

AGENDA ITEM NO. 3

DISCUSSION AND DIRECTION: 2025 Comprehensive Plan Maintenance Review

APPLICANT: City of Plano

CASE PLANNER: Jason Aprill, AICP

DESCRIPTION: Discussion and direction of recommended updates of the Transportation Component of the Built Environment Pillar, the Thoroughfare Plan Map, and Bicycle Transportation Plan Map. Project #DI2025-005.

STAFF REPORT – BACKGROUND

As part of the Comprehensive Plan Maintenance Review, proposed updates have been identified for the Transportation Component—one of three components of the Built Environment Pillar. These updates focus on routine updates to policies, actions, and maps to ensure alignment with current practices and conditions.

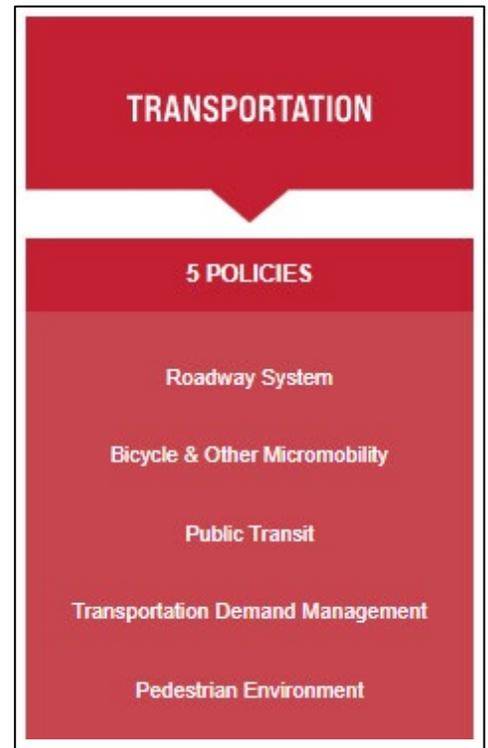
Planning Department staff evaluated the progress made toward implementing each policy action, gathered input from departments involved in transportation-related efforts, and identified any new departmental priorities, trends, or shifts in approach that may warrant updates to existing action language. Based upon those discussions, minor policy, background, and action text updates are being proposed for consideration.

Additionally, staff reviewed the Thoroughfare Plan Map and Bicycle Transportation Plan Map, which are integral parts of the Transportation Component. These maps have been updated to include minor administrative clean-ups and corrections to ensure accuracy and reflect the completed status of transportation projects.

STAFF REPORT – REMARKS

The background description for the [Transportation Component](#) of the [Built Environment](#) Pillar of the Comprehensive Plan is: *“Transportation is a critical component of city planning that lays the foundation for the physical design of a community. While vehicle traffic in Plano is increasing, there are limited opportunities to expand the existing roadway system to provide greater capacity. As the DFW region grows, the City must look for new solutions to accommodate a variety of transportation options and improve traffic flow.”* The Component includes five policies—Roadway System, Bicycle & Other Micromobility, Public Transit, Transportation Demand Management, and Pedestrian Environment.

The Transportation Component and its associated policies and actions are implemented by multiple departments, including Public Works, Parks & Recreation, Engineering, Economic Development, Communications, and Planning. The proposed updates incorporate input from these departments pertaining to the implementation of these policies and the associated actions. Staff proposes the following updates to the Transportation Component to ensure policies and actions accurately reflect current objectives, initiatives, and implementation efforts.



STAFF REPORT – PROPOSED UPDATES TO THE TRANSPORTATION COMPONENT POLICIES & ACTIONS

Each policy of the Transportation Component includes background information, a policy statement, and individual actions to implement each policy. The following sections provide an overview of implementation progress and summarize proposed updates for each policy area. Full details of the proposed updates are included in Attachment A (Recommended Transportation Component Updates).

Roadway System Policy

The Roadway System (RS) Policy aims for the development of a safe and efficient roadway network throughout the city. Progress has been made toward implementing this Policy, including the adoption of the Street Design Standards and Downtown Streets Plan, both of which provide updated guidance for the design and implementation of the city’s roadway system. While a citywide transportation plan has not yet been initiated, these efforts represent positive first steps toward achieving the RS Policy’s priorities. The Engineering Department has also made significant progress toward implementing various types of intelligent transportation system improvements—such as expanding the CCTV camera network and upgrading vehicle detection systems—and has prioritized safety for all users, including bicyclists and pedestrians.

Based on action progress and departmental input, minor updates are recommended to improve clarity and reflect current practices. Updates to the RS Policy background text are proposed to clarify users of the roadway network and to reflect current projects used by the city to monitor and improve traffic conditions. In addition, two minor action updates are proposed: one to reflect the 2023 adoption of the Street Design Standards (RS4), and another to clarify that the focus of Action RS5 is to utilize established criteria based on best practices to evaluate pilot transportation projects, rather than develop new criteria. Additional details on these recommended updates are provided in Attachment A.

Pillar	Component	Policy	Item	Recommendation
Built Environment	Transportation	Roadway System	Policy Background	Proposed Update
			Policy Statement	No Change
			RS1	No Change
			RS2	No Change
			RS3	No Change
			RS4	Proposed Update
			RS5	Proposed Update
			RS6	No Change
			RS7	No Change
RS8	No Change			

Bicycle & Other Micromobility Policy

Progress has been made towards implementing many elements of the Bicycle & Other Micromobility (BOM) Policy. The Street Design Standards and Downtown Streets Plan provide context-sensitive street design and multimodal design guidance. During public outreach for the Silver Line Station Areas Plan, Planning staff engaged with residents and stakeholders about micromobility transportation options near the new DART stations. The Community Design Plan, currently being drafted, will provide design guidelines addressing the safety and convenience of bicycling and micromobility transportation.

In addition to a minor correction of the number of off-street, shared use paths in the BOM Policy background, two updates are recommended in the actions. The first is to clarify the intent of stakeholder outreach regarding micromobility transportation options in BOM1, and the second recommends clarifications on the application of bicycle usage and crash data in BOM2. Additional details on these recommended updates are provided in Attachment A.

Pillar	Component	Policy	Item	Recommendation
Built Environment	Transportation	Bicycle & Other Micromobility	Policy Background	Proposed Update
			Policy Statement	No Change
			BOM1	Proposed Update
			BOM2	Proposed Update
			BOM3	No Change
			BOM4	No Change
			BOM5	No Change
			BOM6	No Change

Public Transit Policy

Progress has been made on many elements of the Public Transit (PT) Policy. Various city departments continually work with DART to support public transit in Plano. The city has coordinated with DART on recent service enhancements, including changes to demand response zone boundaries to better serve riders and to support new east-west fixed-route bus service along Legacy Drive. The Silver Line commuter rail project is expected to come online this year. In summary, the priorities of the PT Policy are moving forward.

Updates to the PT Policy background are recommended to reflect both the current scope of DART services in Plano and the variety of potential new transit solutions that are currently being considered for use in the city. Recommended PT Policy action updates include clarification of how ridership data is evaluated (PT2) and consideration of other innovative transit solutions alongside bus rapid transit (PT4). Additional details on these recommended updates are provided in Attachment A.

Pillar	Component	Policy	Item	Recommendation
Built Environment	Transportation	Public Transit	Policy Background	Proposed Update
			Policy Statement	No Change
			PT1	No Change
			PT2	Proposed Update
			PT3	No Change
			PT4	Proposed Update
			PT5	No Change
			PT6	No Change
			PT7	No Change

Transportation Demand Management Policy

Progress has been made on the Transportation Demand Management (TDM) Policy. The Engineering Department has primarily focused on TDM development in the Legacy Business District to relieve traffic congestion in the area. TDM continues to be a priority for the Engineering Department. As such, there are no proposed updates to existing actions of the TDM Policy. Additional details on these recommendations are provided in Attachment A.

Pillar	Component	Policy	Item	Recommendation
Built Environment	Transportation	Transportation Demand Management	Policy Background	No Change
			Policy Statement	No Change
			TDM1	No Change
			TDM2	No Change
			TDM3	No Change

Pedestrian Environment Policy Background

Significant progress has been made on the Pedestrian Environment (PE) Policy actions. Last year, Public Works replaced over 890,000 square feet of sidewalk and barrier-free ramps, eliminating approximately 8,800 trip hazards in the process. Police and Communications & Community Outreach conduct communications campaigns geared toward pedestrian and school crossing safety, utilizing a

broad mix of traditional and social media; both departments note that pedestrian safety issues have largely abated. The Street Design Standards, adopted in 2023, offers guidance on intersection safety and traffic calming strategies. Building on these strategies, Engineering is in the process of choosing a consultant to assist with traffic calming implementation; contract approval is forthcoming.

Minor updates were made to the PE Policy background to improve clarity. Additionally, two PE Policy actions have proposed updates, the first to clarify responsibilities for Safe Routes to School Map creation and distribution (PE6), and the second for communication to stakeholders related to pedestrian safety, awareness, and education (PE7). Additional details on these recommended updates are provided in Attachment A.

Pillar	Component	Policy	Item	Recommendation
Built Environment	Transportation	Pedestrian Environment	Policy Background	Proposed Update
			Policy Statement	No Change
			PE1	No Change
			PE2	No Change
			PE3	No Change
			PE4	No Change
			PE5	No Change
			PE6	Proposed Update
			PE7	Proposed Update

STAFF REPORT – PROPOSED UPDATES TO THE TRANSPORTATION COMPONENT MAPS

The Thoroughfare Plan Map and Bicycle Transportation Plan Map have been updated for accuracy and to ensure consistency with current and planned conditions.

Minor administrative updates to the Thoroughfare Plan Map include the following:

- Additional labels and symbology changes to improve clarity and readability
- Corrections to land use context designations on various thoroughfares
- Corrections to assigned functional classifications on various thoroughfares
- Addition of completed roadways that have been constructed to thoroughfare design standards
- Removal of existing roadways regulated by specific planned development standards (PD-65)

Refer to Attachment B: Thoroughfare Plan Map for the complete edits.

Updates to the Bicycle Transportation Plan Map include the following:

- Updated completed shared-use path segments from proposed to complete
- Clarified location of shared-use paths along roadways to be in alignment with Street Design Standards
- Updated legend to accurately reflect current and planned facility types
- Removed an inactive DART shared use path study

Refer to Attachment C: Bicycle Transportation Plan Map for the complete edits.

STAFF REPORT – RECOMMENDATION

Staff recommends that the Commission provide direction regarding proposed updates to the Transportation Component of the Built Environment Pillar associated with the 2025 Comprehensive Plan Maintenance Review.

2025 Comprehensive Plan Maintenance Review
 Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
Transportation Component Statement	<i>Transportation is a critical component of city planning that lays the foundation for the physical design of a community. While vehicle traffic in Plano is increasing, there are limited opportunities to expand the existing roadway system to provide greater capacity. As the DFW region grows, the City must look for new solutions to accommodate a variety of transportation options and improve traffic flow.</i>	N/A	No recommended change
Roadway System (RS) Policy Background	<p><i>Plano’s street system is determined by the Thoroughfare Plan, a component of the Comprehensive Plan. There are many users of the city’s roadway system, including <u>those who use</u> vehicles, public transit, bicycles, and <u>walk pedestrians</u>, 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.</i></p> <p><i>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.</i></p> <p><i>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 <u>smart roadways integrated with sensors and communication technologies</u>, and automated <u>connected autonomous vehicles</u> are changing traffic conditions and will likely affect future mobility.</i></p>	N/A	<p>Input — The Engineering Department provided input that the types of innovative projects noted in the existing action are either narrowly focused solutions or are no longer relevant.</p> <p>Recommendation — The proposed update reflects technology that is both innovative and relevant to Plano, such as smart roadways integrated with sensors, communication technologies, and connected autonomous vehicles.</p> <p>Additionally, a minor update is proposed to the first paragraph of the background text. The revised language more clearly identifies roadway users as the people using the system, rather than referring only to the modes of transportation.</p>
Roadway System (RS) Policy Statement	<i>Plano will develop a safe and efficient roadway system.</i>	N/A	No recommended change

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Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
RS1	<i>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.</i>	Comprehensive Planning	<p>No recommended change — The Engineering and Planning departments agree that a citywide transportation plan continues to be a priority in the near term and there were no issues identified with the Action statement.</p> <p>Note that progress has been made towards implementing elements of this Action and a citywide transportation plan, such as the Street Design Standards and Downtown Streets Plan, which were adopted in 2023.</p>
RS2	<i>Continue to improve upon Plano’s Intelligent Transportation System for the roadway network, through efforts such as smart traffic signals and data collection systems.</i>	Engineering: Transportation	<p>No recommended change — The Engineering Department has made progress towards implementing various types of Intelligent Transportation System components, such as traffic signal communication improvements, expansion of signalized intersection CCTV coverage, development of the Transportation Management Center, and traffic signal control and cabinet updates. This remains a priority and will continue to be implemented.</p>
RS3	<i>Improve intersections of bicycle trails, pedestrian pathways, and streets where necessary for increased visibility, safety, and comfort.</i>	Engineering: Transportation	<p>No recommended change — The Street Design Standards, which were adopted in 2023, include pedestrian safety-related improvements, which are being applied on all new projects.</p> <p>Additionally, an extensive inventory of midblock pedestrian crossings was completed in 2023. A \$4.5 million grant request was submitted to upgrade 123 of these crossings to our current standards. The Action remains a priority for the Engineering Department and is recurring.</p>
RS4	<i>Review and update roadway <u>standards design regulations, including the Street Design Standards and related ordinances as needed</u>, to efficiently and safely accommodate all modes of transportation.</i>	Engineering: Transportation	<p>Input — Significant progress has been made to implement this Action as the city’s Street Design Standards were adopted in September 2023.</p> <p>Recommendation — The recommended update reflects the city’s Street Design Standards and provides implementation and upkeep guidance to staff for the minor updates that may be required on an as-needed basis.</p>

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 Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
RS5	<i>Develop Utilize criteria and best practices to assess the costs and effectiveness of pilot transportation projects.</i>	Engineering: Transportation	<p>Input — The Engineering Department reported that they are less focused on “developing criteria” and instead utilize established criteria and best practices to assess the cost and effectiveness of pilot transportation projects .</p> <p>Recommendation — The recommended update clarifies that project-specific criteria based on best practices are to be used to evaluate pilot transportation projects. This shift supports a more practical approach to assessing costs, effectiveness, and whether a pilot solution is appropriate for long-term implementation.</p>
RS6	<i>Identify and improve locations within the city’s transportation infrastructure to meet or exceed Americans with Disability Act (ADA) standards.</i>	Engineering: Transportation, Parks & Recreation, and Public Works	<p>No recommended change — The Action statement reflects the ongoing commitment of multiple departments to ensure that as improvements are made throughout the city they meet or exceed ADA standards.</p> <p>Based on end-of-year status feedback, progress has been made to implement this Action through such efforts as the Engineering Department updating the ADA Transition Plan annually, Parks & Recreation implementing ADA best practices for renovation projects, and Public Works conducting field inspections on all barrier-free ramps and sidewalks for CIP projects.</p>
RS7	<i>Coordinate with neighboring communities to explore mutually beneficial regional transportation approaches that improve traffic flow within and between jurisdictions.</i>	Engineering: Transportation	<p>No recommended change — Based on end-of-year status feedback, the Engineering Department continues to implement this Action through various efforts with neighboring cities; examples include signal timing coordination, sharing of CCTV camera feeds, and lane reconfiguration. The Action remains a priority for the Engineering Department.</p>
RS8	<i>Regularly evaluate the updated Traffic Study and Traffic Impact Assessment (TIA) requirements, which provide standard criteria for evaluating the impacts of new and redevelopment projects on existing neighborhoods, the surrounding community, and the roadway system.</i>	Engineering: Transportation	<p>No recommended change — The Action statement was updated with the 2024 Comprehensive Plan Amendments to reflect the TIA Standards that were updated in 2023 as part of the Street Design Standards. The TIA standards are applied on a regular basis to all new development projects.</p>

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Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
<p>Bicycle & Other Mobility (BOM) Policy Background</p>	<p><i>Plano has five <u>three</u> 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 <u>micromobility</u> bicycle system.</i></p>	<p>N/A</p>	<p>Input — The Parks & Recreation Department reported that there are five major off-street, shared-use paths. These include Legacy, Los Rios (Oak Point), Chisholm, Bluebonnet, and Preston Ridge. Additionally, no update is proposed to the miles of on street marked routes as Parks confirmed that 168 miles is still correct.</p> <p>Recommendation — The proposed update accurately reflects the change in conditions and that there are five major off-street, shared-use paths. The last sentence is updated to match the latest policy statement.</p>
<p>Bicycle & Other Mobility (BOM) Policy Statement</p>	<p><i>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.</i></p>	<p>N/A</p>	<p>No recommended change</p>
<p>BOM1</p>	<p><i>Meet with businesses, residents, and other stakeholders to <u>assess needs and develop solutions</u> share ideas regarding bicycle and other micromobility transportation options.</i></p>	<p>Comprehensive Planning, Engineering: Transportation</p>	<p>Input — Staff assessed that the phrase “share ideas” lacks clarity and does not clearly convey the intended purpose or outcome of stakeholder engagement.</p> <p>Recommendation — The recommended update clarifies the intent of meeting with businesses, residents, and other stakeholders, and provides staff clearer guidance to implement the Action.</p>
<p>BOM2</p>	<p><i>Incorporate bicycle usage <u>and crash data</u>, <u>to develop safety recommendations and</u> crash reduction strategies with a target crash reduction, and safety recommendations with a safety goal within the city’s transportation plan.</i></p>	<p>Comprehensive Planning, Engineering: Transportation</p>	<p>Input — The Action as written does not clearly convey the intent to utilize bicycle and crash data to develop safety recommendations and strategies.</p> <p>Recommendation — The recommended update improves clarity for staff by clearly directing how bicycle usage and crash data should inform crash reduction strategies and safety recommendations, particularly when developing the citywide transportation plan.</p>
<p>BOM3</p>	<p><i>Create development guidelines that improve the safety and convenience of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.</i></p>	<p>Comprehensive Planning</p>	<p>No recommended change — The Action is a current priority for the Planning Department and is in progress. The Community Design Plan is currently being drafted and will provide guidelines that address the safety and convenience of bicycling and micromobility transportation.</p>

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Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
BOM4	<i>Adopt a Multimodal Streets Ordinance based on best practices to provide additional safety and transportation choices in appropriate locations of the city.</i>	Comprehensive Planning, Engineering: Transportation	<p>No recommended change — The Action is part of a citywide transportation plan, which is still a priority for the city.</p> <p>In 2023, City Council adopted the new Street Design Standards, which modernizes technical standards for the design and construction of thoroughfares, streets, sidewalks, and other street elements within the city. The Standards also added design for transit facilities to guide implementation of access and mobility infrastructure. A Multimodal Streets Ordinance may be an appropriate implementation item of a citywide transportation plan that would follow the guidance set in the Street Design Standards.</p>
BOM5	<i>Measure the bicycle level of service to evaluate existing routes, prioritize sites for improvements, and evaluate alternative treatments.</i>	Comprehensive Planning, Engineering: Transportation	<p>No recommended change — The Action is part of a citywide transportation plan, which is still a priority for the city.</p> <p>Bike/pedestrian usage count data is currently only collected along trails. The city is evaluating additional count locations. On-street data collection does not exist but could be part of implementation actions stemming from the citywide transportation plan.</p>
BOM6	<i>Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.</i>	Engineering: Transportation	<p>No recommended change — The Action has no issues from an implementation standpoint and continues to be a near-term priority. The Parks & Recreation Department collects bike data along trails; however, the Action is aspirational as there are opportunities to collect additional on-street bike usage data.</p>

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 Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
Public Transit (PT) Policy Background	<p><i>In 1986, the City of Plano joined the Dallas Area Rapid Transit (DART) system and <u>now</u> receives public bus transportation, <u>demand response services</u>, and light rail services, <u>with commuter rail service expanding through the addition of the Silver Line</u>. 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. <u>City Council direction has provided guidance to DART to re-prioritize transit services to better align with the community's evolving transportation needs. This includes shifting away from traditional fixed-route bus service in favor of more flexible, on-demand options like GoLink, exploring circulator service for Legacy Area business centers, and pursuing more direct transit connections to key regional destinations such as DFW Airport. Trolleys Streetcars, circulator shuttles, or other innovative small-scale transit services 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.</u></i></p>	N/A	<p>Input — The range of services that DART offers has expanded over time beyond the originally listed examples, and commuter rail services will be offered in the near future. In terms of potential transit modes, there are a variety of other options that are applicable to Plano. The reference to resident preferences is outdated, as more recent City Council direction has been provided regarding transit priorities.</p> <p>Recommendation — The proposed update reflects other services that DART now offers such as demand response services, and the Silver Line, which will offer commuter rail services within the next year.</p> <p>Information related to resident preferences was removed, as it no longer reflects current transit priorities. The proposed update incorporates City Council's direction to DART.</p> <p>Additionally, the reference to trolleys was revised to reflect that multiple short-trip solutions may be applicable in Plano. Recent studies regarding feasibility of streetcars (2022 DART Service Area Streetcar Feasibility Report) and circulator shuttles (NCTCOG Overhead Gondola Technology project) have explored transit alternatives relevant to Plano. The somewhat outdated term trolley was removed.</p>
Public Transit (PT) Policy Statement	<p><i>Plano will provide access to a convenient transit network focused on increasing and improving travel options and direct connections to major local destinations.</i></p>	N/A	<p>No recommended change</p>
PT1	<p><i>Share information about Dallas Area Rapid Transit (DART) services offered in Plano to city residents and workers.</i></p>	Communications and Community Outreach	<p>No recommended change — The Communications Department shares information related to DART services upon request. This is an ongoing Action that is implemented on an as-needed basis.</p>
PT2	<p>Develop metrics to measure <u>Evaluate</u> ridership and <u>data</u> to identify service enhancements.</p>	Engineering: Transportation	<p>Input — The Engineering Department provided input that they are not developing metrics to measure ridership, rather, the goal is to evaluate ridership when considering services enhancement needs.</p> <p>Recommendation — The revision aligns with actual departmental processes and shifts focus from creating metrics to using available ridership data for decision-making. The recommended update clarifies that the intent is to collect ridership data and evaluate the data to identify where service enhancements may be needed.</p>

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Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
PT3	<i>Increase the number of public transit options in Plano by working with DART to enhance service provision where needed and desired.</i>	Engineering: Transportation	No recommended change — This Action is a current priority and is in progress. The Engineering Department continues to work with DART to identify opportunities to expand public transit services; progress has been made through the expansion of the DART GoLink and adjustments to fixed bus routes.
PT4	<i>Partner with DART to study the feasibility and identify the required infrastructure and routes for innovative transit solutions, such as a Bus Rapid Transit program.</i>	Engineering: Transportation	Input — The Engineering Department provided input that they are analyzing a variety of innovative transit solutions such as bus signal prioritization, people mover systems, circulator routes, etc. Recommendation — The proposed update broadens the Action to address a variety of innovative solutions that are relevant to Plano, as Bus Rapid Transit is only one of many options.
PT5	<i>Work with DART and businesses near transit stops to protect public transit users from weather and vehicular traffic.</i>	Engineering: Transportation; Economic Development	No recommended change — The Economic Development Department provided input that the city is actively working with DART on a Legacy Circulator. In addition, Economic Development receives general input from businesses via various surveys that identify transit needs.
PT6	<i>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.</i>	Engineering: Transportation	No recommended change — The Engineering Department provided input that there are a variety of innovative public transit system solutions that are still applicable.
PT7	<i>Work with DART to provide east-west transit connections within the city.</i>	Comprehensive Planning, Engineering: Transportation	No recommended change — The Engineering Department provided input that east-west transit connectivity is still a priority and have coordinated with DART in service of this goal.
Transportation Demand Management (TDM) Policy Background	<i>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, telecommuting, and varied work hours. Plano will utilize TDM measures to reduce travel time to work and mitigate traffic congestion.</i>	N/A	No recommended change

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Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
Transportation Demand Management (TDM) Policy Statement	<i>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.</i>	N/A	No recommended change — The Engineering Department provided input that COVID-related traffic volume reduction put a halt on TDM efforts; however, with traffic counts back to pre-COVID numbers, TDM is again a priority.
TDM1	<i>Partner with the business community in Plano to develop and implement a Transportation Demand Management (TDM) plan for the city.</i>	Engineering: Transportation	No recommended change — The Engineering Department provided input that current TDM efforts are focused on the Legacy Business District due to traffic congestion in that area; a citywide TDM Plan remains an aspirational goal.
TDM2	<i>Encourage participation in the TDM program by pursuing, promoting, and demonstrating the benefits to the business community.</i>	Economic Development	No recommended change — The Action remains a priority for the Economic Development Department as they continue to work towards implementation through partnership with the LegacyConnect Transportation Management Association (Legacy TMA), which supports member businesses within Legacy business park.
TDM3	<i>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.</i>	Economic Development	No recommended change — The Action remains a priority for the Economic Development Department as they continue to work towards implementation through Legacy TMA efforts.
Pedestrian Environment (PE) Policy Background	<i>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, in Plano is often a challenge challenging due to the physical separation of land uses, long and indirect sidewalk routes, and the need to cross major thoroughfares.</i> <i>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.</i>	N/A	Input — The first sentence lacks clarity in explaining the specific challenges that limit walkability in Plano. Staff identified an opportunity to revise the sentence to more clearly identify the key barriers addressed by the Pedestrian Environment policy and actions. The last sentence essentially provides policy direction rather than background information and is directly addressed by the Pedestrian Environment Policy Statement, which was more recently revised in 2021. Recommendation — The proposed update to the first sentence more clearly identifies the factors that make walking from residential neighborhoods to commercial and retail areas challenging.
Pedestrian Environment (PE) Policy Statement	<i>Plano will pursue a safe, universally accessible, and well-connected pedestrian system that enhances walkability, improves navigation of major thoroughfares, and provides connections to nearby destinations desired by the community.</i>	N/A	No recommended change

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 Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
PE1	<i>Develop strategies and identify priorities within the city’s transportation plan to create a safe and accessible pedestrian network that enhances walkability in Plano.</i>	Comprehensive Planning	No recommended change — This Action is intended to be addressed through the development of a citywide transportation plan. A safe and accessible pedestrian network remains a priority for the Engineering Department.
PE2	<i>Update development standards to prioritize streetscape design that enhances Plano’s pedestrian environment through greenery, wider sidewalks, lighting, street furniture, shade structures, wayfinding guides, paseos, and other amenities where appropriate.</i>	Comprehensive Planning, Land Records Planning	No recommended change — The is an ongoing Action that the Planning Department has made progress on and continues to be a current priority. The Street Design Standards, which were adopted in 2023, modernized the technical standards for the design and construction of thoroughfares, streets, sidewalks, and other street design elements within the city. Additionally, the Zoning & Subdivision Ordinances were updated with the Street Design Standards to enhance requirements and standards for sidewalks, paseos, street amenities, etc. The Community Design Plan is in progress and will provide further refined review criteria for the desired pedestrian environment.
PE3	<i>Improve 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.</i>	Engineering: Transportation	No recommended change — Traffic calming remains a priority for the Engineering Department. The Street Design Standards, adopted in 2023, provided updated tools to mitigate neighborhood traffic. The Engineering Department is aiming to coordinate with a consultant to assist with traffic calming implementation; a contract has not yet been approved by City Council.
PE4	<i>Improve the safety of intersections of major roadways by evaluating and implementing effective strategies for pedestrian-oriented enhancements.</i>	Engineering: Transportation	No recommended change — The is an ongoing Action that the Engineering Department has made progress on and continues to implement. It remains aligned with the department’s top priority, which is roadway safety. The adoption of the Street Design Standards in 2023, an update to the 2009 Thoroughfare Standards, provides guidance to ensure safety of major roadway intersections.

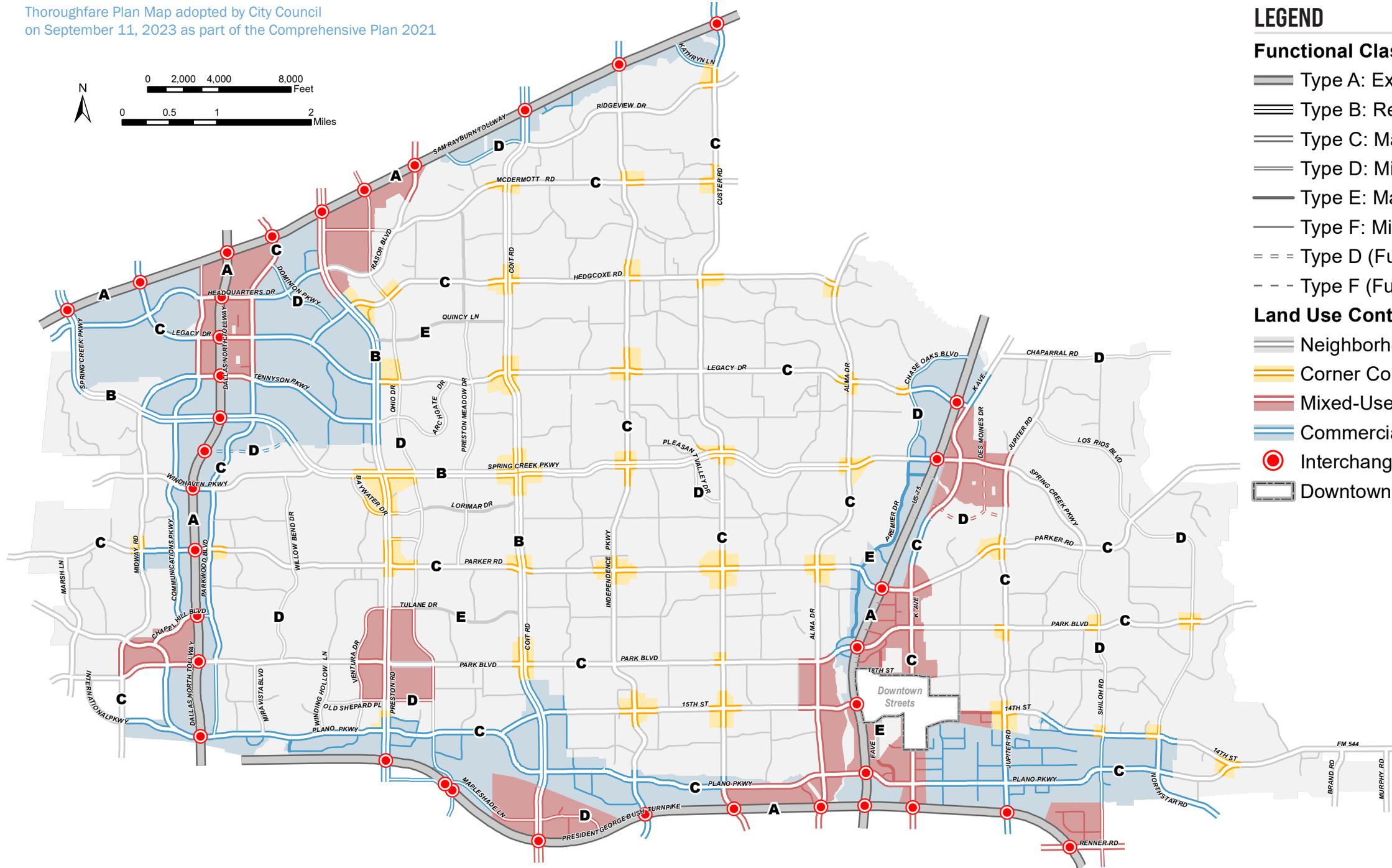
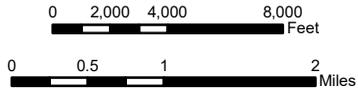
2025 Comprehensive Plan Maintenance Review
 Built Environment – Transportation Component Recommended Updates

Component Policy/Action	Plan Text	Lead Department	Justification of Recommendations
PE5	<i>Improve pedestrian safety and convenience by completing sidewalk gaps along the city's roadway system. Include prioritization strategies when developing and updating the city's transportation plan.</i>	Public Works, Engineering: Transportation	No recommended change — Progress has been made to implement the action and continues to be a priority. The Public Works Department reported in 2024 that the department replaced 891,807 square feet of sidewalk and 1,397 square feet of barrier-free ramps to improve pedestrian safety. Additionally, approximately 8,792 trip hazards were eliminated.
PE6	<i>Partner with local school districts and other educational institutions to <u>update and</u> annually provide Safe Routes to School maps.</i>	Engineering: Transportation	Input — The Engineering Department provided input that they are responsible for updating the Safe Routes to School maps; the maps are provided to schools to be distributed annually. Recommendation — The revision clarifies the shared responsibility in distributing Safe Routes to School maps. While the city is responsible for updating and maintaining the maps, local school districts are responsible for distributing them.
PE7	<i>Partner with educational institutions, businesses, and other stakeholders to develop public service announcements <u>communication campaigns</u> that promote pedestrian safety, awareness, and education.</i>	Communications and Community Outreach, Police	Input — The Communications and Police Departments reported that pedestrian safety issues are not as pressing as they have been in the past; for that reason, public service announcements may not be the most effective communication method. The Communications and Police Departments provided input that “communication campaigns” more accurately describe the methods currently used by their departments do to meet the intent of this Action. Recommendation — The proposed update reflects a broader range of communication options that align with the work that the Communication and Police departments do and apply towards the implementation of this Action.



THOROUGHFARE PLAN MAP

Thoroughfare Plan Map adopted by City Council on September 11, 2023 as part of the Comprehensive Plan 2021



LEGEND

Functional Class

- Type A: Expressway/Tollway
- Type B: Regional Arterial
- Type C: Major Arterial
- Type D: Minor Arterial
- Type E: Major Collector
- Type F: Minor Collector
- Type D (Future)
- Type F (Future)

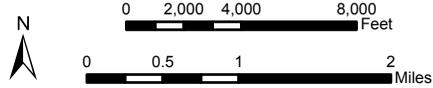
Land Use Context

- Neighborhood Context
- Corner Context
- Mixed-Use Context
- Commercial Context
- Interchange Grade Separation
- Downtown Streets

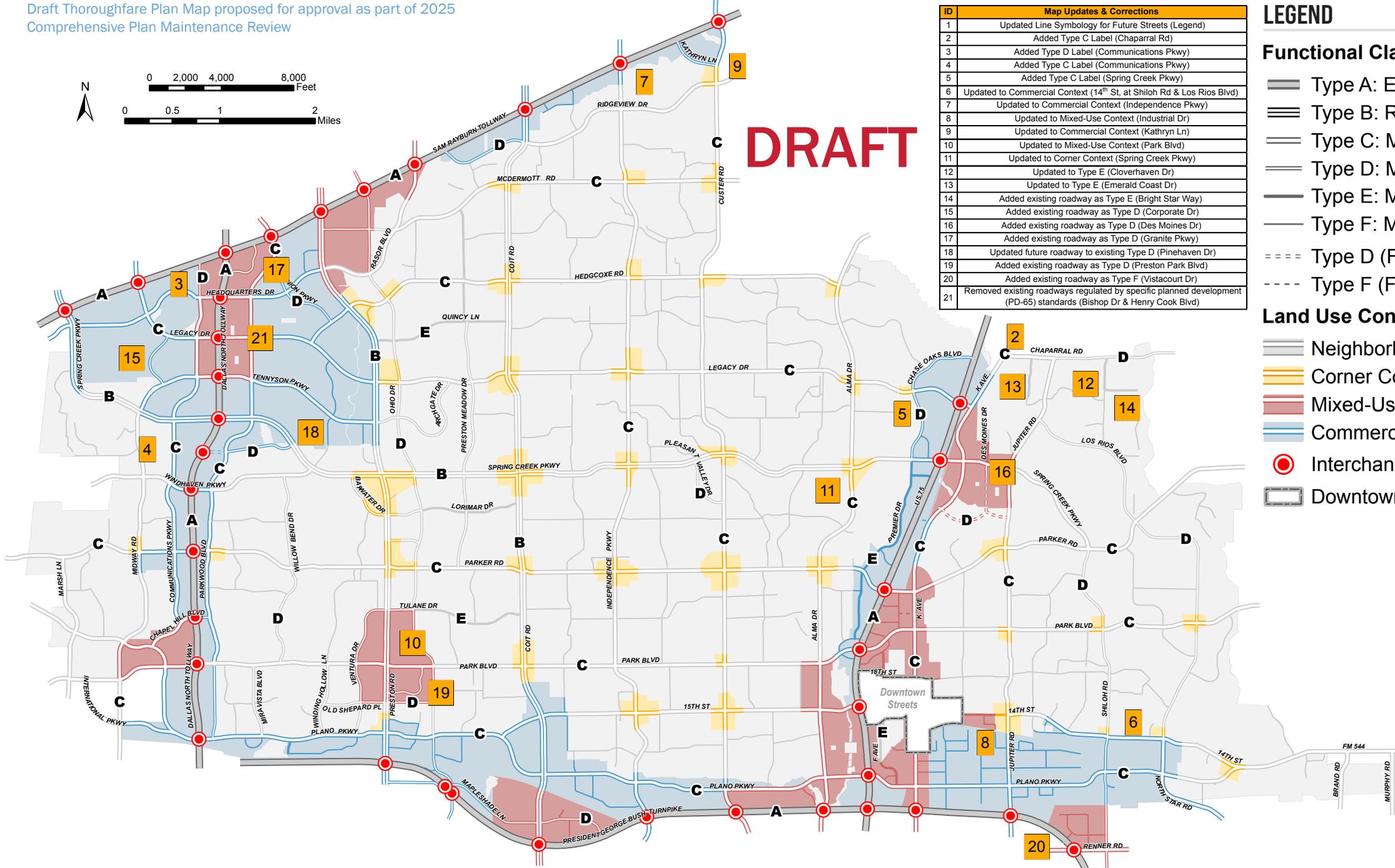


THOROUGHFARE PLAN MAP

Draft Thoroughfare Plan Map proposed for approval as part of 2025
Comprehensive Plan Maintenance Review



DRAFT



ID	Map Updates & Corrections
1	Updated Line Symbology for Future Streets (Legend)
2	Added Type C Label (Chaparral Rd)
3	Added Type D Label (Communications Pkwy)
4	Added Type C Label (Communications Pkwy)
5	Added Type C Label (Spring Creek Pkwy)
6	Updated to Commercial Context (14 th St, at Shiloh Rd & Los Rios Blvd)
7	Updated to Commercial Context (Independence Pkwy)
8	Updated to Mixed-Use Context (Industrial Dr)
9	Updated to Commercial Context (Kathryn Ln)
10	Updated to Mixed-Use Context (Park Blvd)
11	Updated to Corner Context (Spring Creek Pkwy)
12	Updated to Type E (Cloverhaven Dr)
13	Updated to Type E (Emerald Coast Dr)
14	Added existing roadway as Type E (Bright Star Way)
15	Added existing roadway as Type D (Corporate Dr)
16	Added existing roadway as Type D (Des Moines Dr)
17	Added existing roadway as Type D (Granite Pkwy)
18	Updated future roadway to existing Type D (Pinehaven Dr)
19	Added existing roadway as Type D (Preston Park Blvd)
20	Added existing roadway as Type F (Vistacourt Dr)
21	Removed existing roadways regulated by specific planned development (PD-65) standards (Bishop Dr & Henry Cook Blvd)

LEGEND

Functional Class

- Type A: Expressway/Tollway
- Type B: Regional Arterial
- Type C: Major Arterial
- Type D: Minor Arterial
- Type E: Major Collector
- Type F: Minor Collector
- Type D (Future)
- Type F (Future)

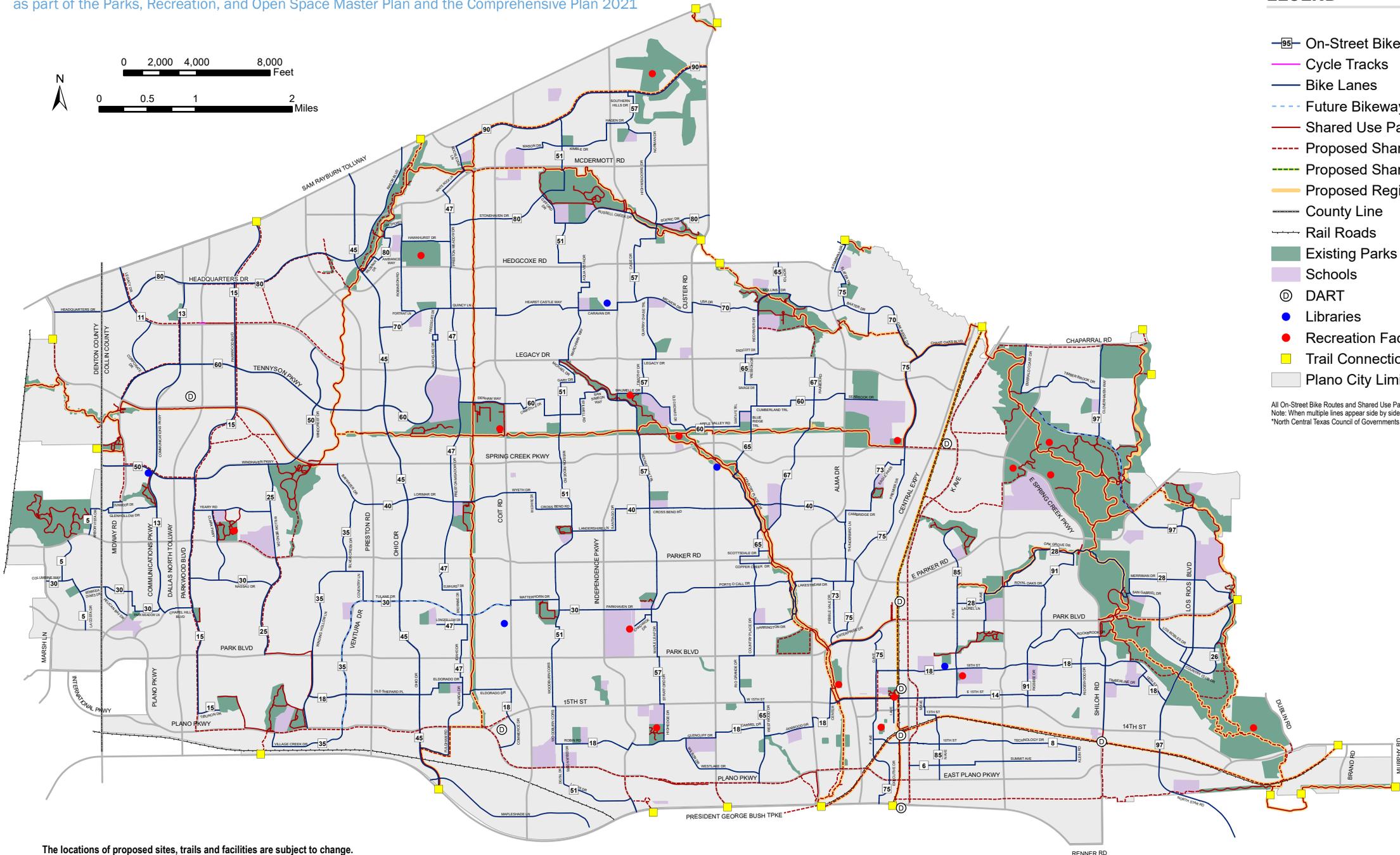
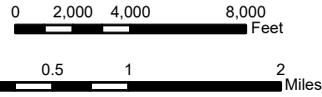
Land Use Context

- Neighborhood Context
- Corner Context
- Mixed-Use Context
- Commercial Context
- Interchange Grade Separation
- Downtown Streets



BICYCLE TRANSPORTATION PLAN MAP

Bicycle Transportation Plan Map adopted by City Council on July 24, 2023
as part of the Parks, Recreation, and Open Space Master Plan and the Comprehensive Plan 2021



LEGEND

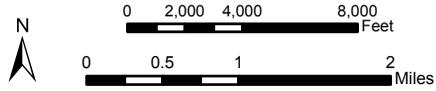
- On-Street Bike Routes
- Cycle Tracks
- Bike Lanes
- Future Bikeway Accomodation Study Area
- Shared Use Paths
- Proposed Shared Use Paths
- Proposed Shared Use Path - Study Area
- Proposed Regional Bicycle Network*
- County Line
- Rail Roads
- Existing Parks
- Schools
- DART
- Libraries
- Recreation Facilities
- Trail Connection
- Plano City Limit

All On-Street Bike Routes and Shared Use Paths are shown in approximate locations.
Note: When multiple lines appear side by side, it denotes multiple uses served by the same facility.
*North Central Texas Council of Governments Regional Veloweb.

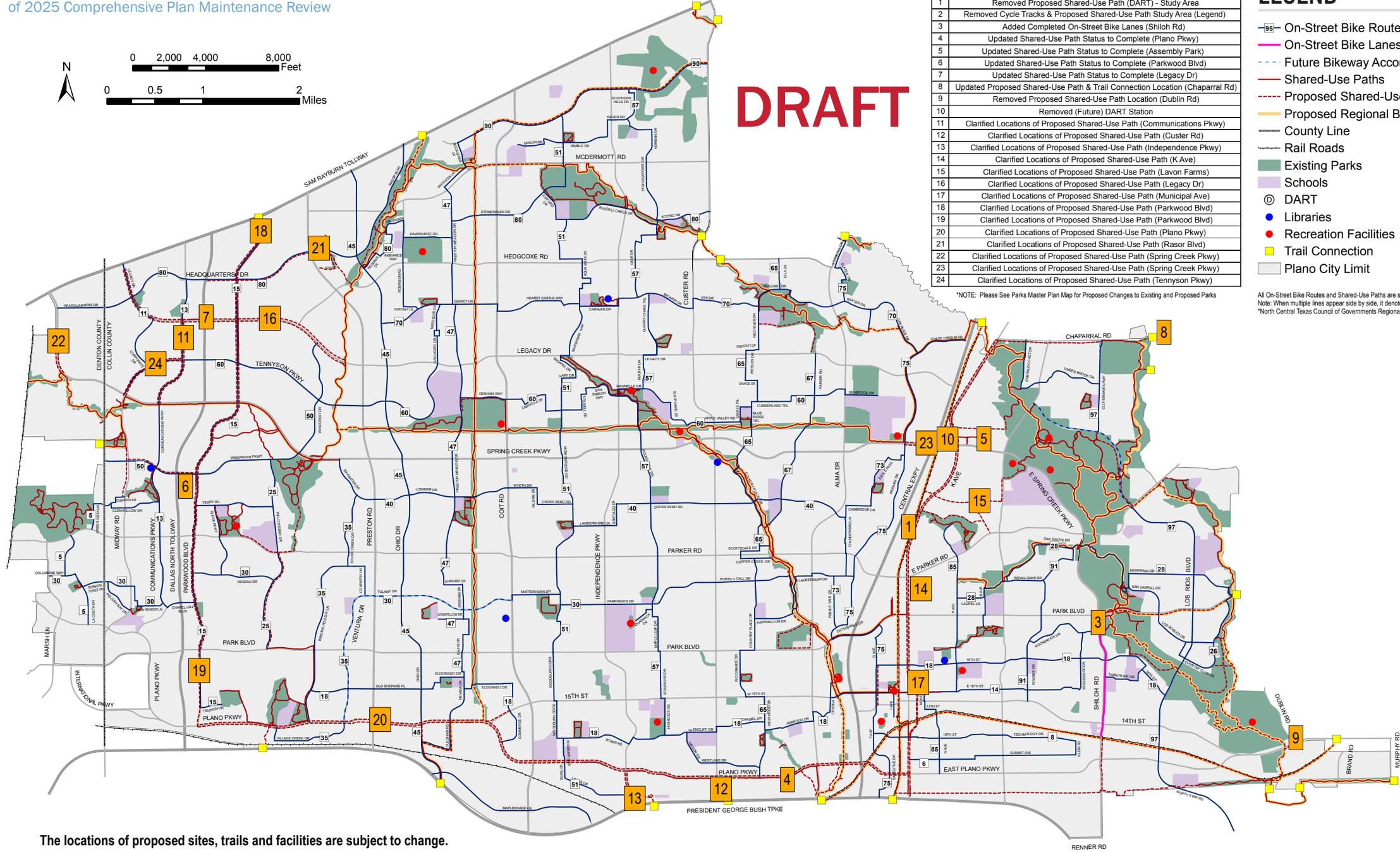
The locations of proposed sites, trails and facilities are subject to change.

BICYCLE TRANSPORTATION PLAN MAP

Draft Bicycle Transportation Plan Map proposed for approval as part of 2025 Comprehensive Plan Maintenance Review



DRAFT



ID	Map Updates & Corrections
1	Removed Proposed Shared-Use Path (DART) - Study Area
2	Removed Cycle Tracks & Proposed Shared-Use Path Study Area (Legend)
3	Added Completed On-Street Bike Lanes (Shiloh Rd)
4	Updated Shared-Use Path Status to Complete (Plano Pkwy)
5	Updated Shared-Use Path Status to Complete (Assembly Park)
6	Updated Shared-Use Path Status to Complete (Parkwood Blvd)
7	Updated Shared-Use Path Status to Complete (Legacy Dr)
8	Updated Proposed Shared-Use Path & Trail Connection Location (Chaparral Rd)
9	Removed Proposed Shared-Use Path Location (Dublin Rd)
10	Removed (Future) DART Station
11	Clarified Locations of Proposed Shared-Use Path (Communications Pkwy)
12	Clarified Locations of Proposed Shared-Use Path (Custer Rd)
13	Clarified Locations of Proposed Shared-Use Path (Independence Pkwy)
14	Clarified Locations of Proposed Shared-Use Path (K Ave)
15	Clarified Locations of Proposed Shared-Use Path (Lavon Farms)
16	Clarified Locations of Proposed Shared-Use Path (Legacy Dr)
17	Clarified Locations of Proposed Shared-Use Path (Municipal Ave)
18	Clarified Locations of Proposed Shared-Use Path (Parkwood Blvd)
19	Clarified Locations of Proposed Shared-Use Path (Parkwood Blvd)
20	Clarified Locations of Proposed Shared-Use Path (Plano Pkwy)
21	Clarified Locations of Proposed Shared-Use Path (Rasor Blvd)
22	Clarified Locations of Proposed Shared-Use Path (Spring Creek Pkwy)
23	Clarified Locations of Proposed Shared-Use Path (Spring Creek Pkwy)
24	Clarified Locations of Proposed Shared-Use Path (Tennyson Pkwy)

LEGEND

- On-Street Bike Routes 2
- On-Street Bike Lanes 2
- Future Bikeway Accommodation Study Area
- Shared-Use Paths
- Proposed Shared-Use Paths
- Proposed Regional Bicycle Network*
- County Line
- Rail Roads
- Existing Parks
- Schools
- DART
- Libraries
- Recreation Facilities
- Trail Connection
- Plano City Limit

*NOTE: Please See Parks Master Plan Map for Proposed Changes to Existing and Proposed Parks

All On-Street Bike Routes and Shared-Use Paths are shown in approximate locations.
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*North Central Texas Council of Governments Regional Velovets.

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