



Complete Streets Policy Adoption and Implementation

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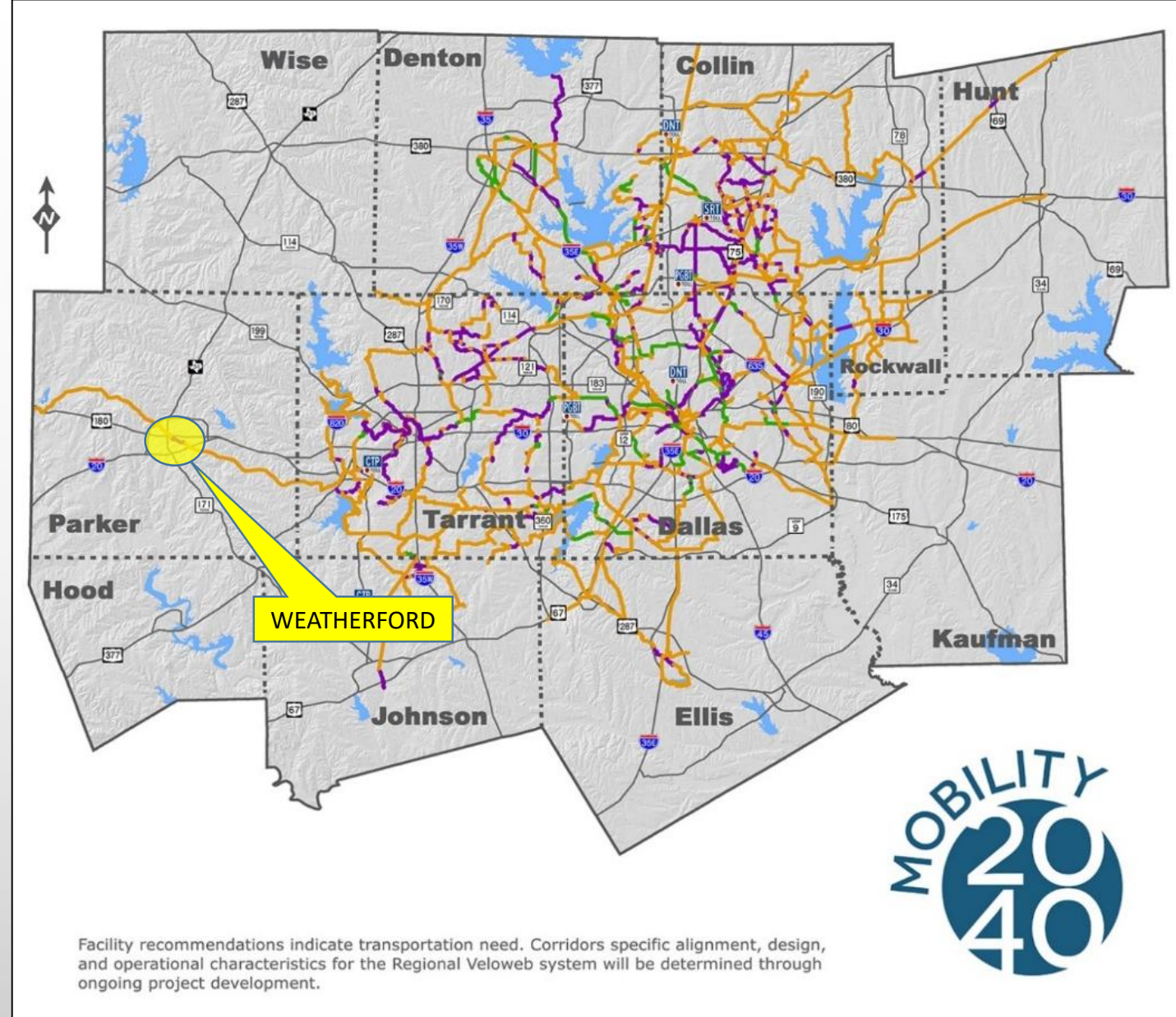
Director of Capital Projects

Chad Marbut, PE

Capital Projects Engineer

Community Info

- Parker County Seat
- Population: 30k
- Economic Development Hub of County
- Self-Sustaining
- Visionary Leadership
- Quality of Life



2017 Complete Streets Policy

- IDENTIFYING THE NEED

- What is our current policy?
- Are we positioned to improve QOL?
- What does the Community desire?

- PATH TO CREATION

- Where do we start??
- What fits Weatherford (context sensitive)?
- Get “buy-in” from all parties





2017 Complete Streets Policy

- CITY STAFF
- GENERAL PLAN ADVISORY COMMITTEE
- DEVELOPMENT ADVISORY COMMITTEE
- TRANSPORTATION ADVISORY BOARD
- CITY COUNCIL



What goals do our CS policy/program address?

- Improve quality of life
- Provide for a walkable, bike friendly and safe community
- Prioritize community transportation needs
- Promote economic development
- Integrate ROW with land use through context-sensitive design
- Promote multi-modal forms of transportation



Policy Implementation

EXTERNAL – Development Process

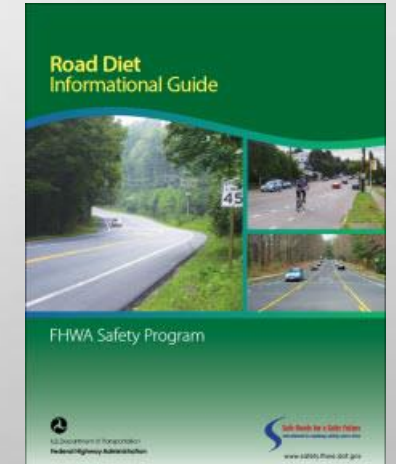
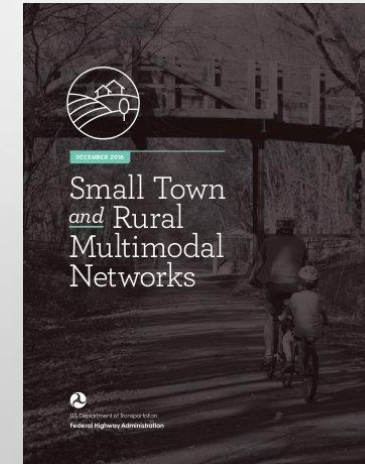
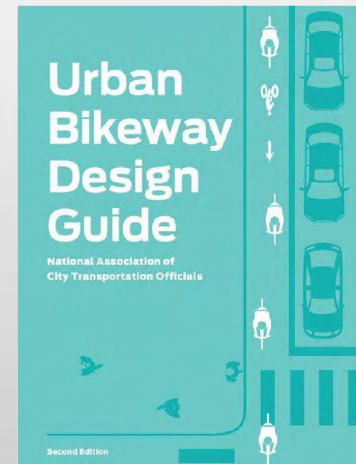
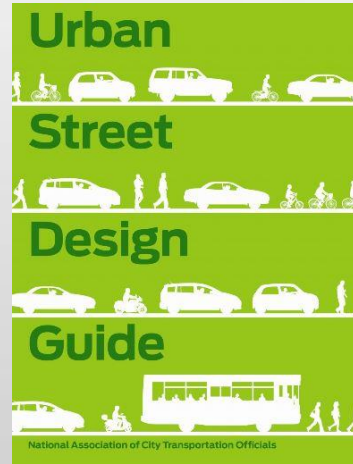
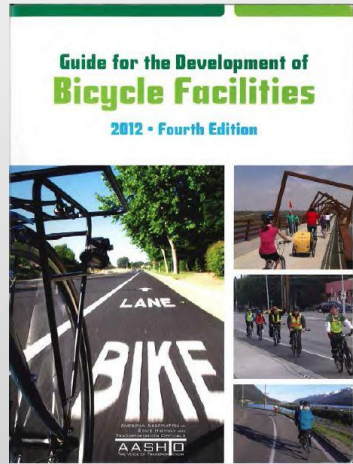
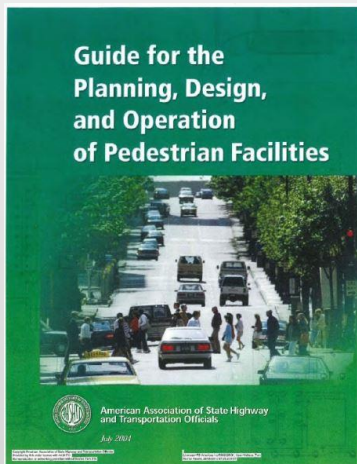
- Design Criteria/Subdivision Ordinance (2018 REV)
- Development Review Committee (DRC)

INTERNAL – Capital Projects and Planning

- Thoroughfare Plan
- Pathway Plan
- Street Rehabilitation Program
- Russell Street Prototype

Design Criteria

- Incorporate/Reference Current Design Guides
- Context Sensitive Design Flexibility
- Bolster Policy in Subdivision Ordinance
- Educate Development Community



Consultant Expectations?



Existing Conditions

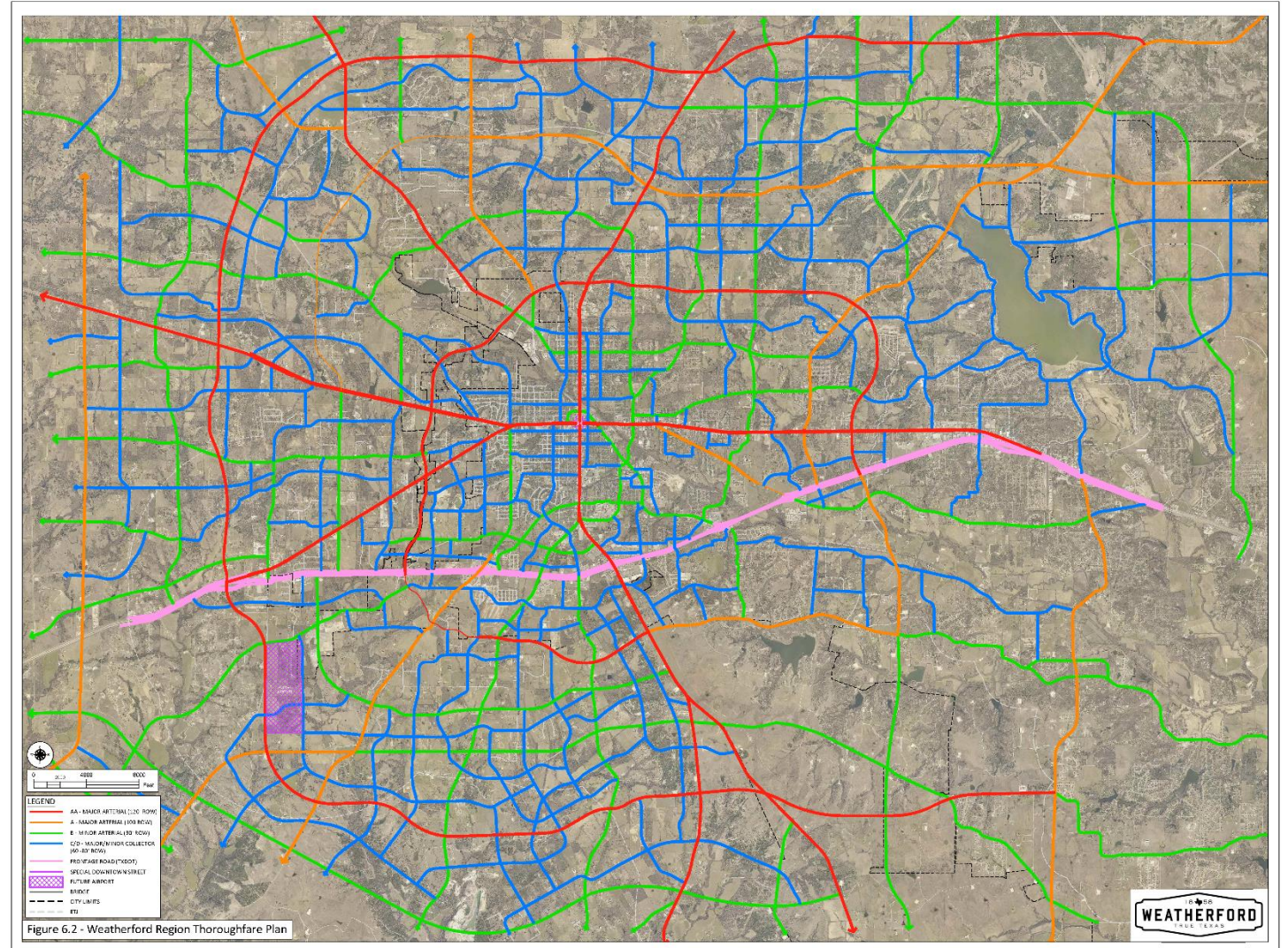


Context Sensitive?



Thoroughfare Plan

- REGIONAL
- LIVE DOCUMENT/FLEXIBLE
- DEVELOPMENT DRIVEN
 - GEN PLAN PLACETYPES
- ANNUAL PUBLIC INPUT



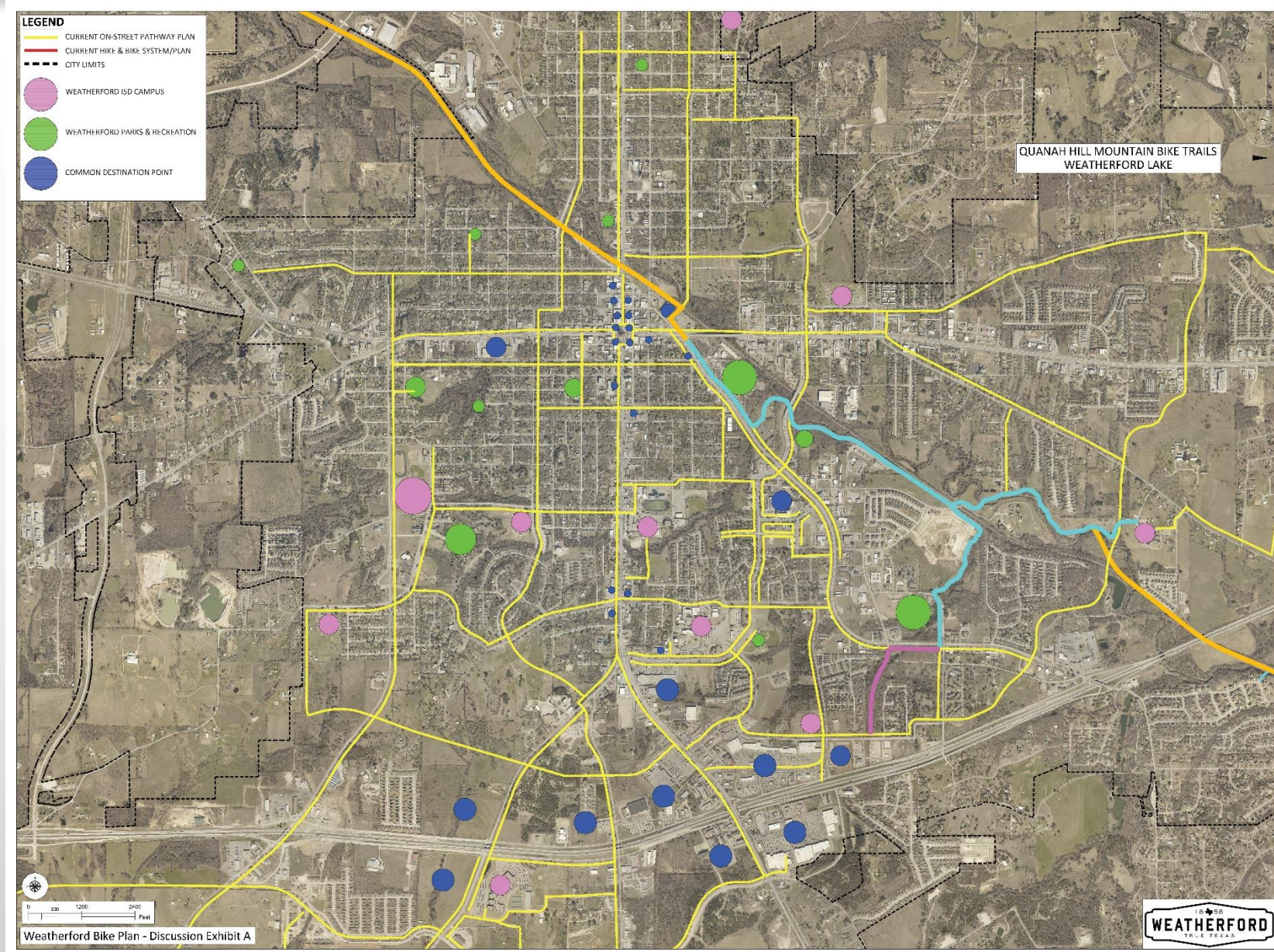
Pathway Plan

OFF-SYSTEM

- PARKS COORDINATION

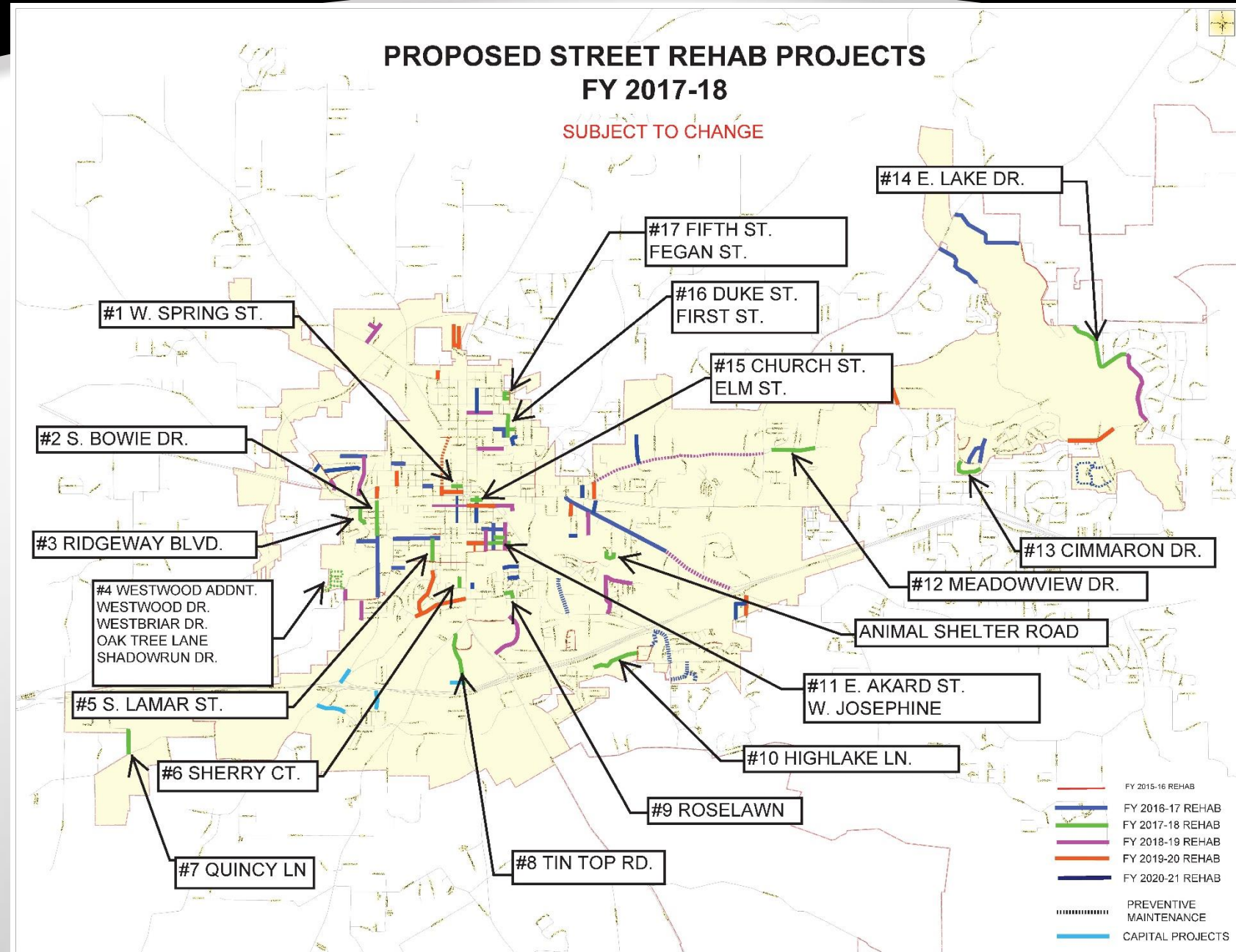
ON-SYSTEM

- TAB DEVELOPMENT
- BIKE PLAN COMMITTEE
- INCORPORATION INTO REHAB PROJECTS

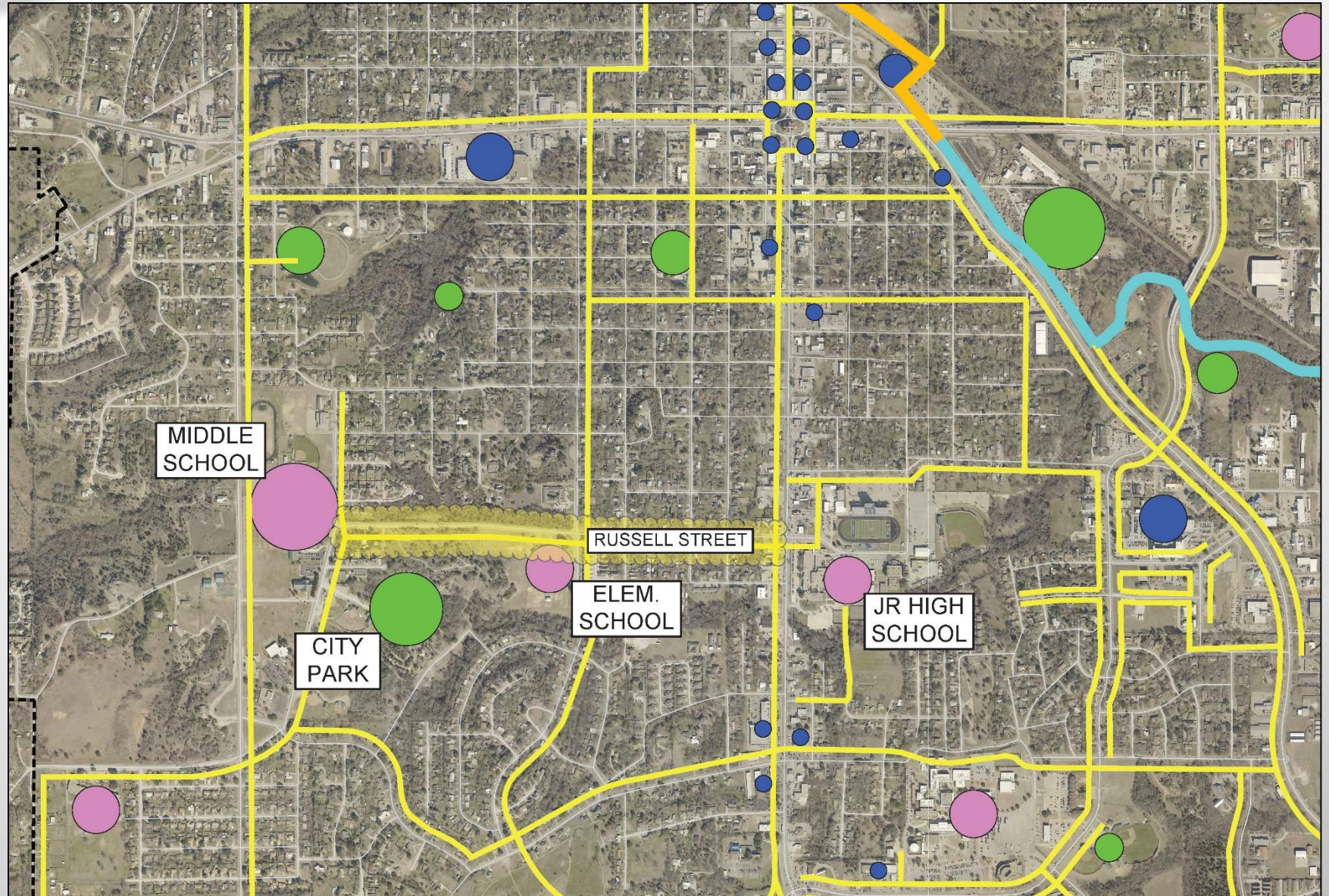


WIDE LOCAL STREETS

- “ROAD DIET”
- FACILITATE BIKE LANES
- TRAFFIC CALMING
- HIGH RETURN ON INVESTMENT



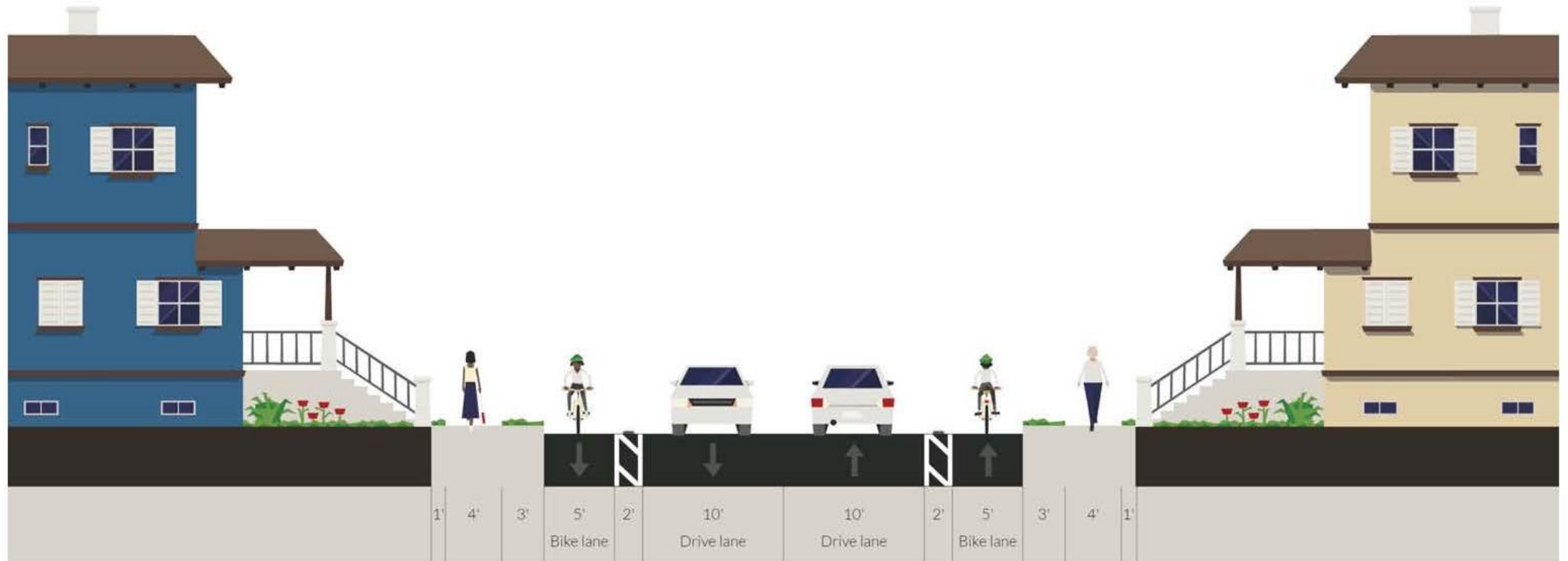
Russell Street Prototype



Russell Street Prototype



Russell Street Prototype





Weatherford
Early 1900's



Weatherford 1948

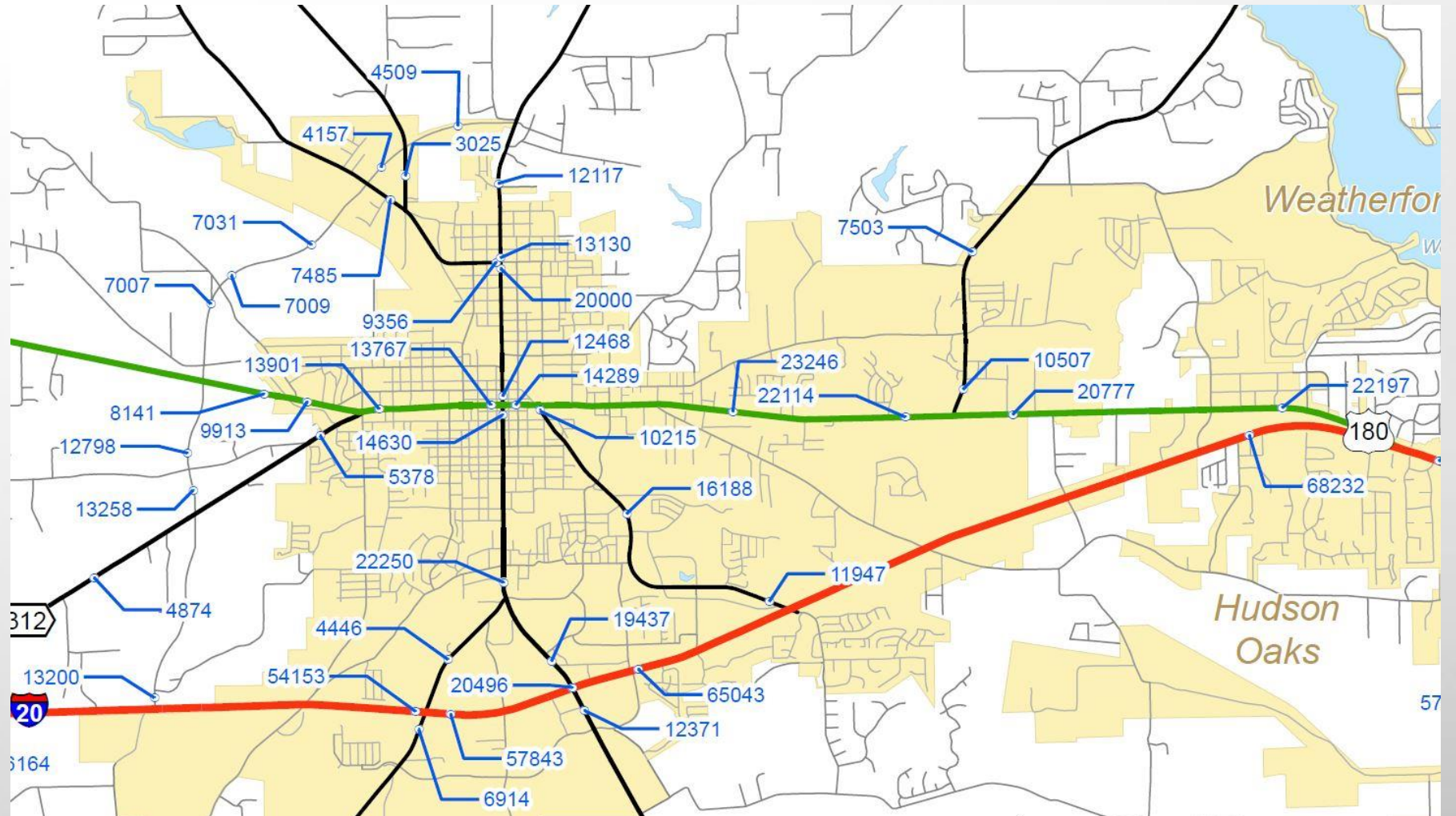


The December 1948 view of the state-mandated changes in the square reveal the traffic pattern between the parking area and the businesses in the square, which still caused death or injury to customers. (Ed Brown)



Weatherford
Current Configuration
1969



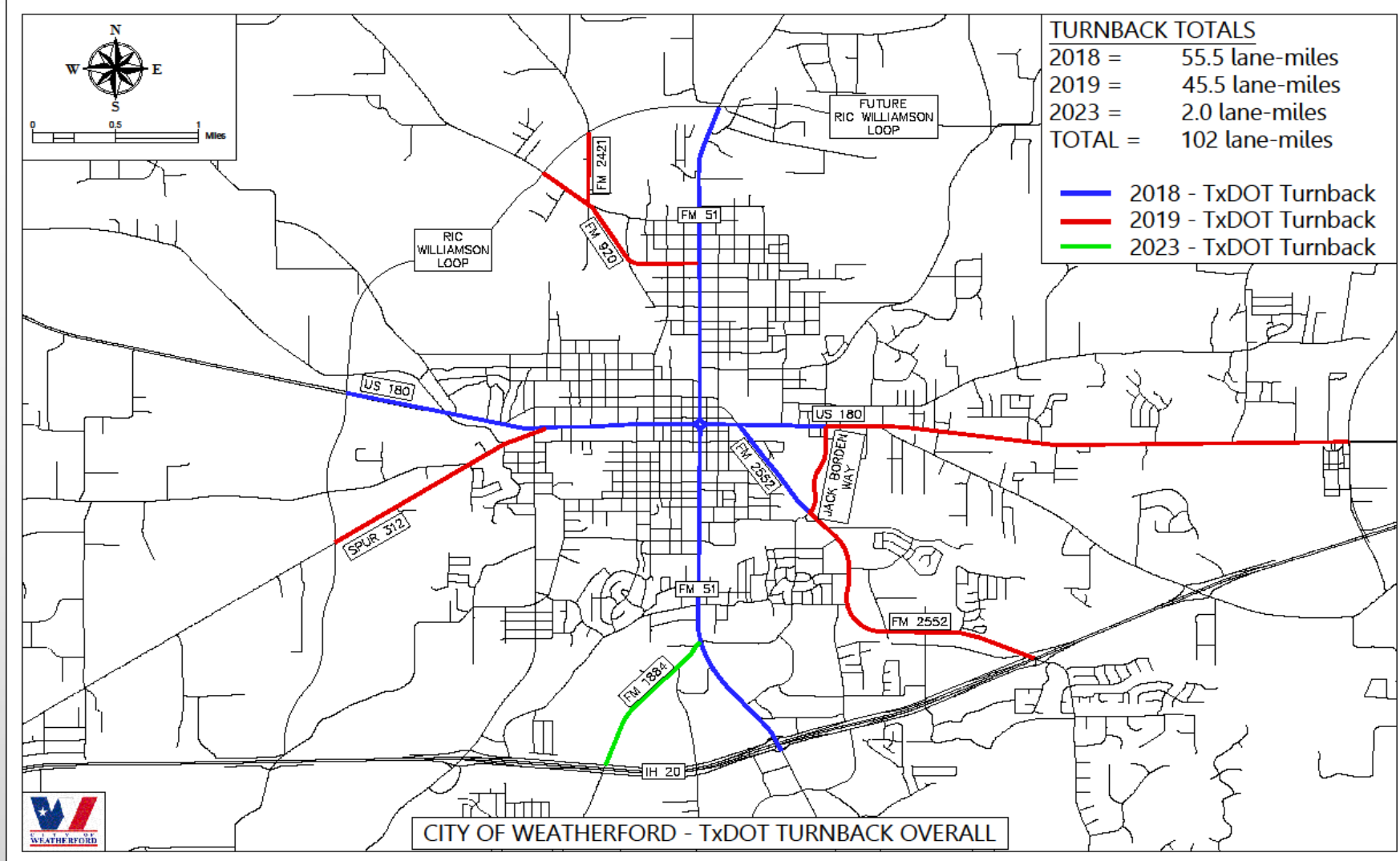




TxDOT Turn-Back

- All major corridors leading into downtown are TxDOT
- TxDOT designs to expedite automobile movement
- The adjacent usage reflects the design framework on which it is developed

Proposed Highway Turnback Program





EXIT 411

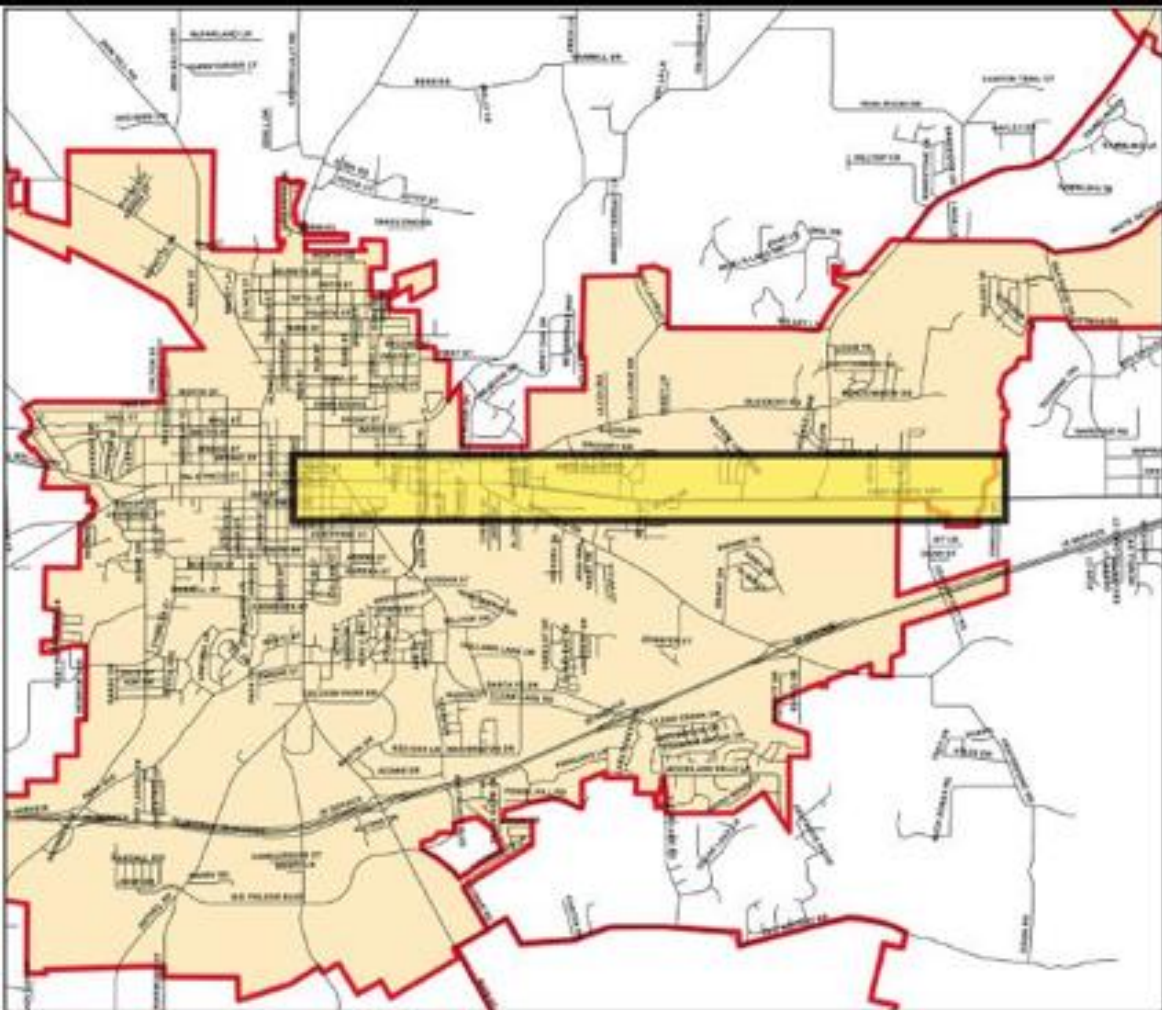
Centerpoint Rd
3/4 MILE

EXIT 414





All the Traffic Goes Downtown!



We Don't Just Have Trucks



We have Bigger Trucks!





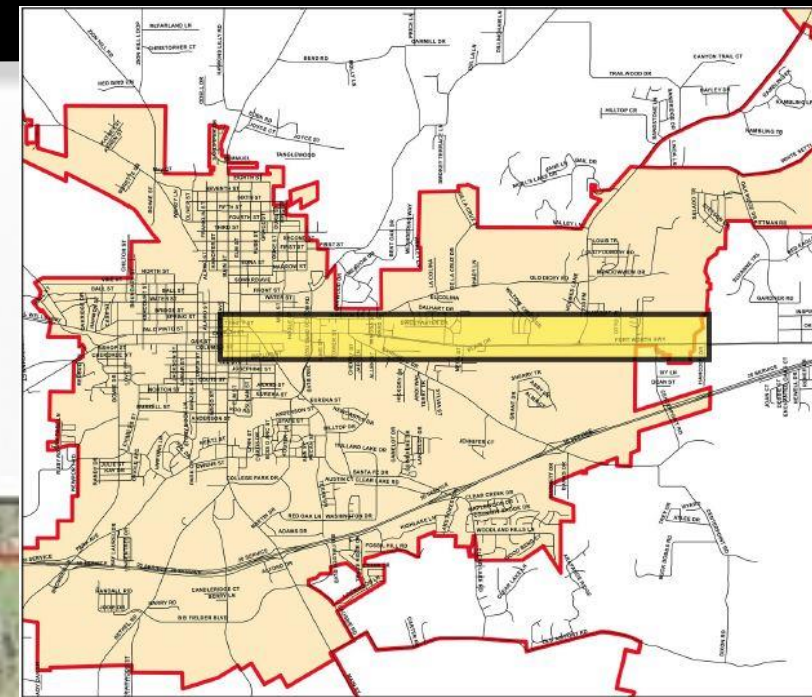
We Even Have the Biggest Trucks!!!!



And Talk About Wrecks!



HWY 180 Corridor Vision







2.4

Potential commuter rail station.



3.7

Possible mixed-use centers.



4.4

Multi-use pedestrian and bike paths.



4.3

Promenade created with temporary bollards.



3.5

Covered walkway with benches.



1.2

Street lighting and wayfinding signs.



1. Initiated development agenda public works to begin looking at highlighting development to attract the heart of the community	2. Development was listed in the National Register of Historic Places on 11/29/2000. The date is roughly bounded by Waco, West, Main and West Streets
3. Weathered from Main Street community in the 50's through early 2000's	4. Renovation of Downtown Weathered was agreed upon place in 2000
5. Revitalized Main Street community in 2000 and continues a design on today	6. City Council reviewed and approved in motion Downtown Weathered as priority in their Strategic Plan in 2012
7. Recently became on the Texas Historical Commission's 4-year agenda and the National Main Street Model of Organization, Promotion, Design and Economic Revitalization. Weathered has Main Street nomination achieved National Accreditation on this full year in the program	8. Recent Main Street include creation and implementation on Weathered Plaza Main St Garden Festival and Main Street Village Stargaze, fulfilling the request by merchants to have a more vibrant festival venue near the location of the vice and back ground on and publicly of Downtown Weathered
9. Other major heritage and education Main Street Home Environment Zone Ordinance to spur development and create incentives for business and building owners to renovate and add to the historic with local business to commercial government, school districts and civic groups, foundation of program to begin providing a series of steps to spur development	10. Lack of resources and staff to fund in more forward with the real estate dealing on Main Street is to go to the city and to find a staff, which is still on at stake and to begin programming activities in 2012

[illegible]

1. Alamo, Spring, Bridge Streets connection
2. Redesign of peripheral streets - one way, more parking, wider sidewalks, sidewalk cafes, trolley service
3. ADA improvements
4. Reduce through traffic on main streets
5. Provide shared bike lanes



2014 TXAPA Chapter Award





PREPARED FOR:



PREPARED BY:



Kimley»Horn

CONTEXT-SENSITIVE STREETS

Together with more flexible street design guidelines, the street context, or character of the area adjacent to the roadway, plays a vital role in the way a street looks and functions. One type of street design will not satisfy all the varied needs within the City. Therefore, it is important that the design standards offer flexibility to allow for these distinctions. There is no “one size that fits all” in the framework of street design. that traverses a range of different places, from a Town Center to a residential neighborhood. In each of these areas, the design and character of the street should act as a supporting platform and complement the character and the uses found in the area.



Courtesy Townscape, Inc. Jim Richards, Dennis Wilson

The illustration shows a single street that traverses a range of different places, from a Town Center to a residential neighborhood. In each of these areas, the design and character of the street should act as a supporting platform and complement the character and the uses found in the area.

MOBILITY POLICIES

M1. The City will provide a complete and connected, context-sensitive transportation system for all users that supports mobility options, accessibility, healthy living, and economic benefit, and ensures the safety, accessibility, comfort, and convenience of people of all ages and abilities, pedestrians, bicyclists, motorists, public transportation users, emergency responders, freight providers, and users of adjacent land.

M2. The City will utilize the adopted Traffic Calming Policy and Program to encourage groups to come together to design and implement traffic calming solutions in neighborhoods without impacting connectivity or mobility.

M3. The City will use the Complete Street Policy as a program guide for all development and redevelopment in the public domain within the City and its Extra-Territorial Jurisdiction.

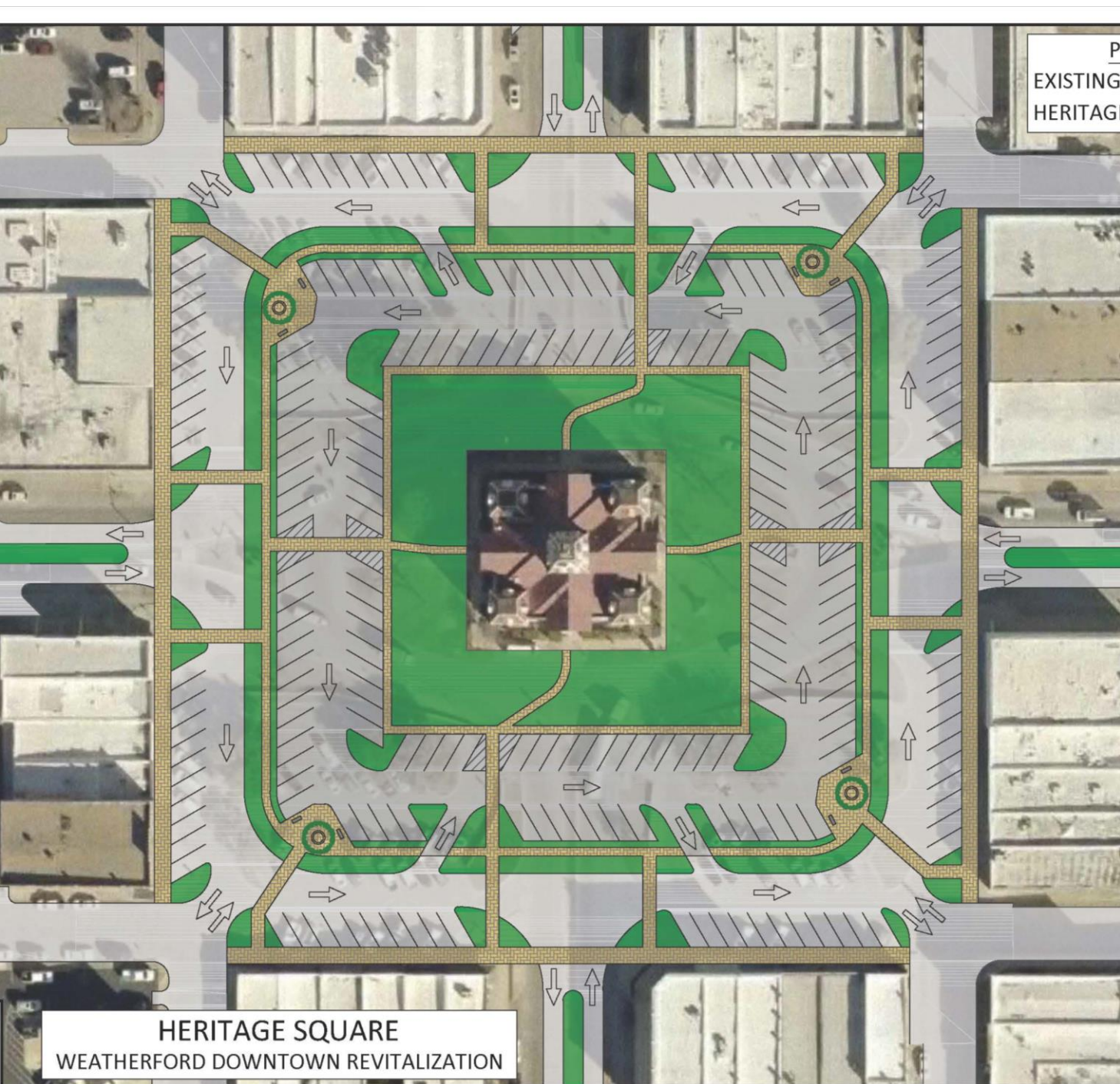


COMMUNITY DESIGN POLICIES

- CD 01. Future improvements in the public realm (street rights-of-way, parks and other City-owned properties) should use materials, architectural detailing, craftsmanship and historic or cultural references that reflect Weatherford's unique character and spirit of place.
- CD 02. The design of all public realm improvements should use a context-sensitive approach, establishing a hierarchy of streets, parks and public facilities that provide for multiple modes of travel and that vary depending on the needs of the surrounding developments and users.
- CD 05. New development, including public improvements, should include pedestrian design (routes, streetscapes, gathering places and amenities) appropriate to the project's urban, suburban or rural context.







Heritage Square



2018 Weatherford General Plan

- PRIORITIES/DESIRES
- ADVISORY COMMITTEE
- PLACE TYPES
- ECONOMIC HOT-SPOTS
- DENSITY DRIVES



Questions?