

**CITY OF RICHARDSON
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MINUTES
MAY 9, 2024**

The Bicycle & Pedestrian Advisory Committee met on Thursday, May 9, 2024, at 6:00 p.m. Chairman Chance convened the Committee into Regular Session. A quorum was present.

MEMBERS PRESENT: Bill Chance, Chairman
Brenda Hard-Wilson, Vice Chairman
Matthew Martin, Member
Richard Wezensky, Member
Diane Litke, Member
Mark Nelson, Member (Director of Transportation & Mobility)
Keith Kockler, Member (Assistant Chief, Richardson PD)
Avery McKitrick, Ex-Officio Member (UT Dallas)
Patricio Gallo, Ex-Officio Member (DART)

MEMBERS ABSENT: Thomas Crane, Ex-Officio Member (Richardson ISD)
Mandi Murphy, Ex-Officio Member (Plano ISD)
Kevin Kokes, Ex-Officio Member (NCTCOG)

OTHERS PRESENT: Josh Peterman, PE., Consultant, Fehr & Peers

CITY STAFF PRESENT: Charles Goff, Assistant City Manager
Daniel Herrig, Mobility & Special Projects Manager
Norma Mendoza, Administrative Secretary

REGULAR BUSINESS MEETING

ITEM 1: CALL MEETING TO ORDER

Chairman Chance called the meeting to order at 6:03 p.m. This was the first committee meeting.

ITEM 2: INTRODUCTIONS

Chairman Chance asked everyone to introduce themselves to the group.

The City Council's goal is to have residents and all stakeholders choose Richardson as the best place to locate, contribute, and engage. The tactic is Value, Protect, and Create a Positive Return on City, Resident, and Other Stakeholder Investments in the City.

ITEM 3: PRESENTATIONS

Chairman Chance asked Mr. Herrig to begin with the presentation of the items to be discussed.

Mr. Herrig started with the first presentation. It was to give an overview of the Active Transportation Plan (ATP). The program objective of the ATP is to 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.

Mr. Herrig reviewed the vision statement and the guiding principles of the ATP.

The vision statement of the ATP is to 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.

The guiding principles are to create community wide connections, support all mobility needs and interests, provide a safe and comfortable environment, promote enjoyment of the city, and be a community investment.

Mr. Herrig described the framework for the ATP followed by how the ATP approached the development of the network which was to eliminate network gaps, make regional connections with our neighbors, increase the level of comfort for users of our transportation system, create a safe network for all ages and abilities, entice greater walk/bike/roll mode share, and allow flexibility in facility selection.

Mr. Herrig presented pictures of types of active transportation corridors such as non-roadways, neighborhood streets, collector streets and arterial streets. The ATP proposes 141 miles of trails and bike lanes that includes existing facilities and network additions.

Through build-out of the active transportation network, Mr. Herrig shared that the ATP proposes to deliver the following:

- Dedicated bikeway or trail facilities along 63% of our arterial and collector roadways
- Over 26% of network additions connecting to concentrations of “vulnerable populations.” Vulnerable population concentrations equal 16% of city land area.
- 96% of all residential areas of the city be located within ¼ mile (5-minute walk) of the Essential Active Transportation network.

Mr. Herrig then presented a map with existing active transportation facilities along with programmed projects which were highlighted to share expansions of the active transportation network coming the next few years.

Mr. Herrig commented that along with infrastructure improvements, high-priority policies and practices are important for this committee's input and include a Complete Streets Policy, planning a wayfinding study/program in the future, safe routes to school planning, bicycle parking regulations, and implementation of a bikeway/trail counter program.

He further commented that the ATP developed a Work Plan with specific actions and implementation time frames that may be ongoing, short term (1-2 years), mid-term (3-6 years), and long-term (7-10 years). Infrastructure investments will be included, and timelines may

depend on the availability of funding. Keep in mind it's not always for bicycles but pedestrians as well.

Mr. Herrig emphasized the Plan's outcomes include national recognition for the City's commitment to active transportation, including renewal of the Bicycle-Friendly Community designation in the summer of 2024. Another goal is to consider a Walk Friendly Community designation which Mr. Herrig stated is pending the release of an updated application process by the leading organization.

The second presentation was regarding the City's Bicycle Friendly Community (BFC) Application. Mr. Herrig explained the Bicycle Friendly Community Program is a program through the League of American Bicyclists to recognize those local communities making bicycling a real transportation and recreation option for all people.

The City of Richardson was first awarded the Bronze-level Bicycle Friendly Community in 2015. Richardson was the first to receive this recognition in North Texas. It was renewed in 2019. Mr. Herrig restated the community's goal to seek renewal in 2024 striving to achieve a Silver-level designation.

The plan is to prepare the Bicycle Friendly Community application for the June 2024 application deadline. July through October 2024 the League of American Bicyclists will provide a Bicycle Friendly Community Public Survey. Finally, in December 2024 the awards are announced.

Chairman Chance asked what the expectations are regarding the completion of the Bicycle Friendly Community (BFC) application. Will it be primarily staff effort or the committee who complete this application?

Mr. Herrig responded it would be heavily staff effort to complete. He stated some coordination would occur over the next month with the BPAC chair and any relevant local bike groups regarding topics that may need additional input.

Mr. Nelson indicated that with Council support and budget allocation, we will be able to help implement policies/procedures. Mr. Goff added that City Council recommended the formation of the Bicycle and Pedestrian Committee (BPAC) to implement these policies/procedures.

Mr. Wezensky added that City of Richardson was the first to receive the Bronze designation in North Texas. Other cities have since also received this designation.

Chairman Chance asked if we must wait every four years to apply. Mr. Herrig responded that we do not have to wait four years. Once we receive the report card, we can apply again.

Chief Kockler asked if we have recommendations as to the key steps to Silver. Mr. Herrig responded yes they were incorporated into the development of the ATP.

Member Litke asked when they release the new application and the City knows where we fall, does the City start repair/maintenance on the sidewalks and street networks. Mr. Herrig responded yes, depending on funding availability.

Mr. Herrig asked the committee if anyone had any further questions on the Bicycle Friendly Community Application. There were no further questions.

The third presentation was Bicycle Parking Regulations. Mr. Herrig stated that the City Plan Commission (CPC) was presented with the Bicycle Parking Regulations at the May 7th CPC meeting. The commission had concerns about bike parking being required and short-term versus long-term parking. After discussion by the CPC, it was recommended by a 5-2 vote.

Mr. Herrig stated the bike parking regulations would require one bike parking space per twenty vehicle parking spaces and emphasized this is only for new construction. Apartments are considered non-residential; therefore, they are included in the requirements.

Mr. Herrig gave a couple of examples on how the requirements would apply. First example is of the existing Sherman Lofts. There are 373 + 3 live/work units. Parking is 485 parking spaces provided/min. 461 spaces required. Bike parking would then be 25 bike parking spaces (i.e., 13 bike racks), 23 long-term (minimum).

The second example is of the Dutch Bros. Dutch Bros has 920 square feet of restaurant with drive thru. They have eight parking spaces provided/a minimum of four spaces required. Bike parking would then be two bike parking spaces (i.e., one bike rack, a minimum of two spaces).

Chairman Bill mentioned that we should take into consideration that although businesses need parking for the customers, their own employees need bike parking as well.

Mr. Nelson stated the proposed Bicycle Parking Ordinance is scheduled to be reviewed by City Council on May 20, 2024.

Chairman Bill commented we may need to set a maximum of 10-16 bike parking racks as we may have larger businesses, that may not need that many bike racks.

Mr. Gallo commented that DART uses some racks that are covered, and you cannot see what the contents of the rack contains. Suggestion was made that Richardson consider having clear see-thru racks if a similar style is used. DART is having difficulty with the homeless using these as storage lockers for their suitcases. He also suggested remote opening of the bike racks would be good to have.

Chairman Chance stated most bicyclists express concern with security when parking their bicycles. Most will not park where they can't see it especially on long term parking.

Chief Kockler commented that the Police Department does have a Professional Bike Bait Program.

ITEM 4: ACTION ITEM

Chairman Chance introduced Josh Peterman to present on the Complete Streets Policy. Mr. Peterman represents Fehr & Peers, the City's consultant hired to assist in the development of the policy.

Mr. Peterman began by defining Complete Streets. Taken from The National Complete Streets Coalition, it is, "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." Additionally from the National Complete Streets Coalition, "While Complete Street is a process and approach to street design, there is no singular design prescription for Complete Streets. Each one is unique and respond to its community context."

Mr. Peterman explained that a Complete Streets Policy is then an agency's commitment to develop a comprehensive multimodal transportation system that facilitates safe, accessible, comfortable, and convenient mobility for all people and travel modes. Mr. Peterman said the Complete Streets Policy acknowledges streets have varying roles, functions, and levels of activity depending on the context of the surrounding land use and neighborhood. It begins with policy, to practices, to projects, and to networks.

Mr. Peterman continued to outline the sections of the proposed Complete Streets Policy, including the Background, Vision and Intent, Applicability, Exceptions, Design Standards, Implementation, and Measuring Performance and Reporting. Mr. Peterman finished his presentation indicating that measuring performance & reporting should include: annual tracking and reporting as well as incorporation of performance measures into the Master Thoroughfare Plan. Mr. Herrig stated the reporting will be done to this committee.

Mr. Nelson spoke on behalf of the Transportation and Mobility Department. He indicated the City is using ADA guidelines to correct directional curb ramps, pedestrian sidewalks, push buttons on the signal poles to be accessible, and the signal include audible information per accessibility guidelines.

The Committee will be making a recommendation to the City Council regarding the Complete Streets Policy request. Should the BPAC concur with the proposed policy, a motion is needed to recommend approval of the Complete Streets Policy as presented.

The City Council hearing date is planned for May 20, 2024.

Chairman Chance asked if there were any more questions. There were no further questions.

Motion: Seeing no more questions, Chairman Chance made a motion to recommend approval of the Complete Streets Policy. Member Litke seconded the motion. Motion passed 7-0.

ITEM 5: STAFF REPORT

Moving to the Staff Report, Mr. Herrig showed a presentation slide for DART's Bike to Work Day. Member Gallo shared a flyer for the DART sponsored event: Bike to Work Day, Friday, May 10th, from 7:00 to 9:00 a.m.

Other events mentioned to the group are stated below.

City Bike Rodeo, Saturday, May 11th, 10 a.m. to noon at Huffhines Park. Activities: Bicycle Safety Course, Helmet Fit Check, Bicycle Check-up, and Bike Skills and Games. Kona Ice for the first 50 attendees is free. Vendors to be present at the Bike Rodeo are: DART, Bike Mart, The Bike Shop, and City Staff from Transportation & Mobility, Police Department and Development Services – Envision Richardson.

Mr. Herrig indicated we are promoting Safe Routes to School. To complete this we are partnering with the North Central Texas Council of Governments (NCTCOG) and Dover Elementary. The plan overview is to collect data (Walk Audit, Pickup/Dropoff Observations), identify issues and opportunities (Conduct Outreach and Engagement), and develop recommendations. The Safe Routes to School will begin in the Summer of 2024 to document existing conditions and then in Fall 2024 to document observations and outreach.

ITEM 6: ITEMS OF INTEREST

Mr. Herrig asked if meeting on Thursdays at 6:00 p.m. every two months works for all the committee members. Everyone was good with Thursdays at 6:00 p.m. every two months. Mr. Herrig will send out calendar invites to future meetings once the dates are set for the remainder of this year (2024).

Chairman Chance asked if there is a method to share files or documents. Mr. Herrig responded he would coordinate with city staff to determine the best method to share files.

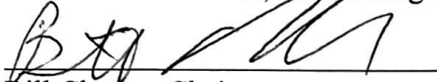
Mr. Nelson highlighted that Nadine Lee, President & CEO of DART, will provide an update to Council on June 10, 2024, regarding the Silver Line, Cotton Belt Trail, and other aspects of DART's multimodal transportation network.

Mr. Herrig shared that the Greater Dallas Planning Council (GDPC) has two free events that may be of interest– a walking tour of the improvements in Downtown Garland (May 16) and a bike ride of the new Hi-Line trail and Union Bikeway in Dallas (May 19). These are both more technical tours so will get into things like design and materials but may be of interest to the group here still.

Mr. Herrig indicated that if anyone has any agenda items for future projects of interest to discuss, please let him know via email, so that he can add to the agenda for future meetings.

ITEM 7: ADJOURN

With no further business, the meeting was adjourned at 7:39 p.m.



Bill Chance, Chairman
Bicycle & Pedestrian Advisory Committee