

Salt Lake Boulevard Complete Streets Presentation

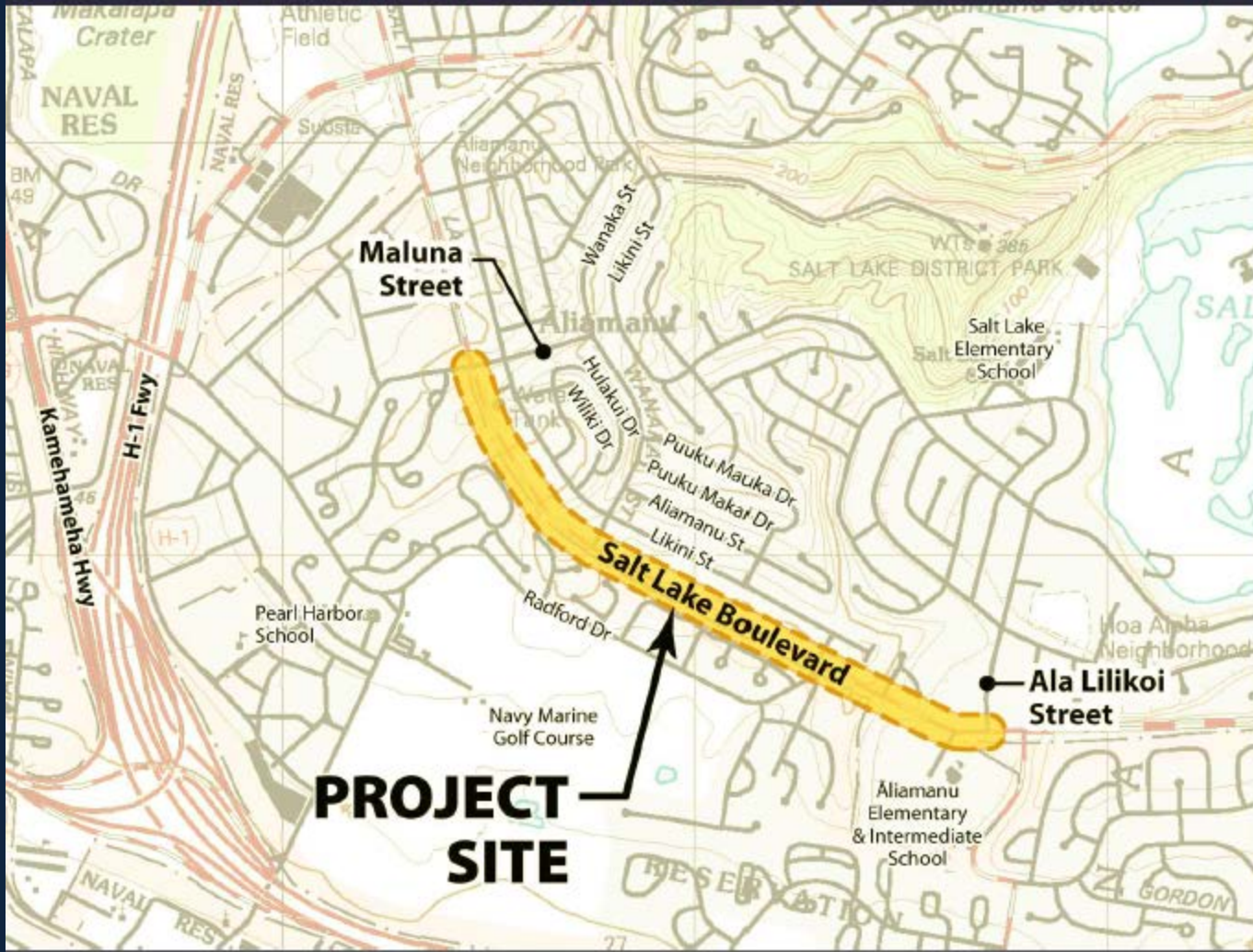
Prepared by



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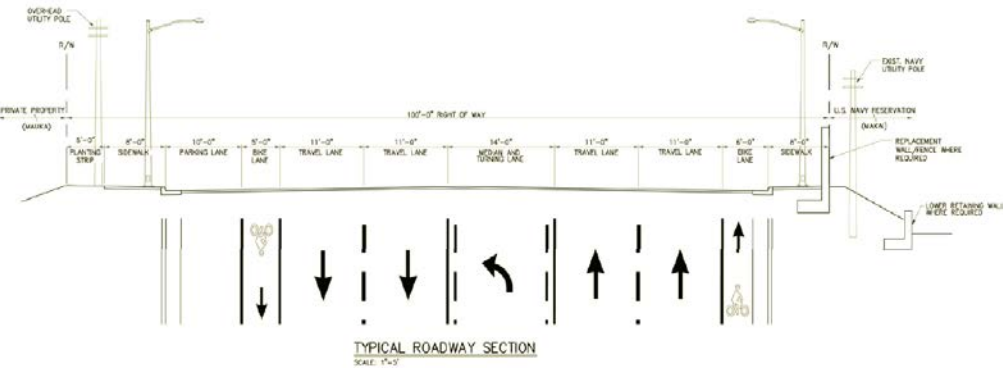
Presenter:
Alex Broner

Context map:

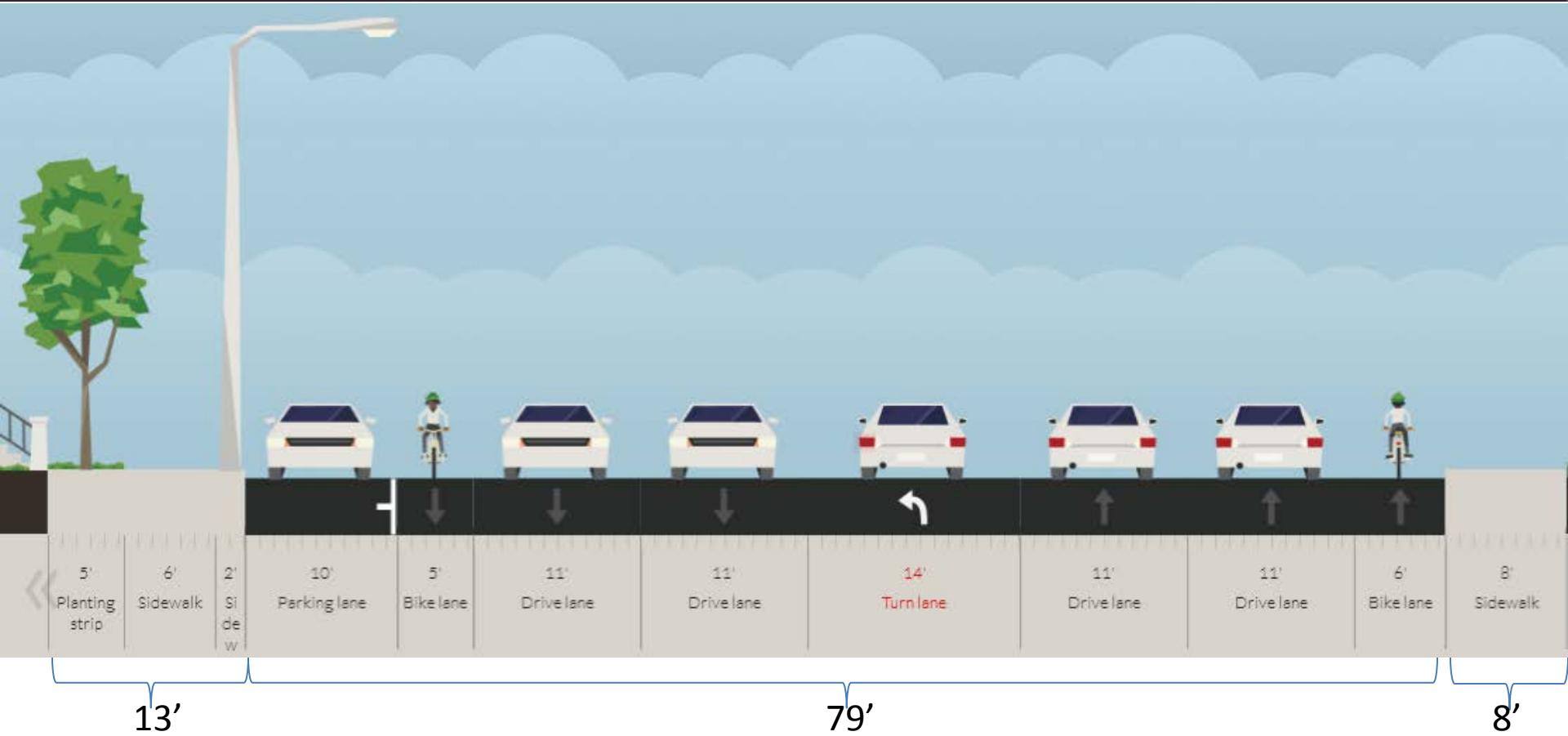


From the Department of Design and Construction

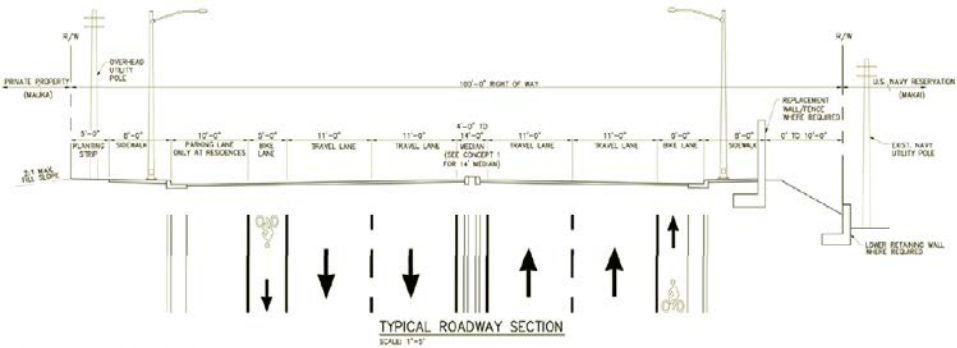
DDC Typical Sections



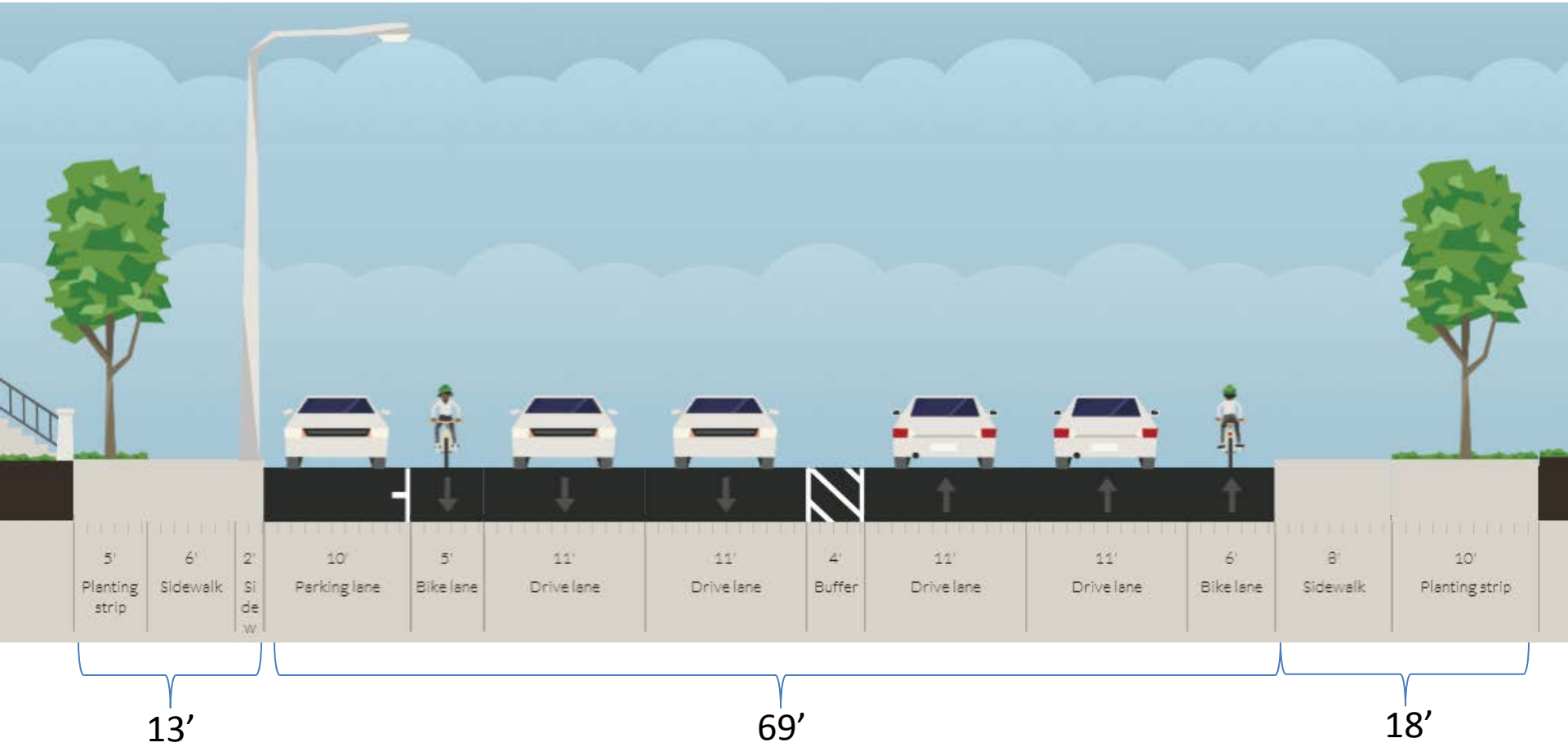
Typical Sections – Concept 1



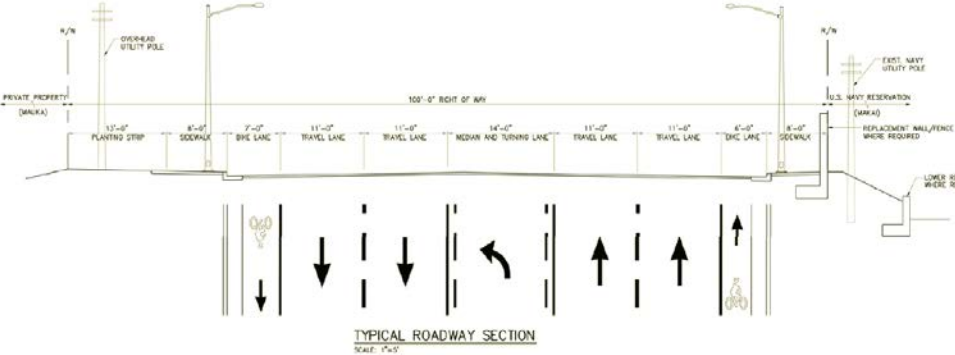
DDC Typical Sections



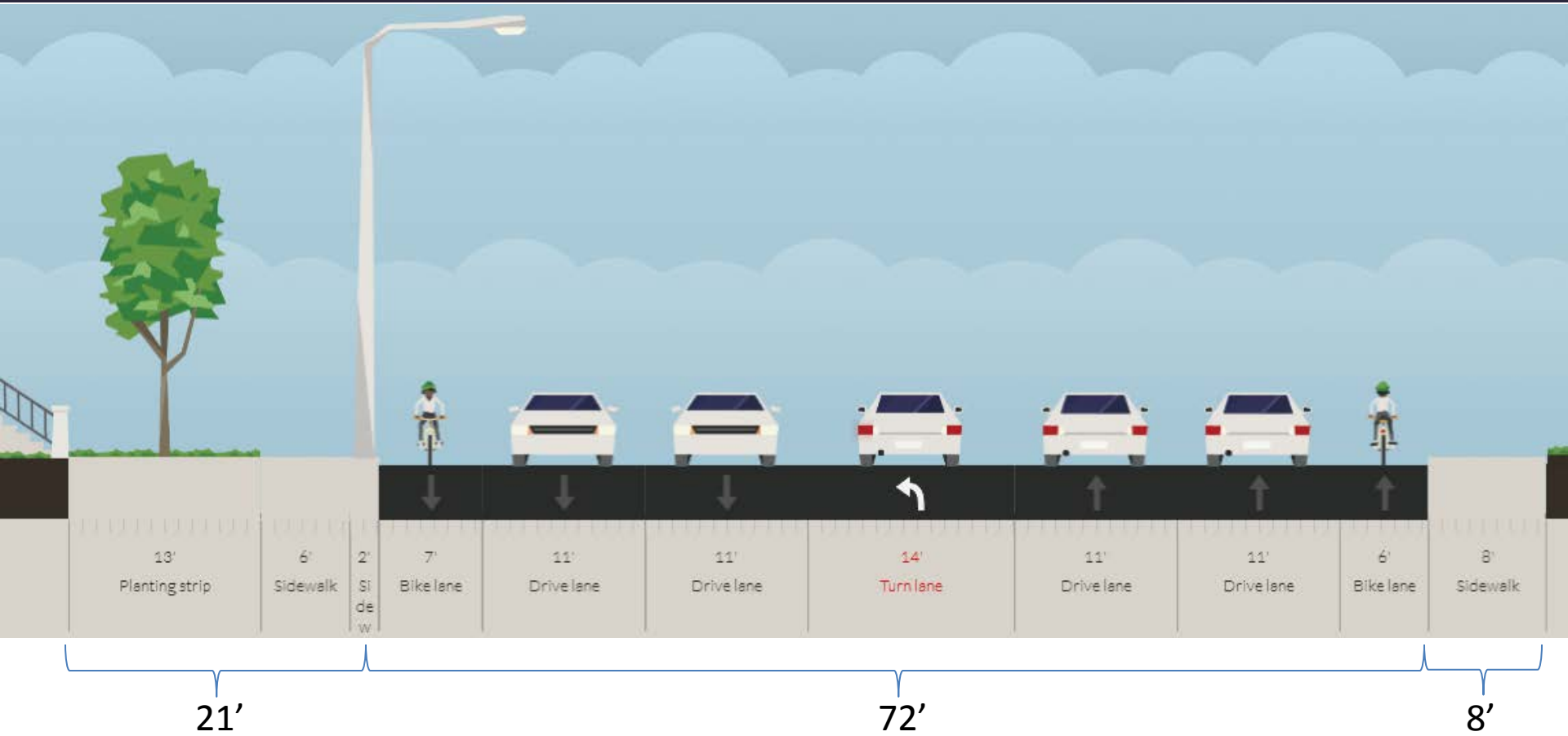
Typical Sections – Concept 2



DDC Typical Sections



Typical Sections – Concept 3



What are complete streets?



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Smart Growth America Says:

“Complete Streets are streets for everyone.

They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work...”



In 2006, **76 percent** of the island's voters supported a City Charter amendment to make Oahu more pedestrian- and bicycle-friendly.

The Honolulu Complete Streets Ordinance passed in 2012 states:

“...city hereby expresses its commitment to encourage the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for all users. Every transportation facility or project, **whether new construction, reconstruction, or maintenance**, provides the **opportunity to implement complete streets policy and principles**. This policy provides that a context sensitive solution process and multi-modal approach be considered in all planning documents and for the development of all city transportation facilities and projects.” (Ordinance 12-15, emphasis added)

Multi-Use Path Examples



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Photo: Yamato Milner

Paki Street Path
Honolulu, Hawaii

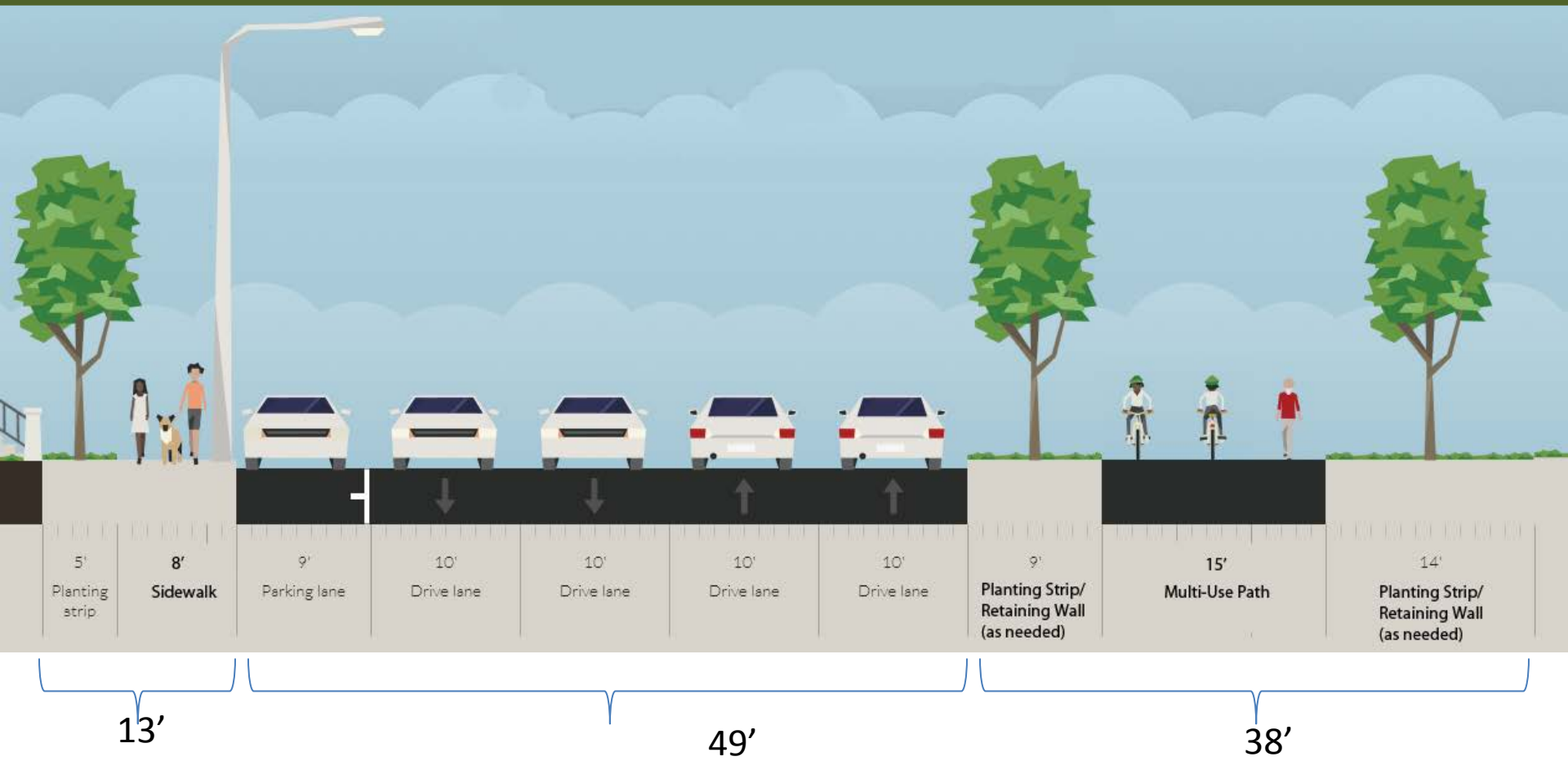


Photo by: Flickr User Robert Ashworth, used under Creative Commons License

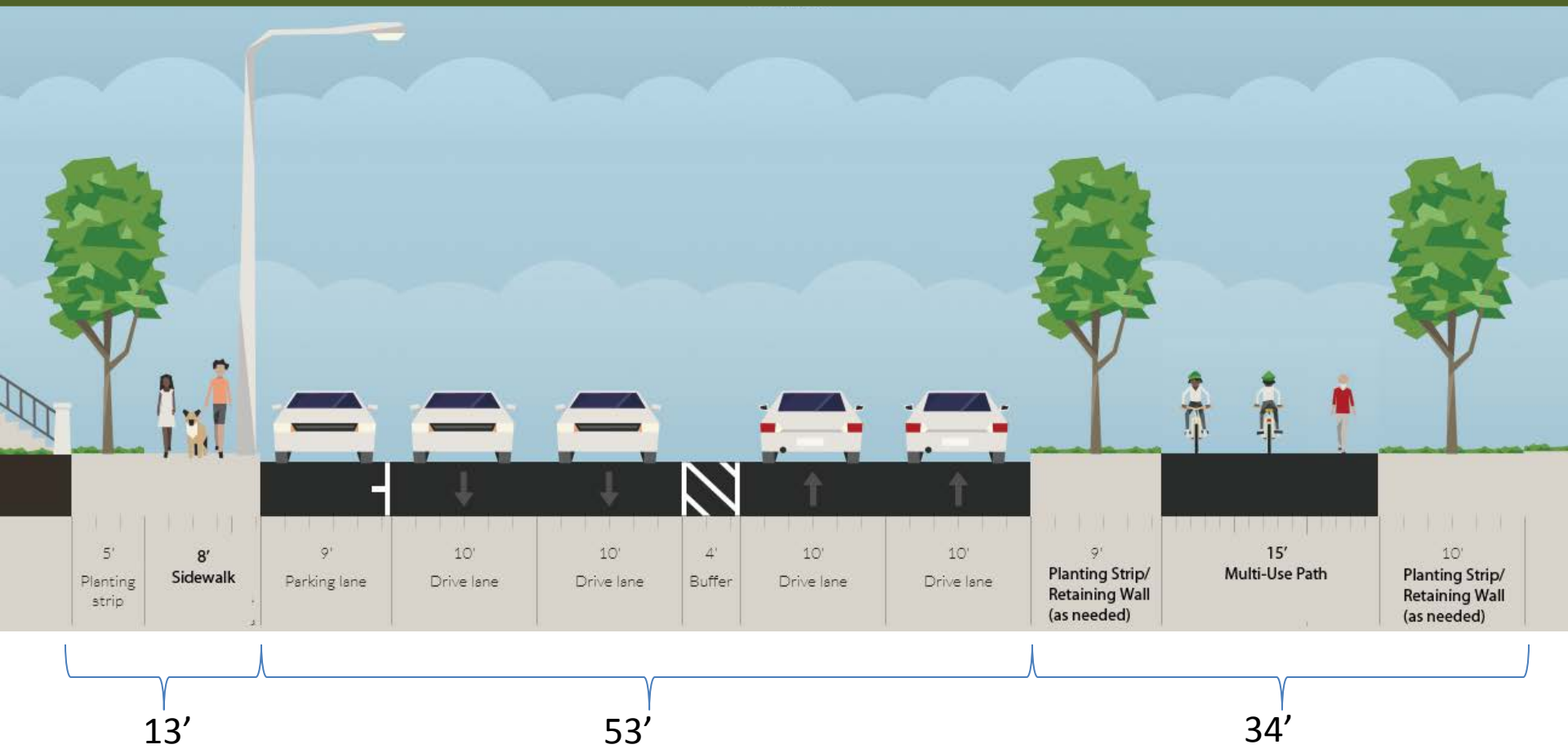
Burke Gilman Trail
Seattle, Washington



Typical Sections – Complete Streets Concept A



Typical Sections – Complete Streets Concept B





Typical Sections – Complete Streets Concept C

