

Plano Tomorrow Comprehensive Plan
Policies and Action Statements Relating to Transportation
Consolidated CPRC Feedback with Staff Recommendations
CPRC Meeting Date: July 21, 2020
The Built Environment – Pedestrian Environment (Bundle 11)

Pedestrian Environment (Bundle 11)	
<u>ORIGINAL POLICY</u>	Plano will pursue a universally accessible and well-connected pedestrian system that promotes walkability, improves navigation of major thoroughfares, and encourages connections between residential areas and neighborhood centers.
Crawford	Plano will work towards establishing an pursue a universally accessible and well-connected pedestrian system that promotes, where appropriate, walkability, improves navigation of major thoroughfares, and encourages connections between residential areas and neighborhood centers.
Dillavou	Plano will pursue a universally accessible and well-connected pedestrian system that promotes walkability, improves navigation of major thoroughfares, and encourages connections between residential areas and neighborhood centers <u>while respecting existing neighborhoods.</u>
La Mastra	Plano will pursue a universally accessible and well-connected pedestrian system that promotes walkability, improves navigation of major thoroughfares, and encourages connections between residential areas and neighborhood centers <u>without disturbing the existing neighborhoods.</u>
Shockey	Plano will pursue a universally accessible and well-connected pedestrian system that promotes <u>enhances</u> walkability, improves navigation of major thoroughfares, and encourages <u>identifies potential</u> connections between residential areas and neighborhood centers.
Solomon	Plano will pursue a universally accessible and well-connected pedestrian system that promotes walkability, improves navigation of major thoroughfares, and encourages connections between residential areas and neighborhood centers, <u>while balancing it with other transportation needs in Plano as identified elsewhere in the Plan.</u>
Staff Rec.	Plano will pursue a safe, accessible, and well-connected pedestrian system that enhances walkability, improves navigation of major thoroughfares, and provides connections to nearby destinations desired by the community.

Commented [CS1]:
Larry Howe: I am in agreement with this policy and action statements.
Hilton Kong: I support the Bicycle/Transit theme (bundles 7-9) and Walkability/Urban Design theme (bundles 10 and 11) as currently exist in the comprehensive plan.
Michael Lin: I am comfortable with all the policy and action statements as is in Bundles 7-11.

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PE1) <u>ORIGINAL</u>	Develop and adopt a pedestrian plan that provides for an accessible, safe system to promote walkability in Plano.
Shockey	Develop and adopt a pedestrian plan that provides for an accessible, safe system to promote <u>enhance</u> walkability in Plano.
Staff Rec.	Develop strategies and identify priorities within the city's transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano. <i>(Note: Rather than creating a separate plan, staff recommends incorporating these functions into the transportation plan. See Actions RS1 and RS9 in 6/16/2020 packet; and Actions RT4, B2, and PE5 herein.)</i>
PE2) <u>ORIGINAL</u>	Foster a streetscape design that includes tree plantings, lighting, street furniture, and wayfinding guides to enhance Plano's pedestrian environment.
Dillavou	Foster a streetscape design that enhances includes tree plantings, <u>sidewalks, greenery and</u> lighting, street furniture, and wayfinding guides to enhance Plano's pedestrian environment. <u>In areas with adequate open space to encourage dawdling, consider shade and street furniture. In areas expected to attract significant visitor traffic, consider wayfinding signage.</u>
Wilson	Foster a streetscape design that includes tree plantings, lighting, street furniture, and wayfinding guides to enhance Plano's pedestrian environment. <u>This includes coordination and partnerships with local businesses who may use corporate funds to provide and maintain various components of the streetscape.</u>
Staff Rec.	Update development standards to foster streetscape design that enhances Plano's pedestrian environment through greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, and other amenities where appropriate. <i>(Note: Most often, in Plano, pedestrian-oriented streets are maintained by a private property owners association and are not the maintenance responsibility of the City of Plano.)</i>

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PE3) ORIGINAL	Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety.
Bronsky	Implement traffic calming -safety methodologies to reduce traffic speeds and improve pedestrian safety.
Dillavou	Implement traffic calming methodologies to reduce traffic speeds <u>on local (non thoroughfare) streets</u> and improve pedestrian safety.
La Mastra	Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety <u>except for major arteries within Plano.</u>
Shockey	Evaluate Implement traffic calming methodologies to reduce traffic speeds and <u>designed to improve pedestrian safety.</u>
Solomon	Implement traffic calming -safety methodologies to reduce traffic speeds and improve pedestrian safety.
Staff Rec.	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) ORIGINAL	
	Review feasibility of narrowing intersections on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.
Bronsky	Review feasibility of narrowing intersections <u>and signal light timings adjustments</u> on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.
Dillavou	<u>Consider improvements to major intersections for crosswalk safety.</u> Review feasibility of narrowing intersections on major roadways that have excessive unused space to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets. <u>Consider islands in the middle of other large intersections where pedestrians can safely wait if they cannot cross in a timely manner.</u>
La Mastra & Shockey	Review feasibility of narrowing intersections on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.
Solomon	Review feasibility of narrowing intersections on major roadways <u>alternatives</u> to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.
Staff Rec.	Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian enhancements.

Commented [CS2]:
Jaci Crawford: What are traffic calming methodologies?

Commented [CS3]:
Doug Shockey: What types of traffic calming methods?

Commented [CS4]:
Yoram Solomon: We are making an assumption that the only way to increase pedestrian safety is through reducing speed. I don't want to limit our thinking

Commented [CS5]:
Jaci Crawford: Question including this noting vehicles are modes of transportation. Narrowing major intersections doesn't seem viable

Commented [CS6]:
Yoram Solomon: Same comment as before. I don't want to limit thinking of city planners. Let's focus on the desired outcome rather than the only means that comes to mind right now.

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PE5) ORIGINAL	Identify and complete sidewalk gaps along the city's roadway system.
Solomon	Identify and complete sidewalk gaps along the city's roadway system to improve pedestrian safety and convenience .
Staff Rec.	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. <i>(Note: See Actions RS1 and RS9 in 6/16/2020 packet; and Actions RT4, B2, and PE1 herein.)</i>
PE6) ORIGINAL	Create Safe Routes to School maps.
Solomon	See comments.
Staff Rec.	Partner with local school districts and other educational institutions to annually provide Safe Routes to School maps. <i>(Note: Maps for elementary schools within the Plano Independent School District and the Frisco Independent School District have been developed to show the suggested route to school for school children coming from the surrounding residential community. A copy of each school map can be obtained from the city by calling 972-941-7152. Maps are also sent home with students at the beginning of each school year. The North Central Texas Council of Government (NCTCOG) facilitates a regional Safe Routes to School program.)</i>
PE7) ORIGINAL	Partner with the public school districts, colleges, and businesses to develop public service announcements that promote pedestrian awareness education.
Bronsky	Partner with the public school districts, colleges educational institutions, residents , and businesses to develop public service announcements that promote pedestrian awareness education.
Solomon	Partner with the public school districts, colleges education institutions , and businesses to develop public service announcements that promote pedestrian awareness education.
Staff Rec.	Partner with educational institutions, businesses, and other stakeholders to develop public service announcements that promote pedestrian safety, awareness, and education.

Commented [CS7]:
Yoram Solomon: In other words—no need to do it where there is no need for it...

Commented [CW8]:
Yoram Solomon: I'm lost... What do you mean by maps?

Commented [CS9]:
Yoram Solomon: Charter schools, private schools, etc. should not be excluded.

Commented [CS10]:
Yoram Solomon: Are we talking about promoting awareness of pedestrians, or driver awareness of the existence of pedestrians?