

**CITY OF HENDERSON
BICYCLE ADVISORY COMMITTEE
BACKUP
APRIL 24, 2013**

Question 16

What specific improvements do you have planned for bicycling in the following year (250 word limit)?

ENGINEERING

1. Free Bicycle Parking to be installed for businesses who request it. See Salt Lake City.
2. Bicycle boulevards – This would take existing streets and designate them as Bicycle Boulevards with signage and promotion so that cyclists know that certain streets are better for bikes than others, particularly when there is a route that has a destination:
 - a. Water Street to City Hall Bicycle Boulevard
 - b. Paseo Verde to Henderson Pavilion Bicycle Boulevard
 - c. Mission Drive to Nevada State College Bicycle Boulevard
 - d. Boulder Highway to Railroad Pass Bicycle Boulevard
 - e. Lake Mead Drive to Lake Las Vegas Bicycle Boulevard
 - f. Arroyo Grande to Galleria Mall Bicycle Boulevard
 - g. St Rose Parkway to M Casino Bicycle Boulevard
3. Urban Loop – Connect the Bicycle Boulevards into a safe Urban Loop around the City of Henderson.
4. Bicycle Signals at Pecos and 215
5. Diverging Diamond Interchange at Horizon Drive

EDUCATION

1. Ambassador Program – Hire trained teachers to do safe riding outreach. Goal is to train 500 riders.
2. Safer Routes to School – Work with every school to encourage students to ride bikes to school.
3. Bicycle Camps – Encourage the Green Valley Cyclists and the Bicycling Henderson Meetup Group to sponsor a Bicycle Camp. www.bicas.org/camps/
4. Smart Trips to encourage bicycle commuting

ENCOURAGEMENT

1. Bike Swap
2. Cyclovia
3. Free Women Bike Mechanic Classes at bike shops
4. Free bikes, lock and helmets for commuters
5. Bicycle Movies in the Park
6. Free tickets for Bicyclists at the Pavilion
7. Project Homeless Connect – Cyclists help the homeless with bicycle transportation

ENFORCEMENT

1. Investigate and publish all Bicycle/Motor vehicle incident so that motorists and cyclists can learn from the cause and consider how to prevent the accident
2. Officer enlightenment – Work with Police enforcement so they understand bicycle issues

EVALUATION

1. Survey sent to families at the first and the end of the year
2. Classroom Hand Raising Tallies at first and end of year
3. Bicycle Counts at several locations by volunteers

What improvements do you have planned for the following year?

Clay Street Green Street in a central city industrial district is a \$100,000 capital project that will provide a curb extension crossing of a busy arterial street to facilitate bicycle (and pedestrian) access to the Willamette River. In addition, the project will explore other means to make Clay Street a more inviting bicycle street. It is one of a few connections between inner Portland's network of bicycle boulevards and the Central City.

Clinton Crossing Project is a \$365,000 capital project that will also address connections between inner residential neighborhoods and the Central City. This project will install two HAWK signals to facilitate the crossing of a collector couplet and will stripe bicycle lanes on two collector streets.

Enhanced Bicycle Boulevard Demonstration Project: Portland defines its bicycle boulevards as low-traffic streets on which the movement of bicycles is given priority. While our treatments facilitate arterial crossings, slow and reduce traffic, they don't do much to communicate this priority aspect. Our demonstration project, currently underway, will develop enhanced boulevard markings, art installations along the boulevards, and a new generation of crossing treatments for minor collector streets, all intended to communicate the primacy of cyclists along such corridors. This demonstration will allow us to test tools and techniques that we'll then be able to apply system-wide.

Morrison Bridge Bike-Ped Path: Later this year, Multnomah County (in which Portland resides and which is the road authority for many of our bridges), will begin construction on a 15-foot wide bicycle-pedestrian pathway on this central city bridge. This project will be the fifth bridge in Portland's central city to have modern, dedicated bikeways.

Complete the *Citywide Bikeway Signing System:* Under a previous Transportation Enhancement grant, Portland completed approximately half of its planned bikeway signing system. We're currently working off a state grant and will complete the system this year.

Initiation of 50's Bikeway Project: This federally-funded project will construct a 6.7 mile bikeway that will incorporate elements of bicycle boulevards and on-street bicycle lanes from Northeast to Southeast Portland. Of the total, 2.4 miles have been developed and exist as bicycle lanes. The remaining 4.3 miles will be constructed as 2.3 miles of bicycle boulevard treatments and 2.0 miles of bicycle lanes. The project will kick off with an initial planning phase in 2009. The project is completely funded for all planning and construction.

Complete the *Flanders Street Bicycle Boulevard:* This inner city bicycle boulevard is blocked by the chasm created by the sunken I-405 ring highway running through Portland's central westside. This boulevard will be completed by moving a defunct (for automotive traffic) Willamette River channel bridge from its current location to span this highway. This is a \$5.5 million project with \$4 million currently in place. We expect to receive an additional \$1 million in grant funding, which will be sufficient to initiate the project this year.

Provide more *bicycle parking*, including *on-street bike corrals* Portland currently has close to a half-million dollar budget for installing short-term bicycle parking to serve properties unable to locate such parking on their sites due to space constraints. In addition to serving these many buildings (which, by code, paid into this *Bicycle Parking Fund* in lieu of providing the parking on-site), we will be expanding our on-street bike corrals. These facilities have proven popular with business districts, individual businesses, cyclists, and pedestrians. We regularly receive requests from business owners asking us to remove on-street automobile parking in favor of on-street bicycle parking to better serve their customers, employees and, as one business owners put it, "to do something relevant to Portland." Our challenge will be to develop designs with good function that are appropriate to our Central City, and to also develop sustainable funding mechanisms for this treatment.

Rosa Parks Way Rosa Parks Way in N/NE Portland is an important east-west corridor running two miles between the Willamette River bluff, to a light rail station, and extending east another mile. The eastern end has been striped with bicycle lanes since 2001. The western end, and most of the middle area was striped with bicycle lanes in 2003. The last remaining segment, near the freeway interchange, represents a significant gap in service. To close this gap, a combination of bicycle lanes and a short shared pathway on the freeway bridge will be constructed, funded by a state grant.