Project Overview

BIGGEST LITTLE BIKE NETWORK

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CITY OF RENO

Virginia St

Lake St / Evans Ave

Vine St

5th St

4th Street

2nd Street

Keystone Avenue

California Avenue

80

N

Existing Bike 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 "30% design" mean?

During the design process, 30% design is a plan that is detailed enough to review the main features before starting the final construction drawings. It's the first major milestone in the standard 30-60-90% design process, which is divided into three major steps. The 30% design phase is the starting point for a project's overall design.

When is construction set to begin?

Based on the current project schedule, construction could start as early as 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. More details about these potential changes will be available as the project design progresses.

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 pulling up to the curb. 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.

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Corridor Overview

5th St

The **5th Street corridor** will create a key east/west connection across Downtown Reno from Keystone Avenue to Evans Avenue, just a block from RTC 4th Street Station and formalize the 2020 pilot project. Once completed, the project will provide concrete buffers to create protected and comfortable lanes for people biking, create floating bus stops to improve transit efficiency, and reduce crossing distances for pedestrians with tighter intersection corners for calmer vehicle speeds. The project will provide enhanced connections to existing bicycle facilities on Washington Street, Ralston Street, and Arlington Avenue with protected intersection designs while maintaining most on-street parking spaces.

Extent
Keystone Avenue to Evans Avenue

Length
0.98 Miles

Buffered & Protected Bike Lanes
Entire Length

Parking Protected Bike Lanes
0.32 Miles

Floating Bus Stops
4

Protected Intersections
5

Bike Boxes
2

Enhanced Crosswalks
25

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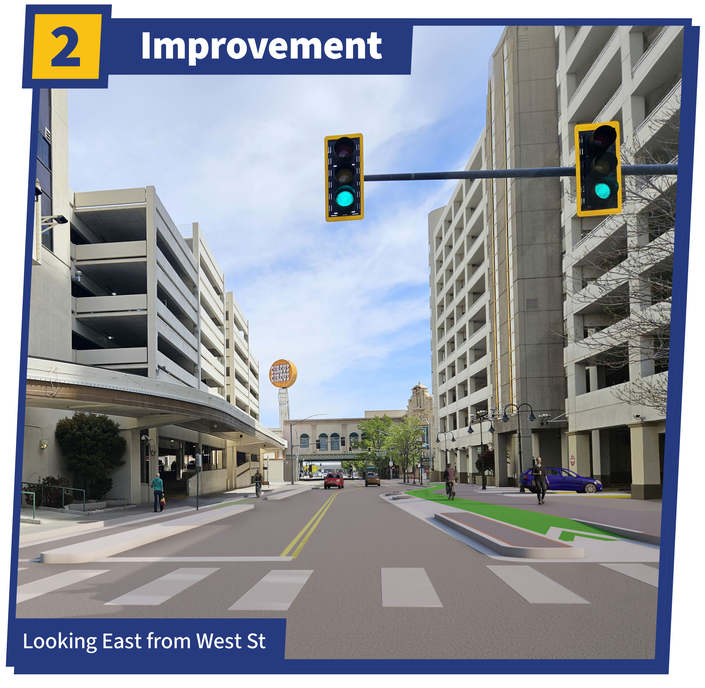
1 Improvement

Looking East from Bell St

2 Improvement



Looking East from West St

3 Improvement

Looking East from University Way

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Corridor Overview

Vine St

Vine Street will create a north/south connection on the west side of downtown from the Truckee River Path on Riverside Drive, over Interstate-80 to University Terrace. This project will implement a bicycle boulevard from Riverside Drive to 2nd Street and continue into a parking protected bike lane between 2nd Street and 5th. North of 5th Street the project will provide a connection over I-80 with a northbound buffered bike lane and southbound protected bike lane. The Jones Street, 1st Street, and 2nd Street intersections will have enhanced crossings with rectangular rapid flashing beacons (RRFBs) at both 1st Street and 2nd Street.

Extent
Truckee River Path to University Terrace

Length
0.86 Miles

Buffered & Protected Bike Lanes
0.26 Miles

Parking Protected Bike Lanes
0.32 Miles

Bicycle Boulevard
0.28 Miles

Protected Intersections
2

Rectangular Rapid Flashing Beacons (RRFBs)
2

Pedestrian Refuge Islands
3

Intersections with Modal Filtering
3

Enhanced Crosswalks
15

1 Improvement

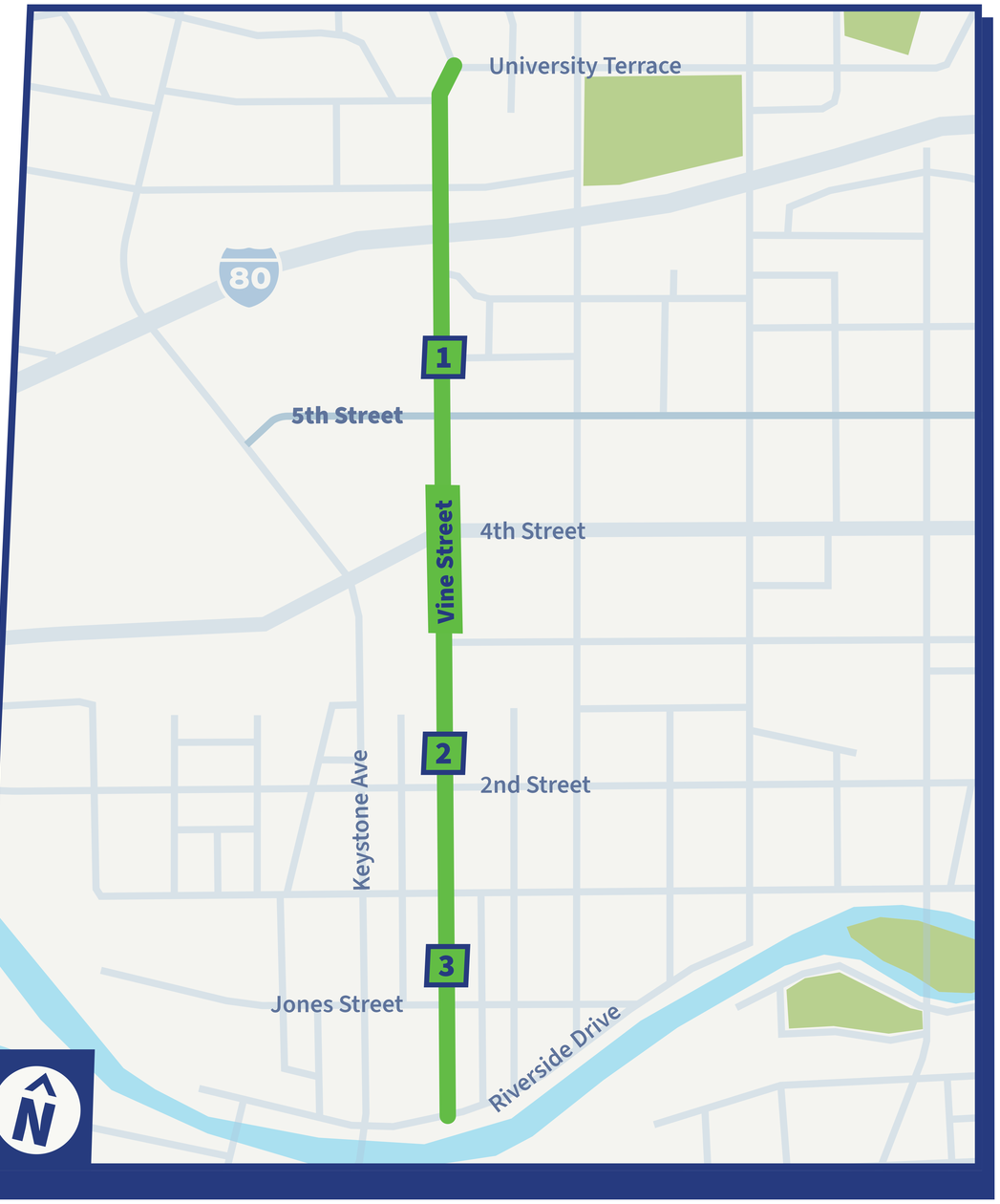
Looking North from 5th Street

2 Improvement

Looking North from 2nd Street

3 Improvement

Looking North from Jones Street



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Corridor Overview

Virginia St

With this project, **Virginia Street** will form a key link in the connected network through downtown by creating a north/south connection between MidTown, downtown, and the University area in the heart of Downtown Reno while also connecting with key entertainment destinations and the Truckee River Path and creating a comfortable connection over Interstate-80 and the Truckee River. This project will create a parking / curb protected bike lane from Liberty Street to 1st and from 5th Street to 9th Street. The section from 1st Street to 5th Street will include a buffer with removable flex-posts to accommodate the numerous events hosted on Virginia Street throughout the year. South of the Truckee River, the design will enhance the existing configuration to provide a concrete curb / parking protected bike lane with intersection enhancements such as protected intersections, corner bulb-outs, and reduced crossing distances for people walking.

Extent
9th Street to Liberty Street

Length
1.01 Miles

Parking Protected Bike Lanes
0.87 Miles

Floating Bus Stops / Bus Stop Extensions
3

Protected Intersections
5

Bike Boxes
3

Pedestrian Refuge Islands
1

Enhanced Crosswalks
27

1 Improvement

Looking North from 6th Street

2 Improvement

Looking North from 2nd Street

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Corridor Overview

Evans Ave, Lake St, Sinclair St

The **Evans Avenue, Lake Street, Sinclair Street corridor** will create a key north/south connection between MidTown, downtown, and the University area and link to the Truckee River Path and RTC 4th Street Station. This project will create a bicycle boulevard between Holcomb Avenue and Liberty Street; a protected bike lane between Liberty Street and 5th Street; with a southbound parking protected bike lane and northbound buffered bike lane between 5th Street and 9th Street. Once completed, the corridor will enhance safety for all users with speed tables, enhanced crossings, and tightened intersection corners.

Extent
9th Street to Holcomb Avenue

Length
1.33 Miles

Buffered & Protected Bike Lanes
0.26 Miles

Parking Protected & Barrier Protected Bike Lanes
0.38 Miles

Bicycle Boulevard
0.25 Miles

Floating Bus Stops
2

Protected Intersections
2

Intersection Curb Extensions
3

Enhanced Crosswalks
36

1 Improvement

Looking South from 4th Street

2 Improvement

Looking North from 1st Street

3 Improvement

Looking South from Moran Street