

# Complete Streets Implementation: INDOT Internal Policy Update



# Points

- **Don't re-invent the wheel/learn from others!**
- **Outline a draft plan from start to finish, establish milestones & results**
- **Know the key players/decision makers, talk their language**
- **Know what is important for the agency/region, key decision makers, and curtail your message**
- **Have the right people to champion and support your goals**
- **Understand what you are trying to achieve and place a cost/value on everything**
- **If you don't first succeed...try, try again!**



# So, Here's the Reality

- **It takes longer than you think!**
  - Political consideration
  - It's a culture shift (education & buy-in)
  - Prove it & taking shots
  - More coordination & standards needed
  - Tracking & organizing (data integration is needed)
  - Need a program and a communication plan
- **Staffing is Needed**
- **We got it...So now what? Who is going to carry the torch?**



# Successful Approach

## Communicate

- Bring awareness to activities to avoid duplication
- Give examples, use visuals, and keep it simple (not all decision makers are planners, engineers, or transportation professionals)
- Know your intended audience & talk their same language
- Be persistent ...control the message...and tell the story!

## Get the Facts

- Many perceptions and mixed feelings regarding CS in terms of impacts, public perception, expectations and costs.
- Package your facts in a constructive manner to various audiences based on the agency's position, belief, and goals. **Experts to Experts!**
- Talk about local and national successes. **Celebrate any local successes.**
- Don't reinvent the wheel. Use what is available. Learn from others.

## Have a Plan

- Identify gaps/issues and document how you will address them. (e.g. limited resources, training, coordination, delivery, and others).
- Identify key players, their roles, and map out your plan of attack
- Leverage advocacy & special interest groups.
- Identify overall goals, objectives, program limits, and how you will track them.



# State System Focus

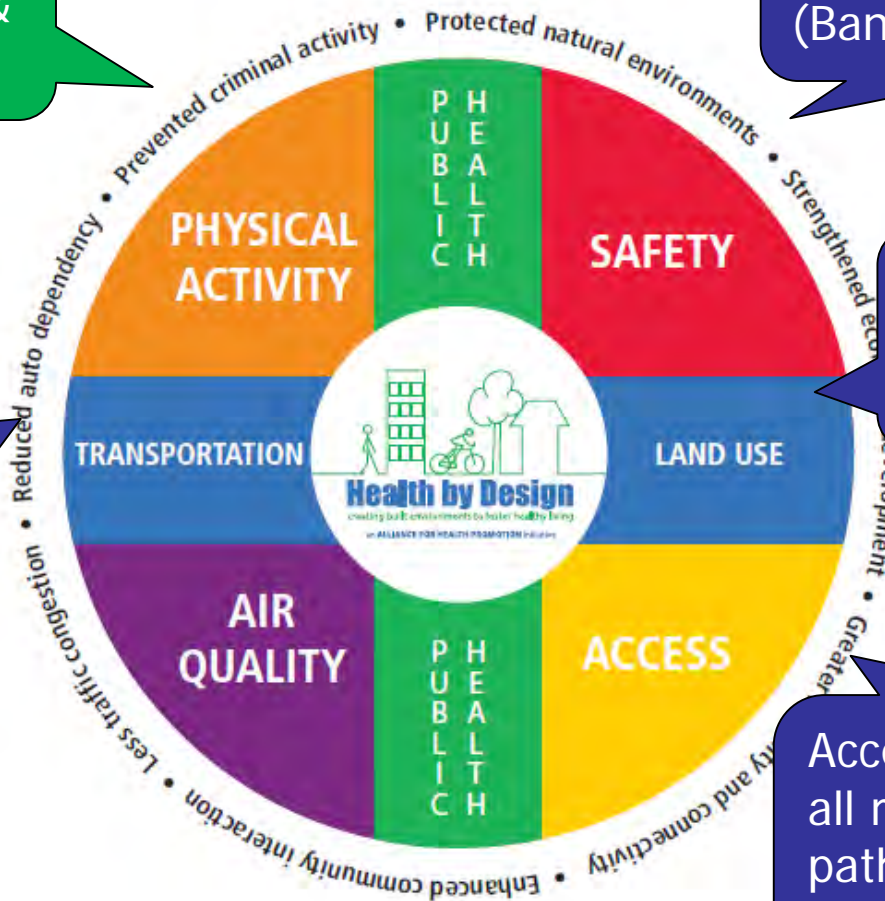
Depends on  
Community Values &  
Concerns

Safety for all users &  
benefits  
(Bang 4 your buck)

Cost Savings,  
Project Delivery,  
& Customer  
Expectations

Economic  
Development with  
specific case studies

Accessibility & Mobility for  
all modes (Show goat  
paths & pedestrian needs)



# Our Message: CS is Not New!

## INDOT/State Programs

- Context Sensitive Solutions
- Open Roads (Practical Design)
- Safe Route to School
- Trails & Greenway Program (DNR Managed)
- ADA Transition Plans
- Stellar Communities

## INDOT Activities

- Sidewalks/Crosswalks
- Paved, wide shoulders to accommodate bicycles
- Access Management Strategies
- Roundabouts
- Traffic Signal Timing
- Pedestrian Crossing Signals



# Our Message

- Low hanging fruit opportunities
- Various funding opportunities available
  - STP – Surface Transportation Funds
  - CMAQ – Congestion Mitigation Air Quality
  - NHPP – National Highway Performance Program
  - HSIP - Highway Safety Improvement Program
  - TIGER Grants
  - Public Private Partnerships/Local Contribution
- Opportunity to formalize and document what we are already doing



# Low Cost Treatment Focus

## Med to Low Cost Treatments Opportunities

- Access Management no ROW (varies depending on density of driveways & treatment)
- Bike Lane w/o added ROW (\$2K-3.5K per mile in paint)
- Sidewalks w/o ROW (\$50 to \$100 per LF, depending on drainage)
- Road Diets/Traffic Calming (Cost of repainting the roadway)
- Traffic Signal Timing (Cost of technician wages & possibly signal modernization)
- Pedestrian Crosswalks & Curb Bulbs (\$600 to \$1,000 each location)
- Pedestrian Crossing Signal Heads (count-down) \$1,000 each
- Shared bike lanes (signed & with sharrows) \$60 to \$200 each or roughly \$30K per mile
- Transit shelters (\$2K - \$4K each station)





# Low Hanging Fruit: US Bike Routes

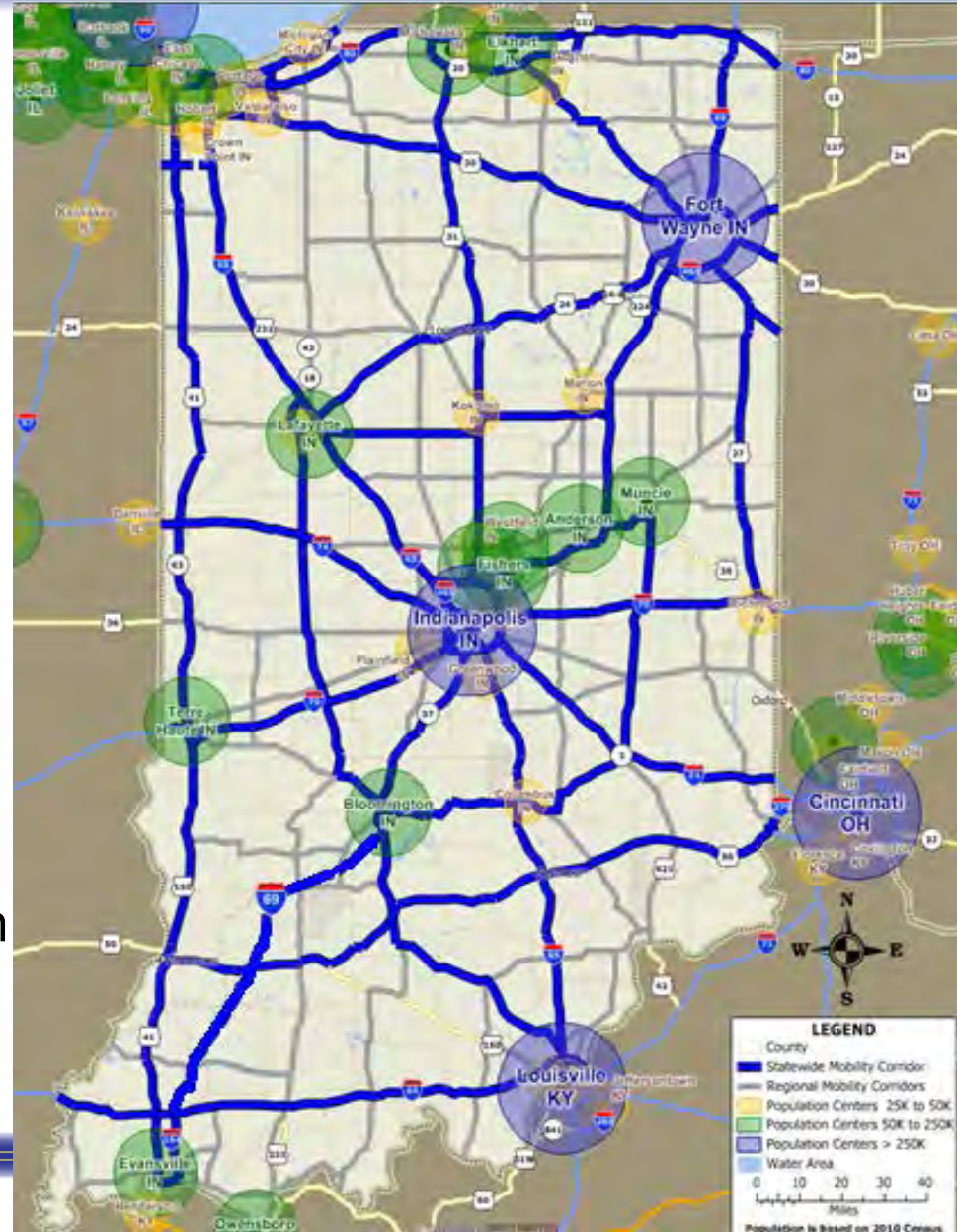
- Over 580 miles approved
- MPOs, advocacy, & special interest group did the heavy lifting
- Worked with the Department of Tourism
- Working on paying for signage
- Interest in secondary or feeder state bike routes



# Statewide Mobility Corridors

## Statewide Mobility Corridors

- Top-end of the highway system
- Meant to provide statewide mobility
- Provide safe, high-speed connections for long-distance trips between large metropolitan areas
- Serve as the freight arteries of the state
- Directly connects metropolitan areas of 25,000 in population or greater.



# Internal Planning Structure Changes

- New Statewide Technical Services Director (Scoping)
- Regional planners/staff re-assignment
- New Statewide Bike & Pedestrian Coordinator
- Early consideration of CS
- Early coordination and documented meetings on the call with the districts, MPOs, RPOs, and stakeholders.
- Community Context Audits/checklist
- PMs, ROW, Environmental Staff, Maint/Operations are at the table when projects are being programmed
- Options and costs are considered



# ADA Transition Needs

- Statewide need database developed
- Planning Team will be responsible for coordinating activities and maintaining database
- Considered early in project development and asset management process
- Will be tied to community context audits
- Dedicated funding to address ad-hoc ADA needs





# Implementation

- Coordination with ISDH, DNR, HBD, AARP, and others
  - Agreements are being drafted
  - Dedicated Training Funding
  - Statewide bike and pedestrian document
  - Long-range plan input
- Coordination with Tourism and Economic Development Corporation
- Refinement of business rules/approach



# Implementation

- Linkage and reference in INDOT Design Manuals (NACTO & Others)
- Branding the Program (Safe, Accessible, Transportation)...special thanks to HBD.
- Agency, City, and County Training Sessions
  - Partnering with advocacy groups
  - Combine with other training (scoping and access management)...not another training.
- Statewide Corridor Vision Plans – input from stakeholders on the vision and performance



# Tracking/Reporting Performance

- Annual Bike & Pedestrian Crashes (Corridor Specific or statewide) Improvements
- Miles or linear feet of sidewalks added
- Number of crosswalks added
- Miles of official shared bike lanes added
- Transit enhancements: bus priority lane, shelters, & platforms expenditure/units in projects
- Annual investment in CS qualifying projects
- Customer Services – follow up after project completion with business leaders
- Economic impact over time (vacancies, retail sales, property tax revenue, development with ½-mile)

Health impacts over time (ISDH)



# Thank You!

Roy Nunnally, Director  
Division of Asset Planning & Management  
[rnunnally@indot.in.gov](mailto:rnunnally@indot.in.gov)

Jeanette Wilson, Statewide Bike &  
Pedestrian Coordinator  
[jwilson@indot.in.gov](mailto:jwilson@indot.in.gov)

INDOT Complete Streets Website:  
<http://www.in.gov/indot/3284.htm>

