Complete Streets Advisory Committee Meeting #2
February 14, 2019

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

Community Engagement Plan

| Type of Engagement	Description	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan
AC Meeting	Advisory Committe Meeting #2	14-Feb											
Deadline	Release Scoping Recommendations for Draft Complete Streets Manual		3-Mar										
Public Outreach	Education on Context/History of Complete Streets Manual	▉	▉										
AC Meeting	Advisory Committe Meeting #3				14-May								
Public Outreach	Vetting Goals and Objectives of the Manual				▉	▉							
AC Meeting	Advisory Committe Meeting #4						15-Jul						
Public Outreach	Feedback on Proposed Public Outreach Tools and Public Involvment Requirements						▉	▉					
Public Outreach	Educate and Receive Feedback on Street Typologies and Modal Hiearchy								▉				
AC Meeting	Advisory Committee Meeting #5								15-Sep				
Deadline	Release Draft Complete Streets Manual									3-Oct			
Public Outreach	Public Comment Period and Public Hearing on Draft Complete Streets Manual									▉	▉		
Deadline	Adopt and Public Complete Streets Manual												3-Jan

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?*

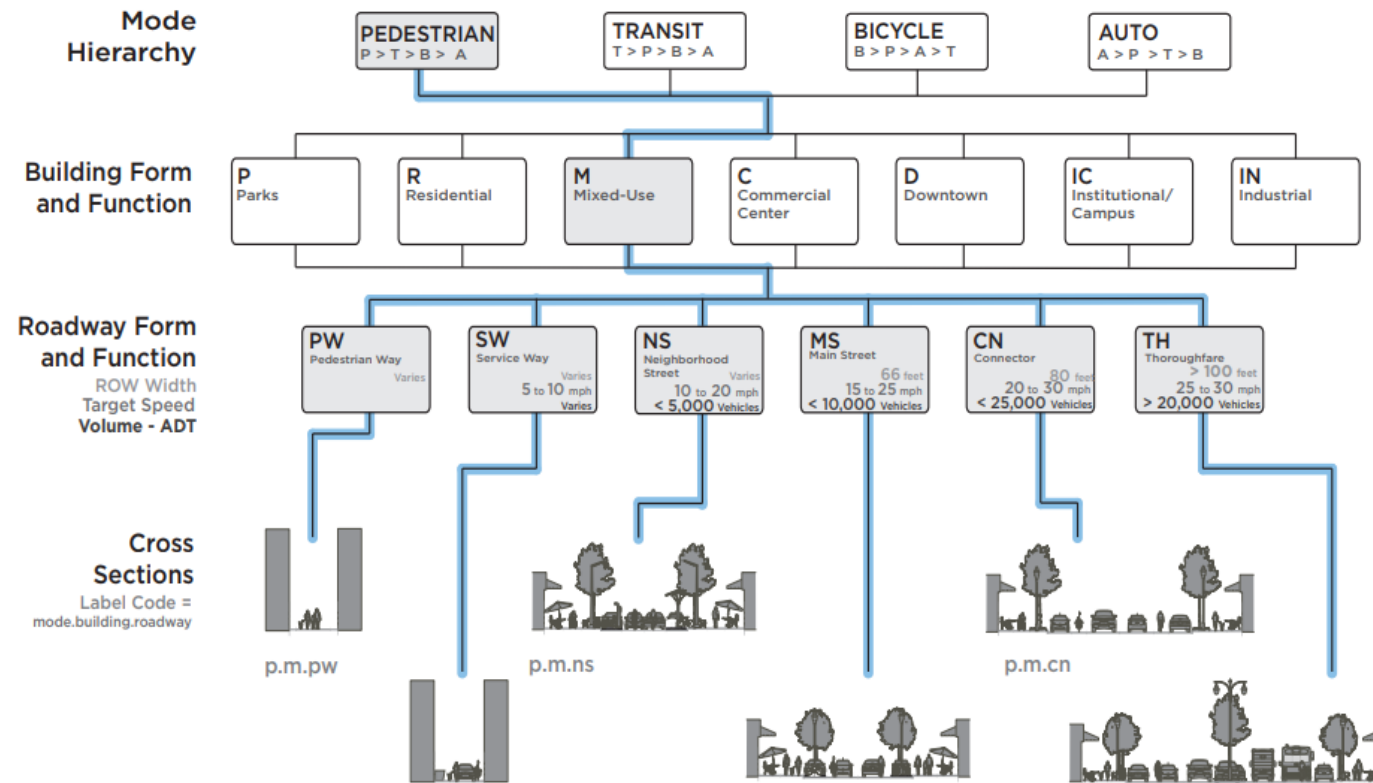4. *How can this manual involve all City Agencies that work within the Right of Way?*

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
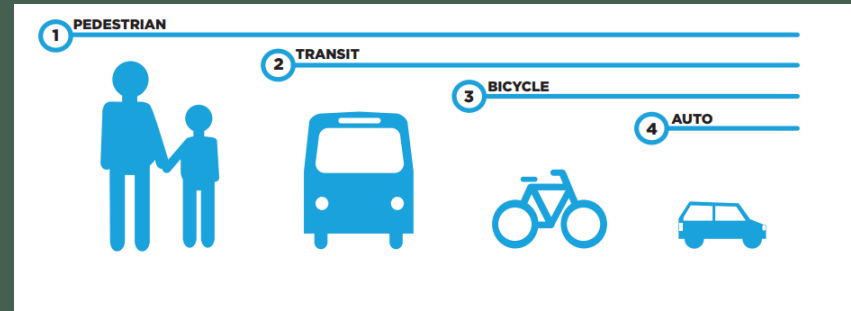
COMPLETE STREET DESIGN TREES - Pedestrian, Mixed-Use.

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

2.5 Downtown

2.6 Downtown Neighborhood

2.7 Downtown Neighborhood Access

2.8 Urban Village Main

2.9 Urban Village Neighborhood

2.10 Urban Village Neighborhood Access

2.11 Urban Center Connector

2.12 Neighborhood Corridor

2.13 Industrial Access

2.14 Minor Industrial Access

2.15 Neighborhood Yield

2.16 Commercial Alley

2.17 Curbless Deviations
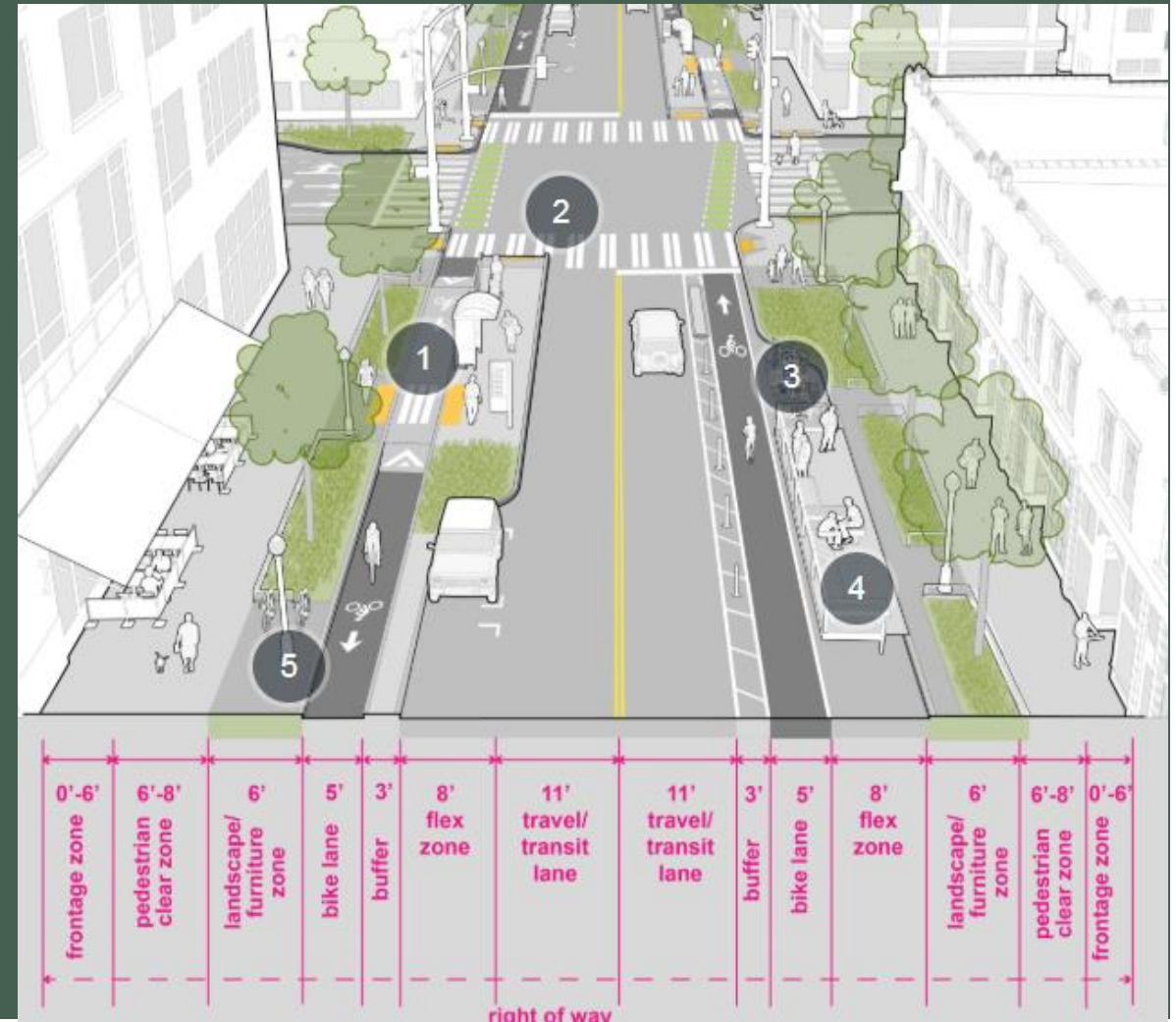
Project Prioritization Process

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

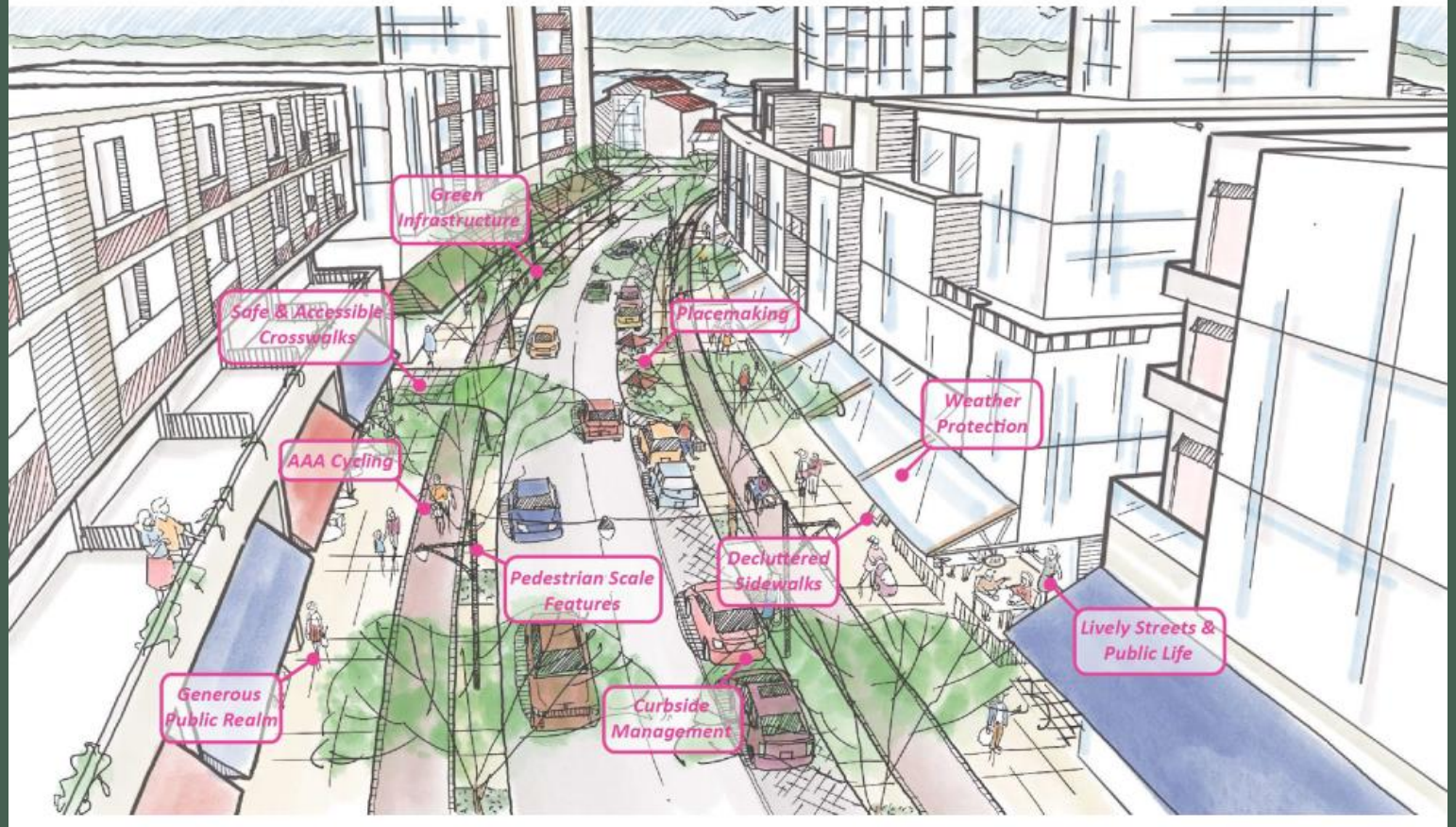A Mobility Service
For The Whole
City

Growth Without
Congestion

Safe Movement At
A Large Scale

Permanent
Economic Benefits

NACTO

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.

Functional classification systems predominantly emphasize the operational characteristics for the mobility and capacity of motor vehicles.

Functional Classification System

▸ Arterials
▸ Collectors
▸ Locals

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.
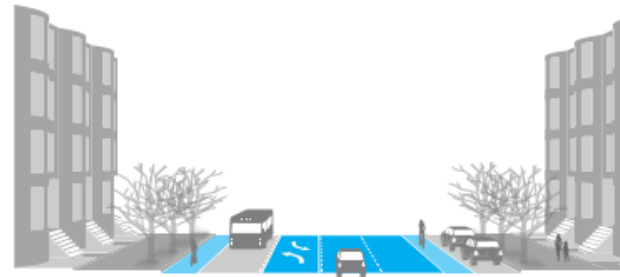
Complete Street Types help supplement functional classification by balancing operational capacity and mobility with the context and character of the street and surrounding neighborhood.

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 Typology and Network Considerations

Street function: regional and local

Not a one-size-fits all approach

Typologies informed by:

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

ID Design Constraints

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**

Street Typology and Network Considerations

Land Use Context

Not a one-size-fits all approach

Typologies informed by:

- **Transportation function** within a broader network

- Available **right-of-way**

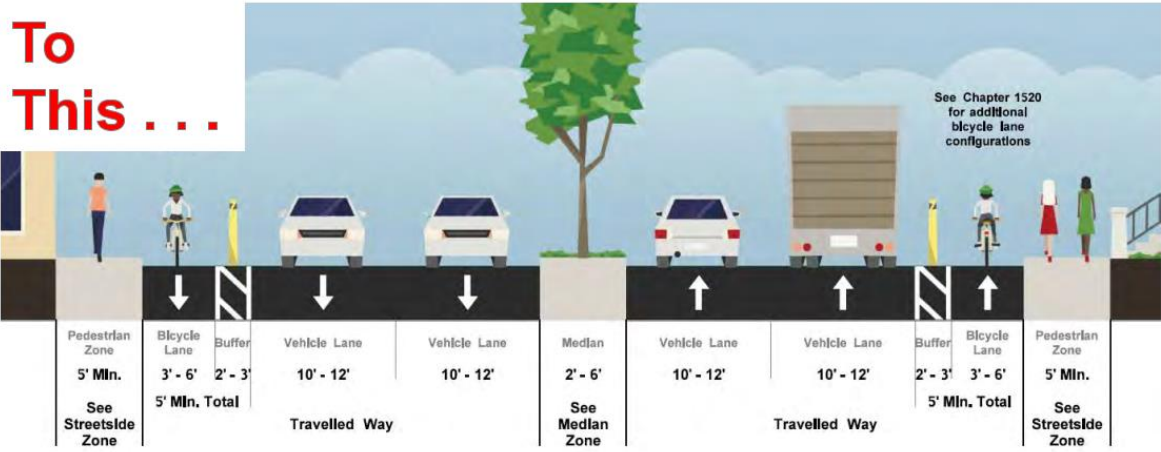- **Type of street** driven by land use intensity and activity

Modal Priorities:
- Planning / Policy
- Operations
- Design
- Curbspace?
- Maintenance

Develop Complete Streets Design Standards

Design Policy 2016
New Process Highlights

WSDOT

To This . . .

See Chapter 1520 for additional bicycle lane configurations

Pedestrian Zone	Bicycle Lane	Buffer	Vehicle Lane	Vehicle Lane	Median	Vehicle Lane	Vehicle Lane	Buffer	Bicycle Lane	Pedestrian Zone
5' Min.	3' - 6'	2' - 3'	10' - 12'	10' - 12'	2' - 6'	10' - 12'	10' - 12'	2' - 3'	3' - 6'	5' Min.
See Streetside Zone	5' Min. Total		Travelled Way		See Median Zone		Travelled Way		5' Min. Total	See Streetside Zone

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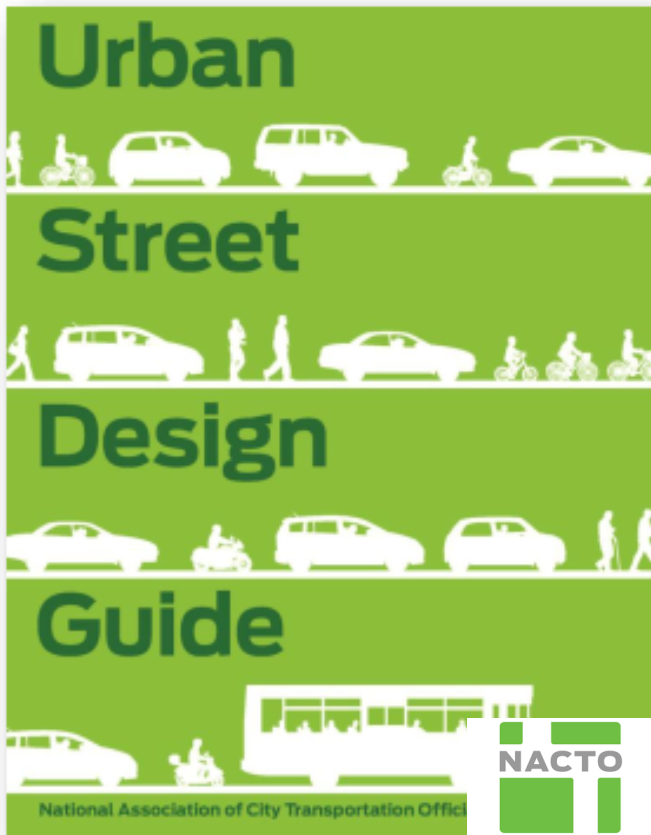
Evaluation Criteria:
1. Must be safe for all users
2. No longer highest priority to move max number of vehicles & minimize delay
3. Safety, accessibility, mobility

Street Design Principles

Urban Street Design Guide

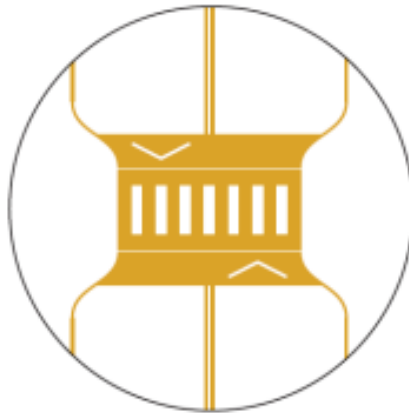National Association of City Transportation Official[s]

NACTO

Streets Are Public Spaces

Great Streets are Great for Business

Streets Can Be Changed
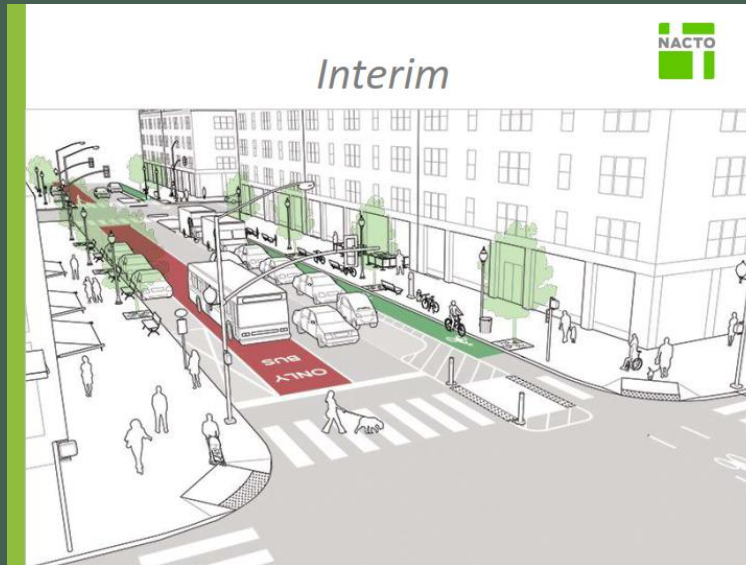
Design for Safety

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