



**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING AGENDA**

**Wednesday, December 4, 2019 at 5:30 pm
Regional Transportation Commission
1st Floor Conference Room
1105 Terminal Way, Reno NV 89502**

I. The Regional Transportation Commission 1st floor conference room 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 RTC Metropolitan Planning at 775-348-0480. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.

II. The Citizens Multimodal Advisory Committee (CMAC) has a standing item for accepting Public Comment on topics relevant to the RTC CMAC that are not included on the agenda. No action may be taken on a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action will be taken. For specific items on the CMAC agenda, public comment will be taken at the time the item is discussed. Individuals providing public comment 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 CMAC as a whole and not to individual members.

III. The CMAC 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.

ITEM 1 Approval of Agenda (*For Possible Action*)

ITEM 2 Public Comment - *please read paragraph II near the top of this page*

ITEM 3 Approval of the November 6, 2019 Meeting Minutes (*For Possible Action*)

ITEM 4 Recommend Approval of the Proposed Amendment No. 1 to the FFY 2020-2024 Regional Transportation Improvement Plan (RTIP) (*For Possible Action*)

ITEM 5 Acknowledge Receipt of a Report on the Feasibility Study for the Arlington Avenue Bridges Replacement Project (*For Possible Action*)

ITEM 6 Acknowledge Receipt of a Report on the Lemmon Drive Capacity Project (*For Possible Action*)

ITEM 7 Acknowledge Receipt of a Report on Pedestrian Safety Zones and Signalized Pedestrian Crossings (*For Possible Action*)

ITEM 8 Acknowledge Receipt of a Report on an Update of the 2050 Regional Transportation Plan (RTP) Development (*For Possible Action*)

ITEM 9 Reports (*Written reports only unless Committee wishes discussion*)

- a. RTC Board Minutes
- b. Engineering Department Monthly Report
- c. Public Transportation and Operations Department Monthly Report
- d. Planning Department Report
- e. Procurement Report
- f. Administrative Services Activity Report

ITEM 10 Member Announcements/Agenda Items for Future CMAC Meetings (*For Possible Action*)

ITEM 11 RTC/RIDE/ACCESS Staff Items (*Informational Only*)

ITEM 12 Public Comment - *please read paragraph II near the top of this page*

ITEM 13 Adjournment (*For Possible Action*)

The Committee **may** take action on any item noted for possible action

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
Meeting Minutes**

Wednesday, November 6, 2019

CMAC Members Present

Chun (Alan) Chao	Laura Azzam
Vince Harris	Mark Tadder
Paul Malikowski	Harvey Katz
Vice-Chair, Jeff Bonano	Majima Mayuko
Sigurd Jaunarajs	Jillian Keller

CMAC Members Absent

Chair, Molly O'Brien	Dora Uchel
Suraj Verma	Scot A. Munns
Rudy Leon	

RTC Staff

Amy Cummings	Dan Doenges
Xuan Wang	Brian Stewart
Jacqueline Maldonado	

CMAC Guest

Ride Right guests	Stephanie Chen, WCHD
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The Citizens Multimodal Advisory Committee (CMAC) met in the RTC 1st Floor Conference Room, 1105 Terminal Way, Reno, Nevada. The meeting was called to order at 5:30 p.m. by the Vice-Chair, Jeff Bonano.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved with item 8. on the agenda before item 4. on the agenda.

ITEM 2. PUBLIC COMMENT

There were no comments given.

ITEM 3. APPROVAL OF THE SEPTEMBER 4, 2019 MEETING MINUTES

The minutes of the CMAC meeting September 4, 2019, were approved as submitted.

Agenda item 8. was moved before agenda item 4. on the agenda.

ITEM 8. RTC/RIDE/ACCESS STAFF ITEMS *(Agenda item 8. was moved before agenda item 4. on the agenda).*

Brian Stewart, RTC Director of Engineering gave a presentation on the SouthEast Connector (SEC) changes to the speed limit to 45 and he stated that the City of Reno currently has a speed limit study at the Clearwater Way, Pembroke Drive and Miraloma Drive which, the City of Reno has the jurisdictions to set the speed limits in that area.

Paul Malikowski asked about the records for the crashes in that area and Brian Stewart stated NDOT has the crash data for reports. A discussion continued on crashes in that area the changes to the speed limits in that area.

ITEM 4. ACKNOWLEDGE RECEIPT OF A PRESENTATION ON THE SOUTH MEADOWS MULTIMODAL TRANSPORTATION STUDY

Xuan Wang, RTC Project Manager gave a presentation the South Meadows Multimodal Transportation Study. A copy of the PowerPoint Presentation is on file at the RTC Metropolitan Planning Department. The draft study will be completed next month and the final study will be completed early next year. She then asked if there were any questions. There was no discussion.

Laura Azzam made a motion to acknowledge receipt of a presentation on the South Meadows Multimodal Transportation Study.

Vince Harris seconded.

The motion carried unanimously.

ITEM 5. ACKNOWLEDGE RECEIPT OF A REPORT ON THE DRAFT 2050 REGIONAL TRANSPORTATION PLAN (RTP) DEVELOPMENT SCHEDULE

Amy Cummings, RTC Deputy Executive Director/Director of Planning provided an overview of the draft 2050 Regional Transportation Plan (RTP) development schedule and highlighted the project milestones for the draft 2050 RTP. She handed out a copy of the draft 2050 RTP RTC staff report for November 15, 2019, RTC Board meeting. She stated there will be items every month about the draft 2050 RTP at the advisory committee meetings and the next month draft 2050 RTP item will be on the emissions data for further questions from the committee.

The Vice-Chair asked about the Wild Creek High School and the McCarran Blvd and Pyramid Way and with the new developments in that area and are they included in the plan. She stated it will be included in the Transit Demand Model (TDM) and the draft 2050 RTP. Amy Cummings, RTC Deputy Executive Director/Director of Planning stated NDOT is launching NDOT safety plan studies for the McCarran Loop and other widening, capacity and traffic calming studies/projects for the issues in that area.

Harvey Katz asked about the I-80 improvements included in the plan. Amy Cummings, RTC Deputy Executive Director/Director of Planning stated that the current RTP includes the NDOT Spaghetti Bowl Project, which is in final design and the 1st phase will start in the spring which, also includes the Spaghetti Bowl Express (SBX).

Vince Harris asked about Air Quality consultants on the study and the goals for gas emissions reductions. Amy Cummings, RTC Deputy Executive Director/Director of Planning stated RTC is in coordination with the Washoe County District Health Department—Air Quality Management Division (WCDHD-AQMD) and that Xuan Wang, RTC Senior Technical Planner is the RTC staff who manages the AQ model and the TDM. She also stated that an interagency AQ consultation group meets quarterly and will review the plan. The group consists of Federal Streets and Highway Administration (FHWA), Federal Transit Administration (FTA), Nevada Department of Environmental Protection (NDEP), NDOT, US Environmental Protection Agency (EPA) and TMRPA. Amy Cummings, RTC Deputy Executive Director/Director of Planning stated the Governor Steve Sisolak has identified a priority for the Climate Action Plan for the City of Reno. She stated RTC's goals are the gas emissions targets within the emissions budget limits of funding for the plan. A discussion continued on the gas emissions, MAP-21—Moving Ahead for Progress in the 21st Century Act (Map 21) Performance Measures for the Congestion Mitigation & Air Quality (CMAQ) funding.

Harvey Katz made a motion to acknowledge receipt of a report on the draft 2050 Regional Transportation Plan (RTP) Development Schedule.

Sigurd Jaunarajs seconded.

The motion carried unanimously.

ITEM 6. REPORTS

There was no discussion on the reports.

ITEM 7. MEMBER ANNOUNCEMENTS/AGENDA ITEMS FOR FUTURE CMAC MEETINGS

- Sigurd Jaunarajs made an announcement on a loss of life, a pedestrian fatality and to remember it in our planning efforts.
- Laura Azzam made an announcement on pedestrian crosswalks and coordinating the lights where she walks—Amy Cummings, RTC Deputy Executive Director/Director of Planning stated she will contact a RTC traffic signal engineer to contact her. A discussion continued.
- Mark Tadder asked about updates on the pilot for FlexRIDE transit service and gave an item for the bus stops outside signs coordination for the blind. Dan Doenges, RTC Planning Manager stated the request could be recommended for the Transportation Alternative grant to address the bus stations. A discussion continued on the bus stops.
- Jillian Keller gave an item for areas on pedestrian safety zone.

Agenda item 8. was moved before agenda item 4. On the agenda.

ITEM 9. PUBLIC COMMENT

There were no public comments given.

ITEM 10. ADJOURNMENT

The meeting adjourned at 6:25 p.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

December 4, 2019

AGENDA ITEM 4

TO: Citizens Multimodal Advisory Committee

FROM: Daniel Doenges, PTP, RSP
Planning Manager

**SUBJECT: FFY 2020-2024 Regional Transportation Improvement Plan (RTIP)
Amendment No. 1**

RECOMMENDATION

Recommend approval of the proposed Amendment No. 1 to the FFY 2020-2024 Regional Transportation Improvement Plan (RTIP).

SUMMARY

RTC staff is proposing Amendment No. 1 to the RTIP due to a proposed change by the Nevada Department of Transportation (NDOT) of the funding source for the Spaghetti Bowl Express (SBX) project. The project is currently programmed with approximately \$162,000,000 using state, local, Surface Transportation Block Grant (STBG), and National Highway Performance Program (NHPP) funds. However, NDOT is proposing to replace all federal funds with state funds and to increase the amount of funding for the project. An air quality analysis for the proposed amendment is not required as the change is to the funding source of an existing project that has already been determined to meet transportation conformity.

The public comment period for the amendment is scheduled to begin on November 27, and will close on December 19. A public hearing will be held at the RTC Board meeting on December 20.

Attachment

Agenda Item 4 ATTACHMENT

<i>State TIP ID</i>	WA20180043	<i>MPO/TIP</i>	RTC Washoe 20-03	<i>Local ID</i>		<i>Total Cost</i>	\$223,005,000
<i>Lead Agency</i>	Nevada DOT	<i>Contact</i>	Jenica Keller (775)888-7592	<i>NDOT</i>	District 2	<i>County</i>	WASHOE
<i>Project Type</i>	Rd Improvement	<i>Air Quality</i>	Non-Exempt	<i>TCM</i>	Yes	<i>Construction</i>	2020 start
<i>Project Name</i>	I 580 Improvements South of Spaghetti Bowl						
<i>Project Limits</i>	At From I 80 To Mill Street Interchange of Distance (mile) 1.27 Begin: 24.47 End: 25.74						
<i>Description</i>	Reconfigure Wells Ave Entrance to EB I 80. Widen EB I 80 to SB I 580 Ramp to 2 lanes. Widen I 580 SB to 3 lanes. Rehab/Replace 7 Bridges. Add sound walls.						

Phase	Fund Source	Prior	FY2020	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	State Gas Tax	\$11,005,000	-	-	-	-	-	-	\$11,005,000
	<i>Total Preliminary Engineering</i>	\$11,005,000	-	-	-	-	-	-	\$11,005,000
ROW	State Gas Tax	\$12,000,000	-	-	-	-	-	-	\$12,000,000
	<i>Total Right of Way</i>	\$12,000,000	-	-	-	-	-	-	\$12,000,000
CON	Local Fund	-	\$30,000,000	-	-	-	-	-	\$30,000,000
CON	NDOT Bond	-	\$100,000,000	-	-	-	-	-	\$100,000,000
CON	State Gas Tax	-	\$70,000,000	-	-	-	-	-	\$70,000,000
	<i>Total Construction</i>	-	\$200,000,000	-	-	-	-	-	\$200,000,000
	<i>Total Programmed</i>	\$23,005,000	\$200,000,000	-	-	-	-	-	\$223,005,000

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-00	Adoption 2019-2023	08/17/2018	09/17/2018	09/19/2018	09/18/2018
20-00	Adoption 2020-2024	09/20/2019	09/30/2019	10/21/2019	10/07/2019
20-03	Amendment 2020-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive change in cost over \$5 Million and greater than twenty percent (20%) of the estimated dollar amount of the project is requested and/or anticipated.

Funding Change(s):

Total project cost increased from \$162,000,000 to \$223,005,000



REGIONAL TRANSPORTATION COMMISSION

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December 4, 2019

AGENDA ITEM 5

TO: Citizens Multimodal Advisory Committee

FROM: Judy Tortelli, P.E.
Project Manager

SUBJECT: Arlington Avenue Bridges Replacement Project

RECOMMENDATION

Acknowledge receipt of a report on the feasibility study for the Arlington Avenue Bridges Replacement Project.

SUMMARY

The RTC is currently working on a feasibility study for the Arlington Avenue Bridges Replacement Project. The project limits are from West First Street to Island Avenue. The RTC is seeking funding for this project from the Federal Highway Administration (FHWA) for the construction cost of the project; therefore a process is required to provide a bridge structure type and aesthetic package to carry forward into a National Environmental Policy Act (NEPA) clearance and final design.

The Arlington Avenue bridges were built in the 1930's and have served the community of Reno and provided access to Wingfield Park for nearly a century. The park, the Truckee River, and the surrounding area have evolved over that time, and the Arlington Avenue bridges have been widened, repaired, and modified in ways that met the needs of the community at the time. However, the bridges are showing signs of wear resulting from the variety of modifications made, their age, and the repeated exposure to flood events.

In 2009, the City of Reno completed the TRAction Visioning Project which served as a component of the Truckee River Flood Management Project's (TRFMP) master plan to provide improved safety along the Truckee River Corridor. The TRAction Project was partially a result of the 1997 and 2005 flood events and focused on looking for the best solutions for improved flood protection in downtown Reno. The two Arlington Avenue Bridges were analyzed as part of the TRAction Project.

The TRAction Visioning report suggested that the Arlington Avenue Bridges be replaced so they can better meet the flood conveyance needs, but the report cautioned that the reconstruction of the structures would be complicated by the need to ensure pedestrian access. Two bridge options were

considered as part of the TRAction Report; replacement with two new structures using a slightly higher deck elevation to keep flood waters in the channel; and replacement with a single structure spanning over the river and Wingfield Park allowing pedestrians to pass under the bridge. Constraints and impacts associated with these two alternatives were not developed in great detail.

The RTC Feasibility Study aims to pick up where the TRAction report ended by evaluating options to ensure continued public safety, to meet the needs of the community, and to provide additional flood conveyance for the Truckee River. RTC intends to take a Planning and Environmental Linkages (PEL) approach to the Project to help inform decision-making, engage the public and stakeholders, and streamline the future NEPA process.

Alternative concepts will be developed for the two Arlington Avenue bridges and analyzed based on their ability to:

- meet the project's Purpose and Need,
- minimize impacts to right of way, the river, and surrounding properties,
- provide access to the park,
- achieve required flood conveyance criteria.

The alternatives will also be analyzed based on cost and the level of support received from project stakeholders. The alternative(s) that best meets the needs of the Project will be advanced for NEPA clearance and design.

The RTC and City of Reno staff have worked together to develop a process to complete the feasibility study which has been modeled after the Virginia Street Bridge Project where FHWA funding was also used. This proposed process utilizes documented decisions using the Nevada Department of Transportation (NDOT) and FHWA, PEL checklist. The goal of the proposed process is to provide a bridge structure and aesthetic package to carry forward into a NEPA clearance and final design.

The PEL approach to the Project will help inform decision-making, engage the public and stakeholders, and streamline the future NEPA process. Following the PEL process ensures there has been appropriate outreach and coordination with local and resource agencies, and the public. The PEL process needs to be robust enough and involve enough opportunities for input that any planning products or decisions made can be used for NEPA without having to fully revisit that product or decision.



REGIONAL TRANSPORTATION COMMISSION

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December 4, 2019

AGENDA ITEM 6

TO: Citizens Multimodal Advisory Committee

FROM: Dale Keller, P.E.
Engineer II/Project Manager

SUBJECT: Lemmon Drive Capacity Project

RECOMMENDATION

Acknowledge receipt of a report on the Lemmon Drive Capacity Project.

SUMMARY

Staff will provide an update on the Lemmon Drive Capacity Project. The project includes widening Lemmon Drive from US 395 to Military Road from four lanes to six lanes and widening Lemmon Drive from Fleetwood Drive to Chickadee Drive from two lanes to four lanes. Professional engineering services are underway with Jacobs Engineering Group, Inc. The existing conditions investigation is ongoing and preliminary engineering begins in early 2020. The RTC is working closely with Washoe County and the City of Reno to coordinate nearby regional improvements adjacent to Swan Lake.



REGIONAL TRANSPORTATION COMMISSION

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December 4, 2019

AGENDA ITEM 7

TO: Citizens Multimodal Advisory Committee

FROM: Rebecca Kapuler
Senior Technical Planner

Andrew Jayankura, P.E., PTOE
Engineer II

SUBJECT: Pedestrian Safety Zones/Signalized Pedestrian Crossings

RECOMMENDATION

Acknowledge receipt of a report on Pedestrian Safety Zones and signalized pedestrian crossings.

SUMMARY

In response to requests from the Citizens Multimodal Advisory Committee, staff will provide information on Pedestrian Safety Zones and considerations for signalized pedestrian crossings. During the 2015 Nevada Legislature, Senate Bill 144 was introduced and passed authorizing certain governing bodies and the Nevada Department of Transportation (NDOT) to designate Pedestrian Safety Zones in certain circumstances. The policy for Pedestrian Safety Zones was established by NDOT – Traffic Operations Division.

Once established, the safety zone must be signed appropriately for all road users including motorists, pedestrians and bicyclists as a “Pedestrian Safety Zone.” A Pedestrian Safety Zone can carry a fine for traffic violations up to double the standard amount.

To date, there a Pedestrian Safety Zone has not been established in Nevada. The policy is currently under review with NDOT in order to streamline the process. NDOT Safety Division is working with the Reno Police Department and NDOT Traffic Operations to simplify the established policy and implement the first Pedestrian Safety Zone in Northern Nevada. Staff will update TAC and CMAC once the new process has been adopted.

Staff will also provide information on considerations for pedestrian crossing at signalized roadway intersections, including how pedestrian crossing signals are phased with vehicle signals. The RTC, along with partnering local agencies, have been retiming traffic signals in the Truckee Meadows. With just a little over 400 traffic signals, all traffic signals in the region are retimed on a three year basis, with a goal of a third of the signals updated each year. Over the last three years, as each

signal is retimed, the pedestrian signal timing is updated to current standards. For all signals, the City of Reno, Sparks and Washoe County adopted the “Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways.”

Both the Cities of Reno and Sparks can employ the Leading Pedestrian Interval (LPI) feature with the walk sign initiated prior to the onset of the green light. LPI's are only employed in Reno/Sparks if there is limited sight visibility where drivers can't see pedestrians crossing (typically a building blocks their view). Due to the difficulty to phase this feature with typical signal timing, and an increase in delay for vehicles, it is not widely employed. The City of Sparks can also employ the feature where the flashing yellow signal arrow can be disabled when a pedestrian button is pressed. This will eliminate any left-turning conflicts with crossing pedestrians. It is also not widely employed due to increase delay for vehicles.

Attachments

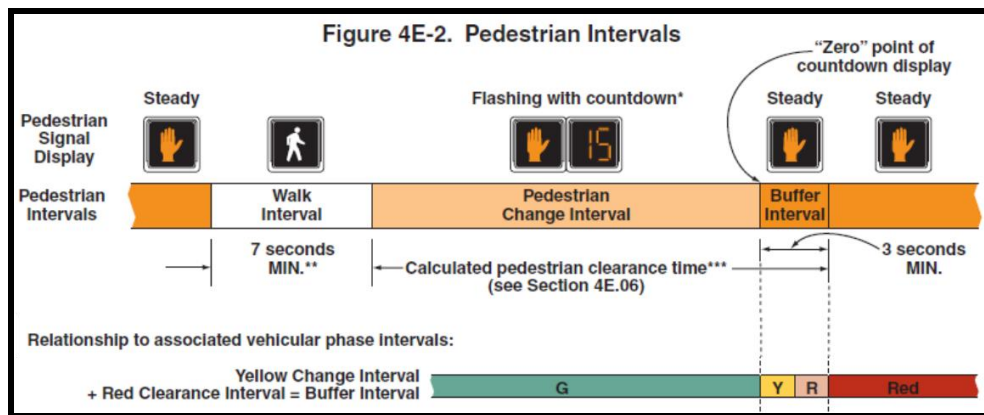
Signalized Pedestrian Crossing Information Sheet

The RTC, along with partnering local agencies, have been retiming traffic signals in the Truckee Meadows. With just a little over 400 traffic signals, all traffic signals in the region are retimed on a three year basis, with a goal of a third of the signals updated each year. Over the last three years, as each signal is retimed, the pedestrian signal timing is updated to current standards. Below are details of the standard used to time the pedestrian signals, and two special features that are/can be used at some intersections to enhance safety.

Standard

For all signals, the City of Reno, Sparks and Washoe County adopted the “Manual on Uniform Traffic Control Devices for Streets and Highways”, (published by the Federal Highway Administration (FHWA)) to install and maintain all traffic control devices on all public streets. <https://mutcd.fhwa.dot.gov/>

Under section 4E.06 (page 497) gives the standard to assume the pedestrian crossing speed of 3.5ft/s, sidewalk ramp to ramp, to calculate the pedestrian clearance time. The picture shows the relationship between the calculated ramp to ramp crossing time (pedestrian clearance time) and the traffic signal state (green, yellow, and red). As of December 2019, nearly 300 signals have been updated with the last 100 to be completed by end of January.



Special Feature #1

Both the Cities of Reno and Sparks can employ the “Leading Pedestrian Interval” (LPI) feature with the walk sign initiated prior to the onset of the green light. A video explaining the operation can be watched at this link <https://vimeo.com/12796930>.

There are three signals in the region that has this feature employed, and they are:

- Virginia St @ Liberty St – South side crossing (crossing Virginia St.)
- Virginia St @ 1st St – North side crossing (crossing Virginia St.)
- Stead Blvd @ Silver Lake – East side crossing (crossing Silver Lake)

LPI’s are only employed in Reno/Sparks if there is limited sight visibility where drivers can’t see pedestrians crossing (typically a building blocks their view). Due to the difficulty to phase this feature with typical signal timing, and an increase in delay for vehicles, it is not widely employed. We try to achieve a fair balance between the two.

Special Feature #2

The City of Sparks can also employ the feature where the flashing yellow signal arrow can be disabled when a pedestrian button is pressed. This will eliminate any left-turning conflicts with crossing pedestrians.

There is one signal in Sparks that has this feature employed, and it is:

- Los Altos Pkwy @ Ion Dr – North and South side crossing (crossing Ion Dr.)

This is employed due to heavy foot traffic during the start and release of Sepulveda Elementary School. This is not widely employed due to delays for left-turns.

Appendix E. Pedestrian Safety Zones

I. Purpose

This Appendix provides additional details to the operations and safety study process for designation of Pedestrian Safety Zones on a State Highway as authorized under SB No. 144 of the 78th (2015) Nevada Legislature. A consistent approach to the investigation is imperative.

II. Background

A. SB No. 144 added a new section to NRS 484B.135 specifying the provisions of the bill and amended other sections of NRS 484B to conform thereto. The bill authorizes “certain governing bodies and the Department of Transportation to designate pedestrian safety zones in certain circumstances; providing for enhanced penalties for certain traffic violations in pedestrian safety zones; revising provisions relating to vehicles and pedestrians in certain crosswalks and intersections; prohibiting a driver from making a U-turn or passing another vehicle in a school zone or a school crossing zone in certain circumstances; and providing other matters properly pertaining thereto.”

B. The bill provides, in part:

1. Subsection 3 - A governmental entity that designates a pedestrian safety zone shall cause to be erected:

- (a) *A sign located before the beginning of the pedestrian safety zone which provides notice that higher fines may apply in pedestrian safety zones;*
- (b) *A sign to mark the beginning of the pedestrian safety zone; and*
- (c) *A sign to mark the end of the pedestrian safety zone.*

2. Subsection 5 - The governing body of a local government or the Department of Transportation may designate a pedestrian safety zone on a Local or State Highway if the governing body or the Department of Transportation:

- (a) *Makes findings as to the necessity and appropriateness of a pedestrian safety zone, including, without limitation, any circumstances on or near a highway which make an area of the highway dangerous for pedestrians; and*
- (b) *Complies with the requirements of subsection 3 and NRS 484A.430 and 484A.440.*

C. The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) developed procedures for defining pedestrian safety zones. The NHTSA zone process provides a systematic method for targeting pedestrian safety improvements in a cost-effective manner. It involves defining relatively small geographic areas, or zones, where a relatively large proportion of the problem occurs. Once defined, a countermeasure program is applied in selected zones, targeting the locations with the biggest crash problems. Information contained within this study process are based on NHTSA’s *Zone Guide for Pedestrian Safety, December 2008*.

- 1. Communities can efficiently concentrate pedestrian safety improvements by carefully selecting where they are applied. To do this, small land areas (or zones) need to be identified where these improvements will reach many pedestrians whose crash risks is to be reduced.
- 2. The aim of zoning is to achieve the highest possible efficiency, which is expressed as the ratio of the percent of the problem addressed to the percent of land area

covered. A ratio of 3 to 1 or more is the target and suggests that the zone process will yield a meaningful benefit.

III. Process

- A. Upon receipt of a request for designation of a pedestrian safety zone on a State Highway, at the discretion of the Chief Traffic Operations Engineer, the Traffic Operations Division as the point of contact, will assist Traffic Safety Engineering in the development of a study plan. Technical assistance in development or execution of the study plan may be requested, as needed, from NDOT Traffic Operations, Traffic Safety Engineering, Traffic Information, or others.
- B. NDOT will be working in collaboration with the local government entities to designate a pedestrian safety zone limits and the signages, in accordance with the law.
- C. A pedestrian safety zone shall be established based on documented pedestrian safety issues or concerns. The limits of the zone shall be as short as possible; however, at a minimum shall extend one intersection on all sides of the pedestrian safety issue. Reference Pedestrian Safety Zone figure included herein.
- D. A pedestrian safety zone may be designated as a component of a comprehensive pedestrian safety treatment system for a temporary basis. Such designation shall comply with all other guidelines contained herein and shall be removed at the conclusion of the event.
- E. Defining the zone is a 4 steps process that involves selecting the crash problem on which the zone will be based, ensuring availability of needed data, map the area and define the zone.
 1. Select the crash problem. Pick the pedestrian crash problem that the study intends to address. The crash problem is often directed towards a specific age group or status of the victim. In order to ensure a reasonably stable measure, a minimum of five year's crash records should be available for establishing pedestrian safety zones. A zone approach is appropriate when **all** of the following conditions exist.
 - (a) *Crash data needed to define the zone is available*
 - (b) *Data is sufficient to produce a stable map*
 - (c) *Pedestrian crashes cluster in some way*
 2. Map the pedestrian crashes either manually or by computerized mapping system like geographic information system (GIS). A large map of the area is required, and entry of any data subsets of interest must be planned prior to the start of the mapping. For example, if crash types are of interest, some method such as color coding would be needed to differentiate different crash types of interest. Separate maps might be needed to display different subsets of data.
 3. Define the zone by visual examination of the resulting map noting any crash clusters. If no clustering is apparent, the map shows crashes randomly spread, the problem may not be "zonable" for that area. Search first for circular zones, then search for linear zones, and then examine the zones and determine if their shapes need refinement.
 - (a) *A circular zone with radius of one-mile is easy to work with. Research shows most pedestrian crashes occur within one mile of the victim's home or work place and a land area of one-mile radius (just over three square miles) is a manageable area in which to concentrate program activities. Use a target rate of 10 crashes per zone as a minimum starting point.*

Agenda Item 7 ATTACHMENT

- (b) *A linear zone should also be considered since most crash reduction programs include activities that can be applied to road segments. Examine maps for high frequencies of pedestrian crashes that occur along a single strip of roadway. For an annual crash rate on the order of 200, those roadway segments where six or more crashes occur in a two-mile segment should be identified as linear zones. This rate can be adjusted as necessary if the annual crash rate being examined is higher.*
- (c) *The defined circular and linear zones should be examined to determine if efficiency might be improved if they were merged or their shape changed. It may be wise to reduce the size of a circular zone or change its shape if most of the events within it cluster near the center.*
4. Calculate efficiency measure and select final zone. The percentage of both crashes and land area covered should be calculated in order to determine program coverage efficiency. If the ratio of the percent of the problem addressed to the percent of the land area covered in the zone is much less than three, the zone may need to be reexamined to try to improve efficiency.
- (a) *Efficiency Ratio = $\frac{\% \text{ crashes of interest area}}{\% \text{ area those crashes occur over}}$*
- (b) *An efficiency ratio of three to one or higher (i.e., 60% of the crashes of interest in 20% of the jurisdiction's land area) will permit the application of unique countermeasures within the zone that would be prohibitively expensive if deployed regularly.*
- (c) *An efficiency ratio less than two indicates the study area is "non-zonable".*
- F. Any resulting authorization related to designation of a pedestrian safety zone on a State Highway will be at the sole discretion of NDOT.
- IV. NDOT Approval
- A. Upon conclusion of the pedestrian safety zone study, a memo will be prepared, detailing the recommended zone locations for the Traffic Operations Chief's review and approval. The approval will identify next steps required of the requesting party, if applicable (e.g. permit application, request for environmental review/clearance).
- B. Approval by NDOT does not constitute environmental clearance or right-of-way verification for the installation of the traffic signs.
- C. Approval by NDOT does not obligate NDOT to construct a pedestrian safety zone.
- V. Implementation
- A. The pedestrian safety zone installation must be completed within one year of the date of NDOT approval or issuance of a permit, if applicable.
- B. For requests that are Development / Permit driven, the requesting party will be responsible for the pedestrian safety zone installation and for submitting a new permit application if the zone is not constructed within one year of the date of NDOT approval. All information will be reviewed based on conditions existing at the time of review and may result in denial of the permit.
- C. For other requests, the District Traffic Engineer or Engineering Services Manager will initiate the appropriate work orders to install pedestrian safety zone signs, and implement recommended pedestrian safety zones.
- D. NDOT Traffic Operations Division will prepare sign details and specifications for the signs specified in the law. Refer to Ped Safety Zone Signs figure included herein.

Agenda Item 7 ATTACHMENT

- E. Once implemented, the District Traffic Engineer or Engineering Services Manager will notify the responsible law enforcement agencies for their awareness of a newly designated Pedestrian Safety Zone.
- F. NDOT Traffic Operations and Safety Engineering Divisions will coordinate with stakeholders to monitor crash reduction of pedestrian safety zones and adjust/remove zones as necessary.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

December 4, 2019

AGENDA ITEM 8

TO: Citizens Multimodal Advisory Committee

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

SUBJECT: 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

Acknowledge receipt of a report on an update of the 2050 Regional Transportation Plan (RTP) development.

SUMMARY

Staff will provide an update on the progress of the development of the 2050 RTP. Staff will provide information received with preliminary meetings with the local jurisdictions as well as updates on initial data analysis efforts.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

November 15, 2019

AGENDA ITEM 3.1

TO: Regional Transportation Commission

FROM: Brian Stewart, P.E.
Engineering Director

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Engineering Activity Report

RECOMMENDATION

Acknowledge receipt of the monthly Engineering Activity Report.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

Bus Stop Improvement and Connectivity Program

The program is a multi-year effort to upgrade existing bus stops to comply with state and federal requirements, including the Americans with Disabilities Act (ADA). Design of the first phase is near completion with construction anticipated to begin early next year. The design consultant, CA Group, Inc. is currently designing the second phase of the project. This second phase is anticipated to be advertised for construction next year after construction of the first phase is underway.

Center Street Cycle Track Project

The PSA with Headway Transportation was approved at the September Board Meeting. The scope of services for additional Traffic Analysis of the proposed alternative, which includes a two-way cycle track along Center Street from Cheney to 9th Street, is underway. Results are expected by the end of December 2019.

Keystone Avenue at California Avenue

The project was completed and opened to traffic before the first day of school. Wood Rodgers designed the project. Sierra Nevada Construction Company performed the construction that began on June 10, 2019. Warranties are in place and project close out continues. We are waiting on signal poles that were delayed due to Midwest flooding to finalize the project.

Mill Street (I-580 to McCarran Boulevard)

The scope of this project is to design and construct various complete street improvements along Mill Street from Terminal Way 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. 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 addressed. Preliminary design is complete and 90% plan comments have been received from the agencies. The project will be split into three phases based on the estimated cost of construction. Phase 1 will be on the south side of Mill Street from Terminal to Rock Boulevard, Phase 2 will be on the south side of Mill Street from Rock to McCarran, and Phase 3 will include the north side of Mill Street from Terminal to McCarran. Right-of-way impacts have been identified and the right-of-way process for Phase 1 is beginning. It is anticipated the three phases will be constructed consecutively over a 5-year timeframe.

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 is complete. Phase 2B has been awarded to PAR Electrical Contractors, Inc., with construction scheduled for fall 2019.

Lemmon Drive Project

The project includes widening Lemmon Drive from US 395 to Military Road from four lanes to six lanes and widening Lemmon Drive from Fleetwood Drive to Chickadee Drive from two lanes to four lanes. Professional engineering services are underway with Jacobs Engineering Group, Inc. The existing conditions investigation is ongoing and preliminary engineering begins in early 2020. The RTC is working closely with Washoe County and the City of Reno to coordinate nearby regional improvements.

North Valleys Improvements

Package 3 will include installation of a new traffic signal at the Lemmon Drive/North Virginia Street intersection. Bids opened on May 9, 2019, with Sierra Nevada Construction awarded the contract. Underground work is complete with signal equipment scheduled to arrive mid-November 2019.

Package 3B is currently at 90% design. Package 3B includes adding capacity to the right turn lane at North Virginia Street/Business 395. This project also includes improvements to two bus stop pads located within the project area, and associated access and drainage improvements. Construction of this package is tentatively scheduled for spring of 2020.

Sparks Boulevard Project

The project seeks to increase safety, maintain roadway capacity, and improve bicycle and pedestrian facilities by widening Sparks Boulevard to six (6) lanes between Greg Street and Baring Boulevard. In October, the RTC Board authorized the procurement for the selection of engineering design services. An anticipated Professional Services Agreement with the top-ranked firm will be presented to the RTC Board for possible action in February 2020.

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 2018, 92 intersections were re-timed. For 2019, nine corridors, roughly 230 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 (256 signals as of October 2019)

1. Wells Avenue – (Ryland Street to E. 9th 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. 7th 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 & 4th Street
10. Downtown Reno (45 signals)
11. Keystone Ave (6 Signals) – W. 7th St. to W. 1st St.
12. Damonte Ranch (7 signals) – Zolezzi Ln to Double R Blvd, and Double R Blvd at Double Diamond
13. Rock Blvd (9 signals) – Greg St to Prater Way
14. Sun Valley Blvd (6 Signals) – Dandini to 7th Ave
15. Sparks Isolated Intersections (33 Signals) – Various Signals
16. Prater Way – Galletti Way to 15th St (6 Signals)
17. Damonte Ranch/Steamboat – (4 Signals)

18. South Meadows Pkwy (5 signals) – Virginia St to Double R – New Timing Implementation Mid-June
19. California/Keystone (3 signals) – California Ave – Keystone Ave to Booth St, including Booth St/Foster St.
20. E McCarran Blvd (12 Signals) – Probasco to Greg St

Progress as of Mid-October 2019

- Sutro St (9 Signals) – New Timing implementation/fine-tune Late October
- S. Virginia St (19 Signals) – New Timing under fine-tune & final observations through October.

Traffic Engineering (TE) Spot 8 – Package 1 Project

The project awarded to Titan Electrical Contracting. Construction will begin in fall 2019.

The scope of this project includes:

Flashing Yellow Arrow – East/West

Keystone Avenue at 7th 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 6th Street

Traffic Signal

Evans Avenue at Enterprise Road

Traffic Engineering (TE) Spot 8 – Package 2 Project

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. The project opened bids on June 5, 2019, and Titan Electric is the apparent low bidder. A pre-construction meeting was held on July 24, 2019. Due to issues obtaining NDOT permits, construction of this project is slated to take place in spring 2020

Traffic Engineering (TE) Spot 9 – Package 1 Project

The project includes:

- Traffic signal at the intersection of Sharlands Avenue and Mae Anne Avenue;
- Battery backup systems for signalized intersections on Sun Valley Drive from Scottsdale Road to 7th Street;
- Minor striping improvements to improve traffic flow at Pyramid Way at York Way; and
- Traffic study with potential improvement to southbound right turn lane at the intersection of Vista Boulevard and Baring Boulevard.

Design is underway with Westwood Professional Services as the design consultant. Project advertisement scheduled for March 2020 with construction in spring/summer 2020.

Traffic Engineering (TE) Spot 9 – Package 2 Project

The project includes various traffic updates throughout the Reno/Incline area:

- Traffic signal cabinet and camera upgrades at various intersections in the Reno area;
- New traffic signal at the intersection of Rock Boulevard/Edison Way; and a
- 4th Street/Mesa/Woodland intersection study for future improvements.

Kimley-Horn & Associates is the design consultants for this project. A kick-off meeting was held on October 14, 2019. Design will go through fall/winter 2019 with construction in the summer of 2020.

CORRIDOR IMPROVEMENT PROJECTS

Arlington Bridges at Truckee River

The crossing of the Truckee River at Arlington Avenue has served the community of Reno and provided access to Wingfield Park for nearly a century. The bridges are showing signs of wear resulting from the variety of modifications over the years, their age, and the repeated exposure to flood events.

A feasibility and alternatives analysis has been initiated to determine options for the rehabilitation or replacement of the two Arlington Avenue Bridges to ensure continued public safety, to meet the needs of the community, and to provide the necessary flood conveyance for the Truckee River. This feasibility study will analyze the pedestrian access to the park and river, identify design and environmental constraints including traffic and flooding, and develop specific bridge concepts and aesthetic themes. To assist with the development and review of alternatives and concepts, the RTC will be conducting agency, stakeholder and public outreach through one-on-one and at community public meetings.

Public outreach activities continue in preparation for our first Public Meeting, tentatively scheduled for December 2019. The RTC and its consultant, Jacobs are planning to present the process and approach to the City of Reno Council in November.

Oddie Boulevard/Wells Avenue Improvement Project

Sixty percent (60%) design plan submission to the cities of Reno and Sparks was provided at the end of October. A Public Meeting will be scheduled in the upcoming months.

At the August 26, 2019, City of Reno Council Meeting, Reno Council supported staff recommendations regarding raised cycle track, the multi-use path, landscaping concepts, lighting, fencing and removal of the existing pedestrian bridge. The RTC is working with UNR (Agricultural Farms between I-80 and Sadlier) to obtain an easement to accommodate the proposed 10-foot wide multi-use path.

Pyramid Highway and US 395 Connection

The RTC and NDOT have entered into an agreement for design of Phase 1 of the project that includes capacity and multimodal improvements on Pyramid from Queen Way to Golden View Drive. NDOT has begun preliminary design activities. Design is anticipated to be complete in 2022. Construction of Phase 1 could begin in 2023. The RTC, with support from NDOT, completed and submitted a BUILD Grant application to the Department of Transportation seeking up to \$25 million for construction of Phase 1. Design and construction of the overall project is phased over approximately 20 years. 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.

Sun Valley Boulevard Corridor Improvement Project

We are moving forward with 75% Design Plans for the Washoe County section between 7th Avenue and Highland Ranch Parkway. Submission is scheduled for the end of December 2019. Our goal is to start construction by June 2020 and be complete before school starts in August 2020.

Inadequate drainage systems to handle existing storm water flow is presenting project challenges along the NDOT portion of this project between El Rancho and 7th Avenue. Discussion for a possible partnership with NDOT and Washoe County is occurring in order to address existing the drainage issues and the project design. Maintenance of the proposed new facilities may also present challenges to Washoe County, NDOT and Sun Valley General Improvement District (GID).

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.

Thirty percent design plans are complete and have been provided to NDOT for inclusion into the SBX project. Work continues on the environmental documentation (NEPA Process) that is required for the project. In addition, work is progressing on the application for a 408 permit that will be required for the project.

Virginia Street RAPID Extension

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

PAVEMENT PRESERVATION PROJECTS

2018 and 2019 Preventive Maintenance (Various Locations)

Both the 2018 and 2019 Preventive Maintenance Programs are now substantially complete. Between the two projects, approximately 300 lane miles of roads were microsurfaced including major roadways such as Vista Boulevard, Veterans Parkway, and Eagle Canyon. The Plumb Lane road diet from Arlington to Ferris was completed in mid-September and is functioning as intended. Punch list items are being addressed and added crack sealing activities will continue through November.

Golden Valley Road Rehab Project

The project includes rehabilitation/reconstruction of Golden Valley Road from Yorkshire Drive to North Virginia Street. Lumos & Associates, Inc. is the consultant for Design and Engineering During Construction services. Preliminary design is under agency review. The anticipated Final Design is to be complete by spring 2020. The scheduled construction start date is June 2020 with a scheduled completion in mid-August 2020.

Greg Street Rehab Project

The project includes corrective maintenance of Greg Street from McCarran Boulevard to the Union Pacific Railroad Tracks. Wood Rodgers, Inc. is the consultant for Design and Engineering During Construction. The anticipated Final Design is to be complete by spring 2020. The scheduled construction start date is June 2020 with a scheduled completion in mid-August 2020.

Lakeside Drive Rehab Project

The project includes rehabilitation/reconstruction of Lakeside Drive from Evans Creek to McCarran Boulevard. Eastern Sierra Engineering is the consultant for Design and Engineering During Construction. Construction is scheduled for early June 2020 with a scheduled completion in mid-August 2020.

Prater Way Rehab Project

The project includes rehabilitation/reconstruction of Prater Way from Howard Drive to Sparks Boulevard. Stantec Consulting Services, Inc. is the consultant for design and engineering during construction. Construction is scheduled to start in March 2020 with a scheduled completion of August 2020. Preliminary design is underway and initial fieldwork is almost complete.

Reno Consolidated 19-01- Sutro Street, 1st Street, Lake Street, and State Street Project

The project includes rehabilitation/reconstruction of the following street segments: Sutro Street from Commercial Row to 4th Street and from McCarran Boulevard to 1,400' north, 1st Street from Center to Lake, Lake Street Truckee River Bridge, and State Street from Virginia to Sinclair Street. Lake Street and 1st Street construction is complete. Construction on Sutro Street from Commercial Row to 4th Street is underway and anticipated to be complete by mid-November. Construction of Sutro Street from Selmi Drive to the northern end is complete. The section of Sutro from McCarran to Selmi Drive is delayed and will be completed early next year.

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

Construction began on August 5, 2019 and is anticipated to be complete by mid-November 2019. This project includes a complete reconstruct of North Hills Boulevard along with new sidewalks on both sides. In November, the contractor will be finishing work items as part of the project closeout process.

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

The Professional Services Agreement for design and engineering during construction was awarded to Eastern Sierra Engineering (ESE). 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. Construction is in different stages of completion on several of the streets listed above. Construction is anticipated to be complete on all streets by mid-November.

Reno Consolidated 20-01 – Mayberry Drive, California Avenue, and First Street

The project includes rehabilitation/reconstruction of the following street segments: Mayberry Drive from Memory Lane to California Avenue, California Avenue from Westfield Avenue to Booth Street, and First Street from Arlington Avenue to Virginia Street. A Professional Services Agreement with Nichols Consulting Engineers (NCE) to provide design services and engineering during construction was approved during the September 20, 2019, RTC Board meeting. NCE is working on preliminary design and collecting field data. Construction is anticipated to occur in 2021.

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

The project includes rehabilitation/reconstruction of the following street segments: 15th 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. Construction on all streets listed above is substantially complete and the streets are open to traffic. The Rectangular Rapid Flashing Beacons at the Elementary Drive/El Rancho Drive intersection are anticipated to be installed early next year once the poles are received.

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Virginia Street BRT Extension	RTS Properties, LLC	\$11,400.00	\$0

CONTRACTS UNDER \$50,000

SPV Associates, Inc. in the amount of \$49,750 for E-builder PMIS software optimization consulting services, Phase 2.

ENGINEERING ON-CALL WORK ASSIGNMENTS

Attachment A summarizes the work assignments on the engineering pre-qualified on-call lists. Engineering Department consultant assignments are reported after 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.

Attachments



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

November 15, 2019

AGENDA ITEM 3.2

TO: Regional Transportation Commission

FROM: Mark Maloney
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



Family Health Festival – staff attended the Family Health Festival at North Valley’s High School on October 16. Staff provided information to attendees regarding RTC RIDE, and explained to participants how to utilize the fixed-route system.

RTC FlexRIDE Service Begins - On November 2, 2019, the new six-month microtransit service pilot project began in select areas of Sparks. FlexRIDE is an on-demand service using technology similar to that of services like Uber or Lyft to call for a ride. Passengers can request a ride by using their smartphone or tablet with the Transloc app, by calling a dispatcher, or by using a computer to access a website. Passengers will have curb-to-curb service and can expect shorter ride times than when taking RTC RIDE. People looking to travel outside of the service area can transfer



to RTC RIDE or RTC ACCESS services at Iron Horse Shopping Center or at RTC CENTENNIAL PLAZA. FlexRIDE will serve the areas currently served by Routes 25 and 26, as well as some nearby areas in the north and east downtown Sparks.

RTC To Launch Double-Decker Bus Demonstration

– Beginning the later part of November, RTC’s transit contractor, Keolis will be demonstrating a double-decker bus manufactured by Alexander Dennis. RTC hopes to gain insight into how implementation of this type of bus would work in our community. RTC will be evaluating how the bus performs on services such as the RTC RAPID Lincoln Line, Routes 5, 7, 12 and the Regional Connector to Carson City. Prior to putting the bus into service, Keolis will conduct test runs in our community to ensure its safety and viability.

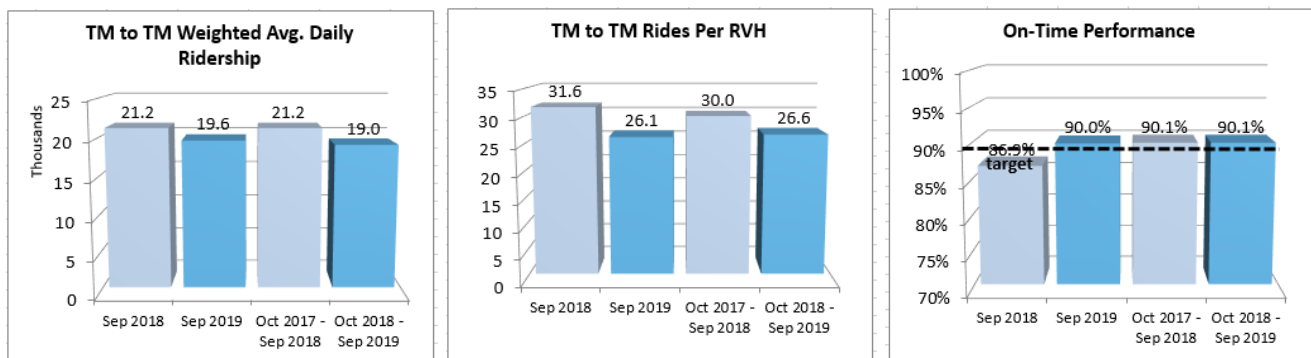


TRANSIT DEMAND MANAGEMENT (TDM) UPDATE -

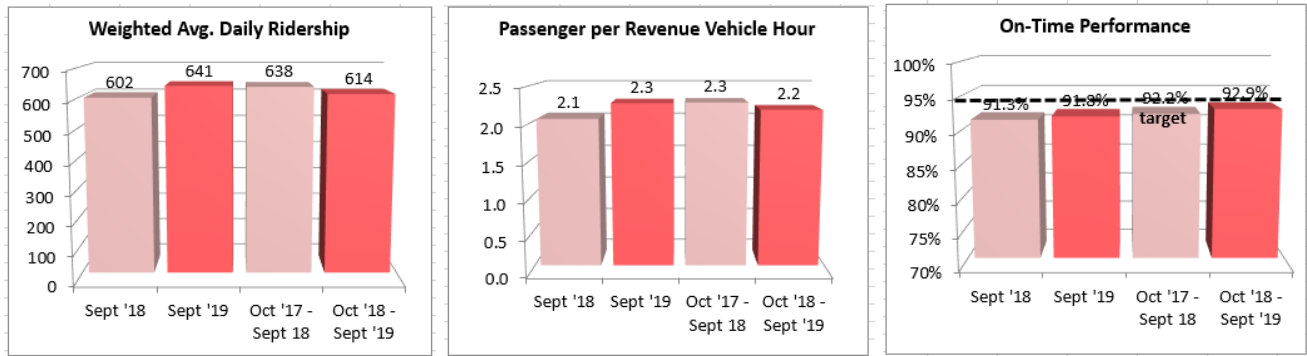
- Vanpools increased to 190 with over 100 of those serving the Tahoe Reno Industrial Center (TRIC).
- Staff has been working on creating a Transportation Management Association (TMA) for Northern Nevada. After a recent Inter-County and Regional Transit Plan meeting on October 30th, that group intends to proceed with the formation of the TMA. Staff is in the process of setting up a meeting with this group to initiate the formation.
- The City of Reno passed a Trip Reduction Ordinance that the RTC’s Smart Trips 2 Work Program will support.
- Staff tabled a Health Fair event at both the Peppermill and Western Village to provide information on RTC’s transit services.

SEPTEMBER 2019 TRANSIT PERFORMANCE

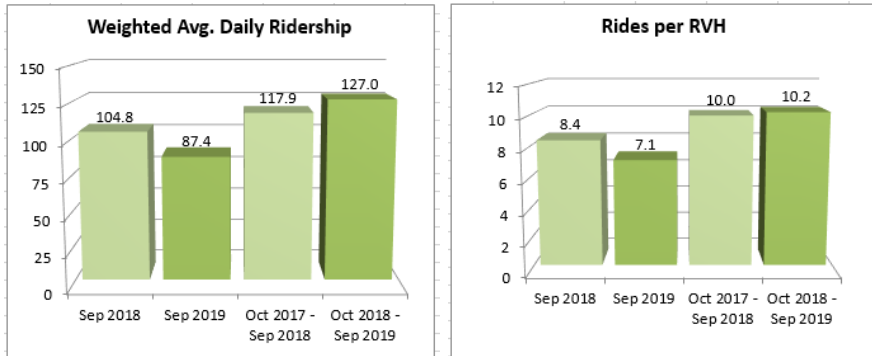
RTC RIDE



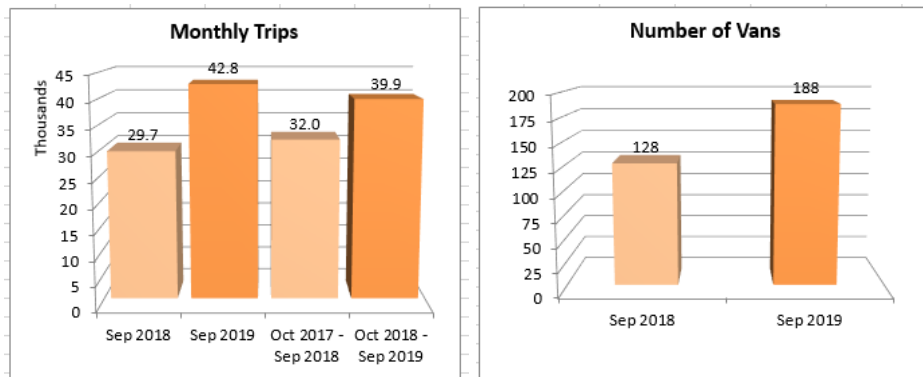
RTC ACCESS



TART



RTC VANPOOL



Attachments



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

November 15, 2019

AGENDA ITEM 3.3

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 2018 and is moving forward. 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. The first public meeting for the project was held on March 26th at Damonte Ranch High School. The second public meeting was held on Tuesday, November 5, 2019, at Zeppelin restaurant, located at 1445 South Meadows Parkway in Reno. RTC presented transportation improvement alternatives that addressed safety, traffic operations, and community concerns identified in the study area. Project progress will be updated on the RTC website under Metropolitan Planning, Corridor Studies.

University Area Multimodal Transportation Study

The University Area Multimodal Transportation Study started after the approval of the Professional Services Agreement with Kimley-Horn on March 19. This study will take into account the current and future development plans slated to occur on or near the university campus in the coming years and will identify needed connectivity, safety, and access improvements for vehicle and alternative transportation modes on regional roads. In addition, it will include an in-depth analysis of land use and roadway network scenarios in the UNR Gateway District.

The project team met with staff from the University of Nevada Reno and City of Reno to discuss project details. The project Technical Advisory Committee (TAC) had a kick-off meeting on April 24th. The project team conducted Walking Audits in the study area to evaluate pedestrian walking environment and connectivity on May 2nd and 3rd. Pop-up meetings were held in front of the Joe Crowley Student Union building and in Idlewild Park for the Food Truck Friday Event to engage the community to provide their comments and concerns. The first public meeting was held on June 27th at Evelyn Mount North Northwest Community Center. An online public input survey was open until July 22nd to collect comments and concerns regarding transportation in the university area. A TAC workshop was held on September 9th to discuss future roadway network alternatives. The project team is reviewing workshop results and developing scenarios to conduct analysis on future conditions.

ADA Transition Plan Update

The ADA Transition Plan internal draft has been completed and the RTC stakeholder team is in the process of reviewing and commenting on the draft report. Staff will be asking these different stakeholders to provide input and comment on the draft plan prior to it being finalized. The draft plan is posted on the RTC website. Stakeholder meetings continue to take place on a monthly basis to update internal project stakeholders and provide input on the project. A public open house was held on October 24, 2019 to share the final draft Plan with the public and seek input. This project is on schedule.

Eagle Canyon Extension Alignment Alternatives and Planning and Environmental Linkages (PEL) Study

Staff held an internal kick-off meeting with the project consultants to discuss the details of the project scope and finalize a draft 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 – The September counts for the 40 locations have been conducted.
- The RTC continues to partner with the Truckee Meadows Bicycle Alliance (TMBA).

Vision Zero Truckee Meadows

- Vision Zero Truckee Meadows submitted their application to become a Vision Zero Community in September and hopes to hear from the vision Zero Network by the end on the year.
- Vision Zero Truckee Meadows received Program of the Year at the 2019 Safety Summit on October 17, 2019.
- October 30, 2019 Visio Zero Truckee Meadows task force members participated in a community-wide press conference pertaining to pedestrian safety in Washoe County. The community has come together to prioritize safety after a recent fatality of a 14 year old Wooster High School student was involved in a vehicle vs pedestrian crash on Harvard Way near Plumb Lane on October 29, 2019.

- November 5, 2019, Vision Zero Truckee Meadows will be presenting at the 2019 Trails, Transportation, and Tourism Summit that is put on by the Nevada Department of Transportation and State Parks.

MPO Certification Review

Staff completed the Metropolitan Planning Organization (MPO) Certification Review with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on September 25th. No corrective actions were received in the preliminary findings. It is anticipated that the formal results of the certification review will be presented to the Board at the January 17, 2020 meeting after the documentation has been finalized.

Sustainability Planning

RTC continues to advance initiatives outlined in the RTC Sustainability Plan through the Green Team comprised of agency staff, such as the Sustainable Purchasing Policy and the tracking of paper usage in an effort to achieve a ten percent reduction. RTC also participates in the City of Reno Sustainability & Climate Advisory Committee and continues to be an active member in the regional SPINN Committee.

RTC Affordable Housing Study

The project team has developed an inventory of potential candidate sites for affordable housing near transit routes and is conducting additional community outreach to gather input. A preliminary list of sites was presented to the RTC Technical Advisory Committee and Citizens Multimodal Advisory Committee, as well as the project stakeholder group. A summary of this information was presented at a public meeting held on September 12 at the McKinley Arts & Culture Center. RTC shared information about the study at the Mayor's Town Hall of Housing on September 4. Public comments are being incorporated into the report.

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 October Board meeting:

- Washoe County – 0
- City of Reno – 4
- City of Sparks – 1

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 October 14 – November 14:

October 15 APA Conference - Vision Zero Presentation Vision Zero Outreach

Agenda Item 9d.

Monthly Planning Activity Report

RTC Staff Report November 15, 2019

Page 4

October 15	APA Conference - FlexRIDE Presentation Transit Outreach
October 16	Vision Zero Safety Charrette at the Nugget Casino Resort
October 16	Washoe County Senior Center Weekly Outreach Booth - Taxi Bucks and General Transportation Information
October 21	Vision Zero Bicycle Safety Committee Meeting
October 22	Washoe County Commission Meeting - RRIF Presentation and Public Hearing (2nd reading of ordinance)
October 23	Washoe County Senior Center Weekly Outreach Booth - Taxi Bucks and General Transportation Information
October 24	ADA Transition Plan Community Meeting
October 24	Stuff A Bus for Foster Children at Sam's Club
October 24	FlexRIDE Pop-Up Education Event at Northern Nevada Medical Center
October 25	FlexRIDE Pop-Up Education Event at RTC CENTENNIAL PLAZA
October 26	APWA 4th/Prater BRT Presentation
October 26	SouthEast Connector Phase II Presentation - APWA Conference
October 28	FlexRIDE Pop-Up Education Event at RTC CENTENNIAL PLAZA
October 28	FlexRIDE Pop-Up Education Event at Iron Horse Shopping Center
October 28	South Meadows Multimodal Transportation Study TAC Meeting
October 29	UNR Area Multimodal Transportation Study TAC Meeting
October 29	North Valleys Development Summit #4
October 29	FlexRIDE Pop-Up Education Event at RTC CENTENNIAL PLAZA
October 30	Washoe County Senior Center Weekly Outreach Booth - Taxi Bucks and General Transportation Information
October 30	Trunk or Treat Event at Traner Middle School
October 30	Washoe County Senior Center Weekly Outreach Booth - Taxi Bucks and General Transportation Information
October 30	FlexRIDE Pop-Up Education Event at RTC CENTENNIAL PLAZA
October 30	FlexRIDE Pop-Up Education Event at Reed High School
October 31	FlexRIDE Pop-Up Education Event at RTC CENTENNIAL PLAZA
October 31	Safe Routes to School Safety Assembly
November 1	Senior Coalition Meeting - ADA Transition Plan, FlexRIDE, South Meadows Study
November 1	FlexRIDE Pop-Up Education Event at RTC CENTENNIAL PLAZA
November 2	FlexRIDE Pop-Up Education Event at RTC CENTENNIAL PLAZA
November 5	South Meadows Study Community Meeting
November 6	2019 Trails, Transportation and Tourism Summit
November 6	Washoe County Senior Center Weekly Outreach Booth - Taxi Bucks and General Transportation Information
November 7	RTC Citizens Multimodal Advisory Committee (CMAC) Meeting
November 7	RTC Technical Advisory Committee (TAC) Meeting
November 11	Veterans Day Free Transit
November 13	Washoe County Senior Center Weekly Outreach Booth - Taxi Bucks and General Transportation Information

Media Relations & Social Media

The RTC issued 9 news releases and participated in 18 media interviews on various topics, including the Virginia Street Project, Vision Zero, transportation sustainability, Stuff a Bus for Foster Children, RTC transit service changes, FlexRIDE, the double-decker bus pilot demonstration, the North Hills project, the reconstruction of Sutro, the South Meadows multimodal transportation study public meeting, Nevada Day closures, the ADA Transition Plan public meeting and more.

Social media was used to promote RTC's Road Ahead segments, the new Midtown Business As Usual video, RTC transit service changes, RTC FlexRIDE, Midtown's Hallowingo event, intermittent closures on Beckwourth for the North Hills project paving, closures on Sutro, Trunk or Treat at Traner, Nevada Day closures, Stuff A Bus for Foster Children, the ADA Transition Plan, Don't Drive, Arrive to Wolf Pack home games, and the RTC Board meeting.

Social media metrics for the month of October: 104,303 impressions on Facebook, Twitter, YouTube and Instagram.

Informational Materials and Video Production

Five topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included a Virginia Street Project update, the RTC ADA Transition Plan upcoming meeting, Stuff A Bus for Foster Children, RTC's service change and FlexRIDE service, and Veterans Day free transit.

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.

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, maintenance 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, and reauthorization of federal transportation legislation.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

November 15, 2019

AGENDA ITEM 3.4

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)

There were no Invitations for Bids

Request for Proposals (RFP)

Project	Due Date
Sparks Boulevard Capacity Project (#RTC20-10)	December 6, 2019

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
ITS Phase 2B	Titan Electrical Contracting, Inc.	9/27/19	\$1,281,054.60

Agenda Item 9e.

RTC Procurement Activity Report

RTC Staff Report November 15, 2019

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CHANGE ORDERS AND AMENDMENTS WITHIN EXECUTIVE DIRECTOR'S AUTHORITY

Project	Contractor	Approval Date	Change Order Number	Change Order Amount	Revised Total Contract Amount
Virginia St BRT	SNC	11/6/19	1	\$222,600.00	\$47,445,552.00
Virginia St BRT	SNC	11/6/19	2	\$ 4,718.12	\$47,450,270.12
Virginia St BRT	SNC	11/6/19	3	\$83,339.75	\$47,533,609.87