

# Regional Complete Streets Policy Quick Reference

The full Regional Complete Streets Policy can be found at [www.IndyMPO.org](http://www.IndyMPO.org)

## Defined (1.0):

Complete Streets are roadways designed to safely and comfortably **accommodate all users**, of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, transit users, school bus riders, delivery and service personnel, freight haulers, and emergency responders.

## Basic Requirements (4.0):

The recommendations and requirements within the IMPO Complete Streets Policy will apply to the IMPO's **federally funded Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) projects** including roadway and/or intersection reconstruction, added travel lane(s) projects, new roadways, and new or rehabilitated bridges (including bridge decks reconstructed over the Interstate and underpasses under reconstructed/new interchanges) within the IMPO's adjusted **urbanized area**.

1. The policy requires:
  - at least one (1) existing or new ADA-compliant, continuous sidewalk on one side of the roadway/bridge, or
  - a multiuse path of sufficient width to accommodate bicycle and pedestrian users simultaneously, or
  - where sidewalks are infeasible, designated bicycle lanes.
2. If the project area has planned or currently includes fixed transit routes, applicant must request comments from the applicable transit provider.

## Performance Measures (7.0):

These elements may be tracked via MiTIP:

- Bikeways – Sharrows – Bicycle Parking – Crosswalks – Ped Crossing Signals – Ped-scaled Street Lights – ADA Accessible Ramps – Dedicated Transit Facilities – Transit Stops – Median Refuge Islands – Bumpouts – Road Diets – Wayfinding – Other

## Process (6.0):

1. Early Coordination with IMPO.
2. Apply for funding during IMPO Calls for STBG and TAP projects via MiTIP.
  - A list of recommended projects will be formed through current project selection procedures.
3. Recommended projects will be evaluated for compliance with the Regional Complete Streets Policy.
  - Requested exceptions will be evaluated either administratively, or by the Complete Streets Task Force as appropriate.
  - If an exception is denied by the Task Force, the applicant may appeal the decision to the IRTC Tech Committee.
4. Projects in compliance or granted an exception will proceed through the existing TIP amendment process.
5. The IMPO will track each project and periodically meet with the LPA for updates.
  - **The IMPO should be notified immediately of any significant project scope change.**
  - Funded STBG projects may request up to an additional 10% (with local match) of the awarded funding amount to accommodate necessary changes or budget shortfalls.

## Additional Tools:

- Section 5.2 of the Complete Streets Policy includes links to resources for design guidance, cost estimation, and need analysis.

The IMPO has developed an **online mapping tool** to make it easier for LPA's to identify areas of need for multi-modal transportation facilities. It can be found at: <https://arcg.is/1n8S40>

