



BFC_Spring_2014_closed Submitted by Scott Jarvis on 2014-02-19 23:30:51

Application Tips

- The application will be referring to your type of jurisdiction as "community" throughout the application due to the great variety of types of jurisdictions applying, which does not include bicycle amenities, services and other resources outside your boundaries.
- The word limits for open ended questions are just guidelines as the system is actually using a character limit. Ensure that your entered text does not get cut off, even if you stay within the word limit.
- Ensure to log out using the Log Out button. Closing the browser will not log you out completely and will trigger a warning that another user is logged in next time you sign in. If this occurs, and you are certain that no other user is logged in at the same time, you can just disregard the warning and it will disappear within 24 hours.
- At the end of the application, you can upload any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB). You can submit up to 5 files at the time and there is no limit on how many files can be submitted. Please note that the files will upload immediately to a separate server and will not appear as an attachment.

Name of Community

Name of Community

City of Henderson

County/Borough/Parish

Clark County

State

Nevada

Has the community applied to the Bicycle Friendly Community program before?

No

If yes, what was the result of the community's last application?

If designated, what year was your community first awarded a Bronze or higher award?

Mayor or top elected official (include title)

Mayor Andy Hafen

Phone

(702) 267-2080

Email

andy.hafen@cityofhenderson.com

Address

240 Water Street, Henderson NV 89009

Website

cityofhenderson.com

BFC Contact Profile

Note: This person will receive any future BFC related communication and will be listed as the contact person for the community on the award web profile, if designated.

Name of BFC contact

Scott Jarvis

Title

Project Engineer III / Bicycle Program Manager

Department

Public Works, Parks and Recreation Department

Employer

City of Henderson

Address

240 Water Street

City

Henderson

State

Nevada

Zip

89009

Phone

(702) 267-3065

Email

scott.jarvis@cityofhenderson.com

Is the BFC contact also the Bicycle Program Manager?

Yes

If no, does your community have a Bicycle Program Manager?

If different from above, what is the Bicycle Program Manager's contact information (email and phone)?

Applicant name and email, if different from BFC contact or Bicycle Program Manager contact

Community Profile

1. Type of Jurisdiction

Town/City/Municipality

2. For purposes of comparison, would you describe your community as largely

suburban

3. ClimateAverage daytime temperature (in °F)

January

54

April

75

July



101

October

78

Average precipitation (in inches)

January

0.70

April

0.23

July

0.46

October

0.36

4. Size of community (in sq. mi.)

Total area

105.5

Water area

0.5

Land area

105.0

5. Total Population

269,916

5a. College/University student population (during semester)

10-25%

6. Population Density (Person per sq. mi. of land area)

2,571

7. Median Household Income

\$67,924

8. Age distribution (in percent)

Under 5

6.0%

Age 5-17

16.3%

Age 18-64

63.4%

Age 65+

14.3%

Totals (should equal 100)

100.0%

9. Race (in percent)

White

79.0%

Black or African American

5.7%

American Indian and Alaska Native

0.5%

Asian

7.5%

Native Hawaiian and Other Pacific Islander

0.6%

Some other race

3.4%

Two or more races

3.3%

Totals (should equal 100)

100.0%

Hispanic or Latino (of any race)

14.2%

10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?

10

11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

51-75%

12. Do you have an officially recognized Bicycle Advisory Committee?

Yes

12a. How often does it meet?

Monthly or more frequently

12b. How many members serve on the committee?

7

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.

User Group, Planning Department, Transportation Department, Parks Department, Recreation Department, Transit Agency, Other

If other, describe (50 word limit)

Other groups represented on or regularly attending the Henderson Bicycle Advisory Committee include bike shops, local businesses, non-profit and community organizations, local tourism board, bicycle advocacy groups and public affairs department.

12d. Name and email of Bicycle Advisory Committee Chair

Dick Wimmer, dickwimmer@me.com

13. List all bicycle advocacy groups in your community

Henderson Bicycle Advisory Committee, Look Out Kids About, Outside Las Vegas Foundation, Regional Transportation Commission of Southern Nevada, River Mountains Trail Partnership, Safe Routes to Schools, Southern Nevada Mountain Bike Association.

13a. List the name and email of the primary contact for each bicycle advocacy group. If a primary contact is the applicant or BFC contact, list an alternative contact.

Henderson Bicycle Advisory Committee, Dick Wimmer, dickwimmer@me.com, bikehenderson.org Look Out Kids About, Jerry Duke, jdukejr55@yahoo.com, lookoutkidsabout.org Outside Las Vegas Foundation, Mauricia Baca, mbaca@outsidelasvegas.org, outsidelasvegas.org Regional Transportation Commission of Southern Nevada, Ron Floth, flothr@rtcsonv.com, rtcsonv.com River Mountains Trail Partnership, John Holman, nevhiker@aol.com, facebook.com/rivermountainloop Safe Routes to Schools, Sherie Moore, skmoore@interact.ccsd.net, ccsd.net Southern Nevada Mountain Bike Association, David Jaget, info@snmba.org, snmba.org



13b. Do you contract with any advocacy groups for services or programs? Check all that apply.

Volunteer

13c. List all advocacy groups that are working with you on this application.

Henderson Bicycle Advisory Committee, Outside Las Vegas Foundation, Safe Routes to School, Outside Las Vegas Foundation, River Mountains Trail Partnership

14. What are the primary reasons your community has invested in bicycling? Check all that apply.

Improved quality of life, Improving public health, Community connectivity, Transportation options, Climate change/environmental stewardship concerns, Decrease traffic congestion, Increase tourism, Cooperation with adjacent communities, Economic development, Support Smart Growth  or other growth management goals, Traffic and bicycle/pedestrian safety, Meet local or state requirements, Other

If other, describe (50 word limit)

The City has three goals to reach its vision to be America's Premier Community that support an investment in bicycling: create a Vibrant Community, promote Sustainable Practices, and strengthen and diversify the Local Economy.

15. What was your community's most significant achievement for bicycling in the past 12 months? (500 word limit)

Our most significant achievement is the creation and implementation of a comprehensive bicycle program (named Bike Henderson) that supports and promotes a culture of cycling in the community of Henderson. The Bike Henderson program leverages an award winning parks and trail system and streets engineered with bicyclists in mind into a focused effort to engage residents of all ages and abilities to ride their bikes, whether it is to commute to work, run errands, compete or play. One goal of the program is to increase opportunities for residents to ride, and this has been accomplished most notably through several signature events created from the ground up in 2013. The Bicycle Swap & Rally was held in April, bringing together bike riders at every level for social interaction, education and a bike exchange. Crazy Spokes was held in October, combining a distance ride targeting the occasional rider ready for a challenge followed with a family festival, kid's bike parade and bike decorating contest judged by Mayor Andy Hafen. The marketing cumulative outreach for this event was over 1.39 million households in Southern Nevada. Another signature event was modeled after the international Ciclovía, renamed to the more descriptive Henderson Stroll 'n Roll and was held in November. A one-mile stretch of road that connects three city parks was closed to cars so that pedestrians and bicyclists could engage in physical activities, play games, and enjoy music and food. Stroll 'n Roll was attended by more than 5,000 residents and is one of the most successful inaugural events ever hosted by the City. This event included three entertainment hubs, 27 vendors and a radio sponsorship with 3 local stations. The marketing campaign had a cumulative reach of over 1.84 million households in Southern Nevada. To promote the Bike Henderson initiative, the City created a community website (BikeHenderson.org), produced educational handout materials, posted on the City's social media sites, incorporated articles in existing electronic and printed newsletters, distributed electronic postcards, executed a bicycle safety campaign, and worked with the news media to deliver a consistent pro-bicycle message. The four main television networks' local news stations, three local newspapers, multiple radio stations and several entertainment magazines ran Bike Henderson stories throughout the year. The Bike Henderson program is inclusive, engaging residents, business owners, homeowner associations, community groups and bicycle advocates in a grassroots effort to foster a culture of bicycling in Henderson.

16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)

Not applicable.

17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)

Over the next 12 months, the City will implement bikeway design treatments identified in NACTO guidelines on several arterials, including bike boxes at critical locations, elevated cycle tracks, 6.5 foot wide bike lanes, protected bike lanes, and green lanes at conflict points of the Horizon Drive interchange that serves as the only east-west crossing point along a three mile stretch of the Interstate-515. The City will expand the focus of its signature bicycle events and offer more activities based on feedback received from attendees. The City will install additional mileage tags on bike trails and GPS points which first responders can use to rescue an injured cyclist, as well as wayfinding signage to help cyclists identify their current location and directions to popular destinations. The bike-themed McCullough Vista Trailhead will open, featuring amenities such as a bike repair station and rest stop. The City will improve the bike mapping feature on the BikeHenderson.org website to highlight special bike routes with difficulty levels and provide action video of the more popular rides. A mobile application is being researched that will give cyclists the ability to track their trips and select destinations based on their GPS coordinates. The Henderson Police Department will launch a bicycle unit in 2014, to be used for patrol and interaction with the community at city events. The City will partner with Henderson businesses to increase commuter rides and improve end of trip facilities.

Engineering

18. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets policy , Local bicycle accommodation policy 

18a. When was it adopted?

The City is a member agency of the Regional Transportation Commission of Southern Nevada which adopted Complete Streets Design Guidelines in March 2013.

18b. Provide a link or attach a copy of this legislation or policy

rtc.nv.gov/wp-content/uploads/2012/06/03-14-13-rtc-Item-26-Complete-Streets-Design-Guidelines.pdf

18c. What tools are in place to ensure implementation? Check all that apply.

Implementation guidance, Design manual, Training, Oversight by Bicycle Program Manager

19. Does your community currently have any of the following additional policies in place? Check all that apply.

Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project, Streetscape design guidelines , Mixed-use zoning, Form-based/design-based codes , Connectivity policy or standards , Policy to preserve abandoned rail corridors for multi-use trails, Other

If other, describe (100 word limit)

The City has policies or requirements for accommodating bike trails along high-speed corridors, preserving natural washes and power line easements for bike trail corridors, residential developers to construct bike trails within and adjacent to their master planned communities, and commercial developers to provide bike parking spaces proportional to the number of vehicle parking spaces. The City's Comprehensive Plan requires new communities to be developed in such a way as to provide "Connected Places," or an environment in which bicycling, walking and public transit are easy alternatives to automobile use.

20. How do you ensure your engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards? (Check all that apply.)

Offer FHWA/NHI Training Course, Hire outside consultants to train staff, Send staff to bicycle-specific conferences/training, Adopted local design manual, Other

If other, please describe (100 word limit)

City engineers recently attended a NACTO design workshop training offered by the Toole Design Group. Our Bicycle Program Manager is the senior engineer in Public Works and works closely with the other engineers and planners to review projects for conformance with AASHTO, MUTCD, and NACTO standards. All plans are reviewed by the Bicycle Program Manager for opportunities to enhance bicycling. The Bicycle Program Manager recently presented at the local chapter of the Institute of Transportation Engineers to promote NACTO bicycle facilities under design in Henderson. Eight City staff members, including the Bicycle Program Manager, have certifications in Traffic 101.

21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.

Major highways, Other

If other, describe (100 word limit)

Flood control washes and utility corridors do act as barriers in some locations, although they are used to increase connectivity wherever possible. An example is the Pittman Wash Trail, a 4-mile multimodal trail built along a natural wash between two major arterials.

22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.

Bike parking ordinance for all new developments specifying amount and location, Other

If other, describe (250 word limit)

A policy instituted in 2008 requires new City facilities, from buildings to parks, to include bike parking facilities. The City's Development Code offers an incentive for developers to incorporate end-of-trip facilities by reducing vehicle parking requirements for their projects. This incentive can result in significant financial savings in a project's cost, or even allow a larger project on a site that would otherwise be too small due to parking requirements.

23. Do your standards for bike parking conform with APBP guidelines?

Yes

24. What is the total number of public and private bike parking spaces in your community?

There are 2,690 bike parking spaces in Henderson: 1,924 at schools and 766 at parks, recreation centers and government buildings. The City is currently developing a process to track private bike parking spaces.

24a. What percentage of bike racks conform with APBP guidelines?



11-25%

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers

None

Parking spaces in bike depots (i.e. Bikestation)

None

Parking spaces in bike corrals (on-street bike parking)

None

25. Approximately what percentage of the following locations has bike racks or storage units? Answer all that apply.

Public and private schools

76-90%

Higher Education Institutions

More than 90%

Libraries

More than 90%

Transit stations and major bus stops

Less than 10%

Parks & recreation centers

More than 90%

Other government owned buildings and facilities

More than 90%

Event venues (e.g. convention center, movie complex)

51-75%

Hotels & restaurants

Less than 10%

Office buildings

Less than 10%

Retail stores

Less than 10%

Multi-family housing

Less than 10%

Public housing

Less than 10%

26. Does your community have transit service (bus, light rail, heavy rail)?

Yes

26a. What percentage of buses are equipped with bike racks?

76-99%

26b. Are bikes allowed inside transit vehicles?

Sometimes

Describe (50 word limit)

The Regional Transportation Commission operates 382 transit vehicles of which 321 have exterior bike racks. The remaining 61 vehicles allow cyclists to load their bikes on the interior of the coach.

27. What is the centerline mileage of the existing off-road bicycle network within your community?

184.61 total miles within Henderson's boundaries; 108 maintained by the City.

27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in centerline miles)

Paved shared use paths (?10feet)

131.42 miles

Natural surface shared use paths (?10feet)

28.73 miles

Singletrack

24.46 miles

27b. What percentage of all natural surface trails and singletrack are open to bicyclists?

All

27c. What are the exceptions? (100 word limit)

None. Henderson has more than 100 miles of multiuse trails that are all open to bicyclists.

28. What is the centerline mileage of your road network (including state owned and private roads)?

1,109.25 miles

28a. What is the street network density of your road network? (centerline miles of road per sq. mi. of land area)

10.1 - 15.0

28b. What percentage of roads has posted or design speeds of 25mph and lower?

76-90%

28c. What percentage of roads has posted or design speeds of 35mph and higher?

11-25%

28d. What percentage of the existing on-street bicycle network meets or exceeds current AASHTO, MUTCD and NACTO standards?

More than 90%

28e. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD and NACTO standards. Answer all that apply (in centerline miles)

Conventional bike lanes (ridable surface ?4feet)

117 miles

Shared lane markings

Henderson does not currently have this bicycle accommodation.

Contra-flow bike lanes

Henderson does not currently have this bicycle accommodation.

Protected or buffered bike lanes (one-way)

Henderson does not currently have this bicycle accommodation.

Protected or buffered bike lanes (two-way)

Henderson does not currently have this bicycle accommodation.

Raised cycle tracks

Henderson does not currently have this bicycle accommodation.

Left-side bike lanes

Henderson does not currently have this bicycle accommodation.

Bike boulevards or Neighborhood Greenways

Henderson does not currently have this bicycle accommodation.

29. What other ways have you improved conditions for bicyclists? Check all that apply.



Road diets , Area wide traffic calming , Bike cut-throughs, Off-street way-finding signage with distance and/or time information, Roundabouts that accommodate bicycles, Bike/pedestrian overpasses/underpasses, Speed tables to calm traffic, Other

If other, describe (250 word limit)

The City revised the Master Streets & Highway Plan to call for dedicated striped bike lanes on all arterial streets. Previously only 4 lane arterials (two lanes in each direction) received a striped bike lane and 6 lane arterials (3 lanes in each direction) received a widened (16-foot) outside lane that bikes and cars shared. Now all arterials receive a striped bike lane and existing facilities are being retrofitted as funding allows. During this last year, nearly 9 centerline miles of shared use lanes were restriped with bike lanes. The City has also doubled the miles of bike trails in the last five years and added wayfinding, directional and interpretive signage to the community trail network. New trails that cross arterial streets are installed with pedestrian hybrid beacons with push button activation as determined by traffic studies. Existing trail crossings are being retrofitted with beacons as well. The City's Development Code allows for bike cut-throughs to connect residential neighborhoods directly to biking trails without forcing riders to use roads. The code also calls for greater connectivity between neighborhoods, so that a bicyclist will never "dead end." The State of Nevada implemented a 3-foot law in 2011, requiring motorists to move into the adjacent lane and pass a bicyclist with a minimum of three feet of space. In rural and undeveloped portions of the City that do not have existing curb and gutter, the City requires that all roadways have a minimum 4-foot paved shoulder which accommodates cyclists.

30. What percentage of arterial streets has dedicated space for cyclists (e.g. bike lanes, paved shoulders 4 feet, cycle tracks, etc)?

More than 90%.

31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.

Maximum car parking standards , No minimum car parking standards , Prioritization of active mobility in planning and design processes , Other

If other, describe (250 words)

The City created a Complete Streets Corridor Evaluation Study to provide city engineers a methodology for evaluating corridors for complete streets enhancements this past year. The study methodology is to be applied to all new roadway construction and maintenance projects to evaluate additional bicycle enhancements. Also completed was an update to the Nevada State College Master Plan. The college sits on 500 acres, and has a planned enrollment of 25,000 students (3,000 currently) The transportation plan reevaluated the college and surrounding area with an emphasis on multi modal access. All roadways were reevaluated for enhanced bike and transit facilities. The City was also a partner in a regional Bicycle Gap Analysis to identify any "gaps" in the local and regional bike network. Recommendations are included in the program and the remediation of the gaps has been prioritized based on immediate impact.

32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe? Select all that apply.

32a. Street sweeping

Monthly

32b. Snow clearance

No snow

32c. Pothole maintenance

Within one week of complaint

32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)

The Public Works Department conducts an annual review of the City's roadways to evaluate pavement conditions and prioritize maintenance projects for those roadways with the greatest need. Maintenance programs are typically slurry projects that allow for restriping of the entire roadway. Bike lanes are added to arterials that currently have shared use lanes through this program. Air quality requirements require that all construction projects have "track out" areas to remove dirt and gravel from construction equipment tires prior to entering the roadway. City inspectors enforce these requirements and require contractors to sweep debris from the roadway adjacent to their projects as necessary.

33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? Select all that apply.

33a. Path sweeping

Monthly

33b. Vegetation maintenance

Monthly

33c. Snow clearance

Not applicable

33d. Surface repair

Within one month of complaint

33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)

Bike trails are inspected weekly and any items that need to be addressed are noted. Concerns such as broken glass or damaged trail are cleaned up or repaired within 24 hours (usually less). Minor repairs are typically completed within 30 days. After major rain events, crews inspect trails for damage and debris and initiate clean up. Two problems areas along the popular Union Pacific Railroad Trail were reconstructed this year to address reoccurring debris problems from storm events. Parks, Public Works maintenance, and city engineers worked together to identify the cause of the erosion, and to construct the solution.

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? Check all that apply.

Online reporting, Other

If other, describe (100 word limit)

The City uses a web-based customer relationship management program called Contact Henderson for documenting and tracking customer requests and concerns. Cyclists can use Contact Henderson at any time to share information about problem areas. A case is automatically created by the system and routed to the Bicycle Program Manager. The mobile application for Contact Henderson allows users to immediately upload their complaint and attach a picture, all from their smart phone. The City is also beta testing the mobile application CycleTracks, which enables bicyclists to add notes at the end of their route that are collected by the City.

35. How do you accommodate cyclists at intersections in your community? Check all that apply.

Most signals are timed, Demand activated signals with loop detector (and marking) or bike accessible push-button, Video or microwave detection , Advance stop line or Bike Box , Path crossing with high visibility markings or signs , Raised path crossings , Other

If other, describe (100 word limit)

Nevada enacted a "Go on Red" law in 2013 that enables bike riders and motorcyclists to go through red lights after waiting for two rounds of the signal without getting a green light. Often a smaller or lighter vehicle is not detected by the signal sensor and will not trigger the signal to change. The law still requires cyclists to stop at a red light and only proceed if it's safe. Major arterial streets are required to have added right turn lanes with a dedicated striped bike lane for the through cyclist.

36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment. (500 word limit)

The City provides landscaping (shade trees are essential during the hot Southern Nevada summers), water fountains, public restrooms and rest areas along bike corridors. The City also provides wayfinding signage, GPS coordinate location, and signalized crossings at many points where bike trails intersect with streets. Major trails are designed with gradual rather than abrupt grade changes, paved for a smooth riding surface, and include artwork and sculptural elements for visual interest. The City has a stated goal of a park within one mile of every resident and currently has 1202 acres of park land and open space. Every park provides public restrooms, shade, and drinking fountains, and serves as a trailhead for bike paths. All major bike trails cross at least one City park. The City has been conducting an inventory of bike racks at existing parks and requiring their installation in all new facilities. Bicycle parking is required by the City's ordinance at all new development, with the number of spaces proportional to the number of vehicle parking spaces. In commercial development, a bike rack is required for 1-20 car spaces, plus another rack for each additional 10 car spaces. In residential development, a bike rack is required for 1-20 car spaces, plus another rack for each additional 20 car spaces. In addition, the City requires all new residential developments to provide a connectivity index score demonstrating how a neighborhood is connected to the City's street and trail network for pedestrian and bike access. This connectivity plan effectively eliminates dead end cul-de-sacs and requires all new neighborhoods to provide connection points to the larger network and commercial centers. Commercial and mixed-use developments with multiple buildings or more than 100,000 square feet of space are required to organize the buildings in such a manner to create a pedestrian friendly space and streetscape. Buildings are to be pulled out to the landscape buffer to create a "main street" feel for pedestrians, bicyclists and motorists. The minimum code required landscape buffer is 20-feet for 100-foot roadways and 15-feet for roadways greater than 61-feet. These buffers are immediately adjacent to existing and master planned striped bike lanes on arterial streets and create an attractive bicycling environment.



Education

37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?

Elementary

1-25%

Middle School

51-75%

High School

None

38. Outside of schools, how are children taught safe cycling skills? Check all that apply.

Youth bike clubs, Bike clinics or rodeos, Youth recreation programs, Helmet fit seminars, Trail riding classes, Other

If other, describe (250 word limit)

The City's Parks and Recreation Department regularly offers Road Cycling classes. Bike rodeos aimed at teaching kids bike riding skills and safety are held at the City's signature bike events. At the City's inaugural Bike Swap and Rally event, a crosswalk with working traffic signals was set up in a grass area to teach children how to safely use a crosswalk with a bike. Various children's organizations in the community conduct or sponsor programs for bike safety, including Boy Scouts, Girl Scouts, and Safe Routes to Schools. The Look Out Kids About advocacy group has partnered with local Channel 13 to promote cross walk safety for both pedestrians and youth cyclists. They have reoccurring messages on Channel 13 and participate in the annual Nevada Moves Day promoting walking and cycling to school. The Henderson Boys & Girls Club created the first Southern Nevada Chapter of Trips for Kids this past year and has offered rides and education. Local bike shops hold frequent bike safety classes for both adults and kids as well.

39. Do you have a ticket diversion program? Check all that apply.

For motorists

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.

Public service announcements, Share the Road educational videos on community website/TV channel, Community newsletter/magazine article, Information in new resident packet, Utility bill insert, Flyer/handout, Dedicated bike page on community website, Billboards, Share the Road Signs, Share the Road information in driver's education, Other

If other, describe (250 word limit)

The City conducted a bicycle safety outreach campaign during the summer of 2013 with the theme "Same Roads. Same Rights. Same Rules. Share the Road." The campaign generated over 2 million impressions in the Southern Nevada market and included television and radio public service announcements, print and web advertisements, posters, rack cards, street pole banners, Facebook and Twitter messages, a 3-foot law video posted on YouTube, and a water bill insert. Several television news and radio stations broadcast stories based on the campaign. The rack card, which explains the various state laws that apply to both bicyclists and motorists, was used as a hand-out throughout the year at bicycle events. The street pole banners are also placed city wide throughout the year along residential neighborhoods. Bicycle safety and sharing the road webpages are posted on the BikeHenderson.org website. In June, a local rider was tragically struck and killed while riding his bike on a state route just outside of the Henderson city limits. 3feetforpete.org was created in his memory and an educational ride to highlight awareness of Nevada's three foot law was held in September. Members of the Henderson bicycle advisory committee attended the ride and spread the message of sharing the road safely on their personal social media pages. In partnership with Nevada Department of Transportation, several hundred magnets were prominently placed on City vehicles educating the public of the 3 foot law.

41. How many times per year are the following adult bicycling education classes held within your community? Answer all that apply.

Traffic Skills 101 classes or equivalent (full-day training course, including classroom and on-bike instruction)

Two times per year.

Cycling Skills classes (three to four hour classroom training courses)

More than 12 times per year.

Commuter classes (one to two hour classes)

One time per year.

Bicycle maintenance classes or workshops

More than 30 times per year.

42. Do you offer regular Smart Cycling courses for your community engineers and planners that include on-bike instruction and in-traffic cycling?

Yes

43. Has your community hosted a League Cycling Instructor seminar in the past two years?

No

43a. How many League Cycling Instructors are there in your community?

4

43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)

Ron Floth, Raymond Hess

44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.

City staff, Taxi drivers, Transit operators, School bus operators, Delivery drivers, Other

If other, describe (100 word limit)

The Department of Motor Vehicles has instruction on bicycle right-of-way laws and sharing the road in the Nevada Commercial Driver License Handbook, Nevada Driver's Handbook and Nevada Motorcycle Driver Handbook. Drivers in all categories are tested on their knowledge when they obtain a Driver License.

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities of all ages. (250 word limit)

The Henderson community bike shops offer rides specifically tailored to seniors (Veterans Ride) and women (Chocolate Chase, Pedal for Pooches). There are also bike clubs that cater exclusively to women (Vegas Women's Racers has 60 members). Nevada Senior Games offers several rides exclusively for seniors ranging in distance from 5K to 40K. The Henderson Police Department instituted a program in 2013 to donate impounded and unclaimed bicycles to the Bike Henderson program. The goal is to repurpose these bicycles and distribute them to youth who are unable to afford a bike of their own. 75 bicycles have been donated so far, with 25 of them reconditioned as part of a Boy Scout Eagle project and donated to a local elementary school. The school sponsored a "Why I want a Bike" essay contest and all the bikes have been given away to students. The Safe Routes to Schools (SRTS) partnership actively works with minorities and non-English speaking students in Henderson elementary and middle schools, to encourage bicycling and walking programs and promote bike and pedestrian safety through assemblies, parent nights, PTO and PTA groups, family festivals and other events. The SRTS staff presents at a school's Title 1 meetings to reach the Hispanic population and works to recruit bilingual staff/volunteers to help translate at events or meetings as needed to reach non-English speaking students and parents. Several programs purchase bicycle safety equipment for distribution to underserved populations, including helmets (supported by Kohls Cares) and white lights (supported by the Regional Transportation Commission and Nevada Department of Transportation). Henderson Boys and Girls Clubs provide bicycle programs for economically disadvantaged youth.

46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

Safe Routes to School is a national program adopted locally by the Clark County School District, funded by Nevada Department of Transportation grants and the Southern Nevada Health District's Communities Putting Prevention to Work grant. This program focuses on making it safer and more appealing for children to walk and bicycle to school, and facilitates community projects that will create a better overall environment around the vicinities of schools. Safe Routes conducts events in Henderson schools and throughout the community, and produces educational materials in English and Spanish. The City received a grant from Safe Routes to School to construct roadway safety improvements around Henderson schools and create programs that help kids walk and bike to school safely. The funding was used in part to produce printed maps (one for each of Henderson's 27 elementary schools) showing the safest routes kids should take to ride their bike or walk to school. SAFE KIDS is another national program adopted locally and administered by the Clark County SAFE KIDS Coalition, which is led by Sunrise Children's Hospital. The purpose of this program is to protect children from their number one killer: unintentional injuries. One of the components of SAFE KIDS is a pedestrian and bicycle safety program. The Clark County SAFE KIDS Coalition works in partnership with the Clark County School District in providing educational programs and special events that promote student bike and pedestrian safety. The State of Nevada's Department of Motor Vehicles and Public Safety, Office of Traffic Safety created the Nevada Elementary Traffic Safety Program. The program consists of a 16-hour course of study for teachers, law enforcement officers and community volunteers in the process of promoting bicycle and pedestrian safety among elementary school children. Graduates of the course have access to the State's safety materials free of charge. This program utilizes a mascot named SALLY which is an acronym for "save a life like yours." The State's use of SALLY has been honored with national awards for excellence in safety advertisements.



The City joined forces with local and state jurisdictions, community partners and cyclists to promote safe cycling and the 3-Foot Law with a press conference on May 30, 2013 and 3-Foot Law Awareness bike ride on June 1, 2013. Cyclists rode two abreast over a 6-mile route in downtown Las Vegas holding 3-foot wide posters, to illustrate to motorists just how much distance they should maintain around cyclists. Aspen Creek Cycling is a Henderson bike shop, who in conjunction with members of the Henderson Bicycle Advisory Committee, put together a group of cyclists that began their 3-Foot Law Awareness ride in Henderson, and then joined the larger group in Las Vegas.

Encouragement

47. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply.

Community Rides, Mayor-led/Council-led Ride, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Publish a guide to Bike Month Events, Bike Month Website, Commuter Challenge, Open Streets/Ciclovía/Sunday Parkways , Mentoring program for new riders, Bike valet parking at events, Bike to School Day, Bicycle-themed festival/parade/show, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Trail construction or maintenance day, Other

If other, describe (250 word limit)

In 2013, the City hosted two major events during National Bike Month to promote bike riding. Discover our Trails was Henderson's first month-long bicycling scavenger hunt. Residents became the Sherlock Holmes of the outdoors and cracked clues to discover Henderson's trail system on bike. The event featured five different scavenger hunts, ranging from 2 to 5 miles long. Cyclists took pictures of landmarks and submitted them to the City to earn points toward a grand prize. The marketing campaign garnered 2.77 million impressions in the Southern Nevada market. The City hosted an event titled Lazy Man Triathlon to encourage employees to participate in Bike Month. Employees chose from three different levels of difficulty, and then had the entire month to complete a swim, bike and run regimen. A Lazy Man Triathlete tracker website was created for the employees to log their miles. More than 150 employees participated in this event and everyone who completed the target distances for their level earned a prize. Nearly 15,000 bike miles were logged during the month. Additionally, the Club Ride program offered special incentives to cyclists during the month of May, above and beyond the typical monthly reward program. The City has created a committee that will continue to work with local businesses to encourage their participation and creation of events for Bike to Work Week in 2014.

47a. What percentage of the population participate in Bike Month events?

Less than 5%

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

If yes, describe (500 word limit)

The Regional Transportation Commission of Southern Nevada promotes the Club Ride program for Henderson. Club Ride is a free program designed to reduce traffic congestion, improve air quality and encourage the use of commute alternatives such as bicycling, carpooling, walking and riding transit. Club Ride works with many Henderson commuters and employers, including the City of Henderson, to offer incentives that encourage commuters to try new modes for getting to work. Commuters log their daily alternative commute to earn Club Ride incentives every month, which include merchandise, \$25 and \$50 gift cards. Club Ride participants are also eligible for exclusive discounts at local retailers, restaurants and service providers. The City of Henderson has been a Club Ride Platinum Level Partner, the highest level to achieve, since 2010 for meeting specific criteria such as a compressed work week, bike racks, preferential parking for carpoolers, and Leadership in Energy and Environmental Design (LEED) certification for city facilities. Club Ride annually promotes Bike to Work Month in May. Special incentive prizes and awards are given to four cyclists – one who logs more cycling commutes in May than any other Club Ride member, one who logs a cycling commute for the first time during May, one dedicated cyclist who has logged a cycling commute at least once every month since May 2009, and one cyclist who tried cycling to work at least once in May. The City has two separate internal committees to promote bike month; one specifically to work with employees, and the other to target the community.

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?

1-25%

48. How do you promote bicycling outside of your official Bike Month? Check all that apply.

Community and charity rides, Mayor-led/Council-led Rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Open Streets/Ciclovía/Sunday Parkways , Commuter Challenge, Triathlons and bicycle races, Bike commuter events, Publish a guide to community bicycle events, Mentoring program for new riders, Bike valet parking at events, Bike to School Day, Bicycle-themed festivals/parades/shows, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Other

If other, describe (250 word limit)

Hundreds of organized bike rides are held annually, hosted by bike shops, meetup groups and bike clubs, bike advocacy groups and the City. At any given time, there is a ride suited for cyclists at every level and ability. The City promotes a biking lifestyle through the Bike Henderson campaign, with themes that center on healthy lifestyle, environmental stewardship and biking safety. Ads are placed in local publications, including Henderson Happenings which is distributed to over 100,000 Henderson households, as well as posted on Facebook and Twitter. The Clark County School District's Safe Routes to Schools program conducts workshops at elementary and middle schools to teach kids about cycling and walking to school. Each school participating in the workshop drafts a site-specific plan to reduce traffic congestion, improve air quality and encourage physical fitness through increasing the numbers of bicyclists and pedestrians. Plans include participation in Nevada Moves Day, Bike to School Day and Walk to School Day. Nevada Moves Day is a statewide event to encourage bicycling and walking, held each spring in March or April, offering incentives to schools that participate.

49. List the signature cycling events that occur in your community. (250 word limit)

3-Foot Law Ride, Bike Swap & Rally, Chocolate Chase, Crazy Spokes, Ironman World Championship 70.3, Mission Impossible Phast, Stroll 'n Roll, Splash & Dash, Viva Bike Vegas, Veterans Ride, Pedal for Pooch

49a. How does the municipality sponsor or actively support these events?

Organize the event, Fund event, Contribute in-kind funding (i.e. police presence, closing roads, etc), Assist in promoting the event, Other

If other, describe (100 word limit)

The City of Henderson provides staff and recruits volunteers for most of these events, and uses established contacts with the news media to ensure television and print coverage of bicycle events.

50. Does your local tourism board or chamber of commerce promote bicycling in your area?

Yes

If yes, describe (250 word limit)

The City's Department of Cultural Arts & Tourism actively promotes the community's outdoor recreation opportunities, with a special focus on bicycling. Staff attends two large adventure travel shows each year reaching more than 30,000 out-of-market consumers. The Department works with Henderson hotels to offer discount room rates to the adventure traveler, maintains a tourism website (VisitHenderson.com) with information about biking opportunities and produces a brochure on adventure cycling. The City has also hosted the prestigious Ironman World Championship 70.3 for the past three years, pitting the world's premier short and middle-distance athletes against the best Ironman competitors in the world in a grueling 1.2 mile swim, 56 mile bike ride and 13.1 mile run.

51. Are there cycling clubs in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, National Mountain Bike Patrol, Racing clubs or teams

51a. List the names of the clubs. (500 word limit)

Biking Las Vegas, Biking Henderson Meetup Group, Colavita-Outback Steakhouse Las Vegas Racing Team, Green Valley Cyclists, High Desert Cycling Club, Las Vegas Valley Bicycle Club, LUV2Bike Cycling Club, Mandalay Bay-McGhie's Racing Team, McGhie's High Roller Bicycle Club, Mountain Bike Las Vegas, NU Vision Cyclery, Southwest Bikes Racing Team, Spring Mountain Cycling Club, Trail Watch, Vegas Velo Racing Team, Vegas Women's Racing

52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

5

52a. List their names. (250 word limit)

The following retailers are located in Henderson and are dedicated primarily to selling bikes and bike-related equipment: Aspen Creek Cycling, Bike Shop, JT's Bicycle, River Mountains Bike Shop and Sport Bike Parts 2U. The following retailers have locations in Henderson that sell bikes and bike-related equipment, in addition to other sports-related items: Dick's Sporting Goods, Eye Gear Sport Optics, McGhie's, REI, Sports Authority and Sports Chalet.

53. Which of these bicycling amenities do you have in your community? Check all that apply.

BMX track , Cyclocross course , Mountain bike park, Pump tracks , Loop route(s) around the community, Other

If other, describe (100 word limit)

Henderson is situated in the midst of undeveloped areas such as Sloan Canyon National Conservation Area, Lake Mead National Recreation Area and undisturbed



lands managed by the Bureau of Land Management. The topography of the city lends well to bike trails with scenic vistas that overlook and meander through these areas, as well as views to the famous Las Vegas Strip. Most of Henderson's 58 parks have bicycle loops round the perimeter.

53a. Is there a skate park in your community?

Yes

If yes, do bikes have access to the skate park?

Always

54. Are there opportunities to rent bicycles in your community?

Yes

55. Does your community currently have a bike sharing program that is open to the general public?

No

55a. If yes, please provide details about the system below.

How many bikes are in the system?

Not applicable.

How many stations are in the system?

Not applicable.

How many trips are being made annually?

Not applicable.

56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?

Yes

If yes, list the names of the businesses and their award level. (250 word limit)

Regional Transportation Commission of Southern Nevada - Silver; Bike Shop - Silver; Cashman Equipment Co. - Bronze

57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?

No

58. Does your community have a bike co-op or non-profit community bike shop?

Yes

If yes, describe its services (250 word limit)

Every Kid a Bike is a nonprofit organization that raises money to purchase bikes and helmets for underprivileged children, giving them the opportunity to experience the joy of having a bike to call their own. The organization also provides bike riding instruction.

58a. If yes, does the co-op/non-profit community bike shop receive support from the local government?

59. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.

Recycle a Bicycle, Trips for Kids chapter, Earn a Bike program Other

If other, describe (100 word limit)

The Boys and Girls Clubs of Henderson provide free or low-cost programs to underprivileged children ages 5-18, giving them essential tools needed for a successful and bright future through a variety of daily educational programs, including bike programs. Every Kid a Bike offers underprivileged and at-risk children between the ages of 8 and 13 a four to six week bicycle mechanic workshop. Kids are taught the basics of how to fix a flat tire, how to straighten handlebars, and how to repair certain broken or worn parts. At the end of the program, the kids are given a bike of their own, often a bike that they have fixed themselves.

60. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.

Online route finding service, Smart phone app, Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed greenways and trails map

61. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

The Southern Nevada Regional Planning Coalition was formed by six government entities, including the City of Henderson, in 2000 to focus and capitalize on strategies that create a sustainable and balanced environment where economic and fiscal vibrancy, social equity, environmental preservation, and physical improvements are experienced by everyone in the community. The Coalition directs the Regional Open Space and Trails (ROST) Workgroup, which serves as a catalyst to establish a regional open space and trails system in the Las Vegas Valley, and to coordinate trail connectivity throughout the Las Vegas Valley, including local, regional and federal jurisdictions. This group has put many programs in place that encourage cycling. Neon to Nature is an online tool that helps people find walking and bicycle trails throughout Southern Nevada. Each listing includes trail information on more than 1,000 miles of trails and a detailed map description of the trail's location, length, and various amenities. The Vegas Valley Rim Trail is another ROST project for a 100+ mile loop around the Las Vegas Valley that will link the biking and walking amenities of the community and create an unparalleled outdoor experience for residents and visitors. Henderson was the first city to complete their portion of the Rim Trail. The Outside Las Vegas Foundation works to connect the community to Southern Nevada's special outdoor places and to create a culture that enjoys, values, and protects these places. The City's Bike Henderson program encourages cycling through signature events aimed at all levels of bike riders, and provides tools to make riding easier, such as the printed Bike Network map.

Enforcement

62. How does your police department interact with the local cycling community? Check all that apply.

A police officer is an active member of the Bicycle Advisory Committee, Identified law-enforcement point person to interact with cyclists, Other

If other, describe (100 word limit)

Henderson police officers staff City bike events, such as Stroll 'n Roll, Bike Swap and Rally, and Crazy Spokes, to informally interact with the bicycling community, answer questions, promote cycling safety and give away bicycle lights. Officers give presentations upon request to community groups; recent requests include a homeowner association and Boys & Girls Club. Officers routinely visit the 27 elementary schools serving Henderson to discuss bike safety and the importance of wearing helmets. School District police have officers on bicycles at local high schools during the day and sporting events.

63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.

Basic academy training, Law Enforcement Bicycle Association training, Completion of Smart Cycling course by one or more officers, Presentation by League Cycling Instructor or local cyclist

64. What enforcement programs that target improving cyclist safety are in place? Check all that apply.

Helmet giveaways, Light giveaways, Targeting motorist infractions, Targeting cyclist infractions, Share the road campaigns, Other

If other, describe (100 word limit)

The City conducted a bicycle safety outreach campaign during the summer of 2013 with the theme "Same Roads. Same Rights. Same Rules. Share the Road." The campaign included television and radio public service announcements, print and web advertisements, posters, rack cards, street pole banners, Facebook and Twitter messages, a 3-foot law video posted on YouTube, and a water bill insert. Several television news and radio stations broadcast stories based on the campaign.

65. What percentage of patrol officers are on bikes?

1- 10%

66. Are any other public safety (e.g. EMS) employees on bikes?

No

67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

Yes

68. Which of the following safety services and amenities are available in your community?

Trail watch programs/ Trail patrols, Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths, Stolen or impounded bikes recovery system or assistance, Non-mandatory bike registration

69. Are there any local or state ordinances that protect cyclists? Check all that apply.

It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' cyclists, Ban on cell phone use while driving, Ban on texting while driving, Safe passing distance law, Other

If other, describe (250 word limit)

Nevada enacted the "3-Foot Law" in 2011 mandating that motorists maintain a minimum 3 feet of distance while driving around cyclists, and the "Go on Red Law" in 2013 that enables bike riders and motorcyclists to go through red lights after waiting for two rounds of the signal without getting a green light. City code mandates site



visibility zones at all driveways (both residential and commercial) and intersections, to ensure that cyclists and pedestrians will not be blocked from a motorist's view by such things as landscaping or signage. City code also mandates right turn lanes at entries to large commercial centers to prevent "right hook" accidents. Bicyclists are allowed to ride on Henderson sidewalks and must follow the same rules as and yield to pedestrians.

70. Do your local ordinances place any restrictions on cyclists? Check all that apply.

Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions. Other

If other, describe (100 word limit)

Nevada Revised Statutes 484 require cyclists to obey all traffic signals and stop at stop signs (484B.763), yield to pedestrians (484B.280), use hand or arm signals (484B.769), ride with the flow of traffic (484.503), and use a front lamp and rear reflector when riding at night (484.513).

71. Describe any other enforcement programs or policies relating to cycling. (500 word limit)

The Henderson Police Department implemented specialized training for all officers in 2013 focused on increasing awareness and enforcement of the bike laws. This training signifies a culture change within the department, placing greater emphasis on ticketing bike safety violations. The training is periodically refreshed during the daily briefing attended by all officers at the beginning of their shift. Henderson Police officers hold quarterly meetings with Public Works Department engineers to discuss traffic issues related to cycling, including crosswalks, striping and road conditions, and upcoming road construction or road closures. The Police Department donates bicycles that have been impounded and unclaimed. The Clark County School District's Police Department puts on events called Positive Presence during the school year at elementary and middle schools. Officers and volunteers approach kids and parents who they see doing a good thing, such as wearing a helmet, walking their bike in a crosswalk, motorists yielding to kids in a crosswalk or safely sharing the road with a cyclist, and give them prizes.

Evaluation and Planning

72. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

72a. If yes, please provide details about the plan below.

Provide a link to the plan or describe. (250 word limit)

The City of Henderson Master Bicycle & Trail Plan can be found at cityofhenderson.com/gis/docs/maps/bike.pdf. The map depicts existing and planned bike lanes, bike routes, shared use paths and trails. At more than 184 miles, Henderson has the most extensive bicycle and trail system in the State of Nevada. Connectivity across the city and into neighboring communities is a primary goal of the plan. The City updated the plan in 2014 and is working on a written Bicycle Master Plan that incorporates the changing needs and attitudes expressed by bicycle facility users, and sets goals for enhancing the culture of bicycling in Henderson.

When was it passed or most recently updated?

Created in 2003, updated in 2014.

Is there a dedicated funding source for implementation?

Yes

If yes, describe the funding source and designated amount (250 word limit)

The City funds a significant portion of Henderson's trail system from the Southern Nevada Public Lands Management Act of 1998. This innovative law provides for the sale of federal lands in Clark County with some of the proceeds earmarked to develop parks, trails and natural areas. In FY13, the City constructed nearly \$25 million worth of parks and trails with these funds. Roadway projects that incorporate bike lanes are primarily funded through a Gas Tax as part of the City's Capital Improvement Program. Additionally, the County recently passed a Fuel Indexing Revenue initiative for roadway projects that supplements the existing gas tax revenue. This initiative specifically encourages the use of these funds to enhance complete street components in the arterial network. The City is anticipated to receive \$71 million over the next three years.

What percentage of the current plan has been implemented?

30%

Are you meeting annual target goals for implementation?

Yes

73. Do you have a trails master plan that addresses mountain bike access?

Yes

If yes, provide the link to the plan or describe. (250 word limit)

Mountain bike access is incorporated into the Master Bicycle & Trails Plan, which can be found at cityofhenderson.com/gis/docs/maps/bike.pdf.

74. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

Yes

If yes, describe (100 word limit)

City of Henderson recreation and planning staff are developing relationships with the mountain biking community through the Southern Nevada Mountain Biking Association (SNMBA). Several members of the Henderson Bicycle Advisory Committee are active in SNMBA and are working with City staff and local bike clubs to integrate ideas and feedback from the mountain biking community into the Bike Henderson program.

75. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?

Yes

If yes, please describe the most recent results. (250 word limit)

City staff conducted a bicycle counting survey at multiple locations, on one Friday and one Saturday, in July 2013. The survey concluded that the on-street bike network had the heaviest traffic in the mornings on both weekday and weekend. Staff concluded this is likely due to the time of year (average high temperature in July is 106 degrees). The off-street bike network showed a steady level of bicycle traffic during all count times and both days. A follow-up survey will be performed at the same locations in 2014. The City beta tested CycleTracks by the San Francisco County Transportation Authority but found the data to be inconclusive, as the application was used primarily by commuters who typically rode the same route between work and home. The City is currently researching the development of a mobile application that will give cyclists the ability to track their trips and select destinations based on their GPS coordinates. This application will allow us to gather route and demographic data for long-term trend analysis.

75a. If yes, do the counts capture the gender of cyclists?

Yes

If yes, please describe the most recent results (250 word limit)

The bicycle counting survey conducted in July 2013 showed 93% of bicyclists were male, 7% were female.

76. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

Yes

If yes, please describe the results. (250 word limit)

In September 2013, the City published the Water Street District Pedestrian and Bicycle Master Plan for downtown Henderson. The plan incorporated significant feedback and evaluation by the area's businesses and residents, captured through public meetings, surveys at downtown events, and door to door canvassing. The Henderson Citizens Traffic Advisory Board meets monthly. Cyclists may bring any roadway concerns, requests for changes, and feedback on road projects to this group, which will evaluate the item and make recommendations to the City for correcting it. Examples of how this post evaluation data has been used include changing the striping on roads to accentuate bike lanes, and trimming or removal of landscaping that blocked motorist views of cyclists. Cyclist feedback on road projects submitted to the City's web-based customer relationship management program (named Contact Henderson) is forwarded to the Bicycle Program Manager for evaluation. One result has been a quicker turn-around to remove road debris, now performed within one week.

77. Does your community establish target goals for bicycle use, e.g. a certain level of bicycle mode share?

Yes

If yes, please describe (250 word limit)

The Regional Transportation Commission has established goals for an interconnected, non-motorized transportation system for Southern Nevada. Those goals relevant to bicycle use are: assure that the demand for bikes on buses can be fully accommodated; assure availability of facilities that can secure bikes at transit terminals; assure availability of facilities that can secure bikes at places of employment; assure that pedestrians and bicyclists are provided continuous access to transit; work with local jurisdictions to create portals within subdivision walls to allow access to transit and other regional destinations; improve tools to better evaluate, manage, implement and maintain alternative mode facilities; develop pavement condition evaluation methodology; develop a process to review bicycle facilities to determine appropriateness of facilities with relation to land use or roadway characteristics; monitor the use of Question 10 funds for maintenance of shared use trails; reduce pavement cuts; reduce the number of pedestrian and bicycle crashes across the Las Vegas valley; develop applications to view, evaluate and define mitigation for high crash locations; work with local jurisdictions to develop or implement enhanced regional street/sidewalk design standards that safely accommodate alternative mode travel; provide a



reliable and adequate source of funding to implement non-motorized travel facilities in the Las Vegas area.

78. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100.

Bicycling (in %)

0.19%

Percentage of bicycle commuters who are women (See topic B08006. Choose the most recent data set available for your community. Divide the total number of women bicycle commuters by the total number of bicycle commuters and multiply the result by 100.)

0%

Walking (in %)

1.77%

Transit (in %)

97.77%

79. What is the average commuting distance to work for residents of your community? Tip: This data is not available nationally and needs to be collected locally (or estimated).

More than 10 miles

80. What percent of children commute to school by bicycle? Tip: This data is not available nationally and needs to be collected locally.

Elementary

The Clark County School District does not collect this information.

Middle School

The Clark County School District does not collect this information.

High School

The Clark County School District does not collect this information.

81. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?

387

81a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?

1

81b. Do you have a specific plan or program to reduce these numbers?

Yes

If yes, describe (250 word limit)

After reviewing the data for cyclist crashes involving motor vehicles, the City concluded that both parties need greater awareness of their responsibility to share the road safely. The City's plan to reduce this type of crash centers around education, because it will reach a much larger and broader audience than relying solely on enforcement. The City will expand the bicycle safety outreach campaign in 2014 to include activities throughout the year. The campaign will use broadcast and print advertising, posters hung in area businesses and public buildings, rack cards that can be distributed at community events or handed out by patrol officers, street pole banners on major arterials, and Facebook and Twitter messages. The City will evaluate road projects for opportunities to implement NACTO guidelines for bike facilities such as bike boxes, protected bike lanes and green lane striping. The Police Department will increase interaction with cyclists at community events and launch their Bicycle Unit in 2014. Police will also expand their educational programs within the 27 Henderson elementary schools. Police will schedule targeted enforcement of both motorists and bicyclists in areas that have shown a higher number of bicycle/vehicle crashes. 2014 will be the first year officers are directed to ticket bicyclists and motorists for violating the bike laws; this culture shift within the Police Department will be facilitated by specialized training and ongoing briefings with officers during the year.

82. Do you measure the Bicycle Level of Service of roads and/or intersections?

No

83. Do you have community-wide trip reduction policies or programs?

Yes

If yes, describe the policy/program and the results. (250 word limit)

The Regional Transportation Commission of Southern Nevada manages the Club Ride Program for Henderson. Club Ride is a free program designed to reduce traffic congestion, improve air quality and encourage the use of commute alternatives such as bicycling, carpooling, walking and riding transit. Club Ride offers incentives to Henderson commuters, including more than 400 City of Henderson employees, to encourage them to try new modes for getting to work. Participants log their daily alternative commute to earn Club Ride prizes every month, which include merchandise, \$25 and \$50 gift cards. Club Ride participants are also eligible for exclusive discounts at local retailers, restaurants and service providers. Twelve percent of Henderson Club Riders reported at least one bike commute from May to September 2013. Club Ride participants see results through significant savings on commuting costs, reduced commuting-related stress, and preferential parking at participating work sites.

83a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?

Yes

If yes, describe the program and the results. (250 word limit)

Club Ride works with 255 Southern Nevada employers, 25 of which are based in Henderson, to customize commuter options for biking, as well as walking, carpooling and transit. Personalized services include free ride matching for commuters that live and work in similar locations, and an emergency ride home. Club Ride participants log their weekly bike commute into an online tracking system and receive personalized commuting reports for previous weeks, their estimated cost savings based on their selected commute mode, and pollution reductions. The City created a 100 Plus Club for employees that have commuted at least 100 times during the year. Club members receive special recognition and prizes. In 2013, the City of Henderson was recognized as one of the Best Workplaces for Commuters by the National Center for Transit Research. Henderson was also the first city in Nevada named as one of the best workplaces for commuters by the U.S. Environmental Protection Agency.

84. Have you done an economic impact study on bicycling in your community?

No

85. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?

Yes

If yes, describe (250 word limit)

The City of Henderson manages the Southern Nevada Strong program, a collaborative regional planning effort funded by a \$3.5 million dollar grant from the US Department of Housing and Urban Development. The 13-member coalition is focused on connecting lower income populations with quality jobs, housing and schools using multiple transportation options. Southern Nevada Strong provides the mechanisms and resources to conduct in-depth engagement efforts in traditionally underserved neighborhoods which may rely more heavily on biking as an affordable mode of commuting. The City has a stated goal of providing a park within one mile of each residence.

86. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)

The City takes part annually in the Unified Planning Work Process under a federal grant administered by the Regional Transportation Commission. This past year various studies were completed including a multiple corridor analysis and College Area Master plan. The corridor analysis evaluated 5 major arterials in Henderson for opportunities to enhance multi modal access, including cycling. This study will be used as a guide to enhance these corridors as funding opportunities become available. The Nevada State College has a current enrollment of 3,000 students, with a planned buildout of 25,000 students. The College Area Master Plan evaluated the reserved 500 acre site and surrounding road network for this college. It provides a master plan for enhanced bicycle facilities including dedicated bike lanes, expanded trail connectivity, mass transit, and proposed road diets to encourage the multi modal approach as the college develops. Another recently completed street was for the Stephanie Street corridor. This study initiated the currently under design roadway rehabilitation project, which includes the construction of the first elevated cycle track in Henderson. Also recently completed is the Complete Streets Evaluation Study which provides a tool for city engineers to evaluate individual roadways and/or multiple corridors for complete streets enhancements. Southern Nevada recently passed a fuel revenue initiative, which is projected to provide Henderson more than \$70 million over the next three years. These revenues are to be used to rehabilitate roadways and provide additional complete streets components. The recently completed Complete Streets Evaluation study will be utilized in evaluating roadways for enhancements. Another ongoing study is the Regional Bicycle Gap Analysis. This study will help determine which bicycle programs or facilities are needed to be put in place to cover the "gap" in local facilities and regional connectivity. A goal of this analysis is to identify short and long term critical gaps in the cycling network that can then be programmed into the funding cycle. The City participates in the Southern Nevada Regional Planning Coalition's Regional Open Space & Trails workgroup to establish a regional open space and trails system and to coordinate trail connectivity throughout the Las Vegas Valley. Using a Safe Routes to School grant, walking/bicycling maps were created for elementary schools in Henderson. Walk audits were conducted at 9 schools,



and identified the number of children walking or biking to school. Finally, we rely on the 7-member Henderson Bicycle Advisory Committee to evaluate and provide a user's perspective on bicycle amenities and programs being considered by the City.

Final Overview

87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One (250 word limit)

The City of Henderson has made a substantial investment to provide the community with world-class biking facilities. Over the last two decades, we have implemented long-range planning goals for connectivity within and between neighborhoods. We have constructed 108 miles of off-road biking trails, with an additional 280 miles identified in the Master Bicycle and Trail Plan, which was updated and approved by City Council on February 4, 2014. We have taken advantage of natural formations, such as vistas overlooking undeveloped areas and the Las Vegas Strip, and the Three Sisters on the River Mountains Loop Trail, to create unique biking experiences that appeal to residents and draw visitors. Our bike trails are equipped with premier rider amenities such as water stations and restrooms. The recreational opportunities provided by the City receive higher satisfaction ratings than any other program or service in our biennial community assessment surveys. The Master Streets and Highways Plan calls for striped bike lanes on every Henderson road 80 feet wide and greater, and we have invested millions of dollars in on-road biking infrastructure. More than 90% of the community's arterial streets have bike lanes.

Reason Two (250 word limit)

There is a well-established and growing culture for biking in Henderson. Residents are more often choosing to ride a bike, whether for family fun, to get some exercise, commute to work or train for a race. Attendance at the three signature City-sponsored bike events that debuted in 2013 (Bike Swap and Rally, Crazy Spokes and Stroll 'n Roll) surpassed expectations with a combined total of nearly 6,000 residents. The local bike clubs organize dozens of formal and informal rides throughout the year, and the number is growing annually. Many Henderson elementary and middle schools offer bicycle education programs through Safe Routes to Schools and the Clark County School District Police Department, giving youth skills and an interest in biking they will maintain into adulthood. The Henderson Bicycle Advisory Committee actively engages the biking community and has assisted the City with feedback on encouragement tools such as the Bicycle Network Map and BikeHenderson.org website. The biking community fully supports the City's application to be recognized as a Bicycle Friendly Community.

Reason Three (250 word limit)

The City has been and continues to be committed to biking in Henderson. Cycling is not just a passing fad; the City has developed long-range plans and rewritten the development code in order to make biking part of the community's fabric. The Union Pacific Railroad and McCullough Hills trails demonstrate the City's long-term commitment to cycling. The seven mile long UPRR paved trail project took more than eight years to complete, and is now known for innovative intersection controls, wayfinding signage, and is the only bicycle path adjacent to an active rail line in Southern Nevada. This trail bisects nearly 50% of the Henderson city limits, and provides a premier off-road bicycle facility for commuters and recreational cyclists. The nearly 10 mile long McCullough Hills Mountain Bike trail connects two parts of the city that are separated by the mountainous Sloan Canyon Conservation area. It serves as the backbone for miles of trail planned for development by the BLM and is included in the Sloan Canyon Conservation Area master plan. Both these projects had numerous outside stakeholders, federal permitting processes and environmental concerns that all had to be addressed prior to construction. The City has taken a leadership role in promoting cycling community-wide and has formed an external biking committee to better engage businesses in encouraging their employees to commute. Every City department contributes staff (including a Bicycle Program Manager) and resources to the Bike Henderson program, supported by a City Manager who has a personal passion for cycling.

88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One (100 word limit)

Being a suburban family-oriented community, Henderson has focused more on the recreational aspects of biking and not enough on the bike commuter. We need to provide more end-of-trip facilities for this type of rider, such as secure bike parking, and locker and shower facilities. We also need to encourage Henderson businesses to champion the benefits of commuting by bike and offer incentives to their employees.

Aspect Two (100 word limit)

Both motorists and bicyclists would benefit from increased education on their individual responsibilities for safely sharing the road. Part of this is improving the training offered to police officers regarding traffic laws for bicyclists and increasing enforcement efforts to reinforce the safety message.

Aspect Three (100 word limit)

The number one request the City receives from cyclists is more wayfinding signage on bike trails. Cyclists want to know where they are in relation to the street network and what destinations are ahead of them on the trail. They also want defined routes so they can plan their bike trips knowing the distance and difficulty level of their ride.

89. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

If yes, describe (250 word limit)

The City has formulated five objectives for the next year to move us forward in our vision to become a Bicycle Friendly Community. 1) Identify and engage community partners to increase use of bicycles for transportation and recreational use. 2) Increase the City's portfolio of safe, connected, attractive and sustainable bike facilities. 3) Implement targeted enforcement of traffic laws for bicyclists and motorists based on the most frequent cyclist/motorist interactions. 4) Identify and engage community partners to aid in educating bicyclists and motorists on how to be predictable and safe on roadways. 5) Continually review and assess the City's efforts to maintain and enhance a relevant bike infrastructure and activities. 6) Add more bike routes and improve signage.

90. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

If yes, describe (250 word limit)

The City has several projects already in the works. One is a ticket diversion program for cyclists that would lower fines for those that attend a Traffic Skills 101 or similar class (infractions by bicyclists currently receive the same fines as those imposed on motorists). Another project is to create programs for Bike to Work week; the City has formed an external bicycle committee to develop partnerships with and engage Henderson businesses. The City will begin construction in the next few months on a Diverging Diamond Interchange on Horizon Drive. The traffic pattern for this interchange will move cars to the opposite side of the road so they can make a left-turn movement onto US-95 without having to yield to oncoming traffic; this will also make it safer for cyclists and pedestrians to use this interchange. Interchange improvements will include the installation of the first green lanes in our City. On a larger scale, the City is looking at developing a regional bicycle commuter corridor on Warm Springs Road, an existing six lane arterial that crosses dense residential and commercial areas. An analysis is being performed to reduce the arterial to four lanes, and include a buffered bike lane. This arterial connects west Las Vegas to east Henderson.

Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) here. You can submit up to 5 files at the time and there is no limit on how many files can be submitted. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.

We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes

How did you hear about the BFC program?

The Regional Transportation Commission of Southern Nevada introduced the BFC program to the City of Henderson.



CITY OF HENDERSON BICYCLE ADVISORY COMMITTEE 2014 GOALS

- Increase number of and mileage of mountain bike trails in Henderson
 - Resolve Anthem East social trail issues
 - Provide additional safe and secure bike parking to encourage more bike use for transportation
 - Promote and recruit additional businesses for bicycle friendly business designation
 - Establish routes with maps and signage throughout the City for recreation and transportation
 - Enhance participation of bicycle advocates at monthly Bicycle Advisory Committee meetings
 - Connectivity – complete links to trails and between trail segments
 - Increase community attendance at Bike Henderson events
 - Cultivate relationships between Bicycle Advisory Committee and local bike shops
 - Henderson cycling web page
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