COMPLETE STREETS

For decades, transportation planning has been focused solely on motorized and automobile traffic for Americans. However, the need for transportation outside of that group has grown tremendously.

Complete Streets movement aims to develop integrated, connected networks of streets that are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel.

The Complete Streets program starts at the beginning of the project during the planning, design, and funding decisions. This ensures the creation of an environment where every resident can travel safely and conveniently.

KEY COMPONENTS OF A COMPLETE STREET

1. SETS A VISION
A strong vision, unique to its geography, can inspire a community to follow through with Complete Streets. Determine how and why the community wants a complete street. For example, Decatur, GA - promoting health through physical activity and active transportation.

2. SPECIFIES ALL USERS
Complete streets policy must apply to everyone traveling along the road which includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.

3. ALL PROJECTS
The Complete Streets approach is different because it views transportation improvements as opportunities to create better streets. The process includes design, planning, maintenance, and operations, for the entire right of way.

4. EXCEPTIONS
A policy must understand that it must be flexible to accommodate certain situations. Complete streets makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.

5. CREATES A NETWORK
Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. It encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.

6. ALL AGENCIES AND ALL ROADS
It is necessary that the policy be adopted by all agencies to cover all roads including state, county, and local agencies and private developers.

7. DESIGN CRITERIA
Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.

8. CONTEXT-SENSITIVE
Directs that Complete Streets solutions will complement the context of the community.

9. PERFORMANCE MEASURES
Complete Streets planning requires taking a broader look at how the system is serving all users than the traditional vehicular Level of Service (LOS).

10. IMPLEMENTATION
Complete streets offers a specific step for implementation of the policy.
PROJECT GOALS

"CREATE A COHESIVE CENTRAL BUSINESS DISTRICT." 21ST CENTURY CITY. MEMORABLE.

A STREETSCAPE THAT IS UNIQUE TO "OKLAHOMA CITY" LOCAL CONTEXT.

"CREATE A NEW URBAN FABRIC." THAT ALLOWS FOR FUTURE FLEXIBILITY, GROWTH.

"CREATE AN ACCESSIBLE ENVIRONMENT." AUTOMOBILE. PEDESTRIAN. BICYCLE. ABILITIES.

"DEVELOP A NEW SUSTAINABLE SYSTEM." LEED PRINCIPLES. WATER. LOCAL MATERIALS. SHADE. COMFORT DEFINITION.

OKLAHOMA CITY URBAN - STREET LIFE
SILVA CELL SYSTEM
GUIDING PRINCIPLES FOR PEORIA’S STREETSCAPE

CREATE CLEAR PATHS OF TRAVEL FOR PEDESTRIANS AND VEHICLES

DECREASE TRAVEL LANE WIDTHS FOR TRAFFIC CALMING

MAXIMIZE THE PEDESTRIAN REALM FOR GREATER WALKABILITY

CREATE SAFE STREETS THAT ENCOURAGE PEDESTRIAN ACTIVITY
(EYES ON THE STREET, PATROLLABLE, WELL-LIT, CLEAR SIGHT LINES)

CREATE A STREETSCAPE AMENITY ZONE
(FURNITURE, LIGHTING, METERS, CHARGING PLUGS, SPECIAL PAVING, PLANTING, WAYFINDING, BIKE PARKING)

MINIMIZE TURNING RADIUS AT INTERSECTIONS - PREFERRED MAX. 20°

MAXIMIZE ON-STREET PARKING TO ENCOURAGE DEVELOPMENT
360 ON-STREET PARKING STALLS PROPOSED — NET INCREASE OF 74 STALLS

CREATE ACCESSIBLE PEDESTRIAN WAYS

CREATE CONTINUOUS TREE CANopies - GREEN STREETS

ELIMINATE HAZARDOUS RIGHT-HAND TURN POCKETS

MAINTAIN CONSISTENCY IN APPROACH FOR ALL STREETS

CREATE A STREETSCAPE THAT IS COMPLIMENTARY TO GOING DEVELOPMENTS