Complete Streets Policy Adoption and Implementation

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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
Weatherford
Early 1900’s
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
• 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
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
2013 Downtown Action Plan
2.4 Potential commuter rail station.

4.4 Multi-use pedestrian and bike paths.
Cars, Trucks, Bikes & Pedestrians All Get To Their Destinations Safely

Key Results or Outcomes are:

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
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. 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?