1520 K Avenue, Plano, Texas 75074
and via Videoconference

DATE: July 07, 2020

TIME: 6:00 p.m.

CALL TO ORDER

OUR VISION: PLANO IS A GLOBAL ECONOMIC LEADER BONDED BY A SHARED SENSE OF COMMUNITY WHERE RESIDENTS EXPERIENCE UNPARALLELED QUALITY OF LIFE.

The Comprehensive Plan Review Committee will open their Regular Meeting at 6:00 p.m. in the Senator Florence Shapiro Council Chambers of the Plano Municipal Center to discuss posted items in the regular meeting as allowed by law. Some members, consultants, and staff may participate remotely via videoconference. The facility will not be open to the public.

For those wanting to watch the meeting, the meeting will be live streamed on Plano’s website at www.planotv.org.

As an ad hoc Committee of the City of Plano, the Open Meetings Act does not apply. This meeting will not include public comments. An audio recording of the meeting will be made available on www.PlanoCompPlanReview.org.

PLEDGE OF ALLEGIANCE

ITEMS FOR DISCUSSION

1. Approval of Minutes: June 30, 2020
   Zarate

2. Consideration: Comprehensive Plan Guiding Principles
   Sefko

3. Consideration: Transportation Bundle 1
   Sefko

4. Consideration: Transportation Bundles 2-6
   Sefko

5. Discussion and Direction: Transportation Bundles 7-11 Polling Exercise
   Sefko

6. Presentation: Returning to Density Discussion
   Sefko

7. CPRC Work Plan Updates
   Sefko

ADJOURN

COUNCIL LIAISONS: Council Member Rick Grady and Council Member Maria Tu
COMPREHENSIVE PLAN REVIEW COMMITTEE
REGULAR MEETING
June 30, 2020

COMMITTEE MEMBERS PRESENT
Doug Shockey, Chair
Jeff Beckley
Jaci Crawford
Carolyn Doyle
Xinyi Gong
Richard “Larry” Howe
Mary Jacobs
Hilton Kong
Jijie “Jack” Liu
Yoram Solomon
Sara Wilson

COMMITTEE MEMBERS PRESENT VIA VIDEOCONFERENCE
Michael Bronsky, Vice Chair
Jim Dillavou
Erin Dougherty
Salvator La Mastra
Michael Lin

COMMITTEE MEMBERS ABSENT
None

STAFF PRESENT
Christina Day, Director of Planning
Michael Bell, Comprehensive Planning Manager
Christina Sebastian, Lead Planner
Linette Magana, Administrative Support Supervisor
Denise Zarate, Senior Administrative Assistant
Steve Andrews, Producer
Kahn Knight, Service Desk Analyst III, Technology Services
Jimmy Vargas, Service Desk Analyst III, Technology Services

STAFF PRESENT VIA VIDEOCONFERENCE
Michelle D’Andrea, Deputy City Attorney
Brian Shewski, Transportation Engineering Manager
Drew Brawner, Senior Mobility Planner
Kendra Cobbs, Senior Planner
Kelsey Poole, Planner

FREESE AND NICHOLS CONSULTANTS PRESENT
Dan Sefko, Project Lead
Daniel Harrison, Project Manager
Chair Shockey convened the Committee into the regular meeting on Tuesday, June 30, 2020, at 6:06 p.m. at the Plano Municipal Center Senator Florence Shapiro Chambers and via videoconference. Eleven Committee members were present. Five members were present via videoconference. Chair Shockey led the Committee in the Pledge of Allegiance.

ITEMS FOR DISCUSSION

1) Approval of Minutes: June 30, 2020

MOTION: Upon a motion made by Member Kong and seconded by Member Jacobs, the Committee voted 16-0 to approve the June 16, 2020, Regular Meeting minutes with one modification.

2) Discussion and Direction: Comprehensive Plan Guiding Principles – Mr. Sefko gave an overview of the proposed Comprehensive Plan Guiding Principles. Member Solomon had some requests to change some items in the proposed guidelines. Some discussion was held.

MOTION: Upon a motion made by Vice Chair Bronsky and seconded by Member Howe, the Committee voted unanimously to incorporate guiding principles into the Plan.

Chair Shockey summarized the Committee’s discussion of proposed modifications to the guidelines.

MOTION: Upon a motion made by Member Solomon and seconded by Vice Chair Bronsky, the Committee voted unanimously to support move the guiding principles, as amended, forward to a formal vote.

3) Discussion and Direction: Transportation Themes Polling Exercise – Mr. Sefko presented the Comprehensive Plan bundle items for the Committee to review and participate in a poll.

After some discussion, the Committee decided initial polls would be taken based on the Committee’s consolidated comments including the consultant and staff’s recommended updates. Polling below reflects this pattern except where otherwise noted.

Bundle 2 – Transportation Demand Management

The Committee discussed proposed changes to Bundle 2 – Transportation Demand Management. Chair Shockey summarized the changes discussed. Following discussion, the Committee was polled on Bundle 2.

POLL: Bundle 2 – Transportation Demand Management:
Option A – I support: 12
Option B – I would like more information: 1
Option C – I support additional modifications: 3
Following the poll, Member Solomon clarified that he chose Option C because he would like to see language regarding air quality to be included back in the bundle. Member Howe responded to his concern in earlier discussion that air quality is a regional issue that covers all transportation and is comfortable that it is included in a separate comprehensive plan policy. Member Solomon retracted his comment and noted that he would change his selection from Option C to Option A. This revises the poll results as follows:

Option A – I support: 13
Option B – I would like more information: 1
Option C – I support additional modifications: 2

Bundle 3 – Regional Transportation

The Committee discussed proposed changes to Bundle 3 – Regional Transportation. Some questions were asked and discussion was held. Following discussion, the Committee was polled on Bundle 3.

MOTION: Upon a motion made by Member Kong and seconded by Member Jacobs, the Committee was polled on their preferences for Bundle 3 based on the Committee’s consolidated comments including the consultant and staff’s recommended updates.

POLL: Bundle 3 – Regional Transportation:
Option A – I support: 15
Option B – I would like more information: 0
Option C – I support additional modifications: 1

There were no comments or clarifications on polling selections for Bundle 3.

Bundle 4 – Land Use

The Committee discussed proposed changes to Bundle 4 – Land Use. Member Solomon questioned why staff recommended changes to the word “quality.” Ms. D’Andrea clarified the legal concerns for the use of that word. Some questions were asked and discussion was held. Following discussion, the Committee was polled on Bundle 4.

MOTION: Upon a motion made by Chair Shockey, the Committee was polled on their preferences for Bundle 4 based on the Committee’s consolidated comments including the consultant and staff’s recommended updates and noted that if less than 12 members support the poll the Committee will discuss modifications and poll again.

POLL #1: Bundle 4 – Land Use:
Option A – I support: 10
Option B – I would like more information: 1
Option C – I support additional modifications: 5

Discussion was held.
MOTION: Upon a motion made by Member Kong and seconded by Vice Chair Bronsky, the Committee was polled on their preferences for Bundle 4 based on the Committee’s consolidated comments including the consultant and staff’s recommended updates and an additional revision to remove language regarding “a variety of” housing and employment opportunities in the context and policy.

POLL #2: Bundle 4 – Land Use:
- Option A – I support: 13
- Option B – I would like more information: 0
- Option C – I support additional modifications: 3

Member Dillavou provided comments on the reason for his polling selection.

Bundle 5 – Transit Oriented Development

The Committee discussed proposed changes to Bundle 5 – Transit Oriented Development. Following discussion, the Committee was polled on Bundle 5.

MOTION: Upon a motion made by Member Howe and seconded by Vice Chair Bronsky, the Committee was polled on their preferences for Bundle 5 based on the Committee’s consolidated comments including the consultant and staff’s recommended updates.

POLL: Bundle 5 – Transit-Oriented Development:
- Option A – I support: 12
- Option B – I would like more information: 0
- Option C – I support additional modifications: 4

Bundle 6 – Population Growth

The Committee discussed proposed changes to Bundle 6 – Population Growth. Following discussion, the Committee was polled on Bundle 6.

MOTION: Upon a motion made by Member Howe and seconded by Vice Chair Bronsky, the Committee was polled on their preferences for Bundle 6 based on the Committee’s consolidated comments including the consultant and staff’s recommended updates.

POLL: Bundle 6 – Population Growth:
- Option A – I support: 12
- Option B – I would like more information: 1
- Option C – I support additional modifications: 3

The Committee expressed concern about starting the polling and discussion for Bundles 7-11 without an opportunity to go in depth due to the time. The Committee decided to pause the discussion and continue at the July 7, 2020, meeting.

4) CPRC Work Plan Updates

There were no changes to the work plan.
Chair Shockey requested staff look at options to provide hard copies of the packet earlier. Member Dillavou requested soft copies of the packet to make notes on.

With no further discussion, Chair Shockey adjourned the meeting at 9:11 p.m.

______________________________
Doug Shockey, Chair
Agenda Item 2

Consideration: Comprehensive Plan Guiding Principles

DESCRIPTION:

Hold a vote to consider sending the proposed Comprehensive Plan Guiding Principles to the Planning & Zoning Commission.

REMARKS:

At the June 30, 2020, meeting, the Committee considered proposed Guiding Principles drafted in response to suggested plan edits and comments made in prior meetings. The Principles would establish overarching themes that apply to all policies and actions throughout the Comprehensive Plan to create an efficient system and minimize repetition.

In an informal poll held at the June 30, 2020, meeting, the Committee unanimously supported incorporating the Principles into the Comprehensive Plan with a few revisions. The Guiding Principles with revisions incorporated are in Attachment A.

RECOMMENDATION:

Recommend the Committee hold a vote and consider sending the proposed Comprehensive Plan Guiding Principles to the Planning & Zoning Commission.

ATTACHMENTS:

Attachment A – Comprehensive Plan Guiding Principles
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 do 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.
Agenda Item 3

Consideration: Transportation Bundle 1

DESCRIPTION:

Hold a vote to consider sending proposed revisions on Transportation Bundle 1 (Roadways Systems Policy and Actions) to the Planning & Zoning Commission.

REMARKS:

June 16, 2020, Polling Results

On June 16, 2020, the Committee discussed changes and completed a polling exercise on Transportation Bundle 1 (Roadways Systems Policy and Actions). By a result of 14-2, the Committee directed the consultant to prepare Bundle 1 for a final vote with the language as presented in the June 16th packet and the following additional revisions:

1. **RS POLICY:** Plano will develop a safe and efficient roadway system that meets the needs of people of all ages and abilities who live, work, and study in Plano.

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

3. **RS4:** Review and update roadways standards to efficiently and safely accommodate all modes of transportation needed and prioritized by Plano residents and organizations.

4. **RS8:** Review and update the Traffic Impact Analysis (TIA) threshold to better evaluate the impacts of new and redevelopment projects on existing neighborhoods communities and the roadways system.

5. **RS10:** Evaluate transportation alternatives that consider both construction and lifecycle costs as well as the preferences and priorities of Plano residents and organizations.

Refer to Attachment A for the revisions to Bundle 1 as approved by the Committee on June 16, 2020.
Updates as a Result of Guiding Principles and Staff Review

In response to the Committee’s discussion of Bundle 1, a set of comprehensive plan guiding principles was proposed at the June 30th meeting to establish overarching themes that would apply to all policies and actions and remove unnecessary repetitive language. The Committee supported this approach and unanimously consented to include these principles, with modifications, to the comprehensive plan (see Agenda Item 2).

With support for the new approach, staff and the consultants have revisited Bundle 1 to consider how the Committee’s proposed changes at the June 16, 2020, meeting could be modified to meet the intent of the guiding principles. Additionally, staff and consultants reviewed the proposed changes similar to the recommendations provided in the June 30, 2020, packet. A summary of changes include:

1. **RS POLICY**: Plano will develop a safe and efficient roadway system that meets the needs of people of all ages and abilities who live, and work, and study in Plano.
   
   *(Reason: The text removed is addressed by Guiding Principles 1.1 and 2.1.)*

2. **RS4**: Review and update roadways standards to efficiently and safely accommodate all modes of transportation needed and prioritized by Plano residents and organizations.
   
   *(Reason: The text removed is addressed by Guiding Principles 1.1 and 1.4.)*

3. **RS8**: Review and update the Traffic Impact Analysis (TIA) threshold and standards to better evaluate the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, communities and the roadway system.
   
   *(Reason: Staff recommends adding standards to better ensure that the TIA requirements are able to meet the expectations of the community regarding impact on surrounding neighborhoods and other development. Adding “the surrounding community” language is intended to more clearly convey the Committee’s interest in including businesses, non-profits, and other institutions than “neighborhood communities,” which could still be interpreted to mean residential only.)*

4. **RS9**: Research the latest trends in transportation and update the transportation plan to ensure available technologies and strategies are being used.
   
   *(Reason: This action is addressed by Guiding Principle 2.2.)*
5. **RS10**: Evaluate transportation alternatives that consider both construction and lifecycle costs as well as the preferences and priorities of Plano residents and organizations.

   *(Reason: This action is addressed by Guiding Principle 2.4.)*

Proposed changes have been included in Attachment B for the Committee’s consideration.

**RECOMMENDATION:**

Recommend the Committee hold a vote and consider sending proposed revisions on Transportation Bundle 1 to the Planning & Zoning Commission.

**ATTACHMENTS:**

Attachment A – Bundle 1 (As Modified on June 16)
Attachment B – Bundle 1 (With Staff Recommendations)
Bundle 1 – Roadway Systems
Policies and Actions
As Reflected in the Poll on June 16, 2020
Changes Tracked from Original Ordinance

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 people who live and work in Plano.

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 and innovative concepts that improves the safety and efficiency of the roadway system for people of all ages and abilities who live, work, and study in Plano.

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 the 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 needed and prioritized by Plano’s residents and organizations.

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 for to better evaluate the impacts of new and redevelopment projects on existing neighborhood communities and the roadway system.

RS9) Research the latest trends in transportation and update the transportation plan to ensure available technologies and strategies are being used.

RS10) Evaluate transportation alternatives that consider both construction and lifecycle costs as well as the preferences and priorities of Plano’s residents and organizations.
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 people who live and work in Plano.

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POLICY - Plano will develop a safe and efficient roadway system that meets the needs of all people of all ages and abilities who live, work, and study in Plano.

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 needed and prioritized by Plano’s residents and organizations.

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 to better evaluate the impacts of new and redevelopment projects on existing neighborhood communities and the roadway system.

RS9) Research the latest trends in transportation and update the transportation plan to ensure available technologies and strategies are being used.

RS10) Evaluate transportation alternatives that consider both construction and lifecycle costs as well as the preferences and priorities of Plano’s residents and organizations.
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)** Create an Continue to improve upon Plano’s Intelligent Transportation System for Plano’s the 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.

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 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.
Agenda Item 4

Consideration: Transportation Bundles 2-6

DESCRIPTION:

Hold a vote to consider sending proposed revisions on Transportation Bundles 2-6 to the Planning & Zoning Commission.

REMARKS:

At the June 30, 2020, meeting, the Committee continued discussion of Transportation Bundles 2-6. Informal polls were held for each bundle. The polling results supported, with at least 75% consensus, the Committee’s consolidated comments including the consultant and staff’s recommended updates with some additional revisions.

Revisions to Bundles 2-6 resulting from the polling are included in Attachments A and B. The purpose of this agenda item is to allow the Committee to take a formal vote on these revisions. At least a 75% majority is needed in order for them to be sent for consideration to the Planning & Zoning Commission.

RECOMMENDATION:

Recommend the Committee hold a vote and consider sending proposed revisions on Transportation Bundles 2-6 as shown in Attachment A to the Planning & Zoning Commission.

ATTACHMENTS:

Attachment A – Transportation Bundles 2-6
Attachment B – Transportation Bundles 2-6 with Changes Tracked from Original Ordinance
Transportation Bundles 2-6
Context, Policies, and Actions
As Reflected in the Polls on June 30, 2020

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 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 LISTED UNDER THE BICYCLE AND TRANSIT THEME
The Built Environment - Land Use

WEBSITE CONTEXT - Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses not only acceptable, but desirable. Mixed use developments can provide benefits to fitness, public health and safety, as well as improved municipal services. To provide housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.

POLICY - Plano will support a system of organized land use to provide housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods, businesses, and institutions.

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, that enhance the quality of neighborhoods.

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

**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 transit 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 transit stations and future commuter rail corridors.

**TOD4)** Implement parking maximums 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**) Evaluate existing and projected DART ridership in planning efforts for Transit-Oriented Developments.

*NOTE: IF TOD5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.*
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 AT LATER DATE.
Transportation Bundles 2-6

Context, Policies, and Actions

As Reflected in the Polls on June 30, 2020

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.
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.
The Built Environment - Land Use

WEBSITE CONTEXT - Zoning has played an important role for cities in addressing the issue of land use compatibility. The city’s Future Land Use and Growth and Change Maps, key components of the Plano Tomorrow plan, provide recommendations for land use decisions and zoning requests. Advances in technology, building practices, and environmental regulations have made mixing of compatible land uses not only acceptable, but desirable. Mixed use developments can provide benefits to fitness, public health and safety, as well as improved municipal services. To provide greater housing and employment choices aligned with the market, Plano will support a system of organized land use where new and redevelopment areas respect viability and quality of life for existing neighborhoods, businesses, and institutions.

POLICY - Plano will support a system of organized land use to provide greater housing and employment choices aligned with the market, where new and redevelopment areas respect the viability and quality of life for existing neighborhoods and institutions.

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, that enhance the quality of neighborhoods.

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

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 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 station area plans to guide development patterns within ½ mile of identified transit 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 stations to encourage urban design and increase development opportunities. future commuter rail corridors.

TOD4) Establish Implement parking maximums 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: IF TOD5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
**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 AT LATER DATE.*
Agenda Item 5

Discussion and Direction: Transportation Bundles 7-11 Polling Exercise

DESCRIPTION:

Hold a discussion and provide direction regarding transportation-related topics in the Plano Tomorrow Comprehensive Plan under the “Bicycles and Transit” and “Walkability and Urban Design” themes.

REMARKS:

On April 21, 2020, the Committee agreed to divide the transportation related policies and actions into four themes: Roadways and Traffic, Land Use/Transportation Relationship, Bicycles and Transit, and Walkability and Urban Design. These themes will be utilized to facilitate discussion of Plan policies, actions, and/or maps, and any modifications deemed appropriate.

Bundles 1-6

At the June 16, 2020, and June 30, 2020, meetings, the Committee completed polling exercises and provided direction on Bundles 1-6 under the “Roadways and Traffic” and “Land Use/Transportation” Themes. Formal votes on Bundles 1-6 pursuant to that direction will be taken as part of Agenda Items 3 and 4.

Bundles 7-11

Prior to the June 30, 2020, meeting, members were encouraged to provide comments on Bundles 7-11 under the “Bicycle and Transit” and “Walkability and Urban Design” Themes. Members’ comments on these bundles have been consolidated and included in Attachment A. Since the June 30, 2020, packet publication, additional Committee comments were received and have been incorporated in Attachment A. The purpose of this item is to allow the Committee to discuss these comments and provide direction to the consultants and staff.

Staff/Consultant Recommendations

Well-crafted public policy aspires to be clear and concise. It meets the needs of the community and the organization it serves. It is also functional with the professional requirements of the direct administrators. In an effort to ensure these needs are balanced, while giving careful consideration to comments from Committee members, staff and the consultants have crafted recommendations for consideration. These
recommendations are intended to incorporate the consensus of the Committee’s proposed edits in a manner consistent with best practices for comprehensive plans.

Attachment A includes staff and consultant recommendations in context of the Committee’s proposed edits. Attachment B includes only staff and consultant recommendations in a concise and consolidated format to aid the Committee in their deliberation. These attachments have been updated to reflect new Committee comments received since the June 30, 2020, packet publication.

Polling Exercise

As part of the discussion at this meeting, the Committee will take part in a polling exercise and discussion to determine the appropriate next steps for Bundles 7-11. It is intended that finalized bundles will be returned for a formal vote by the Committee.

Note: This is an informal poll. It will not directly result in sending any policies or actions to the Planning & Zoning Commission.

Discussion will be led by the Chair. Dan Sefko will track policy and action modifications, clarify polling options based on Committee discussion, and facilitate polling based on options below:

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>I support as discussed.</td>
</tr>
<tr>
<td>B</td>
<td>I would like more information or discussion.</td>
</tr>
<tr>
<td>C</td>
<td>I support modifications.</td>
</tr>
</tbody>
</table>

The purpose of the polling exercise is to give staff a clear idea of what to bring back to the Committee in preparation of a formal vote that would send information forward to the Planning & Zoning Commission.

RECOMMENDATION:

Recommend the Committee provide direction regarding the revised policies and actions in Bundles 7-11.

ATTACHMENTS:

Attachment A – Consolidated CPRC Feedback with Staff Recommendations (Bundles 7-11)
Attachment B – Staff Recommendations (Concise Version)
Plano Tomorrow Comprehensive Plan
Policies and Action Statements Relating to Transportation
Consolidated CPRC Feedback with Staff Recommendations (Bundles 7-11)
CPRC Meeting Date: 2020.07.07
Item 5 – Attachment A

The Built Environment – Bicycle (Bundle 7)

<table>
<thead>
<tr>
<th>ORIGINAL POLICY</th>
<th>Plano will enhance and maintain a safe regional bicycle system to provide a viable option for travel to destinations, which is accessible to all users.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Plano will enhance and maintain a safe regional bicycle system to provide a viable option for travel to destinations, which is accessible to all users, as needed and prioritizing existing residents, business, and organizations.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Plano will enhance and maintain its system of bicycle and walking trails to promote recreation and, where feasible, provide a viable option for travel to destinations, focused on safety and accessibility, a safe regional bicycle system to provide a viable option for travel to destinations, which is accessible to all users.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Plano will enhance and maintain a safe regional bicycle and walking trail system to provide a viable option for travel to destinations, which is accessible to all users.</td>
</tr>
<tr>
<td>Shockey</td>
<td>Plano will enhance and maintain a safe regional bicycle system to provide a viable option for travel to destinations, which is accessible to all users.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Plano will enhance and maintain a safe regional bicycle system to provide a viable option for travel to destinations and exercise, which is accessible to all users, as needed and prioritized by all people who live, study, and work in Plano.</td>
</tr>
</tbody>
</table>
| Staff Rec.      | 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. (Note: There are other adopted city policies about the recreational aspects of trail use in the Parks and Recreation Policy and Parks and Recreation Master Plan.)  
(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.)  
Staff supports changing the name of this policy to “Bicycles and Other Micromobility.” |

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.

Commented [CS2]:
Jim Dillavou: As noted, I believe bicycles primarily belong in Parks. The way that Plano is built with large thoroughfares of 6 to 10 lanes and 45 to 55 mile an hour speed limits is not compatible with bicycles on these thoroughfares in any practical design. This is true also for many four lane streets like Ohio, Avenue K, Windhaven, parts of Park Avenue. These thoroughfares often carry between 20,000 and 70,000 cars per day.
Proposed change to policy name: Bicycles, walking and other alternative mobility (NOTE: much of this would be more appropriate in the Parks plan rather than in Transportation)
### Bicycle (Bundle 7)

<table>
<thead>
<tr>
<th>B1) ORIGINAL</th>
<th>Meet with businesses and share ideas with other cities regarding bicycle transportation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Meet with <a href="#">residents, businesses and other organizations</a> and share ideas with other cities regarding bicycle transportation.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Meet with <a href="#">users and adjoining cities to businesses and share ideas with other cities</a> regarding bicycle, walking and alternative mobility recreation and transportation.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Meet with businesses and <a href="#">adjoining communities to share ideas with other cities</a> regarding bicycle and walking transportation.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Meet with businesses and <a href="#">other organizations in Plano to share ideas with other cities</a> regarding bicycle transportation.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Meet with businesses, residents, and other stakeholders to share ideas regarding bicycle and other micromobility transportation options.</td>
</tr>
</tbody>
</table>

*(Note: In recent years, micromobility alternatives, such as shared electric scooters and bikes, have become increasingly popular on Plano’s streets and trails. Staff would support incorporating new technologies into these actions.)*

<table>
<thead>
<tr>
<th>B2) ORIGINAL</th>
<th>Adopt a bicycle plan with a target mode share for biking, a safety goal and a target crash reduction.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Adopt a bicycle plan with a target mode share for biking, a safety goal and a target crash reduction, while considering other vehicular needs.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Adopt a bicycle, pedestrian and alternative transportation plan with a target mode share for biking, a focused on safety goal and a target crash reduction while providing options for transportation use.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Adopt a bicycle plan with a target mode share for biking and pedestrian transportation with a safety goal and a target crash reduction.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Adopt a bicycle plan with a target mode share for biking, a safety goal and a target crash reduction, while considering other vehicular needs and priorities.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Incorporate bicycle usage data, crash reduction strategies, and safety recommendations within the city’s transportation plan.</td>
</tr>
</tbody>
</table>

*(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, PE1, and PE5 herein.)*
## Bicycle (Bundle 7)

<table>
<thead>
<tr>
<th>Original</th>
<th>Suggested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</td>
<td>Bronsky &amp; Solomon: Create and of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</td>
</tr>
<tr>
<td>Crawford: Create Study feasibility, in Plano, of end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</td>
<td>Dillavou: Create suggestions and guidelines end of trip for amenities that will encourage alternative mobility guidelines, such as improved lighting, bicycle parking and shower facilities to encourage bicycle transportation.</td>
</tr>
<tr>
<td>La Mastra: Create end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</td>
<td>Shockey: Create suggestions for end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</td>
</tr>
<tr>
<td>Wilson: Create end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</td>
<td>Staff Rec.: Create development guidelines that improve the safety and convenience of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.</td>
</tr>
</tbody>
</table>

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Commented [CS5]:
Yoram Solomon: Should we encourage bicycle transportation? Shouldn't that be the decision of people who live here? I don't think that it is the role of the city to encourage one more of transportation over another.

Commented [CS6]:
Sara Wilson: take out completely. Added expense for something that very few will use.
### Bicycle (Bundle 7)

<table>
<thead>
<tr>
<th>ORIGINAL</th>
<th>Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists, as needed and prioritizing existing residents, business, and organizations.</td>
</tr>
<tr>
<td>Crawford</td>
<td>Adapt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists where appropriate for Plano.</td>
</tr>
<tr>
<td>Dillavou, La Mastra, &amp; Shockey</td>
<td>Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists, subject to and balanced with the needs and prioritized of the people who live, study, and work in Plano.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists and to provide additional safety and transportation choices in appropriate locations of the city. (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.)</td>
</tr>
</tbody>
</table>

**Commented [CS7]:**

Jim Dillavou: I do not think there should be an ordinance to meet these standards across the whole city. Plano's street grid is designed to carry large volumes of traffic in six or more lanes. These streets are not compatible with bike traffic and there should not be an effort to make them so. It would require massive reductions in volume and speeds to be compatible with bikes on these streets. It is not practical to achieve such reductions and would be opposed by a majority of residents. I believe the same is true for many of the four lane streets that are major carriers of traffic like Ohio.

<table>
<thead>
<tr>
<th>ORIGINAL</th>
<th>Measure the bicycle level of service to evaluate existing routes, prioritize site for improvement, and evaluate alternate treatments.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No changes proposed by Committee.</td>
</tr>
</tbody>
</table>
## Bicycle (Bundle 7)

<table>
<thead>
<tr>
<th>Item</th>
<th>Action Language</th>
<th>Comments</th>
</tr>
</thead>
</table>
| B6   | **ORIGINAL**    | Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.  
La Mastra | Collect **current** data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements. **Meet with bicycle clubs in Plano to determine needs and growth of bicycle current and future usage.**  
Staff Rec. | Staff recommends the original action language.  
(Note: Bicycle clubs in Plano would be included as stakeholders in the staff recommendation for Action B1.) |
| B7   | Regularly poll people who live, study, and work in Plano to collect their needs and priorities with respect to bicycle usage and routes.  
Bronsky & Solomon | **Staff Rec.**  
(Note: **Parks and Recreation Action 1 (PR1)** calls for updating the Parks and Recreation Master Plan every five years, which includes extensive public outreach related to the Bicycle Transportation Map, trails, and similar issues. In addition, this is similar to and may be covered by **PR 7**, which states, "Examine the impact of changing demographics and recreational needs on parks, facilities and programming through research of trends and gathering public feedback.")  
(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.) |
| B8   | Balance bicycle travel against other transportation needs and priorities of people who live, study, and work in Plano.  
Solomon | |

**Commented [CS8]:**  
Yoram Solomon: I realize I repeat this clarification often. It might make sense to, somewhere early in the document to state that generally this plan prioritizes the needs and priorities of all people who live, study, and work in Plano. Maybe even create a term for it (e.g., Plano Residents) that, whenever used, will make that clarification.
## Public Transit (Bundle 8)

<table>
<thead>
<tr>
<th>Original Policy</th>
<th>Original Language</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plano will provide access to a convenient transit network focused on increased travel options and direct connections to major local destinations.</td>
<td>Plano will support and influence DART in an effort to improve access to a convenient public transit network focused on increased travel options and direct connections to major local destinations.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Plano will provide access to a convenient transit network focused on increased travel options for Plano residents and direct connections to major local destinations.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Staff recommends the original policy language.</td>
</tr>
</tbody>
</table>

### PT1)

<table>
<thead>
<tr>
<th>Original Language</th>
<th>Original</th>
<th>Staff Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inform and promote Dallas Area Rapid Transit (DART) services offered in Plano to city residents.</td>
<td>Inform and promote Dallas Area Rapid Transit (DART) services offered in Plano to city residents, while balancing the economic benefits compared to alternatives.</td>
<td>Inform and promote Dallas Area Rapid Transit (DART) services offered in Plano to city residents and those that work in Plano.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Dillavou</td>
<td>La Mastra</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Solomon</td>
<td>Staff Rec.</td>
</tr>
<tr>
<td>Inform and promote Dallas Area Rapid Transit (DART) services offered in Plano to city residents.</td>
<td>Share information about Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.</td>
<td></td>
</tr>
</tbody>
</table>

### PT2)

<table>
<thead>
<tr>
<th>Original Language</th>
<th>Original</th>
<th>Staff Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop metrics to measure ridership and to identify service enhancements.</td>
<td>Develop metrics to measure ridership and to identify service enhancements return on investment in DART.</td>
<td>Staff recommends the original action language.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Dillavou</td>
<td>Staff Rec.</td>
</tr>
</tbody>
</table>

---

Commented [CS9]: 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.

Commented [CS10]: Michael Lin: I am comfortable with all the policy and action statements as is in Bundles 7-11.

Commented [CS10]: Yoram Solomon: Not sure it is the city’s role to promote it.
### Public Transit (Bundle 8)

<table>
<thead>
<tr>
<th>Item 5 – Attachment A</th>
</tr>
</thead>
</table>
| **PT3** | **ORIGINAL** | Increase the number of public transit options throughout all of Plano by working with DART to enhance service provision.  
Bronsky | Increase the number of public transit options *where needed and desired* throughout all of Plano by working with DART to enhance service provision.  
Solomon | Increase the number of public transit options throughout all of Plano by working with DART to enhance service provision, while balancing the economic benefit and costs compared to alternatives.  
Staff Rec. | Increase the number of public transit options in Plano by working with DART to enhance service provision where needed and desired. |
| **PT4** | **ORIGINAL** | Study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program.  
Dillavou | Study the [Advocate that DART conduct] feasibility and studies to evaluate identify the required infrastructure and routes for a Bus Rapid Transit program.  
Gong | Study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program.  
Solomon | Study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program, while balancing the economic benefit and costs compared to alternatives.  
Staff Rec. | Partner with DART to study the feasibility and identify the required infrastructure and routes for a Bus Rapid Transit program. |

**Commented [CS11]:**  
Yoram Solomon: This comment repeats itself in the next action item. We need to make sure that when taxpayer dollars have to be spent, that those are the best alternatives to achieve the same goal.

**Commented [KP12]:**  
Salvator La Mastra: Who pays for the study, is that a DART expense?
### Public Transit (Bundle 8)

#### PT5

**ORIGINAL**

<table>
<thead>
<tr>
<th>Name</th>
<th>Staff Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gong</td>
<td>Work with DART to protect public transit users from weather and vehicular traffic through the installation of transit shelters at service stops.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Work with DART to protect public transit users from weather and vehicular traffic through the installation of transit shelters at service stops.</td>
</tr>
<tr>
<td>Wilson</td>
<td>Work with DART to protect public transit users from weather and vehicular traffic through the installation of transit shelters at service stops. <em>This includes coordination and partnerships with local businesses who may use corporate funds to build and maintain a shelter.</em></td>
</tr>
</tbody>
</table>

**Commented [CS13]:**

Yoram Solomon: What if there are other alternatives? I don’t want to restrict.

#### PT6

**ORIGINAL**

<table>
<thead>
<tr>
<th>Name</th>
<th>Staff Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Support DART’s efforts to fund development of the Cotton Belt Commuter Rail to provide access to the Dallas-Fort Worth International Airport.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Support DART’s efforts to fund development of <em>Advocate that DART invest in park and ride, security, local circulator, facilities and other services to make</em> the Cotton Belt Commuter Rail <em>provide access to the Dallas-Fort Worth International Airport useful to Plano residents.</em></td>
</tr>
<tr>
<td>Gong &amp; Shockey</td>
<td>Support DART’s efforts to fund development of the Cotton Belt Commuter Rail to provide access to the Dallas-Fort Worth International Airport.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Support DART’s efforts to fund development of the Cotton Belt Commuter Rail <em>along with investment in facilities like ‘park &amp; Ride’ and stations</em> to provide access to the Dallas-Fort Worth International Airport.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Conduct a feasibility and economic benefit study that will consider the needs and priorities of people who live, study, and work in Plano when considering <em>Supporting DART’s efforts to fund development of the Cotton Belt Commuter Rail to provide access to the Dallas-Fort Worth International Airport, versus other alternatives.</em></td>
</tr>
</tbody>
</table>

**Commented [CS14]:**

Yoram Solomon: Don’t get me wrong. I think that I will use a train to the airport whenever I fly, if it was available, and made financial sense (today, I use Uber/Lyft for the most part), but I don’t want that decision to put undue burden on other taxpayers. In other words, I don’t want somebody else to pay for my trips to and from the airport...
<table>
<thead>
<tr>
<th>PT7</th>
<th>ORIGINAL</th>
<th>Investigate feasibility of partnerships regarding for the provision of trolley services within major destination areas.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky, Crawford &amp; Wilson</td>
<td>Investigate feasibility of partnerships regarding for the provision of trolley services within major destination areas.</td>
<td></td>
</tr>
<tr>
<td>Dillavou</td>
<td>Investigate feasibility of partnerships regarding for the provision of trolley short hop services within major destination areas.</td>
<td></td>
</tr>
<tr>
<td>Howe</td>
<td>Investigate feasibility of partnerships regarding for the provision of trolley or similar type services within major destination areas.</td>
<td></td>
</tr>
<tr>
<td>Solomon</td>
<td>Investigate feasibility of partnerships regarding for the provision of trolley services or other alternatives providing the same benefits within major destination areas in Plano.</td>
<td></td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

Commented [CS15]: Sara Wilson: Take out. Trolley services would be an expense incurred for a service few use.
### Regionalism – Regional Transportation (Bundle 9)

<table>
<thead>
<tr>
<th>Original Policy</th>
<th>Original Policy Content</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plano</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Bronsky</strong></td>
<td>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, while prioritizing the organization and residents in Plano.</td>
</tr>
<tr>
<td><strong>Dillavou</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>La Mastra</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Shockey</strong></td>
<td>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, within Plano and the region.</td>
</tr>
<tr>
<td><strong>Solomon</strong></td>
<td>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, while considering the needs and priorities of all people who live, study, and work in Plano.</td>
</tr>
<tr>
<td><strong>Staff Rec.</strong></td>
<td>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. <em>(Note: This is the same language as the policy in Bundle 3.)</em></td>
</tr>
</tbody>
</table>

**RT1** <<Discussed in Bundle 3>>

---

**Commented [CS16]:**
- **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.
### Regional Transportation (Bundle 9)

<table>
<thead>
<tr>
<th>Original</th>
<th>Complete all proposed bicycle trail connections with neighboring cities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Complete all <strong>proposed needed</strong> bicycle trail connections with neighboring cities.</td>
</tr>
<tr>
<td>Crawford</td>
<td>Complete, <strong>when possible</strong>, <strong>all</strong> proposed bicycle trail connections with neighboring cities.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Complete <strong>all</strong> proposed bicycle trail connections with neighboring cities that provide meaningful recreational usage by Plano residents.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Complete all proposed bicycle trail connections with neighboring cities <strong>if those trails benefit Plano residents</strong>.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Complete all <strong>needed and prioritized</strong> proposed bicycle trail connections with neighboring cities.</td>
</tr>
</tbody>
</table>
| Staff Rec.| Complete all proposed bicycle trail connections with neighboring cities as identified on the city’s adopted plans.  
(Note: This is referencing locations where Plano’s trails are proposed to adjoin another city’s trails and the project therefore requires coordination with an adjacent municipality. The need and priority for these connections is established at the time they are adopted as part of Plano’s plans.  
Almost every neighboring community has planned or existing trails that the City of Plano can connect to, with some cities being further along than others with trail system implementation. Providing these connections allows for trail users to travel beyond the limits of Plano to expand their recreation or commuting. The North Central Council of Governments (NCTCOG) maintains a **Regional Veloweb** plan to promote these intercity trail connections. Some of the existing neighboring trails that Plano does not currently have a connection to include the Preston Ridge Trail in Dallas, the Renner and Spring Creek trails in Richardson, and the Cottonwood Creek/Mustang Creek trails in Allen. The NCTCOG **2020 Highlighted Regional Trails of North Texas** identifies over 300 miles of regional trails including new connections in progress over the next few years.) |

Commented [CS17]:  
Jim Dillavou: this should probably be in probably in Parks
### Regional Transportation (Bundle 9)

<table>
<thead>
<tr>
<th>RT3</th>
<th><strong>Advocate with Dallas Area Rapid Transit (DART) member cities for a second tier membership status for nonmember cities.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dillavou, Gong, La Mastra &amp; Shockey</td>
<td><strong>Advocate with Dallas Area Rapid Transit (DART) member cities for a second tier membership status for nonmember cities.</strong></td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>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.</td>
</tr>
</tbody>
</table>

| RT4 | **<<Discussed in Bundle 3>>** |

<table>
<thead>
<tr>
<th>RT5</th>
<th><strong>Advocate and support development of the Cotton Belt commuter rail corridor from Plano to the Dallas-Fort Worth International Airport.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dillavou, Shockey &amp; La Mastra</td>
<td><strong>Advocate and support development of the Cotton Belt commuter rail corridor from Plano to the Dallas-Fort Worth International Airport.</strong></td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Advocate development of the Cotton Belt commuter rail corridor by <strong>DART</strong> from Plano to the Dallas-Fort Worth International Airport.</td>
</tr>
<tr>
<td></td>
<td>This action is complete and can be removed.</td>
</tr>
</tbody>
</table>

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**Commented [CS18]:**
- Yoram Solomon: Sorry, maybe a dumb question, but what does this mean?

**Commented [CS19]:**
- Jim Dillavou: I do not agree - Other cities should have join DART and contribute sales taxes to benefit.  
- Doug Shockey: What exactly will we advocate for? Needs to have a direct benefit to Plano citizens. I am not for this unless we identify what we are advocating for and it is plus for Plano.

**Commented [CW20]:**
- Jim Dillavou: Duplicative of Bundle 8 above. Also Cotton Belt is already approved now so now need for this.  
- Yoram Solomon: First of all, this seems to be a repeat from Bundle 8 PT6. If not, then I would ask for the same changes I asked for PT6.
### Community Design (Bundle 10)

<table>
<thead>
<tr>
<th>ORIGINAL POLICY</th>
<th>Crawford</th>
<th>Dillavou</th>
<th>Shockey</th>
<th>Solomon</th>
<th>Staff Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 ensure a citywide pedestrian-friendly environment.</td>
<td>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 ensure a citywide pedestrian-friendly environment.</td>
<td>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 ensure a citywide pedestrian-friendly environment.</td>
<td>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 ensure a citywide pedestrian-friendly environment. enhanced to enrich safety for pedestrians.</td>
<td>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 ensure a citywide pedestrian-friendly environment, subject to the needs and priorities of all people who live, study, and work in Plano.</td>
<td>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 safety for pedestrians.</td>
</tr>
</tbody>
</table>

**Commented [CS21]:**
- 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.
### Community Design (Bundle 10)

<table>
<thead>
<tr>
<th>CD3</th>
<th>ORIGINAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dillavou &amp; Solomon Staff Rec.</td>
<td>Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials.</td>
</tr>
<tr>
<td></td>
<td>See comments.</td>
</tr>
<tr>
<td></td>
<td>(Note: A recent example of what would result of a corridor community design plan is 15th Street, with underground utilities, wider sidewalks, street improvements, updated landscaping, and public art.)</td>
</tr>
<tr>
<td></td>
<td>Before:</td>
</tr>
<tr>
<td></td>
<td><img src="image1.jpg" alt="Before Image" /></td>
</tr>
<tr>
<td></td>
<td>After:</td>
</tr>
<tr>
<td></td>
<td><img src="image2.jpg" alt="After Image" /></td>
</tr>
</tbody>
</table>

Commented [CW22]:
Jim Dillavou: I do not know what this means. Plano is already built - it seems hard change major arterials at this point to "unique streetscapes." When Plano was built, major thoroughfares did have a consistent city wide design theme I would call "parks" Trees, bushes and flowers in the medians and along sidewalks. Many of these were cut out or reduced over the years due to street widening, budget cuts (no watering or gardening, limited mowing), drought related measures and general disregard. Many would like to see these improved - but not "unique" rather a more consistent theme. "Unique" should be reserved for destination areas such as downtown or legacy and those should be created and maintained by Public Improvement Districts.

Commented [CS23]:
Yoram Solomon: Not sure I understand. Are we talking about the architectural/aesthetic design?

Commented [KP24]:
Salvator La Mastra: Need additional information on this, not sure what they mean.
### Community Design (Bundle 10)

<table>
<thead>
<tr>
<th><strong>CD5</strong></th>
<th><strong>CD6</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ORIGINAL</strong></td>
<td><strong>ORIGINAL</strong></td>
</tr>
<tr>
<td>Solomon</td>
<td>Dillavou</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Solomon</td>
</tr>
</tbody>
</table>

#### CD5

**ORIGINAL**
Develop wayfinding signage guidelines to apply to special areas and public facilities citywide.

**Staff Rec.**
No changes proposed by Committee or staff.

#### CD6

**ORIGINAL**
Evaluate and make revisions to parking regulations to ensure a balance between the needs of various transportation options and creating good community form.

**Solomon**
Evaluate and make revisions to parking regulations to ensure a balance between the needs of residents and businesses for adequate parking, various transportation options, and creating good community form.

**Staff Rec.**
Evaluate parking regulations and revise to meet parking demand and ensure good community form.

---

Commented [CS25]:
Yoram Solomon: OK, I'm going to go off the rail now... What if we had an augmented reality app that will allow finding those areas on an interactive map using the phone camera and screen?

Commented [CS26]:
Yoram Solomon: I didn't realize that "various transportation options" are people who have needs... What is it that we are trying to balance here? I think I agree with this statement, if it was clearer, but I'm not sure what it is saying.
**Plano Tomorrow Comprehensive Plan**  
**Policies and Action Statements Relating to Transportation**  
**Consolidated CPRC Feedback with Staff Recommendations (Bundles 7-11)**  
**CPRC Meeting Date: 2020.07.07**  
**Item 5 – Attachment A**

### The Built Environment – Pedestrian Environment (Bundle 11)

<table>
<thead>
<tr>
<th>ORIGINAL POLICY</th>
<th>Crawford</th>
<th>Dillavou</th>
<th>La Mastra</th>
<th>Shockey</th>
<th>Solomon</th>
<th>Staff Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>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.</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Crawford</td>
<td>Plano will <em>work towards establishing an</em> universally accessible and well-connected pedestrian system that promotes, <em>where appropriate</em>, walkability, improves navigation of major thoroughfares, and encourages connections between residential areas and neighborhood centers.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Dillavou</td>
<td>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 <em>while respecting existing neighborhoods.</em></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>La Mastra</td>
<td>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 <em>without disturbing the existing neighborhoods.</em></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Shockey</td>
<td>Plano will pursue a universally accessible and well-connected pedestrian system that <em>promotes enhances</em> walkability, improves navigation of major thoroughfares, and <em>encourages identifies potential</em> connections between residential areas and neighborhood centers.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Solomon</td>
<td>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, <em>while balancing it with other transportation needs in Plano as identified elsewhere in the Plan.</em></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>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.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

---

**Commented [CS27]:**  
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.
### Pedestrian Environment (Bundle 11)

<table>
<thead>
<tr>
<th>PE1</th>
<th>ORIGINAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shockey</td>
<td>Develop and adopt a pedestrian plan that provides for an accessible, safe system to promote walkability in Plano.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Develop strategies and identify priorities within the city's transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano. (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.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PE2</th>
<th>ORIGINAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dillavou</td>
<td>Foster a streetscape design that includes tree plantings, lighting, street furniture, and wayfinding guides to enhance Plano’s pedestrian environment.</td>
</tr>
<tr>
<td>Wilson</td>
<td>Foster a streetscape design that includes tree plantings, lighting, street furniture, and wayfinding guides to enhance Plano’s pedestrian environment. 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.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>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. (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.)</td>
</tr>
</tbody>
</table>
### Pedestrian Environment (Bundle 11)

<table>
<thead>
<tr>
<th>ORIGINAL</th>
<th>Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety.</td>
</tr>
<tr>
<td>Dillavou</td>
<td>Implement traffic calming methodologies to reduce traffic speeds on local (non thoroughfare) streets and improve pedestrian safety.</td>
</tr>
<tr>
<td>La Mastra</td>
<td>Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety except for major arteries within Plano.</td>
</tr>
<tr>
<td>Shockey</td>
<td>Evaluate implement traffic calming methodologies to reduce traffic speeds and designed to improve pedestrian safety.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Implement traffic calming methodologies to reduce traffic speeds and improve pedestrian safety.</td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>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.</td>
</tr>
</tbody>
</table>

*Commented [CS28]:* Jaci Crawford: What are traffic calming methodologies?

*Commented [CS29]:* Doug Shockey: What types of traffic calming methods?

*Commented [CS30]:* 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.
<table>
<thead>
<tr>
<th>PE4</th>
<th>ORIGINAL</th>
<th>Review feasibility of narrowing intersections on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronsky</td>
<td>Review feasibility of narrowing intersections and signal light timings adjustments on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.</td>
<td></td>
</tr>
<tr>
<td>Dillavou</td>
<td>Consider improvements to major intersections for crosswalk safety. 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. Consider islands in the middle of other large intersections where pedestrians can safely wait if they cannot cross in a timely manner.</td>
<td></td>
</tr>
<tr>
<td>La Mastra &amp; Shockey</td>
<td>Review feasibility of narrowing intersections on major roadways to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.</td>
<td></td>
</tr>
<tr>
<td>Solomon</td>
<td>Review feasibility of narrowing intersections on major roadways alternatives to improve the safety of crosswalks and reduce the distance pedestrians must travel across streets.</td>
<td></td>
</tr>
<tr>
<td>Staff Rec.</td>
<td>Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian enhancements.</td>
<td></td>
</tr>
<tr>
<td>PE5</td>
<td>ORIGINAL</td>
<td>Identify and complete sidewalk gaps along the city’s roadway system.</td>
</tr>
<tr>
<td>Solomon</td>
<td>Identify and complete sidewalk gaps along the city’s roadway system to improve pedestrian safety and convenience.</td>
<td></td>
</tr>
</tbody>
</table>
| 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. 
(Note: See Actions RS1 and RS9 in 6/16/2020 packet; and Actions RT4, B2, and PE1 herein.) |
### Pedestrian Environment (Bundle 11)

#### 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.  
(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.)

**Commented [CW34]:**

*Yoram Solomon:* I’m lost... What do you mean by maps?

---

#### 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 [CS35]:**

*Yoram Solomon:* Charter schools, private schools, etc. should not be excluded.

**Commented [CS36]:**

*Yoram Solomon:* Are we talking about promoting awareness of pedestrians, or driver awareness of the existence of pedestrians?
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 plan with a target mode share for biking, a safety goal and a target usage data, crash reduction strategies, and safety recommendations 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 to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists, and 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 travel options and direct connections to major local destinations.

PT1) Inform and promote 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 throughout all of Plano by working with DART to enhance service provision where needed and desired.

PT4) Study 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 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.
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 options, traffic demand management, and trip reduction other traffic efficiency strategies to improve regional mobility. <<Reflects Committee’s Polling in Bundle 3>>

RT1) <<Discussed in 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 in 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 in Bundle 3>>

*NOTE: POLICY ALSO LISTED UNDER THE ROADWAY AND TRAFFIC THEME

**NOTE: IF RT5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
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 ensure a citywide pedestrian-friendly environment. Enhance safety for pedestrians.

CD1) <<To Be Discussed with Different Topic>>

CD2) <<To Be Discussed with Different Topic>>

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

CD4) <<To Be Discussed with Different Topic>>

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 - 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 identify 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, enhances Plano’s pedestrian environment through greenery, wider sidewalks, lighting, street furniture, and shade structures, wayfinding guides to enhance Plano’s pedestrian environment, and other amenities where appropriate.

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

PE4) Review feasibility 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 enhancements.

PE5) Identify and complete 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.
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, and safety recommendations 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 to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists and 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 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 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 in 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 in 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 in Bundle 3>>

*NOTE: POLICY ALSO LISTED UNDER THE ROADWAY AND TRAFFIC THEME

**NOTE: IF RT5 IS REMOVED, THIS ACTION WILL NEED TO BE RENUMBERED.
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 safety for pedestrians.

- **CD1** <<To Be Discussed with Different Topic>>
- **CD2** <<To Be Discussed with Different Topic>>
- **CD3** Create a Corridor Community Design Plan to identify unique streetscape design themes along major arterials.
- **CD4** <<To Be Discussed with Different Topic>>
- **CD5** Develop wayfinding signage 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.
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, 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 through 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 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.**
Agenda Item 6

Presentation: Returning to Density Discussion

DESCRIPTION:

Receive a presentation regarding returning to the Density topic, which focuses on the concentration of housing development.

REMARKS:

Due to the COVID-19 public health emergency, the Plano Independent School District (PISD) superintendent was unable to meet with the Committee as previously scheduled for March 18, 2020. At the April 14, 2020, meeting, the Committee decided to place the Density topic on hold and move to the Transportation topic until the Superintendent was available to attend.

The Superintendent was able to meet with the Committee at the June 16, 2020, meeting, after which point the Committee decided to finish the Transportation topic before returning to the Density topic. As polling on the Transportation topic comes to an end, Freese and Nichols, Inc. will review the process for the next topic, including an overview of the related process to date and homework topics for the next meeting.

RECOMMENDATION:

No action is required.

ATTACHMENTS:

None.
Agenda Item 7

Discussion: CPRC Work Plan Updates

DESCRIPTION:

Hold a discussion and make any modifications to the Comprehensive Plan Review Committee (CPRC) Work Plan.

REMARKS:

On January 22, 2020, the Committee adopted a CPRC Work Plan that outlined target dates for discussion of key issues related to density, land use, transportation, growth management, and other unclassified topics. This is intended to be a working document that can be modified as needed.

Pursuant to direction at the June 30, 2020, meeting, Freese and Nichols, Inc. has made the following modifications to the Work Plan:

- Dates: Updated the planned dates for the Transportation and Density topic and subtopic discussions to reflect updated meeting dates.

Following completion of the Transportation topic, Freese and Nichols, Inc. would like to revisit the Committee’s meeting calendar and Work Plan to consider any necessary revisions.

RECOMMENDATION:

Consider the CPRC Work Plan and make modifications as necessary.

ATTACHMENTS:

Attachment A – CPRC Work Plan
## Items to Consider Throughout the Review Process

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Be mindful of taxpayers – partner with private companies.</td>
<td>Continuous</td>
</tr>
<tr>
<td>2</td>
<td>How to retain existing population and attract new residents.</td>
<td>Continuous</td>
</tr>
<tr>
<td>3</td>
<td>Maintain parks and transportation via solid economic development goals and</td>
<td>Continuous</td>
</tr>
<tr>
<td></td>
<td>efforts.</td>
<td></td>
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<tr>
<td>4</td>
<td>Have a plan to prevent crime and support police.</td>
<td>Continuous</td>
</tr>
<tr>
<td>5</td>
<td>Actions to execute what is in the plan.</td>
<td>Continuous</td>
</tr>
<tr>
<td>6</td>
<td>The City should move in the same direction of Plano 2045.</td>
<td>Continuous</td>
</tr>
<tr>
<td>7</td>
<td>The purpose of the comprehensive plan relating to density, land use, growth</td>
<td>Continuous</td>
</tr>
<tr>
<td></td>
<td>management, and transportation.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>We all want to live in the best community.</td>
<td>Continuous</td>
</tr>
<tr>
<td>9</td>
<td>Think about how we deliver the city to future generations.</td>
<td>Continuous</td>
</tr>
<tr>
<td>10</td>
<td>Strive for factual support.</td>
<td>Continuous</td>
</tr>
</tbody>
</table>

## Education and Training Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Plano Facts and Figures</td>
<td>Jan 22</td>
</tr>
<tr>
<td>2</td>
<td>Zoning change notice procedures</td>
<td>Feb 4</td>
</tr>
<tr>
<td>3</td>
<td>Executive Session for Legal Advice: Respond to questions and receive legal</td>
<td>Feb 4</td>
</tr>
<tr>
<td></td>
<td>advice regarding the Fair Housing Act and legal issues related to comprehensive</td>
<td></td>
</tr>
<tr>
<td></td>
<td>planning</td>
<td></td>
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<tr>
<td>4</td>
<td>Undeveloped Land Map &amp; Population Projections Part 1</td>
<td>Feb 4</td>
</tr>
<tr>
<td>5</td>
<td>Active Residential Projects and Population Projections Part 2</td>
<td>Feb 20</td>
</tr>
<tr>
<td>6</td>
<td>Police Department and Fire-Rescue Facts and Figures</td>
<td>Feb 20</td>
</tr>
<tr>
<td>7</td>
<td>Future Land Use Plans from Surrounding Cities</td>
<td>Feb 20</td>
</tr>
<tr>
<td>8</td>
<td>Review Middle Housing Types</td>
<td>March 3</td>
</tr>
<tr>
<td>9</td>
<td>Plano ISD Facts and Figures (Presentation by Plano ISD Superintendent)</td>
<td>June 16</td>
</tr>
<tr>
<td>10</td>
<td>How does DART membership work? How is DART funded? (Survey Question Response)</td>
<td>April 21</td>
</tr>
<tr>
<td>11</td>
<td>Define what counts as a “journey to work trip” related to transportation</td>
<td>April 21</td>
</tr>
<tr>
<td></td>
<td>demand management. (Survey Question Response)</td>
<td></td>
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</tbody>
</table>

## Transportation Topic

<table>
<thead>
<tr>
<th>Subtopic #</th>
<th>Subtopic Category</th>
<th>Date (Apr-July)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Roadway and Traffic Theme</td>
<td>Apr 21; June 2, 16, &amp; 30; July 7, 21</td>
</tr>
<tr>
<td>1a</td>
<td>Discuss how does the plan address traffic congestion. (Survey)</td>
<td></td>
</tr>
<tr>
<td>1b</td>
<td>Discuss the level of maintenance required for roadways long-term. (Survey)</td>
<td></td>
</tr>
<tr>
<td>1c</td>
<td>Discuss what an intelligent transportation system is and how it works. (Survey)</td>
<td></td>
</tr>
<tr>
<td>1d</td>
<td>Discuss if Plano is adequately handling rush hour traffic. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Land Use/Transportation Relationship Theme</td>
<td>Apr 21; June 2, 16, &amp; 30; July 7, 21</td>
</tr>
<tr>
<td>2a</td>
<td>Discuss preserving the suburban character of Plano. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td>Discuss how to be thoughtful on redevelopment and revitalization. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2c</td>
<td>Discuss how TODs impact existing businesses/residences within ½ mile. (Survey)</td>
<td></td>
</tr>
<tr>
<td>2d</td>
<td>Discuss how review criteria for TODs will be developed. (Survey)</td>
<td></td>
</tr>
</tbody>
</table>
### Bicycles and Transit Theme

**3a** Discuss modes of transportation and appropriateness in specific locations.

**3b** Discuss and understand how transit impacts the community.

**3c** Discuss the demand for biking in Plano. (Survey)

### Walkability and Urban Design Theme

**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?

**4b** Discuss how you can make crossing major arteries and thoroughfares safe in a city never designed for heavy pedestrian traffic. (Survey)

**4c** Define parking maximums and explain their necessity. (Survey)

### Density (Housing) Topic

<table>
<thead>
<tr>
<th>Subtopic #</th>
<th>Subtopic Category</th>
<th>Month (Part 1: Jan-Apr) (Part 2: July-Sept)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Density (Establish an understanding of density.)</td>
<td>Jan 22</td>
</tr>
<tr>
<td>1a</td>
<td>Review of the vision statement</td>
<td>Jan 22</td>
</tr>
<tr>
<td>1b</td>
<td>Consensus of the work plan</td>
<td>Jan 22</td>
</tr>
<tr>
<td>1c</td>
<td>Education</td>
<td>Plano Facts and Figures</td>
</tr>
<tr>
<td>1d</td>
<td>Density</td>
<td>Definition and metrics</td>
</tr>
<tr>
<td>1e</td>
<td>Homework Assignment</td>
<td>Photos of desirables housing types for Plano</td>
</tr>
<tr>
<td>2</td>
<td>Housing Types (Goal: Establish the “menu options” and not location)</td>
<td>Feb 4 &amp; 20; Mar 3 &amp; 18; Apr 14; July 7 &amp; 21; August 4 &amp; 18; Sept 1</td>
</tr>
<tr>
<td>2a</td>
<td>Have areas to draw young people/more walkable</td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td>Housing affordability/attainability – e.g., some people need to live outside of the city when they work in Plano.</td>
<td></td>
</tr>
<tr>
<td>2c</td>
<td>What does mixed use mean? (repeated 3 times)</td>
<td></td>
</tr>
<tr>
<td>2d</td>
<td>Density is going to increase traffic, overcrowd schools, and reduce quality of life.</td>
<td></td>
</tr>
<tr>
<td>2e</td>
<td>How do we address aging neighborhoods and their preservation? (Survey)</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Housing Mix (Goal: Address how housing types relate to each other in the same development and neighboring development.)</td>
<td>Feb 4 &amp; 20; Mar 3 &amp; 18; Apr 14; July 7 &amp; 21; August 4 &amp; 18; Sept 1</td>
</tr>
<tr>
<td>3a</td>
<td>Define what suburban development looks like.</td>
<td></td>
</tr>
<tr>
<td>3b</td>
<td>Discuss mixed use criteria and what does it mean.</td>
<td></td>
</tr>
<tr>
<td>3c</td>
<td>Use the phrase “attainable housing” because young people and workers should be able to live in Plano.</td>
<td></td>
</tr>
<tr>
<td>3d</td>
<td>Do not “urbanize” Plano, we don’t want to be Uptown Dallas.</td>
<td></td>
</tr>
<tr>
<td>3e</td>
<td>Plano will NOT be one of the largest communities in Collin County in the future.</td>
<td></td>
</tr>
</tbody>
</table>
### Future Land Use Topic

<table>
<thead>
<tr>
<th>Subtopic #</th>
<th>Subtopic Category</th>
<th>Month (Sept-Oct)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Land Use Compatibility</td>
<td>Sept 1, 15, &amp; 29; Oct 6</td>
</tr>
<tr>
<td>1a</td>
<td>Discuss what “incentivize” means and prefer not to use monetary incentives.</td>
<td></td>
</tr>
<tr>
<td>1b</td>
<td>Define incentives to not burden the taxpayers – it is okay to maintain aging</td>
<td></td>
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<tr>
<td></td>
<td>infrastructure.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Neighborhood Center Concept</td>
<td>Sept 1, 15, &amp; 29; Oct 6</td>
</tr>
<tr>
<td>2a</td>
<td>Discuss concepts to address aging neighborhoods/protect neighborhoods from</td>
<td></td>
</tr>
<tr>
<td></td>
<td>declining</td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td>Four corner retail centers need to change/purposeful planning for retail corners</td>
<td></td>
</tr>
<tr>
<td></td>
<td>can have a positive impact on taxes.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Map Revision</td>
<td>Sept 1, 15, &amp; 29; Oct 6</td>
</tr>
<tr>
<td>3a</td>
<td>We need to define what we will look like in the future.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Development review and approval criteria</td>
<td>Sept 1, 15, &amp; 29; Oct 6</td>
</tr>
<tr>
<td>4a</td>
<td>How does the implementation of these processes affect the effectiveness of a plan?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Survey)</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Mixed Use composition (type and density)</td>
<td>Sept 1, 15, &amp; 29; Oct 6</td>
</tr>
<tr>
<td>5a</td>
<td>Evaluate the changing nature of the retail business and the space associated</td>
<td></td>
</tr>
<tr>
<td></td>
<td>with it. (Survey)</td>
<td></td>
</tr>
</tbody>
</table>

### Growth Management Topic

<table>
<thead>
<tr>
<th>Subtopic #</th>
<th>Subtopic Category</th>
<th>Month (Oct-Nov)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>How to Manage Growth</td>
<td>Oct 20; Nov 3 &amp; 17</td>
</tr>
<tr>
<td>1a</td>
<td>Consistent growth/success for city. e.g., should have downfall for of success</td>
<td></td>
</tr>
<tr>
<td>1b</td>
<td>Continue to strengthen economic development efforts to attract businesses.</td>
<td></td>
</tr>
<tr>
<td>1c</td>
<td>We are in a transition from bedroom community to be more urban, we need to</td>
<td></td>
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<tr>
<td></td>
<td>continue making this a great community to live, work, play, and learn.</td>
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<td>1d</td>
<td>Be proactive with managing the growth because we can’t control what is</td>
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<td></td>
<td>coming in the future.</td>
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<td>2</td>
<td>Population Projections</td>
<td>Oct 20; Nov 3 &amp; 17</td>
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<tr>
<td>2a</td>
<td>The City’s population projections. (Survey)</td>
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<td>2b</td>
<td>How do the population projections inform the plan and development of the City?</td>
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<td>(Survey)</td>
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<td>3</td>
<td>Redevelopment and revitalization</td>
<td>Oct 20; Nov 3 &amp; 17</td>
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<tr>
<td>3a</td>
<td>Be thoughtful on redevelopment and revitalization. (Survey)</td>
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<td>3b</td>
<td>Seek out lessons learned from successful cities that have transitioned from new</td>
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<td>growth to redevelopment growth. (Survey)</td>
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<td>4</td>
<td>Review of the vision statement</td>
<td>Oct 20; Nov 3 &amp; 17</td>
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