



Active Transportation Plan

Richardson City Council
February 7, 2022

City of Richardson
Transportation & Mobility

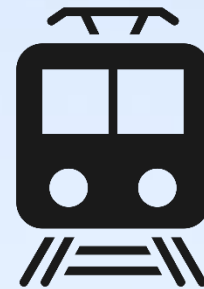
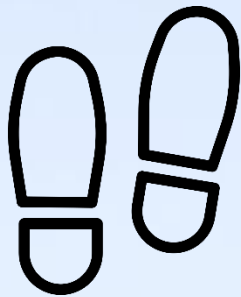


Overview

- Plan Objective & Goals
- What is an Active Transportation Plan?
- Background
- Project Team
- Community Engagement and Input Process
- Estimated Schedule
- Outcome: The Plan
- Next Steps

Objective:

Create a visionary plan that connects all active transportation elements - bicycle, pedestrian, transit, and micro-mobility - to leverage existing infrastructure and capitalize on future transportation projects to create a network that is more accessible and usable by all ages and abilities in Richardson.



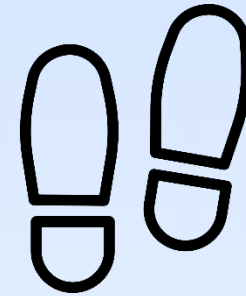
Council Goals

- Council Goals, Strategies, & Tactics
 - Goal: To have residents and other stakeholders choose Richardson as the best place to locate, contribute, and engage
 - Goal: To effectively and efficiently manage city resources while maintaining and enhancing city services
 - Strategy: Promote Avenues for Public Engagement and Input
 - Strategy: Value, protect, and create a positive return on City, resident, and other stakeholder investments in the City
 - Tactic: Commence with development of an Active Transportation Plan (explore enhancing Bike Friendly City status) and update of the Parks Master Plan



What is an Active Transportation Plan (ATP)?

- Previously the Bicycle Facilities & Trailways Plan
- Holistic plan that connects off-street and on-street infrastructure while integrating multiple modes of transportation to allow people to reach destinations without use of an automobile
- Multimodal connectivity
 - Pedestrian & bike pathways
 - Transit access
 - Micro-mobility
 - Last-mile connections
- Supports development of overall Transportation Plan and Comprehensive Plan



Background

- Existing Infrastructure
 - 87 miles of hard surface trails, approximately 6 miles of soft surface trails, and over 22 miles of bike lanes
- 2009 Comprehensive Plan includes bicycle and pedestrian planning
- Multi-use trails and bicycle facility maps have been maintained and updated independently on a case-by-case basis in the interim
- Recent studies and community feedback emphasize a need for better integration and connectivity of the full active transportation network
 - The IQ and CORE
 - Richardson Bicycle and Pedestrian Advisory Committee
 - Connectivity to Regional Bike and Ped Infrastructure



Background

- Richardson infrastructure is “good,” but many facilities contain stressful conditions prohibiting all ages and abilities from use
 - Growing interest in cycling in the region (NCTCOG 2017 survey)
 - In 2015, DFW was selected as a “Focus City” for Pedestrian Safety by FHWA
 - Bronze Bike Friendly Community in 2015 and 2019
 - Blue Zones “Made to Move” Grant
 - Transportation Alternatives Grant – Greenville & Arapaho
- Built-Out Community
 - Innovative designs are needed to create a more accessible network in existing conditions
 - Stitch Richardson together through improved connections at US 75 intersections
 - Roadmap to Silver Bike Friendly Community



The ATP Project Team

- Project led through Transportation & Mobility Department
 - Collaboration with Parks & Recreation (PROSMP) and Development Services (Comp Plan)
 - Other internal City department representatives will serve on the Strategic Partners Committee
- Consultant Team
 - Lead Consultant: Halff Associates, Inc.
 - Engineering/planning firm (HQ in Richardson)
 - Subconsultants
 - Toole Design Group
 - Lee Engineering, Inc.
 - ETC Institute



The ATP Project Team

- Halff Associates, Inc
 - Christian Lenz, Project Manager
 - 26 years experience in public and private sector planning
 - Experience in bicycle & pedestrian planning, parks & trail planning, and comprehensive planning efforts
- Subconsultants
 - Toole Design Group
 - National experts in building communities where all ages and abilities can enjoy walking, biking, and access to transit
 - Lee Engineering
 - Local expertise working within the City of Richardson and with DART on first mile/last mile connections
 - ETC Institute
 - Well known for opinion surveys and extensive comparative database



Community Engagement & Input Process



- Initial Public Input: Identify Issues and Needs
 - Online Public Survey
 - Open House and Public Information Booths (public places and events)
 - Intercept surveys distributed at various public facilities
 - Stakeholder interviews
- Feedback committees involved throughout project
 - Richardson Bicycle and Pedestrian Advisory Committee (BPAC)
 - Strategic Partners Committee consisting of internal departments and agency partners
- Follow-up Public Input: Present Preliminary Plan Recommendations
 - Open House

Estimated Schedule (Calendar Year 2022)

QTR1

- Project Kick-Off
- Community Assessment/Needs Analysis
- Survey Initiation
- Committee Meetings
- Public Open House
- Launch Website
- Stakeholder Interviews: Council Input

QTR2

- Intercept Surveys
- Public Information Booths
- Survey Analysis
- Committee Meetings
- Begin Network Mapping

QTR3

- Project Audits
- Build Facility Toolbox
- Develop Policies & Practices
- Committee Meetings
- Project Prioritization
- Begin Conceptual Development Plans
- Council Update

QTR4

- Public Open House – recommended plan
- Implementation Strategies
- Final Committee Meetings
- Final Plan for Internal Review

QTR1 2023

- Final Plan and Adoption by City Council

Outcome: The Plan

- Active Transportation Plan Document
 - Assessments & Analyses
 - Surveys, Level of Stress, Level Of Comfort, Equity, Trip Potential, etc.
 - Citywide Network Map & Regional Connections
 - Project Prioritization Matrix
 - Facility Type Toolbox for Richardson
 - Roadmap to Bicycle Friendly Community “Silver”
 - Cost Estimates and Potential Funding Sources
 - Project Implementation Strategy



Next Steps

- Inventory existing assets
- Begin needs assessment
- Hold first committee meetings in late February
- Build project website
- Begin Community Survey in March
- Schedule and invite the community to open houses and stakeholder meetings

