

# Areas of Focus - Bike and Pedestrian Planning Activities

## **System Modifications – Walk and Bike**

- Overview of in-place facilities
- Facility selection - reaffirm or modify process
- Roadway standards – affirm or modify
- Critical gaps - evaluation/prioritization of opportunities
- Retrofit concepts – what are they and are they worth tackling?
- Special accommodation in high density and high use areas?

## **Information/Data – Can we improve on what we are doing?**

- Tools to review and evaluate the system – Geospan digital imaging
- Tools to provide information to the public on walking and cycling – websites, static maps
- Is there a need for enhanced data collection relating to demand?
- What are the potential tools, their cost and timing?
- Other entity sources of data collection

## **Funding - How do we build facilities in an economic downturn?**

- Overview of eligible and dedicated funding categories for bikes and pedestrians
- Potential funding concepts for next Regional Transportation Plan
- Prioritization –
  - 1) How do we get the most benefit for the dollar?
  - 2) Can we do a better job collectively when planning/building facilities to improve use and enhance connectivity?
- Maintenance – review of strategies in place and potential ones for improving the frequency and efficacy

## **Interaction with Transit - Stops, Access and Street Crossings**

- Bikes on Buses – should the volume of bikes on busses be used in determining the allocation, programming and prioritization of facilities?
- Pedestrians: Do far-side stops contribute to jaywalking - what are some best fit options to reduce conflicts?
- What actions, policies or information might be used mitigate conflicts between pedestrians/bikes and vehicles?
- Should we consider marketing park and rides to commuters who can use a bike for the initial leg of the trip? (overlaps with Encouragement)

## **Coordination of the Bicycle and Pedestrian Plan with related valley wide activities**

- Safe Routes to School Program
- SNRPC –
  - 1) Regional and Open Space Working Group
  - 2) Mile Marker Committee
  - 3) Las Vegas Valley Perimeter Open Space Plan
  - 4) Las Vegas valley Open Space Plan
- CLV Great Streets Initiative

## **Encouragement**

- Create new programs that motivate people to select non-motorized travel:
  - 1) Downtown Electric Bike Program
  - 2) RTC's annual Viva Bike Vegas Bike Ride
  - 3) Humana Bike Share Program in Henderson
  - 4) RTC planned bike share program in coordination with the new Bonneville Transit Center (similar to Humana)
  - 5) City of Henderson Trail Watch Program
  - 6) Valley wide wall openings project
- End of trip facilities – how do we plan for future facilities and how can we retrofit existing sites with willing participants?
- Plan/develop more user activities/festivities to spur demand?
- Accelerate the implementation of more facilities?
- Improve existing facilities to enhance the non-motorized trip.

**Safety** - Finding a 'home' for an annual/semi-annual process to evaluate and reduce crashes and mitigate conflict areas.

- Overview of safety concepts – What is the Strategic Highway Safety Plan and how is it applied at the local level?
- RTC's PSAP Study and Findings Process
- Improving safety and operation of facilities – Roadway Safety Audits (RSA)
- RSA Training – June 2010
- CARE – Critical Analysis and Reporting Environment: 2010 UPWP Project to bring a simplified version of CARE to desktop of end users

**Legislation** – Are there ideas and concepts that, if implemented, would improve conditions and subsequent demand for non-motorized travel?

- 3' passing law - motorist to yield when encountering a cyclist
- Helmet requirement
- Enforcement
- Other potential legislative initiatives