

Bundle 11 – Pedestrian Environment

Policies and Actions with Detailed Information

The Plano Tomorrow Policies and Actions were developed through meetings with the Planning & Zoning Commission, City Council, and extensive public outreach. Information on this process can be found here:

- [Public Outreach Process](#)
 - [Advisory Committee Workshops](#)
 - [Adoption Process](#)
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The Built Environment - Pedestrian Environment

POLICY - 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.

PE1) Develop and adopt a pedestrian plan that provides for an accessible, safe system to promote walkability in Plano.

Status:

- Pending
- The ADA Transition Plan & Parks Master Plan partially fulfill this action.

Background:

Creating a [community-wide pedestrian plan](#), independently or as one element of a transportation plan, will help advance the city's goals of fostering a more pedestrian-friendly community for people of all ages and abilities. Formally organizing traffic calming efforts and streetscape techniques designed to create safe and comfortable public spaces for pedestrians, including people with disabilities, into a user-friendly document will help prioritize strategies and establish timeframes for achieving goals determined by the community. Furthermore, a plan, designed through the lens of the pedestrian experience, will help consider the varying community contexts within Plano and identify the appropriate mix of design and infrastructure solutions per destination and district.

PE2) Foster a streetscape design that includes tree plantings, lighting, street furniture, and wayfinding guides to enhance Plano’s pedestrian environment.

Status:

- Pending
- A Downtown Streetscape Design Guideline was drafted. Additionally, an update to the Thoroughfare Standards, may also help to address streetscape standards.

Background:

Streetscape enhancements [have been shown to provide a number of benefits](#), including increased physical activity, stronger social cohesion, crime prevention, enhanced traffic safety, mental health improvements, and economic benefits. [These enhancements can include](#) greenery and trees, seating, lighting, special paving treatments, exclusive pedestrian signal phasing, and well-marked crosswalks. [Tailoring a combination of these streetscape measures](#) to fit the environments for which they are being built is a highly effective way to develop people-focused environments that improve the overall health and safety for all users of the road, help define the character of a neighborhood, and bolster the local economy.

PE3) Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety.

Status:

- In Progress
- Currently, the Engineering Department is evaluating consultant qualifications to develop a comprehensive toolbox of traffic calming solutions and have identified two potential pilot roadways.

Background:

This action will help transform Plano’s residential neighborhoods and commercial destinations into safer, people-focused environments. The Institute of Transportation Engineers (ITE) reports that [traffic calming measures](#), “reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.” Implementing [physical design measures](#) in the public realm, such as speed bumps, median islands, raised crosswalks, on-street parking, landscaping, signage, and pavement markings, have proven to reduce the speed and volume of traffic. As a result, communities experience [a reduction in the frequency and severity of crashes and increased safety for people](#) in vehicles, on foot, or on bicycles.

PE4) Review feasibility of narrowing intersections on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.

Status:

- In Progress
- Established traffic safety concepts are considered during the review of land use proposals and concepts are applied to roads in new residential and commercial developments.

Background:

The Federal Highway Administration reports that [intersection safety](#) is a national, state, and local priority, as [more than one in five pedestrian deaths](#) is the result of a collision with a vehicle at an intersection. Narrowing intersections widths at major roadways and reducing the crossing distance for pedestrians can be accomplished by installing [corner curb extensions](#), which are often used where on-street parking is present and can serve as a visual cue to drivers that they are entering a neighborhood street or area, or [median refuge islands](#), protected spaces in the center of the street that facilitate pedestrian crossings.

PE5) Identify and complete sidewalk gaps along the city's roadway system.

Status:

- In Progress
- The Engineering and Public Works Departments routinely evaluate the condition of Plano's sidewalks. As of recently, the following has been accomplished;
 - An inventory of missing sidewalks was completed in May 2016, with 120 miles of sidewalk gaps identified,
 - Since April 1, 2018, the 2,280 service requests for sidewalk work have been completed, and
 - An estimated 38 miles of sidewalk will be repaired during fiscal year 2019-2020.

Background:

Maintaining and repairing the city's existing sidewalks and identifying areas in need of new sidewalks is an ongoing process. The Public Works Department completes sidewalk repairs with city crews throughout the year and through contracted work for residential concrete repair projects. Large scale sidewalk projects are managed by the Engineering Department through the [Community Investment Program](#).

PE6) Create Safe Routes to School maps.

Status:

- In Progress
- Participating school districts are [provided student walking and biking maps](#) prior to the start of the school year.

Background:

The purpose of [Safe Routes to School maps](#) is to encourage and enable more children to safely walk and ride bicycles to school by identifying the safest routes to school for children coming from the surrounding residential community. The Engineering Departments work collaboratively with the Plano and Frisco Independent School Districts and the city's Public Safety Departments to develop [Suggested School Route maps](#) that take into account physical barriers, such as railways lines, freeways, and high traffic streets. The maps are also designed to take advantage of low volume residential streets, stop signs, traffic signals, adult crossing guards, pedestrian bridges, and existing sidewalks. The North Central Texas Council of Government (NCTCOG) facilitates a [regional Safe Routes to School program](#) and underscores that this initiative improves the overall health of students, as well as the greater community, by increasing physical activity in children, thereby improving traffic congestion, safety, and air quality around schools.

PE7) Partner with the public school districts, colleges, and businesses to develop public service announcements that promote pedestrian awareness education.

Status:

- In Progress
- [Public service announcements](#) are [shared frequently](#) through [social media](#) and the city's cable channel.

Background:

This action will help to inform residents of driving, walking, and bicycling habits that can improve safety for everyone. The campaigns can provide information on how to share the trail, encourage safe passing, follow traffic safety laws, and learn about new transportation technology. Furthermore, public education may help to change motorist and pedestrian behavior by increasing awareness of the consequences of pedestrian and bicycle crashes. The [Federal Highway Administration](#) notes that public awareness and safety action plans provide "a framework for focusing [a] community's attention on improving conditions for bicycling and walking." [Lookout Texans](#) is a local campaign that provides traffic safety information for road users throughout the Metroplex.