STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION


# HUMBOLDT COUNTY Bicycle Plan


PREPARED FOR: HUMBOLDT COUNTY
SPONSORED BY: NDOT

| JUNE 2016

NEVADA DOT SAFE AND CONNECTED

Kimley»Horn

## ACKNOWLEDGEMENTS

The Nevada Department of Transportation (NDOT) Transportation Planning Division would like to express its appreciation to the dedicated individuals who provided valuable input in the development of the Humboldt County Bicycle Plan. The following individuals representing local, regional and state agencies or organizations were instrumental in the preparation of this Plan:

- Ben Garrett, Humboldt County
- Andy Hart, Nevada Outdoor School
- Chuck Austin, Bikes and More
- Henry Kingman, Local Cyclist

Project Team

- NDOT Project Manager – Bill Story
- NDOT Safe Routes to School – Tim Rowe
- Consultant Project Manager – Mike Colety, P.E., PTOE, Kimley-Horn
- Plan Development – Peter Lagerwey, Toole Design Group
- Plan Preparation and GIS Mapping – David Giacomin, Kimley-Horn
- GIS Mapping – Jacob Farnsworth, Kimley-Horn

# TABLE OF CONTENTS

HUMBOLDT COUNTY BICYCLE PLAN

# TABLE OF CONTENTS

HUMBOLDT COUNTY BICYCLE PLAN

# TABLE OF CONTENTS

HUMBOLDT COUNTY BICYCLE PLAN

## LIST OF APPENDICES



## LIST OF FIGURES



## LIST OF TABLES

# TABLE OF CONTENTS

HUMBOLDT COUNTY BICYCLE PLAN

## LIST OF ACRONYMS

| | |
|---|---|
| AASHTO | American Association of State Highway and Transportation Officials |
| FHWA | Federal Highway Administration |
| GIS | Geographic Information Systems |
| HSIP | Highway Safety Improvement Program |
| MAP-21 | Moving Ahead for Progress in the 21st Century Act |
| MPO | Metropolitan Planning Organization |
| NACTO | National Association of City Transportation Officials |
| NBAB | Nevada Bicycle Advisory Board (Converted to NBPAP in 2011) |
| NBPAB | Nevada Bicycle and Pedestrian Advisory Board |
| NDOT | Nevada Department of Transportation |
| NHPP | National Highway Performance Program |
| NHS | National Highway System |
| NHTSA | National Highway Traffic Safety Administration |
| SHSP | Strategic Highway Safety Plan |
| SRTS | Safe Routes to School |
| STP | Surface Transportation Program |
| TAP | Transportation Alternatives Programs |
| TMA | Transportation Management Areas |

# 1. INTRODUCTION

Communities throughout Nevada have been steadily expanding their emphasis on improving bicycling over the last few decades. In February 2013, NDOT formalized this momentum in the Nevada Statewide Bicycle Plan (State Bike Plan), which focuses on areas in rural communities throughout Nevada. The State Bike Plan excludes the four Metropolitan Planning Organizations (MPOs) in Nevada, including the Carson Area Metropolitan Planning Organization (CAMPO), the Regional Transportation Commission of Southern Nevada (RTC), the Regional Transportation Commission of Washoe County (RTC), and the Tahoe MPO (TMPO). Representatives from NDOT and other public and private organizations throughout the state came together to support bicycle planning within the development of the State Bike Plan. The State Bike Plan focused on recommendations to improve bicycling through Policies, Programs, Legislation, Tourism, and Infrastructure Improvements. **Appendix A** contains the cover and website link to where the State Bike Plan can be found (www.bicyclenevada.com).

The first strategy listed within the State Bike Plan is for NDOT to assist local jurisdictions with adopting local bicycle plans that are endorsed by the Nevada Bicycle and Pedestrian Advisory Board (NBPAB). The Humboldt County Bicycle Plan has been prepared in support of that strategy. This Plan references the major elements of the State Bike Plan that are relevant to Humboldt County with a focus on documenting the existing and proposed infrastructure improvements desired within Humboldt County, as well as adjacent areas.

This Plan has been developed with significant input from county and local representatives, cycling advocates from Humboldt County and various community groups. The project is being led by NDOT in coordination with the NBPAB.

## 2. PUBLIC INVOLVEMENT

The development of this Plan was guided by local coordination and public input. Public input was initially gathered during the development of the State Bike Plan. A public meeting for the State Bike Plan was held in Winnemucca, Nevada on November 16, 2011. This meeting was attended by eight people and the following summarizes the key topics identified at the meeting:

**Largest Need:**

- A connected network of bicycle facilities

**Biggest Issue:**

- Bike safety – specifically US95 has narrow shoulders and heavy traffic

**Greatest Asset:**

- Local mountain biking

**Additional Information:**

- The Mayor believes that biking could be a focal point and attract new residents and tourists;
- Goatheads (thorns) are a big issues with bicycling in the area; and
- The bike lane on Grass Valley Road does not get swept enough, which has caused an issue with the chip seal

Section 3 of the State Bike Plan includes a summary of all public input received, which was from 15 public meetings throughout the state and 777 responses to a user survey. The following is a summary of 51 key issues identified from the surveys that were typical to bicycling in rural counties in Nevada.

1. Advocacy Groups Lacking – Lack of organized bicycle advocacy groups at the local level.
2. Alternate Roadway Corridors Not Inventoried – There are old roads that parallel newer roads in many places throughout rural Nevada. However, they are in various states of repair (some are used, others look partially or entirely abandoned); they are often hard to access and there is not an inventory of their availability (locations) or suitability for bicycling.
3. Alternate Corridors Not Preserved – Former railroad rights-of-way corridors that would make excellent trails are being (or were) lost due to lack of information and knowledge regarding the acquisition and preservation of rail corridors. Stretched budgets have also resulted in a lack of staff resources to pursue rail-trail opportunities.
4. ATVs on Bike Facilities – ATVs, while regulated, are often allowed to ride on designated bicycle facilities including paved pathways and mountain bike trails.
5. Bicyclists Not Respected by Motorists – Many motorists do not respect bicyclists - bicycling is not a legitimate part of local culture. Bicyclists relayed stories of harassment and intimidation by motorists.
6. Bicyclists Often Riding Wrong Way – Observed a lot of wrong-way riding by bicyclists.
7. Bike Lane Width Sometimes Includes Gutter – Gutter pan sometimes included in the width of a bicycle lane even if pavement to gutter pan edge is not smooth.
8. Bike Plans for Communities Lacking – Towns and counties do not have adopted, current bicycle plans. Since NDOT requires that proposed bicycle facilities are in an adopted plan, opportunities to construct bicycle facilities as part of NDOT projects or to receive state/federal funds are often lost. Many towns and counties do not have the time, money, or expertise to develop a bicycle plan.
9. Bikeways Not Coordinated Across Jurisdictional Boundaries – Town and county bicycle planning is not always coordinated. As a result, there is often a lack of connectivity between the more urbanized town

areas and bicycle destinations (e.g. state parks, public lands, mountain bike trails, and low-volume country roads) in the rural, county areas.

10. Bikeway Innovation Lagging – Newer bicycle facility options such as shared lane markings are not widely known about or used.
11. Bikeways Have Ridge at Edge – Some overlays stop at the shoulder resulting in a ridge (lip) that can cause bicyclists to fall.
12. Bikeways Lacking in Tunnels – There are few provisions for bicyclists going through tunnels (e.g. lack of signs or bicycle activated flashing lights to warn motorists as is done at a tunnel in Tahoe).
13. Bikeways Lacking Along Hwy 50 – Highway 50 is the most popular cross county bicycling route and has significant bicycle travel but lacks a bikeable shoulder through many mountain passes with limited visibility around curves.
14. Bikeways Lacking Access to Mountain Bike Areas – Mountain bike areas close to rural towns are often not accessible by bicycle from the town due to lack of facilities (e.g. road leading out of town is high speed and does not have shoulders). Consequently, bicyclists find it necessary to load their bikes on their motor vehicles and drive to nearby mountain bike trail heads.
15. Bikeway Terms Not Understood – There is a lack of understanding and use of terms to describe various bicycle facilities (e.g. bike route, bicycle lane, bicycle path etc.).
16. Bikeway Variances – Local zoning boards give variances to developers, thereby losing opportunities to install bike lanes and paths required by local zoning regulations.
17. Education Materials Not Readily Available – Locals don't know where to get bicycle educational materials for schools, summer recreational programs, etc.
18. Education Programs Lacking – There are very few bicycle safety education programs offered to children in country towns. In the past, rodeos and other safety programs were more available through schools, and local police and sheriff's departments. These have become less frequent or have disappeared over time.
19. Enforcement Lacking and Uninvolved – Law enforcement officials are typically not involved in bicycle safety (i.e. they do not ticket motorists or bicyclists and they no longer provide safety training rodeos for children).
20. Facilities for Aging Populations Lacking – There are aging populations in many of the small country towns that lack adequate trail (sidewalk) facilities to exercise and access local services.
21. Funding Opportunity Awareness Lacking - Local, rural jurisdictions are not always aware of state funding opportunities. Consequently, there are times when there is a lack of applications for some pots of money.
22. Funding Shortage for Bike Infrastructure – Lack of funding for bicycle infrastructure improvements.
23. Gravel on Facilities – Existing bicycle facilities are not maintained (e.g. trails in disrepair, bicycle lanes and shoulders are full of gravel).
24. Gravel on Shoulder – Gravel on roadways at locations where there are access roads/driveways.
25. Helmet Use Low – Helmet use by bicyclists, especially children is low.
26. High Speed Right Turn Lanes – High speed right turn add lanes on arterial streets create a challenge for bicyclists going straight.
27. Infrastructure Inconsistent – There is a lack of consistency with regard to the design of NDOT vs. non-NDOT roads (e.g. lane width, shoulder width, curbs radii etc.).
28. Interstate Access – For bicyclists traveling from urbanized to rural areas, there are no informational signs to indicate where they are allowed to access interstate freeways.
29. Rumble Strip Takes Up Shoulder – Rumble strips are often placed to right of white edge line on the 12- to 24-inch shoulder forcing bicyclists to ride to the left of the edge line. Also, design and application of rumble strips are inconsistent.

30. Interstate By-pass Wayfinding Lacking – There are no way-finding signs to guide bicyclists through towns in rural areas. This is particularly important for bicyclists who have exited an interstate freeway and must travel through town and back to a freeway entrance.
31. Interstate Locations That Bikes Must Exit Unclear – It is not clear where bicyclists traveling on interstate freeways entering urbanized areas are required to exit the freeway.
32. Interstate Way-Finding Lacking – For bicyclists traveling on interstate freeways, there are no way-finding signs to indicate where they should exit to access small towns.
33. Legality of Bicycling on Sidewalks Not Clear – Lack of clarity regarding bikes on sidewalks. State law says that bicyclists are not allowed on sidewalks unless granted "permission" by "owner".
34. Locals feel NDOT Not Prioritizing Bicycling – Some locals feel NDOT doesn't really care about bicyclists and does not recognize the importance of touring bicyclists to economies of small towns. Examples cited include: a) rumble strips in narrow shoulders of NDOT roads; 2) NDOT projects that ignored local requests for bicycle facilities; and 3) non-responsiveness of NDOT officials in district offices. Some locals are concerned that NDOT does not value their input. Locals complained that by the time they find out about a project, it is already scoped, budgeted, and designed.
35. Maps of Local Bike Facilities Lacking – Lack of bicycle maps at the local level that show bicycle facilities, water, bike shop and destinations such as mountain bike areas.
36. Rumble Strips Next to Guard Rail – Rumble strips are sometimes installed immediately adjacent to guardrails, which is inconsistent with state guidelines.
37. School Crossing Guards Lacking – There are often no school crossing guards at crossings of arterial streets near schools (state, county and local roads).
38. School Kid's Bikes Need Repairs – Children don't know how to fix their bikes (e.g. flat tires due to puncturevine, also known as goatheads).
39. School Support and Facilities Lacking – Some local school districts do not recognize or support bicycling and/or walking to school; and they are not aware of SRTS programs and grants. Children often cannot bicycle to school due to lack of bicycle facilities.
40. Schools Lacking Adequate Bike Parking – There is often a lack of bicycle parking facilities at schools.
41. Shared Use Path Crossing Advanced Motorist Signing Lacking – Inadequate warning/crossing signs for motorists at locations where paths cross roadways.
42. Shared Use Path Intersection Priority – Assignment of right-of-way at trail crossings. Some trails arbitrarily require trail users to stop at all crossings, including driveways.
43. Shoulders Lacking or Too Narrow – Many state, county and local highways do not have a shoulder, have a very narrow shoulder, and/or have the entire shoulder covered in a rumble strip.
44. Special Event Participants Lacking – Special events (century rides, etc.) need more participants.
45. Special Event Permitting Unclear – Lack of clarity as to whether permits are required for special events with more than 50 participants and the requirements for the application. Regional NDOT offices may have different policies.
46. Special Event Signing Requirements Not Clear – Lack of clarity with regard to state rules regarding way-finding guidance (arrows on the pavement and temporary signs) to direct bicyclists participating in special events (e.g. century ride).
47. Touring Bicyclist Economic Impact Not Quantified – There are no numbers regarding the importance (or potential) of bicycling to the economy of rural towns.
48. Touring Bicyclist Travel on Through – Bicycle tourism in Nevada is an untapped resource. Touring bicyclists do not stop in Nevada to bike (they go on to Utah, Colorado, and other destinations).
49. Touring Bicyclists Lack Water – Touring bicyclists lack places where they can find water. NDOT facilities in rural areas may be able to provide water.

50. Utility Corridors Don't Officially Allow Bikes – Authorities (agencies) that operate irrigation and drainage networks do not allow bicycle facilities on dikes and service roads. However, informal use is widespread and often tolerated.
51. Workzones – On interstate freeways, state highways and local roadways, space for bicyclists is not routinely provided through construction zones. For example, it is not uncommon to see motorists channeled into one lane or on the shoulder, leaving no place for the bicyclists to ride.

These issues identified in the State Bike Plan were used as a baseline for a workshop held specifically for development of the Humboldt County Bicycle Plan.

The workshop was held on May 13, 2014 in Winnemucca, Nevada. The purpose of the workshop was to gain input from representatives of the local community on specific bicycling conditions in Humboldt County and to develop recommendations on proposed bicycle facility improvements as well as recommendations for policy, program, legislation, and tourism improvements for bicycling. The following is a list of attendees at the workshop:

- Ben Garrett, Humboldt County
- Andy Hart, Nevada Outdoor School
- Chuck Austin, Bikes and More
- Henry Kingman, Local Cyclist
- Bill Story, NDOT Project Manager
- Mike Colety, Kimley-Horn
- Peter Lagerwey, Toole Design Group

The workshop covered a variety of bicycling topics and was followed by a field assessment. The workshop schedule is included below.

| | | |
|---|---|---|
| WORKSHOP | 1:00 – 1:15pm | Meet-and-Greet |
| | 1:15 – 1:45 pm | Overview of planning process, review Statewide Bike Plan |
| | 1:45 – 2:15 pm | Review bicycle facility types |
| | 2:15 – 3:15 pm | Review maps, identify opportunities, barriers |
| | 3:15 – 3:30 pm | Break |
| | 3:30 – 5:00 pm | Plan development – interactive exercises |

The attendees offered input on existing bicycling conditions, existing issues, desired routes, necessary programs and policies, and then specified on priorities. The field assessment reviewed existing conditions and identified potential areas for improvement. Notes from the countywide field assessments are included in **Appendix B**.

# 3. EXISTING CONDITIONS

## 3.1 Countywide Observations

Bicycling conditions throughout Humboldt County were observed as part of the development of the State Bike Plan and during the field assessment as a part of the workshop. The following are examples of preferred existing bicycling conditions in Humboldt County:

- Low bicycle theft
- Local mountain biking trails
- Winnemucca Mountain (2,400' vertical climb)
- Low speed rural roads
- Elementary schools are bicycle friendly
- Improved bike lane maintenance and upkeep

The following are examples of non-desirable conditions that were observed in Humboldt County:

- Lack of directional signage
- Narrow roads
- Lack of loop routes
- Narrow bridge undercrossing
- Driver awareness
- Lack of safe cycling
- Pinch points on roads
- Railroad is a barrier

**Figure 1** shows a map of the population areas found within Humboldt County from the 2010 Census.

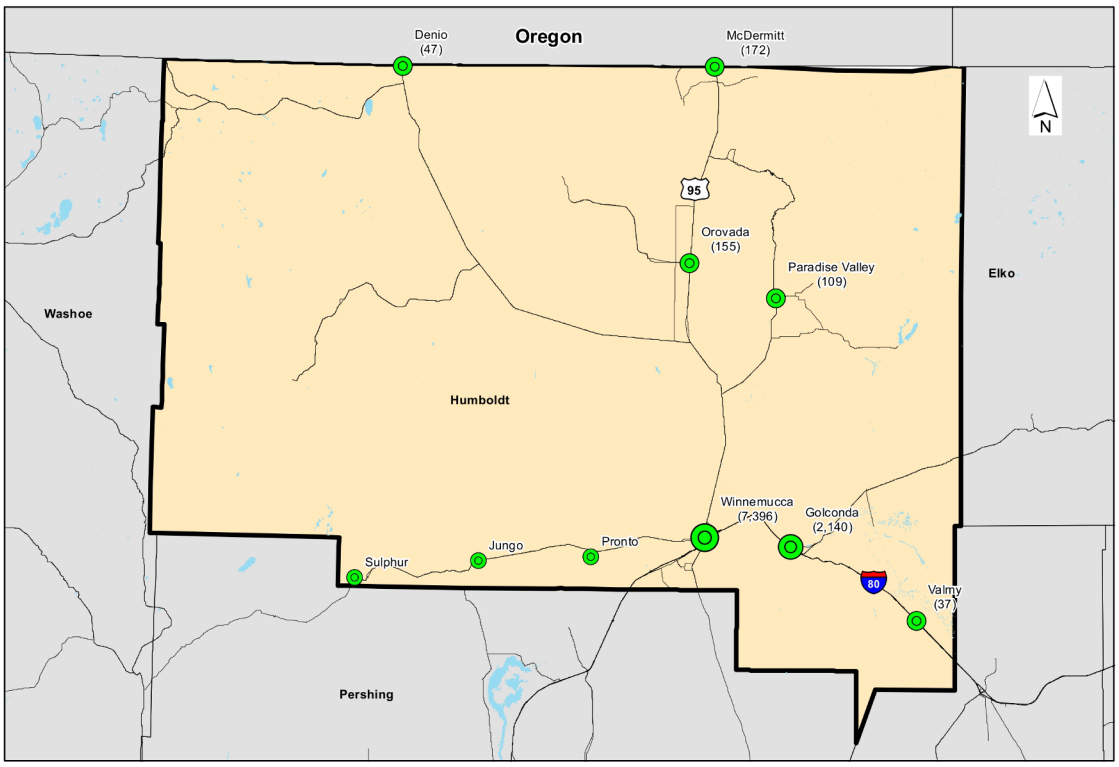



**Figure 1 – Humboldt County Population Point Map**

## 3.2 Existing Documents, Policies, Programs and Legislation

Existing bicycle related documents from Humboldt County were collected as part of the development of the State Bike Plan. The following sections are a summary of bicycle related documents, policies, programs and legislation in Humboldt County in matrix form (**Table 1**) and paragraph form.

| | **Humboldt County** |
|---|---|
| Bike Plan | No |
| Major Bikeway Initiatives | No |
| Laws | No |
| Policies | No |
| Safe Routes to School Program | No |
| Construction Standards | Yes |
| Maintenance Expectations and Protocols | No |
| Cycle Tourism Initiatives | No |

**Table 1 – Humboldt County – Existing Bicycling Documents, Policies, Programs, and Legislation**

### *3.2.1 Humboldt County Bicycle Plans*

Humboldt County does not currently have a comprehensive bicycle plan. However, Winnemucca has documentation of existing and proposed bicycle facilities.

### *3.2.2 Legislation*

Although no specific bicycle related legislation was identified in Humboldt County, existing statewide legislation related to bicycling is summarized in Section 4.3.9 on Page 39 of the State Bike Plan. This legislation is found in **Appendix C**.

## 3.3 Crash Data

As part of the State Bike Plan, bicycle crashes with motor vehicles were reviewed. NDOT annually completes a crash data review for the preceding three (3) years. The most recent report includes the years 2008 to 2010. It is important to recognize that most bicycle crash data only includes bicycle crashes with motor vehicles that are significant enough to require a police report. The data included in NDOT's report does not include minor collisions with bicycles and motor vehicles that do not have a police report, nor does it include bicycle crashes that do not include a motorist (i.e., crashes between two bicycles or a single bicycle crash). A summary of the bicycle and motor vehicle crashes for years 2008 to 2010 in Humboldt County is presented in **Table 2.**

| COUNTY | 2008 | | | | 2009 | | | | 2010 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL INJURY CRASHES | TOTAL INJURIES | TOTAL FATAL CRASHES | TOTAL FATALTIES | TOTAL INJURY CRASHES | TOTAL INJURIES | TOTAL FATAL CRASHES | TOTAL FATALTIES | TOTAL INJURY CRASHES | TOTAL INJURIES | TOTAL FATAL CRASHES | TOTAL FATALTIES |
| CARSON | 11 | 12 | | | 6 | 6 | | | 8 | 8 | | |
| CHURCHILL | 5 | 5 | 1 | 1 | 3 | 3 | | | 1 | 1 | | |
| CLARK | 243 | 250 | 6 | 6 | 421 | 432 | 5 | 5 | 380 | 399 | 3 | 3 |
| DOUGLAS | 6 | 6 | | | 9 | 9 | | | 10 | 10 | | |
| ELKO | 3 | 3 | | | 4 | 4 | | | 1 | 1 | | |
| ESMERALDA | | | | | | | | | | | | |
| EUREKA | | | | | | | | | | | | |
| HUMBOLDT | 2 | 2 | | | | | | | | | | |
| LANDER | | | | | | | | | | | | |
| LINCOLN | | | | | | | | | | | | |
| LYON | 1 | 1 | | | 4 | 4 | | | 2 | 2 | | |
| MINERAL | | | | | | | | | | | | |
| NYE | | | | | 2 | 2 | | | 4 | 4 | | |
| PERSHING | | | | | | | | | | | | |
| STOREY | 1 | 1 | | | | | | | | | | |
| WASHOE | 111 | 115 | | | 106 | 112 | 1 | 1 | 98 | 102 | 3 | 3 |
| WHITE PINE | | | | | | | | | | | | |
| TOTAL | 383 | 395 | 7 | 7 | 555 | 572 | 6 | 6 | 504 | 527 | 6 | 6 |

*Source: NDOT Crash Data Report 2008-2010*

**Table 2 – Summary of Humboldt County Bicycle and Motor Vehicle Crashes 2008-2010**

The data from NDOT has been spatially located to where the event occurred, and is coded with information related to the incident including crash severity and type. **Figure 2** is a GIS map illustrating the exact location of each bicycle crash within Humboldt County.

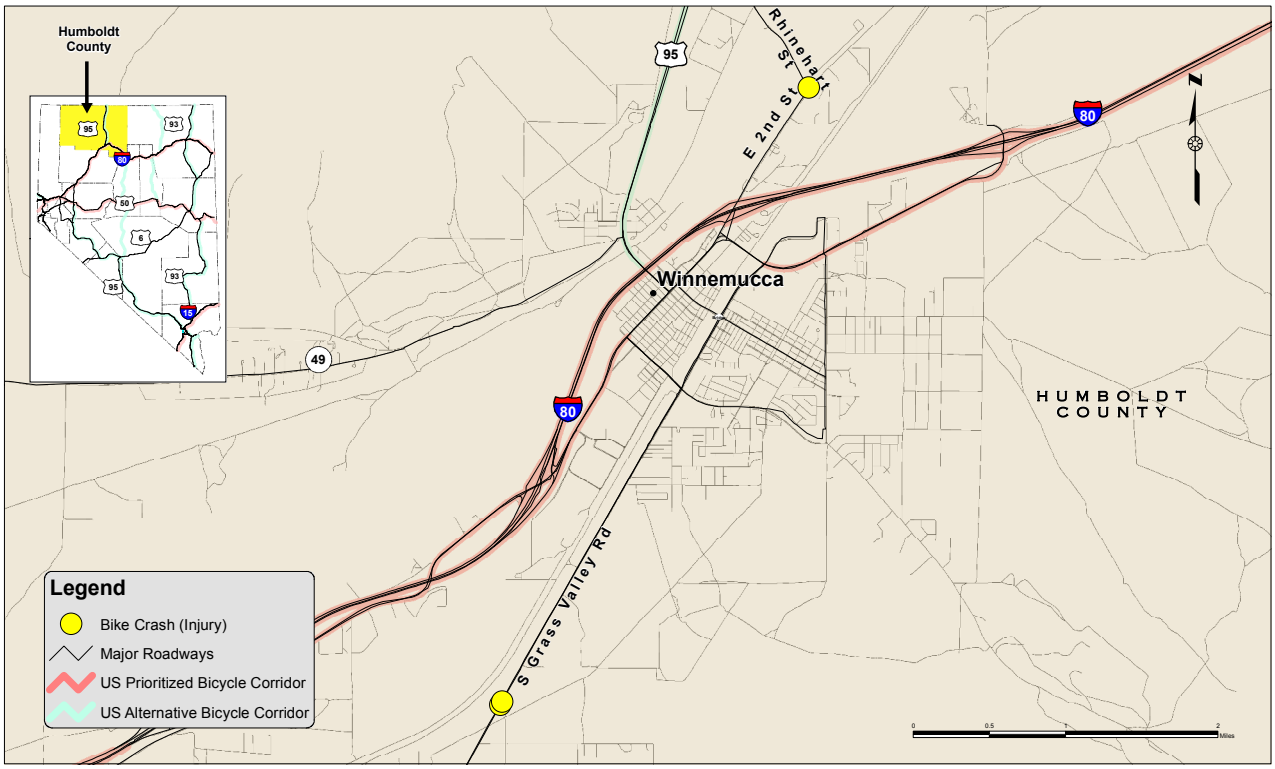
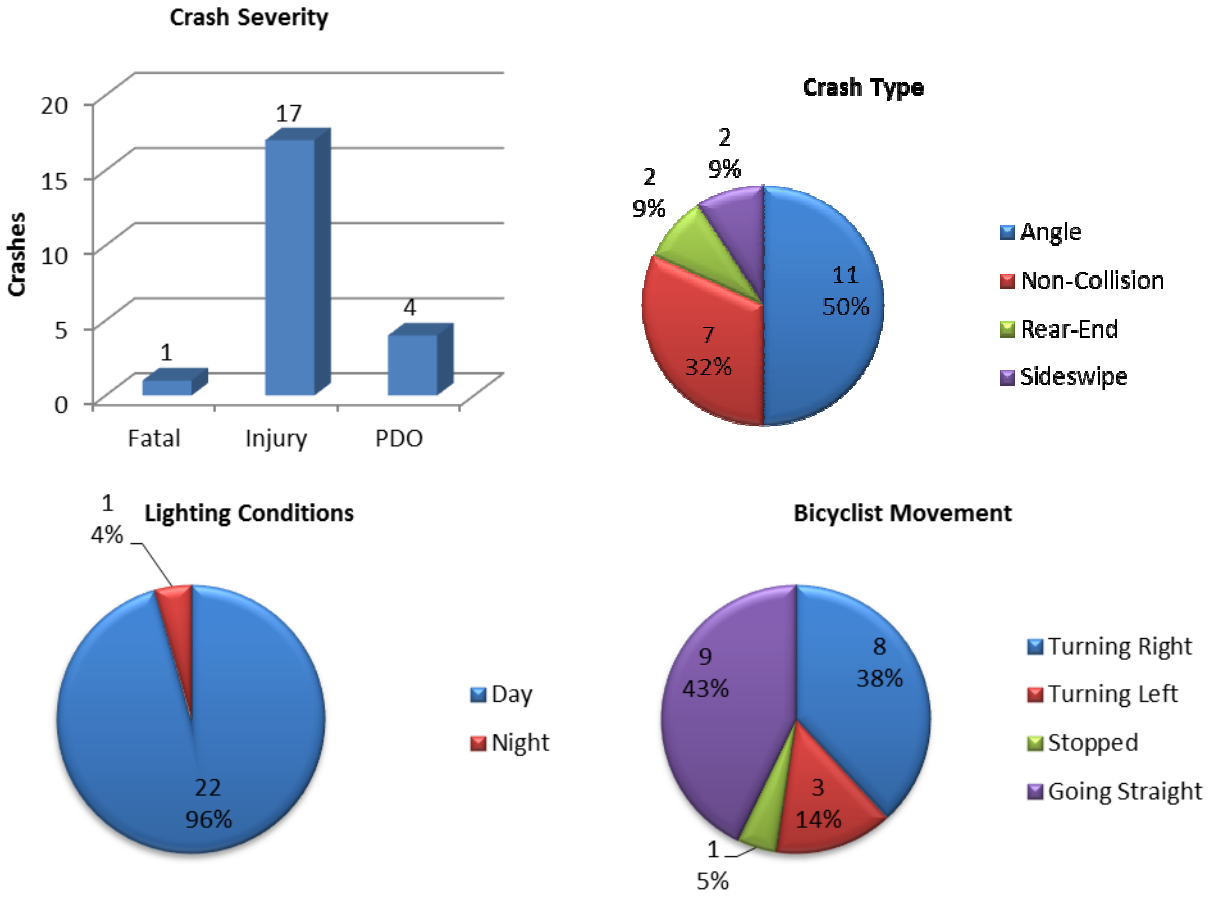



**Figure 2 – Reported Bicycle and Motor Vehicle Crashes in Humboldt County 2008-2010**

The following are additional key results from the NDOT crash data for all crashes that occurred outside of the four MPOs in Nevada between the years 2006 and 2011:

- Bicycle crashes trended up over the three years, but fatalities decreased slightly.
- Failure to yield is the most common motorist factor.
- Improper crossing and riding on the wrong side of the road are the most common bicyclist factors, followed by darting, failure to obey signs, signals, or officer, and failure to yield right-of-way. Not visible, inattentive and lying in roadway are minor contributing factors.
- There are typically more bicycle crashes and fatalities per day on weekdays than on weekends. Most collisions are between 3:00 and 5:00 PM, with Noon to 3:00 PM being secondary.

NDOT also provided Geographic Information System (GIS) bicycle crash data for Nevada from 2006 to 2011. **Figure 3** contains a summary of the crash data provided for Humboldt County.




*Source: NDOT Crash Data 2006-2011*

**Figure 3 – Summary of Humboldt County Bicycle and Motor Vehicle Crashes 2006-2011**

# 4. VISION, GOALS, AND OBJECTIVES

The Vision, Goals, and Objectives for the Humboldt County Bicycle Plan are described in the following sections.

## 4.1 Vision

For Humboldt County residents and visitors of all ages and abilities to experience a convenient, pleasant, and safe bicycling environment.

## 4.2 Goals

There are two major goals of the Humboldt County Bicycling Plan that will guide the specific objectives and strategies within this plan:

- Increase bicycling's mode share throughout Humboldt County in and between communities, both by residents and tourists.
- Reduce crashes involving bicyclists and eliminate all bicyclist fatalities in support of Nevada's "Zero Fatalities" and the national "Towards Zero Deaths" initiatives.

## 4.3 Objectives

The following objectives are the specific tasks to be evaluated in order to determine the success of this Plan and bicycling in Nevada:

- Objective 1: Increase Local Support of Bicycling.
- Objective 2: Increase Bicycle Tourism.
- Objective 3: Accommodate Appropriate Bicycling Facilities on all Roadways in Nevada Open to Bicycling.
- Objective 4: Increase Motorists' and Bicyclists' Compliance with Laws Associated with Bicycling.

# 5. RECOMMENDED STRATEGIES

The following strategies have been developed for Humboldt County to support the four main objectives of this Plan.

## 5.1 Objective 1

**Increase Local Support of Bicycling**

*Strategy 1A*: Improve the connectivity of bicycle facilities between population centers in a safe and effective manner.

*Strategy 1B*: Provide guidance and technical support to the local jurisdictions, including the towns and general improvement districts for developing bicycle plans that are consistent with the County and State Bicycle Plans.

*Strategy 1C*: Collaborate with the towns and general improvement districts to employ consistent design and maintenance policies for bicycle facilities.

*Strategy 1D*: Work with local agencies on the creation of funding mechanisms for bicycle related projects.

*Strategy 1E:* Collaborate with local agencies in applying for available state and federal funding opportunities and programs that are available for bicycle related projects.

*Strategy 1F*: Work with the Humboldt County School District and other health advocates and agencies to promote bicycling as part of a healthy lifestyle for children and adults, including SRTS, Bike Month, and Nevada Moves Day.

*Strategy 1G*: Work with the Humboldt County School District, towns, and general improvement districts to develop bicycle plans that identify safe routes and identify needed bicycle facilities for each school and incorporate the needs of each school into the County's Community Development Plan.

*Strategy 1H*: Establish a Bicycle Advisory Committee or Bicycle and Pedestrian Advisory Committee that provides guidance to the County Commission on bicycle (and pedestrian) related issues in Humboldt County.

*Strategy 1I*: Adopt a Complete Streets Policy that specifies that all transportation projects with new roadways or modifications to existing roadways are required to include appropriate bicycle accommodation.

## 5.2 Objective 2

**Increase Bicycle Tourism**

*Strategy 2A*: Encourage the County's Economic Vitality Division to collaborate with the State's Office of Economic Development, local and state tourism agencies, local governmental agencies, and business organizations to promote bicycle tourism.

*Strategy 2B*: Assist in the development of bicycle tourism materials related to road and mountain bicycling, including maps that show destinations and designated routes, if supported by local business and local agencies.

*Strategy 2C*: Encourage NDOT to establish US Bicycle Routes and regional bicycle routes in Humboldt County, Nevada.

*Strategy 2D*: Review the County's existing permit process for bicycle events, and if needed, develop a streamlined permitting process that establishes clear rules and guidelines along with acceptable temporary wayfinding methods.

### 5.3 Objective 3

**Accommodate Appropriate Bicycling Facilities on All Roadways in Nevada Open to Bicycling**

*Strategy 3A*: Adopt Countywide design guidelines and specifications that address bicycle facility design, including wayfinding and informational signs, and accommodating bicycle facilities in work zones.

*Strategy 3B*: Develop protocols with the state and local agencies that review maintenance projects which require restriping, to evaluate redesign options for adding bicycle facilities.

*Strategy 3C*: Define, inventory, and preserve, as necessary, alternate corridors such as railroad, irrigation easements, utility, and roadway rights-of-way for bicycling.

*Strategy 3D*: Maintain a list of high priority bicycle improvement projects and evaluate the improvements as part of the County Capital Improvement Plan process.

*Strategy 3E*: Strengthen requirements for developers to provide the space for a bicycle facility as part of street design standards. Provide guidance on when developer is to install the bicycle facility and when the developer must provide the space and funding for a future County improvement if it is not appropriate to install the facility at the time of development.

### 5.4 Objective 4

**Increase Motorists' and Bicyclists' Compliance with Laws Associated with Bicycling**

*Strategy 4A:* Encourage bicycle training for youth and adult bicyclists, through County, state, local, and private sector organization partnerships.

*Strategy 4B:* Provide assistance with state and local bicycle media and safety campaigns, materials, and outreach.

*Strategy 4C:* Work with the Humboldt County Sheriff's Office and state law enforcement agencies to encourage the enforcement of state laws related to bicycling from a motorist's and bicyclist's perspective, regarding unsafe and unlawful behaviors.

*Strategy 4D:* Encourage a state sponsored Bicycle Infraction Diversion Program that allows violators of bicycling related infractions (motorists and bicyclists) to complete a training course instead of paying a fine.

*Strategy 4E:* Continue to work with advocates and the State to address legislative issues and needed changes related to bicycling during Nevada's bi-annual legislative sessions.

# 6. RECOMMENDED BICYCLE FACILITIES

Recommendations within the State Bike Plan are based upon the Vision, Goals and Objectives developed from the review of existing conditions and bicyclists' needs discovered through public input and stakeholder improvement processes.

The Humboldt County Bike Plan's primary focus is to document the proposed bicycle infrastructure in Humboldt County. The facility recommendations take into account that bicycle accommodation is not a one-size-fits-all approach and that bicycling accommodation should be responsive to the preferences of different bicycling user groups and trip types. The 2012 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012 AASHTO Bike Guide) defines two user groups based on bicyclist skill and comfort level: Experienced and Confident, and Casual and Less Confident. Characteristics of the two groups are described below:

**Experienced and Confident:**

- Most comfortable riding with vehicles on streets and are able to navigate streets like a motor vehicle, including using the full width of a narrow travel lane when appropriate and using left-turn lanes.
- While comfortable on most streets, some prefer on-street bike lanes, paved shoulders or shared use paths when available.
- Ride with the flow of traffic on streets and avoid riding on sidewalks.
- Typically ride at speeds of 15 to 25 miles per hour on level grades and can reach up to 45 miles per hour on steep descents.

**Casual and Less Confident:**

- Prefer shared use paths, bicycle boulevards, or bike lanes along low-volume streets.
- May have difficulty gauging traffic and may be unfamiliar with rules of the road as they pertain to bicyclists; more likely to walk bike across intersections.
- May use less direct route to avoid arterials with heavy traffic volumes.
- May ride on sidewalk if no on-street facility is available.
- Typically ride around 8 to 12 miles per hour.
- Typically cycle shorter distances, one to five miles.

Bicyclists generally also have different preferences based on local versus long distance trips. Local trips are often more utilitarian (e.g., biking to a shopping destination or school) and long trips more recreational (e.g., biking for exercise or sport), although there are also short recreation trips and long utilitarian trips. Local trips typically do not go much further beyond the populated area; whereas, long distance trips may be cross-state, touring type trips, or regional trips between destinations.

These trip types are also based on information in the 2012 AASHTO Bike Guide and generally have the following characteristics:

**Long-Distance Trips:**

- Directness of route not as important as visual interest, shade, and protection from wind.
- Loop trips may be preferred to back tracking; start and end points are often the same with an exception being bicycle touring trips.
- Trips typically range from under a mile to over 50 miles.
- Short term parking is needed at recreational sites, parks, trailheads and other activity centers.

- Varied topography may be desired, depending on the fitness and skill level of the bicyclist.
- More likely to be riding in a group.
- Sometimes drive with bicycle to starting point of ride.
- Typically ride on the weekend or on weekday before or after commute hours.

**Local Trips:**

- Directness of route and connected, continuous facilities more important.
- Trips generally travel from residential to schools, shopping or work areas.
- Trips typically range from 1 to 10 miles in length.
- Short-term and long-term bicycle parking is needed at destinations.
- Flat topography preferred.
- Often ride individually.
- Bicycle is primary mode of transportation for the trip; may transfer to public transportation and may not have access to a car for the trip.

**Table 3** summarizes the preferences of both trip types for the two user groups.

| | | Experienced/Confident Bicyclists | | Casual/Less Confident Bicyclists | |
|---|---|---|---|---|---|
| | | Long Distance | Local | Long Distance | Local |
| Facility Type | Bicycle Lane | ✓ | ✓ | ✓ | ✓ |
| | Paved Shoulder | ✓ | ✓ | ✓ | ✓ |
| | Shared Lanes | ✓ | ✓ | | |
| | Marked Shared Lanes | | ✓ | | ✓ |
| | Shared Use Path | | | ✓ | ✓ |

**Table 3 – User Group and Trip Types**

As displayed in **Table 3**, all of the different facility types are preferred by at least one particular user group for either a local or long distance trip. Therefore, the recommendations of this Plan recognize that each of these different facility types serve a particular purpose and should be considered for particular conditions and in some cases two facilities may be appropriate within the same area or corridor.

## 6.1 Bicycle Facility Types

The following bicycle facility type terms, descriptions and design standards from the 2012 AASHTO Bike Guide and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide will be used for this Plan:

### *6.1.1 On-street Bicycle Facilities*

#### 6.1.1.1 Shared Lane

Bicycles may be operated on all roadways except where prohibited by statute or regulation. Bicycles are prohibited only between Exit 176 and 180 in Winnemucca along I-80 in Humboldt County. The rest of the roadways in Humboldt County permit bicycling. Generally speaking, roadways that carry very low to low volumes of traffic, and may also have traffic typically operating at low speeds (typically 25 mph or less), may be suitable as shared lanes in their present condition. There are two categories of shared lanes for bicycling. Shared lanes where a bicycle and motor vehicle can share side by side, which is generally considered to be 14 or 15 feet or greater. The second category is a shared lane where the lane is too narrow for a motor vehicle and bicycle to share side by side, which is a lane that is less than 14 or 15 feet wide. Various design features can make shared lanes more compatible with bicycling, such as good pavement quality; adequate sight distances; roadway designs that encourage lower speeds; and bicycle-compatible drainage grates, bridge expansion joints, and railroad crossings (2012 AASHTO Bike Guide Section 4.3). **Figure 4** represents an example shared lane facility.

**Figure 4 – Shared Lane Facility**

### 6.1.1.2 Marked Shared Lane

In situations where it is desirable to provide a higher level of guidance to bicyclists and motorists, marked shared lanes include the shared-lane marking. On streets with on-street parallel parking, shared-lane markings should be placed at least 11 feet from the face of curb, or edge of the traveled way where there is no curb. Without on-street parallel parking, shared-lane markings should be placed at least four feet from the face of curb, or edge of the traveled way where there is no curb (2012 AASHTO Bike Guide Section 4.4). **Figure 5** represents an example marked shared lane facility.

**Figure 5 – Marked Shared Lane Facility**

#### 6.1.1.3 Paved Shoulder

Adding or improving paved shoulders can greatly improve bicyclists' accommodation on roadway with higher speeds or traffic volumes as well as benefit motorists, and are most often used on rural roadways. A shoulder with at least five feet is recommended from the face of a guardrail, curb, or other roadside barrier to provide additional operating width, as bicyclists generally shy away from a vertical face. On uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway, paved shoulders should be at least four feet (2012 AASHTO Bike Guide Section 4.5). **Figure 6** represents an example paved shoulder facility.

**Figure 6 – Paved Shoulder Facility**

#### 6.1.1.4 Bike Lane

A portion of the roadway designated for preferential use by bicyclists. One-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bike lanes are the appropriate and preferred bicycle facilities for thoroughfares in both urban and suburban areas. Under most circumstances the recommended width for bike lanes is five feet. A width of four feet may be used on roadways with no curb and gutter and no on-street parking (2012 AASHTO Bike Guide Section 4.6). **Figure 7** represents an example bike lane facility.

**Figure 7 – Bike Lane Facility**

### 6.1.1.5 Buffered Bike Lane

A buffered bike lane is a conventional bike lane paired with a designated buffer space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane. The design standards for a conventional bike lane apply. The buffer shall be marked with two solid white lines and the interior of the marked buffer shall have diagonal cross hatching or chevron markings if the buffer is three feet in width or wider (NACTO Urban Bikeway Design Guide page 19). **Figure 8** represents an example buffered bike lane facility.

**Figure 8 – Buffered Bike Lane Facility**

### *6.1.2 Off-street Bicycle Facility*

#### 6.1.2.1 Shared Use Path

Bikeways that are physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Paths are most commonly designed for two-way travel. Shared use paths can be paved or unpaved. A paved surface is generally preferred over un-paved surfaces, however unpaved surface may be appropriate on rural paths or as a temporary measure before funding is available for paving (2012 AASHTO Bike Guide Section 5.1). The usable width and the horizontal clearance for a shared use path are the primary design considerations. The minimum paved width for a two-direction shared use path is 10 feet with a typical range from 10 to 14 feet. A path width of eight feet may be used for a short distance due to a physical constraint (2012 AASHTO Bike Guide Section 5.2). **Figure 9** represents an example shared use path facility.

**Figure 9 – Shared Use Path Facility**

6.1.2.2 Side-Path

A shared use path that is adjacent to a roadway. The provision of a side-path is not a substitute for an on street bicycle accommodation. Side-paths can create operational issues, but can function along a highway for short sections, or for longer sections where there are few street and/or driveway crossings. A side path should use the same design as a shared use path (2012 AASHTO Bike Guide Section 5.2.2). **Figure 10** represents an example side-path facility.


**Figure 10 – Side-Path Facility**

## 6.2 Bicycle Design Guidance

All bicycle facilities recommended in this Plan should be designed and constructed based on the most current version of the AASHTO Bike Guide, the NACTO Urban Bikeway Design Guide and any applicable NDOT and County design standards. Typical roadway cross sections by facility type can be found in **Appendix D**. In addition to the recommended on-street and off-street bicycle facilities, individual improvement projects should include:

- Signage and marking (See **Appendix E**)
  - Bicycle guide signs and wayfinding
  - Signage to alert motorists to the potential presence of bicyclists in travel lanes where no bicycle lane or adjacent shoulders, usable by bicyclists, are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side such as:
    - Mountainous areas with limited sight visibility
    - Narrow bridges
    - Narrow lanes (<14 feet wide) without bike lanes or shoulders (less than 4 feet wide usable)
- Bicycle parking at destinations
- Roadway crossings and intersection accommodations (including signal detection)

When changing roadway characteristics result in the narrowing of the roadway and create the need for bicyclists to use the full lane, warning signs may be used to alert both bicyclists and motorists. These warning signs may be installed in advance of the area followed by a "Bicycle May Use Full Lane" sign (R4-11). Signs may be repeated at regular intervals when the narrow roadway condition persists for an extended distance. For specific guidance on how and when to use these different signs, found in **Appendix E**, refer to the latest version of the Manual on Uniform Traffic Control Devices.

## 6.3 Recommended Bicycle Network

A major purpose of this plan was to document the recommended bicycle network for Humboldt County. The recommended bicycle network was developed based on input from the Bicycle Plan Workshop and coordination with Humboldt County. As discussed previously, bicycles are permitted on all roadways in Humboldt County and bicycles should be accommodated on all roadways in Humboldt County. Opportunities for additional bicycle facilities that are not identified in this bicycle plan may develop and should be pursued. The recommended bicycle network identified as part of this Plan is included in the following Figures:

- **Figure 11** – Bicycle Network – Humboldt County
- **Figure 12** – Bicycle Network – Winnemucca

Improvements to a roadway that has a proposed bicycle facility must provide the recommended bicycle facility and necessary right-of-way. In situations where strict compliance with the proposed bicycle facility may not act to protect public health and safety, a variance to the required improvements may be requested.

It is acknowledged that there may be constraints such as a lack of right-of-way or narrow bridges that make it infeasible to implement the recommended bicycle facilities in specific spot locations. In those situations and upon approval by Humboldt County, engineering judgment should be used to provide the best accommodation for bicycles that is feasible at that time, while maintaining the potential for a future improvement to accommodate the recommended bicycle facility. This may include providing a shared use path or alternative route connection around the constraint. Locations with limited width should include warning signage as was described in the previous subsection.

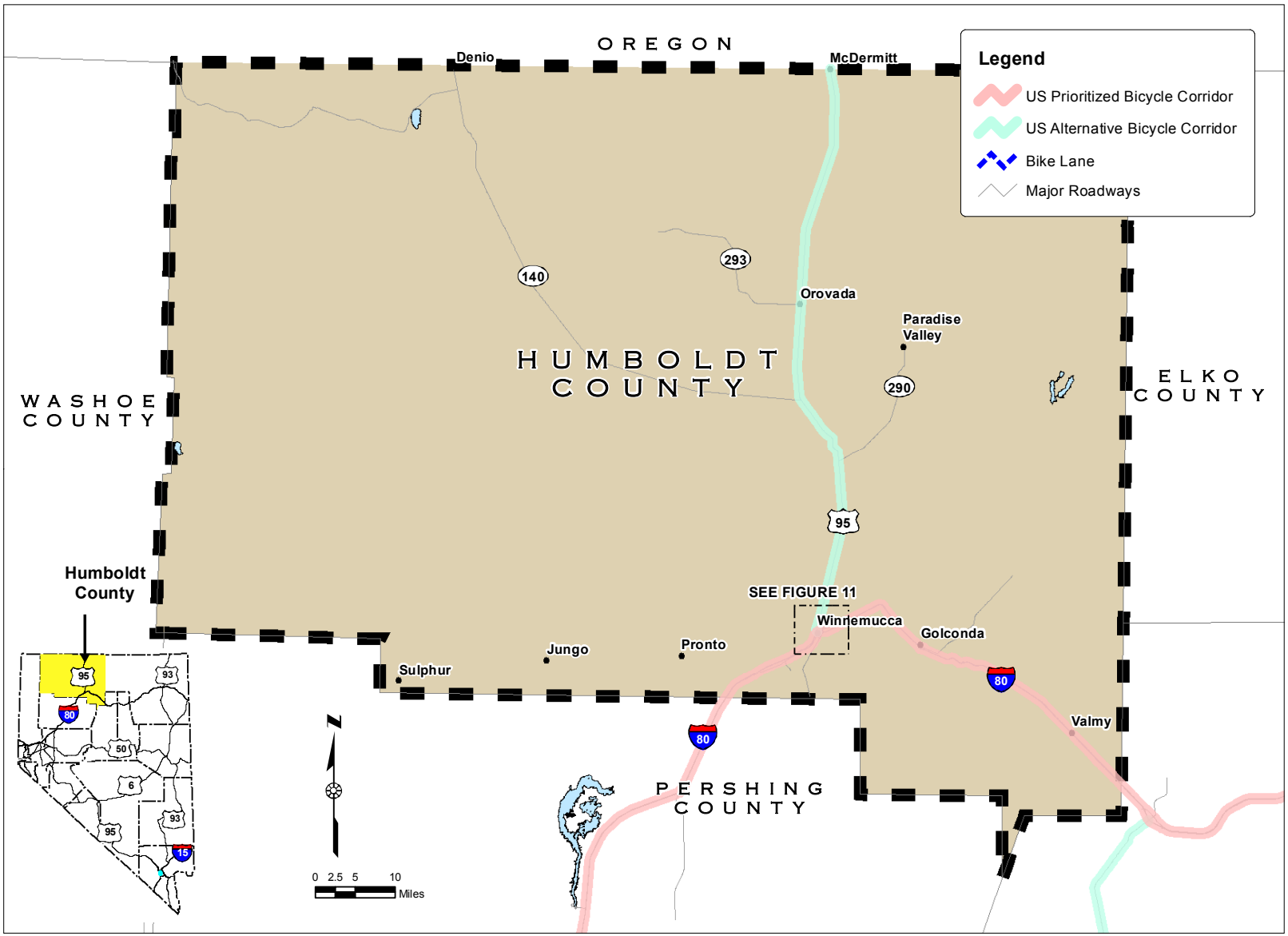
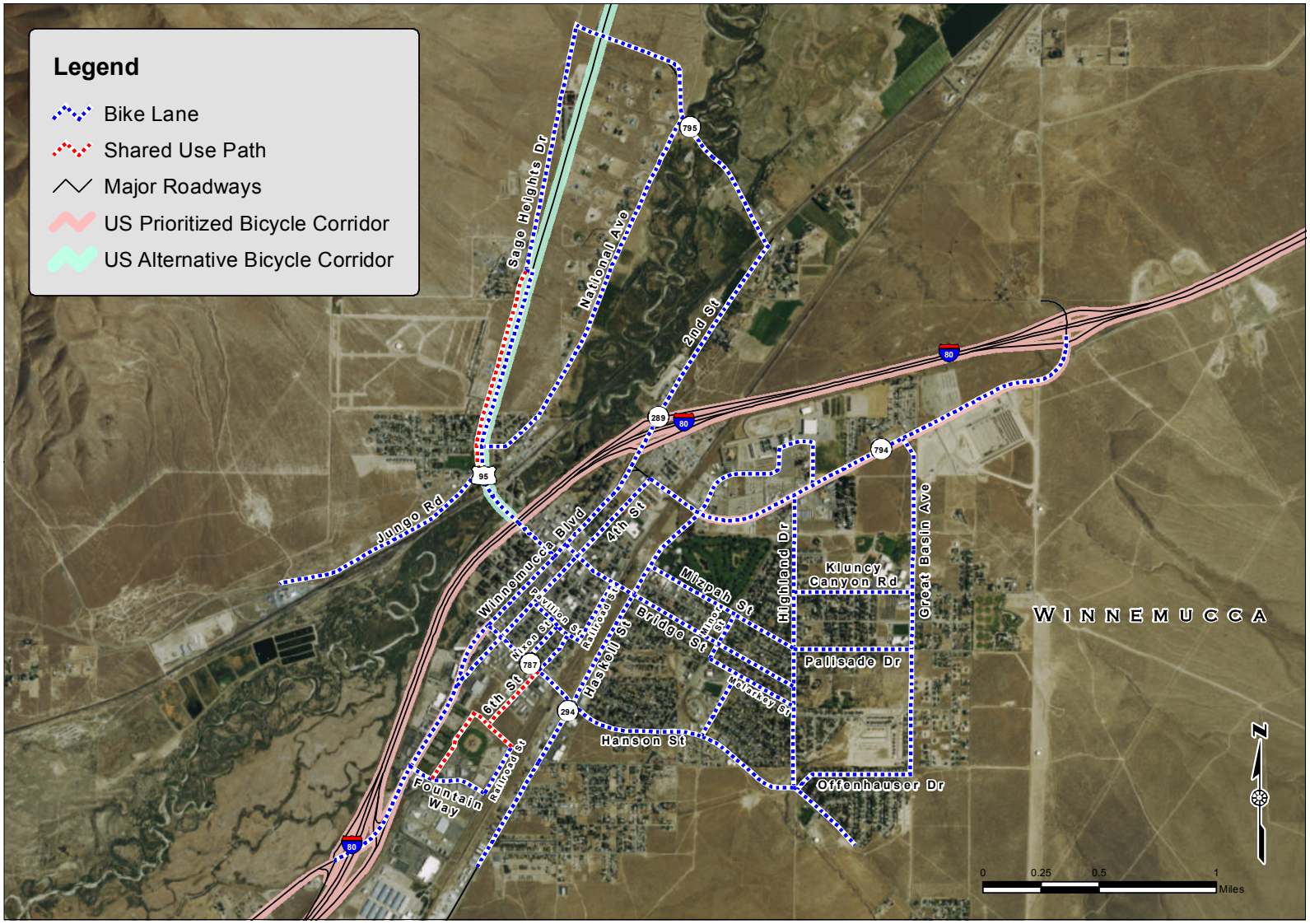



**Figure 11 – Bicycle Network – Humboldt County**




HUMBOLDT COUNTY
WINNEMUCCA

Bicycles are to be accommodated on all roadways in Humboldt County. At a minimum, a paved shoulder with a minimum usable width of four feet should be included on all future roadway improvements with a speed limit over 25 miles per hour. Opportunities for additional bicycle facilities that are not identified in this bicycle plan may develop and should be pursued.

**Figure 12 – Bicycle Network – Winnemucca**

## 6.4 High Priority Bicycle Improvement Projects

The list below identifies high priority bicycle improvement projects identified through the creation of this Plan. The initial project list was developed through the bike plan workshop where input was collected from individuals representing local, regional and state agencies or organizations and a few members of the public who participated in the workshop. Some of these projects were originally identified in the 2003 trail plan developed by Humboldt County. High priority bicycle improvement projects include:

- Shared Use Path: West Side of US 95, from National Avenue to Bengochea Circle (Sage Heights Pool)
- Bicycle Signage: City of Winnemucca
- City Bike Map
- Paved Shoulder: Airport Road, West Road Creek Road to Westmoreland Drive
- Paved Shoulder: Westmoreland Road, Airport Road to Grass Valley Road

## 6.5 US Bicycle Route System

The US Bicycle Route System is an emerging national network of bicycle routes that are of national or regional significance. Routes in the network provide important links to cities, towns, transportation hubs, and scenic, cultural, and historic destinations. They are continuous, crossing state and, maybe in the future, international borders. These routes are on roads and trails and offer facilities that are suitable for bicycle travel. Currently there are no US Bicycle Routes planned in Humboldt County.

## 6.6 Complete Street Policy

The implementation of a complete street policy should be considered for Humboldt County. Below is the policy contained in the State Bike Plan, the cover of the plan and a link to the plan is located in **Appendix A**.

***State, regional, and local jurisdictions adopt a policy that all design projects with new roadways or modifications to existing roadways are required to include appropriate bicycle accommodation.***

**Support:** A requirement for bicycle accommodation can come in the form of a bicycle policy or a complete streets policy. As summarized on the national Complete Streets Coalition website (www.completestreets.org ):

Instituting a Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

Complete streets can offer many benefits in all communities, regardless of size or location.

Complete streets make economic sense. A balanced transportation system that includes complete streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.

Complete streets improve safety by reducing crashes through safety improvements. One study found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28 percent (Transportation Research Record 1828, Paper No. 03-3135, pp. 56-66 by Michael R. King, Jon A. Carnegie and Reid Ewing).

Complete streets encourage more walking and bicycling. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and complete streets can help. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27 percent of those without safe places to walk were active enough (Designing for Active Recreation, Active Living Research, February 2005).

Complete streets can help ease transportation woes. Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network. Several states, including California, Colorado and Oregon, have adopted complete streets policies as one strategy to increase the overall capacity of their transportation network and reduce congestion.

Complete streets help children. Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks, and children who have and use safe walking and bicycling routes have a more positive view of their neighborhood. Safe Routes to School programs, gaining in popularity across the country, will benefit from complete streets policies that help turn all routes into safe routes.

Complete streets are good for air quality. Poor air quality in our urban areas is linked to increases in asthma and other illnesses. Yet if each resident of an American community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO2) emissions by 3,764 tons per year in the community. Complete streets allow this to happen more easily.

Complete streets make fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Jeff Morales, former Director of Caltrans, said, "by fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized." Residents of participating counties have the option to make a $2 donation as part of their annual vehicle registration to the Complete Streets Program in their county. The funding within participating counties can be made available for retrofitting of roads to benefit pedestrians, bicyclists, disabled persons, and motorists.

**Guidance**:

The following is guidance on the state level policy based on information from the National Complete Streets Coalition website (www.completestreets.org). Additional guidance is provided on the website.

> The agency shall provide for the needs of motor vehicle drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities and products. The agency shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The website includes additional recommendations on the considerations for addressing specific issues and exceptions.

If adoption of a Complete Streets Policy is not possible, an alternate approach is a Bicycle and Pedestrian Accommodation Policy. The following summarizes U.S. Department of Transportation (USDOT) document "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm#d1):

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:
    - Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
    - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding 20 percent of the cost of the larger transportation project.
    - Where population is sparse or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day, as in states such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

   Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate and there is a 12 foot longitudinal gap in the rumble strip every 60 feet.
3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
    - Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case
    - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
    - Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
    - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the 2012 AASHTO Bike Guide, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

# 7. FUNDING

Funding bicycling improvements can come from federal, state, and local sources. At the state level, plan recommendations may be implemented by incorporating bicycle infrastructure local improvements into NDOT's Statewide Transportation Improvement Program (STIP). Localities may take similar actions by dedicating staff and budget resources to support bicycle planning and programs (e.g., education, encouragement, and enforcement), incorporating bicycle improvements into capital improvement programs, and routinely accommodating bicycle facilities when making major roadway improvements.

The most recent federal transportation bill passed is the Fixing America's Surface Transportation (FAST) Act, which was signed into law in December 2015. The FAST Act slightly improves funding compared to MAP-21 and provides $305 billion for surface transportation projects over the next five years. A significant benefit of the FAST Act is that it creates a long-term funding source that agencies can count on. The FAST Act includes an increase in funding for bicycling and makes nonprofits eligible for that funding. The bill also creates a new safety education program and includes complete streets language. The safety education program covered by the FAST Act include education of law enforcement, motorist, drivers, bicycle and pedestrians, and enforcement campaign implementation. Through these programs, the FAST Act aims to provide a priority safety fund to reduce bicycle and pedestrian fatalities. States in which overall fatalities include 15 percent or more of bicyclists or pedestrians will receive the education funding from the FAST Act. The establishment of complete street design standards by states and MPOs are encouraged through this Act.

Federal transportation funding is an important source of funding for states and localities. The FAST Act moved the stand alone Transportation Alternatives Program (TAP) to be a set aside in the larger Surface Transportation Block Grant Program. The TAP is one component of the total federal transportation funding apportionment that states receive. Other programs that are part of the federal apportionment to states, and which could be important for supporting this Plan's recommendations, include the National Highway Performance Program, the Surface Transportation Program (STP), and the Highway Safety Improvement Program (HSIP). The Section 402 State and Community Highway Safety Grant Program is another potential source of funding for certain types of projects that may benefit bicyclists. The following are details for each of these funding sources.

## 7.1 Transportation Alternatives Program (TAP)

The TAP includes the same components from MAP-21, which were previously Transportation Enhancements, Safe Routes to School and the Recreational Trails Program. State DOTs are to distribute 50% of TA funding to defined Transportation Management Areas, which consist of cities or metro areas with populations greater than 200,000. TMAs (Regional Transportation Commissions in Nevada and often Metropolitan Planning Organizations) are required to distribute these funds through a competitive grant process. The other 50% of funds are distributed directly by state DOTs through a competitive grant process with no sub-allocation of funding by population.

### *7.1.1 Eligible Activities for Transportation Alternatives*

The following activities that were previously eligible for funding under MAP-21 are still believed to be eligible under the FAST Act with TAP:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to the eligibilities listed above, eligible Transportation Alternatives projects also include any projects eligible under the Recreational Trails Program and Safe Routes to School Program (SRTS). Law enforcement activities within 2 miles of a K-8 school remain eligible for funding as SRTS projects.

Eligible Transportation Alternatives projects also include the "planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The Transportation Alternatives program is a part of the Federal-aid Highway Program. Although the program is a "grant" program under Federal regulation, it is not an "up-front" grant program and funds are available only on a reimbursement basis. Only after a project has been approved by the State Department of Transportation or Metropolitan Planning Organization and the FHWA division office can costs become eligible for reimbursement. This means project sponsors must incur the cost of the project prior to being repaid. Costs must be incurred after FHWA division office project approval or they are not eligible for reimbursement.

### *7.1.2 Relevance of Federal Funding to the Humboldt County Bicycle Plan*

FAST Act's TAs may be instrumental in funding bicycling improvements in areas with a population less than 200,000, such as Humboldt County. For areas with populations less than 200,000, the FAST Act directs state DOTs to administer a competitive grant process.

## 7.2 Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. Among the eligible activities under STP are projects relating to intersections that: have disproportionately high crash rates; have high congestion; and are located on a Federal-aid highway.

## 7.3 Highway Safety Improvement Program (HSIP)

The HSIP emphasizes a data-driven, strategic approach to improving highway safety that focuses on results. A highway safety improvement project corrects or improves a hazardous road location, or addresses a highway

safety problem. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail.

### 7.4 State and Community Highway Safety Grant Program

Highway Safety Funds are used to support State and Community programs to reduce deaths and injuries on the highways. In each State, funds are administered by the Governor's Representative for Highway Safety. Pedestrian Safety has been identified as a National Priority Area and is therefore eligible for Section 402 funds. Section 402 funds can be used for a variety of safety initiatives including conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the Section 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects. A State is eligible for these formula grants by submitting a Performance Plan, which establishes goals and performance measures to improve highway safety in the State, and a Highway Safety Plan, which describes activities to achieve those goals.

Additional information is available from the following web sites:

- NHTSA Highway Safety Grant Programs
  - http://www.nhtsa.gov/About+NHTSA/Highway+Safety+Grant+Programs http://www.nhtsa.gov/
- Uniform Guidelines for State Highway Safety Programs
  - http://www.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/

### 7.5 National Highway Performance Program

The NHPP provides support for the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.

# APPENDIX A

## NEVADA STATEWIDE BICYCLE PLAN

NEVADA DEPARTMENT OF TRANSPORTATION

A copy of this plan is available at
www.bicyclenevada.com


# NEVADA STATEWIDE BICYCLE PLAN

Prepared by Kimley-Horn and Associates, Inc.

FEBRUARY 2013

# APPENDIX B

## NOTES FROM COUNTYWIDE OBSERVATIONS

| | EXISTING | | | | | | | PROPOSED | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ID | STREET NAME | FROM | TO | ONEWAY | NUMBER LANES | MEDIAN | WIDTH | RECOMMENDED FACILITY | RECOMMENDED ACTION | CROSS SECTION WIDTH |
| 1 | Melarkey St. | Winnemucca Blvd | River | No | 2 | Striped | 52' (8', 12', 12', 12', 8') | BFBL1 | RP2 | 52' |
| 2 | Melarkey becomes 95 | River | Maple Ave | No | 2 | None | 52' | NAC | NAC | 52' |
| 3 | 95 | Maple Ave | Pool | No | 2 | None | | SUP | RhExB | 12' SUP |
| 4 | Jungo Rd | Melarkey St | 9 miiles out, paved | No | 2 | None | 30' | NAC | NAC | 30' (3', 13', 12', 2') |
| 5 | 95 | Maple Ave | SR 795 | No | 2 | None | 38.5' | NAC | NAC | 40.5' (2.5', 12', 10', 4') |
| 6 | SR 795 | 95 | 95 | No | 2 | None | 33.5' | NAC | NAC | 33' (4.5', 12', 12', 4.5') |
| 7 | Winemucca Blvd | Melarkey St | Hurst St | No | 4 | None | 52' | RD | S | 52' (6', 10', 10', 10', 10', 6') |
| 8 | Winemucca Blvd | Hurst St | 80 | No | 2 | None | 53' | NAC | NAC | 53' (6', 10', 10', 10',10', 7') |
| 9 | Winemucca Blvd | RT 80 | Rhinehart St | No | 2 | None | 33' | NAC | NAC | 33' (4', 12', 12', 5') |
| 10 | SR 795 | SR 289 | National Ave | No | 2 | None | 33' | NAC | NAC | 33' (4', 13', 13', 3') |
| 11 | National Ave | SR 795 | Melarkey | No | 2 | None | 24' | NAC | NAC | 24' |
| 12 | 4th St | Melarkey St | Rhinehart St | No | 2 | None | 54' | BFBL2 | ASM | 54' (8', 6', 11', 11', 6', 12') |
| 13 | 4 th St | Rhinehart St | SR 794 | No | 2 | None | 42' | BFBL1 | ASM | 42' (22', 20') |
| 14 | SR794 | RR Tracks | | No | 2 | None | 44' | NAC | NAC | 46' (11', 12', 12', 11') |
| 15 | RR Undercrossing | | | No | 2 | None | 20' | Add Sign | ASM | 20' Existing |
| 16 | Fairgrounds Rd | Winnemucca Blvd | Winnemucca Blvd | No | 2 | None | 51' | BFBL1 | ASM | 25-26 Existing |
| 17 | Winemucca Blvd | Fairgrounds Rd | I-80 | No | 2 | None | 32' | NAC | NAC | 32' (4', 12', 12', 4') |
| 18 | Highland Rd | Winnemucca Blvd | Hanson St | No | 2 | None | 47.5' | BFBL | ASM | 47.5 (7.5', 12',12',7.5',8.5') |
| 19 | Water Canyon Rd | Highland Blvd | Two Rock Dr | No | 2 | None | 47' | BFBL1 | ASM | 47' (10.5', 13', 13', 10.5') |
| 20 | Water Canyon Rd | Two Rock Dr | Ada Vista | No | 2 | None | 30' | NAC | NAC | 30'-7' Path |
| 21 | Palisade Dr | Highland Blvd | Great Basin Ave | No | 2 | None | 34' | BFBL1 | ASM | 47' (10.5', 13', 13', 10.5') |
| 22 | Great Basin Ave | Palisade Dr | Winnemucca Blvd | No | 2 | None | 47' | BFBL1 | ASM | 47' (10.5', 13', 13', 10.5') |
| 23 | Kluncy Canyon Rd | Great Basin Ave | Highland Blvd | No | 2 | None | 46' | BL | ASM | 46' (7', 5', 11', 11', 5', 7') |
| 24 | Hanson St | Highland Dr | McArthur Ave | No | 2 | None | 47' | BFBL1 | ASM | 19.5-14-14-19.5 |
| 25 | McArthur | Hanson St | Melarkey St | No | 2 | None | 38' | BFBL1 | ASM | 38' (7', 12', 12', 7') |
| 26 | Melarkey St. | McArthur Ave | Minor St | No | 2 | Curb | 52' | NAC | NAC | 52' |
| 27 | Minor St | Melarkey St | Mizpah St | No | 2 | None | 28' | BFBL2 | NAC | 28' (13', 8', 7') |
| 28 | Minor St | Mizpah St | End of Golf Course | No | 2 | None | 41' | NAC | NAC | 41' |
| 29 | Minor St | Melarkey St | | No | 2 | None | 48' | BFBL1 | ASM | 68' (20', 14', 14', 20') |
| 30 | Sunny Dr | Minor St | Grass Valley Rd | No | 2 | None | 40' | NAC | NAC | 40' |
| 31 | Grass Valley Rd | Sunny Dr | Hanson st | No | 2 | Striped | 53' | NAC | NAC | 53' |
| 32 | Grass Valley Rd | Hanson St | Bridge | No | 2 | None | 53' | BL | RP1, ASM | 53' (5.5', 11', 12', 11', 5.5', 8') |
| 33 | Bridge | Grass Valley Rd | Highland Blvd | No | 2 | None | 54' | BFBL2 | ASM | 7-8-12-12-8-7 |
| 34 | Mizpah St | Highland Blvd | Minor St | No | 2 | None | 54' | BFBL2 | ASM | 7-8-12-12-8-8 |
| 35 | Mizpah St | Minor St | Haskell St | No | 2 | None | 56' | BL | ASM | 7-6.5-11-11-6.5-14 |
| 36 | Haskell st | Bridge St | Winnemucca Blvd | No | 2 | None | 53' | BFBL1 | ASM | 5.5-8-12-12-8-7 |
| 37 | Railroad St | Bridge St | Pavillion St | No | 2 | None | 36' | NAC | NAC | 36' |
| 38 | Railroad St | 1 block S of Hanson St | going South | No | 2 | None | 31' | PS | WS | |
| 39 | Nixon St | Hanson St | Ballfield | No | 2 | None | 54' | NAC | NAC | 54' |
| 40 | Intersection | Nixon St | Hanson St | No | Intersection | None | varies | RRFB | NAC | varies |
| 41 | Hanson St | 6th St | Haskell St | No | 2 | Striped | 46' | S | ASM | 46' |
| 42 | Hanson St | 6th St | Winnemucca Blvd | No | 2 | Striped | 43'-53' | S | ASM | 43'-53' |
| 43 | 4th St | Winnemucca Blvd | Hanson St | No | 4 | None | 55' | BFBL1,BFBL2 | ASM,RD | 6.5-10-11-11-10-6 |
| 44 | 4th St | Hanson St | Melarkey St | No | 2 | None | 53' | BFBL2 | ASM | 8-7-11-11-7-8 |
| 45 | Winemucca Blvd | Hanson St | Potato Rd | No | 5 | None | 50' | S | S | 50' (10', 10', 10', 10', 10') |
| 46 | Ballfield Parking Lot | New Trail | | No | | None | | SUP | SUP | |
| 47 | Potato Rd/Fountain Way | Winnemucca Blvd | Railroad St | No | 2 | None | 47' | BFBL1 | ASM | 47' |
| 48 | Grass Valley Rd | Sunny Dr | Concrete Plant | No | 2 | None | 54' | NAC | NAC | 54' (8', 13', 13', 12', 8') |
| 49 | Grass Valley Rd | Concrete Plant | Thomas Canyon Rd | No | 2 | None | 36' | NAC | NAC | 36' (6-12-12-6) |
| 50 | Thomas Canyon Rd | Grass Valley Rd | Westmoreland Dr | No | 2 | None | 24.5' | PS | WS | 50' (5', 20' 20',5') |
| 51 | Westmoreland Dr | Airport Rd | Rose Creek Rd | No | 2 | None | 24' | PS | WS | 51' (5', 20', 20', 6') |
| 52 | Rose Creek Rd | Airport Rd | I-80 | No | 2 | None | 24' | PS | WS | 52' (5', 20', 20', 7') |
| 53 | Commander Dr | Westmoreland Dr | Grass Valley Rd | No | 2 | None | 24' | PS | WS | 53' (5', 20', 20', 8') |
| 54 | Grass Valley Rd | Commander Dr | Muddy Rd | No | 2 | None | 28.5' | PS | WS | 54' (5', 20', 20', 9') |
| 55 | Muddy Rd | Grass Valley Rd | Herschell rd | No | 2 | None | 24' | NAC | NAC | 24' |
| 56 | Herschell Rd | Muddy Rd | Rose Creek Rd | No | 2 | None | 24' | Pave Road | Pave Road | 24' |
| 57 | Rose Creek Rd | Herschell Rd | I-80 | No | 2 | None | 24' | PS | WS | 58' (5', 24', 24', 5') |

LEGEND

FACILITY CODE
SRD - Shared Roadway
SH - Sharrow (Shared Lane Marking)
PS - Paved Shoulder
BL - Bike Lane
BFBL (1) - Buffered Bike Lan (BL & Travel Lane)
BFBL (2) - Buffered Bike Lane (BL & Parked Car)
SUP - Shared Used Path
SWBP - Sidewalk w/ Bike Permitted
S - Further Study Needed
CT1-1 - Cycle Track (1side 1way)
CT2-1 - Cycle Track (2sides 1 way)
CT2-2W - Cycle Track (2 way operation)
BBlvd - Bicycle Boulevard
CFBL - Contra-Flow Bike Lane
CL - Climbing Lane & Sharrow
WOL - Wide Outside Lane
B/BL - Bus/Bike Lane
PHB/BL - Peak Hour Bus/Bike Lane

Action Code
NAC - No Action Needed
ASM - Add Striping/Marking
LD - Lane Diet
RD - Road Diet
RP1 - Remove Parking 1 Side
RP2 - Remove Parking 2 Sides
FTP1 - Add Full Time Parking 1 Side
FTP2 - Add Full Time Parking 2 Sides
WS - Widen Street
WSw - Widen Sidewalk
CFD - Construct Bike Facility w/ Future Development
S - Further Study Needed
MC - Move Center Line
RhExB - Rehabilitate Existing Bike Fac.
PShdr - Pave Existing Shoulder
RECON - Reconstruct Roadway
W- Wayfinding
RS- Restripe

# APPENDIX C

## NEVADA STATEWIDE BICYCLE PLAN LEGISLATION


### 4.3.9 *Legislation*

The Nevada Revised Statutes (NRS) contains legislation pertaining to the use of bicycles. The following is a summary of current laws.

NRS 484A.025 includes a definition of a bicycle as "a device propelled by human power upon which a person may ride, having two tandem wheels either of which is over 14 inches in diameter, or every such device generally recognized as a bicycle though equipped with two front or two rear wheels except a moped." In addition, most legislation also pertains to the use of an electric bicycle, which has been defined in NRS 484B.017 as "a device upon which a person may ride, having two or three wheels, or every such device generally recognized as a bicycle that has fully operable pedals and is propelled by a small electric engine which produces not more than 1 gross brake horsepower and which produces not more than 750 watts final output." NRS 408.579 includes legislation that permits electric bicycles to be used on trails and walkways that are intended for bicycles.

According to items within NRS 408 and NRS 484B, the Nevada Department of Transportation shall:

- Consider bicycle lanes and routes, facilities, signs, and turnouts into their designs (408.321);
- Develop a bicycle and pedestrian safety education program (408.228);
- Provide support services to the Nevada Bicycle and Pedestrian Safety Advisory Board (408.577); and
- Have the authority to prohibit the use of bicycles on controlled-access highways or require a permit (484B.593).


According to NRS 408.321, the Nevada Bicycle and Pedestrian Safety Advisory Board shall:

(a) At its first meeting and annually thereafter, elect a Chair from among its members.
(b) Meet regularly at least once each calendar quarter and may meet at other times upon the call of the Chair.
(c) Promote programs and facilities for the safe use of bicycles and pedestrian safety in this State.
(d) Advise appropriate agencies of the State on policies, programs and facilities for the safe use of bicycles and pedestrian safety.

Relating to the responsibilities of an individual operating a bicycle or electric bicycle, NRS has defined that users shall:

- Be subject to the duties applicable to those driving a motor vehicle, except for an individual operating while on duty, including a peace officer, firefighter, emergency medical technician, or employee of a pedestrian mall (NRS 484B.777);
- Use hand signals when appropriate (484B.769);
- Ride upon an attached seat with no more persons than intended by design (NRS 484B.770);
- Ride as near to the right side of the roadway as practical when appropriate (NRS 484B.777); and
- Utilize a headlamp and red rear reflectors when operating at night (NRS 484B.783).

In addition, an operator of a bicycle or electric bicycle shall not:

- Attach themselves to a motor vehicle (NRS 484B.773);
- Carry an article that prevents them from using at least one hand (NRS 484B.780); and
- Intentionally interfere with the movement of a motor vehicle (NRS 484.324).

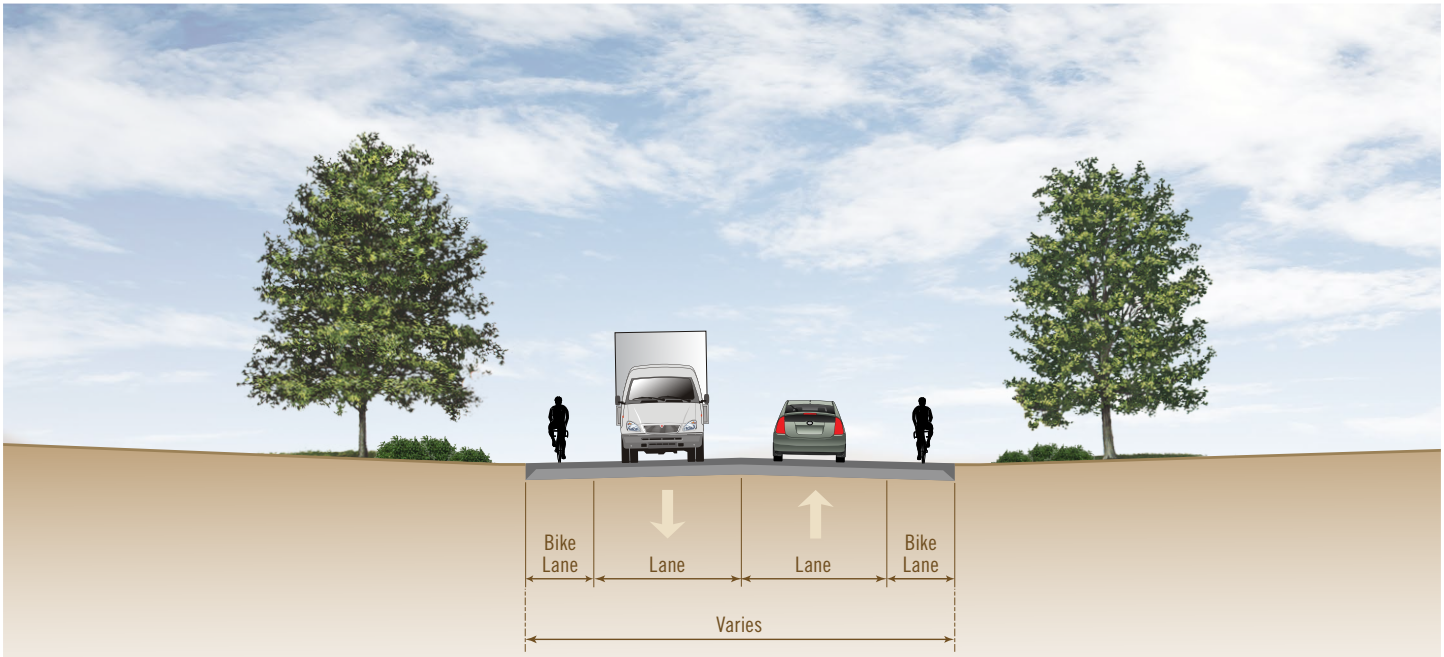
Relating to the responsibilities of an individual operating a motor vehicle, NRS 484B.270 has defined that users shall:

- Not intentionally interfere with an individual operating a bicycle or electric bicycle, and utilize due care. This includes moving to the lane to the immediate left if possible when passing. If this is not possible, no less than 3 feet should be provided;
- Yield to bicycles and electric bicycles riding on a pathway or lane; and
- Be subject to additional penalty if found to be at fault for a collision.

NRS 455 contains legislation relating to skate parks. Relating to bicyclists utilizing these facilities, NRS 455B.290 states that a person shall not use a skate park to ride a bicycle while under the influence of a controlled substance. In addition, NRS 205.2741 includes language making it illegal to willfully damage a bicycle, making the offense subject to a penalty no less than a misdemeanor.

# APPENDIX D

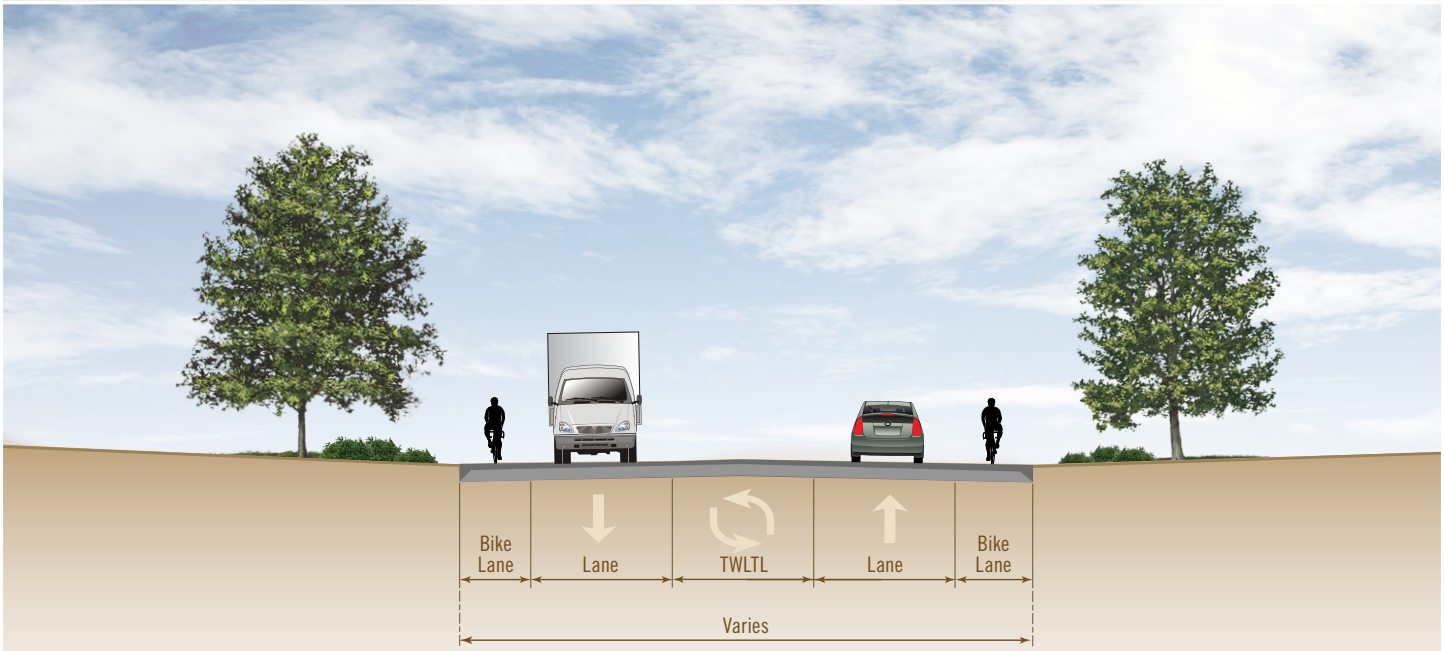
## ROADWAY CROSS SECTIONS




## Two Lanes Each Direction with Bike Lane

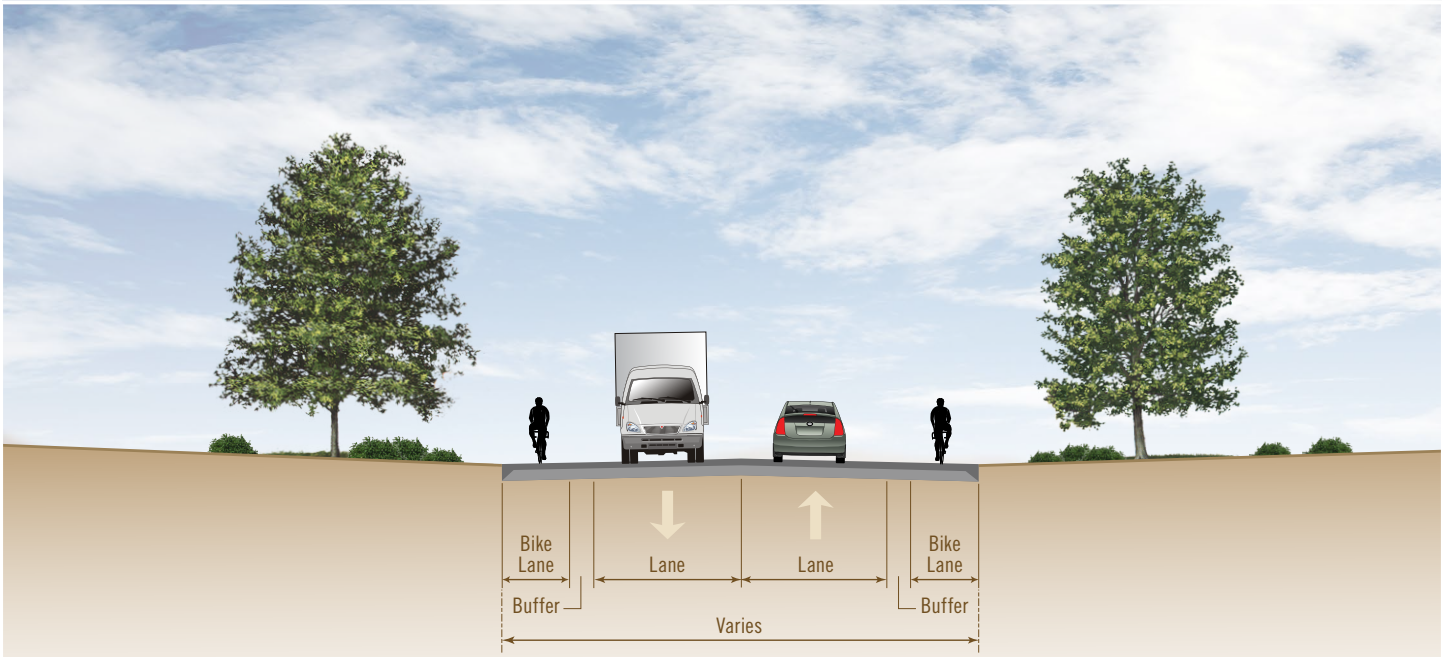
Travel Lane: 10'-12'*
Bike Lane: 4'-6'* (2012 AASHTO Bike Guide Section 4.6)

*Twelve foot lanes and six foot shoulders (36' cross sections) preferred for high speed rural highways. Narrower cross section may be appropriate on lower speed and/or lower volume roadways.



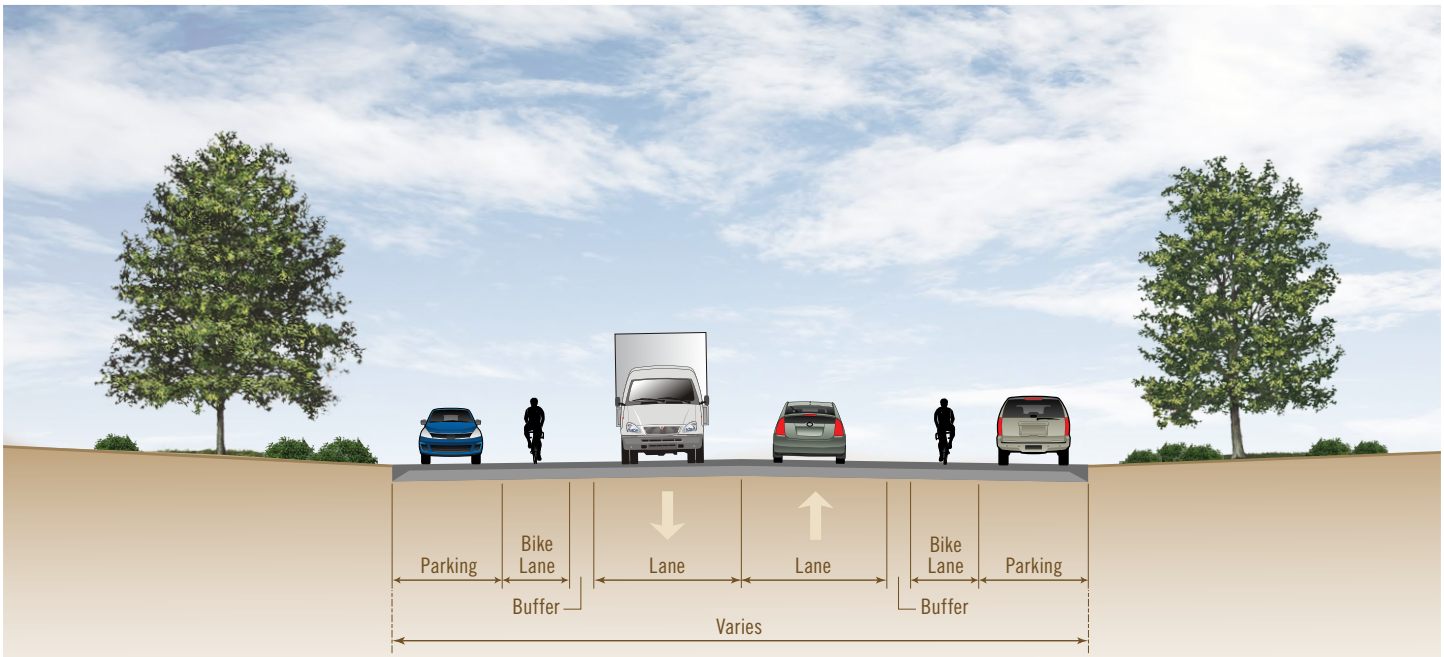

## Two Lanes Each Direction with TWLTL and Bike Lane

Travel Lane: 10'-12'
TWLTL: 12'-14'
Bike Lane: 4'-6' (2012 AASHTO Bike Guide Section 4.6)




## Buffered Bike Lane

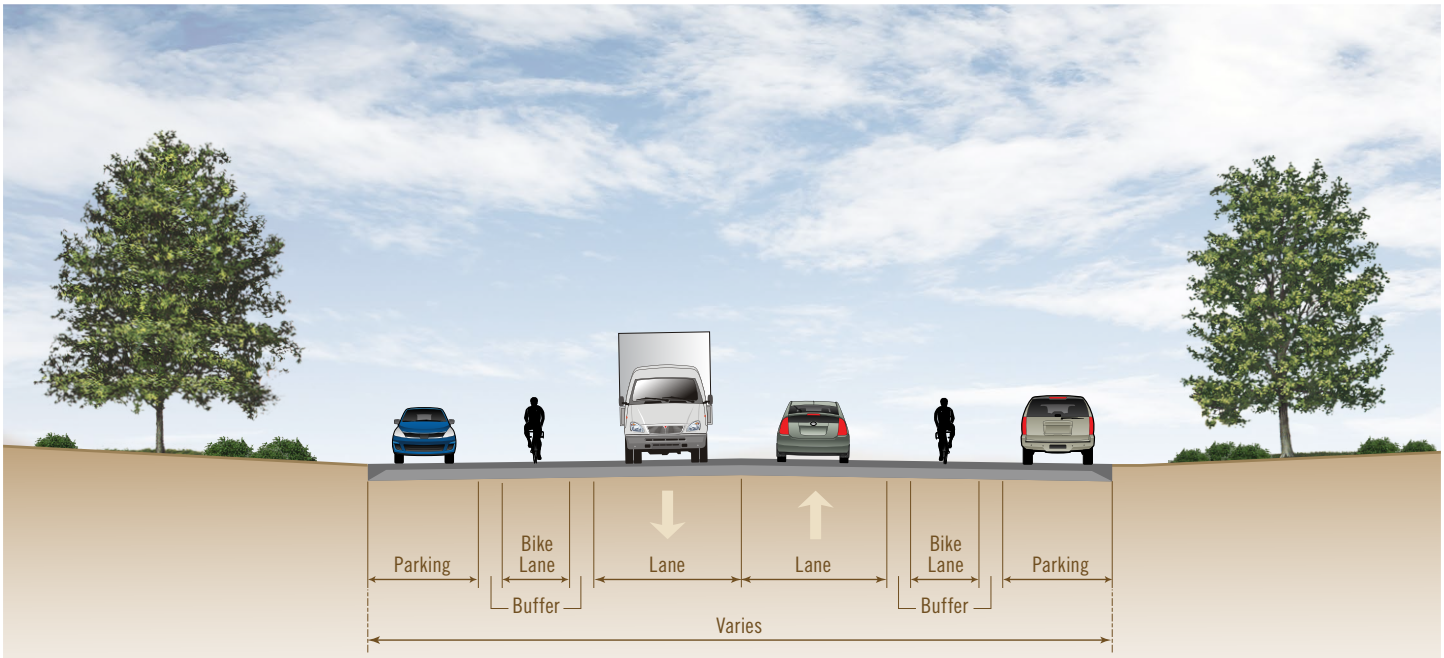
Travel Lane: 10'-12'
Buffer: 2'-3' (NACTO Urban Bikeway Design Guide)
Bike Lane: 4'-6' (2012 AASHTO Bike Guide Section 4.6)




## Buffered Bike Lane with Parking

Travel Lane: 10'-12'
Buffer: 2'-3'* (NACTO Urban Bikeway Design Guide)
Bike Lane: 4'-6'* (2012 AASHTO Bike Guide Section 4.6)
Parking: 9'-12'

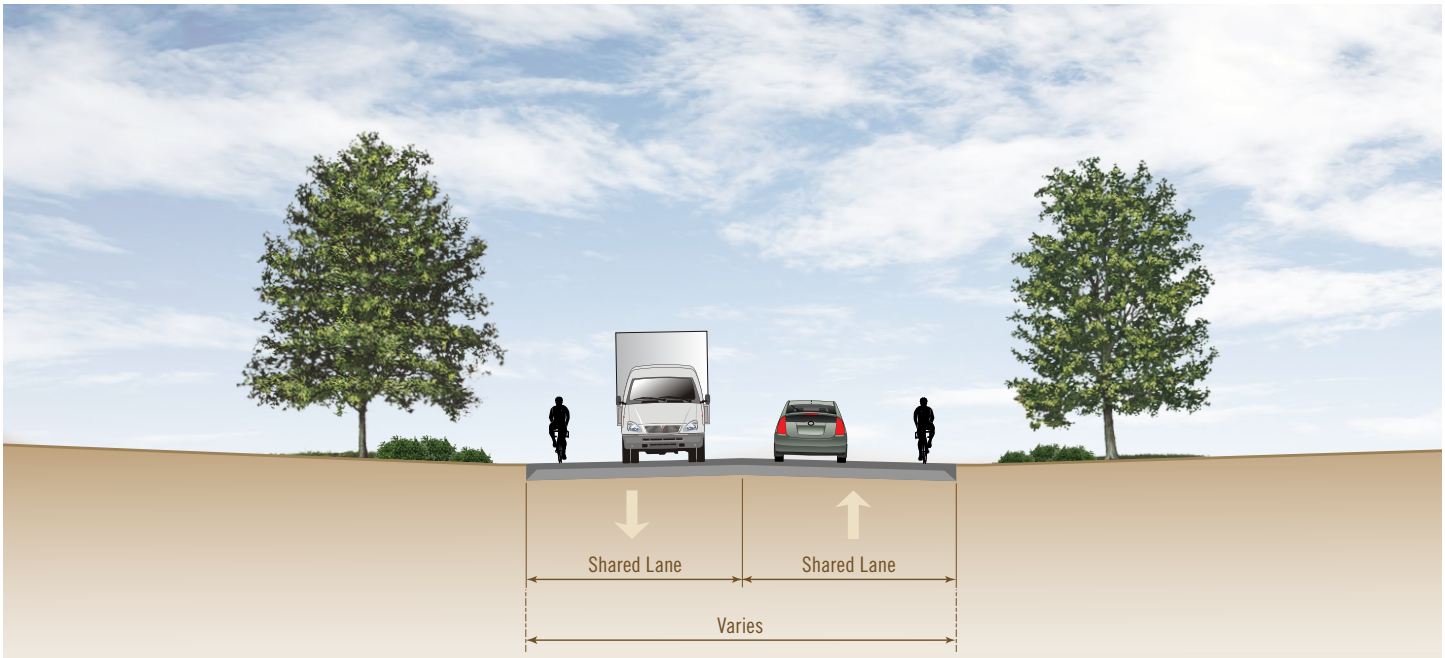
*When on-street parking is present a minimum of 5' is needed for a bike lane if no buffer is provided.




## Double Buffered Bike Lane with Parking

Travel Lane: 10'-12'
Buffer: 2'-3'* (NACTO Urban Bikeway Design Guide)
Bike Lane: 4'-6'* (2012 AASHTO Bike Guide Section 4.6)
Buffer: 2'-3'
Parking: 9'-12'

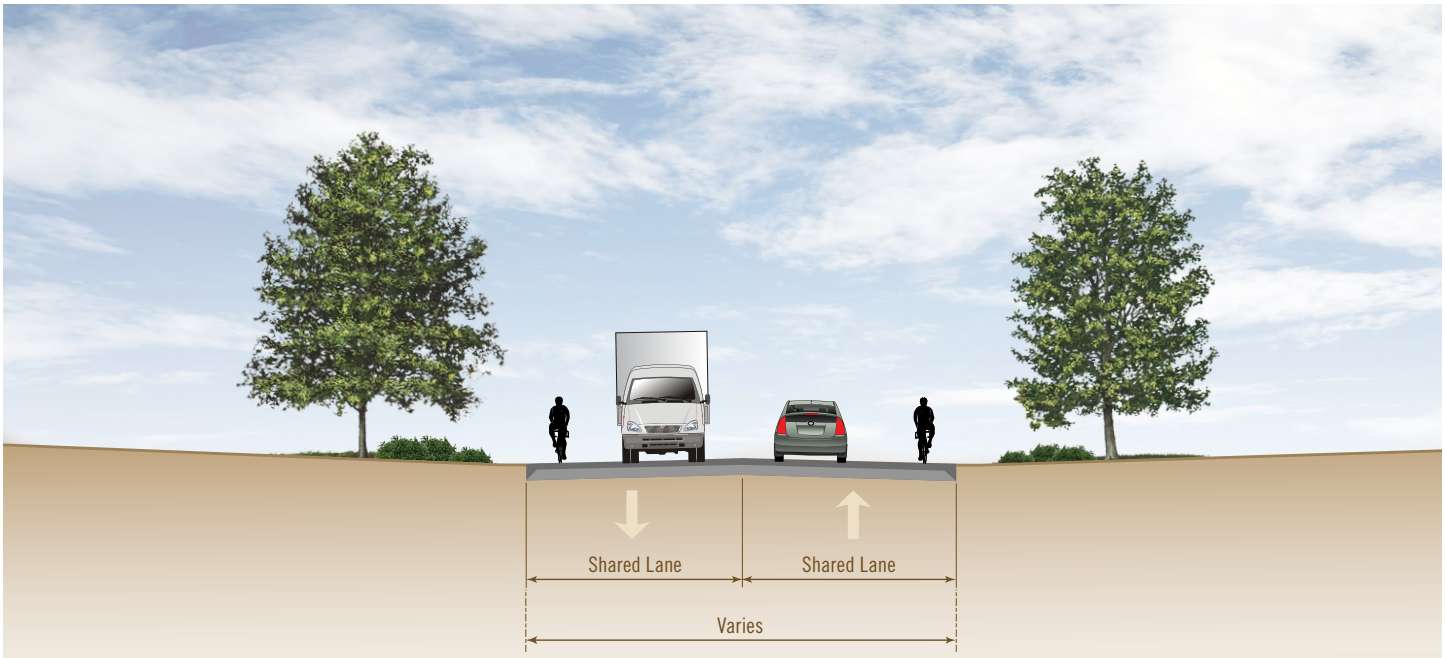
*When on-street parking is present a minimum of 5' is needed for a bike lane if no buffer is provided.




## Shared Lane (14’ Wide or Greater)

Shared Lane* (2012 AASHTO Bike Guide Section 4.6)

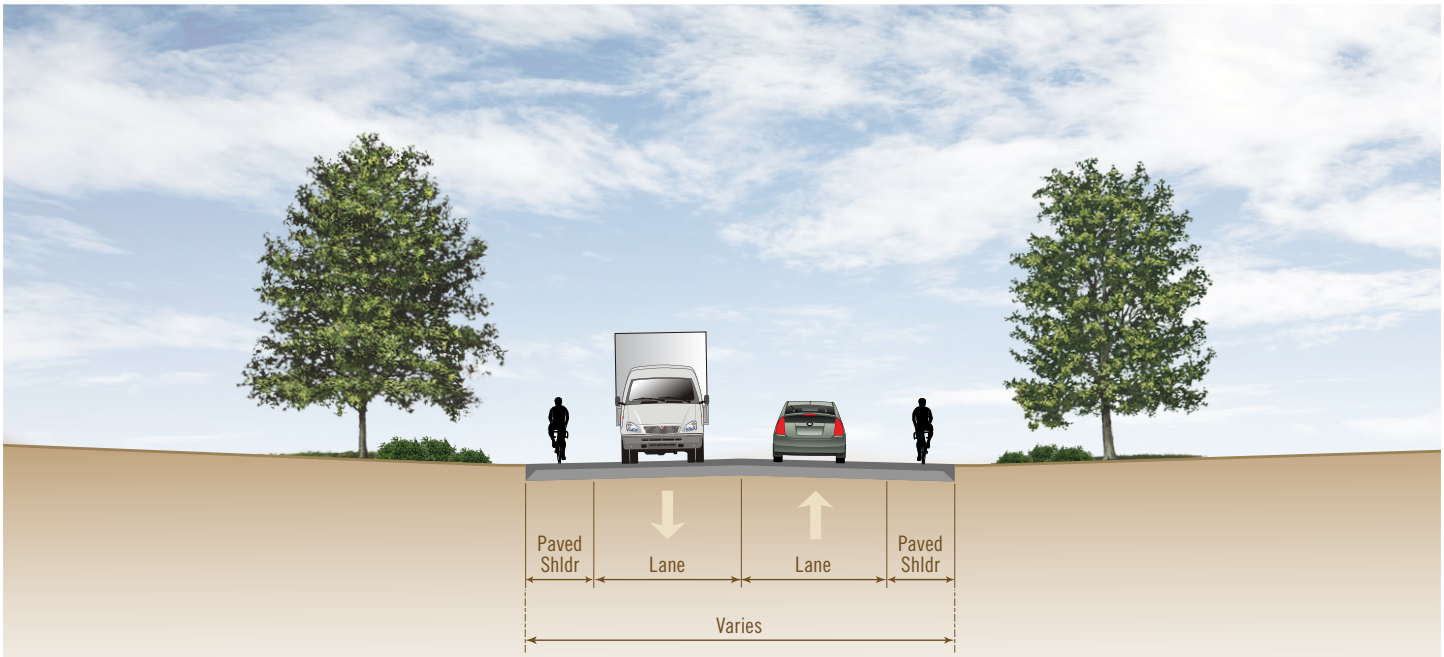
*14' minimum needed for motor vehicles to pass bicycles in the travel lane with 3' of clear. With less than 14' motor vehicles and bicycles will not be able to share the travel lane side by side.




## Shared Lane (Less than 14’ Wide)

Shared Lane* (2012 AASHTO Bike Guide Section 4.6)

*14 feet minimum needed for motor vehicles to pass bicycles in the travel lane with 3 feet of clear. With less than 14 feet, motor vehicles and bicycles will not be able to share the travel lane side by side. A Shared Lane less than 14 feet wide is typically appropriate for roadways with a speed limit of 25 miles per hour or less, but may be appropriate on roadways with higher speed limits if there is a low volume of motor vehicles. Shared Lane Markings should only be used on roadways with a speed limit of 35 mph or less (2009 MUTCD Section 9C.07).



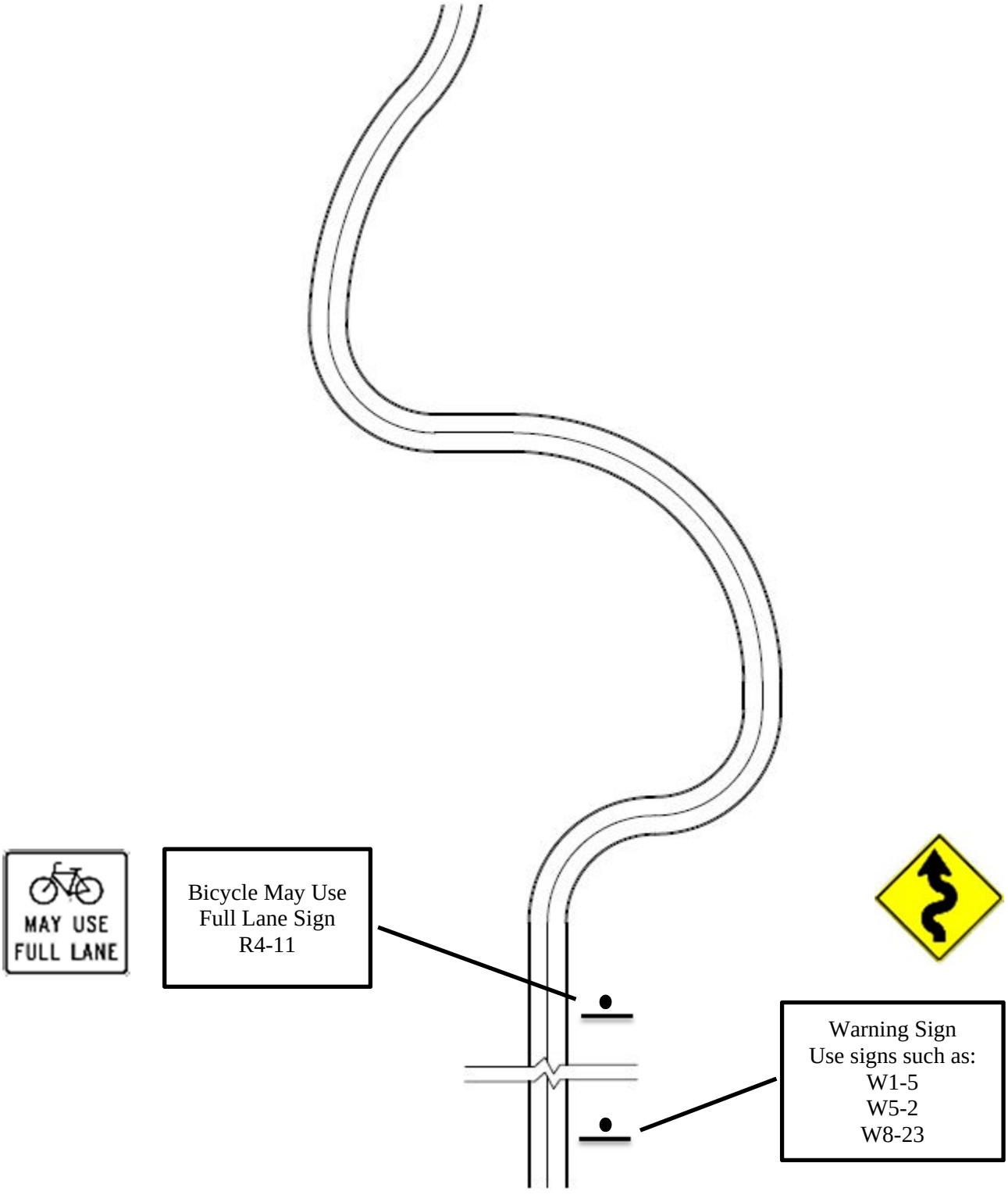

## Paved Shoulder

Travel Lane: 10'-12'
Paved Shoulder: 4' minimum

# APPENDIX E

## BICYCLE FACILITY SIGNS

# Sign Placement



# Warning Sign

W1-5 – Horizontal Alignment Warning Sign


W5-3 – One Lane Bridge Sign


W5-1 – Road Narrows Sign


W8-23 – No Shoulder Sign


W5-2 – Narrow Bridge Sign


W8-25 – Shoulder Ends Sign

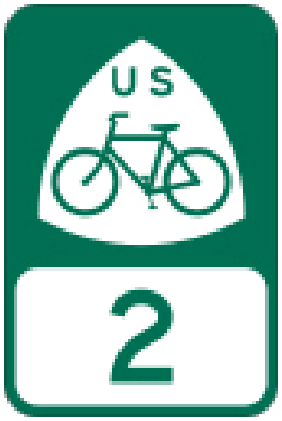
# Regulatory Signs for Bicycle Facilities


R4-11 – Bicycle May Use Full Lane Sign

This sign should be installed after a warning sign and in advance of the area

# Guide Signs for Bicycle Facilities


D1-3c – Bicycle Guide Sign




M1-9 – Bicycle Route Sign (US Routes)


M1-8a – Bicycle Route Sign (Regional Routes)

*Guidance on how and when these signs are to be used can be found in the latest version of the Manual on Uniform Traffic Control Devices.