



**LOCATION:**

**WASHOE COUNTY COMMISSION CHAMBERS**  
1001 E. 9<sup>th</sup> Street, Bldg. A, Reno

**DATE** Jan. 18, 2019  
**TIME** 9:00 a.m.

**REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY  
BOARD MEETING AGENDA**

I. The Washoe County Commission Chamber is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to Denise Thompson at 775-348-0400 and you will receive a response within five business days. Supporting documents may also be found on the RTC website: [www.rtcwashoe.com](http://www.rtcwashoe.com).

II. The RTC has a standing item for accepting public input on topics relevant to the jurisdiction of the RTC. Because specific items may be taken out of order to accommodate the public and/or the Commission, public input on all items will be received under Item 2. The RTC Chairman may permit public input to be taken at the time a specific agenda item is discussed. Individuals providing public input will be limited to three minutes. Individuals acting as a spokesperson for a group may request additional time. Individuals will be expected to provide public input in a professional and constructive manner. Attempts to present public input in a disruptive manner will not be allowed. Remarks will be addressed to the Board as a whole and not to individual commissioners.

III. The Commission may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

**\*\*ROLL CALL\*\***

**PLEDGE OF ALLEGIANCE TO THE FLAG**

**GENERAL BUSINESS:**

- Election of new RTC Board Chair and Vice Chair for a term of two (2) years *(For Possible Action)*
- Official welcome of Oscar Delgado, RTC's newest commissioner, representing the City of Reno

**PRESENTATIONS:**

- NDOT Landscape and Aesthetics presentation - NDOT Landscape Architect Supervisor John Letoile presenting

**1. APPROVAL OF AGENDA *(For Possible Action)***

**2. PUBLIC INPUT**

- 2.1 Public Input - *please read paragraph II near the top of this page*

**3. CONSENT ITEMS**

*Minutes*

- 3.1 Approve the minutes of the November 16, 2018, meeting *(For Possible Action)*
- 3.2 Approve the minutes of the December 7, 2018, meeting *(For Possible Action)*

*Engineering*

- 3.3 Acknowledge receipt of the monthly Engineering Activity Report *(For Possible Action)*

*Public Transportation/Operations*

- 3.4 Acknowledge receipt of the monthly Public Transportation/Operations Report *(For Possible Action)*

*Planning*

- 3.5 Acknowledge receipt of the monthly Planning Activity Report *(For Possible Action)*  
3.6 Acknowledge receipt of the 2018 Bicycle, Pedestrian and Wheelchair Data Collection Annual Report *(For Possible Action)*

*Administration*

- 3.7 Acknowledge receipt of the monthly Procurement Activity Report *(For Possible Action)*  
3.8 Acknowledge receipt of the Administrative Services Activity Report *(For Possible Action)*  
3.9 Acknowledge receipt of the Asset Donation Log for the third and fourth quarters of calendar year 2018 *(For Possible Action)*

*Procurement and Contracts*

- 3.10 Authorize the Executive Director negotiate and execute a contract for specialized legal services with the law firm of Thompson Coburn, LLP *(For Possible Action)*  
3.11 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire one (1) permanent easement and one (1) temporary construction easement on APN 014-251-27 from Olsen Investments, LLC, necessary to construct the Virginia Street Bus Rapid Transit Extension Project *(For Possible Action)*  
3.12 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire one (1) permanent easement and one (1) temporary construction easement on APN 011-226-34 from Ponderosa Hotel, Inc., a Nevada corporation, necessary to construct the Virginia Street Bus Rapid Transit Extension Project *(For Possible Action)*  
3.13 Approve Amendment No. 2 to the PSA (Professional Services Agreement) with Wood Rodgers, Inc. for the California Avenue and Keystone Avenue Interchange Enhancements project for EDC (Engineering During Construction) services to provide for construction inspection and material testing in the amount of \$189,980; authorize the RTC Executive Director to execute the agreement. This will bring the total PSA amount to \$323,425 *(For Possible Action)*  
3.14 Authorize the procurement of Qualified Lists of consultants to provide engineering design and construction management services for the Traffic Engineering Program and the Intelligent Transportation Systems (ITS) Engineering Program *(For Possible Action)*  
3.15 Approve a Contribution Agreement with the Downtown Reno Business Improvement District, a private Nevada nonprofit corporation, in an amount not to exceed \$140,000 per year for three years for transit related purposes, including ambassador services, cleaning/maintenance services, enhanced police services, and other special services within a newly created business district located in the vicinity of downtown Reno; authorize the RTC Executive Director to execute the final Contribution Agreement *(For Possible Action)*

**~END OF CONSENT AGENDA~**

**4. DIRECTOR REPORTS**

- 4.1 **RTC EXECUTIVE DIRECTOR REPORT** – verbal report - no action required  
4.2 **FEDERAL REPORT** - no action required  
4.3 **NDOT** Monthly updates/messages from NDOT Director Rudy Malfabon – no action required

**5. ENGINEERING**

- 5.1 Acknowledge receipt of the Virginia Street Bus Rapid Transit (BRT) Extension monthly progress report *(For Possible Action)*
- 5.2 Approve the proposed FY 2020 Program of Projects (POP) *(For Possible Action)*

**6. METROPOLITAN PLANNING ORGANIZATION (MPO)**

- 6.1 Receive a presentation on the Bicycle Facility Alternatives Analysis for Center, Sierra and Virginia Streets Report and approve the Report *(For Possible Action)*

**7. GENERAL ADMINISTRATION *(For Possible Action)***

- 7.1 **Legal Issues** - Report, discussion and possible action and/or direction to legal counsel and staff following receipt of information on legal issues. The RTC may, consistent with Chapter 241 of NRS, decide to interrupt the public meeting at any time to conduct a closed session to confer with legal counsel and possibly deliberate on legal issues. Any action on pending legal matters will be made when the public meeting is reconvened.

**8. PUBLIC INPUT - *please read paragraph II near the top of this page***

**9. MEMBER ITEMS**

**10. ADJOURNMENT *(For Possible Action)***



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 2**

**TO:** Regional Transportation Commission

**FROM:**

A handwritten signature in blue ink, appearing to read "L. Gibson", is written over a horizontal line. Below the line, the name and title are printed.

Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Public Input**

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Transportation Commission (RTC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RTC Chair reserves the right to take all public comment during Public Input. Individuals addressing the Board during the Public Input portion of the meeting will be limited to three minutes total. However, an individual acting as a spokesperson for a group of individuals may request additional time. Individuals are expected to provide public input in a professional and constructive manner.

LGG/dt

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:00 A.M.**

**November 16, 2018**

**PRESENT:**

**Ron Smith, Sparks City Council Member, Chairman  
Bob Lucey, Washoe County Commissioner, Vice Chairman  
Vaughn Hartung, Washoe County Commissioner  
Neoma Jardon, Reno City Council Member**

**Lee G. Gibson, RTC Executive Director  
Dale Ferguson, Legal Counsel  
Rudy Malfabon, Director of NDOT**

The regular monthly meeting, held in the Chambers of the Washoe County Commission, 1001 E. 9<sup>th</sup> Street, Reno, Nevada, was called to order by Chairman Smith. Following the roll call and the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

**SPECIAL PRESENTATIONS, RECOGNITIONS, OTHER**

- **RECOGNITION OF THE RTC BY THE INTELLIGENT TRANSPORTATION SOCIETY OF NEVADA FOR THE RTC WASHOE ITS CENTER TO CENTER PROJECT, ITS 2018 PROJECT OF THE YEAR (UNDER \$2,000,000)**

Mr. John Dickenson presented a plaque and spoke in recognition of the RTC of Washoe County for completing the Center to Center project connecting all the agencies in Northern Nevada with regard to traffic signals. Kimley Horn also received recognition for design and Titan Electrical Contractors for construction.

RTC Engineering Director Brian Stewart thanked his team for their hard work.

***Item 1      APPROVAL OF AGENDA***

Executive Director (E.D.) Lee Gibson requested that Item 3.15 be pulled from the agenda as NDOT had a few modifications to the ICA before it could be approved.

On motion of Commissioner Hartung, seconded by Vice Chair Lucey, which motion unanimously carried, Chairman Smith ordered that the agenda for this meeting be approved with the removal of Item 3.15.

## ***Item 2.1 PUBLIC INPUT***

Chairman Smith opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

There being no one wishing to speak, the Chair closed public input.

## ***Item 2.2 ADVISORY COMMITTEES SUMMARY REPORT***

On motion of Commissioner Hartung, seconded by Commissioner Jardon, which motion unanimously carried, Chairman Smith ordered that receipt of the monthly Summary Report for the Technical, Citizens Multimodal and Regional Road Impact Fee Advisory Committees be acknowledged.

## ***Item 3.1 thru 3.20 CONSENT ITEMS***

### ***Minutes***

- 3.1 Approve the minutes of the October 22, 2018, meeting (*For Possible Action*)**

### ***Engineering***

- 3.2 Acknowledge receipt of the monthly Engineering Activity Report (*For Possible Action*)**

### ***Public Transportation/Operations***

- 3.3 Acknowledge receipt of the monthly Public Transportation/Operations Report (*For Possible Action*)**
- 3.4 Acknowledge receipt of a report updating the status of the RTC Bus Stop Amenities Program (*For Possible Action*)**

### ***Planning***

- 3.5 Acknowledge receipt of the monthly Planning Activity Report (*For Possible Action*)**
- 3.6 Approve proposed performance targets for the Pavement and Bridge Condition and System/Freight/CMAQ National Performance Measures (*For Possible Action*)**
- 3.7 Approve Amendment 1 to the FY 2018 – FY 2019 Unified Planning Work Program (UPWP) (*For Possible Action*)**

### ***Administration***

- 3.8 Acknowledge receipt of the monthly Procurement Activity Report (*For Possible Action*)**

### ***Procurement and Contracts***

- 3.9 Approve a Professional Services Agreement (PSA) with Traffic Works, LLC in an amount not to exceed \$120,000.00 for consulting services on the South Meadows**

- Region Multimodal Transportation Study; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**
- 3.10 Approve a Professional Services Agreement (PSA) with Jacobs Engineering Group, Inc. to provide design services for the Arlington Avenue Bridges at Truckee River Project located on South Arlington Avenue from Island Avenue to West First Street in an amount not to exceed \$499,980; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**
- 3.11 Approve Amendment No. 1 in the amount of \$76,000 to the existing Professional Services Agreement (PSA) between the RTC and Traffic Works for additional design and engineering during construction services related to Package 2 of the North Valleys Improvement Project; authorize the RTC Executive Director to execute the amendment (*For Possible Action*)**
- 3.12 Approve change order CO8 to increase the current Granite Construction contract for the Pyramid McCarran Intersection Improvement project by \$21,020 for a new total of \$34,296,373; authorize the RTC Executive Director to execute the change order (*For Possible Action*)**
- 3.13 Authorize an RFQ for Engineering Design and Construction Management Services for the Bus Stop Improvement and Connectivity Program (*For Possible Action*)**
- 3.14 Authorize the RTC Executive Director to execute a contract with RFI Communications & Security Systems to install and program an Avigilon IP Closed Circuitry Television Systems for the Terminal Way facility, 4<sup>th</sup> Street Station, Centennial Plaza, and the Villanova complex in an amount not to exceed \$98,733 (*For Possible Action*)**

***Inter-Agency Agreements***

- 3.15 Approve the Interlocal Cooperative Agreement (ICA) with the Nevada Department of Transportation (NDOT) for shared use of fiber optic communication infrastructure; authorize the RTC Chair to execute the amendment (*For Possible Action*) (*Pulled from the agenda per Item 1*)**
- 3.16 Approve Amendment 2 to the Interlocal Cooperative Agreement (ICA) with the Nevada Department of Transportation (NDOT) for Congestion Mitigation Air Quality (CMAQ) funds for delivery of an Intelligent Transportation Systems (ITS) project; authorize the RTC Chair to execute the amendment (*For Possible Action*)**
- 3.17 Approve Amendment No. 6 to the Pyramid McCarran Intersection Improvement Project design ROW acquisition Local Public Agency (LPA) agreement with NDOT to extend the project termination date; authorize the RTC Chair to execute the amendment (*For Possible Action*)**
- 3.18 Approve Cooperative Agreement (CA) for the Signal Timing 5 Project (Year 3) with UNR; authorize the RTC Chair to execute the agreement. The RTC will reimburse the UNR up to \$300,000 for the work in implementing new signal timing within the region (*For Possible Action*)**

- 3.19 Approve an Interlocal Cooperative Agreement (ICA) for the Signal Timing 5 Project (Year 3) with the City of Reno; authorize the RTC Chair to execute the agreement. The RTC will reimburse the City of Reno up to \$50,000 for city staff assistance (*For Possible Action*)**
- 3.20 Approve an Interlocal Cooperative Agreement (ICA) for the Signal Timing 5 Project (Year 3) with the City of Sparks; authorize the RTC Chair to execute the agreement. RTC will reimburse the City of Sparks up to \$25,000 for city staff assistance (*For Possible Action*)**

On motion of Commissioner Hartung, seconded by Vice Chair Lucey, which motion carried unanimously, Chairman Smith ordered that Consent Items 3.1 through 3.20 be approved with the exception of Item 3.15 which was previously pulled from the agenda.

***Item 4.1 thru 4.3 DIRECTOR REPORTS***

**Item 4.1 RTC Executive Director Report**

E.D. Lee Gibson kicked off his report, saying the RTC had held two free transit days, one on Election Day and one on Veterans Day, and both days experienced much higher than normal ridership. He then continued with the following topics:

Preliminary design for the Oddie/Wells design is under way and a public meeting was announced.

A 3-year memorandum of understanding is under way with the Reno Business Improvement District (BID).

December 5<sup>th</sup> was the scheduled date for RTC's Annual Food Drive and a bus would be outside of the Sam's Club in Reno where donations could be dropped off.

The December Board meeting will be held December 7<sup>th</sup> due to some actions that must be taken on the refunding of bonds which will save the RTC a great deal of money in interest fees that are anticipated to increase prior to the regularly scheduled date of the RTC meeting.

The 4<sup>th</sup>/Prater project is substantially complete and a final update was given later in the meeting. The grand opening is planned for December 14<sup>th</sup>.

E.D. Gibson then talked about the two horrific accidents that occurred at the RTC Villanova location. Vehicles came through the fencing at high speeds of travel from the freeway with one of them crashing into the back of a parked coach. The second accident resulted in the vehicle flipping over. Both drivers were under the influence. E.D. Gibson thanked the MV Transit staff that was onsite during the accidents for all they did to assist. Discussion is currently taking place on options for making it safer.

Commissioner Hartung mentioned that he had been to Junkee's in Midtown and everyone had great things to say about the RTC and that business is still going well during construction.



Lastly, E.D. Gibson congratulated Commissioner Hartung for his reelection and Chairman Smith for being sworn in as the new Mayor of Sparks.

Commissioner Hartung asked for the record, where is the RTC on Egyptian and Sunset Springs.

E.D. Gibson responded that the project is under design.

#### **Item 4.2 RTC Federal Report**

E.D. Lee Gibson said there was no written federal report in the agenda packets because Congressman Porter was there in person to provide an update.

Congressman Porter then reviewed current events in Washington DC and the State of Nevada with regard to newly elected officials and how they are anticipated to represent our state.

He said it is anticipated that most funding bills would be delayed until a decision is made on a wall. He also said that social media is changing the way the world of politics works with the public and that it seems people tune into the news to validate their opinions rather than to be educated.

Congressman Porter then introduced Brian McAnallen, VP with Porter Group, who provided more detail on Nevada specific topics.

Commissioner Hartung asked how a person with an electric vehicle might be charged a fee for miles traveled.

Mr. McAnallen said that has not been decided at this point but is under discussion. He went on to explain that the purpose for a fee is to help with road maintenance, which is currently paid for mostly from fuel taxes. However, even if someone doesn't use fuel, they are still impacting the roadways and maintenance required. Committees are currently being put together to evaluate.

#### **Item 4.3 NDOT Director Report**

Deputy Director Bill Hoffman provided an update on the Spaghetti Bowl project, saying that a draft EIS is up for review and a public hearing is scheduled for December 12<sup>th</sup>. The project is still on schedule.

He went on to discuss the P3 project for a widening of the freeway out to USA Parkway and said they are currently waiting on a decision by the Transportation Board on the unsolicited proposal and how to move forward. It can be accepted, rejected or a competitive procurement may be requested.

A road safety assessment was done on Mt. Rose Highway, working closely with Washoe County, and a community meeting is scheduled for December 5<sup>th</sup>. Unfortunately, there was a horrible accident in that corridor before anything has been done to make it safer.

Lastly, he credited Brian Stewart with RTC and Thor Dyson with NDOT for immediately getting together to discuss safety matters at the RTC Villanova location following the accidents discussed earlier.

He then offered to answer questions.

Commissioner Hartung asked if NDOT would be willing to put a barrier on Mt. Rose Highway as an option for safety. He also mentioned his concerns about roadways in the Sparks area, especially the Pyramid Highway, where speeding is a problem as are other safety concerns.

Lastly, he said that he's hearing that the Spaghetti Bowl project won't even be started until 2030 so would like NDOT to get the word out a little better with the correct timeline.

Commissioner Jardon mentioned that the metered light is not working at Oddie Blvd., for the northbound 395 onramp,. She also mentioned concerns about speeding and potential accidents in many of the 2-lane, high speed roads in our region, especially when it's dark.

Vice Chair Lucey clarified that the accident on Mt. Rose Highway had nothing to do with construction, growth, etc., it is simply a deadly highway. There are numerous roadways in our area that can be deadly, especially in the winter months. He would like lighting to be a big consideration for safety improvements. He would also like to start identifying some true NDOT funding for projects in Northern Nevada.

Chairman Smith said he's grateful for how quickly the Spaghetti Bowl is moving along. He also said the biggest complaint he hears about in Sparks is speeding, but you can't fix that. People who speed are going to speed unless constant stings are in place and ticketing is also a constant. He suggests that people simply do the speed limit and make the speeders wait behind you.

Commissioner Jardon wants the RTC to have a "louder" voice with regard to legislation. She wants the RTC to get data on how the new Interlock device is reducing drunk driving, if it is. She also wants higher fines for distracted driving.

#### ***Item 5.1 thru 5.2 ENGINEERING***

##### **5.1 Acknowledge receipt of a 4<sup>th</sup> Street/Prater Way monthly progress report (*For Possible Action*)**

Mr. Warren Call, RTC Project Manager, provided an update presentation on the project (Available by contacting [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com)). The project is substantially complete and punch list and closeout work is currently underway. He then offered to answer any questions.

Commissioner Jardon said that a visually impaired constituent had come to the Reno City Council meeting to say that she had traversed the 4<sup>th</sup>/Prater corridor near Valley and that there is a utility pole in the middle of the sidewalk.

Mr. Michael Moreno, RTC Public Affairs Manager, said he had spoken with Dora himself and it is actually the tactile tiles and the height of the curb to the street that is the issue. Mr. Call said he is aware of that and is working on it.

Mr. Call also said the top ADA consultant with UNR is going to look at the project and provide input to make sure everything is as it should be.

Mr. Moreno then announced a project celebration event with the Brewery District on December 8th.

On motion of Commissioner Hartung, seconded by Vice Chair Lucey, which motion carried unanimously, Chairman Smith ordered that receipt of the report be acknowledged.

## **5.2 Acknowledge receipt of the Virginia Street Bus Rapid Transit (BRT) Extension monthly progress report (*For Possible Action*)**

Mr. Jeff Wilbrecht, RTC Project Manager, provided a brief PowerPoint update and video on the project (Available by contacting [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com)). He said the FTA from Washington DC and Region 9 in San Francisco, along with the Project Management Oversight Consultants (PMOC) came to town for a risk assessment which was a very good conversation.

Utility work continues and there has been a lot of outreach to help keep business going in the area during construction. He also announced some of the upcoming events and said that over Thanksgiving work would stop and greatly slow down for the holiday season. Mr. Wilbrecht then showed a video with graphics on how the finished corridor should look once completed.

Commissioner Jardon reminded staff that the businesses still need our support to help them during construction and would like more reminders to continue.

Michael Moreno, RTC Public Affairs Manager, said that the Midtown District Association is developing an advertising campaign to address just that.

On motion of Commissioner Jardon, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Smith ordered that receipt of the report be acknowledged.

## ***Item 6 GENERAL ADMINISTRATION***

### **6.1 Legal Issues - Report, discussion and possible action and/or direction to legal counsel and staff following receipt of information on legal issues. The RTC may, consistent with Chapter 241 of NRS, decide to interrupt the public meeting at any time to conduct a closed session to confer with legal counsel and possibly deliberate on legal issues. Any action on pending legal matters will be made when the public meeting is reconvened.**

Legal Counsel Dale Ferguson updated the Board on legal matters pertaining to the Stack II/Lagomarsino dispute.

**Item 7 PUBLIC INPUT**

Chairman Smith opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

There being no one wishing to speak, the Chair closed public input.

**Item 8 MEMBER ITEMS**

Commissioner Hartung RTC staff to allow his discretionary funds to be applied to flashers on Baring Blvd.

Chairman Smith asked for that to be postponed because there is an investigation currently underway and we should wait for it to conclude.

Vice Chair Lucey also for a list of BDRs at an upcoming meeting so the Commission can know what some of the issues are going into the session.

E.D. Gibson said that the RTC would like to be on the State Transportation Board agenda in February 2019.

Mr. Hoffman said staff is waiting to hear from the new governor's staff to see what is going to happen with those meetings going forward.

Commissioner Hartung would like an increase to discretionary funding by the RTC.

Vice Chair Lucey thanked Commissioner McKenzie for his service on the board and would like a recognition brought to a future meeting.

**Item 9 ADJOURNMENT**

There being no further business to come before the Board, the meeting adjourned at 10:49 a.m.

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RON SMITH, Chairman  
Regional Transportation Commission

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:00 A.M.**

**December 7, 2018**

**PRESENT:**

**Bob Lucey, Washoe County Commissioner, Vice Chairman  
Kristopher Dahir, Sparks City Council Member (alternate)  
Oscar Delgado, Reno City Council Member (alternate)  
Vaughn Hartung, Washoe County Commissioner  
Neoma Jardon, Reno City Council Member**

**Lee G. Gibson, RTC Executive Director  
Dale Ferguson, Legal Counsel  
Rudy Malfabon, Director of NDOT**

**NOT PRESENT: Ron Smith, Sparks Mayor, Chairman**

This specially dated monthly meeting, held in the Chambers of the Washoe County Commission, 1001 E. 9<sup>th</sup> Street, Reno, Nevada, was called to order by Vice Chairman Lucey. Following the roll call and the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

**SPECIAL PRESENTATIONS, RECOGNITIONS, OTHER:**

**RECOGNITION OF THE RTC BY THE TRANSPORTATION SECURITY  
ADMINISTRATION (TSA) FOR ACHIEVING THE GOLD STANDARD FOR MASS  
TRANSIT**

Mr. Bob McGuire from the TSA presented a plaque and spoke in recognition of the RTC and Mr. Robert Reeder, RTC Safety and Security Manager, for their dedication to a strong security and safety program for our passengers and the community.

Mr. Reeder then addressed the Board and thanked Mr. McGuire and the TSA along with MV Transportation for their help with this accomplishment.

***Item 1 APPROVAL OF AGENDA***

On motion of Commissioner Jardon, seconded by Commissioner Hartung, which motion unanimously carried, Vice Chairman Lucey ordered that the agenda for this meeting be approved.

**Item 2.1 PUBLIC INPUT**

Vice Chairman Lucey opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mr. Carlos Elizondo, local resident, requested that the RTC and the Board do something about the RIDE driver shortage.

There being no one else wishing to speak, the Vice Chair closed public input.

**Item 3.1 thru 3.4 CONSENT ITEMS**

**Engineering**

**3.1 Acknowledge receipt of the monthly Engineering Activity Report (For Possible Action)**

**Procurement and Contracts**

**3.2 Approve a Professional Services Agreement (PSA) with Lumos and Associates for the 2019 Preventive Maintenance Program project for design services and construction management services in the amount of \$748,520; authorize the RTC Executive Director to execute the agreement (For Possible Action)**

**3.3 Authorize RTC to provide \$5,500 to the City of Sparks for traffic, bicycle and pedestrian data collection on Baring Boulevard (For Possible Action)**

**Inter-Agency Contracts**

**3.4 Approve an Interlocal Agreement between Tahoe Transportation District (TTD), Douglas County, Carson City Regional Transportation Commission, and the Regional Transportation Commission of Washoe County (RTC) for the Provision of Regular, Fixed-Route, Commuter Express Public Transit Services between Carson City, Nevada; the Communities of Minden/Gardnerville, Nevada; and South Lake Tahoe, California (For Possible Action)**

On motion of Commissioner Jardon, seconded by Commissioner Hartung, which motion carried unanimously, Vice Chairman Lucey ordered that Consent Items 3.1 through 3.4 be approved.

**Item 4.1 thru 4.3 DIRECTOR REPORTS**

**Item 4.1 RTC Executive Director Report**

E.D. Lee G. Gibson provided an update on the following matters of interest.

Welcome to Oscar Delgado, Reno City Council Member, attending as an alternate but was appointed to the Board as a commissioner beginning January 1, 2019.

The grand opening event for the 4<sup>th</sup> Street/Prater Way project will be held on December 14<sup>th</sup> at 11:00 a.m. at the El Rancho RAPID bus stations. The RTC will celebrate the completion of the

4<sup>th</sup>/Prater project and the debut of the RTC's new BRT service in this corridor, the Lincoln Line. Additionally, this will mark the milestone of 40 years of public transportation and 30 years of paratransit services in our community, as well as the addition of 17 brand new electric buses to RTC's fleet.

The RTC is offering free rides on all RTC transit services for the 34<sup>th</sup> Annual New Year's Eve FREE Safe RIDE.

The free ride service helps to promote a safe New Year's on our roads and reminds the public to be a safe driver and pedestrian by not being impaired, endangering their life and the lives of others.

The free ride service begins at 6:00 pm on New Year's Eve and runs until 2:00 am on New Year's Day. Route and schedule information will be available at [rtcwashoe.com](http://rtcwashoe.com).

Commissioner Jardon also announced that another celebration was scheduled in the Brewery District for the 8<sup>th</sup> of December.

#### **Item 4.2 RTC Federal Report**

E.D. Gibson stated that a written report was included but he did note that the RTC met with the FTA regarding allocations for the Virginia Street project. Mr. Ed Carranza, FTA Region IX Acting Regional Administrator, was also scheduled to be in attendance at the Grand Opening the following Friday.

#### **Item 4.3 NDOT Director Report**

NDOT Director Rudy Malfabon provided an update, saying that the Draft EIS would be available for public comment December 12<sup>th</sup> thru January 15<sup>th</sup>. The meeting on Dec. 12 was also going to be streamed on Facebook Live.

Next, Dir. Malfabon provided a brief update on the P3 project to widen I-80 from Sparks out to USA Parkway. He specifically said that it is important not to take anything away from the Spaghetti Bowl project financially or with the timeline.

With the continuing resolution ending today, he is hopeful that a federal budget will be approved.

Commissioner Hartung asked what the dollar figure is on the unsolicited proposal for the I-80 widening to USA Parkway.

Dir. Malfabon said that after calculating back to net present value; it came to approximately \$770 million. With regular bonding, it would be approximately \$450 million.

Commissioner Hartung is hopeful that NDOT will continue to look at other options to complete the project more quickly.

Dir. Malfabon said they would need to look at what other projects are a priority or can be pushed out to a future date. In the interim, park and ride stops and that type of traffic improvement may be possible.

Commissioner Hartung suggested that some of the businesses pay impact fees, as they are the reason for the impact.

Dir. Malfabon said it would be brought up at the next legislative session.

Commissioner Jardon asked if the unsolicited proposal offered a plan or money with a plan.

Dir. Malfabon said they offered to build it for a specific price and then NDOT would repay them with availability payments over 32 years after the road is in service. He was not able to say at this time who the proposal came from.

Commissioner Dahir asked if Storey County stepped up to collect some of the taxes to pay for the widening.

Dir. Malfabon said the County was not involved, nor were any of the private companies at the Tri Center.

Commissioner Dahir then asked how pressure could be put on Storey County and/or the businesses to speed things up. He added that 28 new businesses are planned to open and things will just get worse.

Dir. Malfabon said that it is up to the County and City managers to have those discussions.

Sondra Rosenberg, NDOT Assistant Director of Planning, addressed the Board to add that NDOT is leading a transit and commuting study around the Tri Center. They are helping to facilitate conversation and some of the businesses out there are beginning to talk about forming some sort of coalition.

Commissioner Jardon thanked Dir. Malfabon for stating for the record that any improvements made to the I-80 corridor will not have an impact on the Spaghetti Bowl project in any way.

E.D. Gibson said he believes that Storey County has created their own RTC but they don't have enough gas stations in their county for fuel taxes to make much of an impact.

Vice Chairman Lucey mentioned that he had attended a meeting on the Mt. Rose Highway corridor and thanked NDOT for helping to organize that event.

#### ***Items 5.1 thru 5.2 PUBLIC TRANSPORTATION & OPERATIONS***

##### **5.1 Approve a temporary suspension or reduction of fares on RTC RIDE and RTC ACCESS to remain in effect until service reliability is restored (*For Possible Action*)**



David Jickling, RTC Director of Public Transportation and Operations, addressed the Board and provided background on recent service issues with the RIDE service. He said that there have been issues nation-wide with hiring and retaining coach operators. The good economy has a direct effect because the number of people willing to take this type of job has been reduced.

MV Transit increased wages, some as much as 30%, but there is still a problem with drivers calling in sick, taking vacations, etc., which caused about 20% of all scheduled service to not be made due to the lack of drivers.

Customers are definitely complaining, especially those who rely on the system for school, work, medical appointments, etc. He added that the good news is that by January, MV should have the necessary workforce to run the system effectively.

Mr. Jickling then said he hoped the Board would consider giving the RTC's loyal customers some sort of financial relief to thank them for hanging in there. He explained that the Board has the authority to offer free or reduced fares if one of those is the choice.

Commissioner Jardon said that her concern is that if free fares are given, how does the RTC go back to charging full fares.

Mr. Jickling said that marketing and promotion about why it is being done would be important.

Commissioner Jardon feels that making the RIDE system more appealing to a broader audience would be effective and help out financially.

Mr. Jickling explained that it is actually easier to go with a free fare than a reduced fare due to technological challenges with a reduction. He added that the RTC has withheld approximately \$150,000 in payments to MV for the service they have not provided. A free fare would cause about a \$400,000 revenue hit per month.

E.D. Gibson agreed that if a free fare is offered it may become expected. However, he compares it to airlines where if there is a problem with your flight, vouchers are often given. He then suggested offering a free Friday as an option because passengers have experienced some serious consequences, such as missing a college final as happened to one of the passengers.

Vice Chairman Lucey has had the phone calls from passengers as well and believes something must be done for RTC's passengers. He added that this also affects tourism so he supports suspending the fare through January and then figuring out a way to bring passengers back to the system.

Commissioner Hartung said that until reliability is back up, ridership will not increase. He is not for suspending fares but would rather hand out passes as needed, use a different contractor to run the system, etc.

Vice Chairman Lucey expressed concern that Commissioner Hartung was getting off of the agenda topic.

E.D. Gibson said that the challenges being faced are directly related to the economy and the labor market, not a reflection of the capacity of MV Transportation.

Commissioner Dahir asked what happens if passengers come for a free ride but the buses are not showing up, how will things improve.

Mr. Jickling is optimistic that, based on trends, the system will be just about back to normal toward the end of January.

Commissioner Dahir then asked if the RTC could provide staffing to go to the stops when we know a bus is not going to arrive. Basically, what can be done to provide the best that can be done for the passengers.

Commissioner Jardon agrees that the ridership program should be corrected and some sort of free Friday could be offered if it is tied to something other than missing buses.

Commissioner Delgado asked what the starting wage is for drivers and what are their usual schedules.

Mr. Jickling said starting wage is \$17/hr and he would like to discuss their schedules outside of this meeting as it gets complicated with labor unions, seniority, etc.

Vice Chairman Lucey was again concerned that conversation was getting off topic and he would like to keep the discussion strictly to fares and what the commissioners want to do with regard to a temporary suspension or reduction of fares.

Mr. Jickling added for the record that in the RTC's policy on transit, the RTC Executive Director also has the authority to make this decision if necessary.

Vice Chairman Lucey asked how passengers can be notified when a bus is going to be late or cancelled.

Mr. Jickling said that the RTC currently uses a system called Nextbus which will tell passengers when the next bus is coming, if at all, but it does not tell them why it is not coming. He added that MV Transportation knows when a route will not run because the drivers bid on the work, so they could potentially send out some kind of notification in advance or have the RTC send something out.

Commissioner Hartung suggested that a transit pass be given to passengers when they download the Nextbus app as an incentive to use it.

E.D. Gibson then suggested as an option that when staff finds out that a route will not be running, the next day that route could be free. He also suggested holding a workshop about the transit system.

Commissioner Hartung asked how a free ride day benefits the person who already paid for a 30-day pass. He does not support the presented options.

Vice Chair Lucey then asked for a motion.

Commissioner Dahir made a motion to not approve a suspension or reduction of fares but would like to give the discretion to the Executive Director, the motion was seconded by Commissioner Hartung.

On further discussion, Commissioner Jardon wanted to make it clear that this does not mean that nothing will ever be given, only that this specific agenda item was not stylized for any other options. She also asked if there is any way to simply add a day digitally to someone's pass if their route did not show up.

Mr. Jickling said at this time there is no way to do that digitally.

Commissioner Hartung said he was not pleased that this item did not allow other options for consideration.

RTC Chief Legal Counsel Dale Ferguson responded that often, he will request very narrow, specific agenda wording, such as in this case.

E.D. Gibson said that any decisions that are made will be reported to the commissioners.

Upon a vote, the motion passed unanimously.

**5.2 Authorize the Executive Director to negotiate a funding agreement between the Regional Transportation Commission (RTC), the City of Reno (City), and, if necessary, the "Downtown Reno Business Improvement District," a private Nevada nonprofit corporation, in an amount not to exceed \$140,000 per year for three years, for transit related purposes, including ambassador services, cleaning/maintenance services, enhanced police services, and other special services within a newly created business district located in the vicinity of downtown Reno (*For Possible Action*)**

Commissioner Jardon disclosed that she has been appointed by the City of Reno to serve as the elected representative to the board of the Downtown Reno Business Improvement District. She has no interests that could reasonably affect her ability to vote on this item, but in an excess of caution, she wanted to put this disclosure on the public record.

Vice Chairman Lucey disclosed that he has been appointed by Washoe County to serve as the elected representative to the board of the Downtown Reno Business Improvement District. He has no interests that could reasonably affect her ability to vote on this item, but in an excess of caution, he wanted to put this disclosure on the public record.

E.D. Gibson said in the past, RTC's 4<sup>th</sup> Street Station had the honor of being the police stations number one call-to location. Not an honor to be proud of, so in an effort to make the area safer, cleaner and more appealing, he would like to partner with Downtown Reno Business Improvement

District to get an ambassadorship program in place with the focus on running a safe, efficient transit system.

Vice Chairman Lucey said he and Commissioner Jardon had been actively involved in this plan to address the needs of the downtown area, such as the homeless issues. He believes the City of Sparks will also want to implement something similar as their community grows.

Commissioner Hartung confirmed that the total amount is about \$150,000 if the \$10,000 increment is included. He then asked if the Board could approve the budgeted amount for future years of if that would be incumbent on future boards.

Mr. Ferguson said that it would most likely be a part of the approval process for future budgets as is the norm.

E.D. Gibson said those should be considered as option years. He then introduced Mr. Alex Stettinski, Executive Director of the Downtown Reno Business Improvement District (BID), who gave a presentation on the program and offered to answer questions. (Presentation is available by contacting [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com))

Commissioner Dahir requested specific metrics brought to future updates on where funding is being spent. He also asked for a better description of what the color coded map presented represents. Commissioner Dahir spoke on behalf of Chairman Ron Smith who said they are very supportive of the region and when it comes time for the City of Sparks to participate, everyone has good institutional knowledge of what may happen at today's meeting. The Commissioner also thinks ambassadors could help out by potentially handing out passes to disgruntled passengers.

Mr. Stettinski agreed and added that the plan is for the ambassador program to grow and to assign them to specific need areas of the city. He is already seeing improvements just by having them out there to assist.

Commissioner Delgado asked what type of training the ambassadors receive.

Mr. Stettinski said they receive 40 hours of training in the beginning and then additional training as they go along. He also suggested that any of the commissioners speak to the ambassadors so the ambassadors can learn more about available resources and how to respond to certain behaviors. They also receive training on NARCAN use and how to recognize an overdose, etc.

Commissioner Hartung agrees with the comments made and fully supports the region to make downtown a more attractive place. He would like Mr. Stettinski provide an update every six months along with metrics. He would also like Mr. Stettinski to see how Sparks will be included in this program and be given the same consideration.

Mr. Stettinski envisions a satellite office in Sparks with continuous communications between the two cities.

Vice Chairman Lucey, along with Commissioner Jardon, truly believe great benefits will come from this program.

Commissioner Hartung asked how the RTC is justifying this expenditure and making sure we are legal and above board.

Mr. Ferguson and E.D. Gibson both said that the RTC operates under the sales tax statute and what sales tax may be used for, and there were broad services provided in the agreement but the terms of the contract must be in compliance with the sales tax provisions and the statutory obligations of the RTC under Statute 277A, which the sales tax is linked to and provides a funding base from which to operate.

On motion of Commissioner Hartung, seconded by Commissioner Dahir, which motion carried unanimously, Vice Chairman Lucey ordered that the Executive Director be authorized to negotiate a funding agreement between the Regional Transportation Commission (RTC), the City of Reno (City), and, if necessary, the “Downtown Reno Business Improvement District,” a private Nevada nonprofit corporation, in an amount not to exceed \$140,000 per year for three years, for transit related purposes, including ambassador services, cleaning/maintenance services, enhanced police services, and other special services within a newly created business district located in the vicinity of downtown Reno and bring the contract back to the Board for review and approval.

### ***Items 6.1 thru 6.3 FINANCE***

#### **6.1 Receive a report on the FY 2018 Comprehensive Annual Financial Report (CAFR) for the Regional Transportation Commission of Washoe County (RTC) and authorize staff to submit the document to the Nevada Department of Taxation (*For Possible Action*)**

Ms. Stephanie Haddock, RTC Director of Finance and CFO, addressed the Board to give her presentation report on the FY 2018 Comprehensive Annual Financial Report (CAFR) and thanked the commissioners for accommodating her request to move the meeting up in the month. (Presentation is available by contacting [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com))

E.D. Gibson thanked Ms. Haddock and her staff for getting the CAFR done ahead of schedule to accommodate the next agenda item.

Commissioner Hartung would like more detailed presentations brought in the future to discuss assets and the ability to maintain them. He would also like to discuss with directors the bonding process and what he understands to be “holes” that could be better used. His main concern is funding the transit system.

Ms. Haddock responded that those in depth discussions will take place during the budget presentation.

Commissioner Jardon supports E.D. Gibson’s suggestion to hold a transit workshop in the next few months.

Vice Chairman Lucey agrees and would also like to discuss how this can be brought up to the legislature.

On motion of Commissioner Hartung, seconded by Commissioner Dahir, which motion carried unanimously, Vice Chairman Lucey ordered that staff be authorized to submit the FY 2018 Comprehensive Annual Financial Report (CAFR) for the Regional Transportation Commission of Washoe County (RTC) to the Nevada Department of Taxation.

**6.2 Receive a status report on the refunding on RTC's 2009 and 2013 Motor Vehicle Fuel Tax bonds - (No Action Required)**

Ms. Stephanie Haddock, RTC Director of Finance and CFO, addressed the Board to provide the current status on the bond refunding as provided in the back-up materials for this agenda item.

She explained that the bonds would be sold December 11<sup>th</sup> and the transaction closed by December 20<sup>th</sup>. The Washoe County Commission unanimously passed the bond refunding ordinance at their November 27<sup>th</sup> meeting. Presentations were given to both Moody's and the S&P and the RTC was upgraded to a AAA3 by Moody and the S&P upgraded the RTC to AA, both of which are both very good and show the RTC as a very highly rated agency. One of the reasons for the great ratings is because the RTC is now at three-times coverage which means revenue sources cover our debt three times over.

Vice Chairman Lucey thanked Ms. Haddock and her staff for their hard work.

Commissioner Hartung also thanked them and added that because of this, a huge savings was brought to the taxpayers. There had been a misconception that taxes had been raised by the RTC when they hadn't.

Ms. Haddock said this will provide taxpayers approximately \$2.4 million in annual debt savings.

No Action was taken on this item.

**6.3 Legal Issues - Report, discussion and possible action and/or direction to legal counsel and staff following receipt of information on legal issues. The RTC may, consistent with Chapter 241 of NRS, decide to interrupt the public meeting at any time to conduct a closed session to confer with legal counsel and possibly deliberate on legal issues. Any action on pending legal matters will be made when the public meeting is reconvened.**

Legal Counsel Dale Ferguson updated the Board on legal matters pertaining to the Bella Vista Ranch case. He said that trial had concluded two days prior and the judge ordered written closing arguments. A decision should come in springtime.

He also thanked the RTC staff who attended the trial for support.

**Item 7 PUBLIC INPUT**

Vice Chairman Lucey opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

There being no one wishing to speak, the Chair closed public input.

***Item 8        MEMBER ITEMS***

Commissioner Jardon would like the Executive Director facilitate a workshop on transit toward the beginning of the new year.

Vice Chairman Lucey would also like to see something on how to address the transit issues at the next legislative session.

***Item 9        ADJOURNMENT***

There being no further business to come before the Board, the meeting adjourned at 11:34 a.m.

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Bob Lucey, Vice Chairman  
Regional Transportation Commission

DRAFT



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.3**

**TO:** Regional Transportation Commission

**FROM:** Brian Stewart, P.E.  
Engineering Director



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Lee G. Gibson, AICP  
Executive Director

**SUBJECT: RTC Engineering Activity Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Engineering Activity Report.

**CAPACITY/CONGESTION RELIEF PROJECTS**

ITS Pilot Project, Design of Phase 2 ITS Connectivity

This pilot project will connect traffic signal systems of the City of Reno, the City of Sparks, Washoe County, and NDOT through fiber optic communication lines. This project also includes design of Phase 2A and 2B, which will expand communication to outlying signal systems and install ITS devices to monitor and remotely adjust traffic signals to respond to special events, changing traffic conditions, provide information to drivers and traffic incidents. Construction of the Pilot Project is complete. The ITS Phase 2A Project began on June 7, 2018, and is now complete. Phase 2B is currently under design with advertisement scheduled for spring 2019.

North Valleys Improvements

Package 3 is currently in final design stages. Package 3 will include installing a traffic signal at the Lemmon Drive/North Virginia Street intersection and adding capacity to the right turn lane at North Virginia Street/Business 395. Construction of this package is planned for spring 2019.

Regional Road Impact Fees (RRIF) funds and Fuel Tax funds have been allocated as part of the 2019 Program of Projects for this project.

Pyramid and McCarran Intersection Improvement

The project is complete. RTC staff and consultants continue to work through final warranty items with the contractor and the City of Sparks. NDOT has provided relief of maintenance to Granite and taken over maintenance responsibilities. Landscape establishment continues for one year and ends on November 1, 2018. RTC is working with NDOT and the City of Sparks to resolve irrigation system issues. Consultants have completed Record Drawings and RTC staff are working through final invoicing and coordinating project closeout activities with FHWA and NDOT.



### Southeast Connector

The project is substantially complete. The remaining work is limited to plantings in the wetland areas, which is nearly complete. The contractor will be responsible for maintenance of the planted and revegetated areas for approximately a three-year period following completion. Project closeout has started including preparation of as-built plans.

### Traffic Engineering (TE) Spot 7 Project

The TE Spot 7 project includes a new traffic signal at the intersection of Prater Way and Lillard Drive and continues improvements to regional intersections, focusing on enhancements to traffic signal operations. This includes replacement of malfunctioning video detection cameras with in-ground loop detectors and battery backup systems to keep traffic signals operating during power outages. The traffic signal at Prater Way and Lillard Drive is complete.

The scope of the TE Spot 7 project also includes:

#### Remove Pedestrian Scramble

Victorian at 11<sup>th</sup> & 14<sup>th</sup>

#### Battery backup systems

Sparks Blvd. at Springland/O'Callahan

#### New signal cabinet, detection loops and battery backup system

Prater at Howard (new cabinet and remove split phase)

Prater at Pullman

Prater at Vista

Vista at Whitewood

Virginia at 9th

South Meadows at I-580 southbound off ramp (add cabinet to west intersection)

Mill at Wells (add loops north and south legs)

#### Replace old video detection system

Pyramid at Golden View

Mt Rose at Wedge

South Meadows at Double R

Longley at Maestro

Longley at Patriot

Virginia at Grove

The TE Spot 7 project construction is ongoing with a scheduled completion for January 2019.

### Progress as of October 2018 – Pyramid/Calle De La Plata

Construction is complete. On October 23, 2018, the traffic signal was turned on. Minor punch list items remain.

### Traffic Signal Coordination 5 Project

Following a three-year cycle schedule, the project includes review and timing optimization of approximately one-third (1/3) of the signals in the region per year. For 2017, 83 intersections were re-timed. For 2018, nine corridors, roughly 116 - 130 intersections, will have new timing implemented. Timing plans are developed in coordination with RTC/UNR. In the process, re-evaluation of the clearance intervals and pedestrian crossing times are calculated at each intersection to make sure it is up to current standards.

#### Process for signal retiming

1. Collect traffic & signal data
2. Input timings into model and evaluate existing signal timing & develop new timing.
3. Implement timing in the field
4. Fine-tune timing
5. Conduct before-after studies

#### Completed Corridors (141 signals as of October 2018)

1. Wells Avenue – (Ryland Street to E. 9<sup>th</sup> Street)
2. Vista Boulevard – (Eastbound I-80 Off/On Ramps to S. Los Altos Parkway)
3. Sparks Boulevard – (Eastbound I-80 Off/On Ramps to Los Altos Parkway)
4. N. McCarran Boulevard/Clear Acre Lane – (Sutro Street to Sullivan/N. McCarran Boulevard to Scottsdale)
5. Pyramid Highway (Disc Dr. to Lazy 5)
6. Kietzke Ln/Mill Street – (Peckham Lane to Glendale Avenue/Kietzke Lane to Terminal Way)
7. W. McCarran Boulevard/Mae Anne – (Plumb Lane to W. 7<sup>th</sup> Street/W. McCarran to Sierra Highlands)
8. S. McCarran/Kietzke Lane/Virginia Street
  - a. On McCarran Blvd - Greensboro Drive to Mill Street
  - b. On Virginia St. – Kietzke Ln to S. McCarran Blvd
  - c. On Kietzke Ln. – S. Virginia St. to Sierra Rose Dr.
  - d. On Longley Ln – Peckham Ln to S. McCarran Blvd.
9. Pyramid Way
  - a. I-80 to Sparks Blvd including two intersections of McCarran Boulevard at Rock Boulevard & 4<sup>th</sup> Street
10. Downtown Reno (45 signals)
11. Keystone Ave (6 Signals) – W. 7<sup>th</sup> St. to W. 1<sup>st</sup> St.
12. Damonte Ranch (7 signals) – Zolezzi Ln to Double R Blvd, and Double R Blvd at Double Diamond

#### Progress as of Mid-October 2018

- Rock Blvd (9 signals) – Greg St to Prater Way – *New timing to be implemented early November.*
- North Downtown Reno/UNR (8 Signals) – New timing under development.

Traffic Engineering (TE) Spot 8 – Package 1 Project

Currently under design with 50% plan now under review by RTC and the local entities.

The scope of this project includes:

Flashing Yellow Arrow – East/West

Keystone Avenue at 7<sup>th</sup> Street

East Lincoln Way at Marina Gateway Drive

Mill Street at Kirman Avenue

Flashing Yellow Arrow – North/South

McCarran Boulevard at Neil Road

Battery Back-Up Systems

Mae Anne Avenue at Coit Plaza

Oddie Boulevard at I-80 Ramps (both sides)

Wells Avenue at I-80 Ramps (both sides)

Wells Avenue at 6<sup>th</sup> Street

Traffic Signal

Evans Avenue at Enterprise Road

Traffic Engineering (TE) Spot 8 – Package 2 Project

The Professional Services Agreement was awarded to Stantec Consulting Services Inc. on October 1, 2018. The project includes a new traffic signal at the intersection of Red Rock Road and Silver Lake Road and capacity improvements at the North McCarran Boulevard and U.S. 395 Interchange. Sixty percent (60%) design was completed in November.

**CORRIDOR IMPROVEMENT PROJECTS**

4<sup>th</sup> Street/Prater Way Bus Rapid Transit (BRT) Project (Evans Avenue to Pyramid Way)

Construction is complete except for LED Street lights that will be switched out from the existing non-LED lighting. The lag time for this work is due to production issues with the supplier. The traffic signal interconnect in Sparks needs to be completed, which is due to the availability of the sub-contractor EDGE scheduling to do this specialized work. This work is estimated for completion by the middle of January 2019.

Virginia Street RAPID Extension

A detailed monthly progress report will be given on this project for January. Additional information can be viewed at: <http://virginiastreetproject.com/>

### Truckee River Shared Use Path Project

The proposed pathway will start at John Champion Memorial Park and continue along the south side of the Truckee River. The existing pathway in this segment of the river currently crosses to the north side of the river at the park as it continues eastward. The proposed pathway will be about 2,400 lineal feet in length, continuing below Interstate 580 (I-580) to meet up with the existing pathway located near the Walmart east of I-580.

This project was included in the fiscal year (FY) 2017 Program of Projects. The design portion of this project is funded through federal funds and includes oversight by NDOT through a Local Public Agency (LPA) agreement. Work continues on the design and the environmental documentation that is required.

### Pyramid Highway and US 395 Connection

The Record of Decision (ROD) document has been reviewed by NDOT and FHWA. Signature of the ROD by FHWA is anticipated to occur this month. In accordance with the EIS and the RTC's RTP, the project is anticipated to be designed and constructed in phases over approximately a 20-year period following receipt of the ROD. The current estimated cost of the overall project is \$800 million and will relieve congestion on the Pyramid Highway, McCarran Boulevard and other regional roads and provide connectivity between the North Valleys, Sun Valley and Spanish Springs.

### Oddie Boulevard/Wells Avenue Improvement Project (60% Design Phase)

Preliminary design work is underway with a 30% Design to be finalized by February 2019 and 60% by September 2019. A Public Meeting was held on November 29, 2018. It was highly attended by the community along with representatives from the City of Sparks and Reno. Coordination meetings with staff from Cities of Reno and Sparks are held bimonthly and RTC Interdepartmental meetings are held quarterly. A second Public Meeting will be scheduled after 30% Design is finalized.

### Sun Valley Boulevard Corridor Improvement Project (NEPA and Preliminary Design Phase)

Preliminary design work is underway with a 30% Design scheduled at the end of May 2019 and 60% Design by mid-December 2019. A Public Meeting is being planned in the next few weeks.

## **BICYCLE AND PEDESTRIAN IMPROVMENTS (2018)**

### Keystone Avenue at California Avenue

The final design builds upon Alternative F as identified in the Keystone Avenue Corridor Study. Anticipated improvements include the re-alignment of the Keystone and California intersection, lane reconfigurations, pavement section reconstruction, sidewalk, curb and gutter, new PROWAG compliant pedestrian sidewalks and ramps and other incidentals necessary for the final design of this facility. Wood Rogers has developed 100% design plans, which are under review by City of Reno staff. The project is scheduled for bid soon and Wood Rodgers is proposed to be retained for Engineering during Construction (EDC) services.

### Mill Street (I-580 to McCarran Boulevard)

This project is to design various complete street improvements along Mill Street from I-580 to McCarran Boulevard, as identified in the RTC Complete Streets Masterplan completed in July 2016 and the Mill Terminal corridor study completed in March 2013. Although this roadway segment has had some existing complete street treatments, more improvements have been identified to conform to the RTC masterplan. The emphasis of this project is to assess and identify improvements for pedestrians, bicyclists, and transit riders as well as motorists. Deficiencies in pedestrian access related to Charter Schools and AACT High School in the area as well as a number of ADA deficient bus stops have been identified. Preliminary design continues with 60% plans available for review mid-November.

## **PAVEMENT PRESERVATION PROJECTS**

### 2018 Preventive Maintenance (Various Locations)

The 2018 Preventive Maintenance Program construction begins in earnest with the conclusion of Hot August Nights and Micro surfacing activities commencing. Crack sealing and patching activities continue. The work includes pavement-patching, crack sealing and micro-surfacing of approximately 300 lane miles of RTP roadways within Washoe County, Reno and Sparks. Also included within the scope of work are striping design services for road conversions to include two-way left turns and bike lanes, and long range scoping. Cool temperatures have ended the project for the season, work will resume in the spring.

### Clean Water Way

The limits of this project are from East McCarran Boulevard to second gated entrance to the Truckee Meadows Water Reclamation Facility. The Professional Services Agreement was awarded to Eastern Sierra Engineering, P.C. on April 12, 2018. The project includes reconstruction of the existing roadway, correction of any localized drainage deficiencies, and other features necessary for the rehabilitation of Clean Water Way. The project recently advertised for bids and the apparent lowest responsible and responsive bidder was Sierra Nevada Construction Inc. (SNC). Work will begin as soon as the environmental conditions are favorable enough to install the improvements.

### Reno Consolidated 19-01- Sutro Street, 1<sup>st</sup> Street, Lake Street, and State Street Project

The Professional Services Agreement was awarded to CA Group, Inc. on October 1, 2018. The project includes rehabilitation/reconstruction of the following street segments: Sutro Street from Commercial Row to 4<sup>th</sup> Street and from McCarran Boulevard to 1,400' north, 1<sup>st</sup> Street from Center to Lake, Lake Street Truckee River Bridge, and State Street from Virginia to Sinclair Street.

### Reno Consolidated 19-02 – North Hills Boulevard and Hunter Lake Drive Project

The Professional Services Agreement was awarded to Wood Rodgers, Inc. on October 1, 2018. The project includes rehabilitation/reconstruction of the following street segments: North Hills Boulevard from Golden Valley Road to Lemmon Drive (including Buck Drive intersection) and the intersection of Hunter Lake Drive at Foster Drive.

Reno Consolidated 19-03 – Sierra Highlands Drive, Colbert Drive, Hammill Lane, Ralston Street, and Ohm Place Project

The Professional Services Agreement was awarded to Eastern Sierra Engineering, P.C. on November 1, 2018. The project includes rehabilitation/reconstruction of the following street segments: Sierra Highlands Drive from the NDOT right-of-way on McCarran Boulevard to Idlebury Way, Colbert Drive from Longley Lane to 300 feet northwest of Longley Lane, Hammill Lane from Kietzke Lane to the eastern terminus, Ralston Street from University Terrace to Eleventh Street, and Ohm Place from Mill Street to 500 feet south.

Sparks Consolidated 19-01 – 15<sup>th</sup> Street, Franklin Way, Hulda Court, and El Rancho Sidewalk Project

The Professional Services Agreement was awarded to CFA, Inc. on October 1, 2018. The project includes rehabilitation/reconstruction of the following street segments: 15<sup>th</sup> Street from C Street to Prater Way, Franklin Way from the Rail Road crossing to East Greg Street, Hulda Court, and sidewalk improvements on El Rancho Drive from G Street to Oddie Boulevard.

**REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY**

<b>Project</b>	<b>Property Owner</b>	<b>Purchase Amount</b>	<b>Amount Over Appraisal</b>
Virginia Street BRT Extension	JOM, Inc.	\$23,322.00	\$0
Virginia Street BRT Extension	South Virginia Plaza, LLC	\$33,585.00	\$0
Virginia Street BRT Extension	Tore, Ltd.	\$9,360.00	\$0
Virginia Street BRT Extension	PTP Properties, LLC	\$8,682.00	\$0
Virginia Street BRT Extension	Barnes Family Trust	\$1,000.00	\$0
Virginia Street BRT Extension	Shims Reno Army Goods Store	\$1,630.00	\$0
Virginia Street BRT Extension	Calvin Sprague	\$1,000.00	\$0
Virginia Street BRT Extension	Dark Horse Investments LLC, Series 1	\$4,334.00	\$0
Virginia Street BRT Extension	Dark Horse Investments LLC, Series 2	\$1,000.00	\$0
Virginia Street BRT Extension	Sharon Ann Maginnis	\$1,975.00	\$0
Virginia Street BRT Extension	Ames Golding LLC	\$2,525.00	\$0
Virginia Street BRT Extension	Beaverhead Properties, LLC	\$2,000.00	\$0

<b>Project</b>	<b>Property Owner</b>	<b>Purchase Amount</b>	<b>Amount Over Appraisal</b>
Virginia Street BRT Extension	Jerry P. and Michelle J. Shea	\$1,000.00	\$0
Virginia Street BRT Extension	Loren Zaleschuk	\$5,388.00	\$0
Virginia Street BRT Extension	RPS Venture #1, LLC	\$6,170.00	\$0
Virginia Street BRT Extension	Savage and Son, Inc.	\$1,375.00	\$0

**CONTRACTS UNDER \$50,000**

None.

**ENGINEERING ON-CALL WORK ASSIGNMENTS**

Attachment A summarizes the work assignments on the engineering pre-qualified on-call lists. Engineering Department consultant assignments will be reported upon Board approval of the professional services agreement with each firm.

**ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations pertaining to this agenda item.

Attachment

## On Call Consultant Summary

<b>Engineering, Construction Management &amp; Quality Assurance</b>			
<b>BOARD APPROVAL DATE</b>	<b>FIRM</b>	<b>PROJECT NAME</b>	<b>AMOUNT</b>
No work has been assigned this period			

<b>Independent Cost Estimating (ICE)</b>			
<b>BOARD APPROVAL DATE</b>	<b>FIRM</b>	<b>PROJECT NAME</b>	<b>AMOUNT</b>
No work has been assigned this period			

<b>Traffic Engineering</b>			
<b>BOARD APPROVAL DATE</b>	<b>FIRM</b>	<b>PROJECT NAME</b>	<b>AMOUNT</b>
No work has been assigned this period			



**Engineering Services - Categories**  
**List is valid through June 30, 2019**

<b>Engineering, Construction Management &amp; Quality Assurance</b>	<b>Independent Cost Estimating (ICE)</b>
Atkins North America, Inc. CA Group, Inc. CFA, Inc. CH2M Hill, Inc. Eastern Sierra Engineering HDR Engineering, Inc. Jacobs Engineering Group, Inc. Louis Berger Group, Inc. Lumos & Associates, Inc. Nichols Consulting Engineers Parsons Transportation Poggemeyer Design Group, Inc. Stantec Consulting Services Inc. Wood Rodgers, Inc.	CA Group CH2M Hill HDR Engineering, Inc. Stanley Consultants Inc.

**Traffic Engineering Services - Categories**  
**List valid through September 28, 2018**

<b>Traffic Engineering</b>	<b>I.T.S.</b>	<b>Traffic Surveys &amp; Data</b>
Aecom	Aecom	CA Group
CA Group	Atkins	HDR Engineering, Inc.
Cardno	HDR Engineering, Inc.	Jacobs
CH2M Hill	Iteris	LSC Transportation Consultants, Inc.
HDR Engineering, Inc.	Jacobs	Parsons Brinkerhoff
Iteris	Kimley-Horn & Associates	Solaegui
Jacobs	Parsons Brinkerhoff	STE Sierra Transportation Engineers, Inc.
Kimley-Horn & Associates	Stantec	TRA Traffic Research and Analysis, Inc.
Parsons Brinkerhoff	Traffic Works	Traffic Works
SHG Slater Hanafin Group		
Solaegui Engineers, LTD		
Stantec		
Traffic Works		



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.4**

**TO:** Regional Transportation Commission

**FROM:** David F. Jickling  
Director of Public Transportation and  
Operations

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: RTC Public Transportation and Operations Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Public Transportation and Operations Report.

**HIGHLIGHTS**

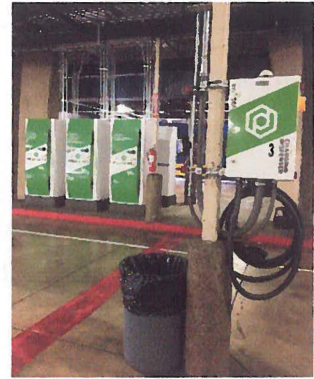


**34<sup>th</sup> Annual New Year’s Eve Safe RIDE Program** - the RTC, through the generous support of its sponsors: Renown Health, Club Cal Neva, Wood Rodgers, Morrey Distributing, the Reno-Sparks Convention and Visitor's Authority (RSCVA), REMSA, Reno Firefighters Local 731, Lamar Advertising, KOLO 8 News Now, and Cumulus Radio, including News Talk 780 KOH, 95.5 The Vibe, Wild 102.9, and K-Bull 98.1, helped people celebrate responsibly on New Year’s Eve. This program, in its 34<sup>th</sup> year, provided the community a free, reliable and safe transit option to ring in 2019. Between 6pm and 2am, there were 10,175 free rides. This is 50% more than last year which fell on a Sunday. The Safe RIDE program complements the statewide Zero Fatalities

initiative, and also encourages the public to use transit.

**Fixed-Route Request for Proposals (RFP) Update** – The RFP for the Operation and Maintenance of fixed-route transit services was issued on August 29, and a Pre-Proposal Conference and site visit were held on September 17. Proposals were received by the October 31 submittal date and were evaluated by RTC’s legal and procurement representatives for their pre-qualifications and responsiveness. The Evaluation Committee completed its review of the proposals in mid-December. Interviews with proposers were held on January 7 and 8, and Best and Final Offers (BAFOs) were issued on January 10. BAFO responses were due yesterday and will be evaluated by the Selection Committee for a recommendation to the Board at its February 15, 2019, meeting.

**BUS CHARGER INSTALLATION PROJECT COMPLETED** - The next generation bus chargers were installed at 2050 Villanova. This \$680,000 project provides for 10 additional state of the art depot chargers and completes this phase of RIDE bus replacements. The fleet now consists of 21 all electric Proterra Buses, 15 depot chargers (60 kW) and 2 overhead fast chargers (480kw) at 4<sup>th</sup> Street Station.



**VILLANOVA MONITORING WELLS PROJECT IS UNDERWAY** - The Underground Storage Tank monitoring wells are being installed at 2050 Villanova as required by Nevada Division of Environmental Protection (NDEP). These wells will be used to monitor soil contamination from a previous diesel spill that was mitigated in 2016.

**RTC Debuts Lincoln Line Service and Celebrates 4th/Prater Project Completion -**

The RTC began construction of the 4th Street/Prater Way Bus RAPID Transit project in January 2017 and the project was completed in November 2018, on schedule and under budget. The \$58-million investment in our community, funded with federal and local funds, better connects Downtown Reno to Downtown Sparks, improving connectivity and mobility to the region's workforce and its residents, and providing more access to jobs and education opportunities. The new RAPID Lincoln Line service operates on the 4th Street/Prater Way Corridor with four new Proterra electric buses covering the 3.1-mile project which extends from RTC's 4TH STREET STATION to Prater Way at Pyramid Way.





**OptumCare Winter Wellness Fair Event Held** - RTC held an outreach event on November 28th, at the Peppermill Casino called the OptumCare Winter Wellness Fair. Several hundred employees visited our booth and received information on RTC's Smart Trips Program.

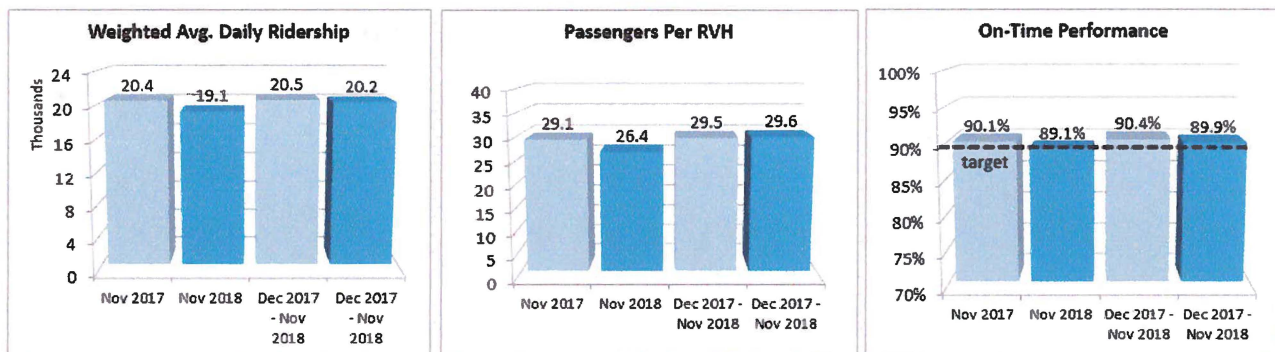
**Other Project Updates** – In November 2018, staff completed the implementation of digital radios for RIDE and ACCESS. New digital radios and cellular modems were installed on all vehicles and fixed site equipment was installed in dispatch, supervisor offices and transit centers. The radios utilize multiple transmission sites for transmission; thus improving the voice transmission qualities when in remote areas. Additionally, the new radios will improve communications between the buses and dispatchers; improving operational efficiency and provide better transit performance.

Installation of new fareboxes and a vault upgrade at the RTC's Villanova facility were completed in September 2018. The new fareboxes can accept different types of payments and the vault upgrade makes the cash transfer from fareboxes to the count room more efficient. This is the first major equipment upgrade for the RTC Villanova vault in over 20 years.

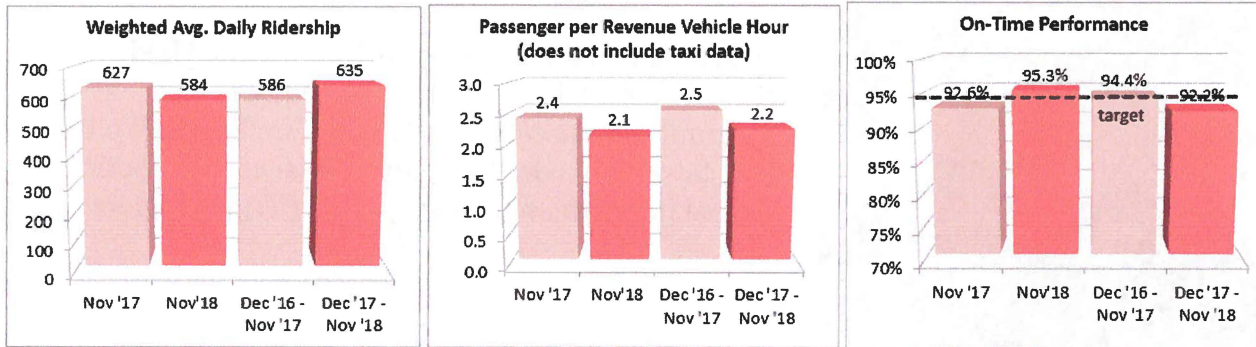
Staff is working with RTC Engineering, the City of Reno and the City of Sparks to activate transit signal priority (TSP) equipment on the bus rapid transit (BRT) corridors. Initial testing with traffic control equipment has been successful but more testing and calibrations are needed to ensure proper operations. The TSP feature should be enabled within the first quarter of 2019. TSP will allow buses to stay on schedule and provide reliable transportation to our passengers.

## NOVEMBER 2018 TRANSIT PERFORMANCE

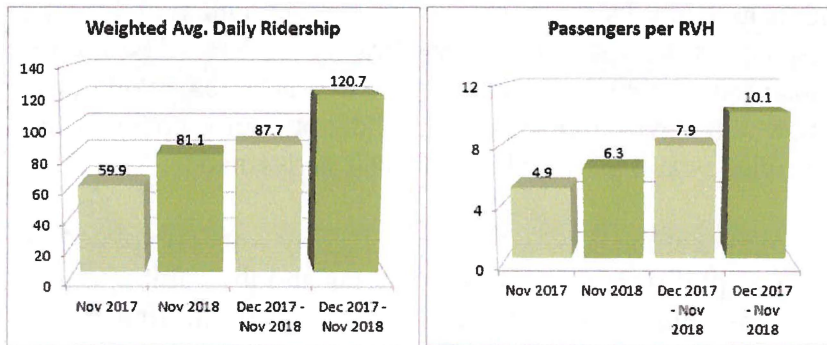
### RTC RIDE



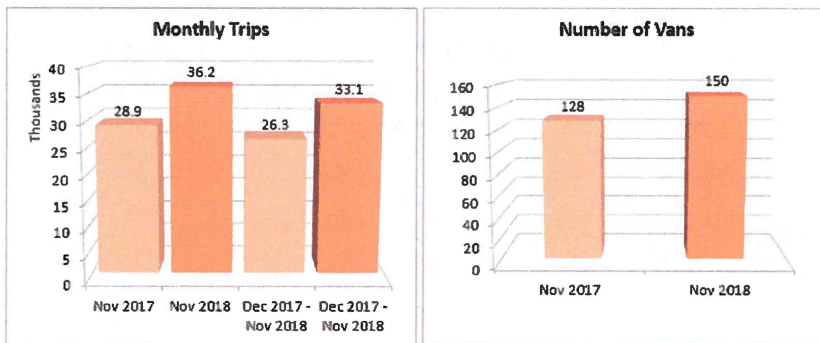
## RTC ACCESS



## TART



## RTC VANPOOL



## Attachments

## RTC Transit Performance Statistics<sup>1</sup>

Performance Indicator	Current month compared with same month last year			Current 12-months compared with previous year		
	Nov 2018	Percent Change	Nov 2017	Dec 2017 - Nov 2018	Percent Change	Dec 2017 - Nov 2018
Monthly Ridership	565,018	-6.4%	603,839	7,313,270	-1.8%	7,449,656
Weighted Avg. Daily Ridership	19,095	-6.4%	20,404	20,223	-1.2%	20,478
Revenue Vehicle Hours (RVH)	21,442	3.4%	20,734	246,771	-2.3%	252,576
Passengers Per RVH	26.4	-9.5%	29.1	29.6	0.5%	29.5
Revenue Vehicle Miles (RVM)	233,174	-1.0%	235,622	2,803,421	-2.3%	2,870,013
Complaints Per 25,000 Trips	4.65	14.5%	4.06	4.67	30.6%	3.57
Accidents per 100,000 Miles	6.43	152.6%	2.55	3.75	13.2%	3.31
On-Time Performance <sup>2</sup>	89.1%	-1.2%	90.1%	89.9%	-0.5%	90.4%

Performance Indicator	Oct 2018	Percent Change	Oct 2017	Nov 2017 - Oct 2018	Percent Change	Nov 2017 - Oct 2018
Revenue*	\$454,446	0.6%	\$451,839	\$5,504,184	-4.7%	\$5,773,667
Farebox Recovery Ratio*	19.7%	-4.3%	20.6%	21.3%	-4.3%	22.3%
Subsidy per Passenger*	\$2.92	8.0%	\$2.70	\$2.76	2.4%	\$2.70

<sup>1</sup> RTC Transit includes RTC RIDE, RTC RAPID, RTC INTERCITY and SIERRA SPIRIT

<sup>2</sup> Percent of trips zero min. early and five minutes or less late

\* - latest data

## RTC ACCESS Performance Statistics

Performance Indicator	Current month compared with same month last year			Current 12-months compared with previous year		
	Nov'18	Percent Change	Nov '17	Dec '17 - Nov '18	Percent Change	Dec '16 - Nov '17
Monthly Ridership	17,772	-14.3%	20,740	246,047	3.1%	238,597
Weighted Avg. Daily Ridership	584	-6.9%	627	635	8.3%	586
Revenue Vehicle Hours	7,746	6.3%	7,287	101,135	22.9%	82,277
Passenger per Revenue Vehicle Hour (does not include taxi data)	2.11	-12.5%	2.41	2.23	-12.2%	2.54
Revenue Vehicle Miles (RVM)	128,363	-2.2%	131,302	1,597,912	12.9%	1,415,826
Complaints per 1,000 Rides	0.34	-46.1%	0.63	0.64	-10.4%	0.72
ADA Capacity Denials	0	0.0%	0	0	0.0%	0
Other Denials	1	-83.3%	6	15	-84.0%	94
Accidents per 100,000 Miles	0.78	0.0%	0.00	0.67	107.2%	0.33
On-Time Performance (does not include taxi data)	95.3%	2.9%	92.6%	92.2%	-2.4%	94.4%
Taxi On-Time Performance	88.7%	1.4%	87.5%	92.2%	-6.9%	99.0%
Performance Indicator	Sept '18	Percent Change	Sept '17	July '18 - Sept '18	Percent Change	July '17 - Sept '17
Revenue*	\$160,905	10.6%	\$145,483	\$495,702	9.9%	\$451,082
Farebox Recovery Ratio*	23.35%	18.95%	19.63%	22.28%	17.88%	18.90%
Subsidy per Passenger*	\$20.35	-11.1%	\$22.90	\$20.73	-18.2%	\$25.33

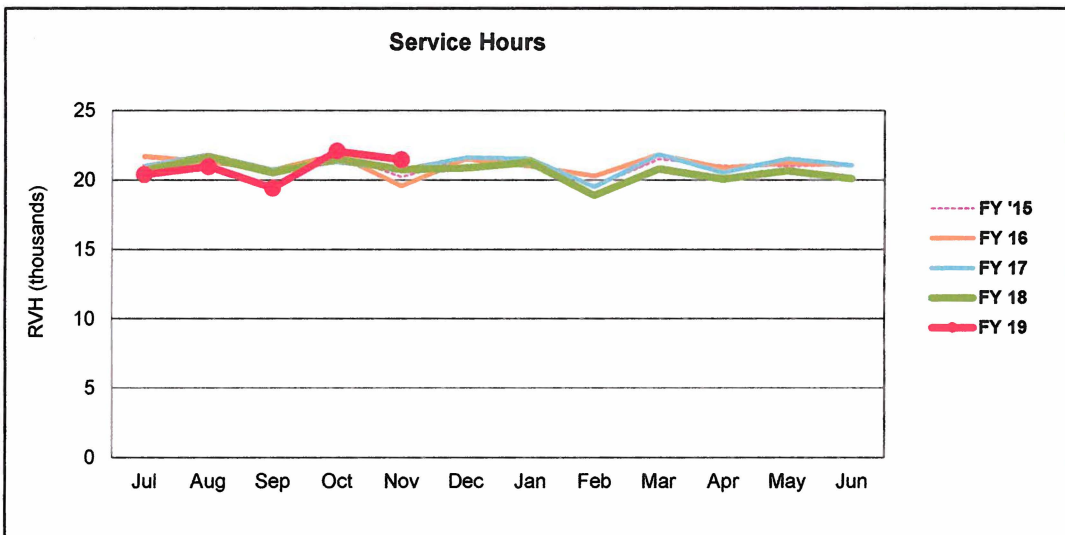
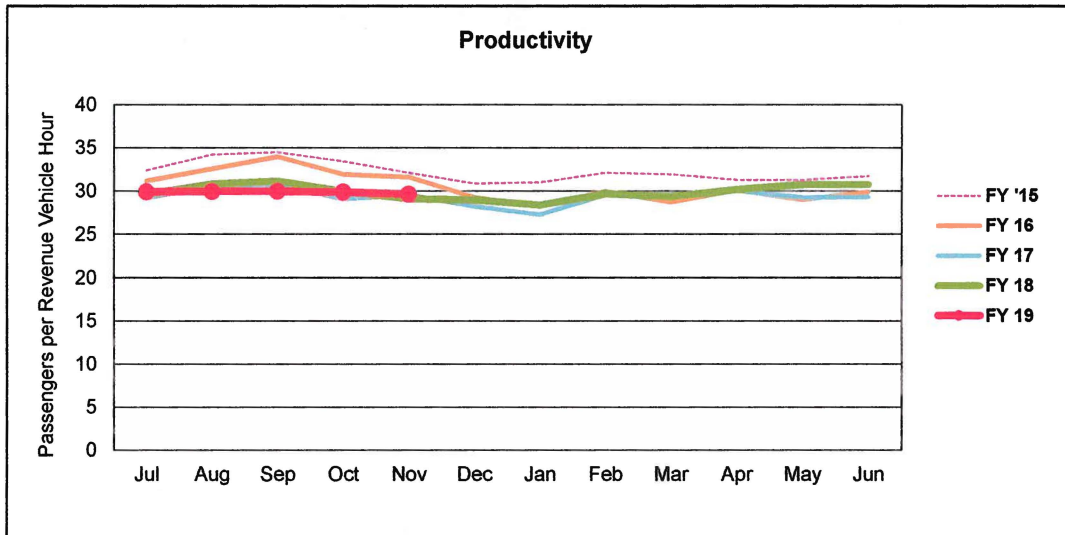
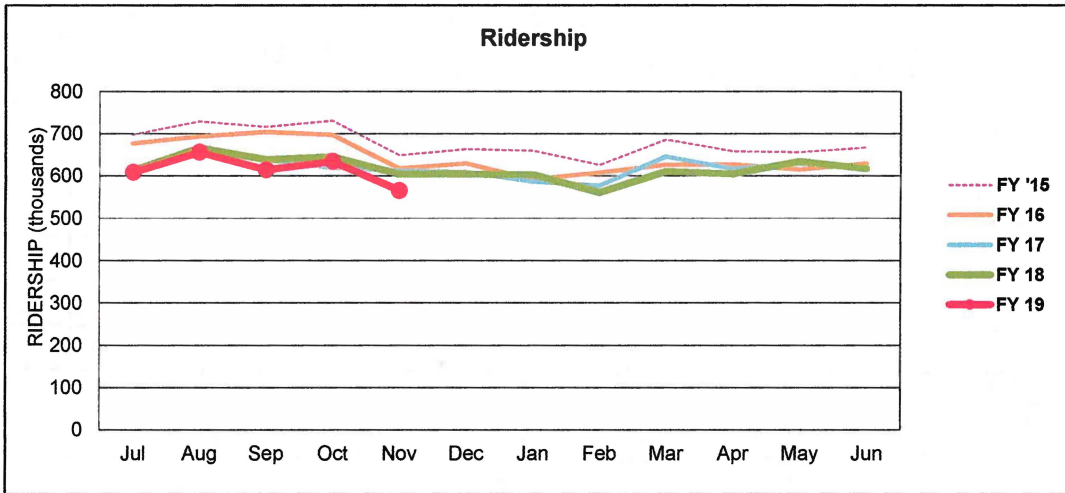
\*September 2018 data is the latest available.



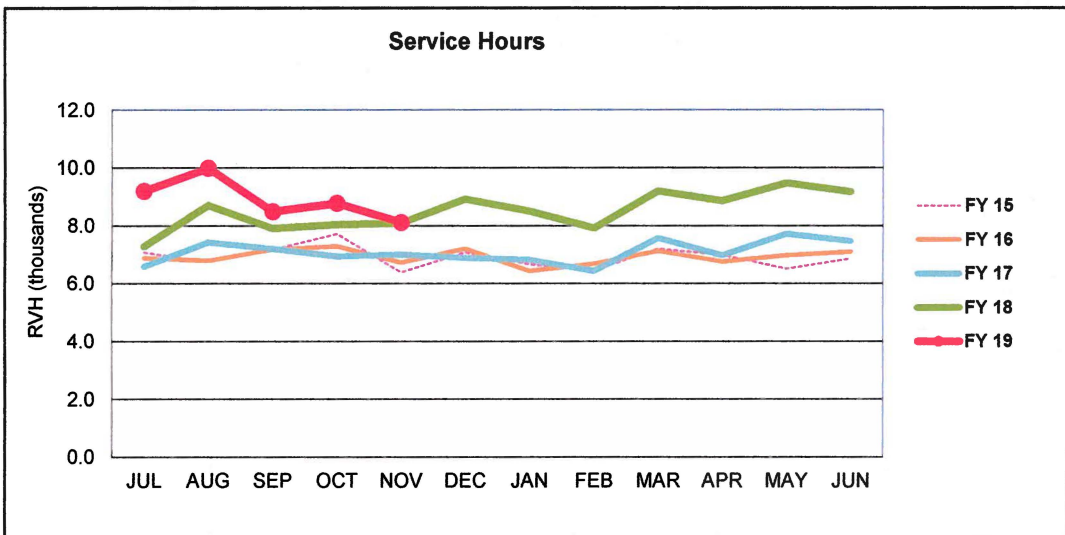
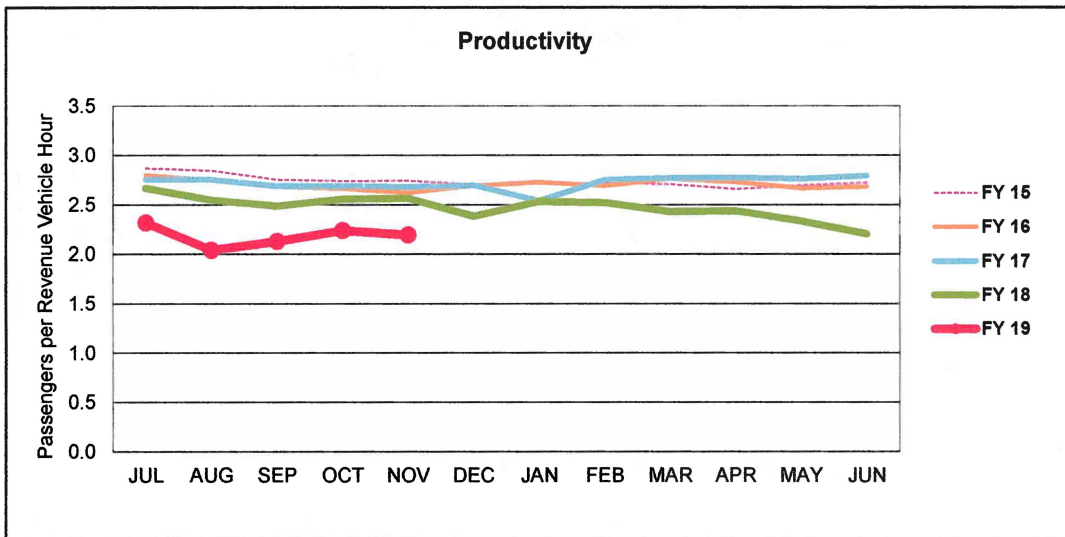
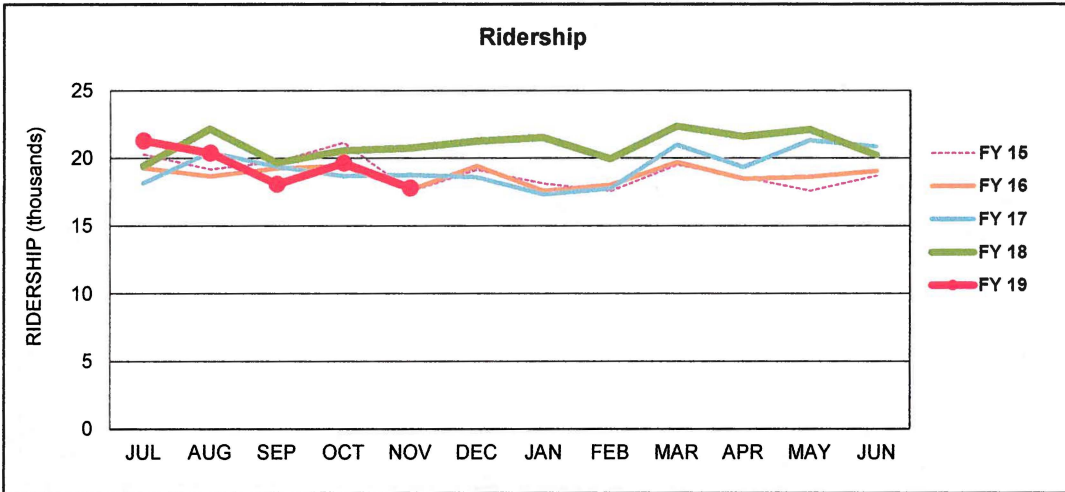
## TART Performance Statistics

Performance Indicator	Current month compared with same month last year			Current 12-months compared with previous year		
	Nov 2018	Percent Change	Nov 2017	Dec 2017 - Nov 2018	Percent Change	Dec 2017 - Nov 2018
Monthly Ridership	2,353	30.8%	1,799	43,910	37.7%	31,898
Weighted Avg. Daily Ridership	81.1	35.4%	59.9	120.7	37.6%	87.7
Revenue Vehicle Hours (RVH)	375	3.0%	364	4,336	7.2%	4,045
Passengers per RVH	6.3	27.0%	4.9	10.1	28.4%	7.9
Revenue Vehicle Miles (RVM)	8,071	1.7%	7,935	94,432	7.1%	88,193
Revenue	\$2,601	25.9%	\$2,065	\$50,555	49.5%	\$33,817
Farebox Recovery Ratio	5.8%	17.5%	4.9%	10.0%	22.3%	8.2%
Subsidy per Passenger	\$17.96	-18.8%	\$22.12	\$10.39	-12.9%	\$11.93

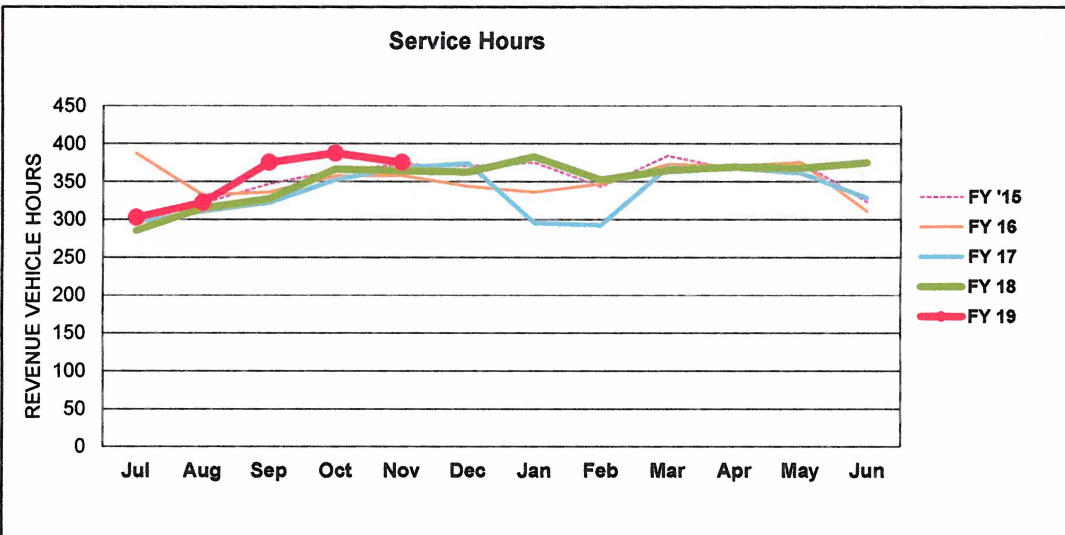
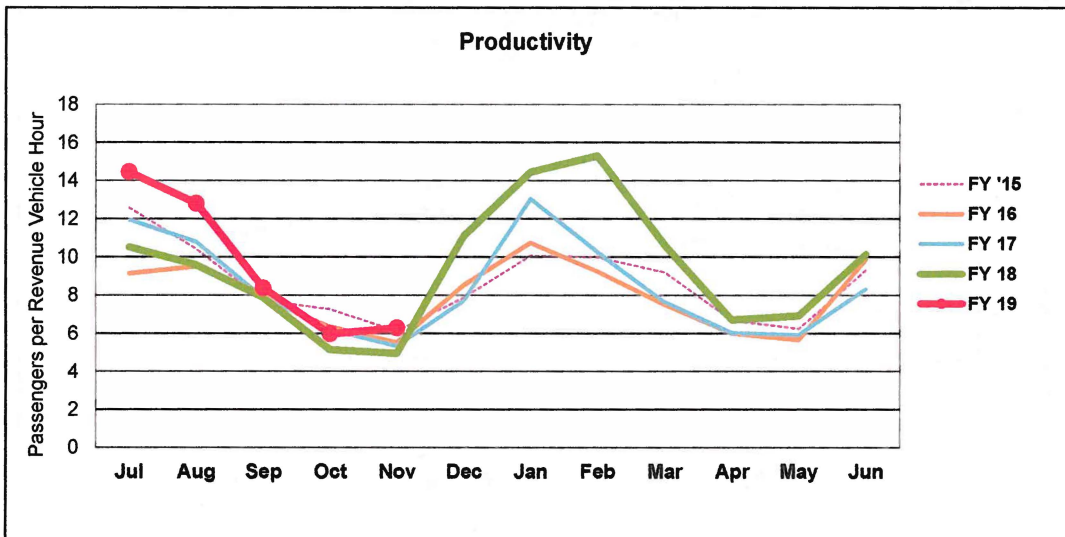
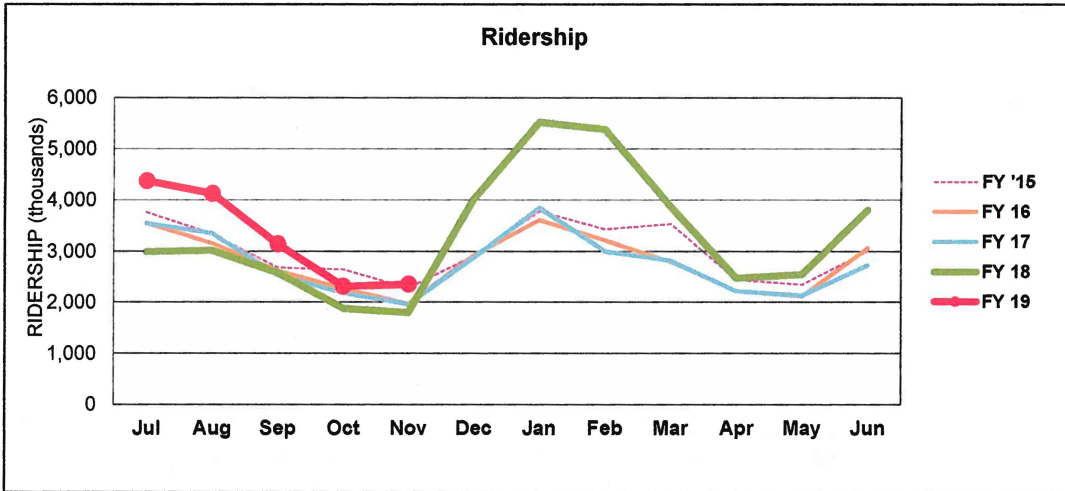
## RTC Transit Fiscal Year Comparisons



## RTC ACCESS Fiscal Year Comparisons



## TART - Nevada Fiscal Year Comparisons





**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.5**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP/LEED AP  
Director of Planning/Deputy  
Executive Director

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: RTC Planning Department Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Planning Activity Report.

**PLANNING STUDIES**

Virginia Street Bus RAPID Transit Extension Project

Staff continue to support community outreach efforts and provide technical support for the Small Starts process for this project. The Virginia Street project team continues extensive outreach activities with Midtown businesses and other stakeholders, identified under community outreach activities.

South Meadows Multimodal Transportation Study

The South Meadows Multimodal Transportation Study started in December and is moving forward. RTC staff met with the consultant project managers to discuss detailed scope of work and plan for next steps. The TAC kickoff meeting is scheduled in January 2019. Project progress will be updated on the RTC website under Metropolitan Planning, Corridor Studies. This multimodal study of the South Meadows area will identify needs and transportation improvements for regional roads in the study area. The study will focus on traffic operations, safety, pedestrian and bicycle connectivity, and transit service needs.

ADA Transition Plan Update

Data collection occurred in November and December on 360 transit stops. The data collected will be analyzed and ADA improvements identified and prioritized at transit stops. Public meetings will occur to gather public input on plan recommendations. Stakeholder meetings continue to take place on a monthly basis to update project stakeholders and provide input on the project. This project is on schedule.

### Bicycle and Pedestrian Planning

RTC is collaborating with other partner agencies on several initiatives to improve bicycle and pedestrian safety & facilities:

- Bicycle and Pedestrian Count Program – RTC has conducted bi-annual bicycle, pedestrian and wheelchair counts at 40 locations throughout the region. The most recent round of counts were conducted during the month of September. A draft of the fifth annual report for this program has been completed.
- The RTC has conducted a planning level alternatives analysis regarding bicycle facilities on Center, Sierra, and Virginia Streets in Reno. This analysis evaluated the feasibility of a two-way protected bike lane on Center, paired one-way protected bike lanes & standard bike lanes on Center and Sierra, and a center-running protected bike lane on Virginia Street. A community meeting was held on August 20<sup>th</sup> to seek public input. The analysis and public input received were presented to Reno City Council on August 22<sup>nd</sup>. Reno City Council recommended a two-way cycle track on Center Street, consistent with the majority of public comments. A Draft Alternatives Analysis Report was presented to the TAC and CMAC for comment on November 7<sup>th</sup>. These comments have been incorporated into a final report which will be presented to the RTC board for acceptance in January.
- 2018-2019 Bike Maps have been completed and are produced in both English and Spanish. These maps will be distributed throughout the community and are available online at [www.rtcwashoe.com](http://www.rtcwashoe.com).

### Vision Zero

The week of November 27<sup>th</sup> Vision Zero Task Force members conducted field surveys and talked with pedestrians about safety and concerns in each focus area. During the field evaluation and pedestrian interviews, the task force talked one-on-one with a total of 569 pedestrians:

- 277 pedestrians in the University of Nevada, Reno focus area
- 92 pedestrians in the Midtown, Reno focus area
- 110 pedestrians in the West 4<sup>th</sup> Street focus area
- 90 pedestrians in the Downtown Sparks focus area.

The survey is [available online in English](#) and [in Spanish](#). Surveys may be submitted until January 4, 2019. There have been 865 surveys collected online to date. The Vision Zero Task Force of the Truckee Meadows also updated crash data to include 2017 data in the four focus areas. The data and surveys will be used to identify and prioritize safety improvements in each of these four areas. The task force will also use the information gathered in these four areas and apply it to community-wide safety efforts. The next task force meeting is scheduled for February 14, 2019.

### Sustainability Planning

RTC has created a Green Team of agency staff to advance initiatives outlined in the RTC Sustainability Plan. Thanks to the work of the Green Team, RTC received a certificate of recognition for its commitment to Environmental Compliance and Corporate Social Responsibility through the American Consumer Council's Green C Self-Certification Program. Achieving a

Green Business Certification was identified as a short-term goal in the Sustainability Plan. The Green Team has started producing a monthly sustainability newsletter for RTC staff to be better informed about RTC sustainability efforts as well as helpful tips to become more sustainable in their day to day lives. The Composting Pilot Program launched at the Terminal Way building on August 13<sup>th</sup>. This program will help reduce the carbon footprint of the agency by diverting food waste from the local landfill. The Sustainable Purchasing Policy (included in P-13 update) has started to take effect and staff are beginning to actively purchase more sustainable items. To date, the program has helped the RTC purchase more environmentally friendly office products with a higher amount of environmental certifications and recycled content. The Green Team worked with IT to install a paper-tracking software which will help in identifying the total amount of paper printed throughout the agency. This will assist the RTC in tracking the impact of paper reduction strategies in an effort to reduce paper usage by ten percent. RTC is also participating in the City of Reno Sustainability & Climate Advisory Committee and continues to be an active member in the regional SPINN Committee.

#### Development Review

RTC staff routinely review development proposals from the local jurisdictions of Washoe County and the Cities of Reno and Sparks. Staff from Planning, Engineering, and Public Transportation have reviewed and commented on the following number of development proposals from each of the jurisdictions since the June Board meeting:

- Washoe County – 2
- City of Reno – 3
- City of Sparks – 3

This does not include proposals that were reviewed on which staff did not have any comments.

#### COMMUNITY AND MEDIA OUTREACH ACTIVITIES

RTC staff conducted the following outreach activities from November 26 – January 18:

November 26	Vision Zero Walking Surveys - Midtown
November 27	Vision Zero Walking Surveys - Downtown Sparks
November 28	Vision Zero Walking Surveys - West 4th Street
November 28	OPTUM Health Winter Wellness Fair for seniors
November 29	Oddie/Wells Design Project Meeting
November 30	Vision Zero Walking Surveys - University District
December 5-6	Stuff-A-Bus Food Drive for Food Bank of Northern Nevada
December 6	Virginia Street Project Community Meeting
December 6-21	12 Merry Days of Midtown Promotion
December 11	12 Merry Days of Midtown Cookie Delivery Outreach to Professional Services
December 14	4 <sup>th</sup> Street/Prater Way Project & Lincoln Line Grand Opening Event
December 21	Midtown Holiday Event
December 31	New Year's Eve FREE Safe RIDE

### Media Relations & Social Media

The RTC issued six news releases and participated in 28 media interviews on various topics, including the New Year's Eve free safe RIDE, RTC holiday hours and bus schedule information, the Virginia Street Project progress and the potential for one-way traffic on Virginia Street, RTC's electric bus program and plan to have an all-electric fleet by 2035, the ASCE report card on Nevada's infrastructure, the grand opening of the 4<sup>th</sup> Street/Prater Way Project and the launch of the Lincoln Line, the future widening of Pyramid Highway, the 12 Merry Days of Midtown promotion for the Virginia Street Project, the Stuff A Bus holiday food drive, the Vision Zero pedestrian safety survey, the Oddie Wells Project community meeting and more.

Social media was used to promote the 12 Merry Days of Midtown, RTC holiday office hours and transit information, the Lyft discount for rides to Midtown during the Virginia Street Project, RTC's weekly missed transit trips on RIDE, the grand opening of the 4<sup>th</sup> Street/Prater Way Project and the launch of the Lincoln Line, the Celebration on the Corridor on E. 4<sup>th</sup> Street, the RTC Board Meeting, the video showing the design of the Virginia Street Project, the Stuff A Bus holiday food drive, the passing of President George H. W. Bush and his contributions to the transit industry, the Vision Zero survey, a livestream of the Oddie Wells Project community meeting, and information about teams collecting ADA information at bus stops for the ADA Transition Plan.

Social media metrics the month of December: 57,078 people reached on Facebook and Twitter

### Informational Materials and Video Production

Eight topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included the Oddie/Wells Project community meeting, two updates on the Virginia Street Project, Snow Routes, the 4<sup>th</sup> Street/Prater Way BRT Project grand opening, the New Year's Eve FREE Safe RIDE, a segment about transit safety and security, and an update on RTC's VANPOOL Program.

### COORDINATION WITH PARTNER AGENCIES

#### Truckee Meadows Regional Planning Agency (TMRPA)

The RTC continues to have coordination meetings with staff from the TMRPA as the agencies progress with the Shared Work Program. Areas for collaboration include population and employment forecasts, the Regional Plan update, affordable housing studies, and analysis of demographic and socioeconomic issues. RTC is a participant in the weekly Regional Plan Update meetings with the local jurisdictions and other stakeholder agencies.

#### Nevada Department of Transportation (NDOT)

The RTC continues to have coordination meetings with staff from NDOT. Areas for collaboration include development of local public agency agreements between NDOT and RTC, the upgrade of the regional travel demand model, bicycle and pedestrian improvements, transportation alternatives projects, coordination regarding funding and the State Transportation Improvement Program, One Nevada statewide plan, the I-80 and US 395 widening and improvements to the Spaghetti Bowl, and other ongoing transportation studies.



Statewide Transportation Planning

RTC meets monthly with staff from NDOT, the Federal Highway Administration (FHWA), RTC of Southern Nevada, Tahoe Regional Planning Agency, Tahoe Transportation District and the Carson Area Metropolitan Planning Organization to discuss statewide transportation planning issues. Other topics addressed include statewide data for performance measures analysis, comments on proposed rulemaking, reauthorization of federal transportation legislation and preparation of the statewide plan.



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.6**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP/LEED AP  
Director of Planning/Deputy  
Executive Director



---

Lee G. Gibson, AICP  
Executive Director

**SUBJECT: 2018 Bicycle, Pedestrian and Wheelchair Data Collection Program Annual Report**

**RECOMMENDATION**

Acknowledge receipt of the 2018 Bicycle, Pedestrian and Wheelchair Data Collection Annual Report.

**SUMMARY**

The objective of the Regional Bicycle, Pedestrian and Wheelchair Data Collection Program is to document the number of people walking, using wheelchairs or mobility scooters, or riding bicycles on regional roads. The program has been in effect since September 2013 and documents the proportion of trips that are made using alternative modes and changes in alternative mode use over time.

Key findings include:

- The September 2018 count recorded the largest pedestrian volumes to date. A total of 9,727 pedestrians were observed during the September count cycle for an annual total of 19,861 pedestrians observed in 2018. Long term trends indicate that pedestrian activity has been increasing since the beginning of the count program in 2013.
- Bicycle and pedestrian use is consistently higher where sidewalks and bike lanes are provided:
  - Pedestrian mode share is 0.72% with no sidewalks and 5.76% with sidewalks
  - Bicycle mode share is 0.69% with no bike lanes and 1.61% with bike lanes
- 2018 progress toward the performance measures in the Regional Transportation Plan continues to be tracked:
  - 12.4% alternative mode share in the transit service area
  - 21.6% alternative mode share on Virginia Street
  - 27.3% alternative mode share on 4<sup>th</sup> Street/Prater Way

## **FISCAL IMPACT**

Funding for this item is included in the approved FY 2018-2019 UPWP and there is no additional cost in connection with this agenda item.

## **ADDITIONAL BACKGROUND**

Items of interest in the annual report include:

- Total hours of data collection – 480
- Total counted bicycles – 3,034
- Total counted pedestrians – 19,561
- Total counted wheelchairs – 134
- Highest bicycle volume observed – 4<sup>th</sup> Street at Evans Avenue – 224
- Highest pedestrian volume observed – 4<sup>th</sup> Street at Evans Avenue (near the RTC 4<sup>TH</sup> STREET STATION) – 3,533

The initial findings of this Alternatives Analysis were presented to the TAC & CMAC on August 1, 2018; the RTC Board on August 17, 2018; and the Reno City Council on August 22, 2018. Additionally, a public meeting was held regarding this Alternatives Analysis at the Reno City Council Chambers on August 20, 2018.

## **ADVISORY COMMITTEE(S) RECOMMENDATION**

The DRAFT Report was presented to the TAC & CMAC on November 7, 2018, for comment; both committees recommended approval of the report.

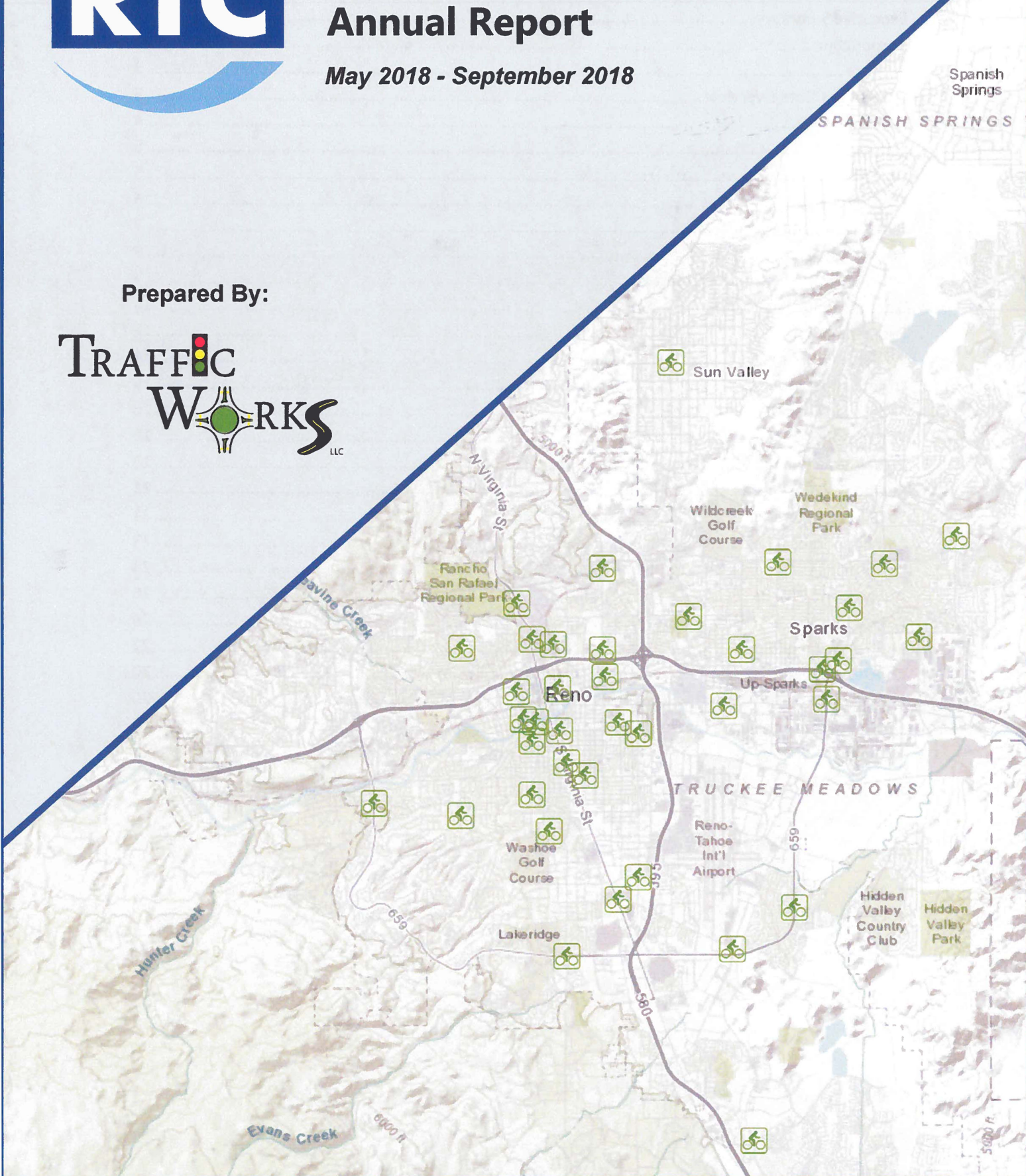
Attachment



# Bicycle, Pedestrian, & Wheelchair Data Collection Program Annual Report

May 2018 - September 2018

Prepared By:



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# Executive Summary

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## Introduction

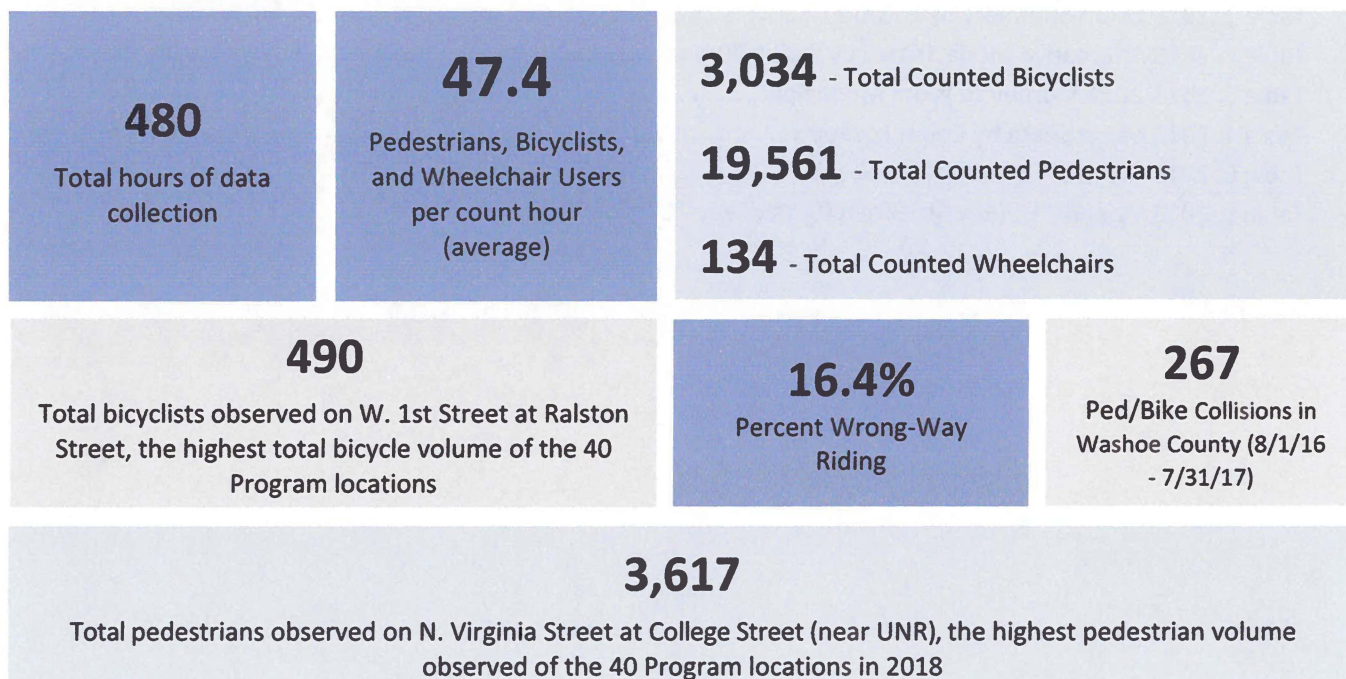
This 2018 Annual Report for the RTC Bicycle, Pedestrian, and Wheelchair Data Collection Program (“Program”) provides a detailed review of bicycling, walking and wheelchair use at key locations throughout Reno, Sparks, and Washoe County. This ongoing collection of active transportation data supplements data for motorized traffic and transit ridership data to develop a more complete picture of overall travel behavior in our communities. The data collection methodology, collection times, and analysis factors follow the National Bicycle and Pedestrian Documentation Project (NBPDP).

## Purpose

The primary purpose of the Program is to document trends in the number of people walking, using wheelchairs or mobility scooters, or riding bicycles on regional roads, including the year-to-year growth in activity, as well as the share of each active transportation mode at the comparison locations. The collected data assists transportation planners in evaluating performance measures and the return on active transportation and “complete streets” infrastructure investment, and helps identify and prioritize active transportation connectivity and safety improvements.

## 2018 Count Data Overview

The following is a summary of total annual data collected in the 2018 data collection cycle (May 2018 and September 2018):





## Key Findings

### *September 2018 – More Pedestrians and Bicyclists*

The September 2018 count was the sixth September cycle and completed the fifth full year of data collection. 9,727 pedestrians, 1,421 bicyclists, and 64 wheelchair users were observed at the 35 comparison count locations in September 2018. From the six comparable September cycles, September 2018 had the highest recorded pedestrian volume, second highest bicycle count, and highest wheelchair volume. In terms of overall volume, September 2018 had a total of 11,212 persons which was by far a higher overall volume of any other September count cycle in the program history. Relative to September 2017, there was an increase of 1,241 pedestrians, 218 bicyclists and 3 wheelchair users. Although September 2018 saw an increase in bicyclists compared to 2017, it is still well below the 1,531 bicyclists recorded in September 2015.

### *Total Pedestrian Activity Trending Upwards*

With a total of 11 comparable data collection cycles completed, it can be stated that total active transportation user activity has been generally increasing, region-wide, since September 2013. Pedestrians significantly outnumber bicyclists and wheelchair users, and even more so in and around the region's "downtown" areas. The data shows that over the past 11 cycles bicycle activity has slightly decreased. The steady increase in pedestrian volume from year-to-year is largely driving the increase in overall active transportation.

### *Complete Streets Attract Bicyclists and Pedestrians*

In the 2018 count cycle, locations on "complete streets" were found to have a higher pedestrian and bicyclist user mode share, but a slightly lower transit mode share in comparison to the regional average for all 40 count locations. In addition, the pedestrian mode share at locations containing pedestrian facilities was 8 times greater than locations without pedestrian facilities.

### *RTP Performance Measures*

The alternative mode performance goals established in the 2040 Regional Transportation Plan (RTP), are the following:

1. Reach 15% alternative mode share within the Transit Service Area (most of the 40 count locations fall within the transit service area) by 2040. The 2018 alternative mode share was 12.4%.
2. Reach 40% alternative mode share at locations along the Virginia Street and 4th Street/Prater Way transit oriented development (TOD) corridors. The 2018 alternative mode share was 21.6% on Virginia Street and 27.3% on 4th Street/Prater Way.



# Introduction

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This Report presents the results of manual (video) counts conducted in May 2018 and September 2018, at 40 locations throughout Reno and Sparks. These counts represent the fifth full year of data collection in a continuing effort by the RTC to better understand pedestrian, bicyclist, and wheelchair user activity and trends throughout the region.

## Objective

The primary objective of the Program is to document trends in the number of people walking, using wheelchairs or mobility scooters, or riding bicycles on regional roads, including the year-to-year growth or decline in activity, as well as the share of overall transportation, for all active transportation modes at the comparison locations. The collected data will assist transportation planners with evaluating performance measures and the return on active transportation and “complete streets” infrastructure investment, and help identify and prioritize active transportation connectivity and safety improvements. The locations consist of regional roadways with and without pedestrian and bicycle facilities. Conducting a regular count program with consistent pedestrian, bicycle, and wheelchair data is important for many reasons, including:

- **Baseline Data** – Establishing and continuing a consistent count program following nationally standardized guidelines over multiple years allows for accurate trend analysis on regional roadways.
- **Performance Metrics** – The 2040 Regional Transportation Plan (RTP) includes performance measures for increasing the share of trips made by alternative modes. Availability of data is essential in determining achievement of the performance measures outlined in the RTP.
- **Facility Usage/Improvement Planning** – Many factors contribute to pedestrian and bicycle usage, however, counts help assess the benefits of bicycle and pedestrian capital improvement projects. The collected data can also increase awareness about the need for future roadway corridor improvements and complete streets programs and help prioritize improvements.
- **Safety** – A better understanding of pedestrian and bicycle collision rates can be gained with accurate volumes.

*Having a regular data collection program that provides consistent walking and bicycling data, region-wide, can highlight important activity trends and infrastructure needs.*



## Methodology

### *Data Collection Methodology*

Each location was counted for two hours during one weekday morning (10:00AM to Noon), one weekday afternoon (5:00PM to 7:00PM), and one weekend mid-day period (Saturday, Noon to 2:00PM) for a total of six hours of observation time. Weekday refers to either a Tuesday, Wednesday or Thursday. The count times are consistent with the protocol set by the National Bicycle and Pedestrian Documentation Project (NBPDP).

All locations were recorded using portable video recording units and the video was broken down for the desired time frames detailed above. At each location, contextual information, such as date, time, and presence of bike and pedestrian facilities were documented and the number of cyclists, pedestrians and wheelchair users were recorded. These counts were tabulated in a data reporting spreadsheet and supplied to the RTC for inclusion in the interactive count data GIS-based webpage.

### *Manual Count Extrapolation Methodology*

Estimations of daily, weekly, and annual values in this report are extrapolations based upon the manual counts collected and on temporal (climate) adjustment factors suggested by the NBPDP. The NBPDP extrapolation methodology is based on patterns of use by climate region. These patterns effect how much weight any given count will have depending on the hour, day, and month the count was collected. For more information regarding this methodology refer to the **NBPDP Count Adjustment Factors Document** in the Appendix.

## Why Count Bicyclists and Pedestrians?

- *Track Regional Bicycle and Pedestrian Usage*
- *Measure Performance of New Facilities*
- *Inform Bicycle and Pedestrian Infrastructure Decisions*
- *Support Funding, Grants, and Recognition Efforts*

## Collection Times

Weekday:  
10 AM to Noon  
5 PM to 7 PM

Saturday:  
12 PM to 2 PM





## Data Collection Locations

Throughout the Program’s history, multiple locations have been added and/or removed from observation. Since the first full year of data collection, three locations (#12, #15 and #37) have been removed and five new locations (#39 - #43) have been added for a total of 40 current count locations (shown in **Figure 1**). The location ID numbers were not reassigned so these locations can be revisited with future data collection efforts if desired. The count location comparison in this report compares only the 35 consistent count locations (September 2013 – Present).

Data collection locations were selected based on meeting the following criteria:

- Recently constructed projects
- Planned alternative mode improvement projects
- Stakeholder recommendations
- Presence of transit routes
- Existing bicycle facilities
- Mix of land uses
- Historical count location

*40 Count Locations  
throughout Reno, Sparks,  
and Washoe County*





*Figure 1. 2018 Count Program Locations*

# Count Data

## Alternative Modes Volume Totals

The following section documents the total 2018 annual volumes of each alternative mode for each data collection location. In all, the total of 480 hours of observed activity included 3,034 bicyclists, 19,561 pedestrians, and 134 wheelchair users. **Table 1** shows the overall count summary for the 2018 annual count period.

*Table 1. 2018 Count Summary by Location*

ID No.	Location	May 2018					September 2018					2018 Total				
		Bike	Ped	Wheelchair	Total	Rank	Bike	Ped	Wheelchair	Total	Rank	Bike	Ped	Wheelchair	Total	Rank
1	4th @ Evans	84	1716	23	1823	2	160	1817	24	2001	2	244	3533	47	3824	1
2	Prater @ 15th	13	160	0	173	14	19	139	0	158	16	32	299	0	331	14
3	Virginia @ Peckham	25	507	5	537	5	71	603	1	675	4	96	1110	6	1212	4
4	Virginia @ Little Waldorf	5	256	0	261	9	15	626	5	646	5	20	882	5	907	6
5	Mayberry @ McCarran	78	37	0	115	17	69	29	0	98	22	147	66	0	213	20
6	Sutro @ Hug High Crossing	1	39	0	40	34	5	72	0	77	26	6	111	0	117	30
7	Kietzke @ Mill	29	77	1	107	18	44	75	0	119	18	73	152	1	226	18
8	N Virginia @ College	12	713	0	725	4	87	2904	1	2992	1	99	3617	1	3717	2
9	Virginia @ Martin	49	285	1	335	6	47	408	0	455	7	96	693	1	790	7
10	Wells @ Vassar	20	167	2	189	12	48	206	5	259	13	68	373	7	448	13
11	Pyramid @ McCarran	3	35	0	38	35	13	23	0	36	37	16	58	0	74	36
13	Peckham @ Longley	14	8	0	22	39	22	14	0	36	37	36	22	0	58	39
14	South Meadows @ Double R	10	32	3	45	31	8	54	2	64	30	18	86	5	109	31
16	Oddie @ El Rancho	8	81	0	89	20	9	54	1	64	30	17	135	1	153	25
17	Plumb @ Hunter Lake	49	27	0	76	25	46	44	0	90	24	95	71	0	166	22
18	Evans @ Highland	18	159	0	177	13	58	408	0	466	6	76	567	0	643	8
19	Rock @ Glendale	21	57	0	78	23	16	65	0	81	25	37	122	0	159	24
20	4th @ Sutro	21	61	0	82	21	54	181	4	239	14	75	242	4	321	15
21	5th @ Ralston	31	282	5	318	7	18	281	6	305	11	49	563	11	623	9
22	Arlington @ Mount Rose	45	32	0	77	24	26	42	0	68	29	71	74	0	145	29
23	California @ Arlington	32	87	0	119	16	59	112	0	171	15	91	199	0	290	16
24	1st @ Ralston	385	435	3	823	3	105	241	2	348	9	490	676	5	1171	5
25	Lakeside @ McCarran	20	21	0	41	33	30	23	0	53	33	50	44	0	94	33
26	Mill @ Ryland	25	100	2	127	15	46	104	4	154	17	71	204	6	281	17
27	Moana @ Kietzke	10	60	0	70	27	24	84	0	108	20	34	144	0	178	21
28	Plumas @ Urban	52	28	0	80	22	49	23	0	72	28	101	51	0	152	26
29	Sutro @ 9th	31	179	1	211	11	91	278	8	377	8	122	457	9	588	11
30	Victorian @ Nichols	24	71	1	96	19	39	78	1	118	19	63	149	2	214	19
31	Nichols @ McCarran	22	188	2	212	10	53	234	0	287	12	75	422	2	499	12
32	Sparks @ Baring	7	25	0	32	37	10	52	0	62	32	17	77	0	94	33
33	Sparks @ Prater	15	59	0	74	26	15	59	0	74	27	30	118	0	148	28
34	McCarran @ Greenbrae	16	19	0	35	36	14	19	0	33	39	30	38	0	68	37
35	McCarran @ Glendale	15	32	0	47	30	9	30	0	39	36	24	62	0	86	35
36	Vista @ Alpland	9	15	0	24	38	6	20	0	26	40	15	35	0	50	40
38	Keystone @ Coleman	6	11	0	17	40	10	34	0	44	35	16	45	0	61	38
39	Steard @ Silver Lake	4	63	0	67	28	11	86	0	97	23	15	149	0	164	23
40	Arlington @ Wingfield Park	121	2385	4	2510	1	195	796	4	995	3	316	3181	8	3505	3
41	SE McCarran @ Mira Loma	10	34	0	44	32	14	88	4	106	21	24	122	4	150	27
42	Sun Valley @ 7th	14	36	2	52	29	15	31	2	48	34	29	67	4	100	32
43	Center @ Liberty	24	254	5	283	8	26	291	0	317	10	50	545	5	600	10
Sub-Total (35):		1,229	6,315	54	7,598		1,421	9,727	64	11,212		2,650	16,042	118	18,810	
Total By Mode (40):		1,378	8,833	60	10,271		1,656	10,728	74	12,458		3,034	19,561	134	22,729	



## Bicyclist Count Data

A total of 3,034 bicyclists were counted over the two data collection periods. Usage fluctuated by location throughout the year, however, three locations stood out as the most highly utilized locations by bicyclists, by seeing a significantly higher amount of usage than all other locations, as shown in the exhibit to the right.

- 1st Street @ Ralston Street
- Arlington Ave. @ Wingfield Park
- 4th St. @ Evans

The May 2018 count cycle recorded a total of 1,378 bicyclist at the 40 count locations. At the 35 comparison locations, there were 1,229 bicyclists observed, ranking as the second lowest May bicyclist total in the Program's history. There were 1,656 observed total bicyclists in September 2018 and 1,421 bicyclists at the 35 count comparison locations. The 1,421 bicyclists in September 2018 was the highest volume in any one count cycle since May 2016 (1,455). The multi-year trends of bicycle activity from September 2013 through September 2018 are discussed in further detail in the Overall Findings section.

## **Most Active Locations**

### May 2018

1. W. 1st St. @ Ralston St.
2. Arlington Ave. @ Wingfield Park
3. 4th St. @ Evans Ave.
4. Mayberry Dr. @ McCarran Blvd.
5. Plumas St. @ Urban Rd.

### September 2018

1. Arlington Ave. @ Wingfield Park
2. 4<sup>th</sup> St. @ Evans Ave.
3. W. 1<sup>st</sup> St. @ Ralston St.
4. Sutro St. @ 9<sup>th</sup> St.
5. Virginia St. @ College St.

### 2018 Annual Cycle

1. W. 1<sup>st</sup> St. @ Ralston St.
2. Arlington Ave. @ Wingfield Park
3. 4<sup>th</sup> St. @ Evans Ave.
4. Mayberry Dr. @ McCarran Blvd.
5. Sutro St. @ 9th St.

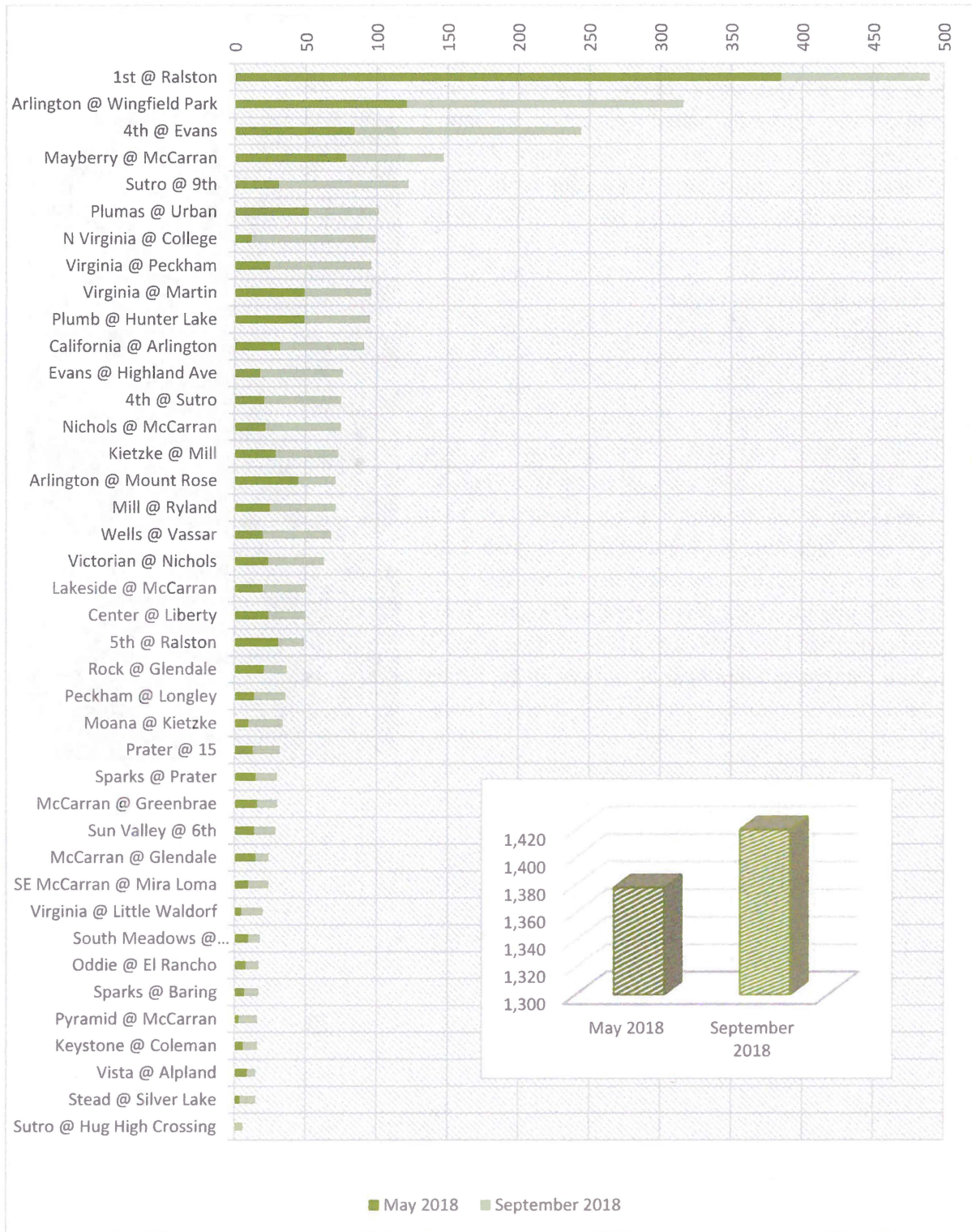


Figure 2. 2018 Total Bicyclist Volumes by Location



## Pedestrian Count Data

During the 2018 annual count cycle, 19,561 pedestrians were observed across all 40 locations. There were 16,042 pedestrians at the 35 comparison locations. This was by far the highest pedestrian volume observed in the count program history. In previous yearly cycles, pedestrian volumes did not fluctuate as much as bicyclist volumes even though there was some seasonal variation. The May 2018 counts included significant pedestrian activity caused by the Reno River Festival. The May 2018 count saw the highest total pedestrian volume (6,315) at the 35 comparison locations of any May count cycle. The September 2018 count period also saw an increase in pedestrians with 9,727 observed pedestrians at the 35 count locations. It is also becoming clear that the September volumes are influenced by the UNR schedule and the May volumes are influenced by special events at the Arlington Avenue and Wingfield Park location. The 4th Street at Evans Avenue location continues to experience high pedestrian volumes during each count cycle regardless of weather, special events, and/or other factors.

**Figure 3** shows the observed pedestrian volumes for the 2018 annual period. The multi-year trends of pedestrian activity from September 2013 through September 2018 are discussed in further detail in the Overall Findings section.

### Most Active Locations

#### May 2018

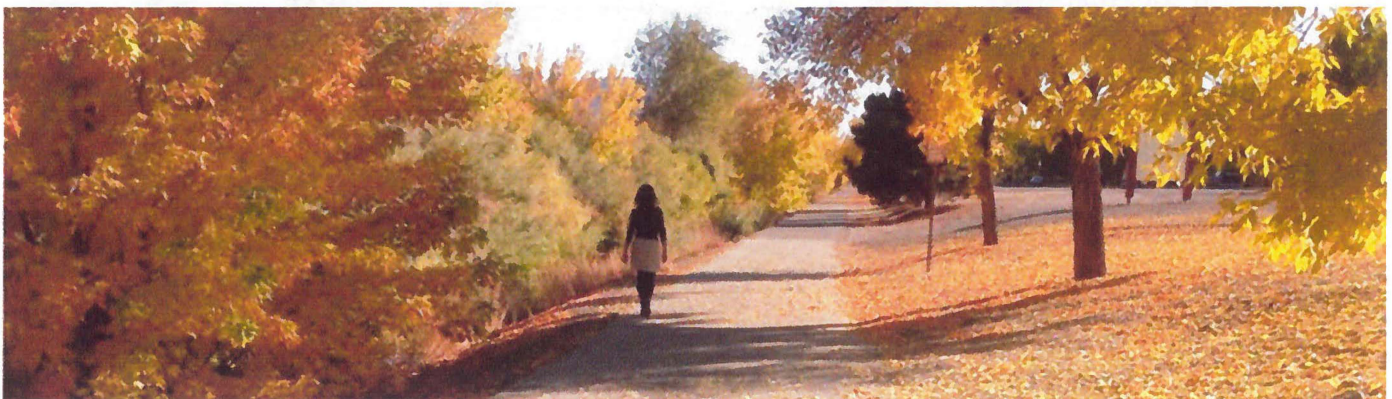
1. Arlington Ave. @ Wingfield Park
2. 4th St. @ Evans Ave.
3. Virginia St. @ College St.
4. Virginia St. @ Peckham Ln.
5. W. 1st St. @ Ralston St

#### September 2018

1. Virginia St. @ College St.
2. 4th St. @ Evans Ave.
3. Arlington Ave. @ Wingfield Park
4. Virginia St. @ Little Waldorf
5. Virginia St. @ Peckham Ln.

#### 2018 Annual Cycle

1. Virginia St. @ College St.
2. 4th St. @ Evans Ave.
3. Arlington Ave. @ Wingfield Park
4. Virginia St. @ Peckham Ln.
5. Virginia St. @ Little Waldorf





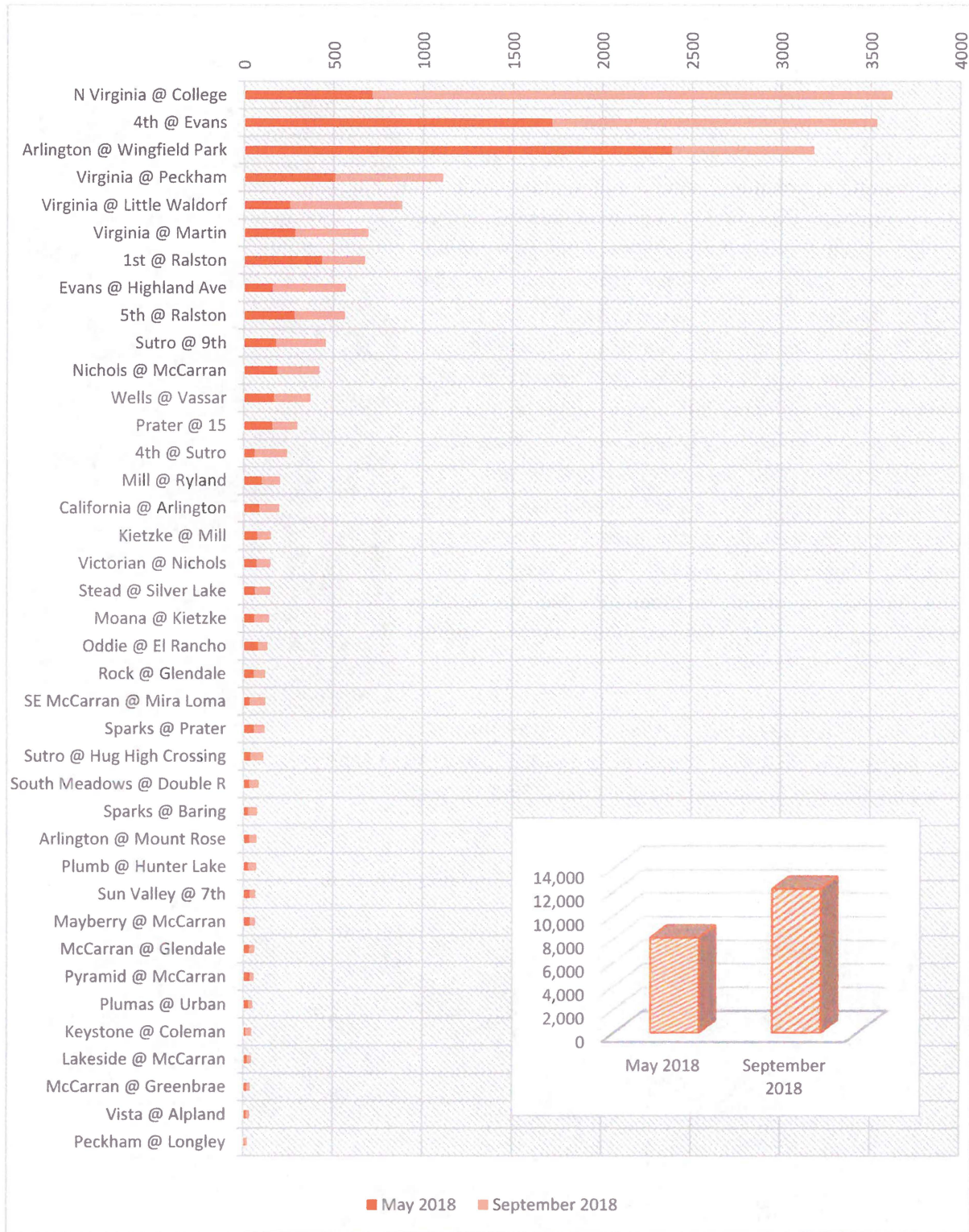


Figure 3. 2018 Total Pedestrian Volumes by Location



## Wheelchair Count Data

The 2018 annual count found 134 wheelchair users at the 40 count locations and 118 wheelchair users at the 35 comparison count locations. The 2018 count period decreased slightly (-7) in total wheelchair users compared to the 2017 annual period. Total wheelchair activity has increased slightly since the Program inception. Wheelchair volume has had significant fluctuations in total activity.

The busiest location for wheelchair activity in the 2018 count cycle was 4th Street at Evans Avenue, continuing the trend for this location experiencing the highest level of wheelchair user activity in every count cycle to date. The presence of the RTC 4th Street Transit Station, and the fact that many individuals who utilize wheelchairs and mobility scooters are transit-dependent, causes this location to consistently rank as the busiest location for wheelchair user activity, as illustrated in **Figure 4**. This location has also experienced a general increase in wheelchair user activity since Program inception.

## Most Active Locations

### May 2018

1. 4th St. @ Evans Ave.
2. Virginia St. @ Peckham Ln.
2. 5<sup>th</sup> St. @ Ralston St.
2. Center St. @ Liberty St.
3. Arlington Ave. @ Wingfield Park

### September 2018

1. 4th St. @ Evans Ave.
2. Sutro St. @ 9<sup>th</sup> St.
3. 5<sup>th</sup> St. @ Ralston St.
4. Virginia St. @ Little Waldorf
4. Wells Ave. @ Vassar St.

### 2018

1. 4th St. @ Evans Ave.
2. 5<sup>th</sup> St. @ Ralston St.
3. Sutro St. @ 9<sup>th</sup> St.
3. Arlington Ave. @ Wingfield Park
4. Wells Ave. @ Vassar St.



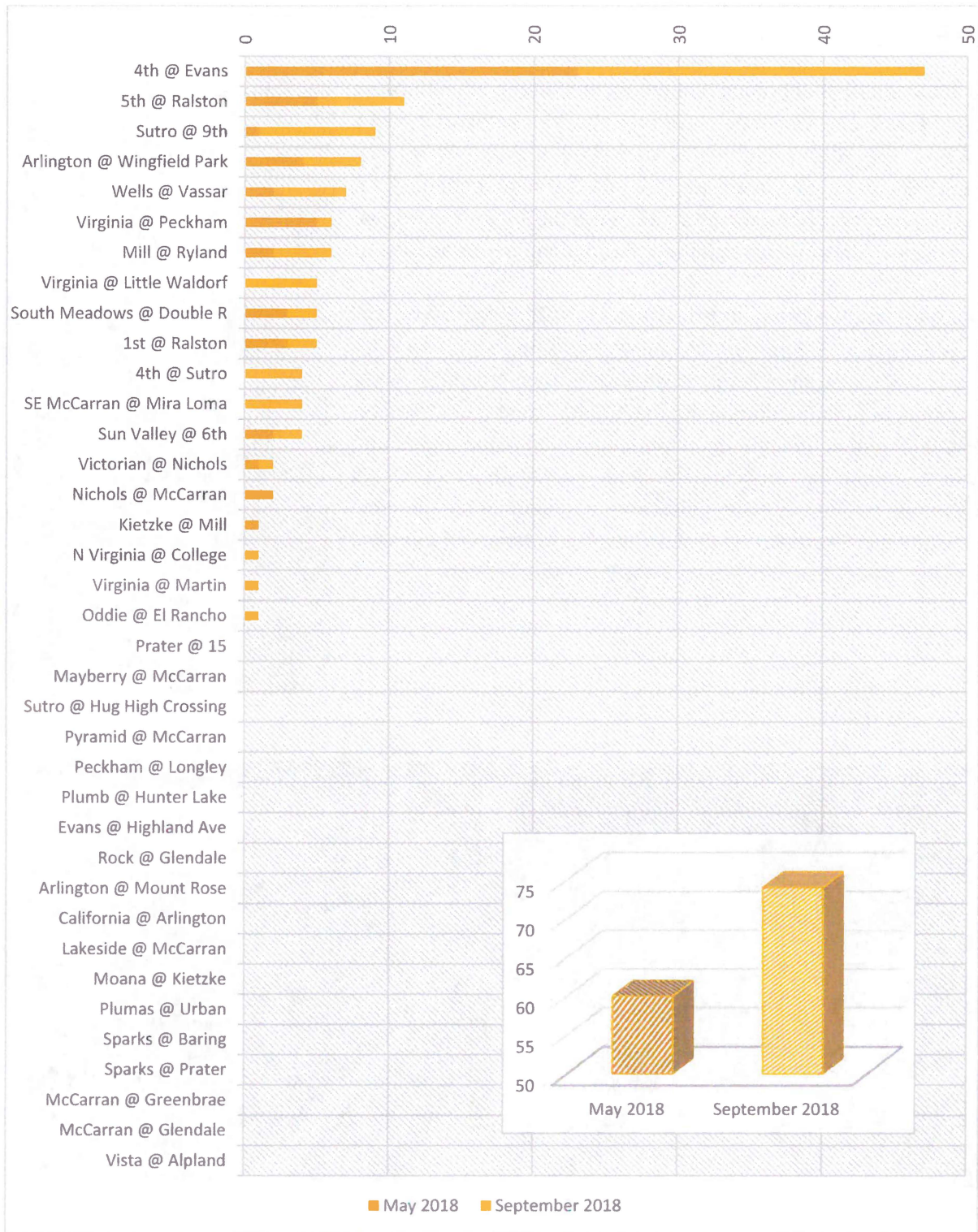


Figure 4. 2018 Total Wheelchair Volumes by Location

# Other Data

## Pedestrian & Bicycle Crash Data

NDOT has recently experienced issues with their non-motorized crash history database. Therefore, this section contains only updated data from the previous annual report (2016-2017). NDOT crash history data from 2018 is incomplete at this time, and a further analysis is forthcoming once the most recent data is obtained and verified as accurate.

To give the bicycle and pedestrian data a relevant safety context, collision data for accidents involving non-motorized users in Washoe County was obtained from the Nevada Department of Transportation (NDOT) Office of Traffic Safety. NDOT periodically revises crash data history, therefore, the data can fluctuate depending on when the crash data was obtained. It is important to track these types of collisions to better understand the frequency, type, and location of incidents. Collision data helps to measure existing safety improvements and identify ongoing or emerging safety issues that can be addressed through roadway and facility design guidelines, new development guidelines, and the strategic development of new infrastructure for alternative modes that provide more separation from motorized vehicle traffic.

Figure 5 shows the number of crashes, by severity, involving non-motorized users in Washoe County. During the 2016-2017 count cycle Washoe County had the second lowest total crashes compared to the previous three (3) years.

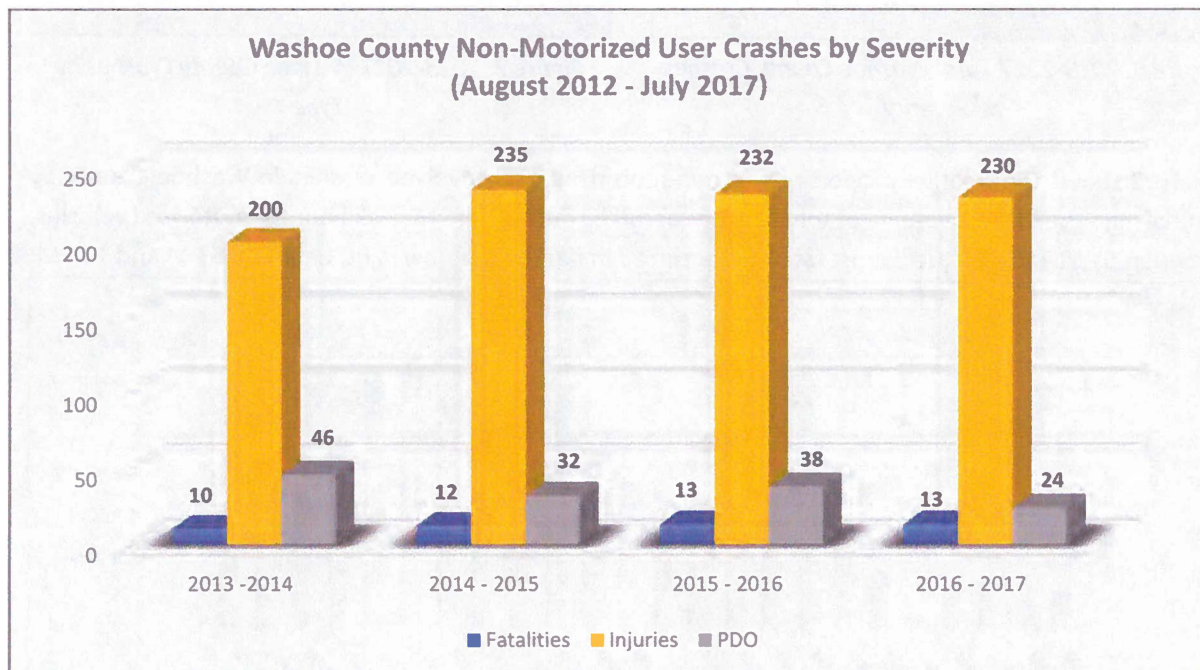


Figure 5. 2013-2017 Historical Washoe County Crashes by Severity (August 2012 – July 2017)



Over the past four annual data periods (Aug. 1st - July 31st) there have been an average of 271 total crashes per year in Washoe County involving non-motorized users. During the 2016-2017 period there were a total of 267 crashes involving non-motorized users of the roadway; 13 of those crashes resulted in fatalities, 230 crashes caused injuries, and 24 caused property damage only (“PDO”).

**Figure 6** further illustrates the relative proportion of the severity of all non-motorized user-involved collisions captured by NDOT in the past data periods. The overwhelming majority of crashes involving non-motorized users have resulted in an injury (82.7%). The next most common result has been property damage and no injury (12.9%). Fatalities have occurred in 44 of the total 1023 incidents (4.4%). **Figure 7** illustrates all crashes by crash type, a non-collision crash is an accident that involves a single bicycle or pedestrian (ex. slip, fall, run-off road).

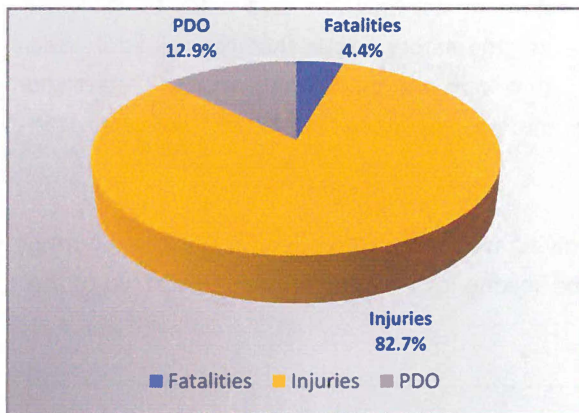


Figure 6. 2013-2017 Total Washoe County Crashes by Severity

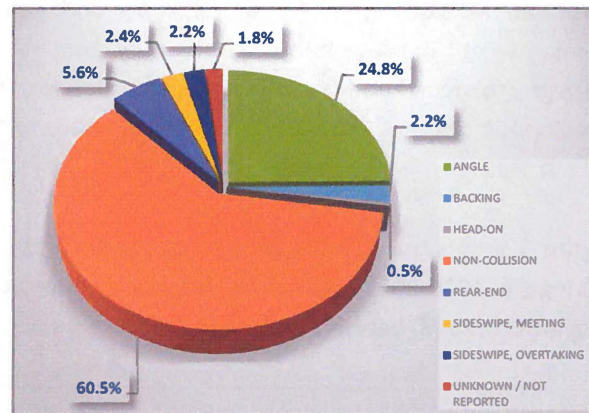


Figure 7. 2013-2017 Washoe County Crashes by Type

**Figure 8** shows the relative proportions of non-motorized user-involved crashes in Washoe County by time of day. The highest volume of total crashes occurred during the PM peak hour for motorized vehicles, between 5 PM and 6 PM. The most fatalities occurred in darkness or low light, between 6 PM and 10 PM.

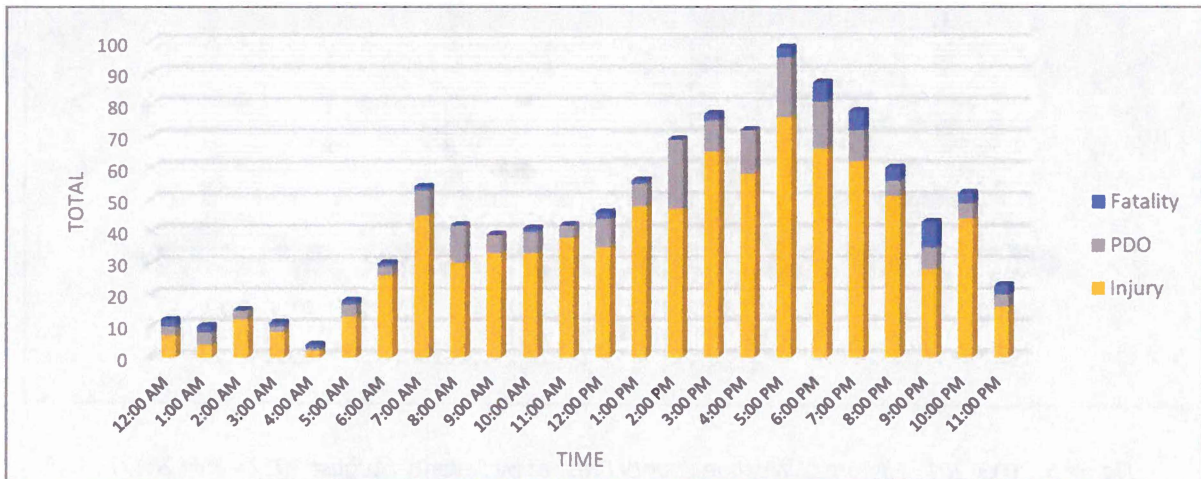
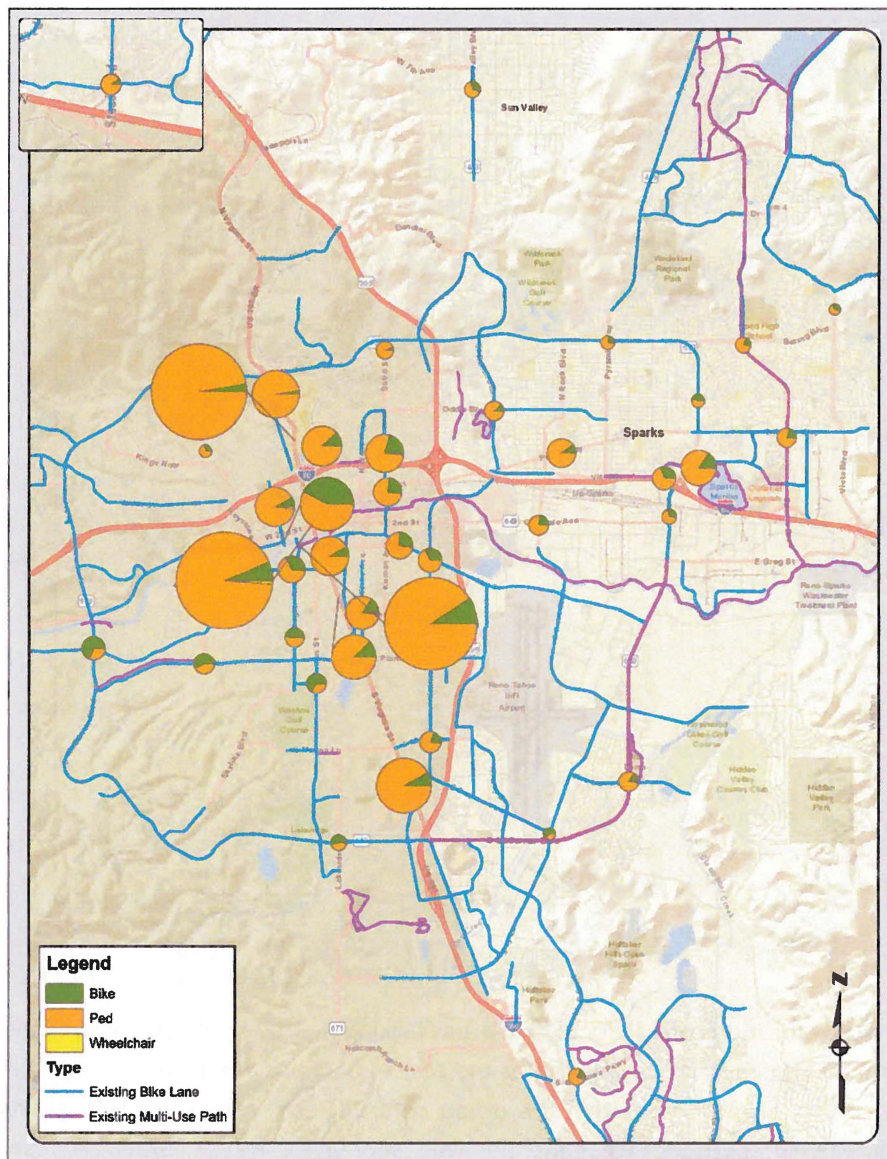


Figure 8. 2013-2017 Washoe County Crashes by Time of Day



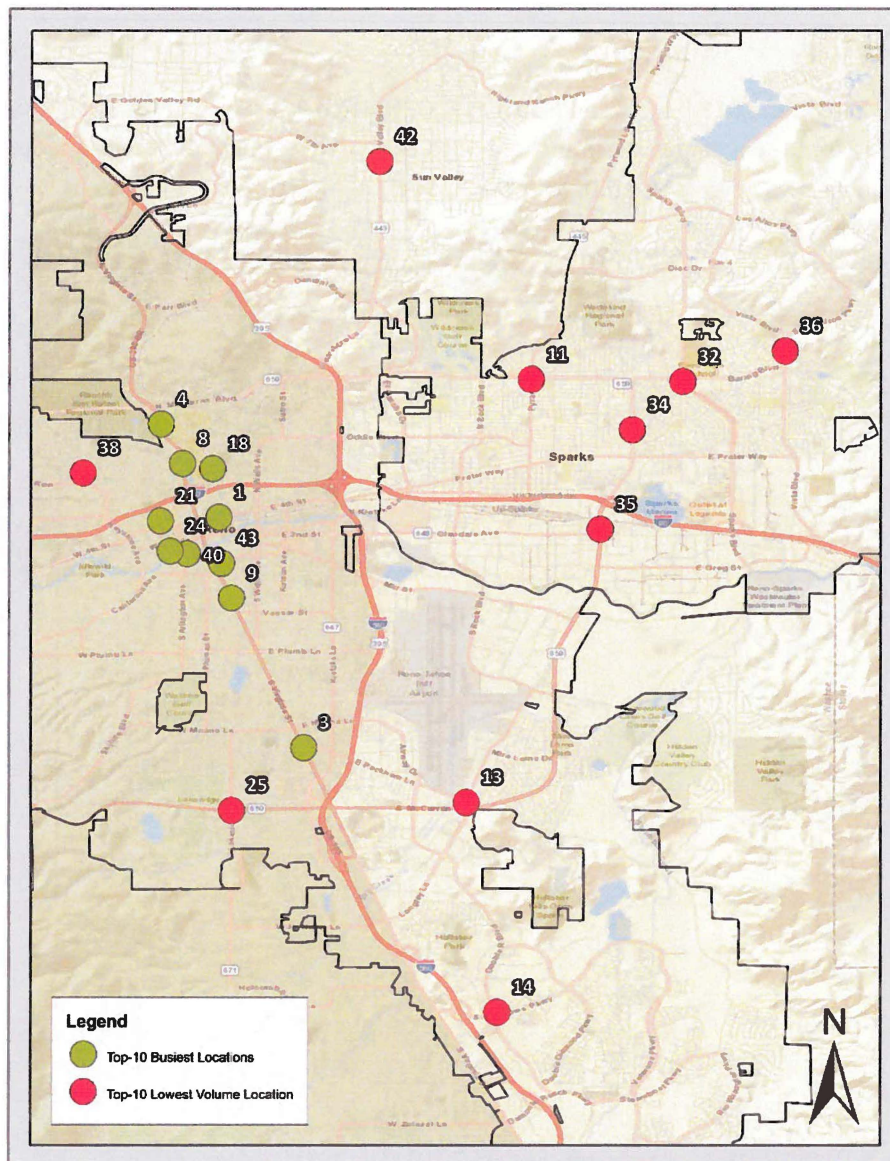
## Volumes by Location

**Figure 9** maps the recorded 2018 bicycle, pedestrian, and wheelchair user volumes at all Program count locations. The scale of the pie charts is proportionate to the total volumes of bicycles, pedestrians, and wheelchairs users observed at each location over the annual count cycle.



*Figure 9. 2018 Relative Volumes Map*

To better understand the areas within the Reno-Sparks region where walking and cycling are most common, **Figure 10** shows the ten highest locations and the ten lowest volume locations for the 2018 count cycle.



*Figure 10. 10 Highest & Lowest Volume Locations (2018)*

The ten lowest-volume locations are all located in areas lacking nearby significant activity generators or strong active transportation infrastructure. As was the case in previous annual data collection cycles, the 10 highest-use locations are located within the urban core of Reno, except for the Virginia Street at Peckham location. These locations are generally well served by transit, sidewalks, and bicycling infrastructure. Locations such as Virginia Street at Peckham Lane and Sutro Street at 9th Avenue experience high levels of activity due to the presence of good transit service. Virginia Street at College Avenue and Evans Ave at Highland Ave volumes are affected by their proximity to UNR, a significant activity generator for pedestrians and bicyclists.



## Wrong-Way Riding

Wrong-way riding is a major safety concern because incidents involving wrong-way riding are typically severe and often fatal for bicyclists when an automobile is involved. **Figure 11** shows the total volume of bicycles by location and the number of wrong way riders during the 2018 count cycle.

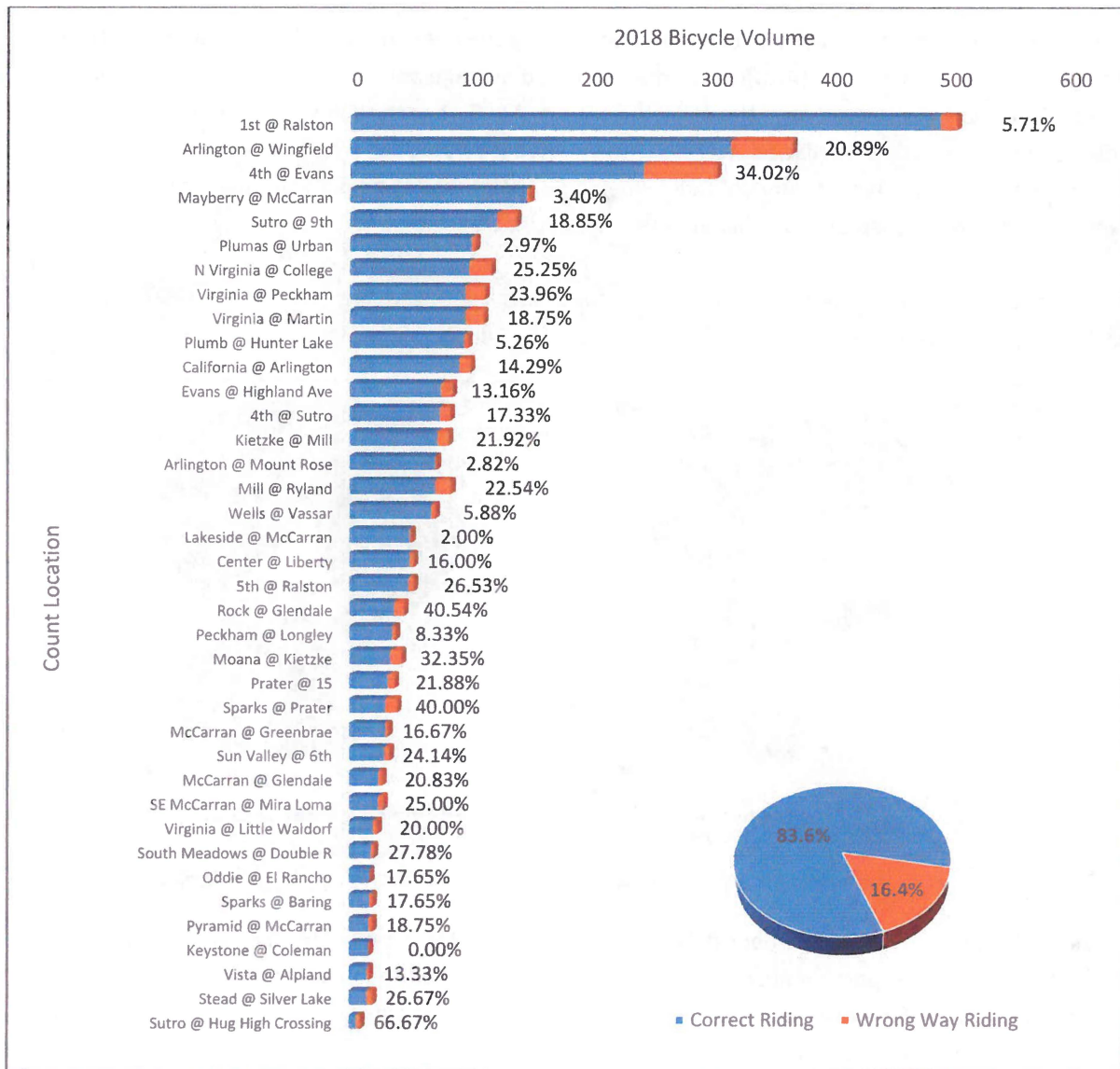


Figure 11. 2018 Wrong Way Riding

The location with the highest percentage of wrong way riders was Sutro Street at Hug High Crossing (66.7%) but this location had very low bicycle volumes overall. 4th Street at Evans Avenue has a very high volume of cyclists and a large percentage (34.0%) of wrong-way riders, many of whom were observed riding on the sidewalk.



# Regional Mode Share

## 2018 Mode Share

Mode share refers to the percentage of a type, or “mode” of transportation traveling on a given roadway or through a location, or within a defined area. This section provides information about the overall regional mode share based on alternative modes data from all 40 Program locations, as well as the mode share of active transportation at the individual count locations.

Mode shares at each location were calculated by comparing the Average Annual Daily Traffic (AADT), the Average Annual Daily Ridership (AADR), and the estimated average annual daily bicycle, pedestrian, and wheelchair traffic extrapolated from the collected counts. AADT at each roadway segment was retrieved from the Traffic Records Information Access (TRINA) database published by the Nevada Department of Transportation (NDOT). Average Annual Daily Ridership (AADR) was obtained from the most recent RTC ridership data (2017) based on individual roadway segments.

Figure 12 shows the average calculated modal split for all locations using the most recent AADT and AADR data for May and September 2018.

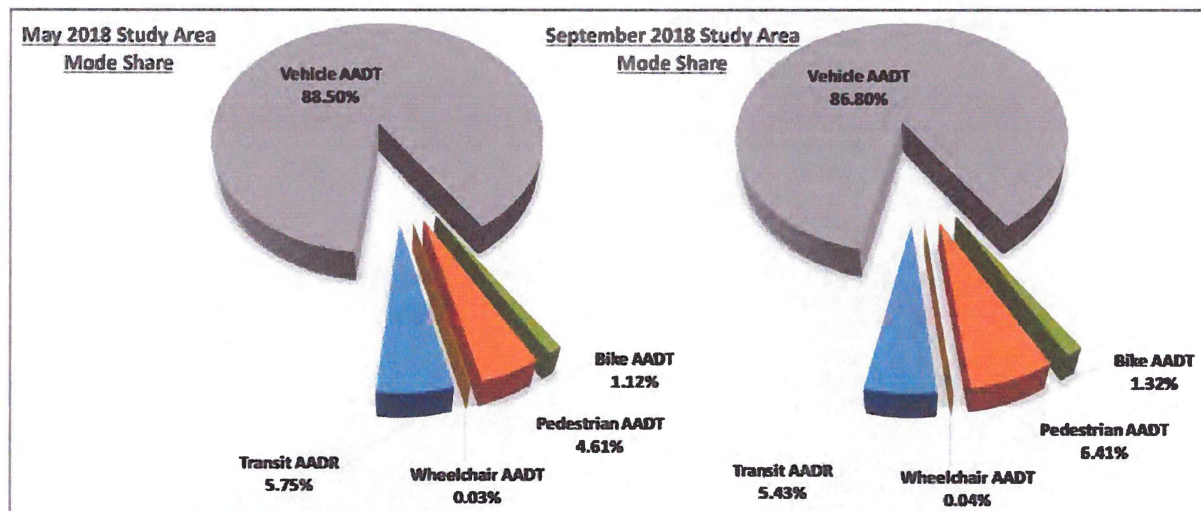


Figure 12. 2018 Comparison of September Overall Transportation Regional Mode Share

Overall in the 2018 count cycle, pedestrian volumes represented nearly 1 in every 18 trips (5.51%), bicycling volumes were approximately 1 in 82 trips (1.22%), and wheelchair user activity was a statistically insignificant portion of all regional trips (0.04%). Transit ridership accounted for 5.59% of all travel at the 40 count program locations.

Table 2 shows the 2018 alternative mode shares by facility type at the 40 count locations.



*Table 2. 2018 Alternative Mode Shares by Facility Type*

Bicycle Facility Mode Share		
No Bike Lane	With Bike Lane	With Transit
0.69%	1.61%	0.84%
Pedestrian Facility Mode Share		
Without Sidewalk	With Sidewalk	With Transit
0.72%	5.76%	6.11%

In the 2018 count cycle, the mode share on roads with bicycle facilities is 1.61%. The mode share on roads with no bicycle facilities is 0.69%. For roadways with pedestrian facilities, walking on average accounted for 5.76% compared to 0.72% for roadways lacking pedestrian facilities. This is a significant difference and clearly demonstrates the value of sidewalks and bicycle facilities to active transportation. Not surprisingly, roadways with public transportation have a relatively higher pedestrian mode share (6.11%). The bicycling mode share for roadways with public transportation (0.84%) is slightly less than the regional bicyclist mode share (1.22%).

From the U.S. Census and American Community Survey data in **Table 3**, it is worth noting that telecommuting (“Work At Home”) has been consistently increasing since 2014, and was the only alternative “mode” that showed a steady increase in overall mode share over the same period. Based on the ACS estimates, public transit has seen a slight decrease in mode split the last two years. It is important to note that the information shown only accounts for trips related to commuting to work from home and does not account for any personal trips, recreational trips, etc.

*Table 3. 2013-2017 Journey to Work Mode Split*

JOURNEY-TO-WORK MODE SPLIT FOR WASHOE COUNTY					
Mode (Home Based Work Trips)	2013	2014	2015	2016	2017
Drive Alone	76.4%	76.5%	76.6%	76.3%	76.4%
Carpool	9.4%	9.2%	9.0%	9.0%	8.9%
Public Transit	5.2%	5.2%	5.2%	5.1%	5.0%
Bicycling	0.6%	0.6%	0.6%	0.6%	0.5%
Walking	2.8%	2.7%	2.8%	2.7%	2.7%
Other Means	1.3%	1.2%	1.2%	1.2%	1.3%
Work at Home	4.4%	4.5%	4.6%	5.0%	5.2%

Source: 2013 - 2017 American Community Survey (ACS) 1-year estimates

**Table 4** contains a complete breakdown of the modal split by location in the 2018 count cycle.



Table 4. 2018 Mode Share by Count Location

No.	Location	Existing Facilities			Mode Split (in percent)				
		Bike	Ped	Transit	Bikes	Pedestrians	Wheelchair	Transit	Vehicle
1	4th @ Evans				1.48%	21.25%	0.27%	31.21%	45.78%
2	Prater @ 15th				0.34%	3.04%	0.00%	8.56%	88.06%
3	Virginia @ Peckham				0.64%	7.28%	0.03%	10.81%	81.24%
4	Virginia @ Little Waldorf				0.22%	10.67%	0.07%	8.46%	80.59%
5	Mayberry @ McCarran				2.22%	1.05%	0.00%	0.00%	96.73%
6	Sutro @ Hug High Crossing				0.10%	2.03%	0.00%	7.55%	90.32%
7	Kietzke @ Mill				0.44%	0.86%	0.01%	3.20%	95.49%
8	N Virginia @ College				0.61%	23.48%	0.01%	5.37%	70.54%
9	Virginia @ Martin				0.71%	5.53%	0.01%	12.53%	81.23%
10	Wells @ Vassar				0.75%	4.16%	0.08%	0.96%	94.05%
11	Pyramid @ McCarran				0.10%	0.32%	0.00%	0.00%	99.58%
13	Peckham @ Longley				0.54%	0.32%	0.00%	2.21%	96.94%
14	South Meadows @ Double R				0.19%	0.95%	0.06%	1.59%	97.21%
16	Oddie @ El Rancho				0.15%	1.12%	0.01%	0.00%	98.73%
17	Plumb @ Hunter Lake				1.94%	1.51%	0.00%	0.00%	96.55%
18	Evans @ Highland Ave				1.78%	13.33%	0.00%	5.13%	79.76%
19	Rock @ Glendale				0.31%	1.10%	0.00%	3.19%	95.40%
20	4th @ Sutro				0.74%	2.48%	0.04%	21.35%	75.39%
21	5th @ Ralston				0.93%	10.92%	0.22%	4.86%	83.07%
22	Arlington @ Mount Rose				1.18%	1.33%	0.00%	2.74%	94.75%
23	California @ Arlington				1.25%	2.62%	0.00%	2.23%	93.90%
24	1st @ Ralston				16.70%	23.91%	0.19%	0.00%	59.20%
25	Lakeside @ McCarran				0.79%	0.66%	0.00%	0.00%	98.54%
26	Mill @ Ryland				0.57%	1.59%	0.05%	4.75%	93.04%
27	Moana @ Kietzke				0.15%	0.58%	0.00%	1.18%	98.09%
28	Plumas @ Urban				0.98%	0.49%	0.00%	1.48%	97.05%
29	Sutro @ 9th				1.55%	5.58%	0.12%	21.19%	71.56%
30	Victorian @ Nichols				1.44%	3.34%	0.05%	4.98%	90.18%
31	Nichols @ McCarran				3.88%	21.17%	0.04%	9.18%	65.73%
32	Sparks @ Baring				0.09%	0.41%	0.00%	0.12%	99.38%
33	Sparks @ Prater				0.15%	0.61%	0.00%	0.80%	98.44%
34	McCarran @ Greenbrae				0.18%	0.25%	0.00%	0.00%	99.57%
35	McCarran @ Glendale				0.08%	0.28%	0.00%	0.55%	99.08%
36	Vista @ Alpland				0.10%	0.23%	0.00%	0.00%	99.67%
38	Keystone @ Coleman				0.60%	1.68%	0.00%	0.00%	97.72%
39	Stead @ Silver Lake				0.11%	1.05%	0.00%	3.18%	95.66%
40	Arlington @ Wingfield				3.32%	30.34%	0.07%	1.66%	64.61%
41	SE McCarran @ Mira Loma				0.17%	0.83%	0.04%	0.97%	98.00%
42	Sun Valley @ 6th				0.25%	0.57%	0.04%	1.27%	97.87%
43	Center @ Liberty				1.01%	11.34%	0.08%	40.30%	47.27%

- locations with facilities on only one side of the road.

Top 3 ranked locations are highlighted

### Complete Streets

The importance of safe dedicated facilities for pedestrians, bicyclists, and wheelchair users has been consistently demonstrated through 11 Program data collection cycles. A complete streets approach to roadway improvement or construction projects looks to manage the allocation of space in the “public realm”, sometimes in partnership with adjacent land owners, to comfortably integrate all modes of transportation and other activities, and ideally with a special sensitivity to safety and land use context. At Program locations where typical complete street elements (i.e., sidewalks, widened sidewalks, bike lanes, multi-use paths, cycle tracks) have been provided, the associated alternative mode volumes are higher than at locations without these facilities. The Prater Way at 15th Street and the 4<sup>th</sup> Street at Evans Avenue locations are currently under construction and will include complete street features. Bicycle and pedestrian volumes may temporarily be lower at locations undergoing construction.



This analysis compares the overall mode share split of those locations meeting the definition of complete streets to the mode share split of the study average. **Table 5** shows the 2018 mode share at the complete street locations (top three in each category is highlighted).

*Table 5. 2018 Complete Street Mode Share*

ID No.	Location	Mode Split (in percent)				
		Bikes	Pedestrians	Wheelchair	Transit	Vehicle
5	Mayberry @ McCarran	2.40%	1.00%	0.00%	0.00%	96.60%
6	Sutro @ Hug High Crossing	0.20%	2.80%	0.00%	7.50%	89.60%
10	Wells @ Vassar	1.10%	5.10%	0.10%	0.90%	92.70%
22	Arlington @ Mount Rose	1.00%	1.70%	0.00%	2.70%	94.60%
23	California @ Arlington	1.70%	3.10%	0.00%	2.20%	92.90%
24	1st @ Ralston	9.90%	22.60%	0.20%	0.00%	67.40%
28	Plumas @ Urban	1.10%	0.50%	0.00%	1.50%	96.90%
29	Sutro @ 9th	2.40%	7.20%	0.20%	20.60%	69.60%
30	Victorian @ Nichols	2.00%	3.90%	0.10%	4.90%	89.10%
31	Nichols @ McCarran	5.90%	25.10%	0.00%	8.50%	60.60%
40	Arlington @ Wingfield Park	5.00%	20.40%	0.10%	1.90%	72.60%
41	SE McCarran @ Mira Loma	0.20%	1.20%	0.10%	1.00%	97.50%
<b>Complete Streets Average</b>		<b>2.74%</b>	<b>7.88%</b>	<b>0.07%</b>	<b>4.31%</b>	<b>85.01%</b>
<b>Study Average</b>		<b>1.22%</b>	<b>5.51%</b>	<b>0.04%</b>	<b>5.59%</b>	<b>87.65%</b>

As shown in **Table 5**, bicycling, pedestrian, and wheelchair activity garnered more mode share on complete streets compared to the study average. Overall transit ridership was slightly lower at the complete street locations compared to the study average. The effects of complete streets implementation should continue to be monitored to better understand how the treatments are influencing alternative mode activity throughout the region. This may be in part because no transit service is provided at two of the locations analyzed. Alternatively, the transit ridership would be 6.12% if these two locations were excluded from the calculations.

### Performance Measures Monitoring

With the Program data, performance measures can be created and monitored to assess progress towards goals outlined in the 2040 Regional Transportation Plan (RTP) as well as those highlighted in the Bicycle and Pedestrian Master Plan. A stated goal in the 2040 RTP is a 15% alternative mode share within the



transit service area by 2040. In 2018, the average total non-motorized user mode share at the 40 Program locations within the RTP Transit Service Area was 12.4%, including transit.

A total of four (4) count locations on the Virginia Street corridor and three (3) count locations on the 4th Street/Prater Way corridor help to measure performance against these criteria. Both corridors are served heavily by transit and the seven (7) count locations are located near major trip generators. A target of 40% alternative mode share for both the Virginia Street and 4th Street/Prater Way TOD corridors was set in the 2040 RTP. **Table 6** shows the 2018 mode share for the count locations on both corridors.

The average alternative mode share, including transit, was 21.6% and 27.3% for the Virginia Street and 4<sup>th</sup>/Prater TOD corridors, respectively. It is important to note that the Virginia Street at College Drive and 4<sup>th</sup> Street at Evans Avenue locations greatly influence each corridor’s average mode share. Transit ridership on both Virginia Street and 4th Street/Prater Way has been impacted by road construction.



*Table 6. 2018 Virginia Street & 4th Street/Prater Way TOD Corridor Mode Share*

Location	Bikes	Pedestrians	Wheelchair	Transit	Vehicle
Virginia @ Little Waldorf	0.25%	8.91%	0.00%	8.20%	82.65%
Virginia @ College	0.41%	27.51%	0.01%	5.86%	66.22%
Virginia @ Martin	0.99%	5.17%	0.04%	12.02%	81.80%
Virginia @ Peckham	0.38%	6.80%	0.03%	8.85%	83.94%

**Alternative Modes Average: 21.6%**

Location	Bikes	Pedestrians	Wheelchair	Transit	Vehicle
4th @ Evans	1.49%	12.39%	0.27%	31.22%	45.77%
4th @ Sutro	0.75%	2.48%	0.05%	21.36%	75.37%
Prater @ 15	0.36%	3.02%	0.00%	8.55%	88.08%

**Alternative Modes Average: 27.3%**

# Analysis and Trends

## Alternative Mode Activity vs. Gas Prices

The price of gas can act as an incentive or as a deterrent to utilizing alternative modes of transportation. As gas prices rise, it is assumed that alternative mode usage increases. While much nationwide research has gone into this affect, it is important to continue to monitor how the changes in gas prices effect alternative mode use in the Region. **Figure 13** shows a loose correlation of gas prices to total active transportation volumes in each count cycle. Gas prices have largely remained relatively consistent and well below \$4.00/gal in the past two years which may reduce the affects gas prices have on active transportation.

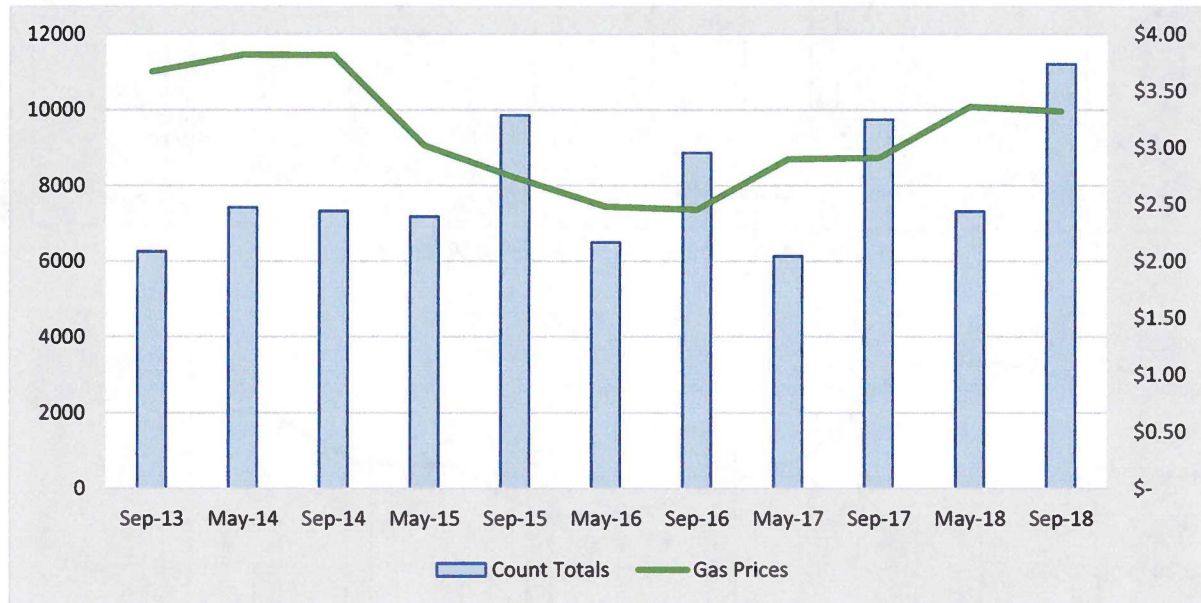


Figure 13. Gas Prices vs. Total Volumes (September 2013 – September 2018)

Figure 14 and Figure 15 also show little correlation in gas prices versus bicycle and pedestrian volumes. Active transportation volumes versus gas prices will continue to be monitored to verify if multi-year correlations do in fact exist.



Figure 14. Gas Prices vs. Total Bicycle Volumes



Figure 15. Gas Prices vs. Total Pedestrian Volumes

### Multi-Year Trends

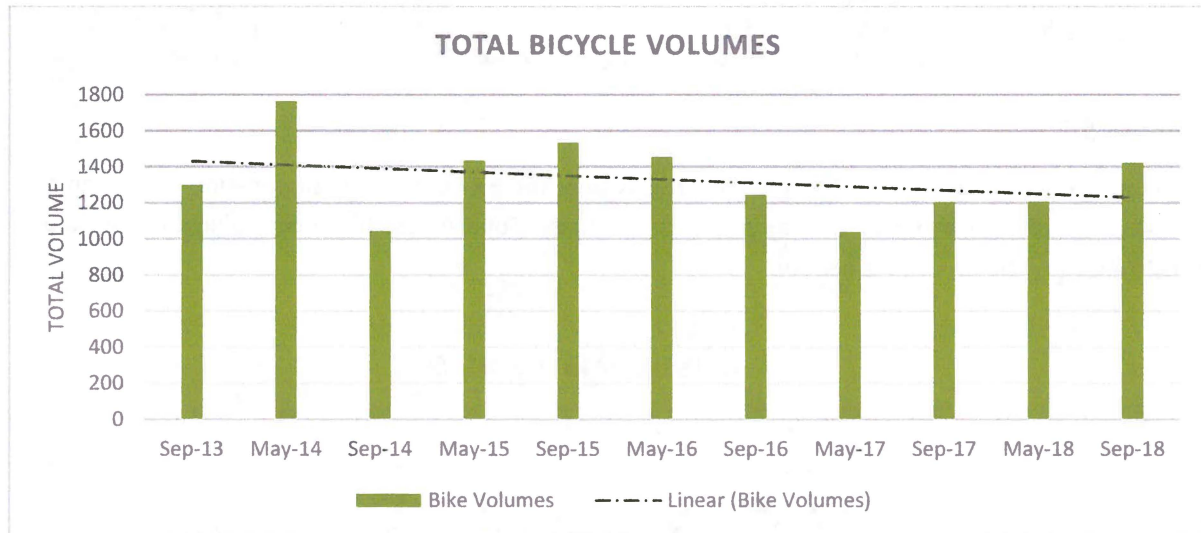
Five complete annual cycles of bicycle, pedestrian and wheelchair user data have been conducted in the Reno-Sparks region since September 2013. In this section, the multi-year trends of each alternative mode are analyzed based on the associated total volumes at the 35 identical count locations collected for each mode in every count cycle between September 2013 and September 2018. In any given count cycle,



special events, inclement weather, and other factors can have a significant effect on observed volumes. A central reason for the existence of this consistent data collection effort is to help planners and the public see the general multi-year trends in alternative mode usage, and thereby more easily identify any abnormalities in seasonal activity at each location or region-wide. For this reason, a trend line is included in each of the graphs below containing historical total alternative mode volumes.

### Bicyclist Activity

**Figure 16** shows that, since September 2013, bicycling activity at the 35 comparison locations has shown a trend towards slightly decreasing volumes in each year-to-year count cycle. The graph also shows recent consistency in the relative magnitude of bicycle activity over the last 5 years. No one year has shown constant higher volumes over another. The May 2014 count cycle recorded the highest number of bicyclists.



*Figure 16. Multi-Year Total Bicycle Volumes*

### Pedestrian Activity

**Figure 17** indicates that overall pedestrian activity at the 35 identical Program locations has been on the rise since 2013. The latest September count cycles represent the four highest-volume counts of pedestrians over the 11 comparison count cycles. The September 2018 count cycle recorded the highest number of pedestrians. It is important to highlight that the May 2018 count cycle recorded the highest number of pedestrian of all the May count cycles.



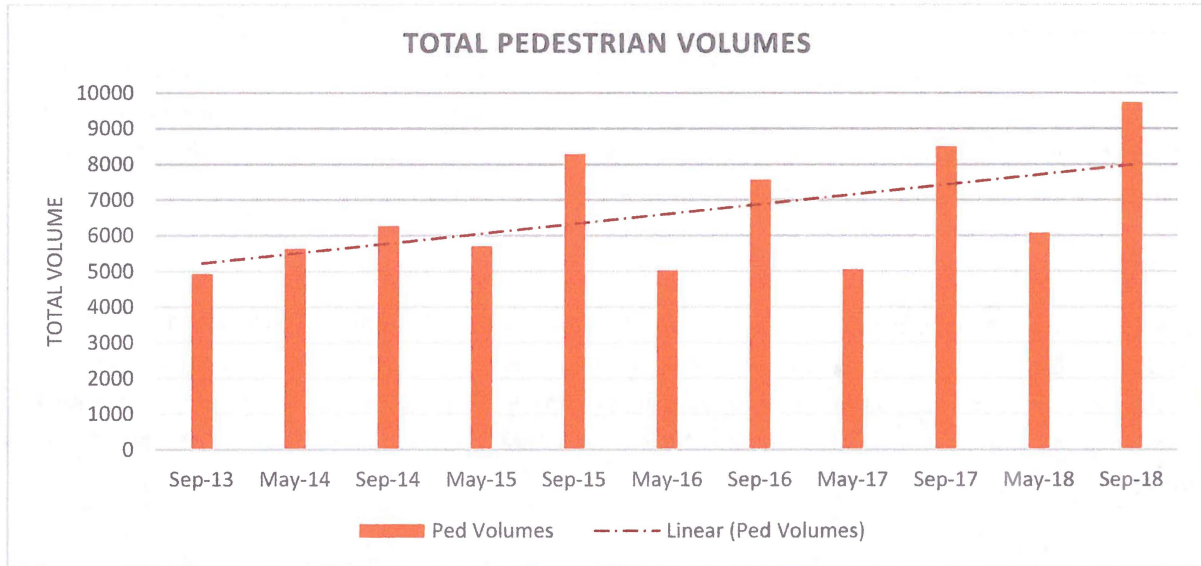


Figure 17. Multi-Year Total Pedestrian Volumes

#### Wheelchair Activity

Figure 18 indicates that overall wheelchair user activity at the 35 Count Program locations has been on the rise since 2013 at a similar rate as pedestrian activity. Total wheelchair user volumes have been inconsistent over the program’s history.

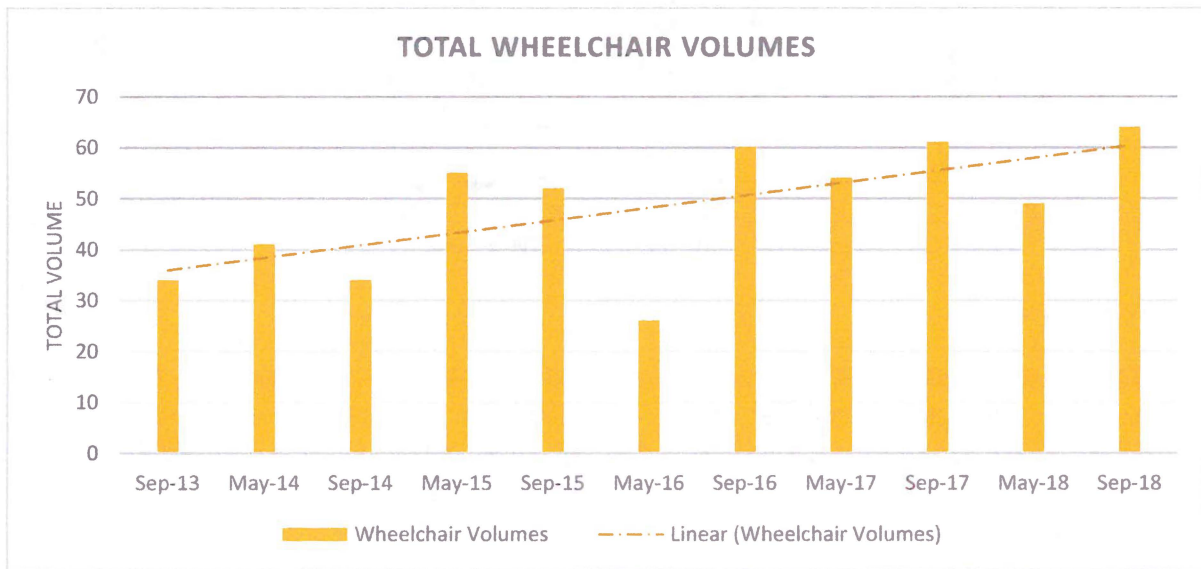


Figure 18. Multi-Year Total Wheelchair Volumes

# Conclusions

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The fifth full year of data collection for the Bicycle, Pedestrian and Wheelchair Data Collection Program, has helped identify multi-year trends and factors contributing to the use of alternative modes of transportation in the Reno-Sparks area. A total of 11 data collection cycles are now complete at the 35 “comparison” count locations.

## Emerging Trends in Alternative Mode Activity

- Pedestrian volumes have continued to steadily increase since September 2013, including the relative volume of high-use spikes in the areas surrounding the region’s many special events.
- Bicyclist volumes have just slightly decreased year-to-year since September 2013.
- Wheelchair user volumes have been inconsistent from year-to-year. However, wheelchair volumes have slightly increased since September 2013.
- Pedestrians significantly outnumber bicyclists region-wide, and even more so in and around the downtown area.
- Gas prices have recently shown little correlation to active transportation volumes. Gas prices have largely remained at or below \$4 per gallon in the Reno/Sparks region for the past few years, which decreases the effect gas prices have on mode choice.
- The volume of collisions involving non-motorized users decreased slightly during the 2016 – 2017 period (latest data).
- PM low-light hours and evening hours are the most dangerous times of day for alternative modes.
- Count locations on streets with sidewalks showed a significant increase in pedestrian mode share compared to streets without sidewalks. Additionally, pedestrian mode share had a greater increase at locations in which transit service was provided.

## Considerations for Future Efforts

The following suggestions to improve future data collection and analysis include modifications or additions to what and how data is being collected and analyzed for the Bicycle, Pedestrian, and Wheelchair Data Collection Program. The list represents ideas brought forth by the Program consultant. It is assumed that their implementation depends on their relative suitability and feasibility as determined by RTC staff and Program stakeholders.

- Install automated bicycle and pedestrian counters throughout the region to bolster the Program. Installing automated counters with multiple detection technologies that monitor all types of activity and for longer periods would likely provide more complete and accurate measures of alternative mode use, year-round.
- “Complete Street” project locations could be monitored through special data collection efforts before and after construction to measure the effectiveness of new infrastructure and roadway treatments that are intended to improve the use of alternative transportation. The Prater Way at 15<sup>th</sup> Street and/or the 4<sup>th</sup> Street at Evans Avenue locations could be selected for further analysis for before and after complete street construction.



- Obtain and map crash location data from NDOT and other sources, if available, to identify and characterize high-crash locations.
- Collect and analyze relevant wrong-way bicycle riding data, and other behavioral data, with the aim of informing education, enforcement, and infrastructure investments.
- Compare manual bicycle counts and data to Lime Bike data (Bicycle Rideshare Program) if possible.

# Appendix

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## NATIONAL BICYCLE & PEDESTRIAN DOCUMENTATION PROJECT Count Adjustment Factors March 2009

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While more year-long automatic count data is needed from different parts of the county, especially for pedestrians and on-street bicyclists, enough data now exists to allow us to adjust counts done almost any period on multi-use paths and pedestrian districts to an annual figure.

All percentages in the following tables represent the percentage of the total period (day, week, or month).

### How to Use This Data

The factors in the following tables are designed to extrapolate daily, monthly, and annual users based on counts done during any period of a day, month, or year. The factors currently are designed to be used by (a) multi-use pathways (PATH) and (b) higher density pedestrian and entertainment areas (PED).

### How Many Counts Can it Be Based On?

Given the variability of bicycle and pedestrian activity, we strongly encourage that all estimates be based on the average of at least two (2) and preferably three (3) counts during the same time period and week, especially for lower volume areas. For example, counts could be done from 2-4pm on consecutive weekdays (Tuesday – Thursday) during the same week, or, in consecutive weeks. Weekday counts should always be done Tuesday through Thursday, and never on a holiday. Weekend counts can be done on either day.

### Bicyclists versus Pedestrians

The factors used in these formulas are for combined bicyclist and pedestrian volumes. Once you have calculated your total daily, monthly, or annual volume, you can simply multiply the total by the percent breakdown between bikes and pedestrians based on your original count information.

### Start with the Hour Count

Once you have collected your count information and developed an average weekday and weekend count volume for bicyclists and/or pedestrians, pick any one (1) hour period from either of those days.

### Adjustment Factor

Your next step is to multiply those counts by 1.05. Sample #1

Average 1 hour weekday count: 236 bikes/peds x 1.05 = 248

Average 1 hour weekend day count: 540 bikes/peds x 1.05 = 567

This adjustment factor is done to reflect the bicyclists/pedestrians who use the facility between 11pm and 6am, or, about 5% of the average daily total. The count formulas are all based on total counts between 6am and 10pm, since many available counts only cover those periods. If you are certain your facility gets virtually no use between those hours, you can forgo this step.

### Calculate Daily Weekday and Weekend Daily Total



Identify the weekday and weekend hour your counts are from in Table 1 below. Be sure to use the PATH column for all multi-use paths, and the PED column for all higher density pedestrian areas with some entertainment uses such as restaurants. Be sure to select the correct time of year (April- September, or, October-March) as well.

Sample #2: done in June on a multiuse path (weekday = 4-5pm, weekend day = 12-1pm): Adjusted weekday hourly count =  $248/.07 = 3,542$  daily users

Adjusted weekend day hourly count =  $567/.1 = 5,670$  daily users Calculating Average Weekly Volumes

We need to adjust these figures based on the day of the week. See table 2 below. Find the day of the week your counts were done, and factor them by that percent. If you did multiple counts on different days of the week, then take the average of those factors.

Sample #3: counts were done on a Tuesday and a Saturday. Adjusted weekday count =  $3,542/.13 = 27,246$  average weekly users Adjusted weekend count =  $5,670/.18 = 31,500$

Add these two figures together, and divide by 2:  $27,246+31,500=58,746/2 = 29,373$  people The average weekly volumes for that month are 29,373 people.

#### Convert to Monthly Volumes

To convert from average weekly volumes to an average monthly volume, multiply the average weekly volume by the average number of weeks in a month (4.33 weeks).

Sample #4:  $29,373 \times 4.33 = 127,282$  people.

This is the average monthly volume for the month the counts were conducted. Convert to Annual Totals

To convert from the average monthly volume for the month the counts were taken into an annual total, divide the average monthly figure by the factor from Table 3 for the month the counts were conducted. Use the general climate zones described. Some climate zone types are not included.

Sample #5: counts were done in June in a moderate climate zone. Average monthly volumes =  $127,282/.08 = 1,591,037$  people.

Based on these sample figures, it is estimated that almost 1.6 million people use the pathway annually.

#### Average Monthly and Daily Figures

To identify the average monthly and daily figures, simply divide the annual figure by 12 (for month) or by 365 (for daily figures).

Monthly average =  $1,591,037/12 = 132,586$  people Daily Average =  $1,591,037/365 = 4,359$  people



Table 1: Hourly adjustment factors for multi-use paths and pedestrian entertainment areas by season.

	April - September 6am - 9pm				October - March 6am - 9pm			
	---- PATH-----		-----PED-----		---- PATH-----		-----PED-----	
	wkdy	wkend	wkdy	wkend	wkdy	wkend	wkdy	wkend
0600	2%	1%	1%	1%	2%	0%	1%	0%
0700	4%	3%	2%	1%	4%	2%	2%	1%
0800	7%	6%	4%	3%	6%	6%	3%	2%
0900	9%	9%	5%	3%	7%	10%	5%	4%
1000	9%	9%	6%	5%	9%	10%	6%	5%
1100	9%	11%	7%	6%	9%	11%	8%	8%
1200	8%	10%	9%	7%	9%	11%	9%	10%
1300	7%	9%	9%	7%	9%	10%	10%	13%
1400	7%	8%	8%	9%	9%	10%	9%	11%
1500	7%	8%	8%	9%	8%	10%	8%	8%
1600	7%	7%	7%	9%	8%	8%	7%	7%
1700	7%	6%	7%	8%	7%	5%	6%	6%
1800	7%	5%	7%	8%	6%	3%	7%	6%
1900	5%	4%	7%	8%	4%	2%	7%	6%
2000	4%	3%	7%	8%	2%	1%	6%	6%
2100	2%	2%	6%	8%	2%	1%	5%	5%

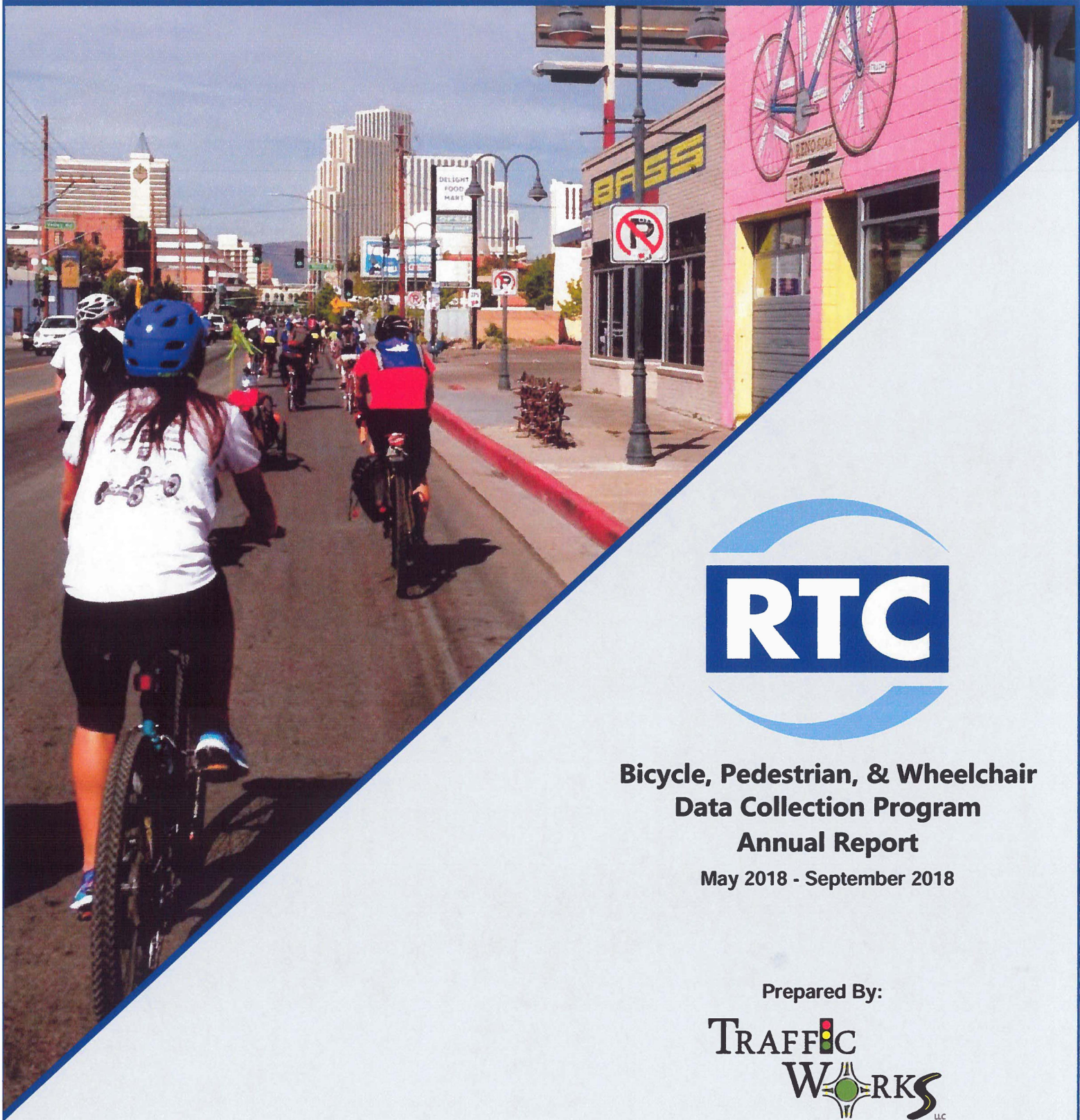


**Table 2: Daily adjustment factors. Note: Holidays use weekend rates.**

MON	14%
TUES	13%
WED	12%
THURS	12%
FRI	14%
SAT	18%
SUN	18%

**Table 3: Monthly Adjustment Factors by Climate Area**

Month	Climate Region		
	Long Winter Short summer	Moderate Climate	Very hot summer Mild winter
JAN	3%	7%	10%
FEB	3%	7%	12%
MAR	7%	8%	10%
APR	11%	8%	9%
MAY	11%	8%	8%
JUN	12%	8%	8%
JUL	13%	12%	7%
AUG	14%	16%	7%
SEP	11%	8%	6%
OCT	6%	6%	7%
NOV	6%	6%	8%
DEC	3%	6%	8%



**Bicycle, Pedestrian, & Wheelchair  
Data Collection Program  
Annual Report  
May 2018 - September 2018**

Prepared By:



***The Reno Sparks region is a pleasant, thriving, healthy, and sustainable community that strives to meet the needs of all its citizens in an environmentally sensitive manner. Walking and bicycling as a means of transportation or for recreation and fitness requires safe and accessible infrastructure.  
- Reno/Sparks Bicycle & Pedestrian Master Plan (2017)***





**REGIONAL TRANSPORTATION COMMISSION**

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

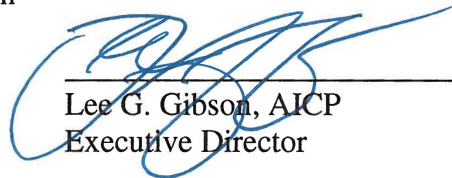
Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.7**

**TO:** Regional Transportation Commission

**FROM:** Stephanie Haddock, CGFM  
Director of Finance/CFO

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT:** RTC Procurement Activity Report

**RECOMMENDATION**

Acknowledge receipt of the monthly Procurement Activity Report.

**PROJECTS CURRENTLY ADVERTISED**

**Invitations for Bids (IFB)**

Project	Due Date
Villanova HVAC Upgrade	12/18/18
RTC 18-9 Bus Stop and Bus Shelter Lighting	Cancelled & ReBid – 1/17/19

**Request for Qualifications (RFQ)**

Project	Due Date
RTC 18-11 Bus Stop Improvements	12/20/18

**REPORT ON BID AWARDS**

*Per NRS 332, NRS 338 and RTC’s Management Policy P-13 “Purchasing,” the Executive Director has authority to negotiate and execute a contract with the lowest responsive and responsible bidder on an Invitation for Bid (IFB) without Commission approval.*

Project	Contractor	Award Date	Contract Amount
Clean Water Way Rehab	Sierra Nevada Construction	12/24/2018	\$1,629,007

**CHANGE ORDERS AND AMENDMENTS WITHIN EXECUTIVE DIRECTOR’S AUTHORITY**

Project	Contractor	Approval Date	Change Order Number	Change Order Amount	Revised Total Contract Amount
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Nothing was reports for this month.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.8**

**TO:** Regional Transportation Commission

**FROM:** Angela Reich, SPHR  
Administrative Services Director

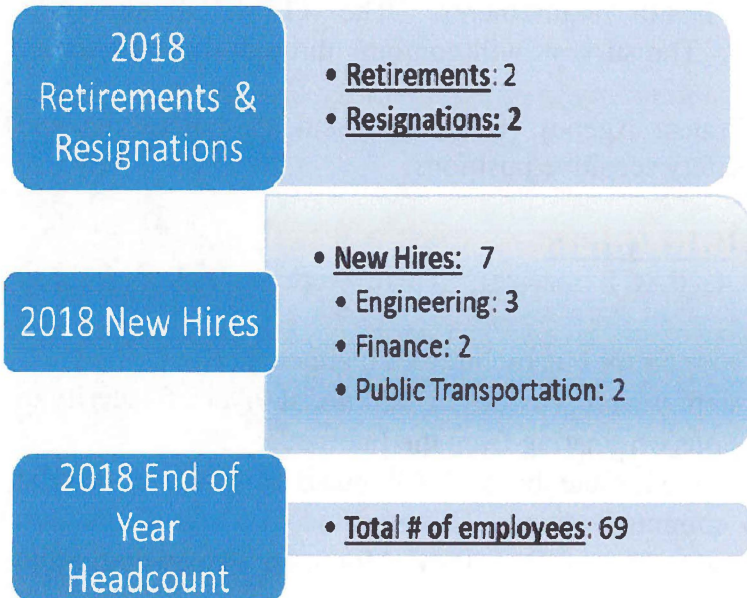
  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: RTC Administrative Services Activity Report**

**RECOMMENDATION**

Acknowledge receipt of the Administrative Services Activity Report.

**2018 OVERVIEW**



### **TRAINING HIGHLIGHTS**

- \* Nevada Ethics training for all employees
- \* Equal Employment Opportunity Policy update and training
- \* Supervisor Anti-Harassment overview and refresher training
- \* Customer Service training
- \* CPR/AED certified training
- \* Conflict Management training
- \* “Essential Management Skills” and “Advanced Essential Management Skills” training
- \* Supervisor and employee safety and security training; earthquake response and fire alarm responses
- \* Prohibition of Workplace Violence Policy update and training
- \* Lincoln Line Mass Casualty Disaster Exercise

### **SAFETY & SECURITY HIGHLIGHTS**

- ❖ 2018 Transportation Security Administration (TSA) BASE Assessment Completed (March 2018) Gold Standard Award by TSA for compliance activities
- ❖ Awarded Lincoln Line Safety/Security Certification required from the Federal Transit Authority/Project Management Oversight Committee and initiated the process for the Virginia Bus Rapid Transit Extension Project.
- ❖ Initiated Nevada Safety Consultation and Training Section (SCATS) on-site surveys for RTC, including RTC-RIDE and RTC-ACCESS contractors. The surveys provide a proactive approach to identify areas of concern, minimize risk and to help make sure we are in compliance with on-the-job safety and health requirements. The RTC-RIDE survey is complete with hazard mitigation ongoing. The surveys will continue through the 1st Quarter 2019.
- ❖ Manage the oversight for the Federal Transit Agency (FTA) drug and alcohol testing and training compliance for contractors with safety sensitive positions.

### **INFORMATION TECHNOLOGY (IT) HIGHLIGHTS**

- ❖ Completed a security assessment (POOL PACT service). There were no major security findings within RTC’s IT infrastructure.
- ❖ Implemented a new fuel master software to monitor bus fueling and maintenance tracking.
- ❖ Implemented an Intrusion Prevention System which provides an additional layer of security to RTC’s firewalls to prevent network intrusions originating from the Internet.
- ❖ Implemented a digital radio system for fixed route buses. All buses now use a cellular connection for real-time data and radio communications. This resulted in a significant cost savings by eliminating the need to lease space at Red Peak Mountain for analog radio equipment.
- ❖ Completed the implementation of the ITS traffic signal project which connects RTC to Reno, Sparks and NDOT for traffic signal timing / camera centralized management.
- ❖ IT uptime for 2018 was 99.98%

### **ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations pertaining to this agenda item.



**REGIONAL TRANSPORTATION COMMISSION**

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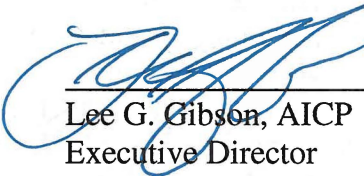
Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.9**

**TO:** Regional Transportation Commission

**FROM:** Stephanie Haddock, CGFM  
Director of Finance/CFO



---

Lee G. Gibson, AICP  
Executive Director

**SUBJECT:** Asset Donations – Quarterly Update

**RECOMMENDATION**

Acknowledge receipt of the Asset Donation Log for the third and fourth quarters of calendar year 2018.

**SUMMARY**

The Board has requested that it be notified quarterly of any asset donations. The attached document outlines last quarters' donations made to charity or other government agencies. Staff feels that the donation process is appropriate and that there is a benefit to the community. This quarter's donations were made to Reno Host Lions Club and Computer Corp.

Reno Host Lions Club is a non-profit and a 100% volunteer organization. Its mission is to give children a chance to be part of the 21<sup>st</sup> Century by giving them computers in their homes through their Computers for Kids program. The Reno Host Lions Club accepts donations of used computers and gives them away preloaded with Linux to underprivileged children in Northern Nevada.

Computer Corp is a non-profit organization dedicated to providing access to computer technology and skills training for under-served families, while eliminating electronic waste from our nation's landfills. Computer Corp accepts donations of used computer equipment and accessories for training and to refurbish making them available to low-income families, challenged individuals, displaced workers, seniors, and military families at little or no cost.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

### **PREVIOUS ACTIONS BY BOARD**

The Board amended RTC Management Policy P-58 in October 2018 to allow for donation of unusable or obsolete assets and directed staff to present a quarterly list of all donations.

### **ADDITIONAL BACKGROUND**

The RTC has historically disposed of assets that have met their useful life and no longer have value through public auction. In previous auctions, RTC provided substantial amounts of items and received almost no value back. Not only did RTC not receive any value, but the community also lost the opportunity to use the items, as the items that were not purchased were destroyed. In addition, RTC incurred significant staff time costs and encountered storage limitations in utilizing the auction process.

### **ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations regarding this report.

Attachment

### ASSET DONATION LOG - JULY - DECEMBER 2018

Qty	Item Description	Donated To	Reason for Disposal	Year Purchased
	<b>WORKSTATION</b>			
2	DELL OPTIPLEX 9020	RENO HOST LIONS CLUB	OBSOLETE	(1)
1	DELL OPTIPLEX 980	RENO HOST LIONS CLUB	OBSOLETE	(1)
1	DELL OPTIPLEX 990	RENO HOST LIONS CLUB	OBSOLETE	(1)
8	DELL OPTIPLEX 9010	RENO HOST LIONS CLUB	OBSOLETE	(1)
	<b>SERVERS</b>			
1	DELL POWEREDGE 1850 SERVER	COMPUTER CORP	OBSOLETE	(1)
1	DELL POWEREDGE 1800 SERVER	COMPUTER CORP	OBSOLETE	(1)
1	DELL POWEREDGE 1750 SERVER	COMPUTER CORP	OBSOLETE	(1)
1	DELL POWEREDGE 2850 SERVER	COMPUTER CORP	OBSOLETE	(1)
	<b>PRINTER</b>			
1	HP M570 PRINTER	COMPUTER CORP	OBSOLETE	(1)
	<b>OTHER</b>			
6	CISCO CATALYST SWITCHES	COMPUTER CORP	OBSOLETE	(1)
1	LACIE ETHERNET DISK	COMPUTER CORP	OBSOLETE	(1)
2	INNOVATIONS RAM CHECK	COMPUTER CORP	OBSOLETE	(1)
LOT	MISC CABLES, MICE, ETC	COMPUTER CORP	OBSOLETE	(1)
3	CISCO ROUTERS	COMPUTER CORP	OBSOLETE	(1)
3	DELL LATITUDE COMPUTERS	COMPUTER CORP	OBSOLETE	(1)
15	MONITORS	COMPUTER CORP	OBSOLETE	(1)
6	PARTS FROM OLD INTERNET CONNECTION	COMPUTER CORP	OBSOLETE	(1)
1	CISCO 1811	COMPUTER CORP	OBSOLETE	(1)
2	TRAPEZE MODEM ASSEMBLY	COMPUTER CORP	OBSOLETE	(1)
1	ADTRANS ATLAS 550	COMPUTER CORP	OBSOLETE	(1)
4	MOTOROLA REPEATERS	COMPUTER CORP	OBSOLETE	(1)
1	DELL OPTIPLEX 960	COMPUTER CORP	OBSOLETE	(1)

### ASSET DONATION LOG - JULY - DECEMBER 2018

Qty	Item Description	Donated To	Reason for Disposal	Year Purchased
1	CANON XL 1S DIGITAL VIDEO CAMERA	COMPUTER CORP	OBSOLETE	(1)
4	42" SANYO OUTDOOR TELEVISIONS	COMPUTER CORP	BROKEN	(1)
1	PROJECTOR SCREEN	COMPUTER CORP	OBSOLETE	(1)
4	CISCO AIRONET 1200 AP	COMPUTER CORP	OBSOLETE	(1)
1	PROXIUM 7521	COMPUTER CORP	OBSOLETE	(1)
1	APC UPS	COMPUTER CORP	OBSOLETE	(1)
1	DELL UPS 1000	COMPUTER CORP	OBSOLETE	(1)
1	AP WALL MOUNT BOX	COMPUTER CORP	OBSOLETE	(1)
LOT	SERVER RAILS	COMPUTER CORP	OBSOLETE	(1)
LOT	CAMERA EQUIPMENT	COMPUTER CORP	OBSOLETE	(1)

(1) Expensed when purchased; date of purchase not tracked  
 IT supplies/equipment replacement schedule is 5 years  
 Printers are not replaced until broken or not cost effective



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.10**

**TO:** Regional Transportation Commission

**FROM:** Adam Spear  
Director of Legal Services



\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Legal Services Contract between the Regional Transportation Commission and Thompson Coburn, LLP**

**RECOMMENDATION**

Authorize the Executive Director negotiate and execute a contract for specialized legal services with the law firm of Thompson Coburn, LLP.

**SUMMARY**

At the October 18, 2013, Board meeting, the Commission authorized the Executive Director to negotiate and execute a contract for specialized legal services with the law firm of Thompson Coburn, LLP. The contract was fully executed January 31, 2014, with the term of the contract set to expire on June 30, 2018, but was amended to extend the agreement through June 30, 2019.

Under that contract, Jane Sutter Starke and other Thompson Coburn attorneys have provided specialized legal services to the RTC on an as-needed basis, focusing on transit and construction matters, federal legal and regulatory requirements, and litigation matters. The relationship has been successful and beneficial to the RTC.

The Executive Director seeks authorization from the Commission to negotiate and execute a new three-year contract with Thompson Coburn, LLP, in substantially the form presented to the Commission, for Thompson Coburn, LLP to provide specialized legal services. This contract will replace the existing contract.

**FISCAL IMPACT**

Funding for this agreement is included annually in the RTC Board approved budget.



**PREVIOUS ACTIONS BY BOARD**

- June 15, 2018: Authorized the Executive Director to amend the contract for specialized legal services with the law firm of Thompson Coburn, LLP, in order to extend the term of the contract for up to one year.
- October 18, 2013: Authorized the Executive Director to negotiate and execute a contract for specialized legal services with the law firm of Thompson Coburn, LLP.
- July 16, 2010: Approved recommendation of an outside legal firm assuming the duties of Chief Legal Counsel due to the retirement of RTC's in-house General Counsel.

Attachment

## **AGREEMENT FOR PROFESSIONAL SERVICES**

This Agreement for Professional Services (the "Agreement") is dated and effective as of February 1, 2019, by and between the Regional Transportation Commission of Washoe County, Nevada ("RTC"), and Thompson Coburn, LLP ("Firm").

### WITNESSETH:

**WHEREAS**, RTC desires to retain CONSULTANT to perform specialized legal services pertaining to the development of various procurement and contract documents, to statutory, regulatory and grant requirements of the Federal Transit Administration (FTA) and other federal agencies, and other transactional and litigation matters, as may be requested by the RTC; and

**WHEREAS**, the Firm represents it has the technical expertise and experience to perform said legal services for the RTC; and

**NOW, THEREFORE**, RTC and the Firm, in consideration of the mutual covenants contained herein and other good and other valuable considerations do agree as follows:

A. SCOPE OF SERVICES

The Firm agrees to provide the legal services set forth in Exhibit A, as assigned by the RTC's Executive Director.

B. TERM

The term of this Agreement shall be from February 1, 2019, and shall continue through January 31, 2022, unless sooner terminated.

C. PAYMENTS TO FIRM

1. Compensation

RTC shall pay the Firm in accordance with the "Fee Schedule and Costs" attached as Exhibit B.

2. Invoices and Time of Payment

Invoices shall be submitted and payments made in the following manner:

a) Fees and costs shall be presented with a reasonable explanation as to what work was performed and the time to do that work. The invoice, together with documents to support direct costs (if requested by the RTC) may be submitted to the RTC on or before the 15th of each month following the month in which services were performed.

b) Invoices must be submitted to [accountspayable@rtcwashoe.com](mailto:accountspayable@rtcwashoe.com). RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

c) The Firm shall maintain complete records supporting every request for payment which may become due. RTC shall have the right to receive and copy said records.

#### D. OTHER PROVISIONS

##### 1. Time is of the Essence

It is understood and agreed that all times stated and referred to herein are of the essence. The times stated and referred to may be extended by mutual consent for such additional periods as the parties may approve. No extension of time shall be valid unless reduced to writing and signed by the authorized representative of each party.

##### 2. Non-Transferability

This Agreement is for the Firm's professional services, and the Firm's rights and obligations hereunder may not be subcontracted or assigned without the prior written consent of RTC.

##### 3. Hold Harmless

The Firm agrees to save and hold harmless and fully indemnify the RTC and all its employees or agents from and against all suits, claims, and demands, including attorney's fees, based upon any alleged damage to property or any alleged injury to persons (including death) which may occur or be alleged to have occurred by or on account of any negligent act or omission on the part of the Firm or any of its servants, employees, or agents in providing the services required by this Agreement.

##### 4. Insurance

The Firm shall, at its own expense, self-insure or maintain in effect at all times during the performance of this Contract, at least the following coverage and limits of insurance which shall be maintained with insurers and under forms and policies reasonably satisfactory to the RTC.

a) Professional Liability, \$1,000,000 per claim; \$1,000,000 in aggregate.

b) Workmen's compensation and employer's liability.

The Firm shall furnish to the RTC a certificate from either Employers' Insurance Company of Nevada or a private company certifying that the Firm has complied with the workers' compensation provisions of the State of Nevada.

5. Relationship of Parties

The Firm is an independent contractor to the RTC under this Agreement. The Firm is free to contract to provide similar services for others while it is under contract to the RTC, so long as said services and advocacy are not in conflict with services being provided by the Firm to the RTC and confidentiality is maintained.

6. E-mail Communication

The RTC consents to and allows the Firm, and any attorneys or employees of the Firm, to initiate communications with the RTC and its employees via e-mail and to respond to e-mail communications from the RTC and its employees via e-mail. The foregoing consent extends to the initiation of electronic communications with, and the electronic response to communications from such others as the Firm deems necessary or appropriate in the performance of services hereunder. Consent includes the attachment of electronic copies of RTC documents to any electronic communications. The Firm will exercise extraordinary care to ensure it restricts its communications to the intended recipient and that confidentiality is maintained.

7. Termination and Withdrawal

The RTC may terminate this Agreement, in whole or in part, at any time by written notice to the Firm when it is in RTC's best interests. The Firm shall be paid for costs incurred and work performed up to the time of termination. If the Firm has any property in its possession belonging to the RTC, the Firm will account for the same, and dispose of it in the manner the RTC directs.

The Firm reserves the right to withdraw from representation of the RTC with the client's consent or for any reason consistent with the Nevada Supreme Court's rules of professional responsibility. This may include (without limitation) the failure to honor the terms of this Agreement, the failure to pay undisputed amounts billed in a timely manner, the failure to cooperate or follow the Firm's advice on a material matter, or any fact or circumstance that would reasonably impair an effective attorney-client relationship or which would render the Firm's continuing representation unlawful or unethical. The Firm will be entitled to be paid for services rendered and direct costs made or incurred on the RTC's behalf prior to the date of withdrawal.

8. Notices

Any notice or communication required or permitted to be served on a party hereto may be served by personal delivery to the office of the person or persons identified below. Service may also be made by registered or certified mail, by placing the notice or

communication in an envelope addressed as indicated below, and depositing said envelope in the United States Mail.

TO RTC: Lee G. Gibson, Executive Director  
Regional Transportation Commission of Washoe  
County  
P.O. Box 30002  
Reno, Nevada 89502  
(775) 348-0400

TO FIRM: Jane Sutter Starke, Esq.  
Thompson Coburn, LLP  
1909 K Street, N.W. Suite 600  
Washington, D.C. 20006  
(202) 595-6924

The person to be served and the address shown above may be changed at any time by notice to the other party. Service shall be completed upon personal delivery or three (3) days following the time the notice is deposited by registered or certified mail.

9. Governing Law; Jurisdiction

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada and the parties hereto submit to the exclusive jurisdiction of the Justice and/or District Courts of the State of Nevada.

10. Severability

To the extent that any term or provision of this Agreement or the application thereof to any circumstance shall be deemed to be invalid or unenforceable, such term or provision shall be ineffective to the extent of such invalidity or unenforceability without invalidating or rendering unenforceable the remaining terms and provisions of this Agreement. The parties agree that a suitable and equitable term or provision shall be substituted therefore to carry out, insofar as may be valid and enforceable, the intent and purpose of the invalid or unenforceable term or provision.

11. Entire Agreement

There are no verbal agreements, representations, or understandings affecting this Agreement, and all negotiations, representations, and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

12. Amendments

No alternation, amendment, or modification of this Agreement is effective unless it is in writing and signed by both parties.

13. Regulatory Compliance

The Firm agrees to comply with all federal, state and local government laws, regulations and ordinances in the performance of this Agreement.

**IN WITNESS WHEREOF**, this Agreement has been executed by the parties hereto as of the date first above written.

APPROVED AS TO LEGALITY AND FORM

By: \_\_\_\_\_  
Dale Ferguson  
RTC Chief Counsel

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY

By: \_\_\_\_\_  
Lee G. Gibson  
Executive Director

THOMPSON COBURN, LLP

By: \_\_\_\_\_  
Jane Sutter Starke, Esq.  
Partner

## EXHIBIT A

### Scope of Services

1. Assist the RTC in the implementation of the public transit services Contracts, Paratransit Services Contract and the Fixed Route Operations and Maintenance Contract, including addressing legal and contractual issues that arise under those Contracts.
2. Assist the RTC in the development of procurement documents and in the preparation and drafting contract terms and conditions for the RTC's fixed route transit system, vehicle purchases and other procurements and contract documents as requested by the RTC.
3. Assist in the administration and implementation of procurement processes, as requested by the RTC, including industry outreach and reviews; responses to questions from prospective proposers; interviews; review and evaluation of proposals; and negotiation of contract terms and conditions.
4. Assist in vehicle, equipment, construction, Construction Manager at Risk (CMAR), and design build procurements, and in contract implementation issues as requested by the RTC, including representation in construction related litigation matters.
5. Advise and assist on Federal statutory, regulatory, and compliance issues and Federal Transit Administration (FTA) legal and grant requirements, including small starts project development issues, and FTA meetings.
6. Advise and assist the RTC on legislative issues, review of pending legislation, drafting of legislation, amendments, testimony, and correspondence, and congressional meetings.
7. Assist and provide subject matter expertise relating on litigation and other special legal matters and issues upon the RTC's request.
8. Assist with and general labor and workplace and workforce development issues.

## EXHIBIT B

### Fee Schedule and Costs

<u>Attorneys</u>	<u>Rate/Hour</u>
Jane Sutter Starke, Tony Anderson	\$495
Associates	\$320

NOTE: Other partners of the Consultant may provide legal services from time to time and will be billed at the hourly rate for Jane Sutter Starke and Tony Anderson unless otherwise agreed by the parties.

COSTS: Monthly billings will include reimbursement for reasonable costs incurred by CONSULTANT in the performance of services under this Agreement. Such costs include, but are not limited to, lodging and food while on travel; parking expenses; coach airfare; copying charges; express mail, and similar expenses. Administrative support and other costs related to any litigation matters will be negotiated on a per matter basis.





**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.11**

**TO:** Regional Transportation Commission

**FROM:** Dale Ferguson  
RTC Chief Legal Counsel

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Resolution of Condemnation for property rights related to APN 014-251-27, necessary to construct the Virginia Street Bus Rapid Transit Extension Project**

**RECOMMENDATION**

Approve a Resolution of Condemnation authorizing RTC’s legal counsel to commence condemnation proceedings to acquire one (1) permanent easement and one (1) temporary construction easement on APN 014-251-27 from Olsen Investments, LLC, necessary to construct the Virginia Street Bus Rapid Transit Extension Project.

**SUMMARY**

At the March 18, 2016, RTC Board meeting, the Commission approved Amendment No. 1 with Nichols Consulting Engineers (NCE) for to the Professional Services Agreement with NCE for Final Design for the Virginia Street Bus RAPID Transit Extension Project (the “Project”). Six months later at the September 16, 2016, RTC Board meeting, the Commission approved the Request for Proposals (RFP) for the selection of a firm to provide Right of Way Services for the Project. Paragon Partners, LTD was selected as the firm to provide the right of way acquisition services at the November 18, 2016, RTC Board Meeting. Thereafter, Paragon Partners, LTD. initiated the process of acquiring the right-of-way for the Project.

Paragon Partners LTD has been attempting to negotiate for the property rights needed for the Project. Approval of this Resolution of Condemnation for ROW will allow the RTC to initiate condemnation proceedings for these property rights for timely acquisition in the event that continued negotiations with the property owners are unsuccessful. Through an Interlocal Cooperative Agreement, dated May 24, 2016, RTC has been authorized to negotiate and/or initiate eminent domain proceeding for right-of-way acquisition when necessary for the Project. Proper notice of this agenda item has been provided to the property owner as required by Nevada Revised Statutes. In order to minimize potential delays to the Project, the proposed resolution of condemnation (see Attachment A) is requested now so that legal counsel can seek a court ordered “right-of-entry” and/or order for immediate occupancy should negotiations with property owners not conclude within a reasonable amount of time. Every effort to reach satisfactory purchase

agreements will continue to be made until a complaint in eminent domain is filed with the court. Thereafter, we will continue to negotiate a resolution that is fair and equitable, but resolution may be through court filings as opposed to a purchase agreement.

### **FISCAL IMPACT**

The costs to acquire the subject property interests have been budgeted; however, the fiscal impact cannot be determined at this time. Aside from legal fees, there is the potential that the compensation to the property owner may increase as a result of legal settlement.

### **PREVIOUS ACTIONS BY BOARD**

- |                    |  |
|--------------------|--|
| November 18, 2016  | Approved the staff recommendation of Paragon Partners LTD to provide the right of way acquisition services for the Project authorize the Executive Director to negotiate and execute the final Professional Service Agreement (PSA). |
| September 16, 2016 | Approved the Request for Proposals (RFP) for the selection of a firm to provide Right of Way Services for the Project.   |
| March 18, 2016     | Approved Amendment No. 1 to the Professional Services Agreement with NCE for Final Design for the Project.   |
| October 16, 2015   | Acknowledged receipt of an update on the Project and approve the local preferred alternative.  |
| October 17, 2014   | Approved Selection of Nichols Consulting Engineers (NCE) for Preliminary Design & NEPA; authorize the RTC Executive Director to negotiate and execute a professional services agreement with NCE.                                    |

### **ADDITIONAL BACKGROUND**

This project will complete the final design for multi-modal transportation improvements on the corridor from Plumb Lane to Liberty Street and Maple Street to 15<sup>th</sup> Street/North Virginia Street. The NEPA process is complete. Design team is working towards 100 percent reconstruction plans for the roadway and BRT elements of the project throughout both Midtown and UNR. It is anticipated that 100 percent design will be complete in early 2019.

### **ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations regarding this report.

Attachment

**RESOLUTION OF CONDEMNATION**

**WHEREAS**, it is necessary for the Regional Transportation Commission of Washoe County, hereinafter referred to as "RTC," to provide regional transportation facilities which are of a quality and standard necessary to satisfactorily meet the needs of the traveling public; and

**WHEREAS**, in recognition of such needs, the RTC approved the Virginia Street Bus Rapid Transit Extension Project, hereinafter referred to as "Project," as part of an Interlocal Cooperative Agreement ("ICA") dated May 24, 2016; and

**WHEREAS**, in the ICA dated May 24, 2016, the City of Reno authorized the RTC to initiate eminent domain proceedings on behalf of the City, if required, for the acquisition of right-of-way for the Project; and

**WHEREAS**, Chapter 277A of Nevada Revised Statutes provides that the RTC may exercise the power of eminent domain, if the city or county which has jurisdiction over the property approves; and

**WHEREAS**, the current owner of record of the property interests to be acquired, insofar as is known to the RTC, is Olsen Investments, LLC.

**NOW, THEREFORE**, the members of the Regional Transportation Commission of Washoe County do hereby find:

1. That proper notice of the RTC's intent to consider eminent domain action to acquire the relevant property interests of the above referenced owner(s) has been given as required by NRS 241.034.
2. That RTC staff first contacted the landowner about the property interests described in Exhibit "A" and depicted on Exhibit "B," attached hereto and incorporated herein by reference, on or about October 9, 2018. While there have been discussions, proposals and offers made, all efforts to reach a mutually acceptable agreement for the acquisition of the property interests through purchase have been unsuccessful to date.
3. That the property interests to be acquired in conjunction with the above referenced Project are to be applied to a public use, to wit, the Virginia Street Bus Rapid Transit Extension Project.

4. That the property interests described herein are necessary to such public use.

Based on the aforementioned findings of fact, the RTC does hereby direct:

1. That RTC's legal counsel initiate, if needed, eminent domain proceedings on behalf of the RTC in accordance with provisions of Chapters 37 and 277A of Nevada Revised Statutes to acquire the property interests described in Exhibit "A" and depicted on Exhibit "B".

2. That said legal counsel shall commence and prosecute in the name of the RTC, eminent domain proceedings in the court having jurisdiction of the property interests described in Exhibit "A" and depicted on Exhibit "B."

3. That said legal counsel is authorized to pursue all actions deemed appropriate for the successful prosecution of this case, including but not limited to, an application to the court for an order permitting the RTC to take immediate possession of said property interests for the construction of the Project, upon complying with conditions imposed by law.

Upon motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, the foregoing Resolution was passed and adopted this 18th day of January, 2019, by the following vote of the Regional Transportation Commission:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_

Approved this 18th day of January, 2019.

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY, STATE OF NEVADA

BY \_\_\_\_\_  
RON SMITH, CHAIR

STATE OF NEVADA  
COUNTY OF WASHOE

The above-instrument was acknowledged before me this 18th day of January, 2019, by Ron Smith,  
Chair of the Regional Transportation Commission.

\_\_\_\_\_  
Notary Public

DRAFT

## EXHIBIT A

### EXHIBIT "A" LEGAL DESCRIPTION OF PERMANENT EASEMENT APN: 014-251-27

A permanent easement, situate within a portion of the South West 1/4 of Section 13, Township 19 North, Range 19 East, Mount Diablo Base and Meridian, City of Reno, County of Washoe, State of Nevada, more particularly described as follows:

Beginning at the south east corner of that certain parcel of land described as Lot 24 in Block A of the Amended Plat of Continental Commercial Center in the official records of Washoe County Recorder's Office, recorded on November 18, 1989, as Document # 1365137, Tract Map # 2624, said point also being a point on the westerly line of South Virginia Street;

Thence northwesterly 16.64 feet along the east boundary line of said lot and a curve concave to the east, to which a radial line bears South 73°14'09" West, having a radius of 2540.00 feet, through a delta angle of 00°22'31" to the **true point of beginning**;

Thence northwesterly 9.28 feet along the east boundary line of said lot and the last mentioned curve, having a radius of 2540.00 feet, through a delta angle of 00°12'34";

Thence departing the east boundary line of said lot South 02°55'40" West 6.33 feet;

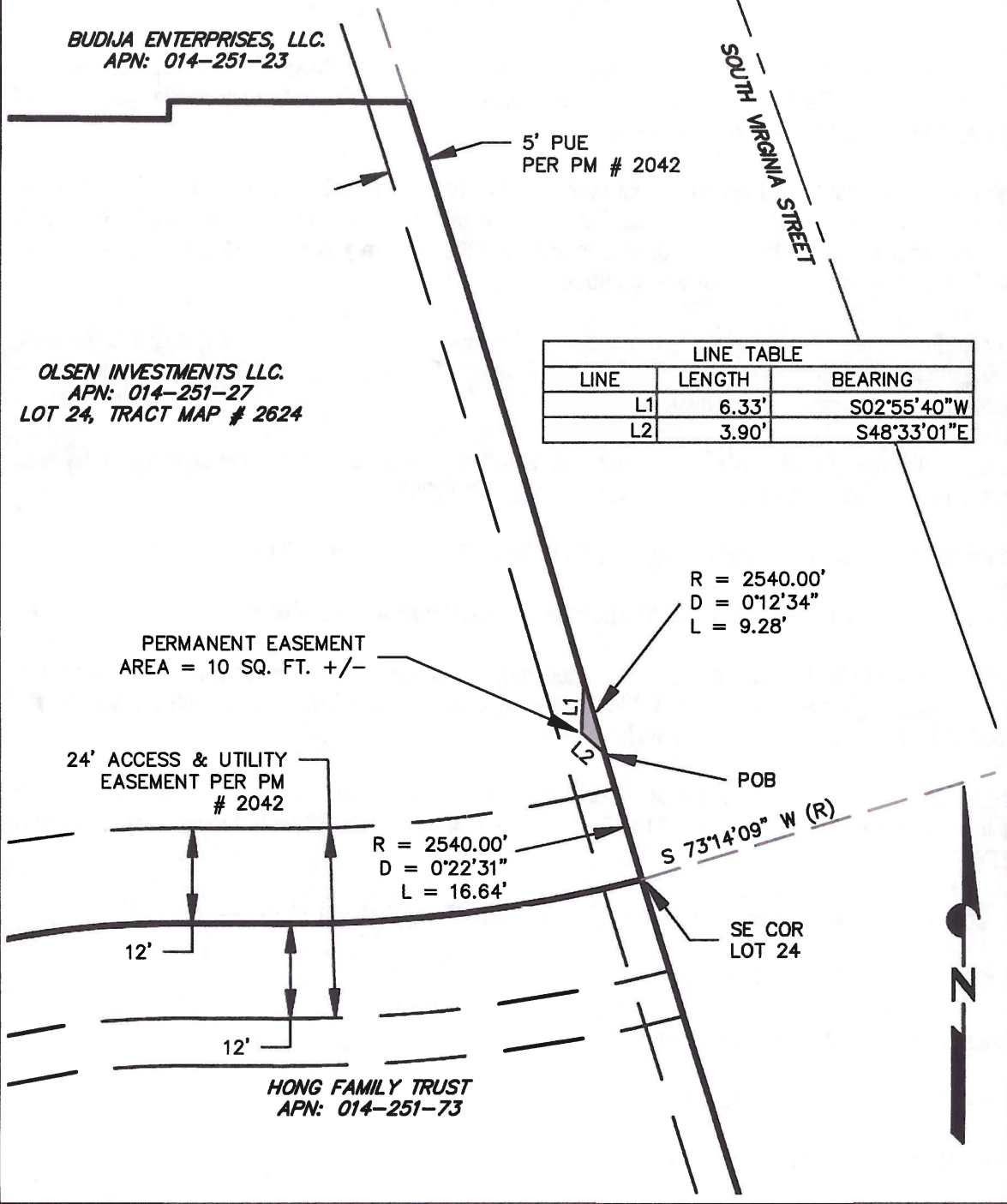
Thence South 48°33'01" East 3.90 feet to the **true point of beginning**, containing 10 square feet, more or less.

**Basis of Bearings:** NAD 83(94) Nevada State Plane Coordinate System, West Zone (2703).

---

Grant R. Alexander, P.L.S. 19051  
Battle Born Ventures, LLC  
600 Gleeson Way  
Sparks, NV 89431

# EXHIBIT "B"



**BATTLE BORN VENTURES, LLC**  
600 GLEESON WAY  
SPARKS, NEVADA 89431  
www.battlebornventures.com

PHONE (775) 813-4934  
FAX (775) 359-4476

**Land Surveyors - Civil Engineers**

W.O. #:	2016_152
BY:	GRA
DATE:	09/07/2017
SCALE:	1" = 20'

**EXHIBIT "A"**  
**LEGAL DESCRIPTION OF TEMPORARY CONSTRUCTION EASEMENT**  
**APN: 014-251-27**

A temporary construction easement, situate within a portion of the South West 1/4 of Section 13, Township 19 North, Range 19 East, Mount Diablo Base and Meridian, City of Reno, County of Washoe, State of Nevada, more particularly described as follows:

**Beginning** at the north east corner of that certain parcel of land described as Lot 24 in Block A of the Amended Plat of Continental Commercial Center in the official records of Washoe County Recorder's Office, recorded on November 28, 1989, as Document # 1365137, Tract Map # 2624, said point also being a point on the westerly line of South Virginia Street;

Thence southeasterly 71.86 feet along the east boundary line of said lot and a curve concave to the west, to which a radial line bears North 72°07'24" East, having a radius of 2284.00 feet, through a delta angle of 01°48'10" to the beginning of a reverse curve;

Thence southeasterly 4.68 feet along the east boundary line of said lot and a curve concave to the east, having a radius of 2540.00 feet, through a delta angle of 00°06'20";

Thence departing the east boundary line of said lot, South 02°55'40" West 6.33 feet;

Thence South 48°33'01" East 3.90 feet to a point on the east boundary line of said lot;

Thence southeasterly 16.64 feet along the east boundary line of said lot and a curve concave to the east, to which a radial line bears South 73°36'40" West, having a radius of 2540.00 feet, through a delta angle of 00°22'31" to the south east corner of said lot;

Thence westerly 20.38 feet along the south boundary line of said lot and a curve concave to the north, to which a radial line bears South 14°13'49" East, having a radius of 180.66 feet, through a delta angle of 6°27'48";

Thence departing the south boundary line of said lot, North 07°55'37" West 10.67 feet;

Thence North 76°37'51" East 1.80 feet;

Thence North 03°51'46" West 7.07 feet;

Thence North 05°43'57" West 5.00 feet;

Thence North 84°16'03" East 2.55 feet;

Thence easterly 5.99 feet along a curve concave to the north, to which a radial line bears South 10°53'23" East, having a radius of 19.50 feet, through a delta angle of 17°35'43";

Thence North 02°55'40" East 14.38 feet;



Thence North 19°49'00" West 66.28 feet to a point on the north boundary line of said parcel;

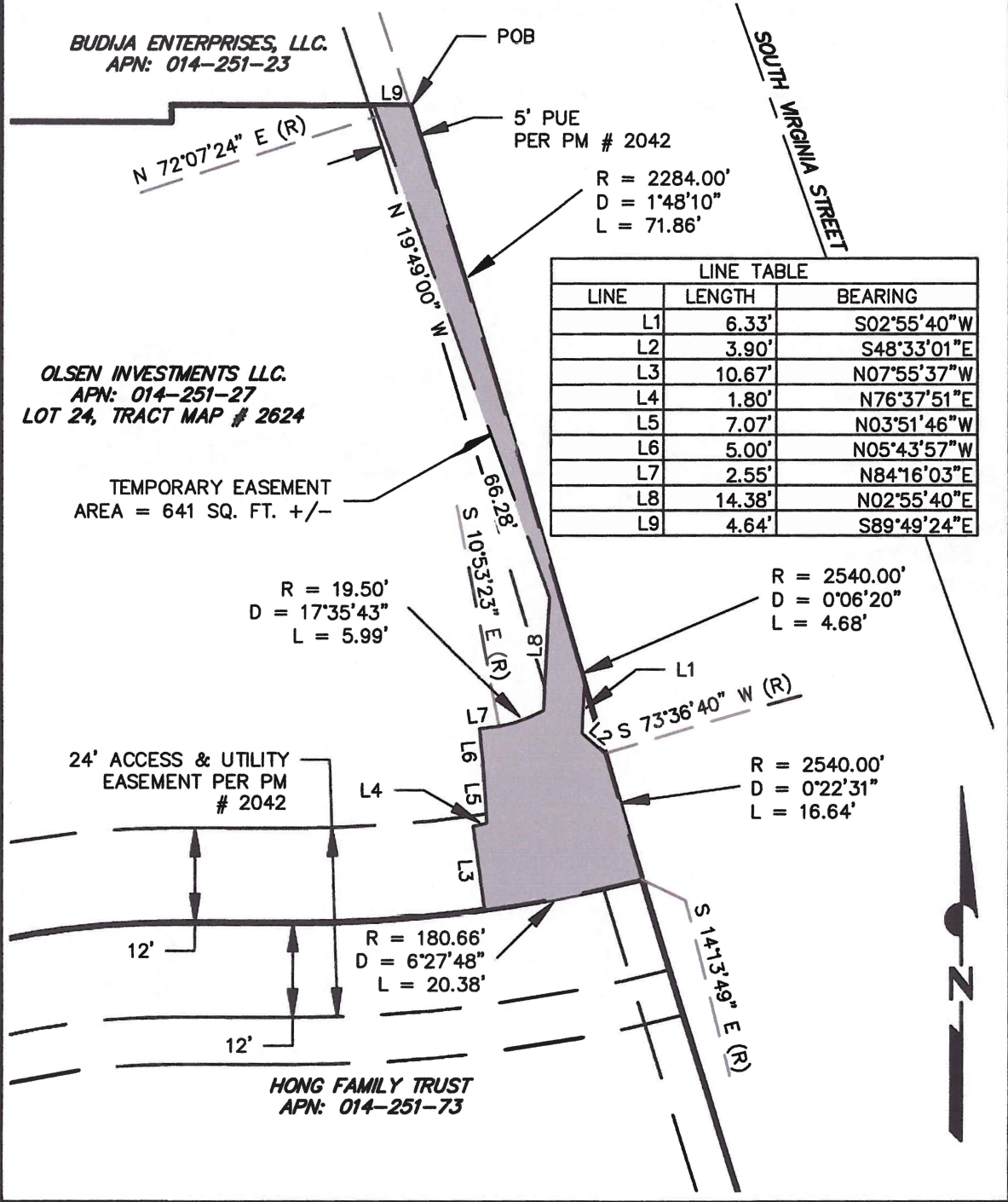
Thence South 89°49'24" East 4.64 feet along the north boundary line of said lot to the **point of beginning**, containing 641 square feet, more or less.

**Basis of Bearings:** NAD 83(94) Nevada State Plane Coordinate System, West Zone (2703).

---

Grant R. Alexander, P.L.S. 19051  
Battle Born Ventures, LLC  
600 Gleeson Way  
Sparks, NV 89431

# EXHIBIT "B"



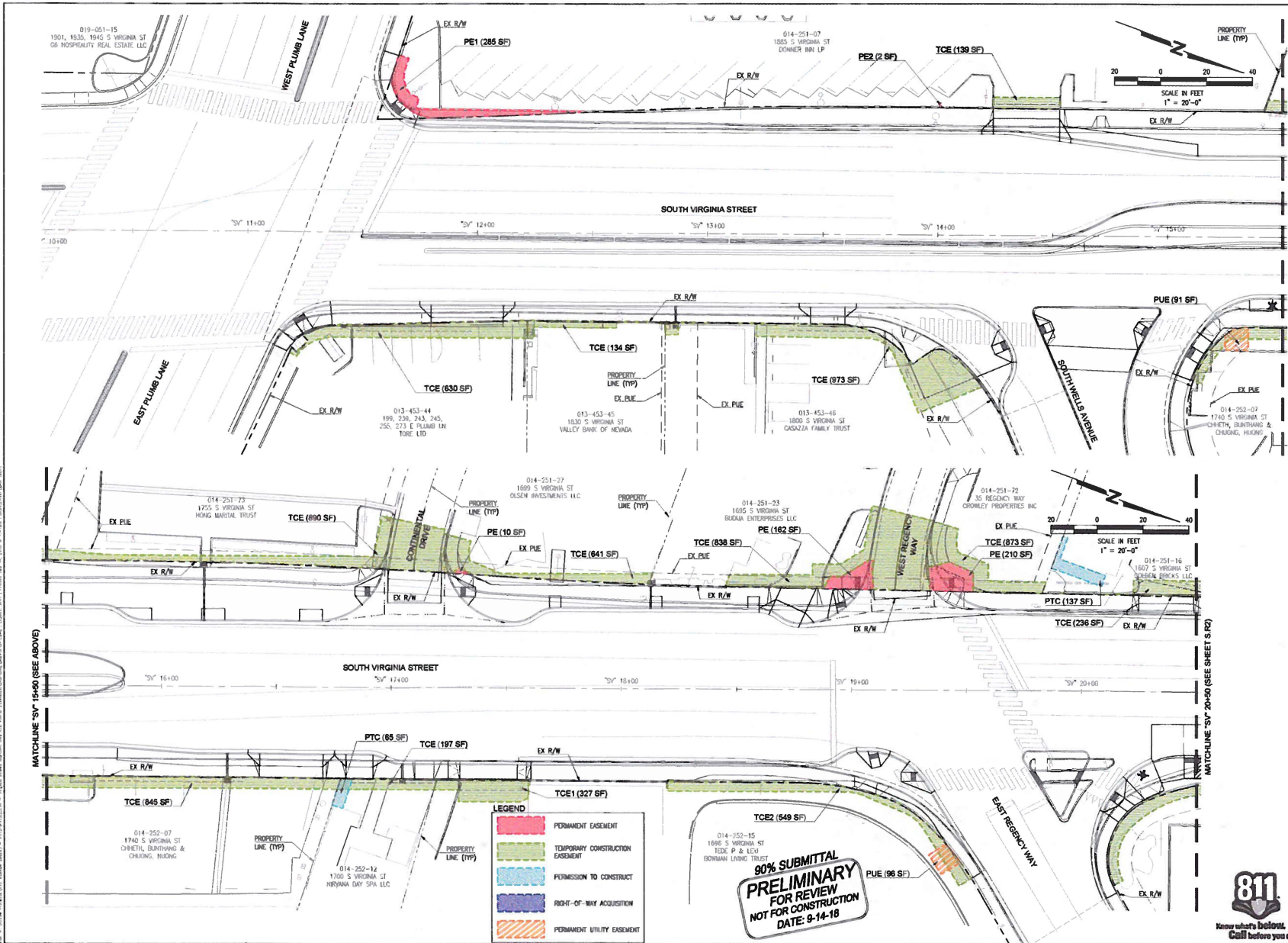
**BATTLE BORN VENTURES, LLC**  
 600 GLEESON WAY  
 SPARKS, NEVADA 89431  
 www.battlebornventures.com

PHONE (775) 813-4934  
 FAX (775) 359-4476

**Land Surveyors - Civil Engineers**

W.O. #: 2016\_152  
 BY: GRA  
 DATE: 07/13/2018  
 SCALE: 1" = 20'

# EXHIBIT B



**NCE**  
 1885 S. Arlington Ave. Suite 111  
 Reno, Nevada 89509  
 (775) 329-4955 \* Fax (775) 329-5098



## VIRGINIA STREET BUS RAPID TRANSIT EXTENSION PROJECT PHASE 2

CLIENT  
**RTC** REGIONAL TRANSPORTATION COMMISSION  
 1105 TERMINAL WAY, SUITE 108 RENO, NV 89502  
 PHONE (775) 348-0171

NO.	DATE	DESCRIPTION
PROJECT NO:	A173 25.14	
DESIGNED BY:	SEH	
DRAWN BY:	SPT	
CHECKED BY:	SEH	DATE: 09-05-18
DATE:	09-14-18	

This drawing is the property of NCE, including all patent and copyrightable features, and/or confidential information and its use is restricted to the use to which it was prepared and to reproduce the drawing, whole or in part, for the original client without the written consent of NCE. For the original client's use only. No other use is permitted without the written consent of NCE.

SHEET TITLE	
<b>RIGHT OF WAY</b>	
<b>"SV" 10+00 TO "SV" 20+50</b>	
DRAWING	<b>S.R1</b>
SHEET	6 OF 308





**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

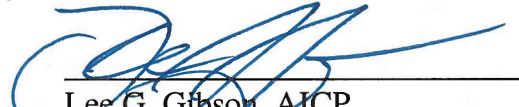
Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.12**

**TO:** Regional Transportation Commission

**FROM:** Dale Ferguson  
RTC Chief Legal Counsel

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Resolution of Condemnation for property rights related to APN 011-226-34, necessary to construct the Virginia Street Bus Rapid Transit Extension Project**

**RECOMMENDATION**

Approve the attached Resolution of Condemnation authorizing RTC’s legal counsel to commence condemnation proceedings to acquire one (1) permanent easement and one (1) temporary construction easement on APN 011-226-34 from Ponderosa Hotel, Inc., a Nevada corporation, necessary to construct the Virginia Street Bus Rapid Transit Extension Project.

**SUMMARY**

At the March 18, 2016, RTC Board meeting, the Commission approved Amendment No. 1 with Nichols Consulting Engineers (NCE) for to the Professional Services Agreement with NCE for Final Design for the Virginia Street Bus RAPID Transit Extension Project (the “Project”). Six months later at the September 16, 2016, RTC Board meeting, the Commission approved the Request for Proposals (RFP) for the selection of a firm to provide Right of Way Services for the Project. Paragon Partners, LTD was selected as the firm to provide the right of way acquisition services at the November 18, 2016, RTC Board Meeting. Thereafter, Paragon Partners, LTD. initiated the process of acquiring the right-of-way for the Project.

Paragon Partners LTD has been attempting to negotiate for the property rights needed for the Project. Approval of this Resolution of Condemnation for ROW will allow the RTC to initiate condemnation proceedings for these property rights for timely acquisition in the event that continued negotiations with the property owners are unsuccessful. Through an Interlocal Cooperative Agreement, dated May 24, 2016, RTC has been authorized to negotiate and/or initiate eminent domain proceeding for right-of-way acquisition when necessary for the Project. Proper notice of this agenda item has been provided to the property owner as required by Nevada Revised Statutes. In order to minimize potential delays to the Project, the proposed resolution of condemnation (see Attachment A) is requested now so that legal counsel can seek a court ordered “right-of-entry” and/or order for immediate occupancy should negotiations with property owners not conclude within a reasonable amount of time. Every effort to reach satisfactory purchase

agreements will continue to be made until a complaint in eminent domain is filed with the court. Thereafter, we will continue to negotiate a resolution that is fair and equitable, but resolution may be through court filings as opposed to a purchase agreement.

### **FISCAL IMPACT**

The costs to acquire the subject property interests have been budgeted; however, the fiscal impact cannot be determined at this time. Aside from legal fees, there is the potential that the compensation to the property owner may increase as a result of legal settlement.

### **PREVIOUS ACTIONS BY BOARD**

- |                    |  |
|--------------------|--|
| November 18, 2016  | Approved the staff recommendation of Paragon Partners LTD to provide the right of way acquisition services for the Project authorize the Executive Director to negotiate and execute the final Professional Service Agreement (PSA). |
| September 16, 2016 | Approved the Request for Proposals (RFP) for the selection of a firm to provide Right of Way Services for the Project.   |
| March 18, 2016     | Approved Amendment No. 1 to the Professional Services Agreement with NCE for Final Design for the Project.   |
| October 16, 2015   | Acknowledged receipt of an update on the Project and approve the local preferred alternative.  |
| October 17, 2014   | Approved Selection of Nichols Consulting Engineers (NCE) for Preliminary Design & NEPA; authorize the RTC Executive Director to negotiate and execute a professional services agreement with NCE.                                    |

### **ADDITIONAL BACKGROUND**

This project will complete the final design for multi-modal transportation improvements on the corridor from Plumb Lane to Liberty Street and Maple Street to 15<sup>th</sup> Street/North Virginia Street. The NEPA process is complete. Design team is working towards 100 percent reconstruction plans for the roadway and BRT elements of the project throughout both Midtown and UNR. It is anticipated that 100 percent design will be complete in early 2019.

### **ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations regarding this report.

Attachment

**RESOLUTION OF CONDEMNATION**

**WHEREAS**, it is necessary for the Regional Transportation Commission of Washoe County, hereinafter referred to as "RTC," to provide regional transportation facilities which are of a quality and standard necessary to satisfactorily meet the needs of the traveling public; and

**WHEREAS**, in recognition of such needs, the RTC approved the Virginia Street Bus Rapid Transit Extension Project, hereinafter referred to as "Project," as part of an Interlocal Cooperative Agreement ("ICA") dated May 24, 2016; and

**WHEREAS**, in the ICA dated May 24, 2016, the City of Reno authorized the RTC to initiate eminent domain proceedings on behalf of the City, if required, for the acquisition of right-of-way for the Project; and

**WHEREAS**, Chapter 277A of Nevada Revised Statutes provides that the RTC may exercise the power of eminent domain, if the city or county which has jurisdiction over the property approves; and

**WHEREAS**, the current owner of record of the property interests to be acquired, insofar as is known to the RTC, is Ponderosa Hotel, Inc., a Nevada corporation.

**NOW, THEREFORE**, the members of the Regional Transportation Commission of Washoe County do hereby find:

1. That proper notice of the RTC's intent to consider eminent domain action to acquire the relevant property interests of the above referenced owner(s) has been given as required by NRS 241.034.
2. That RTC staff first contacted the landowner about the property interests described in Exhibit "A" and depicted on Exhibit "B," attached hereto and incorporated herein by reference, on or about October 9, 2018. While there have been discussions, proposals and offers made, all efforts to reach a mutually acceptable agreement for the acquisition of the property interests through purchase have been unsuccessful to date.
3. That the property interests to be acquired in conjunction with the above referenced Project are to be applied to a public use, to wit, the Virginia Street Bus Rapid Transit Extension Project.

4. That the property interests described herein are necessary to such public use.

Based on the aforementioned findings of fact, the RTC does hereby direct:

1. That RTC's legal counsel initiate, if needed, eminent domain proceedings on behalf of the RTC in accordance with provisions of Chapters 37 and 277A of Nevada Revised Statutes to acquire the property interests described in Exhibit "A" and depicted on Exhibit "B".

2. That said legal counsel shall commence and prosecute in the name of the RTC, eminent domain proceedings in the court having jurisdiction of the property interests described in Exhibit "A" and depicted on Exhibit "B."

3. That said legal counsel is authorized to pursue all actions deemed appropriate for the successful prosecution of this case, including but not limited to, an application to the court for an order permitting the RTC to take immediate possession of said property interests for the construction of the Project, upon complying with conditions imposed by law.

Upon motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, the foregoing Resolution was passed and adopted this 18th day of January, 2019, by the following vote of the Regional Transportation Commission:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_

Approved this 18th day of January, 2019.

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY, STATE OF NEVADA

BY \_\_\_\_\_  
RON SMITH, CHAIR

**STATE OF NEVADA**  
**COUNTY OF WASHOE**

The above-instrument was acknowledged before me this 18th day of January, 2019, by Ron Smith,  
Chair of the Regional Transportation Commission.

\_\_\_\_\_  
Notary Public

DRAFT



## EXHIBIT A

### EXHIBIT "A" LEGAL DESCRIPTION OF PERMANENT EASEMENTS APN: 011-226-34

All those permanent easements, situate within a portion of the South East 1/4 of Section 11, Township 19 North, Range 19 East, Mount Diablo Base and Meridian, City of Reno, County of Washoe, State of Nevada, more particularly described as follows:

#### PERMANENT EASEMENT 1

**Beginning** at the south west corner of that certain parcel of land described in deed as Parcel 3, recorded in the official records of Washoe County Recorder's Office on October 05, 1998, as Document File # 2264327, said point also being a point of intersection with the easterly line of Forest Street and the northerly line of Tahoe Street, said point also being the south west corner of Lot 6 in Block D of the Crampton's Addition to Reno, recorded on November 16, 1903, as Tract Map # 15;

Thence North 00°09'30" West 5.18 feet along the west boundary line of said parcel;

Thence departing the west boundary line of said parcel, South 27°50'03" East 5.85 feet to a point on the south boundary line of said parcel;

Thence South 89°51'29" West 2.72 feet along the south boundary line of said parcel to the **point of beginning**, containing 7 square feet, more or less.

#### PERMANENT EASEMENT 2

**Beginning** at the north east corner of that certain parcel of land described in deed as Parcel 1, recorded in the official records of Washoe County Recorder's Office on October 05, 1998, as Document File # 2264327, said point also being a point of intersection with the southerly line of California Avenue and the Westerly line of South Virginia Street, said point also being the north east corner of Lot 1 in Block 2 of the Marsh's Addition to Reno, recorded on April 24, 1877, as Tract Map # 76;

Thence South 19°56'29" East 11.97 feet along the east boundary line of said parcel;

Thence departing the east boundary line of said parcel, North 69°26'08" West 18.49 feet to a point on the north boundary line of said parcel;

Thence North 70°14'14" East 14.06 feet along the north boundary line of said parcel to the **point of beginning**, containing 84 square feet, more or less.

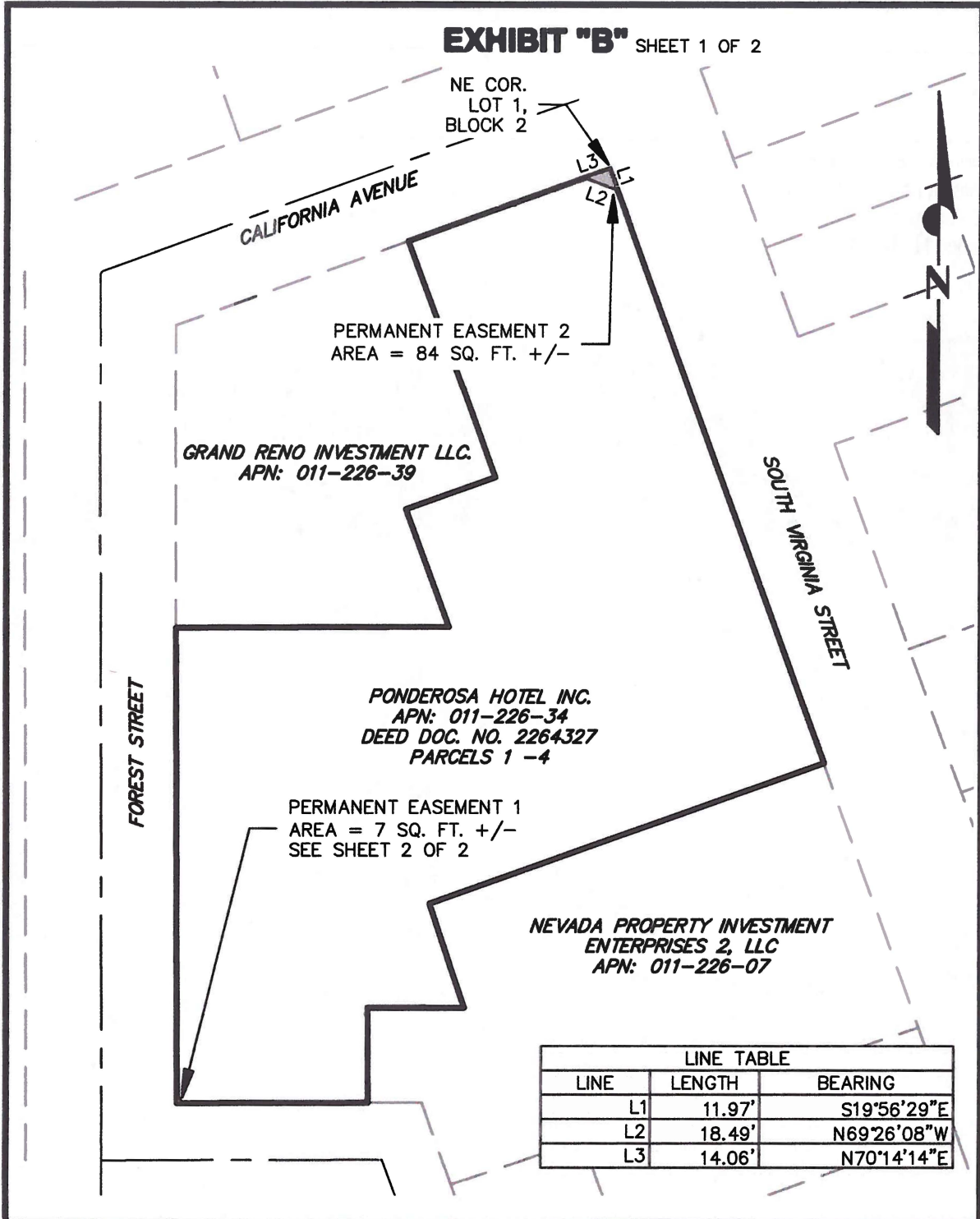
The combined area of Permanent Easement 1 and 2, containing an area of 91 square feet, more or less.

**Basis of Bearings:** NAD 83(94) Nevada State Plane Coordinate System, West Zone (2703).

---

Grant R. Alexander, P.L.S. 19051  
Battle Born Ventures, LLC  
600 Gleeson Way  
Sparks, NV 89431

**EXHIBIT "B"** SHEET 1 OF 2



LINE TABLE		
LINE	LENGTH	BEARING
L1	11.97'	S19°56'29"E
L2	18.49'	N69°26'08"W
L3	14.06'	N70°14'14"E



**BATTLE BORN VENTURES, LLC**  
 600 GLEESON WAY  
 SPARKS, NEVADA 89431  
 www.battlebornventures.com

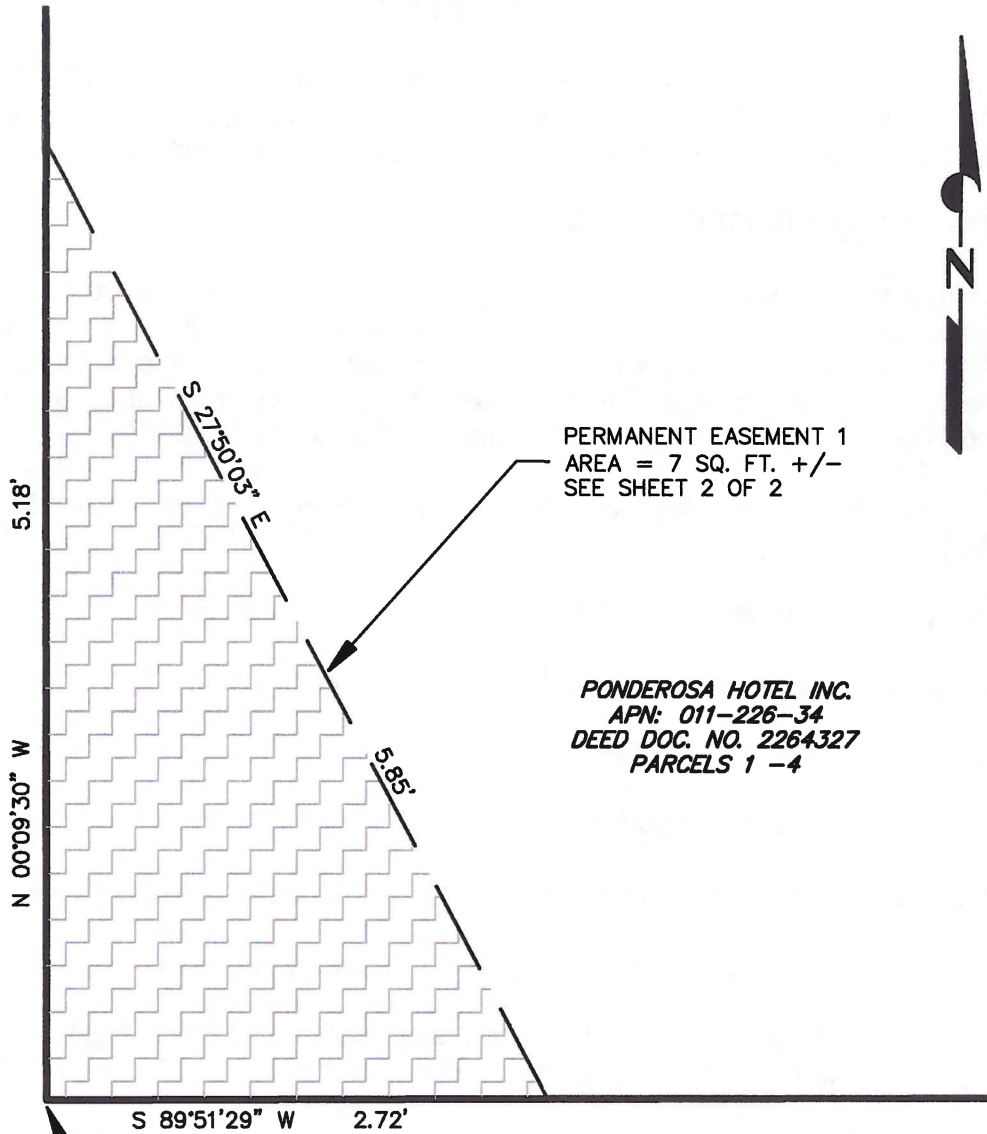
PHONE (775) 813-4934  
 FAX (775) 359-4476

**Land Surveyors - Civil Engineers**

W.O. #: 2016\_152  
 BY: GRA  
 DATE: 10/31/2017  
 SCALE: 1" = 80'

**EXHIBIT "B"** SHEET 2 OF 2

FOREST STREET



PERMANENT EASEMENT 1  
AREA = 7 SQ. FT. +/-  
SEE SHEET 2 OF 2

*PONDEROSA HOTEL INC.*  
APN: 011-226-34  
DEED DOC. NO. 2264327  
PARCELS 1 -4

5.18'

N 00°09'30" W

S 27°30'03" E

5.85'

S 89°51'29" W 2.72'

TAHOE STREET

SW COR.  
LOT 6, BLOCK D



**BATTLE BORN VENTURES, LLC**  
600 GLEESON WAY  
SPARKS, NEVADA 89431  
www.battlebornventures.com

PHONE (775) 813-4934  
FAX (775) 359-4476

**Land Surveyors - Civil Engineers**

W.O. #: 2016\_152

BY: GRA

DATE: 05/16/2018

SCALE: 1" = 1'

**EXHIBIT "A"**  
**LEGAL DESCRIPTION OF TEMPORARY CONSTRUCTION EASEMENTS**  
**APN: 011-226-34**

All those temporary construction easements, situate within a portion of the North East 1/4 of Section 14 and South East 1/4 of Section 11, Township 19 North, Range 19 East, Mount Diablo Base and Meridian, City of Reno, County of Washoe, State of Nevada, more particularly described as follows:

**TEMPORARY CONSTRUCTION EASEMENT 1**

Beginning at the south west corner of that certain parcel of land described in deed as Parcel 3, recorded in the official records of Washoe County Recorder's Office on October 05, 1998, as Document File # 2264327, said point also being a point of intersection with the easterly line of Forest Street and the northerly line of Tahoe Street, said point also being the south west corner of Lot 6 in Block D of the Crampton's Addition to Reno, recorded on November 16, 1906, as Tract Map # 15;

Thence North 00°09'30" West 5.18 feet along the west boundary line of said parcel to the **true point of beginning**;

Thence North 00°09'30" West 8.87 feet along the west boundary line of said parcel;

Thence departing west boundary line of said parcel, North 89°29'36" East 4.08 feet;

Thence South 01°09'20" East 8.14 feet;

Thence South 89°51'02" East 38.22 feet;

Thence South 00°08'58" West 5.73 feet to a point on the south boundary line of said parcel;

Thence South 89°51'29" West 39.69 feet along the south boundary line of said parcel;

Thence departing the south boundary line of said parcel, North 27°50'03" West 5.85 feet to the **true point of beginning**, containing 274 square feet, more or less.

**TEMPORARY CONSTRUCTION EASEMENT 2**

**Beginning** at the south east corner of that certain parcel of land described in deed as Parcel 2, recorded in the official records of Washoe County Recorder's Office on October 05, 1998, as Document File # 2264327, said point also being a point on the westerly line of South Virginia Street;

Thence South 70°23'16" West 1.62 feet along the south boundary line of said parcel;

Thence departing south boundary line of said parcel, North 20°05'53" West 32.17 feet;

Thence South 69°54'07" West 5.00 feet;

Thence North 20°05'53" West 41.07 feet;

Thence North 69°54'07" East 5.00 feet;

Thence North 20°05'53" West 207.05 feet;

Thence South 68°30'44" West 5.00 feet;

Thence North 20°05'53" West 36.15 feet;

Thence North 61°38'39" West 15.35 feet;

Thence North 20°25'31" West 4.69 feet to a point on the north boundary line of Parcel 1 of said deed, said point also being a point on the southerly line of California Avenue;

Thence North 70°14'14" East 3.68 feet along the north boundary line of said parcel;

Thence departing the north boundary line of said parcel, South 69°26'08" East 18.49 feet to a point on the east boundary line of said parcel, said point also being a point on the westerly line of South Virginia Street;

Thence South 19°56'29" East 320.44 feet along the east boundary line of said parcel to the **point of beginning**, containing 1,179 square feet, more or less.

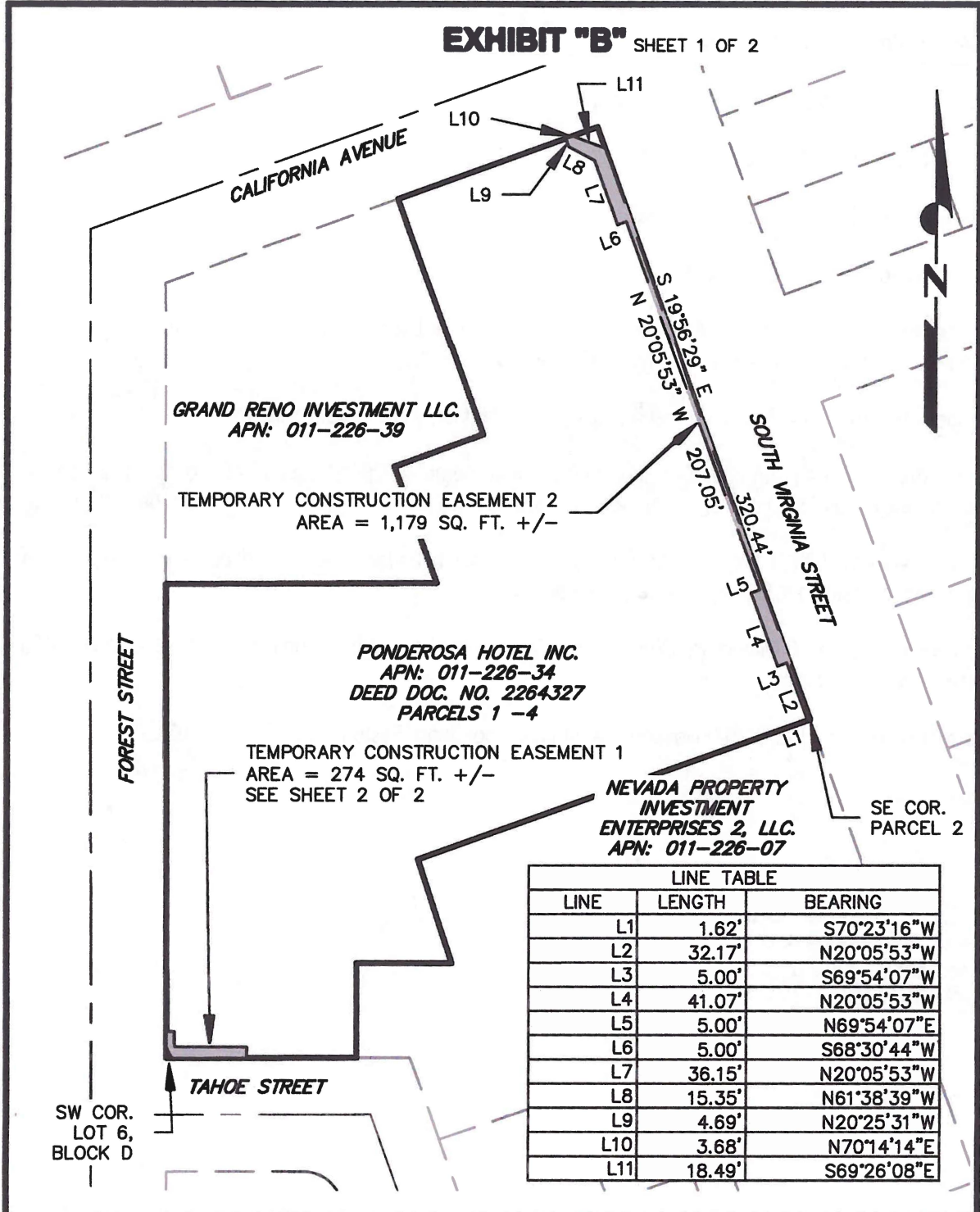
The combined area of Temporary Construction Easements 1 through 2, containing a total area of 1,453 square feet, more or less.

**Basis of Bearings:** NAD 83(94) Nevada State Plane Coordinate System, West Zone (2703).

---

Grant R. Alexander, P.L.S. 19051  
Battle Born Ventures, LLC  
600 Gleeson Way  
Sparks, NV 89431

**EXHIBIT "B"** SHEET 1 OF 2



LINE TABLE		
LINE	LENGTH	BEARING
L1	1.62'	S70°23'16"W
L2	32.17'	N20°05'53"W
L3	5.00'	S69°54'07"W
L4	41.07'	N20°05'53"W
L5	5.00'	N69°54'07"E
L6	5.00'	S68°30'44"W
L7	36.15'	N20°05'53"W
L8	15.35'	N61°38'39"W
L9	4.69'	N20°25'31"W
L10	3.68'	N70°14'14"E
L11	18.49'	S69°26'08"E



**BATTLE BORN VENTURES, LLC**  
600 GLEESON WAY  
SPARKS, NEVADA 89431  
www.battlebornventures.com

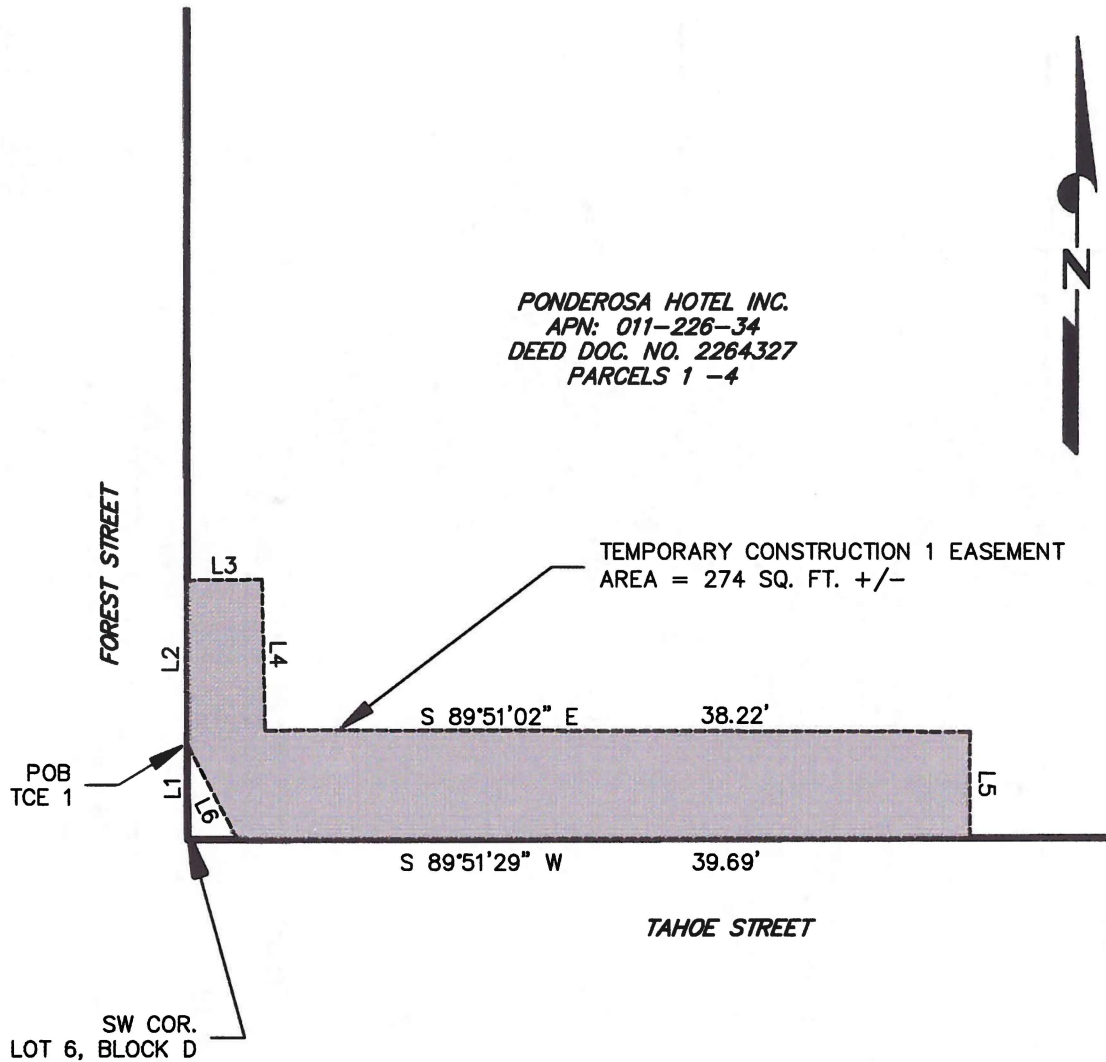
PHONE (775) 813-4934  
FAX (775) 359-4476

**Land Surveyors - Civil Engineers**

W.O. #: 2016\_152  
BY: GRA  
DATE: 10/31/2017  
SCALE: 1" = 80'

**EXHIBIT "B"** SHEET 2 OF 2

PONDEROSA HOTEL INC.  
 APN: 011-226-34  
 DEED DOC. NO. 2264327  
 PARCELS 1 -4



LINE TABLE		
LINE	LENGTH	BEARING
L1	5.18'	N00°09'30"W
L2	8.87'	N00°09'30"W
L3	4.08'	N89°29'36"E
L4	8.14'	S01°09'20"E
L5	5.73'	S00°08'58"W
L6	5.85'	N27°50'03"W



**BATTLE BORN VENTURES, LLC**  
 600 GLEESON WAY  
 SPARKS, NEVADA 89431  
 www.battlebornventures.com

PHONE (775) 813-4934  
 FAX (775) 359-4476

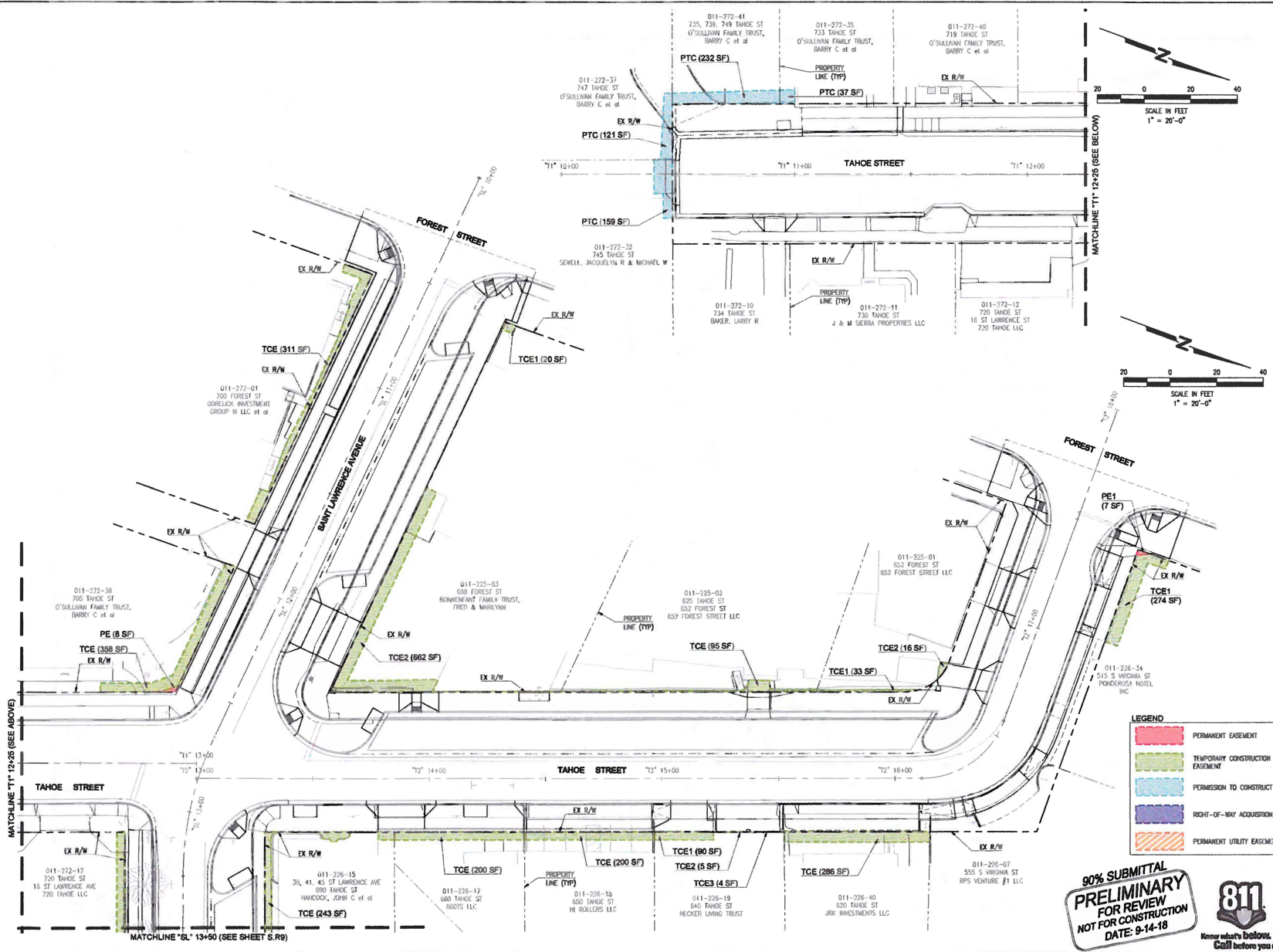
**Land Surveyors - Civil Engineers**

W.O. #: 2016\_152  
 BY: GRA  
 DATE: 5/16/2018  
 SCALE: 1" = 10'



EXHIBIT B

Project: Virginia Street Bus Rapid Transit Extension Phase 2, Station: S. R.10, Date: 09/14/18, Sheet: 15 of 308



**NCE**  
 1885 S. Arlington Ave. Suite 111  
 Reno, Nevada 89509  
 (775) 329-4955 \* Fax (775) 329-5098

SCALE IN FEET  
 1" = 20'-0"



**VIRGINIA STREET BUS  
 RAPID TRANSIT  
 EXTENSION PROJECT  
 PHASE 2**

CLIENT  
**RTC REGIONAL  
 TRANSPORTATION  
 COMMISSION**  
 1105 TERMINAL WAY,  
 SUITE 108 RENO, NV 89502  
 PHONE (775) 348-0171

NO.	DATE	DESCRIPTION

PROJECT NO: A173 25.14  
 DESIGNED BY: SEH  
 DRAWN BY: SPT  
 CHECKED BY: SEH DATE: 09-05-18  
 DATE: 09-14-18

SHEET TITLE  
**RIGHT OF WAY**  
 "T1" 10+00 TO "T2" 18+00  
 "SL" 10+00 TO "SL" 13+50

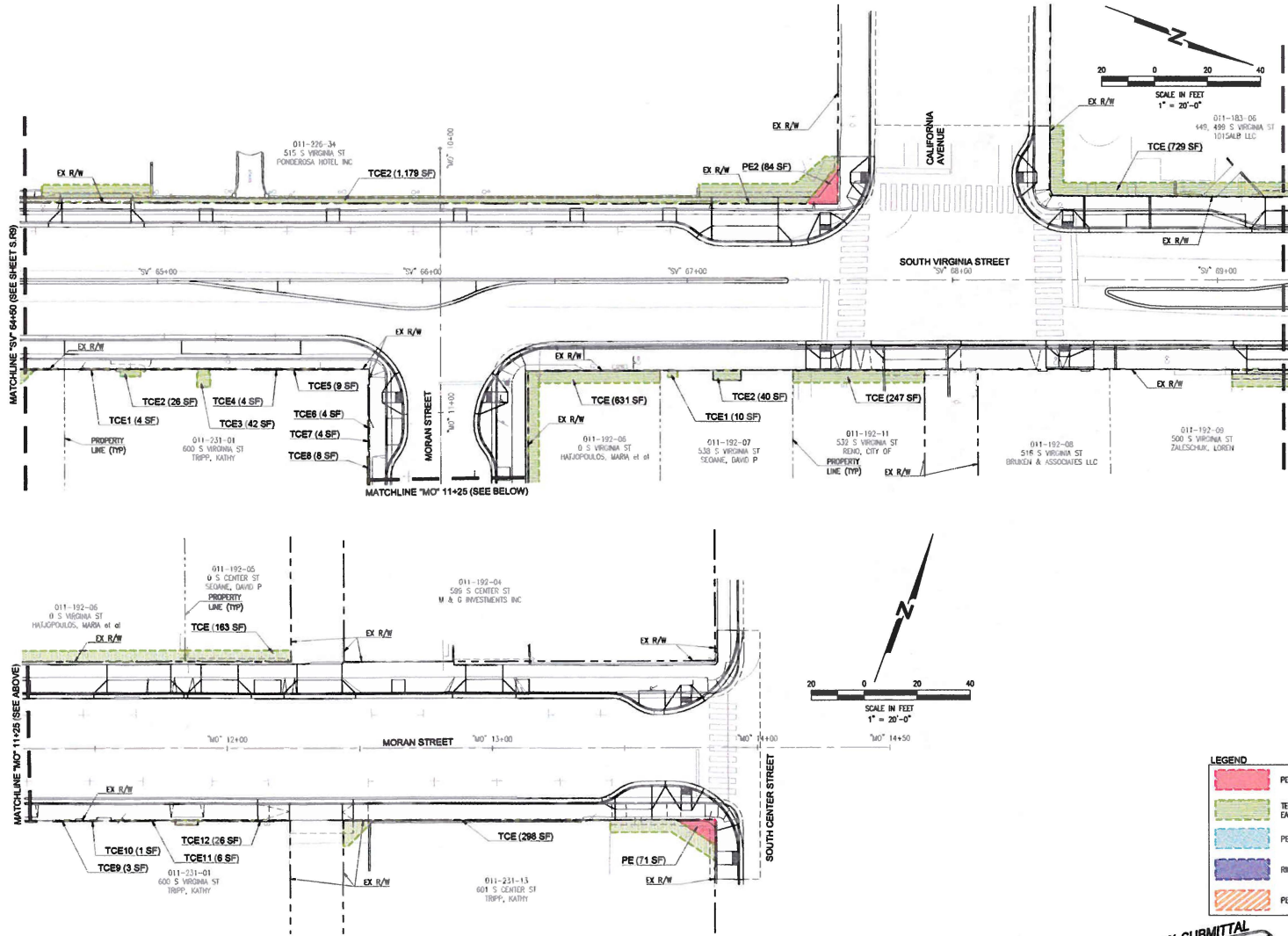
DRAWING  
**S.R.10**  
 SHEET 15 OF 308

**LEGEND**

- PERMANENT EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PERMISSION TO CONSTRUCT
- RIGHT-OF-WAY ACQUISITION
- PERMANENT UTILITY EASEMENT

**90% SUBMITTAL  
 PRELIMINARY  
 FOR REVIEW  
 NOT FOR CONSTRUCTION  
 DATE: 9-14-18**





**NCE**  
 1885 S. Arlington Ave. Suite 111  
 Reno, Nevada 89509  
 (775) 328-4955 \* Fax (775) 328-5098



**VIRGINIA STREET BUS  
 RAPID TRANSIT  
 EXTENSION PROJECT  
 PHASE 2**

CLIENT



1105 TERMINAL WAY,  
 SUITE 108 RENO, NV 89502  
 PHONE (775) 340-0171

NO.	DATE	DESCRIPTION

PROJECT NO:	A173.25.14
DESIGNED BY:	SEH
DRAWN BY:	SPT
CHECKED BY:	SEH
DATE:	09-05-18
DATE:	09-14-18

**SHEET TITLE**

**RIGHT OF WAY**

"SV" 64+50 TO "SV" 69+25  
"MO" 10+00 TO "MO" 14+50

DRAWING	<b>S.R11</b>
SHEET	16 OF 308

No. 14772 - Angela D. Hueftle, Professional Engineer, License No. 14772, State of Nevada, Exp. 8/30/19. This drawing is the property of NCE, Inc. and its use is conditioned upon the user's agreement not to reproduce, modify, or otherwise disclose the contents of this drawing without the prior written consent of NCE, Inc.

**LEGEND**

- PERMANENT EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PERMISSION TO CONSTRUCT
- RIGHT-OF-WAY ACQUISITION
- PERMANENT UTILITY EASEMENT

**90% SUBMITTAL  
 PRELIMINARY  
 FOR REVIEW  
 NOT FOR CONSTRUCTION  
 DATE: 9-14-18**





**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.13**

**TO:** Regional Transportation Commission

**FROM:** Scott Gibson, P.E.  
Engineer II



\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Amendment 2 to the Professional Services Agreement with Wood Rodgers, Inc. for the California Avenue and Keystone Avenue Interchange Enhancements Project**

**RECOMMENDATION**

Approve Amendment No. 2 to the PSA (Professional Services Agreement) with Wood Rodgers, Inc. for the California Avenue and Keystone Avenue Interchange Enhancements project for EDC (Engineering During Construction) services to provide for construction inspection, material testing, and contingency in the amount of \$199,980; authorize the RTC Executive Director to execute the agreement. This will bring the total PSA amount to \$333,425.

**SUMMARY**

Wood Rogers, Inc. has completed the design, plan preparation, and specifications for the project. The project is scheduled to go out for bid in January with an anticipated construction start in early March. Because of their familiarity with the project providing design documents Wood Rogers is recommended to provide EDC as an optional task under item 2.3 of the PSA. This amendment (Attachment A) provides the funding and details the scope of services to be provided for those services.

The scope, budget, and schedule associated with this amendment are estimated to carry the project through the completion of the project. Optional engineering during construction services were expected and planned to be negotiated and added to the PSA as the scope of the project became clearer through evaluation and selection of a design alternative.

**FISCAL IMPACT**

Funds for this project are budgeted in the Fiscal Year (FY) 2019 Program of Projects (POP).

**PREVIOUS ACTIONS BY BOARD**

- December 15, 2017      Approved a Professional Services Agreement (PSA) with Wood Rodgers, Inc. for the California Avenue and Keystone Avenue Interchange Enhancements project for design services in the amount of \$123,445.
- October 17, 2014      Approved the Keystone Corridor Study which included concepts for California Intersection Safety & Multimodal Improvements. An early action alternative to reconfigure the intersection primarily within existing right-of-way to accommodate sidewalks and bike lanes on the eastbound side of California Avenue was envisioned. The existing eastbound free flow auto travel lane would be changed to a standard signalized intersection. An ADA compliant ramp would be constructed to replace the existing stairs on the north side of California Avenue.

**ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations pertaining to this agenda item.

Attachment

AMENDMENT NO. 2  
AGREEMENT  
BETWEEN  
REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY  
AND  
WOOD RODGERS, INC.

The Regional Transportation Commission of Washoe County (“RTC”) and Wood Rodgers, Inc. (“CONSULTANT”) entered into an agreement on March 5, 2018 (the “Agreement”), as previously amended by Amendment # 1 dated and effective as of December 1, 2018. This Amendment #2 is dated and effective as of January 21, 2018.

RECITALS

WHEREAS, the parties entered into the Agreement for CONSULTANT to provide certain engineering and design services in connection with the Keystone / California Intersection project, including optional construction management services; and

WHEREAS, RTC and CONSULTANT have negotiated a detailed scope of services and costs for those construction management services and have agreed to amend the Agreement; and

WHEREAS, all capitalized terms used herein and not otherwise defined shall have the meanings assigned thereto in the Agreement.

NOW, THEREFORE, in consideration of the mutual promises of the parties and other good and valuable consideration, the parties do agree as follows:

1. Section 1.3. shall be replaced in its entirety with the following:

Term of this Agreement shall be from the date first written above until December 31, 2019, unless terminated at earlier date, or extended to a later date, pursuant to the provisions herein.

2. Section 5.1. shall be replaced in its entirety with the following:

CONSULTANT’s fee for the work described in Section 2.1, “Scope of Services,” will be based upon actual time and effort for the completion of each separate task at the hourly rates and rates for testing in Exhibit B, but in no case shall the CONSULTANT be compensated in excess of the following not-to-exceed amounts:

Total Design Services (Tasks 1 to 7)	\$133,445.00
Total Construction Services (Task 8 to 10)	\$199,980.00
Total Not-to-Exceed Amount	\$333,425.00

**ATTACHMENT A**

3. Exhibit A – Scope of Services is replaced in its entirety with the version of Exhibit A attached hereto.
4. Exhibit B – Schedule of Services is replaced in its entirety with the version of Exhibit B attached hereto.
5. All other provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have made and executed this amendment.

APPROVED AS TO LEGALITY AND FORM:

\_\_\_\_\_  
RTC Director of Legal Services

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY

By \_\_\_\_\_  
Lee G. Gibson, AICP, Executive Director

WOOD RODGERS, INC.

By \_\_\_\_\_  
Mark Casey, Vice President

**Exhibit A**

**SCOPE OF SERVICES**

**1. PROJECT MANAGEMENT**

Prepare monthly progress reports, invoices, and billing.

Coordination with RTC project manager and staff will be ongoing throughout project. Project management and coordination meetings or conference calls will be held with the RTC and other parties as appropriate semiweekly throughout the project.

Other interested parties will include the City of Reno. Deliverables

– Invoicing and progress reports.

**2. PUBLIC AND AGENCY INVOLVEMENT**

Public Information Meeting

Public Information Meeting will be held once during preliminary design and once again before construction with the property owners adjacent to the project work zone to discuss project limits, scope, tentative schedule, traffic controls, driveway access, public notification requirements, and concerns of adjacent properties before the plans and specifications are finalized.

Consultant will provide flyers (in English and Spanish) to RTC for distribution. Consultant will provide addressed post cards for the meeting (anticipated to include properties within 500-feet of the project area) to RTC to mail (RTC will pay postage separately). Consultant will perform email of post card notifications as necessary. Additionally, public meetings will be promoted on project website and social media.

The CONSULTANT will provide materials to RTC staff for presentation to the RTC Board and Reno and Sparks City Councils as required.

Deliverables – Meeting materials, power point presentations, website maintenance which will include project status information and photos.

**3. INVESTIGATION OF EXISTING CONDITIONS**

The CONSULTANT will obtain traffic data to update and verify the volumes identified in the Corridor Study. Utilities within the project area will be located and assessed for possible conflict with the proposed project. Topographic mapping and Boundary will be determined to meet design needs.

### **3.1 Geotechnical Investigation**

CONSULTANT will prepare a traffic control plan and an encroachment permit application will be submitted to the City of Reno for approval.

Field exploration will consist of excavating 1 test pit with a rubber tired backhoe to maximum depth of 10 feet below the existing ground surface. The test pit will be backfilled immediately after exploration. Backfill will be loosely placed and the area regraded to the extent possible with the equipment on hand.

CONSULTANT's final soil testing program will be developed around the soils encountered during investigation. Anticipated laboratory testing includes: soil moisture (ASTM D2216), gradation (ASTM D6913), plasticity (ASTM D4318), and soluble sulfates (SM4500 S04E).

CONSULTANT will perform asphalt concrete thickness cores in California Avenue and Keystone Avenue to verify pavement thickness. Pavement thicknesses will be reported within the geotechnical report. No additional testing of pavement or material below pavement is anticipated.

Upon completion of field, laboratory and office studies, a geotechnical investigation report will be completed and submitted for review. Note that Pavement design is not included at this time. This roadway is scheduled for a maintenance treatment of 2" mill and overlay.

Deliverables – Geotechnical Investigation Report.

### **3.2 Pavement Distress Survey**

CONSULTANT will perform a pavement distress survey to determine areas that need patching/sealing prior to an asphalt mill and overlay. Areas needing patching and/or sealing will be mapped and placed on the project plans.

Deliverables – Pavement distress areas identified in CAD format

### **3.3. Subsurface Utilities**

CONSULTANT will investigate and locate subsurface utilities within the roadway R/W, and areas reasonably effected, in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. Additionally, CONSULTANT will coordinate with Utility Owners to remove lids of surface features and document depth of utility device, or invert of pipe, within such surface features.

Based on field investigation, CONSULTANT will provide RTC a list of utility



companies whose utilities are likely to be within the project limits or reasonably affected by the project. RTC will issue the initial notification to the utility agencies on the list and CONSULTANT will coordinate with the utility agencies for upcoming work, facility relocation and new installation, and to insure utilities likely affected by the project are drawn on the plan and profile, evaluate potential conflicts through field investigation, investigate conflict resolution strategies.

Deliverables will include: Depiction of subsurface utilities on plan sheets developed under Section 2.1.B, Preliminary Design. An inventory of subsurface utility surface features by Owner, type, location, and depth of feature or pipe invert.

**3.4 Utility Potholing** (This task will only be used at the direction of the RTC project manager)

CONSULTANT will hire a potholing contractor to investigate and locate specific subsurface utilities within the roadway R/W, and areas reasonably effected by the project that are deemed to have potential conflicts with construction. This is estimated at a single day of potholing for the project limits. Deliverables will include: Depiction of subsurface utilities on plan sheets developed under Section 4, Preliminary Design.

**3.5 Topographic Survey**

CONSULTANT will perform an aerial planimetric survey for the project corridor supplemented with conventional topographic survey within the reconstruction area. One (1) Foot Contour intervals will be provided at a scale of 1"= 20' with a width at least 20 feet behind the curbs along the length of the project to provide for consideration of improvements and grade continuity behind the curb.

All key existing features of the project site will be located and shown on the plan. These features shall include but not be limited to, buildings, road cross sections, hardscape features, and all utility features and structures.

Deliverables – Topographic survey in CAD format

**3.6 Right of Way Mapping**

CONSULTANT will obtain record R/W based upon Washoe County GIS information. The record Right of way information will be shown on the project plans. No further resolution of the roadway right of way is included within this task.

Deliverables – Record Right of Way in CAD format

**3.7 Right of Way Engineering Services**

It is estimated approximately four (4) parcels will require permanent and/or temporary

easements and/or potentially partial fee takes to construct the planned improvements. CONSULTANT will perform boundary surveying including preparation of full Metes and Bounds descriptions of 4 individual parcels. This will include Property record research, drafting of property boundaries from record descriptions, calculation of search coordinates for field boundary survey, field boundary survey on each affected parcel, post processing and reduction of field data, boundary resolution based upon field findings, preparation of legal descriptions and Exhibit maps of individual affected parcels. A grant, bargain, sale deed or easement document will be prepared for each subject parcel and will be sent to the RTC for review. All comments will be addressed prior to recordation.

Right of Way Appraisal, Property Owner Negotiations, Escrow Coordination and Title Clearance is not included within this task.

Deliverables – Property Boundary for 4 parcels along with exhibit maps and legal descriptions for easements on each parcel

#### **4. Preliminary Design**

##### **4.1 Preliminary Roadway Design (50% Design)**

CONSULTANT will prepare and submit for review up to 3 conceptual alternatives for the proposed intersection. Considerations will build upon elements within the previous corridor study and review alternates for lane widths, bicycle lanes, sidewalks, pedestrian ramps, bus and other large traffic turning movements and physical constraints of the project area. Each alternate will provide accessible walkways on California Avenue from Booth Street to Newlands Circle.

CONSULTANT will identify the R/W needed, (if any) and prepare conceptual construction cost estimates for each alternative.

CONSULTANT will prepare for and attend one in-person meeting with RTC and City of Reno staff to discuss the potential and preliminary design layout of the reconfigured intersection.

Plans and Specifications. Based upon the selected alternative, CONSULTANT will prepare preliminary Roadway and Signal Plans, an outline of Technical Specifications, and a preliminary cost estimate suitable for RTC and Local Government review. Construction plans shall cover an area sufficient for contractor's later use as a base for traffic control plans, e.g., coverage should include traffic control taper areas across intersections. Curb, gutter, and sidewalk that are deficient according to both RTC and local entity standards shall be identified.

Deliverables – Preliminary (50%) Plans submitted to RTC and City of Reno

## **4.2 Drainage Analysis**

CONSULTANT will prepare a drainage analysis to determine the impacts associated with the changes to the locations of the curb and gutter associated with the new sidewalk construction and re-alignment of the Keystone and California Avenue intersection. Drainage will be reviewed and recommendations made to improve any drainage deficiencies.

Deliverables – Drainage Report

## **5. Final Design**

### **5.1 Prepare Final Plans and Specifications**

Prepare Final Construction Plans, Contract Documents and Technical Specifications suitable for construction bid advertisement for the approved alignment in accordance with RTC standards and requirements. RTC will provide the boilerplate on disk in MS Word format. The RTC, Local Entity and Quality Control review comments will be incorporated into the final Plans and Specifications.

The final construction plans will be on 22" x 34" size sheets and will show all elements of the project construction, including plan/profile view, R/W lines, cross-sections and construction/slope limits. The final plan set is anticipated to include approximately 42 sheets and will include approximately the following sheets:

- Cover Sheet
- Notes, Legend and Abbreviations Sheet
- Horizontal Control
- Demolitions Plans (at 1"=20' scale)
- Plan/Profile Sheets (at 1"=20' scale)
- Grading/Drainage
- Signing and Striping Plan Sheets (at 1"=20')
- Traffic Signals and Lighting Sheets
- Detail Sheets (scales as noted).

Depths of existing sanitary sewer and storm drain utilities will be checked and noted on the plans if there is any reason to expect conflict due to vertical clearances. All located, existing underground utilities will be shown on the Plan Sheets accompanied with the following "Note: Subsurface utilities are depicted by their Quality Levels in accordance American Society of Civil Engineers Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data (CI/ASCE 38-02). All utility information shown hereon is depicted to Quality Level "C", unless otherwise noted."

The Contract Documents and Technical Specifications will reference the latest edition of Standard Specifications for Public Works Construction (Orange Book) for

standard construction items. Technical provisions will be prepared for approved deviations from the Orange Book and unique construction items not adequately covered in the Orange Book. The final plans and specifications will be signed and sealed by a Nevada Registered Professional Civil Engineer in responsible charge of preparation. Plans and specifications will be submitted to the RTC, City of Reno, RTAA, NDOT, utility agencies and other affected parties for review at the 50%, 90% and 100% stages of completion per the following:

- 50% & 90% Plans – One 11”x17” set to RTC, six 11”x17” sets to City of Reno, and one 11”x17” set each to utility agencies.
- 90% Specifications – One set each to RTC and City of Reno
- 100% Plans – One 11”x17” each to RTC and City of Reno
- 100% Specifications – One set each to RTC and City of Reno

An independent checker will check, initial and date each plan sheet. A quality control review of the plans, contract documents and technical specifications will be performed which will focus on technical aspects of the plans and specifications and will ensure that all items of work are adequately covered.

Deliverables – Final Plans and Specifications delivered to the RTC, City of Reno and Utilities.

### **5.2 Final Engineer’s Opinion of Probable Construction Costs and Time**

Provide a final Engineer's opinion of probable construction costs for the project based on the final design and any alternatives or options. The cost opinion will be in the same format as the bid proposal form included in the contract documents. A quality control review of the cost opinion will be performed by the CONSULTANT. The CONSULTANT will also estimate the number of working or calendar days, as appropriate, for the construction of the projects.

Deliverables – Opinion of Probably cost and time of construction.

## **6. Bidding Services**

Plan Set and Specification Distribution: CONSULTANT will provide RTC with final plans and specifications, including addenda, in Portable Document Format (PDF), for use in the Ebid system.

Pre-bid Meeting: CONSULTANT will be available during the bidding process to answer technical questions and will hold the pre-bid meeting. All questions and responses will be documented and provided to RTC. CONSULTANT will prepare and provide PDF addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to RTC. CONSULTANT will prepare and provide a PDF summary of the pre-bid meeting, as directed by the RTC.

Bid Opening: CONSULTANT will attend the bid opening and review the bids received for irregularities and provide a recommendation for award. CONSULTANT will tabulate bid results into a MS Excel spreadsheet and check multiplication and addition of bid items.

Deliverables – Attendance at Pre-Bid meeting and Bid Opening, bid review.

## **7. Design Contingency**

This is a design contingency for miscellaneous increases within the scope of this contract. CONSULTANT shall provide a letter detailing the need, scope, and not- to exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's written approval.

## **8. Construction Services**

Construction Management of the Keystone and California intersection reconstruction. Anticipated improvements include the re-alignment of the Keystone and California intersection, lane reconfigurations, pavement section reconstruction, sidewalk, curb and gutter, new PROWAG compliant pedestrian sidewalks and ramps and other incidentals necessary for the final design of this facility. A total of 45 working days are anticipated for construction.

The RTC and CONSULTANT shall review Optional Construction Services following the completion of final design to determine their appropriateness to the project.

### **8.1 Contract Administration**

Provide contract administration services as follows:

- Attend the preconstruction conference
- Perform construction coordination
- Review and provide recommendations on contractor's traffic control plans
- Review and stamp contractor's submittal for conformance to the contract documents, including plantmix bituminous pavement and Portland Cement concrete mix designs
- Review and provide recommendations on test results
- Review and provide recommendations on contractor's construction schedule and work progress
- Review construction for acceptance and/or mitigation
- Provide verification and approval of contractor's monthly pay request
- Supervise the inspection, surveying and material testing activities

- Provide recommendations to the RTC for any necessary construction changes due to field conditions
- Assist in change order review and approval

### **8.2 Construction Surveying**

Provide construction staking as follows:

- One set of preliminary grading stakes at 50' stations denoting offsets and cut or fill to finish grade. This set of stakes will also delineate clearing and grubbing limits.
- One set of red tops at 50 feet centers for subgrade preparation.
- One set of final curb and gutter stakes at 50 foot stations and 25 foot stations at returns.
- One set of offset stakes for storm drains, head walls, traffic signals, and utility pull boxes and vaults.
- Roadway monuments, referenced in four directions.

### **8.3 Inspection**

Provide Inspector. Provide one full time inspector during all construction activities. 10-hour work days and a 45-working day contract period are anticipated. This inspector will:

- Attend the preconstruction conference
- Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
- Assist in problem resolution with the RTC, contractor personnel, utility agencies, the public and others
- Prepare daily inspection reports, submitted weekly to RTC and CC'd to the appropriate government jurisdiction(s).
- Provide quantity reports and assist in contractor's monthly progress payments
- Provide verification of the distribution of public relation notices required to be delivered by the contractor
- Assist in preparation of the Punch List
- Maintain a field blueline set of drawings to incorporate contractor record drawing mark-ups

Provide additional inspector during mainline paving days to monitor plantmix bituminous pavement placement and in-place density tests. 8 hours of field inspection and sampling and Nuclear Gauge time are anticipated for each of 10 paving days.

**8.4 Materials Testing**

Provide Material Testing for compliance with the specifications per the latest edition of the Standard Specifications for Public Works Construction (Orange Book) testing requirements. Materials to be tested will include plantmix bituminous pavement, aggregate base, native subgrade material, structural fill material and Portland Cement Concrete. Test reports, accompanied with CONSULTANT's recommendation regarding acceptance/mitigation of materials, shall be submitted promptly to the RTC and CC'd to appropriate governmental jurisdiction(s).

**8.5 Provide Asphalt Cement Testing**

Sampling and testing of asphalt cement binder material shall be in accordance with Section 1.01A ASPHALT CEMENT of the RTC's Special Technical Specifications. For each paving day, the CONSULTANT's designated representative shall coordinate with and receive asphalt cement binder samples from the designated plant representative. The CONSULTANT's designated representative shall be present during all sampling operations. Each sample will be properly labeled and signed off by both representatives. A sample shall be taken during the production of each "lot" (500 ton) of plantmix bituminous pavement using container no larger than a quart in size. CONSULTANT to submit all asphalt cement binder samples to the Nevada Department of Transportation (NDOT), Material Laboratory, for testing. All samples should accompany with a NDOT form titled "Transmittal for Asphalt Samples" to be provided by the RTC.

**8.6 Density Testing**

Provide On-site Nuclear Gauge Testing & Sampling during the placement of aggregate base and fill materials, on-site thin-lift Nuclear Gauge testing & sampling for plantmix bituminous pavement placement, and on-site PCC testing & sampling. 120 hours of field testing are anticipated, and laboratory tests will include moisture density curves, Atterberg limits, and sieve analysis. Test frequency shall comply with the latest edition of the Orange Book.

**8.7 Plantmix Bituminous Pavement Testing**

Provide plantmix bituminous pavement tests per each "lot" (500 tons) placed. Laboratory test shall include extraction, aggregate gradation, specific gravity, flow & stability and Marshall unit weight. Reports will also include voids in total mix and voids filled.

**8.8 Provide Plantmix Bituminous Pavement coring and Lab Testing**

Lab test shall include core unit weight. Test reports will include percent compaction.

**9. Record Information**

Record Drawings. Provide record drawings for the completed project. One set of blue-line and two sets of electronic drawings, in TIFF format (22" x 34" at 300 dpi), on diskette will be provided to RTC for its files and distribution to the Local Entity.

The final record drawings must be identified, dated, and signed as the record drawings and must also contain the engineer's stamp and signature. The Consultant may either:

1. Provide the final revisions on the original engineer-stamped/signed reproducible drawings, which will then also be identified as the record drawings, or
2. Provide new engineer-stamped/signed reproducible drawings identified as the record drawings.

The Record Drawings shall include a copy of the original title sheet (including the appropriate signatures by RTC, local government, signed and stamped by the CONSULTANT) and identified as record drawings.

**10. Construction Contingency**

This is a contingency for miscellaneous increases within the scope of this contract. CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's written approval.



**Exhibit B**  
**Schedule of Services**

Task #	Task	Item No.	Task Description	Staff																								Totals										
				Project Manager/Principal Engineer		Associate Engineer		Engineer I		Drafting		Survey Crew		Technician		Chemical		Other Direct		Subcontract																		
				Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost	Hourly Rate	# of Hours	Cost					
1	Project Management	1	Project Management	\$ 210.00	15	\$ 3,150.00	\$ 185.00	8	\$ 1,480.00	\$ 110.00	8	\$ 880.00	\$ 110.00	8	\$ 880.00	\$ 85.00	8	\$ 680.00	\$ 450.00	8	\$ 3,600.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Sub-Total			\$ 3,150.00			\$ 1,480.00			\$ 880.00			\$ 880.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -			
2	Public and Agency Involvement	2	Public Information Meetings/Website Maintenance	\$ 210.00	4	\$ 840.00	\$ 185.00	4	\$ 740.00	\$ 110.00	12	\$ 1,320.00	\$ 110.00	12	\$ 1,320.00	\$ 85.00	8	\$ 680.00	\$ 450.00	8	\$ 3,600.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Sub-Total			\$ 840.00			\$ 740.00			\$ 1,320.00			\$ 1,320.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
3	Existing Conditions	3.1	Geotechnical Investigation	\$ 210.00	1	\$ 210.00	\$ 185.00	19	\$ 3,515.00	\$ 110.00	8	\$ 880.00	\$ 110.00	8	\$ 880.00	\$ 85.00	12	\$ 1,020.00	\$ 450.00	10	\$ 4,500.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Sub-Total			\$ 210.00			\$ 3,515.00			\$ 880.00			\$ 880.00			\$ 1,020.00			\$ 4,500.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
4	Preliminary Design	4.1	Roadway Design (50%)	\$ 210.00	8	\$ 1,680.00	\$ 185.00	42	\$ 7,770.00	\$ 110.00	42	\$ 4,620.00	\$ 110.00	48	\$ 5,280.00	\$ 85.00	8	\$ 680.00	\$ 450.00	8	\$ 3,600.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Sub-Total			\$ 1,680.00			\$ 7,770.00			\$ 4,620.00			\$ 5,280.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
5	Final Design	5.1	Final Plans and Specifications	\$ 210.00	4	\$ 840.00	\$ 185.00	48	\$ 8,880.00	\$ 110.00	48	\$ 5,280.00	\$ 110.00	54	\$ 5,940.00	\$ 85.00	8	\$ 680.00	\$ 450.00	8	\$ 3,600.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Sub-Total			\$ 840.00			\$ 8,880.00			\$ 5,280.00			\$ 5,940.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
6	Bidding Services	6.1	Plan Set and Specification Publication	\$ 210.00	1	\$ 210.00	\$ 185.00	2	\$ 370.00	\$ 110.00	2	\$ 220.00	\$ 110.00	2	\$ 220.00	\$ 85.00	2	\$ 170.00	\$ 450.00	2	\$ 900.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Sub-Total			\$ 210.00			\$ 370.00			\$ 220.00			\$ 220.00			\$ 170.00			\$ 900.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
7	Design Contingency		Contingency			\$ 1,680.00			\$ 7,770.00			\$ 4,620.00			\$ 5,280.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -			
8	Construction Services	8.1	Provide Contract Administration	\$ 210.00	30	\$ 6,300.00	\$ 185.00	250	\$ 46,250.00	\$ 110.00	60	\$ 6,600.00	\$ 110.00	60	\$ 6,600.00	\$ 85.00	8	\$ 680.00	\$ 450.00	8	\$ 3,600.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Sub-Total			\$ 6,300.00			\$ 46,250.00			\$ 6,600.00			\$ 6,600.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
9	Record Information		Provide Record Drawings	\$ 210.00	8	\$ 1,680.00	\$ 185.00	2	\$ 370.00	\$ 110.00	12	\$ 1,320.00	\$ 110.00	18	\$ 1,980.00	\$ 85.00	8	\$ 680.00	\$ 450.00	8	\$ 3,600.00	\$ 21.00	21	\$ 441.00	\$ -	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Sub-Total			\$ 1,680.00			\$ 370.00			\$ 1,320.00			\$ 1,980.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
10	Construction Contingency		Construction Contingency			\$ 1,680.00			\$ 7,770.00			\$ 4,620.00			\$ 5,280.00			\$ 680.00			\$ 3,600.00			\$ 441.00			\$ -			\$ -			\$ -		\$ -		\$ -	
<b>GRAND TOTAL:</b>					<b>89</b>	<b>\$ 14,430.00</b>		<b>850</b>	<b>\$ 80,020.00</b>		<b>907</b>	<b>\$ 23,805.00</b>		<b>267</b>	<b>\$ 30,270.00</b>		<b>217</b>	<b>\$ 18,550.00</b>		<b>461</b>	<b>\$ 154,530.00</b>		<b>44</b>	<b>\$ 3,855.00</b>		<b>18,400</b>	<b>\$ 38,550.00</b>	<b>1,891</b>	<b>\$ 189,840.00</b>				<b>\$ 123,440.00</b>					

SAMI



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.14**

**TO:** Regional Transportation Commission

**FROM:** Brian Stewart  
Director of Engineering

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Qualified Consultant Lists for Traffic Engineering Program and the Intelligent Transportation Systems (ITS) Engineering Program**

**RECOMMENDATION**

Authorize the procurement of Qualified Lists of consultants to provide engineering design and construction management services for the Traffic Engineering Program and the Intelligent Transportation Systems (ITS) Engineering Program.

**SUMMARY**

RTC may develop a pre-qualified list for the procurement of certain architectural and engineering services specified under state law N.R.S. 625.530 and N.R.S. 332.115(1)(b). RTC Management Policy P-13 and related procedures allow staff to procure such professional services in connection with the following programs and projects:

1. Traffic Engineering Program. Traffic engineering design and construction management services for traffic signals, lighting, signing, pavement marking, corridor studies, and other traffic engineering studies.
2. Intelligent Transportation Systems Engineering (ITS) Program. Traffic engineering design and construction management services for systems engineering, ITS software development, strategic planning including ITS communication and device design.

Staff will implement a comprehensive qualifications based procurement process. Staff will issue a request for statements of qualifications and then a selection team will evaluate and score submittals from interested consultants. Staff anticipates developing a list of 6 consultants under the Traffic Engineering Program and a list of 3 consultants under the ITS Program. Staff will bring the

qualified lists to the Board for approval after they are developed. After Board approval of the lists the RTC would then award contract to consultants on the qualified list as projects are identified after further project specific evaluations processes are completed. The list will be effective for a period of three years.

The current qualified lists for Traffic Engineering and ITS consultants expired on September 21, 2018.

### **FISCAL IMPACT**

There is no fiscal impact as a result of this action.

### **PREVIOUS ACTIONS BY BOARD**

There has been no previous Board action or direction on this matter.

### **ADDITIONAL BACKGROUND**

The purpose of the qualified list is for the RTC to assign projects to firms on the qualified list according to level of demonstrated qualifications and capacity. Selection onto the list does not constitute an offer to enter into a contract. The list is unranked and the RTC may assign multiple projects to the same firm when deemed prudent due to the size, nature, or interrelatedness of the projects and the consultant's demonstrated qualifications and ability to execute them. RTC reserves the right not to award any contracts to any firm if it is not in the best interest of the RTC.

### **ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations pertaining to this agenda item.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 3.15**

**TO:** Regional Transportation Commission

**FROM:**

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Contribution Agreement with the Downtown Reno Business Improvement District**

**RECOMMENDATION**

Approve a Contribution Agreement with the Downtown Reno Business Improvement District, a private Nevada nonprofit corporation, in an amount not to exceed \$140,000 per year for three years for transit related purposes, including ambassador services, cleaning/maintenance services, enhanced police services, and other special services within a newly created business district located in the vicinity of downtown Reno; authorize the RTC Executive Director to execute the final Contribution Agreement.

**SUMMARY**

The City of Reno, pursuant to Ordinance No. 6455 adopted March 16, 2018, authorized the creation of the Downtown Reno Improvement District (BID) within the downtown Reno geographic area. The Downtown Reno Business Improvement District, a private Nevada nonprofit corporation (the "Downtown Reno Partnership"), was contracted by the City of Reno to manage and operate the BID. At the December 7, 2018, meeting of the RTC Board, the Executive Director was authorized to negotiate an agreement to contribute additional funds to the Downtown Reno Partnership for the purposes referenced above. The Executive Director has determined that \$140,000 per year for three years is a reasonable amount to contribute towards the services that the City and Downtown Reno Partnership will provide. RTC will fund this agreement with sales tax revenues.

The Contribution Agreement provides for RTC to make quarterly contributions of \$35,000.00 to the Downtown Reno Partnership. The agreement is for a three calendar year period, but will span FY2019 through FY2022. The agreement provides that the RTC's contributions may only be used for certain specified transit related purposes. An accounting may be conducted, at least annually, and if it is determined that any part of any RTC Contribution was not used as set forth in the agreement, then portions of the RTC Contributions not utilized for such purposes shall be refunded to RTC. These services include: i) augmenting Reno police services which support activities,

services and programs related to transportation, including enhanced patrols and policing services in and around the 4th Street Station, major transportation corridors such as 4th Street and Virginia Street near RTC owned transportation related assets, and within streets located along RTC bus routes; ii) operation of a Clean and Safe Program, including in and around the 4th Street Station and RTC owned assets, along major transportation corridors and along RTC bus routes within the downtown corridor; and iii) providing sanitation, street and sidewalk clean services including on demand spot cleaning in and around the 4th Street Station and RTC owned assets, along major transportation corridors and along RTC bus routes within the downtown corridor.

**FISCAL IMPACT**

The estimated fiscal impact, in addition to the \$10,019.59, which RTC has been assessed by the BID for Fourth Street Station, is \$140,000 annually; or \$420,000 over three years.

**PREVIOUS ACTIONS BY BOARD**

The Board authorized the Executive Director to negotiate this agreement at the December 7, 2018, meeting of the Board.

**ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations pertaining to this agenda item.

Attachment

## CONTRIBUTION AGREEMENT

This Contribution Agreement (the "Agreement") is made this \_\_\_\_ day of January, 2019, by and among the Regional Transportation Commission of Washoe County (the "RTC") and the Downtown Reno Business Improvement District, a private Nevada nonprofit corporation (the "Downtown Reno Partnership").

### RECITALS

**WHEREAS**, through the "Consolidated Local Improvement Law" (Chapter 271 of the Nevada Revised Statutes), counties, cities and towns are permitted to create Neighborhood Improvement Projects for the beautification and improvement of an area through the provision of promotional activities and related services; and

**WHEREAS**, the City of Reno created a Neighborhood Improvement Project in downtown Reno pursuant to NRS Chapter 271 and an ordinance adopted by the City of Reno, titled the "Downtown Reno Business Improvement District," and referred to herein as the "District," which will provide for the beautification and improvement of the downtown Reno corridor through the provision of services and implementation of improvements intended to create a dynamic, safe, clean, vibrant, livable and sustainable downtown in which to work, shop, live and recreate.

**WHEREAS**, pursuant to NRS Chapter 271.332, the City of Reno contracted with the Downtown Reno Partnership, an "association" within the meaning of NRS 271.057 by way of an Agreement for Professional Services (the "Professional Services Agreement") between the City of Reno and the Downtown Reno Partnership dated as of May 23, 2018, pursuant to which the Downtown Reno Partnership agreed to act as the private association responsible for managing and operating the District and performing the day-to-day operations of the District through funding received from special assessments on properties within the geographic boundaries of the District and other donations and contributions received to facilitate and enhance the services provided by the Downtown Reno Partnership.

**WHEREAS**, subject to available funding, the Downtown Reno Partnership was created to provide the following services within the District, all with the goal of providing a cleaner, safer, more attractive and livable urban core: i) augmenting Reno police services, ii) a "clean and safe" program ("Clean and Safe Program") that deploys teams of safety ambassadors, case workers and maintenance patrols throughout the District which provide quality of life enhancements, crime deterrence, engagement of the homeless population, on-demand safety escorts, ongoing public engagement, distribution of information concerning public transportation, and hospitality services; iii) District-wide sanitation, street and sidewalk cleaning services including, "on-demand spot cleaning" throughout the District; iv) security, sanitation and hospitality services; v) litter control, weed abatement, graffiti removal, and enhanced maintenance of public streets and sidewalks.

**WHEREAS**, subject to certain funding contributions from the Downtown Reno Partnership the City of Reno has agreed to provide supplemental policing services for the benefit of the downtown corridor.

**WHEREAS**, the Downtown Reno Partnership has identified a need to augment District assessment revenues with public and private contributions during the initial three years of operations in order to facilitate and ensure the Downtown Reno Partnership, in cooperation with the City of Reno, can provide the full complement of intended services within the District. Numerous private and public entities, including the State of Nevada, have donated or contributed such funding to the Downtown Reno Partnership and/or City of Reno to date.

**WHEREAS**, the RTC's transit system is heavily invested in the downtown corridor and RTC operates numerous public transit facilities within the downtown corridor, including the 4<sup>th</sup> Street Station (the RTC's central transfer center through which nearly all RTC lines operate), a bus rapid transit line linking Sparks to the District, as well as numerous public transportation lines and passenger stations.

**WHEREAS**, the RTC's 2040 Regional Transportation Plan (the "RTP") identifies planning priorities which are consistent with the services to be provided by the District, including, but not limited to (i) proactive safety planning, including partnering with law enforcement agencies like the City of Reno Police Department; (ii) enhancement of safety and security within the RTC's public transportation system; (iii) and maintenance of RTC facilities and assets.

**WHEREAS**, the services to be provided by the Downtown Reno Partnership (including the "clean and safe program" and funding of supplemental maintenance and police services) are consistent with the RTP and will directly and substantially improve the safety, appearance, accessibility, and security of the RTC's transit related assets and major public transportation corridors including 4<sup>th</sup> Street and Virginia Street, and the RTC's 4<sup>th</sup> Street Station, and enhance passenger safety and experience and facilitate and encourage increased use of public transportation, all of which will provide substantial direct and indirect benefits to RTC's public transit system and services and programs related to transportation through functions and services which RTC cannot provide.

**WHEREAS**, the parties desire RTC to contribute \$140,000 per year in 2018, 2019 and 2020 ("RTC Contributions") to the Downtown Reno Partnership and/or City of Reno to augment revenues from District assessments, such RTC Contributions to be earmarked for use by the Downtown Reno Partnership in furtherance of one or more of the following purposes (collectively, the "Permitted Uses"): i) augmenting Reno police services which support activities, services and programs related to transportation, including enhanced patrols and policing services in and around the 4<sup>th</sup> Street Station, major transportation corridors such as 4<sup>th</sup> Street and Virginia Street near RTC owned transportation related assets, and within streets located along RTC bus routes; ii) operation of the Clean and Safe Program around the 4<sup>th</sup> Street Station and RTC owned assets, along major transportation corridors and along RTC bus routes within the downtown corridor; and iii) providing sanitation, street and sidewalk clean services including on demand spot cleaning in and around the 4<sup>th</sup> Street Station and RTC owned assets, along major transportation corridors and along RTC bus routes within the downtown corridor.

**NOW, THEREFORE**, in consideration of the aforesaid recitals, which are incorporated by reference into this Agreement, the parties mutually agree as follows:

1. Contribution. RTC hereby agrees to make the RTC Contributions to the Downtown Reno Partnership of One Hundred Forty Thousand and NO/100 Dollars (\$140,000.00) per calendar year. The RTC Contributions shall be payable in equal quarterly installments of Thirty Five Thousand and NO/100 Dollars (\$35,000.00), payable within thirty (30) days from receipt of an invoice for such payment from the Downtown Reno Partnership. It is anticipated that two quarterly payments will be made in RTC fiscal year 2019 (March 2019 and June 2019), four quarterly payments will be made in RTC fiscal year 2020 (September 2019, December 2019, March 2020, and June 2020), four quarterly payments will be made in RTC fiscal year 2021 (September 2020, December 2020, March 2021, and June 2021), and two quarterly payments will be made in RTC fiscal year 2022 (September 2021 and December 2021).
2. Use of Proceeds. The Downtown Reno Partnership shall use the RTC Contributions, in strict accordance with the provisions of the Professional Services Agreement, only for the Permitted Uses within the geographic boundaries of the District.

3. Accounting. At least annually, the Downtown Reno Partnership shall provide an accounting of the use and utilization of the RTC Contributions. To the extent that any RTC Contributions are not utilized for Permitted Uses within twelve (12) months of their contribution to the Downtown Reno Partnership, such RTC Contributions shall be refunded to RTC.
4. Termination. Upon thirty (30) days prior written notice to the Downtown Reno Partnership, RTC may terminate this Agreement on January \_\_\_\_, 2020 or January \_\_\_\_, 2021, if the RTC Executive Director determines that the RTC Contributions are not providing sufficient benefits to the transit system.
5. Indemnification By Downtown Reno Partnership. The Downtown Reno Partnership shall indemnify, defend, protect, and hold harmless the RTC and its officers, employees, agents, and volunteers from and against all liabilities, claims, demands, damages (including but not limited to civil fines and penalties), and costs (including but not limited to reasonable attorneys' fees and litigation costs through final resolution) (collectively, "Claims") arising out of or related to i) any material default by Downtown Reno Partnership of its obligations under this Agreement or ii) the acts or omissions of Downtown Reno Partnership in connection with providing Permitted Uses or any of the activities or improvements described in the Professional Services Agreement or while otherwise administering or implementing the Management Plan referenced therein, to the extent such Claims do not arise out of the acts or omissions of RTC or any material default by RTC of its obligations under this Agreement. The Downtown Reno Partnership's obligation under this subsection includes, but is not limited to, all of the following:
  - a. Tortious acts or omissions by the Downtown Reno Partnership or any of its officers, employees, agents, or volunteers; by any of the Downtown Reno Partnership's subcontractors, excluding the City of Reno and RTC; and by any other person or entity employed by, acting on behalf of, or acting as the authorized agent for the Downtown Reno Partnership or any of the Downtown Reno Partnership's subcontractors, excluding the RTC and City of Reno.
  - b. All liabilities, claims, demands, damages, and costs arising from injury to, or death of, any person, from damage to, or destruction of, any property (including the environment), or from violation of law, to the extent caused by Downtown Reno Partnership.
  - c. The Downtown Reno Partnership's obligations under this subsection are separate from its obligations under the Insurance provision of this Agreement, and will survive the expiration or early termination of this Agreement.
6. Indemnification By RTC. The RTC shall indemnify, defend, protect and hold harmless Downtown Reno Partnership from and against any Claims arising out of or related to any material default by RTC of its obligations under this Agreement. With the exception of any Claims related to failure to timely disburse RTC Contributions to the Downtown Reno Partnership, the RTC will not waive and intends to assert available NRS Chapter 41 liability limitations in all other cases. Contractual liability associated with this Agreement of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise specified. Damages for any RTC breach with respect to disbursement of RTC Contributions shall never exceed the amount of RTC



Contributions authorized for payment under this Agreement, but not yet paid to the Downtown Reno Partnership.

7. Insurance. The Downtown Reno Partnership shall maintain, during the term of this Agreement, an occurrence comprehensive general liability insurance for limits of not less than one million dollars (\$1,000,000) for bodily injury and property damages, per occurrence. As evidence of liability insurance coverage, the RTC will accept certification of insurance issued by an authorized representative of the insurance carrier. Coverage must be provided by an insurance company licensed to do business in the State of Nevada with an A.M. Best Rating of A – Class VII or better. Each certificate shall contain a 30-day written notice of cancellation to the certificate holder and shall name the RTC as an additional insured, and waive subrogation, if the policy so allows and at the expense of the RTC, if there is a cost. The Downtown Reno Partnership shall carry during the term of this Agreement, Workers' Compensation Insurance under the laws of the State of Nevada, to cover any compensable injuries or diseases arising during the performance of this Agreement.
8. RTC Default. The following event, if uncured after expiration of the applicable cure period, shall constitute an "RTC Default": RTC breaches any material provision of this Agreement, fails to timely make RTC Contributions to Downtown Reno Partnership as required under this Agreement, or otherwise fails to comply with any other term, covenant or condition of this Agreement.

In the event of an RTC Default, Downtown Reno Partnership shall notify the RTC in writing of its purported breach or failure, and the RTC shall have thirty (30) days from receipt of such notice to cure such breach or failure. If the RTC does not cure within such period, then Downtown Reno Partnership shall be entitled to (i) terminate this Agreement by written notice to the RTC; (ii) prosecute an action for damages; (iii) obtain specific performance of this Agreement or any provision hereof; and/or (iv) pursue any other rights afforded it in law or in equity (including, without limitation, the right to recover all costs and expenses incurred by the Downtown Reno Partnership in connection with this Agreement); provided, however, in the event the cure of such purported breach or failure will reasonably require greater than thirty (30) days to complete, then such RTC Default will not be deemed to exist provided the RTC promptly commences and thereafter diligently pursues to completion the cure of such purported breach or failure.

9. Downtown Reno Partnership Default. Each of the following events, if uncured after expiration of the applicable cure period, shall constitute a "Downtown Reno Partnership Default"
  - a. Downtown Reno Partnership misappropriates any RTC Contribution, or violates any applicable Law in performing its obligations under this Agreement; or
  - b. Downtown Reno Partnership breaches any material provision of this Agreement or otherwise fails to comply with any other term, covenant or condition of this Agreement.

In the event of a Downtown Reno Partnership Default, the RTC shall first notify the Downtown Reno Partnership in writing of its purported breach or failure, and the Downtown Reno Partnership shall have thirty (30) days from receipt of such notice to

cure such breach or failure. If the Downtown Reno Partnership does not cure within such period, then, RTC shall be afforded all of the following rights and remedies: (i) terminating in writing this Agreement; (ii) prosecuting an action for damages; (iii) seeking specific performance of this Agreement; and (iv) any other remedy permitted by law; provided, however, in the event the cure of such purported breach or failure will reasonably require greater than thirty (30) days to complete, then such Event of Default will not be deemed to exist provided the Downtown Reno Partnership promptly commences and thereafter diligently pursues to completion the cure of such purported breach or failure and completion of the cure occurs no later than ninety (90) days after the initial written notice provided by the RTC, unless extended by RTC.

10. Compliance with Laws. Downtown Reno Partnership shall comply with all applicable Laws in the performance of its obligations under this Agreement.

11. Notices. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the following addresses:

a. RTC: Regional Transportation Commission of Washoe County  
1105 Terminal Way, Suite 300  
Reno, Nevada 89502  
Attention Lee Gibson, Executive Director

b. Downtown Reno Partnership: Downtown Reno Business Improvement District  
Attn: Board President  
P.O. Box 2670  
Reno, Nevada 89505

With a copy to:  
McDonald Carano LLP  
Attn: Michael Pagni  
P.O. Box 2670  
Reno, Nevada 89505

12. Remedies. Except as otherwise provided for by law or this Agreement, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages, and to a prevailing party reasonable attorneys' fees and costs.

13. Waiver. A party's failure to insist on strict performance of this Agreement or to exercise any right or remedy upon the other party's breach of this Agreement will not constitute a waiver of the performance, right, or remedy. A party's waiver of the other party's breach of any term or provision in this Agreement will not constitute a continuing waiver or a waiver of any subsequent breach of the same or any other term or provision. A waiver is binding only if set forth in writing and signed by the waiving party.

14. Force Majeure. Neither party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires,

explosions, or acts of God, including without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of the Agreement after the intervening cause ceases.

15. Partial Invalidity. If any provision contained in this Agreement is held to be unenforceable by a court of law or equity, this Agreement shall be construed as if such provision did not exist and the non-enforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.
16. Assignment. Downtown Reno Partnership shall not assign this Agreement to any person without the prior written consent of the RTC.
17. Proper Authority. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement.
18. Governing Law/Jurisdiction. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada and the ordinances of the RTC, without giving effect to any principle of conflict-of-law that would require the application of the law of any other jurisdiction. The parties consent to the exclusive jurisdiction of the Second Judicial District Court, Washoe County, Nevada for enforcement of this Agreement.
19. Entire Agreement and Modification. This Agreement constitutes the entire agreement of the parties and as such is intended to be the complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Headings are for convenience only and shall not be construed as material. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed and approved by the respective parties hereto. This Agreement may be executed in counterparts.
20. Approvals. Whenever this Agreement calls for RTC approval, consent, or waiver, the written approval, consent, or waiver of the RTC Executive Director shall constitute the approval, consent, or waiver of the RTC, without further authorization required from the RTC Board, provided however that entry in to this Agreement shall be subject to and conditioned upon approval of the RTC Board of Commissioners.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be signed and intend to be legally bound thereby.

DOWNTOWN RENO PARTNERSHIP:  
DOWNTOWN BUSINESS IMPROVEMENT DISTRICT,  
A Nevada nonprofit corporation

By: \_\_\_\_\_  
Cindy Carano, President

Dated: \_\_\_\_\_

RTC:  
THE REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

By: \_\_\_\_\_  
Lee Gibson, Executive Director

Dated: \_\_\_\_\_

APPROVED AS TO FORM

\_\_\_\_\_  
Dale E. Ferguson, General Counsel



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 4.1**

**TO:** Regional Transportation Commission

**FROM:** Lee G. Gibson, AICP  
Executive Director

**SUBJECT:** Director's Report

Monthly verbal update/messages from RTC Executive Director Lee G. Gibson – *no action will be taken on this item.*



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 4.2**

**TO:** Regional Transportation Commission

**FROM:** Lee G. Gibson, AICP  
Executive Director

**SUBJECT:** Federal Report

Monthly update/messages from RTC Executive Director Lee G. Gibson – *no action will be taken on this item.*

**Federal Update for the RTC of Washoe County**  
**Prepared by Cardinal Infrastructure and Thompson Coburn**  
**January 18, 2018 Board Meeting**

**Shutdown Continues**

Congressional leaders and the White House remain locked in a stalemate over the partial government shutdown after talks went through the weekend. This week the House is expected to vote on individual spending bills, but the White House has rejected this approach. The House will first consider the Financial Services and General Government appropriations bill, which funds the Department of the Treasury and the Internal Revenue Service. The remaining bills will cover Transportation, and Housing and Urban Development, Agriculture, Rural Development, Food and Drug Administration, Interior, and Environment.

Following the passage of these bills, it will be up to Senate leadership to determine how to proceed. The Senate previously passed the same legislative package for the six appropriations bills, so we know there is bipartisan support. According to Senate Majority Leader McConnell, the House passed bills won't be touched by the Senate so long as the President threatens a veto. In a meeting with his Cabinet and Congressional leaders, President Trump forewarned that he was willing to allow the partial shutdown to continue without new wall funding.

**USDOT Shutdown Impact**

With most of the U.S. Department of Transportation (USDOT) shutdown, it means 38% of its employees are furloughed, 46% will be working without the guarantee of being paid, and 14% would continue to work and be paid as usual. FTA has a total of 558 staff with 493 furloughed. That being said, even at USDOT where annual appropriations have not been enacted, not all funding lapses; some accounts get funding at least a year or so in advance and some get paid via trust fund authority or other fees/revolving funds. Therefore, the shutdown does not impact the Federal Highway Administration and Federal Motor Carrier Safety Administration.

As for grants, this is an activity that does not continue during a shutdown. The FTA being shutdown means the suspension of unfunded core agency functions, including grants, cooperative agreements, contracts, purchase orders, travel authorizations, or documents obligating funds. FTA grant management employees at the moment are unavailable to help grantees; though this has limited consequence because many grant milestones (Bus and Bus Facilities, Low-No, etc.) are not scheduled for the next couple months (although they can announce grants earlier even though the money is not available). FTA will return to normal scheduling and timing of grant activities soon after the shutdown.

**House Appropriations**

On January 3<sup>rd</sup>, the House passed a legislative package consisting of six full-year appropriations bills (including Transportation-HUD) and a Continuing Resolution (CR) until February 8th for Homeland Security. Although the House passed the package, Majority Leader McConnell has not brought it to the floor.

Transportation-HUD appropriations measure provides the following:

BUILD - \$1 billion; "the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes." (\$1.5 billion in FY18)

CIG Program - Total of \$2,552,687,000 (\$2.645 billion in FY18)

*New Starts* - \$1.315 billion (\$1.5 billion in FY18)

*Core Capacity* - \$543.5 million (\$715 million in FY18)

*Small Starts* - \$568 million (\$401 million in FY18)

*Expedited Project Delivery* - \$100 million

Language includes: "None of the funds made available under this Act may be used for the implementation or furtherance of new policies detailed in the "Dear Colleague" letter distributed by the Federal Transit Administration to capital investment grant program project sponsors on June 29, 2018."

Bus and Bus Facilities Formula - Additional \$209.1 million, totaling \$664.06 million (\$654 million in FY18)

Bus and Bus Facilities Competitive - Additional \$161.45 million, totaling \$483.51 million (\$407 million in FY18)

Low or No Emission Program - Additional \$29.45 million, totaling \$84.45 million (\$84 million in FY18)

### **Transportation and Infrastructure**

Cardinal Infrastructure met with majority and minority House Transportation and Infrastructure Committee staff. We learned that Chairman DeFazio (D-OR) has two priorities in the immediate future: (1) a transportation and infrastructure proposal, and (2) the surface transportation reauthorization bill. DeFazio has been speaking with the White House on the transportation and infrastructure proposal and they have identified the first six months of 2019 as the most feasible timeframe for making progress.

DeFazio has also let the White House know that he would like three of his key bills included in the proposal: (1) Investing in America: A Penny for Progress (to raise the federal gas tax); (2) Investing in America: Rebuilding America's Airport Infrastructure Act (to raise the Passenger Facility Charge cap); and, (3) Investing in America: Unlocking the Harbor Maintenance Fund. While these bills address different infrastructure components, they all provide direct investment with existing funding. All staff members we met with, majority and minority, reiterated that a "pay for" for any proposal was key to moving forward and a barrier to success for the Administration's proposal from earlier this year.

### **Automated Driving System**

USDOT released a notice of funding opportunity (NOFO) for \$60 million in Automated Driving System (ADS) Demonstration grants. This NOFO is to provide grants to fund planning, direct research, and demonstration grants for the research and development of ADS. Preference will be given to proposed projects for level 3 or greater automation technologies. Furthermore, applicants are encouraged to provide near real time access to data throughout the projects - minimal data sharing will be viewed negatively (a draft data management plan is required in the application packet). Each project must outline how the demonstration can be scaled across the country.

One of the goals of this grant program is to work collaboratively with State and local governments, alongside universities and the private sector. Private entities and universities are not eligible applicants, but may serve as sub-recipients or subcontractors. Work areas under the program include innovative mobility solutions, technologies associated with ADS, shared automated vehicles, projects directed towards enhancing the mobility for seniors and people with disabilities, and other areas. **Applications are due March 21st and awardees will be announced in Spring 2019.**



### **Nationally Significant Freight and Highway Projects Program**

The U.S. Department of Transportation (USDOT) has issued its Notice of Funding Opportunity (NOFO) for the FY19 Nationally Significant Freight and Highway Projects Program, known as the Infrastructure for Rebuilding America (INFRA) Program. USDOT expects to award approximately \$855-\$902.5 million, contingent upon final FY19 appropriations enacted by Congress. The purpose of the INFRA Grant Program is to provide assistance for nationally or regionally significant highway and freight projects. Eligible project types are: highway freight projects carried out on the National Highway Freight Network; highway or bridge projects on the National Highway System (NHS), including those adding capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is an intermodal or rail project, or within the boundaries of a public or private freight rail, water including ports, or intermodal facility. **The application deadline is March 4, 2019, at 8:00 p.m. EST.**

### **Gas Tax**

Congressman Blumenauer (D-OR) will soon file the "Rebuilding America Act of 2019". He sits on the House Ways and Means Committee which will be a close partner to the Transportation and Infrastructure Committee on any infrastructure proposal(s). The bill would increase the gas tax (other than aviation, diesel or kerosene) to 43.3 cents per gallon over a period of six years - 18.3 cents before 2020, 23.3 cents in 2020, 28.3 cents in 2021, 33.3 cents in 2022, 38.3 cents in 2023, and 43.3 cents after 2023. As a result of the yearly gas tax increases, the bill also increases the transfers from the Highway Trust Fund to the Mass Transit Account

### **Rules Package**

The House passed its rules package last week. The rules package contains key provisions:

- Reinstates the "Gephardt Rule," which automatically raises the debt ceiling when the House passes a budget without requiring a separate vote.
- Reinstates the "Pay As You Go" (PAYGO) budgeting rule, which requires that any new tax cuts or increased entitlements spending be offset by other budget cuts or new revenues collected through tax increases. The goal of PAYGO is to maintain the deficit level and ensure fiscal responsibility.
- Contains oversight reforms and stricter internal ethics and anti-discrimination practices.
- Requires a 72-hour window for all Members of Congress to review bills before a floor vote.
- Requires a committee hearing and markup for every bill sent to the floor by the Rules Committee, prior to a floor vote.

### **Congressional Budget Office**

The Congressional Budget Office (CBO) published a report on, "Options for Reducing the Deficit: 2019 to 2028." The transportation provides the following options:

- Starting in FY 2021, reduce federal funding for highways and mass transit by lowering the obligation limitations for programs supported by the Highway Trust Fund to the amount of revenues projected to be credited to the fund.
- Phase out the Federal Transit Administration
- Eliminate funding for Amtrak

The report notes the "positive" and negative effects of such options. As the report states, "the options are intended to reflect a range of possibilities, not a ranking of priorities or an exhaustive list...The inclusion or exclusion of any particular option does not imply that CBO endorses it or opposes it, and the report makes no recommendations." APTA released a rebuttal to the report, "CBO Report Misses the Economic Value of Public Transportation."

## **Confirmations**

On January 2<sup>nd</sup>, the Senate confirmed a number of the President's nominees, including Mary Neumayr to lead the White House Council on Environmental Quality. Neumayr has been acting head of CEQ since March 2017 and is the Administration's second selection to run the department after Kathleen Hartnett White withdrew from consideration. Neumayr was formerly senior counsel to the House Energy and Commerce Committee. She will continue CEQ's efforts to update regulations for implementing the procedural provisions of NEPA.

Also confirmed was Kelvin Droegemeier, to serve as the White House Director of the Office of Science and Technology Policy. Droegemeier previously was a meteorologist at the University of Oklahoma and served as Oklahoma Governor Mary Fallin's secretary of science and technology.

Any nominees who have not been confirmed are sent back to the White House, unless the Senate votes unanimously to carry the nominations over, this includes: Diana Furchtgott-Roth; USDOT Assistant Secretary for Research and Technology; Thelma Drake; FTA Administrator; and Heidi King, NHTSA Administrator.

## **White House Personnel**

Office of Management and Budget Director Mick Mulvaney will serve as Acting White House Chief of Staff until further notice - there is currently no time limit on his tenure. Russ Vought, the current Deputy Director of OMB, will take Mulvaney's place as Director - taking on the day-to-day operations while Mulvaney serves as Chief of Staff. Prior to joining the Administration, Vought was a Vice President at Heritage Action, the political wing of the Heritage Foundation. He also previously worked as Executive Director of the Republican Study Committee, a large conservative caucus within the House Republican Conference. Under federal law, Vought can act as OMB's director for 210 days without either being nominated himself or without Trump picking a permanent replacement.

## **USDOT Personnel**

Geoff Burr, who served as Chief of Staff to Secretary Chao since 2017, is departing USDOT. Current Deputy Chief of Staff, Todd Inman, will replace Burr. Sean McMaster, USDOT Deputy Assistant Secretary for Congressional Affairs will be USDOT Deputy Chief of Staff.

Philip Newman, the current Associate Administrator for Communications and Congressional Affairs at FTA will become Assistant Administrator for Government and Industry Affairs at the Federal Aviation Administration.

Grover Burtney has left USDOT after serving as its Deputy Assistant Secretary for Transportation Policy.



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 4.3**

**TO:** Regional Transportation Commission

**FROM:** Rudy Malfabon, Director NDOT

**SUBJECT: Nevada Department of Transportation**

Monthly verbal update/messages from NDOT Director Rudy Malfabon – *no action will be taken on this item.*



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January 18, 2019

**AGENDA ITEM 5.1**

**TO:** Regional Transportation Commission

**FROM:** Jeff Wilbrecht, P.E.  
Engineer II

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Virginia Street Bus Rapid Transit Extension Monthly Progress Update - Plumb to Liberty & Maple to 15th**

**RECOMMENDATION**

Acknowledge receipt of the Virginia Street Bus Rapid Transit (BRT) Extension monthly progress report.

**SUMMARY**

**Roadway Design:**

Design team is working towards 100 percent reconstruction plans for the roadway and BRT elements of the project throughout both Midtown and UNR. It is anticipated that 100 percent design will be complete in early 2019.

The construction manager at risk and independent cost estimator have been working to develop opinion of probable construction cost for the 90 percent design plans. This process has included workshops to discuss constructability issues and construction schedules. The last workshop was held in mid-December discussing probable construction costs.

**Early Work Utility Project:**

Construction activities associated with the utility project are progressing well. The contractor is just past 50 percent complete with construction activities. Now that the joint trench and service laterals are complete, utility companies are preparing to run wire in anticipation of tie-overs to the new facilities. Crews are also continuing to work on storm drain facilities and TMWA water facilities.

This utility work has progressed successfully with the one-way traffic configuration with northbound traffic detoured to Wells Avenue, Holcomb Avenue, and Center Street. With this detour, intermittent and short term side street closures have occurred.

### Outreach Activities:

Since the last project update, the project team held an outreach meeting on December 7, 2018, to discuss progress of the Utility Project as well as schedule and phasing of the roadway project.

The project team continues to meet with stakeholders throughout the Midtown corridor. The majority of the meetings over the past month have been smaller one-on-one meetings with individual business owners and small groups.

As part of the Virginia Street project outreach plan, the project team is partnering with participating Midtown businesses who enroll in the Business Patronage Program that will help promote, advertise, and market to customers during construction. This includes special events specifically created to encourage the public to visit Midtown. To date, there are 238 businesses enrolled in the program.

In November, the project team coordinated and supported two events in the Midtown District. On November 8-10, 2018, the project team supported the Off Beat Music Festival by supporting those businesses that also participated as venues. Also, the project is supporting a Midtown bus that will tour the corridor during Black Friday shopping.

December focused on one event – 12 Merry Days of Midtown. This event started December 6 and occurred during week days through December 21, 2018. A midtown New Year's Eve event was also supported by purchasing food from local businesses and helping market and advertise for the event.

Supporting the project team's goal of strong and extensive outreach and community awareness, there have been a number of media stories published and broadcast about the project that illustrate the accessibility to Midtown during construction. Much of the coverage has been positive underscoring construction is not as bad as was expected by many of the businesses, and in some cases business has increased or remained steady. Additionally, the added temporary parking within construction areas and the Lyft discount has helped ease the impacts associated with construction.

Project information continues to be communicated weekly through the Project Stakeholder Update, which is electronically distributed to subscribers.

### **FISCAL IMPACT**

Funding for work tasks associated with the utility phase of the project have been approved with the FY 2019 Program of Projects and is included in the current approved RTC budget. There is no additional cost in connection with this agenda item.

**PREVIOUS ACTIONS BY BOARD**

- July 20, 2018                      Approved a Professional Services Agreement with Atkins North America for the Construction Management Services for the utility construction phase. Approved an Agreement with Sierra Nevada Construction Inc. for the construction of the early work utility construction phase. Authorized the finalization and execution of five utility relocation and reimbursement agreements into the agreement for early construction work.
- June 15, 2018                      Approved an Amendment to the Construction Manager At Risk (CMAR) Pre-Construction Agreement between the RTC and Sierra Nevada Construction Inc. for the Virginia Street Bus RAPID Extension Project
- May 21, 2018                      Approved a Request for Proposals (RFP) for Construction Services for the Virginia Street Bus RAPID Transit Extension Project.
- June 17, 2016                      Approved the Final Rankings of the Proposers and Selection of a Contractor for Construction Manager at Risk (CMAR) for Pre-Construction Services and authorized the Executive Director to execute a Pre-Construction Services Agreement with SNC for the Virginia Street RAPID Extension Project.
- March 18, 2016                      Approved the RFP for the Construction Manager at Risk method of project delivery for the Virginia Street Bus RAPID Transit Extension Project.
- March 18, 2016                      Approved Amendment No. 1 to the Professional Services Agreement with NCE for Final Design for the Virginia Street Bus RAPID Transit Extension Project.
- October 16, 2015                      Acknowledged receipt of an update on the Virginia Street Bus RAPID Transit Extension Project and approve the local preferred alternative.
- August 21, 2015                      Acknowledged receipt of an update and provided direction on the alternative selection for the Virginia Street Bus RAPID Transit Extension Project.
- July 17, 2015                      Acknowledged receipt of a report on the Virginia Street Bus RAPID Transit Extension Project.

- April 17, 2015 Acknowledged receipt of a report on the development of the Virginia Street Bus RAPID Transit Extension Project.
- October 17, 2014 Approved the selection of NCE for Preliminary Engineering and Environmental services for the Virginia Street Bus RAPID Transit Extension Project.
- July 25, 2014 Approved the RFP for Preliminary Engineering and Environmental services for the Virginia Street Bus RAPID Transit Extension Project.

**ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations pertaining to this agenda item.



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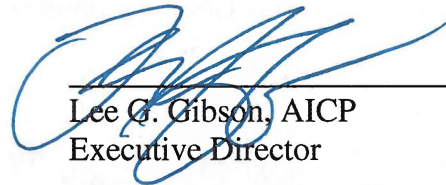
Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 5.2**

**TO:** Regional Transportation Commission

**FROM:** Brian Stewart, P.E.  
Engineering Director



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Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Approve the Fiscal Year (FY) 2020 Street and Highway Program of Projects (POP)**

**RECOMMENDATION**

Approve the proposed FY 2020 Program of Projects (POP).

**SUMMARY**

The FY 2020 Program of Projects (POP) (Attachment A) identifies and prioritizes funding for RTC’s regional streets and highways projects, including RTC fuel tax revenues. This program has been developed in accordance with priorities established as part of the Unified Planning Work Program, Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP), and the Regional Road Pavement Preservation Program.

There are six new projects and five annual programs proposed for the POP. New projects are shown on page 1 of Attachment A and are marked with a star. Page 2 of Attachment A shows the new projects in table form. All of the projects will be located within the area covered by the RTP.

RTC fuel tax revenues are the most significant source of funding for projects in the POP. Pursuant to NRS Chapter 373.140, in evaluating and determining whether to approve the use of fuel tax on a project, the RTC Board must evaluate the project in the terms as follow:

- (a) The priorities established by the RTP;
- (b) The relation of the proposed work to other projects already constructed or authorized;
- (c) The relative need for the project in comparison with others proposed; and
- (d) The money available.

After the RTC Board approves the POP, it will be brought to the Washoe County Commission for approval to authorize the use of fuel taxes on the projects.



Later in the year, in accordance with NRS Chapter 373, the RTC will develop and enter into Interlocal Cooperative Agreements (ICAs) specifying responsibilities for construction of the projects and authorizing the RTC to exercise the power of eminent domain, if necessary. One ICA will be between RTC, Washoe County and the City of Reno for projects located within the City of Reno. One ICA will be between RTC, Washoe County and the City of Sparks for projects located within the City of Sparks. Upon approval of the ICAs by the RTC Board, they will be presented to the City Councils and the Washoe County Commission for their consideration and approval.

### **FISCAL IMPACT**

Approval of the POP will appropriate fuel tax for new projects anticipated to be approximately \$36,750,000 in fuel tax, beginning in FY 2020.

### **PREVIOUS ACTIONS BY BOARD**

There has been no previous Board action or direction on this matter.

### **ADDITIONAL BACKGROUND**

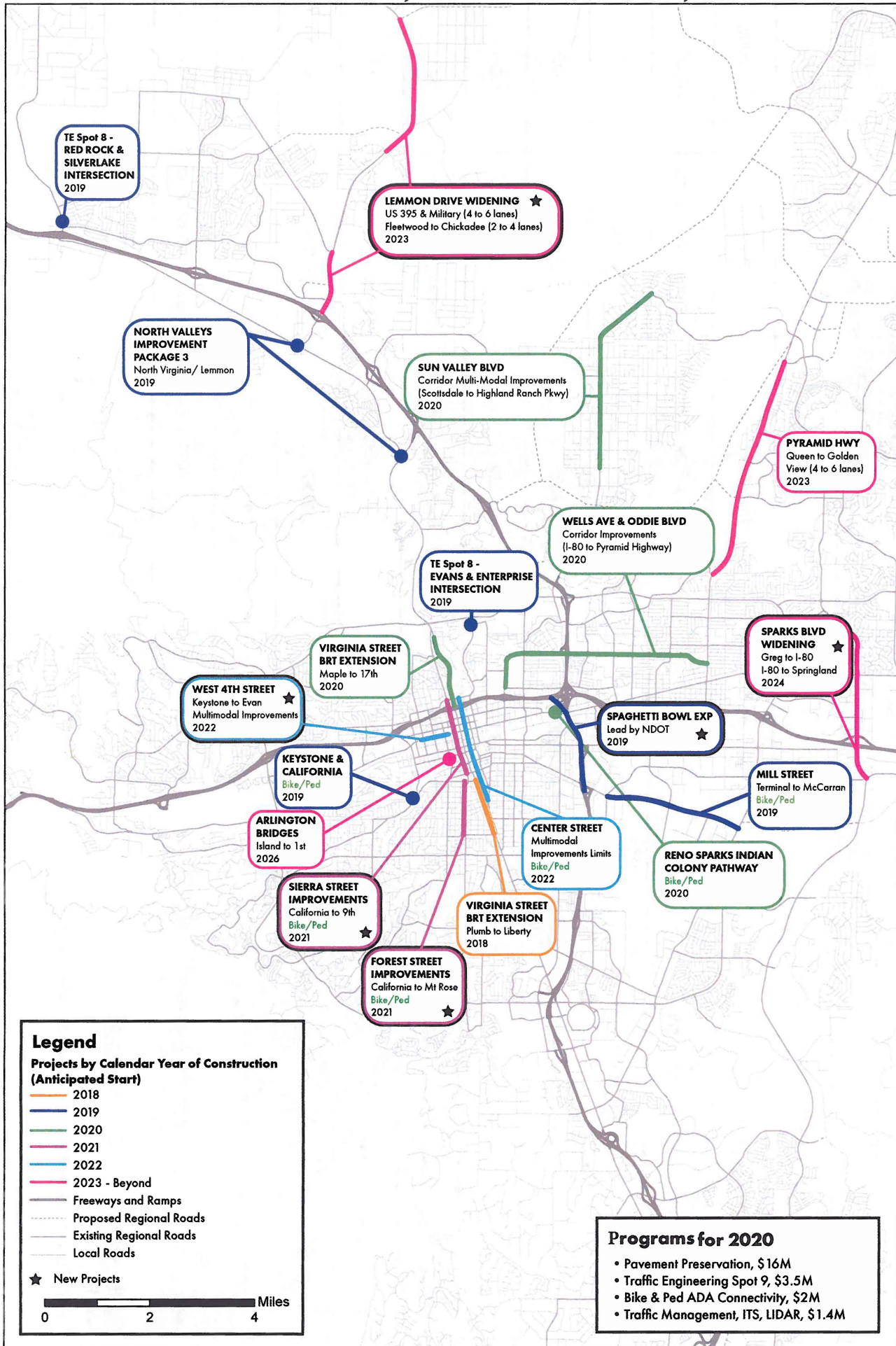
This POP places emphasis on using anticipated FY 2020 RTC fuel taxes on the pavement preservation program, with approximately \$16M in total for slurry seals for pavements in good condition and for corrective treatments to at risk pavements showing more advanced deterioration.

The proposed preventive maintenance projects are prioritized consistent with the RTC's Annual Pavement Preservation program using the Regional Rehabilitation/Reconstruction Project Selection Process, formulated in cooperation with the Directors of Public Works of the local governments. The proposed project lists are generated by analyzing all eligible streets/highway segments, prioritizing them by Pavement Condition Index (PCI – rated between 0-100), roadway classification, and Annual Daily Traffic (ADT). Depending on the amount of pavement distress (PCI), the proposed repair will fall within one of the following categories – preventive maintenance (slurry seals), corrective maintenance, road rehabilitation, or road reconstruction. This process allows the correct treatment to be applied at the right time regardless of jurisdictional boundaries and by optimizing a standard treatment strategy matrix as approved by all jurisdictions.

Pursuant to previous RTC Board direction, the POP will continue ongoing funding for the Transportation Enhancement Projects (TE), Bike/Ped/ADA, and Traffic Management as shown in Attachment A. Projects will be identified from these programs of which can be implemented quickly. Example projects that would be supported by these programs include new signals on regional roads, improving ADA access and pedestrian connectivity around transit stops, and LiDAR data collection on corridors to improve pedestrian safety, traffic signal optimization, and connected transportation alternatives.

Attachment

# PREVIOUSLY APPROVED PROJECTS AND NEW PROJECTS



**NEW PROJECTS FOR FY2020**

	<b>Prelim Project Est. Total</b>	<b>Proposed Years of Construction</b>	<b>Work Phase</b>	<b>ICA Required</b>
	<b>Dollars</b>	<b>Calendar Year</b>	<b>For FY 2020</b>	<b>Jurisdiction</b>
<b>FOREST STREET BIKE FACILITY</b>	\$4,100,000	2021	Design	COR
<b>LEMMON DRIVE</b>	\$15,300,000	2023-2024	Design	COR, County
<b>SPAGHETTI BOWL (SBX)*</b>	\$150,000,000*	2019-2022	Design, Construction	NDOT
<b>SPARKS BLVD</b>	\$57,800,000	2023	Design	COS
<b>SIERRA STREET IMPROVEMENTS</b>	\$4,400,000	2021	Design	COR
<b>WEST 4th STREET</b>	\$8,000,000	2022	Design	COR
<b>2020 Preventative Maintenance (2019/2020)</b>	\$7,500,000	2020/2021	Design, Construction	ALL
<b>2020 Roadway Reconstruction Projects (2019/2020)</b>	\$8,500,000	2020/2021	Design, Construction	ALL
<b>TE SPOT 9 INTERSECTION IMPROVEMENTS</b>	\$3,500,000	2020/2021	Design, Construction	NA
<b>TRAFFIC MANAGEMENT PROGRAM/ITS/LIDAR</b>	\$1,450,000	2020/2021	Design, Construction	ALL
<b>ADA ACCESS TRANSIT/PEDESTRIAN CONNECTIVITY</b>	\$2,000,000	2020/2021	Design, Construction	ALL

Programs

New Projects

\* RTC Funding to be \$30M Total over 3 Fiscal Years

## Continuing, Previously Board Approved Projects

	Proposed Begin Construction Year	Current Phase of Work
VIRGINIA STREET (BRT)	2018	Construction
SOUTHEAST CONNECTOR	Completed	Veg establishment/Warranty
CLEAN WATER WAY	2019	Construction
ARLINGTON BRIDGES	2026	Preliminary Engineering
CENTER ST. MULTIMODAL IMPROVEMENTS	2022	Design
NORTH VALLEY IMPROVEMENTS (Package 3)	2019	Construction
PYRAMID / US-395 CONNECTOR (Phase 1)	2023	Design
KEYSTONE & CALIFORNIA	2019	Construction
MILL STREET (Terminal Way to McCarran)	2019	Construction
ODDIE BLVD/WELLS	2020	Design
SUN VALLEY BLVD	2020	Design
RENO SPARKS INDIAN COLONY PATHWAY	2020	NEPA/Design
2019 Preventative Maintenance (2018/2019)	2019	Construction
2019 Roadway Reconstructs (2018/2019)	2019	Construction
TE SPOTS 8	2019	Design/Construction
TRAFFIC MANGEMENT / ITS	2019	Design/Construction
ADA ACCESS TRANSIT/PEDESTRIAN CONNECTIVITY	2019	Design/Construction



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January 18, 2019

**AGENDA ITEM 6.1**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP/LEED AP  
Director of Planning/Deputy  
Executive Director



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Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Bicycle Facility Alternatives Analysis – Center/Sierra/Virginia**

**RECOMMENDATION**

Receive a presentation on the Bicycle Facility Alternatives Analysis for Center, Sierra and Virginia Streets Report and approve the Report.

**SUMMARY**

The RTC has conducted a study of bicycle facility options on Center and Sierra Streets and staff recommends a two-way cycle track on Center Street as well as a southbound bicycle lane on Sierra Street. The Alternatives were evaluated for feasibility based on the available space within the roadway (curb to curb), level of traffic stress (safety), planning level cost estimates, existing roadway capacity, lane & parking impacts, maintenance factors, and connectivity.

**ADDITIONAL BACKGROUND**

The RTC identified both Center Street and Sierra Street as high priority bicycle projects in the Bicycle & Pedestrian Master Plan and as candidate roadways for complete street design treatments in the Complete Street Master Plan. These projects were also included in the first five years of the 2040 Regional Transportation Plan.

**FISCAL IMPACT**

There is no fiscal impact with this Board action. The fiscal impact of individual projects is identified through the budgetary process, and improvements to both Center and Sierra Streets have been identified in the 2040 Regional Transportation Plan (RTP) and FFY 2018-2022 Regional Transportation Improvement Program (RTIP).

**PREVIOUS ACTIONS BY BOARD**

- August 17, 2018 Acknowledged receipt of a report on the Bicycle Facility Alternatives Analysis for Center, Sierra, and Virginia Streets and provided direction
- May 18, 2017 Approved the 2040 RTP
- June 15, 2017 Approved the Bicycle & Pedestrian Master Plan
- August 17, 2017 Approved the FFY 2018-2022 RTIP

Attachment



# Bicycle Facility Alternatives Analysis for Center, Sierra, and Virginia Streets

NOVEMBER 2018

**DRAFT**



**REGIONAL  
TRANSPORTATION  
COMMISSION  
OF WASHOE COUNTY, NEVADA**



Traffic Works, LLC  
5482 Longley Lane, Suite B  
Reno, NV 89511  
775-322-4300  
[www.traffic-works.com](http://www.traffic-works.com)

## INTRODUCTION

With adoption of the 2017 Bicycle and Pedestrian Master Plan, the Regional Transportation Commission of Washoe County provided a blueprint for creating safer, more connected bicycle and pedestrian facilities throughout the Truckee Meadows region. The plan identifies gaps in the existing network, and prioritizes projects to connect existing and new facilities. Among those projects identified as high priority are the construction of bike facilities on Center, Sierra, and Virginia Streets. Additionally, both Center and Sierra Streets were identified in the Complete Street Master Plan as candidates for Complete Streets design treatments and are included in the first 5 years of the 2017-2040 Regional Transportation Plan. The need for bike facilities through the University, Downtown, and Midtown areas has been reiterated by the community through the recent Virginia Street corridor design process. There are currently no dedicated bike facilities on Center, Sierra, or Virginia Streets through the downtown corridor. Existing conditions are shown in **Attachment B**.

As demonstrated in **Figure 1**, the existing downtown Reno area lacks a strong north-south route for bicyclists. In particular, there is no direct bicycle connection between the growing University of Nevada, Reno campus through downtown Reno and to the vibrant Midtown District to the south.



Figure 1: Existing Bicycle Facilities in Downtown Reno





Recognizing the need for dedicated bicycle facilities connecting UNR with Midtown, RTC Washoe developed four alternatives on Center, Sierra, and Virginia Streets for evaluation. These alternatives are:

1. A two-way cycle track on Center Street from S. Virginia Street (at Mary Street) to 9<sup>th</sup> Street.
2. A northbound bike lane on Center Street from S. Virginia Street (at Mary Street) to 9<sup>th</sup> Street AND a southbound bike lane on Sierra Street from 9<sup>th</sup> Street to California Avenue.
3. A one-way cycle track northbound on Center Street from S. Virginia Street (at Mary Street) to 9<sup>th</sup> Street AND a one-way cycle track southbound on Sierra Street from 9<sup>th</sup> Street to California Avenue.
4. A center-running two-way cycle track on Virginia Street from 9<sup>th</sup> Street to Liberty Streets.

This report presents the evaluation of these alternatives to determine project feasibility, estimated costs, and the overall best option for a high-quality north-south downtown connection.

## METHODOLOGY

The analysis was conducted in two stages: alternative development and alternative evaluation. Alternatives were developed by considering the fit within the existing pavement, availability of on-street parking, traffic operations, and overall contextual fit. If the developed alternative was considered feasible, additional parameters were evaluated including cost of construction, maintenance factors, quality of connections, and level of traffic stress.

### ***Alternative Development***

#### Fit Within Existing Pavement

To evaluate feasibility, the study team first identified how each alternative would fit within the existing pavement width of the roadway. The narrowing of existing sidewalks and landscape strips was not considered, except for unique locations. Using the existing curb to curb width of the roadway and minimum acceptable lane widths, the team first determined if the alternative could be implemented by only narrowing existing lane widths. If this was not achievable, the removal of parking or travel lanes was then considered.

#### Parking and Traffic Operations

To determine whether on-street parking could reasonably be removed to provide a bicycle facility, several factors were considered. First, is the existing parking highly utilized? Second, are alternate parking options available? Third, how many spaces would need to be removed?

This study recommends that parking should not be removed in areas where parking is well-utilized, no other parking is available, and where implementing the bike facility would require an unacceptably large number of spaces to be removed.



Where the removal of on-street parking is not feasible, reducing the number of vehicle travel lanes may be a better option to accommodate the bicycle facility. This is not feasible on Virginia Street, but many segments of Sierra and Center Streets have two or three travel lanes in the same direction. To determine if reducing the number of travel lanes would still allow for acceptable traffic flow well into the future, projected traffic volumes for the horizon year 2040 were considered in this analysis.

The 2040 segment volumes were calculated by obtaining recent year (2015) volumes from the Nevada Department of Transportation and applying growth rates indicated by RTC Washoe's Travel Demand Model for the horizon year 2040. Peak hour volumes were assumed to be 10% of total average annual daily traffic (AADT). For this planning level evaluation, the maximum acceptable number of vehicles per hour per lane is 900. The reasonableness of reducing the number of travel lanes was checked by comparing the 2040 peak hour volume against the per lane capacity threshold.

#### Contextual Fit

On one-way streets like Center and Sierra Streets, bicycle facilities may be located on either the left or right side of the street. For this study, one side or the other was identified as preferable based on the number of turning vehicle conflicts, amount of on-street parking, available unused pavement width, bus station conflicts, and related factors.

#### **Alternative Evaluation**

After assessing the feasibility of each alternative, the following categories were developed to enable decision makers and stakeholders to compare the feasible alternatives against each other. These categories are:

- Estimated Cost of Construction
- Maintenance Factors
- Capacity Implications
- Number of Parking Spaces Removed
- Quality of Connections
- Level of Traffic Stress
- Safety Considerations

The summary comparison matrix is provided as **Attachment A**.

#### Estimated Cost of Construction

The cost of construction was estimated for each alternative including signage and striping, existing striping removal, slurry seal of asphalt pavement, modification of traffic signals, and minor curb adjustments. Design and construction services were estimated at 20% of the construction cost.

#### Maintenance Factors

Each alternative was evaluated to compare the amount of additional maintenance, if any, required by the new facility. Maintenance includes the regular sweeping of the facility, as well as the repair and



replacement of weathered striping and signage. As the facility will be owned and maintained by the City of Reno, consideration was given to the use of existing City-owned sweeping equipment.

Capacity Implications

Where lane removals were determined necessary or more feasible than removing on-street parking, the implications on vehicle traffic capacity were quantified. Using the methodology described under “Parking and Traffic Operations,” the estimated 2040 peak hour volume per lane was determined for each of the alternatives. These volumes are summarized in **Attachment E**.

During frequent special event closures on Virginia Street, traffic is detoured onto Center and Sierra Streets, resulting in increased traffic volumes. To determine the theoretical maximum volumes on these streets during special events, traffic volumes were collected during Hot August Nights 2018. The same growth rates applied to the average daily traffic volumes were applied to the elevated special event volumes to determine projected 2040 special event traffic volumes on Center and Sierra Streets. These volumes are summarized in **Attachment E**.

Number of Parking Spaces Removed

Where removing on-street parking was deemed feasible, the number of removed parking spaces was quantified.

Quality of Connections

Each alternative was evaluated to determine how well the facility met the goal of providing a high-quality bicycle connection between the University of Nevada to downtown and midtown Reno. Considerations included to what extent the facility reached into midtown, the directness of the route, the ease of route-planning, if detours were needed to complete the connection, and access to major attractors.

Level of Traffic Stress

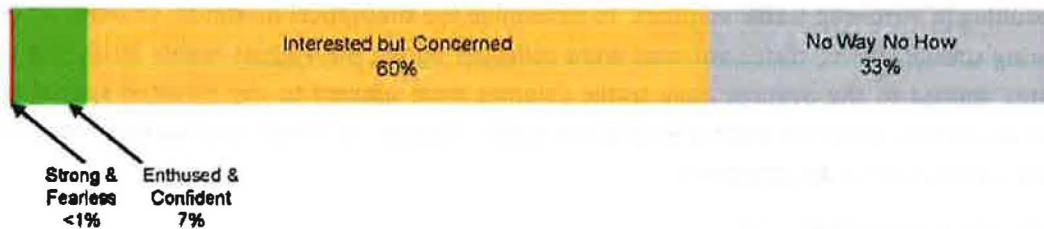
Level of traffic stress (LTS) is a term used to describe how much stress is imposed on a cyclist due to the surrounding traffic environment. The parameters were obtained from the Mineta Transportation Institute’s report *Low-Stress Bicycling and Network Connectivity*. Level of Traffic Stress was evaluated for both the road segments and intersections, as each present unique stresses to the rider. LTS is rated on a scale of 1 to 4, as described in **Table 1**.

**Table 1: Levels of Traffic Stress for Bicycle Facilities**

<b>LTS 1</b>	<i>Strong separation from all except low speed, low volume traffic. Suitable for riders of all ages and abilities, including children.</i>
<b>LTS 2</b>	<i>Cyclists have their own place to ride that is physically separated on high speed or multi-lane roadways. Crossings are not difficult but may be more complex than may be suitable for children.</i>
<b>LTS 3</b>	<i>An exclusive bike lane adjacent to multi-lane or moderate speed traffic or shared lane in low speed traffic. Bike lanes adjacent to narrow parking lanes. Comfortable to riders that would be classified as “enthused and confident”.</i>
<b>LTS 4</b>	<i>Any roadway with no exclusive bicycle riding zone and multiple lanes or high speeds. Comfortable to strong and fearless riders only.</i>

Level of traffic stress is closely correlated with the actual and perceived safety of the bicycle facility. In general, the fewer conflicts between vehicle and bicycle facilities, the less the risk of a vehicle-bicycle collision occurring and the lower the LTS. LTS is also representative of perceived safety which has a large role in determining how many riders will choose to use a facility. Figure 2 shows the four different types of cyclists by proportion of population, as developed by the City of Portland Office of Transportation.

## Four Types of Transportation Cyclists By Proportion of Population



**Figure 2: Four Types of Transportation Cyclists**

A roadway with a level of traffic stress of 4 is likely only comfortable to riders considered “strong and fearless” - less than 1% of the population. Improvement to an LTS of 3 would provide comfort for enthused and confident riders as well as the strong and fearless, for a total of 8% of the population. As shown in Figure 2, the majority of the population is in the “interested but concerned” category, those that would like to use bicycles as transport but are concerned for their safety. Facilities with a low level of traffic stress, such as LTS 1 or 2, are much more likely to attract users in the “interested but concerned” category.

### Safety Considerations

The alternatives were evaluated for overall safety to determine potential hazards associated with each of the proposed facilities. Considerations were given to the frequency of vehicle and bicycle conflicts as well as conflicts between bicycles and pedestrians.

## EVALUATION OF ALTERNATIVES

Each alternative was evaluated for overall feasibility using the methods described above. The following sections provide a detailed analysis of each alternative.

### ***Alternative 1: Two-Way Cycle Track on Center Street***

A two-way cycle track is a dedicated bicycle facility that is separated from vehicle traffic with a physical barrier. A two-way cycle track would allow for cyclists to travel both north and south on Center Street. An example cross-section of this alternative is shown in **Attachment C-1**.

A two-way cycle track on Center Street would best be implemented on the west/left side of the road. This configuration is preferred over the east/right side for the following reasons:

- Conflicts with bus stations are eliminated.
- Northbound bicycle traffic is adjacent to northbound vehicle traffic.
- There are minimal curb line changes and obstructions.
- The bulk of attractors are to the west of Center Street. Placing the track on the left side would reduce the need for cyclists to cross Center Street.
- The left side provides areas of pavement within right-of-way that are not used for either parking or vehicle traffic.

### Overall Feasibility

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide recommends a width for a two-way cycle track of 12 feet plus a 3 foot buffer. An absolute minimum of 8 feet with 3 foot buffer may be used in constrained environments. To accommodate this width within the existing curb lines, the removal of either on-street parking or one travel lane is required in most areas. Using the methodology described above, the most feasible removals of parking or a travel lane were determined. These areas are shown in **Attachment D-1**. In addition to the removal of parking and a travel lane, the ten traffic signals along the corridor will require modifications to provide signal indications to southbound cyclists.

It should be noted that from S. Virginia Street to Cheney Street, it would not be feasible to implement the cycle track due to the highly utilized on-street parking and single existing travel lane. Because of this, the best option would be to begin the cycle track at Cheney Street. Cheney Street provides connections to existing bicycle facilities on Holcomb Street to the east and to destinations on Virginia Street to the west.

Overall, with the removal of parking and a travel lane in specific segments, and modification of traffic signals, a two-way cycle track is a feasible alternative.

### Pros & Cons of Alternative 1

Alternative 1 has a several unique benefits. The two-way cycle track is the only feasible alternative that allows for two-way bicycle traffic on one roadway. This results in simpler bicycle route planning as well as more efficient and cost effective construction. Additionally, with a physical barrier between the track and the vehicle travel way, this is the safest and most comfortable alternative for users of most ages and abilities.



However, of all of the alternatives, the two-way cycle track requires the largest reduction in on-street parking, nine more spaces than Alternative 3. This alternative also requires traffic signal modifications at each signal along the corridor, 10 signals in total.

Estimated Cost of Construction

The work needed to successfully implement the cycle track includes the removal of existing striping, the application of a slurry seal (layer of asphalt coating to preserve roadway surface), the installation of new pavement markings and delineators, and some spot curb, gutter, and sidewalk improvements. This estimate includes the installation of green painted lanes with a paint and delineator buffer. The two-way cycle track will also require modifications at the 10 traffic signals along the corridor. At this time, the condition of the existing traffic signals is unknown, therefore the estimate reflects costs for both moderate and major signal modifications. The breakdown of estimated costs is shown in **Table 2**.

**Table 2: Two-way Cycle Track Cost Estimate**

	Estimated Cost
Pavement Marking Removal	\$200,000
Slurry Seal	\$500,000
Signage and Striping	\$500,000
Curb, Gutter, and Sidewalk	\$120,000
Traffic Signal Modifications	\$1,000,000 - \$2,500,000
Design & Construction Services @ 20%	\$465,000 - \$765,000
<b>Total</b>	<b>\$2.8 M - \$4.6 M</b>

Maintenance Factors

Separated bicycle facilities require additional maintenance, particularly sweeping, as the typical “sweeping effect” of vehicles creating wind turbulents does not reach separated facilities. In order for the City to use its standard street-sweeping vehicles, the facility must be at least 11 feet wide. This can be achieved with the proposed two-way cycle track.

Additionally, if green paint and delineator treatments are used, these will require additional maintenance as weathering occurs and delineators are broken. Consideration should be given to utilizing green paint or green stamps, similar to the RTC Green Bike Stamp Project, in select locations.

Capacity Implications

Where the removal of travel lanes is preferred to removing parking, total roadway capacity will decrease. However, all of the segments where travel lane removal is proposed are projected to have sufficient capacity to serve 2040 peak hour volumes. The segments where a lane would be removed are shown in yellow on **Attachment D-1**, and summarized in **Table 3**.



**Table 3: Two-way Cycle Track Capacity Implications**

Center Street Segment	Existing Lane Configuration		Proposed Lane Configuration w/ Two-way Cycle Track	
	No. of Lanes	2040 Peak Hour Vehicles per Lane	No. of Lanes	2040 Peak Hour Vehicles per Lane
Cheney St to Liberty St	2	226	1	452
1 <sup>st</sup> St to 5 <sup>th</sup> St	3	423	2	634
Maple St to 8 <sup>th</sup> St	4	321	3	429
8 <sup>th</sup> St to 9 <sup>th</sup> St	3	220	2	331

It should be noted that the removal of a travel lane is proposed from 1<sup>st</sup> Street to 5<sup>th</sup> Streets in order to preserve the loading zones located adjacent to casinos and entertainment venues.

Additional traffic volumes on Center Street were collected during a Virginia Street event closure to obtain theoretical maximum volumes during special events, shown in **Table 4**.

**Table 4: Special Event Traffic Volumes for Center Street**

	Center Street	
	2 Lane	3 Lane
2018 Daily Traffic (Collected)	11700	11700
2040 Daily Traffic	16012	16012
2040 Daily Traffic Per Lane	8006	5337
2040 Peak Hour Traffic Per Lane	<b>801</b>	<b>534</b>

On Center Street, approximately 11,700 vehicles per day were recorded. Applying the growth rates indicated by RTC’s Travel Demand Model and assuming peak hour traffic is 10% of daily traffic, the estimated number of peak hour vehicles per lane is 801 in segments with two lanes and 534 in segments with three lanes. These projected volumes indicate that the proposed configurations will provide acceptable traffic capacity during special events to the year 2040. A summary of estimated traffic volumes is provided in **Attachment E**.

**Number of Parking Spaces Removed**

In some segments of Center Street, it is more feasible to remove on-street parking than reduce the number of travel lanes. These areas, shown in red on **Attachment D-1**, were chosen because the parking is either under-utilized and/or nearby alternative parking is present. A total of 53 spaces would be removed under the proposed configuration. Thirty-four of these spaces are between 5<sup>th</sup> and 9<sup>th</sup> Street adjacent to primarily unoccupied buildings and blocks that are planned to be redeveloped. The other 19 spaces are metered parking spaces between Liberty and Mill Streets.



### Quality of Connections

The two-way cycle track on Center Street would extend from Cheney Street in the south to 9<sup>th</sup> Street in the north, providing full two-way connectivity from UNR into the heart of Midtown. Providing a two-way facility simplifies route-planning, as north and southbound traffic can arrive and return along the same route. The physical separation of the bike and vehicle facilities also provides a connection that is comfortable for riders with a wide range of abilities. This alternative presents the best connection between UNR and Midtown.

### Level of Traffic Stress

For both road sections and intersections, the existing level of traffic stress on Center Street is **LTS 4**, as it is a multi-lane road with no existing dedicated bicycle facilities. An example of the existing conditions is shown in **Attachment B**.

Since protected cycle tracks are the safest on-road facility type, the LTS would improve to LTS 1 in roadway segments and LTS 2 at intersections. The level of traffic stress is higher at intersections, as the more chaotic downtown environment may be difficult for some users, such as children, to navigate.

Considering the improved LTS, the implementation of a two-way cycle track on Center Street would change the street environment from serving strong and fearless riders only to a route that is comfortable for most riders.

### Safety Considerations

Overall, protected cycle tracks are the safest on-road facilities available. Compared to traditional bike lanes, cycle tracks significantly reduce the frequency of vehicles crossing over bicycle facilities. However, some conflict points still exist at intersections and driveways, where turning vehicles must yield to cyclists within the track. On a one-way street such as Center Street, drivers may not be expecting two-way bicycle traffic. Implementation of this alternative should provide sufficient signage and pavement markings to promote awareness of contraflow bicyclists on the cycle track.

### ***Alternative 2: Bike Lane Northbound on Center Street & Southbound on Sierra Street***

Bicycle lanes are the most common dedicated bicycle facilities in the Truckee Meadows. While a bike lane may also be physically separated with a buffer, it is different from a cycle track by being located between the vehicle travel lane and parking lane, where parking exists. An example cross-section of this alternative is shown in **Attachment C-2**.

- On one-way roads like Sierra and Center Streets, a bike lane may be placed on the left or right side of the street. For Sierra and Center Streets, the study team determined the right side to be the better location because:
- Both the left and right sides of Sierra and Center Streets have similar numbers of turn conflicts.
- Bike lanes do not block bus stations like protected cycle tracks.
- Vehicles can typically expect bicyclists on the right hand side of the road.
- Transitions from the right to the left side are impractical, and bicycle lanes already exist on the right side of the roadway upstream of the study segments. For example, existing southbound





bike lanes on Sierra Street would have to transition to the left side via a dedicated bicycle signal phase or by directing cyclists to use the crosswalks. This can be avoided by simply continuing the track on the right hand side.

Overall Feasibility

The commonly desirable bike lane width is 6 feet. This width could be achieved by narrowing travel lanes on both Center and Sierra Street, making the bike lanes an overall feasible alternative.

It should be noted that a right side bike lane on Center Street should not be continued north of 7<sup>th</sup> Street due to the high volume of right turn conflicts at the freeway on ramp. The bike lane should instead turn right to 7<sup>th</sup> Street to connect to existing bicycle facilities on Evans Ave, as shown on **Attachment D-2**.

Pros & Cons of Alternative 2

Alternative 2 is the only alternative that does not require the removal of parking or reduction in vehicle travel lanes. It is also the easiest to maintain, since the bike lane would be swept in the same manner as the rest of the roadway. This alternative also allows existing southbound bicycle facilities on Sierra Street to be continued through downtown all the way to California Street.

The bike lanes, however, do not significantly reduce the level of traffic stress, due to the numerous left and right turn conflicts and high-turnover on-street parking. This facility would be useful to more riders than just the strong and fearless, but still would not be comfortable for more timid or inexperienced bicyclists. Because the lanes would be implemented on two roadways, disturbance during construction would be greater than Alternative 1.

Estimated Cost of Construction

The work needed to successfully implement Alternative 2 includes the removal of existing striping, the application of a slurry seal, and the installation of new signs and pavement markings. The breakdown of estimated costs is shown in **Table 5**.

**Table 5: Bike Lane Cost Estimate**

	Center Street	Sierra Street
Pavement Marking Removal	\$200,000	\$150,000
Slurry Seal	\$500,000	\$825,000
Signage and Striping	\$200,000	\$150,000
Design & Construction Services @ 20%	\$180,000	\$225,000
<b>Subtotal</b>	<b>\$1.1 M</b>	<b>\$1.4 M</b>
<b>Total</b>	<b>\$2.5 M</b>	

Maintenance Factors

There is some additional maintenance involved with bike lanes, as debris swept from the road by vehicle traffic can accumulate in the lane. However, with no delineators, the bike lanes can be maintained in the same manner as the rest of roadway, making it easy to incorporate into the existing roadway sweeping schedule.



Additionally, if green paint treatments are used, these will require additional maintenance as weathering occurs and delineators are broken. Consideration should be given to utilizing green paint or green stamps in select locations.

#### Capacity Implications

To incorporate the bicycle lanes, some vehicle lane widths require narrowing to a width of 10 feet. Narrower lanes are likely to slow vehicle traffic which may have minor implications on capacity. However, as existing capacity is sufficient to serve projected 2040 volumes, this is not a significant issue.

#### Number of Parking Spaces Removed

The bike lane alternative does not require the removal of any parking on Sierra Street or Center Street.

#### Quality of Connections

Providing bicycle lanes on Sierra Street adds a direct southbound extension from the existing facilities north of the freeway. The northbound bike lane on Center Street would add a dedicated facility for riders from central Midtown to the University of Nevada. As riders must use different routes to travel north and south, route-planning may not be as straightforward as a single road with two-way facilities. The southbound route would end at California Street at the northern edge of Midtown, so this alternative would not provide as good of a Midtown connection as Alternative 1.

#### Level of Traffic Stress

The existing level of traffic stress on both Sierra Street and Center Street is LTS 4. Both streets in the study segment are multi-lane roads with no existing dedicated bicycle facilities. Implementing bike lanes on both roadways would improve the overall level of traffic stress to LTS 3. Even with bike lanes, the level of traffic stress would be quite high. This is because of the presence of frequent turn lanes and high-turnover on-street parking which require traffic to cross over the bike lane. A greater number of adjacent travel lanes also adds to the level of stress, as traffic is more turbulent and drivers are less likely to see a bicyclist in the far right lane.

#### Safety Considerations

Although a dedicated bicycle facility is safer than riding with mixed traffic, it does not compare well with the improved safety provided by a buffered cycle track. There are still hazards present for cyclists, as vehicles must frequently cross the bike lane to enter right turn lanes and on-street parking bays. The lack of a buffer between parking and the bike lane puts cyclists at greater risk of being “doored” by drivers exiting parked vehicles.

### ***Alternative 3: One-way Cycle Track Northbound on Center Street & Southbound on Sierra Street***

A one-way cycle track is a dedicated bicycle facility that is separated from vehicle traffic with a physical barrier. An example cross-section of this alternative is shown on **Attachment C-3**. A southbound cycle track would be implemented on Sierra Street with a northbound cycle track on Center Street.

One-way cycle tracks would be best implemented on the right side of Sierra Street for many of the same reasons listed under Alternative 2. Some special treatments would need to be applied for bus stops on



Sierra Street. On Center Street, the cycle track would best be implemented on the left side of the street, for the same advantages listed under Alternative 1.

Overall Feasibility

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide recommends widths of 5 to 7 feet for a one-way cycle track plus a 3 foot buffer. For this analysis, a minimum width of 6 feet wide with a 3 foot buffer was used. To accommodate this width within the existing curb lines, the removal of either on-street parking or a travel lane is required in most areas of Center Street and some areas on Sierra Street. Using the study methodology, the most feasible removals of parking or a travel lane were determined. The modification areas are shown in **Attachment D-3**.

Pros & Cons of Alternative 3

Similar to the two-way cycle track (Alternative 1), one-way cycle tracks on Center and Sierra Streets would provide greatly improved safety and levels of traffic stress to attract cyclists having a wide range of abilities. Additionally, the cycle track would extend the existing bicycle route on Sierra Street through downtown all the way to California Street, connecting the overall bicycle network.

However, wrong-way riding could likely become an issue on one-way tracks, as some cyclists choose the most convenient protected path despite directional lanes. The narrower track widths prevent cyclists from passing comfortably, and would also require special sweeping equipment. Overall cost of construction would be higher because the lanes would be implemented on two roadways.

Estimated Cost of Construction

The work needed to successfully implement the one-way cycle tracks includes the removal of existing striping, the application of a slurry seal, the installation of new pavement markings and delineators, as well as some spot curb, gutter, and sidewalk improvements. The breakdown of estimated costs is shown in **Table 6**.

**Table 6: One-Way Cycle Track Cost Estimate**

	Center Street	Sierra Street
Pavement Marking Removal	\$200,000	\$150,000
Slurry Seal	\$500,000	\$825,000
Signage and Striping	\$410,000	\$350,000
Curb, Gutter, and Sidewalk	\$120,000	\$120,000
Design & Construction Services @ 20%	\$250,000	\$290,000
<b>Subtotal</b>	<b>\$1.5 M</b>	<b>\$1.7 M</b>
<b>Total</b>	<b>\$3.2 M</b>	

Maintenance Factors

Separated bicycle facilities require additional maintenance, particularly sweeping, as the typical sweeping effect of vehicles on the roadway does not occur. Since the proposed one-way cycle track would be narrower than 11 feet, standard street sweeping equipment could not be used for maintenance. Smaller, specialized sweeping vehicles would have to be purchased to maintain the track. Additionally, if green



paint and delineator treatments are used, these will require additional maintenance as weathering occurs and delineators are broken.

Capacity Implications

Where the removal of a travel lane is preferred to removing parking, total roadway capacity will decrease. However, all of the segments where travel lane removal is proposed are projected to have sufficient capacity to serve 2040 peak hour volumes. These segments are shown in yellow on **Attachment D-3**, and summarized in **Table 6**.

**Table 6: One-way Cycle Track Capacity Implications**

Center Street Segment	Existing Lane Configuration		Proposed Lane Configuration w/ Two-way Cycle Track	
	No. of Lanes	2040 Peak Hour Vehicles per Lane	No. of Lanes	2040 Peak Hour Vehicles per Lane
Cheney St to Liberty St	2	226	1	452
1 <sup>st</sup> St to 5 <sup>th</sup> St	3	423	2	634
Maple St to 8 <sup>th</sup> St	4	321	3	429
8 <sup>th</sup> St to 9 <sup>th</sup> St	3	220	2	331
Sierra Street Segment	No. of Lanes	2040 Peak Hour Vehicles per Lane	No. of Lanes	2040 Peak Hour Vehicles per Lane
Commercial Row to 1 <sup>st</sup> St	3	382	2	572

Additional traffic volumes on Sierra Street were collected during a Virginia Street event closure to obtain theoretical maximum volumes during special events, shown in **Table 7**.

**Table 7: Special Event Traffic Volumes for Center Sierra Streets**

	Center Street		Sierra Street	
	2 Lane	3 Lane	2 Lane	3 Lane
2018 Daily Traffic (Collected)	11700	11700	21500	21500
2040 Daily Traffic	16012	16012	25812	25812
2040 Daily Traffic Per Lane	8006	5337	12906	8604
2040 Peak Hour Traffic Per Lane	<b>801</b>	<b>534</b>	<b>1291</b>	<b>860</b>

On Center Street, approximately 11,700 vehicles per day were recorded. Applying the growth rates indicated by RTC's Travel Demand Model and assuming peak hour traffic is 10% of daily traffic, the estimated number of peak hour vehicles per lane is 801 in segments with two lanes and 534 in segments with three lanes. These projected volumes indicate that the proposed configurations will provide acceptable traffic capacity during special events to the year 2040.

On Sierra Street, approximately 21,500 vehicles per day were recorded. Applying the growth rates indicated by RTC's Travel Demand Model and assuming peak hour traffic is 10% of daily traffic, the estimated number of peak hour vehicles per lane is 1291 in segments with two lanes and 860 in segments with three lanes. These projected volumes indicate that with only two lanes in certain segments, traffic



volumes on Sierra Street will exceed capacity during special events. A complete summary of estimated traffic volumes is provided in **Attachment E**.

#### Number of Parking Spaces Removed

In some segments of Center Street and Sierra Streets, it is more feasible to remove on-street parking than reduce the number of travel lanes. These areas, shown in red on **Attachment D-3**, were chosen because the parking is either under-utilized and/or nearby alternative parking is present. A total of 44 spaces would be removed under Alternative 3. Twenty one of these spaces are between 5<sup>th</sup> and 9<sup>th</sup> Street adjacent to primarily unoccupied buildings in redevelopment areas. Nineteen spaces are metered parking spaces between Liberty and Mill Streets, and four are metered spaces on the Sierra Street bridge crossing the Truckee River.

#### Quality of Connections

The southbound one-way cycle track would extend the existing bicycle route on Sierra Street through downtown all the way to California Street, connecting the overall bicycle network. The northbound cycle track on Center Street would add a dedicated facility for riders from central Midtown to the University of Nevada, Reno. As riders must use different routes to travel north and south, route-planning may not be as straightforward as on one road with two-way facilities. The southbound route would end at California Street at the northern edge of midtown, so this alternative would not provide as good of a midtown connection as Alternative 1.

#### Level of Traffic Stress

The existing level of traffic stress on Center Street is LTS 4, as it is a multi-lane road with no existing dedicated bicycle facilities.

Protected cycle tracks are the safest on-road facility type, and the LTS would improve to LTS 1 in roadway segments and LTS 2 at intersections. The level of traffic stress is higher at intersections because of the more chaotic downtown environment may be difficult for some less experienced cyclists to navigate. Overall, implementation of a two-way cycle track on Center Street would change the street environment from serving strong and fearless riders only to a route that is comfortable for most riders.

#### Safety Considerations

Overall, separated bicycle lanes are the safest on-road facilities available. However, conflict points would still exist at intersections and driveways, where vehicles must yield to cyclists on the track.

Wrong-way riding may be an issue as some cyclists will choose the most convenient protected path despite directional lanes. Wrong way riding can be dangerous for cyclists, especially where the track is too narrow for cyclists to safely pass.

#### ***Alternative 4: Two-way Cycle Track on Virginia Street***

The fourth alternative, a center-running two-way cycle track on Virginia Street from 9<sup>th</sup> Street to Mary/Center Streets, was the only alternative found to not be feasible. A center running cycle track would require left turns to be restricted along Virginia Street, which would cause unacceptable traffic operations throughout the corridor. Also, Virginia Street in the entertainment district of downtown is regularly closed

for special events, which would frequently limit access to the bicycle facility. This alternative is also inconsistent with the Virginia Street BRT Extension project which does not include bicycle facilities on Virginia Street. Bicycles traveling this route would need to detour south of Liberty Street, providing poor quality of connection. For these reasons, Alternative 4 is not considered feasible, and no further study was performed.

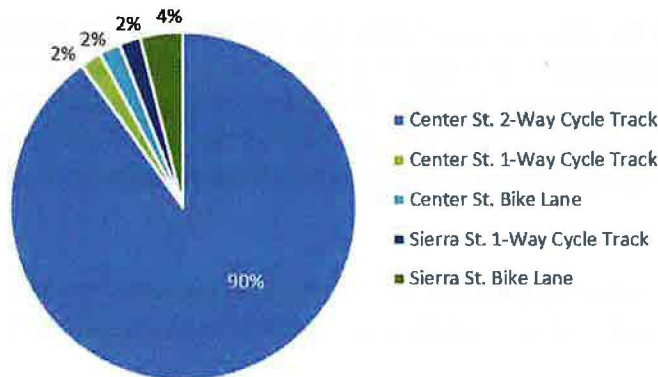
## PUBLIC ENGAGEMENT

### Meetings & Presentations

The results of this analysis were presented by RTC staff at the following meetings, where feedback was gathered from both decision makers and interested citizens:

August 1, 2018	RTC Technical Advisory Committee (TAC) August Meeting
August 1, 2018	RTC Citizen’s Multimodal Advisory Committee (CMAC) August Meeting
August 17, 2018	RTC Board August Meeting
August 20, 2018	Center, Sierra, and Virginia Streets Bicycle Facilities Analysis Public Meeting
August 22, 2018	Reno City Council Meeting

The analysis was presented at the TAC and CMAC meetings, to solicit input. Participants were asked to give comments, but a vote regarding a preferred alternative was not conducted. CMAC provided input that was overwhelmingly in favor of Alternative 1, as shown in **Figure 3**. Attendees at the August 20th public meeting overwhelmingly voiced support for Alternative 1, the two-way cycle track on Center Street. Both the RTC Board and Reno City Council also selected Alternative 1 as the preferred alternative.



**Figure 3. Public meeting attendee preferences.**

In addition to public meetings, public comments, generally in support of Alternative 1, were also received by the RTC. These are provided in **Attachment F**.

### Truckee Meadow Bike Alliance Survey

The Truckee Meadow Bike Alliance (TMBA) conducted a survey to assess which transportation modes University of Nevada, Reno students and staff use to get to downtown and midtown Reno and what would

encourage them to choose bicycling over other modes. Of the 763 respondents, 24% responded they would either ride for the first time, or ride more often, with a standard bike lane between UNR/Midtown. 81% responded they would either ride for the first time, or ride more often, with a protected cycle track between UNR/Midtown. TMBA has expressed a strong preference for Alternative 1 (two-way cycle track on Center Street).

## CONCLUSIONS & RECOMMENDATIONS

The analysis of the four alternatives concluded that three alternatives could be feasibly implemented within the existing pavement width of Center and Sierra Streets. The three feasible alternatives are:

1. A two-way cycle track on Center Street from Cheney Street to 9<sup>th</sup> Street.
2. A northbound bike lane on Center Street from S. Virginia Street (at Mary Street) to 9<sup>th</sup> Street AND a southbound bike lane on Sierra Street from 9<sup>th</sup> Street to California Avenue.
3. A one-way cycle track northbound on Center Street from S. Virginia Street (at Mary Street) to 9<sup>th</sup> Street AND southbound on Sierra Street from 9<sup>th</sup> Street to California Avenue.

The fourth alternative, a center-running two-way cycle track on Virginia Street from 9<sup>th</sup> Street to Mary/Center Streets, was the only alternative found to not be feasible.

Overall, the two-way cycle track on Center Street offers the greatest safety and best connectivity improvement for the cost. The separation from vehicle traffic and directness of the route makes this facility the most attractive to bike riders of all abilities. It was also chosen as the preferred alternative by the RTC Board and Reno City Council. However, this alternative does require more removal of on-street parking than the other options, and requires signal modifications at 10 locations.

Similarly, one-way cycle tracks on Center and Sierra Streets would provide low levels of stress, comfortable for most users. The Sierra Street facility would also extend existing bicycle facilities on North Sierra Street through downtown all the way to California Ave, improving the overall bicycle network. Maintenance of these cycle tracks would require special street sweeping equipment, and wrong-way riding may also become an issue as riders choose the most convenient protected route. Implementation of the track on Sierra Street will reduce available capacity and is likely to cause unacceptable traffic operations during special event closures on Virginia Street.

The implementation of dedicated bicycle lanes would be the simplest to maintain, and would not require any parking or vehicle lane removal. However, this alternative offers the smallest improvement in level of traffic stress and is unlikely to attract users that are not already confident cyclists. Ridership could ultimately be low even after a considerable cost expenditure.

It is the consulting team's recommendation that the two-way cycle track (Alternative 1) will best meet the project goals of a high quality connection from UNR to midtown and will result in the greatest value (highest ridership per cost) to the community. Should providing bicycle facilities on Sierra Street remain a priority, the most feasible alternative would be Alternative 2, bike lanes.

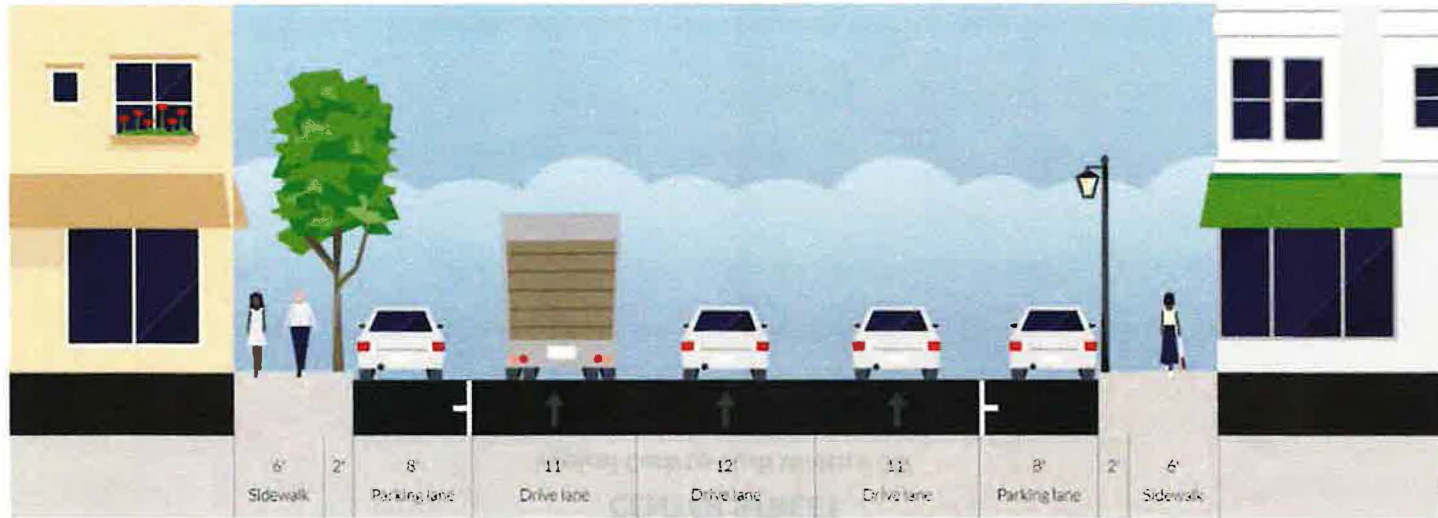
Bicycle Facilities Alternatives Analysis  
Center, Sierra, and Virginia Streets

**ATTACHMENT A**  
Alternatives Comparison Matrix

	Alternative	Estimated Cost	Maintenance Factors	Capacity	Parking	Level of Traffic Stress* (Perceived Safety Level)
<b>1</b>	Two-way cycle track on Center Street (9th to Cheney St.)	\$2.8 Million (Moderate Signal Modifications)  \$4.6 Million (Major Signal Modifications)	1. Cycle track wide enough for street sweeper. 2. Snow removal would use techniques used on Victorian Ave Cycle Track. 3. Green paint and delineator treatments will require additional maintenance.	Proposed configurations are projected to accommodate current and future (2040) traffic volumes.	53 Spaces Removed out of 215 on Center Street	<b>1 - Road Segments 2 - Intersections</b>  Current LTS = 4
<b>2</b>	Northbound Bike Lane on Center Street (9th to S. Virginia St.) and Southbound Bike Lane on Sierra St (9th to California Street)	\$2.5 Million  \$1.4 Million (Sierra St. Only)  \$1.1 Million (Center St. Only)	No significant issues	No significant issues. Some 10' Lanes.	0 Spaces Impacted	<b>3 - Road Segments 3 - Intersections</b>  Current LTS = 4
<b>3</b>	One-Way Cycle Track Northbound on Center Street and Southbound on Sierra Street	\$3.2 Million  \$1.7 Million (Sierra St. Only)  \$1.5 Million (Center St. Only)	1. Special sweeping equipment necessary for narrow track. 2. Special snow removal techniques would need to be developed. 3. Green paint and delineator treatments will require additional maintenance.	Proposed configurations will <u>not</u> accommodate current and future (2040) special event traffic volumes during Virginia Street closures	44 Spaces Removed out of 330 on Center and Sierra Streets	<b>1 - Road Segments 2 - Intersections</b>  Current LTS = 4
<b>4</b>	Center running two-way cycle track on Virginia Street from 9th to Mary/Center Streets	<p style="text-align: center;"><b>Not Evaluated Due to Fatal Flaws:</b></p> <p style="text-align: center;">1. Restricting left turns on Virginia St creates unacceptable traffic operations. 2. Regular closure of Virginia St due to special events would require frequent bicycle detours and affect bicycle connectivity.</p>				
<p>* Level of Traffic Stress (LTS) is a rating system for road segments indicating traffic stress imposed on bicyclists. LTS values range from 1 (Comfortable to bicyclists of all ages and abilities) to 4 (Strong and Fearless bicyclists only).</p>						

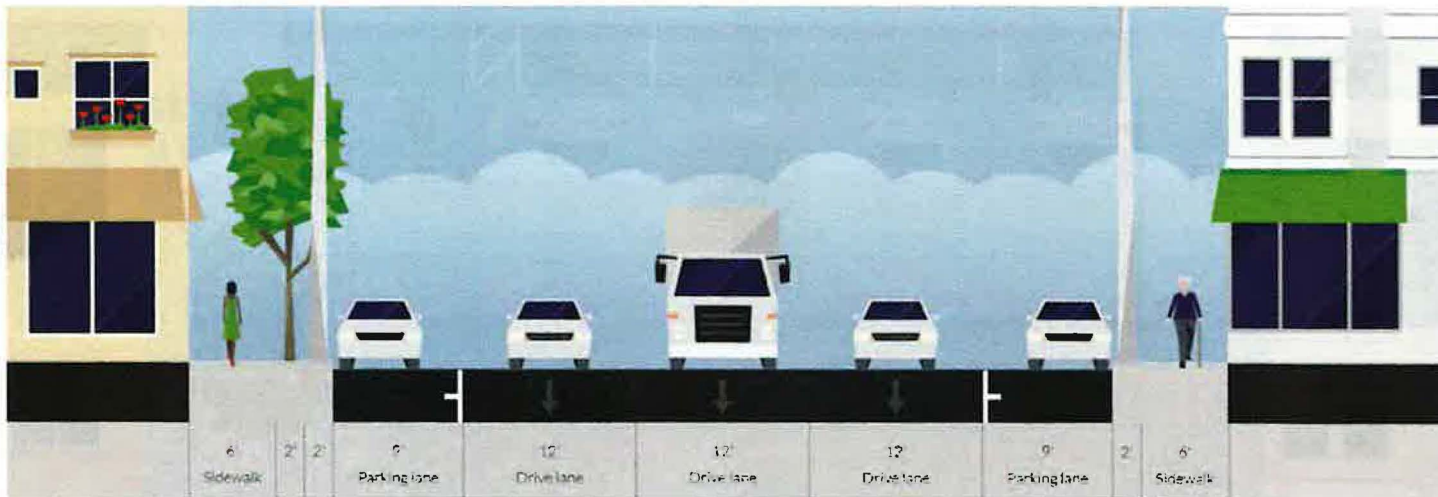


*Existing Conditions*



**CENTER STREET**

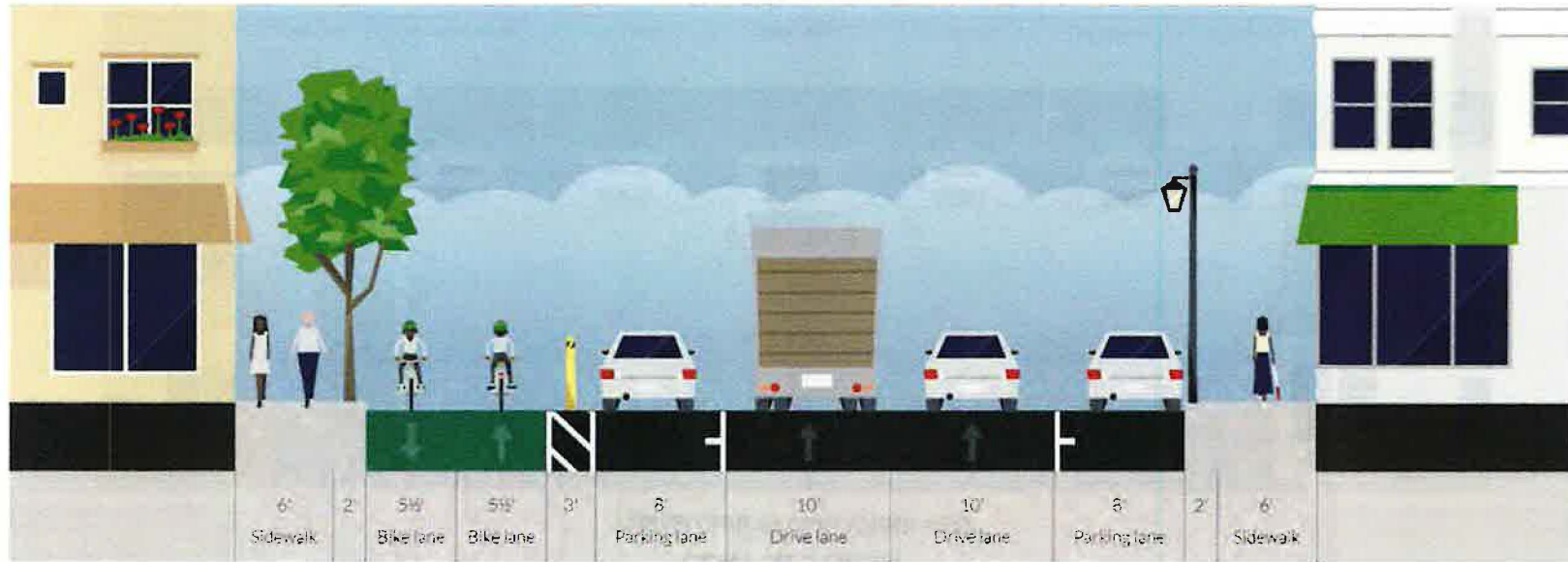
Typical Curb to Curb Width = 50'



**SIERRA STREET**

Typical Curb to Curb Width = 54'

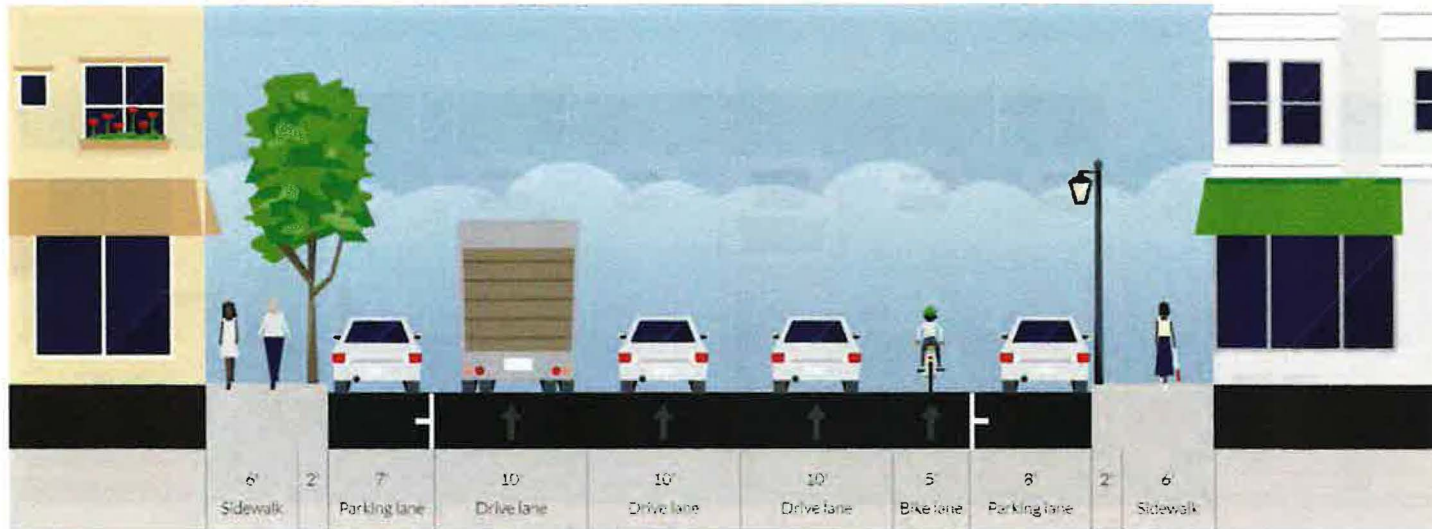
# ALTERNATIVE 1: *Two-Way Cycle Track*



## CENTER STREET

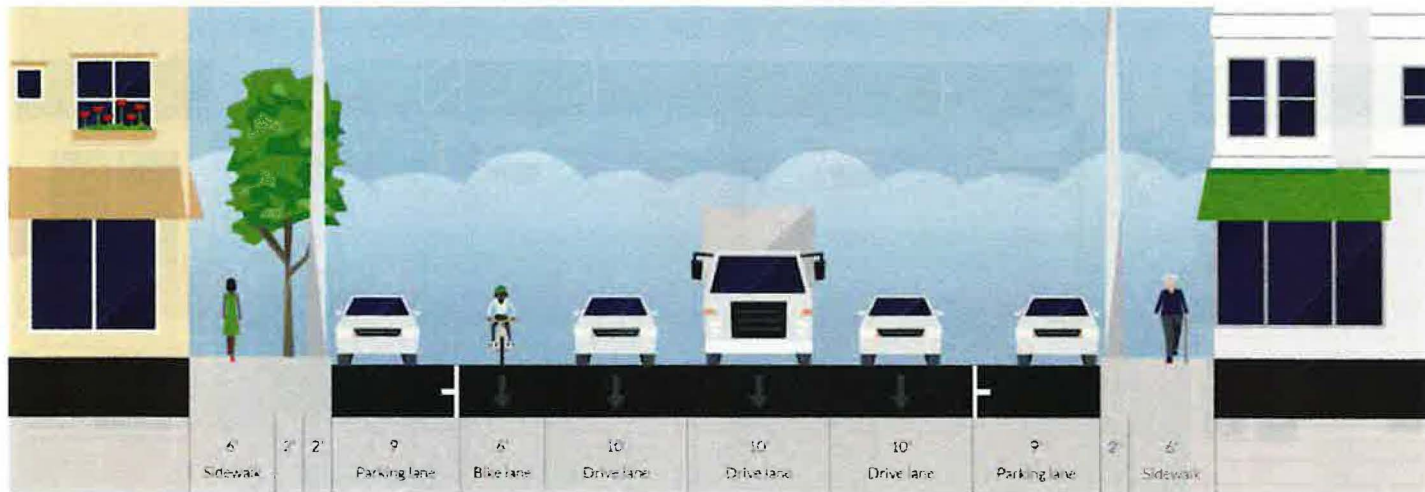
Typical Curb to Curb Width = 50'

## Alternative 2: *Bicycle Lanes*



### CENTER STREET

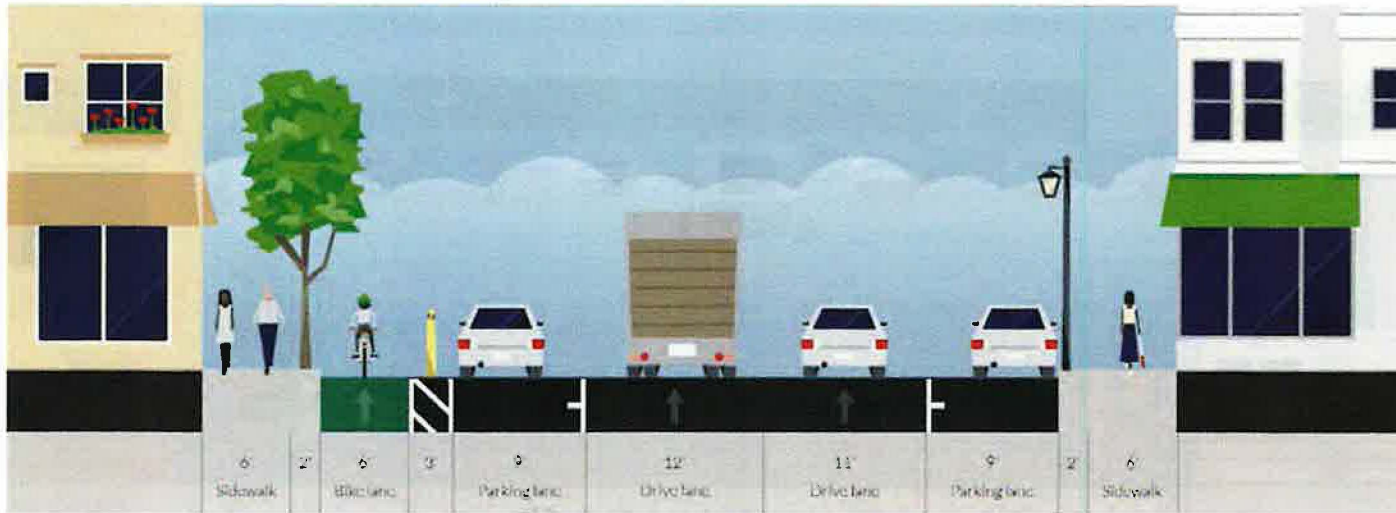
Typical Curb to Curb Width = 50'



### SIERRA STREET

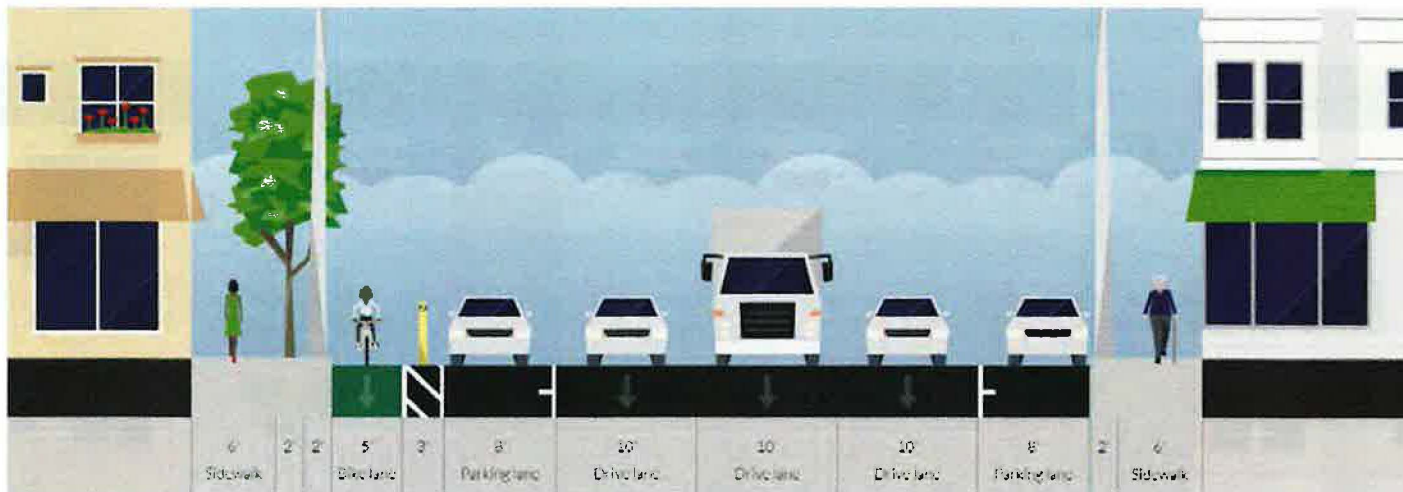
Typical Curb to Curb Width = 54'

### Alternative 3: One-Way Cycle Tracks



#### CENTER STREET

Typical Curb to Curb Width = 50'



#### SIERRA STREET

Typical Curb to Curb Width = 54'

### Legend

- Adjust Lane Widths
- Remove Travel Lane
- Remove Parking
- Existing Facilities**
- Existing Bike Lane
- Existing Bike/Multi-Use Path
- Planned Bike Lane

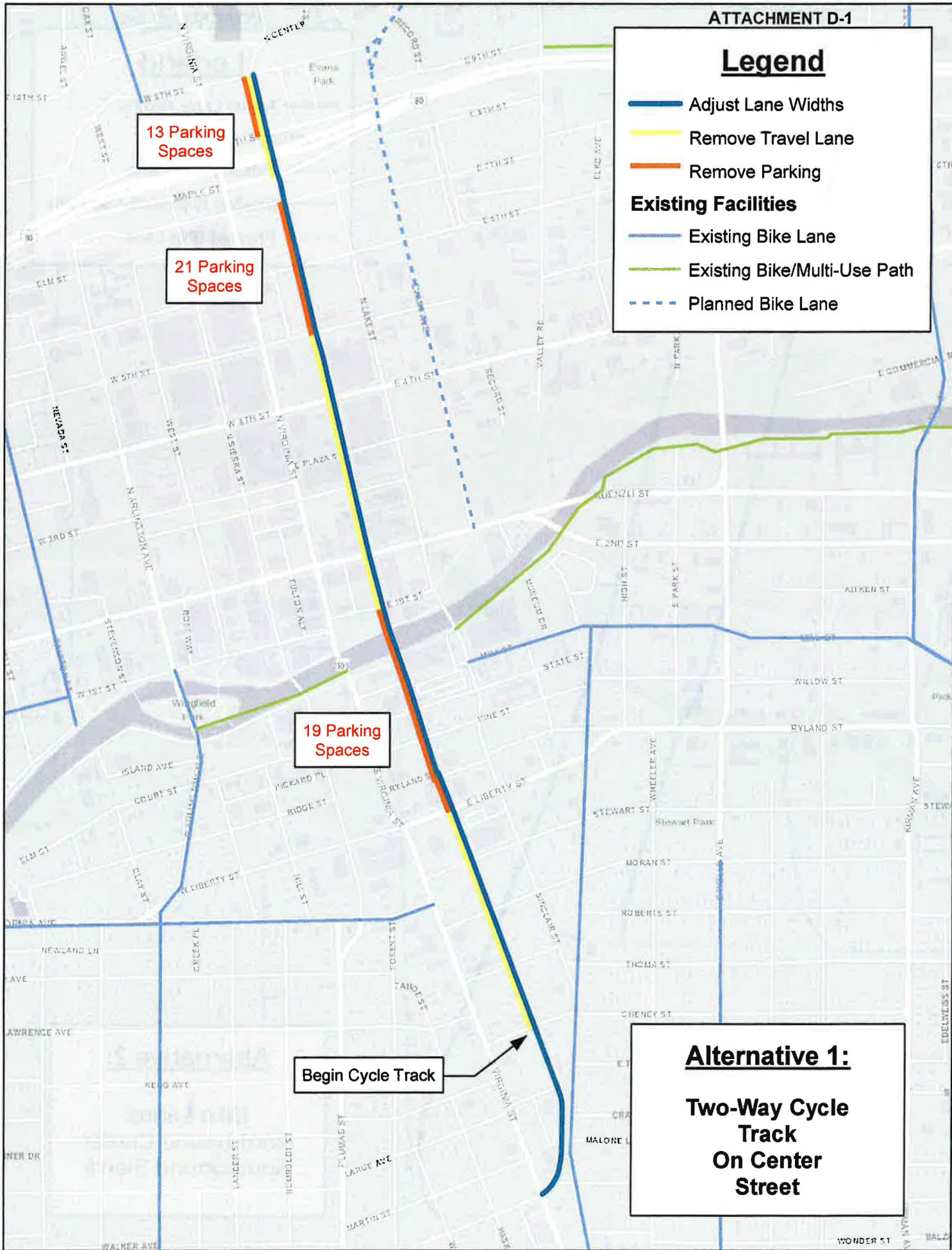
13 Parking Spaces

21 Parking Spaces

19 Parking Spaces

Begin Cycle Track

**Alternative 1:**  
**Two-Way Cycle Track**  
**On Center Street**



# Legend

-  Adjust Lane Widths
- Existing Facilities**
-  Existing Bike Lane
-  Existing Bike/Multi-Use Path
-  Planned Bike Lane



**Alternative 2:**  
**Bike Lanes**  
**Northbound Center**  
**Southbound Sierra**

# Legend

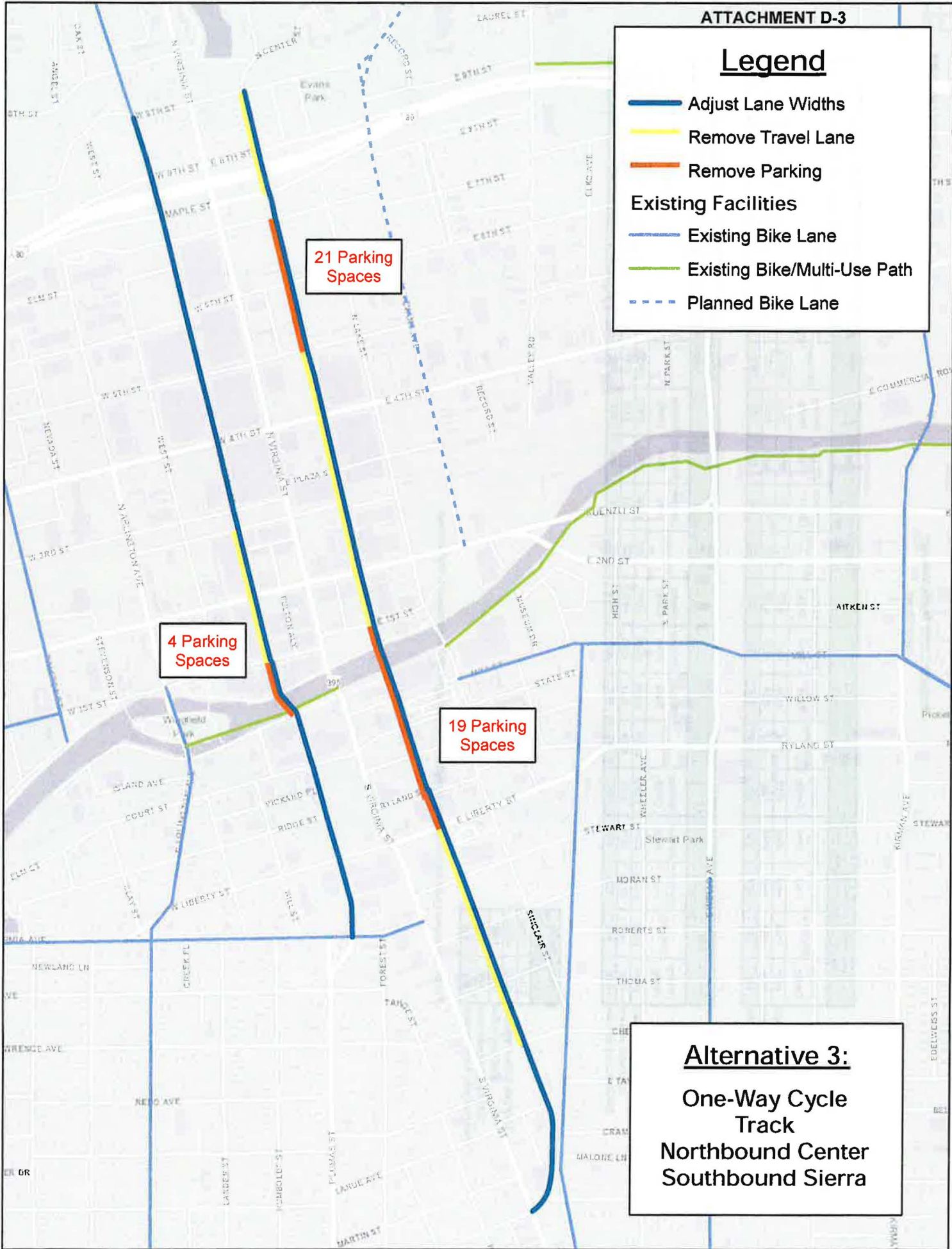
- Adjust Lane Widths
- Remove Travel Lane
- Remove Parking
- Existing Facilities
  - Existing Bike Lane
  - Existing Bike/Multi-Use Path
  - Planned Bike Lane

21 Parking Spaces

4 Parking Spaces

19 Parking Spaces

**Alternative 3:**  
**One-Way Cycle Track**  
**Northbound Center**  
**Southbound Sierra**



Projected 2040 Traffic Volumes

Center Street

	Center Segment 1 Mary / S. Virginia to Cheney				Center Segment 2 Cheney to Liberty				Center Segment 3 Liberty to Mill				Center Segment 4 Mill to 1st				Center Segment 5 1st to Plaza			
	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track
2040 AADT	4568	4568	4568	4568	4519	4519	4519	4519	8277	8277	8277	8277	10573	10573	10573	10573	12677	12677	12677	12677
2040 AADT per Lane	4568	4568	4568	4568	2260	2260	4519	4519	4139	4139	4139	4139	5287	5287	5287	5287	4226	4226	6339	6339
2040 Peak Hour per Lane	<b>457</b>	<b>457</b>	<b>457</b>	<b>457</b>	<b>226</b>	<b>226</b>	<b>452</b>	<b>452</b>	<b>414</b>	<b>414</b>	<b>414</b>	<b>414</b>	<b>529</b>	<b>529</b>	<b>529</b>	<b>529</b>	<b>423</b>	<b>423</b>	<b>634</b>	<b>634</b>

	Center Segment 6 Plaza to 5th				Center Segment 7 5th to 7th				Center Segment 8 7th to Maple				Center Segment 9 Maple to 8th				Center Segment 10 8th to 9th			
	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	2W Cycle Track
2040 AADT	12541	12541	12541	12541	13600	13600	13600	13600	13897	13897	13897	13897	12858	12858	12858	12858	6612	6612	6612	6612
2040 AADT per Lane	4180	4180	6271	6271	4533	4533	4533	4533	4632	4632	4632	4632	3215	3215	4286	4286	2204	3306	3306	3306
2040 Peak Hour per Lane	<b>418</b>	<b>418</b>	<b>627</b>	<b>627</b>	<b>453</b>	<b>453</b>	<b>453</b>	<b>453</b>	<b>463</b>	<b>463</b>	<b>463</b>	<b>463</b>	<b>321</b>	<b>321</b>	<b>429</b>	<b>429</b>	<b>220</b>	<b>331</b>	<b>331</b>	<b>331</b>

During Virginia Street Closure*	
2 Lane	3 Lane
2018 Daily Traffic (Collected)	11700
2040 Daily Traffic	16012
2040 Daily Traffic Per Lane	8006
2040 Peak Hour Traffic Per Lane	<b>801</b>

\*Traffic volumes were collected on a Saturday during the Hot August Nights 2018 event closure of Virginia Street.



Projected 2040 Traffic Volumes

Sierra Street

ATTACHMENT E

	Sierra Segment 1 9th to 8th			Sierra Segment 2 8th to Maple			Sierra Segment 3 Maple to 6th			Sierra Segment 4 6th to 5th			Sierra Segment 5 5th to Comm Row		
	Existing Config.	Bike Lane	1W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track
2040 AADT	12975	12975	12975	12396	12396	12396	13305	13305	13305	13291	13291	13291	12829	12829	12829
2040 AADT per Lane	3244	3244	3244	4132	4132	4132	4435	4435	4435	4430	4430	4430	4276	4276	4276
2040 Peak Hour per Lane	324	324	324	413	413	413	444	444	444	443	443	443	428	428	428

	Sierra Segment 6 Comm Row to 1st			Sierra Segment 7 1st to Island			Sierra Segment 8 Island to Liberty			Sierra Segment 9 Liberty to California		
	Existing Config.	Bike Lane	1W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track	Existing Config.	Bike Lane	1W Cycle Track
2040 AADT	11447	11447	11447	8625	8625	8625	9350	9350	9350	9550	9550	9550
2040 AADT per Lane	3816	3816	5724	4313	4313	4313	4675	4675	4675	2388	2388	2388
2040 Peak Hour per Lane	382	382	572	431	431	431	468	468	468	239	239	239

	During Virginia Street Closure*	
	2 Lane	3 Lane
2018 Daily Traffic (Collected)	21500	21500
2040 Daily Traffic	25812	25812
2040 Daily Traffic Per Lane	12906	8604
2040 Peak Hour Traffic Per Lane	1291	860

\*Traffic volumes were collected on a Saturday during the Hot August Nights 2018 event closure of Virginia Street.

## Center/Sierra/Virginia Bike Facility Alternatives Public Comments

## Comment

Hello, Just a quick note to say that I'm in support of constructing a two-way cycle track with physical separation from traffic along Center Street as a north-south corridor for bike commuters. I've lived in Reno for 17 years and I love it here and think that we should be promoting healthy transportation, including improving infrastructure to support alternative methods of transport such as cycling. I've also spent a lot of my time commuting by bike around Reno and it can be pretty dangerous. I think that for everyone, but especially people who are new to biking (like many Limebike riders, for example), having designated cycle tracks will really help with safety and decrease conflicts with vehicle traffic. I would also love to see the river path cleaned-up, as this is a major east-west corridor for bicycle commuting but often feels unsafe (pavement needs improvement and transients live all along the path/river) and it also smells bad. That's probably not in RTC's jurisdiction... Thank you for your consideration!

Hi there, I'm writing in support of the proposed 1-way or ideally 2-way bike lane on Center St. I'm an avid cyclist and I love the idea - we really need a cycling thoroughfare to connect the university area and downtown/Midtown. Especially now with Lime Bike, we have a ton more cycling traffic in the downtown core and we need infrastructure to support that as well as keep people safe. Thanks!

FYI, I was the Traffic Design Engineer for the City of Reno and was the lead engineer that worked to implement the City of Reno Road Impact Fee Program that ultimately became the Regional Road Impact Fee program. I am intimately familiar with our areas streets from a traffic, bicycle, and pedestrian standpoint.

I also sit on the capital improvements advisory committee for Washoe County and annually review and comment on the RRIF capital improvement program.

I support additional bicycle facilities but not if they adversely affect pedestrian and vehicular traffic.

I believe many of our "Road dirt streets" have neglected vehicular and pedestrian traffic. I doubt anyone looked at side street traffic from either a vehicular or pedestrian function level. For example, adding roundabouts at key side streets could have turned many of these projects from a "D" to an "A"

Center Street lost significant traffic capacity when it was reduced to a single lane with parking on both sides. Once the Virginia Street project commences, this could become a significant issue.

However, one block east is the Holcomb/Sinclair/Evans north south link, a much under utilized roadway system. Has anyone looked at coupling this system along with the planned improvements on Virginia Street?

I'm concerned that the excitement to add bicycle capacity is getting in the way of sound engineering analysis. If this is pushed too far, RENO citizens will make their anger known and this could set back bicycle planning for many years. Many senior citizens travel these streets on a daily basis and have reduced reaction times pulling out from side streets. Has this been considered?

I will fully support additional bicycle capacity but only if all stakeholders are involved and full consensus is achieved with all. Thanks,

To Whom It May Concern:

I am writing today to strongly support the implementation of better bicycle infrastructure on Center, Sierra, and Virginia Street. I support the proposed cycle cross tracks on all of the aforementioned streets and hope that there is potential to implement them across the board, or at the very least provide bicycle lanes if all three cycle cross projects are not feasible. All of these streets are main thoroughfares of our downtown area and are entirely unsafe for cyclists presently. As a long-time Reno resident, full-time UNR student, and daily-cycling commuter, I depend on all of these streets to navigate the city. With little to no shoulders, high-speed and congested traffic and parking zones, and general misconceptions of the rules of the road pertaining to cycling, these streets can prove to be very dangerous, even for the most advanced riders. The implementation of better bicycle infrastructure will encourage healthier life styles, reduce our carbon foot print, lower the rate of automobile fatalities, increase revenue for local businesses, and provide access to our great city with a whole new lens. We've already begun swinging the pendulum of progress in the right direction with the implementation of a bike share program, but it is pointless to put citizens on bicycles (many of whom have no prior biking experience) and not support them with a well-planned and safe cycling infrastructure. We owe it to Reno residents to take the knowledge we have of the many benefits of multi-modal access and build a city that reflects progressive infrastructure for many generations to come. Thank you for your consideration and keep up the good work!

I really think the two way cycle track is the best option. People prefer being around other people and given the opportunity, engaging cyclists in the same area is a much better design alternative than a single track by itself on sierra. Thanks!

Hello,

I am unable to make the meeting about Safe Cycling Infrastructure tonight because I have already committed to the PTA meeting for my son, however this topic is top priority for me since I live in Midtown and ride my bike to UNR 5 days per week, as I work in the Geothermal Department at the Nevada Bureau of Mines. Please make this bike commute safer. It really is scary.

I support safe biking, eco transport, in Reno. I am happy to have my tax \$\$\$\$ spent on things like this. Thank you.

Greetings, I'm a Reno cyclist and really like the idea of a safe bike corridor between UNR and Downtown. Please make it happen! Thank you!

The two way cycle track would be a game-changer. On behalf of Limebike, we are in full support of alternative 1. Thank you! I'd also like to suggest that Forrest Street is also moved up on the schedule the same year as well as a two-way cycle track on Sierra Street going south.

I would like to add a note of support to a 4th alternative. A two way cycle track on sierra and center.

I heard that loading zones are a concern for safety, perhaps there could be loading/parking zones and times that are not during peak traffic? Also, (not related) all lanes are bike lanes and I think there could be more awareness through social media and the news about morning over a lane when possible (i.e. Lakeside Drive). It could help make more roads bicycling friendly w/out investing too much in infrastructure now. Thank you for all you are doing and done to make Reno a city for people to live in and walk and bike and be safe!

I work at UNR and commute by bike almost daily. I support Alternative 1 because a 2 way protected cycle track is the most ambitious option, but will have the most impressive results. There are so few direct bike routes to UNR from Midtown, and I think this is an obvious reason students rarely head south from campus.

2-way cycle tracks make people feel safe enough to ride who might not otherwise. Good for everyone – businesses, individuals to having an awesome city. 2-way both on sierra and center would be even better! (just on center).

Please make Reno more bike friendly. If you build it they will come. Thank you having the meeting and reaching out. Alternative 1 on both Center Street and Sierra Street is definitely the winning option – thanks!

Any and all improvements are greatly appreciated – it seems like the liveliness and committee feel – vibrancy would be enhanced with the two-way tracks – cyclists love acknowledging each other – which adds to a community/neighborhood/feel – Thanks for all cycling improvements!

Love the 2-way separated tracks! Please put a 2-way separated bike lane on Center and Sierra Streets. Thanks!

Strongly in favor of Opt. 1, 2-way cycletrack on Center between UNR and Virginia. This infrastructure is amazing but not the first of its kind by any means. Many similar sized and demographic cities have installed them with great safety, connectivity, and economic benefits. Lean on existing lessons learned for efficiency. This can be done here! Aim high RTC! Thank you!

Thank you so much for building these plans and opening for public comment! I like the two-way cycle protected bike lane. I like the suggestions of a two-way on both Sierra and Center! What really stood out, "people will go both ways on the track no matter if it is one way or not" I think this is very true! More bike access would be even better and awesome!

Alternative 1, should be 2 way cycle track on both Sierra and Center Streets.

Reno Collective and I personally am in support of Alternative 1 for cycling facility. Most of our members live along the corridor and would benefit from these new transportation options.

As a business owner on Center Street I endorse the 2 lane cycle track on Center. Employing 7 people and 50% of them cycle to work multiple times a week, I'd like to promote a safer ride to work for them, our community and my family. I's also like to see an option with following: Traffic, Traffic, Parking, Bike Lane. This would make it even safer and prevent dooring.

Support: Better connectivity, Improved health/well being, Less car traffic, Economic benefits for businesses. Thanks!

Could it be considered to implement a solar element to bike path like "STARRY NIGHT" in the Netherlands. I'm a downtown business owner and community activist. I've facilitated bike events and the feedback has always been safety concern. One of the biggest lessons we've learned when implementing change is all or nothing. Strongly in support.

Although and appreciate the need and design of the cycle tracks, given the current state of road sweeping currently. Among all 4 jurisdictions. Particularly Sparks and older sparks, but Washoe County is not much better. I have zero confidence of the maintenance of a cycle track, even with its own dedicated sweeper, if the existing equipment isn't scheduled to be used on a reasonable schedule, much less after any off "schedule" for service. What makes the cycle track problematic is any debris is more likely to be found there and become a greater hazard than it might ordinarily be in an open lane. Though I have no issue with the concept, given my experience as a regular commuter, at this time and reluctantly have to "recommend" the bike lane to the left of on street parking, primarily due to the inadequate to nonexistent road maintenance levels currently for roadsides. I have a concern with the existing road maintenance levels on bike lanes in the City of Reno as it is new. Riding here to City Hall tonight, I encountered several areas for broken glass in existing bike lanes as they are now and that's with the City of Reno's "Scheduled", no exceptions, for road sweeping as it is now.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 7.1**

**TO:** Regional Transportation Commission

**FROM:**

  
\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Legal Counsel Report**

The monthly Regional Transportation Commission (RTC) agenda includes a standing item for staff and legal counsel to provide information on any legal issues facing the RTC. This allows the Board to discuss such issues and provide direction to staff or take action as necessary.

The RTC may, consistent with Chapter 241 of NRS, decide to interrupt the public meeting at any time to conduct a closed session to confer with legal counsel and possibly deliberate on legal issues. Any action on pending legal matters will be made when the public meeting is reconvened.



**REGIONAL TRANSPORTATION COMMISSION**

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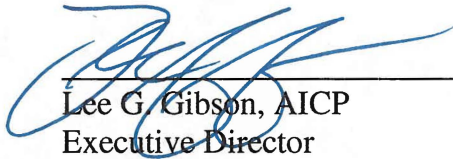
Metropolitan Planning Organization of Washoe County, Nevada

January 18, 2019

**AGENDA ITEM 8**

**TO:** Regional Transportation Commission

**FROM:**

A blue ink signature of Lee G. Gibson, AICP, Executive Director, written over a horizontal line.

Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Public Input**

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Transportation Commission (RTC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RTC Chair reserves the right to take all public comment during Public Input. Individuals addressing the Board during the Public Input portion of the meeting will be limited to three minutes total. However, an individual acting as a spokesperson for a group of individuals may request additional time. Individuals are expected to provide public input in a professional and constructive manner.

LGG/dt