

RICHARDSON ACTIVE TRANSPORTATION PLAN



**RICHARDSON CITY COUNCIL
PROJECT BRIEFING**

NOVEMBER 7, 2022

PRESENTATION TOPICS

- **PROJECT BACKGROUND**
- **WHY PLAN NOW?**
 - **PLANNING PROCESS AND PUBLIC ENGAGEMENT**
 - **RICHARDSON'S VISION FOR ACTIVE TRANSPORTATION**
- **HOW DO WE GET THERE?**
 - **ACTIVE TRANSPORTATION NETWORK**
 - **POLICIES AND PRACTICES**
- **NEXT STEPS**



WHAT IS AN ACTIVE TRANSPORTATION 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**



PROJECT 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.



TONIGHT'S PRESENTATION

- UPDATE ON THE PLAN'S PROGRESS
- CONSENSUS ON THE PLAN'S DIRECTION TO ENSURE WE ARE HEADING IN THE RIGHT DIRECTION FOR A FINAL PLAN

**RICHARDSON
ACTIVE
TRANSPORTATION
PLAN**



**PROVIDE INPUT ABOUT IMPROVING
WALKING, BIKING, AND ROLLING
IN RICHARDSON!**

THE CITY OF RICHARDSON IS IN THE PROCESS OF DEVELOPING AN ACTIVE TRANSPORTATION PLAN TO ENHANCE THE PEDESTRIAN AND BICYCLE NETWORK.



ATP PROJECT TEAM

- **PROJECT LED THROUGH TRANSPORTATION & MOBILITY DEPARTMENT**
- **CONSULTANT TEAM**
 - **LEAD CONSULTANT: HALFF ASSOCIATES, INC.**
 - CHRISTIAN LENTZ, PROJECT MANAGER
 - **SUBCONSULTANTS:**
 - TOOLE DESIGN GROUP
 - LEE ENGINEERING, INC.

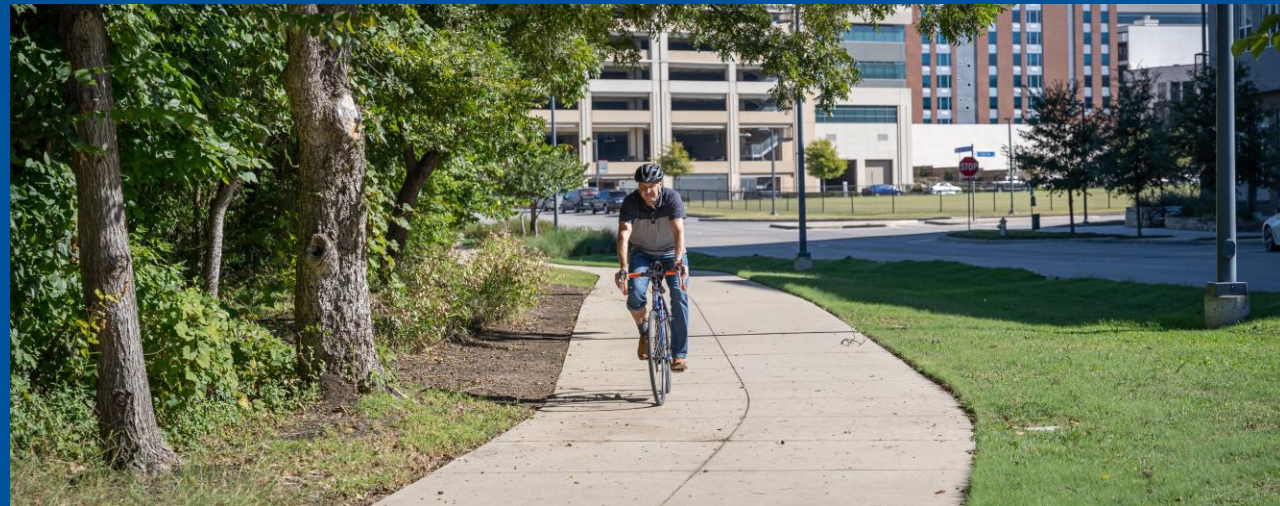


WHY PLAN NOW?

PLANNING PROCESS OVERVIEW

WHY PLAN NOW?

- 2009 COMPREHENSIVE PLAN INCLUDES BICYCLE AND PEDESTRIAN PLANNING
- MULTI-USE TRAILS AND BICYCLE FACILITY MAPS HAVE BEEN MAINTAINED ON A CASE-BY-CASE BASIS IN THE INTERIM
- STUDIES AND COMMUNITY FEEDBACK EMPHASIZE NEED FOR BETTER CONNECTIVITY OF THE FULL ACTIVE TRANSPORTATION NETWORK



PLANNING PROCESS



PHASE 1 DISCOVERY

- Data Collection
- Key Stakeholder & Public Engagement

PHASE 2 ANALYZE

- Review of Existing Conditions
- Needs Assessment

PHASE 3 RECOMMEND

- Recommended Active Transportation Network
- Supporting Policies and Programs
- Project Prioritization

PHASE 4 IMPLEMENT

- Capital Improvement Project Prioritization
- Strategies for Implementation

PUBLIC OUTREACH



Wildflower! Festival



Public Open House



Culture in the CORE

UNDER-REPRESENTED GROUPS

- PARTNERED WITH NETWORK OF COMMUNITY MINISTRIES
- HARDCOPY SURVEYS WERE AVAILABLE AT THE LIBRARY IN ENGLISH, SPANISH, AND VIETNAMESE
- SIGNS PLACED AT PARKS AND TRAILS AROUND THE CITY DIRECTING PEOPLE TO THE ONLINE SURVEY
- PUBLIC INFORMATION BOOTHS WERE HELD AT COMMUNITY EVENTS
 - WILDFLOWER! FESTIVAL
 - CULTURE IN THE CORE
- DIVERSITY AND INCLUSION COMMITTEE

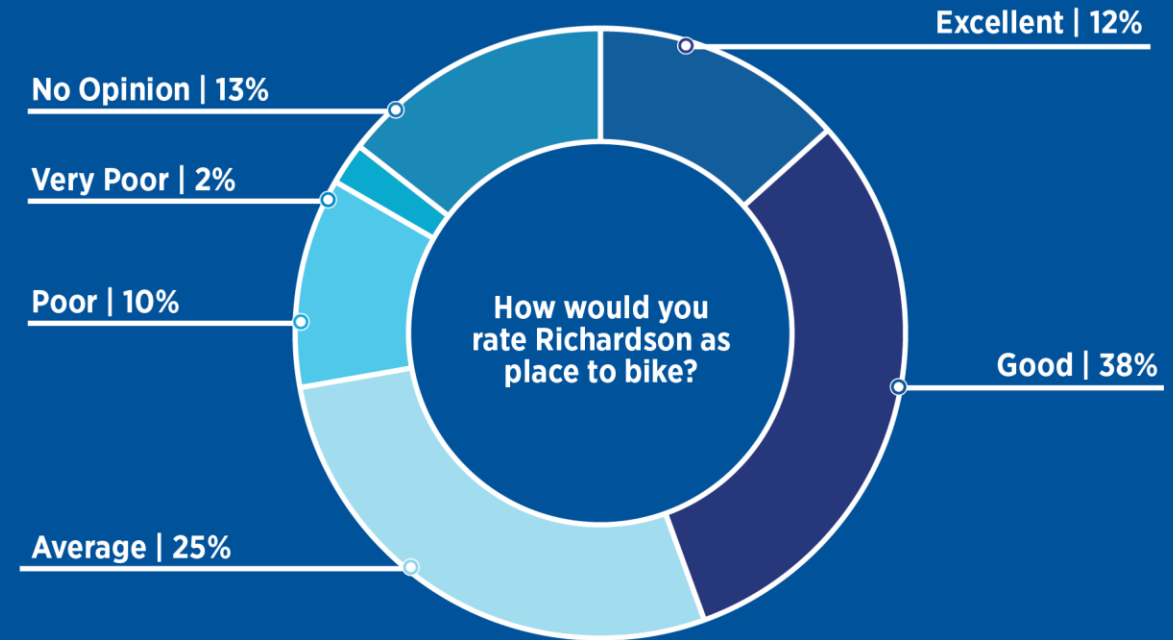


COMMUNITY PERCEPTIONS

WALKING IN RICHARDSON TODAY



BICYCLING IN RICHARDSON TODAY



COMMUNITY PERCEPTIONS

Safer crosswalks

Better wayfinding or routing information

Slower traffic speeds

More protected bike lanes

Better connections to schools or transit stops/stations

More on-street bike lanes

More trail connections

Wider sidewalks

Programs focused on pedestrian and bicycle encouragement

Better connections to pedestrian and bicycle facilities in surrounding cities

Reduce or eliminate barriers to access existing facilities

Better street/trail lighting

Better maintenance of existing facilities

VISION STATEMENT

OUR ACTIVE MOBILITY VISION...

Richardson's active transportation initiatives will generate a walking and bicycling environment that provides and maintains high-quality facilities, creates critical connections throughout the city, improves access and comfort, and positions our community as an action-oriented leader in meeting all the mobility needs of the city's diverse residents.

GUIDING PRINCIPLES RICHARDSON'S ACTIVE TRANSPORTATION SYSTEM WILL...

1

CREATE COMMUNITY-WIDE CONNECTIONS

Pedestrian and bicycle facilities will be strategically implemented and equitably distributed to connect key transit and key destinations to support the everyday lives of residents.

2

SUPPORT DIVERSE MOBILITY NEEDS AND INTERESTS

Our system of pedestrian and bicycle facilities will be built and distributed to meet the needs of multiple users through diverse facility applications that are designed appropriately for all ages, abilities, diverse backgrounds, and cultures.

3

PROVIDE A SAFE AND COMFORTABLE ENVIRONMENT

Pedestrian and bicycle facility design and application will create a safe environment where users feel a level of comfort that accommodates and encourages active transportation for more trips.

4

PROMOTE ENJOYMENT OF THE CITY

Active transportation investments will strengthen the city's identity as a desirable place for people and businesses to establish themselves, encourage exploration of the many parks, neighborhoods, and urban districts that Richardson has to offer, and contribute to regional tourism.

5

BE A COMMUNITY INVESTMENT

A thoughtful approach to the implementation of pedestrian and bicycle infrastructure will be practiced and facilities will be maintained in a manner that creates exemplary quality of life amenities for all residents.

HOW DO WE GET THERE?

NETWORK, POLICIES AND PRACTICES

APPROACH TO NETWORK DEVELOPMENT

Protected Bike Lanes

Buffered bicycle lanes may be enhanced with a curbed buffer to physically separate and protect bicycles from vehicles.

Shared-Use Paths

Shared-use paths are typically referred to as trails, and can be found in the built environment. These serve as principal links in this network.

Buffered Bike Lanes

Where there is room on the pavement a painted buffer adds space between the bicycle lane and vehicle lane.

Sideways

Sideways are often short distance pathway connections that link principal trail corridors and utilize plantings to buffer pedestrians from roadways.

PRINCIPAL OBJECTIVES

- ELIMINATE NETWORK GAPS
- MAKE REGIONAL CONNECTIONS
- INCREASING 'LEVEL OF COMFORT'
- CREATE A SAFE ALL AGES AND ABILITIES (AAA) NETWORK
- 'ENTICE' GREATER WALK/BIKE/ROLL MODE SHARE
- ALLOW FLEXIBILITY IN FACILITY SELECTION

OUR ACTIVE TRANSPORTATION BLUEPRINT

IT IS PRESUMED THAT ALL STREETS WILL INCORPORATE DEDICATED FACILITIES FOR PEDESTRIANS AND THOSE WITH DISABILITIES.



OUR ACTIVE TRANSPORTATION BLUEPRINT

ESSENTIAL ACTIVE TRANSPORTATION NETWORK

- ALL ROADWAY AND NON-ROADWAY CORRIDORS THAT WARRANT FACILITIES DESIGNED EXCLUSIVELY FOR BICYCLISTS OR FOR THE SHARED USE OF ALL NON-MOTORIZED TRANSPORTATION USERS.

ALL AGES AND ABILITIES (AAA) ACTIVE TRANSPORTATION NETWORK

- A SUBSET OF 'ESSENTIAL' CORRIDORS WHERE BICYCLE AND SHARED USE FACILITY INVESTMENTS ARE DESIGNED TO PROVIDE FOR THE HIGHEST POSSIBLE LEVEL OF COMFORT FOR USERS OF ALL AGES AND ABILITIES.

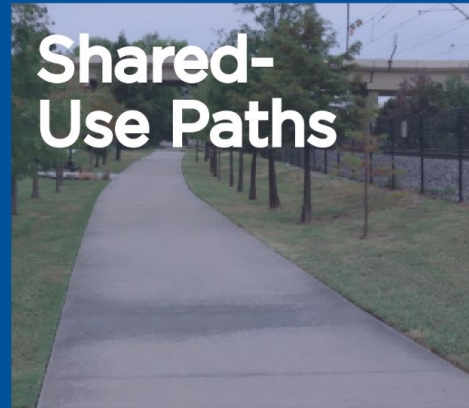
PEDESTRIAN PRIORITY AREAS

- AREAS IN ADDITION TO THE 'ESSENTIAL' NETWORK THAT CONTAIN CONCENTRATIONS OF HIGH-RISK INTERSECTIONS AND WHICH WARRANT NEAR-TERM IMPROVEMENTS TO CROSSING TREATMENTS.

CORRIDOR CLASSIFICATIONS

LEVEL 1: NON-ROADWAY CORRIDORS

- GREENWAY, STREAM, TRANSIT AND UTILITY EASEMENTS, ETC.



PREFERRED FACILITY

LEVEL 2: NEIGHBORHOOD STREETS

- LOCAL ACCESS TO PROPERTY. LOW TRAFFIC VOLUMES AND SPEEDS.



PREFERRED FACILITY

LEVEL 3: COLLECTOR ROADWAYS

- PROVIDE CONNECTIONS BETWEEN LOCAL DESTINATIONS. STREETS TYPICALLY PROVIDE FOR ONE LANE OF TRAVEL IN EACH DIRECTION.



PREFERRED FACILITY

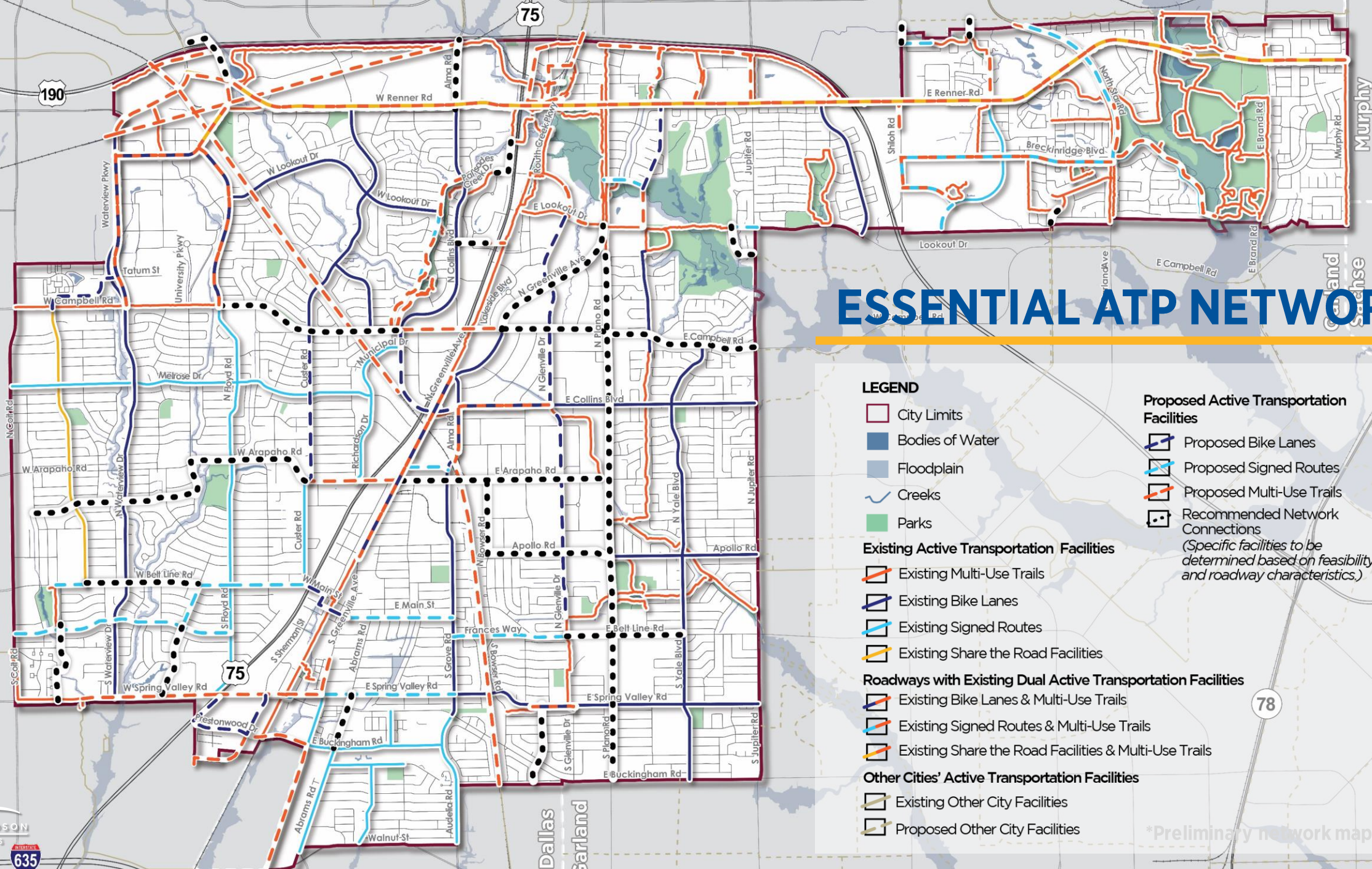
LEVEL 4: MAJOR THOROUGHFARES

- HIGH VOLUME AND HIGH-SPEED ROADWAYS. STREETS PROVIDE MULTIPLE VEHICLE TRAVEL LANES IN EACH DIRECTION.



PREFERRED FACILITIES





ESSENTIAL ATP NETWORK*

LEGEND

- City Limits
- Bodies of Water
- Floodplain
- Creeks
- Parks
- Proposed Active Transportation Facilities
 - Proposed Bike Lanes
 - Proposed Signed Routes
 - Proposed Multi-Use Trails
 - Recommended Network Connections
(Specific facilities to be determined based on feasibility and roadway characteristics.)
- Existing Active Transportation Facilities**
 - Existing Multi-Use Trails
 - Existing Bike Lanes
 - Existing Signed Routes
 - Existing Share the Road Facilities
- Roadways with Existing Dual Active Transportation Facilities**
 - Existing Bike Lanes & Multi-Use Trails
 - Existing Signed Routes & Multi-Use Trails
 - Existing Share the Road Facilities & Multi-Use Trails
- Other Cities' Active Transportation Facilities**
 - Existing Other City Facilities
 - Proposed Other City Facilities

RICHARDSON AS A BICYCLE FRIENDLY COMMUNITY

WHAT IS A BICYCLE FRIENDLY COMMUNITY?

A COMMUNITY RECOGNIZED BY THE LEAGUE AS A BFC IS ONE THAT ENCOURAGES PEOPLE TO BIKE FOR TRANSPORTATION AND RECREATION THROUGH THE FIVE ES:

- EQUITY AND ACCESS
- ENGINEERING
- EDUCATION
- ENCOURAGEMENT
- EVALUATION



BICYCLE LEAGUE (LAB) ADVICE

PATHWAY TO SILVER (SUGGESTIONS)*

- ADOPT A COMPLETE STREETS POLICY
- DEVELOP A SYSTEM OF BIKE BOULEVARDS
- DEVELOP BIKE PARKING STANDARDS
- CONTINUE INVESTMENTS IN REGIONAL TRAILS
- IMPROVE BIKE SAFETY EDUCATION
- FORMALIZE THE ROLE OF THE BPAC



POLICIES AND PRACTICES HIGHLIGHTS*

KEY EQUITY & ACCESS RECOMMENDATION: BIKE SHARE PROGRAMS

KEY ENGINEERING RECOMMENDATION: ADA ACCESS IMPROVEMENTS

KEY EDUCATION RECOMMENDATION: SAFE ROUTES TO SCHOOL

KEY ENCOURAGEMENT RECOMMENDATION: COMMUNITY WALKS/RIDES



NEXT STEPS

- **REFINING THE RECOMMENDED ACTIVE TRANSPORTATION NETWORK**
- **REFINING PRIORITIZATION CRITERIA SPECIFIC TO RICHARDSON**
- **DEVELOPING STRATEGIES FOR IMPLEMENTATION**
- **DRAFTING THE ATP REPORT**
- **PREPARING FINAL MASTER PLAN FOR COUNCIL CONSIDERATION**



QUESTIONS?

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