DESCRIPTION:


BACKGROUND:

In November 2019, the City Council appointed a 16-member Comprehensive Plan Review Committee (CPRC) to recommend changes to the city’s Comprehensive Plan related to four topics: future land use, transportation, density, and growth management. The CPRC held a kick-off meeting on Saturday, January 11, 2020, and has had 16 meetings scheduled through July, though four meetings were cancelled due to COVID-19-related issues.

The CPRC has been reviewing policies and related action statements in 22 subject-focused policy “bundles.” As of August 4, 2020, the CPRC has provided text revisions to 10 transportation-related policy bundles, as well as a new set of guiding principles for the Comprehensive Plan.

POLICY BUNDLES:

Policy bundles include an individual Comprehensive Plan policy with its associated actions and website context. In some instances, not all actions under a bundle were included in initial CPRC discussions as they are related to other non-transportation-related topics and will be discussed at future CPRC meetings.

The set of bundles for Planning & Zoning Commission (Commission) consideration at this meeting represent the following 10 policy bundles:

- Bundle 1 – Roadway Systems
- Bundle 2 – Transportation Demand Management
- Bundle 3 – Regional Transportation (Traffic/Roadways Related Actions)
- Bundle 5 – Transit-Oriented Development
• Bundle 6 – Population Growth
• Bundle 7 – Bicycle and Other Micromobility
• Bundle 8 – Public Transit
• Bundle 9 – Regional Transportation (Bike/Transit Related Actions)
• Bundle 10 – Community Design
• Bundle 11 – Pedestrian Environment

Note: The CPRC voted to defer Bundle 4 to a future meeting.

In preparing these bundles, the CPRC provided both oral and written feedback to staff and the consulting team on desired changes. This feedback was used to craft staff recommendations that gave careful consideration to CPRC members’ comments, while also attempting to be clear, concise, and functional with the professional requirements of the direct administrators. The CPRC discussed staff recommendations, offered amendments, and voted on each item, resulting in the proposed changes.

GUIDING PRINCIPLES:

To create greater efficiency in the editing process and avoid repeating concepts throughout various policies and actions, the CPRC considered a set of guiding principles that apply to all policies and actions throughout the Comprehensive Plan. The guiding principles would be completely new to the Comprehensive Plan and based around three fundamental ways the Plan should guide the city:

• Guiding Principle 1 | Plano Today
• Guiding Principle 2 | Plano 2050
• Guiding Principle 3 | Plano Together

REVIEW:

The new guiding principles and policy bundles are attached, including:

• A clean text version and
• A version with changes tracked from the Plano Tomorrow Plan.

To allow additional time for the Commission to adequately consider the proposals, the Commission was sent the policy bundles for review on Wednesday, July 22, 2020, via email. Additional background information on these bundles, as well as agendas, packets, and audio recordings of each meeting, can be reviewed at the CPRC project website: www.PlanoCompPlanReview.org.

Remaining bundles will be forwarded to the Commission for consideration as they receive preliminary approval from the CPRC. Following consideration of all policy bundle edits, the CPRC is scheduled to deliberate map revisions.

The Commission may wish to approve, in whole or in part, the items presented depending on Commission feedback and level of consensus on the policy bundles and guiding principles. Items approved will move back to the CPRC for public outreach and feedback.
If there are bundles or principles needing additional consideration or discussion, those should be tabled to the September 8, 2020, agenda for further review.

REMARKS:

Based on the adopted process, the Commission is responsible for reviewing proposed revisions and returning any comments or additional edits to the CPRC for further consideration. After all proposed revisions receive preliminary approval by both the CPRC (75% approval) and the Commission (50% approval), the items will be presented to the public for additional feedback. Based on the public feedback, the need for further edits will be contemplated. After final approval by the CPRC and the Commission, the items will be presented to City Council for consideration.

RECOMMENDATION:

Recommended that the Commission consider proposed edits to the Comprehensive Plan and either approve or approve with edits so that these policy bundles can proceed expeditiously through the review process.
CPRC Guiding Principles and Transportation-related Bundles
Preliminary approval by CPRC through July 21, 2020

Table of Contents

| Comprehensive Plan Guiding Principles                   | p.1 |
| Bundle 1 – Roadway Systems                              | p. 3 |
| Bundle 2 – Transportation Demand Management            | p. 7 |
| Bundle 3 – Regional Transportation                     | p. 9 |
| Bundle 5 – Transit-Oriented Development                | p. 11 |
| Bundle 6 – Population Growth                           | p. 14 |
| Bundle 7 – Bicycle and Other Micromobility             | p. 16 |
| Bundle 8 – Public Transit                              | p. 18 |
| Bundle 9 – Regional Transportation                     | p. 20 |
| Bundle 10 – Community Design                           | p. 22 |
| Bundle 11 – Pedestrian Environment                     | p. 24 |

Visit the [Documents Page on the CPRC Website](#) for a complete list of recommended edits by CPRC members for the Transportation-related Bundles (“Combined Responses” PDFs) as well as staff-provided background information for actions within the Transportation-related Bundles (“Detailed Information” PDFs).
Comprehensive Plan Guiding Principles

The following set of guiding principles to the Comprehensive Plan establish overarching themes that apply to all policies and actions and express values for “Plano Today,” “Plano 2050,” and “Plano Together.” These principles are not intended to stand alone but to be used in concert with one another and carry across the Plan as a whole. Each principle must be judged through a lens that incorporates all of the other principles to be fully and accurately understood.

Guiding Principle 1 | Plano Today

1.1. The Plan enhances the quality of life in the near-term, continually striving to meet the needs and priorities of current residents, businesses, and institutions of Plano.

1.2. The Plan promotes the safety, viability, and vibrancy of Plano’s existing neighborhoods, managing growth, and shaping change that complements the city’s suburban core and rich history.

1.3. The Plan promotes the educational, recreational, and cultural centers of the community, providing an environment for world-class facilities, businesses, entertainment, and institutions that support a vital economy.

1.4. Implementation of the Plan will be open and transparent, proactively seeking community input, with opportunities for the public to continually share their needs and priorities with community leaders and inform the decision-making process.

Guiding Principle 2 | Plano 2050

2.1. The Plan enhances the quality of life in the long-term, preparing for future generations of residents, businesses, and institutions of Plano who may not yet have a voice but are impacted by the decisions of today.

2.2. The Plan successfully manages Plano’s transition to a mature city, seeking innovative approaches and best practices to accommodate emerging trends, technologies, and opportunities that improve the quality of life and allow the city to remain attractive and vibrant into the future.

2.3. The Plan builds on Plano’s strong history of thoughtful planning, guiding future development and redevelopment where it is safe, attractive, appropriate, and convenient; contributes to a variety of housing, employment, and social opportunities; and respects the natural environment.

2.4. Implementation of the Plan will be fiscally responsible, ensuring that alternatives are considered and completion of actions provides the greatest long-term value.
Guiding Principle 3 | Plano Together

3.1 The Plan serves people of all ages, backgrounds, and abilities, striving to meet the needs of a diverse and vibrant community that calls Plano “home.”

3.2 The Plan promotes a community that is safe, engaged, and rich in educational, cultural, and recreational opportunities that are highly desirable to residents and visitors alike.

3.3 The Plan embraces Plano’s position as a leader in the region, demonstrating the city’s standard of excellence and supporting our neighbors through linkages including health, economy, culture, transportation, and sense of community.

3.4 Implementation of the Plan will be done in partnership with the community and educational, nonprofit, civic, cultural, faith-based, and governmental organizations, promoting cooperation towards common goals that enhance the quality of life for the residents, businesses, and institutions of Plano.
The Built Environment - Roadway System

WEBSITE CONTEXT - Plano’s street system is determined by the Thoroughfare Plan, a component of the Plano Tomorrow Plan. There are many users of the city’s roadway system, including vehicles, public transit, bicycles, and pedestrians, all competing for the same space. Vehicles will likely remain the primary means of transportation; however additional opportunities should be provided for other modes of transportation to create a safe and efficient system for all users.

Multimodal roadways, common throughout the US, are designed to provide space to accommodate bicyclists and mass transit while improving pedestrian safety through increased distance from vehicular traffic. To prepare for future traffic demands, Plano will develop a multimodal transportation system to improve safety and efficiency of the roadways for all users. Future multimodal accommodations should be strategic and meet the needs and priorities of Plano residents, businesses, and institutions.

Increasingly, technological innovations are being utilized to mitigate traffic congestion. Intelligent Transportation Systems (ITS) monitor traffic flow and provide real-time information to drivers of possible delays and alternative routes. Innovative projects such as smartphone traffic apps, solar panel roadways and trails, and automated vehicles are changing traffic conditions and will likely affect future mobility.

POLICY - Plano will develop an integrated, multimodal transportation system, through the utilization of technology a safe and innovative concepts that improves the safety and efficiency of the efficient roadway system for all users.

RS1) Develop a transportation plan for Plano that addresses all modes of travel, while acknowledging vehicular traffic is expected to continue to be the primary mode of travel for residents and the workforce of Plano.

RS2) Continue to improve upon Plano’s Intelligent Transportation System for Plano’s roadway network, through efforts such as smart traffic signals and data collection systems.

RS3) Improve intersections of all bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.
RS4) Review and update roadway standards to efficiently and safely accommodate all modes of transportation.

RS5) Develop criteria to assess the costs and effectiveness of pilot transportation projects.

RS6) Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.

RS7) Coordinate with neighboring communities to explore mutually beneficial regional transportation approaches that improve traffic flow within and between jurisdictions.

RS8) Review and update the Traffic Impact Assessment (TIA) threshold and standards for to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.
**The Built Environment - Roadway System**

**WEBSITE CONTEXT** - Plano’s street system is determined by the Thoroughfare Plan, a component of the Plano Tomorrow Plan. There are many users of the city’s roadway system, including vehicles, public transit, bicycles, and pedestrians, all competing for the same space. Vehicles will likely remain the primary means of transportation; however, additional opportunities should be provided for other modes of transportation to create a safe and efficient system for all users.

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Increasingly, technological innovations are being utilized to mitigate traffic congestion. Intelligent Transportation Systems (ITS) monitor traffic flow and provide real-time information to drivers of possible delays and alternative routes. Innovative projects such as smartphone traffic apps, solar panel roadways and trails, and automated vehicles are changing traffic conditions and will likely affect future mobility.

**POLICY** - Plano will develop a safe and efficient roadway system.

**RS1)** Develop a transportation plan that addresses all modes of travel, while acknowledging vehicular traffic is expected to continue to be the primary mode of travel for residents and the workforce of Plano.

**RS2)** Continue to improve upon Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.

**RS3)** Improve intersections of bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.

**RS4)** Review and update roadway standards to efficiently and safely accommodate all modes of transportation.

**RS5)** Develop criteria to assess the costs and effectiveness of pilot transportation projects.
RS6) Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.

RS7) Coordinate with neighboring communities to explore mutually beneficial regional transportation approaches that improve traffic flow within and between jurisdictions.

RS8) Review and update the Traffic Impact Assessment (TIA) threshold and standards to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.
Bundle 2 – Transportation Demand Management
Context, Policies, and Actions

Changes Tracked from Original Ordinance

The Built Environment - Transportation Demand Management

WEBSITE CONTEXT - Transportation Demand Management (TDM) utilizes public private partnerships to reduce peak hour travel. Plano currently partners with the Plano Independent School district (ISD) for staggered hours of operation that disperse school personnel and students during peak travel time. With major employers in multiple business parks, there are numerous opportunities for further TDM partnerships through ridesharing, tele-commuting, and varied work hours. Plano will utilize TDM measures to reduce travel time to work and mitigate traffic congestion.

POLICY - Plano will utilize Transportation Demand Management to improve air quality, reduce journey to work trips, and mitigate traffic congestion and improve the safety and efficiency of the existing roadway system during periods of high travel demand, such as morning and afternoon rush hour.

TDM1) Partner with the corporate business community in Plano to develop and implement a Transportation Demand Management (TDM) plan for the city.

TDM2) Pursue and develop incentives for businesses to participate Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community.

TDM3) Share ideas, expertise, and knowledge with innovative businesses focused on transportation-oriented, such as ridesharing or automobile companies within Plano, and other stakeholders regarding the city’s transportation planning efforts.
Bundle 2 – Transportation Demand Management
Context, Policies, and Actions

The Built Environment - Transportation Demand Management

WEBSITE CONTEXT - Transportation Demand Management (TDM) utilizes public-private partnerships to reduce peak hour travel. Plano currently partners with the Plano Independent School district (ISD) for staggered hours of operation that disperse school personnel and students during peak travel time. With major employers in multiple business parks, there are numerous opportunities for further TDM partnerships through ridesharing, tele-commuting, and varied work hours. Plano will utilize TDM measures to reduce travel time to work and mitigate traffic congestion.

POLICY - Plano will utilize Transportation Demand Management to mitigate traffic congestion and improve the safety and efficiency of the existing roadway system during periods of high travel demand, such as morning and afternoon rush hour.

TDM1) Partner with the business community in Plano to develop and implement a Transportation Demand Management (TDM) plan for the city.

TDM2) Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community.

TDM3) Share ideas, expertise, and knowledge with innovative businesses focused on transportation, such as ridesharing or automobile companies, and other stakeholders regarding the city’s transportation planning efforts.
**Regionalism – Regional Transportation**

**WEBSITE CONTEXT** - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices and reduction of traffic demand and improve safety.

**POLICY** - Plano will evaluate regional transportation options with consideration of the impact on existing residential and business development and emphasis on the expansion of transportation choices, traffic demand management, and trip reduction strategies to improve regional mobility.

**RT1)** Create criteria to evaluate regional transportation projects to determine the impact upon the city and develop solutions to mitigate negative effects.

**RT2)** <<Discussed with Bundle 9>>

**RT3)** <<Discussed with Bundle 9>>

**RT4)** Annually review the city’s transportation plan to ensure consistency with city and regional transportation agencies’ plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.

**RT5)** <<Discussed with Bundle 9>>

**RT6)** Share opportunities for citizen input on proposed regional transportation projects and priorities being funded by county and regional governments.

*NOTE: POLICY ALSO INCLUDED IN BUNDLE 9*
Regionalism – Regional Transportation*

WEBSITE CONTEXT - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices and reduction of traffic demand and improve safety.

POLICY* - Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, and other traffic efficiency strategies to improve regional mobility.

RT1) Create criteria to evaluate regional transportation projects to determine the impact upon the city and develop solutions to mitigate negative effects.

RT2) <<Discussed with Bundle 9>>

RT3) <<Discussed with Bundle 9>>

RT4) Annually review city and regional transportation plans to identify any inconsistencies between the plans. Where inconsistencies are noted, advocate for changes that balance the safety, needs, and priorities of the traveling public with deference to Plano residents, businesses, and institutions.

RT5) <<Discussed with Bundle 9>>

RT6) Share opportunities for citizen input on proposed regional transportation projects and priorities being funded by county and regional governments.

*NOTE: POLICY ALSO INCLUDED IN BUNDLE 9
Bundle 5 – Transit-Oriented Development*
Context, Policies, and Actions
Changes Tracked from Original Ordinance

The Built Environment - Transit-Oriented Development*

WEBSITE CONTEXT - Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano’s downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.

POLICY* - Plano will proactively encourage and incentivize development within walking distance of existing and future rail stations or bus planned transit centers to create an integrated mix of uses including residential, employment, retail, and civic spaces.

TOD1) Develop Criteria for Review of Transit-Oriented Developments and update as necessary.

TOD2) Prioritize and prepare station area plans to guide development patterns within ½ mile of identified transit light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.

TOD3) Rezone Proactively work with property within ½ mile of owners to align zoning with adopted area plans for identified transit light rail stations to encourage urban design and increase development opportunities.

TOD4) Establish Implement parking maximums best practices in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space.

TOD5) Develop plans for the K Avenue/DART light rail and the 14th Street/Cotton Belt commuter rail corridors to address redevelopment of retail and multifamily sites and encourage new development around transit stations.

TOD6**)<<To Be Discussed with Different Topic>>
TOD7**)<To Be Discussed with Different Topic>>

TOD8**)Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: POLICY WILL BE REVISITED IN A FUTURE BUNDLE.
**NOTE: IF TOD5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
**The Built Environment - Transit-Oriented Development***

**WEBSITE CONTEXT** - Transit-oriented development is a mixed-use area designed to maximize access to public transit and encourage ridership. Plano's downtown is a regional example of successful transformation of a struggling historic main street into a thriving transit village with new residential units, shops, and restaurants constructed within walking distance of the DART light rail station. Plano will proactively encourage an integrated mix of uses and civic spaces within walking distance of planned transit stations.

**POLICY*** - Plano will proactively encourage development within walking distance of existing and planned transit stations to create an integrated mix of uses including residential, employment, retail, and civic spaces.

**TOD1)** Develop Criteria for Review of Transit-Oriented Developments and update as necessary.

**TOD2)** Prioritize and prepare area plans within ½ mile of identified light rail stations and future commuter rail corridors, to guide development patterns, address redevelopment of retail and residential sites, and encourage new development. Plans should include an evaluation of market potential resulting from existing and projected transit ridership.

**TOD3)** Proactively work with property owners to align zoning with adopted area plans for identified light rail stations and future commuter rail corridors.

**TOD4)** Implement parking best practices in transit-served areas and identified Compact Complete Centers where increased land productivity provides opportunity for additional open space.

**TOD5)** <<Deleted>>

**TOD6**<<To Be Discussed with Different Topic>>

**TOD7**<<To Be Discussed with Different Topic>>

**TOD8**<<To Be Discussed with Different Topic>>

Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: POLICY WILL BE REVISITED IN A FUTURE BUNDLE.*

**NOTE: IF TOD5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.*
Bundle 6 – Population Growth*
Context, Policies, and Actions
Changes Tracked from Original Ordinance

Regionalism - Population Growth*

**WEBSITE CONTEXT** - By 2045, the DFW area is expected to increase by 4 million people and the City of Plano is likely to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for new housing and redevelopment. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

**POLICY** - Plano will accommodate plan for regional population growth in identified areas while preserving the suburban character of the community.

PG1) <<To Be Discussed with Different Topic>>
PG2) <<To Be Discussed with Different Topic>>
PG3) <<To Be Discussed with Different Topic>>
PG4) <<To Be Discussed with Different Topic>>
PG5) **Advocate** Coordinate with the North Central Texas Council of Governments to include increased ensure Plano’s projected residential development is included within developed cities in regional traffic modeling.
PG6) <<To Be Discussed with Different Topic>>

*NOTE: POLICY WILL BE REVISITED IN A FUTURE BUNDLE.*
Regionalism - Population Growth*

**WEBSITE CONTEXT** - By 2045, the DFW area is expected to increase by 4 million people and the City of Plano is likely to accommodate a portion of this population growth. With established city boundaries and limited undeveloped land, Plano will need to identify areas appropriate for new housing and redevelopment. This increased regional population will also have an impact on the area’s transportation network although infill and urban development are more efficient than continued regional expansion.

**POLICY** - Plano will plan for regional population growth in identified areas while preserving the suburban character of the community.

PG1) <<To Be Discussed with Different Topic>>

PG2) <<To Be Discussed with Different Topic>>

PG3) <<To Be Discussed with Different Topic>>

PG4) <<To Be Discussed with Different Topic>>

PG5) Coordinate with the North Central Texas Council of Governments to ensure Plano’s projected residential development is included within regional traffic modeling.

PG6) <<To Be Discussed with Different Topic>>

*NOTE: POLICY WILL BE REVISITED IN A FUTURE BUNDLE.*
The Built Environment – Bicycle and Other Micromobility

WEBSITE CONTEXT - Plano has three major off-street, shared-use paths along with 168 miles of on street marked routes for Plano’s active cycling community. While Texas statutes allow cyclists use of roadways, dedicated bicycle lanes may improve safety and increase ridership. Additionally, trails and routes need to connect residential neighborhoods with more commercial and employment activities for the bicycle to serve as a more practical transportation alternative. To provide a viable option for travel to destinations accessible to all users, Plano will enhance and maintain a safe regional bicycle system.

POLICY – Plano will enhance and maintain a micromobility safe regional bicycle system to provide recreation and feasible a viable options for travel to destinations, which is safe and accessible to all users.

B1) Meet with businesses, residents, and other stakeholders to share ideas with other cities regarding bicycle and other micromobility transportation options.

B2) Adopt a bicycle usage data, plan with a target mode share for biking, a safety goal and crash reduction strategies with a target crash reduction strategies, and safety recommendations with a safety goal within the city’s transportation plan.

B3) Create end of trip amenity development guidelines, such as bicycle parking that improve the safety and shower facilities to encourage bicycle convenience of bicycling and micromobility transportation—to assist property owners who wish to provide related amenities.

B4) Adopt a Multimodal Streets Ordinance based on best practices to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists, to provide additional safety and transportation choices in appropriate locations of the city.

B5) Measure the bicycle level of service to evaluate existing routes, prioritize site for improvement, and evaluate alternate treatments.

B6) Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.
The Built Environment – Bicycle and Other Micromobility

WEBSITE CONTEXT - Plano has three major off-street, shared-use paths along with 168 miles of on street marked routes for Plano’s active cycling community. While Texas statutes allow cyclists use of roadways, dedicated bicycle lanes may improve safety and increase ridership. Additionally, trails and routes need to connect residential neighborhoods with more commercial and employment activities for the bicycle to serve as a more practical transportation alternative. To provide a viable option for travel to destinations accessible to all users, Plano will enhance and maintain a safe regional bicycle system.

POLICY – Plano will enhance and maintain a micromobility system to provide recreation and feasible options for travel to destinations, which is safe and accessible to all users.

B1) Meet with businesses, residents, and other stakeholders to share ideas regarding bicycle and other micromobility transportation options.

B2) Incorporate bicycle usage data, crash reduction strategies with a target crash reduction, and safety recommendations with a safety goal within the city’s transportation plan.

B3) Create development guidelines that improve the safety and convenience of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.

B4) Adopt a Multimodal Streets Ordinance based on best practices to provide additional safety and transportation choices in appropriate locations of the city.

B5) Measure the bicycle level of service to evaluate existing routes, prioritize site for improvement, and evaluate alternate treatments.

B6) Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.
The Built Environment - Public Transit

WEBSITE CONTEXT - In 1986, the City of Plano joined the Dallas Area Rapid Transit (DART) system and receives public bus transportation and light rail services. Plano residents desire more east-west transit connections and the city looks towards new solutions, such as Bus Rapid Transit to fulfill this need. Utilizing a dedicated service lane on a major thoroughfare or unused railroad rights-of-way, additional bus, light rail or commuter rail options could encourage new riders for public transit services within the city. Trolleys can also be used to transport residents within and between employment and commercial centers. Plano will provide access to a convenient transit network focused on increased travel options to local destinations.

POLICY - Plano will provide access to a convenient transit network focused on increased and improved travel options and direct connections to major local destinations.

PT1) Inform and promote Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.

PT2) Develop metrics to measure ridership and to identify service enhancements.

PT3) Increase the number of public transit options throughout all of Plano by working with DART to enhance service provision where needed and desired.

PT4) Study and partner with DART to study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program.

PT5) Work with DART and businesses near transit stops to protect public transit users from weather and vehicular traffic through the installation of transit shelters at service stops.

PT6) Support DART’s efforts to fund development of the Cotton Belt Commuter Rail to provide access to the Dallas-Fort Worth International Airport.

PT7*) Investigate feasibility of partnerships regarding for the provision of trolley short hop services, including streetcars, self-driving shuttles, or alternatives providing the same benefits, within major destination areas in Plano.

*NOTE: IF PT6 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
**The Built Environment - Public Transit**

**WEBSITE CONTEXT** - In 1986, the City of Plano joined the Dallas Area Rapid Transit (DART) system and receives public bus transportation and light rail services. Plano residents desire more east-west transit connections and the city looks towards new solutions, such as Bus Rapid Transit to fulfill this need. Utilizing a dedicated service lane on a major thoroughfare or unused railroad rights-of-way, additional bus, light rail or commuter rail options could encourage new riders for public transit services within the city. Trolleys can also be used to transport residents within and between employment and commercial centers. Plano will provide access to a convenient transit network focused on increased travel options to local destinations.

**POLICY** - Plano will provide access to a convenient transit network focused on increasing and improving travel options and direct connections to major local destinations.

PT1) Share information about Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.

PT2) Develop metrics to measure ridership and to identify service enhancements.

PT3) Increase the number of public transit options in Plano by working with DART to enhance service provision where needed and desired.

PT4) Partner with DART to study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program.

PT5) Work with DART and businesses near transit stops to protect public transit users from weather and vehicular traffic.

PT6) Support DART’s efforts to fund development of the Cotton Belt Commuter Rail to provide access to the Dallas-Fort Worth International Airport.

PT7*) Investigate feasibility of partnerships regarding the provision of short hop services, including streetcars, self-driving shuttles, or alternatives providing the same benefits, within major destination areas in Plano.

*NOTE: IF PT6 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.*
Regionalism – Regional Transportation*

**WEBSITE CONTEXT** - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices and reduction of traffic demand.

**POLICY** - Plano will evaluate regional transportation options initiatives with consideration of the impacts on existing residential and business development and emphasis on the expansion of expanding transportation choices options, traffic demand management, and trip reduction other traffic efficiency strategies to improve regional mobility. <<Reflects Committee’s Polling in Bundle 3>>

RT1) <<Discussed with Bundle 3>>

RT2) Complete all proposed bicycle trail connections with neighboring cities as identified on the city’s adopted plans.

RT3) Advocate with Dallas Area Rapid Transit (DART) member cities for a second tier membership status financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system with deference to Plano residents, businesses, and institutions.

RT4) <<Discussed with Bundle 3>>

RT5) – Advocate and support development of the Cotton Belt commuter rail corridor from Plano to the Dallas-Fort Worth International Airport.

RT6**)<<Discussed/Added with Bundle 3>>

*NOTE: POLICY ALSO LISTED UNDER THE ROADWAY AND TRAFFIC THEME
**NOTE: IF RT5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Regionalism – Regional Transportation*

WEBSITE CONTEXT - Currently, the average DFW commuter spends approximately 365 hours a year commuting – or 2 weeks per year in their car annually. By 2035, regional commute times are expected to increase without major investment in the roadway and public transit networks. Regional transportation improvements in Plano should focus on expansion of existing transportation choices and reduction of traffic demand.

POLICY* - Plano will evaluate regional transportation initiatives with consideration of the impacts on existing residential and business development and emphasis on expanding transportation options, traffic demand management, and other traffic efficiency strategies to improve regional mobility. <<Reflects Committee’s Polling in Bundle 3>>

RT1) <<Discussed with Bundle 3>>

RT2) Complete all proposed bicycle trail connections with neighboring cities as identified on the city’s adopted plans.

RT3) Advocate with Dallas Area Rapid Transit (DART) member cities for a financially equitable means for nonmember cities to enter service agreements that benefit the overall transportation system with deference to Plano residents, businesses, and institutions.

RT4) <<Discussed with Bundle 3>>

RT5) Advocate and support development of the Cotton Belt commuter rail corridor from Plano to the Dallas-Fort Worth International Airport.

RT6**) <<Discussed/Added with Bundle 3>>

*NOTE: POLICY ALSO LISTED UNDER THE ROADWAY AND TRAFFIC THEME
**NOTE: IF RT5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
Plano Tomorrow Comprehensive Plan
Policies and Action Statements Relating to Transportation
Preliminary Approval by CPRC on July 21, 2020

Bundle 10 – Community Design
Context, Policies, and Actions
Changes Tracked from Original Ordinance

The Built Environment - Community Design

WEBSITE CONTEXT - Community design is the process of utilizing natural and manmade features of a city to create attractive, comfortable, and functional settings that enhance visual and physical connectivity. Plano’s successes in incorporating community design elements have created destinations with attractive amenities, active public spaces, and pedestrian-friendly environments. To create distinctive visual character and ensure a citywide pedestrian-friendly environment, Plano will promote and incorporate unique community design components within all new developments, public spaces, and streetscapes.

POLICY - Plano will promote and incorporate unique and functional community design components within new developments, public spaces, and streetscapes to enrich areas throughout the city, create distinctive visual character, and enhance personal and pedestrian safety ensure a citywide pedestrian-friendly environment.

CD1) <<To Be Discussed with Bundle 13>>
CD2) <<To Be Discussed with Bundle 13>>
CD3) Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials.
CD4) <<To Be Discussed with Bundle 13>>
CD5) Develop wayfinding signage guidelines to apply to special areas and public facilities citywide.
CD6) Evaluate and make revisions to parking regulations to meet parking demand and ensure a balance between the needs of various transportation options and creating good community form.
The Built Environment - Community Design

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**CD1)** <<To Be Discussed with Bundle 13>>

**CD2)** <<To Be Discussed with Bundle 13>>

**CD3)** Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials.

**CD4)** <<To Be Discussed with Bundle 13>>

**CD5)** Develop wayfinding guidelines to apply to special areas and public facilities citywide.

**CD6)** Evaluate parking regulations and revise to meet parking demand and ensure good community form.
Bundle 11 – Pedestrian Environment

Context, Policies, and Actions

Changes Tracked from Original Ordinance

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The Built Environment - Pedestrian Environment

**WEBSITE CONTEXT** - The current arrangement of Plano’s sidewalks, organization of land uses within the city as well as major thoroughfare crossings make walking, from residential neighborhoods to commercial and retail areas, a challenge. Pedestrian-oriented developments typically, have wider sidewalks, street trees and furniture, as well as narrowed street intersections to reduce the crosswalk distance and slow vehicular traffic. The design principles that encourage walkability in popular locations could also be utilized in redevelopment of existing retail centers and enhancement of neighborhoods. Plano will pursue an accessible, well-connected pedestrian system that promotes walkability.

**POLICY** – Plano will pursue a safe, universally accessible, and well-connected pedestrian system that promotes walkability, improves navigation of major thoroughfares, and encourages connections between residential areas and neighborhood centers to nearby destinations desired by the community.

**PE1)** Develop strategies and adopt priorities within the city’s transportation plan to create a safe and accessible pedestrian network that provides for an accessible, safe system to promote walkability in Plano.

**PE2)** Update development standards to foster a streetscape design that includes tree plantings, wider sidewalks, lighting, street furniture, and shade structures, wayfinding guides to enhance Plano’s pedestrian environment, and other amenities where appropriate.

**PE3)** Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety, such as median islands, landscaping, crosswalks, and on-street parking.

**PE4)** Review feasibility to improve the safety of narrowing intersections on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets by evaluating and implementing effective strategies for pedestrian-oriented enhancements.
PE5) **Identify and complete** Improve pedestrian safety and convenience by completing sidewalk gaps along the city’s roadway system. **Include prioritization strategies when developing and updating the city’s transportation plan.**

PE6) **Create** Partner with local school districts and other educational institutions to annually provide Safe Routes to School maps.

PE7) Partner with the public school districts, colleges, and educational institutions, businesses, and other stakeholders to develop public service announcements that promote pedestrian safety, awareness, and education.
Bundle 11 – Pedestrian Environment
Context, Policies, and Actions

The Built Environment - Pedestrian Environment

WEBSITE CONTEXT - The current arrangement of Plano’s sidewalks, organization of land uses within the city as well as major thoroughfare crossings make walking, from residential neighborhoods to commercial and retail areas, a challenge. Pedestrian-oriented developments typically, have wider sidewalks, street trees and furniture, as well as narrowed street intersections to reduce the crosswalk distance and slow vehicular traffic. The design principles that encourage walkability in popular locations could also be utilized in redevelopment of existing retail centers and enhancement of neighborhoods. Plano will pursue an accessible, well-connected pedestrian system that promotes walkability.

POLICY – Plano will pursue a safe, universally accessible, and well-connected pedestrian system that enhances walkability, improves navigation of major thoroughfares, and provides connections to nearby destinations desired by the community.

PE1) Develop strategies and identify priorities within the city’s transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano.

PE2) Update development standards to foster streetscape design that enhances Plano’s pedestrian environment though greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, and other amenities where appropriate.

PE3) Improve safety in highly-trafficked pedestrian areas by evaluating and implementing effective traffic calming methodologies, such as median islands, landscaping, crosswalks, and on-street parking.

PE4) Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian-oriented enhancements.

PE5) Improve pedestrian safety and convenience by completing sidewalk gaps along the city’s roadway system. Include prioritization strategies when developing and updating the city’s transportation plan.

PE6) Partner with local school districts and other educational institutions to annually provide Safe Routes to School maps.
PE7) Partner with educational institutions, businesses, and other stakeholders to develop public service announcements that promote pedestrian safety, awareness, and education.