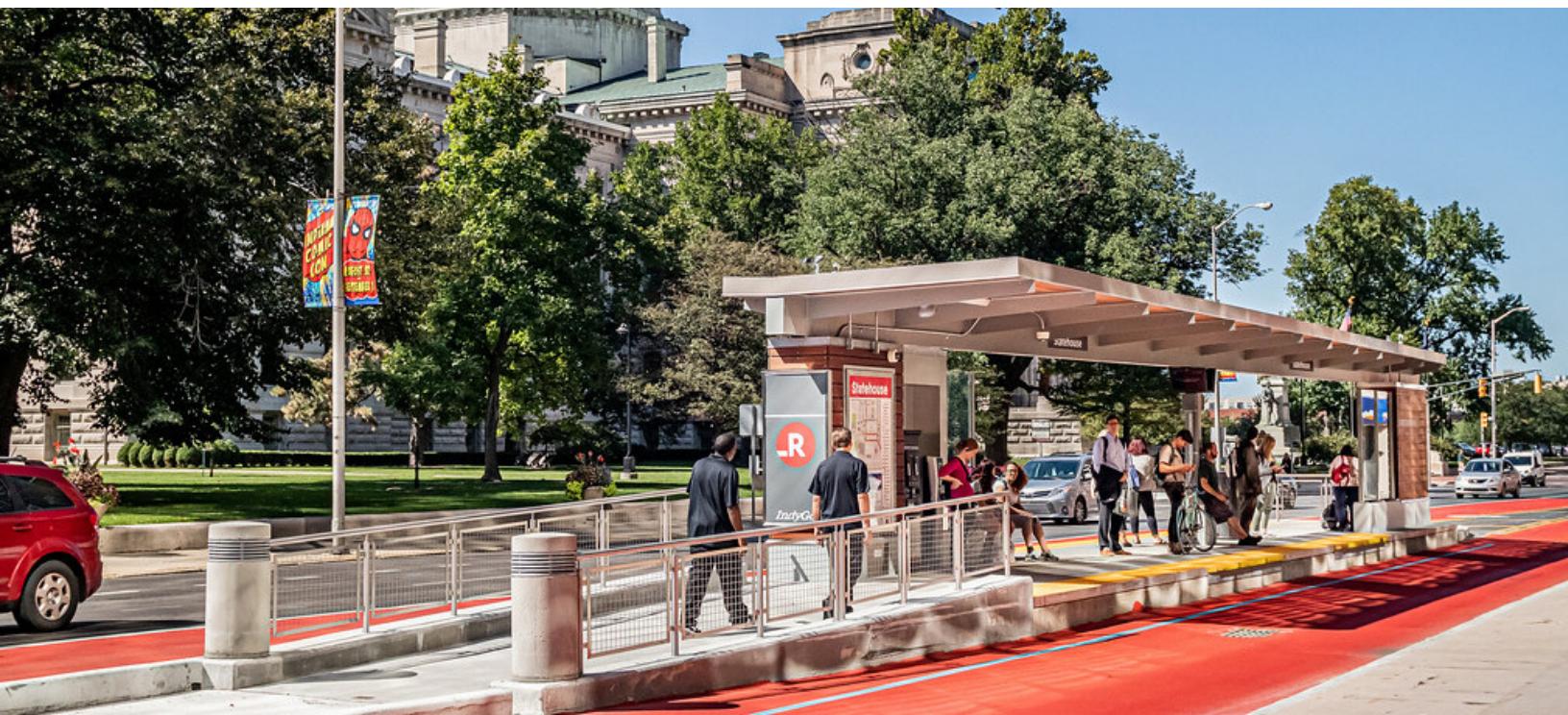
Shifting the Mindset

Vision Zero is...

- A long-term commitment to a safe, equitable transportation system
- A data-driven, proactive approach that anticipates human mistakes
- A systems-based strategy that prioritizes prevention over punishment

Vision Zero is not...

- About blaming individuals or expecting perfect behavior
- Eliminating mobility
- A short-term or temporary initiative
- Optional for certain neighborhoods or groups
- Based on outdated assumptions or reactive measures



Traditional Approach

Traffic deaths are **inevitable**

Requires **perfect** human behavior

Prevents **crashes**

Individual responsibility

React based on crashes

Safety **vs.** mobility

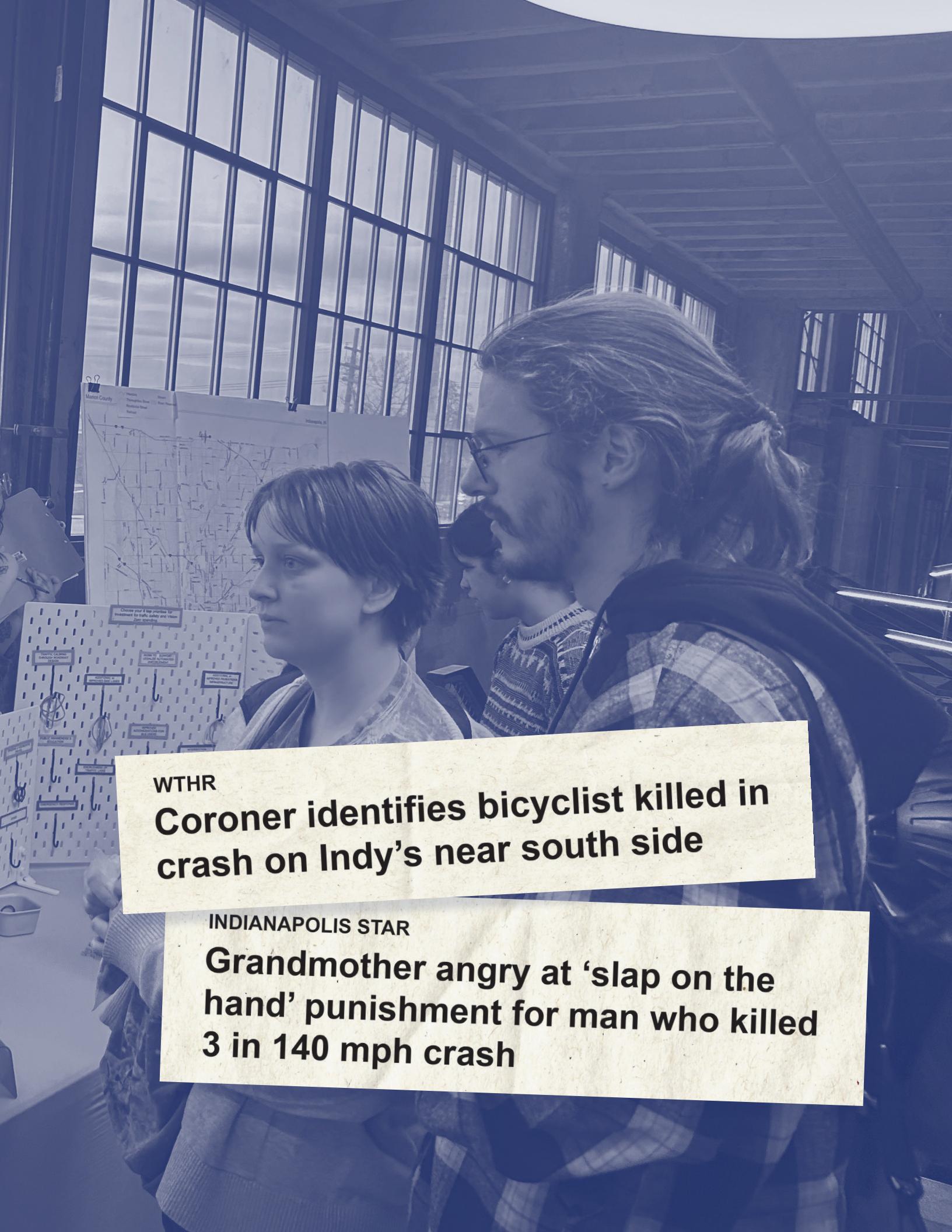
The data makes it clear: what we've been doing isn't working. More people are dying. **Change is essential.**

Vision Zero

- Traffic deaths are preventable
- Designed for human mistakes
- Prevent fatal & severe crashes
- Shared responsibility
- Proactively addresses risks
- Only “Safe Mobility”

By embracing Vision Zero and the Safe System Approach, we commit to designing a transportation system that forgives mistakes and protects lives, because no loss of life on our streets is acceptable.

COMMUNITY ENGAGEMENT



WTHR

Coroner identifies bicyclist killed in crash on Indy's near south side

INDIANAPOLIS STAR

Grandmother angry at 'slap on the hand' punishment for man who killed 3 in 140 mph crash

Community Engagement

Vision Zero is not just a City initiative. It's a community-wide commitment to safety, accountability, and shared responsibility. Achieving zero traffic deaths and serious injuries requires every voice, every perspective, and every neighborhood to be part of the conversation.

Community engagement ensures that the strategies within the Vision Zero Action Plan reflect the real experiences of people who walk, bike, drive, and take transit across Indianapolis every day. Residents know their streets best: where they feel unsafe to cross, where speeding is common, or where better lighting, signage, or sidewalks could make a difference. Listening to those lived experiences is essential to designing safer streets for everyone.

To advise this plan, our partners at Health By Design lead community engagement efforts to inform the Taskforce on the community's perspective. It was imperative to hear the needs and concerns of members of the public. To do so, engagement opportunities were conducted in-person and online:

- Online survey and tool open for 6+ weeks
- 19 in-person "pop-up" events
- At least 1 event held at in each Marion County Township
- Over 600 flyers distributed at 7 events
- Advertised through press releases and social media.

- 289 people engaged in-person; 339 online
- 490 respondents left nearly 1500 "Mark Up the Map" comments indicating locations with challenges.

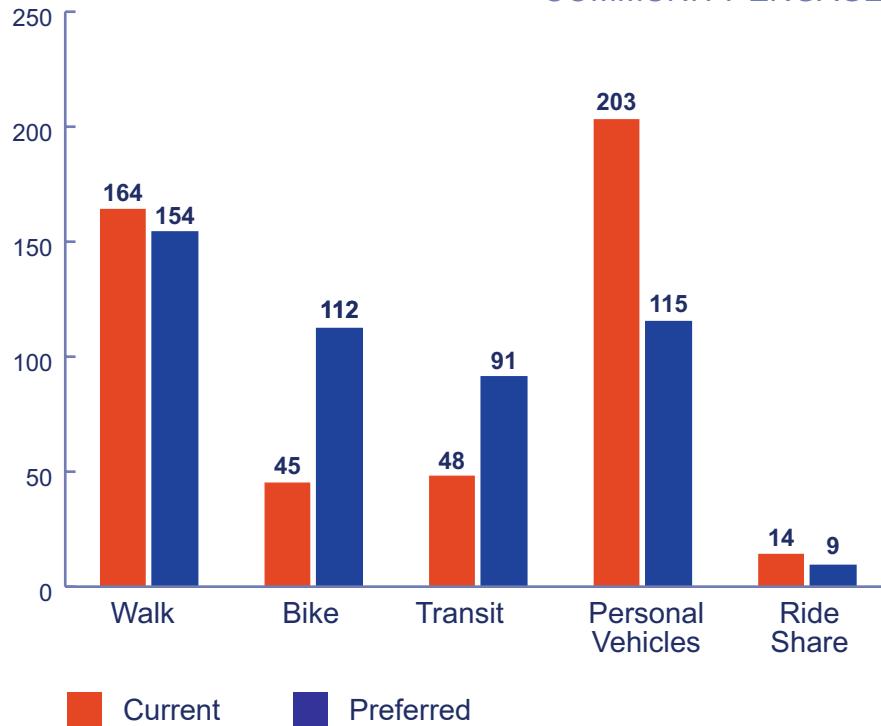
Participants were asked:

- How they travel?
- Their ability access to a vehicle?
- Their concerns around traffic safety?
- Priorities for Indy Vision Zero?
- How they'd prefer to travel if conditions changed.



Photo credit:Health by Design

MODES OF TRAVEL



Although the most common mode of commuting for residents is by motor vehicle, not all individuals have access to a car. If conditions were improved, a greater number of people would opt for biking or public transit and would prefer to drive less.

Survey respondents priorities included pedestrian and bike infrastructure, traffic calming, intersection improvements, and enforcement of traffic laws to help improve traffic safety.

Throughout the development of this plan, the City provided multiple opportunities for the public to express their opinions and give feedback about the Indianapolis transportation system. Community members participated through surveys, neighborhood engagements, pop-up events, and interviews with Taskforce representatives.

These diverse forms of engagement helped identify priority areas, shape policy recommendations, and strengthen the transparency and accountability of the Action Plan.

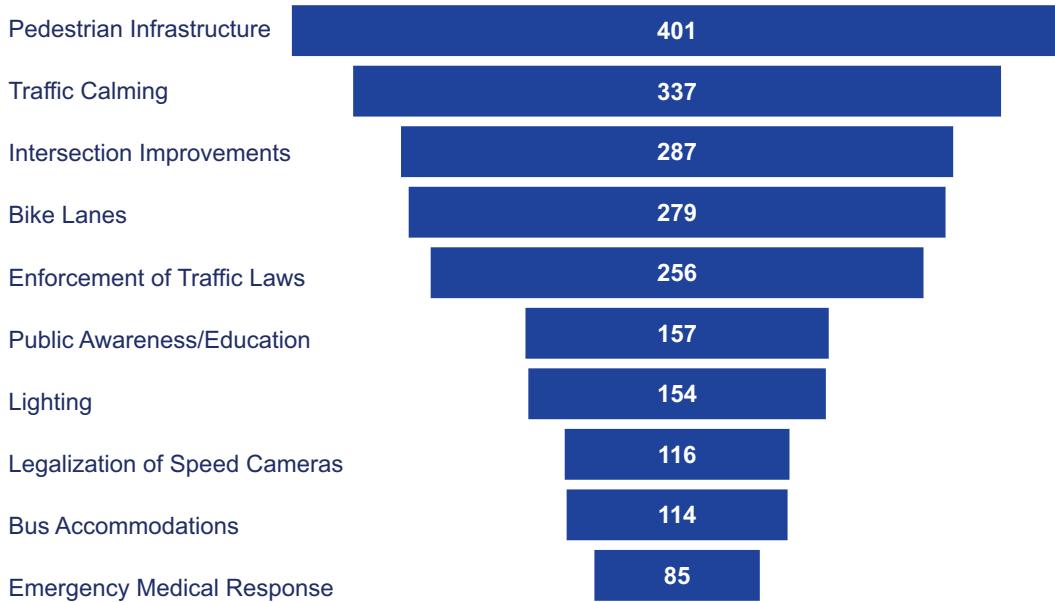
As the Action Plan Strategies are implemented, input and comments from the public can be reviewed and incorporated as appropriate.

How will public comments be used?

The input directs where/how funding should be prioritized, like building more sidewalks, traffic calming measures, or increased enforcement.

Mapped comments also highlight specific issues that practitioners can consider when implementing strategies such as need for improved crosswalks or signal improvements. Many of the comments aligned with High Injury Network, confirming the need to make improvements along these corridors.

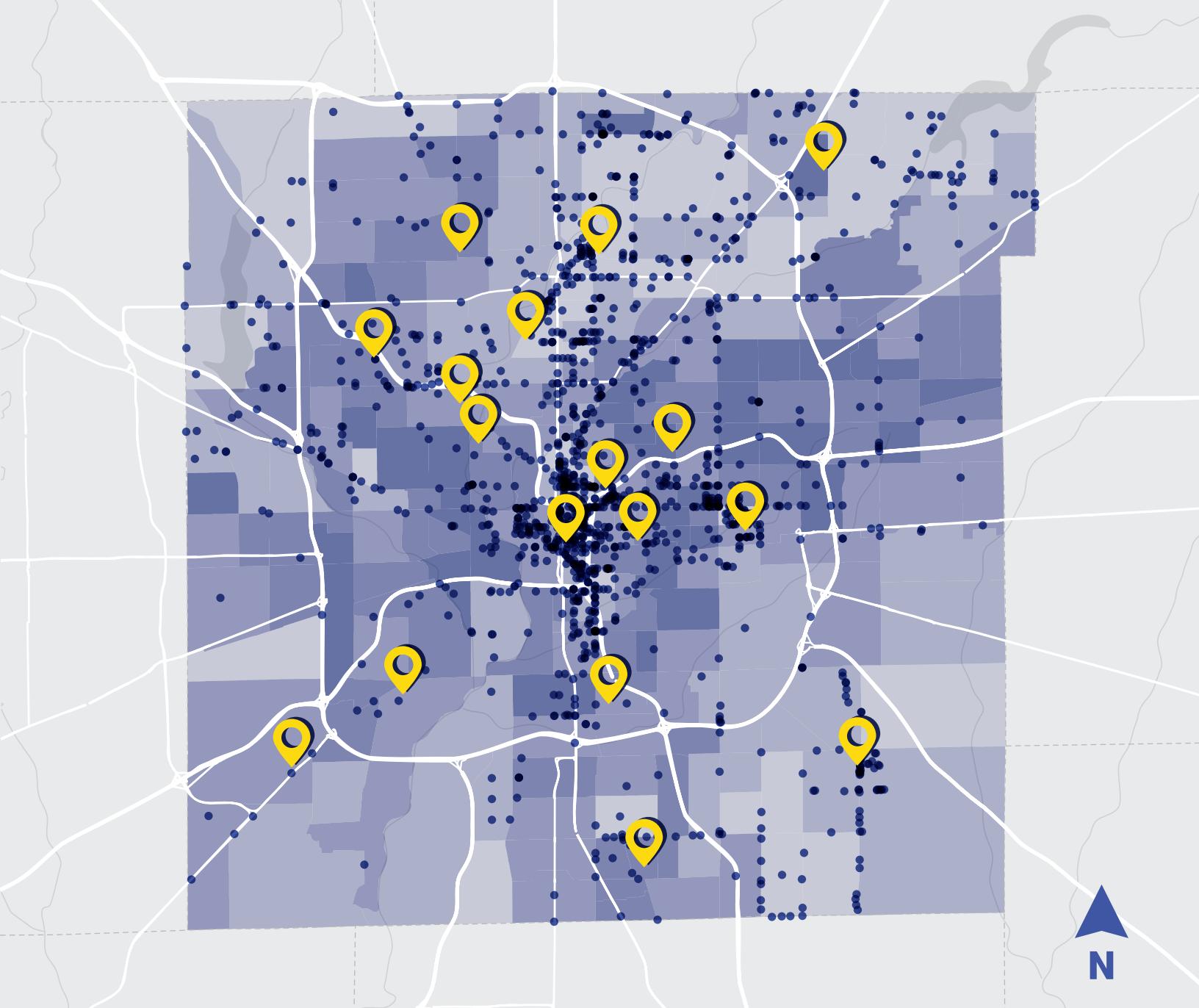
COMMUNITY PRIORITIES FOR INVESTMENT



Survey participants were asked to select their five main priorities.

Engagement Locations

Township	Location	Township	Location
Center	North Mass Boulder	Washington	Butler University
Center	INRC/Neighbor Power Indy	Franklin	Franklin Road Library Branch
Washington	Indiana Food Pantry Summit	Decatur	Goodwin Center (two shifts)
Washington	Broad Ripple Farmers Market	Decatur	Decatur Library Branch
Wayne	Marian University	Perry	Great Ulndy Cleanup
Center	Be The Change Summit	Warren	Councilor Nielsen's Office Hours at Irvington Library
Pike	Michigan Road Branch	Center	Exodus Refugee Center
Lawrence	Lawrence Library Branch	Center	Julia Carson Transit Center - AM
Perry	Southport Library Branch - MNA office hours	Center	Julia Carson Transit Center - PM
Wayne	International Marketplace Coalition/ Global village		



Pop-up Engagement

 Pop-up engagement location

 Public input locations

Transportation-Impacted Neighborhoods



A pop-up event is a temporary, flexible engagement opportunity that is held in a public, high-traffic location to connect with people where they are, instead of making them go to a specific venue.

TRAFFIC SAFETY DATA ANALYSIS



WTHR

60-year-old woman in wheelchair dies after being struck by vehicle on Indy's east side

WTHR

**East Indianapolis traffic change
puts focus on pedestrian,
cyclist safety**

Traffic Safety Data Analysis

This plan uses data to help City staff and decision makers put resources where they can make the biggest difference, instead of relying on opinions or assumptions. By looking at detailed crash data, leaders can tackle the most serious safety issues in a fair and effective way.



Photo credit: Indianapolis Metropolitan Police Department

The analysis focused on fatal and serious injury crashes on streets maintained by the City, using 2019-2023 crashes from ARIES Automated Reporting Information Exchange System unless otherwise noted. This ensures the review includes not only crash numbers but also additional crash trends with complete records through 2023. As newer data for 2024 and 2025 becomes available, it will be added to future evaluations to improve accuracy and relevance.

Note: Interstates and roads managed by other agencies were not included, since the City cannot make changes on those roadways.

From 2019 to 2023, there was an average of one fatal or severe injury crash every five hours on the Indianapolis transportation network.

LIVES LOST FROM 2019-2023



296
people driving

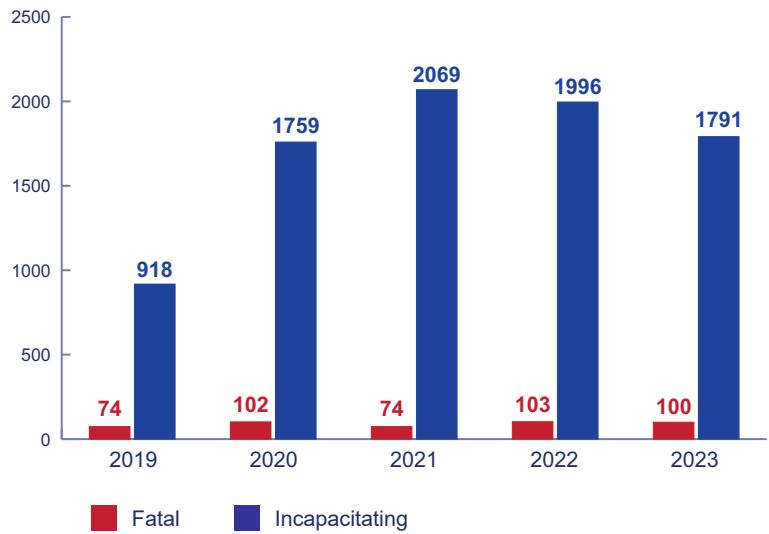


135
people walking



22
people
riding bikes

CRASHES BY YEAR



General Trends in Indianapolis

Traffic safety trends in Indianapolis closely mirror those seen across Indiana and the United States. When COVID-19 began in 2020, overall traffic dropped sharply due to stay-at-home orders and social distancing. At the same time, more people started walking and biking outdoors. Traffic enforcement also decreased, partly because of social distancing rules and growing public focus on social justice issues. Together, these changes led to more speeding and an increase in fatal and serious injury crashes.

Even though vehicle traffic has returned to pre-pandemic levels, the effects on risky driving behaviors and enforcement have continued, as shown in the data. The following graphics illustrate how these trends have evolved over time.

To give a broader perspective, data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) was used to compare fatal crash rates at the national, state, and local levels. The tables and charts on the opposite page show annual fatal crash numbers and a five-year rolling average, highlighting recent trends in each area.

As illustrated in the graphics on the opposite page, traffic fatalities spiked nationwide, statewide, and in Indianapolis during 2020–2021.

Beginning in 2022 and continuing into 2023, fatalities started to decline, leading to a leveling off of the five-year rolling average, most noticeably in Indianapolis.

Across Indiana, fatal and serious injury crashes remain a pressing public safety concern. According to data from INDOT's Office of Traffic Safety, in 2024 someone was killed or seriously injured on Indiana roadways every 93 minutes. The Federal Highway Administration (FHWA) estimates that these crashes cost the state approximately \$21.5 billion, underscoring the urgent need for continued investment and action to improve roadway safety.

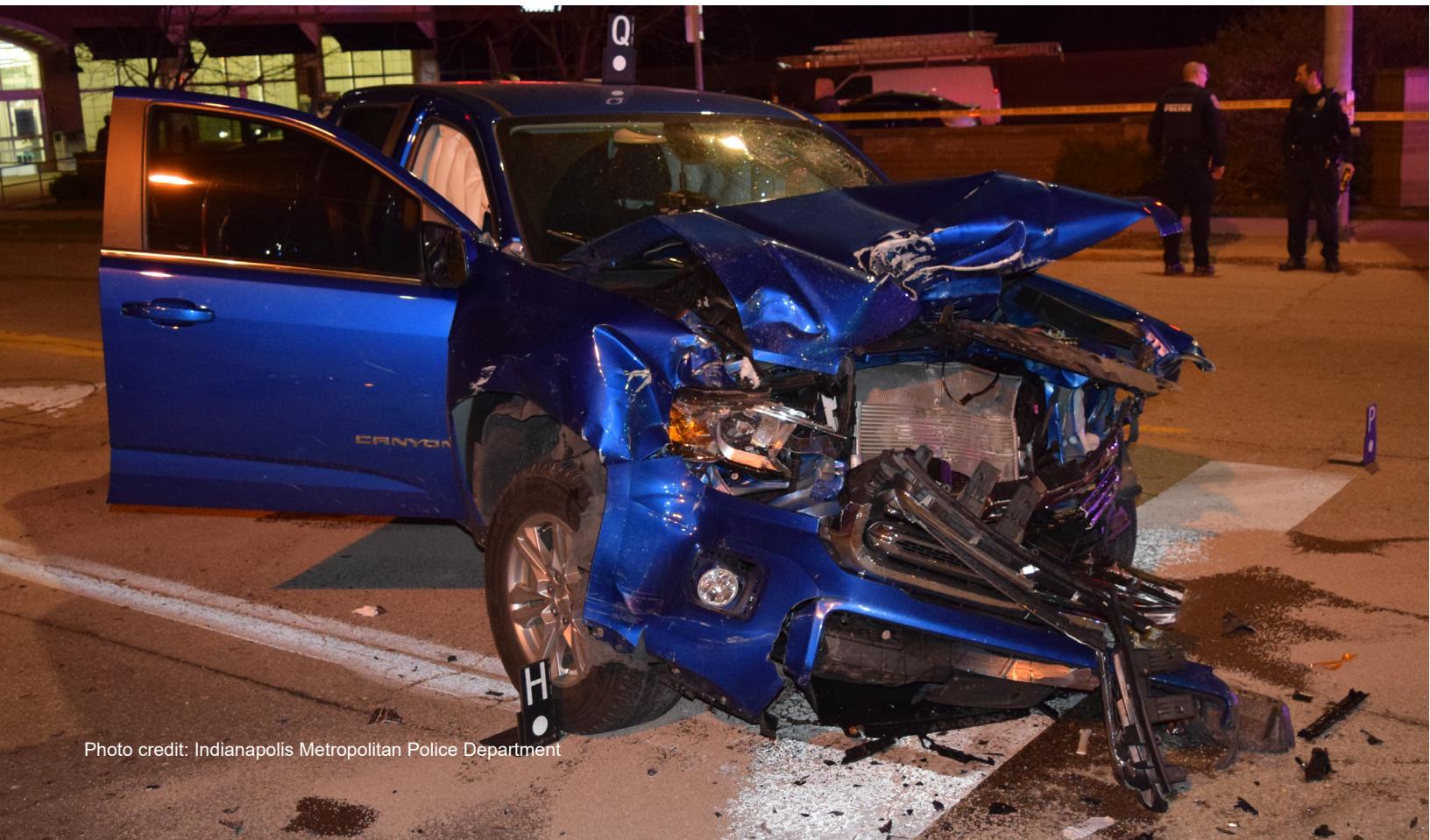
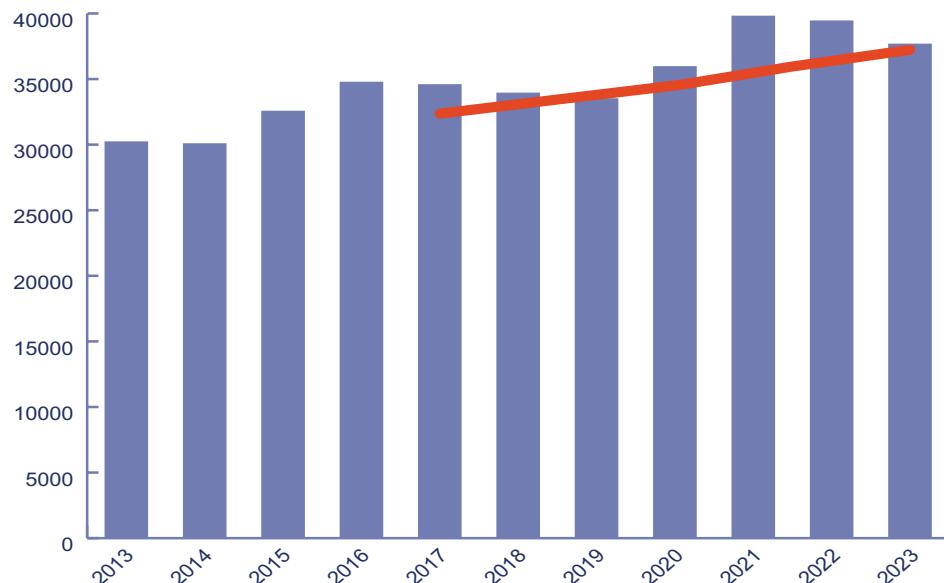


Photo credit: Indianapolis Metropolitan Police Department

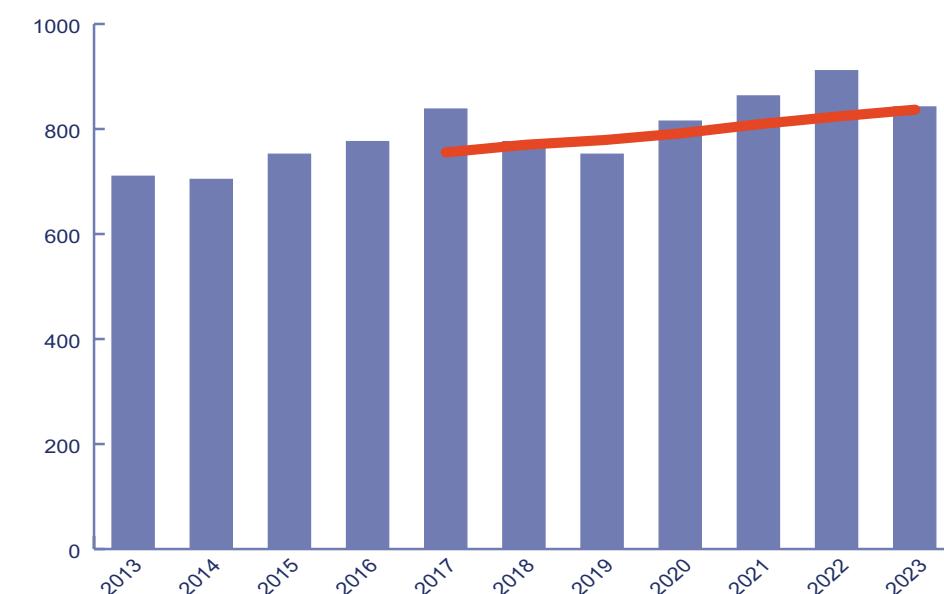
FATAL CRASHES: UNITED STATES

5 Year Rolling Average



FATAL CRASHES: INDIANA

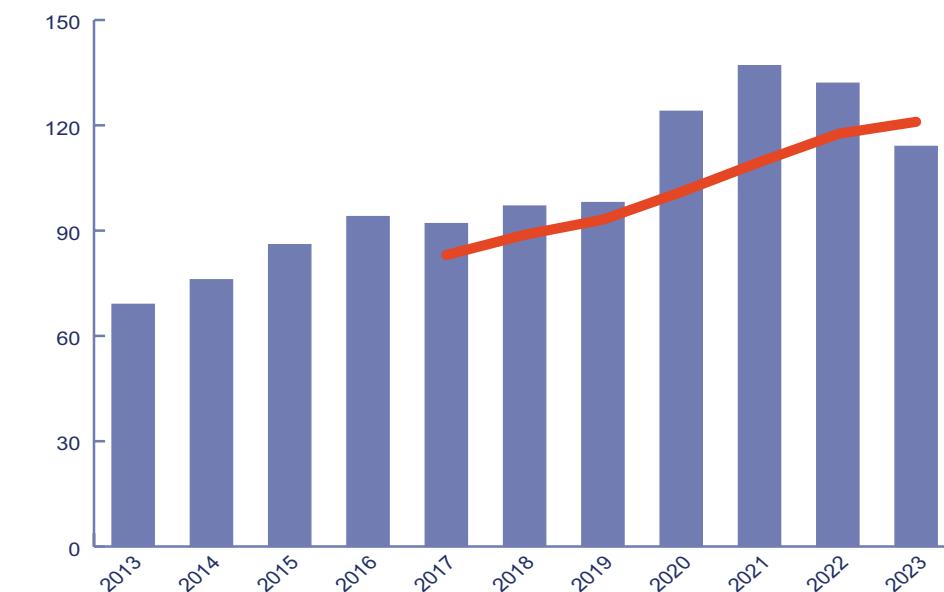
5 Year Rolling Average



FATAL CRASHES: INDIANAPOLIS

5 Year Rolling Average

The 5 Year
Rolling Average
in Indianapolis
Increased 45%
from 2017 to 2023



Primary Causes of Fatal and Serious Injury Crashes in Indianapolis

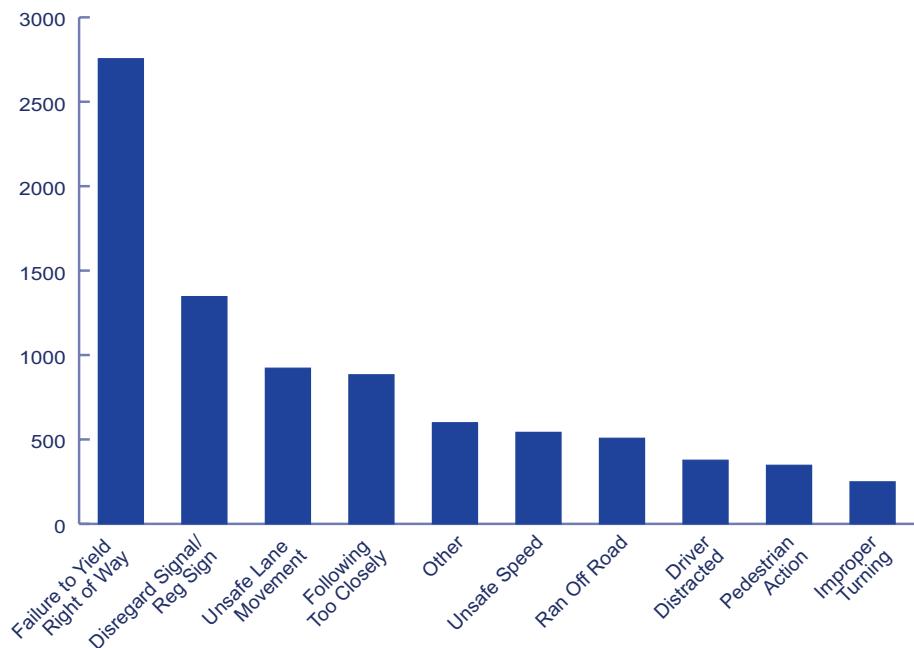
When looking at crashes on all types of roads, most serious and deadly crashes in Indianapolis happen at intersections. The main reasons are people not giving the right of way ("Failure to yield") and people ignoring stoplights or road signs ("disregard signal /reg sign"). These collisions often happen in places with lots of driveways or roads connecting to the main street, which can make it confusing and lead to crashes between drivers, bikers, and pedestrians.

Unsafe speeds and distracted driving are also some of the main reasons for serious crashes. However, these factors are often not listed as the cause in crash reports as police do not have this information or it can be difficult to prove. Still, speeding and distracted driving behaviors are noticed regularly.

PRIMARY CAUSE FOR FATAL OR SERIOUS INJURY CRASH: INDIANAPOLIS

TOP TEN

(All modes of Transportation)



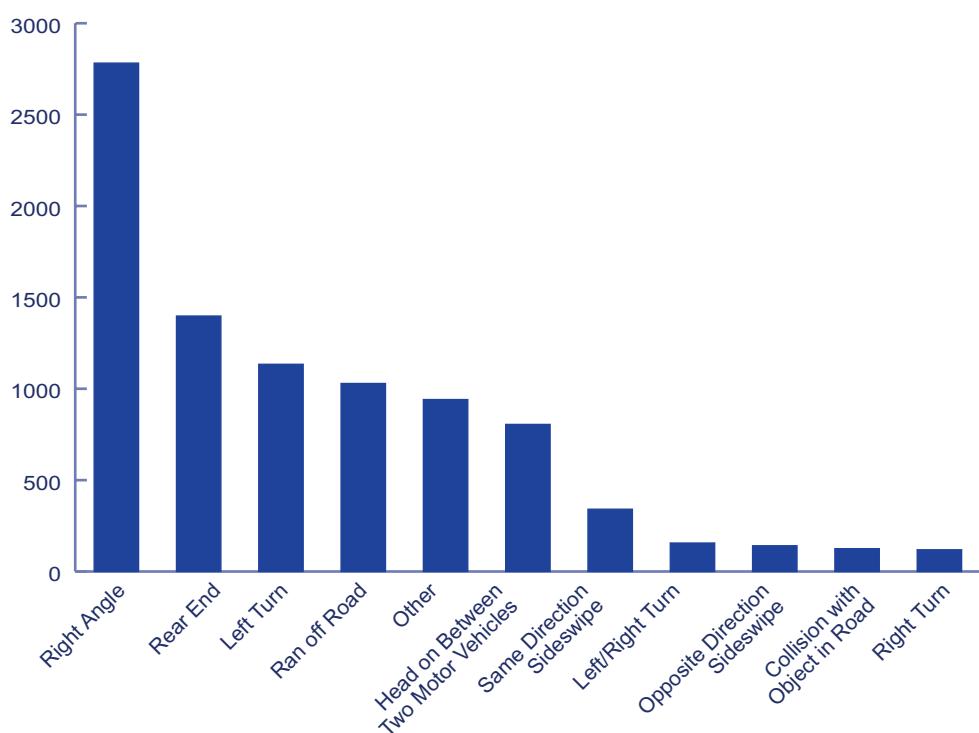
Drivers look at their phones for an average of 5 seconds while texting

At 40 mph, a vehicle travels for 293 feet in 5 seconds

Data source: NHTSA, <https://www.nhtsa.gov/risky-driving/distracted-driving>

Crash types further emphasize intersection risks. Right-angle collisions are the most common, often resulting in severe outcomes due to the nature of the impact. Left-turning crashes, which also tend to be angle collisions, and high-speed rear-end crashes also make up a large portion of fatal and serious injury crashes.

INDIANAPOLIS FATAL AND SEVERE INJURY CRASHES BY TYPE OF CRASH



Safe Speeds Matter

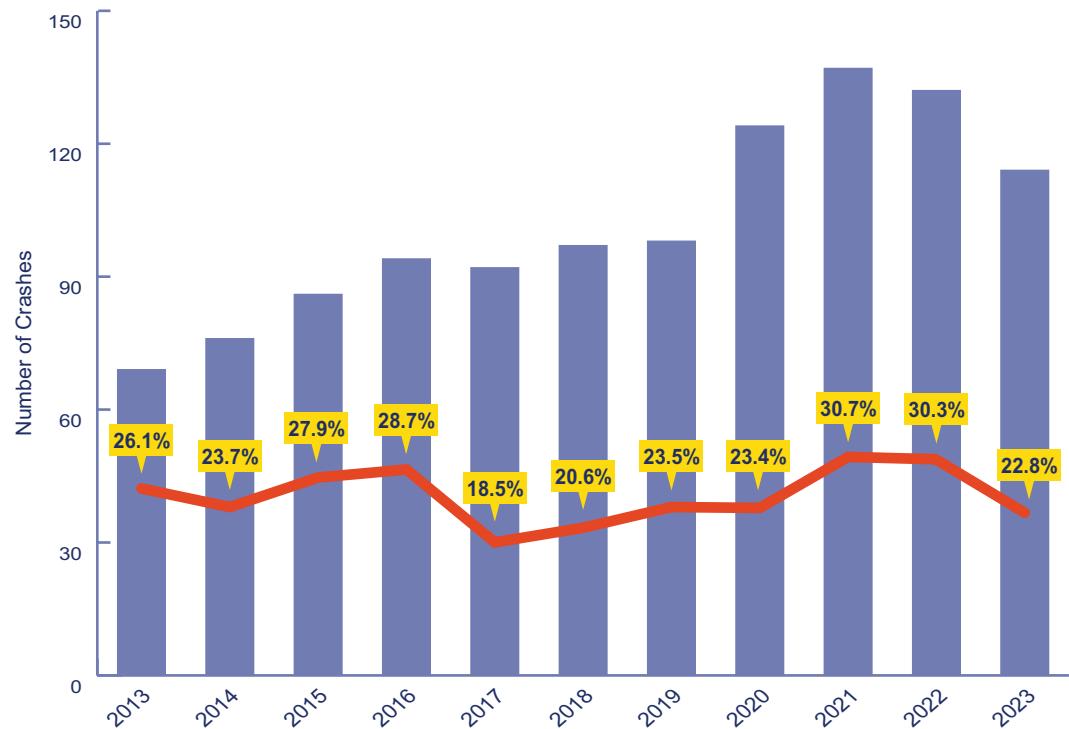
Speed plays a major role in both how likely a crash is to happen and how serious it can be.

Driving faster narrows a driver's peripheral vision, making it harder to notice hazards, especially in urban areas. At 50 mph, a driver mostly sees just the road ahead, increasing risk for pedestrians and cyclists.



INDIANAPOLIS FATAL CRASHES WITH SPEEDING AS A FACTOR

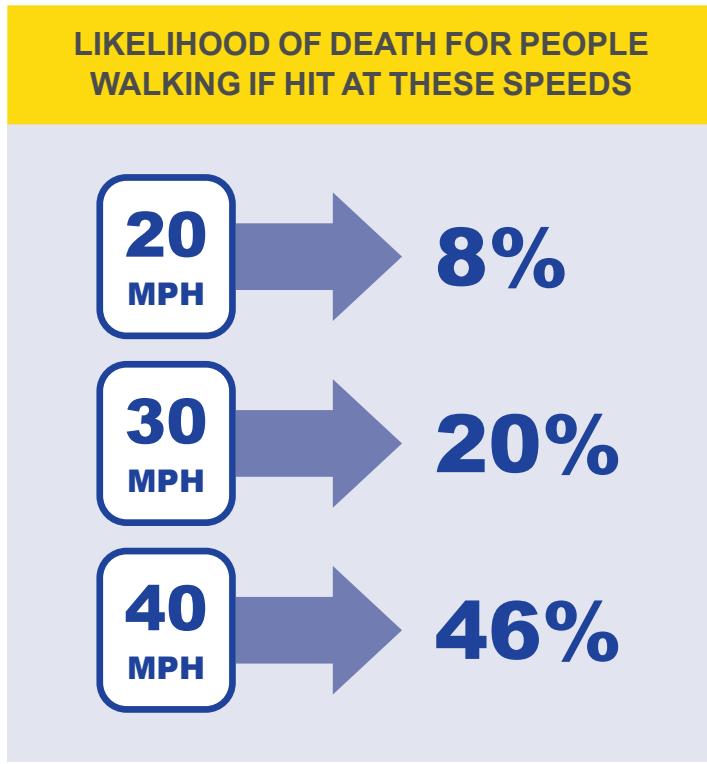
From 2013 to 2023, approximately 20%–30% of fatal crashes in Indianapolis were directly linked to excessive speed. But let's not forget, as stated previously, we know unsafe speeds are UNDERREPORTED.



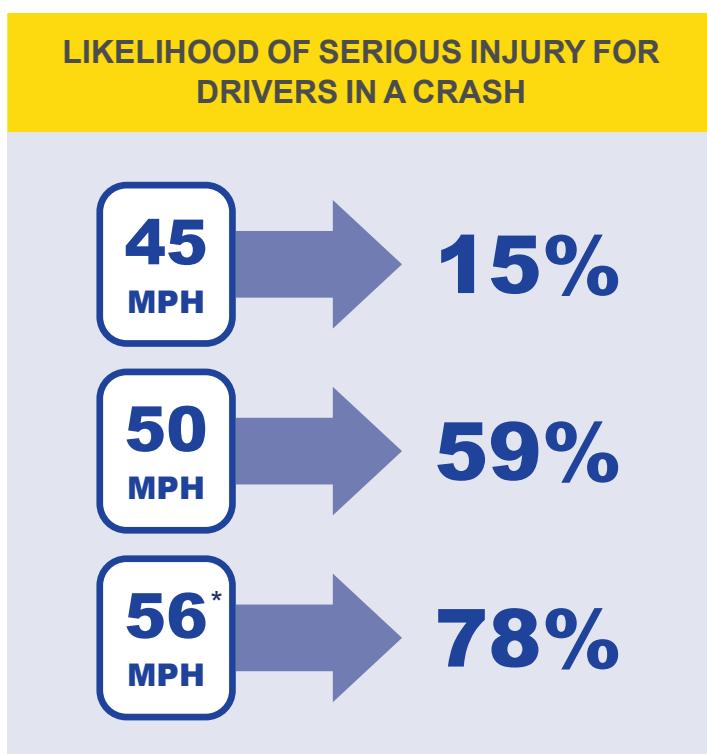
Looking at past data, speed has been a major factor in pedestrian deaths in Indianapolis. The human body can only handle so much force, and higher speeds make injuries much more severe.



Higher speeds don't just put pedestrians and cyclists at risk. Research shows that the severity of crashes for people driving also increases as vehicle speeds go up.



Data source: AAA Foundation for Traffic Safety (Brian C. Teft 2013)

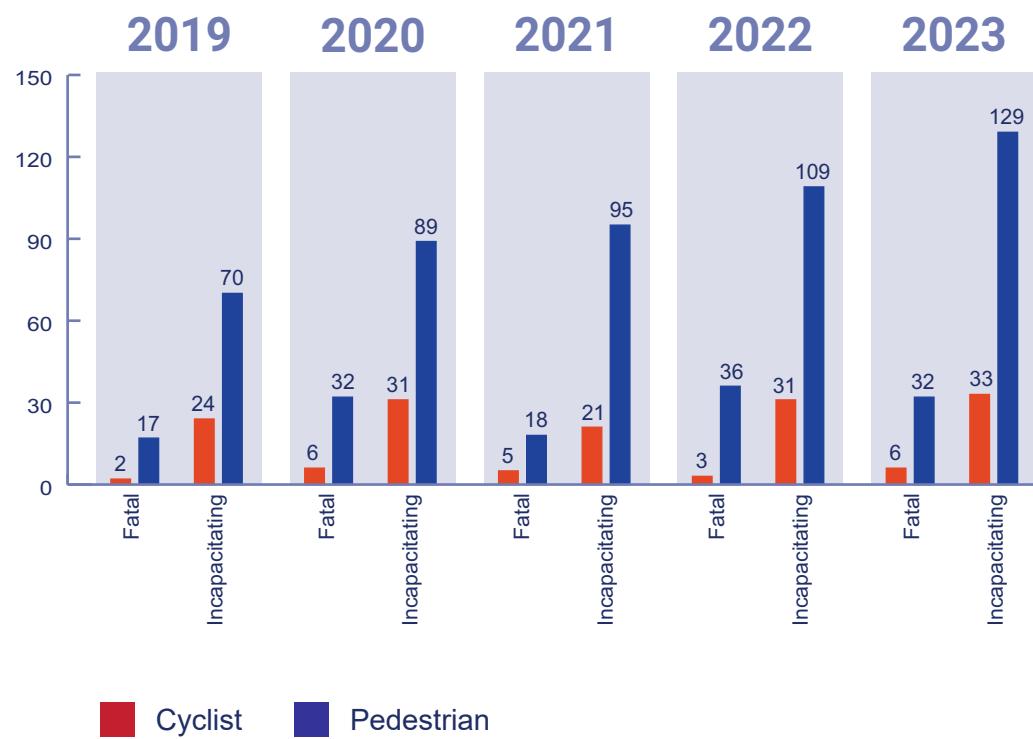


Note: 56 MPH = 90 kilometers per hour

Data source: Impact of Speeds on Drivers and Vehicles. AAA, IIHS, Humanetics 2021 <https://aaafoundation.org/wp-content/uploads/2021/01/Impact-of-Speeds-on-Drivers-and-Vehicles-Results-from-Crash-Tests.pdf>

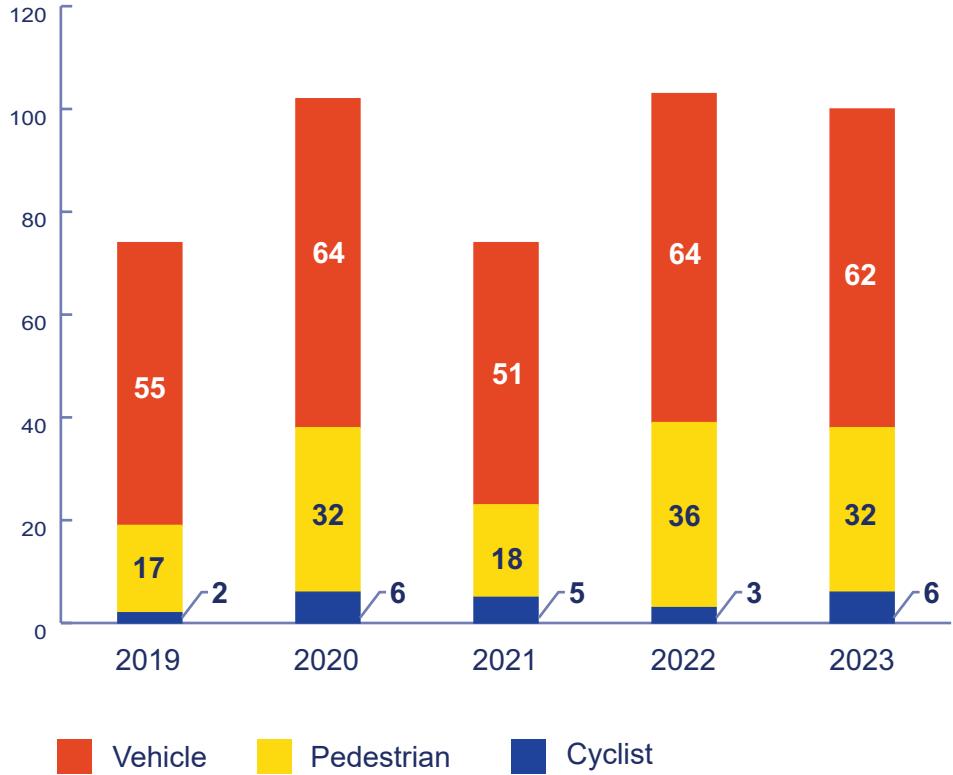
INDIANAPOLIS PEDESTRIAN AND BICYCLE CRASHES BY YEAR

Pedestrians and cyclists are being killed at a disproportionately higher rate in traffic crashes than people inside cars on Indianapolis streets. In particular, serious injuries to pedestrians have increased substantially. These Vulnerable Road Users need targeted safety measures to help reduce these crashes.

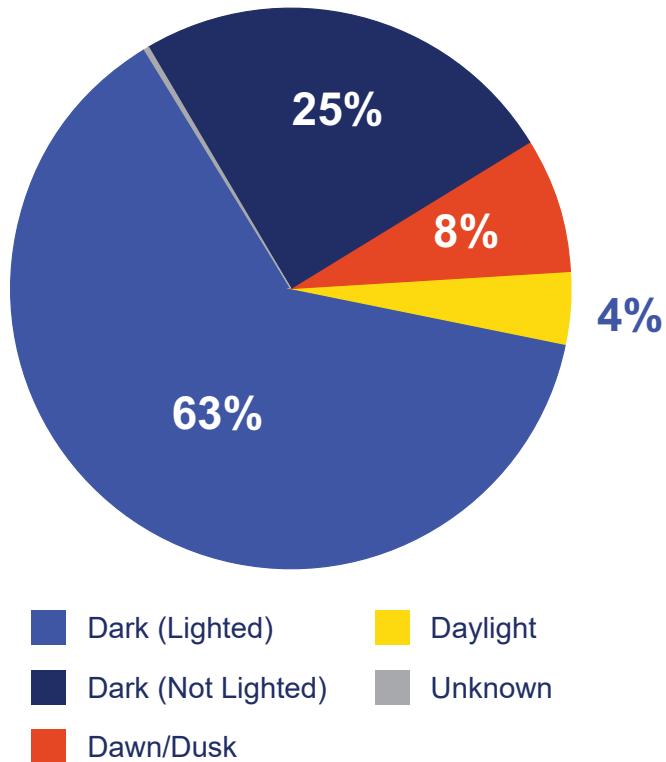


FATAL CRASHES BY YEAR AND TRANSPORTATION MODE

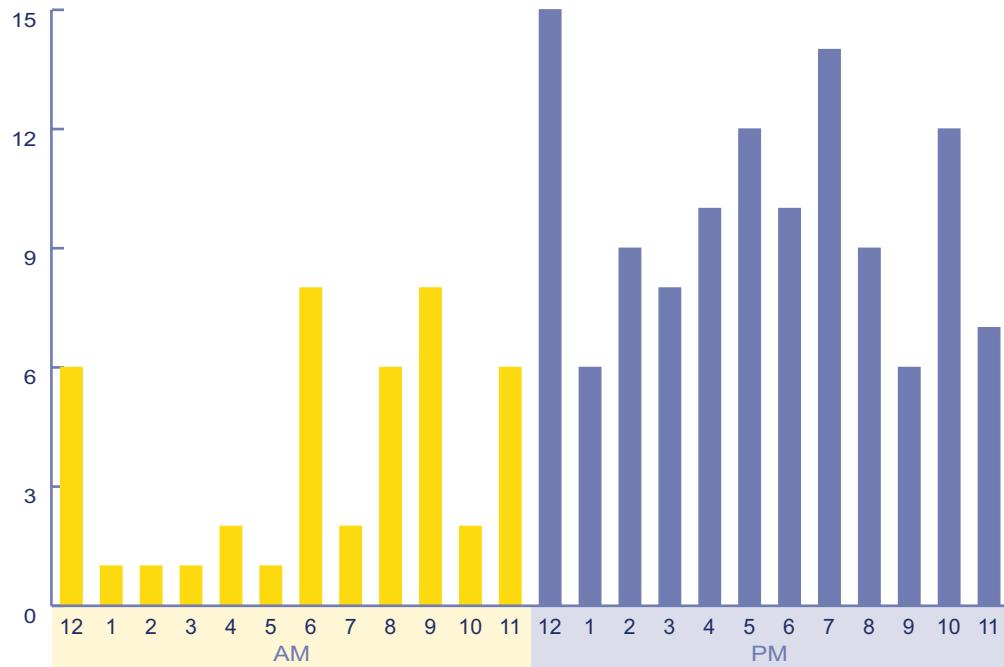
Despite making fewer trips and traveling fewer miles than motorists, Vulnerable Road Users face higher risks of death or injury from traffic incidents.



The data shows clear patterns by season and time of day: more crashes and injuries happen in the summer and in the late afternoon to early evening, no matter how people are traveling. Pedestrian crashes happen more often in low light, with 58% of serious or fatal incidents occurring in these conditions. Cyclist crashes, on the other hand, happen more often in daylight, with 65% during the day and 35% in low light. For cyclists, the busiest hour for serious crashes is around noon.



CYCLIST CRASHES BY TIME OF DAY



Network Safety Analysis

Streets designed to protect Vulnerable Road Users improve safety for everyone. Two key networks have been identified:

High Injury Network (HIN)

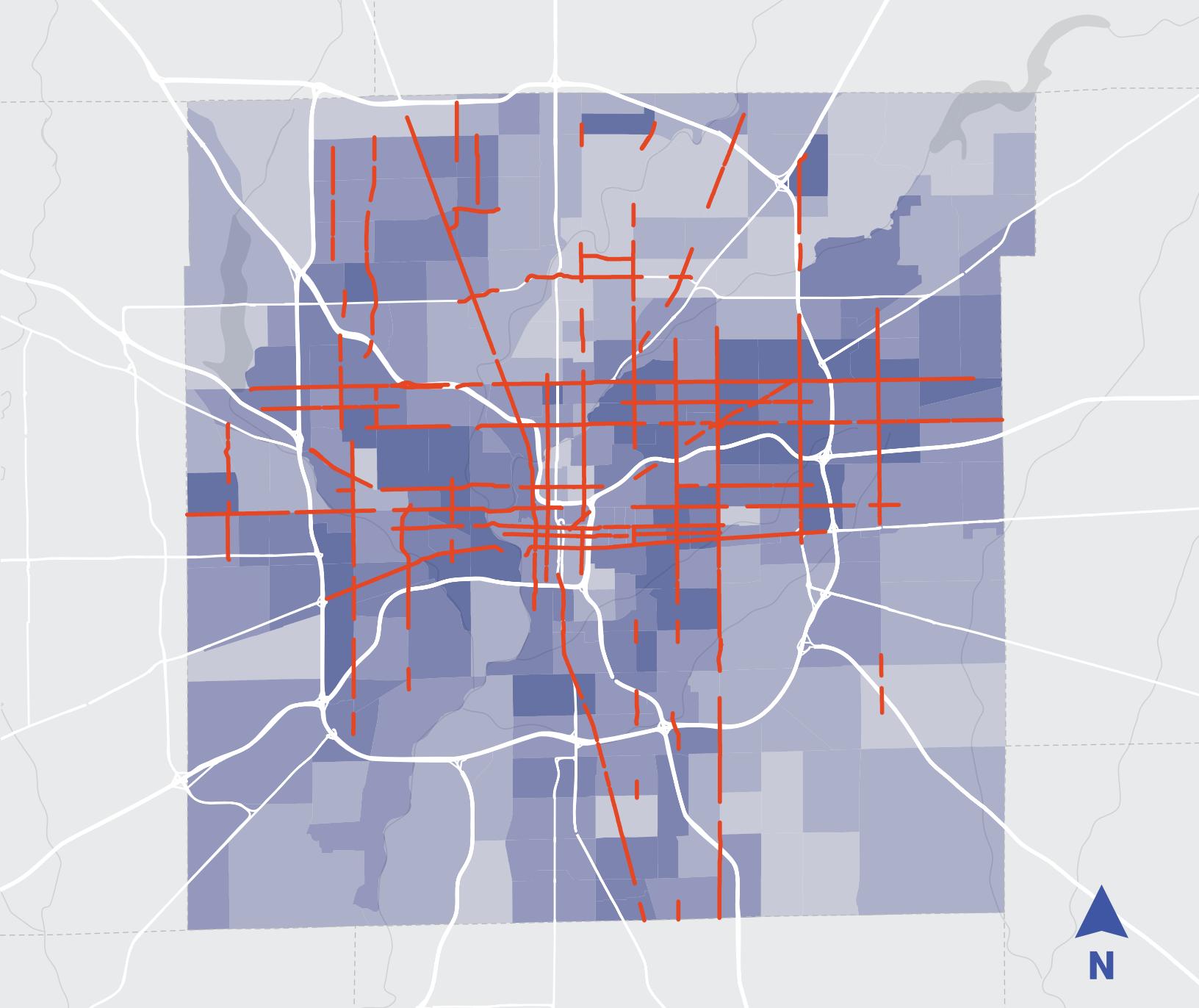
The High Injury Network pinpoints the most dangerous streets in Indianapolis where a disproportionate number of serious and fatal crashes are occurring. This can help prioritize safety improvements and investments to save lives.

Transportation Impacted Neighborhoods (TIN)

Transportation Impacted Neighborhoods are areas in Indianapolis identified for targeted road safety investment. People living in these neighborhoods often have fewer transportation options, which can put them at greater risk. The map highlights neighborhoods with higher risk based on higher numbers of households without cars, as well as more residents with social and economic challenges, and racially diverse and ethnic minority communities.



Photo credit: Indianapolis Metropolitan Police Department



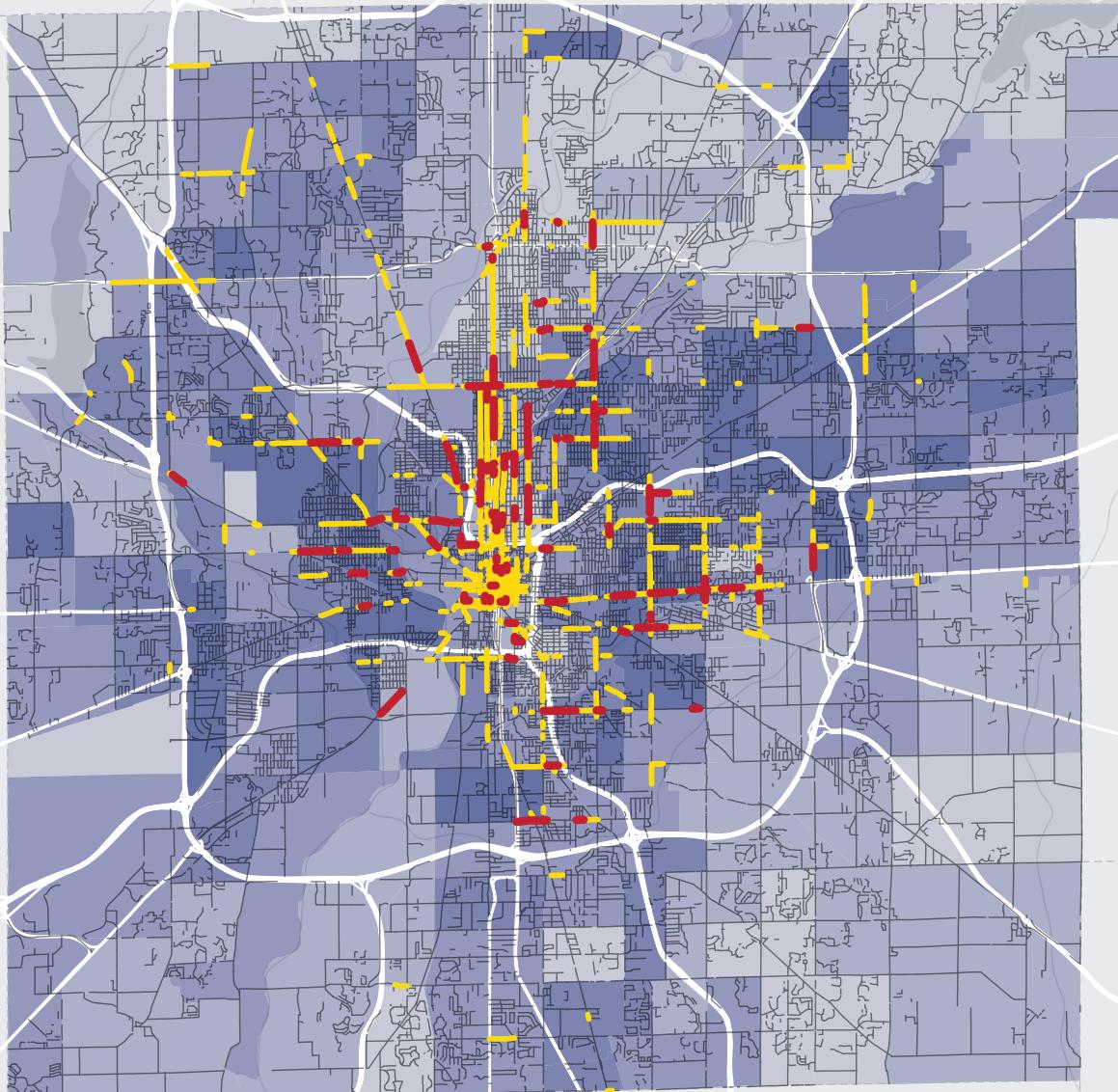
High Injury Network

— High Injury Network

Transportation-Impacted Neighborhoods

A horizontal scale with a double-headed arrow at the ends. The left end is labeled "least impacted" and the right end is labeled "most impacted". The scale is divided into four equal segments by vertical tick marks, each represented by a different color: light blue, medium blue, dark blue, and black.

Just 5% of the City's Streets (205 miles) account for 43% of fatal and incapacitating crashes.



High Risk Network

- Highest Risk Top 30 Miles (1%)
- Highest Risk Top 200 Miles

Transportation-Impacted Neighborhoods



The High Risk Network safeguards VRUs by proactively assessing their exposure and crash risk.

Vulnerable Road User High Risk Network (VRU HRN)

A systemic analysis identified additional streets that are at higher risk for pedestrian and cyclist crashes, based on factors such as road type (arterials), number of lanes, traffic volumes (over 8,000 vehicles/day), speed limits (35 mph), areas with many households without cars, pavement type, population density, and closeness to destinations like schools, parks, and grocery stores.

Each street segment was given a score based on how many risk factors it had. This proactively prioritized locations most in need of safety improvements to protect VRUs.

SAFETY IS

EVERYONE'S LANE.

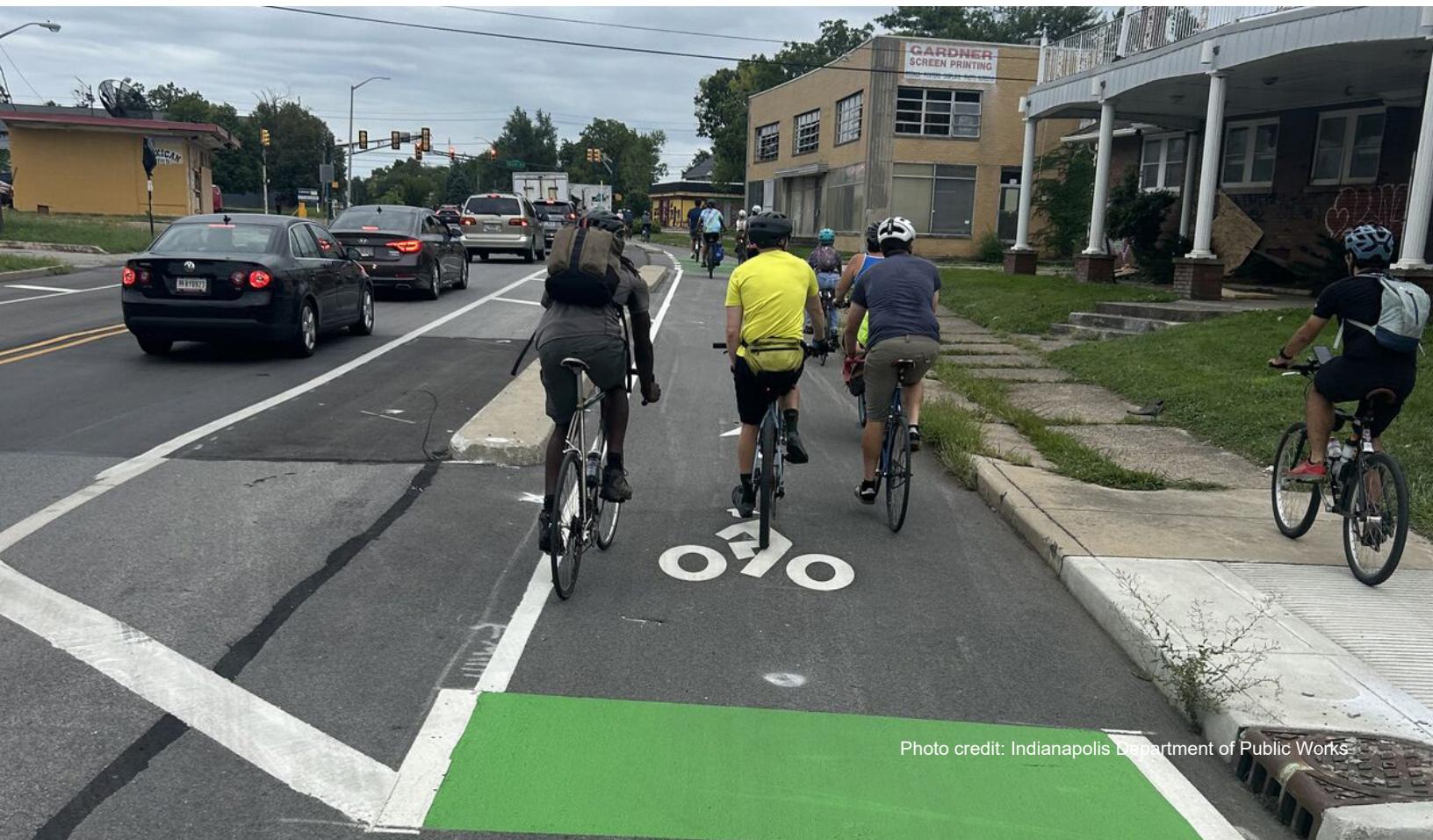


Photo credit: Indianapolis Department of Public Works

Commuter Trends

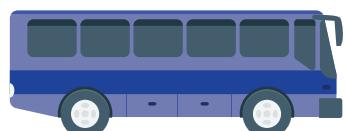
According to 2023 STATS Indiana data, most people in Marion County get to work using their own vehicles. Community feedback supported this finding, showing that walking is the second most common way people travel. These results highlight the need to design a transportation system that keeps everyone safe, not just motorists.

INDIANAPOLIS COMMUTER TRENDS



87.7%

Personal Vehicle
(With 73.8%
of commuters
traveling alone)



1.3%

Public
Transportation



2.9%

Motorcycle,
Bicycle, Walked,
Other



12.3%

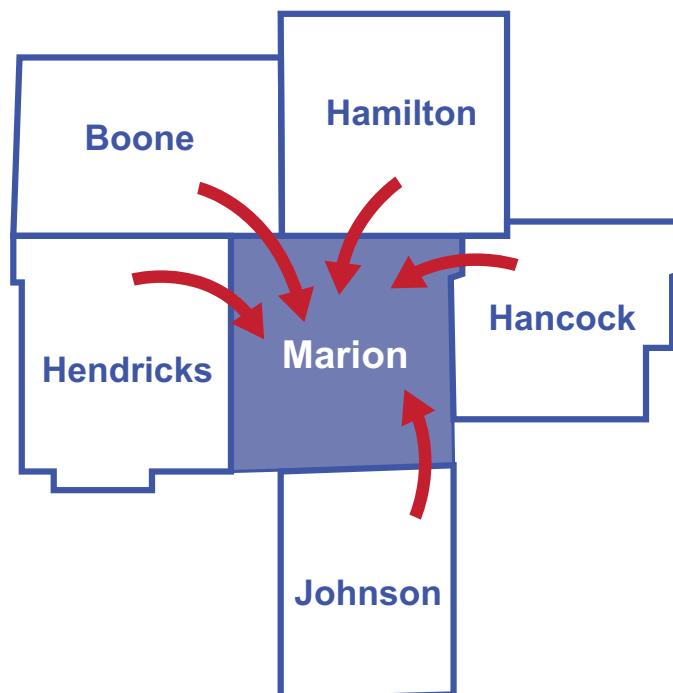
Work at Home

Although walking and biking account for fewer trips, Vulnerable Road Users make up 35% of fatal crashes.

As noted in the community engagement section, most people said they usually travel by car. However, many also shared that if conditions were safer and more convenient, they would prefer to bike or use public transit more often and drive less. This makes it essential for Indianapolis to adopt policies and design standards that create safe routes for everyone: drivers, cyclists, transit riders, and pedestrians alike. Policies should promote safe travel speeds and support the City's Vision Zero goal of eliminating traffic deaths and serious injuries.

Education and outreach efforts should also extend beyond Indianapolis residents. Many people commute into the city from nearby counties for work, often traveling through different types of road environments along the way. According to 2023 STATS Indiana data, about 20% of Indianapolis's workforce lives outside Marion County. Reaching these commuters is essential to promoting consistent roadway safety awareness and behaviors across the entire region. (<https://www.stats.indiana.edu/dms4/commuting.asp>)

County Sending Workers	Workers
Hamilton County	52,684
Hendricks County	31,274
Johnson County	24,557
Hancock County	14,554
Boone County	11,085
Total of Above	134,154

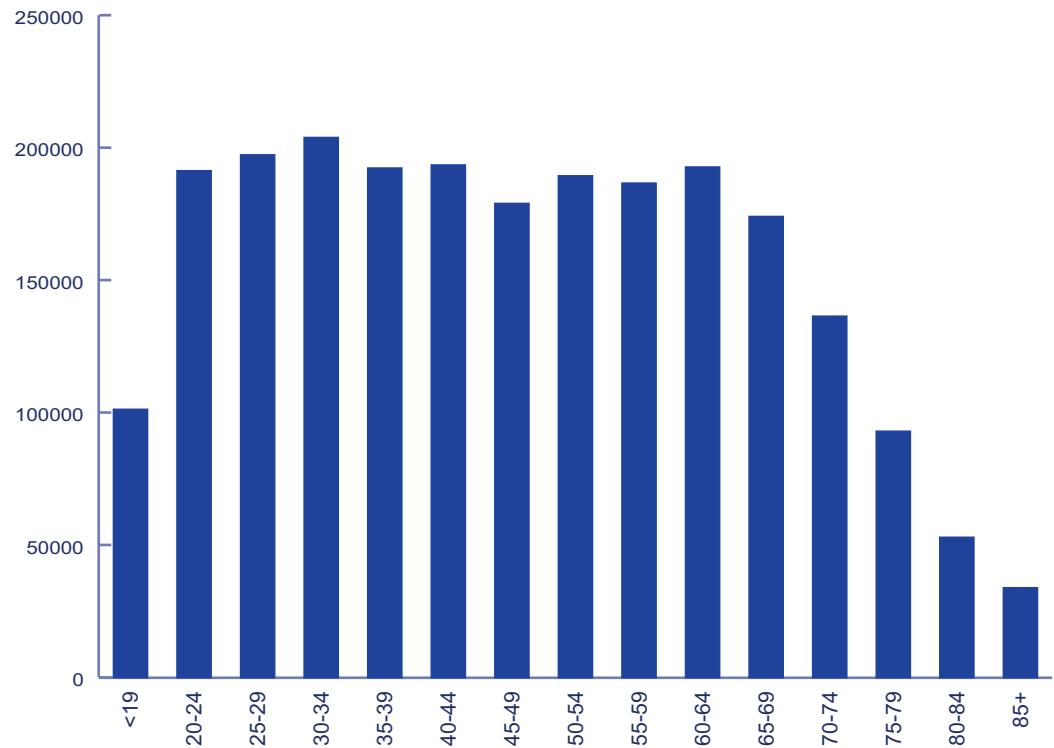


Demographic Factors

Age has a big impact on traffic fatality rates. In the United States, drivers between 25 and 64 years old are involved in the most traffic deaths, likely because they spend more time on the road. However, both younger drivers (24 and under) and older drivers (65 and over) also face higher risks. Young drivers may be more likely to crash because they have less experience or may be more likely to take risks, while older drivers may react more slowly and are often more physically fragile, which can make it harder for them to survive serious crashes.

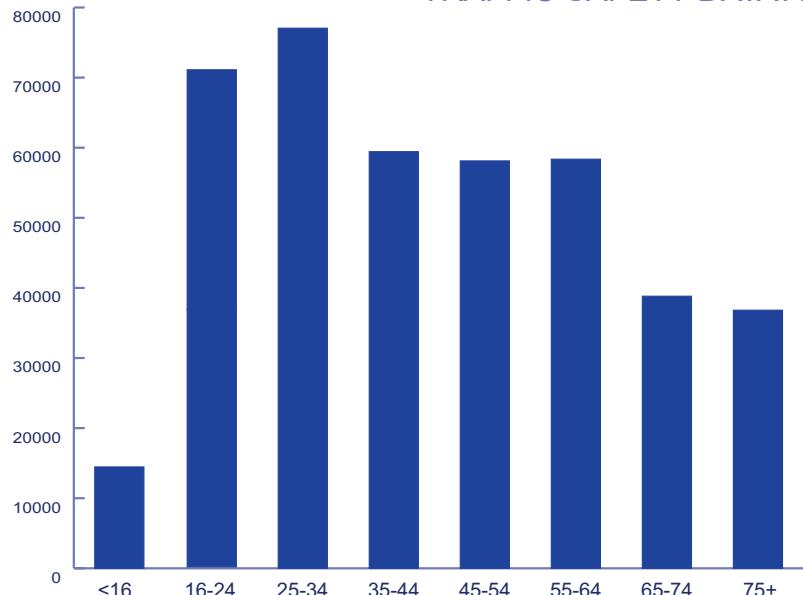
According to the Federal Highway Administration's Highway Statistics (2023), these two age groups make up about 34.5% of licensed drivers in Indiana. Data from the Fatality Analysis Reporting System (FARS) shows that in 2023, 42% of all fatal crashes that year. In comparison, drivers ages 25 to 64 make up 65.5% of licensed drivers and were involved in 58% of fatal crashes.

INDIANA LICENSED DRIVERS BY AGE



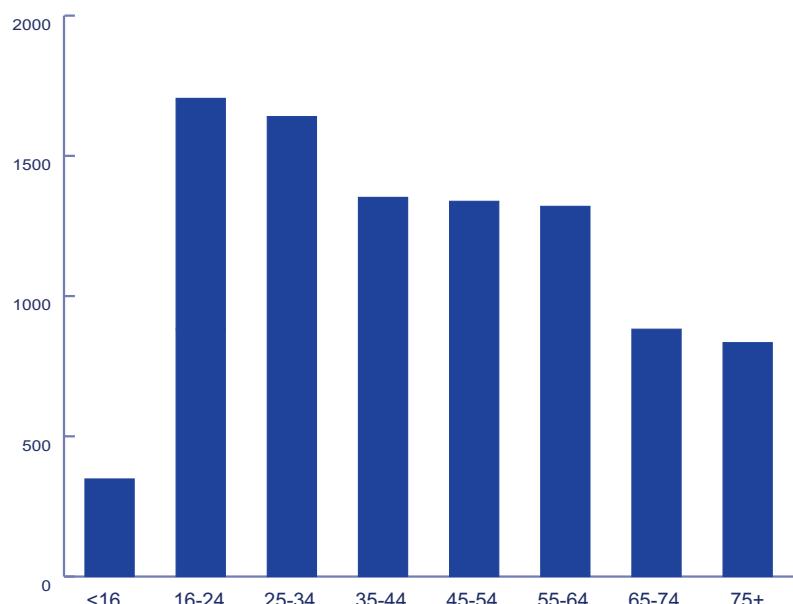
UNITED STATES FATALITIES BY AGE GROUP

(2013-2023)



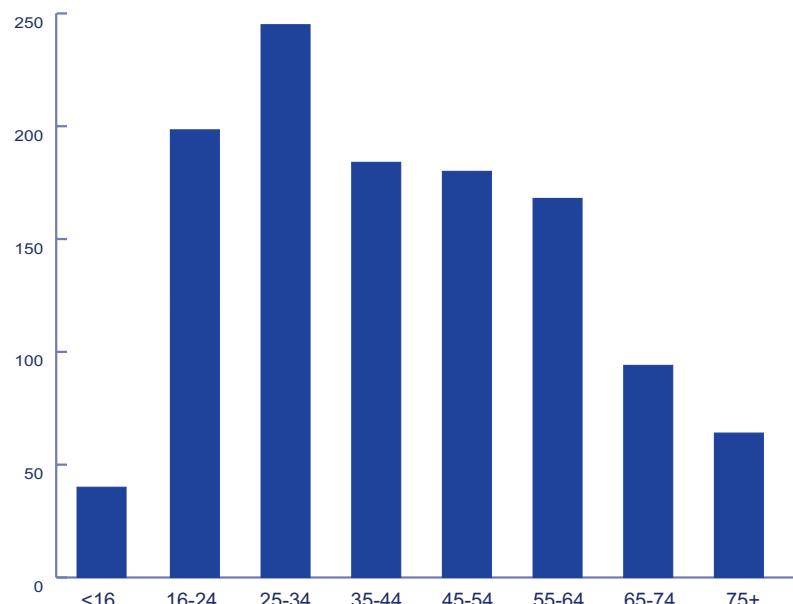
INDIANA FATALITIES BY AGE GROUP

(2013-2023)



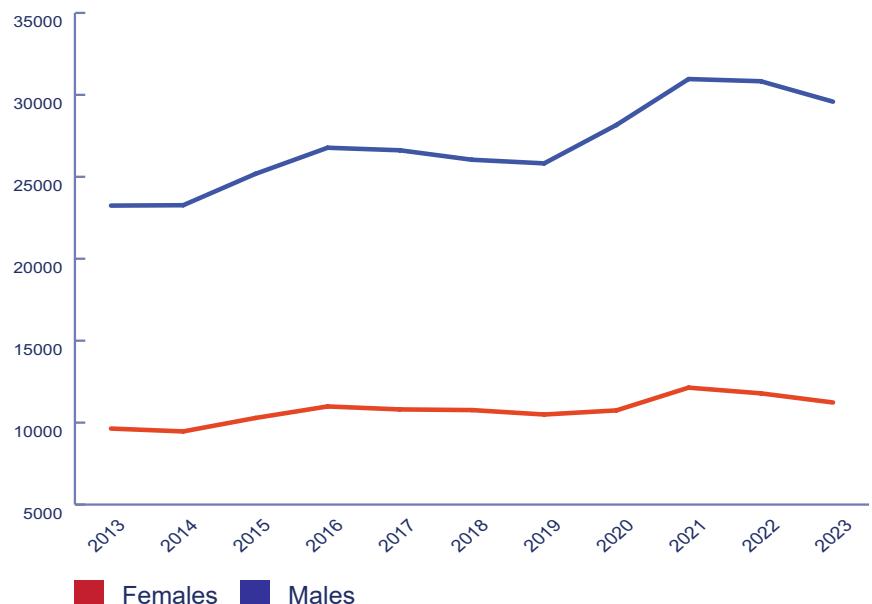
INDIANAPOLIS FATALITIES BY AGE GROUP

(2013-2023)

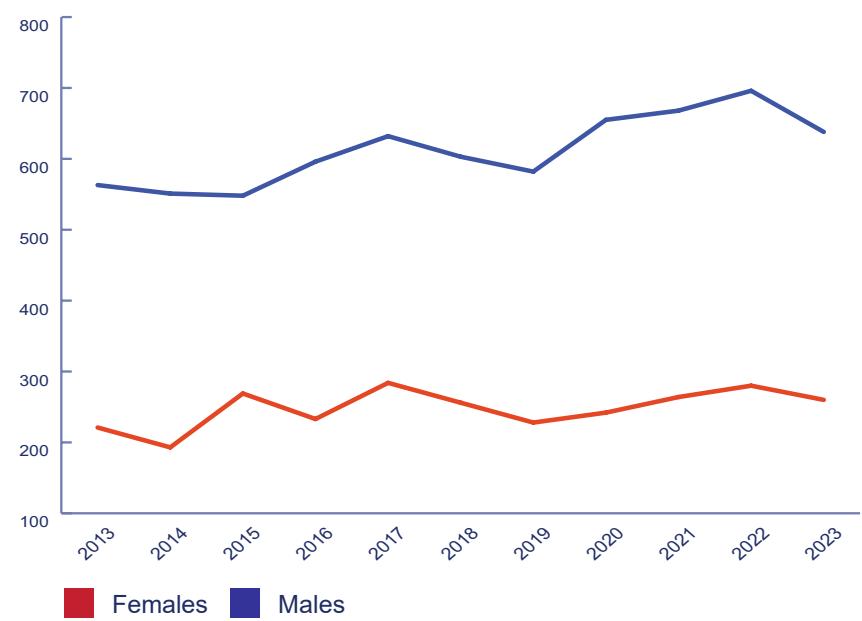


INDIANAPOLIS VISION ZERO ACTION PLAN

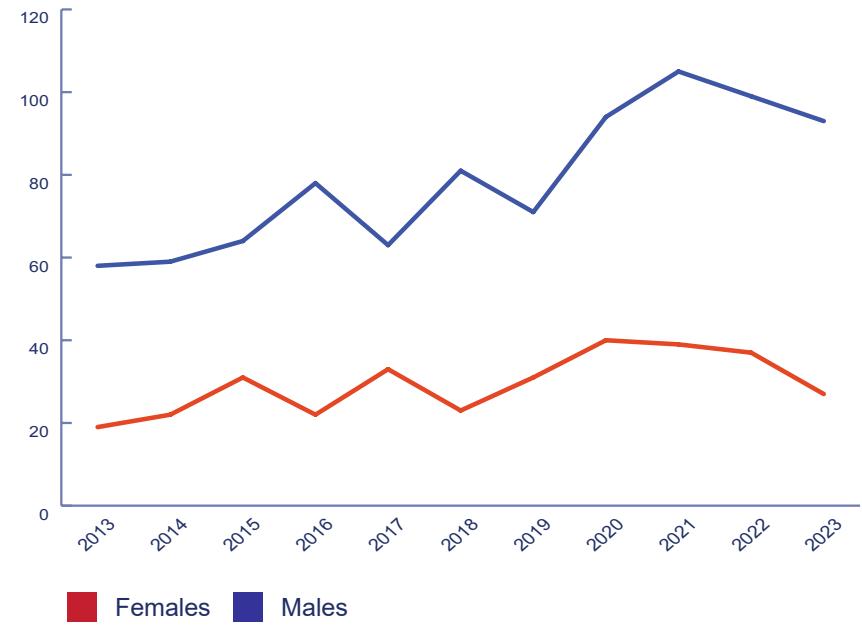
UNITED STATES FATALITIES BY GENDER (2013-2023)



INDIANA FATALITIES BY GENDER (2013-2023)



INDIANAPOLIS FATALITIES BY GENDER (2013-2023)



Gender also influences fatal crash rates, with male drivers consistently killed in more fatal crashes than females.

This gap has grown wider since 2019, highlighting the need for targeted education and safety campaigns to help reduce these differences.



Peer City Review

In fall 2024, staff from the City of Indianapolis interviewed established Vision Zero peer cities of comparable size both in area and population to learn from their experiences. The conversations focused on successes, challenges, and lessons learned. Cities included Columbus, OH; Charlotte, NC; Denver, CO; and

Louisville, KY. A common theme emerged: while no city had unlimited resources, strong political will, robust public engagement, and integrating Vision Zero principles across all aspects of city operations proved most effective in advancing safety initiatives.

Indianapolis Compared to Other Vision Zero Cities

Reviewing data from other Cities/Counties with similar populations, those with a higher population density generally reflect a lower fatality rate putting Indianapolis in the middle of the grouping. It was also noted that Indianapolis maintains more miles of roadways than its peers who often rely on the state for maintenance of state and U.S. routes." Available data reflected a mix of centerline and lane-mile values. For comparison, lane-miles are typically at least double the centerline amount.

County (major city within)	Population (2024)	Land area (sq mi)	Population density (per sq mi)	Total fatalities (2019-2023)	Fatality rate (per 100,000 people)	Miles of Road maintained
Shelby County, TN (Memphis)	910,530	785	1,159.91	1161	25.50	6,800 lane-miles
Davidson County, TN (Nashville)	729,505	526	1,386.89	625	17.13	5,900 lane-miles
Duval County, FL (Jacksonville)	1,055,159	918	1,149.41	852	16.15	3,400 center-line miles
Jefferson County, KY (Louisville)	793,881	398	1,994.68	608	15.32	3,050 lane-miles
Marion County, IN (Indianapolis)	981,628	403	2,435.80	677	13.79	8,400 lane miles
Denver County, CO (Denver)	729,019	154	4,733.89	330	9.05	2,160 center-line miles
Franklin County, OH (Columbus)	1,356,303	544	2,493.20	611	9.01	5,700 lane-miles
Mecklenburg County, NC (Charlotte)	1,206,285	546	2,209.31	526	8.72	2,500 center-line miles
District of Columbia Washington D.C.	702,250	68	10,327.21	176	5.01	1,100 center-line miles
Hennepin County, MN (Minneapolis)	1,273,334	607	2,097.75	275	4.32	1,000 center-line miles
Hudson County, NJ (Jersey City/Hoboken)	736,185	62	11,873.95	115	3.12	~275 center-line miles

This is a compilation of many sources including census records, FARS, and City data



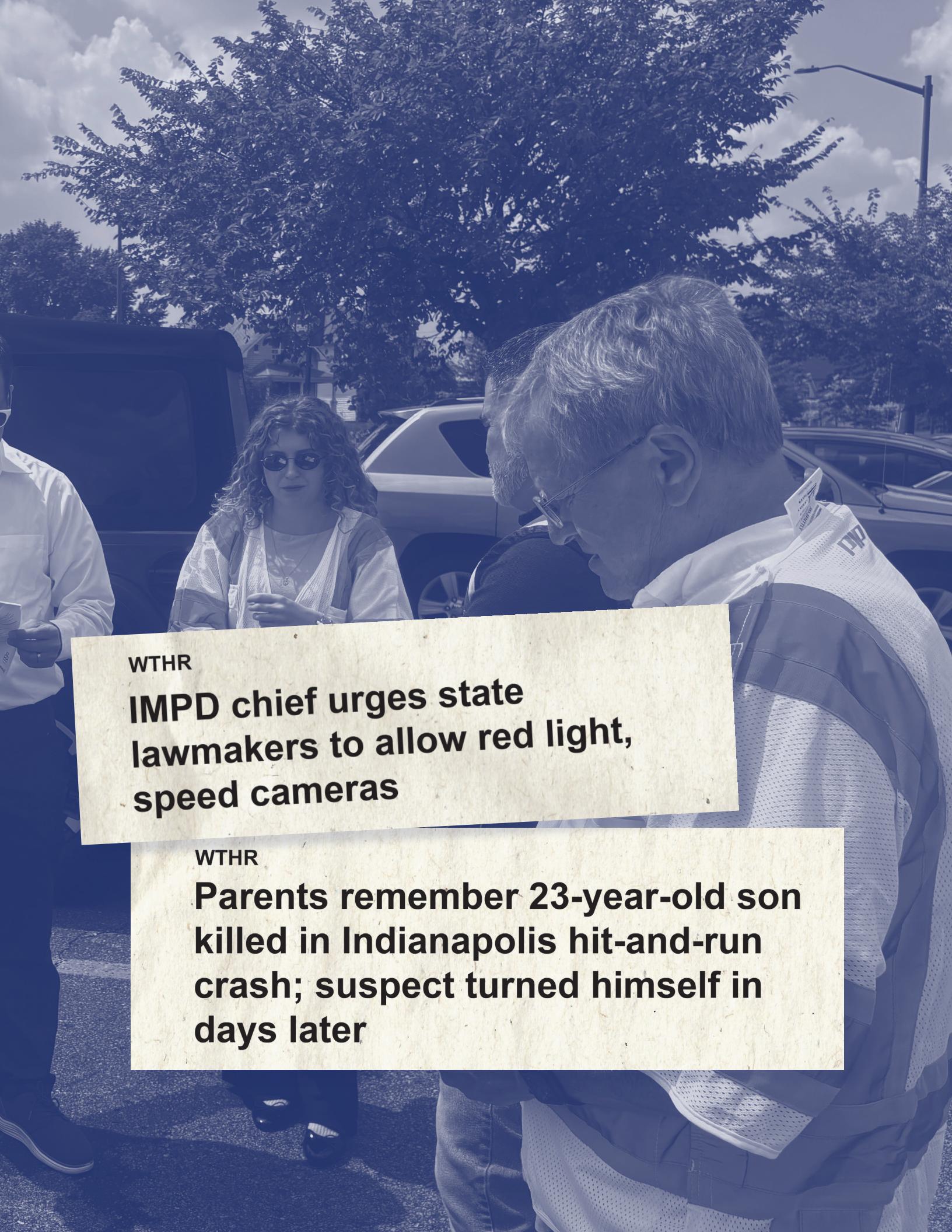
Conclusion

This analysis shows the urgent need for data-driven, context-sensitive transportation policies in Indianapolis. By focusing on high-risk areas, protecting vulnerable road users, and investing in neighborhoods most affected by traffic crashes, the City can make smart, targeted improvements that reduce deaths and serious injuries, bringing Indianapolis closer to achieving its Vision Zero goals.

ACTION PLAN STRATEGIES

A black and white photograph showing a group of people in safety vests and hard hats reviewing documents in front of a van. One person in the foreground is holding a map and a document. The van has "FLOOR & DECOR" and "PRO" visible on its side. The scene is outdoors with trees and a cloudy sky in the background.

Photo credit: Fatal Crash Review Team



WTHR

**IMPD chief urges state
lawmakers to allow red light,
speed cameras**

WTHR

**Parents remember 23-year-old son
killed in Indianapolis hit-and-run
crash; suspect turned himself in
days later**

Action Plan Strategies

By establishing a comprehensive framework of Vision Zero strategies, Indianapolis can systematically address the complex factors that contribute to roadway fatalities and severe injuries.

Strategies were developed through ongoing conversations with Task Force members and City partners. These discussions considered public input, explored opportunities to optimize and expand existing efforts, encouraged collaboration, and aimed to avoid duplication. Stakeholders shared their wish lists, identified challenges, and expressed key priorities. Across the board, funding and staffing resources emerged as the most significant barriers to implementing Vision Zero.

Infrastructure funding for roadways, sidewalks, and bikeways remains limited. To address this, the City takes a strategic approach by aligning projects with the criteria of competitive grant opportunities and other external funding sources. However, some state funding streams are restricted to specific types of street improvements, excluding others. This limitation complicates the timing and advancement of certain projects. Otherwise, this plan helps to prioritize the limited resources available to focus on the High Injury Network, High Risk Network, and in Transportation Impacted Neighborhoods.

A successful Vision Zero plan does not solely focus on infrastructure improvements to meet the goals of the plan. A change in culture within

governmental agencies, politicians, and the public must occur for the City of Indianapolis to realize its goal of zero fatal and serious injury crashes. That is why efforts such as policy reforms, comprehensive planning, improved operational processes, and more effective communications are included in the Vision Zero Strategies.

Strategies are organized by the primary Safe System Element they influence, with additional general strategies aimed at supporting the overall Vision Zero Plan.

The specific implementation details for each strategy are still to be determined. The strategies have been formulated to provide flexibility, enabling subject matter experts to utilize best practices for the most effective approach based on available resources.



The Vision Zero Action Plan Strategies differ in the time and resources they require. Some are quick and use minimal effort, while others demand long-term commitment and substantial investment.

Action Plan Strategies: Safe Roads



Photo credit: Indianapolis Department of Public Works

GOAL:

The city implements street designs and policies that maximize safety for all road users.

Safe Roads strategies and action items:

- Utilize the HIN, HRN, and TIN to strategically prioritize investment of limited resources for all road users.
- Incorporate FHWA-identified Proven Safety Countermeasures, including, but not limited to, Leading Pedestrian Intervals, Access Management, traffic signal timing, and road safety audits.
- Reassess existing mechanisms and resources for implementation of improvements.
- Provide a mechanism to define and communicate requirements for infrastructure improvements.
- Influence long-term outcomes through policy updates, clarifications, and publications.
- Increase public awareness of ongoing traffic safety efforts, fostering greater community buy-in and support.
- Monitor and evaluate the effectiveness of infrastructure improvements post-implementation.



Action Plan Strategies:

Safe Roads

KEY

Cost Estimate

\$ = typically under \$50,000
\$\$ = typically \$50,000 – \$1million
\$\$\$ = typically, \$ 1Million +

Timeframe

short term = 1 year
medium term = 2 – 5 years
long term = 5 years +
Ongoing = continually evolving

Strategy Key: Safety countermeasures require varying levels of city resources. To support decision-making in creating safer streets, each strategy includes an estimated cost range and timeframe. These estimates account for planning,

engineering, capital investment, staff capacity, installation, and other factors. Please note that cost and timeframe are intended as guides and indicators, rather than representing total costs or guaranteed completion dates for each strategy.

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SR1	Safe Roads Strategy 1 Modify fatal crash review process to align with Vision Zero data.				
SR1.1	Modify Fatal Crash Review Process to Complete Road Safety Audits at Priority HIN intersections (Instead of reviewing intersections that had the most crashes in the previous two months); Use TIN to help further prioritize locations.	Fatal Crash Review Team	\$	Ongoing	Safe Roads
SR2	Safe Roads Strategy 2 Incorporate Vision Zero principles and data into IndyGo's near- and long-range planning efforts.				
SR2.1	Include the HIN and HRN data as metrics when performing future comprehensive operational analyses and share how the inclusion of this data shapes each update to IndyGo's future service plan.	IndyGo	\$	Long Term	Safe Roads
SR2.2	Incorporate the HIN and HRN data as scoring criteria and share how the inclusion of this data helps IndyGo prioritize bus stop and station improvements as part of its ADA Transition Plan.	IndyGo	\$	Ongoing	Safe Roads
SR2.3	Continue to use the city's social vulnerability and transportation equity indices to inform short-, mid-, and long-range decisions on routing and/or bus stop placement.	IndyGo	\$	Ongoing	Safe Roads

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SR3	Safe Roads Strategy 3 Upgrade signal phasing/timing at HIN and HRN locations.				
SR3.1	Secure traffic software for signal timing improvements.	DPW	\$\$\$	Short Term	Safe Roads
SR3.2	Publish policies for Leading Pedestrian Intervals, No Turn on Red Locations, Protected Left Turns.	DPW	\$	Short Term	Safe Roads
SR3.3	Track and monitor crashes at modified locations.	DPW	\$	Ongoing	Safe Roads
SR3.4	Report quantity of implementation annually.	DPW	\$	Ongoing	Safe Roads



Action Plan Strategies: Safe Roads

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SR4	Safe Roads Strategy 4 Utilize Vision Zero Data (HIN, HRN, TIN, and public input) to inform and support safe school travel for all modes of travel to/from Indianapolis schools.				
SR4.1	Review and utilize the HIN, & HRN for all modes of transportation planning for students, and families. Provide information to bus stop planners and families of students.	Schools	\$	Short Term	Safe Roads, Safe People
SR4.2	Establish an intra-district school transportation safety committee to encourage and promote Safe Routes to School Plans and principles.	Vision Zero Admin, Schools, Health by Design	\$	Short Term, Ongoing	Safe Roads, Safe People
SR4.3	Establish a mechanism for students' families to share specific infrastructure challenges en route to/from their school with the District.	Schools and DPW	\$	Short Term	Safe Roads, Safe People
SR4.5	Establish a mechanism for schools to communicate infrastructure challenges to DPW such as street crossing activity to daily destinations (high frequency destinations like parks, libraries, grocers where kids are walking to before/after school).	Schools and DPW	\$	Short Term, Ongoing	Safe Roads, Safe People
SR4.6	Pursue continued Safe Routes to School grant funding to develop and support future efforts.	Health by Design and Schools	\$	Short Term, Ongoing	Safe Roads, Safe People

IF IT'S PREDICTABLE,

IT'S PREVENTABLE.

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SR5	Safe Roads Strategy 5 Develop a Vision Zero 'Quick-Build Program' that supports the recommendations from Fatal Crash Review Team, Community-Powered Infrastructure projects and supplement larger permanent Capital Improvement Projects. The rapid deployment program will pilot traffic safety interventions in HIN & HRN areas with a focus on Transportation Impacted Neighborhoods.				
SR5.1	Establish a clear process for advancing projects to test low cost, quick build alternative materials and protocols aimed at speed management and traffic calming.	DPW	\$	Short Term	Safe Roads, Safe Speeds
SR5.2	Install, track, and monitor quick build locations. Compare crash and speed data at modified locations.	DPW	\$	Medium Term	Safe Roads, Safe Speeds
SR5.3	Report information of upgrades and installation annually.	DPW	\$	Ongoing	Safe Roads, Safe Speeds



Action Plan Strategies: Safe Roads

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SR6	Safe Roads Strategy 6 Update Development land use policies to prioritize safety for all road users.				
SR6.1	Improve/formalize an administrative policy coordination process between DMD, DPW, BNS.	DMD, DPW, BNS	\$	Ongoing	Safe Roads
SR6.2	Complete a review of land use policies to identify where road user safety could be impacted. Adopt policies that prioritize walkability, bikeability, transit and network cohesion. Focus on zoning codes and standards such as block size, form-based codes, parking maximums, access management, etc.	DMD, DPW, BNS	\$	Ongoing	Safe Roads
SR6.3	Incentivize projects and development along existing and developing multimodal networks.	DMD	\$	Ongoing	Safe Roads
SR6.4	Clarify the process for reviewing and approving access management and make it public-facing.	DMD	\$	Medium Term, Ongoing	Safe Roads
SR6.5	Review and provide guidance for schools when adding a new building, addition, and/or exterior earth disturbance threshold on construction of sidewalks, lighting, or other multi-modal safety infrastructure in the Right of Way based on the locations needs.	DMD, BNS, Schools	\$	Medium Term	Safe Roads, Safe People
SR7	Safe Roads Strategy 7 Prioritize infrastructure Capital Improvement Projects utilizing HIN, HRN, Transportation Impacted Neighborhoods, and public input data.				
SR7.1	Include HIN, HRN, TIN Data, and Public input data as a supportive component when prioritizing Capital Improvement Projects.	DPW	\$	Short Term	Safe Roads

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SR8	Safe Roads Strategy 8 Continue to include Complete Streets elements in project scoping.				
SR8.1	Publish the Complete Streets Checklist which is utilized in infrastructure planning and development.	DPW	\$	Short Term	Safe Roads
SR9	Safe Roads Strategy 9 Reevaluate mechanisms to implement short term infrastructure traffic safety improvements.				
SR9.1	Improve the capabilities of in-house operations/labor through education and training on safety improvement work orders and efficiencies.	DPW	\$	Long Term	Safe Roads
SR9.2	Focus on strengthening the safety related capabilities of contractors, identifying cost-effective opportunities for safety-focused work orders, and streamline procurement to accelerate delivery of safety improvements in support of Fatal Crash Review Team and other Vision Zero strategies.	DPW	\$	Medium Term	Safe Roads
SR10	Safe Roads Strategy 10 Update city GIS data layers.				
SR10.1	Add Vision Zero data layers to the City database.	DPW	\$	Short Term	Safe Roads
SR10.2	Update infrastructure/asset collection processes and policies (sidewalk, bike lanes, traffic volumes) - Improve accuracy and availability of data mapping to inform decisions.	DPW	\$\$	Medium Term	Safe Roads

Action Plan Strategies: Safe Roads

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SR11	Safe Roads Strategy 11 Promote transit-oriented developments.				
SR11.1	Create communication material to clarify its importance and benefits; Dispel misconceptions, such as the need for excessive commercial parking (e.g. large gas stations).	DMD	\$	Medium Term	Safe Roads
SR11.2	Update policies to incentivize transit oriented development beyond Bus Rapid Transit (BRT) corridors to all serviced areas.	DMD	\$	Short To Medium Term	Safe Roads
SR12	Safe Roads Strategy 10 Promote Vision Zero.				
SR12.1	Use IndyGo's social media channels to cross-promote content developed by the Vision Zero Initiative Taskforce (e.g. "Using public transit is 10 times safer than driving in a car").	IndyGo	\$	Ongoing	Safe Roads
SR12.2	Share the findings/community benefits illustrated by each 'before' and 'after' BRT study pertaining to both traffic impacts and transit impacts.	IndyGo	\$	Ongoing	Safe Roads
SR12.3	Highlight the successes from roadway safety-related projects and programs completed by IndyGo as well as securing competitive grant funding, such as the SS4A planning and implementation grants.	IndyGo	\$	Medium Term, Ongoing	Safe Roads



Photo credit: IndyGo

Action Plan Strategies:

Safe Speeds



Photo credit: Indianapolis Metropolitan Police Department

GOAL:

To promote safe speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement.

Speed management efforts are intended to reduce harmful speeds rather than merely controlling speeding behavior. High, legal speeds impact safety since human injury tolerance can be exceeded even when drivers comply with the legal speed limit.

Safer speeds can be influenced through:

- Setting context appropriate speed limits. Currently the ability to implement this is limited by state statutory speed limits.
- Street design – implementing features to encourage the desired speed at which a driver is comfortable to travel (self-enforcing street design).
- Enforcement – often, drivers do not perceive safety as a risk of speeding and their only deterrent is being held accountable through citations.
- Automated enforcement is a proven safety countermeasure endorsed by both the FHWA and NHTSA but is limited by state law.
- Traditional Traffic patrol resources are limited – so data can be used to optimize when and where to implement traffic stops.
- Adjudication – engaging the judicial system to uphold traffic safety enforcement.
- Culture Change – it is culturally and socially acceptable to drive a few miles above the speed limit. Nearly everyone does. Education and awareness efforts promote safe behaviors are a tool to influence social norms.

Action Plan Strategies:

Safe Speeds

KEY

Cost Estimate

\$ = typically under \$50,000
\$\$ = typically \$50,000 – \$1million
\$\$\$ = typically, \$ 1Million +

Timeframe

short term = 1 year
medium term = 2 – 5 years
long term = 5 years +
Ongoing = continually evolving

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SS1	Safe Speeds Strategy 1 Develop and implement a City-wide, proactive speed management program.				
SS1.1	Follow the FHWA Safe System Approach for Speed Management, connect to traffic calming and context specific design standards.	DPW, IMPD, Vision Zero Administrator	\$	Medium Term	Safe Roads, Safe Speeds, Post Crash Care
SS1.2	Connect to post crash care and EMS partnerships ensuring buy-in on the speed management plan as it relates to their work.	DPW, IMPD, Vision Zero Administrator	\$	Medium Term	Safe Speeds, Post Crash Care
SS1.3	Conduct high-visibility speed enforcement on HIN and HRN routes in ways that promote and encourage safe driving, walking, rolling, and biking and in collaboration with neighborhood communities.	IMPD	\$	Medium Term	Safe Speeds
SS1.4	Continue to support a push for equitable, automated enforcement technology.	DPW, IMPD, Vision Zero Administrator	\$	Medium Term	Safe Speeds
SS1.5	Promote and support a Pilot Program for Speed Safety Cameras in school zones.	School Districts, Health by Design, IMPD	\$	Short Term, Ongoing	Safe Speeds



Did you know?

Decreased speed limits don't necessarily lead to increased delay for several reasons:

- Urban traffic flow is often dictated by intersections, not speed limits. In many city environments, traffic signals, stop signs, and congestion already limit how fast vehicles can travel. Lowering the speed limit may have little impact on actual travel time once stopped time is factored in.
- More consistent speeds can improve traffic flow. Lower speed limits can reduce the need for sudden braking, stop-and-go conditions, and aggressive driving. This smoother flow can lead to more predictable travel times and reduce delays caused by crashes or near misses.
- Crashes are a major source of delay – and lower speeds reduce them. Collisions, especially severe ones, cause significant traffic disruptions. By lowering the frequency and severity of crashes, reduced speed limits can actually improve overall traffic reliability and reduce unexpected delays.
- Most trips are relatively short, and the time difference is minimal. On short urban trips, reducing the speed limit from, say, 35 mph to 30 mph might only add seconds to the total travel time – a negligible difference in exchange for a substantial safety benefit.

Action Plan Strategies:

Safe People



Photo credit: Burgess & Niple

GOAL:

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Culture plays a vital role in shaping traffic safety outcomes.

Too often, drivers are only motivated by the fear of getting a ticket, without fully considering the real risk of injuring themselves or others. However, the data is clear: traffic crashes and injuries are common and have serious consequences.

Commuting is not an individual act; it's a shared responsibility.

We must all look out for one another, whether behind the wheel, walking, biking, or using public transit. Creating a safer transportation culture requires a shift in mindset, supported by education, encouragement, and enforcement.

Safe People Strategies aim to raise awareness and provide education about road safety.

These efforts include empowering motivated community members to share traffic safety information with friends and neighbors, partnering with first responders to promote Vision Zero Principles during community interactions, and reaching people of all ages and abilities in every neighborhood.

#CRASHNOTACCIDENT

Action Plan Strategies:

Safe People

KEY

Cost Estimate

\$ = typically under \$50,000
\$\$ = typically \$50,000 – \$1million
\$\$\$ = typically, \$ 1Million +

Timeframe

short term = 1 year
medium term = 2 – 5 years
long term = 5 years +
Ongoing = continually evolving

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SP1	Safe People Strategy 1 Develop a Vision Zero Strategic Education and Awareness Plan.				
SP1.1	Focus on specific, core messages that apply to all users: e.g. "Everyone is a Pedestrian" There's space and a place for all users.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	Safe People, Safe Speeds
SP1.1.5	Establish a 'Indy Vision Zero Partnership Network', aimed to partner with non-profit organizations, research and educational institutions, advocacy groups to share their safety expertise, proven programming, and innovative ideas that supports safer roadways for all.	Vision Zero Administrator	\$	Short Term, Ongoing	General, Safe People
SP1.2	Include mechanism for action (pledge, commitment, etc.)	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	Safe People, Safe Speeds
SP1.3	Create "Vision Zero Neighborhood Universities" featuring, presentations, speakers, experts, and relatable community stories.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	Safe People, Safe Speeds
SP1.4	Create materials and programming available in multiple languages and ensure cultural relevance.	Vision Zero Administrator	\$	Short Term	Safe People, Safe Speeds

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SP1.5	Encourage public figures and community/civic leaders to publicly pledge to not drive over the speed limit, under the influence, or while distracted.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	Safe People, Safe Speeds
SP1.6	Create 'How to use' infrastructure/lanes/signages reels or handouts.	Vision Zero Administrator, DPW	\$	Short Term, Ongoing	Safe People
SP2	Safe People Strategy 2 Establish crash prevention engagement and outreach.				
SP2.1	Similar to fire prevention, discuss traffic safety with members of the public to influence culture change.	IFD	\$	Short Term, Ongoing	Safe People
SP2.2	Partner with Health System Injury Prevention Coordinators for child car seat installations.	IFD	\$	Short Term, Ongoing	Safe People, Safe Vehicles
SP2.3	Track number of events where this engagement occurs (use existing events, too).	IFD	\$	Short Term, Ongoing	Safe People

EVERY TRIP IS A
SHARED RESPONSIBILITY

Action Plan Strategies: Safe People

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SP3	Safe People Strategy 3 Adjust traffic court programs/policies to support safer driver behaviors.				
SP3.1	Adjust the Deferral Program for speeding (to avoid points on license) to limit eligibility to drivers cited for speeds no more than 15 mph over the posted limit on local streets, rather than the current 25 mph threshold.	Prosecutor's Office	\$	Short Term	Safe People
SP3.2	Second (or more) distracted driving violations will not be eligible for the Deferral Program.	Prosecutor's Office	\$	Short Term	Safe People
SP3.3	Require Driver Safety Program for citations in excess of 20 mph.	Prosecutor's Office	\$	Short Term	Safe People
SP3.4	Investigate outdated ordinances related to traffic enforcement - update.	Prosecutor's office, with support from IMPD	\$	Medium Term	Safe People
SP3.5	Establish a process to alert the DPW City Engineer of infrastructure needs or gaps to support enforcement and compliance with the law.	Prosecutor's Office, DPW	\$	Medium Term	Safe People
SP4	Safe People Strategy 4 Prioritize traffic enforcement along HIN and HRN corridors.				
SP4.1	Conduct High Visibility Enforcement blitzes (DUI checkpoints, street racing, etc.) along the HIN and/or HRN in ways that promote and encourage safe walking, rolling, and biking and in collaboration with neighborhood communities.	IMPD	\$\$	Short Term, Ongoing	Safe People, Safe Speeds
SP4.2	Promote and encourage safe driving, walking, rolling, and biking and in collaboration with neighborhood communities through enforcement and engagement.	IMPD	\$	Short Term, Ongoing	Safe People, Safe Speeds
SP4.3	Include education materials with traffic stops (Hot Card with Vision Zero QR code).	IMPD	\$	Short Term, Ongoing	Safe People, Safe Speeds

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SP5	Safe People Strategy 5 Promote safe driver (and passenger) education for older and younger users.				
SP5.1	Promote Safe Driver (and Passenger) education for older and younger users.	IMPD, AARP	\$	Short Term, Ongoing	Safe People
SP5.2	Promote and track AARP training.	AARP	\$	Short Term, Ongoing	Safe People
SP5.3	IPS and Health Systems to coordinate existing efforts such as Think First- which engages High School students to engage in safe driving and passenger behaviors - prioritize schools within TIN.	Schools, Health, Injury Prevention Coordinators	\$	Short Term, Ongoing	Safe People
SP6	Safe People Strategy 6 Pursue a Vision Zero Ambassador program.				
SP6.1	Pursue funding to pilot a "Community Ambassador" effort within all communities to share materials, and information regarding Vision Zero and improve civic engagement and education citywide to shift traffic safety culture.	Health by Design, Vision Zero Administrator	\$	Short Term, Ongoing	Safe People
SP6.2	Identify community ambassadors to expand the pilot and launch community awareness and education of Vision Zero principals.	Health by Design, Vision Zero Administrator	\$	Medium Term, Ongoing	Safe People
SP7	Safe People Strategy 7 Raise traffic safety awareness with the criminal prosecutors.				
SP7.1	Encourage appropriate judicial outcomes for road users involved in risky behaviors, especially those resulting in a fatality or serious injury.	Prosecutor's office, with support from IMPD	\$	Medium Term	Safe People
SP7.2	Evaluate levels of recidivism of risky behaviors and evaluate alternative measures to curb the behaviors (i.e., stiffer penalties, required remedial courses).	Prosecutor's office, with support from IMPD	\$	Medium Term	Safe People

Action Plan Strategies: Post Crash Care



GOAL:

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

This component continues to evolve as new information and technologies emerge. The first step is to encourage collaboration among agencies and departments to build shared understanding and support around both opportunities and challenges. Engaging healthcare professionals, emergency medical responders, and other first responders in discussions about efficient crash response, scene management to prevent secondary incidents, optimized on-site treatment, and appropriate routing to trauma care centers are all critical factors that influence post-crash care outcomes.

**BEHIND EVERY
STATISTIC IS A
STORY CUT SHORT.**



Photo credit: Indianapolis Metropolitan Police Department

Action Plan Strategies:

Post Crash Care

KEY

Cost Estimate

\$ = typically under \$50,000

\$\$ = typically \$50,000 – \$1million

\$\$\$ = typically, \$ 1Million +

Timeframe

short term = 1 year

medium term = 2 – 5 years

long term = 5 years +

Ongoing = continually evolving

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
PCC1	Post Crash Care Strategy 1 Partner with Marion County Public Health Dept. and the Indiana Department of Health to embed public health policies and considerations with planning and transportation efforts.				
PCC1.1	Identify key staff within Health Agencies and coordinate with City departments to improve community assets and socioeconomic factors that are impacted and influenced by transportation access.	Vision Zero Administrator	\$	Short Term	Post Crash Care, General
PCC1.2	Appoint a representative of the Marion County Health Dept. or a Public Health practitioner to the Vision Zero Task Force & Fatal Crash Review team.	City-County Councilors	\$	Ongoing	Post Crash Care, General
PCC1.3	Appoint a representative of Indianapolis Emergency Medical Service (Indy EMS) to the Vision Zero Task Force.	City-County Councilors	\$	Ongoing	Post Crash Care, General
PCC2	Post Crash Care Strategy 2 Evaluate speed management infrastructure to ensure response times for EMS and first responders.				
PCC2.1	Assess emergency service routes and inventory traffic regulation devices (preemption), infrastructure (curb extensions, medians, speed humps), general conditions.	IFD and DPW	\$	Short Term	Safe Roads, Safe Speeds, Post Crash Care
PCC2.2	Overlay HIN and HRN with service routes for collaboration between Departments to ensure that potential improvements for safety are balanced and can accommodate emergency vehicles for the shared goal of reducing serious crashes and maintaining response times.	IFD and DPW	\$	Short Term	Safe Roads, Safe Speeds, Post Crash Care



Action Plan Strategies: Safe Vehicles



Photo credit: Indianapolis Department of Public Works

GOAL:

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

While the City cannot directly influence vehicle manufacturers, it does own and operate its own vehicle fleet. By equipping new fleet vehicles with modern safety features, retrofitting existing vehicles when feasible, and implementing a system that prioritizes timely maintenance to ensure safe operation, the City has meaningful opportunities to advance its Safe Vehicles goals.



Photo credit: Indianapolis Fire Department

Action Plan Strategies:

Safe Vehicles

KEY

Cost Estimate

\$ = typically under \$50,000
\$\$ = typically \$50,000 – \$1million
\$\$\$ = typically, \$ 1Million +

Timeframe

short term = 1 year
medium term = 2 – 5 years
long term = 5 years +
Ongoing = continually evolving

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
SV1	Safe Vehicles Strategy 1 Update citywide fleet safety policies.				
SV1.1	Develop a system to track vehicle replacement priorities based on safety and cost-efficiency.	DPW, OFM	\$	Medium Term	Safe Vehicles
SV1.2	Implement uniform collision reporting protocols.	DPW, OFM	\$	Medium Term	Safe Vehicles
SV1.3	Establish recurring citywide training requirements for fleet vehicle operators.	DPW, OFM	\$	Medium Term	Safe Vehicles
SV1.4	Incorporate fleet safety monitoring and reporting.	DPW	\$	Medium Term	Safe Vehicles



Photo credit: Indianapolis Department of Public Works

Action Plan Strategies:

General



These strategies support the overall plan and reflect what the community has clearly expressed: people want better, more open communication. City departments acknowledged that they haven't always done a great job of sharing their stories, especially when it comes to showing the work already happening and how it makes our streets safer. Putting these strategies into action will help raise awareness, improve understanding, and build stronger trust and partnership between the City and the community.



Action Plan Strategies:

General

KEY

Cost Estimate

\$ = typically under \$50,000
\$\$ = typically \$50,000 – \$1million
\$\$\$ = typically, \$ 1Million +

Timeframe

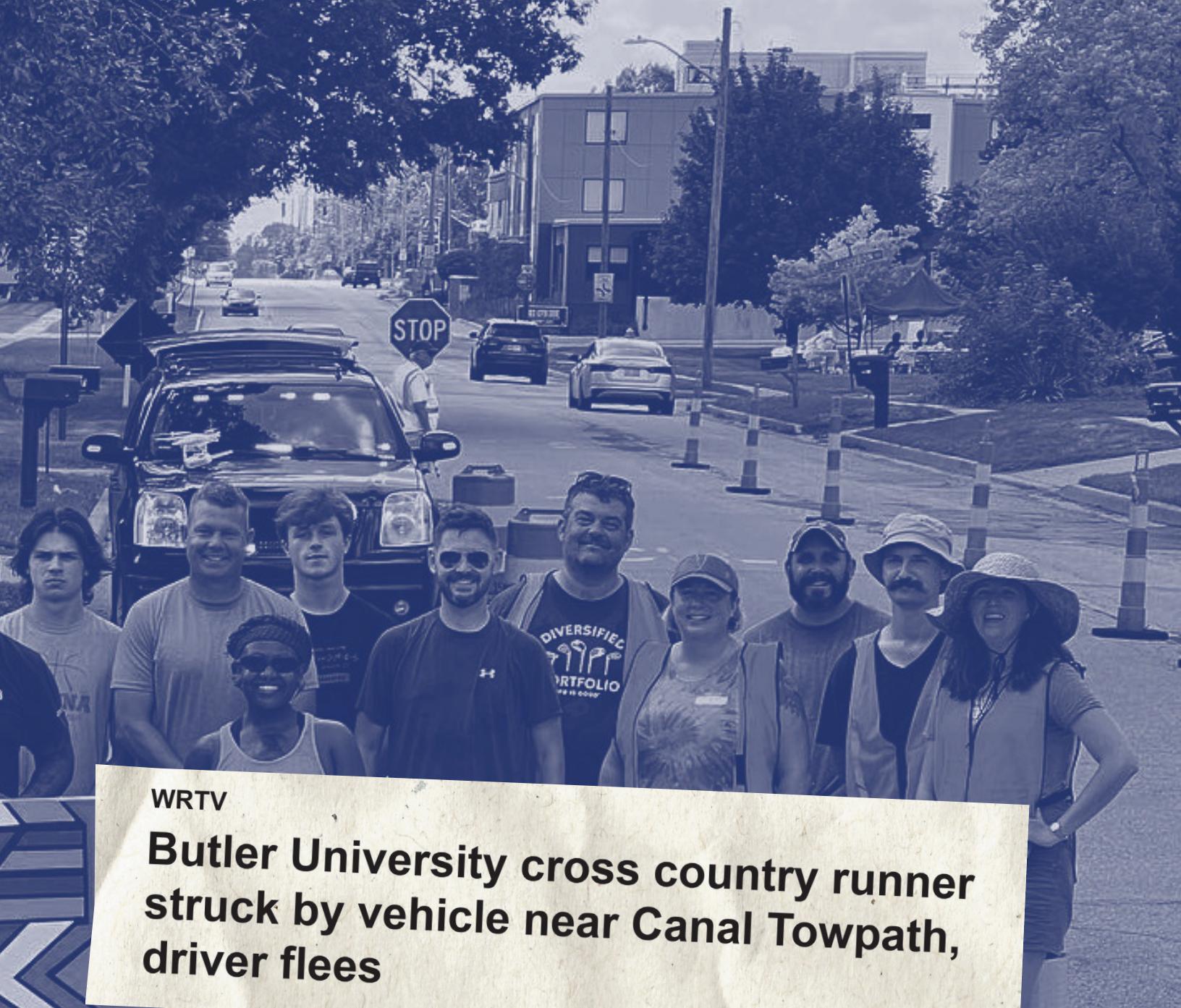
short term = 1 year
medium term = 2 – 5 years
long term = 5 years +
Ongoing = continually evolving

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
G1	General Strategy 1 Create Vision Zero website with dashboards, crash maps, FAQs, VZ Plan.				
G1.1	Website is created and posted with communications elements.	Vision Zero Administrator	\$	Short Term	General
G1.2	Update the HIN & HRN every 3-5 years.	Vision Zero Administrator	\$	Medium Term	Safe Roads, General
G2	General Strategy 2 Provide training for media professionals on how to best communicate about traffic crashes and roadway safety, develop media kit at the City.				
G2.1	Train PIOs and identify a main contact for media and other communication strategies.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	General
G2.2	Work to educate local media (e.g. "crash not accident") to increase awareness, reduce victim blaming and promote systemic safety culture.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	General, Safe People
G2.3	Include media focusing on priority populations. Scan messaging for cultural competence.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	General
G2.4	Task Force and Administrator provide quarterly updates to media outlets, highlighting key projects and successes.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	General
G2.5	Track earned media and report annually.	Vision Zero Administrator, Supported by City-County Councilors	\$	Short Term	General

Action Item	Description	Task Leader	Cost Estimate	Timeframe	SSA Element
G3	General Strategy 3 Create and publish a Vision Zero annual report.				
G3.1	Develop and implement an evaluation process.	Vision Zero Administrator, Task Force	\$	Short Term, Ongoing	General
G3.2	Identify and track Key Performance Indicators (KPIs).	Vision Zero Administrator, Task Force	\$	Short Term, Ongoing	General
G3.3	Ensure interdepartmental coordination and collaboration in all development processes.	Vision Zero Administrator, Task Force	\$	Short Term, Ongoing	General
G4	General Strategy 4 Establish a street project communication process with the public.				
G4.1	Share potential project info publicly: Provide project Purpose & Need, engage Councilors and project staff to survey public on potential alternative(s) options in advance of project design/execution to garner support as project advances.	DPW, City-County Councilors	\$	Short Term	General
G5	General Strategy 5 Improve Inter-agency roadway/traffic data sharing.				
G5.1	Coordinate between Task Force partners to remove silos of information, minimize duplication of efforts.	Vision Zero Administrator	\$	Short Term	General
G5.2	Train/educate officers on importance of accurate crash report information/narratives and its impact to data decisions.	IMPD, DPW	\$	Medium Term	General



TRANSPARENCY & ACCOUNTABILITY IN VISION ZERO REPORTING



WRTV

Butler University cross country runner struck by vehicle near Canal Towpath, driver flees

MIRROR INDY

'Like an open drag strip': Indy offers neighborhoods new ways to calm traffic

Transparency & Accountability in Vision Zero Reporting

Indianapolis is committed to transparent and accountable reporting on the progress of the Action Plan.

Public trust and community engagement are essential to ensure that safety improvements are effective, equitable, and data driven.

This approach uses a combination of Key Performance Indicators (KPIs), measurable targets, and regular reporting to track progress and share results with the Task Force and public.

Safety Outcomes (Vision Zero Dashboard)

The core of Vision Zero is to eliminate Fatalities and Serious Injuries on our streets. The Task Force will track safety outcomes using the following metrics:

Total Traffic Fatalities

Targeting zero fatalities (0) by 2035. Quarterly reporting will track trends and progress on the Vision Zero Dashboard and in the Annual Report.

Fatalities by Mode

Pedestrians, bicyclists, motorists. Annual updates showing trends and identify priority areas for intervention.

Serious Injuries & by mode

Targeting zero (0) by 2035 with year-over-year trends. Reporting will include mode-specific breakdowns and highlight trends.

Demographic Disparities

Aggregated data of demographics will be reported to highlight inequities and monitor progress toward reducing disparities.

All safety outcomes will be reported regularly via the Vision Zero Dashboard and in the Vision Zero Annual Report as dedicated by ordinance, ensuring public access to clear and timely information.

Vision Zero Dashboard			
Metric	Target	Frequency	Reporting Method
Total traffic fatalities	Zero (0) by 2035	Quarterly	Vision Zero Dashboard; Annual Report
Total traffic serious injuries	Zero (0) by 2035	Quarterly	Vision Zero Dashboard; Annual Report
Fatalities by mode (pedestrian, bicycle, motorist)	Zero (0) by 2035	Quarterly	Vision Zero Dashboard; Annual Report
Serious Injuries by mode (pedestrian, bicycle, motorist)	Zero (0) by 2035	Quarterly	Vision Zero Dashboard; Annual Report
Fatalities by Demographics	Zero (0); showing disparity reduction and comparison	Quarterly	Vision Zero Dashboard; Annual Report



Safe System Implementation Metrics (Annual Reports)

To ensure public accountability, annual reports will be submitted each May, detailing progress on implementation to support safety outcomes, and key performance metrics. Indy Vision Zero Annual Reporting aims to monitor the effectiveness and implementation Action Plan Strategies using Safe System Approach across five pillars; these metrics could include some of the following metrics:

Safe Roads

Percent of high-injury network streets with safety interventions, miles of protected bike lanes or pedestrian infrastructure, and streets redesigned using Safe System principles. Reporting includes project details, capital investments, and safety improvements.

Each metric aims to quantify data and to track progress and safety improvements annually.

Safe Speeds

Speed-reduction interventions implemented, traffic enforcement metrics, and percentage of traffic signals or signage reviewed/adjusted.

Safe Vehicles

Progress of City fleet equipped with safety technology.

Safe People

Public education events, enforcement intervention events, and community-led safety programs, and impact assessments.

Post-Crash Care

Aggregate analysis and recommendations from the Fatal Crash Review Team, including locations, interventions, and investments.

Community Engagement & Transparency

Public Dashboard Updates

Update quarterly to provide open access to real-time data.

By publishing these metrics, the Task Force ensures that residents, advocacy groups, and stakeholders can track progress and contribute to ongoing improvement efforts.

Neighborhood-Focused Engagement

Across Indianapolis neighborhoods and communities.

Vision Zero Task Force Meetings

Policy & Strategy Evaluations

An annual review of existing strategies' effectiveness and the identification of policy gaps and/or recommendations for new strategies for improvement.

Photo credit: Health by Design



Acknowledgments

We extend our deepest gratitude to the many individuals, city agencies and departments, and community members whose time, expertise, and care made this Indianapolis Vision Zero Action Plan possible. This plan reflects a shared commitment to safer streets, equitable outcomes, and the belief that traffic deaths and serious injuries are preventable. Thank you.

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storyboard



Photo credit: IndyStar



VISION ZERO

★ INDIANAPOLIS ★

Vision Zero Action Plan

City of Indianapolis