

City Council Meeting Handouts

February 6, 2023

- I. Over 65 and Disabled Person Exemption
- II. Active Transportation Plan



RICHARDSON

TEXAS

Finance

Review of 65+ & Disabled Persons Exemption

City Council Briefing: February 6, 2023



City Council Goals & Strategies

- Strategy
 - Maintain strong fund balance and bond rating
- Tactic
 - Annually evaluate property tax exemptions in conjunction with financial policies

Background

- City of Richardson Financial Policies provide that the 65+ & Disabled Persons Exemption:
 - Is reviewed annually
 - Has a goal to maintain a tax benefit of approximately 30% of the average senior's home value
- The exemption was increased from \$100,000 to \$105,000 for FY 2022-23
- After receipt of 2022 Certified Values the exemption amounted to 25.94% of the average market value of a senior's home

Current Review

- 8,451 accounts currently receive the exemption
 - 31.2% of all residential accounts
 - Number of accounts receiving the exemption in FY 2022-23 compared to FY 2021-22 decreased by 2.70%
 - Despite the FY 2022-23 decrease, the number of accounts receiving the exemption has grown at a rate of 1.10% annually over the past 5 years

Current Review

- At current tax rate of \$0.56095/\$100 of property value
 - \$105,000 Exemption = \$589.00 reduction
 - Each \$5,000 value increment = \$28.05 reduction
- For FY 2022-23, the exemption amounted to \$4,912,540 in exempted City taxes
- With no change to the exemption amount for FY 2023-24, total City exempted taxes are estimated at \$5,027,394
 - Assumes 3% home value growth and 1% increase in number of accounts

Projected Fiscal Impact – Change to Exemption

- Average market value of a senior’s home is \$404,829
- At current values, 30% financial policy goal would necessitate an exemption amount of \$121,449
- The chart below shows various exemption values assuming a 3% value increase

Exemption Value	% of Average Sr. Value	Total Cost	General Fund Impact	Debt Service Impact	Total Incremental Cost	Homeowners Total Savings
\$ 105,000	25.18%	\$ 5,027,394	\$ 3,075,498	\$ 1,951,896	\$ 114,854	\$ 589
\$ 125,000	29.98%	\$ 5,984,993	\$ 3,661,307	\$ 2,323,686	\$ 1,072,453	\$ 701
\$ 130,000	31.18%	\$ 6,224,393	\$ 3,807,759	\$ 2,416,633	\$ 1,311,853	\$ 729

Recommendation

- The current \$105,000 exemption is estimated to generate a 25.18% tax benefit after factoring residential value growth of 3%
- Staff recommends increasing the exemption to \$130,000
 - This increase will provide an estimated 31.18% tax benefit for FY 2023-2024
 - City exempted taxes are estimated at \$6,224,393
 - Incremental cost to City is \$1,311,853 (\$114,854 due to growth & \$1,196,999 due to an increase)
 - General Fund = \$802,523; Debt Service = \$509,330

Next Steps

- Accept City Council feedback
- An increase in the exemption must be approved before July 1, 2023 to be effective for FY 2023-24
- Upon direction, ordinance to increase the exemption will be placed on the February 13, 2023 agenda for City Council consideration
- Staff will monitor property tax related legislation during the 88th Legislative Session
 - Staff will brief City Council during the summer 2023 budget process on impacts of new legislation, if applicable, as well as provide an update on any new local considerations as a result of the changes

RICHARDSON ACTIVE TRANSPORTATION PLAN



RICHARDSON CITY COUNCIL
PLAN OVERVIEW & RECOMMENDATIONS

FEBRUARY 6, 2023

PRESENTATION TOPICS

- **PROJECT OVERVIEW**
 - PURPOSE AND PLANNING PROCESS
 - VISION FOR ACTIVE TRANSPORTATION
- **OUR PLAN FOR ACTIVE TRANSPORTATION**
 - PLAN COMPONENTS
 - RECOMMENDED NETWORK, POLICIES, AND PRACTICES
- **IMPLEMENTING OUR VISION**
 - ADMINISTRATION AND IMPLEMENTATION
- **NEXT STEPS**



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.

CITY COUNCIL STRATEGIC GOALS

- PROMOTE AVENUES FOR PUBLIC ENGAGEMENT AND INPUT
- VALUE, PROTECT, AND CREATE A POSITIVE RETURN ON CITY, RESIDENT, AND OTHER STAKEHOLDER INVESTMENTS IN THE CITY
 - **TACTIC:** COMMENCE WITH DEVELOPMENT OF AN ACTIVE TRANSPORTATION PLAN (EXPLORE ENHANCING BIKE FRIENDLY CITY STATUS)



PROJECT OBJECTIVE

CREATE A VISIONARY 10-YEAR 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.



KEY TERMS

PEDESTRIAN

A PERSON WALKING OR TRAVELING BY MEANS OF A WHEELCHAIR, ELECTRIC SCOOTER, CRUTCHES, OR OTHER WALKING DEVICES OR MOBILITY AIDS. USE OF THE TERM PEDESTRIAN IS MEANT TO INCLUDE ALL PERSONS WITH A DISABILITY REGARDLESS OF WHICH EQUIPMENT THEY MAY USE TO ASSIST THEIR SELF-DIRECTED LOCOMOTION (UNLESS THEY ARE USING A BICYCLE). IT ALSO INCLUDES RUNNERS, JOGGERS, THOSE PULLING OR PUSHING STROLLERS, CARRIAGES, CARTS AND WAGONS, AND THOSE WALKING BICYCLES.

NOTE: INCLUSIVE DEFINITION IS SUPPORTED BY TEXAS TRANSPORTATION CODE AND TXDOT ROADWAY DESIGN MANUAL

WALKABILITY

THIS REFERS TO THE EXTENT TO WHICH AN AREA ENABLES AND ENCOURAGES PEOPLE TO NAVIGATE BY **WALKING OR USING MOBILITY ASSISTED DEVICES** DUE TO THE DESIGN OF THE URBAN ENVIRONMENT.

KEY TERMS

ACTIVE TRANSPORTATION/MOBILITY

ACTIVE TRANSPORTATION IS HUMAN-POWERED TRANSPORTATION THAT ENGAGES PEOPLE IN HEALTHY PHYSICAL ACTIVITY WHILE THEY TRAVEL FROM PLACE TO PLACE. PEOPLE WALKING, BICYCLING, USING STROLLERS, WHEELCHAIRS/MOBILITY DEVICES, MICRO-MOBILITY OPTIONS SUCH AS ELECTRIC SCOOTERS, SKATEBOARDING, AND ROLLER-BLADING ARE ALL ENGAGED IN ACTIVE TRANSPORTATION.

ALL AGES & ABILITIES (AAA)

BICYCLE FACILITY DESIGN CRITERIA THAT PROVIDE LOW-STRESS HIGH-COMFORT CONDITIONS TO MEET THE NEEDS OF A BROADER SET OF POTENTIAL BICYCLISTS – I.E. CHILDREN, SENIORS, WOMEN, PEOPLE OF COLOR, PEOPLE WITH DISABILITIES, LOW-INCOME RIDERS, CONFIDENT CYCLISTS.

KEY TERMS

PEDESTRIAN FACILITY (E.G. SIDEWALK)

A DESIGNATED SINGLE USE FACILITY WITH AN IMPROVED SURFACE, PRIMARILY FOR USE BY PEOPLE WALKING OR USING MOBILITY ASSISTED DEVICES, TYPICALLY LOCATED BEYOND THE CURB OR EDGE OF ROADWAY PAVEMENT.

BICYCLE FACILITY/BIKEWAY (E.G. BIKE LANE)

A TERM FOR ANY ROAD, STREET, OR WAY WHICH IN SOME MANNER IS SPECIFICALLY DESIGNATED FOR BICYCLE TRAVEL, REGARDLESS OF WHETHER SUCH FACILITIES ARE DESIGNATED FOR THE EXCLUSIVE USE OF BICYCLES OR ARE TO BE SHARED WITH OTHER TRANSPORTATION MODES.

SHARED-USE FACILITY (E.G. TRAIL)

ACTIVE TRANSPORTATION FACILITIES THAT SUPPORT BICYCLIST AND PEDESTRIAN USES WHICH INCLUDES INDIVIDUALS USING MOBILITY ASSISTED DEVICES AND OTHER FORMS OF HUMAN-POWERED TRANSPORTATION.

PLANNED ATP ENHANCEMENTS

BASED ON PRELIMINARY FEEDBACK FROM COUNCIL AND OTHER STAKEHOLDERS, FINAL PLAN WILL INCLUDE THE FOLLOWING ENHANCEMENTS:

- GLOSSARY MOVING TO FRONT
 - ADDING ADDITIONAL DEFINED TERMS
- FOOTNOTE KEY TERMINOLOGY IN CHAPTER 1
- MORE CONSISTENCY WITH TERMINOLOGY THROUGHOUT PLAN
 - UTILIZE “PEDESTRIAN” MORE TO BETTER CAPTURE FULL CONTEXT

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.**



ESTABLISHING OUR VISION

PROJECT OVERVIEW

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

VISION STATEMENT

OUR ACTIVE MOBILITY VISION...

Richardson's active transportation initiatives will generate an environment for walking, bicycling and using assisted mobility devices that is an integrated component of our multi-modal transportation system; provides and maintains high-quality facilities; creates critical connections throughout the city; improves access, safety and comfort; and positions our community as an action-oriented leader in meeting all the mobility needs of the city's diverse residents and other stakeholders.

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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 ALL 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 and interests.

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 while maintaining overall transportation efficiency.

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 economic development and regional tourism.

5

BE A COMMUNITY INVESTMENT

A thoughtful approach to the implementation of pedestrian and bicycle infrastructure will be practiced to ensure that investments enhance the efficiency of our multi-modal transportation system and that facilities will be maintained in a manner that creates exemplary quality of life amenities for all residents.

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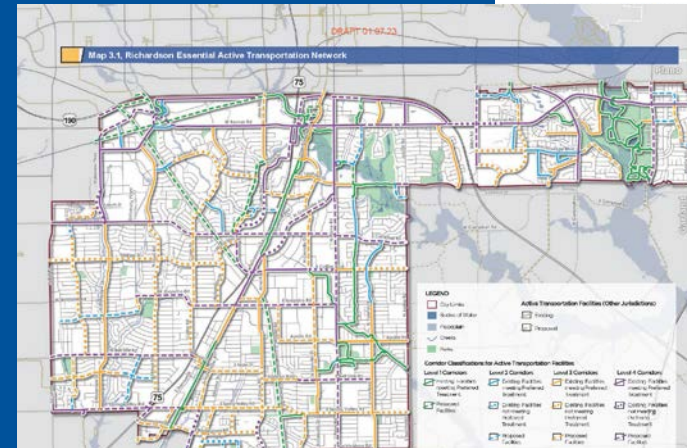
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OUR PLAN FOR ACTIVE TRANSPORTATION

NETWORK, POLICIES AND PRACTICES

RICHARDSON ACTIVE TRANSPORTATION PLAN

- **CHAPTER 1: WHY PLAN FOR ACTIVE TRANSPORTATION?**
- **CHAPTER 2: BICYCLE AND PEDESTRIAN ENVIRONMENT IN RICHARDSON TODAY**
- **CHAPTER 3: OUR ACTIVE TRANSPORTATION NETWORK**
- **CHAPTER 4: PROMOTING ACTIVE TRANSPORTATION**
- **CHAPTER 5: IMPLEMENTING OUR ACTIVE TRANSPORTATION VISION**



DRAFT 01.07.23

Corridor Classifications

Corridor Description	Preferred (AAA) Treatments	Alternative Treatments
Corridors: Greenway stream, assessments provide for lists and individuals powered modes of (Image A)	Shared use paths	Parallel bicyclist/pedestrian paths
Streets with limited and local traffic volumes are typically AADT while speed limits are and are often unposted.	Neighborhood Byway	Advisory bicycle lanes
Connections between local streets typically provide for one each direction (or may be reduced based on traffic needs may be moderated by traffic volumes often range 2000-6000 AADT while posted speed limits are 35 MPH (Image C)	Buffered bicycle lanes or Sidepaths	Bicycle lanes boulevards Advisory bicycle lanes Signed bicycle routes
Streets that accommodate constant traffic and may allow motorists speeds. Street may provide vehicle travel lanes in each direction may be moderated by traffic volumes typically 4000-8000 AADT while posted speed limits are 40 MPH (Image D)	Separated Bicycle lanes or Sidepaths	Buffered bicycle lanes Bicycle lanes

CHAPTER 3 | OUR ACTIVE TRANSPORTATION NETWORK 34

OUR ACTIVE TRANSPORTATION NETWORK

DEFINING OUR ACTIVE TRANSPORTATION NETWORK
 OUR ACTIVE TRANSPORTATION NETWORK BLUEPRINT
 CHOOSING FROM THE FACILITY TOOLKIT

RICHARDSON ACTIVE TRANSPORTATION PLAN

INVESTMENT TYPES

- INFRASTRUCTURE (CHAPTERS 3 & 5)
 - NEW NETWORK ADDITIONS
 - EXISTING NETWORK UPGRADES
 - INTERSECTION UPGRADES
 - MISCELLANEOUS INVESTMENTS (E.G. ADA IMPROVEMENTS, WAYFINDING)
- POLICIES & PRACTICES (CHAPTERS 4 & 5)



APPROACH TO NETWORK DEVELOPMENT

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



ACTIVE TRANSPORTATION NETWORK



LEVEL 1 NON-ROADWAYS (E.G. DUCK CREEK)

- PREFERRED TREATMENT:
- SHARED USE PATH



LEVEL 2 NEIGHBORHOOD STREET (E.G. DUMONT)

- PREFERRED TREATMENT:
- NEIGHBORHOOD BYWAY



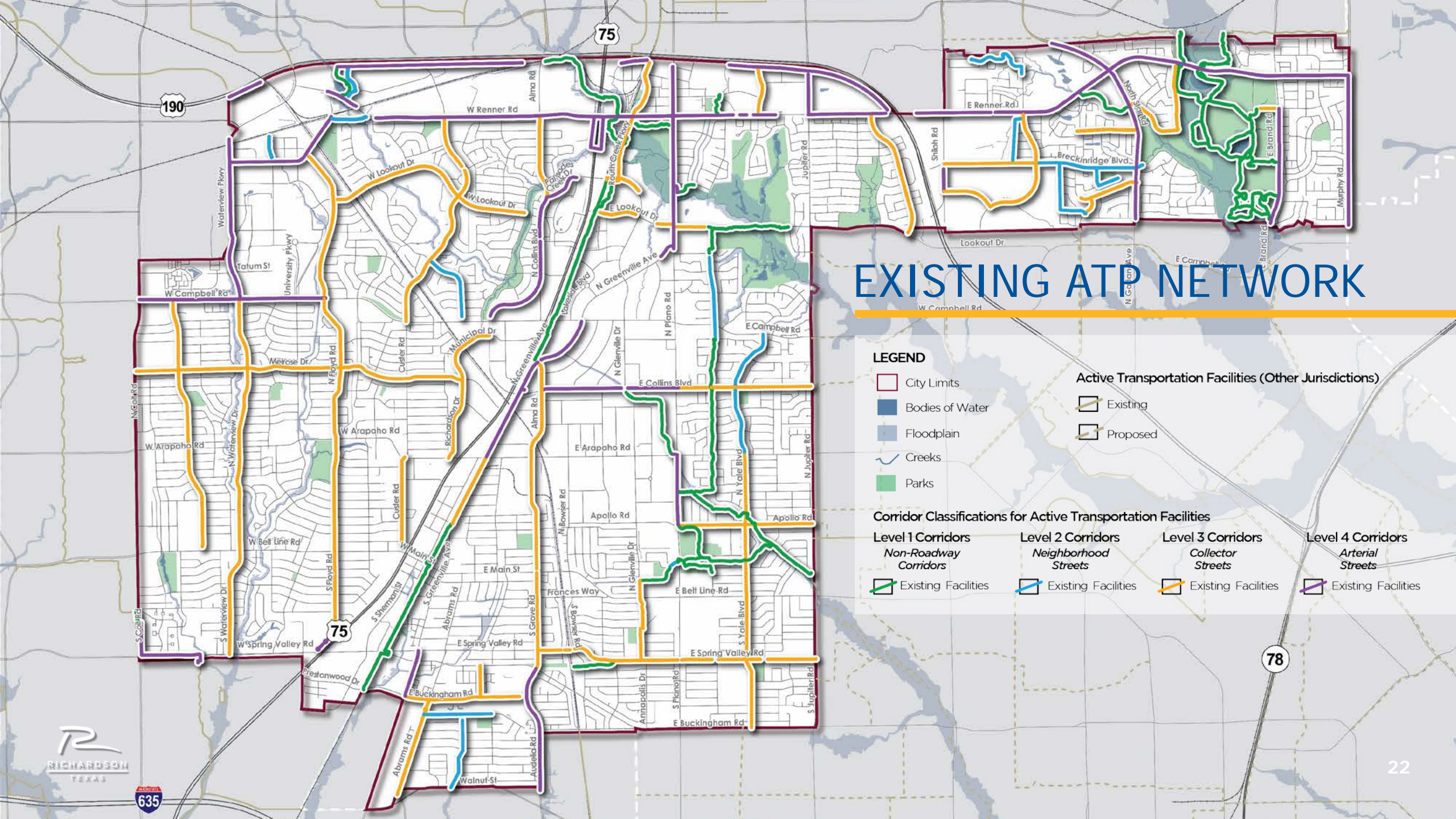
LEVEL 3 COLLECTOR STREET (E.G. YALE)

- PREFERRED TREATMENT:
- BUFFERED BIKE LANE OR SIDEPATH



LEVEL 4 ARTERIAL STREET (E.G. CAMPBELL)

- PREFERRED TREATMENT:
- SEPARATED BIKE LANE OR SIDEPATH



EXISTING ATP NETWORK

LEGEND

- City Limits
 - Bodies of Water
 - Floodplain
 - ~ Creeks
 - Parks
 - Existing
 - Proposed
- Active Transportation Facilities (Other Jurisdictions)**
- Corridor Classifications for Active Transportation Facilities**
- | | | | |
|---|---|--|---|
| <p>Level 1 Corridors
<i>Non-Roadway Corridors</i></p> <p> Existing Facilities</p> | <p>Level 2 Corridors
<i>Neighborhood Streets</i></p> <p> Existing Facilities</p> | <p>Level 3 Corridors
<i>Collector Streets</i></p> <p> Existing Facilities</p> | <p>Level 4 Corridors
<i>Arterial Streets</i></p> <p> Existing Facilities</p> |
|---|---|--|---|

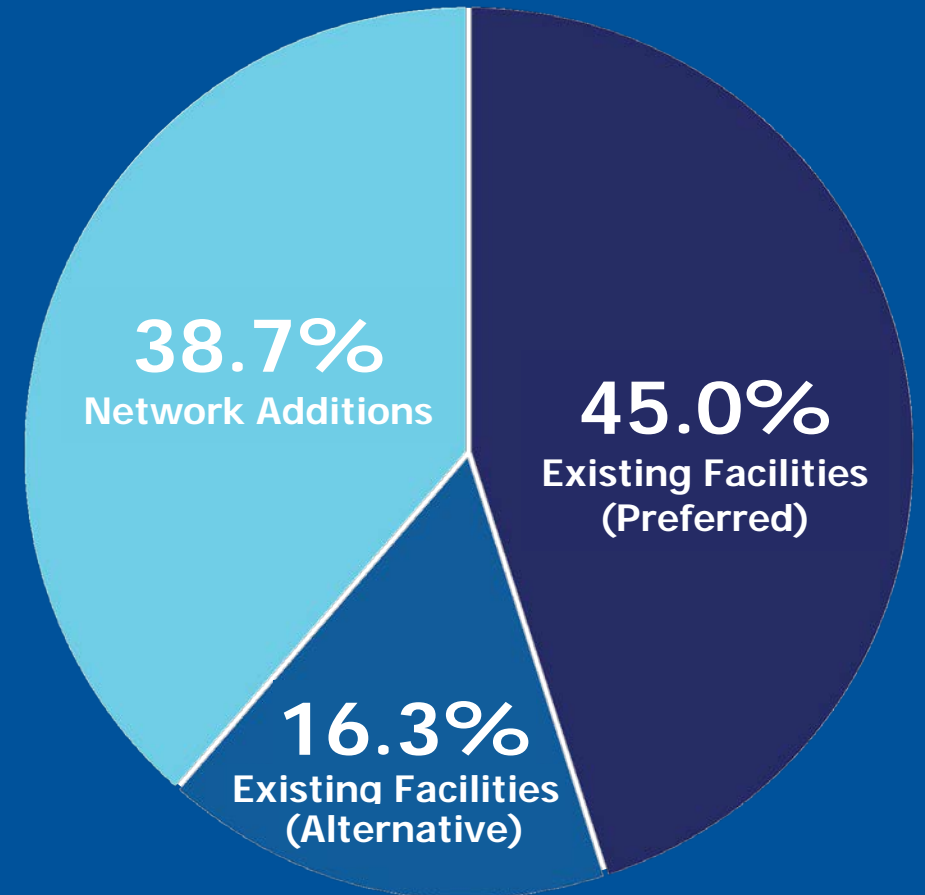
ACTIVE TRANSPORTATION NETWORK

BIKEWAYS/SHARED-USE FACILITIES

- EXISTING NETWORK (PREFERRED STANDARD):
 - **64 MILES** (45 PERCENT OF TOTAL)
- EXISTING NETWORK (ALTERNATIVE FACILITY):
 - **23 MILES** (16 PERCENT OF TOTAL)
- NETWORK ADDITIONS:
 - **54 MILES** (39 PERCENT OF TOTAL)

**TOTAL PROPOSED NETWORK:
141 MILES**

(75% ALL AGES & ABILITIES)





ESSENTIAL ATP NETWORK

LEGEND

- City Limits
 - Bodies of Water
 - Floodplain
 - ~ Creeks
 - Parks
 - Regional Active Transportation Facility Connections
- Active Transportation Facilities (Other Jurisdictions)**
- Existing
 - Proposed
- Corridor Classifications for Active Transportation Facilities**
- | Level 1 Corridors
<i>Non-Roadway Corridors</i> | Level 2 Corridors
<i>Neighborhood Streets</i> | Level 3 Corridors
<i>Collector Streets</i> | Level 4 Corridors
<i>Arterial Streets</i> |
|--|--|---|--|
| Existing Facilities | Existing Facilities | Existing Facilities | Existing Facilities |
| Proposed Facilities | Proposed Facilities | Proposed Facilities | Proposed Facilities |
| All Ages & Abilities (AAA) Network | | | |

ACTIVE TRANSPORTATION NETWORK

INTERSECTION FACILITY PREFERENCES

- FACILITY PREFERENCES BASED ON CROSSING TYPE
 - PROTECTED INTERSECTIONS
 - DEDICATED INTERSECTIONS
 - MINOR STREET CROSSINGS
 - MID-BLOCK CROSSINGS
- PLAN PRIORITIZES IMPROVEMENTS AT HIGH-STRESS INTERSECTIONS



INFRASTRUCTURE PROJECT PRIORITIZATION

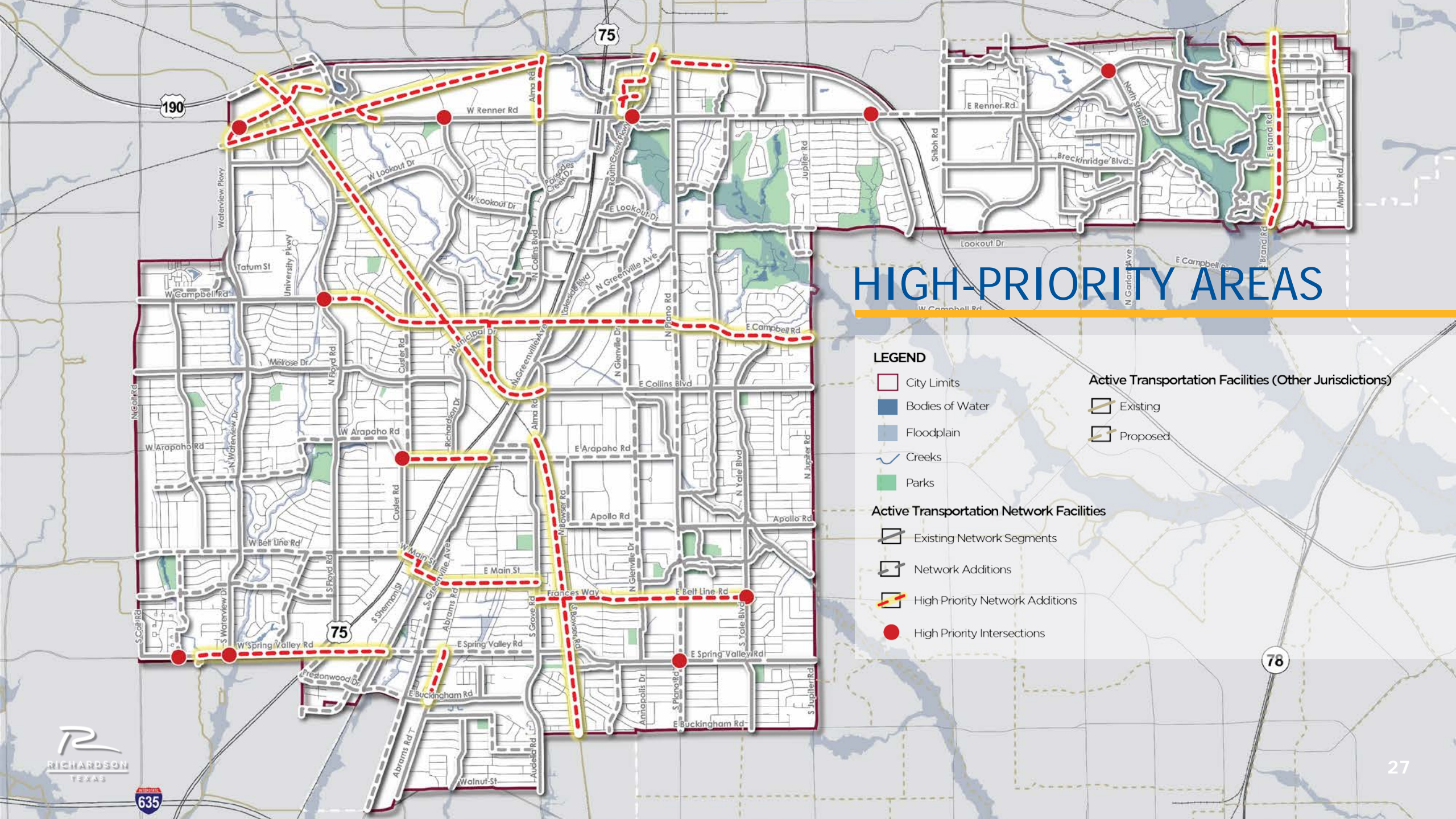
COMMUNITY BENEFIT

- NETWORK CONNECTIVITY
- SAFETY (HIGH CRASH/RISK LOCATION)
- REGIONAL CONNECTIVITY
- AAA NETWORK SEGMENT
- VULNERABLE POPULATIONS

PROJECT FEASIBILITY

- FUNDING AVAILABILITY
- RIGHT-OF-WAY AVAILABILITY





HIGH-PRIORITY AREAS

LEGEND

- City Limits
- Bodies of Water
- Floodplain
- ~ Creeks
- Parks
- Active Transportation Facilities (Other Jurisdictions)
 - Existing
 - Proposed
- Active Transportation Network Facilities
 - Existing Network Segments
 - Network Additions
 - High Priority Network Additions
- High Priority Intersections

INFRASTRUCTURE PROJECT PRIORITIZATION

PRIORITIZATION TABLE EXAMPLE FROM REPORT (CHAPTER 5)

ID	Corridor Location	Corridor Classification	Preferred Treatments	Length (miles)
A	Waterview Pkwy	4	Separated BL Or Sidepath	0.84
C	Cotton Belt Trail	1	SUP	2.41

Corridor identifier corresponding with map

LEVELS 1-4

- 1: Non-Roadway
- 2: Neighborhood Street
- 3: Collector Street
- 4: Arterial Street

Preferred facility type(s) based on Corridor Classification

- Refining specific and best-fit treatments for each corridor is part of the Work Plan
- Alternate facility may be used if the preferred is infeasible

ACTIVE TRANSPORTATION NETWORK

OUR ACTIVE TRANSPORTATION NETWORK PROPOSES...

- ... DEDICATED BIKEWAY OR TRAIL FACILITIES ALONG 63 PERCENT OF OUR ARTERIAL AND COLLECTOR ROADWAYS
- ... OVER 26 PERCENT OF NETWORK ADDITIONS CONNECTING TO CONCENTRATIONS OF "VULNERABLE POPULATIONS."*
- ... 96 PERCENT OF ALL RESIDENTIAL AREAS OF THE CITY BE LOCATED WITHIN ¼ MILE (5-MINUTE WALK) OF THE ESSENTIAL ACTIVE TRANSPORTATION NETWORK.

**Vulnerable population concentrations equal 16 percent of city land area.*

HIGH-PRIORITY POLICIES & PRACTICES*

KEY POLICY RECOMMENDATION: COMPLETE STREETS POLICY

KEY PLANNING RECOMMENDATION: WAYFINDING STUDY/PROGRAM

KEY EDUCATION RECOMMENDATION: SAFE ROUTES TO SCHOOL

KEY FACILITY RECOMMENDATION: BICYCLE PARKING POLICY

KEY MONITORING RECOMMENDATION: BIKEWAY/TRAIL COUNTER PROGRAM



POLICIES AND PRACTICES HIGHLIGHTS*

KEY POLICY RECOMMENDATION: MICRO-MOBILITY/AV/BOT POLICY

KEY EQUITY & ACCESS RECOMMENDATION: BIKE SHARE PROGRAMS

KEY ENGINEERING RECOMMENDATION: ADA ACCESS IMPROVEMENTS

KEY ENCOURAGEMENT RECOMMENDATION: COMMUNITY WALKS/RIDES

KEY DESIGN RECOMMENDATION: STRATEGIC LIGHTING



IMPLEMENTING OUR VISION

IMPLEMENTATION AND ADMINISTRATION

IMPLEMENTATION AND ADMINISTRATION

WORK PLAN (CHAPTER 5)

- IDENTIFIES SPECIFIC ACTIONS AND IMPLEMENTATION TIMEFRAMES
 - FOCUSES ON OPERATIONS, POLICIES, AND PRACTICES
 - INFRASTRUCTURE INVESTMENTS ARE INCLUDED - TIMELINE MAY DEPEND ON FUNDING AVAILABILITY
- EACH ACTION ITEM ADDRESSES ONE OR MORE OF THE GUIDING PRINCIPLES

TIMEFRAMES

- ONGOING
- SHORT-TERM (YEAR 1-2)
- MID-TERM (YEAR 3-6)
- LONG-TERM (YEAR 7-10)

IMPLEMENTATION AND ADMINISTRATION



PLAN OVERSIGHT

- TRANSPORTATION AND MOBILITY DEPARTMENT
- BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC)
 - FORMALIZE COMMITTEE MEMBERSHIP, ROLE, AND RESPONSIBILITIES
 - STAFF TO BRIEF CITY COUNCIL AFTER PLAN ADOPTION ON RECOMMENDATIONS FOR COMMITTEE
- PLAN UPDATES AND ACCOUNTABILITY
 - ANNUAL PROGRESS REPORTS
 - 5-YEAR PLAN UPDATES (MAJOR UPDATE EVERY 10 YEARS)

IMPLEMENTATION AND ADMINISTRATION

PLAN OUTCOMES

NATIONAL RECOGNITION FOR CITY'S COMMITMENT TO ACTIVE TRANSPORTATION

- 5 E'S (ENGINEERING, EDUCATION, ENCOURAGEMENT, ENFORCEMENT, AND EVALUATION)
- BICYCLE-FRIENDLY COMMUNITY (SILVER)
 - RENEW APPLICATION IN SPRING 2024
 - SILVER STATUS LIKELY 3- TO 5-YEAR GOAL
- WALK FRIENDLY COMMUNITY DESIGNATION



PERFORMANCE METRIC EXAMPLES

- AMOUNT OF BIKE LANE MARKINGS REFRESHED
- ELIMINATION OF SIDEWALK GAPS
- FACILITY MILEAGE CONSTRUCTED
- PERCENTAGE OF CAPITAL FUNDING TO ACTIVE MOBILITY
- REDUCTION IN BICYCLIST/PEDESTRIAN CRASHES
- ANNUAL USER COUNTS: BIKEWAYS AND TRAILS
- AMOUNT OF PEDESTRIAN/BIKE SAFETY COURSES OFFERED/ATTENDANCE

NEXT STEPS

- CONSIDER/ADOPT PLAN
- ASSESS PLAN PRIORITIES AS PART OF BUDGETING PROCESS
 - IDENTIFY GRANT FUNDING OPPORTUNITIES AND PARTNERSHIPS
- FACILITATE POLICY REVIEWS
- BICYCLE-FRIENDLY COMMUNITY RENEWAL
- CONSIDER/ASSESS WALK-FRIENDLY COMMUNITY DESIGNATION



QUESTIONS?

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