

# ACOG COMPLETE STREETS POLICY

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# 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

CONTINUED

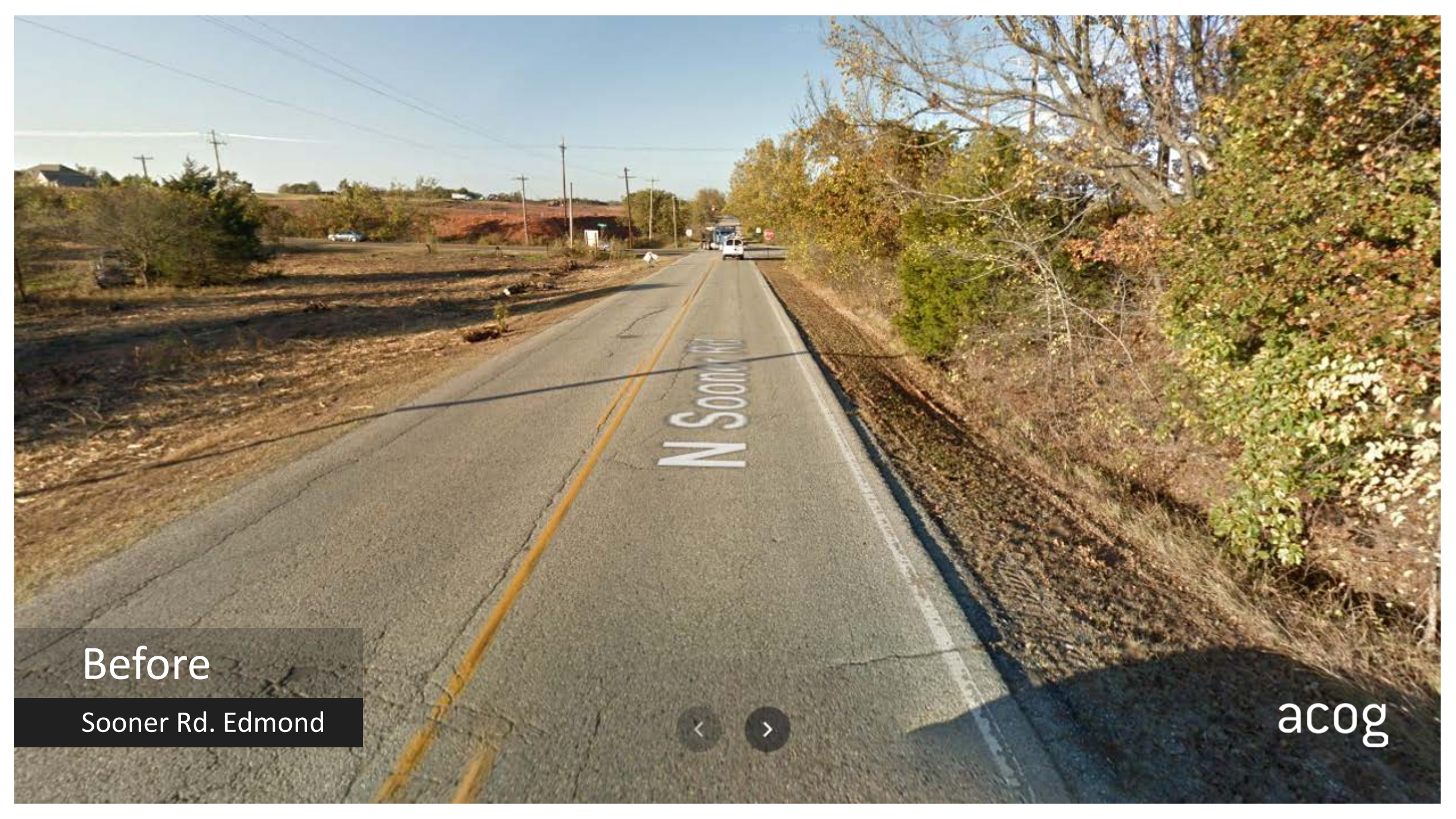
## APPLICABILITY | CONTINUED

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





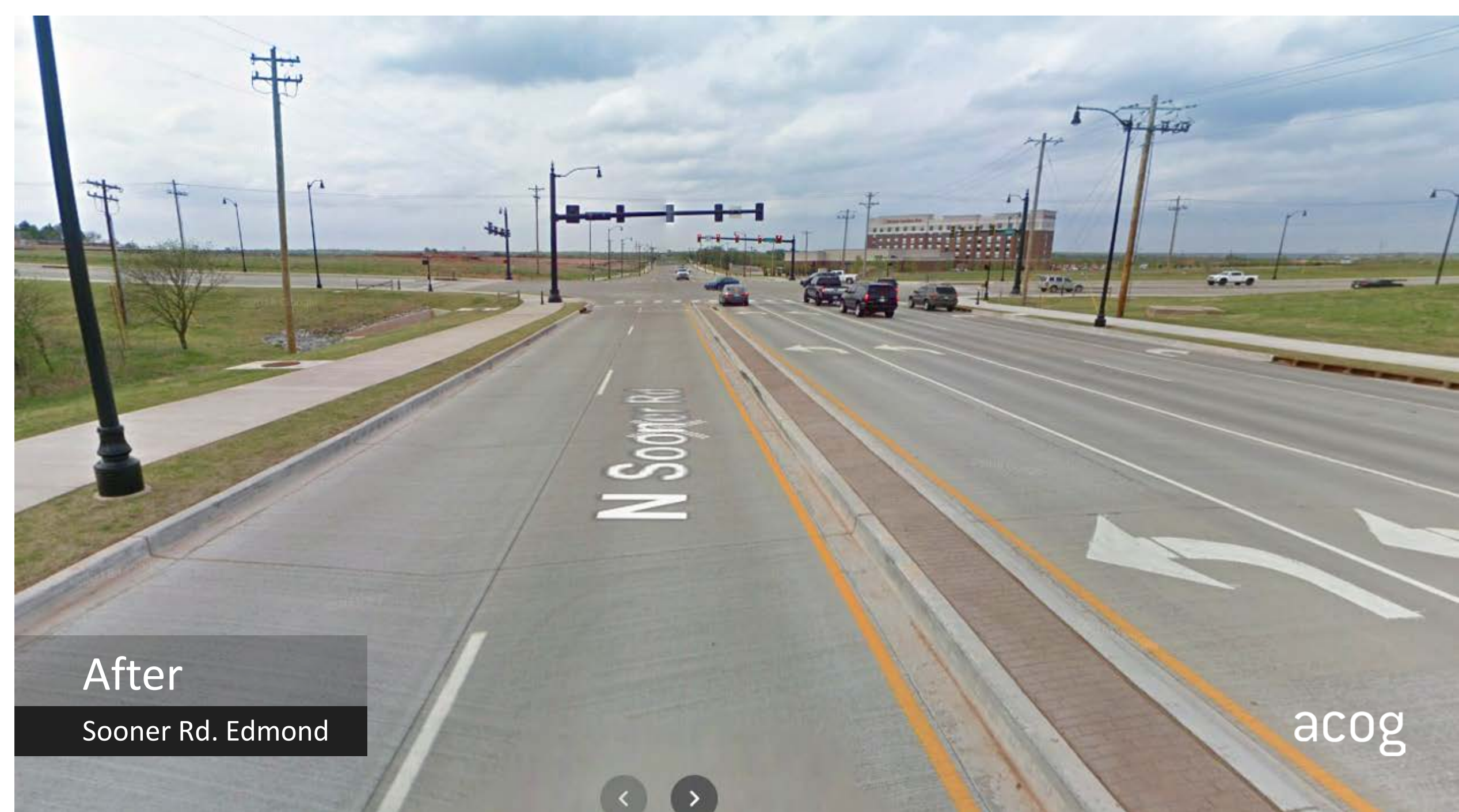
Before

Sooner Rd. Edmond



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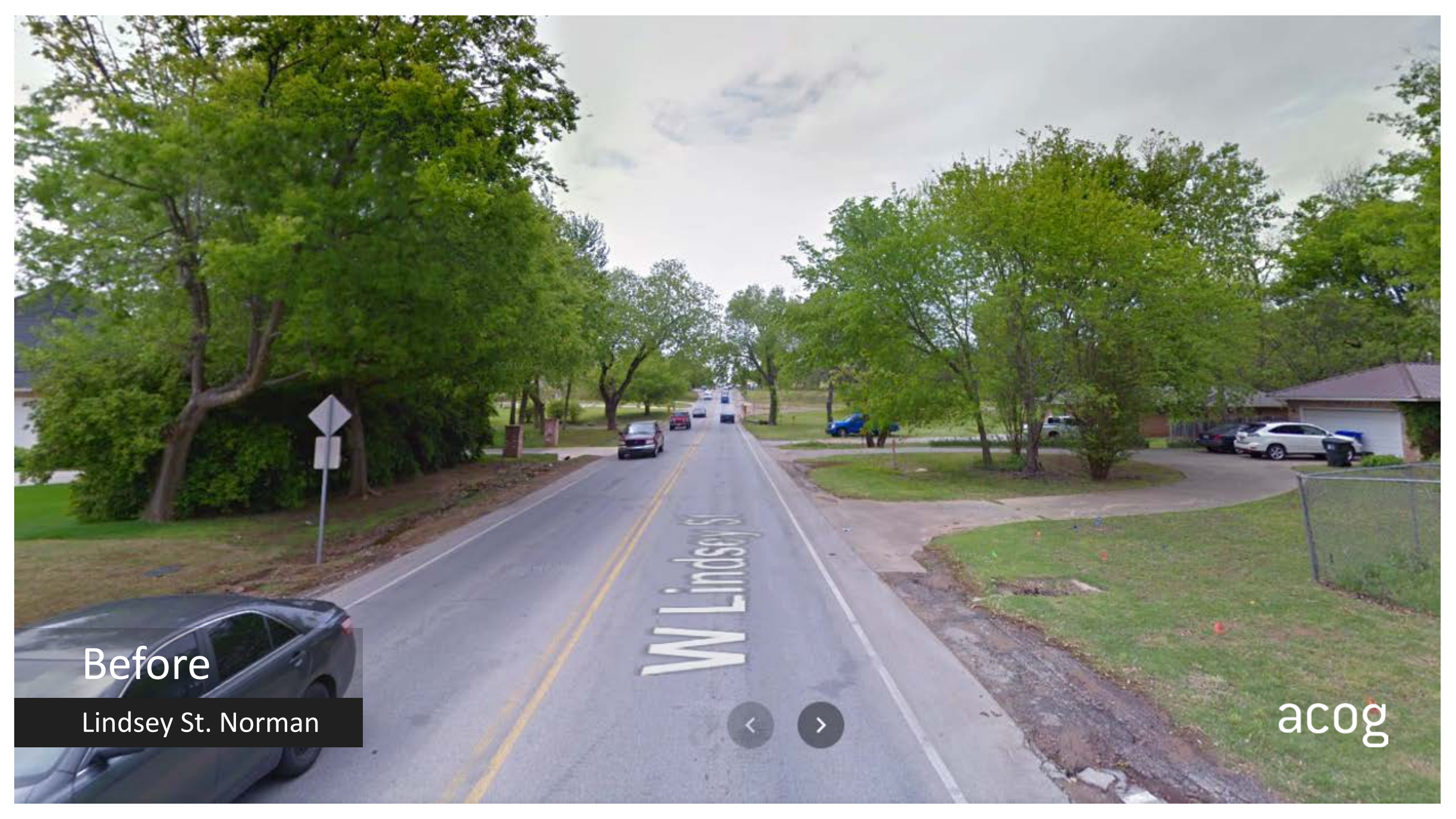
After

Sooner Rd. Edmond

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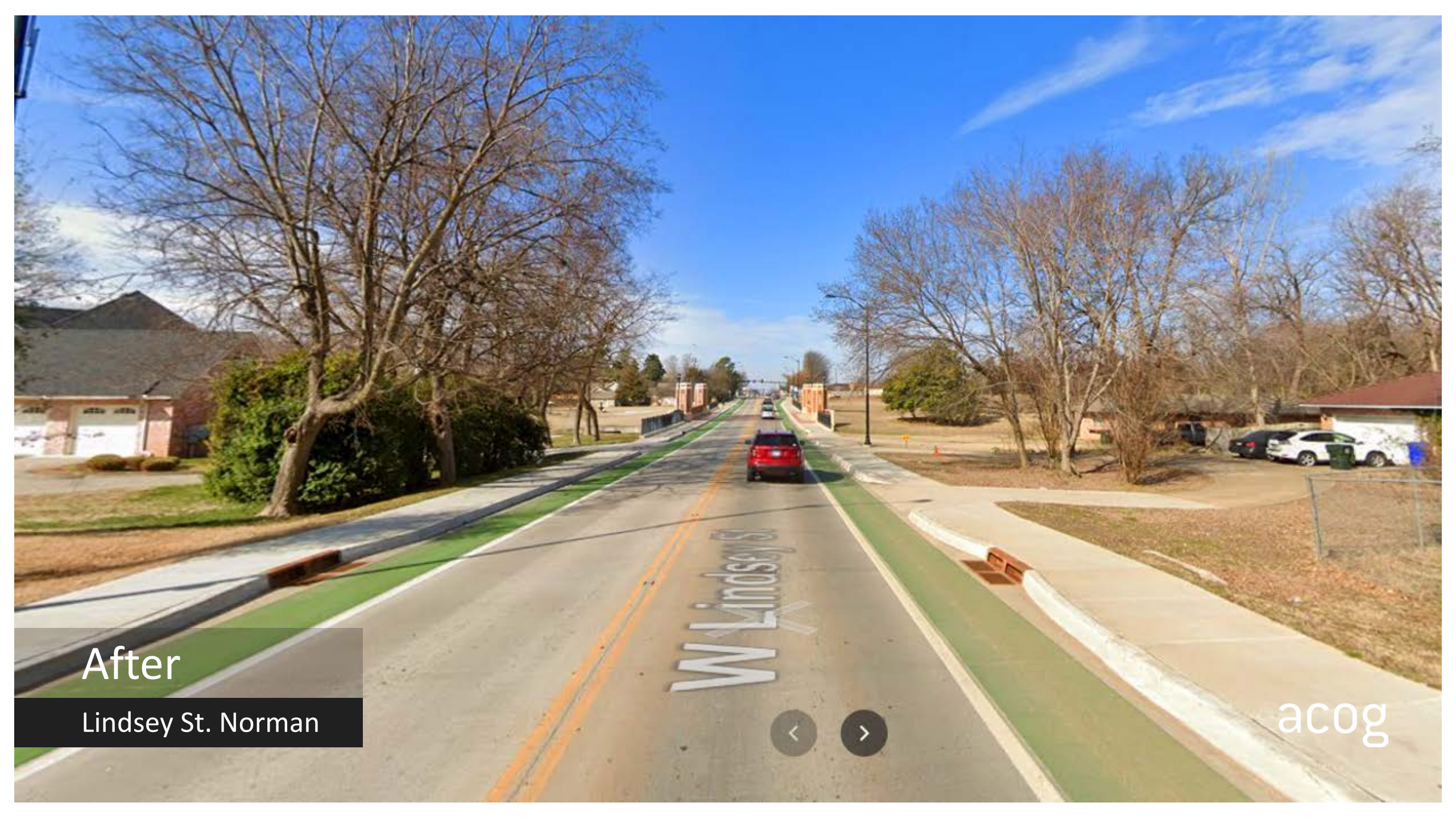
Before

Lindsey St. Norman

W Lindsey St

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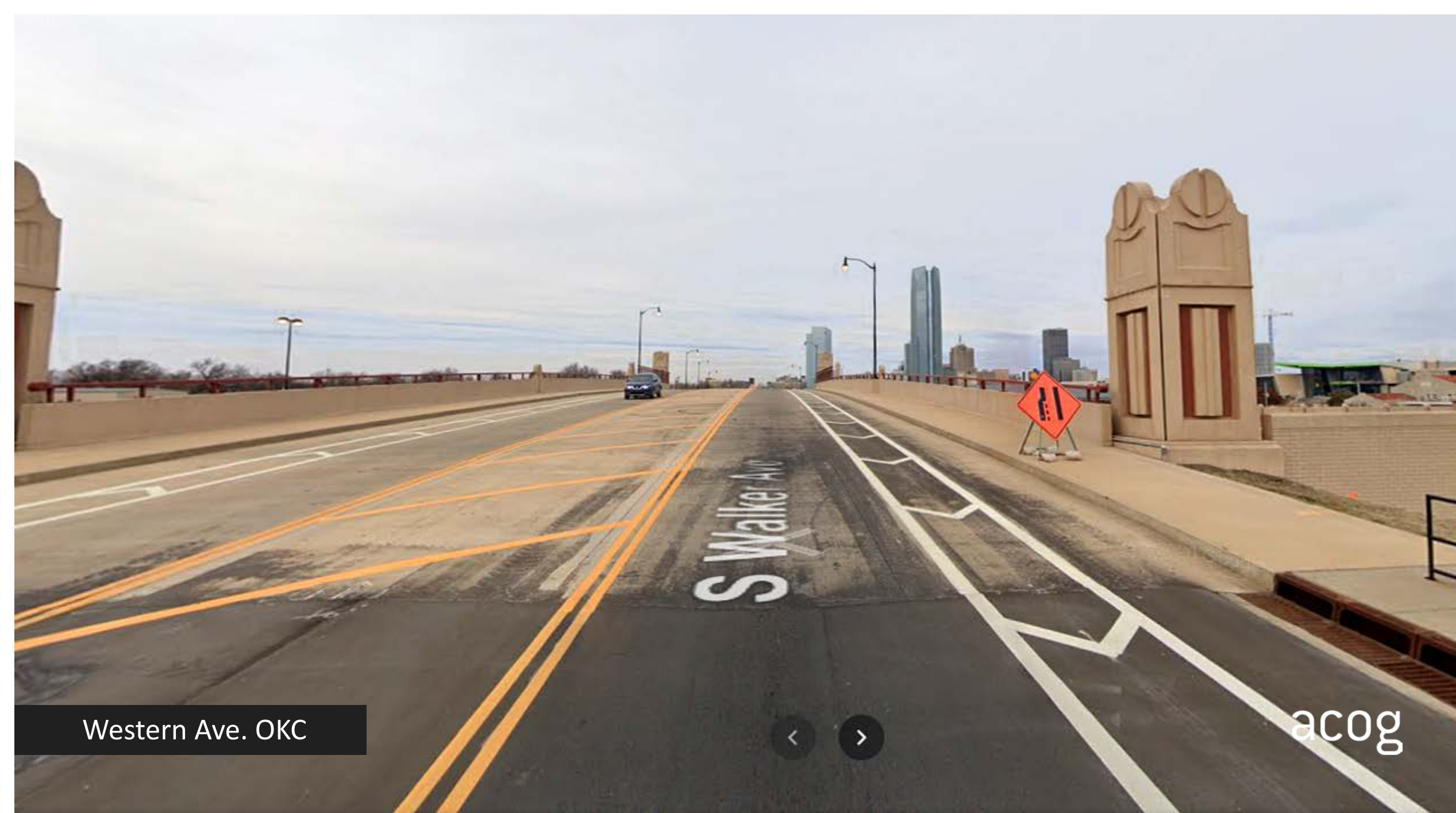
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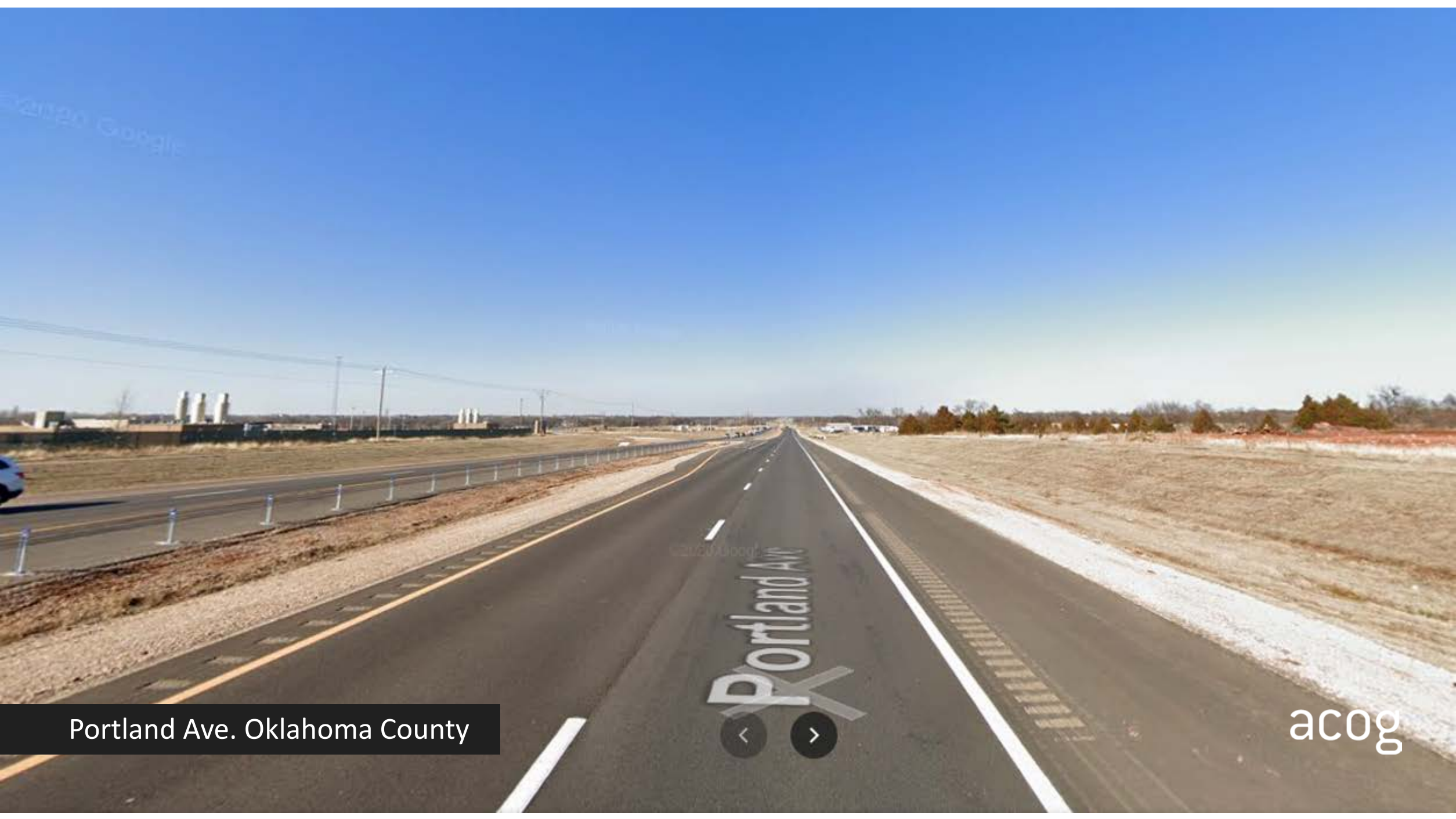


Western Ave. OKC



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Portland Ave. Oklahoma County

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# DESIGN

- 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

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

**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

NUMBER OF  
PROJECTS **REVIEWED**

204

NUMBER OF  
PROJECTS **IN COMPLIANCE**

69

NUMBER OF PROJECTS  
**NOT IN COMPLIANCE**

5

NUMBER OF  
PROJECTS **EXEMPT**

125

**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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