



CITY OF ELKO

BICYCLE AND PATHWAY PLAN

INTRODUCTION:

The City of Elko Bicycle and Pathway Plan is intended to provide the basic framework for the development of a functional bicycle and pathway system for the community with connections to outlying areas.

Because of the nature and age of the street system, particularly in the core area of the City, planning and implementation of facilities for bicycles, pedestrians and other forms of non-motorized transportation has been difficult and has not been given a high priority relative to other community needs.

As peripheral areas grow and develop, however, and as existing arterial roadways, collector and local streets are upgraded, there will be opportunity for bicycle and pathway facilities to evolve systematically and augment the City's transportation system.

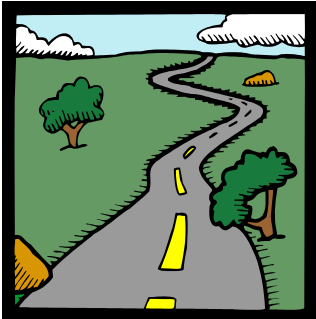
It is probable that such a system will not only enhance transportation, but will increase opportunity for recreational experience by accessing parks and areas of open space. Existing river, stream and drainage corridors are an untapped community resource and afford tremendous opportunity for the development of a pathway system and expanded use of the City's park, recreational and open space areas.



Also, a public safety function will be provided through education of transportation facility users including motorists, bicyclists and pedestrians and by promoting an awareness of the City Police Department bicycle patrol program.

GOALS:

To develop an integrated on-street non-motorized transportation system for pedestrians and cyclists to augment the traditional motorized vehicle transportation system.



To develop an integrated off-street pathway system for pedestrians, cyclists and similar users to provide recreational opportunity and to augment the traditional motorized vehicle transportation system.

To identify key connections to outlying areas beyond the corporate boundaries of the City to ensure system continuity.

To promote public safety through support, education and awareness of the City’s Police Department Bicycle Patrol Program.

To promote and encourage community and regional development that is more pedestrian and bicycle friendly.

OBJECTIVES:

- Link and connect parks and open space systems.
- Promote use of rivers, streams and drainage features as supplementary transportation corridors and recreation areas.
- Promote recreational opportunity and experience.
- Promote safe alternative means of transportation to and from area schools, parks and other public/private destination oriented facilities.
- Promote public safety through education of motorists, cyclists, and pedestrians.
- Reduce vehicle trips and dependency on streets and roadways for transportation purposes by providing opportunity to increase trips by foot and by bicycle.
- Enhance quality of life and community livability.



PLAN FEATURES:

FACILITY TYPES:

Bike Route

One-way bike path on both sides of the roadway with shared use of the roadway, vehicle lane or parking lane.

Delineated Bike Lane



One-way bike path within and on both sides of an improved roadway section, four to six feet in width and separated from the vehicle travel lanes of the roadway by a painted stripe, raised curb or other physical marking.



Shared Use Pathways

Two-way improved pathway, eight to twelve feet in width, separated from vehicle travel lanes of a roadway and the pedestrian sidewalk. Shared use pathways are intended to serve multiple functions and accommodate a variety of non-motorized users including but not limited to bicyclists, walkers, hikers, joggers, in-line skaters and roller skaters.

ORIGINS AND DESTINATIONS/FACILITY LOCATIONS:



The attached map depicts major community generators and attractions such as parks, schools, public facilities, and retail/service centers and their relationship to the proposed bicycle and pathway system.

A second map shows proposed facility locations including bicycle routes, bicycle lanes and shared use pathways.

A supplementary table illustrates operational features and characteristics associated with proposed facilities.

DESIGN GUIDELINES:

- Identify likely trip generators, origins and destinations throughout the community.
- Identify direct and convenient routes to serve community destinations.
- Provide convenient access to and from pathway and bicycle facilities.
- Identify routes characterized by continuity with minimum stops and movement disruptions.
- Select routes with adequate lighting and sight distance.
- Provide proper alignment and avoid cross slopes and steep grades, where possible.
- Remove hazards to bicycle and pedestrian travel by addressing common features such as drainage grates, railroad crossings, road intersection, and traffic control devices.
- Provide convenient bicycle parking at community destinations.


FUTURE BIKEWAY/PATHWAY NEEDS:

- ✓ Provide for additional connections across Idaho Street and into the Central Business District where appropriate and as existing streets are upgraded or expanded.
- ✓ Provide for connections to the Central Business District and surrounding areas from the proposed transportation center at the intersection of West Main Street and Silver Street.
- ✓ Provide for additional connection across the railroad corridor and the Humboldt River where appropriate as existing streets are upgraded or expanded or as new streets are developed.
- ✓ Assess the possible future use of Errecart Boulevard between Bullion Road and Silver Street as a bike route, bike lane or pathway.
- ✓ Provide for additional connections to and from the northwest neighborhood across Mountain City Highway where appropriate as existing streets are upgraded or expanded or as new streets are developed.



STRATEGIES FOR IMPLEMENTATION:

The following items represent basic strategies to assist in the implementation of goals and objectives identified as part of the City of Elko Bicycle and Pathway Plan:

- ◆ Systematic ongoing evaluation and update of the City’s Bicycle and Pathway Plan.
- ◆ Integration of the City’s Bicycle and Pathway Plan with other community plans where appropriate such as the City’s Master Plan, Streets and Roadways Plan, Parks, Recreation and Open Space Plan.
- ◆ Integration of the City’s Bicycle and Pathway Plan with other City ordinances where appropriate such as the City’s Zoning Ordinance and the City’s Subdivision Ordinance.
- ◆ Inter-agency interaction and cooperation including but not limited to State Department of Transportation, U.S. Forest Service, U.S. Department of the Interior, Nevada Division of State Parks and Elko County.
- ◆ Exploration of a variety of funding options to assist in the development and construction of bicycle and pathway improvements throughout the community. 
- ◆ Development of flyers, brochures, maps and informational handouts illustrating the existing and future bicycle and pathway system.

CONSTRUCTION/MAINTENANCE:

Bicycle and pathway facility construction will be in conformance with applicable American Association of State Highway and Transportation Officials (AASHT) standards and also with applicable provisions of Manual On Traffic Control Devices.

For a bicycle and pathway facility located in a state highway right-of-way within the Elko City limits and which has been authorized by the City for construction, the City of Elko will be responsible for securing funding for such a facility.

All of the identified bicycle routes and bicycle lanes are presently situated or proposed to be situated within public street rights-of-way dedicated to or owned in fee by the City of Elko.

Pathways associated with the Humboldt River and Eight Mile Creek are located within City park land owned in fee by the City of Elko. Other identified pathways are proposed within streets or roadways under the jurisdiction of the City of Elko.

Once identified projects within the Plan are constructed, the City of Elko Parks and Recreation Department and Streets Department will assume and commit to their maintenance. Projects will be incorporated into the respective annual maintenance programs for parks and streets.



SUPPORT PROGRAMS:

BICYCLE PATROL PROGRAM:



The City of Elko Bicycle Patrol Program is under the direction of the Elko City Police Department. The Program provides bicycle patrol for an area bordered by Cedar Street on the north, Water Street and Idaho Street on the south, 3rd Street on the west and 12th Street and Moren Way on the east.

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However, this area is subject to expansion with the incorporation of future projects, including the Humboldt Area River Project (HARP). A team of two trained bicycle patrol officers provide enforcement using specially equipped mountain bikes. Patrol is provided from May 1st to October 1st, 10:00 a.m. to 2:00 a.m. Approximately 6 officers actively participate in this program.

CITY OF ELKO MASTER PLAN:

The following adopted components of the City of Elko Master Plan promote and initiate the area’s transportation improvements:

- Parks, Recreation, Open Space Plan
- Streets and Highways Component
- Land Use Component

