

APPENDIX 2

OKI COMPLETE STREETS APPROACH

The following OKI Complete Streets approach is derived with consideration of federal and state policies for routine accommodation of bicycle and pedestrian travel in roadway system improvements and previously adopted regional planning objectives. The federal USDOT Design Guidance for Accommodating Bicycle and Pedestrian Travel has been used with some adaptations to apply to metropolitan planning organizations. The purpose is to achieve a regional transportation system based upon equality of safety, convenience, and choice for pedestrians, bicyclists, transit users, and motor vehicle operators. This approach applies to roadway and transit projects using OKI funds. Inclusion of these facilities in the early planning stages of new highway construction and land development reduces the complexity and costs of adding these facilities in the future.

1. Bicycle and pedestrian ways shall be provided in new construction and reconstruction projects in all urbanized areas, except as noted in Part 3.
 - Sponsors are required to include key stakeholders in the planning and design of projects. In particular, sidewalks, on-street bicycle facilities, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways should be designed, constructed, operated and maintained so that all modes and pedestrians, including people with disabilities, can travel safely and independently. To this end, project sponsors are expected to:
 - Initiate early and on-going coordination and communication with OKI staff regarding the proposed improvements to identify bicycle and pedestrian issues.
 - Provide written documentation of the coordination as part of the application with the project application.
2. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - Plan projects for a long useful life. The design and construction of new facilities that meet the criteria in Part 1 above should consider future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
 - Include provisions for connections across jurisdictional boundaries. As the metropolitan planning organization, OKI has a vantage point from which to recommend to the jurisdictions within the region the connection and continuity of bicycle and pedestrian facilities for the purpose of qualifying for federal funding. The *OKI Regional Bicycle and Pedestrian Plans* are used toward this purpose.
 - Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Where bicyclists and pedestrians may not use a

particular travel corridor that is being improved or constructed, they will likely need to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

- The existing, committed, and proposed bikeways and pedestrian pathways in the transportation plans created by OKI should be considered the priority bikeways and pathways for the region. However, planners and designers must accommodate bicycling and walking in all transportation projects for which OKI attributable federal funding is requested, regardless of whether or not a bikeway is included and/or designated as a priority in bikeway and pedestrian pathway plans.
 - In rural areas, paved shoulders must be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate. Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.
 - Design context-appropriate facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards, or state equivalents, that are commonly used, such as the American Assoc. of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, the AASHTO *Guide for the Planning Design, and Operation of Pedestrian Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, the FHWA *Selecting Roadway Design Treatments to Accommodate Bicycles*, the ITE recommended practice *Design and Safety of Pedestrian Facilities* and the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*.
3. Exceptions to the requirement for appropriate bicycle and pedestrian treatments include:
- Where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and at interchanges with surface streets.
 - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In accordance with federal guidelines, excessively disproportionate is considered to be exceeding twenty percent of the cost of the total transportation project (including right of way)
 - Where the project consists of minor maintenance or repair (reconstruction is not included).
 - Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired. However, it is highly recommended that detection methods for traffic control be capable of detecting bicycles.

- The ADT is projected to be less than 1,000 vehicles per day over the life of the project.
- Where scarcity of population or other factors indicate an absence of need for current and future conditions. Projects justified for increasing capacity in urbanized areas will be considered as representing a need for bicyclist and pedestrian facilities.
- Where roadway standards or bicycle and pedestrian standards can not be met. Many times bicycle and pedestrian facility standards can not be met due to roadway topographic constraints. Non-standard treatments for bicycle and pedestrian accommodations should be reviewed for possible inclusion into roadway projects to avoid not having any bicycle and pedestrian accommodations.
- Exceptions for the exclusion of bikeways and walkways shall be documented with supporting data that indicates the basis for the request.