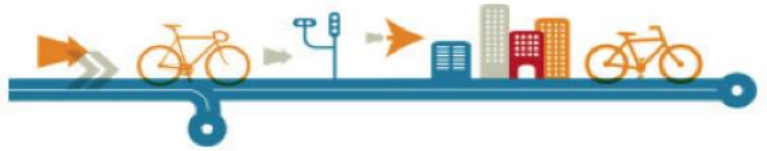




BICYCLE FRIENDLY COMMUNITY FEEDBACK



HENDERSON, NV

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Henderson a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Henderson. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Increase the amount of **high quality bicycle parking** at popular destinations throughout the community.

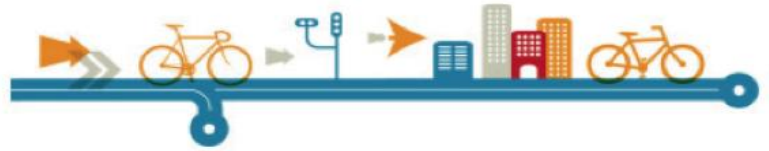
Continue to expand the bike network and to increase network connectivity particularly to the urban core through the use of different types of **bike lanes and cycle tracks**. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system **will encourage more people to cycle and will improve safety**. Coordinate with the other cities and Clark County to ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the [Bicycle Boulevards section](#) of the NACTO Urban Bikeway Design Guide for design guidelines. See [Bicycle Boulevards](#) in action.

Arterial roads are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as **cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths**. Shared lane



BICYCLE FRIENDLY COMMUNITY FEEDBACK



markings (Sharrows) should not be used on high speed roads.

Expand your bicycle wayfinding system with distance and destination information to additional strategic locations around the community, integrating preferred on street routes and off-street facilities.

Make intersections safer and more comfortable for cyclists. The intersections crossing the 215 beltway are particularly dangerous for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines (preferred) and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments.

Shared use paths terminate into pedestrian crossings (sidewalks at intersections) which creates non-ridable connectivity along these routes. Bicycle appropriate crossings should be provided or retrofitted.

Add water fountains along the bike trails.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be

particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand your Safe Routes to School program to all schools. For more information, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message and 3 ft passing rule.

Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

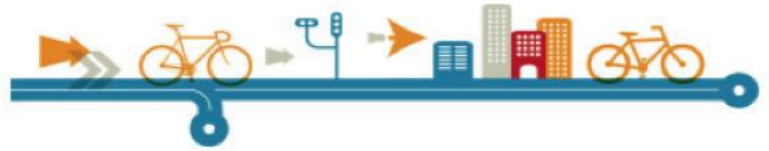
Encouragement

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the “last mile” between public transit and



BICYCLE FRIENDLY COMMUNITY FEEDBACK



destinations. See what is being done across the country at <http://nacto.org/bikeshare/>

Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Encourage local institutions of higher education to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events,

programs, and classes. The League offers many tools to help promote the Bicycle Friendly University program in your community.

Support local community groups who have different ethnic, financial and cultural values with outreach and communication about bicycling in Henderson.

Enforcement

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, pass laws/ordinances protecting all vulnerable road users, and make it illegal to harass a cyclist.

COSTS AND FUNDING OPTIONS

Costs

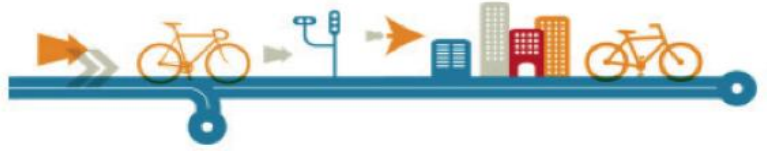
Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation



BICYCLE FRIENDLY COMMUNITY FEEDBACK



funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.



HENDERSON, NV

TOTAL POPULATION
269,916

POPULATION DENSITY
2571

TOTAL AREA (sq. miles)
105

OF LOCAL BICYCLE FRIENDLY BUSINESSES **3**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Henderson
Arterial Streets with Bike Lanes	45%	95%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	25%
Public Education Outreach	GOOD	EXCELLENT
% of Schools Offering Bicycling Education	43%	23%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	SOMEWHAT
Active Bicycle Advisory Committee	YES	YES
Bicycle-Friendly Laws & Ordinances	SOME	YES
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	PER 27K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4/10

KEY OUTCOMES

	Average Silver	Henderson
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	0.18%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	1593
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	4.1
PUBLIC RATING	SILVER	BRONZE



- » Increase the amount of high quality bicycle parking at popular destinations throughout the community.
- » Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. On-street improvements, particularly along major arterials, coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety.
- » Make intersections safer and more comfortable for cyclists. The intersections crossing the 215 beltway are particularly dangerous for cyclists.
- » Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or

interested parents to expand your Safe Routes to School program to all schools.

- » Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, pass laws/ordinances protecting all vulnerable road users, and make it illegal to harass a cyclist.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Your community's government should be the model employer for local businesses.