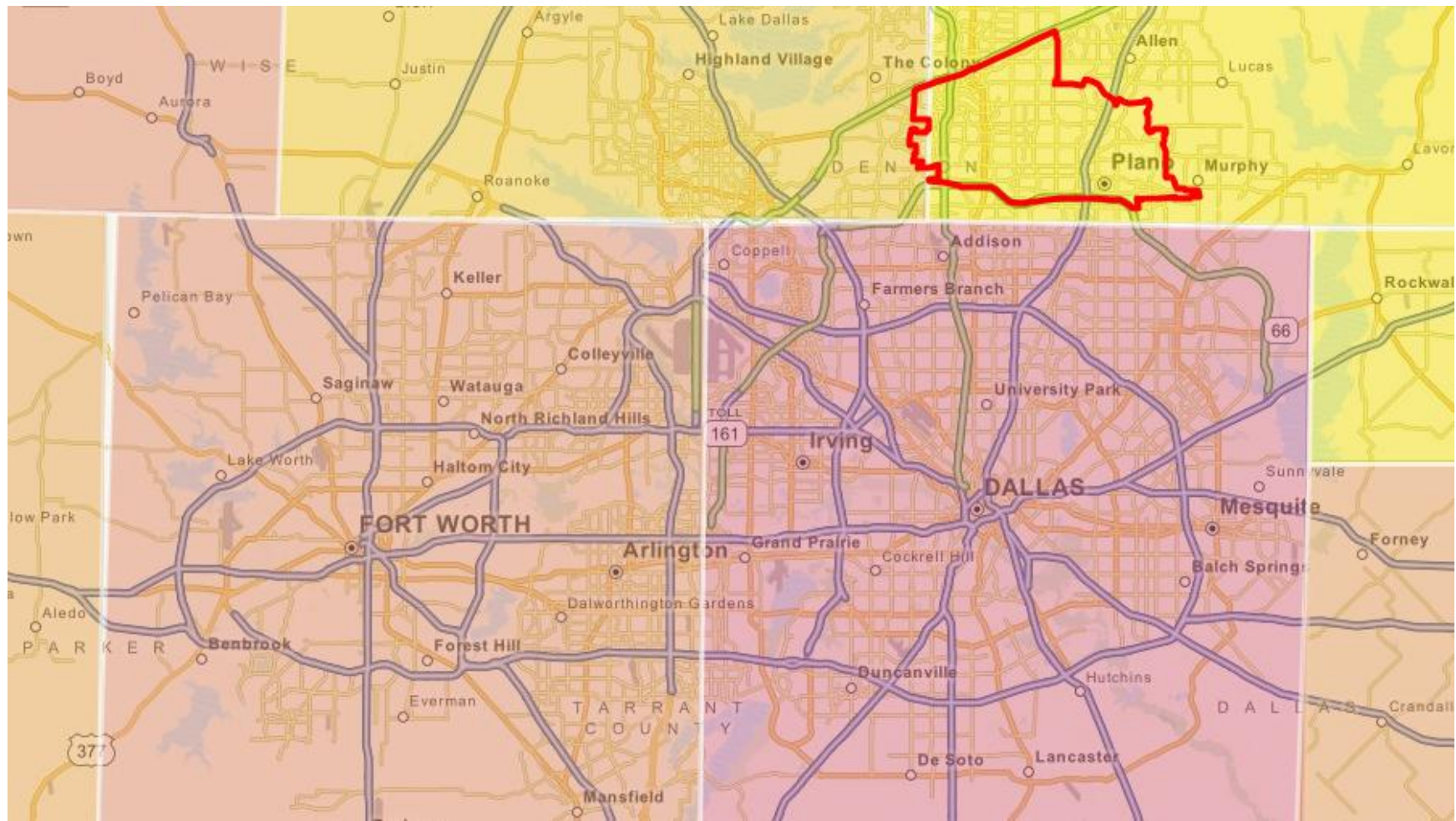


PLANO'S ON-STREET BICYCLE ROUTE NETWORK

Renée Burke Jordan, AICP

Trail System Planner

Plano Parks & Recreation, Park Planning







Bikeway Classifications:

Class I ———
Bike Path

Class III ———
Bike Route *

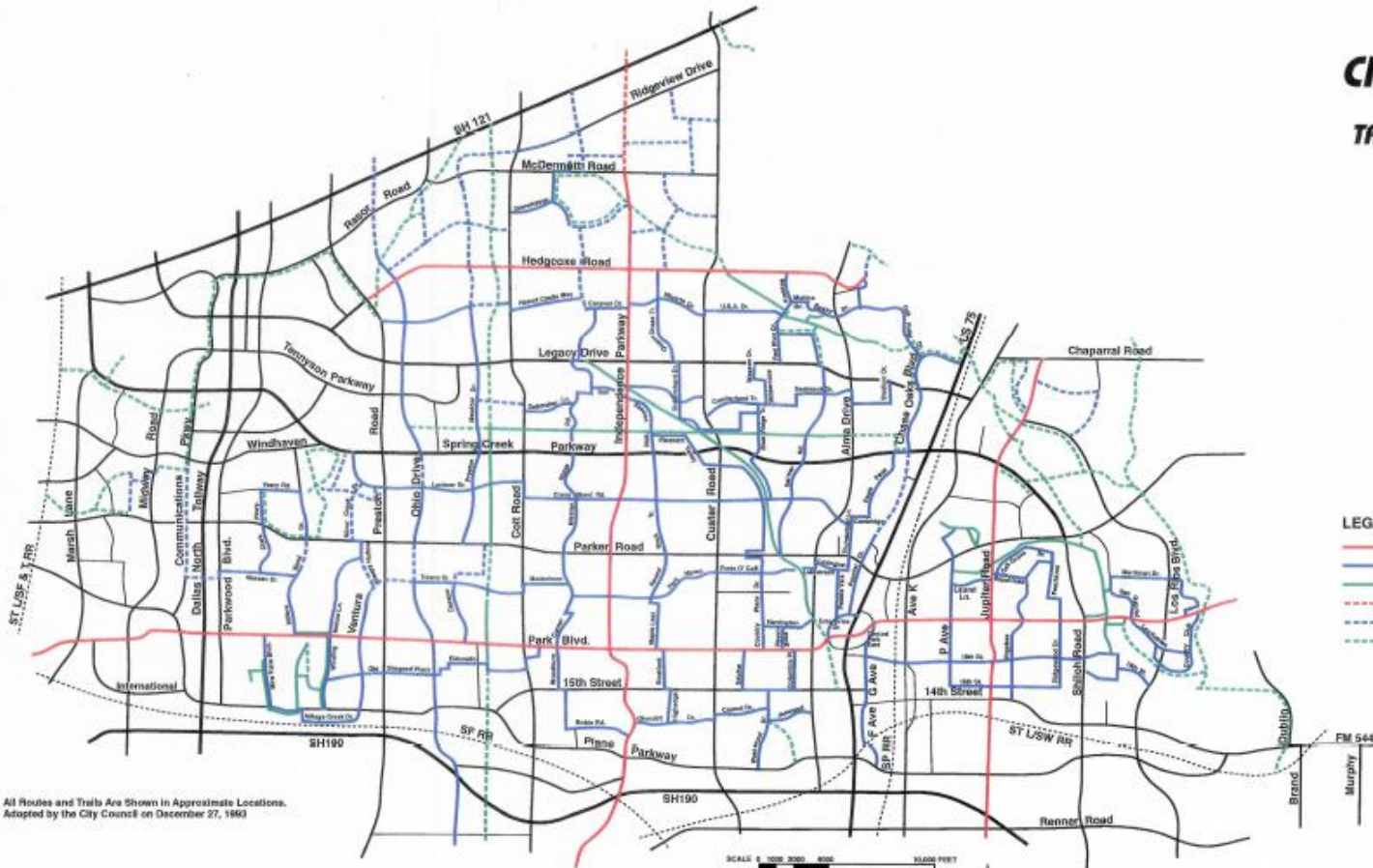
Bike Route /
Sign Only ———

(See Reverse for classification descriptions)



Master Plan
March 19, 1985

CITY of PLANO BICYCLE TRANSPORTATION PLAN



LEGEND

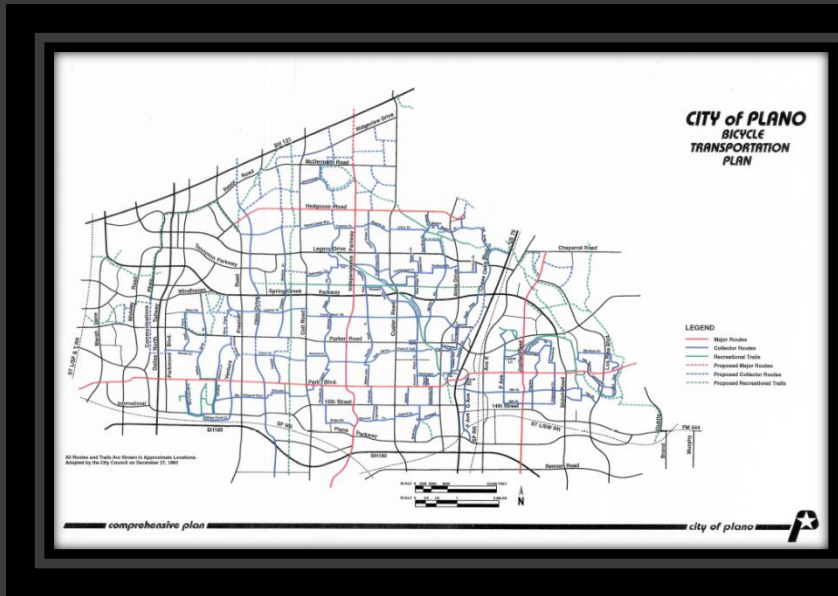
- Major Routes
- Collector Routes
- Recreational Trails
- - - Proposed Major Routes
- - - Proposed Collector Routes
- - - Proposed Recreational Trails

All Routes and Trails Are Shown in Approximate Locations.
Adopted by the City Council on December 27, 1993

SCALE 1" = 1000' 000' 10000 FEET

SCALE 1" = 1/4" 10' 1 2000 FEET





City of Plano Comprehensive Plan

Introduction

Purpose

The Comprehensive Plan is a long-range guide for the future growth, development, and redevelopment of the city. It provides a general vision for Plano's future and plays an important role in the city's decision-making process. Although the plan focuses on the community's physical environment, it is also closely tied to socio-economic factors.

General Description of Plano

Location

Plano is a city of approximately 243,500 people located about 20 miles north of downtown Dallas, and covers approximately 73 square miles. Located in Collin and Denton counties, Plano is bounded by the cities of Dallas, Richardson, Carrollton, The Town of Heath, The Colony, Frisco, Allen, Parker and Murphy. It is served by four major regional expressways U.S. 75 (North Central Expressway), the Dallas North Tollway, President George Bush Turnpike (S. H. 190), and S. H. 121. It is approximately 25 miles from the Dallas/Fort Worth International Airport.

Introduction (Updated August 2004) 1-1

Comprehensive Plan
3 Transportation

Transportation Element (Updated March 2008) 1

City of Plano Comprehensive Plan

Bicycle Transportation

Policy Statement 1.0

Description

This policy statement provides a detailed description of the bicycle transportation system in Plano along with the major issues affecting bicycle travel. City initiatives to address these issues and policies to guide decision makers for implementing the Bicycle Transportation Plan are included as well.

The bicycle is considered an alternative means of transportation that could be used to improve air quality of the Dallas-Fort Worth Metropolis. This policy statement addresses the following objective and strategies found in the Transportation Element of the Comprehensive Plan.

- Objective A.4 Provide for safe and accessible recreational and destination-oriented bicycle use.

Background

The City of Plano has a Bicycle Transportation Plan which identifies bicycle routes and trails. Some of these facilities are in existence today while others are in the planning stages. There are four types of bicycle facilities found on the Bicycle Transportation Plan:

- Strategy A.7 Develop and maintain a system of major and secondary bicycle routes and recreational trails for destination and recreational use that lead to cultural and employment areas, major transit facilities and residential neighborhoods.
- Strategy A.8 Provide safe, east-west connections for bicycle travel over barriers such as U. S. 75 and the Dallas North Tollway.

PSI-1

City of Plano
COMPREHENSIVE PLAN

PARKS AND RECREATION ELEMENT

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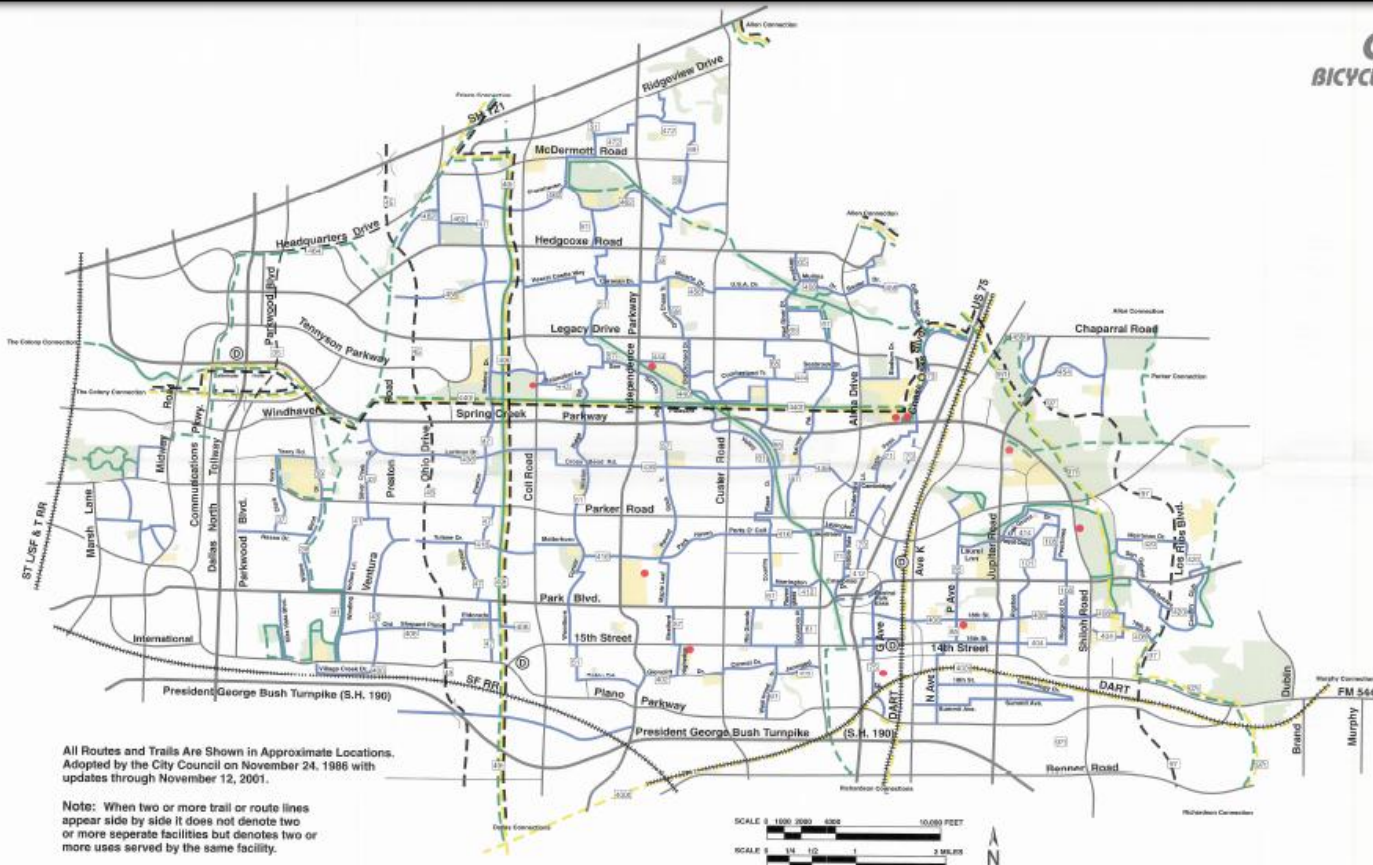
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route signs



CITY of PLANO BICYCLE TRANSPORTATION PLAN



LEGEND

- Secondary Routes
- Recreational Trails
- Proposed Major Routes
- Proposed Secondary Routes
- Proposed Recreational Trails
- Proposed Regional Veloweb
- 201 Trail and Bike Route Numbers
- Recreation Facilities
- D DART Station
- Schools
- Parks

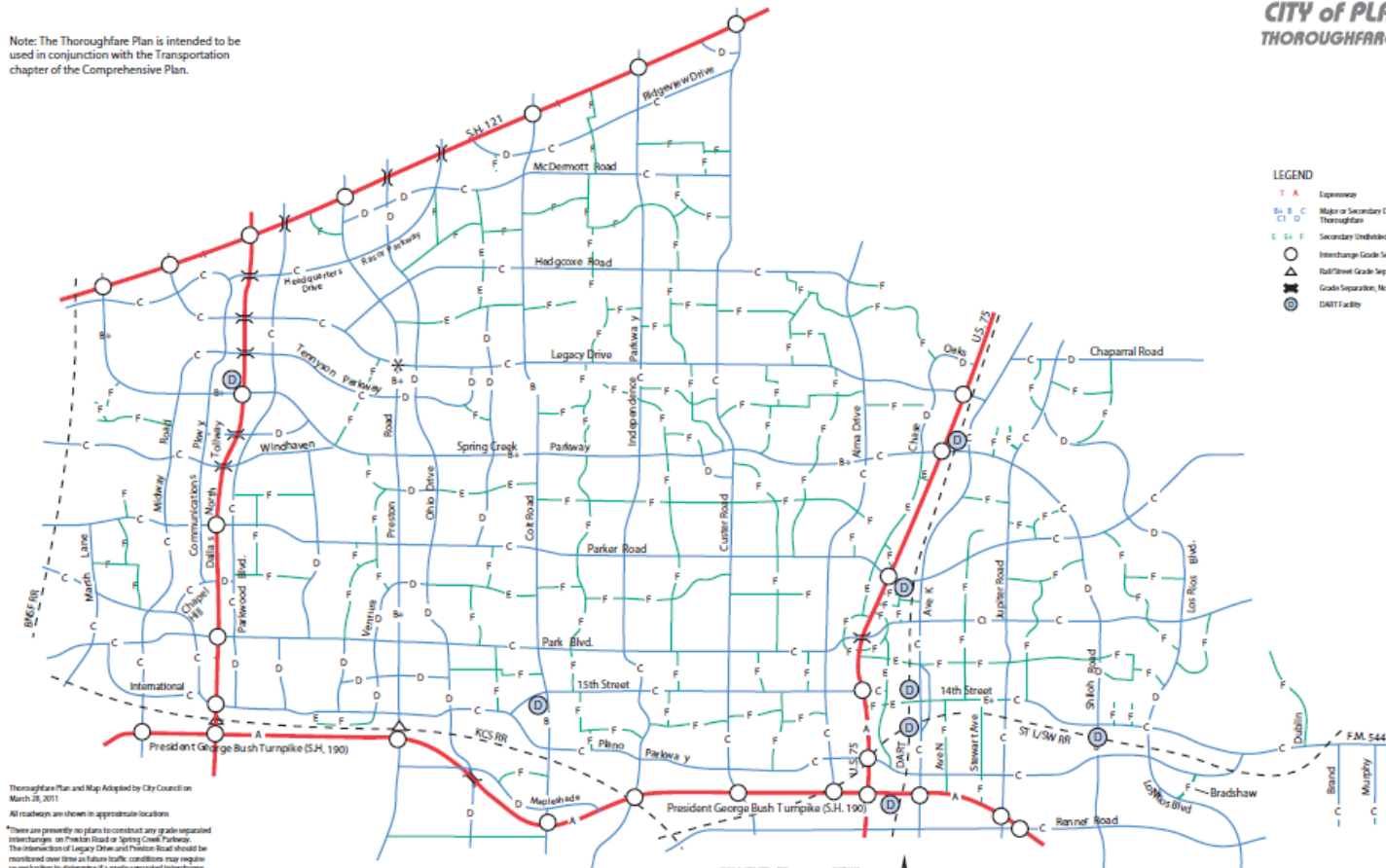
All Routes and Trails Are Shown in Approximate Locations. Adopted by the City Council on November 24, 1986 with updates through November 12, 2001.

Note: When two or more trail or route lines appear side by side it does not denote two or more separate facilities but denotes two or more uses served by the same facility.



CITY OF PLANO THOROUGHFARE PLAN

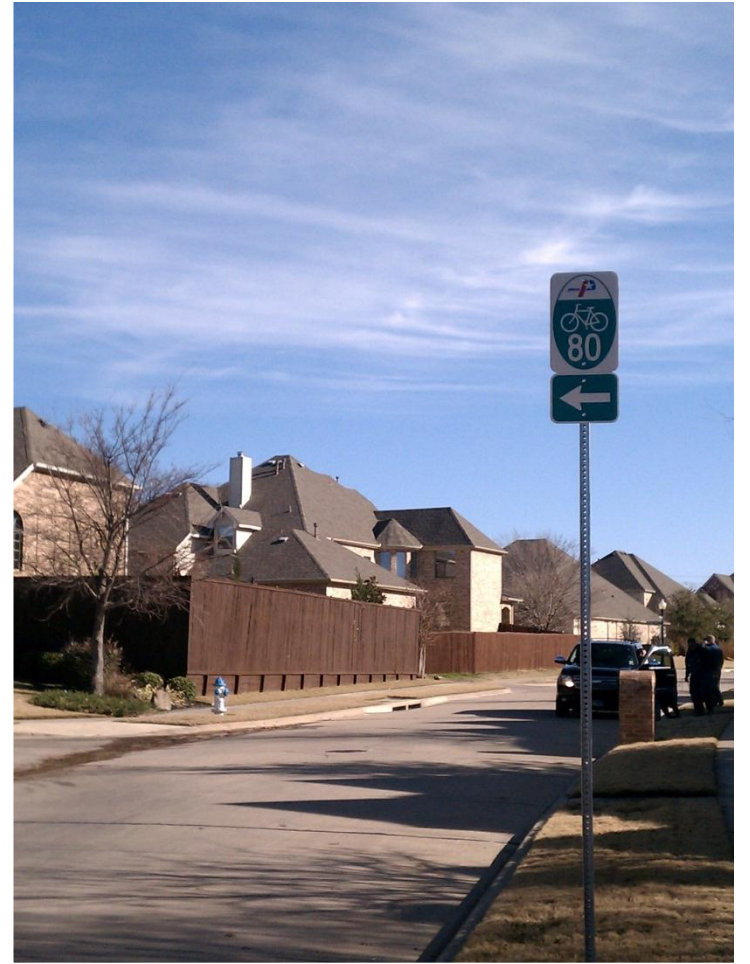
Note: The Thoroughfare Plan is intended to be used in conjunction with the Transportation chapter of the Comprehensive Plan.

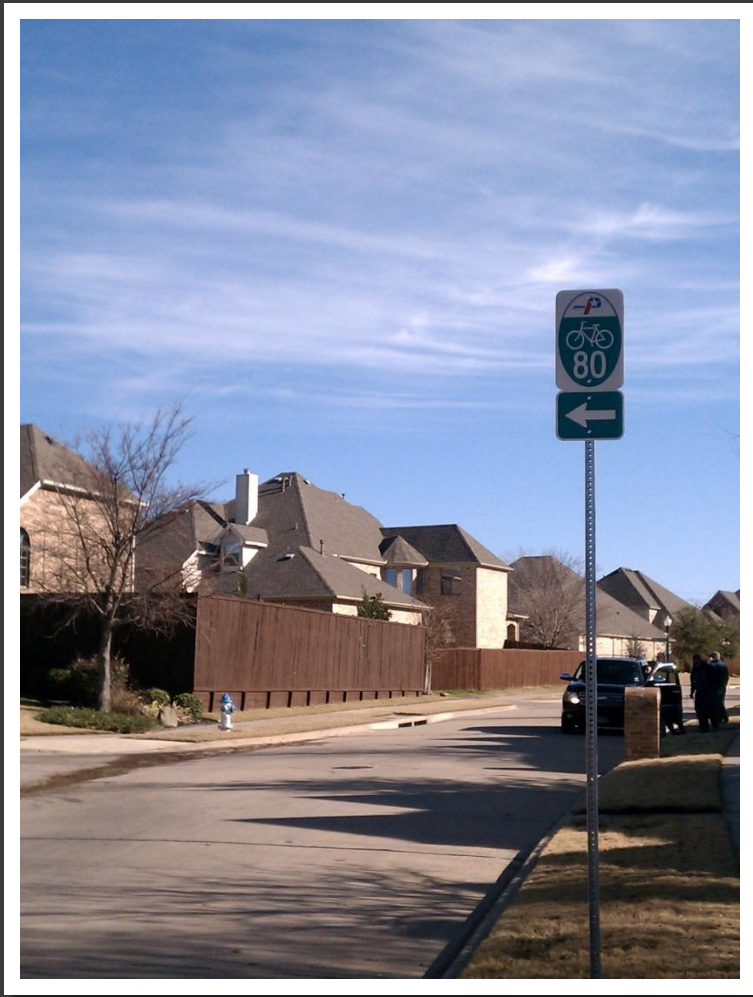


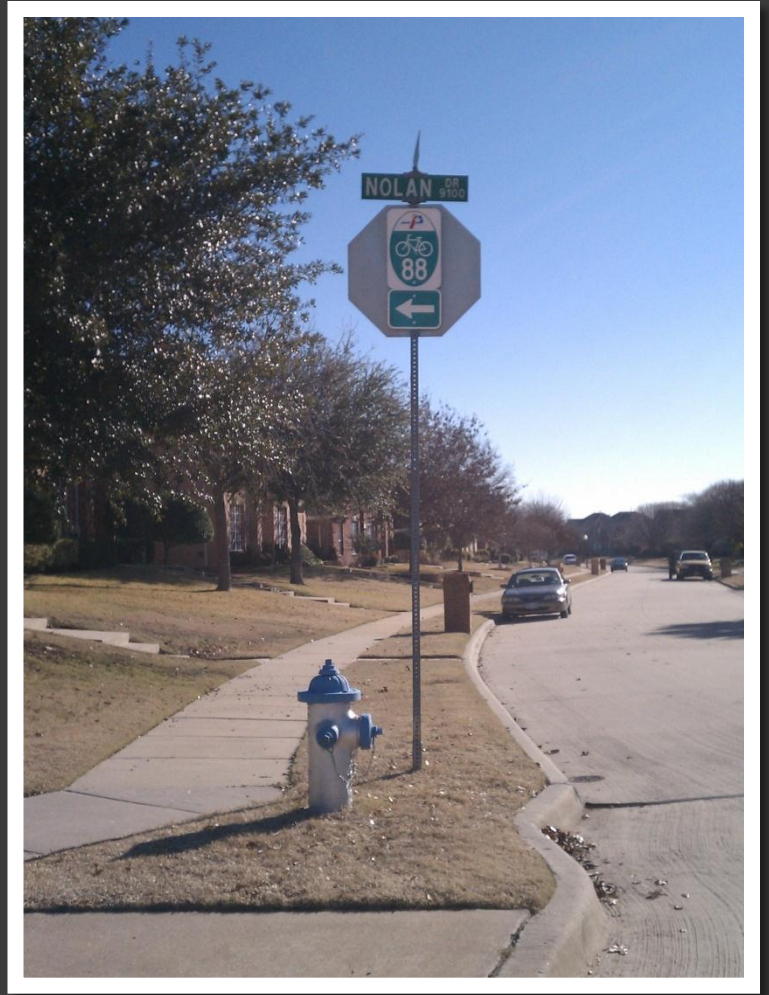
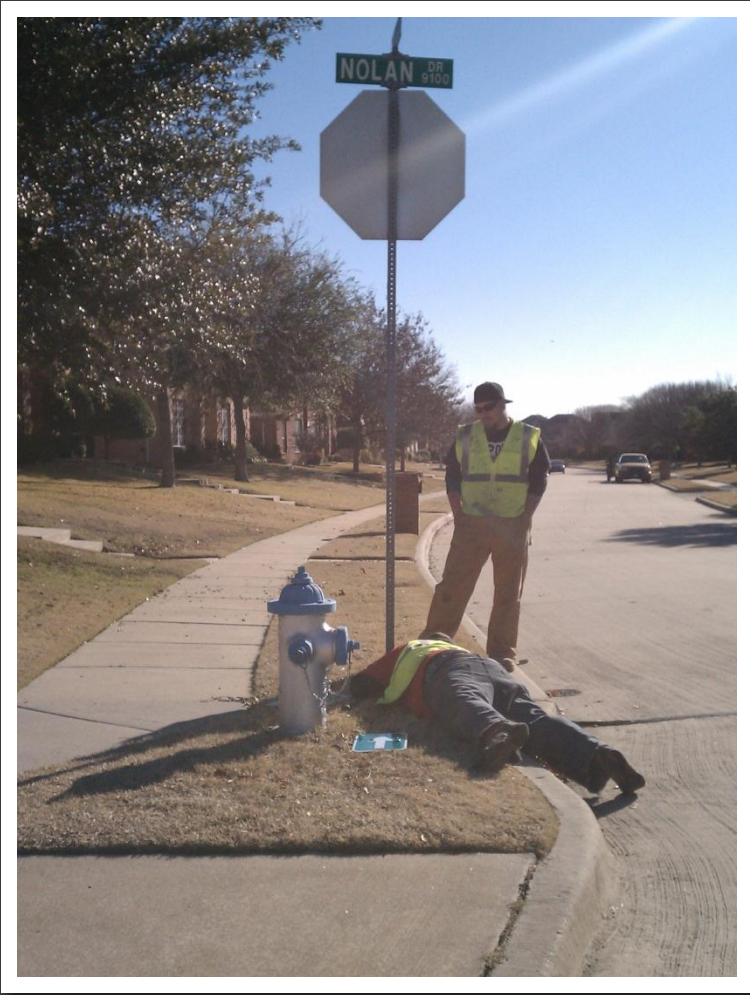
LEGEND

	Expressway
	Major or Secondary Divided Thoroughfare
	Secondary Undivided Thoroughfare
	Interchange Grade Separation
	Rail/Street Grade Separation
	Grade Separation, No Interchange
	DART Facility

Thoroughfare Plan and Map Adopted by City Council on March 28, 2011.
 All roadways are shown in approximate locations.
 *There are presently no plans to construct any grade separated interchanges on Preston Road or Spring Creek Parkway. The intersection of Legacy Drive and Preston Road should be monitored over time as future traffic conditions may require re-evaluation to determine if a grade separated interchange would be necessary.
 The section of Shiloh Road between Parker Road and 14th Street is subject to the design and development phasing plan defined in Resolution Number GS-2-21(8).











38

END

#13

#13 Library 0.4

STOP



MAY USE
FULL LANE







Satellite



Traffic



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