Agenda

1. Approval of Minutes
2. Discussion: CPRC Perspectives on Transportation
3. Voting Exercise: Transportation Themes 1 & 2
4. Work Plan Updates
CPRC Discussion
CPRC Perspectives on Transportation

1) What are your thoughts on Transportation?

2) Any comments relating to Transportation items in Plano Tomorrow?
Comments Regarding
April 21st CPRC Meeting

TOPIC – TRANSPORTATION AND COMPREHENSIVE PLAN
We Learned That Plano Has Two Major Problems

• Plano has 215,000 jobs but only 145,000 workers live in the city

• Plano has 180,000 people driving into the city for work. 110,000 Plano residents drive to other cities for work.

• We were told this means things are terribly out of balance. The implication was that Plano needs to build more housing so that these numbers are balanced. If we only brought these number more in balance, Plano’s problems would be solved. The issue, however, is that Plano has very little land left for development.
Focal Point
Legacy West – 50,000 jobs

Legacy West

Slide provided by Member Jim Dillavou
Perspective

Plano represents only 32% of the land within a six mile radius of Legacy West. The other 68% includes parts of Frisco, The Colony, Carrollton, Lewisville, Dallas and Allen.

Based on car travel time, parts of Prosper, McKinney, Celina and North Dallas are much shorter drives than east Plano.
Is this a problem?

• Legacy West brings an important tax base to Plano that benefits our citizens. It also brings prestige and the jobs are important to our citizens. We are happy to have more jobs than workers.

• Workers coming to Legacy West from outside of Plano are not the problem. Most of these workers are coming from the North, East or West and only the last mile of their drive is within Plano. Even workers coming from the south, primarily only use the Dallas North Tollway and do not have much impact on Plano’s Roads.

• There is far more impact from workers coming from East Plano or the future Collin Creek development.
Why Didn’t All These New Workers Move to Plano?

• Most of the workers relocating to DFW could not find a single family home in Plano. There have been very few single family homes built in Plano in the last 10 years.
• People already living in Plano did not want to move out to make room, so there were not many resales.
• There was an abundant supply of single family homes in Frisco, McKinney, Prosper, Celina, Lewisville and the Colony and they were new homes versus resales – something many people prefer.
• The new jobs at Chase, Liberty Mutual, Fedex Office and NTT were largely consolidations of existing DFW workforce. Many people already living in DFW do not move just because their office does. They are settled in their community, have children that do not want to move schools, may be close to a spouse’s job and moving is expensive.
Is There a Shortage of Apartments?

• A 2019 Report on apartments by Berkadia Real Estate Partners reported the West Plano /South Frisco /Colony submarket has 56,828 apartments, the most of any submarket.
• These 56,828 apartments are within 5 miles of Legacy Business Park.
• That report stated, “The leasing activity [in the northern suburbs] was driven by the feverish pace of hiring at several major companies in Legacy West, Austin Ranch, and the North Platinum Corridor.”
• An example of development in this area includes Windhaven Parkway, most of which is within 3 miles of Legacy Business Park. There are over 7,000 apartments along Windhaven Parkway, of which over 5,000 are in Billingsley’s Austin Ranch development. There are plans for thousands more along this single road.
• There are over 37,000 apartments in Plano and an additional 8,000 approved / planned.
Multi-modal Transportation - Bicycles

- Many committee members do not believe bicycles are the answer to transportation in Plano. The streets are unsafe for bikes and four months of the year it is too hot to ride to work. Very few people actually ride a bike to work.
- While there is strong support for bike paths as recreation, few believe the inclusion in Transportation is supportable. Bike paths are better discussed with parks.
- The Consultants acknowledged bike lanes were not supportable on Plano’s major thoroughfares. They suggested bikes could work on less major four lane roads by narrowing the road to two lanes and creating dedicated bike lanes.
- Most Plano streets outside of neighborhoods have a speed limit of 40 mph. The [National Association of Biking] says streets with dedicated bike lanes should have a maximum speed limit of 35 mph but strongly encourages lower speeds. In Plano a high % of cars drive at 5 mph over the posted speed. Any posted speed higher than 30 mph is unsafe in Plano.
- Exception – On weekends the Plano Bicycle Club rides in large groups on roads designated as bike routes. There is some safety in large numbers especially on weekend rides.
Plano has marked many streets as “bike routes” so it is “bike friendly.” Some of these routes are six lane roads with a speed limit of 40 mph but cars are often traveling at 45 to 50 mph 3 abreast in each direction. This is unsafe. Pictured are bikes on a narrow four lane road with a 40 MPH speed limit but cars are typically traveling a 45 mph or more.

Many of these streets carry a high amount of cars. These include Communications Pkwy, Parkwood, Ohio Drive, Park Blvd, and 15th St.

Sections of Parkwood Blvd average 25,000 cars per day.
Dart / Mass Transit

• Local buses in Plano have a very low ridership often completely empty or less than 3 riders.
• Dart light rail ridership is also quite low. Fewer that 400 Plano residents board at downtown Plano station and likely less than 1,300 board at the Parker Road station. Most of the riders at Parker Road come from non-Dart cities of Allen, McKinney, Fairfield, Parker and the like.
• Plano’s mayor in 2012 complained that well over 50% of the riders boarding at the Parker Road light rail station were from surrounding cities, not Plano. We know this because when we tried to make non-DART resident users pay $5 for parking, ridership declined dramatically.
• The major issue with Dart Light Rail is that it is far away from the major employment centers at Legacy Business Park, the Tollway, International Business park and the City’s four hospitals. Including wait times and bus transfers, the rail users’ ride time to the major employment centers typically exceeds 75 minutes. DART created a special dedicated bus route to carry light rail passengers directly to Legacy Business park, but ridership has been anemic.
• To put these numbers in perspective, 100,000 cars per day pass through the intersection of Preston Road and Plano Parkway.
DART System Ridership

Passenger Annual Ridership Compared to 2009

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Ridership (^7) (Amounts in Thousands)</th>
<th>Percentage Change from 2009 to 2018</th>
<th>Percentage of total in 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>30,011</td>
<td>42,517</td>
<td>-29.4%</td>
</tr>
<tr>
<td>Light Rail</td>
<td>28,873</td>
<td>18,965</td>
<td>52.2%</td>
</tr>
<tr>
<td>Commuter Rail(^3)</td>
<td>2,039</td>
<td>2,739</td>
<td>-25.6%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>357</td>
<td>1,039</td>
<td>-65.6%</td>
</tr>
<tr>
<td>Demand Response-Taxi</td>
<td>527</td>
<td>-</td>
<td>N/A</td>
</tr>
<tr>
<td>Vanpool</td>
<td>483</td>
<td>881</td>
<td>-45.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>62,290</strong></td>
<td><strong>66,141</strong></td>
<td><strong>-5.8%</strong></td>
</tr>
</tbody>
</table>

N/A= Not applicable

Ridership is reported as unlinked passenger trips. For example, a passenger who transfers from a bus to rail is counted as two unlinked trips. Some of the decrease in bus ridership and increase in light rail ridership is due to the replacement of some bus routes with light rail lines as a result of the light rail service expansion.
## PLANO LIGHT RAIL RIDERSHIP

### LRT RIDERSHIP BY STATION

<table>
<thead>
<tr>
<th>STATION</th>
<th>LINE SERVICE</th>
<th>FY09</th>
<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Plano</td>
<td>Red/Orange</td>
<td>680</td>
<td>650</td>
<td>567</td>
<td>686</td>
<td>725</td>
<td>648</td>
<td>607</td>
<td>597</td>
<td>616</td>
<td>626</td>
<td>660</td>
</tr>
<tr>
<td>Parker Road</td>
<td>Red/Orange</td>
<td>3,200</td>
<td>3,010</td>
<td>2,874</td>
<td>3,459</td>
<td>2,760</td>
<td>3,024</td>
<td>3,222</td>
<td>3,286</td>
<td>3,348</td>
<td>3,295</td>
<td>3,325</td>
</tr>
</tbody>
</table>

Over the past 11 years, Ridership on light rail has barely changed, in spite of new "transit oriented development."

Note: according to Mayor Phi Dyer in 2012, over 50% of the riders at the Parker Road station did not live in the DART service area. (e.g. Allen, Mckinney, Frisco)

Total riders are based on one way boardings. Therefore riders from other Dart cities (such as Dallas) are counted on their return trip.

The estimated Plano residents using DART LRT is likely under 1,500 after considering NON-DART residents and DART residents from other cities.

Note: Dart does not report bus ridership by city or route.
Over the Past 10 Years, DART ridership has declined, while population growth was tremendous.

Ridership declined from 66 million to 62 million rides. That is around 170 thousand trips per day. Rides are counted for each boarding. So a round trip by a single user involving a transfer from a bus to a train to a bus for final destination is 6 rides.
The Consultant’s discussion of transportation did not address traffic volume and the trend over time. This should be discussed. The City’s used to provide this traffic volume map every year, however the most recent one on the city’s website now is from 2017.
We received this slide but with no context.
What did it assume about future population of Plano?
What did it assume about proposed future highway east of Plano from George Bush to Highway 380?
What about planned expansions of George Bush, Central Expressway and of SRT 121?
Voting Exercise
Focusing on the Following Pillars

PLANO TOMORROW “PILLARS”

The Built Environment
- Land Use and Community Design
- Transportation
- Housing and Neighborhoods

The Social Environment
- Quality of Life
- Sense of Community

The Natural Environment
- Building and Site Efficiency
- Environmental Quality

The Economic Environment
- Diverse and Resilient Economy
- Jobs and Workforce Development

Regionalism
Plano Tomorrow Policy Structure

"WHAT"

POLICY STATEMENT

The Built Environment - Land Use

Policy - Plano will support a system of organized land use to provide greater housing and employment choices, where new and redevelopment areas respect existing neighborhoods and businesses.

Action Statements

1) Review and evaluate the Zoning Ordinance and make appropriate amendments based on the policies of the Comprehensive Plan.

2) Evaluate the Future Land Use Map and Growth and Change Policy Map every five years, or as necessary, to ensure land use descriptions are consistent with city-wide goals.

"HOW"

ACTION STATEMENTS

Exhibit "A" to Ordinance No. 2015-10-9

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Identified Themes

Review Transportation Themes Derived from CPRC Input

1. Roadway and Traffic
2. Land Use/Transportation Relationship
3. Bicycles and Transit
4. Walkability and Urban Design

We Will Review

10 POLICY STATEMENTS
46 ACTION STATEMENTS
## Identified Themes

**Review Transportation Themes Derived from CPRC Input**

<table>
<thead>
<tr>
<th>No.</th>
<th>Theme</th>
<th>Tentative Date for Discussion</th>
<th>Follow-up Discussion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Roadways and Traffic</td>
<td>June 2</td>
<td>June 9/16</td>
</tr>
<tr>
<td>2.</td>
<td>Land Use/Transportation Relationship</td>
<td>June 2</td>
<td>June 9/16</td>
</tr>
<tr>
<td>3.</td>
<td>Bicycles and Transit</td>
<td>June 9/16</td>
<td>June 30</td>
</tr>
<tr>
<td>4.</td>
<td>Walkability and Urban Design</td>
<td>June 9/16</td>
<td>June 30</td>
</tr>
</tbody>
</table>
Policies and Actions – Theme Classification

• The following policies and actions have been placed into the **Roadway and Traffic theme** and **Land Use/Transportation Relationship theme**:
  - Roadway System
  - Transportation Demand Management
  - Regional Transportation
  - Land Use
  - Transit-Oriented Development
  - Population Growth

• **Note**: The Regional Transportation Policy will be reviewed more than once as its actions fall under multiple themes.
Policies and Actions – Additional Information

• Please see your meeting packet for additional information relating to each action statement up for discussion today.

• This information includes:
  
  • **Status**: Update from the City departments
  
  • **Background**: History related Plano Tomorrow Comprehensive Plan
Purpose of Voting

1. A tool to facilitate discussion.
2. A way to understand what people think of an issue.
3. A means to identify what items need to be brought back to the CPRC for recommended amendments.
Tonight’s Themes

Review Transportation Themes Derived from CPRC Input

1. Roadway and Traffic
2. Land Use/Transportation Relationship
3. Bicycles and Transit
4. Walkability and Urban Design

We Will Review

6 POLICY STATEMENTS
20 ACTION STATEMENTS
Voting Overview

Step 1 – Introduction
Step 2 – Poll No. 1
Step 3 – Poll No. 1 Results
Step 4 – Discussion
Step 5 – Poll No. 2
Step 6 – Poll No. 2 Results
Step 1 – Introduction

• One of the six policy bundles (policy and related actions) on the two themes will be up for review.
Step 2 – Poll No. 1

- Committee members that attend the meeting in-person may cast their vote by using a polling device or internet browser (mobile or computer device).
- Virtual attendees may vote by internet browser (mobile or computer device).

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>A</td>
<td>I support as-is.</td>
</tr>
<tr>
<td>B</td>
<td>I would like more information or discussion (to be discussed in Step 4).</td>
</tr>
<tr>
<td>C</td>
<td>I support modifying (to be discussed in Step 4).</td>
</tr>
</tbody>
</table>

Note: This is an informal vote. It will not result in sending any policies or actions to the Planning & Zoning Commission.
Step 3 – Poll No. 1 Results

• If there are two or more votes for Options B or C (in total), the Committee will move to discussion in Step 4.

• Otherwise, the Committee will move to consideration of the next policy bundle and skip Steps 4 through 6.
Step 4 – Discussion

- CPRC members who vote Options B or C will have an opportunity to briefly describe concerns, propose changes, or ask questions.
- Chair Shockey will lead this discussion with CPRC members.
- Staff may respond with concise factual or policy information that is readily available. Following discussion, Committee members may change their vote in Step 5.
Step 5 – Poll No. 2

- Committee members that attend the meeting in-person may cast their vote by using a polling device or internet browser (mobile or computer device).
- Virtual attendees may vote by internet browser (mobile or computer device).

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<table>
<thead>
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</tr>
<tr>
<td>C</td>
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</tr>
</tbody>
</table>

Note: This is an informal vote. It will not result in sending any policies or actions to the Planning & Zoning Commission. Any proposed modifications to a policy or action under Option C will be returned for consideration and a formal vote at the June 9/16, 2020 meeting.
Step 6 – Poll No. 2 Results

- FNI to determine their direction based on one of the following:
  - If there are **two or more votes for Options B or C (in total)**, modifications and/or more information will be provided at the June 9/16, 2020 meeting.
  - If there are **less than two votes for Options B or C (in total)**, the Committee will move on to the next policy bundle. The policy or action will be returned for consideration and a formal vote at the June 9/16, 2020, meeting.
Polling Questions
Instructions for Internet Browsers

• Please refer to your handout/email for instructions on how to use your mobile phone or laptop for the polling exercises
Polling Exercise

Are you an early bird or night owl??

A. Early bird
B. Night owl
C. Both
**The Built Environment - Roadway System**

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

- **RS1)** Develop a transportation plan for Plano that addresses all modes of travel.
- **RS2)** Create an Intelligent Transportation System for Plano's roadway network.
- **RS3)** Improve intersections of all bicycle trails, pedestrian pathways, and streets for increased visibility, safety, and comfort.
- **RS4)** Review and update roadway standards to accommodate all modes of transportation.
- **RS5)** Develop criteria to assess the effectiveness of pilot projects.
- **RS6)** Identify and improve locations within the city's transportation infrastructure to meet Americans with Disability Act (ADA) standards.
- **RS7)** Coordinate with neighboring communities to explore regional transportation approaches that improve traffic flow within and between jurisdictions.
- **RS8)** Review and update the Traffic Impact Assessment (TIA) threshold for new and redevelopment projects.
The Built Environment - Transportation Demand Management

**POLICY** - Plano will utilize Transportation Demand Management to improve air quality, reduce journey to work trips, and mitigate traffic congestion.

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

**TDM2)** Pursue and develop incentives for businesses to participate in the TDM program.

**TDM3)** Share ideas, expertise, and knowledge with transportation oriented companies within Plano regarding the city’s transportation planning efforts.
Regionalism – Regional Transportation*

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

**RT3** <<To Be Discussed with Different Topic>>

**RT4** Annually review the city’s transportation plan to ensure consistency with regional transportation agencies’ plans.

**RT5** <<To Be Discussed with Different Topic>>

*NOTE: POLICY ALSO LISTED UNDER THE BICYCLE AND TRANSIT THEME*
The Built Environment - Land Use

POLICY - Plano will support a system of organized land use to provide greater housing and employment choices, where new and redevelopment areas respect existing neighborhoods and businesses.

LU1) <<To Be Discussed with Different Topic>>
LU2) <<To Be Discussed with Different Topic>>
LU3) Review development regulations and implement standards that configure development to provide complementary uses and foster good connections using a combination of streets, trails, and sidewalks for vehicular, pedestrian, and bicycle circulation.
LU4) <<To Be Discussed with Different Topic>>
LU5) <<To Be Discussed with Different Topic>>
LU6) <<To Be Discussed with Different Topic>>
LU7) <<To Be Discussed with Different Topic>>
LU8) <<To Be Discussed with Different Topic>>
LU9) <<To Be Discussed with Different Topic>>
The Built Environment - Transit-Oriented Development

POLICY - Plano will proactively encourage and incentivize development within walking distance of existing and future rail stations or bus 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 stations.

TOD3) Rezone property within ½ mile of transit stations to encourage urban design and increase development opportunities.

TOD4) Establish parking maximums in transit-served areas and identified Compact Complete Centers.

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>>
Regionalism - Population Growth

**POLICY** - Plano will accommodate 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 with the North Central Texas Council of Governments to include increased residential development within developed cities in traffic modeling.

PG6) <<To Be Discussed with Different Topic>>
The Built Environment - Roadway System

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

**RS1**) Develop a transportation plan for Plano that addresses all modes of travel.

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**RS5**) Develop criteria to assess the effectiveness of pilot projects.

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

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

**RS8**) Review and update the Traffic Impact Assessment (TIA) threshold for new and redevelopment projects.
Polling Exercise

Please provide an answer to the policy or action(s) up for discussion:

A. I support as-is.
B. I would like more information or discussion.
C. I support modifying.
Is anything missing?

Is anything missing related to the themes?

1. Roadway and Traffic
2. Land Use/Transportation Relationship
3. Bicycles and Transit
4. Walkability and Urban Design
Is anything missing?

Reminder: The policies are the “what” and the actions are the “how.”

Discussion
Work Plan Updates
Work Plan

Plano Comprehensive Plan Review Committee
Work Plan and Calendar
Tuesday, May 3, 2022

3. Rules and Transit Theme
May 10, June 2
3a. Discuss modes of transportation and appropriateness in specific locations.
3b. Discuss and understand how transit impacts the community.
3c. Discuss the street for setting up plans (criteria).

4. Workability and Urban Design Theme
May 13, June 2
4a. What is the development tool for criteria? (K2) How are the development criteria for review (with leadership – Page 7 of 18)? (comparison) Will be developed?
4b. Discuss how you can make crossing major arterials and thoroughfares safe in a city near the median for being perfect for walkability (urban). Formulate
4c. Define parking maximums and explain their necessity. 

<table>
<thead>
<tr>
<th>Task #</th>
<th>Subject Category</th>
<th>Task Description</th>
<th>dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Land Use Controls</td>
<td>Review and clarify means and permit not to use mandatory incentives.</td>
<td>June 14 &amp; 21, July 2 &amp; 21</td>
</tr>
<tr>
<td>2</td>
<td>Neighborhood Concepts</td>
<td>Define incentives to not hinder the neighborhoods – it is clear to maintain aging communities.</td>
<td>June 14 &amp; 21, July 2 &amp; 21</td>
</tr>
<tr>
<td>3</td>
<td>Land Use Controls</td>
<td>Identify the need for addressing the neighborhoods / protect neighborhoods from development.</td>
<td>June 14 &amp; 21, July 2 &amp; 21</td>
</tr>
<tr>
<td>4</td>
<td>Economic Development Review and approval criteria</td>
<td>Review the implementation of these effects of a 12-year review.</td>
<td>June 14 &amp; 21, July 2 &amp; 21</td>
</tr>
<tr>
<td>5</td>
<td>Land Use Controls</td>
<td>Monitor the changing nature of the retail business and the space associated (urban).</td>
<td>June 14 &amp; 21, July 2 &amp; 21</td>
</tr>
</tbody>
</table>

Page 2 of 5
## Work Plan

<table>
<thead>
<tr>
<th>Transportation Topic</th>
<th>Date (Apr-June)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subtopic #</strong></td>
<td><strong>Subtopic Category</strong></td>
</tr>
<tr>
<td>1 Roadway and Traffic Theme</td>
<td></td>
</tr>
<tr>
<td>1a Discuss how does the plan address traffic congestion. (Survey)</td>
<td></td>
</tr>
<tr>
<td>1b Discuss the level of maintenance required for roadways long-term. (Survey)</td>
<td></td>
</tr>
<tr>
<td>1c Discuss what an intelligent transportation system is and how it works. (Survey)</td>
<td></td>
</tr>
<tr>
<td>1d Discuss if Plano is adequately handling rush hour traffic. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2 Land Use/Transportation Relationship Theme</td>
<td></td>
</tr>
<tr>
<td>2a Discuss preserving the suburban character of Plano. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2b Discuss how to be thoughtful on redevelopment and revitalization. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2c Discuss how TODs impact existing businesses/residences within ½ mile. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2d Discuss how review criteria for TODs will be developed. (Survey)</td>
<td></td>
</tr>
<tr>
<td>3 Bikes and Transit Theme</td>
<td></td>
</tr>
<tr>
<td>3a Discuss modes of transportation and appropriateness in specific locations.</td>
<td></td>
</tr>
<tr>
<td>3b Discuss and understand how transit impacts the community.</td>
<td></td>
</tr>
<tr>
<td>3c Discuss the demand for biking in Plano. (Survey)</td>
<td></td>
</tr>
<tr>
<td>4 Walkability and Urban Design Theme</td>
<td></td>
</tr>
<tr>
<td>4a What is the process in which the criteria (i.e., the development criteria to review undeveloped land – Page 7 of 58 adoption ord.) will be developed?</td>
<td></td>
</tr>
<tr>
<td>4b Discuss how you can make crossing major arteries and thoroughfares safe in a city never designed for heavy pedestrian traffic. (Survey)</td>
<td></td>
</tr>
<tr>
<td>4c Define parking maximums and explain their necessity. (Survey)</td>
<td></td>
</tr>
</tbody>
</table>
Work Plan Schedule

1. Transportation
   (4 Meetings – 2 Remain)

2. Future Land Use
   (4 Meetings)

3. Resume Density
   (4 Meetings)

4. Growth Management
   (3 Meetings)
Work Plan Schedule

Transportation (4 Meetings)

1. Tuesday, April 21
2. Tuesday, June 2 – Today
3. Tuesday, June 9/16
4. Tuesday, June 30
Work Plan Schedule

1. Tuesday, April 21

2. Tuesday, June 2

3. Tuesday, June 9/16
   - Discuss Possible Solutions
   - Bicycles and Transit and Walkability and Urban Design Policies and Actions

4. Tuesday, June 30
Work Plan Schedule

1. Tuesday, April 21

2. Tuesday, June 2

3. Tuesday, June 9/16

4. Tuesday, June 30 – Reach Consensus on Transportation Policies and Actions (Plan Revisions)
Discussion: Work Plan

Does the Committee have any Modifications?

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<th>Tentative Date for Discussion</th>
<th>Follow-up Discussion Date</th>
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<td>Roadways and Traffic</td>
<td>June 2</td>
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<td>2.</td>
<td>Land Use/Transportation Relationship</td>
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<td>Walkability and Urban Design</td>
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Next Steps
Next Meeting

Continue Transportation Topic

• Provide Feedback and Direction on Revisions, Additions, or Deletions to Transportation Solutions

• Review Transportation Policies and Actions
  • Bicycles and Transit
  • Walkability and Urban Design
Next Steps

- Prepare for the next meeting
  - Date: Tuesday, June 9/16, 2020
  - Time: 6:00 p.m.
  - Location: Plano Event Center
- Topic: Transportation
  - Review Transportation Solutions
  - Provide Feedback on Transportation Solutions
Thank you
For more information, please visit www.PlanoCompPlanReview.org