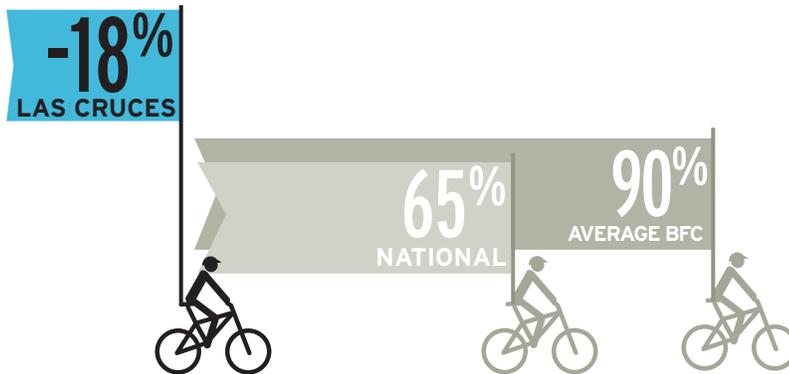


LAS CRUCES IS A

BICYCLE FRIENDLY COMMUNITY

2000-2013
RIDERSHIP
GROWTH



RIDERSHIP
0.66%
Commuting by bicycle



CRASH RATE
272
Per 10k daily cyclists



FATALITY RATE
4.65
Per 10k daily cyclists



PUBLIC RATING
Local cyclists' take on Las Cruces



Bicycle Friendly Community Category Ratings

ENGINEERING
Bicycling network and connectivity



EDUCATION
Motorist awareness and bicycling skills



ENCOURAGEMENT
Mainstreaming bicycle culture



ENFORCEMENT
Promoting safety and protecting bicyclists' rights



EVALUATION
Setting targets and having a plan



LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

COMMUNITY:

**LAS CRUCES
NEW MEXICO**

TOTAL POINTS:

17 of 100



KEY STEPS TO SILVER

Appoint a bicycle program manager to focus on making bicycling safer and more convenient for all.

Develop a bike plan and implement a safe and convenient bicycling network for people of all ages and abilities.

Ensure that all bicycle facilities conform to current best practices and guidelines- such as the NACTO Urban Bikeway Design Guide

Develop bicycle boulevards with short cuts to optimize bicycle travel

GET INVOLVED:

ANSWER SURVEY TO IMPROVE BIKING AND GET CONNECTED TO LOCAL ADVOCACY!

» WWW.BIKELEAGUE.ORG/COMMUNITY-SURVEY



SUPPORTED BY **TREK**



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Las Cruces, NM

BFC Visit Report- November 2014

RECOMMENDATIONS

Engineering

Las Cruces should continue to develop a bicycling network that offers safe and convenient bicycling opportunities to people of all ages and abilities.

Improve the bicycling network and connectivity through the use of different types of bike lanes (nacto.org/cities-for-cycling/design-guide/bike-lanes/) and cycle tracks (nacto.org/cities-for-cycling/design-guide/cycle-tracks/). Las Cruces should strongly consider using buffered and protected bike lanes on arterial streets and other high-speed, high volume streets. Also, work with NMDOT to bring these standards to roads in Las Cruces (e.g. Solano Dr., Lohman Ave., Main St, Valley Dr, University Ave., Telshor Blvd., etc). Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network.

Improve connectivity between off-street bikeway network to destinations and population centers. (e.g. Triviz path should be better connected to the university.)

Ensure that all bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide

(preferred – available at nacto.org/cities-for-cycling/design-guide/).

Ensure good connectivity of your street network by adopting connectivity policies or standards. A well connected street network is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options. For more information visit <http://tinyurl.com/kjlytpv>

Develop design standards that ensure the safe and appropriate accommodation of bicyclists in every new road project or endorse the NACTO Urban Street Design Guide: nacto.org/urban-street-design-guide-endorsement-campaign/

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines: nacto.org/cities-for-cycling/design-guide/bicycle-boulevards/. See Bicycle Boulevards in action: streetfilms.org/portlands-bike-boulevards-become-neighborhood-greenways/

Implement road diets in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities. Learn more on Road Diets at streetfilms.org/mba-road-diet/. Road Diets are an approved FHWA Safety Counter Measure <http://safety.fhwa.dot.gov/provencountermeasures/>

Install a bicycle wayfinding system with distance and destination information at



BICYCLE FRIENDLY COMMUNITY FEEDBACK



strategic locations around the community, integrating preferred on street routes and off-street facilities. For more information visit nacto.org/cities-for-cycling/design-guide/bikeway-signing-marking/bike-route-way-finding-signage-and-markings-system.

Increase the amount of high quality bicycle parking at popular destinations throughout Las Cruces. For more information visit pedbikeinfo.org/planning/facilities_bike_bikeparking.cfm.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO Urban Bikeway Design Guide (preferred – available at nacto.org/cities-for-cycling/design-guide/) or the 2012 AASHTO Guide for the Development of Bicycle Facilities (available at bookstore.transportation.org/item_details.aspx?ID=1943) for recommended intersection treatments.

Education

Continue to work with your local bicycle groups or interested parents to expand the reach of the Safe Routes to School. It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle groups

for content development and staffing. Visit bikeleague.org/ridesmart/ for more information.

Offer bicycling skills training opportunities for adults more frequently and encourage your local bicycle advocacy group or bike shop to help. You can set up a class by contacting an instructor in your area at bikeleague.org/content/take-class. There are options from short videos (bikeleague.org/ridesmartvideos) and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: bikeleague.org/ridesmart/.

Encouragement

Promote cycling throughout the year by offering or supporting family-oriented community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows. Consider organizing Kidical Mass rides <http://kidicalmassdc.blogspot.com/>

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program (bikeleague.org/content/businesses). Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations



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for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community: bikeleague.org/bfa/toolkit.

Work closely with the NMSU to create better connectivity, safety and comfort for bicyclists and potential bicyclists traveling to and from campus.

Enforcement

Continue to improve motorist education and outreach through law enforcement.

Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

Evaluation & Planning

Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position. A Bicycle & Pedestrian Coordinator works with advocates, state and local elected officials, business leaders, media, law enforcement, public health officials, transit providers and the general public to build partnerships providing leadership and vision so these groups may

embrace and implement facilities and programs that increase the number of residents that are safely bicycling and walking. This staff person should also review development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities, transit agencies and other departments to implement policies and projects. See this report on the importance of Bicycle & Pedestrian program staff: advocacyadvance.org/site_images/content/why_bike_ped_staff_april_2010.pdf

Dedicate more staff time to bicycle planning and programming. Comparing staffing levels to bicycle commuter data showed that larger bicycle and pedestrian staffs (per capita) are correlated with higher bike commuter levels. This shows that communities that make a serious commitment to bicycle planning see a greater return on investment than communities with fewer staff. For more information visit advocacyadvance.org/site_images/content/why_bike_ped_staff_april_2010.pdf.

Update the comprehensive bike plan in close collaboration with the community to ensure public involvement, information and ownership. Focus on developing a seamless on and off street bicycling network that creates short distances between residential areas and popular destinations. Complement infrastructure planning with encouragement, education, and



BICYCLE FRIENDLY COMMUNITY FEEDBACK



enforcement programs to increase usage. Develop a clear vision statement and set ambitious but attainable targets. The overarching goal should be to encourage residents to bike more often for recreation and transportation. For more information visit

bikewalk.org/pdfs/BMP_RoadMap.pdf. See examples from Davis, CA: bicycles.cityofdavis.org/beyond-platinum-bicycle-action-plan); Denver, CO: denvergov.org/Portals/708/documents/FINAL_Denver_Moves.pdf; Greenville, SC: greenvillesc.gov/ParksRec/trails/bicyclemasterplan.aspx; and Seattle, WA: seattle.gov/transportation/bikemaster.htm

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Consider participating in the National Bicycle and Pedestrian Documentation Project: bikepeddocumentation.org

Prioritize the evaluation of bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community. Work with law enforcement to have the most up-to-date data and accurate data collection practices. Available tools include Intersection Magic (pdmagic.com/im/) and the Pedestrian and Bicyclist Crash Analysis Tool (pedbikeinfo.org/pbcats_us/).

COSTS AND FUNDING OPTIONS

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to

review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced



BICYCLE FRIENDLY COMMUNITY FEEDBACK



costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.