

City Council Work Session Handouts

April 20, 2015

- I. Review and Discuss Compassionate Richardson Initiative
- II. Review and Discuss the Parks and Recreation Capital Needs for Consideration in a Future Bond Program
- III. Review and Discuss Update on Richardson's Bicycle Program
- IV. Review and Discuss Update on Proposed Mobile Food Vendor Regulations

Compassionate Richardson



City Council Briefing: April 6, 2015

TED

- ∞ TED began in 1984 as a conference where **Technology**, **Entertainment** and **Design** converged.
 - Today TED covers almost all topics — from science to business to global issues — in more than 100 languages.
- ∞ TED is a nonprofit devoted to spreading ideas, usually in the form of short, powerful talks – **“TED Talks”**
- ∞ Independently run TEDx events help share ideas in communities around the world.

TED Prize

- ∞ The TED Prize is awarded annually to a leader with a fresh, bold vision for sparking global change.
- ∞ The Prize begins with a big wish—one that will inspire thinkers and doers across the globe to get involved.



TED Prize

- ∞ The TED Prize winner receives **\$1,000,000** — and the TED community's wide range of resources and expertise — to make their dream become a reality.
- ∞ The TED Prize has helped to combat poverty, open dialog on religious intolerance, improve global health, tackle child obesity, advance education, and inspire art around the world.

Karen Armstrong's 2008 TED Talk

Wished for help creating, launching and propagating a Charter for Compassion, crafted by a group of leading inspirational thinkers from the three Abrahamic traditions of Judaism, Christianity and Islam and based on the fundamental principles of universal justice and respect.



Charter for Compassion History

∞ February 2008 – Karen Armstrong wins TED Prize

∞ April 2008 – Seeds of Compassion

- Seattle, WA
- The Dalai Lama
- Archbishop Desmond Tutu
- 5 days, 154,000 attendees



Charter for Compassion History

- ✪ **February 2009** – Council of Conscience meet in Vevey, Switzerland to craft the Charter.
 - A multi-faith, multi-national group of religious thinkers and leaders, reviewed and sorted through contributions from across the globe to craft the final Charter.



Charter for Compassion History

- ∞ **November 12, 2009** - Charter of Compassion launched
 - 150,000 people from 180 countries contributed.
 - Was crafted into a succinct, 312-word pledge that allows room for all faiths by a panel of leading religious scholars.
- ∞ **January 2014** – Charter for Compassion Organization and Global Compassion Council were founded.

Charter for Compassion Partners

∞ More than 107,000 people and 1,000 plus partners have affirmed the Charter since its release.

- Arts
- Business
- Education
- Environment
- Healthcare
- Peace & Non-Violence
- Religion, Interfaith
- Science & Research

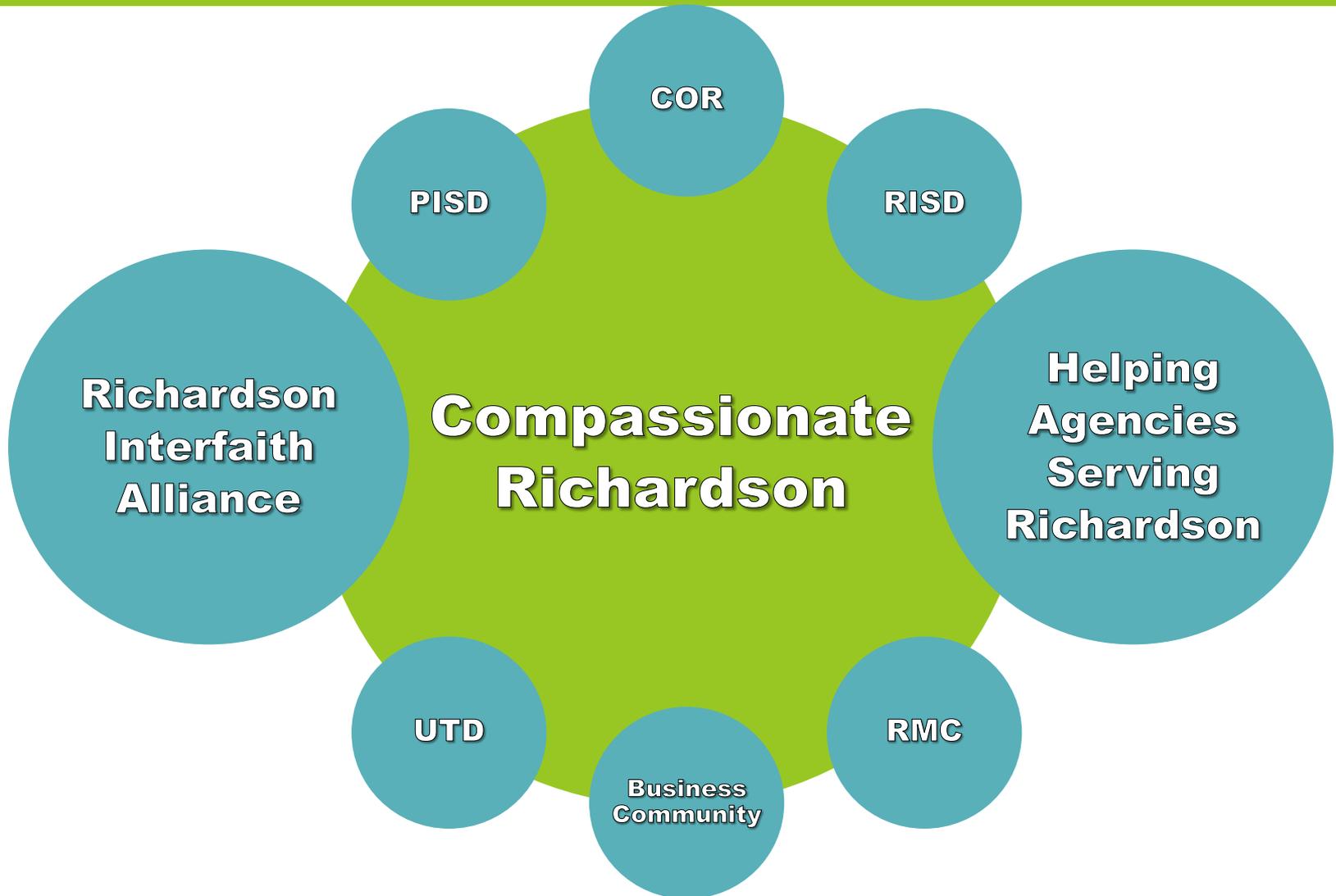


Compassionate Dallas/Fort Worth

- Tasked by the Charter for Compassion Organization to petition North Texas leaders to make a clear statement of support of the Charter through an official action.



Compassionate Richardson



Richardson Interfaith Alliance

- ☞ Founded in May 2012
- ☞ The purpose of the Richardson Interfaith Alliance is to increase respect of all faiths through education and increased awareness and to coordinate and enhance faith-based services for the betterment of the Richardson Community.



RIA Member Faith Communities

Arapaho United Methodist Church
Baha'i Faith
Canyon Creek Presbyterian Church
Sacred Living - Center for Spiritual Living
Christian World
Church of Jesus Christ of Latter Day Saints
Church of the Epiphany - Episcopal
Community Christian Church
Congregation Beth Torah
Dallas Meditation Center
Dallas Oromo Lutheran Church
Dallas Sai Baba
Episcopal Church of the Transfiguration
Faith United Methodist Church
First Baptist Church
First Church of Christ, Scientist
First Presbyterian Church of Richardson
First United Methodist Church Richardson

Hindu Faith
Islamic Association of North Texas
International Buddhist Progress Society
Ismaili Jamatkhana & Center
Jewish Community Relations Council
Loft City Church
Rapha's World Ministries
Richardson Seventh-Day Adventist
St. Barnabas Presbyterian Church
St. Luke's Lutheran
St. Paul the Apostle Catholic Church
St. Philopateer Coptic Orthodox Church
The Heights Baptist Church
Trinity Bible Church
Trinity Fellowship Church
Tzuchi Foundation
Woodcreek Church

RIA Activities

Compassionate Action Projects - Letter Carrier Food Drive for NETWORK,
Food Bagging Event for People Living in Poverty



TRASH
BASH

RIA Activities

Education & Programs

Monthly Meetings of Faith
Community Leaders and
Community Partners

Thanksgiving Service

Disaster Support
Partnership, COR Office
of Emergency Management

Reading of the Names at
Congregation Beth Torah

Upcoming Film “To Light a
Candle” at the Library

Affirmation of the Charter for
Compassion



HASR Mission

Improve the delivery of social services in Richardson by establishing a coalition of nonprofits to promote better communication, coordination and cooperation among such organizations that serve the Richardson Independent School District geographical area.



HASR

Helping Agencies Serving Richardson

HASR Members

- The Warren Center
- Network of Community Ministries
- Prestonwood Pregnancy Center
- Altrusa
- Humanitarian Hands
- Richardson YMCA
- CARE Child Development Center
- Richardson Adult Literacy Center
- First United Methodist Church – Community Connections
- Richardson Women’s Club
- LifeNet
- Parkinson Voice Project

2015 Goal =
20 member
agencies

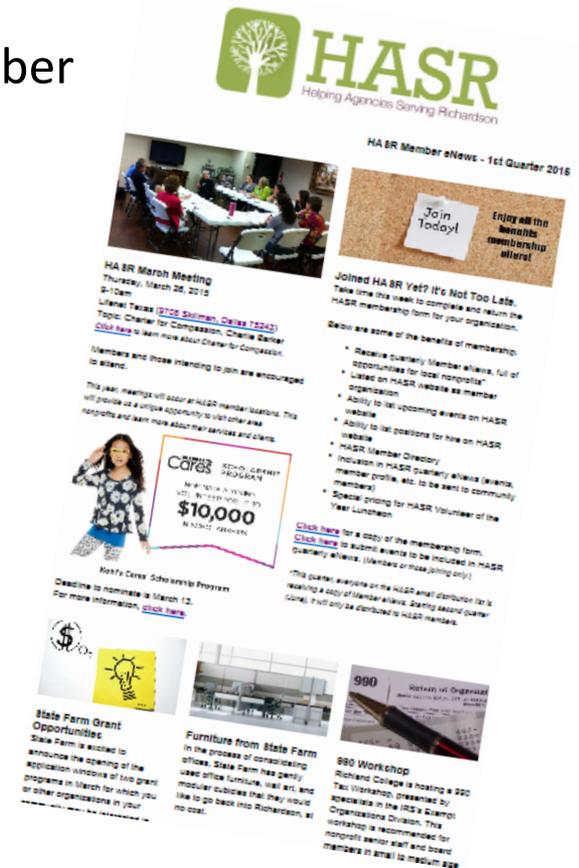


HASR

Helping Agencies Serving Richardson

HASR Activities

- HASR Meetings
 - January, March, May, August, October, December
 - Topics of interest to nonprofits
- HASR Member eNews
 - Sent Quarterly (1st issue – 1Q!)
 - Provides information of interest to nonprofits
- Volunteer of the Year Luncheon
 - November 17, 2015
 - Open to all community members to make nominations and/or attend



Next Steps

- ∞ Potential Compassionate Richardson Initiatives
 - Annual Day of Volunteerism
 - Possibly held in April in conjunction with the Month of Volunteerism
 - Continued future Trash Bash participation
 - Annual Conference
 - Opportunity to share compassionate stories
 - Opportunity to recognize compassionate leaders

Compassionate Richardson



Bond Program Planning April 20, 2015



2015 G.O. Bond Program Consideration

- Background
- Election Calendar Planning
- Debt Sizing
- Debt Capacity
- Bond Program Preparation

- Through the 2006 and 2010 Bond Programs over \$120 million has been invested in meaningful projects
- The City Council identified “Enhancing the Quality of Life of Our Stakeholders” as one of 17 strategies to achieve it’s goals and vision
 - One key tactic to implement the strategy was “Preparing for a Future Bond Issue”
- There are limited opportunities to hold a bond election with the uniform election calendar providing two eligible dates per year in May and November

Date: Election Calendar Planning

		2015		2016		2017		2018	
<i>May Election Date is 2nd Sat.</i>		May	Nov	May	Nov	May	Nov	May	Nov
<i>Nov Election date is 1st Tues. after 1st Mon</i>		9	3	4	8	13	7	12	6
City Council (Every 2 years)		City Council	Charter			City Council			
Federal (President, Senator, Representative)					President & US Reps.				Senate and US Reps.
Texas Gov. & Leg. (Every 4 Years/ Last in 2006)					Senate and Reps.				Gov., Lt. Gov, Senate and Reps.
Texas Constitution (Generally following Tex. Leg. Session)			TX Const				TX Const		
County (Officials - Every 4 Years)					County Comm and Sheriff				County Judge and Comm.
I.S.D.		RISD & PISD Trustee		RISD Trustee and Bond		RISD & PISD Trustee		RISD Trustee	
City Bond			★						4

- Debt amount to tax rate impact is approximately ~1 cent per \$14 million of projects – **subject to further review closer to time...**
 - ~\$14 million for 1 cent increase
 - ~\$28 million for 2 cent increase...
- Last tax rate change was \$0.06 in 2010-2011
 - \$0.63516 from \$0.57516
 - 2010's G.O. program of \$66 million
- Will evaluate how the current tax rate for debt (\$0.26485) can absorb future G.O. bond debt

Bond Election Summary

Bond Election	Referendum Size	Tax Rate Increase
2006	\$55 million	5 cents
2010	\$66 million	6 cents
2015 (proposed)	\$50 million	None

- Based on the retirement of current debt over the next several years, the City anticipates the ability to issue debt without a tax rate increase.
- Debt capacity will be available in FY 2016-2020 and beyond
- Based on the debt retirement schedule, a bond program with a serial debt sale would allow for a larger bond program without a tax rate increase.

- A serial bond issue would allow for debt to be issued each year as old debt is retired creating capacity within the existing rate.
- Additionally, the debt planning model would assume a 1% increase in appraised value for the first four years and a 0% increase thereafter.
- Using a **5 year window** for a serial sale (2016-2020), the City could propose a bond program with projects totaling **\$50 million without a tax rate increase** with a 2015 bond referendum seeking voter approval.

Inflation Factors

	2015 Value	Inflation*	Sale Value
FY 2016	\$7,166,746	4.65%	\$7,500,000
FY 2017	\$4,701,773	3.65%	\$5,100,000
FY 2018	\$11,535,130	3.10%	\$12,900,000
FY 2019	\$12,872,969	3.50%	\$14,900,000
FY 2020	\$8,013,520	3.50%	\$9,600,000
TOTAL	\$44,290,138		\$50,000,000

* Inflation factors are estimated based on several national construction cost indexes and are subject to change.



- In the Spring of 2015 City staff will provide briefings to the City Council with inventories of the City's infrastructure and facilities. The inventories includes:
 - Parks/Open Space
 - Drainage
 - Public Safety/Municipal Buildings
 - Streets/Alleys/Sidewalks
- Following the inventory review the City Council would begin to develop projects for the proposed bond referendum.



**2015 G.O. Bond Program Consideration
Parks and Recreation**

- **Breckinridge Park Recreation Center**
- **Senior Center Renovation**
- **Pool Buildings Mechanical Renovations**
- **Park Playground Renovations**
- **Park Trail Projects**
- **Irrigation Controller Upgrades**

Breckinridge Recreation Center

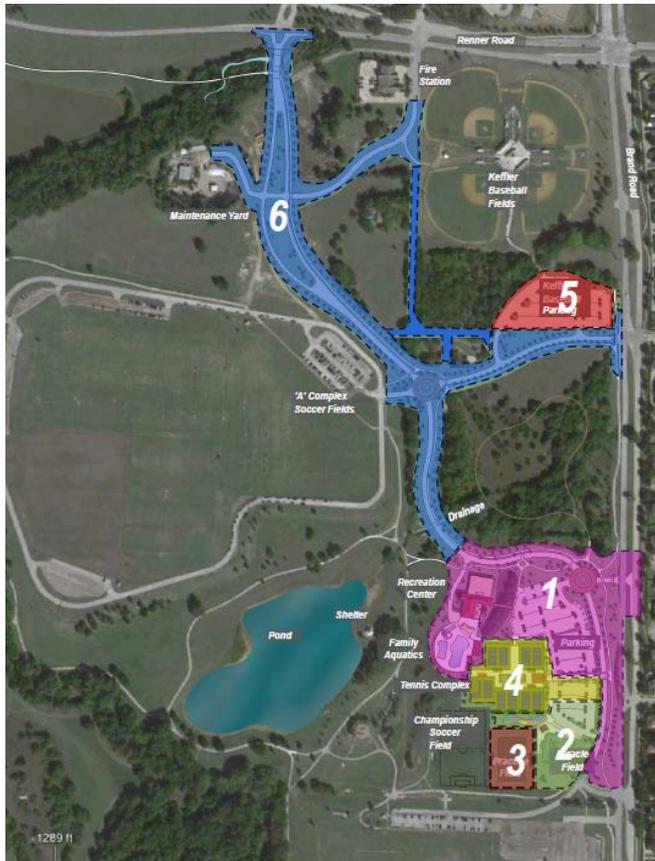
Park Site Plan



Spine Road

Rec Center

Breckinridge Recreation Center Cost Projections



- Zone 1 – Rec Ctr, Aquatics, Sitework \$20,920,000
- Zone 2 – Miracle Field \$2,739,000
- Zone 3 – Practice Field \$1,136,000
- Zone 4 – Tennis Complex \$4,271,000
- Zone 5 - Keffler Parking \$1,035,000
- Zone 6 – Spine Road \$8,686,000
- Total \$38,787,000

Estimate Zones Plan

Breckinridge Recreation Center Phase One Site Plan



Breckinridge Recreation Center

Feasibility Study Conducted in 2012 by BRS Architects

Study Findings:

- **The immediate and primary service areas are underserved by recreation opportunities.**
- **The Breckinridge Park site is outstanding.**
- **There is not a family public active use facility in the area.**
- **There is a strong market for a public facility despite the presence of other providers.**
- **The demographic characteristics are positive.**

Breckinridge Recreation Center

Facility Scope Summary

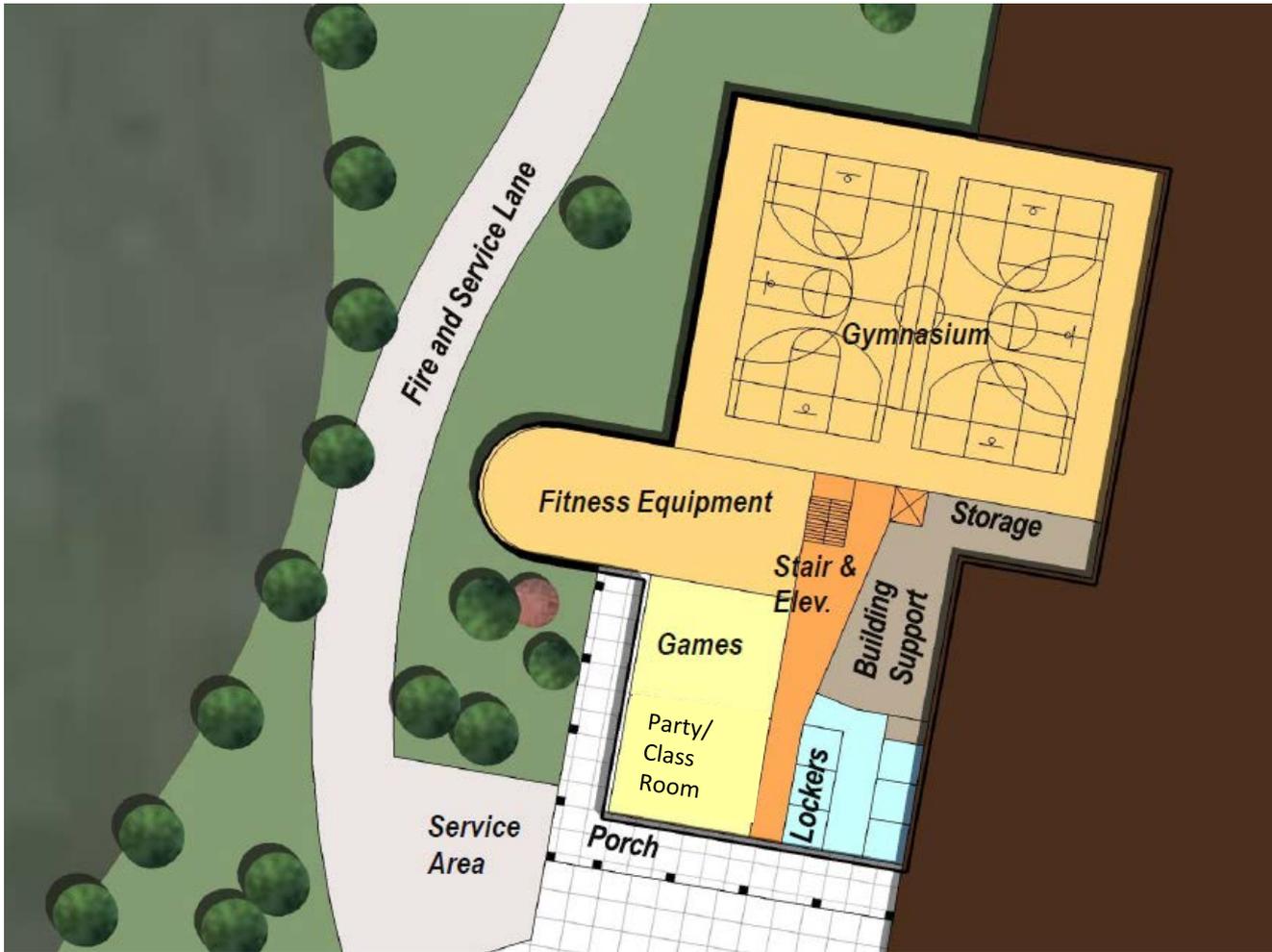
\$14,815,000

- **Facility admin and building support space**
- **Pre-School program**
- **Library satellite services**
- **Classroom / party room**
- **Games room / children's indoor playground**
- **Dry arts and crafts room**
- **Community / fitness room**
- **Catering kitchen**
- **Single HS / double elem. school gymnasium**
- **Cardiovascular exercise / weight room**

Breckinridge Recreation Center Main Entry, Upper Floor Plan



Breckinridge Recreation Center Lower Floor Plan



Breckinridge Recreation Center

Operation and Revenue Cost Projections

Richardson Senior Center Renovation



Senior Center Renovation

- **Building condition assessment conducted in 2014 by Mayse and Associates Architects**

Assessment Summary:

- **Former bank building converted to senior center**
- **Last upgrades made to building in 1999**
- **Building is structurally sound but renovations needed**
- **Interior space is inefficient for facility programs**
- **Accessibility updates required in restrooms and entrances**
- **Richardson's only senior center facility**
- **Approx. 25% of Richardson's population is over 65**

Senior Center Renovation Site Conditions



Drive-Thru Wing



Original Bank Vault

Senior Center Renovation Design Charrette

- Staff from Police, Fire, Facilities Management, Parks & Rec

Results:

- Need for increased square footage for improved efficiency of operations and programs
- Need to consolidate public access to building for better security
- Exercise area is undersized and equipment is outdated
- Kitchen and dining area inefficient and outdated
- Need for security and technology system upgrades

Senior Center Renovation

Project Scope Summary

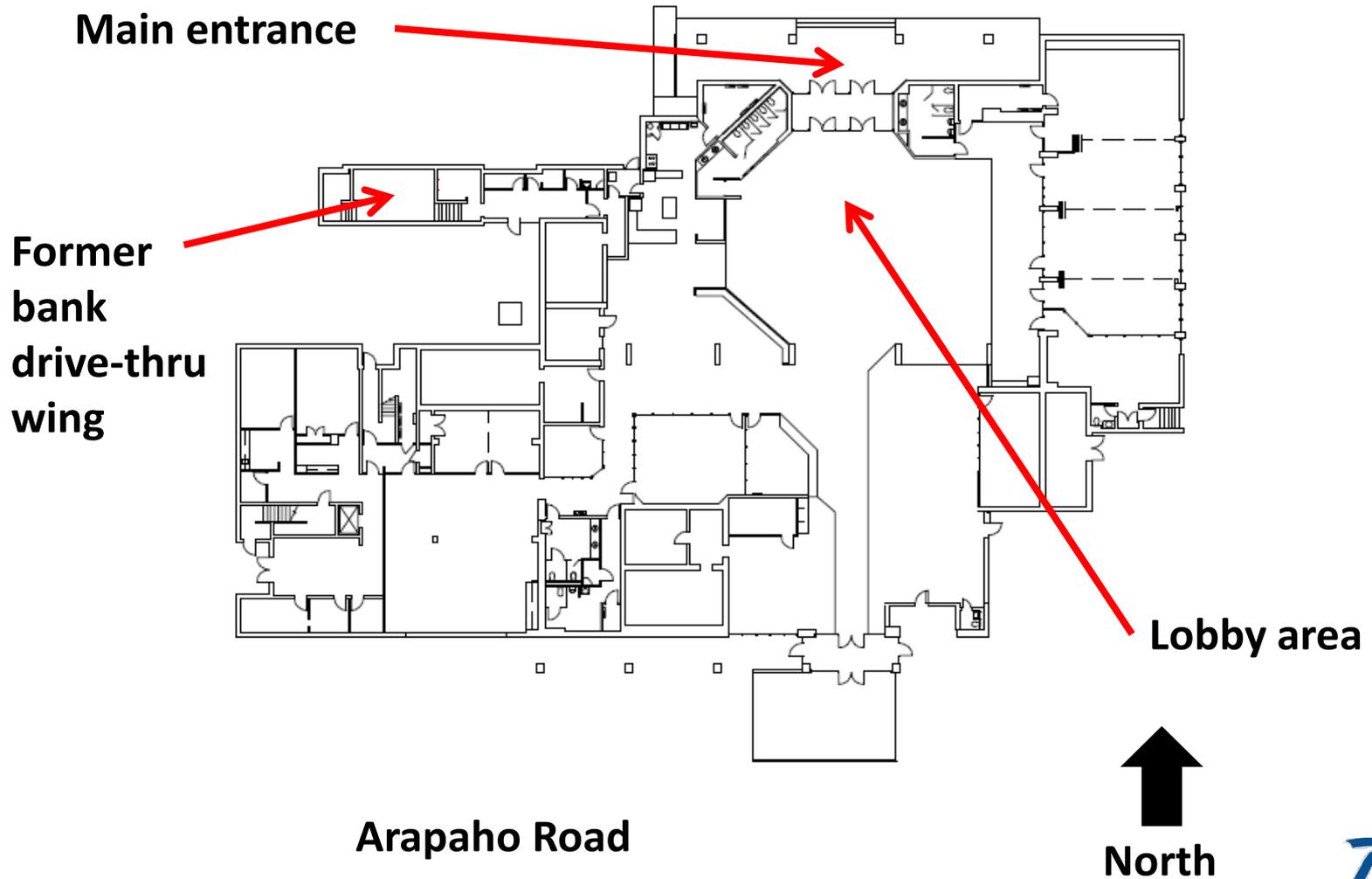
\$3,780,000

\$140,000 – Projected FF&E

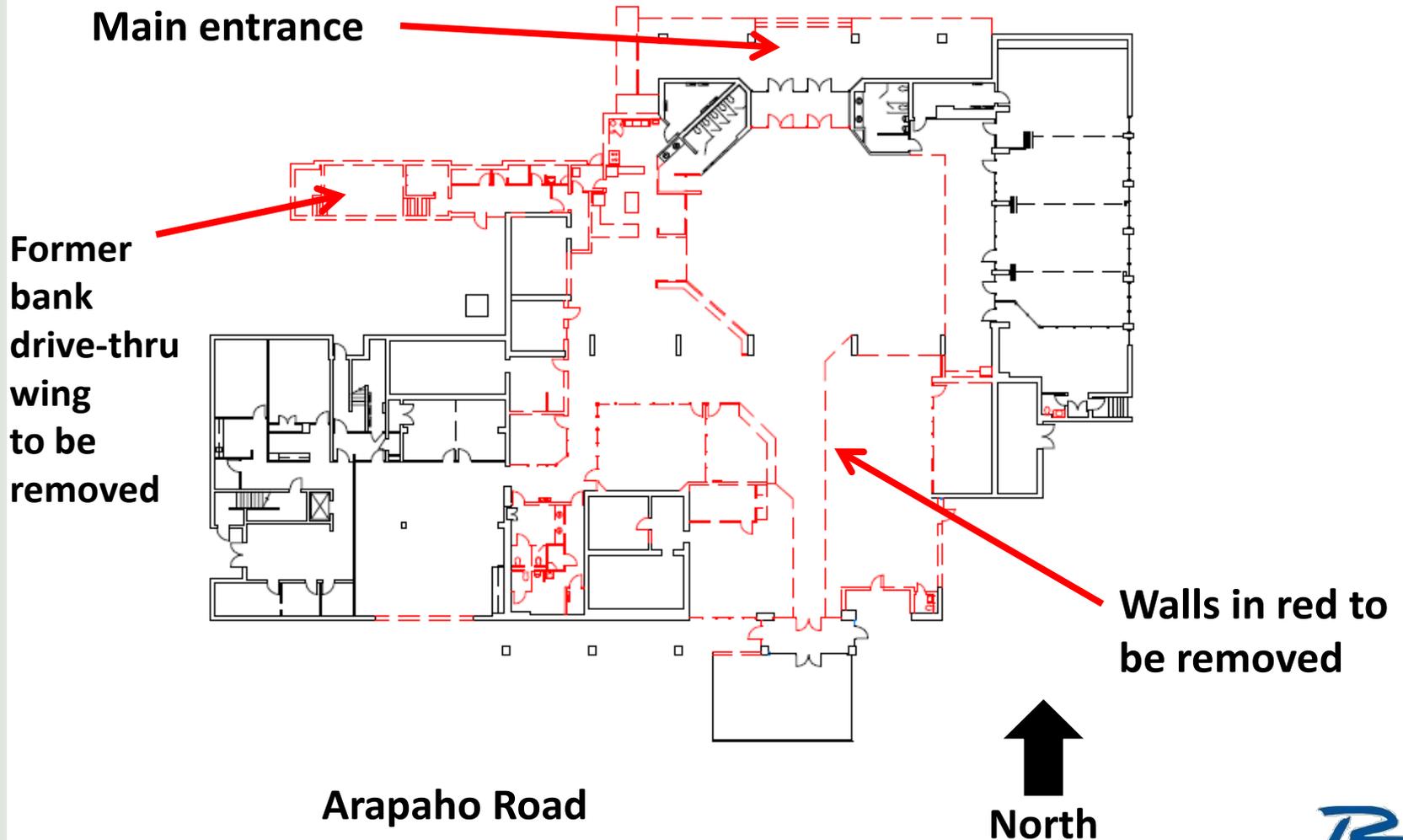
- **New dance / activity room**
- **Raised ceiling in dance / activity room**
- **Enlarged and updated exercise area**
- **Kitchen and dining area upgrades**
- **Remodeled wing for increased square footage**
- **Improved efficiency in operations & security**
- **Technology upgrades to sound system & computers**
- **Accessibility upgrades to restrooms and entrances**

Senior Center Renovation

Existing Floor Plan



Senior Center Renovation Demo Plan



Senior Center Renovation

Proposed Plan

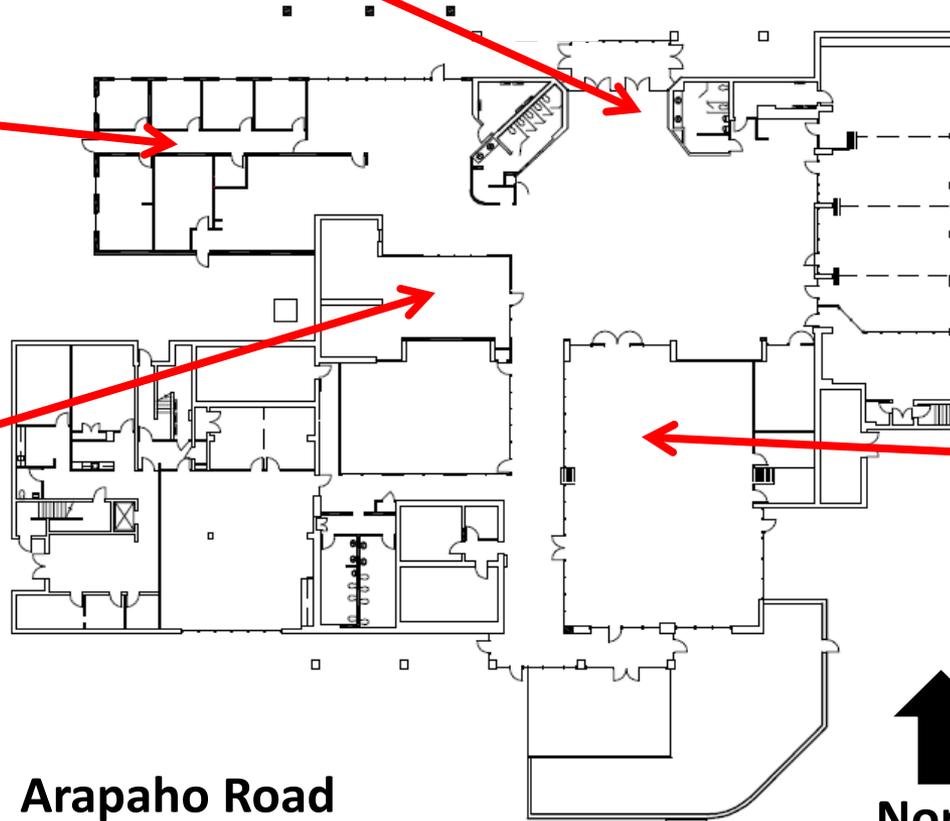
Proposed upgrades
to main entrance

Proposed
new wing

Enlarged
exercise
room

Proposed
dance /
activity Room

Arapaho Road



Pool Buildings Mechanical Renovations



Pool Buildings Mechanical Renovations

Project Background

- Building condition assessment conducted by R-Delta Engineers in 2014
- Canyon Creek, Cottonwood, Glenville, and Terrace Park Pool Buildings
- Assessment Focus:
- Structural engineering inspection
- Building envelope, interior spaces, accessibility review
- Mechanical, electrical, and plumbing systems
- Roofing systems

Pool Buildings Mechanical Renovations

Project Scope Summary

\$700,000

- **Plumbing upgrades including ADA compliant fixtures**
- **Ventilation system upgrades**
- **Electrical system upgrades including new power panels and distribution branch circuits**
- **Lighting system upgrades including new building lighting and controls**

Park Playground Renovations

Preliminary Playground Designs



Park Playground Renovations

Total Cost \$1,067,000

- Breckinridge Lakes \$ 80,000
- Canyon Creek Park Playground \$120,000
- Cottonwood Park Playground \$160,000
- Crowley Park North Playground \$205,000
- Duck Creek Linear Park Playground \$80,000
- Lookout Park Playground \$157,000
- Point North Park Playground \$135,000
- Wyndsor Park Playground \$130,000



Proposed Park Trail Projects

Total Cost \$1,212,000

- Breckinridge Park \$484,000
- Campbell Ridge Park \$130,000
- Crowley Park \$116,000
- Custer Park \$40,000
- Lookout Park \$92,000
- Mimosa Park \$63,000
- Spring Creek Nature Area \$222,000
- Woodland Park \$65,000

Irrigation Controller Water Conservation Upgrades

- **Implementation will:**
 - **Increase operational efficiency**
 - **Decrease staff hours**
- **Project can be phased with multiple funding cycles and performed in-house**
- **Total Cost \$1,700,000**



Next Steps

- January 2015 – June 2015
 - Complete Inventories, Studies and Master Plans
 - Initial review of project inventories with the City Council
- June 2015 – July 2015
 - City Council Bond Referendum Development
- August 2015 – November 2015
 - City Council Adoption of Bond Resolution (August 3, 2015 – target date, August 24, 2015 – last possible date)
 - Bond Referendum (November 3, 2015)



Richardson's Bicycle Program (The Scenic Tour)



City Council Update
April 20, 2015

Presentation Outline



Program Context

USDOT / TxDOT Policies

City of Richardson Vision

Background / Program Elements

Philosophy & Approach

Richardson Standards & Regulations

On-Street Resources

Off-Street Resources

Programs

Communication

Next Steps

USDOT / TxDOT Policies

Every transportation agency has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.



TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians



Richardson Vision & Goals

VISION:

City of Richardson is a clean, safe, vibrant and inclusive community in which residents and businesses enjoy a high quality of life and are proud to call “home”

GOAL:

For Richardson to be a place where people are proud to live, work, and engage in the Community





Richardson Strategies

Enhance the quality of life of our stakeholders

Increase the sense of community

Increase our “*Wow Factor*”

Improve accessibility to the City



Bicycle Program Elements (5Es)

A photograph of a paved path in a park. A person in a blue jacket is walking a dog on the path. The trees are bare, suggesting a cooler season. The path curves through a grassy area.

Evaluation & Planning - Planning for bicycling as a safe and viable transportation option

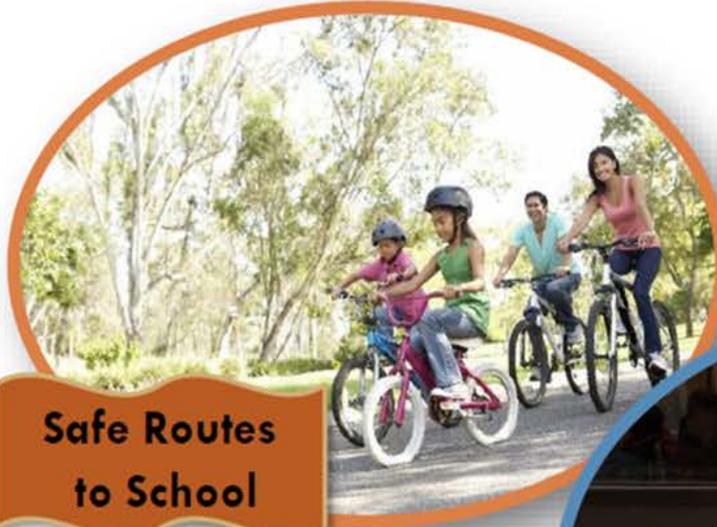
Engineering - Creating safe and convenient places to ride and park

Education - Giving people of all ages and abilities the skills and confidence to ride

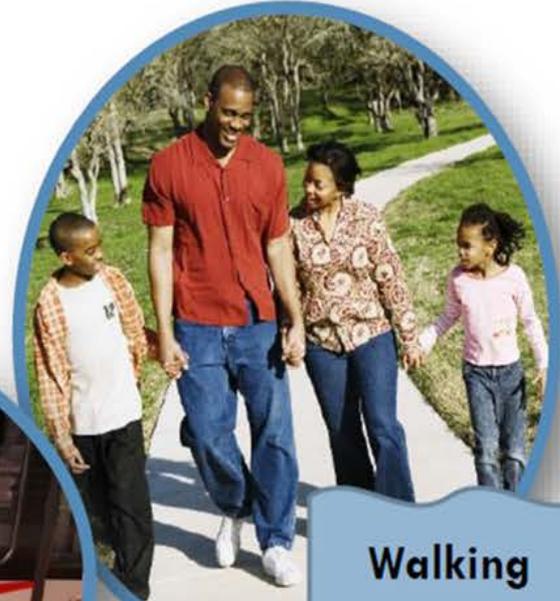
Encouragement - Creating a strong bike culture that welcomes and celebrates bicycling

Enforcement - Ensuring safe roads for all users

Planning For All Users



**Safe Routes
to School**



Walking



Commuting



Cycling



**Recreation
and Exercise**

32%

60%

7%

1%



No Way, No How

Not interested in bicycling at all, for reasons of topography, inability, or simply a complete and utter lack of interest.



Interested but Concerned

Like riding a bicycle and would ride more if they felt safer on the roadways.



Enthusiased and Confident

Comfortable sharing the roadway with automotive traffic, but prefer to do so operating on dedicated bike facilities.



Strong and Fearless

Will ride regardless of roadway conditions. Riding is a strong part of their identity and they are generally undeterred by roadway conditions.



Evaluation / Education / Encouragement

Richardson Regulations



Planned Developments

Form-based Codes

Bicycle Parking Ordinance

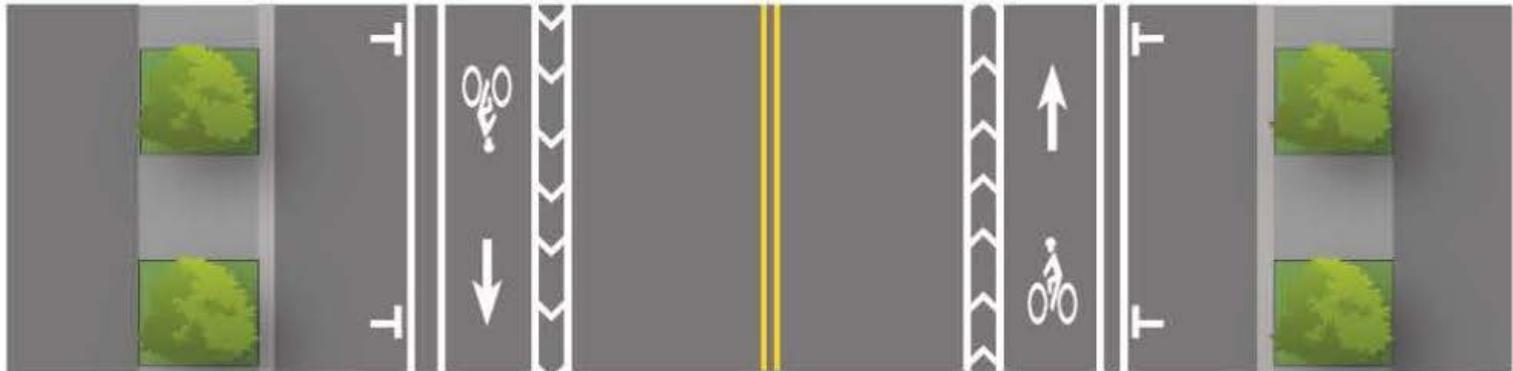
Safe Passing Ordinance

Polk Street

93' Right-of-Way
61' Curb to Curb
2 Travel Lanes



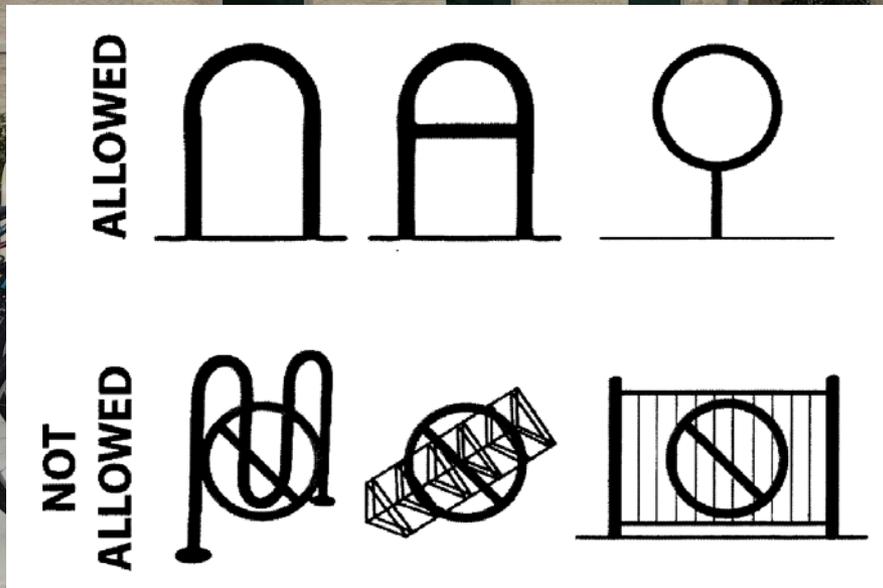
ROW/ Property Line	Sidewalk	Landscape Amenity	Parallel Parking	Buffer	Bike Lane	Buffer	Travel Lane	Travel Lane	Buffer	Bike Lane	Buffer	Parallel Parking	Landscape Amenity	Sidewalk	ROW/ Property Line	
	8'	8'	6"	8'	2'	6'	3'	11'	11'	3'	6'	2'	8'	6"	8'	8'



Bicycle Parking Ordinance

Establishes: How many racks are required
 Where they should be located
 Type of allowable racks

To be presented to Council this Summer (2015)





**Bike Rack and Repair Station
at UTD Residence Hall**



Bike Racks at Alamo Draft House



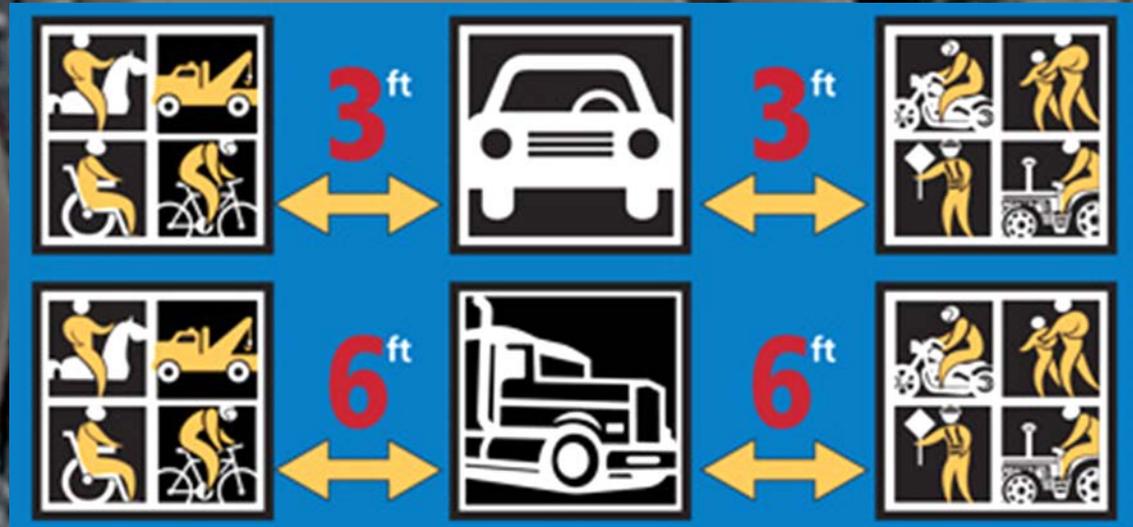
Safe Passing Ordinance

Establishes a safe passing distance

Will Protect “vulnerable road users”

At least 23 Texas cities and 25 other States have enacted Safe Passing Laws

To be presented to Council this Summer (2015)



Enforcement

On-street Resources

Signed bike routes: 34 miles planned
19 completed

Dedicated bike lanes: 22 miles planned
15 completed

Connections to parks, trails, schools,
employment, DART stations, other
cities

N Yale Blvd

Dartmouth Ln

Apollo Rd

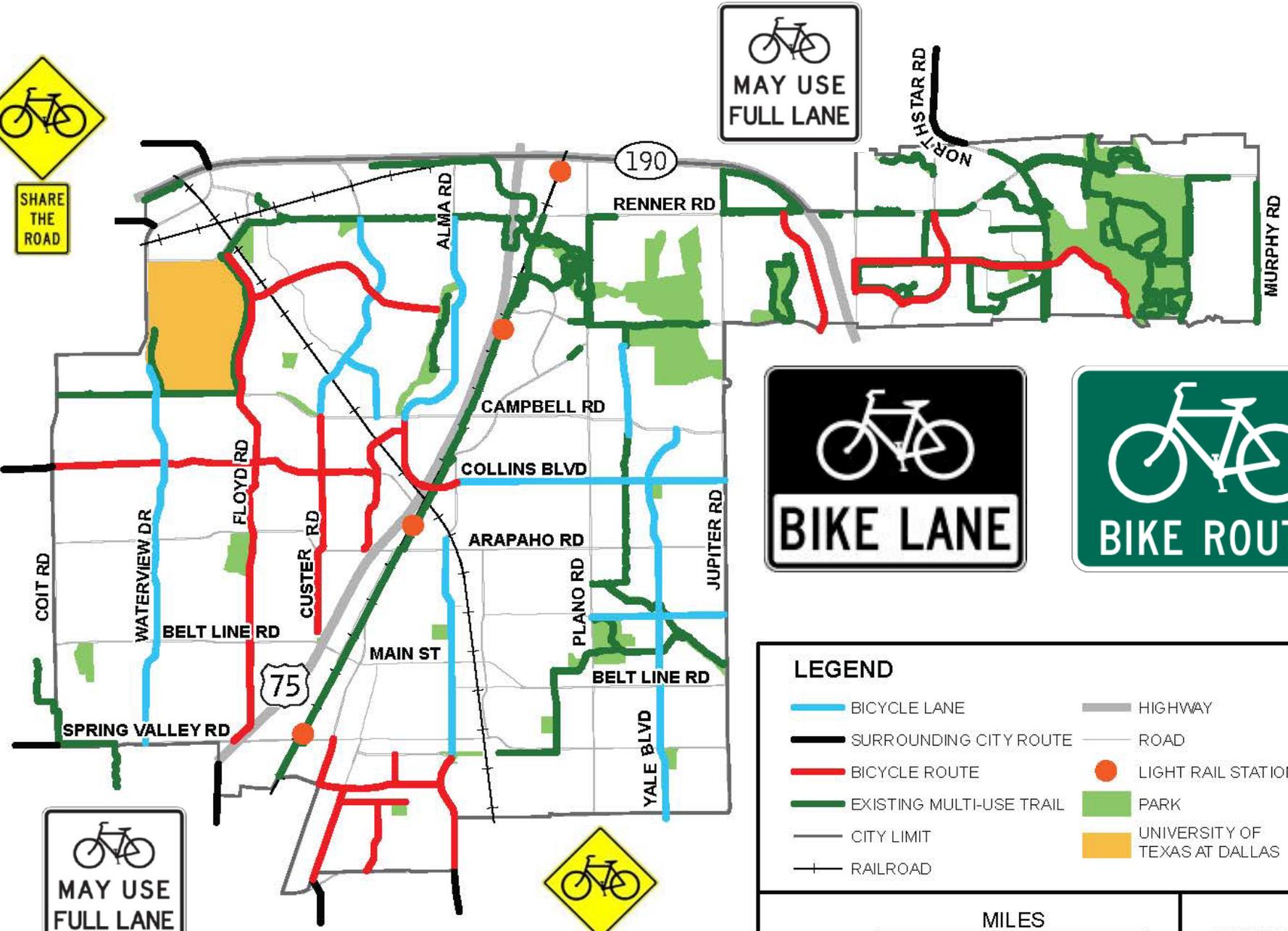
Ponderosa Dr



SHARE THE ROAD



MAY USE FULL LANE



BIKE LANE



BIKE ROUTE

LEGEND

BICYCLE LANE	HIGHWAY
SURROUNDING CITY ROUTE	ROAD
BICYCLE ROUTE	LIGHT RAIL STATION
EXISTING MULTI-USE TRAIL	PARK
CITY LIMIT	UNIVERSITY OF TEXAS AT DALLAS
RAILROAD	



JULY 2014



MAY USE FULL LANE



SHARE THE ROAD

Texas Transportation Code:

"A person operating a bicycle has the rights and duties applicable to a driver operating a vehicle".



Share the Road Route: “Share the Road” and “Bicycles May Use Full Lane” signs are posted on every arterial street within 500 feet of the City Limits and the entire length of Renner Road.



Bike Route: Green signs posted along low traffic volume roadways to help cyclists connect throughout the City and travel between off-street trails and on-street bike lanes.



Bike Lane: Designated with black and white signs accompanied by white pavement markings of the cyclist symbol and a solid white stripe separating motorized traffic from the bicycles.

Bike Route Criteria

Desirable routes for bicyclists
Lower volumes
Lower speeds
Neighborhood streets / Collectors
Avoid Arterials where possible



Bike Route Work Plan

Signed bike routes: 34 miles planned
19 completed

Signage to be added for remaining
15 miles in 2015 and 2016



Bike Lane Criteria



- Excess roadway capacity**
- Minimal conflicting traffic**
- Safer with bike lane than without**
- Strong potential for bicycle demand**
- Neighborhood and community support**
- Limited or no on-street parking preferred**

Collins Blvd (Plano to Alma)



6 Lane Divided; 12k to 15k VPD (excess capacity)

No on-street parking

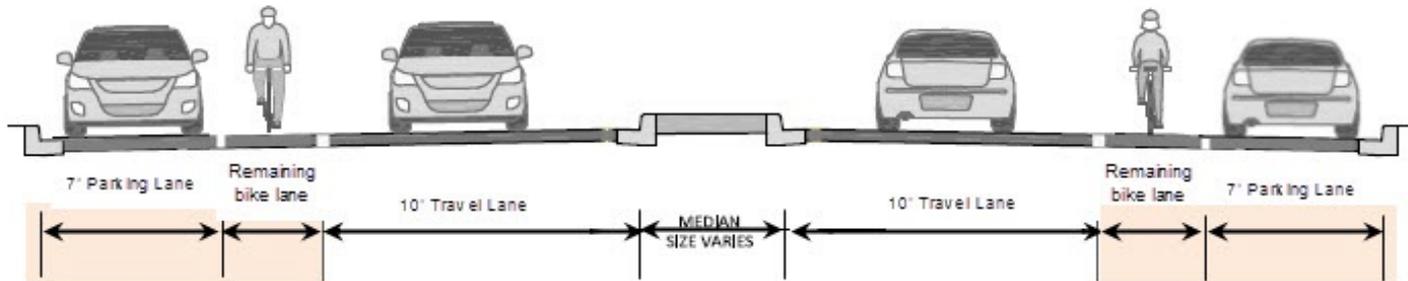
Long block lengths (minimal conflicts)

Strategic east/west route (potential demand)

Well received in community

Bike Lane w/ Parking

(in front of homes, parks, schools)



7'

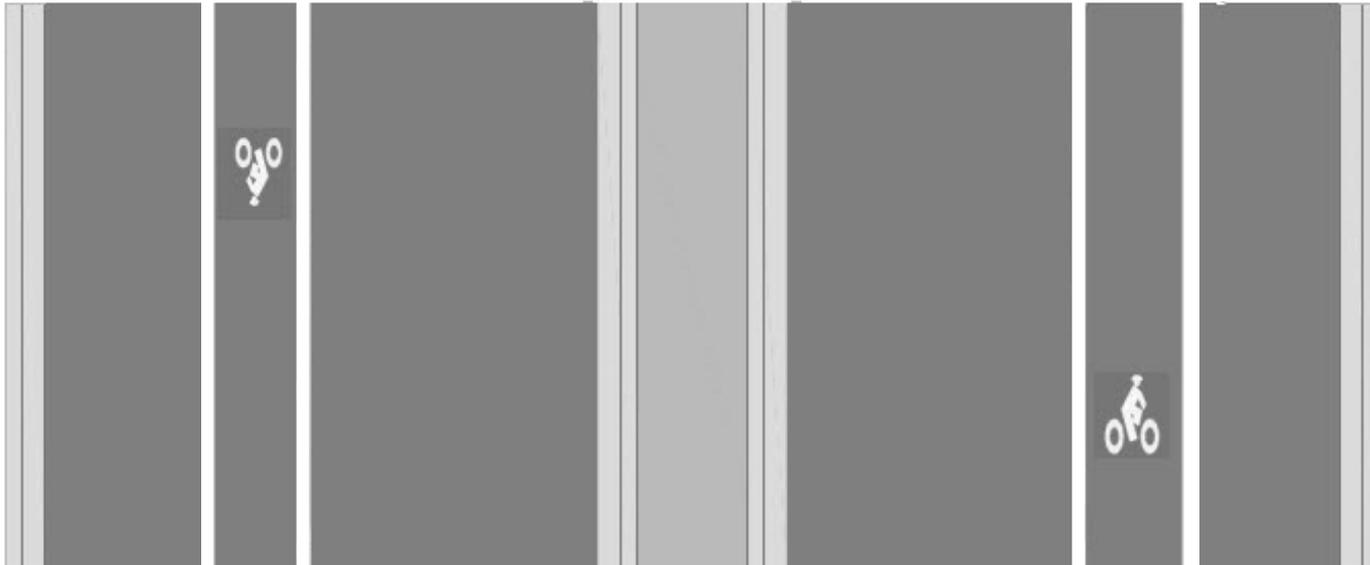
5'

10'

10'

5'

7'





Engineering

Canyon Creek Drive

Bike Lane Implementation To Date

A person wearing a green shirt and blue jeans is riding a bicycle on a paved bike lane. The background shows a clear blue sky, some trees, and a building in the distance. The bike lane is marked with a green-painted curb and a white line.

2009 Custer Parkway (Campbell to Pleasant Valley)
Grove Road (Spring Valley to Woodall)

2010 Waterview Drive (Spring Valley to Campbell)
Collins Blvd. (Renner to Palisades)

2011 Yale Blvd (Belt Line to Arapaho)
Apollo Road (Plano Rd to Jupiter)

2012 Canyon Creek Blvd. (Campbell to Custer)

2013 Collins Blvd. (Palisades to Campbell)

Bike Lane Implementation To Date (continued)

2014

Collins Blvd. (Alma to Jupiter)

Yale Blvd. (Belt Line to Buckingham)

Yale Blvd. (Arapaho to Campbell)

Owens Blvd. (Campbell to Woodoak)

Bike Lane Funding Sources

Traffic Department FY Budget
(Implementation & Annual Maintenance)

Initial Installation (Signs & Markings) ~\$30K per mile

Maintenance

Markings (4 to 5 years life expectancy) ~\$25k per mile

Signs (12 to 15 years life expectancy)

Safe Routes to School Grant

Collins Blvd. (Plano to Jupiter)

Yale Blvd (Arapaho to Campbell)

Owens Blvd. (Woodoak to Campbell)

Future Bike Lane Implementation & Funding

General Operating Funds (2015-2020)

Waterview (Campbell to Synergy)

Synergy (Waterview to Floyd)

Alma (Arapaho to Greenville)

Waterview (Synergy to PGBT)

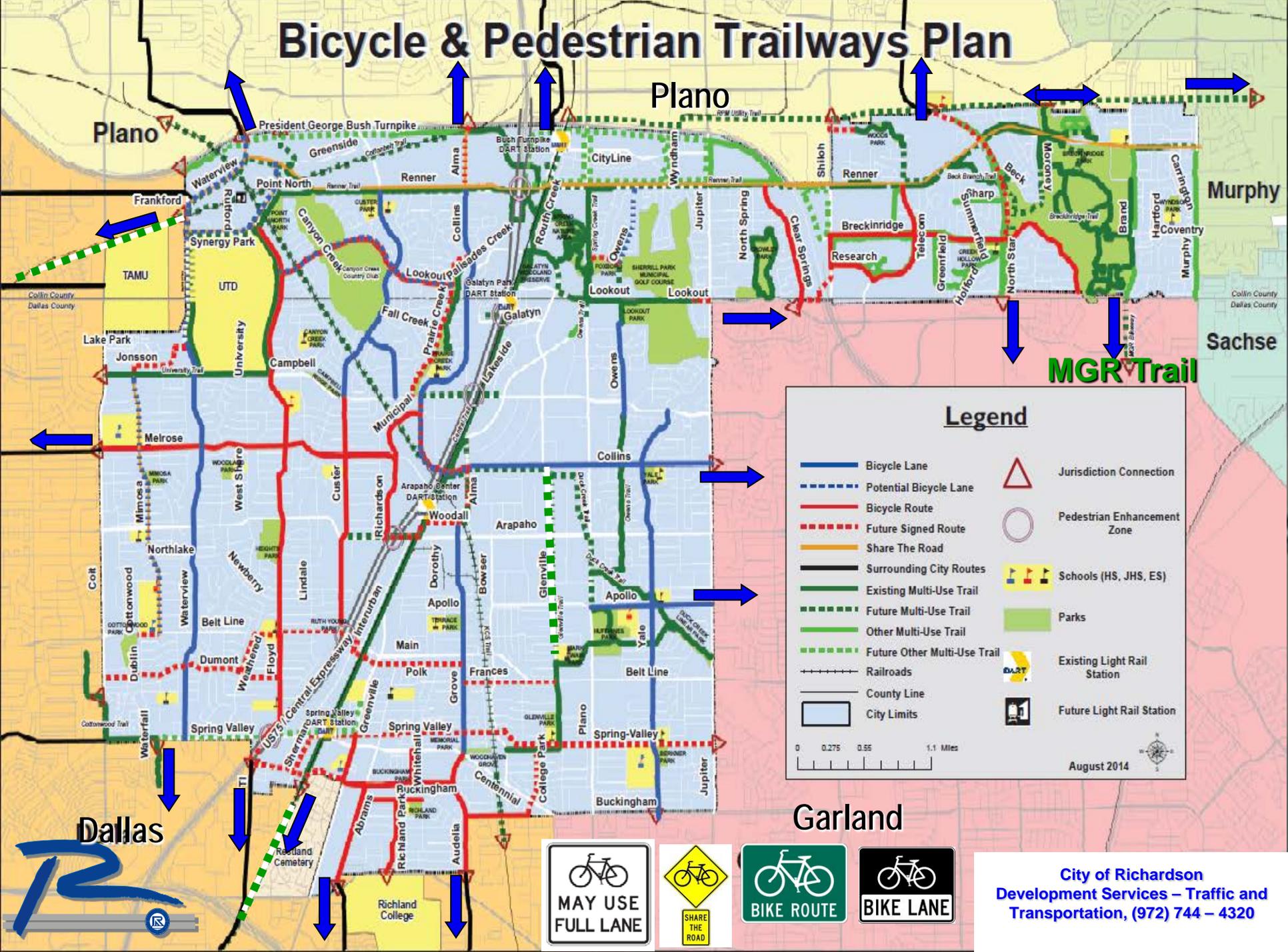
Lookout (Floyd to Palisades Creek)

Owens (Renner to Braeburn)

Other Funds/Capital Improvements

Collins Blvd. (Campbell to Alma)

Bicycle & Pedestrian Trailways Plan



Plano

Plano

Murphy

Sachse

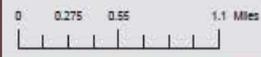
Dallas

Garland

MGR Trail

Legend

- Bicycle Lane
- Potential Bicycle Lane
- Bicycle Route
- Future Signed Route
- Share The Road
- Surrounding City Routes
- Existing Multi-Use Trail
- Future Multi-Use Trail
- Other Multi-Use Trail
- Future Other Multi-Use Trail
- Railroads
- County Line
- City Limits
- Jurisdiction Connection
- Pedestrian Enhancement Zone
- Schools (HS, JHS, ES)
- Parks
- Existing Light Rail Station
- Future Light Rail Station



August 2014



City of Richardson
Development Services – Traffic and
Transportation, (972) 744 – 4320

Off-street Resources

Multi – use trails – 52 miles

“Major” trails – 39 miles

Central Trail – 5 miles

Direct linkages with Plano & Dallas

**Future Trail connections: UTD Phase2,
Breckinridge Park to Plano & Murphy,
Duck Creek Trail Extension**

Six Cities Trail connection

Richardson Trail System

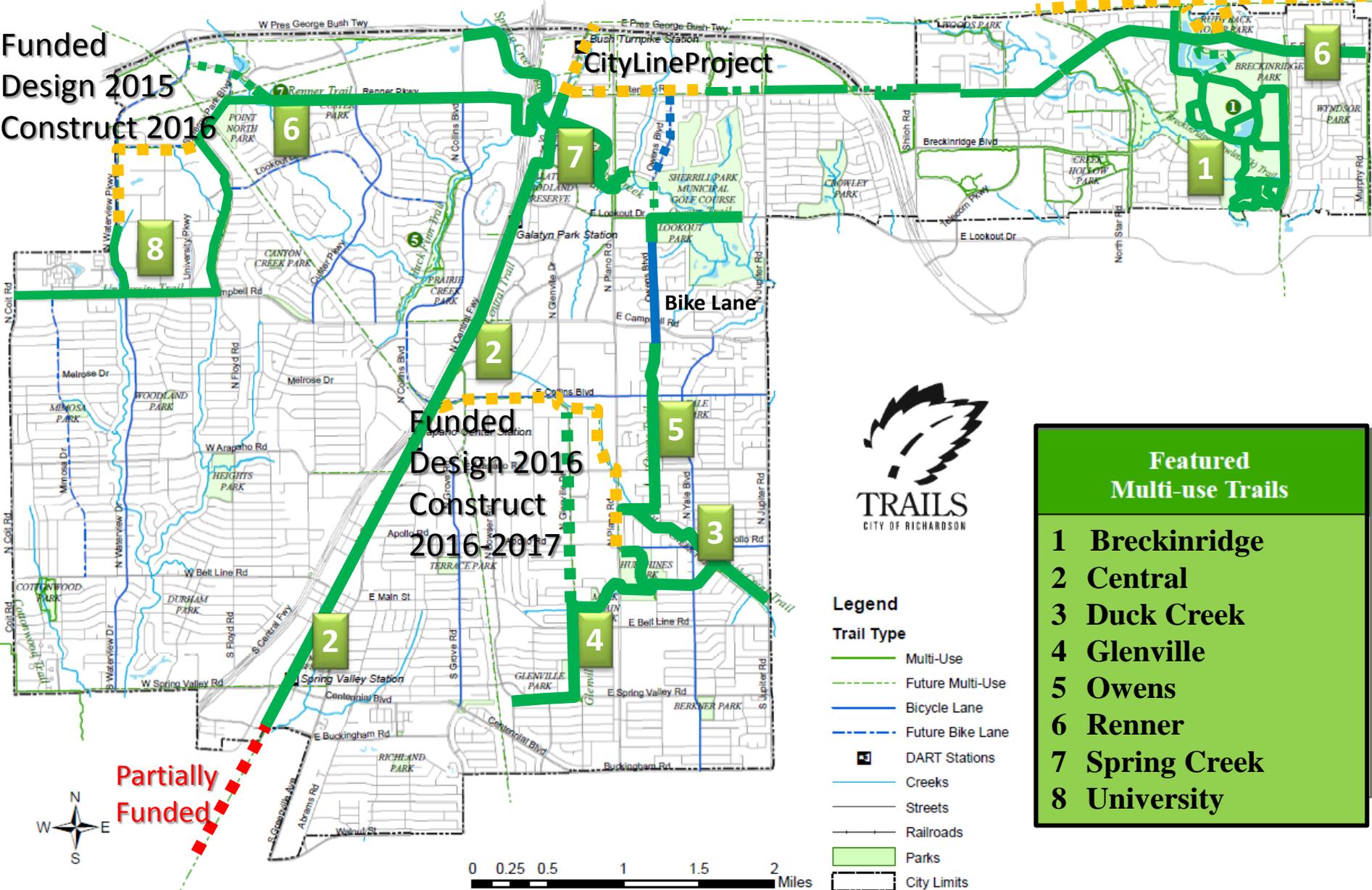
Plano/Murphy Project

Funded
Design 2015
Construct 2016

CityLine Project

Funded
Design 2016
Construct 2016-2017

Partially
Funded



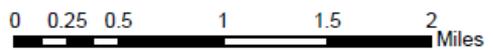
Featured Multi-use Trails

- 1 Breckinridge
- 2 Central
- 3 Duck Creek
- 4 Glenville
- 5 Owens
- 6 Renner
- 7 Spring Creek
- 8 University

Legend

Trail Type

- Multi-Use
- Future Multi-Use
- Bicycle Lane
- Future Bike Lane
- DART Stations
- Creeks
- Streets
- Railroads
- Parks
- City Limits

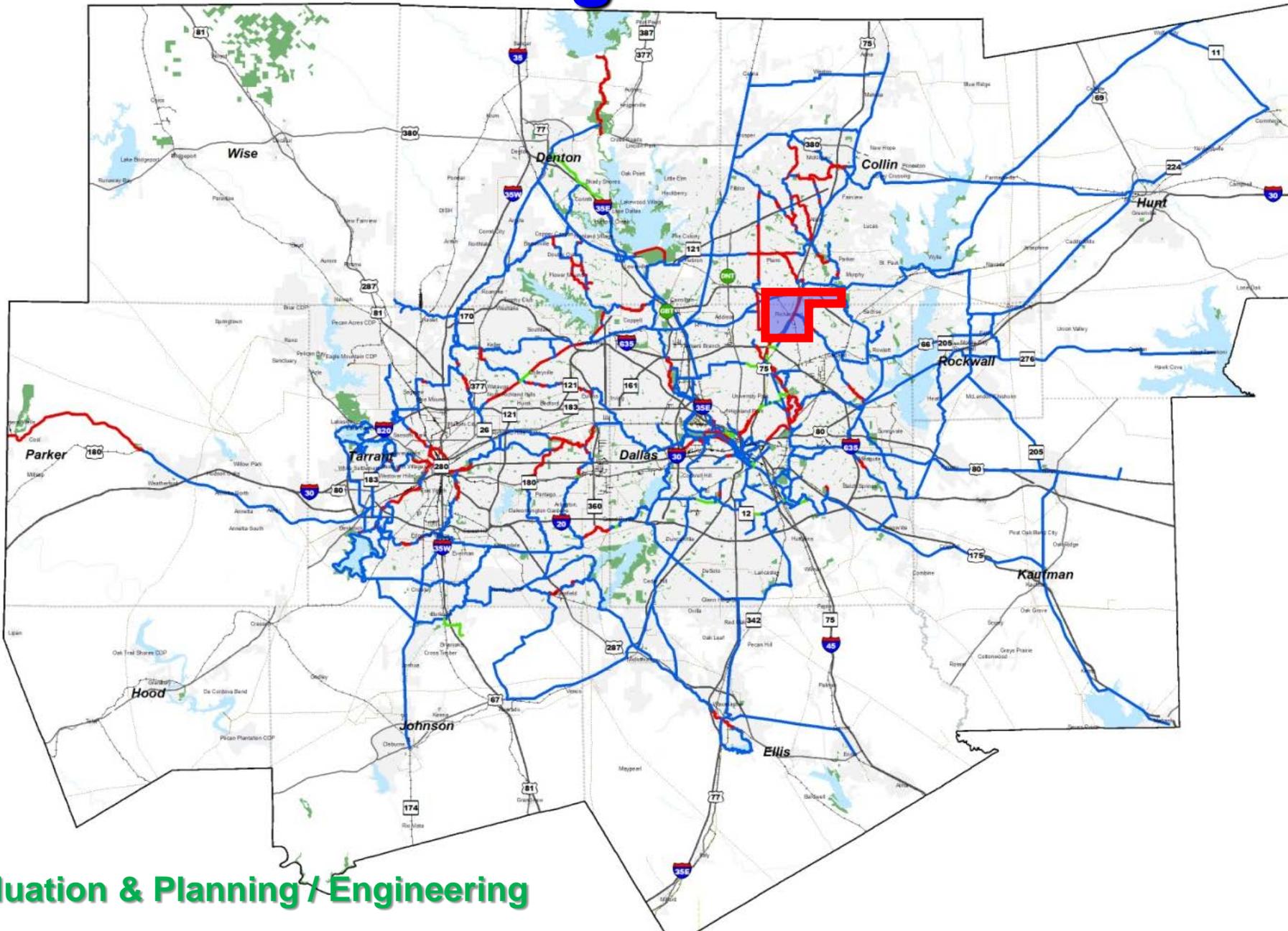


September 2014



Maps opens in Adobe Reader, a free download.
Use ZOOM TOOL (+) to see map details.
Use LAYER ICON on left to turn map layers on or off.

MTP 2035 Regional Veloweb



Programs



Educate
Encourage
Engage

Educate



**Purpose – Skills, abilities, confidence;
“a real recreation and transportation option”!**

League of American Bicyclists

**Traffic skills and laws, riding alone/group
rides, bike fittings, bike repair**

Promotional strategy

Encourage



Purpose – Create a strong, welcoming, celebratory bike culture

Bike Rallies

Community Rides – on going and new events

Celebrations – May is Bike Month

National Bike to Work Week – May 11-15, 2015

Engage



Purpose – It starts with “community”

Bike DFW

Bike Friendly Richardson (BFR)

Richardson BikeMart

Chamber of Commerce

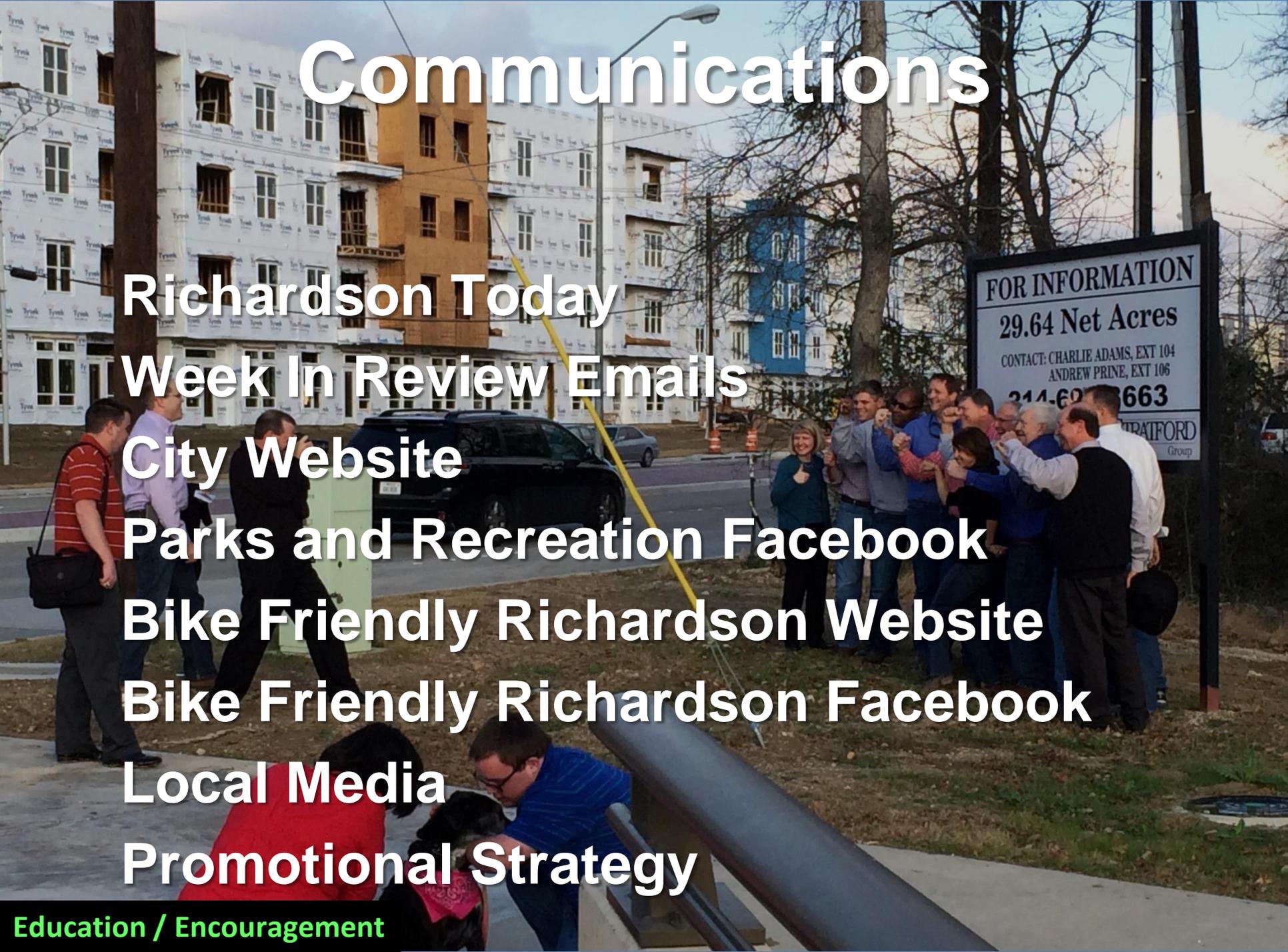
RISD / PISD / UTD

DART



Evaluation / Encouragement

Communications



Richardson Today

Week In Review Emails

City Website

Parks and Recreation Facebook

Bike Friendly Richardson Website

Bike Friendly Richardson Facebook

Local Media

Promotional Strategy



**BICYCLE FRIENDLY
COMMUNITY**



Bike Friendly Recognition

League of American Bicyclists advocates to create safer roads, stronger communities, and a bicycle-friendly America

Bicycle Friendly Community (BFCSM) program provides guidance to improve bicycling conditions make community visions a reality

Applications accepted each Spring and Fall

Application filed February 11, 2015

Photo: Trek

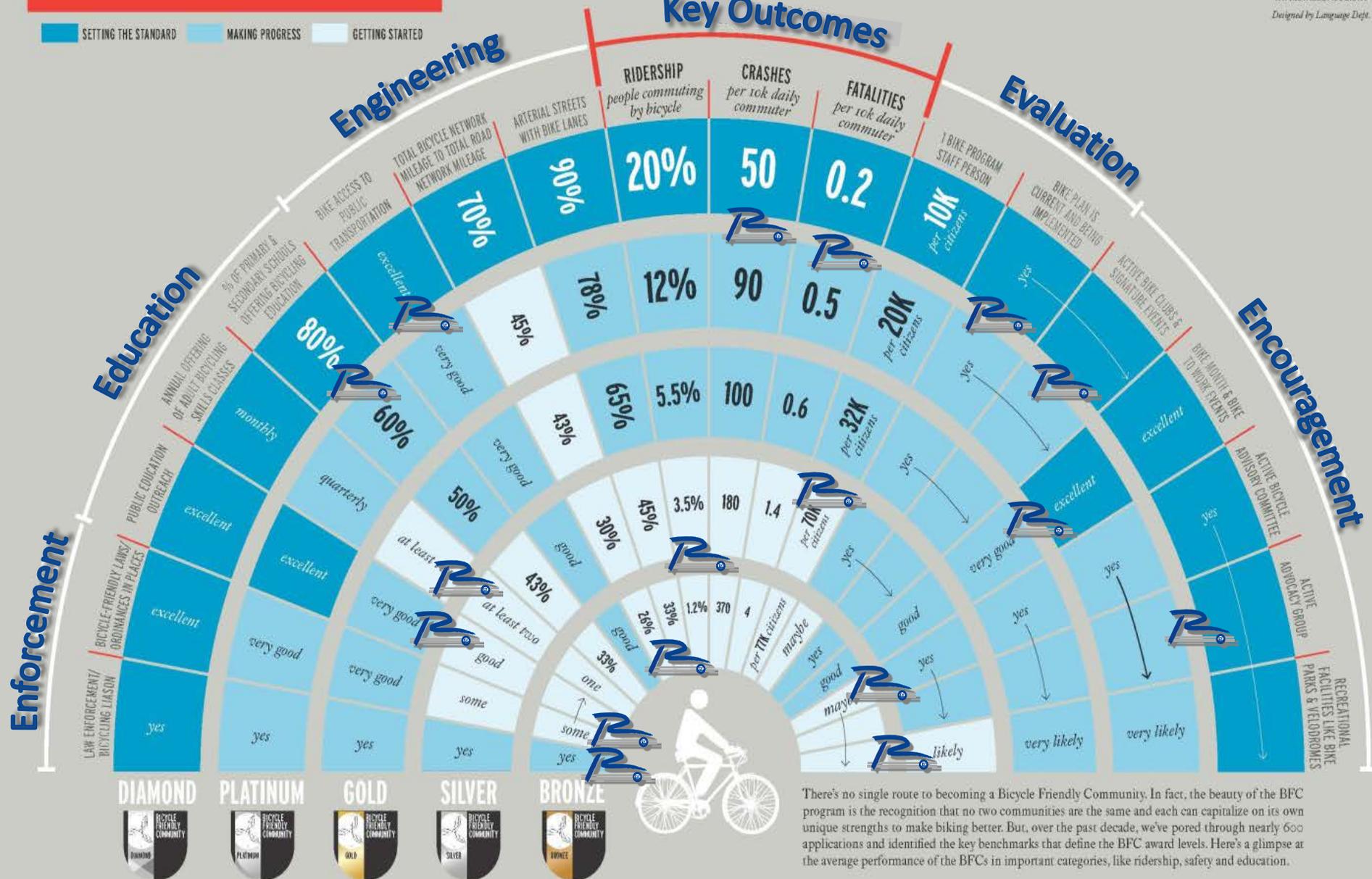
THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Self Assessment

produced by
THE LEAGUE
 OF AMERICAN BICYCLISTS
 WWW.BIKELEAGUE.ORG
 Designed by Language Dept.

SETTING THE STANDARD MAKING PROGRESS GETTING STARTED

Key Outcomes



There's no single route to becoming a Bicycle Friendly Community. In fact, the beauty of the BFC program is the recognition that no two communities are the same and each can capitalize on its own unique strengths to make biking better. But, over the past decade, we've pored through nearly 600 applications and identified the key benchmarks that define the BFC award levels. Here's a glimpse at the average performance of the BFCs in important categories, like ridership, safety and education.



Next Steps

Develop a 5 year Work Plan:

Meet with community partners and enthusiasts

Establish education programs

Promote events and community rides

Develop and implement promotion strategies

Adopt bike parking and safe passing ordinances

Advancing trail & bike lane infrastructure

Become a recognized “Bike Friendly Community”



Discussion?



Special thanks to Bike Friendly Richardson for photos used in this presentation



**Bike Friendly Richardson
annual Black Friday Ride**



Bike Friendly Richardson at Christmas Parade 2014





**Durham Park, new racks
and playground**



**Future Generation of
people on bikes!**



Mobile Food Vendors

City Council
April 20, 2015

Overview

- Review the four categories of mobile food vendors
- Review Current Regulations
- Review Council Feedback from March 23 meeting
- Review draft ordinance revision of Chapter 12 based on that feedback – Category 3 (short term vendors)

Feedback from Council 3/23/15

- Do not specify 'truck' in the ordinance to allow for smaller motorized vehicles
- Limit the number of mobile vendors at each property at one time
- No vending from street in non residential areas
- Vending on private property, with permission of property owner, in non residential areas for up to 10 hours

Current Regulations

- Chapter 12 – Sale of Merchandise and Mobile Vending (1966)
 - Solicitors permit (issued by Police Department) and health permit required
 - vending from public right of way must be in residential area
 - 15 minute time limit in all zoning areas of the city
 - Vendors must obey traffic laws
 - Vending in parks not allowed without written approval
- Allowed at temporary, special, and private events – limit these, by policy, to 4 times per year, per address.
- As a concession in an open air market
- In a Food Truck Park with a Special Use Permit

Mobile Food Vending Ordinance Draft

- Category 1 – Temporary events (no change)
- Category 2 - Open air or farmer's markets (no change)
- Category 3 – Short term mobile vendors (change)
- Category 4 – Food Truck Park (no change)
 - Special Use Permit Required Through Development Services Department for Mobile Food Vending as Primary Use of the Property.*

Mobile Food Vending Ordinance Revisions Draft

Short Term Mobile Vendors - All areas

- It shall be unlawful for any person to sale any merchandise upon any public sidewalk or street except that mobile vending operations involving food products provided vendor has a solicitor's permit from the Police Department and a health permit from the city's Director of Health.
- Mobile food vendor's vehicle must be constructed and operated in accordance with the Texas Food Establishment Rules.
- Mobile food vendors must provide proof of access to a commissary or central preparation facility is provided on demand.
- Mobile food vendors shall comply City Fire Code.
- Mobile food vendors shall ensure that all food preparation, cooking, service, or other food service related activity takes place within the confines of the vehicle.

Mobile Food Vending Ordinance Revisions Draft

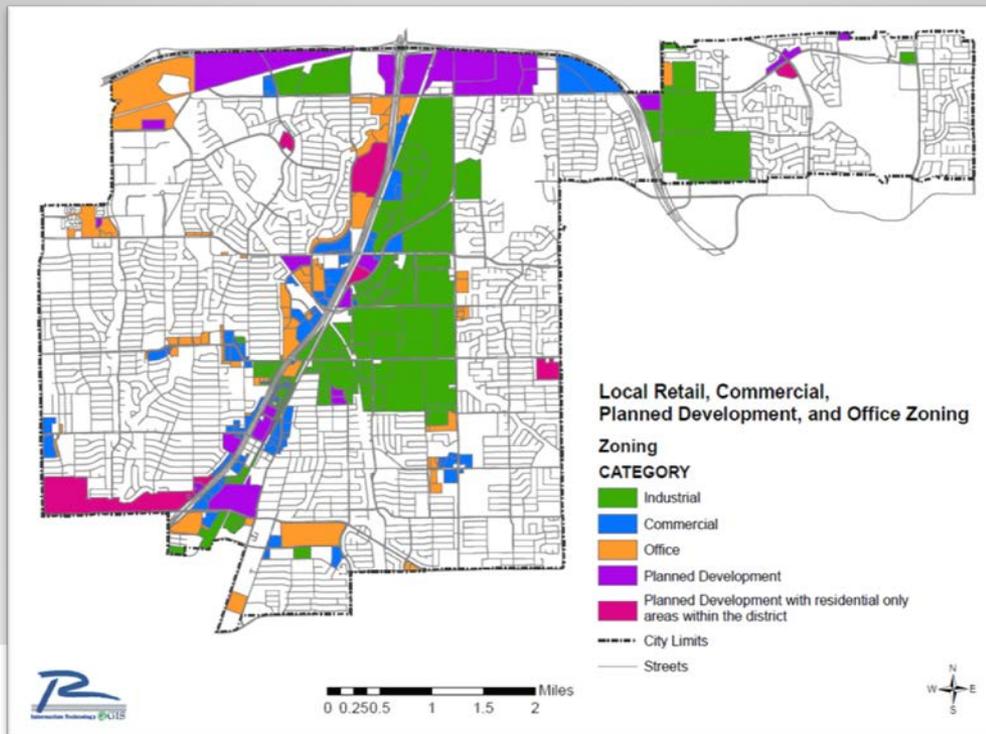
Short Term Mobile Vendors – Residential Areas

- No person shall engage in or attempt to engage in any mobile vending operation involving food products on any public street which is not residential in character, on any street which includes four or more marked traffic lanes.
- Mobile food vendors who engages in mobile vending operations on any public street which is residential in nature shall stop his motor vehicle for a period not to exceed 15 minutes.
- Mobile food vendors may sell or offer for sale any food, drinks, confections, merchandise or services within the limits of any city park if such person has a written agreement or a permit issued by the Director of Parks and Recreation.

Mobile Food Vending Ordinance Revisions Draft

Short Term Mobile Vendors – Non Residential Areas

- only engage in mobile vending operations in areas which are non - residential in nature shall include but is not limited areas used for non residential purposes and any areas with any one or more of the following zoning district classifications LRM(1), LR-M(2), C-M,O-M, I-M(1), I-M(2), IP-M(1), I-FP(1), I-FP(2), TO-M, and PD.



Mobile Food Vending Ordinance Revisions Draft

Short Term Mobile Vendors – Non Residential Areas

Any person engaged in or attempting to engage in mobile vending operations involving food products on private property shall:

- do so only from a motorized vehicle
- stop the motorized vehicle for a period not to exceed ten (10) consecutive hours at a single location
- be allowed to utilize temporary tables and chairs placed on the non-residential property in close proximity to the motor vehicle for a period of time not to exceed ten (10) consecutive hours.
- be prohibited from erecting, placing or displaying any signage except for signage permanently attached to the vehicle and menu board signs, 8 square feet in area or smaller, placed adjacent to the motorized vehicle on private property.
- demonstrate that the motorized vehicle is moveable and operable upon demand by the city.

Mobile Food Vending Ordinance Revision Draft

Short Term Mobile Vendors – Non Residential Areas

Any person engaged in or attempting to engage in mobile vending operations involving food products on private property shall:

- not alter or modify the motorized vehicle or the premises adjacent to the motorized vehicle that would prevent the operation or mobility of the motorized vehicle from which the mobile vending operation is conducted
- have access to restrooms within 1000 feet of the vending location to be utilized for both the vendor and patrons
- obtain and maintain written consent from the property owner or property manager and provide written proof thereof upon demand of the city
- not be permitted to have more than two (2) mobile food vendors conducting mobile vending operations at any one time on private property that is non-residential in nature

Permitting Recommendation

Utilize Current Mobile Vendor Fee Structure

Category 1 - part of a temporary event

- \$50.00 or exempt if part of a private or non profit event

Category 2 – concession at a temporary open air market

- \$250.00 annually

Category 3 and 4 - routine operation,

- \$200 annually for prepackaged food (cold trucks)
- \$350 annually for prepared food (hot trucks)



Next Steps

- Feedback and Direction from City Council on Draft ordinance
- April 27 provide updated regulations revising Chapter 12 based on feedback
- April 27 upon confirmation, formally adopt revised Chapter 12 regulations.