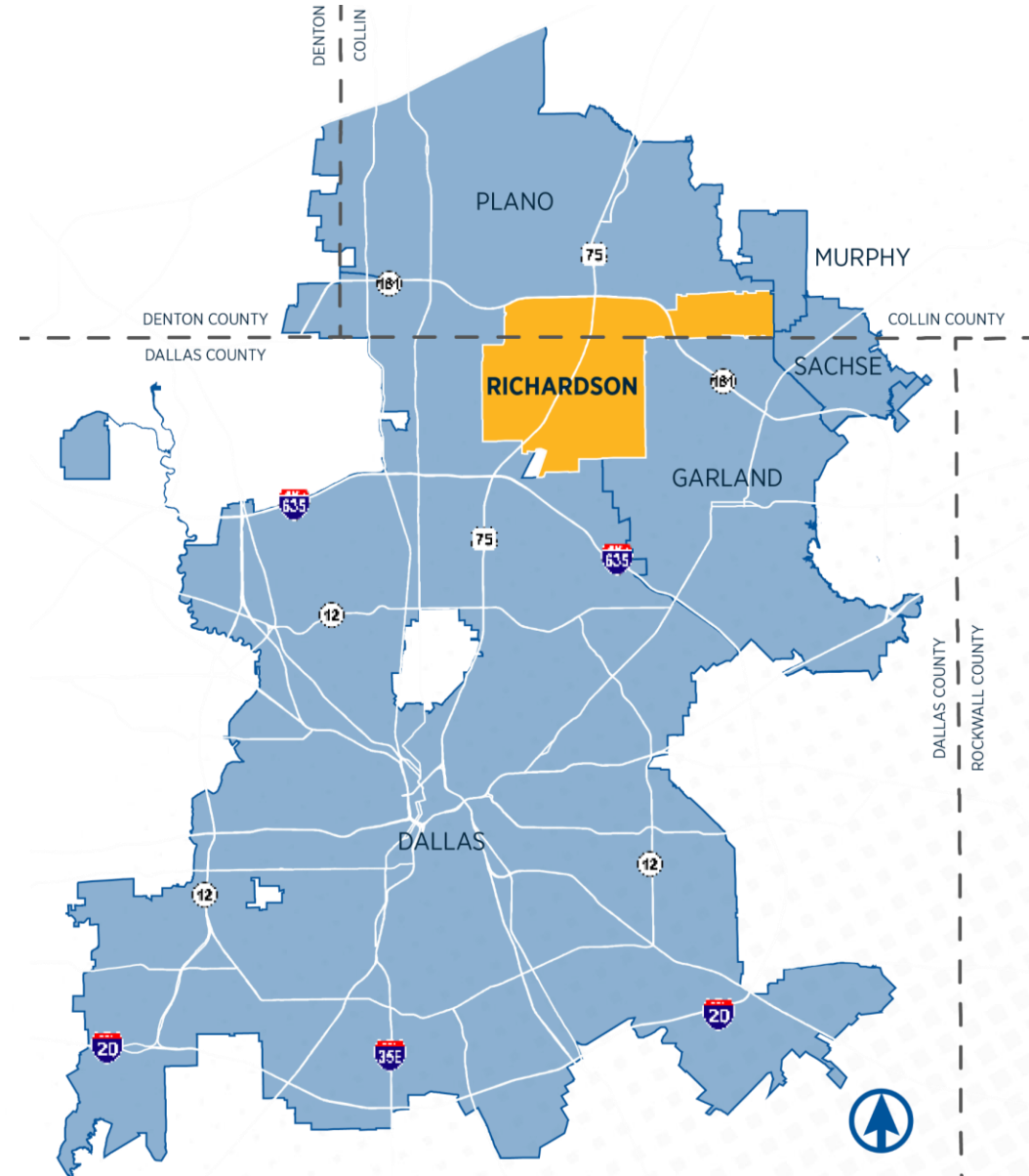


COMPLETE STREETS FROM POLICY TO IMPLEMENTATION

August 22, 2024

ABOUT RICHARDSON

- Northern first-ring suburb of Dallas
- Population: 119,000
- Jobs: 120,000
- 28 sq. miles
- Home to the University of Texas at Dallas (UTD)



WHAT ARE COMPLETE STREETS?

“An **approach** to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”

“While Complete Streets are a **process** and **approach** to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context.”

– The National Complete Streets Coalition



WHAT IS A COMPLETE STREETS (CS) POLICY?

An agency's commitment to developing a comprehensive multimodal transportation system that facilitates safe, accessible, comfortable, and convenient mobility for all people and travel modes.

- The Policy acknowledges streets have varying roles, functions, and levels of activity depending on the context of the surrounding land use and neighborhood.



ELEMENT 1.

Establishes commitment and vision



*The Complete
Streets Policy
Framework*

How and why does the community want to complete its streets? This specifies a clear statement of intent to create a complete, connected network and consider the needs of all users.

10 ELEMENTS OF A CS POLICY

1. Establishes commitment and vision
2. Prioritizes underinvested and underserved communities
3. Applies to all projects and phases
4. Allows on clear exceptions
5. Mandates coordination

ELEMENT 6.



Adopts excellent design guidance



The Complete Streets Policy Framework

Directs agencies to use the latest and best design criteria and guidelines, and sets a time frame for implementing this guidance.

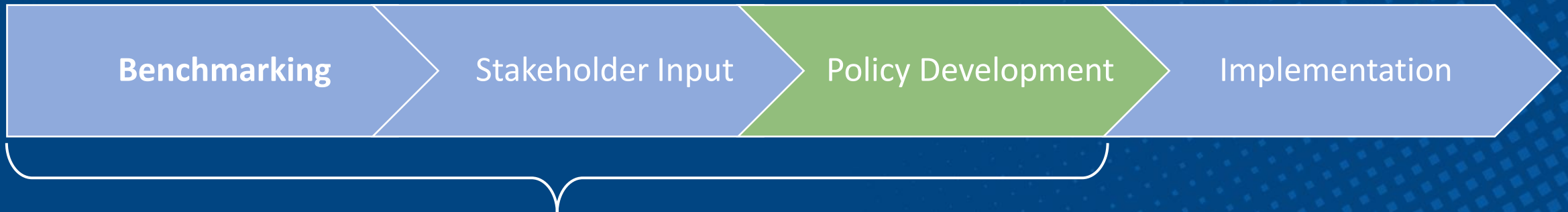
10 ELEMENTS OF A CS POLICY

6. Adopts excellent design guidance
7. Requires proactive land-use planning
8. Measures progress
9. Sets criteria for choosing projects
10. Creates a plan for implementation

WHY?

- Public commitment toward multimodal transportation
- Institutionalize many existing practices
- Create more transparency for the public

HOW?





RICHARDSON POLICY ELEMENTS

- A. Background
- B. Vision and Intent
- C. Applicability
- D. Exceptions
- E. Design Standards
- F. Implementation
- G. Performance Measures and Reporting

A. BACKGROUND

Richardson has a history of commitment to multimodal transportation

- Consistent provision of sidewalks with new development
- Robust trail system
- Founding member of DART (1983)
- First Bike Friendly Community in North Texas (2015)
- Adoption of Active Transportation Plan (2023)



B. VISION AND INTENT

Through the implementation of this Complete Streets Policy, the City will consistently plan, design, construct, operate, and maintain all transportation facilities within the public right-of-way to enable safe, accessible, comfortable, and convenient mobility for all people and travel modes.

Guiding Principles

1. Serve all users and modes
2. Increase transportation and mobility options
3. Establish a connected multimodal transportation network
4. Coordinate land use and transportation
5. Enhance community health and quality of life



C. APPLICABILITY

- All roadway improvement project phases within Richardson
- Coordinate and partner with other agencies to assist advancement of Complete Streets designs (i.e. TxDOT, DART, Dallas County, UT Dallas, and others)
- Evaluate development for connections from site to surrounding transportation system

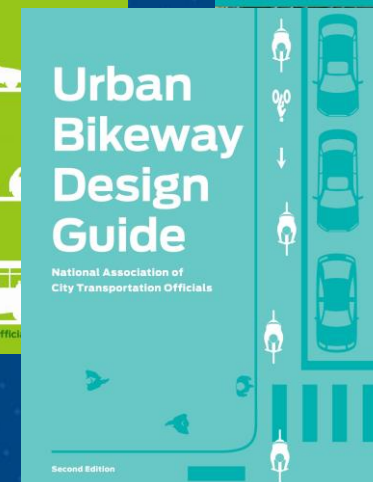
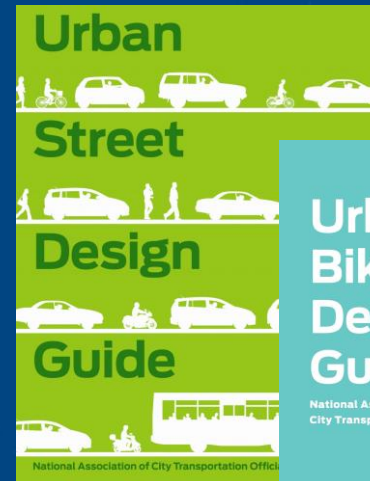
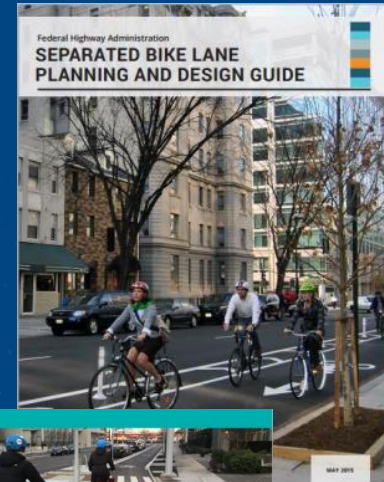
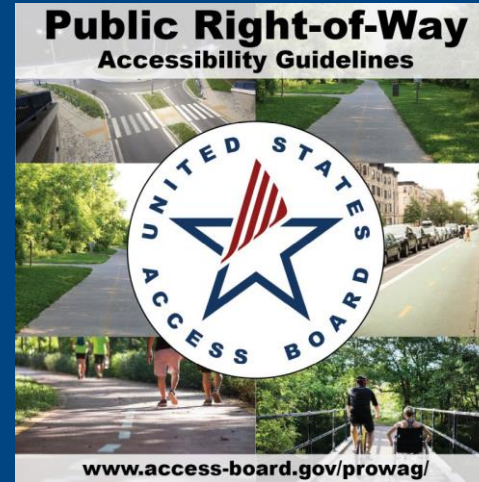
D. EXCEPTIONS

- Ordinary maintenance
- Emergency repairs
- Inappropriate contexts (e.g. US 75, PGBT)
- Prohibitive costs
- Any exception requires documentation and approval for transparency and accountability

E. DESIGN STANDARDS

Adopts best practice design guidelines

- Appropriate to the function and context of the roadway
- Sensitive to neighborhood context and needs
- Flexible to ensure consideration of all users
- Considered across all modes
- Consistent with other adopted plans

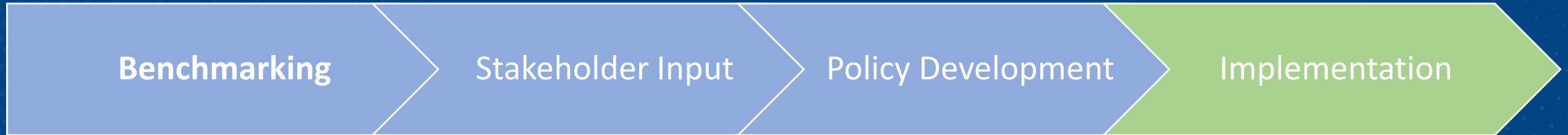


F. IMPLEMENTATION

- Checklist for project scoping
- Review and update design standards
- Staff training
- Project prioritization
- Fair and inclusive implementation
- Incorporating within Master Thoroughfare Plan update (Envision Richardson)

G. PERFORMANCE MEASURES AND REPORTING

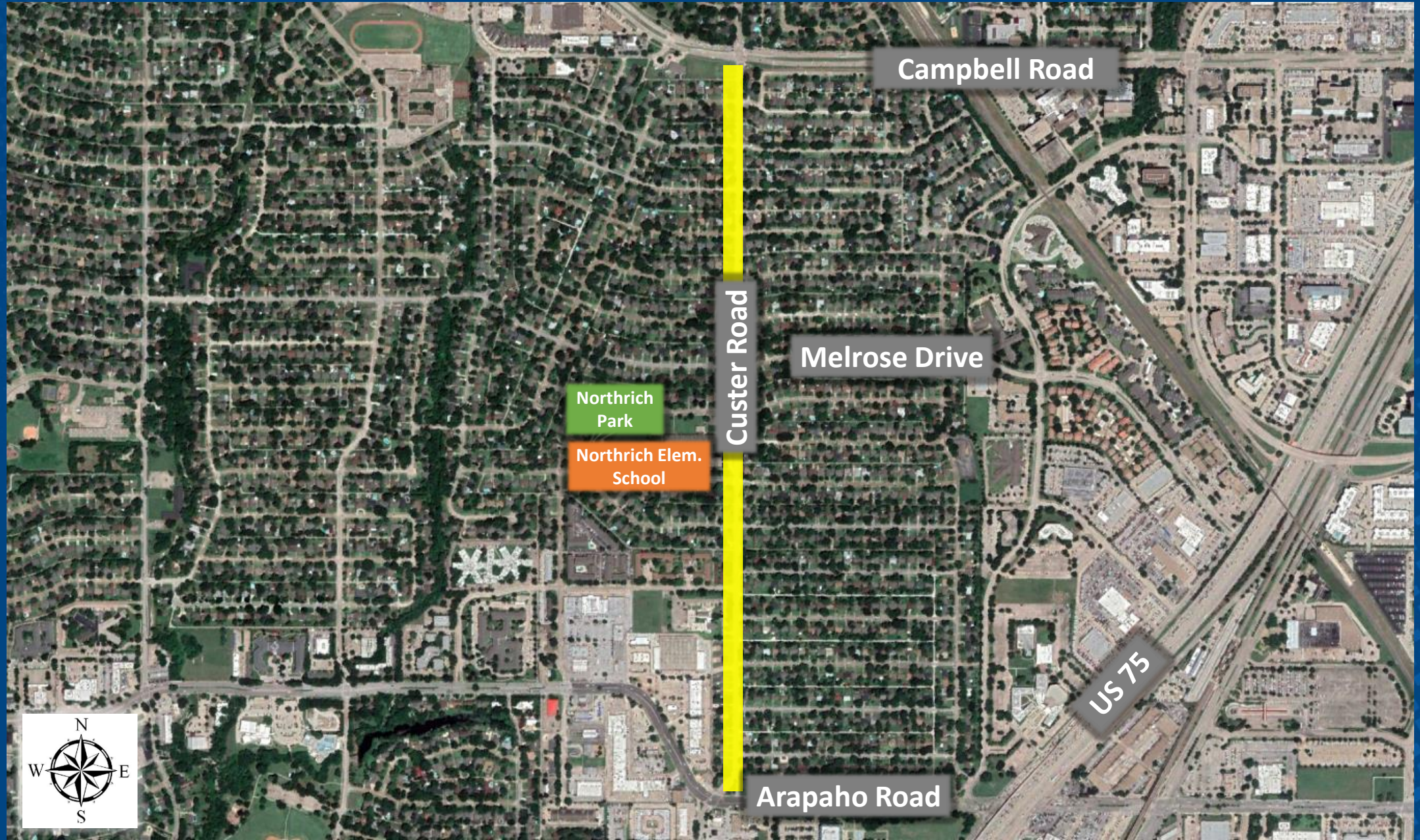
- Assigns responsibility for tracking and reporting
- Develop performance measures to measure progress and success
- Annual report to BPAC



NEXT STEPS – IMPLEMENTATION

- Envision Richardson – land use and transportation plan
- Developing performance measures with BPAC
- Creating internal Complete Streets Checklist for project scoping

CASE STUDY: CUSTER ROAD



Existing Conditions



Existing Conditions

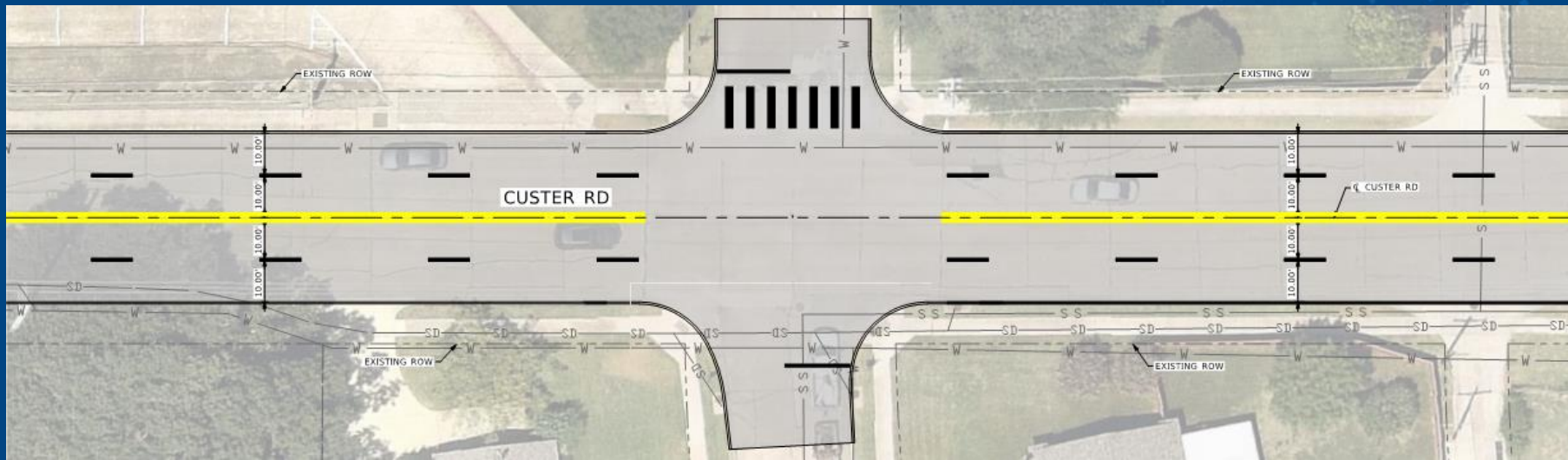
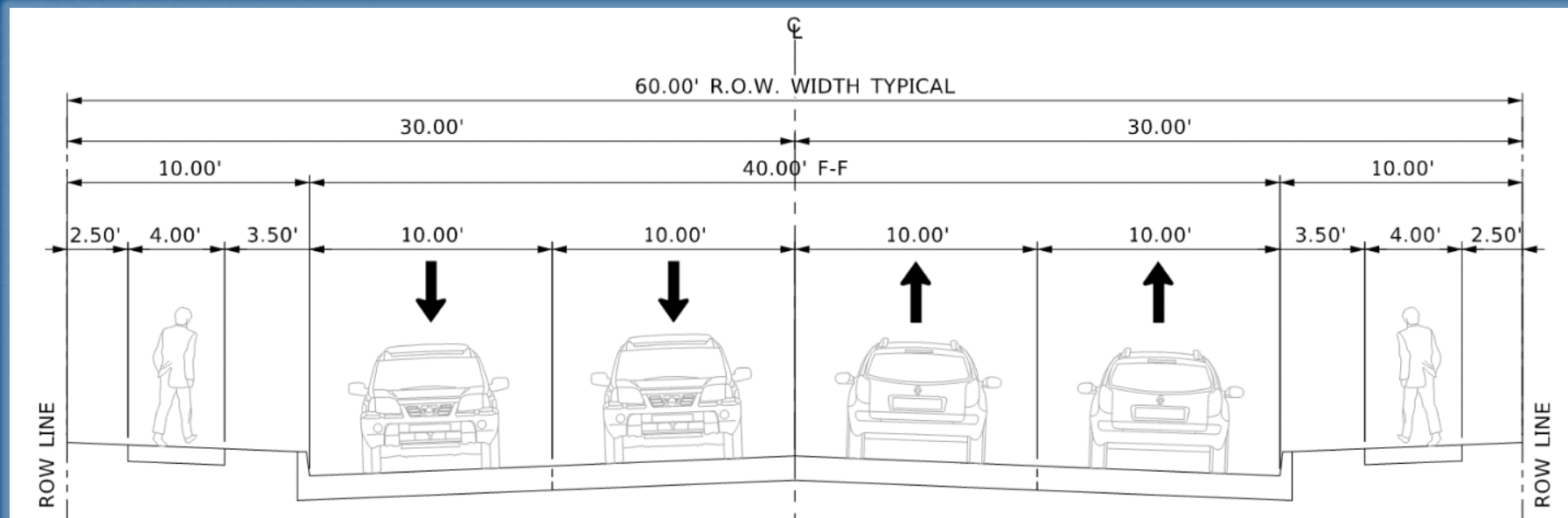


PROJECT GOALS

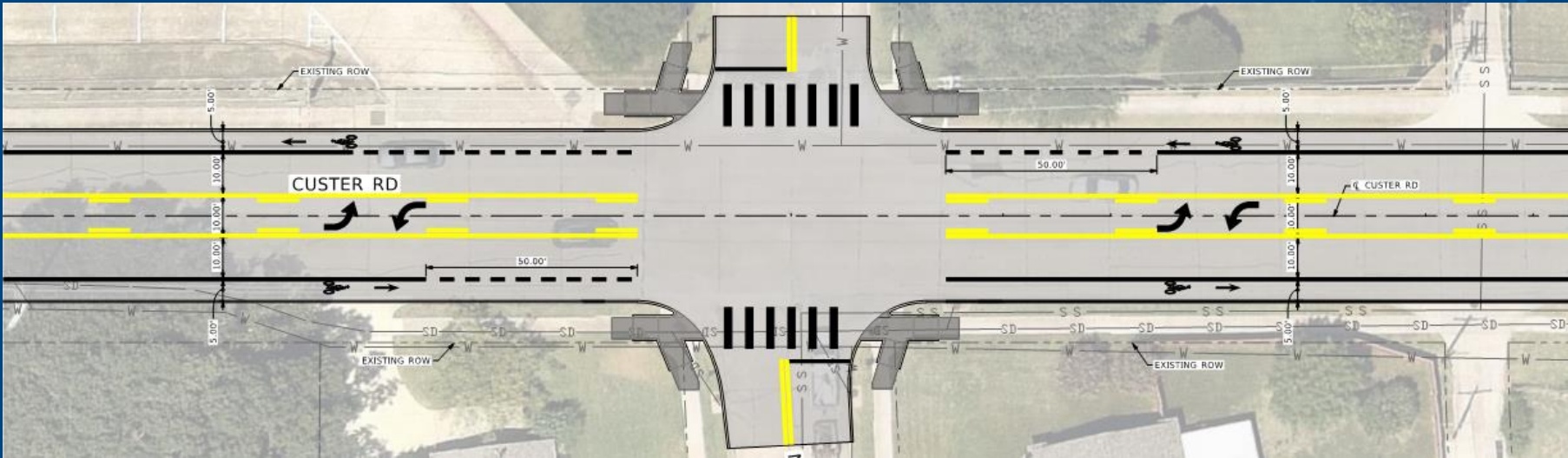
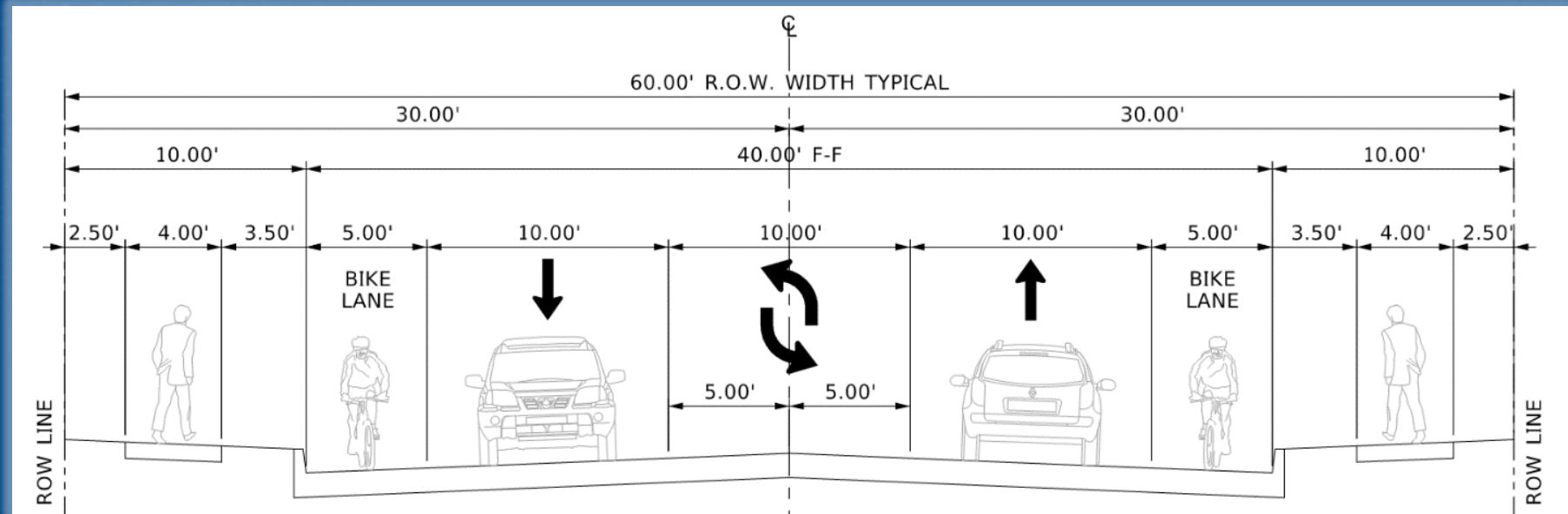
1. Replace damaged street and sidewalk pavements
2. Improve roadway drainage collection
3. Improve water and sanitary sewer utilities
4. Lower vehicle speeds
5. Improve safety mobility for pedestrians
6. Provide dedicated lanes for bicycles



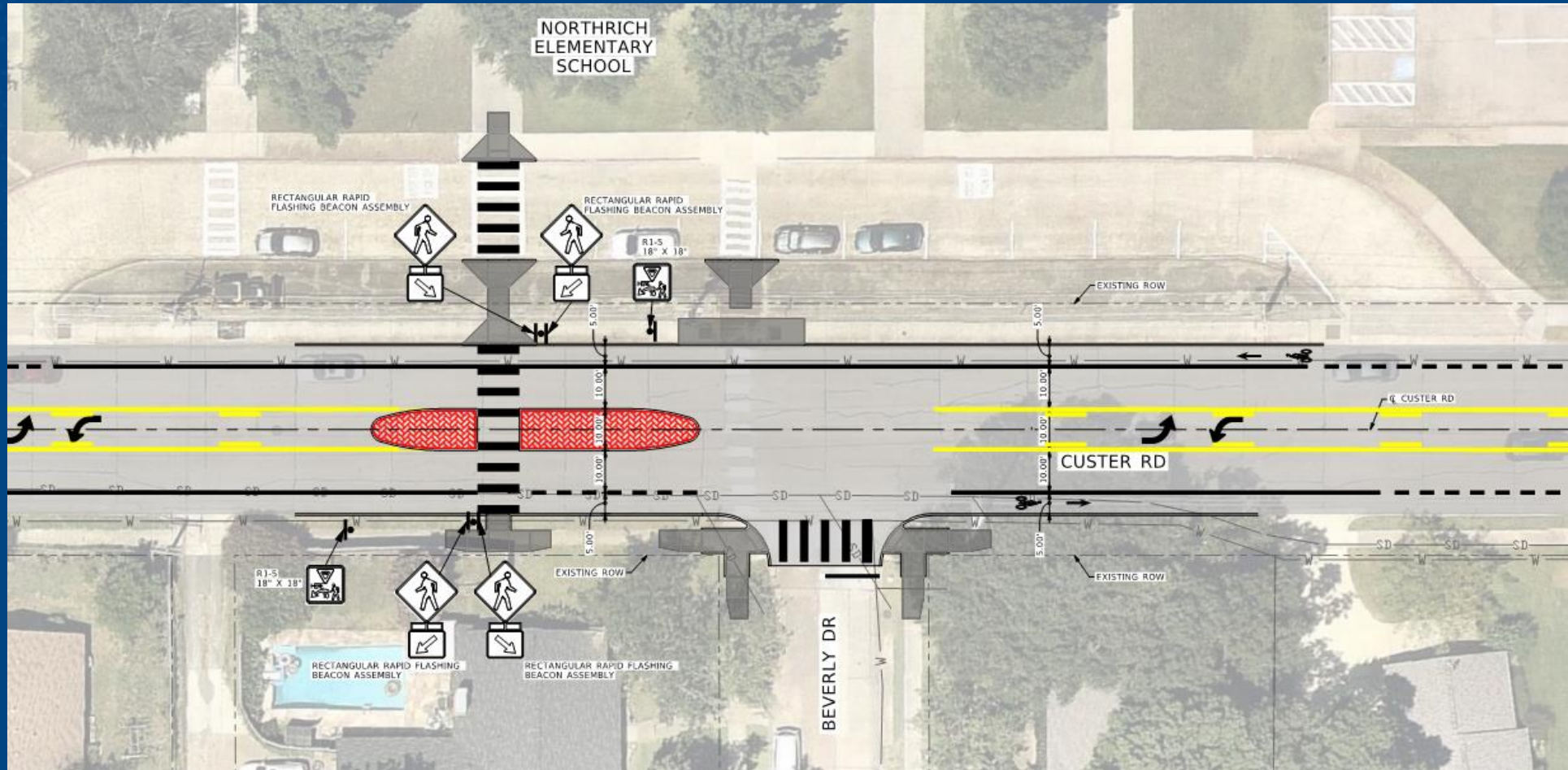
Existing Roadway Cross Section



Proposed Roadway Cross Section



ENHANCED CROSSWALK WITH RRFB



BENEFITS OF IMPROVEMENTS

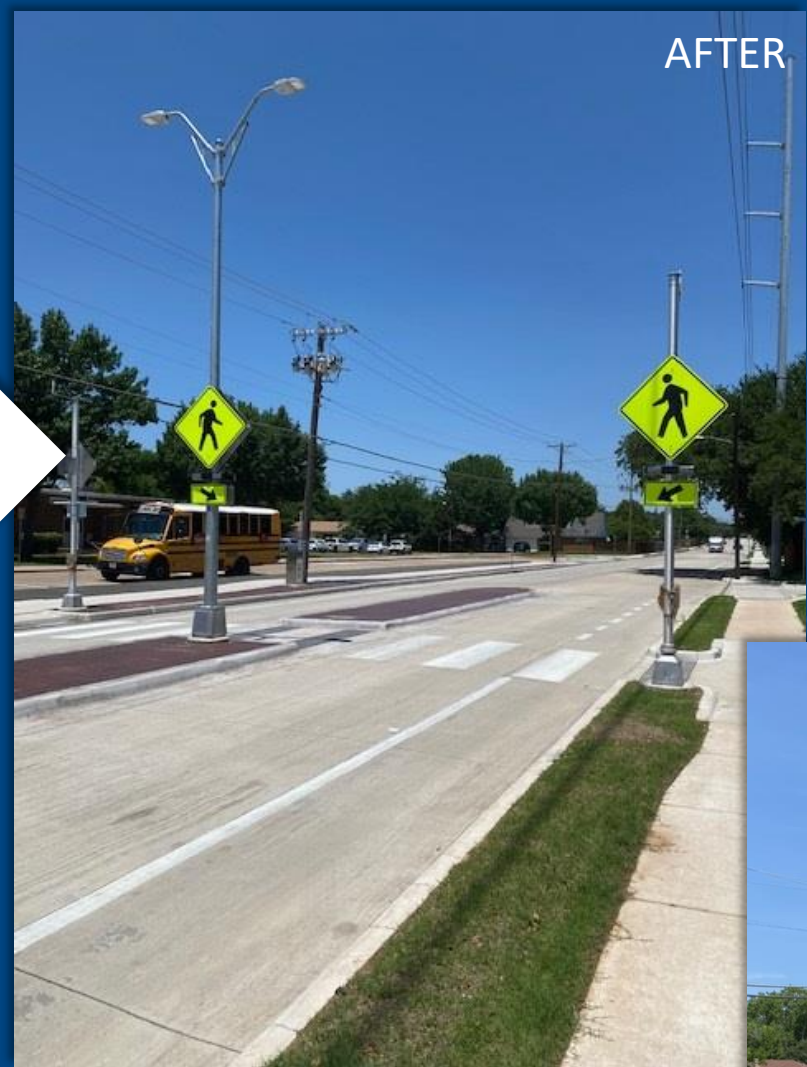
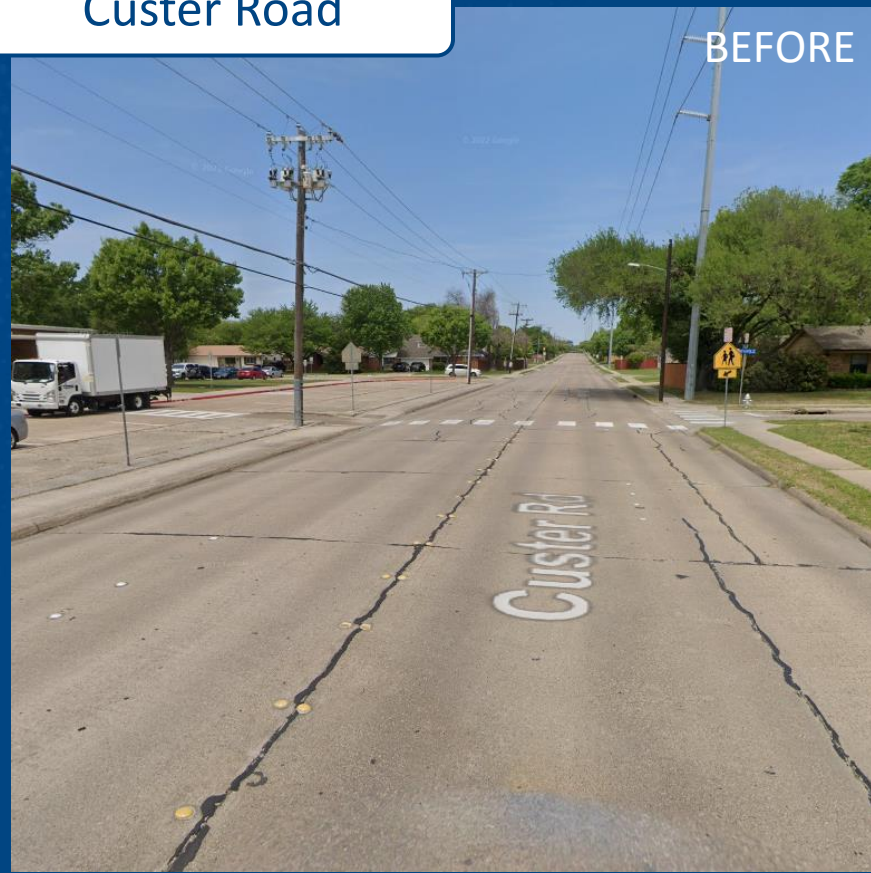
CROSS SECTION CHANGE

1. Lowers Motor Vehicle Speeds and Provides Sufficient Capacity
2. Improves Left Turn Visibility and Safety
3. Adds Dedicated Bicycle Lanes
4. Adds Buffer for Pedestrian Safety

ENHANCED CROSSWALK

1. Improves Pedestrian Safety
2. Pedestrian Refuge Allows 2-Stage Crossing
3. Dynamic Flashing Pedestrian Beacon Catches Attention of Motorists
4. Provides Pedestrian Connection across Neighborhood
5. Slows Motor Vehicle Speeds

Custer Road



WHAT DOES THIS POLICY MEAN...

Spring Valley Road



- Pavement rehab & sidewalk rehab
- ADA improvements



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