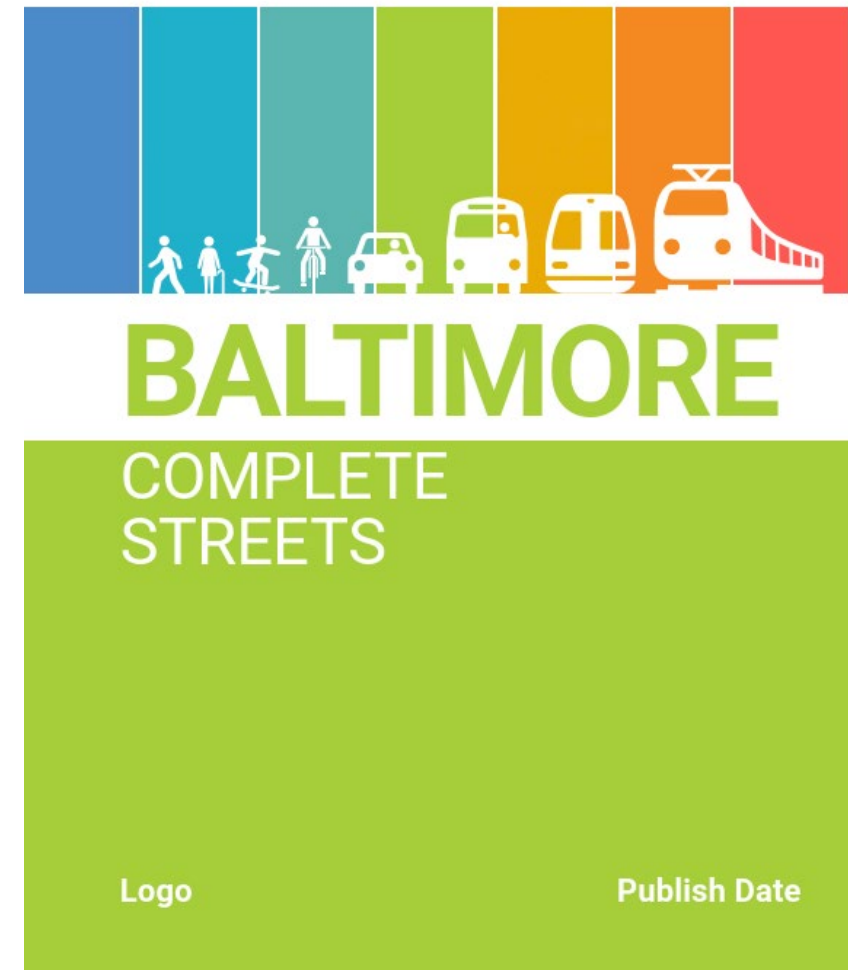
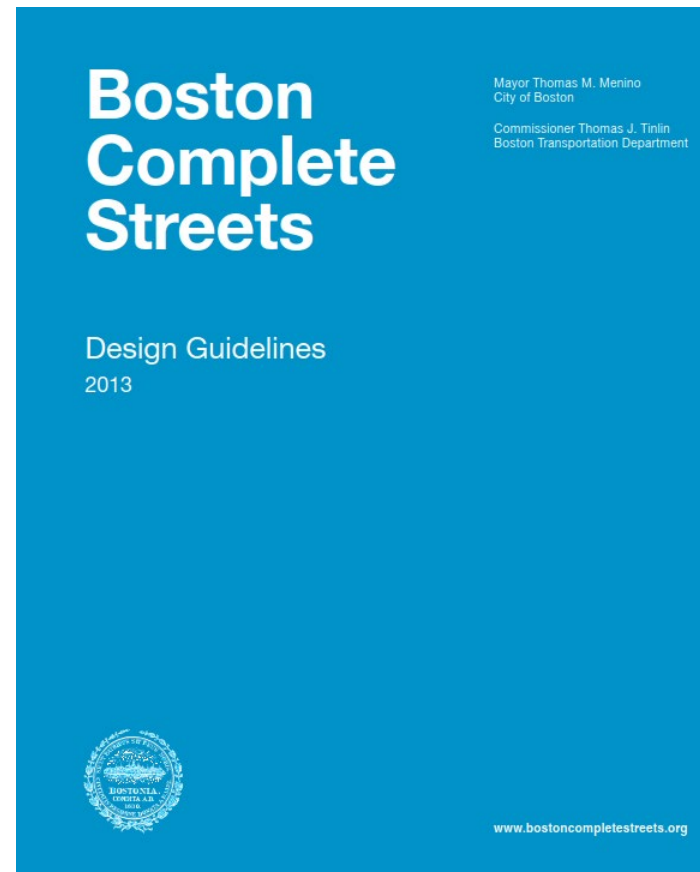


Complete Streets Manual Overview of Content

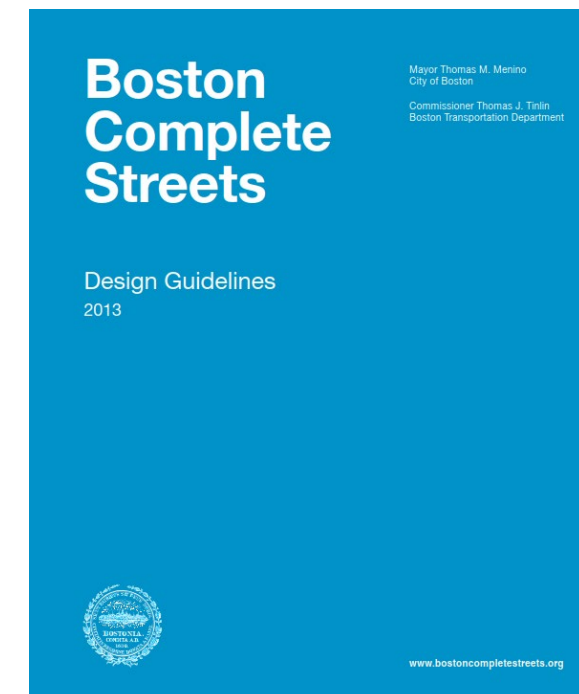


Complete Streets Manual Overview of Content



Introduction Section

- Letter of Commitment from the City Council
- Complete Streets Policy
- Guiding Principles for Designers & Performance Measures
- What is a CSM / How to Use this Manual



Complete Streets Manual Overview of Content

Letter of Commitment from the City Council

COMMISSIONER'S STATEMENT

Chicagoans experience city life through its streets in our daily commutes, street fairs and block parties, and even the view from our front porches. Public activity and neighborhood vitality often reflect the nature of surrounding streets. We must build and maintain our roads for healthy business districts, vibrant neighborhoods, and high quality of life— and move away from the narrow perspectives of the past. We must measure success on safety, choices, and livability.

Chicago residents need places to gather, conduct business, and recreate. We need systems that support choices to walk, bike, and connect to transit. Our street design should be reflective of our city; the historic boulevards, the elevated trains, the lakefront trail. Today, we are building a new Chicago for the next 100 years. When we say "complete streets," we mean designing streets for people. We mean designing for all users and all modes. We mean looking past the project level, to the surrounding community and economic systems. We mean protecting our most vulnerable users and eliminating pedestrian and bicyclist deaths.

Complete Streets Chicago builds upon Chicago's 2006 complete streets policy. That policy influenced our *Bikeway Design Guide* and *Bike 2015 Plan* and began creating complete streets. The Chicago Department of Transportation (CDOT) has now launched its *Streets for Cycling 2020* plan and *Chicago Pedestrian Plan*. This new policy and design guide will bridge these and similar planning efforts. It defines our processes, standards, and expected outcomes.

Complete Streets Chicago is the result of an integrated and inclusive process. CDOT's divisions were asked to look at methods for project delivery, measurement, and standards to identify areas for improvement. We went outside the agency to improve upon state-level project coordination. I applaud CDOT staff for contributions to this guide and their commitment to building complete streets.

CDOT's mission is to keep the city's surface transportation networks and public way safe for users, environmentally sustainable, in a state of good repair and attractive, so that its diverse residents, businesses and guests all enjoy a variety of quality transportation options, regardless of ability or destination.

We all want better, safer streets. This effort will bring the City closer to this goal.




Gabe Klein

Commissioner, Department of Transportation



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
THOMAS M. MENINO

May 10, 2013

Dear Friends,

I am pleased to present Boston's Complete Streets guidelines, a new vision for the way we design our roadways and sidewalks. The guidelines combine the best of what works for our streets today with 21st century thinking on how to make our streets more engaging, sustainable, and safe for all users. Creating a city where residents of every age feel safe on our streets will have a direct impact on public health, transportation, and the environment.

The guidelines include designs to rebalance the use of our streets so that walking, cycling and transit are as safe and convenient as driving a car. While the guidelines will now enable public agencies, developers and designers to work from a single framework, in practice, we have been following a Complete Streets approach for several years.

Many important programs are already in place. Boston is becoming a great bicycling city, with the success of Hubway and over 60 miles of a growing on-street network of bike facilities. We continue to build street-to-plaza conversions with an eye toward creating new public spaces in the neighborhoods. Pilot projects are demonstrating how clean storm water can be channeled directly into the ground. We are replacing our street lights with LED fixtures that are expected to last 10 years and that will dramatically reduce energy use. The latest technologies are being used to move traffic more efficiently. Food trucks have brought new vitality and healthy food options to our streets, and we have installed on-street public electric vehicle charging stations.

As we continue to celebrate new "firsts" in the city, I'd like to thank the Complete Streets Advisory Committee and all of our community partners for being open to change, keeping us honest, and sharing your ideas. With your help and with these guidelines, we will continue to create streets that support how we wish to live, travel, do business, and play in our city.

Sincerely,



Thomas M. Menino
Mayor of Boston

Complete Streets Manual Overview of Content



Complete Streets Policy Statement

- “This transportation system must be designed and operated in ways that ensure the safety, security, comfort, access, and convenience of all users of the streets including pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers.”
- “This transportation system must include integrated networks of connected facilities accommodating all modes of travel.”
- “The department shall construct and operate a comprehensive complete streets transportation system that enables access, mobility, economic development, attractive public spaces, health, and well-being for all people.”

Complete Streets Manual Overview of Content



Guiding Principles

System Performance

- **Address Safety First:** Baltimore streets will be designed to eliminate severe injuries and fatalities.
- **Be Accessible by Everyone:** Baltimore streets will be accessible by all modes, for people of all ages and abilities.
- **Improve Mobility:** Baltimore streets will efficiently and reliably move people and goods to, from and around the City.

Community Enhancement

- **Ensure Equity:** Baltimore streets will reflect equal opportunities for travel regardless of race, income, age, disability, health, English language proficiency, and vehicular access.
- **Represent Baltimore's Culture:** Baltimore streets will reflect neighborhood values and promote economic vitality.

Complete Streets Manual Overview of Content



- "This Complete Streets Design Manual provides policies and design best practice guidelines to City agencies, design professionals, private developers, and community groups for the improvement of streets and pedestrian areas throughout the City. The manual promotes higher quality street designs that create safe, multimodal streets for all users. This manual is intended to direct transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.
- This manual is intended to work alongside the other City guidance documents to provide the policy framework for the design and use of Baltimore's street network. Through the use of this manual early in the design process, street improvement plans will consider the context of the roadway, community design priorities, and the roadway's functional classification. This manual will also serve as a policy guide for private development projects and community-driven initiatives that involve.....

1. HOW TO USE THIS MANUAL



Greenville Avenue



Outdoor dining area



Urban reserve



West End Station

This Complete Streets Design Manual provides policies and design best practice guidelines to City agencies, design professionals, private developers, and community groups for the improvement of streets and pedestrian areas throughout Dallas. The manual promotes higher quality street designs that create safe, multimodal streets for all users. This manual is intended to direct transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

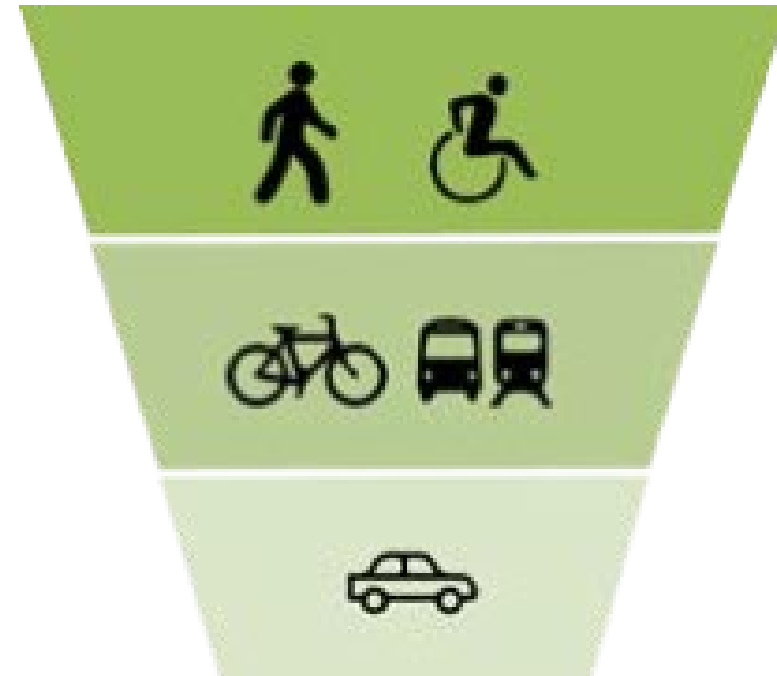
This manual is intended to work alongside the Dallas Thoroughfare Plan and the Dallas Development Code to provide the policy framework for the design and use of Dallas' roadway network. Through the use of this manual early in the design process, street improvement plans will consider the context of the roadway, community design priorities, and the roadway's functional classification. This manual will also serve as a policy guide for private development projects and community-driven initiatives that involve physical improvements within the public right-of-way.

Modal Hierarchy



§ 40-37. MODAL HIERARCHY

- City-wide
- Street typology specific
 - Hierarchy vs. priority



The foundation of this Complete Streets Manual rests on the establishment of a new modal hierarchy framework that prioritizes the safety and accessibility of people as they walk, bicycle, and take transit - ahead of single occupant vehicles. These travelers are of all ages and abilities, and are most vulnerable to severe injuries and fatalities in crashes. Therefore street types, street design guidance, and other supporting functions must reflect the City's new modal hierarchy.

Street Typology



Proposed Street Types

- Downtown Commercial
- Downtown Mixed-Use
- Urban Village Main
- Urban Village Neighborhood
- Urban Village Shared Street
- Urban Center Connector
- Neighborhood Corridor
- Industrial Access
- Parkway
- Boulevard

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

Downtown Commercial

Downtown Commercial
Downtown Mixed-Use
Neighborhood Main Street
Neighborhood Connector
Neighborhood Residential

Industrial
Shared Streets
Parkways
Boulevards

Overview

Downtown Commercial Streets define Boston's dense commercial core. These Street Types are found primarily in the Financial District, Government Center, Chinatown, the Leather District, Back Bay, and the South Boston Waterfront. Containing a mix of mid- and high-rise office buildings, the streets serve as international cultural destinations and connect with highways and transit hubs that serve the Greater Boston region.

These often iconic streets play a key role in the regional movement of people, and designs must support extremely high user volumes. Congestion, commercial vehicle traffic, and high volumes of pedestrians and bicycles, combined with relatively short blocks and numerous irregular intersections, make achieving the right modal balance a considerable challenge. Lined with a mix of centuries-old and modern

building facades and grand lobbies, these streets require wide sidewalks which typically feature enhanced finishes and materials. Designs must also respect the historic significance of these streets.

Example Streets

- Congress Street (Government Center/Financial District)
- State Street (Government Center/Financial District)
- Kneeland Street (Chinatown/Leather District)
- Summer Street (Financial District/South Boston Waterfront)
- Boylston Street (Back Bay)



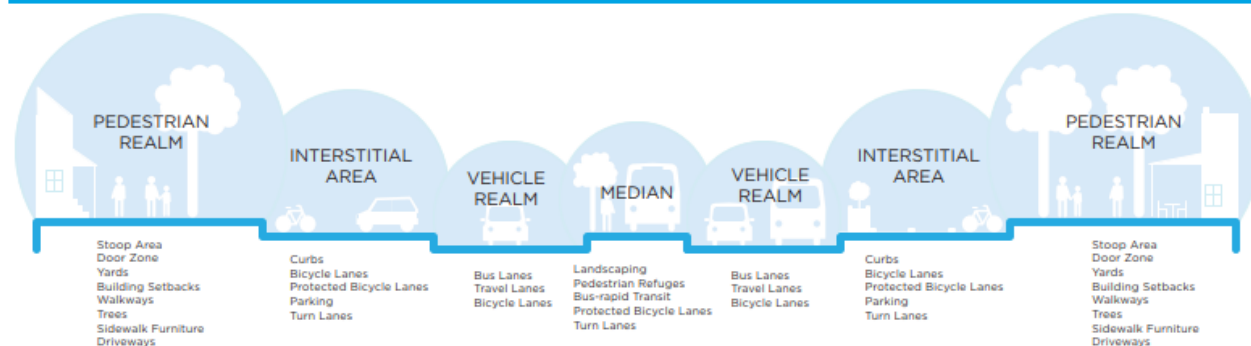
Design Guidance



Ordinance Addresses:

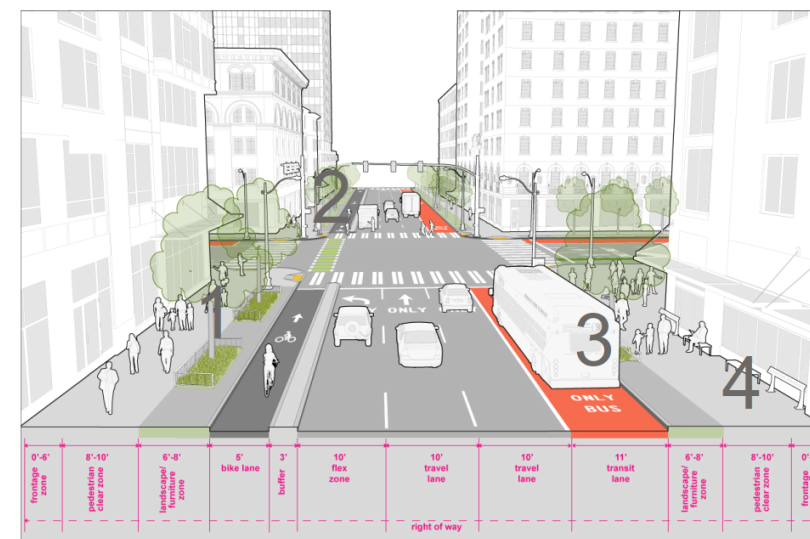
- Lane Widths
- Latest & Best Standards
- Design Speed

FIGURE 21



Cross-Section Elements

COMPLETE STREETS CHICAGO



- 1 3.6 Street Trees**
High demand for space limits landscaping, so street trees are prioritized. [Read More »](#)
- 2 Bike Intersection Design**
Conflicts between bicyclists and pedestrians and motorists can often be mitigated with intersection design. [Read More »](#)
- 3 3.9 Transit**
Transit zones within the Frequent Transit Network will have enhanced amenities and accommodate higher volumes of transit riders. [Read More »](#)
- 4 3.1 Sidewalks**
Wide sidewalks accommodate a large number of pedestrians, creating a vibrant streetscape that supports access to businesses, residences, and transportation [Read More »](#)

Design Guidance



Downtown Commercial

Second Draft: August 26, 2019

Description	Current Examples		
<ul style="list-style-type: none"> - Located primarily in downtown Baltimore, can be found in other commercial centers - High intensity office, commercial and ground floor retail with moderate levels of high rise residential - Heavy bicycle and pedestrian activity - Part of the frequent transit network 	E Lombard St btw President to Paca	Light/St. Paul St from E Pratt St to Orleans St	

SAMPLE TYPICAL SECTION

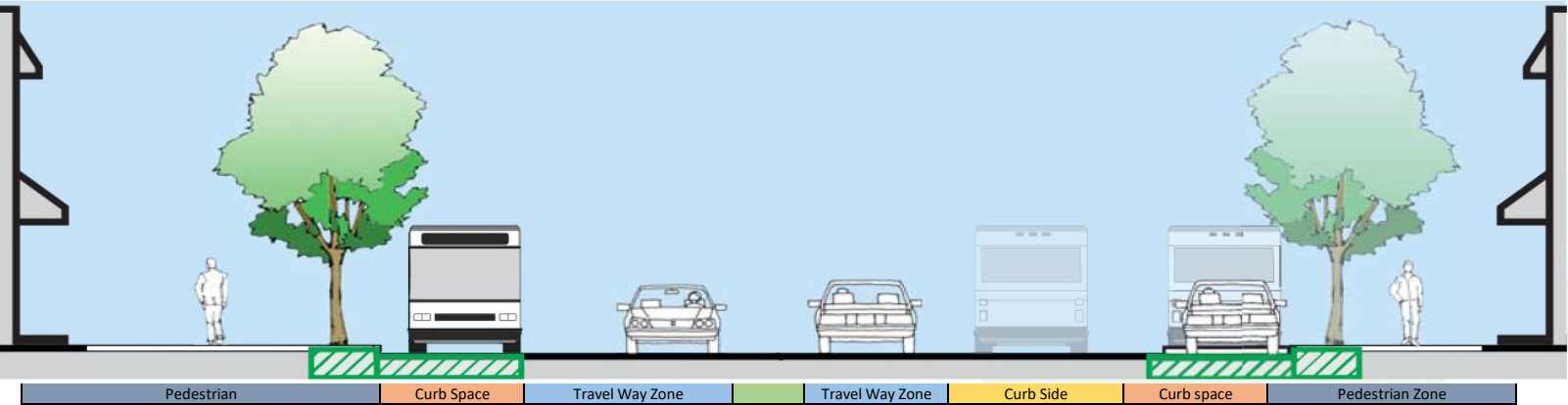


Image Source: Dallas Complete Streets Manual

Pedestrian Zone				Curb Space Management				Curb Side Lane				Travel Way Zone				Median Zone			
Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained
Building Frontage Zone	2'	-	0'	Curb zone	20'	44'	8'	Cycle track (one-way) (1)	10'	-	8'	Travel Lane	10'	10'	9'	Pedestrian refuge	10'	-	7.33'
Walking / Sidewalk Clear Zone	12'	-	8'	Parallel Parking	9'	9'	8'	Cycle track (two-way)(2)	15'	-	11'	Transit Lane	11'	11'	11'	Continuous with landscaping	10'	-	6'
Shared Use Path	N/A	N/A	N/A	Loading / Transit / Aligning	11'	12'	10'	Buffered Bike Lane(3)	8'	8'	6.5'	Truck Route	11'	11'	11'	Continuous without landscaping	6'	-	2'
Furnishing Zone	6'	-	4'					Traditional Bike Lane	N/A	N/A	N/A	Turn Lanes	11'	12'	10'				
								Bus/Shared Transit Lane	12'	12'	11'								
								Side Board Island Stop	9'	-	6'								

REQUIRED WIDTHS
RED = ORDINANCE AND CITY STANDARDS
PURPLE = AASHTO

SUGGESTED WIDTHS
GREEN = NACTO
BLUE = OTHER COMPLETE STREET GUIDES
ORGANGE = OUR RECOMMENDATION

(1) Cycle Track One-Way Width includes 3' min. buffer
 (2) Cycle Track Two-Way Width includes 3' min. buffer
 (3) Buffered Bike Lane width includes 1.5' min. buffer

Design Guidance



Urban Village Main

Second Draft: August 26, 2019

Description	Current Examples		
<ul style="list-style-type: none"> - Located outside of the downtown core and within an urban village generally a destination for daily essentials and services - High intensity retail, moderate intensity commercial and office and low to mid-rise residential - Characterized by corridors of ground-floor retail - Clearly communicate walking, biking and transit access prioritized 	S. Broadway Ave from Thames St to Lombard St	W 36th St from Falls Rd to Keswick Rd	Pennsylvania Ave from Wilson St to Robert St

SAMPLE TYPICAL SECTION



Image Source: Dallas Complete Streets Manual

Pedestrian Zone				Curb Space Management				Curb Side Lane				Travel Way Zone				Median Zone			
Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained
Building Frontage Zone	8'	-	8'	Curb zone	20'	44'	8'	Cycle track (one-way)(1)	10'	-	-	Travel Lane	10'	10'	9'	Pedestrian refuge	10'	-	7.33'
Walking / Sidewalk Clear Zone	8'	-	5'	Parallel Parking	9'	9'	8'	Cycle track (two-way)(2)	N/A	N/A	N/A	Transit Lane	11'	11'	11'	Continuous with landscaping	10'	-	6'
Shared Use Path	N/A	N/A	N/A	Loading / Transit / Aligning	11'	12'	10'	Buffered Bike Lane(3)	8'	8'	6.5'	Truck Route	11'	11'	11'	Continuous without landscaping	6'	-	2'
Furnishing Zone	6'	-	3.5'					Traditional Bike Lane	6'	7'	5'	Turn Lanes	11'	12'	10'				
								Bus/Shared Transit Lane	12'	12'	11'								
								Side Board Island Stop	9'	-	6'								

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 (2) Cycle Track Two-Way Width includes 3' min. buffer
 (3) Buffered Bike Lane width includes 1.5' min. buffer

Design Guidance



Urban Village Shared Street

Second Draft: August 26, 2019

Description	Current Examples		
<ul style="list-style-type: none"> Primarily located within an Urban Village Low to moderate intensity residential, Some commercial Streets are primarily used for pedestrian and bicycle access Very low vehicle traffic, vehicles enter this street primarily for loading or pick up/drop off of passengers 	N Bradford St btw E. Fayette and E. Baltimore	Bevan St btw W. Henrietta and W. Hamburg	S Ann Street south of Thames Street

SAMPLE TYPICAL SECTION

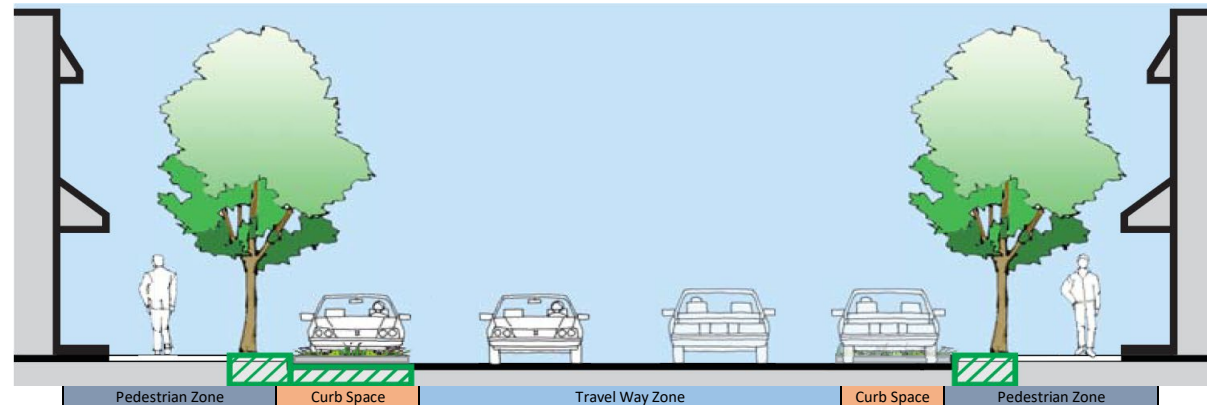


Image Source: Dallas Complete Streets Manual

Pedestrian Zone				Curb Space Management				Curb Side Lane				Travel Way Zone				Median Zone			
Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained
Building Frontage Zone	2'	-	0'	Curb zone	20"	44"	8"	Cycle track (one-way) (1)	N/A	N/A	N/A	Travel Lane	9'	10'	9'	Pedestrian refuge	N/A	N/A	N/A
Walking / Sidewalk Clear Zone	5'	-	5'	Parallel Parking	9'	9'	8'	Cycle track (two-way)(2)	N/A	N/A	N/A	Transit Lane	11'	11'	11'	Continuous with landscaping	N/A	N/A	N/A
Shared Use Path	N/A	N/A	N/A	Loading / Transit / Aligning	N/A	N/A	N/A	Buffered Bike Lane(3)	N/A	N/A	N/A	Truck Route	11'	11'	11'	Continuous without landscaping	N/A	N/A	N/A
Furnishing Zone	N/A	N/A	N/A					Traditional Bike Lane	6'	7'	5'	Turn Lanes	N/A	N/A	N/A				
								Bus/Shared Transit Lane	N/A	N/A	N/A								
								Side Board Island Stop	N/A	N/A	N/A								

REQUIRED WIDTHS

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- (1) Cycle Track One-Way Width includes 3' min. buffer
(2) Cycle Track Two-Way Width includes 3' min. buffer
(3) Buffered Bike Lane width includes 1.5' min. buffer

Design Guidance



Neighborhood Corridor

Second Draft: August 26, 2019

Description	Current Examples		
<ul style="list-style-type: none">- Located outside of Urban Villages, downtown or non-downtown Centers- Does not serve primary transit or freight network- Primarily low to Medium intensity residential- Sporadic retail, commercial, or office activity- Streets are primarily used for local access- low traffic and low speeds- Pedestrians and bicyclists have priority	Chatham Rd	E Highfield Rd	Rappolla St

SAMPLE TYPICAL SECTION

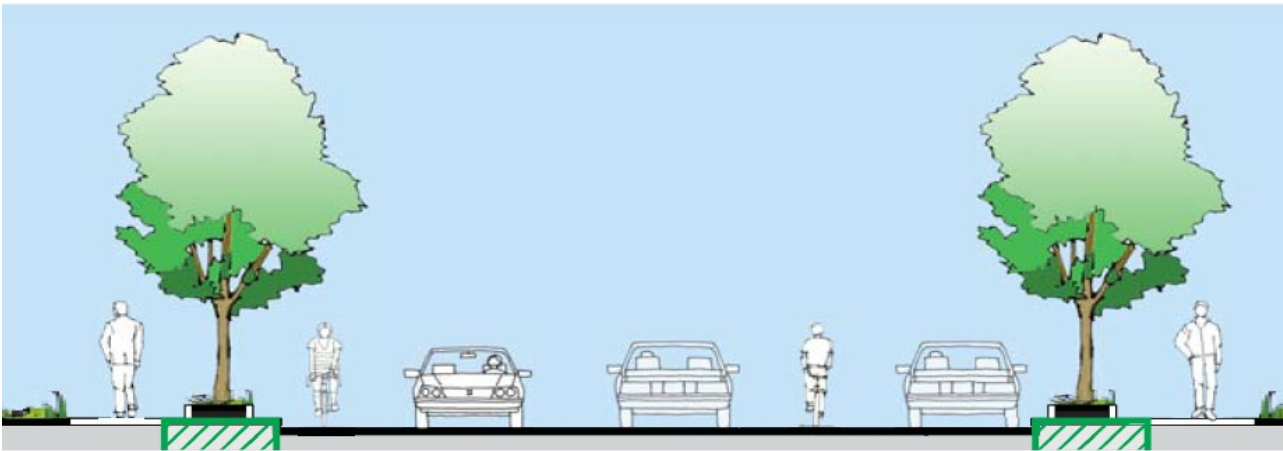


Image Source: Dallas Complete Streets Manual

Pedestrian Zone				Curb Space Management				Curb Side Lane				Travel Way Zone				Median Zone			
Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained
Building Frontage Zone	2'	-	6'	Curb zone	20"	44"	8"	Cycle track (one-way) (1)	N/A	N/A	N/A	Travel Lane	9'	10'	9'	Pedestrian refuge	N/A	N/A	N/A
Walking / Sidewalk Clear Zone	3'	-	5'	Parallel Parking	9'	9'	8'	Cycle track (two-way) (2)	N/A	N/A	N/A	Transit Lane	11'	11'	11'	Continuous with landscaping	N/A	N/A	N/A
Shared Use Path	N/A	N/A	N/A	Loading / Transit / Aligning	N/A	N/A	N/A	Buffered Bike Lane (3)	9'	6'	6.5'	Truck Route	11'	11'	11'	Continuous without landscaping	N/A	N/A	N/A
Furnishing Zone	4'	-	3.5'					Traditional Bike Lane	6'	7'	5'	Turn Lanes	N/A	N/A	N/A				
								Bus/Shared Transit Lane	N/A	N/A	N/A								
								Side Board Island Stop	N/A	N/A	N/A								

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(3) Buffered Bike Lane width includes 1.5' min. buffer

Design Guidance



Boulevard

Second Draft: August 26, 2019

Description	Current Examples		
<ul style="list-style-type: none"> - Located throughout the city, particularly in downtown, non-downtown Centers and Urban Villages - Similar to Boulevards, but with a higher intensity of development and buildings or active land uses on both sides of the street - a grand scale, intended to create an iconic or memorable place - Wide sidewalks with street trees and furnishings - Wide planted medians that can serve as public open space or transitways - Prioritize walking, bicycling, and transit access - Like Parkways, they have a longer block length 	President Street	Broadway	E 33rd Street between Charles St and Hillen Rd

SAMPLE TYPICAL SECTION



Image Source: Dallas Complete Streets Manual

Pedestrian Zone				Curb Space Management				Curb Side Lane				Travel Way Zone				Median Zone			
Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained	Feature	Target	Maximum	Constrained
Building Frontage Zone	2'	-	0'	Curb zone	20"	44"	8"	Cycle track (one-way) (1)	10'	-	8'	Travel Lane	10'	11'	9'	Pedestrian refuge	10'	-	7.33'
Walking / Sidewalk Clear Zone	12"	-	8'-10'	Parallel Parking	9'	9'	8'	Cycle track (two-way)(2)	15'	-	11'	Transit Lane	11'	11'	11'	Continuous with landscaping	10'	-	6'
Shared Use Path	12"	-	10'	Loading / Transit / Aligning	11'	12'	10'	Buffered Bike Lane(3)	8'	8'	6.5'	Truck Route	11'	11'	11'	Continuous without landscaping	N/A	N/A	N/A
Furnishing Zone	10'	-	5'					Traditional Bike Lane	6'	7'	5'	Turn Lanes	11'	12'	10'				
								Bus/Shared Transit Lane	12'	12'	11'								
								Side Board Island Stop	9'	-	6'								

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Design Guidance



Latest / Best
Standards

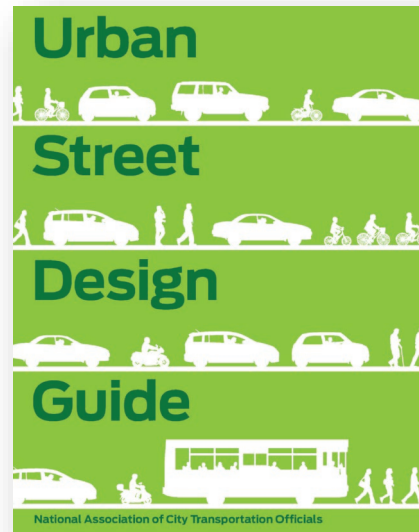


Design Guidance

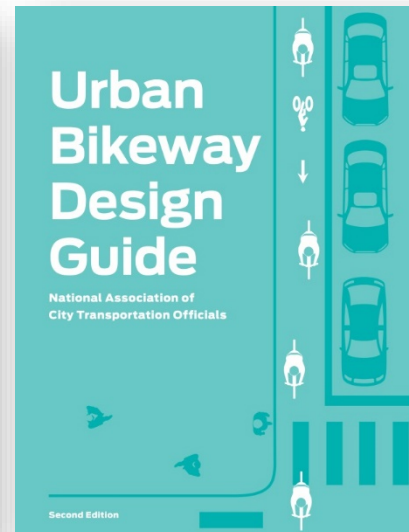


NACTO Design Guides

Latest / Best
Standards



Urban Street
Design Guide
Published Fall
2013



Urban Bikeway
Design Guide
Published 2nd
Edition Fall 2012



Transit Street
Design Guide
Published April
2016

Trade-offs in Limited Right-of-way



Trade-Offs in Limited Right-of-Way Priorities Chart

Contextual Street Types and Functional Classifications	Pedestrian Zone			Street Zone		
	Frontage Zone (private)	Sidewalk Clear Zone	Buffer/Furnishing/Curb Zone	Parking Zone	Travelway Zone	Median Zone
Mixed Use Streets						
Principal Arterial		1	2	5	4	3
Minor Arterial		1	2	3	4	5
Collector		1	2	3	4	5
Minor/Local		1	2	3	4	5
Commercial Streets						
Principal Arterial		1	3	5	1	4
Minor Arterial		1	4	5	2	3
Collector		1	3	4	2	5
Minor/Local		1	4	3	2	5
Residential Streets						
Principal Arterial		1	2	5	3	4
Minor Arterial		1	4	2	5	3
Collector		1	4	2	3	5
Minor/Local		1	4	2	3	5
Industrial Streets						
Principal Arterial		2	3	4	1	5
Minor Arterial		2	3	4	1	5
Collector		2	3	4	1	5
Minor/Local		2	3	4	1	5
Parkways						
Principal Arterial		2	4	5	3	1
Minor Arterial		2	4	5	3	1
Collector		2	4	5	3	1
Minor/Local		5	1	4	3	2

High Priority
Medium Priority
Low Priority

General Notes:

1. The numbers rank various zones between 1 and 5, with one being the highest priority and 5 being the lowest. The priority level is intended to guide width choices (low priority means minimum width, high priority means desired width).
2. Refer to the On-Street Bike and Transit Facility Priorities Chart later in this chapter for additional guidance on the travelway zone.
3. The Parking and Median Zones are not essential on all streets. A low priority ranking for these zones implies that they may be eliminated. A high priority implies that it is desirable to include them even if minimum dimensions are used.
4. The Frontage Zone priorities shown in this chart reflect the importance of using the public right-of-way for this zone. A low priority implies that the Frontage Zone should be incorporated on private property. A high priority implies that allowing this zone to expand into the right-of-way is an important consideration.
5. For streets within a 1/4 mile radius of train stations as shown on the Vision Maps, the Sidewalk Clear Zone and the Buffer/Furnishing Zone should be given a High Priority.
6. This chart is intended to be used as a starting point for engaging the community in setting design priorities during the corridor planning stage of the Complete Streets process.

Design Guidance: Elements for Future Discussion

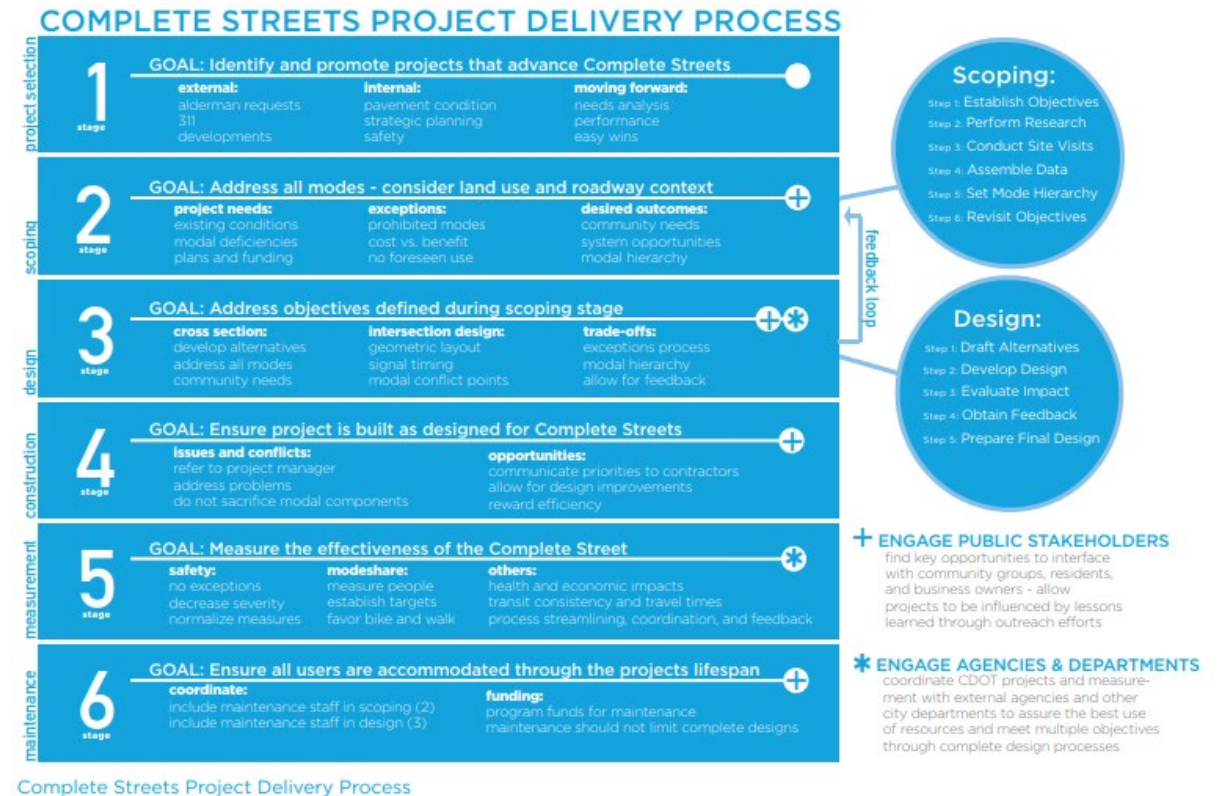


- Intersections
- Sidewalks
- Bicycle Facilities
- Transit Streets
- Sustainable Stormwater Management / Green Infrastructure
- Roadway Crossings and Intersections
- Curbspace Management
- Corner Radii
- Multimodal Signal Operations
- Interim / Quick-build Strategies

Other Important Sections



- Project Prioritization Process
- Project Delivery Process
- Equity in Community Engagement
- Measuring Success: Annual Report and Performance Measures



Backup slides



Summary of Progress

Part V. Complete Streets Manual



Project Prioritization Process Status:

1. Held three subcommittee meetings to discuss the details of developing an equitable project prioritization process
2. Recommendation 1: expand the existing equity factors in the ordinance to be more inclusive:
 - Factors cited in the Ordinance: Race, gender, sexual orientation, age, disability, ethnicity, national origin, income, geographic subunit, vehicle access.
 - Proposed additional factors: Job access, crime, access to technology, commute times, public health, population density, pedestrian and cyclist crashes, housing, educational attainment, generational factors, environmental factors (air quality, climate change i.e. flooding, heat stress, vulnerability, etc.)
3. Recommendation 2: engage the public for input on equity factors

Summary of Progress

Part V. Complete Streets Manual



Project Prioritization Process

Status:

Transportation decision making factors for potential inclusion in project prioritization process:

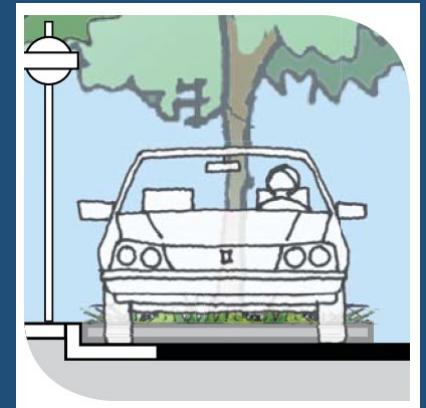
- Infrastructure condition
- ADA accessibility
- Traffic safety
- Mobility / level of service
- Transit corridors
- Economic development initiatives
- Commuter traffic

Example Complete Streets Manuals Design Guidance

Design Guidelines Format

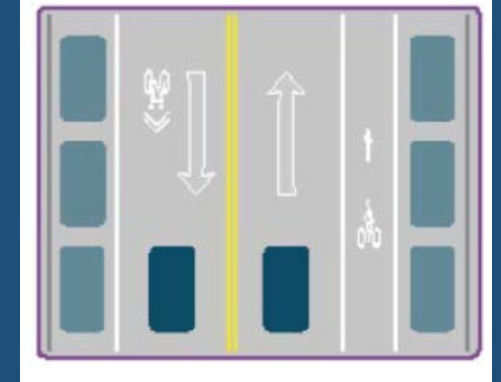
Section 1 - Definitions

- Pedestrian Zone
 - Definitions will reference City Standards, NACTO and PROWAG
 - Building Frontage Zone
 - Walking / Sidewalk Clear Zone
 - Shared Use Path
 - Buffer / Landscape / Transit Stop / Furnishing Zone
- Curb Space Management
 - Definitions will reference City Code and NACTO
 - Curb Zone
 - On-Street Parallel Parking
 - Commercial Loading / High Transit Boarding / Aligning




Section 1 – Definitions Continued

- Curbside Lane
 - Definitions will reference NACTO, ITE & MUTCD
 - Bicycle Infrastructure
 - Transit Infrastructure
- Travel Way Zone
 - Definitions will reference City Ordinance, FHWA, & MUTCD
 - Travel Lane
 - Transit Lane
 - Truck Route
- Median Zone
 - Definitions will reference NACTO & FHWA/PROWAG
 - Pedestrian Refuge
 - Continuous Median



Minimum Widths for Roadway Lanes



Street Type	FHWA Classification	Bus Lane	Turn Lane	Travel Lane	Bicycle Lane	Parking Lane
Downtown Commercial	Arterial	11'	10'	10'	5'	7'
Downtown Mixed-Use	Arterial	11'	10'	10'	5'	7'
Neighborhood Main	Arterial	11'	10'	10'	5'	7'
Neighborhood Connector	Arterial	11'	10'	10'	5'	7'
Neighborhood Residential	Collector	N/A	10'	10'	5'	7'
Industrial Street	Collector	N/A	10'	10'	5'	7'
Shared Street	Collector	N/A	10'	10'	5'	7'
Parkway	Local	Local roadways are typically one to two travel lanes, with or without parking, and do not have pavement markings.				
Boulevard	Local	Local roadways are typically one to two travel lanes, with or without parking, and do not have pavement markings.				

Example Street Cross Sections for Various Street Types