

APPENDIX C
IMPROVEMENT OPTIONS MATRIX & AGENCY SURVEY

NEAR TERM IMPROVEMENT SUMMARY

Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes	
Lake St. – North of Mill St.	Bicycle, Enhanced Pedestrian	<ul style="list-style-type: none"> Add a shared use path on the east side of Lake St. between Mill St. and the existing path (Truckee River Trail) on west side on Lake St. Add a crosswalk on Lake St. north of the Truckee River to connect the proposed shared use path with the Truckee River Trail across Lake St. 	<p><i>Bicycle LOS</i> AM LOS Score/LOS: NB – 2.59/B, SB – 2.79/C</p> <p><i>PM</i> LOS Score/LOS: NB – 2.90/C, SB – 2.87/C</p> <p><i>Pedestrian LOS</i> AM LOS Score/LOS: NB – 1.82/B, SB – 1.93/A</p> <p><i>PM</i> LOS Score/LOS: PM – 2.17/B, SB – 2.03/B</p>	<p><i>Bicycle LOS</i> AM LOS Score/LOS: NB – 0.19/A, SB – 0.19/A</p> <p><i>PM</i> LOS Score/LOS: NB – 0.50/A, SB – 0.50/A</p> <p><i>Pedestrian LOS</i> AM LOS Score/LOS: NB – 1.92/B, SB – 1.95/A</p> <p><i>PM</i> LOS Score/LOS: PM – 2.27/B, SB – 2.05/B</p>	None	<ul style="list-style-type: none"> Provides a connection for bicyclists and pedestrians between Mill St. and downtown Reno 	<ul style="list-style-type: none"> Requires removal of on-street parking on east side of Lake St. May require removal of existing landscaping on west side of Lake St. adjacent to the Auto Museum
Mill St./Lake St.	Vehicle	<ul style="list-style-type: none"> Remove four on-street parking spaces from E leg of intersection (N side of Mill St.) 	NA	NA	None	<ul style="list-style-type: none"> Removes conflict between parked vehicles and the EB right-turn pocket at the intersection 	<ul style="list-style-type: none"> Results in loss of four on-street parking spaces
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection 	
Mill St – Lake St. to Holcomb Ave.	Transit	<ul style="list-style-type: none"> Add a shelter and level wheel chair landing to the existing transit stop on the south side of the street 	<p><i>Transit LOS</i> AM LOS Score/LOS: 2.33/B</p> <p><i>PM</i> LOS Score/LOS: 3.53/D</p>	<p><i>Transit LOS</i> AM LOS Score/LOS: 2.18/B</p> <p><i>PM</i> LOS Score/LOS: 3.43/C</p>	Yes (minor)	<ul style="list-style-type: none"> Transit stop will be ADA compliant Improves overall transit ride experience 	<ul style="list-style-type: none"> Requires ROW
	Basic Pedestrian/ Access Management	<ul style="list-style-type: none"> Remove “phantom” driveway adjacent to parcel 1213116 (this driveway does not serve a purpose and dead ends into a retaining wall) 	NA	NA	None	<ul style="list-style-type: none"> Provides a clear, even path of travel for pedestrians 	
	Enhanced Pedestrian	<ul style="list-style-type: none"> Add curb extensions on the south side of Mill St. at the Mill St./River Rock St. intersection Add a crosswalk to west leg of Mill St./River Rock St. intersection Add curb extensions to the east leg of the Mill St./Museum Dr. intersection Widen sidewalk to include a planting buffer, street furniture, and integrated parking 	NA	NA	None	<ul style="list-style-type: none"> Improves visibility of pedestrians at the intersection Reduces pedestrian crossing distance 	
	Access Management	<ul style="list-style-type: none"> Remove unnamed road between Museum Dr. and High St. on north side of Mill St. 	NA	NA	None	<ul style="list-style-type: none"> Removes vehicle conflict with vehicles entering Mill St. from Holcomb Ave. by eliminating the staggered intersection alignment Additional access to the parcel can be provided on Museum Dr. 	<ul style="list-style-type: none"> Removes access to the parcel on Mill Street
Basic Pedestrian/ Access Management	<ul style="list-style-type: none"> Consolidate the two driveways to the City of Reno parking lot (parcel 1213101) on southeast corner of the Mill St./River Rock Dr. intersection to one driveway 	NA	NA	None	<ul style="list-style-type: none"> Reduces vehicle conflicts on Mill St. Reduces vehicle-pedestrian conflicts on the sidewalk adjacent to the parcel 	<ul style="list-style-type: none"> Requires reconfiguration of the parking lot May cause a loss in parking spaces (parking lot currently has 37 spaces) 	

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Mill St./ Holcomb Ave.	Vehicle	<ul style="list-style-type: none"> Add a single lane roundabout 	<p><u>AM</u> Delay/LOS: 2.3 (9.6)/A (A)</p> <p><u>PM</u> Delay/LOS: 2.5 (11.4)/A (B)</p>	<p><u>AM</u> Delay/LOS: 5.1/A</p> <p><u>PM</u> Delay/LOS: 5.6/A</p>	Yes	<ul style="list-style-type: none"> Improves circulation through intersection Improves visibility and sight distance at the intersection 	<ul style="list-style-type: none"> Impacts access to at least three parcels on Mill St. Impacts access to unnamed road between Museum Dr. and High St. (N side of Mill St.) Impacts building on SE corner of intersection (may require removal of the building)
	Enhanced Pedestrian	<ul style="list-style-type: none"> Add curb extensions to the corners of the intersection Add a crosswalk to the west leg of the intersection Add a crosswalk to the south of the intersection 	NA	NA	None	<ul style="list-style-type: none"> Improves visibility of pedestrians at the intersection Reduces pedestrian crossing distance 	
Mill St. – Holcomb Ave. to Wells Ave.	Transit	<ul style="list-style-type: none"> Add benches, shelters and level wheel chair landings to the existing transit stops 	<p><u>Transit LOS</u> <u>AM</u> LOS Score/LOS: EB-2.64/B, WB-2.42/B</p> <p><u>PM</u> LOS Score/LOS: EB-3.27/C, WB-3.08/C</p>	<p><u>Transit LOS</u> <u>AM</u> LOS Score/LOS: EB-2.59/B, WB-2.34/B</p> <p><u>PM</u> LOS Score/LOS: EB-3.22/C, WB-3.01/C</p>	Yes (minor)	<ul style="list-style-type: none"> Transit stop will be ADA compliant Improves overall transit ride experience 	<ul style="list-style-type: none"> Requires ROW
	Enhanced Pedestrian	<ul style="list-style-type: none"> Add crosswalks to all four legs and curb extensions on all four corners of the Mill St./Park St. and Mill St./High St. intersections Widen sidewalk to include a planting buffer, street furniture, and integrated parking 	NA	NA	None	<ul style="list-style-type: none"> Improves visibility of pedestrians at the intersections Reduces pedestrian crossing distance 	
Mill St./Wells Ave.	Complete Street (with road conversion east of Wells Ave.),	<ul style="list-style-type: none"> Reduce the number of receiving lanes on the east leg of the intersection from two lanes to one lane Provide 12' through lanes and 11' turn lanes at each approach of the intersection Extend EB left-turn pocket length (200') Add a curb extension to the SE corner of the intersection to facilitate better lane alignment through intersection 	<p><u>AM</u> Delay/LOS: 15.5/B</p> <p><u>PM</u> Delay/LOS: 25.3/C</p>	<p><u>AM</u> Delay/LOS: 15.0/B</p> <p><u>PM</u> Delay/LOS: 21.4/C</p>	Yes	<ul style="list-style-type: none"> Provides room for wider vehicle lanes and bicycle lanes on the east leg of the intersection Curb extension improves visibility of pedestrians and shortens pedestrian crossing distance at the intersection 	<ul style="list-style-type: none"> Curb extension requires removal of the loading zone space on the SE corner of the intersection Preferred lane widths on the W leg of the intersection may result in loss of on-street parking spaces on Mill St. west of Well Ave. If lanes are widened to preferred widths on the W leg of the intersection, the transit stop on the S side of Mill St. may need to be relocated to avoid the EB right-turn pocket
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection 	
Mill St. – Wells Ave. to Locust St.	Vehicle	<ul style="list-style-type: none"> Reduce travel lanes to one lane in each direction with a TWLTL 	<u>Daily</u> LOS C	<u>Daily</u> LOS D	None	<ul style="list-style-type: none"> Provides better access to side streets and driveways with TWLTL Allows preferred lane widths for vehicles, bicycles, and on-street parking 	<ul style="list-style-type: none"> Reduces roadway capacity from four lanes to three lanes
	Enhanced Pedestrian	<ul style="list-style-type: none"> Widen sidewalk to include a planting buffer, street furniture, and integrated parking 	NA	NA	None	<ul style="list-style-type: none"> Improves the overall pedestrian environment 	
	Transit	<ul style="list-style-type: none"> Add a shelter and level wheel chair landing 	<u>Transit LOS</u>	<u>Transit LOS</u>	Yes (minor)	<ul style="list-style-type: none"> Transit stop will be ADA compliant 	<ul style="list-style-type: none"> Requires ROW

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		to the existing transit stop on the north side of the street	AM LOS Score/LOS: 3.13/C PM LOS Score/LOS: 4.20/D	AM LOS Score/LOS: 3.08/C PM LOS Score/LOS: 4.17/D		<ul style="list-style-type: none"> Improves overall transit ride experience 	
Mill St./Locust St.	Vehicle (with road conversion on Mill St.)	<ul style="list-style-type: none"> Modify NB movement to allow left-turn and through movements onto Mill St. and Locust St. 	AM Delay/LOS: 1.4 (5.7)/A (A) PM Delay/LOS: 1.7 (7.8)/A (A)	AM Delay/LOS: 1.9 (6.5)/A (A) PM Delay/LOS: 2.2 (8.1)/A (A)	None	<ul style="list-style-type: none"> Allows NB vehicles to make through and left-turn movements (vehicles already do this illegally) 	
	Enhanced Pedestrian	<ul style="list-style-type: none"> Add curb extensions to all four corners of the intersection Add crosswalks to the east, west, and north legs of the intersection 	NA	NA	None	<ul style="list-style-type: none"> Improves visibility of pedestrians at the intersection Reduces pedestrian crossing distance 	
Mill St. – Locust St. to Kirman Ave.	Vehicle	<ul style="list-style-type: none"> Reduce travel lanes to one lane in each direction with a TWLTL 	Daily LOS C	Daily LOS D	None	<ul style="list-style-type: none"> Provides better access to side streets and driveway with TWLTL Allows preferred lane widths for vehicles, bicycles, on-street parking 	<ul style="list-style-type: none"> Reduces roadway capacity from four lanes to three lanes
	Transit	<ul style="list-style-type: none"> Add a shelter and a bench to the existing transit stop on the south side of the street 	Transit LOS AM LOS Score/LOS: 3.06/C PM LOS Score/LOS: 4.03/D	Transit LOS AM LOS Score/LOS: 2.99/C PM LOS Score/LOS: 3.98/D	* Existing transit stop is within Renown ROW, but improvements can fit within existing transit stop footprint	<ul style="list-style-type: none"> Transit stop will be ADA compliant Improves overall transit ride experience 	<ul style="list-style-type: none"> Requires ROW
	Basic Pedestrian/ Access Management	<ul style="list-style-type: none"> Remove “phantom” driveway adjacent to parcel 1212330 (this driveway does not serve a purpose and dead ends into a lawn) 	NA	NA	None	<ul style="list-style-type: none"> Provides a clear, even path of travel for pedestrians 	
	Basic Pedestrian/ Access Management	<ul style="list-style-type: none"> Consolidate the two driveways serving parcels 1212324 and 1212329 (Renown parking lot) to one driveway 	NA	NA	None	<ul style="list-style-type: none"> Reduces vehicle conflicts on Mill St. Reduces vehicle-pedestrian conflicts on the sidewalk adjacent to the parcels 	<ul style="list-style-type: none"> Requires reconfiguration of the parking lot May cause a loss in parking spaces (parking lot currently has approximately 35 spaces)
	Enhanced Pedestrian	<ul style="list-style-type: none"> Widen sidewalk to include a planting buffer, street furniture, and integrated parking 	NA	NA	None	<ul style="list-style-type: none"> Improves the overall pedestrian environment 	
Mill St./Kirman Ave.	Vehicle	<ul style="list-style-type: none"> Add a single-lane roundabout with northbound right-turn bypass lane 	AM Delay/LOS: 15.4/B PM Delay/LOS: 17.4/B	AM Delay/LOS: 8.9/A PM Delay/LOS: 12.8/B	Yes	<ul style="list-style-type: none"> Improves circulation through the intersection Improves visibility at the intersection 	<ul style="list-style-type: none"> Impacts the building on SW corner of intersection (may require removal of building)
	Vehicle, Bicycle (with road conversion on Mill St.)	<ul style="list-style-type: none"> Reduce the number EB and WB through lanes to one lane in each direction, drop the second WB through lane to a right-turn only lane (change the WB leg to include a left-turn pocket, a through lane, and a right-turn lane) 	AM Delay/LOS: 15.4/B PM Delay/LOS: 17.4/B	AM Delay/LOS: 9.4/A PM Delay/LOS: 11.0/B	None	<ul style="list-style-type: none"> Decreases the overall vehicle delay at the intersection Provides adequate room for bicycle lanes through the intersection 	

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Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes
		<ul style="list-style-type: none"> Add EB bicycle lanes through the intersection 				
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection
	Basic Pedestrian	<ul style="list-style-type: none"> Restripe the crosswalk to the north leg of the intersection 	NA	NA	None	<ul style="list-style-type: none"> Improves visibility/awareness of pedestrians at the intersection
Mill St. – Kirman Ave. to Ryland St.	Transit	<ul style="list-style-type: none"> Add a shelter, bench, and level wheel chair landing to the existing transit stop on the south side of the street Provide adequate space for a wheel chair landing at the existing transit stop on the north side of the street free of any obstructions (i.e. garbage cans, etc.) 	<p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.86/C, WB – 2.67/B</p> <p><u>PM</u> LOS Score/LOS: EB – 3.99/D, WB – 3.84/D</p>	<p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.77/C, WB – 2.67/B</p> <p><u>PM</u> LOS Score/LOS: EB – 3.95/D, WB – 3.84/D</p>	Existing sidewalk is within Pickett Park ROW; wheelchair landing and shelter will require removal of existing landscaping.	<ul style="list-style-type: none"> Transit stops will be ADA compliant Improves overall transit ride experience <ul style="list-style-type: none"> Requires ROW (see ROW Required column)
	Enhanced Pedestrian	<ul style="list-style-type: none"> Add an enhanced crossing treatment (i.e. HAWK signal or stutter flash beacons) to the mid-block crosswalk Add a curb extension on south side of Mill St. at the mid-block crosswalk location 	NA	NA	None	<ul style="list-style-type: none"> Increases the visibility/awareness of pedestrians in the crosswalk Curb extension provides space for bicycle parking Curb extension shortens the crossing distance for pedestrians <ul style="list-style-type: none"> May require removal of on-street parking spaces to make room for the curb extension
	Basic Pedestrian	<ul style="list-style-type: none"> Add a 4' minimum sidewalk in the missing section on the south side of Mill St. 	The portion of the segment without sidewalk has a dirt path adjacent to a large grass area that provides a clear space for walking. The analysis does not account for lack of pavement.	<p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 1.21/A</p> <p><u>PM</u> LOS Score/LOS: EB – 1.07/A</p>	Yes	<ul style="list-style-type: none"> Provides a clear, even path of travel for pedestrians <ul style="list-style-type: none"> Requires ROW Requires removal of trees bordering Pickett Park
	Complete Street	<ul style="list-style-type: none"> Reduce EB travel lanes from two lanes to one lane Add EB bicycle lanes for entire length of segment Add WB bicycle lanes between Renown Regional Way and the driveway west of the hospital helipad Provide 12' outside lanes, 11' inside lanes, 12' TWLTL, 6' bike lanes, and 4' minimum sidewalk 	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: EB – 1.79/A, WB – 1.03/A</p> <p><u>PM</u> LOS Score/LOS: EB – 2.44/B, WB – 1.14/A</p>	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: EB – 1.71/A, WB – 0.36/A</p> <p><u>PM</u> LOS Score/LOS: EB – 2.46/B, WB – 0.46/A</p>	Yes	<ul style="list-style-type: none"> Provides continuous bicycle lanes through entire length of segment <ul style="list-style-type: none"> Reduces EB roadway capacity from two lanes to one lane
Mill St./ Renown Regional Way/Ryland St. (includes Mill St. between Renown Regional Way-Ryland St. and Yori Ave.)	Vehicle	<ul style="list-style-type: none"> Add a roundabout 	<p><u>AM</u> Delay/LOS: 17.1/B</p> <p><u>PM</u> Delay/LOS: 27.4/C</p>	<p><u>AM</u> Delay/LOS: 9.1/A</p> <p><u>PM</u> Delay/LOS: 8.5/A</p>	Yes	<ul style="list-style-type: none"> Improves circulation through the intersection Allows left-turn movements from Ryland St. to Mill St. and Renown Regional Way Allows right-turn movements from Renown Regional Way to Ryland St. Allows right-turn movements from Mill St. to <ul style="list-style-type: none"> Requires right-of-way from Pickett Park Impacts access to a least six parcels on the south side of Mill St./Ryland St.

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						Ryland St.	
	Complete Street (with road conversion on Mill St. west of Ryland St.)	<ul style="list-style-type: none"> Reduce EB (Mill St.) travel lanes on W leg of intersection from two lanes to one lane (as part of the road conversion on Mill St.) Add 5.5' minimum bicycle lanes on the north and south sides of Mill St. west of Renown Regional Way Add a 5.5' minimum bicycle lane on the south side of Mill St. east of Renown Regional Way Convert the sidewalk on the north side of Mill St. east of Renown Regional Way to a 10' minimum shared use path (westbound bicycles/two-way pedestrians) 	<p>Vehicle LOS</p> <p>AM Delay/LOS: 17.1/B</p> <p>PM Delay/LOS: 27.4/C</p> <p>Bicycle LOS</p> <p>See Mill St. – Kirman Ave. to Ryland St. and Mill St. – Ryland St. to Kietzke Ln. segments</p>	<p>Vehicle LOS</p> <p>AM Delay/LOS: 10.3/B</p> <p>PM Delay/LOS: 15.8/B</p> <p>Bicycle LOS</p> <p>See Mill St. – Kirman Ave. to Ryland St. and Mill St. – Ryland St. to Kietzke Ln. segments</p>	Yes	<ul style="list-style-type: none"> Provides continuous bicycle facilities through the intersection Provides a separated path for bicycles and pedestrians away from vehicle traffic 	<ul style="list-style-type: none"> Requires ROW Requires removal of landscaping on the south side of Mill St. Requires reconstruction of sidewalk on the south side on Mill St.
Mill St. – Yori Ave. to Kietzke Ln.	Vehicle	<ul style="list-style-type: none"> Provide 12' outside lanes, 11' inside lanes, and 11' TWLTL 	NA	NA	None	<ul style="list-style-type: none"> Allows space for 4-5.5' bicycle lanes on the north and south sides of roadway if the existing on-street parking is removed on south side of roadway 	<ul style="list-style-type: none"> Requires removal of on-street parking on side of roadway Requires reconstruction of sidewalk and removal of existing landscaping on the north side of the roadway if 5.5' bicycle lanes are included
	Bicycle	<ul style="list-style-type: none"> Add a bicycle lane on the south side of roadway (EB) 	<p>Bicycle LOS</p> <p>AM LOS Score/LOS: EB – 2.70/B</p> <p>PM LOS Score/LOS: EB – 2.97/C</p>	<p>Bicycle LOS</p> <p>AM LOS Score/LOS: EB – 1.33/A</p> <p>PM LOS Score/LOS: EB – 1.60/A</p>	None	<ul style="list-style-type: none"> Provides continuous bicycle lanes along corridor Bicycle lanes can fit within existing pavement section if on-street parking is removed on the south side of Mill St. 	<ul style="list-style-type: none"> Requires removal of on-street parking on south side of roadway Requires reconstruction of sidewalk and removal of existing landscaping on the north side of the roadway if preferred vehicle lane widths are included
	Transit	<ul style="list-style-type: none"> Add a shelter, bench, and level wheel chair landing to the existing transit stop on the south side of the street near Yori Ave. Add a shelter and bench to the existing transit stop on the south side of the street near Kietzke Ln. Add a shelter, bench, and level wheel chair landing to the existing transit stop on the north side of the street near Kietzke Ln. Make the wheel chair landing level, and add a bench to the existing transit stop on the north side of the street near Yori Ave. 	<p>Transit LOS</p> <p>AM LOS Score/LOS: EB – 2.44/B, WB – 2.16/B</p> <p>PM LOS Score/LOS: EB – 3.62/D, WB – 2.84/C</p>	<p>Transit LOS</p> <p>AM LOS Score/LOS: EB – 2.36/B, WB – 2.09/B</p> <p>PM LOS Score/LOS: EB – 3.58/D, WB – 2.79/C</p>	Yes (minor)	<ul style="list-style-type: none"> Transit stop will be ADA compliant Improves overall transit ride experience 	<ul style="list-style-type: none"> Requires ROW Requires removal of existing landscaping
	Enhanced Pedestrian	<ul style="list-style-type: none"> Provide 6' minimum sidewalks on N and S sides of Mill Street 	<p>Pedestrian LOS</p> <p>AM LOS Score/LOS: EB – 2.44/B, WB – 3.16/C</p> <p>PM LOS Score/LOS: EB – 2.93/C, WB – 3.00/C</p>	<p>Pedestrian LOS</p> <p>AM LOS Score/LOS: EB – 2.27/B, WB – 3.04/C</p> <p>PM LOS Score/LOS: EB – 2.76/C, WB – 2.87/C</p>	Yes	<ul style="list-style-type: none"> Improves visibility/awareness of pedestrians 	<ul style="list-style-type: none"> Requires ROW and removal of existing landscaping

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	Enhanced Pedestrian	<ul style="list-style-type: none"> Add an enhanced crossing treatment to the crosswalk at Yori Avenue (i.e. stutter flash beacons) 	NA	NA	None	<ul style="list-style-type: none"> Improves visibility/awareness of pedestrians in the crosswalk 	
	Complete Street	<ul style="list-style-type: none"> Provide 12' outside lanes, 11' inside lanes, and 11' TWLTL Provide 5.5' minimum bicycle lanes on N and S sides on Mill St. Provide 5-6' minimum sidewalks on N and S sides of Mill St. Include improvements listed in the Transit Priority improvements section (above) 	<p><i>Bicycle LOS</i> AM LOS Score/LOS: EB – 2.70/B, WB – 2.34/B</p> <p><i>PM</i> LOS Score/LOS: EB – 2.97/C, WB – 2.26/B</p> <p><i>Pedestrian LOS</i> AM LOS Score/LOS: EB – 2.44/B, WB – 3.16/C</p> <p><i>PM</i> LOS Score/LOS: EB – 2.93/C, WB – 3.00/C</p> <p><i>Transit LOS</i> AM LOS Score/LOS: EB – 2.44/B, WB – 2.16/B</p> <p><i>PM</i> LOS Score/LOS: EB – 3.62/D, WB – 2.84/C</p>	<p><i>Bicycle LOS</i> AM LOS Score/LOS: EB – 1.83/A, WB – 2.12/B</p> <p><i>PM</i> LOS Score/LOS: EB – 1.60/A, WB – 2.04/B</p> <p><i>Pedestrian LOS</i> AM LOS Score/LOS: EB – 2.26/B, WB – 3.01/C</p> <p><i>PM</i> LOS Score/LOS: EB – 2.75/C, WB – 2.85/C</p> <p><i>Transit LOS</i> AM LOS Score/LOS: EB – 2.33/B, WB – 2.07/B</p> <p><i>PM</i> LOS Score/LOS: EB – 3.55/D, WB – 2.76/C</p>	Yes	<ul style="list-style-type: none"> Provides continuous transportation networks for all modes of transportation 	<ul style="list-style-type: none"> Requires removal of on-street parking on south side of roadway Requires ROW Requires removal of existing landscaping Requires sidewalk reconstruction
Mill St./Kietzke Ln.	Vehicle	<ul style="list-style-type: none"> Optimize signal timing (maintain coordination with US 395 Ramps and Terminal Way intersections) Add a second (dual) EB left-turn lane Extend EB right-turn pocket length to at least 200' Provide 12' outside lanes, 11' inside lanes, and 11' turn lanes Maintain existing bicycle lanes where possible Provide better lane alignment through intersection 	<p>AM Delay/LOS: 31.0/C</p> <p>PM Delay/LOS: 97.1/F</p>	<p>AM Delay/LOS: 29.0/C</p> <p>PM Delay/LOS: 46.7/D</p>	Yes	<ul style="list-style-type: none"> Improves intersection LOS to acceptable levels Decreases delay at Mill Street/Yori Street and Mill Street/Golden Lane intersections during the PM peak hour 	<ul style="list-style-type: none"> Requires sidewalk reconstruction on west leg (N and S sides of roadway) and east leg of intersection (N side) Requires removal of on-street parking spaces on west leg of intersection Removal of a short segment of WB bicycle lane on the west leg of the intersection would minimize ROW needed
	Bicycle	<ul style="list-style-type: none"> Add 5.5' minimum EB and WB bicycle lanes through the intersection 	<p><i>Bicycle LOS</i> See Mill St. – Yori Ave. to Kietzke Ln. and Mill St. – Kietzke Ln. to Golden Ln. segments</p>	<p><i>Bicycle LOS</i> See Mill St. – Yori Ave. to Kietzke Ln. and Mill St. – Kietzke Ln. to Golden Ln. segments</p>	Yes	<ul style="list-style-type: none"> Provides continuous bicycle lanes along the corridor Increases awareness of bicycles through the intersection 	<ul style="list-style-type: none"> Requires ROW
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection 	
	Access Management	<ul style="list-style-type: none"> Remove the eastern most driveway (closest to the intersection) serving parcel 1305226 	NA	NA	None	<ul style="list-style-type: none"> Reduces vehicle conflicts on Mill St. Reduces vehicle-pedestrian conflicts on the 	<ul style="list-style-type: none"> Restricts access to the parcels May inhibit circulation (including truck

NEAR TERM IMPROVEMENT SUMMARY

Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes	
		<ul style="list-style-type: none"> on the south side of Mill St. Remove the western most driveway (closest to the intersection) serving parcel 1308129 on the south side of Mill St. 				sidewalk adjacent to the parcels	circulation) through the parcels
	Complete Street	<ul style="list-style-type: none"> Optimize signal timing (maintain coordination with US 395 Ramps and Terminal Way intersections) Add a second (dual) EB left-turn lane Extend EB right-turn pocket length to at least 200' Provide 12' outside lanes, 11' inside lanes, and 11' turn lanes Provide better lane alignment through intersection Provide 5.5' minimum bicycle lanes on N and S sides on Mill St. Provide 5' minimum sidewalks on N and S sides of Mill St. 	<p><i>Vehicle LOS</i> See Vehicle Priority LOS results</p> <p><i>Bicycle LOS & Pedestrian LOS</i> See Mill St. – Ryland St. to Kietzke Ln. and Mill St. – Kietzke Ln. to Golden Ln. segments</p>	<p><i>Vehicle LOS</i> See Vehicle Priority LOS results</p> <p><i>Bicycle LOS & Pedestrian LOS</i> See Mill St. – Ryland St. to Kietzke Ln. and Mill St. – Kietzke Ln. to Golden Ln. segments</p>	Yes	<ul style="list-style-type: none"> Provides improved LOS for all modes of travel 	
Mill St. – Kietzke Ln. to Golden Ln.	Bicycle	<ul style="list-style-type: none"> Provide a 5.5' minimum bicycle lane on the north side of the road 	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: WB – 3.55/D</p> <p><u>PM</u> LOS Score/LOS: WB – 3.49/C</p>	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: WB – 1.48/A</p> <p><u>PM</u> LOS Score/LOS: WB – 2.26/B</p>	Yes	<ul style="list-style-type: none"> Provides continuous bicycle lanes along the corridor 	<ul style="list-style-type: none"> Requires ROW on north side of street
	Vehicle	<ul style="list-style-type: none"> Provide 12' outside lanes, 11' inside lanes, and 11' TWLTL and turn lanes 	NA	NA	None	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Requires removal of on-street parking on south side of roadway to maintain existing 5-6' bicycle lanes
	Transit	<ul style="list-style-type: none"> Add a shelter and bench to the existing transit stop on the south side of the street (EB) Add a shelter, bench, and level wheel chair landing to the existing transit stop on the north side of the street (WB) 	<p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.29/B, WB – 3.04/C</p> <p><u>PM</u> LOS Score/LOS: EB – 3.60/D, WB – 4.03/D</p>	<p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.08/B, WB – 2.95/C</p> <p><u>PM</u> LOS Score/LOS: EB – 3.46/C, WB – 3.96/D</p>	None	<ul style="list-style-type: none"> Transit stop will be ADA compliant Improves overall transit ride experience 	
	Enhanced Pedestrian	<ul style="list-style-type: none"> Provide 5' sidewalks on N and S sides of Mill Street 	<p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.68/B, WB – 2.89/C</p> <p><u>PM</u> LOS Score/LOS: EB – 3.20/C, WB – 2.78/C</p>	<p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.51/B, WB – 2.66 /C</p> <p><u>PM</u> LOS Score/LOS: EB – 3.03/C, WB – 2.55/B</p>	None	<ul style="list-style-type: none"> Improves visibility/awareness of pedestrians 	
	Enhanced Pedestrian	<ul style="list-style-type: none"> Add a crosswalk and paved median (refuge island) on the Sunshine Ln. at Mill St. 	NA	NA	None	<ul style="list-style-type: none"> Improves visibility/awareness of pedestrians at the intersection Paved median allows pedestrian to safely cross in two stages 	<ul style="list-style-type: none"> Crosswalk will move the vehicle stop bar back by approximately 10' making the distance for turning vehicles shorter

NEAR TERM IMPROVEMENT SUMMARY

Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes
	Complete Street	<ul style="list-style-type: none"> Provide 12' outside lanes, 11' inside lanes, and 11' TWLTL Provide 5.5' minimum bicycle lanes on N and S sides on Mill St. Provide 5-6' minimum sidewalks on N and S sides of Mill St. Include improvements listed in the Transit Priority improvements section (above) 	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: EB – 1.48/A, WB – 3.55/D</p> <p><i>PM</i> LOS Score/LOS: EB – 1.72/A, WB – 3.49/C</p> <p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.68/B, WB – 2.89/C</p> <p><i>PM</i> LOS Score/LOS: EB – 3.20/C, WB – 2.78/C</p> <p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.29/B, WB – 3.04/C</p> <p><i>PM</i> LOS Score/LOS: EB – 3.60/D, WB – 4.03/D</p>	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: EB – 1.83/A, WB – 1.26/A</p> <p><i>PM</i> LOS Score/LOS: EB – 2.07/C, WB – 1.19/A</p> <p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.53/B, WB – 2.12/B</p> <p><i>PM</i> LOS Score/LOS: EB – 3.05/C, WB – 2.03/B</p> <p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.06/B, WB – 2.83/C</p> <p><i>PM</i> LOS Score/LOS: EB – 3.44/C, WB – 3.85/D</p>	Yes	<ul style="list-style-type: none"> Provides continuous transportation networks for all modes of transportation Requires removal of on-street parking on south side of roadway
Mill St./Golden Ln.	Enhanced Pedestrian	<ul style="list-style-type: none"> Provide a pedestrian crossing across Mill Street (i.e. an overcrossing or at-grade crosswalk with an enhanced crossing treatment such as a HAWK signal) Add a crosswalk to the north leg (Golden Ln.) of the intersection 	NA	NA	Overcrossing: Yes At-Grade Crossing: None	<ul style="list-style-type: none"> Provides a crossing treatment for pedestrians across Mill St. between Kietzke Ln. and US 395 Prevents jaywalking across Mill St. at this location Increases safety for pedestrians crossing Mill St. and Golden Ln. Provides a continuous pedestrian network along the corridor High vehicle volumes require enhanced crossing treatment for pedestrian safety Pedestrian crossing may cause addition vehicle delay on Mill Street Pedestrian overcrossing may require ROW
Mill St. – Golden Ln. to US 395 SB Ramps	Basic Pedestrian	<ul style="list-style-type: none"> Add a 4' minimum sidewalk on the north side of Mill St. (a wider sidewalk will impact residential parcels of vehicle lanes and bicycle lanes) Remove utility poles in walkway 	<p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: WB – N/A/F</p> <p><i>PM</i> LOS Score/LOS: WB – N/A/F</p>	<p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: WB – 3.34/C</p> <p><i>PM</i> LOS Score/LOS: WB – 3.11/C</p>	Yes	<ul style="list-style-type: none"> Provides a continuous pedestrian network along the corridor *Required ROW is outside of residential parcel fences Upgrades pedestrian walkway to be ADA compliant
	Enhanced Pedestrian	<ul style="list-style-type: none"> Provide 6' sidewalks on N and S sides of Mill Street Remove utility poles in walkway 	<p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.26/B, WB – N/A/F</p> <p><i>PM</i> LOS Score/LOS: EB – 2.75/C, WB – N/A/F</p>	<p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.11/B, WB – 3.17/C</p> <p><i>PM</i> LOS Score/LOS: EB – 2.60/B, WB – 2.94/C</p>	Yes	<ul style="list-style-type: none"> Provides a continuous pedestrian network along the corridor *Required ROW is outside of residential parcel fences Upgrades pedestrian walkway to be ADA compliant Requires ROW and portions of the adjacent residential parcels
	Vehicle	<ul style="list-style-type: none"> Provide 12' outside lanes, 11' inside lanes, and 11' TWLTL and turn lanes 	NA	NA	None	<ul style="list-style-type: none"> If on-street parking is removed, wider vehicle lanes, bicycle lanes, or a bicycle lane buffer can be provided Requires removal of on-street parking on south side of roadway to maintain existing bicycle lanes

NEAR TERM IMPROVEMENT SUMMARY

Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes	
	Transit	<ul style="list-style-type: none"> Add a shelter, bench, and level wheel chair landing to the existing transit stop on the north side of the street (WB) 	<p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: WB – 2.17/B</p> <p><u>PM</u> LOS Score/LOS: WB – 3.43/C</p>	<p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: WB – 1.94/A</p> <p><u>PM</u> LOS Score/LOS: WB – 3.27/C</p>		<ul style="list-style-type: none"> Transit stop will be ADA compliant Improves overall transit ride experience 	
	Complete Street	<ul style="list-style-type: none"> Provide 12' outside lanes, 11' inside lanes, and 11' TWLTL and turn lanes Add 6' sidewalk on north side street Remove utility poles in walkway Provide 5.5' minimum bicycle lanes Add a shelter, bench, and level wheel chair landing to the existing transit stop on the north side of the street (WB) 	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: EB – 0.52/A, WB – 1.59/A</p> <p><u>PM</u> LOS Score/LOS: EB – 0.78/A, WB – 1.50/A</p> <p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.26/B, WB – NAF</p> <p><u>PM</u> LOS Score/LOS: EB – 2.75/C, WB – NAF</p> <p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: WB – 2.17/B</p> <p><u>PM</u> LOS Score/LOS: WB – 3.43/C</p>	<p><i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: EB – 1.00/A, WB – 1.35/A</p> <p><u>PM</u> LOS Score/LOS: EB – 1.26/A, WB – 1.26/A</p> <p><i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: EB – 2.27/B, WB – 3.14/C</p> <p><u>PM</u> LOS Score/LOS: EB – 2.76/C, WB – 2.92/C</p> <p><i>Transit LOS</i> <u>AM</u> LOS Score/LOS: WB – 1.95/B</p> <p><u>PM</u> LOS Score/LOS: WB – 3.28/C</p>	Yes	<ul style="list-style-type: none"> Provides continuous transportation networks for all modes of transportation 	<ul style="list-style-type: none"> Requires removal of on-street parking on south side of roadway to accommodate wider vehicle and bicycle lanes
Mill St./US 395 SB Ramps	Vehicle	<ul style="list-style-type: none"> Optimize signal timing (maintain coordination with Kietzke Ln, US 395 NB Ramps, and Terminal Way intersections) Add EB right-turn pocket (at least 300' long) 	<p><u>AM</u> Delay/LOS: 64.0/E</p> <p><u>PM</u> Delay/LOS: 49.7/D</p>	<p><u>AM</u> Delay/LOS: 59.3/E</p> <p><u>PM</u> Delay/LOS: 18.1/B</p>	Yes	<ul style="list-style-type: none"> Decreases max./avg. queues by: EB = Decreases delay at <i>Mill Street/Golden Lane</i> intersection 	<ul style="list-style-type: none"> Requires ROW and sidewalk reconstruction on west leg of intersection Requires removal of on-street parking spaces on west leg of intersection
	Basic Pedestrian	<ul style="list-style-type: none"> Provide ADA compliant curb ramps at all crossing locations 	NA	NA	None	<ul style="list-style-type: none"> Provides ADA accessible path 	
	Enhanced Pedestrian	<ul style="list-style-type: none"> Provide a pedestrian walkway adjacent to (but separated from) the SB on-ramp that connects Mill St. to Market St. 	NA	NA	Walkway can be constructed outside of parcel fence line, but will require NDOT ROW (amount depends on width and alignment of walkway)	<ul style="list-style-type: none"> Provides a connection between Mill St. and Market St. May be beneficial for students walking between the Reno-Sparks Indian Colony and Wooster High School 	<ul style="list-style-type: none"> Requires NDOT ROW
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection 	
	Complete Street	<ul style="list-style-type: none"> Optimize signal timing (maintain coordination with Kietzke Ln, US 395 NB Ramps, and Terminal Way intersections) 	<p><i>Vehicle LOS</i> See Vehicle Priority LOS results</p>	<p><i>Vehicle LOS</i> See Vehicle Priority LOS results</p>	Yes	<ul style="list-style-type: none"> Reduces EB queue and reduces impacts on adjacent intersections 	

NEAR TERM IMPROVEMENT SUMMARY						
Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes
		<ul style="list-style-type: none"> Add EB right-turn pocket (at least 300' long) Provide 12' outside lanes, 11' inside lanes, and 11' TWLTL and turn lanes Provided 5.5' minimum bicycle lanes Provide 5' minimum sidewalks 	Bicycle LOS & Pedestrian LOS See Mill St. –Golden Ln. to US 395 SB Ramps segment	Bicycle LOS & Pedestrian LOS See Mill St. –Golden Ln. to US 395 SB Ramps segment		
Mill St. – US 395 SB Ramps to US 395 NB Ramps	Basic Pedestrian	<ul style="list-style-type: none"> Provide 4' minimum sidewalk on the north side of Mill St. between the US 395 NB Ramps and the Grand Sierra/Fire Station Driveway Remove/relocate utility poles, signs, and other obstructions (planters, tires, etc.) in the walkway Remove/relocate the fire hydrant in the walkway or provide a clear path around the obstruction 	Pedestrian LOS *Segment with missing sidewalk operates at LOS F	Pedestrian LOS AM LOS Score/LOS: WB – 2.29/B PM LOS Score/LOS: WB – 2.48/B	None	<ul style="list-style-type: none"> Provides a continuous pedestrian network along the corridor Provides a clear pedestrian path meeting ADA standards
	Basic Pedestrian/ Access Management	<ul style="list-style-type: none"> Consolidate the two driveways serving parcel 1222020 on the north side of Mill St. to one driveway Provide distinct driveways to parcel 1222307 designed to City of Reno standards and ADA compliance 	NA	NA	None	<ul style="list-style-type: none"> Reduces vehicle conflicts on Mill St. Reduces vehicle-pedestrian conflicts on the sidewalk adjacent to the parcels
Mill St./US 395 NB Ramps	Vehicle	<ul style="list-style-type: none"> Optimize signal timing (maintain coordination with Kietzke Ln, US 395 SB Ramps, and Terminal Way intersections) Add a second WB left-turn lane 	AM Delay/LOS: 29.5/C PM Delay/LOS: 44.8/D	AM Delay/LOS: 27.7/C PM Delay/LOS: 27.8/C	Yes	<ul style="list-style-type: none"> Improves vehicle LOS at the intersection
	Basic Pedestrian	<ul style="list-style-type: none"> Provide ADA compliant curb ramps at all crossing locations Remove/relocate the utility poles on the NW corner of the intersection 	NA	NA	None	<ul style="list-style-type: none"> Provides a continuous pedestrian network along the corridor Provides a clear pedestrian path meeting ADA standards
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection
Mill St. – US 395 NB Ramps to Terminal Way	Basic Pedestrian	<ul style="list-style-type: none"> Provide a 4' minimum sidewalk on the north side of the street Provide a 4' minimum sidewalk on the south side of the street between Matley Ln. and Terminal Way Remove/relocate utility poles and sign poles in walkway, or provide a clear path (36" minimum) around the obstruction Consolidate 	Pedestrian LOS AM LOS Score/LOS: WB – 2.62/B, EB – 2.90/C PM LOS Score/LOS: WB – 3.14/C, EB – 2.69/B * Segments with missing sidewalk still provides a clear path of travel and therefore do not operate at LOS F	Pedestrian LOS AM LOS Score/LOS: WB – 2.62/B, EB – 2.90/C PM LOS Score/LOS: WB – 3.14/C, EB – 2.69/B	Yes	<ul style="list-style-type: none"> Provides a continuous pedestrian network along the corridor Provides a clear pedestrian path meeting ADA standards
	Bicycle	<ul style="list-style-type: none"> Provide 5.5' minimum bicycle lanes 	Bicycle LOS AM	Bicycle LOS AM	None	<ul style="list-style-type: none"> Provides continuous bicycle lanes along the

NEAR TERM IMPROVEMENT SUMMARY						
Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes
			LOS Score/LOS: WB – 2.65/B, EB – 2.04/B PM LOS Score/LOS: WB – 2.32/B, EB – 2.01/B	LOS Score/LOS: WB – 1.96/A, EB – 1.82/A PM LOS Score/LOS: WB – 1.90/A, EB – 1.80/A		corridor
	Transit	<ul style="list-style-type: none"> Add a shelter and bench to the existing transit stop on the south side of the roadway Add a shelter, bench, and level wheel chair landing to the transit stop on the north side of the roadway 	<i>Transit LOS</i> AM LOS Score/LOS: EB – 3.19/C, WB – 2.71/C PM LOS Score/LOS: EB – 3.91/D, WB – 4.14/D	<i>Transit LOS</i> AM LOS Score/LOS: EB – 3.11/C, WB – 2.48/B PM LOS Score/LOS: EB – 3.83/D, WB – 4.08/D	None	<ul style="list-style-type: none"> Transit stop will be ADA compliant Improves overall transit ride experience
	Access Management	<ul style="list-style-type: none"> Remove the curb ramp in the middle of parcel 1222021 on the north side on Mill St. 	NA	NA	None	<ul style="list-style-type: none"> Provides a clear, even path of travel for pedestrians
	Access Management	<ul style="list-style-type: none"> Provide distinct driveways on the south side of Mill St. designed to City of Reno standards and ADA compliance 	NA	NA	None	<ul style="list-style-type: none"> Reduces vehicle conflicts on Mill St. Reduces vehicle-pedestrian conflicts on the sidewalk adjacent to the parcels Provides a clear, even path of travel for pedestrians
Mill St./ Terminal Way	Vehicle	<ul style="list-style-type: none"> Optimize signal timing (maintain coordination with Kietzke Ln. and US 395 Ramps intersections) Add a second (dual) EB left-turn lane Provide 12' outside lanes, 11' inside lanes, and 11' turn lanes Maintain bicycle lanes where possible Provide a better alignment for the SB right-turn pocket Install new signal heads to align over each travel lane 	AM Delay/LOS: 40.1/D PM Delay/LOS: 76.6/E	AM Delay/LOS: 25.9/C PM Delay/LOS: 33.8/C	Yes	<ul style="list-style-type: none"> Improves LOS to an acceptable level during the PM peak hour Requires ROW on west leg of intersection
	Bicycle	<ul style="list-style-type: none"> Provide 5.5' minimum EB and WB bicycle lanes through the intersection 	<i>Bicycle LOS</i> See Mill St. – US 395 NB Ramps to Terminal Way segment	<i>Bicycle LOS</i> See Mill St. – US 395 NB Ramps to Terminal Way segment	Yes	<ul style="list-style-type: none"> Provides continuous bicycle lanes along the corridor Increases awareness of bicycles through the intersection Requires ROW
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection
	Complete Street	<ul style="list-style-type: none"> Optimize signal timing (maintain coordination with US 395 Ramps and Kietzke Ln. intersections) Add a second (dual) EB left-turn lane Provide 12' outside lanes, 11' inside lanes, and 11' turn lanes 	<i>Vehicle LOS</i> See Vehicle Priority LOS results <i>Bicycle LOS & Pedestrian LOS</i> See Mill St. – US 395 NB Ramps to Terminal Way	<i>Vehicle LOS</i> See Vehicle Priority LOS results <i>Bicycle LOS & Pedestrian LOS</i> See Mill St. – US 395 NB Ramps to Terminal Way	Yes	<ul style="list-style-type: none"> Improves LOS for multiple modes of transportation Requires ROW

NEAR TERM IMPROVEMENT SUMMARY						
Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes
		<ul style="list-style-type: none"> Add 5.5' minimum EB and WB bicycle lanes through the intersection Provide 5' minimum sidewalks on N and S sides of Mill St. and E and W sides of Terminal Way 	segment	segment		
Terminal Way – Mill St. to Vassar St.	Complete Street	<ul style="list-style-type: none"> Reduce the vehicle travel lanes to one lane in each direction with a TWLTL Add buffered bicycle lanes to both sides of Terminal Way Add curb extensions at intersections and crosswalks Add a midblock crosswalk with enhanced crossing treatment (i.e. stutter flash beacons) and curb extensions between Mill St. and Villanova Widen sidewalks to a minimum of 5-6' with landscaped buffer 	<i>Vehicle LOS</i> <u>Daily</u> LOS B <i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 1.29/A, NB – 1.51/A <u>PM</u> LOS Score/LOS: SB – 1.06/A, NB – 1.61/A <i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.12/B, NB – 2.38/B <u>PM</u> LOS Score/LOS: SB – 2.16/B, NB – 2.86/B	<i>Vehicle LOS</i> <u>Daily</u> LOS C <i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 0.68/A, NB – 0.69/A <u>PM</u> LOS Score/LOS: SB – 0.46/A, NB – 0.79/A <i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.28/B, NB – 2.35/B <u>PM</u> LOS Score/LOS: SB – 2.47/B, NB – 3.49/C	None	<ul style="list-style-type: none"> Improves pedestrian and bicycle conditions Significantly reduces vehicle capacity and may reduce ease of circulation for heavy vehicles
	Access Management	<ul style="list-style-type: none"> Consolidate driveways Narrow extra-wide driveway (Carl's office furniture) 	NA	NA	None	<ul style="list-style-type: none"> Improves access management leading to improved safety conditions Reduces parcel access
Terminal Way/ Vassar St.	Vehicle, Bicycle (with road conversion on Terminal Way)	<ul style="list-style-type: none"> Reduce NB and SB travel lanes to include a left-turn pocket and shared through/right-turn lane Add buffered bicycle lanes through the intersection 	<u>AM</u> Delay/LOS: 9.9/A <u>PM</u> Delay/LOS: 12.3/B	<u>AM</u> Delay/LOS: 11.0/B <u>PM</u> Delay/LOS: 18.4/B	None	<ul style="list-style-type: none"> Provides adequate room for bicycle lanes through the intersection Maintains acceptable vehicle level of service
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection
Terminal Way – Vassar St. to Villanova Dr.	Bicycle	<ul style="list-style-type: none"> Provide 5.5' minimum bicycle lanes on the east and west sides of Terminal Way north of Villanova Dr. 	<i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 1.42/A, NB – 1.47/A <u>PM</u> LOS Score/LOS: SB – 1.62/A, NB – 1.71/A	<i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 1.42/A, NB – 1.47/A <u>PM</u> LOS Score/LOS: SB – 1.62/A, NB – 1.71/A	None	<ul style="list-style-type: none"> Improved bicycle conditions Reduces vehicle travel lanes
	Complete Street	<ul style="list-style-type: none"> Reduce vehicle travel lanes to one lane in each direction with a TWLTL Add buffered bicycle lanes to both sides of Terminal Way Add curb extensions at intersections and crosswalks 	<i>Vehicle LOS</i> <u>Daily</u> LOS B <i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS:	<i>Vehicle LOS</i> <u>Daily</u> LOS C <i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS:	None	<ul style="list-style-type: none"> Improves bicycle environment on street Improves safety for pedestrians at crosswalks Significantly reduces vehicle capacity and may reduce ease of circulation for heavy vehicles

NEAR TERM IMPROVEMENT SUMMARY						
Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes
		<ul style="list-style-type: none"> Widen sidewalks to a minimum of 5-6' with landscaped buffer 	SB – 1.42/A, NB – 1.47/A <u>PM</u> LOS Score/LOS: SB – 1.62/A, NB – 1.71/A <i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.29/B, NB – 2.38/B <u>PM</u> LOS Score/LOS: SB – 2.51/B, NB – 2.74/B	SB – 0.81/A, NB – 0.86/A <u>PM</u> LOS Score/LOS: SB – 1.01/A, NB – 1.10/A <i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.38/B, NB – 2.62/B <u>PM</u> LOS Score/LOS: SB – 2.82/C, NB – 3.13/C		
Terminal Way/ Villanova Dr.	Vehicle, Bicycle (with road conversion on Terminal Way)	<ul style="list-style-type: none"> Reduce NB and SB travel lanes to include a left-turn pocket and shared through/right-turn lane Add buffered bicycle lanes through the intersection 	<u>AM</u> Delay/LOS: 5.3/A <u>PM</u> Delay/LOS: 5.7/A	<u>AM</u> Delay/LOS: 6.7/A <u>PM</u> Delay/LOS: 7.9/A	None	<ul style="list-style-type: none"> Provides adequate room for bicycle lanes through the intersection Maintains acceptable vehicle level of service
	Bicycle	<ul style="list-style-type: none"> Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> Provides more efficient travel for bicyclists through the intersection
Terminal Way – Villanova Dr. to Plumb Ln.	Complete Street	<ul style="list-style-type: none"> Reduce vehicle travel lanes to one lane in each direction with a TWLTL Add buffered bicycle lanes to both sides of Terminal Way Add curb extensions at intersections and crosswalks Add curb extensions at intersections and the midblock crosswalk between the hotel and airport Widen sidewalks to a minimum of 5-6' with landscaped buffer 	<i>Vehicle LOS</i> <u>Daily</u> LOS B <i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.29/B, NB – 3.14/C <u>PM</u> LOS Score/LOS: SB – 2.53/B, NB – 3.29/C <i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.07/B, NB – 2.55/B <u>PM</u> LOS Score/LOS: SB – 2.22/B, NB – 2.75/B	<i>Vehicle LOS</i> <u>Daily</u> LOS C <i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 0.24/A, NB – 0.95/A <u>PM</u> LOS Score/LOS: SB – 0.48/A, NB – 1.10/A <i>Pedestrian LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.08/B, NB – 2.73/B <u>PM</u> LOS Score/LOS: SB – 2.46/B, NB – 3.13/C	None	<ul style="list-style-type: none"> Improves bicycle environment on street Improves safety for pedestrians at crosswalks
	Bicycle	<ul style="list-style-type: none"> Add 5.5' minimum bicycle lanes on the east and west sides of the roadway 	<i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 2.29/B, NB – 3.14/C <u>PM</u> LOS Score/LOS: SB – 2.53/B, NB – 3.29/C	<i>Bicycle LOS</i> <u>AM</u> LOS Score/LOS: SB – 0.85/A, NB – 1.56/A <u>PM</u> LOS Score/LOS: SB – 1.09/A, NB – 1.71/A	None - *Does not exceed amount of ROW currently taken	<ul style="list-style-type: none"> Improves bicycle environment on street
	Enhanced Pedestrian/ Bicycle	<ul style="list-style-type: none"> Add curb extensions at intersections and the midblock crosswalk between the hotel and airport Add enhanced crossing treatment for 	NA	NA	Yes (minor)	<ul style="list-style-type: none"> Improves visibility and safety for pedestrians Provides clear direction for bicyclists and pedestrians into the airport

NEAR TERM IMPROVEMENT SUMMARY

Location/Intersection	Priority	Proposed Improvements	Existing Operations ¹	Existing Plus Improvement Operations ¹	Right-of-Way Required ²	Benefits/Constraints Notes
		pedestrians and bicyclists (HAWK or bike/ped signal) <ul style="list-style-type: none"> • Add signage and wayfinding for pedestrians and bicyclists into the airport • Provide a “cut-through” between the Terminal Way crosswalk and hotel parking lot for pedestrians; remove one parking space from the hotel parking lot to provide access between the crosswalk and parking lot • Improve the walkway into the airport to accommodate bicycles and pedestrians (preferred 12’ width) • Airport: designate bicycle parking area near the path into airport 				pathway between crosswalk and hotel parking lot
Terminal Way/ Plumb Ln.	Bicycle	<ul style="list-style-type: none"> • Add bicycle lanes through intersection 	<i>Bicycle LOS</i> See Terminal Way – Villanova Dr. to Plumb Ln. segment	<i>Bicycle LOS</i> See Terminal Way – Villanova Dr. to Plumb Ln. segment	None - *Does not exceed amount of ROW currently taken	<ul style="list-style-type: none"> • Provides continuous bicycle lanes
	Bicycle	<ul style="list-style-type: none"> • Add loop detection for bicycles 	NA	NA	None	<ul style="list-style-type: none"> • Provides more efficient travel for bicyclists through the intersection
	Complete Street	<ul style="list-style-type: none"> • Reduce the NB and SB through lanes to one lane in each direction (change SB right-turn lane to a right-turn pocket, change the second NB through into a right-turn drop lane) 	<u>AM</u> Delay/LOS: 20.1/C <u>PM</u> Delay/LOS: 25.0/C	<u>AM</u> Delay/LOS: 16.9/B <u>PM</u> Delay/LOS: 41.5/D	None	<ul style="list-style-type: none"> • Provides room for bicycle lanes through the intersection




Notes: EB = eastbound, WB = westbound, NB = northbound, SB = southbound, E = east, W = west, N = north, S = south, sf = square feet, TWLTL = two-way left-turn lane, ROW = right-of-way
¹ Vehicle operations include peak hour delay and LOS, and daily LOS. Peak hour delay is reported in seconds per vehicle for the overall intersection for signalized intersections, and the overall intersection (worst movement) for unsignalized intersections. Daily LOS is determined based on daily traffic volumes. **Bold** indicates unacceptable operations.
² Preferred Lane Widths include minimum 12 foot outside lanes, 11 foot inside lanes, 11 foot two-way left-turn lanes and turn lanes/pockets, and proper lane alignment through intersections.
³ Improvements do not consider additional through travel lanes on Mill Street or Terminal Way (i.e. Mill Street and Terminal Way remain 2 to 4 lane roadways).

Source: Fehr & Peers, 2012

Do you think the preferred alternative should include...:






1. ...a road conversion ("diet") on Mill St. from Lake St. to Kirman Ave. (1 travel lane in each direction with a center turn lane).? The existing daily volume is 9,400 and the 2030 forecast daily volume is 11,370.

		Response Percent	Response Count
Yes		70.0%	7
No		10.0%	1
Maybe (I need more info)		20.0%	2
		Comments	1
		answered question	10
		skipped question	1

Comments:

- The volume between Wells and Kirman seems higher.
- The existing daily volume is estimated as 9,400 and the 2030 volume is 11,400. Based on the trends, the highest daily volume over the last ten years was 11,350 in 2005.



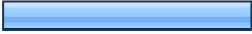
2. ...a road conversion ("diet") on Mill St. from Kirman Ave. to Ryland Ave. (1 travel lane eastbound, 2 travel lanes westbound, center turn lane)? The existing daily volume is 12,000 and the 2030 forecast daily volume is 14,500.

		Response Percent	Response Count
Yes		45.5%	5
No		9.1%	1
Maybe (I need more info)		45.5%	5
	Comments		2
answered question			11
skipped question			0

Comments:

- Is Renown ok with proposed configuration?
- Need to discuss impact on emergency vehicle egress to Renown Health, study and model.
- The center left turn lane and 2nd westbound travel lane will remain to provide emergency vehicle access to Renown. Based on data from REMSA, monthly transports to Renown range between 1,500 to 2,000, or approximately 50-65 per day.




3. ...a road conversion ("diet") on Terminal Way from Mill St. to Plumb Lane (1 travel lane in each direction with a center turn lane).? The existing daily volume is 11,000 and the 2030 forecast daily volume is 14,600.

		Response Percent	Response Count
Yes		36.4%	4
No		27.3%	3
Maybe (I need more info)		36.4%	4
		Comments	1
		answered question	11
		skipped question	0

Comments:

- Need to be cautious of heavy turning movements at driveways close to signalized intersections (Mill & Terminal)
- The preferred alternative includes reconstructing the driveway on the east side of Terminal, just south of Mill Street and consolidating the driveways on the south side of Mill Street just west of Terminal.

4. ...a roundabout at the Mill St./Holcomb Ave. intersection? Existing LOS: AM - A; PM - A. Future LOS: AM - A; PM - A. Right-of-way Impact: 600 sq.ft. on north side of intersection, 200 sq. ft on southwest corner, full take of APN 1213407 (building demo).

		Response Percent	Response Count
Yes		63.6%	7
No		27.3%	3
Maybe (I need more info)		9.1%	1
		Comments	0
answered question			11



5. ...a roundabout at the Mill St./Kirman Ave. intersection? Existing LOS: AM - B; PM - B. Future LOS: AM - B; PM - B. Right-of-way Impact: Full take of APN 1214361 (building demo southwest corner). Public comment supports this improvement. The roundabout would improve the skew in the intersection and improve conditions for large vehicles.

		Response Percent	Response Count
Yes		60.0%	6
No		10.0%	1
Maybe (I need more info)		30.0%	3
	Comments		2
	answered question		10
	skipped question		1

Comments:

- May be a problem with heavy pedestrian traffic at this location?
- Single lane roundabouts have been shown to provide less exposure for pedestrians because they can cross one travel lane at a time.
- Need to evaluate access impact to emergency services at Renown, both public and private. Full take of 890 Mill St. may not be practical. Need to study and model.
- REMSA is reviewing conceptual design and will provide feedback. General concern with roundabouts is that motorist stop in the middle of the circulating roadway and block the intersection.

6. ...a roundabout at the Mill St./Ryland Ave./Renown Regional Way intersection? Existing LOS: AM - B; PM -C. Future LOS: AM - B; PM - F (due to Ryland approach). Right-of-way Impact: Full take of 7 parcels.

		Response Percent	Response Count
Yes		70.0%	7
No		0.0%	0
Maybe (I need more info)		30.0%	3
		Comments	0
		answered question	10
		skipped question	1

7. Do you think the preferred alternative should include widened sidewalks and buffers (landscaped/hardscaped) on Mill St. from Lake St. to Kirman Ave.? On-street parking would be integrated into the buffer area, some on-street spaces would be removed.

		Response Percent	Response Count
Yes		54.5%	6
No		9.1%	1
Maybe (I need more info)		36.4%	4
	Comments		1
	answered question		11
	skipped question		0

Comments:

- No opinion, as no one knows how the area may develop

8. Do you think continuous bike lanes should be provided on Mill St. from Ryland Ave. to Kietzke Ln. if we have to reduce vehicle travel lanes to 11-feet to accommodate the bike lanes?

		Response Percent	Response Count
Yes		63.6%	7
No		18.2%	2
Maybe (I need more info)		18.2%	2
	Comments		0
	answered question		11
	skipped question		0