

Plano Tomorrow Comprehensive Plan
Policies and Action Statements Relating to Transportation
Consolidated CPRC Feedback with Staff Recommendations
CPRC Meeting Date: June 30, 2020
Regionalism – Regional Transportation (Bundle 3)

Regional Transportation (Bundle 3)	
<u>ORIGINAL WEBSITE CONTEXT</u>	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.
<u>As revised 6/16/2020</u>	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. New regional transportation initiatives should be evaluated to consider impacts to Plano’s existing system and how it meets the needs and priorities of people who live and work in Plano.
Bronsky	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 . New regional transportation initiatives should be evaluated to consider impacts to Plano’s existing system and how it meets the needs and priorities of people who live and work in Plano.
Staff Rec.	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. <i>(Note: Guiding Principles (Agenda Item 2) may be considered as an alternative, broad approach to include comments regarding needs and priorities of those who live, work, or study in Plano.)</i>

Commented [CS1]:
Hilton Kong: I prefer the original versions of the Roadways/Traffic theme (bundles 1-3) and Land Use/Transportation themes (bundles 4-6), but will support as amended and presented

Michael Lin: I had no comments on the original version of the bundles. All my comments refer to changes to the original versions.

Jeff Beckley: I am really struggling with how most of the changes improve the plan. Here are a few examples [noted by staff on individual items below]

Commented [CS2]:
Michael Lin: I'm still uncomfortable focusing solely on the needs of those living/working in Plano, especially on a bundle for Regionalism. Is there a way for the consultants to wordsmith this to encompass what others on the committee want, while emphasizing the needs of Plano-ians?

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<u>ORIGINAL POLICY</u>	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.
<u>As revised 6/16/2020</u>	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.
Solomon	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 as needed and prioritized by all people who live, study, and work in Plano.
Staff Rec.	Staff recommends the "As revised 6/16/2020" version above. <i>(Note: Guiding Principles (Agenda Item 2) may be considered as an alternative, broad approach to include comments regarding needs and priorities of those who live, work, or study in Plano.)</i>
<u>RT1) ORIGINAL</u>	Create criteria to evaluate regional transportation projects to determine the impact upon the city and develop solutions to mitigate negative effects. No new changes proposed by Committee or staff.
<u>RT2)</u>	<<To Be Discussed with Different Topic>>
<u>RT3)</u>	<<To Be Discussed with Different Topic>>
<u>RT4) ORIGINAL</u>	Annually review the city's transportation plan to ensure consistency with regional transportation agencies' plans.
<u>As revised 6/16/2020</u>	Annually review city and regional transportation plans to ensure consistency and balance the needs and priorities of all people that live and work in Plano.
Howe & Solomon	Annually review city and regional transportation plans to ensure consistency and balance the needs and priorities of all people that live, study , and work in Plano.
Staff Rec.	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. <i>(Note: See Actions RS1 and RS9 in 6/16/2020 packet; and Actions B2, PE1, and PE5 herein. RS9 also references plan maintenance.)</i>

Commented [CS3]:
Jeff Beckley: How does this improve the original statement

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RT5)	<<To Be Discussed with Different Topic>>
RT6)	<i>RT6 does not exist in the current Comprehensive Plan. This would be a new action.</i>
RT6) As added 6/16/2020	Share opportunities for citizen input on proposed regional transportation projects and priorities being funded by county and regional governments.
Staff Rec.	No changes proposed by Committee or staff. Staff recommends the "As added 6/16/2020" version above.
RT7)	<i>RT7 does not exist in the current Comprehensive Plan. The comments below are proposed as new actions.</i>
Dillavou & Bronsky	RT7) When selecting between alternatives, the total cost and efficiency of the alternatives to all concerned should be significant consideration.
Solomon	RT7) When selecting between alternative, the total cost and efficiency of the alternatives to all people who live, study, and work in Plano should be a significant consideration.
Staff Rec.	<i>(Note: Incorporating this comment would be challenging due to the limits of city authority in this area. Fully evaluating <u>all</u> alternatives at the city level would require additional cost and access to information that may not exist nor be readily available, especially since city staff and officials do not directly manage regional evaluation processes. The city also has limited influence over selection of alternatives with regards to regional transportation, as a board representing various agencies controls the selection process. Additionally, there are laws relating to government procurement and environmental protection intended to ensure that reasonable costs and alternatives are considered in transportation projects.)</i> <i>(Note: Guiding Principles (Agenda Item 2) may be considered as an alternative, broad approach to include comments regarding needs and priorities of those who live, work, or study in Plano.)</i>

Commented [CS4]:
Larry Howe: Hopefully this means encouraging Plano citizen input using the existing public input process by NCTCOG. See <https://www.nctcog.org/trans/involve/meetings>