



COMPLETE STREETS



The main objective of the Complete Streets initiative is to design and build roads that safely and comfortably accommodate all users, including motorists, bicyclists, pedestrians, transit riders, and commercial vehicle operators.

Complete Streets encourages street connectivity and the creation of a balanced, comprehensive transportation system for all modes of travel and people of all ages and abilities, and promotes Americans with Disabilities Act (ADA) acceptable infrastructure.

As cities and towns strive to improve multimodal transportation within their community, INDOT hopes this document will help inform local government and community leaders of available program resources.

The Indiana Department of Transportation (INDOT) is responsible for maintaining all interstate highways, U.S. routes, and state roads in Indiana. Many of these roads run through the hearts of Hoosier cities and towns, where local governments and community partners embrace the concept of Complete Streets.

FREQUENTLY ASKED QUESTIONS

Does INDOT consider Complete Streets as part of long-term transportation planning?

Yes. INDOT has adopted a Complete Streets Guideline & Policy to guide agency planners, designers, and engineers on how to implement Complete Streets initiatives.

While the Complete Streets Guideline & Policy is not a funding program, INDOT does partner with a number of stakeholders — including Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), INDOT district offices, transit agencies, FHWA, Federal Transit Administration (FTA), and local elected officials — to achieve the following:

- Identify opportunities to promote and provide safe and convenient access and travel for all transportation network users while reducing crash rates and the severity of crashes.
- Improve mobility and accessibility of all individuals, including those with disabilities in accordance with the ADA.
- Safely integrate intermodal connections across the transportation network to maximize efficient use of existing transportation facilities.
- Encourage mode shift to non-motorized transportation and transit in appropriate situations.
- Ensure early coordination during project scoping to identify and document how a reconstruction or new construction project will impact bicyclists, pedestrians, and transit riders of all ages and abilities and potential actions or strategies to address them.
- Offer internal and external training opportunities and other resource tools in planning, engineering, environmental services, resource centers, education, encouragement, and evaluation to state legislators, local elected officials, and citizens.



The complete policy can be accessed at in.gov/indot/doing-business-with-indot/consultants/designers/complete-streets-program/.

What are the benefits of Complete Streets?

Complete Streets provides many benefits to residents, business owners, developers, and the community. Most importantly, embracing the Complete Streets concept creates a balanced transportation system by providing safe, accessible, and efficient connections between travel destinations, bolstering economic growth and stability, and increasing property values.

Complete Streets enhances job growth, reduces crashes through safety improvements, improves public health and fitness, reduces air pollution, and lessens overall demand on roadways by enabling people to replace motor vehicle trips with multiple transportation options. Additionally, integrating sidewalks, bike facilities, transit amenities, and/or safe crossings into the initial design of a project spares the expense and complications of later retrofits.



Can local government enhance INDOT-maintained roads?



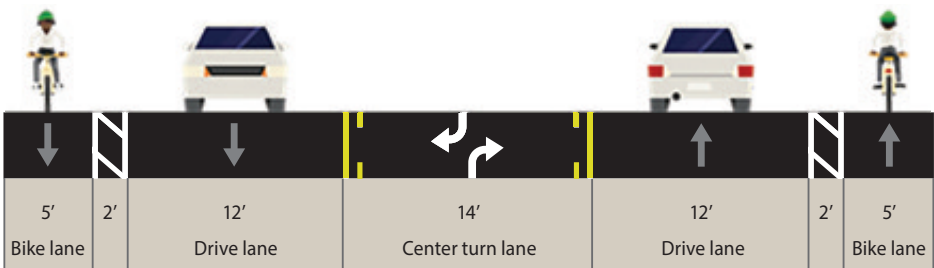
Local units of government must obtain a permit to work within INDOT right-of-way, independent of any INDOT-planned project. Permit applications are accepted online and are reviewed and issued at the INDOT district level. For more information, contact your district Permits Office prior to application submission at 855-463-6848.

Local units may also wish to partner with the agency on an upcoming INDOT project. This enables all work to be completed simultaneously and ensures price favorability by combining project bids. INDOT plans transportation projects five years in advance, so it is important that these details be included early in project development so as not to delay the overall project or significantly increase cost.

Once a project is complete, INDOT is responsible for maintaining the asset from curb to curb. The local unit of government will be responsible for maintaining any enhancements made beyond the curb, including sidewalks. Per Indiana Code 8-23-6-3 (d), INDOT does not maintain sidewalks, grass plats, nor the connecting drainage facilities in the areas defined by the Code.

Are financial grants available for local funding of roadway enhancements?

INDOT provides support to local units of government by sharing 25% — or approximately \$250 million — of the federal funds apportioned to it each fiscal year under Congressional Highway Authorization bills. In particular, the Transportation Alternatives Program provides funding for a variety of small-scale transportation projects, including pedestrian and bicycle facilities and sidewalk and ADA improvements.



These federal funds are sub-allocated through MPOs to cities, towns, and counties within the state’s larger urbanized areas. Rural communities — those not served by an MPO — can apply to receive these funds directly through INDOT. More information regarding the federal-aid call for projects can be found at [in.gov/indot/2390.htm](https://www.in.gov/indot/2390.htm).

In addition to the resources available through INDOT, the state of Indiana also offers the following competitive funding opportunities: *

- Office of Community and Rural Affairs Community Development Block Grants: [in.gov/ocra/cdbg.htm](https://www.in.gov/ocra/cdbg.htm)
- Office of Community and Rural Affairs Stellar Pathways Program: [in.gov/ocra/stellar.htm](https://www.in.gov/ocra/stellar.htm)

* Several programs have been temporarily suspended due to COVID-19. Please visit the above websites for current program information.

How can a local unit of government ensure its vision is considered during INDOT projects?

One of the most important things local officials can do is get to know their INDOT Central Office Bike and Pedestrian Coordinator as well as their district leadership team and Local Programs Directors. If your community has a Complete Streets policy, these are the partners who need to know that. Establishing relationships with these individuals can be invaluable for your community and can help bring your community vision to life efficiently and cost-effectively.

Even without a local policy, there are opportunities for early coordination. Early collaboration that incorporates the needs of all users helps make transportation projects more competitive for funding from some federal, state, and regional sources.

You should also sign up for INDOT GovDelivery notifications. This is a great way for local elected officials and the public to stay up to date on the latest INDOT projects, road closures, public input sessions, funding availability, and important deadlines. You can subscribe to a number of different newsletters specific to your location and area of interest by visiting [in.gov/indot/](https://www.in.gov/indot/).

PROJECT HIGHLIGHT: WARRICK COUNTY



In 2017, INDOT began scoping an asphalt overlay project for S.R. 662 from I-69 to Ellerbusch Road in Warrick County. During the planning process, the Evansville MPO began discussions with INDOT about how this project might improve connections between two existing bicycle and pedestrian trails.

Through these discussions, a final design was created that converted a four-lane road to a three-lane road with a dedicated center turn lane. For a long segment of the corridor, bike lanes were also added in each direction with a buffer zone separating bicyclists from vehicle traffic. As S.R. 662 approaches I-69, however, the roadway design forced the project team to be creative, and install sharrow signage, indicating to both motorists and cyclists that the lane must be shared. This practice, known as right sizing or road diet, did not require resurfacing but merely the repositioning of pavement markings to better meet the needs of all road users.

This project was completed in 2020, utilizing 100% state funding, and the project now connects trails in Warrick County with Vanderburgh County to the west and the town of Newburgh to the east.

PROJECT HIGHLIGHT: ELKHART

In 2016, after several vehicle-pedestrian crashes, the city of Elkhart asked INDOT — in conjunction with the Michiana Area Council of Governments (MACOG) — to conduct a safety study along S.R. 19. The resulting safety recommendations were then incorporated into a larger resurfacing project programmed for 2019.

In preparation for INDOT’s project, the city utilized local funds to install sidewalks on the east side of S.R 19/Cassopolis Street in 2018. The following year, the city completed the installation of sidewalks on the west side of the road, this time utilizing federal-aid dollars awarded through MACOG. Sidewalks in place on both sides of the road provided the necessary facilities to enable INDOT to further enhance the corridor for pedestrian traffic.

In summer 2019, INDOT completed a large resurfacing project for the length of S.R. 19/ Cassopolis Street and began incorporating the recommendations of the 2016 safety study. In all, this included three mid-block crossings with pedestrian refuge islands and warning signals, as well as three additional pedestrian crosswalks at existing traffic signals. The cost of these improvements was fully financed by INDOT.



S.R. 19/Cassopolis Street is a prime example of a state facility that also serves as a major thoroughfare within a municipality. By working together with INDOT and the MPO for the area, the city of Elkhart was able to leverage a variety of resources to improve the roadway for all users.



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