

PROJECT DESCRIPTION

This project, developed as part of the Central Sparks Neighborhood Network Plan, would create a 1.3 mile long north/south connection on the western side of Central Sparks and improve connectivity to Risley Elementary and Kate Smith Elementary School. This corridor connects with multiple existing and planned east/west facilities including on Oddie Boulevard, G St, Prater Way, and Victorian Avenue. With relatively low traffic volumes, five total lanes, and a speed limit of 25 mph north of Oddie Boulevard, this segment could be reconfigured to create a more comfortable connection. In this project concept, Sullivan Lane between Wedekind Road and Prater Way could include buffered bike lanes along with intersection enhancements and wayfinding. The section between Prater Way and Victorian Avenue, which has lower traffic volumes than the northern section, would include traffic calming in a neighborhood byway configuration. Due to the current widths on Sullivan Lane between Wedekind Road and McCarran Boulevard, this quick build project will end at Wedekind Road.

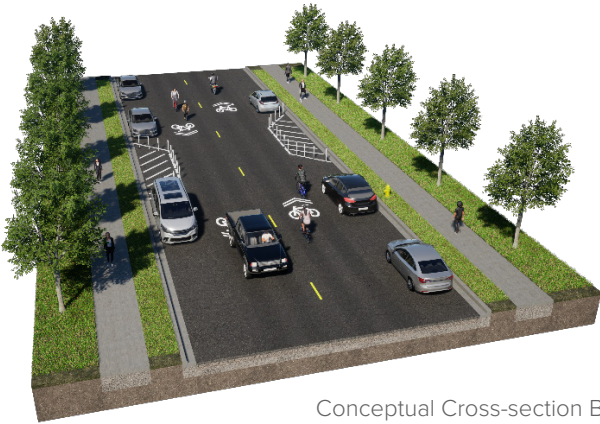


Sullivan Lane	
CORRIDOR SEGMENTS	IMPROVEMENT TYPE
Prater Way to Victorian Ave	Neighborhood Byway
Wedekind Rd to Prater Way	Protected Bike Lane
INCLUDED INTERSECTION ENHANCEMENTS	
Leading Pedestrian Interval (LPI) Bike Box	Curb Extensions Wayfinding
PLANNING LEVEL COST ESTIMATE	\$ 811,983

PROJECT DETAILS



Conceptual Cross-section A



Conceptual Cross-section B

PROJECT MAP



LEGEND

- Central Sparks

school

park
- Existing Bike Facility

bike lane

shared use path

shared lane

protected bike lane
- RTP Funded Project Type

capacity

multimodal
- Central Sparks Recommendations

protected bike lane

neighborhood byway
- Intersection Concept Type

curb extensions

two-staged turn box / cut through / bike boxes

LPI

wayfinding

PROJECT DESCRIPTION

This project would establish a 2.7 mile long east/west connection through the Central Sparks neighborhood that links residents with Recreation Park, planned improvements on 4th St, and numerous schools including Maxwell, Drake, and Greenbrae Elementary Schools as well as Sparks Middle School. This neighborhood byway would include traffic calming and intersection improvements to maintain slow vehicle speeds along the corridor and at key intersections. This project concept also benefits from existing signalized crossings and links to the shared-use path on Sparks Boulevard with a short connection on Goldy Way and Howard Drive. This project would also make improvements on 18th Street between York Way and Wedekind Road.



York Way & Wedekind Road

CORRIDOR SEGMENT	IMPROVEMENT TYPE
18th St - Wedekind Rd to York Way Wedekind Rd - Sullivan Ln to 18th St York Way - Goldy Way to 18th St	Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
High Visibility Crosswalks Two Staged Turn Boxes Leading Pedestrian Interval (LPI)	Curb Extensions Wayfinding
PLANNING LEVEL COST ESTIMATE	\$697,334

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

York Way and Wedekind Rd are designated as Major Fire Response Routes and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



Consider improvement on Sullivan Lane (Wedekind Rd to McCarran Blvd) for connection to signalized crossing of McCarran Blvd.

LEGEND

Central Sparks

school

park

Existing Bike Facility

bike lane

shared lane

shared use path

RTP Funded Project Type

capacity

multimodal

Central Sparks Recommendations

neighborhood byway

protected bike lanes

Intersection Concept Type

curb extensions w/ minor enhancements

two-staged turn box / cut through / bike boxes

curb extensions

wayfinding

PROJECT DESCRIPTION

This 1.6 mile long north/south connection between Victorian Plaza and the Sparks Mercantile Center was developed as a part of the Central Sparks Neighborhood Network Plan. This project would use 11th Street and 12th Street (connecting on Prospect Avenue) to create a comfortable connection through the neighborhood. Wayfinding signage would help guide bicyclists to the Sparks Mercantile Center on Gault Way with traffic calming included south of York Way to Victorian Plaza Circle.

This project would connect with the existing bike lanes on Prater Way and the raised cycle track on Oddie Boulevard. This project would also build off recommended neighborhood byways from the Neighborhood Connections Plan on York Way and F Street and G Street.



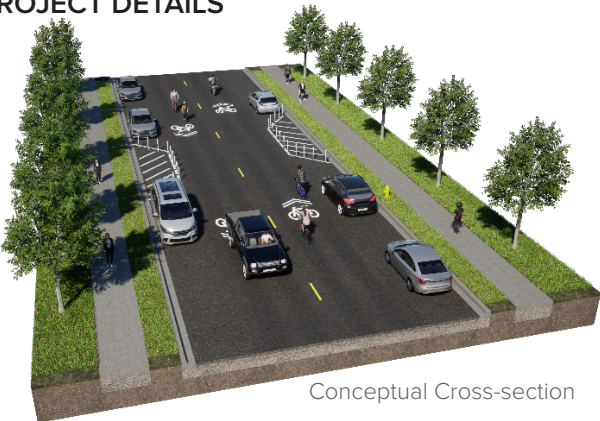
11th Street & 12th Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
11th St - Prospect Ave to York Way	Neighborhood Byway
12th St - Prospect Ave to Victorian Plaza	
Prospect Ave - 12th St to 11th St	
11th St - Gault Way to York Way	Wayfinding Connection

INCLUDED INTERSECTION ENHANCEMENTS	
Two-Staged Turn Boxes Leading Pedestrian Interval High Visibility Crosswalks	Wayfinding Curb Extensions

PLANNING LEVEL COST ESTIMATE	\$473,644
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PROJECT DETAILS



Conceptual Cross-section

Design Considerations

The addition of two-staged turn boxes at the Oddie Boulevard intersection will support bicyclists turning left from Oddie onto 12th Street. Both streets are designated as Minor Fire Response Routes and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



LEGEND

Existing Bike Facility

RTP Funded Project Type

Central Sparks Recommendations

Intersection Concept Type

PROJECT DESCRIPTION

The project was identified as a key element of the Central Sparks Neighborhood Network Plan and will help enhance the network by connecting the Oddie Boulevard raised cycle track with the planned improvements through the 4th Street Multimodal project and Prater Way Multimodal project which are planned to include multimodal enhances such as bike lanes and safety enhancements.

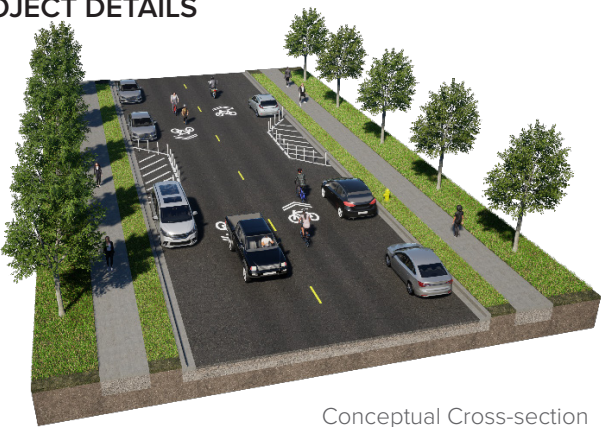
The I Street corridor provides a low-speed and low-volume connection to the retail destinations at the intersection of Prater Way and McCarran Boulevard. This project will act as an extension of the Oddie Boulevard raised cycle track and add nearly a mile of facility to the overall network.



I Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Pyramid Highway to Prater Way	Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
High Visibility Crosswalks Bike Box	Curb Extensions
PLANNING LEVEL COST ESTIMATE	\$247,644

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

The addition of bike boxes and curb extensions can help support the transition from I Street to Oddie Boulevard. I Street roadway is a Minor Fire Response Route and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



LEGEND

- Central Sparks

school

park

- Existing Bike Facility
- bike lane

shared use path

shared lane

separated bike lane

- RTP Funded Project Type
- capacity

multimodal

- Central Sparks Recommendations
- neighborhood byway

- Intersection Concept Type
- curb extensions

curb extensions w/ minor enhancements

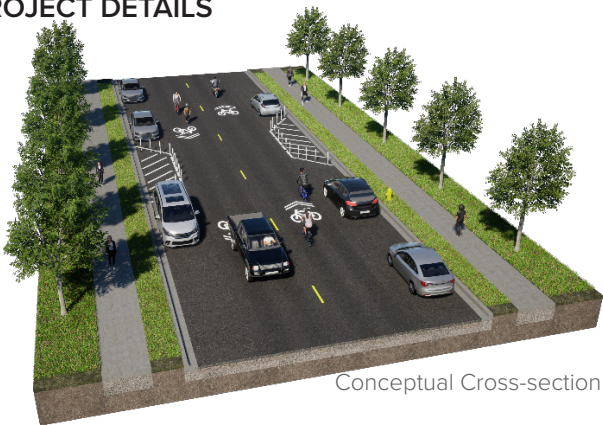
PROJECT DESCRIPTION

This Central Sparks Neighborhood Network Plan project would make improvements within close proximity to Sparks High School, Mitchell Elementary School, Kate Smith Elementary School, and Deer Park. F St extends from the existing bike lanes east of McCarran Blvd (linking with Sparks Legends/ Sparks Marina) with improvements in front of Lincoln Park Elementary School and within close proximity to Dilworth Middle School and Paulakidas Park. The neighborhood byway on G Street will connect with the planned improvements on 9th Street which include planned bike lanes extending further to the west.



F Street & G Street	
CORRIDOR SEGMENT	IMPROVEMENT TYPE
F Street - 12th St to McCarran Blvd G Street - El Rancho Dr to 12th St	Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
Curb Extensions	
PLANNING LEVEL COST ESTIMATE	\$570,839

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

Wayfinding with curb extensions at 12th/G St 12th/F St will reduce maintain low vehicle speeds and route continuity. F St is designated as a Major Fire Response route and G St is designated as a Minor Fire Response Route. These roadways will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc.

PROJECT MAP



LEGEND

Central Sparks

school

park

Existing Bike Facility

bike lane

shared lane

shared use path

RTP Funded Project Type

capacity

multimodal

Central Sparks Recommendations

neighborhood byway

protected bike lane

Intersection Concept Type

curb extensions w/ minor enhancements

two-staged turn box / cut through / bike boxes

curb extensions

wayfinding

PROJECT DESCRIPTION

This project from the Central Sparks Neighborhood Network Plan provides a 1.6 mile long connection between the recommended improvements on York Way and the planned improvements on Prater Way. This neighborhood byway will help to improve connectivity to Dunn Elementary School and Greenbrae Elementary School as well as Willow Creek Park and Longford Park. This link will also help improve connections to the Sparks Marina and Sparks Legends areas.

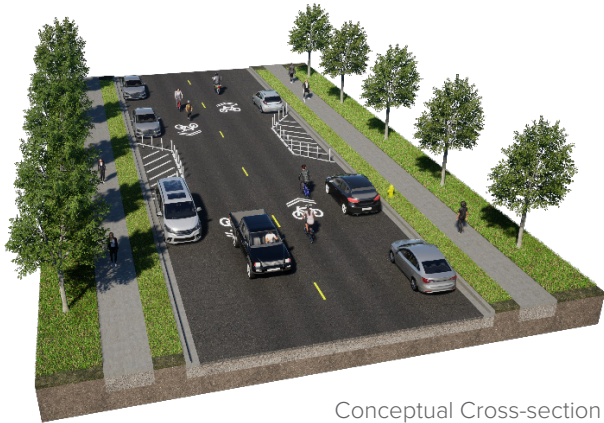
This project would connect Prater Way with Greenbrae Drive with improvements on Station Drive, Pullman Drive, and Robbie Way. This route crosses McCarran Boulevard at a signalized crossing and connects with the existing bike lanes on Marina Gateway Drive.



Greenbrae Drive & Station Drive

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Greenbrae Dr - Robbie Way to 4th St Robbie Way - Pullman Dr to Robbie Way Pullman Dr - Station Dr to Robbie Way Station Dr - Pullman Dr to Prater Way	Neighborhood Byway
PLANNING LEVEL COST ESTIMATE	\$359,555

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

Greenbrae Drive is designated as a Major Fire Response Route and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



LEGEND

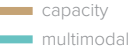
Central Sparks



Existing Bike Facility



RTP Funded Project Type



Central Sparks Recommendations



PROJECT DESCRIPTION

This 2.1 mile long project would help people crossing Baring Boulevard and those accessing the Sparks Marina. This Central Sparks Neighborhood Network Plan project would help connect the recommended improvements on York Way with the Sparks Boulevard shared use path via Howard Drive. This project would continue a key connection within the neighborhood and offer a more comfortable bicycling environment compared to McCarran Boulevard.

Parking utilization on Howard Drive should be studied to assess where additional traffic calming elements may be beneficial. Additionally, the section of Goldy Way north of Baring Boulevard could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes without significantly impacting the existing parking.



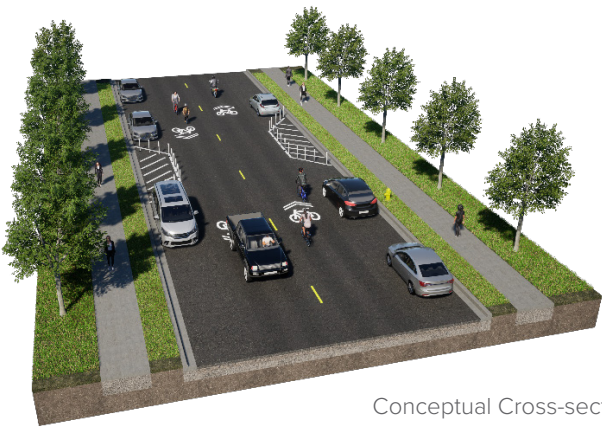
Howard Drive & Goldy Way

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Goldy Way - Howard Dr to Baring Blvd Howard Dr - Sparks Blvd to Nichols Blvd	Neighborhood Byway
Goldy Way - Baring Blvd to Spanish Springs Rd	Buffered Bike Lanes
INCLUDED INTERSECTION ENHANCEMENTS	
Curb Extensions Two-Stage Turn Boxes	High Visibility Crosswalks
PLANNING LEVEL COST ESTIMATE	\$332,933

PROJECT DETAILS



Conceptual Cross-section A



Conceptual Cross-section B

PROJECT MAP



LEGEND

Central Sparks

school

park

Existing Bike Facility

bike lane

shared use path

shared lane

RTP Funded Project Type

capacity

multimodal

Central Sparks Recommendations

buffered bike lane

neighborhood byway

protected bike lane

Intersection Concept Type

curb extensions

two-staged turn box / cut through / bike boxes

O'CALLAGHAN DRIVE & SPRINGLAND DRIVE

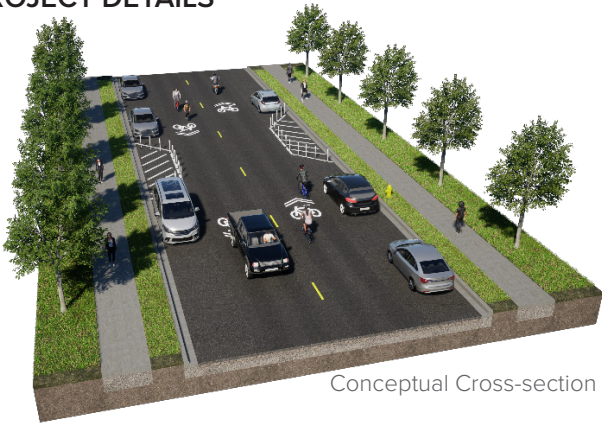
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PROJECT DESCRIPTION

This 2.6 mile long project, developed during the Central Sparks Neighborhood Network Plan, would help reduce vehicle speeds in front of Dunn Elementary School in response to public comments while creating an alternative connection between Vista Boulevard and the Sparks Marina area (via Howard Drive). O'Callaghan Drive and Springland Drive between Lida Lane and Howard Drive would include traffic calming elements in a neighborhood byway configuration similar to the conceptual cross-section below. This project would also include wayfinding and safety enhancements at road crossings on the existing path between Lida Lane and Vista Boulevard would include the addition of wayfinding.

Rosemary Drive enhancements would provide an additional north/south connection within the network and link with the recommendations on Howard Drive.

PROJECT DETAILS



Conceptual Cross-section

PROJECT MAP



LEGEND

- Central Sparks

school

park

- Existing Bike Facility
- bike lane

shared use path

shared lane

- RTP Funded Project Type
- capacity

multimodal

- Central Sparks Recommendations
- neighborhood byway

wayfinding connection

protected bike lane

- Intersection Concept Type
- curb extensions w/ minor enhancements

two-staged turn boxes / bike boxes



O'Callaghan Drive & Springland Drive

CORRIDOR SEGMENT	IMPROVEMENT TYPE
O'Callaghan Dr - Howard Dr to Sparks Blvd	Neighborhood Byway
Springland Dr - Sparks Blvd to Lida Ln	
Rosemary Dr - O'Callaghan Dr to Howard Dr	
Path - Lida Ln to Vista Blvd	Wayfinding Connection
INCLUDED INTERSECTION ENHANCEMENTS	
Two-Staged Turn Boxes	Wayfinding
PLANNING LEVEL COST ESTIMATE	\$424,437

Design Considerations

O'Callaghan Dr and Springland Dr are both designated as Major Fire Response routes and will require horizontal traffic calming options like hardened centerlines, chincanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

LINCOLN WAY

PROJECT DESCRIPTION

This project builds off the planned improvements on F St to enhance connections to the Sparks Marina. This project concept, develop as part of the Central Sparks Neighborhood Network Plan, considers using the wide right of way on this low-speed and low-volume road to create a comfortable facility by either removing the outside vehicle lanes or consolidating vehicle traffic on the north side of the landscaped median with temporary materials. This approach allows for future reallocation of space for capacity needs.

Either concept (shown below) would help reduce vehicle speeds closer to the signed speed limit (20 mph). On-street parking may be impacted based on the final configuration. Communities amenities such as outdoor dining or other activites may reuse additional space on the south side of the road under Option 2. Concentrating traffic onto one side of the street may cause safety issues with vehicles waiting in the bicycle lane to enter east/west traffic on Lincoln Way from side-streets (Harbour Cove Dr / Windsurfer Dr).



Lincoln Way

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Howard Dr to Legends Bay Dr	Protected Bike Lanes
Howard Dr to McCarran Blvd	Conflict Striping
PLANNING LEVEL COST ESTIMATE	\$439,426

PROJECT DETAILS

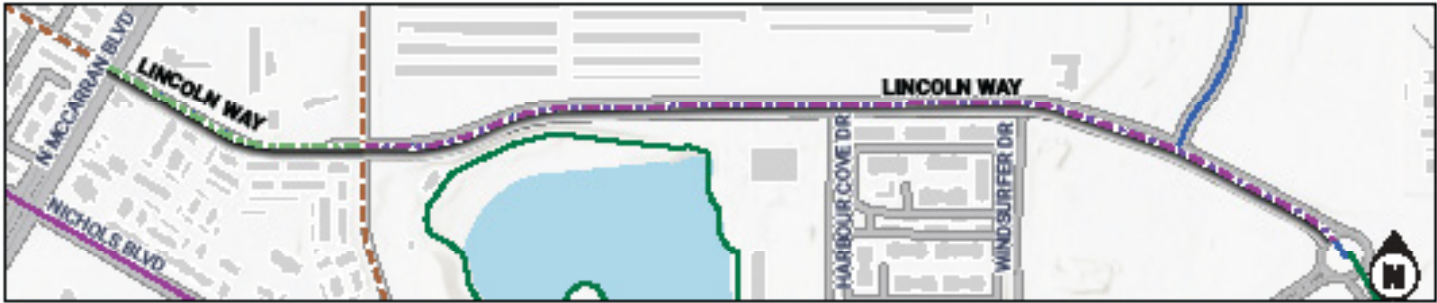


Conceptual Cross-section Option 1



Conceptual Cross-section Option 2

PROJECT MAP



Review lighting levels on Lincoln Way and make enhancements as necessary.

LEGEND

- Central Sparks
- school
- park

- Existing Bike Facility
- bike lane
 - shared use path
 - shared lane
 - separated bike lane

- RTP Funded Project Type
- capacity
 - multimodal

- Central Sparks Recommendations
- protected bike lane
 - conflict striping

PROJECT DESCRIPTION

This Central Sparks Neighborhood Network Plan project would add minor enhancements to the corridor including shared lane markings and signage for bicyclists along this low-speed route in order to formalize this popular bicycle connection. This project would help link the Victorian Avenue cycle track with the existing bike lanes on Victorian Avenue west of 16th Street.

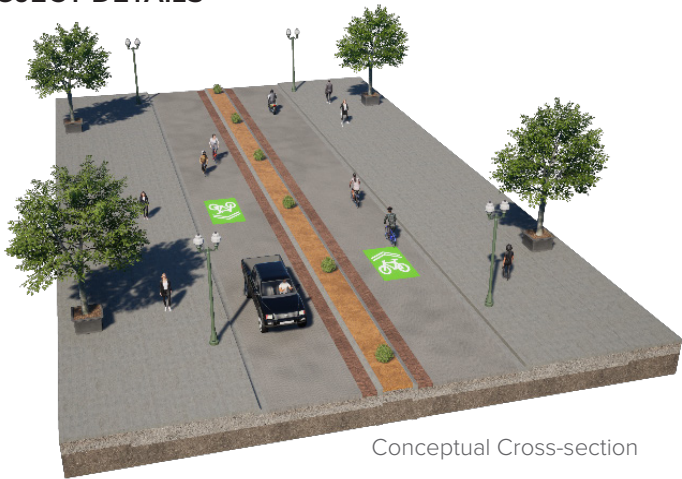
This project would enhance the connections to Victorian Plaza, a prime entertainment destination during numerous special events and throughout the year. Additionally, enhancing the bicycle connections to RTC Centennial Plaza may support multi-modal trips through an enhanced bike/transit linkage.



Victorian Avenue

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Pyramid Hwy to 16th St	Bike Route
PLANNING LEVEL COST ESTIMATE	\$31,224

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

It is important to note that this corridor closes intermittently for community events, particularly during the summer months. This is an known condition on the corridor by area bicyclists, however, additional wayfinding signage for bicyclists during special events may be beneficial for network connectivity, especially for individuals who are new to cycling.

Shared lane markings may be more visible with a contrasting background color such as black or green (as shown to the left).

PROJECT MAP



LEGEND

Central Sparks

school

park

Existing Bike Facility

- bike lane
- shared lane
- shared use path
- separated bike lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- bike route