

Bundle 7 – Bicycle

Policies and Actions with Detailed Information

The Plano Tomorrow Policies and Actions were developed through meetings with the Planning & Zoning Commission, City Council, and extensive public outreach. Information on this process can be found here:

- [Public Outreach Process](#)
 - [Advisory Committee Workshops](#)
 - [Adoption Process](#)
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The Built Environment - Bicycle

POLICY - 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.

B1) Meet with businesses and share ideas with other cities regarding bicycle transportation.

Status:

- Recurring and on track
- The Planning Department represents the city on the North Central Texas Council of Government (NCTCOG) Bicycle and Pedestrian Advisory Committee (BPAC). This committee meets quarterly to share technical expertise, provide public outreach support, and review advancements in regional bicycle and pedestrian planning.
- Staff coordinates bicycle transportation projects with neighboring cities when projects provide connectivity across jurisdictional boundaries.
- A set process to meet with businesses regarding bicycle transportation needs has yet to be determined.

Background:

Much of the city's existing and planned bicycle transportation infrastructure provides both local and regional connectivity, and it is therefore important for staff to routinely coordinate planning and design of bicycle facilities with neighboring cities. Many of the city's regional bicycle routes and shared-use paths are identified on both the City's [Bicycle Transportation Plan](#) and the [NCTCOG's Regional Veloweb](#). While Plano and neighboring cities are responsible for planning these interjurisdictional connections, they are recognized at a regional level and are often prioritized for regional funding.

Meeting with and understanding local business needs for providing commuting alternatives for employees and customers will be an ongoing action. For some industries, promoting bicycle-friendly workplace initiatives can help attract talent in a competitive economic environment. The city can coordinate with these businesses to identify ways the local bicycle network can support their employees' active transportation commutes and lifestyle

habits. The League of American Bicyclists' [Bicycle Friendly Business program](#) is an example of a program that can provide guidance and recognition for bicycle-friendly policies.

B2) Adopt a bicycle plan with a target mode share for biking, a safety goal and a target crash reduction.

Status:

- Pending
- This action has not yet been initiated.

Background:

While the current [Bicycle Transportation Map](#) and [Parks, Recreation, Trails, and Open Space Master Plan](#) provides high-level guidance on the city's preferred location of trails, shared-use paths, and bike routes, a mode-specific bicycle plan can provide more detail regarding community preferences for bicycling, best practices for making streets and shared-use paths safer for cycling, and other changes the city can make to support active transportation. This type of plan can establish community goals and metrics to measure effectiveness of bicycling project and programs, including ridership, safety, access to the network, and level of comfort.

B3) Create end of trip amenity guidelines, such as bicycle parking and shower facilities to encourage bicycle transportation.

Status:

- In Progress
- The Parks & Recreation Department developed preliminary bicycle parking guidelines in 2017. Staff will continue to evaluate how to improve upon these guidelines for new development and redevelopment projects.

Background:

Building quality bike parking facilities and other amenities as part of new development and redevelopment increases the likelihood that employees, visitors, or residents will choose to ride a bicycle as a transportation option. These amenities can also be appealing to certain businesses as a way to recruit prospective employees who want the option to use active transportation as a mode choice. End of trip amenity guidelines aim to encourage well-designed bicycle parking facilities and other amenities that make bicycling easier to incorporate into daily routines. Other amenities may include personal lockers, changing facilities and showers, and bicycle repair stations. The Houston-Galveston Area Council's [End-Of-Trip Facilities Planning Guide](#) is an example of guidelines for many of these facilities.

B4) Adopt a Multimodal Streets Ordinance to meet the standards for a Bicycle Friendly Community as determined by the League of American Bicyclists.

Status:

- Pending
- This action has not yet been initiated.

Background:

On November 16, 2015, the League of American Bicyclists awarded Plano the Bronze-level Bicycle Friendly Community status. Plano again earned Bronze status in 2019. The League's [Bicycle Friendly America program](#) sets standards for what constitutes a quality bicycling culture and environment and provides guidance for how communities, businesses, universities, and states can improve their planning, policies, and infrastructure. One of the key steps identified by the League for Plano to further improve conditions for bicycling includes adopting a Multimodal Streets Ordinance:

Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

The City's Bicycle Friendly Community Fall 2019 Report Card can be found [here](#).

B5) Measure the bicycle level of service to evaluate existing routes, prioritize site for improvement, and evaluate alternate treatments.

Status:

- Pending
- This action has not yet been initiated and could be advanced in combination with the development of a bicycle plan (Action B2).

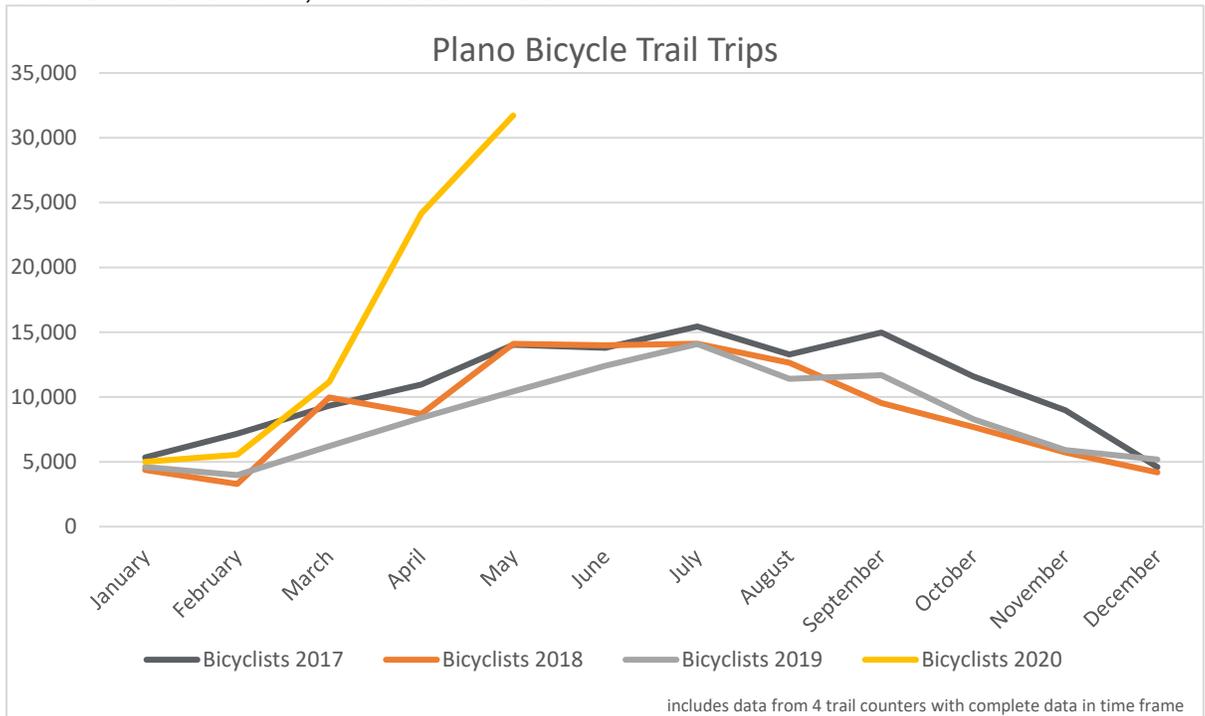
Background:

Level of service (LOS) is a transportation metric often used to measure the amount of vehicle delay on roadways based on volume of vehicles and capacity of the roadway. Bicycle level of service, also known as Bicycle Level of Traffic Stress (LTS), is a somewhat different metric, used to assess the comfort and connectivity of bicycle networks. Various factors such as perceived safety issues, extended travel distances, and difficult terrain can be deterrents to bicycling. Measuring LTS can help the city prioritize the locations that most likely dissuade people from riding bicycles and the types of improvements to increase the number and diversity of people that may be willing to use a bicycle facility. A continuous low-stress network is essential for bicyclists of all ages and abilities to travel easily throughout the city's network. Enhancements that help to improve LTS generally translate into safer conditions for pedestrians as well. A report on Low-Stress Bicycling and Network Connectivity by the Mineta Transportation Institute can be found [here](#).

B6) Collect data to measure and analyze bicycle usage to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.

Status:

- In Progress
- Bicycle and pedestrian count data is collected at [seven trail locations around Plano](#) and the city is evaluating additional trail counter locations. On-street data collection does not exist, but could be collected as part of the development of a bicycle plan (Action B2).
- General bicycle trip data for Plano’s trail counters, including recent data from the COVID-19 timeframe, is included in the chart below.



Background:

Higher quality data can help the City to set performance measures, prioritize programs and infrastructure funds, and evaluate the long-term trends of walking and bicycling. Measuring and analyzing bicycle user data is a [challenging endeavor](#), as the most readily available data, from the American Community Survey, captures bicycle trips to work, but most bicycle trips occur for other purposes, such as local errands, social outings, or recreation. [Additional count data](#) can be used to monitor the trends of a particular facility or the overall network and methods have been document by the Transportation Research Board’s National Cooperative Highway Research Program to [estimate bicycle and pedestrian demand](#).