

Excerpt from Bicycle and Pedestrian Plan, October 2008

3.1.2 Facility Selection

Since most of the roadway network in the Las Vegas Valley is bicycle compatible, the RTC's nomination process focuses on the most suitable streets for long-term use as bicycle facilities. The intention of the agency is to select roadways that safely accommodate non-motorized travel across as much of the roadway network as is feasible. If the street segment meets the criteria listed below, then it is eligible to be adopted into the BPE network.

- Continuity – Segments that connect roadways in the network.
- Accessibility – Roadways that can be accessed with few or no direct motorized conflicts. This issue is of particular importance for roadways adjacent to residential areas, schools, shopping and large activity centers.
- Directness – Facilities that keep route deviations to a minimum and maintain the integrity of the facility's alignment.
- Posted Speed – Except in rare or necessary circumstances, bikeways are identified on streets with posted speeds of 35 miles per hour or lower.
- Transit Access – Routes should be near one-quarter mile or less from fixed route transit.
- Surface Conditions – This criterion refers to the actual condition of the 'tread' of the roadway. In addition to problems that disrepair can cause cyclists, the selection ensures that there are no unusual street or drainage features that could cause a potential loss of control by the cyclist.
- Truck Traffic – Although no threshold number is included, the RTC will not adopt bikeway segments that are known to have a high volume of truck traffic.

Policy factors considered in bicycle facility selection

- Each implementing entity will ensure a proposed bicycle facility will not create an unsafe condition for the cyclist, pedestrian or motorist. If the unsafe determination is made, the segment will be removed and an alternate route considered.
- Implementation of a bikeway segment will not eliminate any existing travel lanes or reduce the number of travel lanes the roadway was designed to accommodate. If the recommended bicycle facility can not fit within the right of way, an alternate route should be considered.
- The preference is to locate bicycle facilities on roadways with an 80-foot right-of-way or less.
- Implementing bicycle lanes or routes will be accomplished within the existing right-of-way.
- The project will not modify any existing median configuration to "fit" the designated bicycle facility.
- Implementation of bicycle facilities requiring reduction in the existing travel lanes to 11 feet to accommodate bicycle lanes will be done only as part of the entities' regular scheduled resurfacing program or as part of a TIP capital project.

- Installation of bicycle facilities will not be contingent on the removal of existing on-street parking.
- Entities shall refer to the adopted Bicycle Master Plan when considering any roadway overlay or CIP project. When installing adopted bikeways, entities shall apply the most recently approved bicycle facility designation as defined in the RTP.

3.1.3 Facility Modification - Bicycles

A modification refers to the change of a facility type from a bike lane to a route or vice versa. Facility removal proceeds according to the same process. The RTC works within the Alternative Mode Working Group to bring potential facility modifications to the Commission for consideration. Either the RTC or a member entity can identify a facility for modification. The requesting agency is asked to define in writing the problem or circumstance that has motivated the request. For example circumstances may include safety related to high crash locations; changes in conditions such as new development, driveway closures, speed limit changes; or the introduction of a school zone.

If agreed to, the RTC staff opens a 45-day public comment period, holds a public hearing, advances the amendment through the advisory committee process and forwards the recommendation to the Commission. If approved, the RTP amendment, termed a BPE segment modification, is posted on the RTC website and information is amended on the bicycle Master Plan and the public Regional Bike Map when reprinted.

3.1.4 Pedestrian Facilities

Unlike the Bicycle Master Plan there is no formal master plan for sidewalks in the Las Vegas Valley. This is because each of local development code provides for sidewalks at least for roads classified as collector and above. The discussion on existing pedestrian facilities therefore focuses on the various types or classes of sidewalk design across the urbanized area.

Process used in facility identification

The RTC collected information on sidewalk types using a product known as Street Digital Imaging. The procedure involves driving each of the Valley's streets with cameras mounted atop a vehicle that is coordinated to latitude and longitude data. The link to the coordinate data allows RTC staff to view and measure the roadway features.