

VISION ZERO

INDIANAPOLIS

Vision Zero Task Force Meeting

November 5th, 2026

Agenda

Report by Vision Zero Administrator

- Crash Trends (Q1-3) 2026
- Rapid Response/ Quick Build Program
- Updates & Announcements

IMPD Presentation

- Traffic Enforcement Efforts

Running Total: Q1-Q3 2026

Fatal Crashes and Serious & Incapacitating Injuries

Preliminary snapshot of ARIES crash data from January 1st, 2026 - September 30th, 2026

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61 LIVES LOST

538 SERIOUS INJURIES



36 People using Motorized Vehicles



2 People Riding Bikes



23 People Walking

Note on preliminary data. Reported figures may vary depending on the specific filters and criteria applied within the ARIES system.

Vulnerable Road Users

Quarter 1 - Quarter 3: 2026 Crash Trends

Fatal Crashes and Serious & Incapacitating Injuries

Preliminary snapshot of ARIES crash data from January 1st, 2026 - September 30th, 2026

25 LIVES LOST

74 SERIOUS INJURIES



2 People Riding Bikes



23 People Walking

Note on preliminary data. Reported figures may vary depending on the specific filters and criteria applied within the ARIES system.

Motorcycle Riders

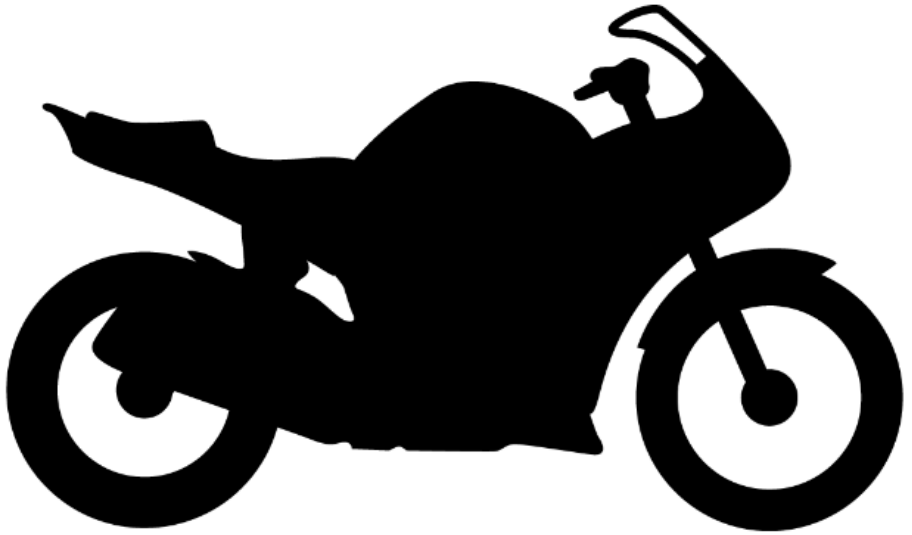
Quarter 1 - Quarter 3: 2026 Crash Trends

Fatal Crashes and Serious & Incapacitating Injuries

Preliminary snapshot of ARIES crash data from January 1st, 2026 - September 30th, 2026

12 LIVES LOST

45 SERIOUS INJURIES



Motorcycle & Motorized Bikes*

Note on preliminary data. Reported figures may vary depending on the specific filters and criteria applied within the ARIES system.

Quarter 1 - Quarter 3: Year -To- Year Comparison

Fatal Crashes and Serious & Incapacitating Injuries

Quarters data: January 1st - September 30th

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Metrics	Q1-Q3 2021 *(Peak Year)*	Q1–Q3 2025 *(Last year)*	Q1–Q3 2026*	Numerical change *(2025 v 2026)*	% change *(2025 v 2026)*	% change *(2021 v 2026)*
Motorized-vehicle fatalities	70	39	**36**	-3	-7.7%	-48.6%
Fatalities involving people walking	21	13	**23**	+10	+76.9%	+9.5%
Fatalities involving people biking	4	7	**2**	-5	-71.4%	-50.0%
Total fatalities	95	59	**61**	+2	+3.4%	-35.8%
Serious/incapacitating injuries	2,198	581	**538**	-43	-7.4%	-75.5%

Note on preliminary data. Reported figures may vary depending on the specific filters and criteria applied within the ARIES system.*

THE CITY OF INDIANAPOLIS
DEPARTMENT OF PUBLIC WORKS



Rapid Response

DPW's New Traffic Safety Program

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

Pedestrian & Traffic Safety Rapid Response

Fall Fiscal 2025 (TR-26-008)

$1,000,000: Appropriated for “Pedestrian & Traffic Safety Rapid Response”

- It provides additional funding to support low-cost pedestrian safety improvements.

$500K: went towards small-scaled safety projects recommended by the Fatal Crash Review Team *(Job-order-contracts*)

$400K: went towards procurement of rapid response/quick build materials

- On-call contract agreement as of 10/14/26

$100k: set aside for reserve to support additional projects

Adopted- DPW's 2027 Budget

Transportation Capital Plan – Funding by Program

Program Name	2026	2027	2028	2029	2030	Total	Local Only	TIF/Grant
Sidewalks	$ 1,750,010	$ 2,670,010	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 10,420,020	$ 10,420,020	$ -
Community Powered Infrastructure	$ 1,257,912	$ 4,155,995	$ 3,000,000	$ 3,000,000	$ 3,000,000	$ 14,413,907	$ 14,413,907	$ -
Job-Order-Contract	$ 4,139,245	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 20,139,245	$ 20,139,245	$ -
Rapid Response	$ 1,497,207	$ 1,200,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 5,697,207	$ 5,697,207	$ -
LTP/Inventories	$ 1,311,400	$ 2,125,000	$ 1,500,000	$ 1,000,000	$ 1,000,000	$ 6,936,400	$ 6,836,400	$ 100,000

New dedicated funding for Rapid Response

$1M every year for the next 4 years

$5.7 Million in funding by 2030

Rapid Response/Quick Build

Materials Procurement

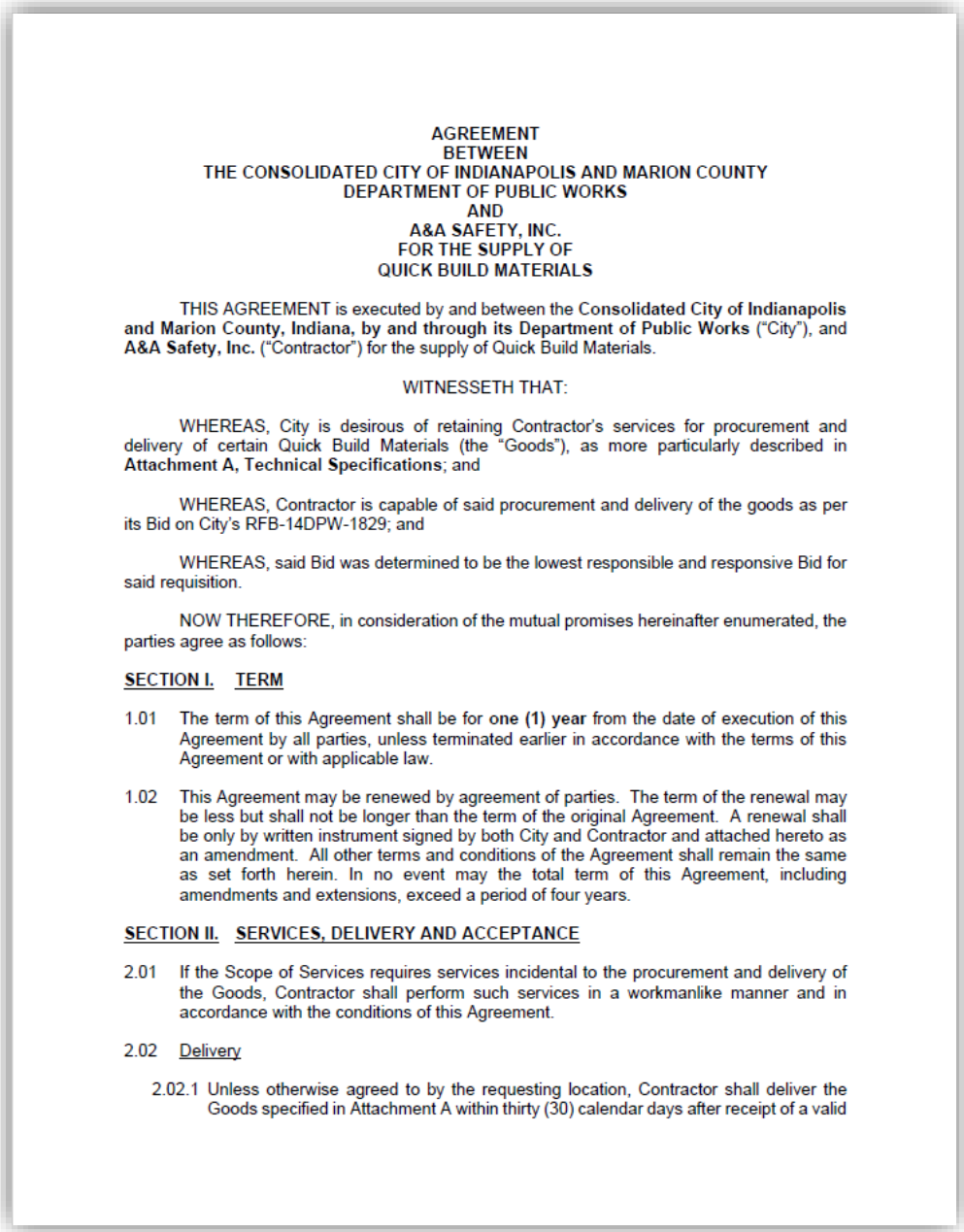
RFB-14DPW-1829

Last month, the Board of Public Works approved DPW's award of a contract to supply the City with semi-permanent and Quick Build materials to support the Rapid Response program.

This is a critical step in advancing the program and expanding DPW's ability to implement targeted safety improvements.

2027 Deployment

More details to follow...



AGREEMENT
BETWEEN
THE CONSOLIDATED CITY OF INDIANAPOLIS AND MARION COUNTY
DEPARTMENT OF PUBLIC WORKS
AND
A&A SAFETY, INC.
FOR THE SUPPLY OF
QUICK BUILD MATERIALS

THIS AGREEMENT is executed by and between the **Consolidated City of Indianapolis and Marion County, Indiana, by and through its Department of Public Works** ("City"), and **A&A Safety, Inc.** ("Contractor") for the supply of Quick Build Materials.

WITNESSETH THAT:

WHEREAS, City is desirous of retaining Contractor's services for procurement and delivery of certain Quick Build Materials (the "Goods"), as more particularly described in **Attachment A, Technical Specifications**; and

WHEREAS, Contractor is capable of said procurement and delivery of the goods as per its Bid on City's RFB-14DPW-1829; and

WHEREAS, said Bid was determined to be the lowest responsible and responsive Bid for said requisition.

NOW THEREFORE, in consideration of the mutual promises hereinafter enumerated, the parties agree as follows:

SECTION I. TERM

1.01 The term of this Agreement shall be for **one (1) year** from the date of execution of this Agreement by all parties, unless terminated earlier in accordance with the terms of this Agreement or with applicable law.

1.02 This Agreement may be renewed by agreement of parties. The term of the renewal may be less but shall not be longer than the term of the original Agreement. A renewal shall be only by written instrument signed by both City and Contractor and attached hereto as an amendment. All other terms and conditions of the Agreement shall remain the same as set forth herein. In no event may the total term of this Agreement, including amendments and extensions, exceed a period of four years.

SECTION II. SERVICES, DELIVERY AND ACCEPTANCE

2.01 If the Scope of Services requires services incidental to the procurement and delivery of the Goods, Contractor shall perform such services in a workmanlike manner and in accordance with the conditions of this Agreement.

2.02 Delivery

2.02.1 Unless otherwise agreed to by the requesting location, Contractor shall deliver the Goods specified in Attachment A within thirty (30) calendar days after receipt of a valid

What is the Rapid Response Program?

The Indy DPW's **Rapid Response Traffic Safety** program establishes a standardized and **scalable framework to accelerate low-cost transportation safety improvements** and infrastructure delivery across Indianapolis.

Through this program, Indy DPW will support **successful tactical urbanism projects**, implement applicable **safety recommendations from the Fatal Crash Review Team (FCRT)**, and accelerate the deployment of proven traffic calming treatments and semi-permanent materials on roadways, corridors, and intersections with documented safety needs.

1. **Successful Tactical Urbanism Projects (CPI)** *(proactive/scored)*
2. **Fatal Crash Review Team recommendations** *(reactive/documented)*
3. **Address known Safety Needs** *(proactive & reactive/documented)*
4. **Support other DPW Safety programs** *(Neighbor-ways)*

What is the Rapid Response Program?

The program will use **semi-permanent materials** and **traffic calming treatments** to improve roadway safety, especially at locations on or near the **High Injury Network (HIN), High Risk Networks (HRN**) affecting vulnerable road users, and **Transportation Impacted Neighborhoods (TIN**), consistent with the goals and priorities of the Indy Vision Zero Action Plan.

The Rapid Response Program will also function as a **bridge** between community-led tactical urbanism installations and fully engineered capital improvement projects.

This program provides a structured **“Progression of Safety”** that allows Indy DPW to respond more quickly to safety needs, reduce implementation delays, and optimize public dollars while maintaining engineering and operational integrity.

1. **Data-Informed Approach**
2. **Scalable and cost affective**

INDIANAPOLIS
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	TACTICAL URBANISM (CPI)	QUICK BUILD RAPID RESPONSE	CAPITAL PROJECT
PURPOSE	Test/Pilot Safety Demonstrations	Semi-permanent (proven countermeasures)	Permanent reconstruction
DELIVERY SPEED	Weeks	Months	Years
PROJECT COST	Low	Low to Moderate	High
DURABILITY	Temporary (weighted-based)	Semi-permanent (bolted or fixed)	Permanent
INSTALLATION PERIOD	Weeks to 7 months	3–5 Years	20+ Years
ENGINEERING LEVEL	Minimal	Moderate	Full engineering
COMMUNITY ENGAGEMENT	Required	Supported	Validated
DATA COLLECTION	Observational	Performance-based	Long-term evaluation
RISK LEVEL	Experimental	Managed	Low

Treatments & Materials

Traffic Calming Treatments:

The primary objectives of a traffic calming treatment support Safe Roads, Safe People & Safe Speeds, as crash severity is directly correlated with speeds. **Lower speeds and minimizing conflicts are key.**

Semi-permanent Materials:

The primary objectives of semi-permanent are using materials that are **durable** and **forgiving**, but also modular so materials can be installed and adjusted as needed.

What's the Goal?

Progression of Safety:

The program establishes a **three-tier infrastructure delivery method** that provides a structured pathway to permanent infrastructure .

This structured "progression of safety" provides justification for resource allocation and ensures that decisions are informed by data with measurable safety outcomes and community supported.

What's the Goal: Address immediate safety needs while creating a pathway to permanent infrastructure.








STOP








STOP



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Updates & Announcements

Open House:
December 8th

When: December 8th.

Time: 4PM – 5:30 PM

Where: CCB. Conf. Rm T-310 (3rd floor)

Who: Anyone interested in learning about the internal workings and process of 'Tactical Urbanism' & 'Art in the Right-Of-Way' projects?

Focus:

- Policy & program updates
- Data results & impact on safety
- Talk about lessons learned
- Panel discussion and Q&A session
- More…



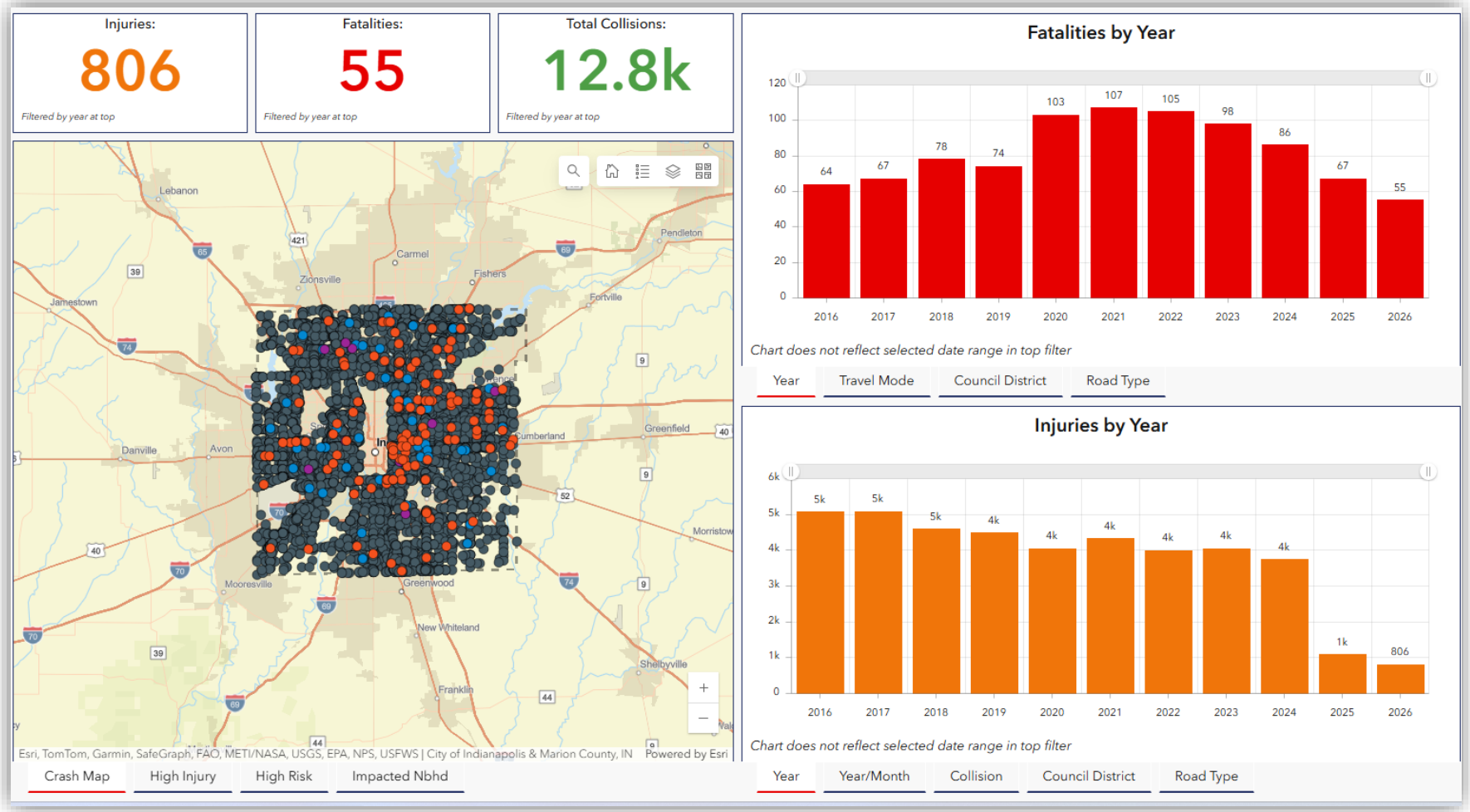
Dashboard – New updates coming soon

The Indy Vision Zero Dashboard will transition into a 'HUB' page.

- This will include more crash data, FCRT reports, and detailed information for the public to view in near real-time.

Indy Vision Zero Dashboard 2.0 rollout expected in **Spring of 2027**.

Other new tech features of maps and graphics are in development



Become a Vision Zero ‘Safety Ambassador’

Are you interested in becoming an ambassador for Safety?

Complete the interest form on Indy Vision Zero website to learn how you can help promote transportation safety, support community engagement, and advance Vision Zero in your neighborhood.

Ambassadorship: Launches in 2027



Take the Vision Zero Pledge



I pledge the following:*

- To recognizing that traffic deaths and serious injuries are preventable, and that every life lost is one too many.
- To remembering that behind every crash statistic is a person, a friend, a neighbor, a loved one, and a family member whose life has been forever changed.
- To valuing human life and treating everyone with care and respect, regardless of how they travel.
- To making safe choices by staying attentive, avoiding distractions, never traveling under the influence, obeying traffic laws, and traveling at safe speeds.
- To prioritizing safety over convenience, understanding that a few moments saved are never worth risking a life.
- To protecting myself and others by using seat belts when driving and appropriate safety equipment whenever possible.
- To respecting shared spaces and the needs of all people traveling, including sidewalks, trails, bike lanes, transit, crosswalks, and accessibility features.
- To practicing patience, empathy, and courtesy, recognizing that everyone deserves to arrive at their destination safely.
- To encouraging safe and responsible travel within my family, workplace, and community, helping create and foster a culture where everyone can move safely and return home unharmed.
- To doing my part to help create streets and communities where no one dies or seriously injured on Indianapolis roadways.

Subscribe

Indy Vision Zero Newsletter

Stay connected with Indy Vision Zero initiatives, safety projects, community events, policy updates, public meetings, and engagement opportunities.

Public will receive updates about traffic safety initiatives, community-led projects, tactical urbanism efforts, and opportunities to get involved in creating safer streets for everyone in Indianapolis.

Newsletter updates will be issued quarterly.

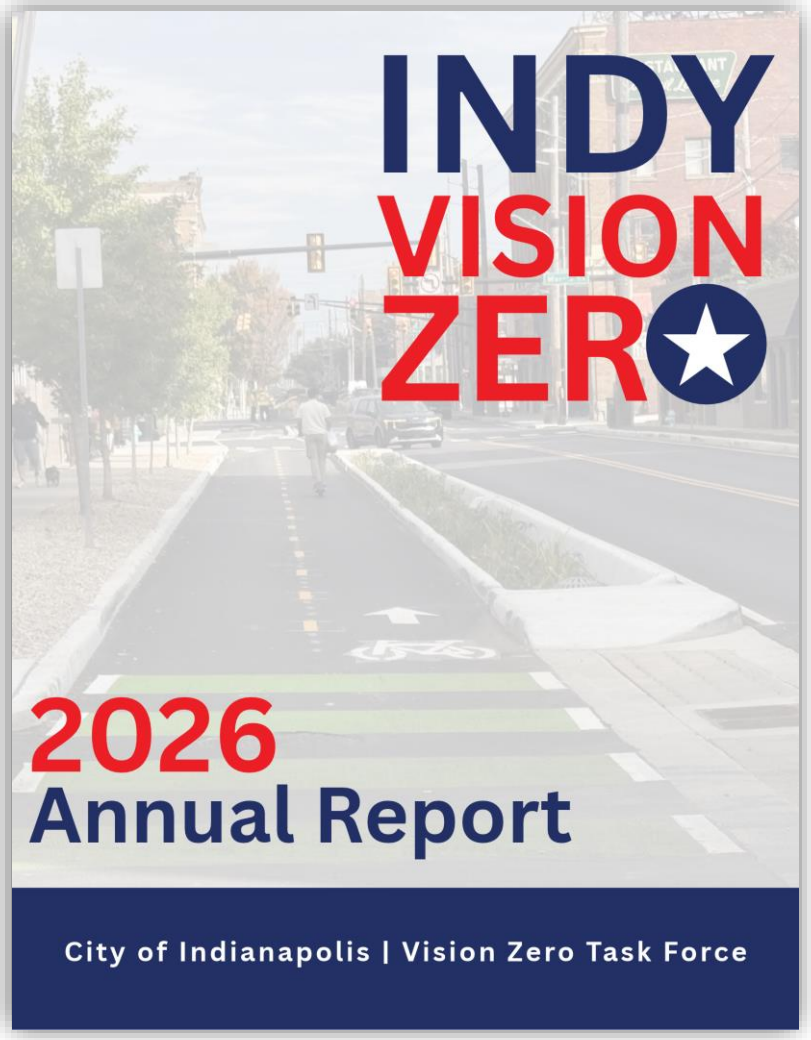
Looking Ahead into 2027...

Housekeeping
- Update point of contacts for VZA
- Closing communication gaps

Vision Zero Team Growing
- Dedicated staff under the VZA
- More community engagement events

Annual Report Season
- February - April 2027
- Reporting details to follow

Next VZTF meeting:
May 2027 for Annual Report





IMPD's Traffic Enforcement Efforts

Captain Fred Ilnicki, Traffic Division, IMPD

Who is Captain Ilnicki?

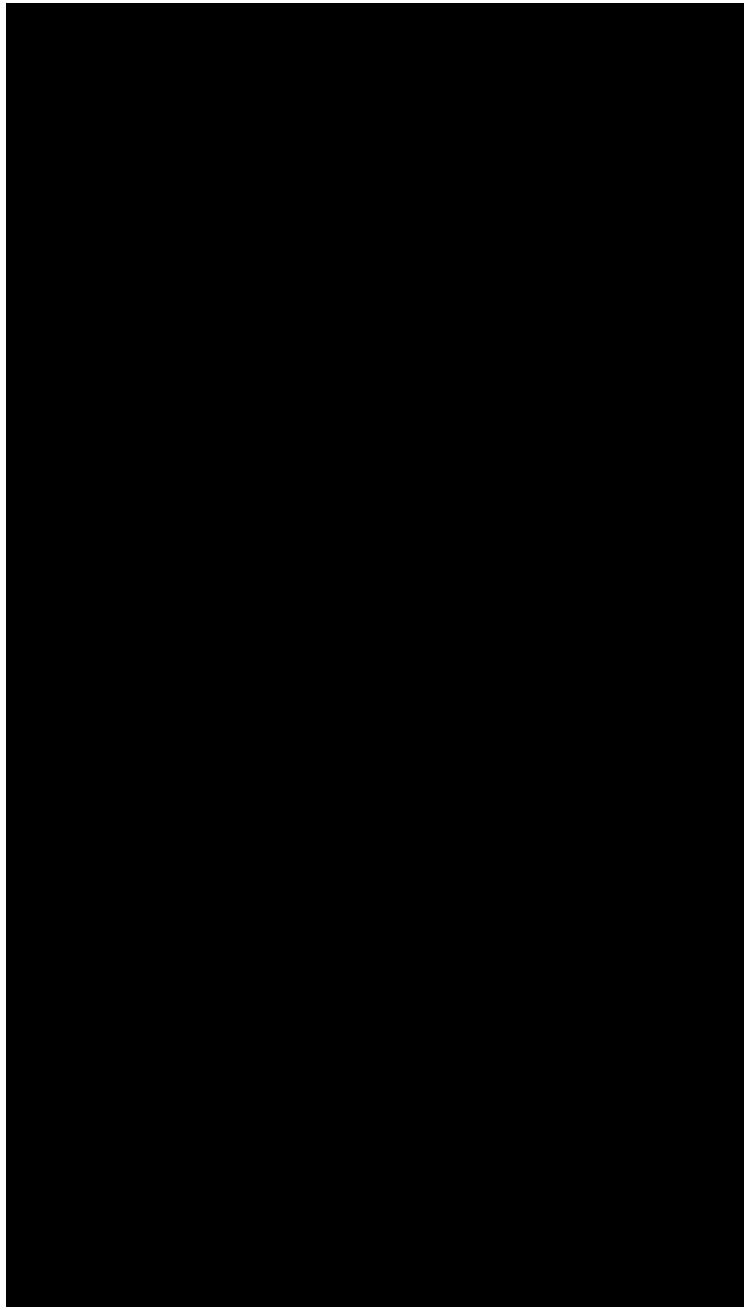
- 39 years with IPD/IMPD
- Worked as an impaired driving and crash investigator majority of career
- Crash Reconstruction instructor for IPTM/UNF
- 2025 (inaugural) ICJI Traffic Safety Hall of Fame inductee
- Involved in numerous court cases on behalf of the City of Indianapolis with regards to city liability involving crashes



IMPD's Commitment

The Indianapolis Metropolitan Police Department is committed to keeping our streets safe for everyone by addressing the dangerous behaviors of drivers, pedestrians, and cyclists that most often lead to serious injury and death.

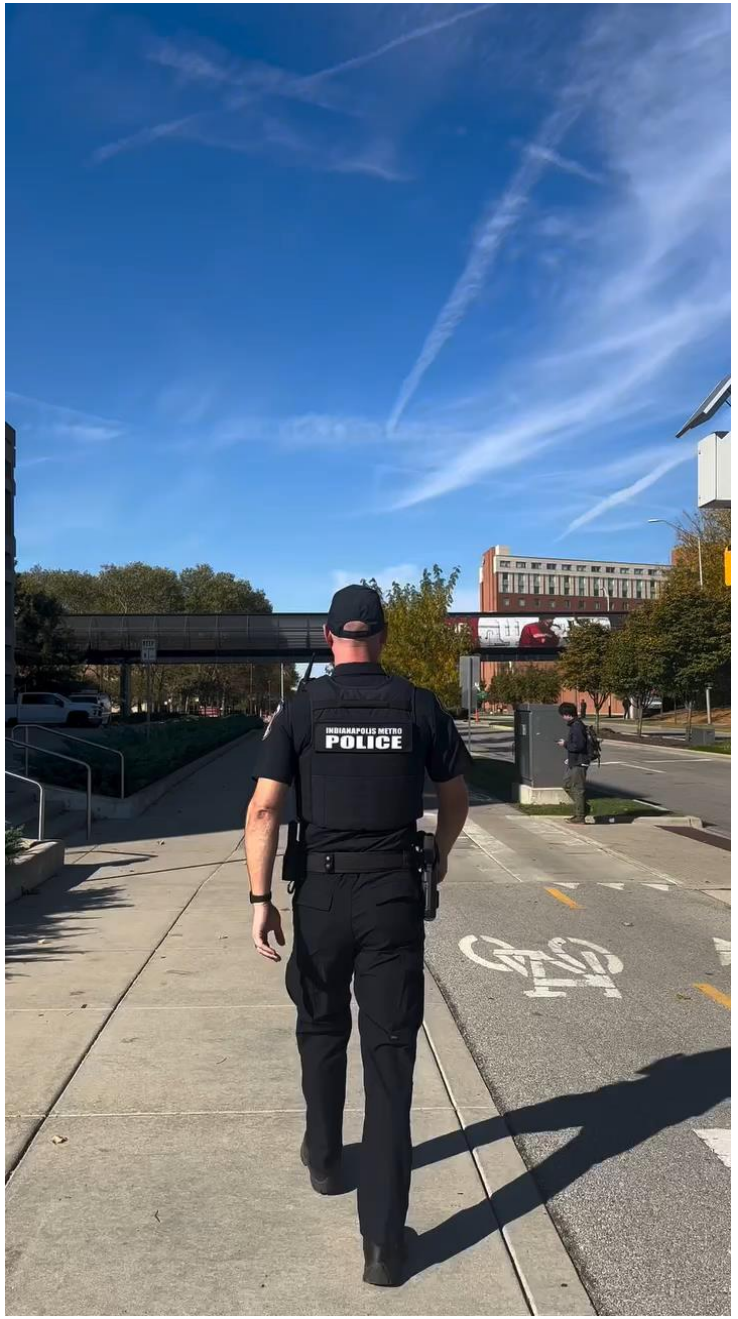
Our officers use both education and enforcement to encourage safe driving habits.



IMPD often uses social media to help educate drivers, cyclists, and pedestrians.

IMPD also utilizes traditional media to help spread the word and inform our community.

This video was shared on IMPD News social media, and officers spoke to media partners about the newly installed Hawk Signals.



Partnership in action: IMPD conducts traffic enforcement at 43rd Street and N Meridian Street shortly after DPW installed bollards

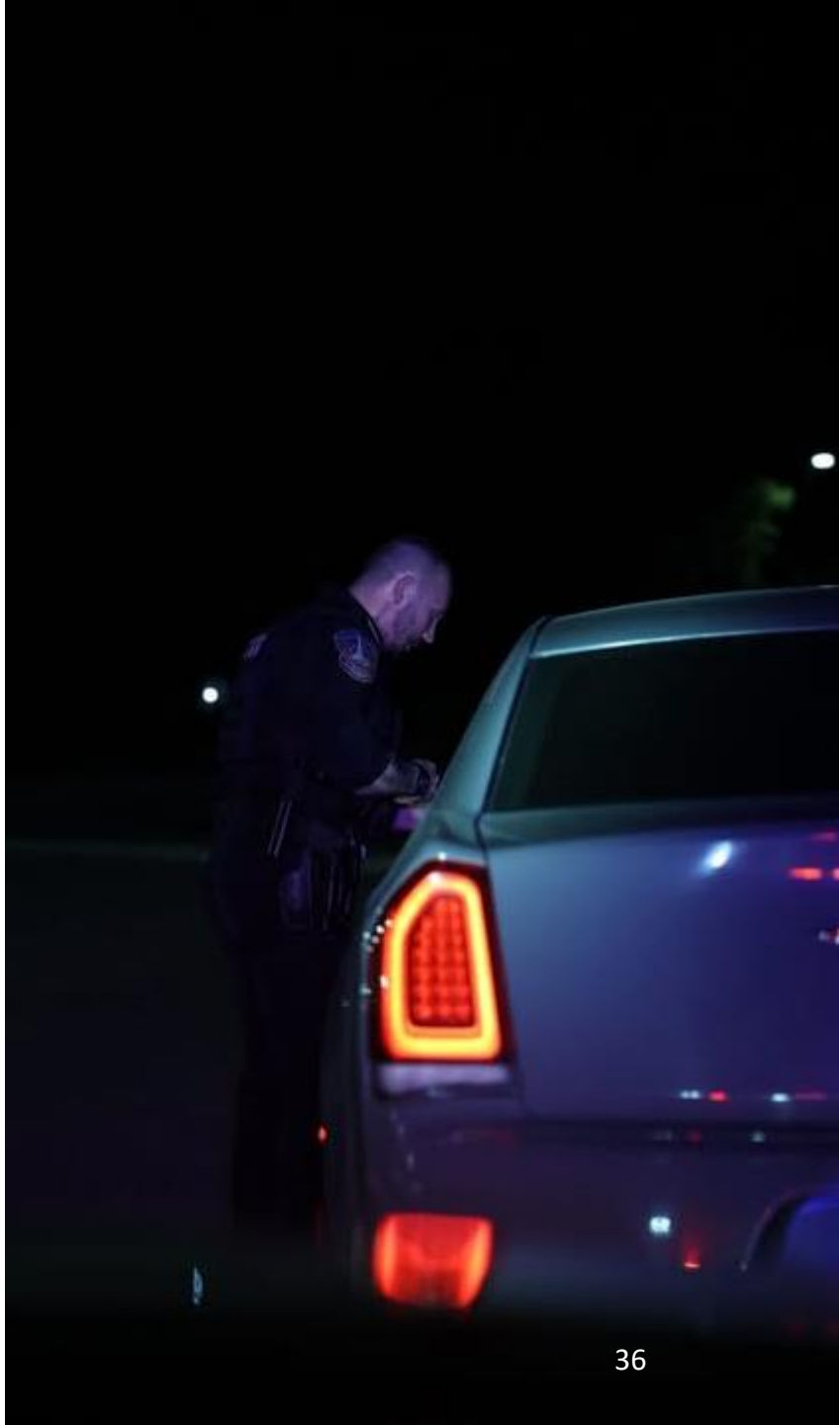


Driver was ticketed

Traffic Data as of 09/30/26

Activity	Total	Number w/in 500 ft of HIN	Percent w/in 500 ft of HIN
Traffic Stop Calls for Service	**33,802**	**16,696**	**49.39%**
Traffic Enforcement Calls for Service	**1,395**	**582**	**41.72%**
Traffic Citations	**20,424**	**9,135**	**44.73%**
Traffic Warnings	**5,082**	**1,852**	**36.44%**
Citations for Speeding	**5,310**	**1,906**	**20.87%**
Warnings for Speeding	**1,932**	**552**	**29.81%**
Crashes	**17,642**	**7,757**	**43.97%**

IMPD continues to optimize traffic enforcement efforts given current staffing levels and limited resources. That includes a focus on high-traffic areas, school zones, and locations with a high number of traffic complaints. We use traffic stops not only for enforcement, but also to educate drivers on the rules of the road and safe driving behaviors.



Enforcement Successes

Six IMPD officers were honored at the Indiana Criminal Justice Institute's 2026 Traffic Safety All-Star Awards



Impaired driving endangers everyone on the road, from pedestrians to motorists. By confronting this issue head-on, law enforcement plays a vital role in preventing tragedies and advancing statewide safety initiatives like Vision Zero.

To qualify for this recognition, officers must complete at least 25 Operating Vehicle While Intoxicated (OVWI) arrests and take part in enhanced enforcement campaigns.





Crash Data

Data as of 09/30/2026

	Total	Number w/in 500 ft of HIN	Percent w/in 500 ft of HIN
Crashes	**17,642**	**7,757**	**43.97%**

Crash Investigations

- Evidence Collection & Scene Documentation
  - Photographs, collection of evidence, including vehicle parts
- Speak to witnesses, nearby businesses
- Look for and obtain available video footage
- Work to determine the sequence of events and circumstances that led to the crash
- Determine if a crime was committed, such as OVWI, hit-and-run, operating without a license, etc.
- Public safety cameras and Automated License Plate Readers (ALPRs) can help identify vehicles and persons involved
- Fatal Crash Review Board



Crash Investigations Continued

What if a crime is committed?

- Crash investigators will make an arrest when there is probable cause that a crime has been committed.
  - Detectives work closely with the Marion County Prosecutor's Office to secure appropriate criminal charges.
- Detectives also work closely with the Indiana State Forensic Toxicology Lab to receive blood draw results. *Toxicology results may take weeks or even months to receive.*

How can the community help?

- Remain at the scene and speak to officers:
  - If you saw something, say something
- Share any available video footage with detectives *only*.
  - In many cases, it is most helpful if video footage or photos are NOT shared on social media or with news outlets.
  - IMPD's priority is protecting the integrity of the investigation, and if we need the community's help in locating or identifying a vehicle or person involved, we will notify the media or share on IMPD News social media.

Crash Investigations – Arrests Made

IMPD Crash Investigators identified the man responsible for hitting and killing a 26-year-old woman in July 2026 in downtown Indianapolis. The driver had fled the scene before officers arrived. Investigators utilized public safety cameras and ALPRs to identify the vehicle and subsequently the driver involved. He was located and arrested 3 days later.

After two young boys were hit by a car that took off, IMPD officers, with assistance from neighbors, quickly identified the vehicle involved. Tragically, a 9-year-old boy was killed. Using ALPRs, the driver was apprehended within two hours and later arrested for leaving the scene of a crash resulting in death.

I rolled up on a crash in the middle of October where a driver hit curbing and sidewalks close to where pedestrians were walking. He was reaching for a pistol with a large-capacity magazine as I approached. He was taken into custody and arrested for operating a motor vehicle while intoxicated, possession of marijuana, unlawful possession of a firearm, and operating without ever receiving a license. This occurred at 1 o'clock in the afternoon!



In early October, IMPD launched a new Driver Exchange Tool to improve roadside safety and save drivers time. If someone is involved in a minor vehicle crash with no injuries, they now receive a Driver Exchange Link straight to their phone, instead of waiting for an officer to respond to the crash scene. The Driver Exchange Tool is used when damage to the involved vehicles results in a good-faith estimate of less than $2,500 in damage.

This easy-to-use tool gives drivers involved in a minor crash everything they need to file an insurance claim. It keeps them moving and allows our officers to stay focused on higher-priority calls.

The Driver Exchange Tool offers immediate documentation and 24/7 online access at CrashDocs.org, where drivers can securely access and download their exchange at no cost.

In Conclusion

IMPD's Commitment: Keeping our streets safe for everyone by addressing the dangerous behaviors of drivers, pedestrians, and cyclists that most often lead to serious injury and death.

Through enforcement and education, we hope to address dangerous behaviors, mitigate crashes, and prevent tragedies from occurring.

IMPD is only one piece of this puzzle. Preventing crashes, reducing injuries, and saving lives is a collective effort.

Everyone has a role to play, whether you drive, bike, or walk to get where you're going.

Thank you.

You can view the Action Plan and more on Indy Vision Zero efforts at Indy.gov/topic/vision-zero

IndyVisionZero@indy.gov

Questions?



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Vision Zero Task Force Meeting

November 5th, 2026