
CPC Thoroughfare Plan Recommendations

Staff Report
October 21, 2020

BACKGROUND AND REQUEST:

At the Citizens Participation Committee (CPC) meeting on September 30, 2020, Area Plan Commission staff gave a presentation and answered questions about a draft version of the new Thoroughfare Plan. The purpose of this presentation was to give an overview of how the plan will be changing and to begin to gather feedback on what elements the community wants in the new plan.

The presentation primarily covered three areas where staff desired public input: Bicycle/Pedestrian/Transit Infrastructure design, loading zones, and sustainability. After the presentation concluded and staff had conducted a question and answer session, staff gathered recommendations from the committee about what the revisions to the draft Thoroughfare Plan should include from these three areas (as well as any other miscellaneous recommendations). These recommendations represent the consensus of the CPC about how appropriate design standards for the transportation system in the updated Thoroughfare Plan can benefit the community when new development or re-development occurs.

The CPC's recommendations can be broken down into two categories: items to include in the plan and items that need further discussion before the plan is finalized. These recommendations are detailed in the attachment included with this report.

STAFF RECOMMENDATION:

Staff recommends approval of the CPC's recommendations.

CPC THOROUGHFARE PLAN RECOMMENDATIONS

CPC RECOMMENDATIONS ABOUT ITEMS TO INCLUDE IN PLAN:

Sidewalks should be built in every new development or re-development, including sidewalks around the perimeter of the development, so that enough connectivity exists for users of all abilities to make their entire trip safely.

PROWAG minimum standards, as defined by the United States Access Board, should be used to develop sidewalk design standards. There may be some situations where sidewalks should be designed above the PROWAG minimum standards to provide for pedestrian safety and comfort.

When a development or re-development occurs, and a trail has already been planned in that area of the community, the trail should be built concurrently with the development or re-development project.

Trails or other separated bicycle facilities are preferred if they can be constructed. If trails cannot be constructed, allowing bicycle lanes, sharrows, and signage may be helpful to bicyclists. When these solutions are implemented, they need to be connected so that users of all abilities can make their entire trip safely.

Loading zones in alleys should be prioritized. If there is no alley available, a designated loading area in a parking spot is still preferred to on-street loading in certain areas. Consideration should be given to how to use a parking space when there is no loading/unloading occurring so that the space will not be unused during that time.

Plants and other green infrastructure/sustainable infrastructure should be required, especially in downtown areas. The Thoroughfare Plan should work in combination with other local ordinances to ensure that enough green infrastructure/sustainable infrastructure is installed to help reduce stormwater runoff and lower temperatures.

Wider buffer zones between sidewalks and the street are preferred. The Thoroughfare Plan should work in combination with other local ordinances to create buffer zones that can include street trees (or other appropriate plants) and pedestrian amenities.

CPC RECOMMENDATIONS ABOUT ITEMS REQUIRING FURTHER DISCUSSION:

How can we get more bus shelters around the community? Should standards for bus shelters be included in the Thoroughfare Plan revisions?

Should standards for street trees be included in this plan, or should other mechanisms be used to create these standards?