Agenda

1. Approval of Meeting Minutes
2. Discussion on the Draft Community Engagement Plan
3. Introduction to Scoping of the Complete Streets Manual
4. Review of Legislated Requirements
5. Review of the Scope DOT and Wallace Montgomery have Developed
6. Agency Specific Input
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Complete Streets Manual Scope

1. What is required per the Complete Streets Ordinance?

2. What should be included per best practices in the transportation industry?

3. How can this manual address issues specific to Baltimore?

4. How can this manual involve all City Agencies that work within the Right of Way?
Complete Streets Ordinance Requirements

1. Modal Hierarchy
2. Street Typologies
3. Project Prioritization Process
   a) Including Equity Assessment
4. Project Delivery Process
5. Community Engagement Policies
Modal Hierarchy

Source: Chicago Complete Streets Guidelines
Street Typologies

1. Pedestrian-Only Streets
2. Laneways and Alleys
3. Parklets
4. Pedestrian Plazas
5. Commercial Shared Streets
6. Residential Shared Streets
7. Residential Streets
8. Neighborhood Main Streets
9. Central One-Way Streets
10. Central Two-Way Streets
11. Transit Streets
12. Large Streets with Transit
13. Grand Streets
14. Elevated Structure Improvements
15. Elevated Structure Removal
16. Streets to Streams
17. Temporary Street Closures
18. Post-Industrial Revitalization
19. Waterfront and Parkside Streets
20. Historic Streets
21. Streets in Informal Areas

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Source: Seattle Streets Illustrated, Global Designing Cities Initiative
Project Prioritization Process

How do we select projects in a transparent way?

Develop a ranking system that considers multiple factors:

- Adoption of approved plan
- Proximity to Transit
- Historically Disadvantaged Area
- Unemployment Rates
- Access to Healthy Food Options
- Roadway/Infrastructure Condition
- Transportation Safety
- Pedestrian Comfort
- Priority Development Areas
- Approved Plans from Other City Agencies

Source: Smart Growth America
Project Delivery Process

From Conception to Construction

• Problem Screening Phase
• Concept Development Phase
• Preliminary Engineering Phase
• Final Design Phase
• Construction Phase

Community Engagement Policies

How and When Do we Engage the Public?

• Going beyond Title 6 requirements
• How and where do we reach people that typically don’t come out to community meetings?
• How can we build consensus?
• At which stages in the project delivery process do we engage the public?
Collect Best Available Information

• Transportation Plans
• Design Standards
• Street Inventories
• Land Use / Zoning
• Streetscapes
• Neighborhood Contexts
Draft Manual Overview

What are Complete Streets?

**Broader Perspective**

- Bring a holistic lens to street design
- Integrate seamlessly land use, transportation, urban design, green infrastructure and public space
- Promote public life and deliver context sensitive public realm
- Help create Complete Communities
Why Transit Streets Matter

- Better Streets, Better Service
- Transit Creates Urban Places
- A Mobility Service For The Whole City
- Growth Without Congestion
- Safe Movement At A Large Scale
- Permanent Economic Benefits
Progressive Cities Now Focus on:

Best use of transportation ROW for all modes
Identify Street Typologies

The functional classification system is the basis for most local, state, and national roadway design guides and manuals. The functional classifications are based on operational characteristics predominantly for the mobility and capacity of motor vehicles, and are used to recommend values for elements such as lane widths, speeds, geometry, and intersection design.

In addition to reflecting a range of land use contexts, the new Street Types include three special types—Shared Streets, Parkways, and Boulevards—that are characterized more by design elements unique to that type of street rather than solely by adjacent land use.

Functional Classification Systems predominantly emphasize the operational characteristics for the mobility and capacity of motor vehicles.

**Functional Classification System**
- Arterials
- Collectors
- Locals

**Boston’s Street Types**
- Downtown Commercial
- Downtown Mixed-Use
- Neighborhood Main
- Neighborhood Connector
- Neighborhood Residential
- Industrial
- Shared Street
- Parkway
- Boulevard

3.1 Modal Hierarchy
CDOT will use modal hierarchies to inform design and operation decisions. The default hierarchy is: Pedestrian > Transit > Bicycle > Automobile. Project-specific alternative hierarchies may be submitted for Compliance Committee approval. Some possible hierarchies include:

- **Transit > Pedestrian > Bicycle > Automobile** - along a major transit corridor
- **Bicycle > Pedestrian > Transit > Automobile** - along a bicycle priority street with bikeways or a bicycle boulevard
- **Automobile > Pedestrian > Bicycle > Transit** - in an industrial corridor or along a parkway with no bus service
Street function: regional and local

Street Typology and Network Considerations

Not a one-size-fits all approach

Typologies informed by:

- **Transportation function** within a broader network
  - Major Road Network (MRN)
  - Truck Route & Truck Areas
  - Transit (FTN)
  - Greenways
Street Typology and Network Considerations

ID Design Constraints

Not a one-size-fits-all approach
Typologies informed by:
• Transportation function within a broader network
• Available right-of-way
Street Typology and Network Considerations

Not a one-size-fits all approach

Typologies informed by:
• Transportation function within a broader network
• Available right-of-way
• Type of street driven by land use intensity and activity
Modal Priorities:
- Planning / Policy
- Operations
- Design
- Curbspace?
- Maintenance
Develop Complete Streets Design Standards

Design Policy 2016
New Process Highlights

Example - Bicycle Oriented Cross Section

From “WSDOT Design Manual, 2015”
http://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm
Manual: Urban Street Design is Changing
From a vehicular-oriented design to a modal priority-based design

Evaluation Criteria:
1. Must be safe for all users
2. No longer highest priority to move max number of vehicles & minimize delay
3. Safety, accessibility, mobility
Street Design Principles

- Streets Are Public Spaces
- Great Streets are Great for Business
- Streets Can Be Changed
- Design for Safety
- Streets are Ecosystems
- Act Now!
Transportation Elements

• Sustainable Stormwater Management
• Multimodal Signal Operations, Signal Spacing
• Complete Streets Curbspace Management
• Progressive Intersection Treatments
• Interim / Quick-build Strategies
A Note on a New Approach to Addressing Needs
Relationship to Other City Functions

- Planning
  - Setting modal priorities / Street typologies
  - Land use context
  - Community relations
- Roadway Design / Engineering
  - Design standards
- Maintenance
  - Materials
  - Street resurfacing
- Traffic & Operations
  - Modal priorities
  - Signal spacing
  - Curbside management
- Transit Service
  - State coordination
- Capital Improvements
  - Project development
  - Prioritization
  - Design standards
  - Construction management
- Towards Zero
Develop Performance Measures and Reporting Framework

Establish trackable measures of effectiveness relating to:

• Safety
• Accessibility
• Mobility
• Livability
• Economic development goals
• Equity
Upcoming Milestones:

• Collect Best Available Information: March 1
• Draft Manual Introduction / Overview: March 15
• Develop Perf. Measures & Reporting Framework: March 15
• Identify Street Typologies: March 30
• Create Complete Streets Design Standards: July 1
  • Provide Guidance on Functional Elements