



Complete Streets Implementation: Moving from Policy to Practice

2015 Indiana MPO Conference

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Indiana State Department of Health
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Health by Design
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an ALLIANCE FOR HEALTH PROMOTION initiative

INDIANA DEPARTMENT OF TRANSPORTATION
INDOT

INDIANA COMPLETE STREETS CAMPAIGN

WHAT ARE 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.


We know how to build
complete streets

Yet too often we end up with this...

COMPLETE STREETS APPROACH:

- ✓ High-level policy direction
- ✓ Changing everyday decision-making processes and systems
- ✓ Incremental improvements
- ✓ Long-term results

COMPLETE STREETS ARE NOT:

- One ‘special’ street project
- A one-size-fits-all approach or design prescription
- A mandate for immediate retrofit
- A silver bullet solution for all transportation issues

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

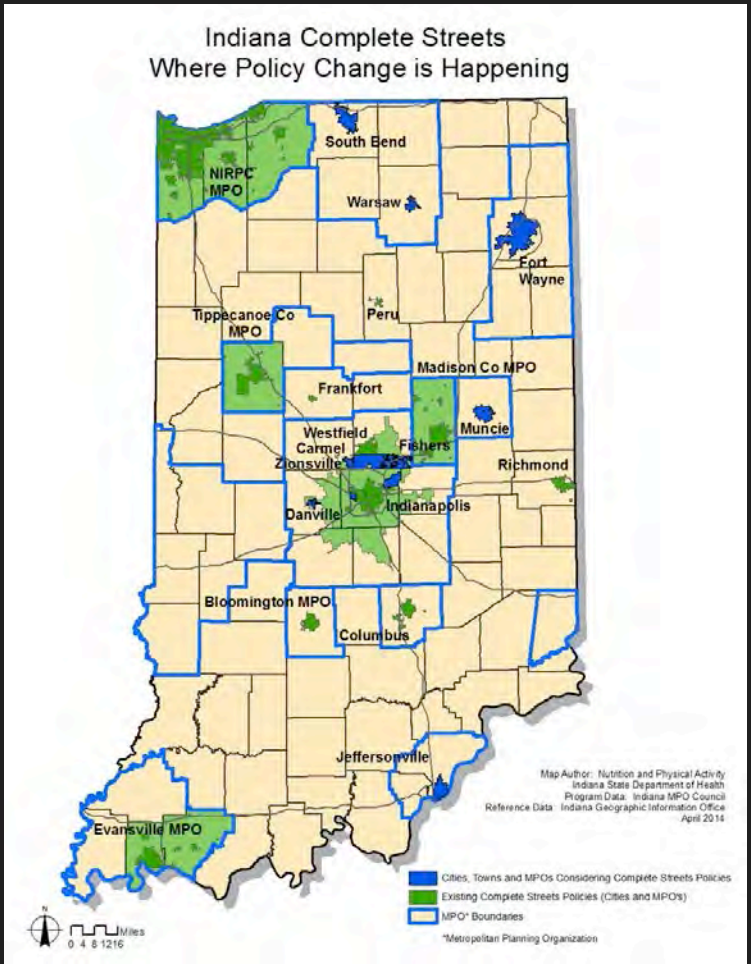
TRANSIT SHELTER

Protects waiting transit users from the elements. Makes bus-transit more appealing and easier to recognize. PHOTO: Green Diary

- Design for safety
- Everyone is a pedestrian
- Be context sensitive
- Create public spaces
- **Bottom line:** all users must be able to safely move along and across a complete street

IN INDIANA

1. Bloomington/Monroe County MPO (policy, 2009)
2. Madison County MPO (policy, 2010)
3. Northwest IN MPO (resolution, 2010)
4. City of Columbus (plan, 2010)
5. City of Richmond (plan, 2011)
6. City of Frankfort (resolution, 2012)
7. Evansville MPO (policy, 2012)
8. Tippecanoe County MPO (plan, 2012)
9. City of Indianapolis (ordinance, 2012)
10. City of Westfield (resolution, 2012)
11. City of Peru (ordinance, 2013)
12. Indianapolis MPO (policy, 2014)
13. INDOT (policy, 2014)
14. Town of Whitestown (ordinance, 2014)
15. City of Logansport (ordinance, 2014)
16. Town of Lowell (ordinance, 2014)



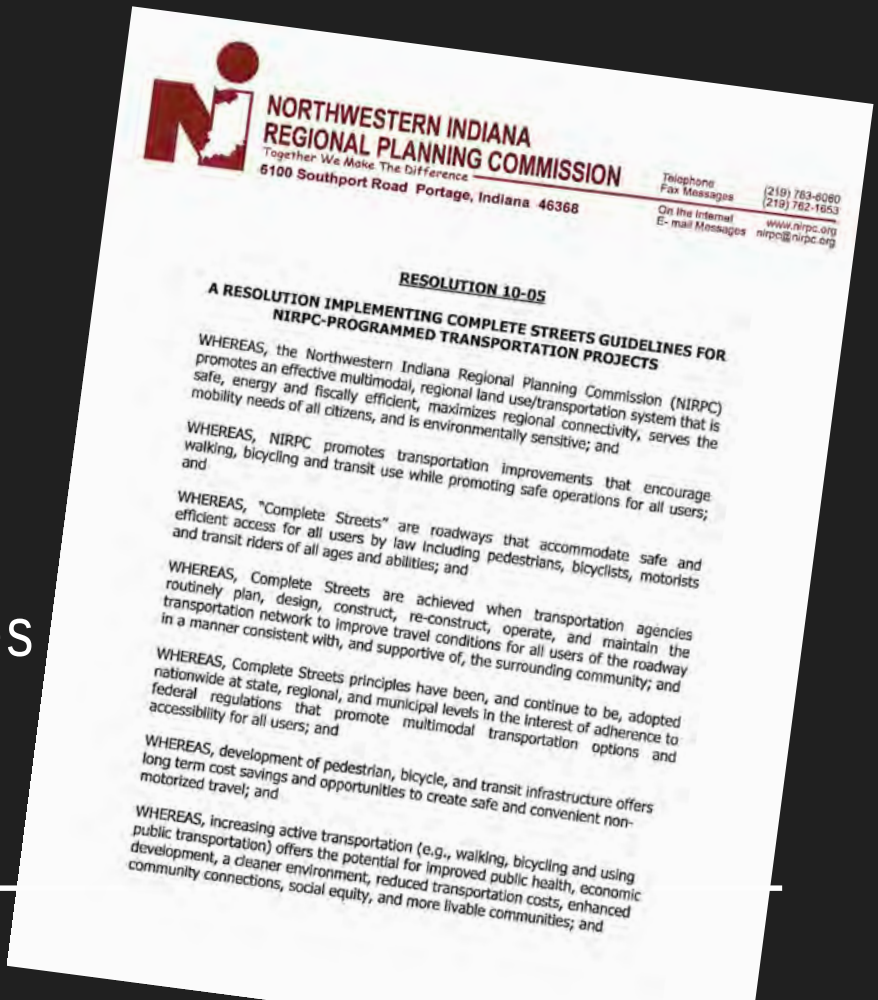
WHY DOES A POLICY MATTER?

- Routinely including the needs of all users ensures that people have options.
- It saves time and money, and ensures no missed opportunities (no more piecemeal approach).
- It shows other jurisdictions how you want streets designed and operated in your community.
- Provides a basis for new funding.

TYPES OF POLICIES

Complete streets policies can be adopted as:

- Ordinances
- Resolutions
- Plans
- Design guidelines
- Municipal policies
- Internal agency policies
- And more



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RESOLUTION 10-05

A RESOLUTION IMPLEMENTING COMPLETE STREETS GUIDELINES FOR NIRPC-PROGRAMMED TRANSPORTATION PROJECTS

WHEREAS, the Northwestern Indiana Regional Planning Commission (NIRPC) promotes an effective multimodal, regional land use/transportation system that is safe, energy and fiscally efficient, maximizes regional connectivity, serves the mobility needs of all citizens, and is environmentally sensitive; and

WHEREAS, NIRPC promotes transportation improvements that encourage walking, bicycling and transit use while promoting safe operations for all users; and

WHEREAS, "Complete Streets" are roadways that accommodate safe and efficient access for all users by law including pedestrians, bicyclists, motorists and transit riders of all ages and abilities; and

WHEREAS, Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for all users of the roadway in a manner consistent with, and supportive of, the surrounding community; and

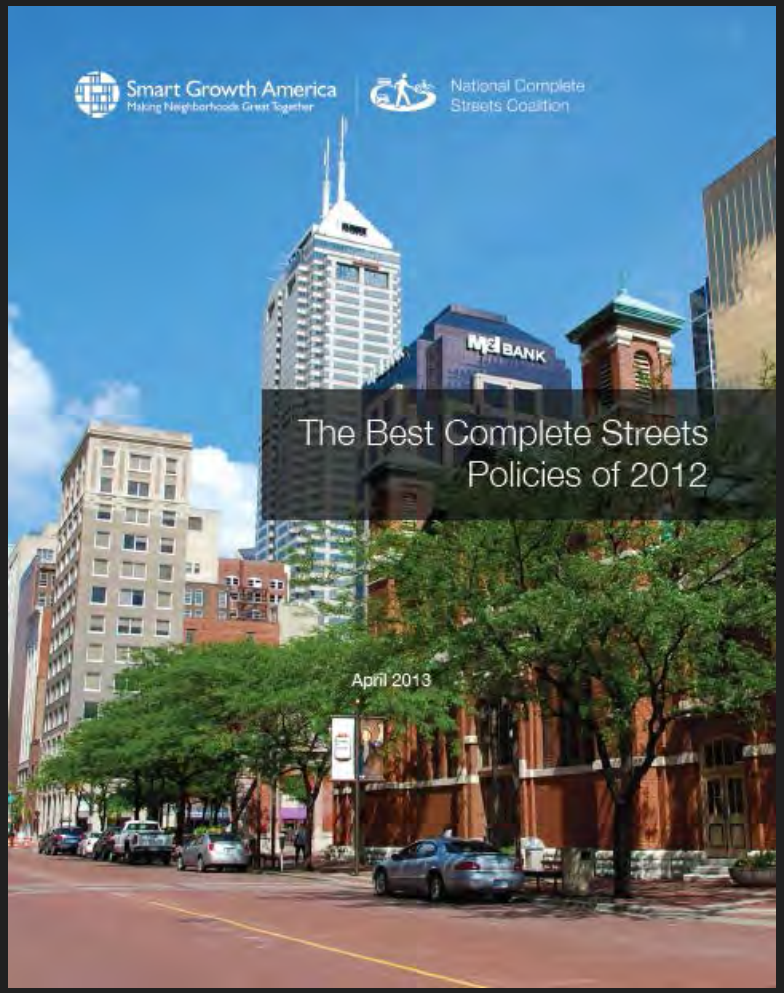
WHEREAS, Complete Streets principles have been, and continue to be, adopted nationwide at state, regional, and municipal levels in the interest of adherence to federal regulations that promote multimodal transportation options and accessibility for all users; and

WHEREAS, development of pedestrian, bicycle, and transit infrastructure offers long term cost savings and opportunities to create safe and convenient non-motorized travel; and

WHEREAS, increasing active transportation (e.g., walking, bicycling and using public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

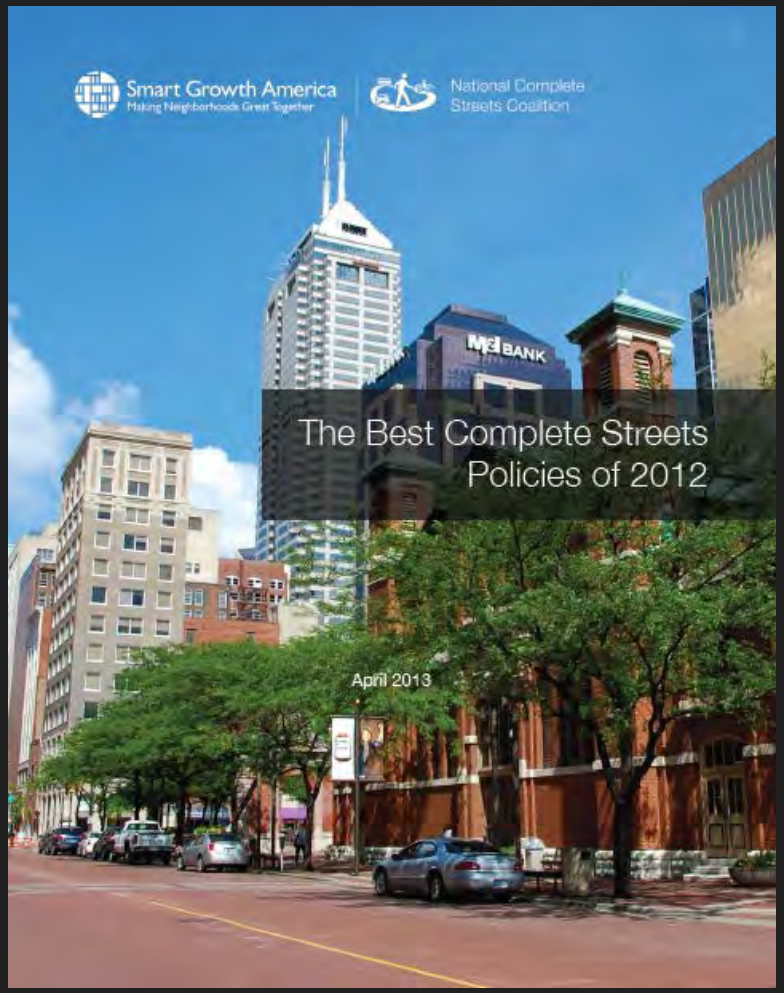
SUCCESSFUL POLICIES:

1. Set a vision.
2. Include all users and all modes.
3. Apply to all phases of all applicable projects.
4. Specify exceptions and require high-level approval.
5. Emphasize connectivity.



SUCCESSFUL POLICIES:

6. Are understood by all agencies to cover all roads.
7. Use the best and latest design standards while allowing flexibility.
8. Complement local context.
9. Set performance standards.
10. Include implementation steps.



FROM POLICY TO PRACTICE

2-step process:

- Institutionalize project oversight and reporting
- Target retrofits

Consider mandatory review of the policy after five years

IMPLEMENTATION

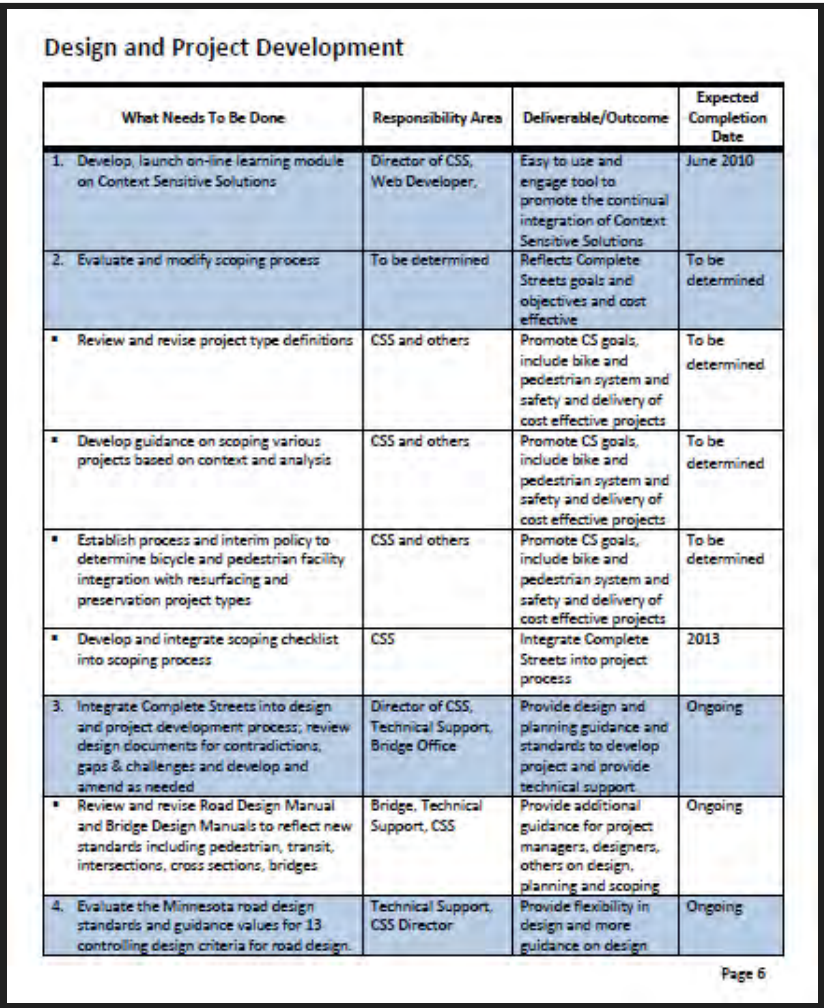
Outline specific next steps that prompt the transportation agency to:

1. Restructure or revise related procedures, policies and plans to accommodate all users on every project.
2. Develop new design policies and guides.
3. Offer training and education opportunities to staff, elected officials and the general public.
4. Institute better ways to measure performance of the streets are serving all users.

IMPLEMENTATION

In practice, this often involves:

- Establishing an advisory group
- Maintaining an infrastructure inventory
- Reevaluating CIP prioritization
- Developing better coordination between departments



Design and Project Development

What Needs To Be Done	Responsibility Area	Deliverable/Outcome	Expected Completion Date
1. Develop, launch on-line learning module on Context Sensitive Solutions	Director of CSS, Web Developer,	Easy to use and engage tool to promote the continual integration of Context Sensitive Solutions	June 2010
2. Evaluate and modify scoping process	To be determined	Reflects Complete Streets goals and objectives and cost effective	To be determined
▪ Review and revise project type definitions	CSS and others	Promote CS goals, include bike and pedestrian system and safety and delivery of cost effective projects	To be determined
▪ Develop guidance on scoping various projects based on context and analysis	CSS and others	Promote CS goals, include bike and pedestrian system and safety and delivery of cost effective projects	To be determined
▪ Establish process and interim policy to determine bicycle and pedestrian facility integration with resurfacing and preservation project types	CSS and others	Promote CS goals, include bike and pedestrian system and safety and delivery of cost effective projects	To be determined
▪ Develop and integrate scoping checklist into scoping process	CSS	Integrate Complete Streets into project process	2013
3. Integrate Complete Streets into design and project development process; review design documents for contradictions, gaps & challenges and develop and amend as needed	Director of CSS, Technical Support, Bridge Office	Provide design and planning guidance and standards to develop project and provide technical support	Ongoing
▪ Review and revise Road Design Manual and Bridge Design Manuals to reflect new standards including pedestrian, transit, intersections, cross sections, bridges	Bridge, Technical Support, CSS	Provide additional guidance for project managers, designers, others on design, planning and scoping	Ongoing
4. Evaluate the Minnesota road design standards and guidance values for 13 controlling design criteria for road design.	Technical Support, CSS Director	Provide flexibility in design and more guidance on design	Ongoing

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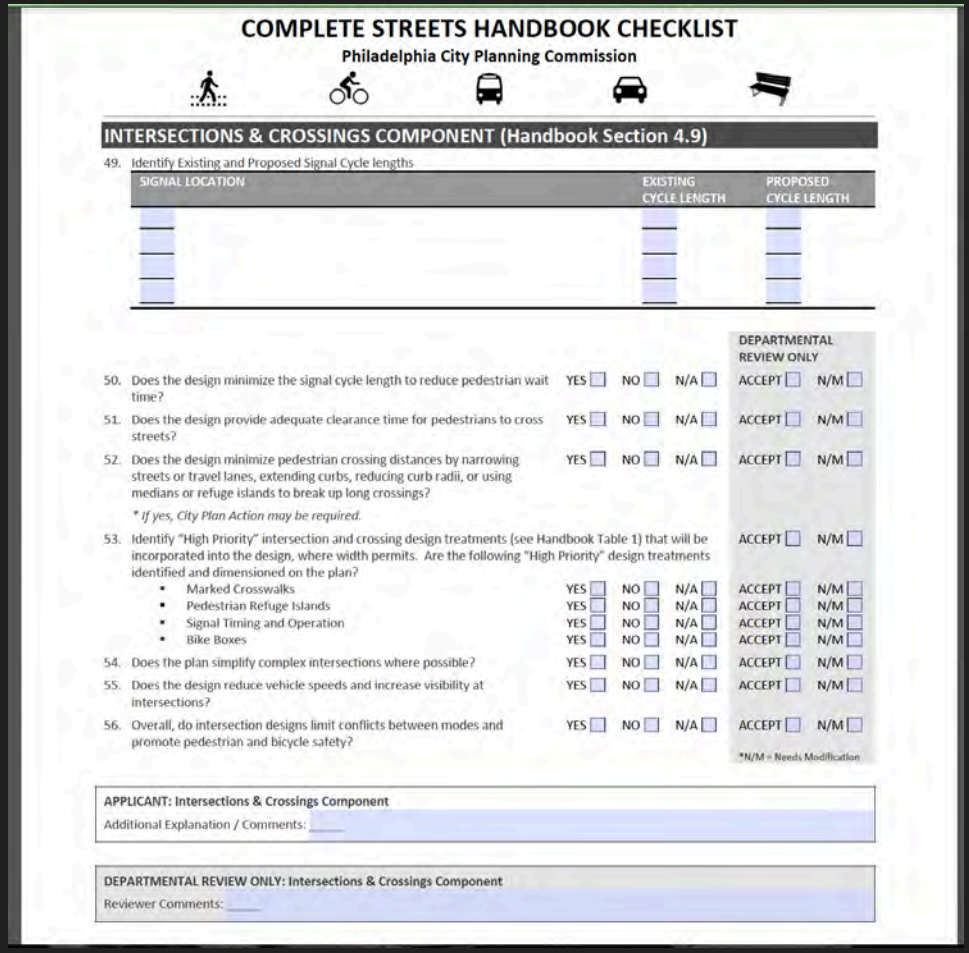
PROJECT DEVELOPMENT PROCESS

- Project identification and selection
- Scoping
- Funding
- Planning
- Building
- Operating
- Maintaining
- Evaluating



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH

		DEPARTMENTAL REVIEW ONLY
50.	Does the design minimize the signal cycle length to reduce pedestrian wait time? YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
51.	Does the design provide adequate clearance time for pedestrians to cross streets? YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
52.	Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
	** If yes, City Plan Action may be required.*	
53.	Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?	ACCEPT ☐ N/M ☐
	• Marked Crosswalks YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
	• Pedestrian Refuge Islands YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
	• Signal Timing and Operation YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
	• Bike Boxes YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
54.	Does the plan simplify complex intersections where possible? YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
55.	Does the design reduce vehicle speeds and increase visibility at intersections? YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐
56.	Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety? YES ☐ NO ☐ N/A ☐	ACCEPT ☐ N/M ☐

*N/M = Needs Modification

APPLICANT: Intersections & Crossings Component

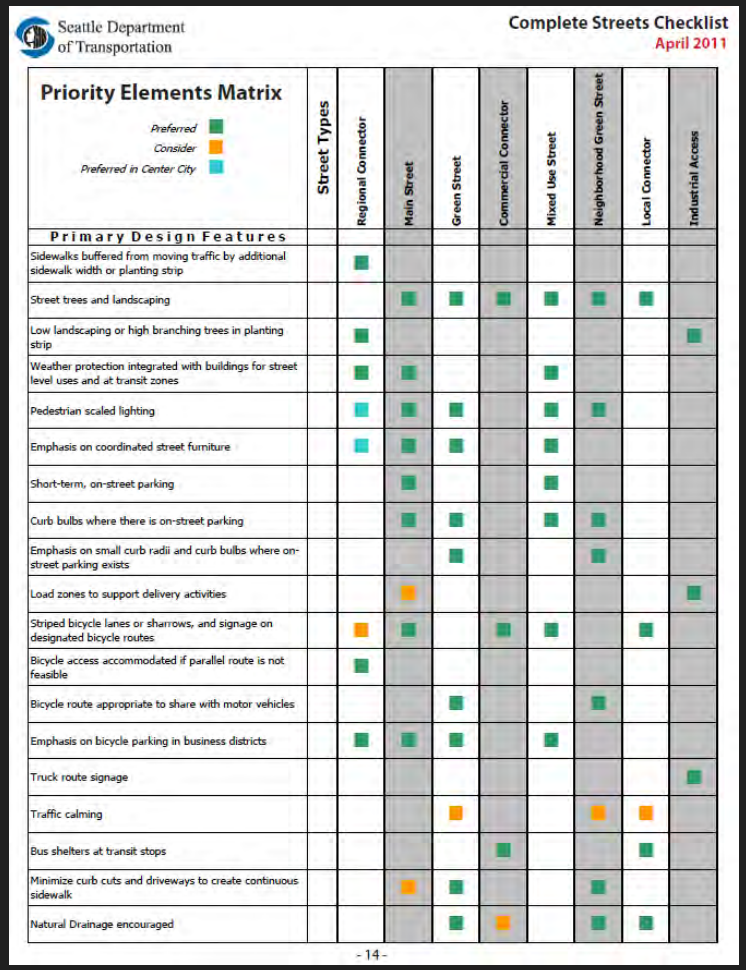
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW ONLY: Intersections & Crossings Component

Reviewer Comments: _____

PROJECT OVERSIGHT & REPORTING

- Create or assign a review committee
- Require public reporting of policy exceptions
- Assign a staff person to manage and track the process



Seattle Department of Transportation

Complete Streets Checklist
April 2011

Priority Elements Matrix

Preferred
Consider
Preferred in Center City

Primary Design Features	Street Types	Regional Connector	Main Street	Green Street	Commercial Connector	Mixed Use Street	Neighborhood Green Street	Local Connector	Industrial Access
Sidewalks buffered from moving traffic by additional sidewalk width or planting strip		■							
Street trees and landscaping			■	■	■	■	■	■	
Low landscaping or high branching trees in planting strip		■							■
Weather protection integrated with buildings for street level uses and at transit zones		■	■			■			
Pedestrian scaled lighting		■	■	■		■	■		
Emphasis on coordinated street furniture		■	■	■		■			
Short-term, on-street parking			■			■			
Curb bulbs where there is on-street parking			■	■		■	■		
Emphasis on small curb radii and curb bulbs where on-street parking exists				■			■		
Load zones to support delivery activities			■						■
Striped bicycle lanes or sharrows, and signage on designated bicycle routes		■	■		■	■		■	
Bicycle access accommodated if parallel route is not feasible		■							
Bicycle route appropriate to share with motor vehicles				■			■		
Emphasis on bicycle parking in business districts		■	■	■		■			
Truck route signage									■
Traffic calming				■			■	■	
Bus shelters at transit stops					■			■	
Minimize curb cuts and driveways to create continuous sidewalk			■	■			■		
Natural Drainage encouraged				■	■		■	■	

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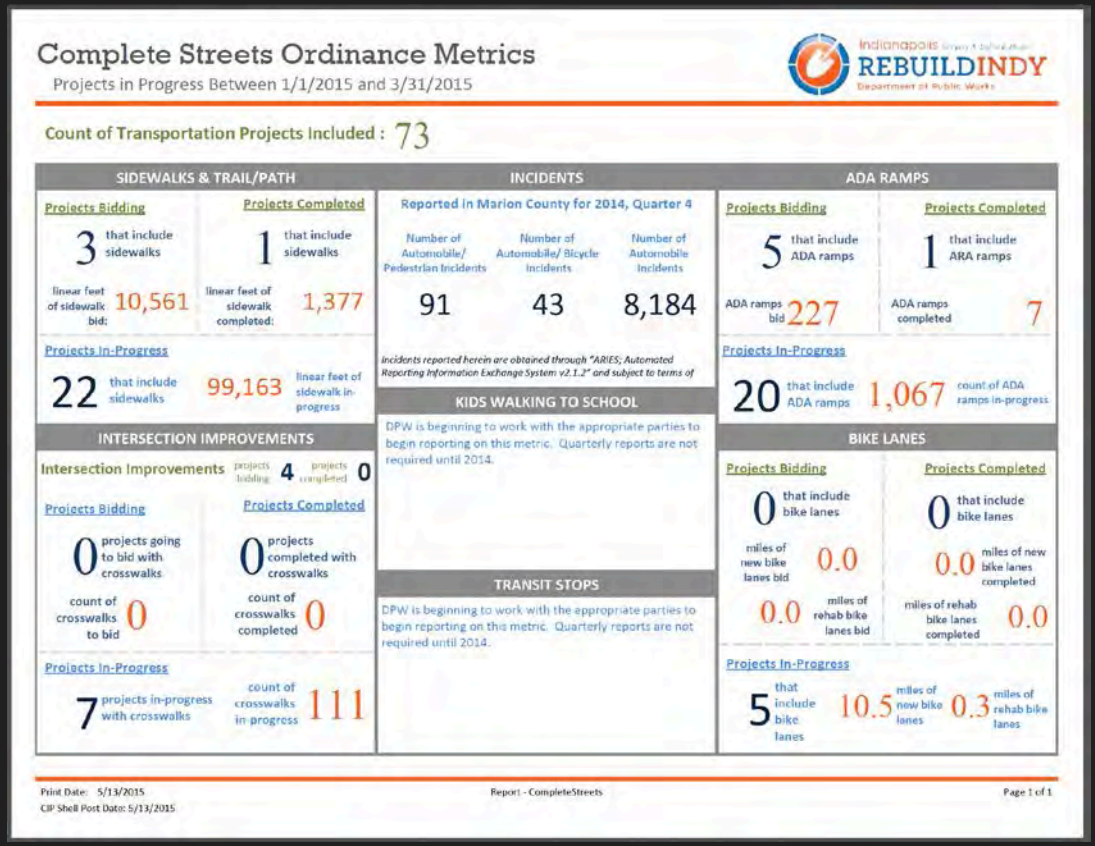
PERFORMANCE MEASURES

What will we measure to gauge progress?

Examples:

- User data
- Crash data
- Linear feet of sidewalk
- Miles of bike lanes
- Number of exemptions



Complete Streets Ordinance Metrics

Projects in Progress Between 1/1/2015 and 3/31/2015

Indianapolis REBUILDINDY Department of Public Works

Count of Transportation Projects Included : 73

SIDEWALKS & TRAIL/PATH

Projects Bidding: 3 that include sidewalks; linear feet of sidewalk bid: 10,561

Projects Completed: 1 that include sidewalks; linear feet of sidewalk completed: 1,377

Projects In-Progress: 22 that include sidewalks; 99,163 linear feet of sidewalk in-progress

INTERSECTION IMPROVEMENTS

Intersection Improvements: projects bidding 4; projects completed 0

Projects Bidding: 0 projects going to bid with crosswalks; count of crosswalks to bid 0

Projects Completed: 0 projects completed with crosswalks; count of crosswalks completed 0

Projects In-Progress: 7 projects in-progress with crosswalks; count of crosswalks in-progress 111

INCIDENTS

Reported in Marion County for 2014, Quarter 4

Number of Automobile/ Pedestrian Incidents	Number of Automobile/ Bicycle Incidents	Number of Automobile Incidents
91	43	8,184

Incidents reported herein are obtained through "ARIES; Automated Reporting Information Exchange System v2.1.2" and subject to terms of

KIDS WALKING TO SCHOOL

DPW is beginning to work with the appropriate parties to begin reporting on this metric. Quarterly reports are not required until 2014.

TRANSIT STOPS

DPW is beginning to work with the appropriate parties to begin reporting on this metric. Quarterly reports are not required until 2014.

ADA RAMPS

Projects Bidding: 5 that include ADA ramps; ADA ramps bid 227

Projects Completed: 1 that include ARA ramps; ADA ramps completed 7

Projects In-Progress: 20 that include ADA ramps; 1,067 count of ADA ramps in-progress

BIKE LANES

Projects Bidding: 0 that include bike lanes; miles of new bike lanes bid 0.0; 0.0 miles of rehab bike lanes bid

Projects Completed: 0 that include bike lanes; 0.0 miles of new bike lanes completed; miles of rehab bike lanes completed 0.0

Projects In-Progress: 5 that include bike lanes; 10.5 miles of new bike lanes; 0.3 miles of rehab bike lanes

Print Date: 5/13/2015
CIP Shell Post Date: 5/13/2015

Report - CompleteStreets

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EVALUATION

Seattle: "Before and after" reports

Nickerson Street Before:

Nickerson Street After:

Top End Speeders *Percent 10+ mph over the speed limit*			
	Before	After	Change
Westbound	17%	1.4%	-92%
Eastbound	38%	1.5%	-96%

Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

5-YEAR REVIEW

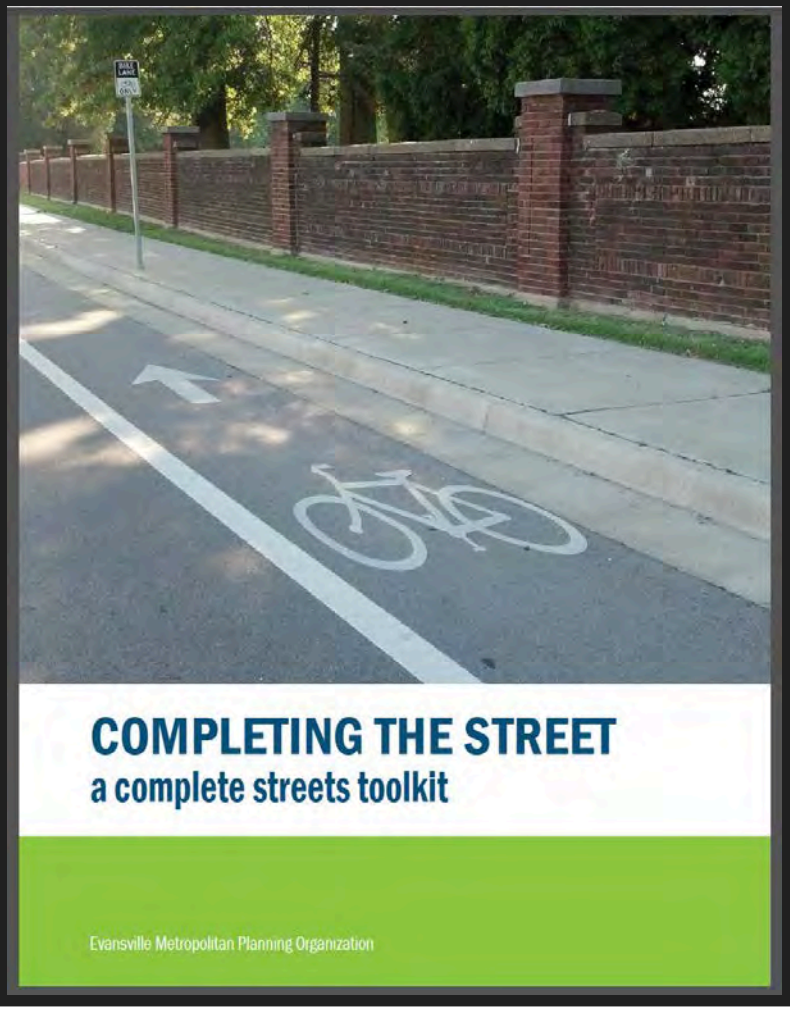
- Record any problem with implementing the policy
- Begin drafting revisions to address policy changes after the initial adoption
- Assign a staff person to manage and track the potential policy revisions

NATIONAL ADOPTABLE/ADAPTABLE GUIDANCE

RESOURCES

- Complete Streets Implementation Action Plan 2.0, California Department of Transportation (November 2014)
- Complete Streets Implementation Work Plan, Minnesota Department of Transportation (October 2014)
- Implementation Action Plan, Lee County, Florida
- Transportation Demand Management for Site Plan Development, Arlington County, VA
- Evansville – Completing the Street: A Complete Streets Toolkit

Evansville – Completing the Street: A complete Streets Toolkit



QUESTIONS?

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Presentation based on guidance and materials from the National Complete Streets Coalition.