Project Overview

BIGGEST LITTLE BIKE NETWORK

BiggestLittleBikeNetwork.com

RTC

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CITY OF RENO

Virginia St

Lake St / Evans Ave

Vine St

80

4th Street

5th St

Keystone Avenue

2nd Street

California Avenue

N

Existing Bike Facilities

Future RTC Facilities

As part of the **Biggest Little Bike Network**, the RTC and City of Reno are creating a connected network of living streets which prioritize movement for people traveling outside of a vehicle in Downtown Reno. The first phase of the Biggest Little Bike Network will provide **4.15 miles** of comfortable facilities for people walking, biking and scooting on four corridors in Downtown Reno connecting the University of Nevada Reno, Downtown Reno, and Midtown Reno, NV. Improving connections between these three key districts of central Reno has long been a key focus of the City and RTC to create a more integrated urban fabric, address known safety issues, and provide sustainable transportation options that are comfortable for all ages and abilities. This first phase of the Biggest Little Bike Network, will help residents more easily access transit and key destinations for employment, medical services, education, recreation, entertainment, retail, and full-service grocery stores.

Frequently Asked Questions

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General Project Questions

Why do we need better bicycle facilities downtown?

The Biggest Little Bike Network will make it easier and more comfortable to travel through downtown without a car which will give people of all ages and abilities an opportunity to visit destinations like the Aces Ballpark or events like Hot August Nights more comfortably and without needing to worry about parking. Downtown Reno currently lacks bike facilities which are comfortable for most people and these improvements will empower them to explore alternative modes of transportation while improving safety for all users.

How were these corridors selected for improvement?

The four corridors were selected based on public feedback as part of the concept development process in 2023 which considered potential improvements on seven corridors. The selected corridors received the most public support and had the greatest potential to reallocate existing street space for people biking, scooting, and walking while maintaining a high level of vehicle access through Downtown on nearby streets.

What does "90% design" mean?

During the design process, 90% design is a plan that is nearly complete and ready for final review before moving into construction. It's the last major milestone in the standard 30-60-90% design process, which is divided into three major steps. The 90% design phase represents the last point of review for a project's overall design.

When is construction set to begin?

Construction is scheduled to begin in 2026.

How will construction be funded?

Construction for these corridors will be funded by the RTC primarily through available federal funding in combination with the RTC's required contribution. The federal program that will provide most of the construction funding is the Congestion Mitigation and Air Quality program.

Design Element Questions

How will this project benefit me when I am driving?

The improvements included in the Biggest Little Bike Network will help increase safety for people driving by reducing the number of potential conflict points at intersections. These improvements will also reduce the potential conflict points between people driving and people walking, biking, and scooting.

Will on-street parking be reallocated due to the Biggest Little Bike Network?

Some street parking spots may be adjusted to accommodate new roadway designs such as curbs, striping, and transit improvements. Some parking spaces may be repurposed around driveways and intersections to help make people biking and walking more visible and increase safety for all users. Areas of where existing parking will be reallocated are shown on each corridor roll-plot.

What is a protected bike lane?

A protected bike lane provides a physical barrier, such as a concrete curb, between people driving and people bicycling to reduce the potential for conflicts and increase safety and comfort for all users.

What is a bicycle boulevard?

A bicycle boulevard is a street with a low level of vehicle traffic and low vehicle speeds where bicycle traffic is prioritized through traffic calming measures such as speed tables, curb extensions, and measures to reduce the number of vehicles driving through the street including modal filtering.

What is modal filtering?

Modal filtering reduces the number of vehicles traveling on bicycle boulevards by diverting traffic onto nearby streets to make bicycling on the street more comfortable.

How will this project benefit me when I am biking, walking, or taking transit?

The Biggest Little Bike Network will improve safety for people walking and biking by making crossing distances shorter, providing physical barriers between people driving and people biking or scooting, and creating low-speed bicycle boulevards which are more comfortable for people biking. The project will improve transit efficiency by allowing buses to stop in the travel lane and making existing transit stops more comfortable for transit users.

What is a protected intersection?

Protected intersections provide a safe way for bicyclists to travel through intersections by making them more visible and providing a protected area ahead of vehicles to wait behind a concrete curb. These create shorter crossings for people walking and make navigating an intersection more comfortable for people biking and scooting while making their movements more predictable for people driving.

What is a bike signal?

Bike signals make crossing intersections safer for bicyclists by indicating when to enter an intersection and by restricting conflicting vehicle movements. Bike signals are traditional three-bulb signals with green, yellow, and red bicycle icons that can be employed at standard intersections and hybrid signal crossings.

What is a bike box?

A bike box is an area at the front of a traffic lane at signalized intersections where bicyclists can wait ahead of vehicles to make left turns more easily. This helps make bicyclists more visible, reduces delays for bicyclists, and helps keep vehicles from encroaching into crosswalks.

What is a floating bus stop?

A floating bus stop is a raised platform that allows buses to stop in the lane without without crossing or blocking the bike lane. Transit riders simply cross the bike lane to access the bus. These help reduce transit delays, increase safety, provide more space for pedestrians, and eliminate conflicts between transit vehicles and bicyclists.

Safer Intersections for All

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Bike Box

What Is a Bike Box?

A bike box is a marked area at the front of a traffic lane at an intersection, typically painted green with bike symbols. It allows bicyclists to position themselves ahead of cars at a red light, improving visibility and safety.

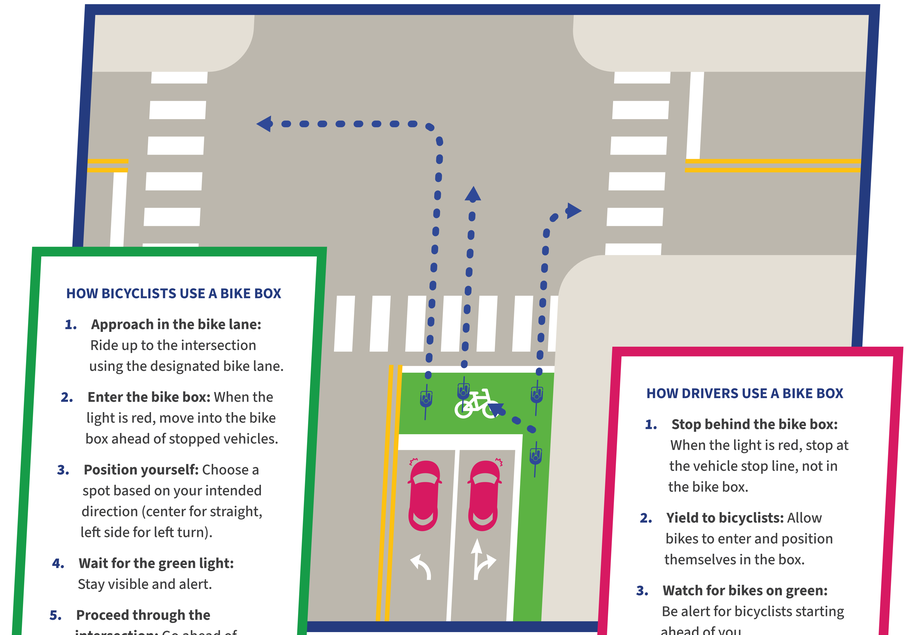
Bike boxes are usually placed between the crosswalk and the stop line for vehicles, and they often include a bike lane leading into the box.

Benefits for Bicyclists

- **Increased visibility:** Bicyclists are in front of vehicles, making them more noticeable.
- **Safer left turns:** Riders can position themselves across lanes to make left turns without merging in traffic.
- **Reduced conflict:** Prevents right-turning vehicles from cutting off bicyclists.
- **Priority positioning:** Bicyclists can start ahead of vehicles when the light turns green.

Benefits for Drivers

- **Improved awareness:** Drivers can clearly see bicyclists before the light changes.
- **Fewer surprises:** Reduces sudden merging or passing by bicyclists.
- **Safer turns:** Helps drivers avoid right-hook collisions with bikes.



HOW BICYCLISTS USE A BIKE BOX

1. **Approach in the bike lane:** Ride up to the intersection using the designated bike lane.
2. **Enter the bike box:** When the light is red, move into the bike box ahead of stopped vehicles.
3. **Position yourself:** Choose a spot based on your intended direction (center for straight, left side for left turn).
4. **Wait for the green light:** Stay visible and alert.
5. **Proceed through the intersection:** Go ahead of vehicles when the light turns green.

HOW DRIVERS USE A BIKE BOX

1. **Stop behind the bike box:** When the light is red, stop at the vehicle stop line, not in the bike box.
2. **Yield to bicyclists:** Allow bikes to enter and position themselves in the box.
3. **Watch for bikes on green:** Be alert for bicyclists starting ahead of you.
4. **Make turns carefully:** Check for bikes before turning, especially right turns.
5. **Do not block the box:** Keep the bike box clear at all times.

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Protected Intersection

What Is a Protected Intersection?

A protected intersection is a design that improves safety and comfort for bicyclists and pedestrians at road crossings. It extends the physical protection of bike lanes into the intersection using features like:

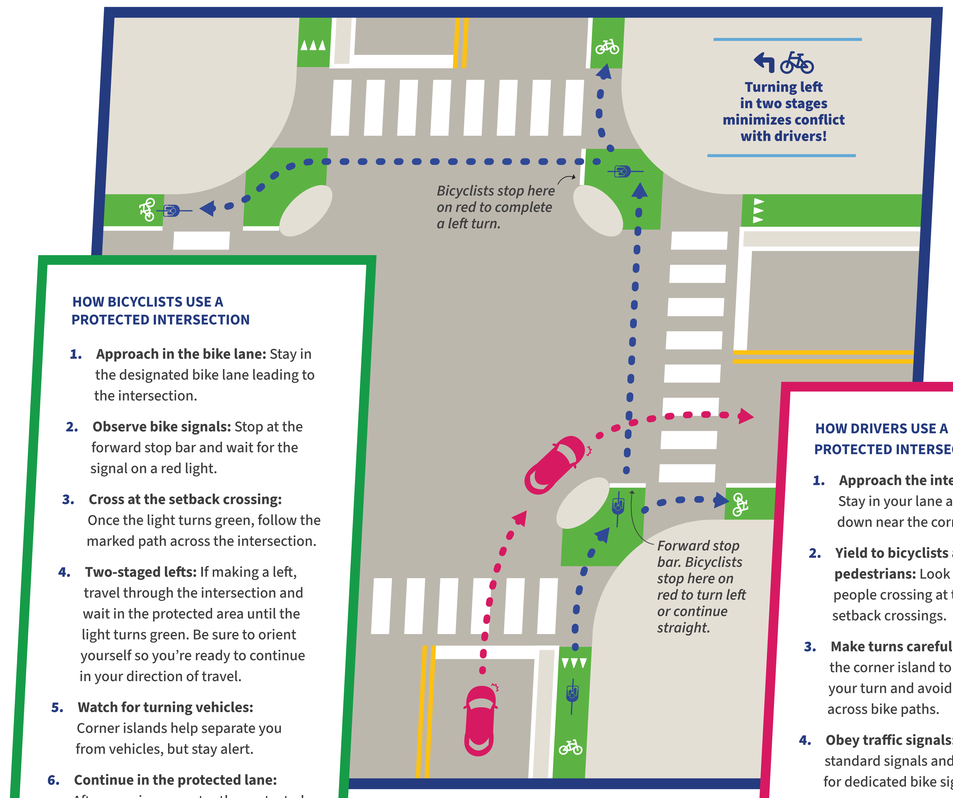
- **Corner safety islands:** Raised areas that separate turning vehicles from bike paths.
- **Setback crossings:** Bike and pedestrian crossings are set back from the intersection to improve visibility and reaction time.
- **Dedicated bike signals:** Traffic lights specifically for bikes to reduce conflicts with turning vehicles.
- **Forward stop bars:** Bicyclists stop ahead of cars, making them more visible.

Benefits for Bicyclists

- **Increased safety:** Physical separation from vehicles reduces collision risk.
- **Improved visibility:** Bicyclists are more visible to turning drivers.
- **Predictable movements:** Clear paths and signals reduce confusion.
- **Comfort:** Less stress navigating intersections with heavy traffic.

Benefits for Drivers

- **Reduced conflict points:** Clear separation of modes reduces chances of crashes.
- **Improved visibility:** Drivers can see bicyclists and pedestrians earlier.
- **Simplified turns:** Corner islands guide turning paths, making movements more predictable.
- **Better traffic flow:** Organized intersections reduce hesitation and confusion.



HOW BICYCLISTS USE A PROTECTED INTERSECTION

1. **Approach in the bike lane:** Stay in the designated bike lane leading to the intersection.
2. **Observe bike signals:** Stop at the forward stop bar and wait for the signal on a red light.
3. **Cross at the setback crossing:** Once the light turns green, follow the marked path across the intersection.
4. **Two-staged lefts:** If making a left, travel through the intersection and wait in the protected area until the light turns green. Be sure to orient yourself so you're ready to continue in your direction of travel.
5. **Watch for turning vehicles:** Corner islands help separate you from vehicles, but stay alert.
6. **Continue in the protected lane:** After crossing, re-enter the protected bike lane.

HOW DRIVERS USE A PROTECTED INTERSECTION

1. **Approach the intersection:** Stay in your lane and slow down near the corner island.
2. **Yield to bicyclists and pedestrians:** Look for people crossing at the setback crossings.
3. **Make turns carefully:** Use the corner island to guide your turn and avoid cutting across bike paths.
4. **Obey traffic signals:** Follow standard signals and watch for dedicated bike signals.
5. **Proceed through the intersection:** Once clear, continue driving as usual.

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