WHAT ARE COMPLETE STREETS?

Complete Streets are streets, highways, and bridges that are routinely planned, designed, operated, and maintained to prioritize safety, comfort, and access to destinations for all people who use the facility.

This includes, but is not limited to:

• Safe street crossings
• Adequate roadway shoulders
• ADA-compliant sidewalks
• Bicycle lanes and shared use paths
• Roadways designed for desired speed
• Context sensitive design
WHY HAVE A COMPLETE STREETS POLICY?

• Promotes a safe, accessible, efficient, and coordinated transportation network
• Enhances job growth and economic development
• Reduces the overall demand on roadways by allowing people to replace motor vehicle trips with active transportation and transit options
• Recommended by FHWA and area stakeholders (SAG)
APPLICABILITY

This Policy will apply to ACOG sponsored projects within the OCARTS boundary (STBG, TAP, CMAQ, etc.), including projects such as:

• Widenings
• New construction
• Reconstruction
• Intersections
• Bridges
Applicable projects are required to include, at a minimum, one of the following:

- a continuous ADA-compliant sidewalk on at least one side of the roadway/bridge, or
- designated bicycle lanes within the roadway project, if the inclusion of a sidewalk is anticipated to be overly burdensome to the project, or
- a shared-use path of a sufficient width to accommodate both pedestrian and bicycle travel simultaneously, or
- a 60-inch or wider paved shoulder on both sides of the roadway/bridge
EXAMPLES
After
Sooner Rd. Edmond
After
Lindsey St. Norman
• Projects should preserve and enhance neighborhood character
• Roadway capacity and context should be considered
• Street amenities should be included
• Roadways should be designed for the desired operating speed
# Roadway Capacity to Volume and Speed

## Sources
- ACOG Facility Capacities LOS Chart
- INCOG Context Sensitive Capacity - Volume - Geometrics Table
- City Limits (NACTO)
- Speed Limits for Injury Minimization (FHWA)

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Recommended AADT Range</th>
<th>Recommended AADT Midpoint</th>
<th>Recommended Operating Speed (Miles Per Hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-Lane Neighborhood</td>
<td>0 - 8,000</td>
<td>4,000</td>
<td>15 - 20 (Urban, Suburban, and Rural)</td>
</tr>
<tr>
<td>2-Lane Arterial</td>
<td>8,000 - 15,000</td>
<td>11,500</td>
<td>20 - 25 (Commercial District/Activity Center/School Zone)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20 - 30 (Urban/Suburban)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25 - 40 (Rural)</td>
</tr>
<tr>
<td>3-Lane Arterial (Center Turn Lane)</td>
<td>13,000 - 18,000</td>
<td>15,500</td>
<td>25 - 30 (Urban, Suburban, and Rural)</td>
</tr>
<tr>
<td>4-Lane Arterial (Undivided)</td>
<td>16,000 - 30,000</td>
<td>23,000</td>
<td>25 - 35 (Urban/Suburban)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30 - 45 (Rural)</td>
</tr>
<tr>
<td>4-Lane Arterial (Divided)</td>
<td>26,000 - 34,000</td>
<td>30,000</td>
<td>25 - 35 (Urban/Suburban)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30 - 45 (Rural)</td>
</tr>
<tr>
<td>5-Lane Arterial (Center Turn Lane)</td>
<td>25,000 - 33,000</td>
<td>29,000</td>
<td>30 - 40 (Urban/Suburban)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>40 - 55 (Rural)</td>
</tr>
<tr>
<td>6-Lane (or more) Arterial</td>
<td>32,000 +</td>
<td>N/A</td>
<td>30 - 40 (Urban/Suburban)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>40 - 55 (Rural)</td>
</tr>
</tbody>
</table>

**Sources:** ACOG Facility Capacities LOS Chart, INCOG Context Sensitive Capacity - Volume - Geometrics Table, City Limits (NACTO), Speed Limits for Injury Minimization (FHWA)
IMPLEMENTATION

• This policy will be in effect for any CFP after adoption of Encompass 2045 (CY 2022)
• Exceptions may be considered if a project cannot meet the Complete Streets Policy
• Creation of a Complete Streets Committee (CSC) to review exceptions
• Process for exceptions includes:
  - Appeal to ACOG staff (using the Exception Checklist)
  - Review by staff
  - Staff may reject, approve, or pass the case to the CSC

CONTINUED
IMPLEMENTATION CONTINUED

- Projects automatically exempt from the Complete Street Policy include:
  - Resurfacing and other maintenance projects
  - Intelligent Transportation Systems (ITS) projects
  - Projects located on a facility that prohibits bicyclists or pedestrians AND transit does not operate on, nor is planned to, for the next 10 years
  - Non-motorized projects
  - Transit projects
  - Safety projects (traffic signals, crosswalks, pavement markings, etc.)
  - Programs
  - Planning studies
Impact on Past Projects

<table>
<thead>
<tr>
<th>Number of Projects Reviewed</th>
<th>Number of Projects in Compliance</th>
<th>Number of Projects Not in Compliance</th>
<th>Number of Projects Exempt</th>
</tr>
</thead>
<tbody>
<tr>
<td>204</td>
<td>69</td>
<td>5</td>
<td>125</td>
</tr>
</tbody>
</table>

Note: Five project applications did not contain adequate data to analyze (all bridge projects)
EVALUATION

• ACOG shall, at a minimum, evaluate this policy with each new Metropolitan Transportation Plan. This evaluation may include recommendations for amendments to the Complete Streets Policy.

• ACOG will annually report to BPAC, ITTC, and the CSC to evaluate the success of this Complete Streets policy.
QUESTIONS?

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ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS