

City of Plano COMPREHENSIVE PLAN

BICYCLE TRANSPORTATION POLICY STATEMENT 1.0

TABLE OF CONTENTS

<u>DESCRIPTION</u>	<u>1</u>
<u>BACKGROUND</u>	<u>2</u>
Shared Use Paths	2
On-Street Bicycle Routes	2
Regional Bicycle Network	3
<u>ANALYSIS</u>	<u>3</u>
<u>CITY INITIATIVES</u>	<u>4</u>
<u>POLICY STATEMENT</u>	<u>4</u>

Bicycle Transportation Plan



Bicycle Transportation

Policy Statement 1.0

Description

This policy statement provides a description of the bicycle transportation system in Plano along with the major issues affecting bicycle travel. City initiatives to address these issues as well as policies to guide decision makers in the implementation of the Bicycle Transportation Plan are included. The bicycle is considered a component of the multi-modal transportation system found within Plano. As the city matures and neighboring communities continue to develop at a rapid pace, vehicular transportation within Plano could become more congested.

The bicycle is a means of transportation for trips to employment centers, transit stations, schools, libraries, shopping, parks, and recreation facilities. Bicycle transportation can also assist in the region's mandate to improve air quality. Bicycling for recreation

is also important because a well-developed bicycle network is a significant contributor to the overall quality of life in a community.

This policy statement addresses the following objectives and strategies found in the Transportation Element of the Comprehensive Plan.

Objective A.1: Promote regional efforts to improve air quality and address transportation issues in the Metroplex.

Strategy A.2: Work closely with federal, state and regional agencies to provide for a range of transportation options to meet the changing needs of Plano residents.

Objective A.3: Provide Plano residents with a variety of transportation options.

Objective B.4: Promote safe and accessible recreational and destination oriented bicycle use.

Strategy B.8: Develop and maintain a system of bicycle routes and recreational trails for destination and recreational use that lead to cultural attractions and employment areas, mass transit facilities, and residential neighborhoods.

Strategy C.3: Participate in the development and implementation of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Plan and other regional coordination programs.

Background

The City of Plano has a Bicycle Transportation Plan that identifies on-street bicycle routes and shared use paths. The plan was first approved by City Council in 1986 with updates in 1993 and 2001. Many of these facilities are in existence today while others are in the planning and engineering stages. There are three types of designations for bicycle facilities found on the Bicycle Transportation Plan Map:



Shared Use Path

Shared Use Paths

Shared use paths are paved, off-street paths. While they are an essential component of the bikeway network, these facilities are also used by roller skaters, skateboarders, kick scooters, walkers, runners, wheelchair users, people pushing baby strollers, and walking dogs. The majority of shared use paths are located within parkland, but some are also in the road rights-of-way and on private property via easement agreements. The

Bluebonnet, Chisholm, and Preston Ridge Trails are three existing shared use paths that cross major portions of the city. Future plans call for additions to these paths as well as new paths along the Rowlett Creek and White Rock Creek corridors.



On-Street Bicycle Route Directional Blade Signs

On-street Bicycle Routes

An on-street bicycle route is a road or a series of roads identified for bicycle use due to lower volumes of traffic, lower speed limits, or direct connection to neighboring cities' routes. On-street bicycle routes are identified for their strategic connections to shared use paths, schools, libraries, recreation centers, Dallas Area Rapid Transit (DART) bus and rail transit stops, shopping, and places of employment.

On-street bicycle routes have signage to show bicyclists how to navigate through the city primarily away from major thoroughfares. The signage also lets motorists know that bicyclists will be present on those routes.



North Central Texas Council of Governments Regional Bicycle Network Map

Regional Bicycle Network (Regional Veloweb)

This network, called the Regional Veloweb, is proposed by the North Central Texas Council of Governments (NCTCOG) and is intended to link bicycle networks from multiple cities throughout the Dallas-Fort Worth region. The Regional Veloweb is a 1,668 mile network of shared use paths and on-street bicycle routes that are being coordinated to provide bicycle connectivity in the region.

Plano's Bluebonnet and Preston Ridge Trails are designated as a part of the Regional Veloweb along with proposed bikeways adjacent to Rowlett Creek and the DART railroad rights of way that follow the Union Pacific and Cotton Belt Railroad alignments. These bikeways are also

identified in the Collin County Regional Trails Master Plan and a local regional bicycle network plan known as the Six Cities Trail Plan sponsored by the cities of Allen, Frisco, Garland, McKinney, Plano, and Richardson.

Analysis

One major issue regarding bicycle transportation in Plano is crossing the highway systems surrounding the city. U.S. Highway 75 and the Dallas North Tollway provide access to Plano from the rest of the Dallas-Fort Worth region. However, the expressways pose an east-west barrier to bicyclists due to heavy vehicular traffic and turning movements at major thoroughfare intersections with service roads. Likewise, the Sam Rayburn Tollway and the President George Bush Turnpike also make it difficult for bicyclists trying to connect between bikeways in Plano and adjacent cities to the north and south. In order for the Regional Veloweb to function and for Plano's bikeways to interconnect with those in neighboring cities, barrier issues must be addressed.

Another major issue for bicycle transportation in Plano is the available land space for shared use path construction. Paths are primarily built on parkland, and because parkland is limited, the reach of paths is limited. Recently, the city has added some paths in the road right of way, where possible. The city is also making trail connections across private lands and utility corridors that require owner consent and easement agreements. The process of obtaining easements with owners is often a very long one and can be costly.

City Initiatives

In 2012, the city implemented a project to install signage for the on-street bicycle routes. These bike routes span over 168 miles of roadway and are signed with approximately 2,600 signs.

Improvements for east-west connections of U.S. Highway 75 are underway. A project is currently in the engineering phase for bikeway improvements along 15th Street at U.S. Highway 75 to provide an improved connection from the southernmost point of Chisholm Trail along 15th Street under U.S. Highway 75 into downtown. Another project being engineered is bikeway improvements of the Park Boulevard overpass at U.S. Highway 75.



Intercity Bicycle Trail Connection with City of Allen. Plano Mayor Harry LaRosiliere and Allen Mayor Stephen Terrell.

A connection will be made from Chisholm Trail at Enterprise Drive along the overpass to the Parker Road DART station at Archerwood Lane. Recently, a shared use path connection was completed joining the cities of Plano and Allen, north of Legacy Drive, for a crossing under U.S. Highway 75 at Rowlett Creek. Plano installed the

bridge over Rowlett Creek, while the city of Allen installed the tunnel under the DART rail right-of-way.

Additionally, several improvements for north-south connections of the President George Bush Turnpike and the Sam Rayburn Tollway are in the planning phases. One project will connect Chisholm Trail south to Richardson at Alma Drive and the Bush Turnpike. Another project will connect Preston Ridge Trail south to Dallas at Ohio Drive and the Bush Turnpike. Finally, a third project will connect a portion of Plano to Allen and Frisco at Custer Road and the Sam Rayburn Tollway via Rowlett Creek. All three projects involve the acquisition of easements on private land to make the connections.

Policy Statements

The following is a list of policy statements that should be used for implementation of the Bicycle Transportation Plan as described above:

1. Develop and maintain an interconnected network of bikeways, made up of both on-street bicycle routes and shared use paths, as designated on the Bicycle Transportation Plan to provide access to transit, schools, libraries, parks, recreation facilities, shopping, employment, and other cities.
2. Develop and maintain a system of bikeways with appropriate signs, signalization, or grade-separations to ensure safe roadway crossings.

3. Develop and update educational materials that inform motorists and bicyclists about the city's Bicycle Transportation Network and its proper use on a regular basis.
4. Encourage employers to implement trip reduction programs and provide bicycle storage facilities and changing rooms for employees who commute to work by bicycle.
5. Encourage bicycling within the city with a bicycle network map and way finding signage.
6. Encourage the installation of adequate, safe and secure bicycle storage at transit facilities.
7. Designate a law enforcement liaison to the cycling community.
8. Implement enforcement of the Safe Passing Ordinance.
9. Study and evaluate the effectiveness of bikeway crossings of all roadways including highways, and where bikeways interconnect with neighborhoods, transit, education, recreational, commercial and cultural facilities and other bicycle facilities in surrounding cities.
10. Measure the amount of usage taking place on bikeways in the community.