

*Plano Tomorrow Comprehensive Plan*  
Policies and Action Statements Relating to Transportation  
Consolidated CPRC Feedback with Staff Recommendations  
CPRC Meeting Date: July 7, 2020  
**The Built Environment – Bicycle (Bundle 7)**

| <b>Bicycle (Bundle 7)</b>     |  |
|-------------------------------|--|
| <b><u>ORIGINAL POLICY</u></b> | <b>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.</b>   |
| Bronsky                       | 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, <a href="#">as needed and prioritizing existing residents, business, and organizations.</a>  |
| Dillavou                      | Plano will enhance and maintain <a href="#">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> <del>a safe regional bicycle system to provide a viable option for travel to destinations, which is accessible to all users.</del>  |
| La Mastra                     | Plano will enhance and maintain a safe <del>regional</del> bicycle <a href="#">and walking trail</a> system to provide a viable option for travel to destinations, which is accessible to all users.   |
| Shockey                       | Plano will enhance and maintain a safe <del>regional</del> bicycle system to provide a viable option for travel to destinations, which is accessible to all users.   |
| Solomon                       | Plano will enhance and maintain a safe regional bicycle system to provide a viable option for travel to destinations <a href="#">and exercise</a> , which is accessible to all users, <a href="#">as needed and prioritized by all people who live, study, and work in Plano.</a>  |
| Staff Rec.                    | <p>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.<br/> <i>(Note: There are other adopted city policies about the recreational aspects of trail use in the <a href="#">Parks and Recreation Policy</a> and <a href="#">Parks and Recreation Master Plan</a>.)</i><br/> <i>(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.)</i></p> <p>Staff supports changing the name of this policy to “Bicycles and Other Micromobility.”</p> |

**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]

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| <b>B1)</b><br><b>ORIGINAL</b> | <b>Meet with businesses and share ideas with other cities regarding bicycle transportation.</b>  |
| Bronsky                       | Meet with <a href="#">residents</a> , businesses <a href="#">and other organizations</a> and share ideas with other cities regarding bicycle transportation.   |
| Dillavou                      | Meet with <a href="#">users and adjoining cities to</a> <del>businesses and</del> share ideas <del>with other cities</del> regarding bicycle <a href="#">walking and alternative mobility recreation and</a> transportation.   |
| La Mastra                     | Meet with businesses and <a href="#">adjoining communities to</a> share ideas with other <del>them</del> <a href="#">cities</a> regarding bicycle <a href="#">and walking</a> transportation.  |
| Solomon                       | Meet with businesses and <a href="#">other organizations in Plano to</a> share ideas with other cities regarding bicycle transportation.   |
| Staff Rec.                    | Meet with businesses, residents, and other stakeholders to share ideas regarding bicycle and other micromobility transportation options.<br><i>(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.)</i> |
| <b>B2)</b><br><b>ORIGINAL</b> | <b>Adopt a bicycle plan with a target mode share for biking, a safety goal and a target crash reduction.</b>   |
| Bronsky                       | Adopt a bicycle plan with a target mode share for biking, a safety goal and a target crash reduction <a href="#">while considering other vehicular needs</a> .   |
| Dillavou                      | Adopt a bicycle <a href="#">pedestrian and alternative transportation</a> plan <del>with a target mode share for biking, a focused on</del> safety goal and <del>a target</del> crash reduction <a href="#">while providing options for transportation use</a> .   |
| La Mastra                     | Adopt a <del>bicycle</del> plan with a target mode <del>share</del> for biking <a href="#">and</a> <del>pedestrian transportation with</del> a safety goal and a target crash reduction.   |
| Solomon                       | Adopt a bicycle plan with a target mode share for biking, a safety goal and a target crash reduction <a href="#">while considering other vehicular needs and priorities</a> .  |
| Staff Rec.                    | Incorporate bicycle usage data, crash reduction strategies, and safety recommendations within the city's transportation plan.<br><i>(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.)</i>                                      |

**Commented [CS3]:**  
Doug Shockey: What is meant by this?

**Commented [CS4]:**  
Jim Dillavou: what about scooters and other future options?

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| <b>B3)<br/>ORIGINAL</b>   | <b>Create end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</b>   |
| Bronsky & Solomon         | Create end of trip amenity guidelines, such as bicycle parking and shower facilities <del>to encourage bicycle transportation.</del>   |
| Crawford                  | <del>Create</del> <u>Study feasibility, in Plano, of</u> end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.  |
| Dillavou                  | Create <u>suggestions and guidelines</u> <del>end of trip for</del> amenities <u>that will encourage alternative mobility guidelines</u> , such as <u>improved lighting</u> , bicycle parking and shower facilities to encourage bicycle transportation. |
| La Mastra                 | Create end of trip amenity guidelines, such as bicycle parking and <del>shower facilities to</del> encourage bicycle transportation.   |
| Shockey                   | Create <u>suggestions for</u> end of trip amenities <u>iesy guidelines</u> , <del>such as bicycle parking and shower facilities</del> to encourage bicycle transportation.   |
| Wilson                    | <del>Create end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.</del>   |
| 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.   |

**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.

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| <b>Bicycle (Bundle 7)</b>      |   |
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| <b>B4)</b><br><b>ORIGINAL</b>  | <b>Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists.</b>  |
| Bronsky                        | Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists, <a href="#">as needed and prioritizing existing residents, business, and organizations.</a>   |
| Crawford                       | Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists <a href="#">where appropriate for Plano.</a>   |
| Dillavou, La Mastra, & Shockey | <del>Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists.</del>  |
| Solomon                        | Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists, <a href="#">subject to and balanced with the needs and prioritized of the people who live, study, and work in Plano.</a>  |
| Staff Rec.                     | 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. <i>(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.)</i> |
| <b>B5)</b><br><b>ORIGINAL</b>  | <b>Measure the bicycle level of service to evaluate existing routes, prioritize site for improvement, and evaluate alternate treatments.</b>  |
|                                | No changes proposed by Committee.   |
| <b>B6)</b><br><b>ORIGINAL</b>  | <b>Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.</b>  |
| La Mastra                      | Collect <a href="#">current</a> data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements. <a href="#">Meet with bicycle clubs in Plano to determine needs and growth of bicycle current and future usage.</a>   |
| Staff Rec.                     | Staff recommends the original action language. <i>(Note: Bicycle clubs in Plano would be included as stakeholders in the staff recommendation for Action B1.)</i>   |

**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.

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|                   |   |
|-------------------|---|
| Bronsky & Solomon | <a href="#">B7) Regularly poll people who live, study, and work in Plano to collect their needs and priorities with respect to bicycle usage and routes.</a>  |
| Solomon           | <a href="#">B8) Balance bicycle travel against other transportation needs and priorities of people who live, study, and work in Plano.</a>  |
| Staff Rec.        | <p><i>(Note: <a href="#">Parks and Recreation Action 1</a> (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 <a href="#">PR 7</a>, which states, “Examine the impact of changing demographics and recreational needs on parks, facilities and programming through research of trends and gathering public feedback.”)</i></p> <p><i>(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.)</i></p> |

**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.