



RICHARDSON, TX

TOTAL POPULATION

110140

POPULATION DENSITY

4019

TOTAL AREA (sq. miles)

27.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Richardson
High Speed Roads with Bike Facilities	35%	15%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	22%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	2%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 37K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3 / 10

KEY OUTCOMES

	Average Silver	Richardson
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	1308
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	77



KEY STEPS TO SILVER



» Adopt a Complete Streets policy and create implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. Bicycle boulevards, or bicycle routes without bicycle facilities, are typically appropriate on streets with posted speed limits of 25 mph or less.

» Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for utilitarian trips.

» It is exciting to hear about the collaboration between agencies to build a new regional trail through Richardson by 2022. Maximize this investment by creating safe ways to access the trail and locations along the trail.

» Improve bicycle safety education for students of all ages by providing on-bicycle education. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of having a bicycle in their household. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program.

» Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe and monitor progress.