

Plano Tomorrow Comprehensive Plan
Policies and Action Statements Relating to Transportation
Consolidated CPRC Feedback
CPRC Meeting Date: June 16, 2020

The Built Environment – Roadway System (Bundle 1)

Roadway System (Bundle 1)	
<u>POLICY</u>	Plano will develop an integrated, multimodal transportation system, through the utilization of technology and innovative concepts that improves the safety and efficiency of the roadway system for all users.
Dillavou	Plano will develop an integrated, multimodal a transportation system, through the utilization of technology and innovative concepts that <u>continuously</u> improves the safety and efficiency of the roadway system for all users <u>people who live in Plano through their entire life cycle and for people who work in Plano.</u>
La Mastra	Plano will develop an integrated, multimodal a transportation system <u>plan</u> , through the utilization of technology and innovative concepts that improves the safety and efficiency of the roadway system for all users <u>residents</u> .
Shockey	Plano will develop an integrated, multimodal a <u>safe and efficient</u> transportation system <u>for all users</u> , through the utilization of technology and innovative concepts that improves the safety and efficiency of the roadway system for all users .
Solomon	Plano will develop an integrated, multimodal a transportation system, through the utilization of technology and innovative concepts that improves the safety and efficiency of the roadway system for all users <u>people who live or work in Plano through their entire life cycles</u> .
RS1)	Develop a transportation plan for Plano that addresses all modes of travel.
Dillavou & Solomon	Develop a transportation plan for Plano that addresses all modes of travel <u>to the extent they are desired and prioritized by those who live or work in Plano.</u>
RS2)	Create an Intelligent Transportation System for Plano's roadway network.
Dillavou	Create an Intelligent Transportation System for Plano's roadway network <u>that serves the people of Plano and their workers.</u>

Commented [MB1]:
Jaci Crawford: The objection to the plan with regard to transportation is the focus on making Plano a walking, cycling, mass transportation city. This is unrealistic. Automobiles have been the mode since the last plan, current plan, and in all probability next 20 years, unless we have flying cars.

Commented [MB2]:
Mary Jacobs: Possibly for a deeper level document, but I'd suggest considering recreational bicycle travel as separate from bicycling as a means of transportation to work, shopping, etc., that replaces car travel. Many people enjoy riding bikes in Plano but I'm not seeing much evidence that significant numbers will take their bikes to work. An exception might be to provide limited access to bikes along selected roadways from established bicycle paths to major employment zones, or on roads connecting public transportation stops to major employment centers. In other words, spend money on adding bike lanes only in places where you have good reason to expect a significant number of people to want to use their bicycles (scooters, etc.) as transportation.

Commented [MB3]:
Jaci Crawford: Bundle 1 puts too many modes into the policy. Vehicles, bicycles, and pedestrians are 3 very different modes, each with specific needs. The basic policy needs to focus on vehicular issues, promoting safety and efficiency of vehicular traffic using technology, innovate concepts to reduce congestion. The city can figure out best approaches.

Then address bicycling and pedestrians. Plano's streets are not designed to safely handle bicycle traffic. Focus on improving trails and safety on streets where appropriate. There needs to be a focus on how pedestrians safely cross major intersections.

Commented [MB4]:
Yoram Solomon: Note that I prioritized those who live or work in Plano over those who go through Plano.

Commented [MB5]:
Doug Shockey: With an emphasis on primary means of travel. (Perhaps identify somewhere the primary, secondary, and other means of travel.

Commented [MB6]:
Yoram Solomon: To me, this is a means and not a goal.

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RS3)	Improve intersections of all bicycle trails, pedestrian pathways, and streets for increased visibility, safety, and comfort.
Dillavou & Solomon	Improve intersections of all bicycle trails, pedestrian pathways, and streets for increased visibility, safety, and comfort to the extent those are prioritized by the people who live or work in Plano.
La Mastra	Improve intersections of all bicycle trails, pedestrian pathways, and streets for increased visibility, safety, and comfort for residents.
Shockey	Improve intersections of all bicycle trails, pedestrian pathways, and streets where necessary for increased to increase visibility, and safety, and comfort. and safety,
RS4)	Review and update roadway standards to accommodate all modes of transportation.
Dillavou	Review and update roadway standards to efficiently and safely accommodate all modes of transportation needed and prioritized by all people who live or work in Plano.
Shockey	Review and update roadway standards to accommodate all modes of transportation pertinent to Plano residents and workers with a focus on primary methods of transportation.
Solomon	Review and update roadway standards to accommodate all modes of transportation needed and prioritized by all people who live or work in Plano.
RS5)	Develop criteria to assess the effectiveness of pilot projects.
La Mastra	Develop criteria to assess the effectiveness and costs of pilot projects.
RS6)	Identify and improve locations within the city's transportation infrastructure to meet Americans with Disability Act (ADA) standards.
Dillavou	Identify and improve locations within the city's transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.

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Roadway System (Bundle 1)	
RS7)	Coordinate with neighboring communities to explore regional transportation approaches that improve traffic flow within and between jurisdictions.
Dillavou & Solomon	Coordinate with neighboring communities to explore coordinated regional transportation approaches that improve traffic flow within and between jurisdictions in a way that benefits from such coordination .
La Mastra	Coordinate with neighboring communities to explore regional transportation approaches that improve traffic flow within and between jurisdictions that will not impact Plano residents in a negative way for travel efficiency and costs .
Shockey	Coordinate with neighboring communities to explore regional transportation approaches that improve traffic flow within and between jurisdictions. Verify and communicate the benefits and negatives of those approaches on Plano's transportation system .
RS8)	Review and update the Traffic Impact Assessment (TIA) threshold for new and redevelopment projects.
Dillavou	Review and update the Traffic Impact Assessment (TIA) threshold for new and redevelopment projects using data pertinent to Plano and its residents .
La Mastra	Review and update the Traffic Impact Assessment (TIA) threshold for new and redevelopment projects and how they impact residents near the redevelopment and city wide .
Dillavou & Solomon	<p>RS9) When selecting between alternatives, the total cost of the alternatives to all concerned should be a significant consideration.</p> <p>RS10) Continuously engage people who live or work in Plano to understand their transportation preferences and priorities.</p> <p>RS11) Continuously be informed with the latest trends in transportation and transportation infrastructure to assure utilizing the most appropriate available technologies and strategies.</p>

Commented [MB7]:
Yoram Solomon: Sometimes the best alternative is not the obvious one, once all factors and statistics are considered.