Agenda

• Introduction
• Review and approval of June meeting minutes ★
• Community Engagement Plan
• Design Manual
• Project prioritization
• Brief updates
  – Sidewalk policy
• Next steps
COMMUNITY ENGAGEMENT PLAN
Community Engagement Plan

[content]
Design Manual

- Chapter 1 (Introduction and General Information) will be rewritten to incorporate Complete Streets principles, project delivery process, community engagement, etc.
- Chapter 2 (Design of Roads) and Volume IV typical sections will be updated based on the street typology
- Chapters 3 (bridges) and 5 (traffic) will also be updated
- Chapter 4 (APFO) will not be updated under this effort, except for possibly minor “housekeeping” items
Design Manual – Chapter 1 Outline

• 1.1 Introduction (primarily new content)
  – A. How to use this manual
  – B. How this manual was developed
  – C. Benefits of Complete Streets
  – D. Complete Streets policy
  – E. Vulnerable Population index and Priority Areas
  – F. Authorization
Design Manual – Chapter 1 Outline

• 1.2 Project Types and Delivery Process (significant rewrite of existing content)
  – A. Capital projects
  – B. Land development projects
  – C. Project prioritization
  – D. Community Engagement Plan
  – E. Exceptions
1.3 Street Types
(significant rewrite of existing content)
  - A. Land use context
  - B. Transportation context
  - C. Typology
  - D. Bike Howard overlay
  - E. Scenic roadway overlay
  - F. Trade-offs
Design Manual – Chapter 1 Outline

• Other sections of Chapter 1 will have less significant modifications
  – 1.4 Engineering Reports
  – 1.5 Surveys
  – 1.6 Construction Plans
  – 1.7 Construction Specifications
  – 1.8 Record Drawings
  – 1.9 Definitions
  – 1.10 Abbreviations
One modification is needed to comply with the Complete Streets policy:
- Section 4.9.2.A.2: In Table 2, change “eight-foot-wide bike path” to “ten-foot-wide shared use pathway”

Some sections may benefit from modification or clarification:
- 4.2.C. If collector classifications are combined, wording needs to be revised
- 4.3.C.3. Background growth rate of 3% or 6% may be worth reconsidering
- 4.9.1.C. Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS) may require clarification
Design Manual

- As noted last time, updates will be reviewed by the core team before being brought to the CSIT.
Project prioritization

• Internal meeting held on June 19
  – Senior staff from the Administration, Budget, Transportation, DPW, and DPZ participated
  – The goal is to better understand the County’s current capital budget development process to help determine how to introduce prioritization in a way that effectively advances Complete Streets while avoiding unnecessary disruption to the existing process
  – Discussed the requirement in the Complete Streets policy to have a prioritization process for transportation projects; all attendees acknowledged this is necessary
  – Considered how prioritization may work for individual projects vs “programs of projects”
  – Will follow up with individual or small group interviews about how prioritization can fit into the budget development process
Project prioritization questions

- How are transportation projects added or adjusted in the capital program?
  - 1. How are transportation projects added to the capital program each year?
  - 2. Is there clear guidance and definition of criteria used for selecting capital projects?
  - 3. How do transportation projects move from:
    - a. Concept to design?
    - b. Design to engineering?
    - c. Engineering to construction?
Project prioritization questions

- **Use of condition assessments**
  - 4. Are there projects that should be evaluated using an asset inventory and condition assessment process, that are not currently evaluated using this process?
  - 5. How is the allocation of funding determined between system preservation and new/expansion projects?
Project prioritization questions

- Financial determinations
  - 6. How is allocation of funds related to county goals and policy priorities?
  - 7. How is the allocation of funds for program levels (rather than individual projects) determined each year?
  - 8. Are feasibility studies conducted prior to committing to potential projects? Is there funding allocated each year for new feasibility studies?
  - 9. How are yearly cashflows determined for multi-year projects?
  - 10. What process is used for project controls? Is there an internal project status reporting process and review for approval of modifications in scope, budget and schedule?
Project prioritization questions

• Public involvement
  – 11. How is the public involved in the creation of the capital budget?
Project prioritization

• Anticipated schedule (revised)
  – Meetings and interviews in late June into early July
  – Initial draft, testing, and iteration in July and early August
  – Refined draft to core team by August 19 meeting
  – Adjustments as needed
  – Refined draft to CSIT by September 2 meeting
  – Adjustment as needed
  – Approval by core team at September 16 meeting
  – Approval by CSIT at October 7 meeting
  – Delivery to Council in October
Sidewalk policy

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NEXT STEPS
Next steps

- Next meeting
  - Wednesday, August 5, 3:00 pm
- Action items from this meeting