Complete Streets
Complete streets are safe, comfortable and convenient for all users, including pedestrians, bicyclists, motorists and public transit riders, regardless of age or ability.

Complete streets serve the 1/3 of Hoosiers who do not drive.
COMPLETE STREETS APPROACH:

✓ High-level policy direction
✓ Changing everyday decision-making processes and systems
✓ Using existing budget better
✓ Incremental improvements
✓ Long-term results
Examples of Complete Street Elements

**COUNTDOWN TIMER**
Indicates amount of time pedestrians have to cross. Helpful for people with disabilities and seniors. PHOTO: gothamist.com

**LIGHTING**
Increases personal safety and makes pedestrians more visible to drivers. Indicates high-priority pedestrian areas and supports business districts. PHOTO: www.pedbikeimages.org/Ron Bloomquist

**RAISED MEDIAN ISLAND**
Provides buffer and protection for pedestrians while crossing wide or busy streets. Adds space for green infrastructure. PHOTO: pedbikeimages.org/Dan Burden

**BIKE LANE**
Establishes space on road exclusively for bicycle travel. Bicycle lanes are striped and marked with a bicycle symbol and an arrow. PHOTO: Active Transportation Alliance

**MARKED CROSSWALK**
Uses a visual cue to designate space for pedestrian crossings and alert drivers to priority crossing areas. PHOTO: Active Transportation Alliance

**TRANSIT SHELTER**
Protects waiting transit users from the elements. Makes bus-transit more appealing and easier to recognize. PHOTO: Green Diary
COMPLETE STREETS ARE NOT:

• One ‘special’ street project

• A one-size-fits-all approach or design prescription

• A mandate to immediately retrofit

• A silver bullet
  – Must address land use, transportation demand & access management
Fishers | Walk to School Day
Jeffersonville | bumpouts
Shelbyville | signage
Frankfort | bike racks
Fort Wayne | education
THE BOTTOM LINE:

- Complete Streets are feasible in every community.
- Complete Streets have a multitude of benefits.
- Complete Streets are necessary for personal and community health and well-being.
WHY DOES A POLICY MATTER?

- Ensures that people have options by routinely addressing the needs of all users.
- Saves time and money, and helps avoid missed opportunities.
- Shows other jurisdictions how your community wants its streets designed and operated.
- Provides a basis for new funding.
10 KEY SECTIONS:

1. Vision and intent
2. All users and modes
3. All projects and phases
4. Exceptions
5. Street network
6. Jurisdiction
7. Latest and best design
8. Context sensitivity
9. Performance measures
10. Implementation
TYPES OF POLICIES

Complete streets policies can be adopted as:

– Ordinances
– Resolutions
– Plans
– Design guidelines
– Municipal policies
– Internal agency policies
– And more
GROWING DEMAND IN INDIANA

- Fifteen Complete Streets policies now cover nearly half of Hoosiers
- The percent of local projects that focus on pedestrian trails, paths and Safe Routes to School infrastructure is growing
# Growing Demand in Indiana

**State Policy:** INDOT  

**Regional Policies:**  
- Bloomington/Monroe County MPO  
- Madison County Council of Governments  
- Northwestern Indiana Regional Planning Commission  
- Evansville MPO  
- Area Plan Commission of Tippecanoe County  
- Indianapolis MPO  

**Local Policies:**  
- City of Indianapolis  
- City of Peru  
- City of Frankfort  
- City of Westfield  
- City of Columbus  
- Thoroughfare Plan  
- Transportation Plan  
- Town of Whitestown  
- Town of Lowell
COMPLETE STREETS POLICY IMPLEMENTATION
POLICY IMPLEMENTATION

Planning for Implementation:
Assessing current procedures and activities

Changing Procedure and Process:
Updating documents, plans, and processes

Reviewing and Updating Design Guidance:
Updating or adopting new design guidance & standards

Offering Training and Educational Opportunities:
Providing ongoing support

Measuring Performance:
Creating or modifying existing metrics to measure success
Taking Action on Complete Streets
Implementing processes for safe, multimodal streets

July 2013
Questions?
Next Steps

- Commitment of leadership
- Partner & community engagement
- Education & training
- Deliberate, strategic effort
- Preparation for implementation
ENSURING SMART INVESTMENT

• Save money with better design
  – In Wisconsin, a road diet and roundabout saved 17% of the original project cost

• Implement highly effective measures at low cost
  – Colorado Springs repaves 7-10% of its roadways annually and expands its bike network at the same time
ENSURING SMART INVESTMENT

• Avoid costly retrofits
  – The Illinois DOT spent $900,000 to retrofit a bridge

• Build lasting value
  – Savings on healthcare, safety, environmental quality, etc.
JOBS

• Bicycling and walking projects create 11-14 jobs per $1 million spent, compared to just 7 jobs created per $1 million spent on highways.

• Cost benefit analyses show that up to $11.80 in benefits can be gained for every $1 invested in bicycling and walking.

Source: Alliance for Bicycling and Walking, Bicycling and Walking in the U.S. 2012 Benchmarking Report
IMPROVING PUBLIC SAFETY

- Sidewalks reduce pedestrian crashes 88%
- Medians reduce crashes 29%
- Road diets reduce crashes 29%
- Countdown signals reduce crashes 25%

ped/bikeimages.org / Dan Burden
PROMOTING GOOD HEALTH

• 60% of adults are at risk for diseases associated with physical inactivity

• The average resident of a walkable neighborhood weighs 6-10 pounds less than one who lives in sprawl

• States with the highest levels of biking and walking have the lowest levels of chronic disease
THE ROLE OF TRANSPORTATION IN PROMOTING PHYSICAL ACTIVITY

TRAFFIC CALMING
Medians, speed bumps and other traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to 15%.

PUBLIC TRANSPORTATION
Public transit users take 30% more steps per day than people who rely on cars.

SIDEWALKS
People who live in neighborhoods with sidewalks on most streets are 47% more likely to be active at least 30 minutes a day.

BIKE FACILITIES
In Portland, Ore., bicycle commuters ride 49% of their miles on roads with bike facilities, even though these are only 8% of road miles.

Active Living Research
www.activelivingresearch.org
CAPTURING POTENTIAL ACTIVITY

Of all U.S. trips:
• 50% are under 3 miles
• 28% are 1 mile or less
• 72% of trips 1 mile or less are driven

These are walkable and bikeable trips!

2008 National Household Travel Survey
MEETING DEMAND

Americans WANT to walk and bike more

- 66% of Americans want more transportation options
- 47% of Americans say they would like more bike facilities in their communities

Future of Transportation National Survey, 2010
National Highway Traffic Safety Administration, 2009
MEETING DEMAND

- Millennials and baby boomers agree: walkability, connectivity, access and choice

- National Association of REALTORS: the next generation of homebuyers wants transportation options in vibrant communities
INCREASING MOBILITY

• Access is a civil rights issue

• 31% of adults with disabilities lack adequate transportation

• Universal design benefits everyone
INCREASING MOBILITY

• 1 in 5 Americans will be over 65 by 2025

• A majority of older Americans support complete streets

• In 2008, older pedestrians = 18% of fatalities but only 13% of the population
PROVIDING AFFORDABLE OPTIONS

- Transportation is our second largest household expense
- The average cost of owning a car is $9,000 per year
- These costs are unavoidable in auto-dependent areas

Source: Breakfastonbikes.blogspot.com
IMPROVING THE ENVIRONMENT

• Traffic congestion wastes nearly 3.9 billion gallons of gas per year.

• 1 in 12 Americans live with asthma.
  – Nearly 1 pound of CO2 is saved for every mile pedaled.

Texas Transportation Institute, 2010; U.S. EPA, 2009
BUILDING ‘PLACE’

- Encourage community interaction and put more eyes on the street
- Improve quality of life for all ages and abilities
- Every 10 minutes spent commuting by car = 10% less time participating in community activities

Source: Sightline Institute, Cascadia Scorecard, 2006