

Complete Streets

**Presentation to
Indianapolis MPO
Multimodal Workshop
By
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Presentation Overview

1. “Complete Streets” defined
2. Why we need Complete Streets
3. Key design elements of Complete Streets
4. Complete Streets policy elements

A Growing List of Complete Streets Coalition Members

- Over 50 organizations, including health, economic development, MPOs, bicyclists, transportation planners and engineers and non-profit organizations
- Over 150 individual members-and growing!

1. What is a “Complete Street”?

Complete Streets



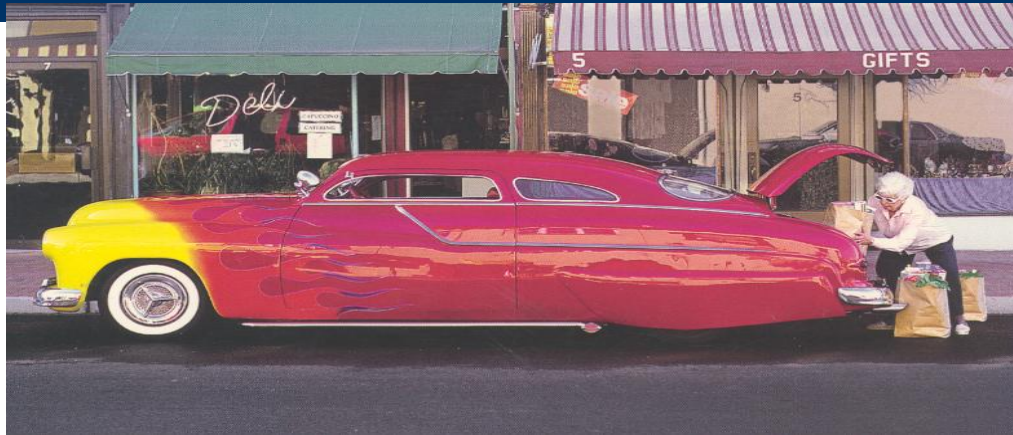
A Complete Street is safe, comfortable & convenient for travel by automobile, foot, bicycle, & transit regardless of age or ability

The Focus of Complete Streets Initiatives

- To ensure that multi-modal accommodations are a routine part of project development
- To “right the balance” in a transportation system historically tilted toward automobiles

Will Today's Roads Meet the Needs of Future Road Users?

NO!



A little history...

After WW II vehicular mobility was emphasized. If one was traveling by foot, bicycle or public transportation, or you had reduced function, due to age or disability, your needs were not considered.

Complete Streets Policies

- Creating Complete Streets means transportation agencies must change their orientation from building primarily for cars and consider the whole community and its mobility needs.

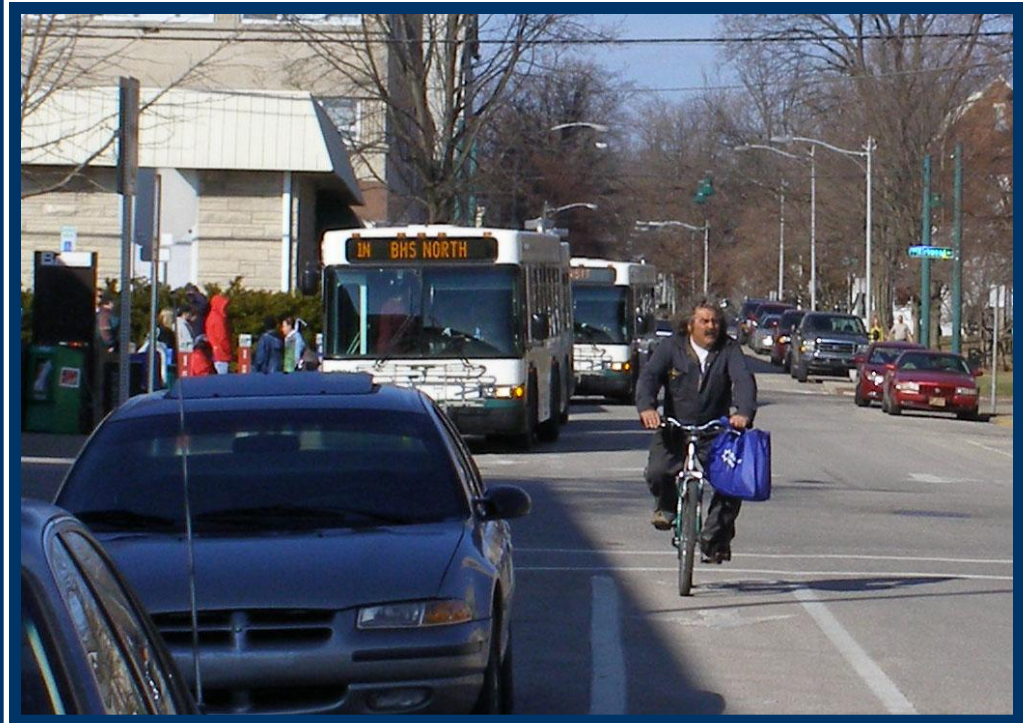
Complete Streets policies are NOT:

- A mandate for immediate retrofit
- A silver bullet
- A design prescription

Mobility as a Part of a Livable Community

- If you plan cities for cars and trucks, you get cars and trucks.
- If you plan for people and places, you get people and places.

2. Why Do We Need Complete Streets?



Streets are inadequate

- too narrow to share with bicycles



Streets are inadequate – no sidewalks



Streets are inadequate “Sidewalks to the Stars”



Streets are inadequate

- inaccessible/uninviting to transit riders



Streets are inadequate “Cow paths or goat trails”



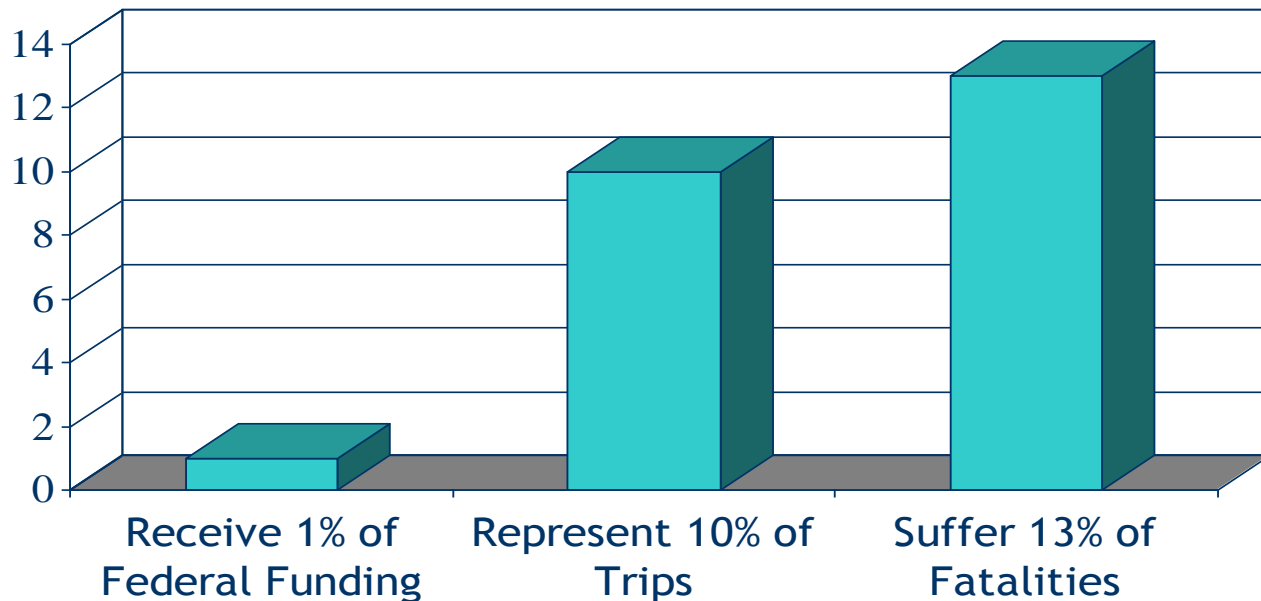
Streets are inadequate

- too dangerous to cross on foot



Incomplete Streets Are Unsafe

Pedestrians and Bicyclists...



Demographically speaking...

**In the United States, by 2020, 50 million people will be 65+
By 2025, 1 in 4 US drivers will be 65+**

If road design is controlled by even the 85th percentile performance

requirements, the “design driver” of the early 21st century will be an

individual over the age of 65.



Source: US DOT
Federal Highway Administration
Highway Design Handbook for
Older Drivers and Pedestrians

3. What Are The Key Design Elements of Complete Streets?

- Though each roadway must be considered in the context of the area and intended use, Complete Streets design elements include:
 - frequent and safe crossing opportunities
 - median islands
 - bike lanes (or wide paved shoulders)
 - comfortable and accessible transit stops
 - special bus lanes
 - accessible pedestrian signals and signage
 - curb extensions
 - and more.

Complete Streets Design Elements: Crosswalks; Median Islands



Complete Streets Design Elements: Bicycle Lanes/Paved Shoulders



Complete Streets Design Elements: Comfortable/Accessible Transit Stops



Complete Streets Design Elements: Accommodate Multi-Modal Uses



Urban/Suburban Strip- Existing Conditions



Renaissance Planning Group

Urban/Suburban Strip- Reduce Visual Clutter



Renaissance Planning Group



Sidewalks and Landscaping

Renaissance Planning Group

NOTE: Concept Images— FOR ILLUSTRATIVE PURPOSES ONLY

Urban/Suburban Strip- Provide Clear Markings



Urban/Suburban Strip- Improve Legibility



New Signs

Mullery

NO RIGHT TURN

RIGHT LANE MUST TURN RIGHT

BEGIN RIGHT TURN LANE
YIELD TO BIKES

EconoLodge

Renaissance Planning Group

4. Complete Streets Policies



The Best Complete Streets Policies:

- Balance the needs of all users (pedestrians, bicyclists, and transit riders of all ages and abilities, as well as cars, buses, and trucks)
- Apply to all roads – state, county, local
- Apply to new, reconstruction and retrofit projects, and include performance standards and measurable outcomes
- Feature direct use of the latest and best design standards (See the New design manuals and the Highway Design Handbook for Older Drivers and Pedestrians)
- Encourage a comprehensive, integrated, connected transportation network accommodating all modes
- Specify any exceptions and require high-level approval of exceptions
- Sets a vision

Complete Streets Policies

- **110 jurisdictions** have a stated commitment to complete streets, including Bloomington, IN
 - More than 30 policies adopted in 2009!
 - NIRPC, MCCOG have policies under consideration
- **Policy Types**
 - Public: legislation, ordinance, resolution, executive order
 - Internal: policy, plan, manual, standard
- **Policy Levels**
 - Local, MPO, State, Federal

Complete Streets Help Create Livable Communities

- Complete streets make economic sense.
- Complete streets improve safety.
- Complete streets encourage walking and biking.
- Complete streets ease transportation woes.
- Complete streets benefit children.
- Complete streets are good for air quality.
- Complete streets make fiscal sense.

Status of HB1182: Complete Streets

- Passed out of the House, 90-4
- Impressive bi-partisan support
- Has bi-partisan sponsorship in the Senate
- INDOT working with advocates to develop and implement complete streets guidelines at the state level
- Local level advocacy efforts

Pending Federal Legislation

- Complete Streets Act of 2009
 - S. 584; Senator Tom Harkin [IA]
 - H.R. 1443, Congresswoman Doris Matsui [CA]
 - Both ensure that all users of the transportation system - pedestrians, bicyclists, and transit users, as well as children, older adults and individuals with disabilities - are able to travel safely and conveniently on our streets.

Questions?

(This IS a Complete Street, but something is not right. Do you know what is wrong here?)



Photo by Hannah Twaddell

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