

April 2023



CITY OF RENO DOWNTOWN MICROMOBILITY PILOT PROJECT



CITY OF
RENO



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1.0 Background

The City of Reno is paving the road for a more vibrant, safe, and strong downtown Reno by building on the Downtown Reno Action Plan. The City is focused on improved walking, biking, and transit connectivity to make it safer and easier for the public to take advantage of more sustainable ways to visit downtown, the Truckee River, the University of Nevada, Reno, and surrounding local businesses while enhancing road safety for all users. The Micromobility Pilot Project focuses on transportation improvements for small, low-speed, human or electric powered transportation devices such as bicycles, scooters, and e-bikes, collectively referred to as “micromodes”. This project is one part of meeting the strategic goals outlined in adopted plans and addressing converging needs in transportation management, public health, and climate.

1.1 Strategic Goals

The Micromobility Pilot Project is an advancement towards strategic local and regional goals outlined in the following plans:

- 2050 Regional Transportation Plan
- City of Reno Strategic Plan 2020-2025
- City of Reno Downtown Action Plan
- City of Reno Sustainability & Climate Action Plan

2050 Regional Transportation Plan

A primary driver for increasing use of micromodes is the need to enhance regional mobility with diversified transportation options. In 2021, the RTC adopted the 2050 Regional Transportation Plan which identifies vehicle trip reduction as a critical step to address roadway congestion and improve air quality in the region. Growth in outlying suburban areas has resulted in increased traffic demand on the region’s major arterials, primarily those connected to the Interstate 80 and 580 corridors. The impact to urban arterials is particularly notable as the capacity of these corridors are increasingly constrained by limited right-of-way. At the same time, many minor corridors, which historically carried higher traffic volumes, no longer have the same traffic demand due to shifted travel patterns to the freeway network. Many of these corridors maintain excess capacity for vehicle traffic that will not return. From these patterns, questions arise: How can the extra space on minor corridors be utilized to expand mobility, reduce vehicle trips, and improve air quality? What changes can be made to the road space to improve safety and mobility for non-vehicular modes? Can growth in micromode and pedestrian traffic help offset the demand on freeway connected arterial corridors? The Micromobility Pilot Project takes a step towards answering these questions by introducing micromode specific features to the community, measuring infrastructure performance, and collecting community feedback about re-allocated road space.

City of Reno Strategic Plan 2020-2025

In February 2020, the City of Reno adopted the current Strategic Plan. The mission of the plan is creating a community that people are proud to call home. The City Council’s overarching goals include fiscal sustainability; public safety; economic opportunity, homelessness, and affordable housing; economic and community development; infrastructure, climate change, and environmental sustainability; and arts, parks, and historical resources. The public safety goal identifies a key strategy of increasing attention and efforts on traffic and pedestrian safety. This pilot project will identify and analyze infrastructure options to meet this goal. The economic and

community development goal identifies several strategies that the pilot project seeks to address with features that implement a quality-built environment. These identified strategies include encouraging and supporting integration of the University community into the downtown area by redeveloping targeted City blocks and promoting a vibrant urban core; identify infrastructure needs to promote infill development, focusing on opportunities within the McCarran loop; and implement the Downtown Action Plan in collaboration with the Downtown Reno Partnership. Finally, this pilot project seeks to address two strategies in the infrastructure, climate change, and environmental sustainability goal. These include plan and prepare for service continuity and community resilience in the face of a changing climate, guided by the Climate Action Plan; and strategically engage in the Regional Transportation Plan (RTP) update and collaborate regionally with entities in support of Reno's transportation infrastructure.

City of Reno Downtown Action Plan

In April 2017, the City of Reno adopted the Downtown Action Plan. This plan identified a core value of a connected city with walking, biking, and transit options to UNR, Truckee River, close in neighborhoods and other destinations. The plan includes a goal of making physical improvements to make Downtown better connected and accessible for all modes of travel. This pilot project introduces infrastructure configurations for consideration in future physical improvements.

City of Reno Sustainability & Climate Action Plan

In July 2019, the Reno City Council adopted the City of Reno Sustainability & Climate Action Plan. This plan's overall goal is to reduce community-wide greenhouse gas emissions 28 percent by 2025, 40 percent by 2030, and 80 percent by 2050. Currently, transportation represents 30 percent of those overall emissions, which presents a large opportunity for reduction in emissions. Priority 4 of this plan is to create lively, low-carbon neighborhoods. Specifically, priority 4.6 is to expand shared, micromobility alternatives. The pilot project helps achieve this priority by evaluating infrastructure options to facilitate these alternatives.

1.2 Micromobility Growth & Infrastructure

Multiple factors have driven increasing public interest in micromobility. Advances in battery and ride-sharing technology have made micromobility devices more affordable and accessible. In spring of 2022, the micromobility ride-sharing company Bird Scooters launched within the City of Reno. The company currently operates roughly 1000 shared electric scooters within range of the Virginia Street core. Concurrently, public interest in personal and environmental health has fueled bicycle sales, most dramatically during the COVID-19 pandemic.

With interest in micromobility on the rise, many ask, "Where do I ride?" For new micromobility users, this is a primary concern. Riding a bicycle or e-scooter is not legal on Downtown Reno sidewalks, but riding in the roadway with vehicle traffic is often uncomfortable for new and less confident riders. National surveys indicate safety and comfort as the biggest obstacles to transitioning to a bicycle or scooter for daily transportation. These surveys have identified four major categories of cyclists based on their current level of interest in cycling, represented in **Figure 1-1**. Typologies include no way no how, interested but concerned, somewhat confident, and highly confident/strong and fearless. As illustrated in **Figure 1-2**, differing user profiles have different levels of comfort riding in mixed traffic.

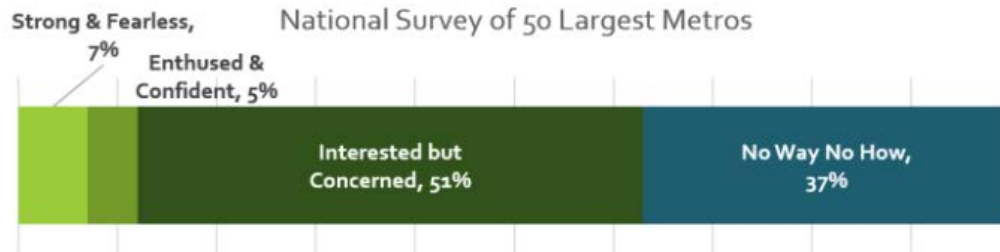


Figure 1-1 - Types of Cyclists by Proportion of Population, Source: Jennifer Dill, PhD

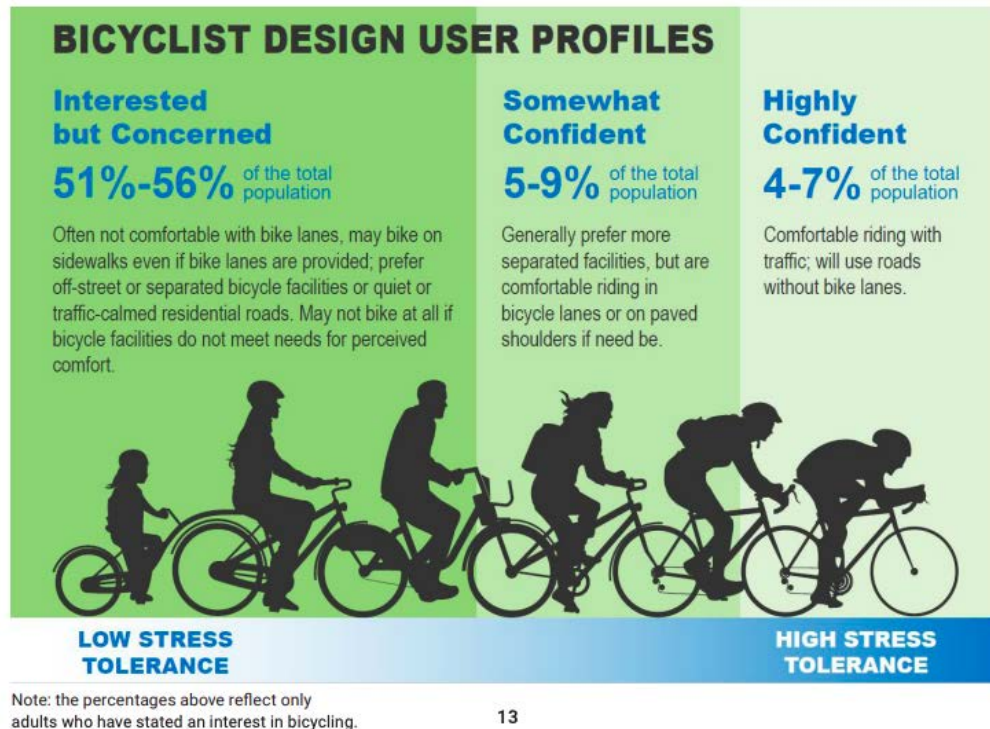


Figure 1-2 - Bicycle Design User Profiles, Source: FHWA Bikeway Selection Guide (2019)

As summarized in Figure 1-2, riders in the “interested but concerned” user group, the largest portion of the population, are unlikely to ride at all if bicycle facilities do not meet their needs for perceived comfort. To realize the greatest potential for mode shift, agencies need to target infrastructure for the stress tolerances of this large group. Stress imposed on a rider by the traffic environment can be mitigated by reducing the amount of interaction riders must have with vehicle traffic. One way achieving this is by increasing the level of separation between different modes as adjacent traffic volumes and speeds increase. This provides a scalable approach for the implementation of micromode specific infrastructure based on the context of the traffic environment. The Federal Highway Administration (FHWA) recommends the scale of separation shown in **Figure 1-3**.

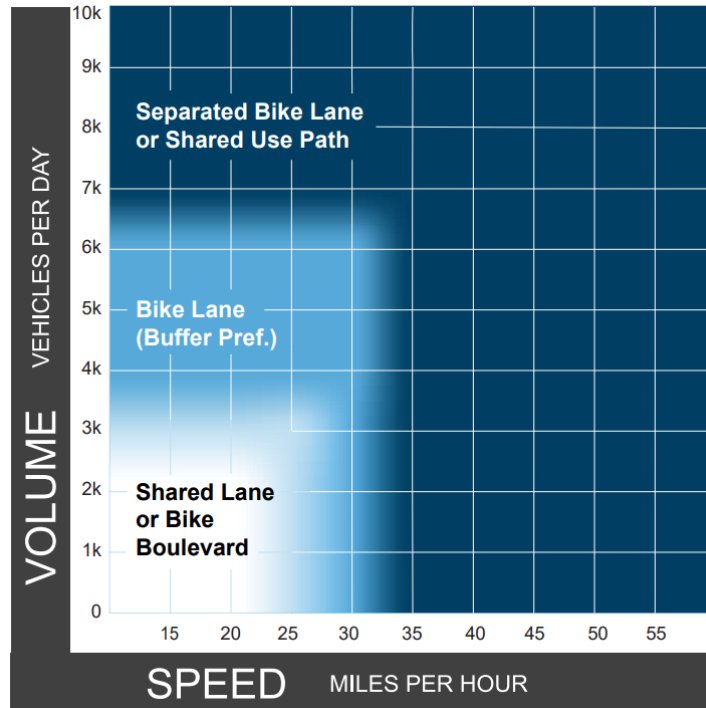


Figure 1-3 - FHWA recommendations on bicycle facilities dependent on vehicular speed and volume, Source: FHWA Bikeway Selection Guide (2019)

This match between the level of separation and the level of traffic stress not only benefits perceived safety for would-be riders, but also closely mirrors the actual risk to vulnerable road users as vehicle speeds increase. **Figure 1-4** demonstrates the need for increased separation of vulnerable road users from vehicular traffic at higher speeds. At 20 mph, there is a 90 percent chance a pedestrian or cyclist will survive a collision, while only a 20 percent chance at 40 mph.

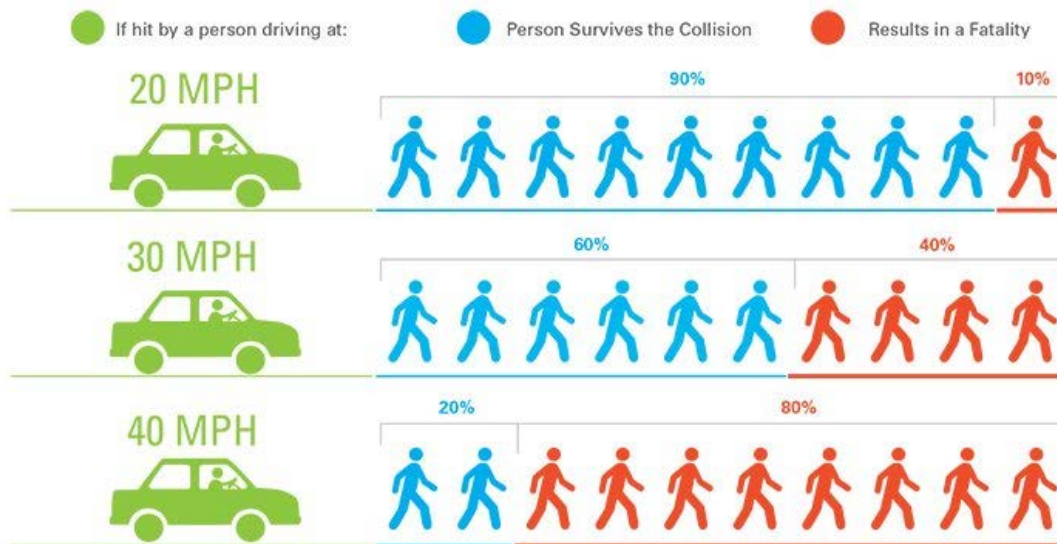


Figure 1-4 - Risk of pedestrian fatality versus vehicle speed, Image Source: San Francisco MTA Vision Zero Action Plan (2015) Data Source: US Department of Transportation (2000)

These combined factors indicate that with appropriate application of context sensitive infrastructure, micromobility can become a safe and realistic mode choice for a larger portion of the population. Context sensitive micromobility infrastructure has not been widely applied in North America, but significant advances have been made in recent decades in many metropolitan areas. Challenges remain in educating both transportation professionals and the public on the use and application of infrastructure features designed to specifically accommodate micromodes.

1.3 Micromobility Community Workshops

During the same time as the Pilot Project, the City of Reno and RTC, along with other community stakeholders, participated in two workshops that focused on best practices for implementing micromode infrastructure. These included the League of American Bicyclists Bicycle Friendly America Community Workshop and the Dutch Cycling Embassy ThinkBike Workshop.

League of American Bicyclists

Reno-Sparks was one of five communities in the US to be awarded a League of American Bicyclists Bicycle Friendly America Community Workshop. The two day workshop, held August 22 to August 23, 2022, brought together local stakeholders to learn about the benefits and actions required to become a League-certified Bicycle Friendly Community. The workshop focused on the “5 E’s Criteria” including engineering, education, encouragement, evaluation/planning, and equity/accessibility. The workshop stressed the importance of designing for riders of all ages and abilities by designing a low stress network that provides increased separation between modes of transportation based on vehicle volumes and speeds.

Dutch Cycling Embassy

The City of Reno along with the Truckee Meadows Bicycle Alliance hosted a ThinkBike Workshop from September 12 to September 14, 2022. The Dutch Cycling Embassy (DCE) is a network of public and private partners who work together to create cycle-friendly cities and shares its knowledge and expertise with cities through workshops and trainings. This workshop presented recommendations and lessons learned from the Netherlands on the hardware, software, and orgware aspects of cycling infrastructure. Hardware includes the infrastructure; software includes the plans, policies, and programs; and orgware includes the institutional elements such as administration and governments. City of Reno and RTC staff attended the workshop along with consulting engineers and community members.

The network design component of the workshop stressed the importance of separating cycling and vehicle traffic at higher speeds to minimize conflicts between road users. The DCE also identified the five bicycle design criteria of safety, directness, coherence, comfort, and attractiveness.

Finally, the workshop participants formed two groups and completed an exercise to put the theory into practice on Reno Streets. This was a visioning exercise rather than an engineering design. The first group created the “Downtown Superblock” inspired by Barcelona. This concept creates larger blocks that are surrounded by road that is used as an arterial. The internal roads are traffic calmed to prioritize active travel. The second group utilized a “Ladder Structure” to create a comfortable route from Downtown Reno to the University. In this concept, some streets are prioritized for vehicular traffic and others for active modes. In the streets prioritized for active

modes, roadway space is reallocated to create protected bike lanes and enhance pedestrian space.

2.0 Pilot Project Overview

2.1 Project Goals

At the convergence of strategic plans, community desire, and regional need, the City of Reno and RTC developed the Micromobility Pilot Project. The goals of this project were to introduce different micromode features to the community, solicit feedback, and collect data that will help inform the City and RTC in applying micromode specific infrastructure in our community in the future.

Goal 1: Introduce micromode-specific infrastructure features to the community.

The last several decades of micromobility advancement in North America have resulted in development of infrastructure treatments and traffic control devices that address the specific needs of micromode users. While designated by the Federal Highway Administration (FHWA) as safe and effective, few of these infrastructure features have been implemented in the City of Reno. The pilot project provided a platform to introduce and educate the community on several micromode-specific infrastructure features using a lower cost temporary application.

Goal 2: Solicit community feedback on micromobility infrastructure.

Community feedback is critical to shaping permanent infrastructure that best serves the needs of its users. The Project utilized an online survey to solicit feedback about different features that were deployed during the pilot project and to gauge user's overall experience with the pilot corridors.

Goal 3: Perform technical data collection.

To learn more about how users interacted with the Pilot infrastructure, RTC partnered with UNR's Center for Advanced Transportation Research to perform a before and after study of the Pilot corridors. The study collected data in three primary categories:

1. Volumes of each mode in the corridor
2. Use of space within the corridor (where users are within the right-of-way)
3. Conflict rates between modes

This data collection allowed for the observation of the infrastructure's influence on modal volumes, the use of the micromobility lanes, roadway and sidewalk, and safety within the project area.

2.2 Project Scope

Five primary micromode-specific infrastructure features were introduced on the project: two segment treatments and three intersection treatments.

Segment Treatments:

- One-way buffered micromobility lanes.
- Two-way micromobility track.

Intersection Treatments:

- Protected intersection
- Bicycle boxes
- Bicycle signal heads & phases

The temporary infrastructure features were implemented on 5th Street from Vine Street to Evans Avenue and Virginia Street from Liberty Street to 5th Street. Construction of the project began in late May 2022, and the project opened to the public on June 15, 2022. The project limits are shown in **Figure 2-1**.

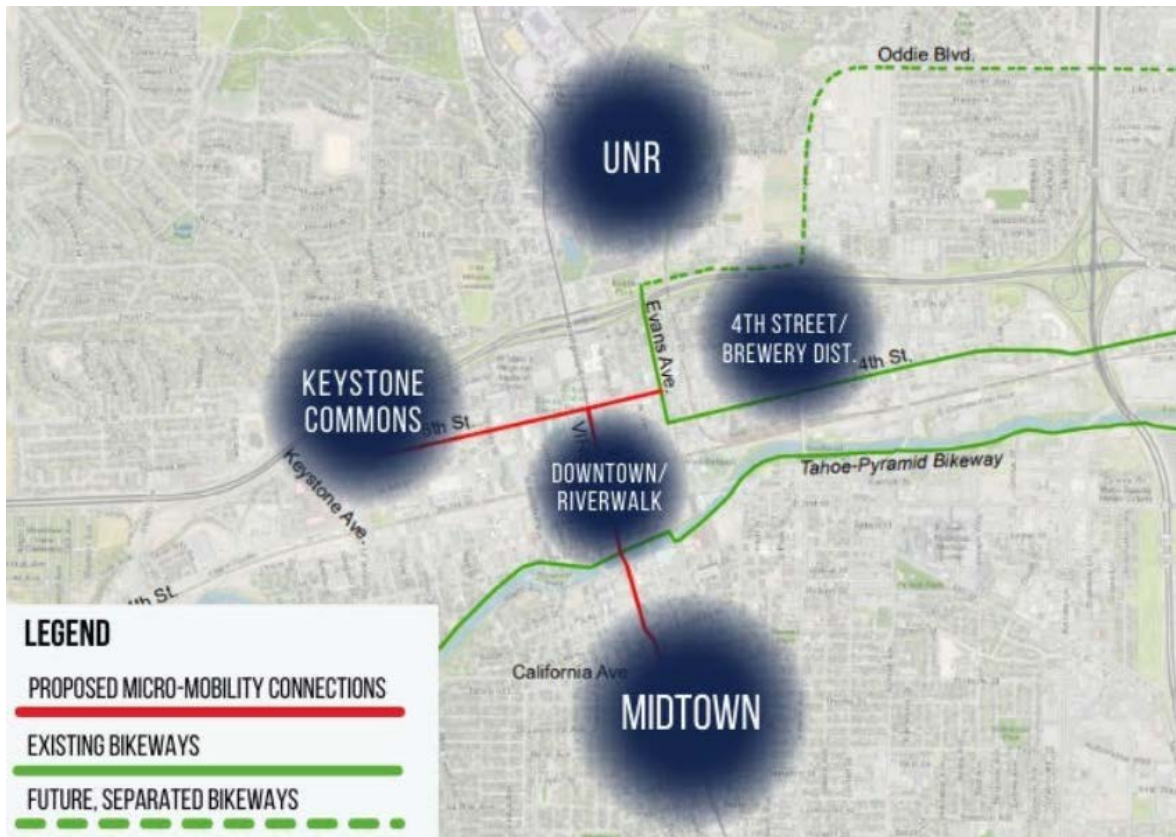


Figure 2-1– Project Limits

Segment Treatments

Segment treatments refer to infrastructure features that are applied to roadway segments between intersections. The Pilot Project introduced two different segment treatments: one-way buffered micromobility lanes and a two-way micromobility track.

One-way Buffered Micromobility Lanes

One-way buffered lanes were implemented on 5th Street from Vine Street to Evans Avenue and on Virginia Street from 2nd Street to Liberty Street. Compared with a standard bike lane,

buffered lanes provide an increased level of separation between micromobility users and vehicle traffic. This separation is intended to provide greater comfort for new riders and reduce the potential for conflict between road users. Buffered lanes were tested in three configurations. The first was with a painted buffer. The second included a raised alignment barrier, either using delineators or artistic bicycle rail shown in **Figure 2-2**.



Figure 2-2 - (Left) Delineated buffered micromobility lane, (Right) Artistic bike rail.

The third configuration, shown in **Figure 2-3**, also placed vehicle parking adjacent to moving traffic so that parking vehicles would not cross the micromobility lane.

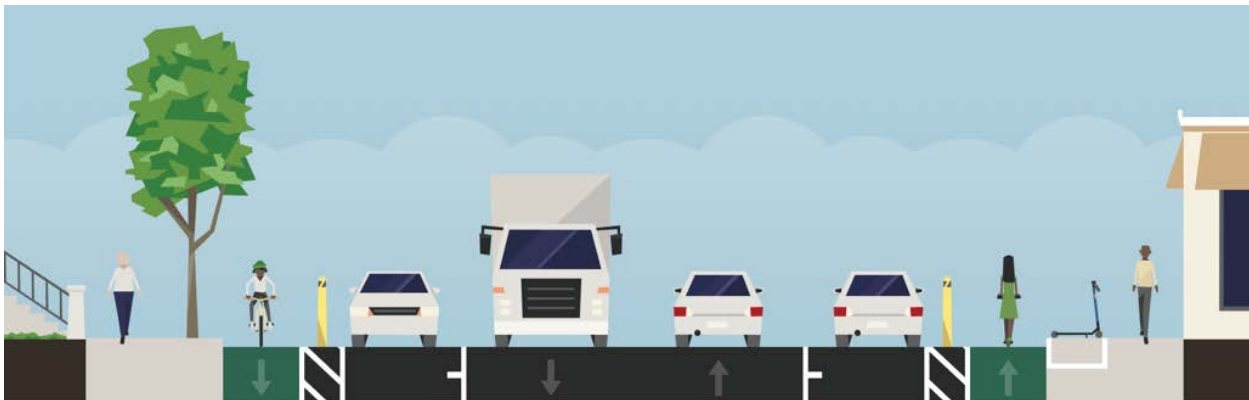


Figure 2-3 - Cross-section showing micromobility lane with parking buffer.

Two-way Micromobility Track

A two-way micromobility track was implemented on Virginia Street from 5th Street to 2nd Street. The two-way track allows both directions of movements on one side of the street. This can improve ease of navigation while remaining separated from vehicle traffic. The track was constructed using low-cost temporary materials including paint and removable pedestrian barrier rail. The two-way track configuration is shown in **Figures 2-4** and **2-5**.

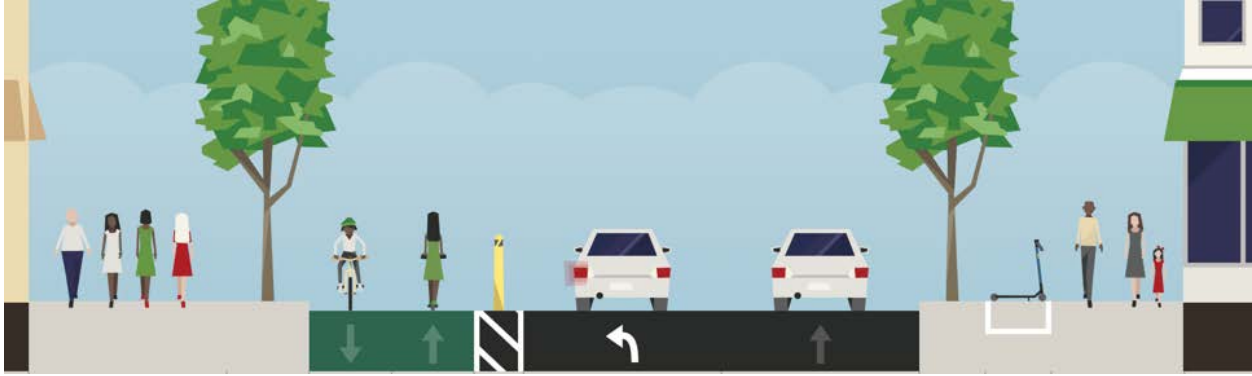


Figure 2-4 - Cross-section showing two-way micromobility track.

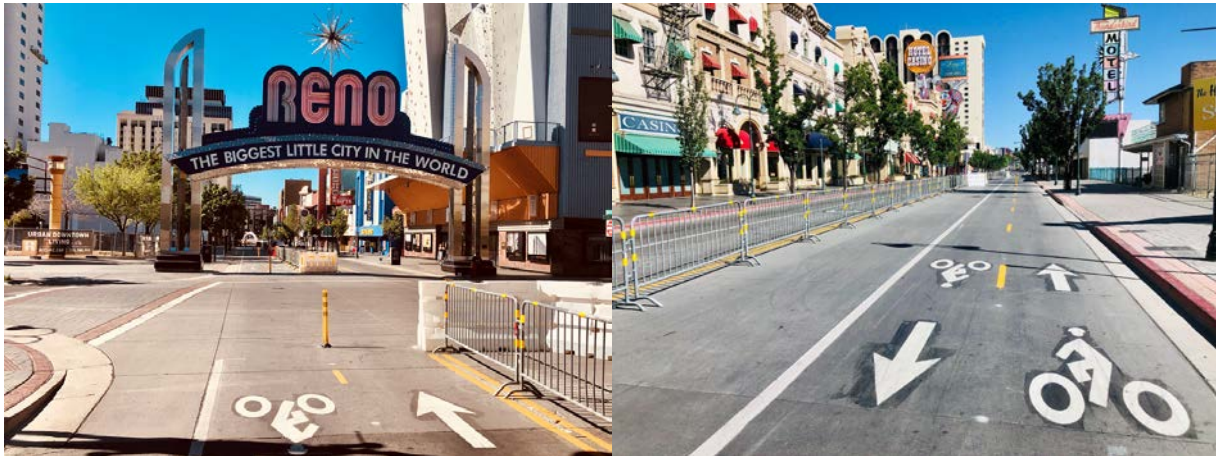


Figure 2-5 - Two-way track on Virginia Street.

Intersection Treatments

Intersection treatments refer to infrastructure features that are applied to intersections with other roadways. Intersection treatments allow for the level of separation used in a segment to be carried through intersections to reduce conflicts where all modes are making multiple movements. The Pilot Project introduced three different segment treatments: a protected intersection, bicycle boxes, and bicycle signal heads.

Protected Intersection

A temporary protected intersection, shown in **Figure 2-6**, was constructed at the intersection of 5th Street and Arlington Avenue, where two bicycle routes meet.



Figure 2-6 - Protected Intersection at 5th Street and Arlington Avenue.

The term “protected intersection” refers to intersection design that allows micromode users to make through, left, and right movements at the intersection without merging with vehicle traffic. This reduces the conflict exposure for micromode users, as shown in **Figure 2-7**.

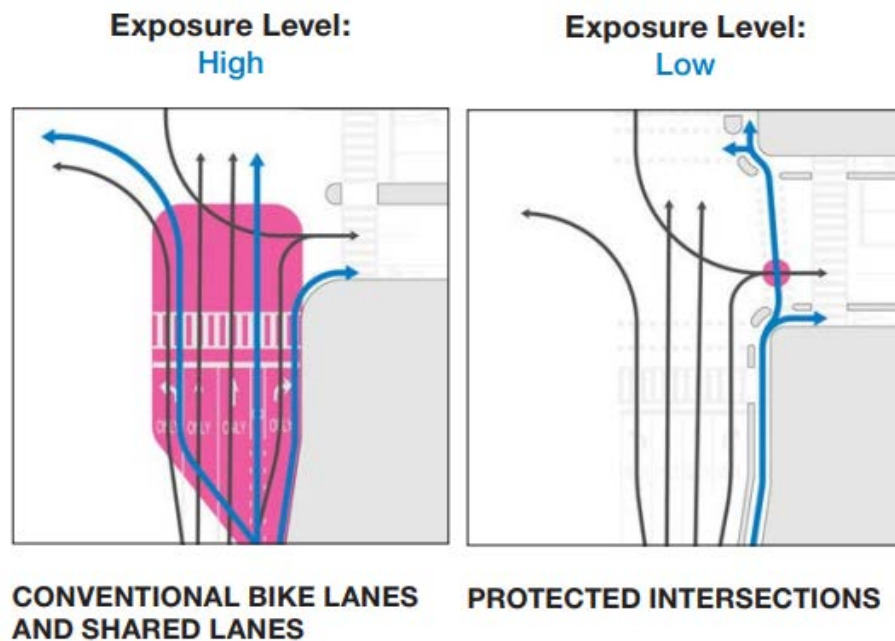


Figure 2-7 - Micromode user exposure level at different intersection types. Source: FHWA Bikeway Selection Guide (2019)

The configuration uses advanced stop bars to increase visibility of micromode users. It also allows micromode users to use two-stage left turns. A two-stage left turn is where the user crosses one direction of vehicle traffic at a time, rather than merge with traffic.

Bike Boxes

Bicycle boxes or “bike boxes” are another intersection treatment that allow for greater visibility of micromode users. Bike boxes were placed on the Virginia Street minor street approaches of 5th Street, 4th Street, and 2nd Street. Bike boxes can also be used to take a two-stage left turn out of the two-way track. As shown in **Figure 2-8**, micromode users stop during a red indication within the bike box, and vehicular traffic stops at the stop bar in advance of the bike box.



Figure 2-8 - How to use an intersection bicycle box.

Bicycle Signal Heads

Bicycle traffic signal heads control bicycle traffic. The use of bicycle signal heads allows for a dedicated bicycle signal phase within the traffic signal cycle. This provides another degree of separation by allowing micromode users to pass through the intersection at a separate time than conflicting vehicular movements. Bicycle signal heads, shown in **Figure 2-9**, were implemented at Virginia Street & 5th Street, Virginia Street & 4th Street, Virginia Street & Plaza Street, and Virginia Street and 2nd Street.



Figure 2-9 - Photos of Bike Signal at Virginia Street and Second Street and Bike Box at Fifth Street.

2.4 Project Outreach

Since this project introduces new infrastructure configurations to the area, it was critical that an educational component was included in the project. This included media interviews and social media posts identifying quick and easy to visual user guides showing, for example, where to stop ahead of a bike box. The City of Reno also produced a video showing a ride through of the project features and how to use them. The Public Works Director and City Council member walked the project and discussed the features on a YouTube Live Stream, and the City and RTC staff presented the project to a wide variety of community groups.

3.0 Data Collection Methodology

The Micromobility Pilot Project evaluation included data collected through LiDAR sensors and online surveys.

3.1 UNR LiDAR Study

RTC partnered with the Center for Advanced Transportation Research group at the University of Nevada (UNR), Reno on a light detection and ranging (LiDAR) assisted study of this project (Whitley, T., Xu, H. (2023). *Before-After Study with LiDAR for the Reno Micromobility Pilot Program*. Center for Advanced Transportation Education and Research, University of Nevada, Reno).

UNR used roadside LiDAR data collection platforms to collect data at nine sites along 5th Street and Virginia Street during three separate rounds. Each site has at least one full weekday and one full weekend day. Round 1 data was collected in April and May before any infrastructure was installed. Round 2 data collection occurred in July after the infrastructure was installed and

during the height of summer. Round 3 data collection occurred in late September after UNR was back in session.

LiDAR sensors generated cloud points of surrounding objects through pulsed lasers. The cloud points collected in the field were run through artificial intelligence (AI) software to filter out background noise, classify the road user type (including vehicles, bicycles, scooters, and pedestrians), and track the user's movement. This data analyzed from the trajectories was able to show multi-modal traffic counts, vehicle speeds, conflicts between road users, and traffic compliance and behavior. The stages of LiDAR data collection and processing are shown in **Figure 3-1**.

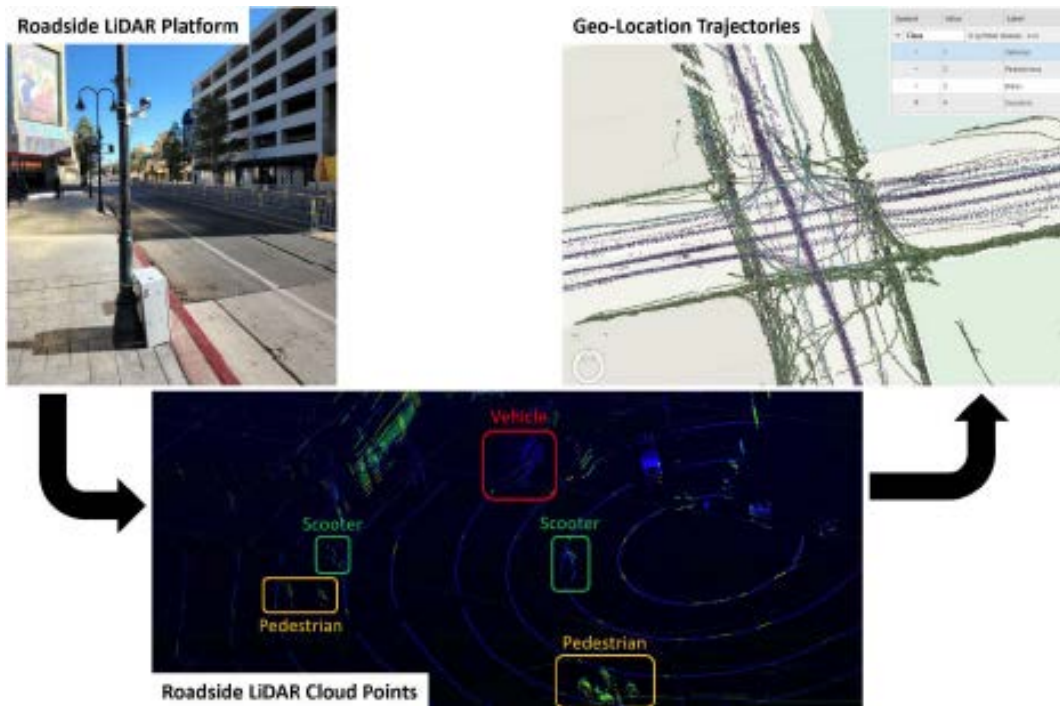


Figure 3-1- Stages of roadside LiDAR data processing. Source: Trevor Whitley and Hao Xu, PhD

Data was collected at nine locations within or near the pilot project limits, shown in **Figure 3-2**:

1. 5th Street & Keystone Avenue
2. 5th Street & Ralston Street
3. 5th Street & Arlington Avenue
4. Virginia Street & 5th Street
5. Virginia Street & 4th Street
6. Virginia Street & Commercial Row
7. Virginia Street & 2nd Street
8. Virginia Street & Truckee River Walk
9. Virginia Street & Mill Street

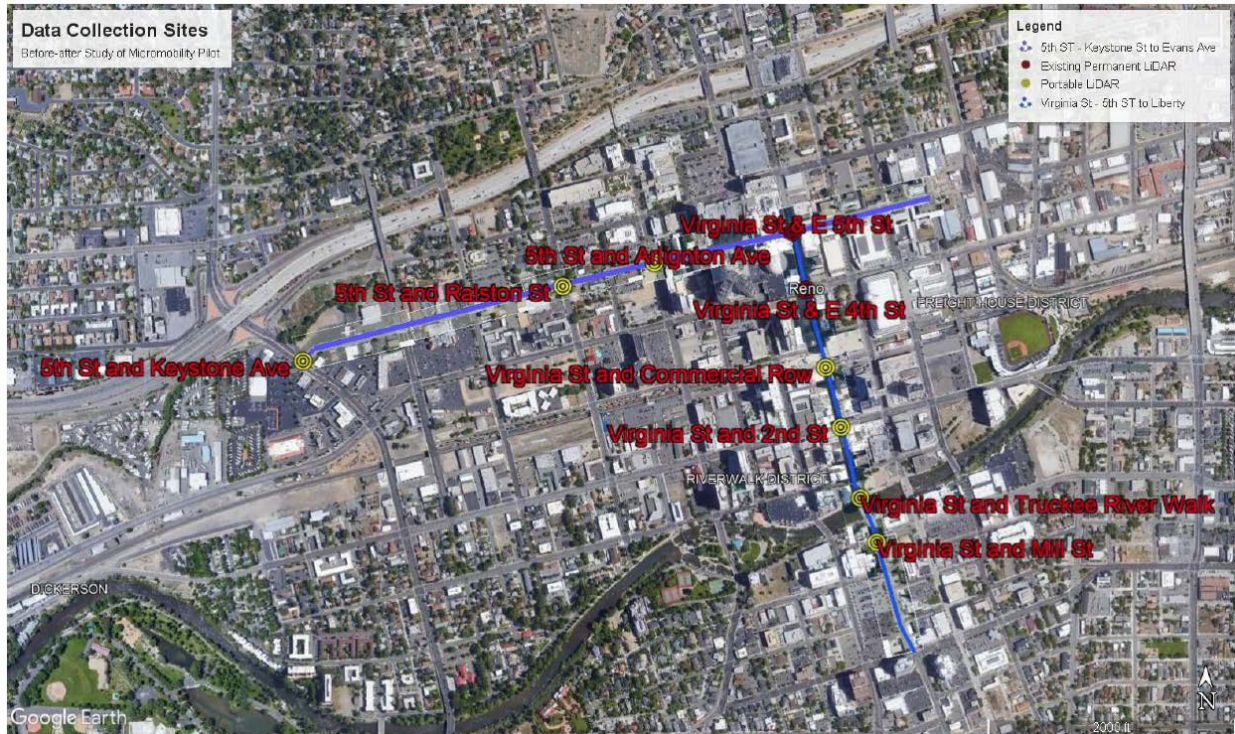


Figure 3-2 - Map of LiDAR data collection sites. Source: Trevor Whitley and Hao Xu, PhD

3.2 Online Survey

The City sought public input throughout the project with an online survey that was available on the City of Reno’s website. Also, signs with QR codes that linked to the survey were posted along the project route.

A total of 1,093 surveys were submitted between June and September 2022. Respondents were asked to rate and give their opinions of six features of the Micro-mobility Pilot Project on a five-point scale from ‘Loved it’ to ‘Hated it’. For the following figures, the response categories have been combined to create a three-point scale, consisting of ‘Negative’ (which includes responses of ‘Hated it’ and “Disliked it”), ‘Neutral’ (which includes responses of ‘Neutral’), and ‘Positive’ (which includes responses of ‘Liked it’ and ‘Loved it’).

Key survey results are discussed relative to each feature in the section below. Appendix A includes a full listing of the survey comments.

4.0 Pilot Project Findings

4.1 Overall

Observance of user behavior in the LiDAR study and public feedback provided through the online survey helped provide more information on whether infrastructure features reduced conflicts, increased micromode volumes, and provided increased micromode user comfort. Overall, the collected data indicates that the features were effective at all three, though variations were observed between features.

Throughout the project area, micromode volumes increased after the pilot infrastructure was put in place. Scooter volumes, shown in **Figure 4-1**, increased the most in the summer data

collection period (July). Bicycle volumes, shown in **Figure 4-2**, increased with each round, with the exception of at Keystone Avenue, where no significant changes were made. Volumes on Virginia Street were higher during weekend periods, while volumes on 5th Street were comparable between the weekdays and weekends.

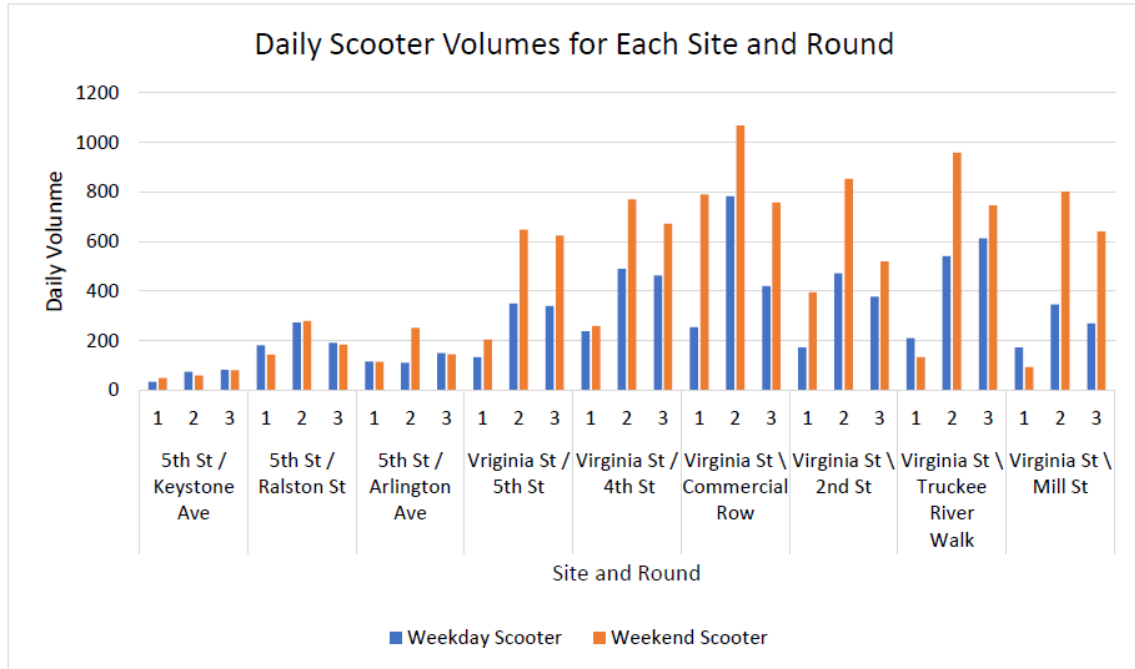


Figure 4-1- Daily scooter volumes for each data collection round. Source: Trevor Whitley and Hao Xu, PhD

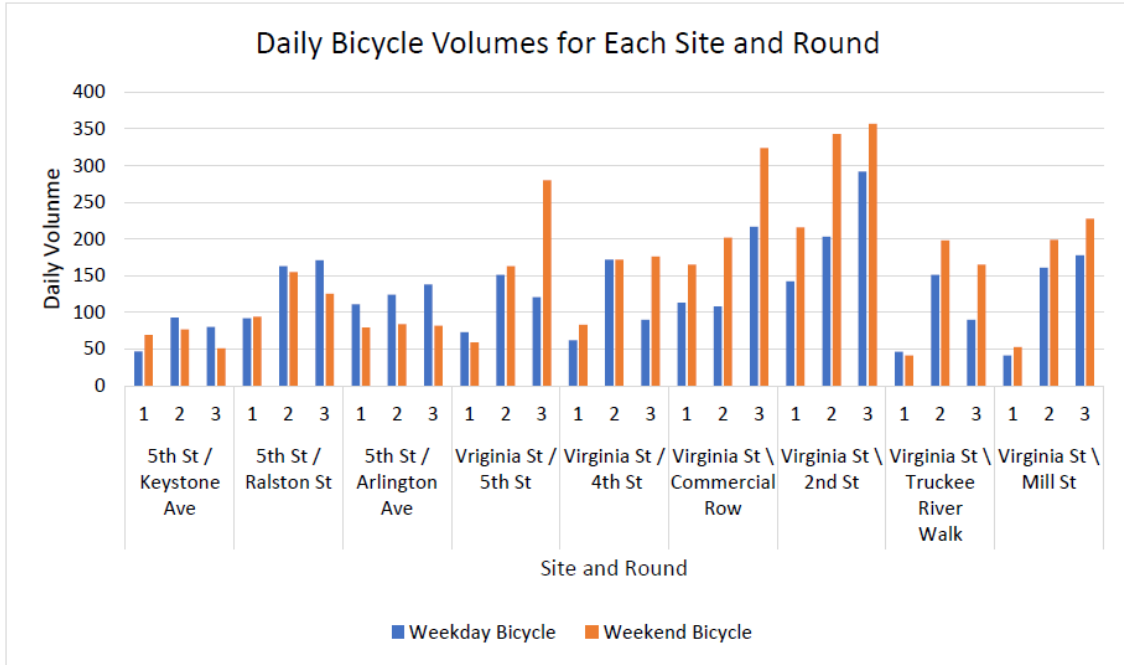


Figure 4-2- Daily bicycle volumes for each data collection round. Source: Trevor Whitley and Hao Xu, PhD

The LiDAR Study also assessed whether micromode users were riding in the roadway, on the sidewalk, or within micromobility lanes. During Round 1 data collection, prior to the Pilot Project infrastructure being implemented, micromode users primarily used the roadway, with some users on the sidewalk. Sidewalk riding was higher on Virginia Street, with 30-40 percent of users riding on the sidewalk. After the pilot infrastructure was implemented, 50-70 percent of riders utilized the micromobility lanes. The greatest reduction was seen in micromode users using the vehicle lanes. The number of scooters using the sidewalk on Virginia Street was also reduced by more than half. A summary of weekday scooter and bicycle use of the roadway, sidewalks, and micromode lanes are shown in **Figure 4-3**.

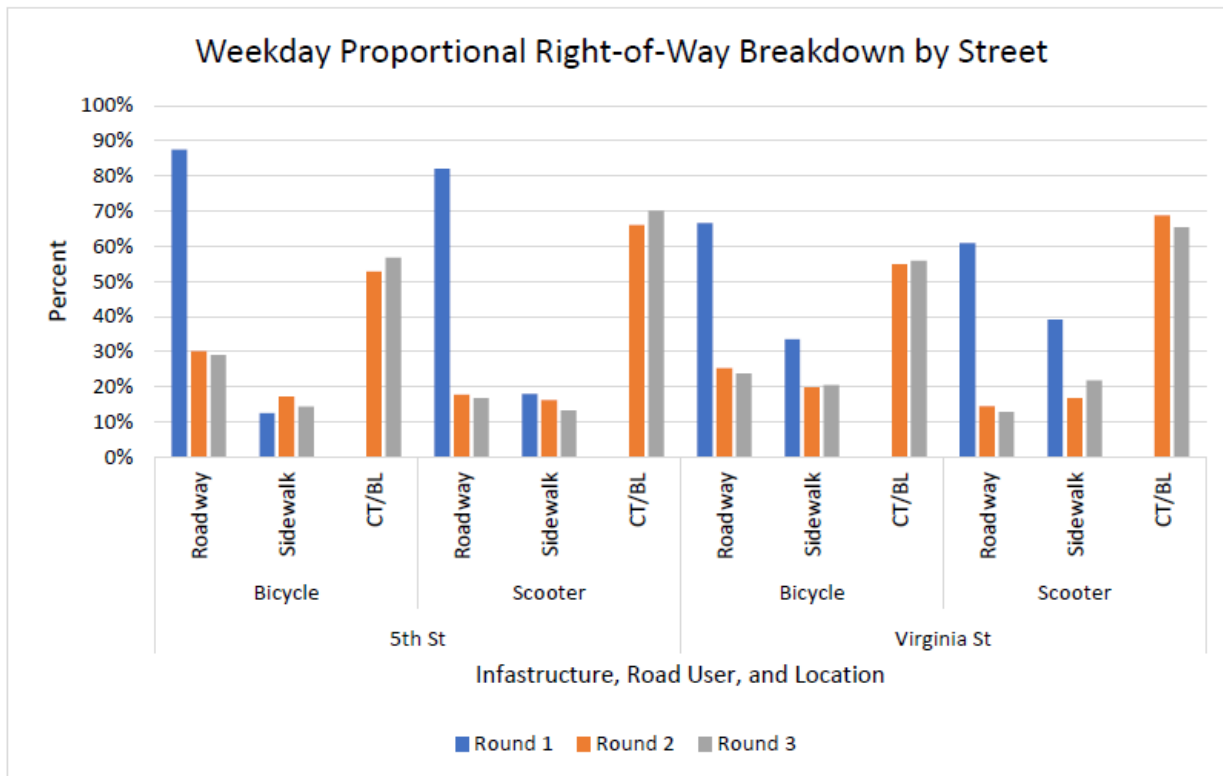


Figure 4-3- Weekday micromode users in the roadway, on the sidewalk, and in micromobility lane by data collection round. Source: Trevor Whitley and Hao Xu, PhD

The study also observed conflicts, or users passing the same point within two seconds of each other. This data is summarized in **Table 4-1**. Conflict rates per 100 road users were reduced at all sites with implementation of the Pilot infrastructure, with vehicle to vehicle conflicts seeing the largest reduction. However, micromobility to pedestrian conflicts increased, primarily on Virginia Street from 4th Street to 2nd Street.

Table 4-1- Observed conflict rates between modes. Source: Trevor Whitley and Hao Xu, PhD

Street Segment	Round	Vehicle-to-vehicle conflicts per 100 vehicles	Vehicle-to-pedestrian conflicts per 100 pedestrians	Vehicle-to-bicycle conflicts per 100 bicycles	Vehicle-to-scooter conflicts per 100 scooters	Conflicts per 100 road users
5th St - Keystone to Arlington	1	0.13	0.80	4.07	2.85	0.18
	2	0.11	0.74	2.87	1.54	0.15
	3	0.09	0.47	2.01	1.82	0.12
Virginia St - 5th to 2nd St	1	0.42	0.99	8.00	3.48	0.61
	2	0.04	0.79	3.43	1.36	0.32
	3	0.17	1.18	4.36	1.56	0.54
Virginia St - Truckee to Mill St	1	N/A	1.07	24.31	2.64	0.22
	2	N/A	0.27	0.71	0.57	0.09
	3	N/A	0.31	1.82	0.49	0.11
5th St - Keystone to Virginia	1	0.20	0.80	6.57	3.32	0.28
	2	0.10	0.65	2.77	1.47	0.17
	3	0.07	0.21	0.95	0.55	0.13
Virginia St - 5th to Mill St	1	0.31	1.00	10.69	3.22	0.51
	2	0.03	0.68	2.56	1.05	0.26
	3	0.12	1.02	3.69	1.15	0.42
Total	1	0.24	0.99	8.64	3.81	0.40
	2	0.07	0.69	2.64	1.14	0.22
	3	0.11	0.98	3.35	1.36	0.30

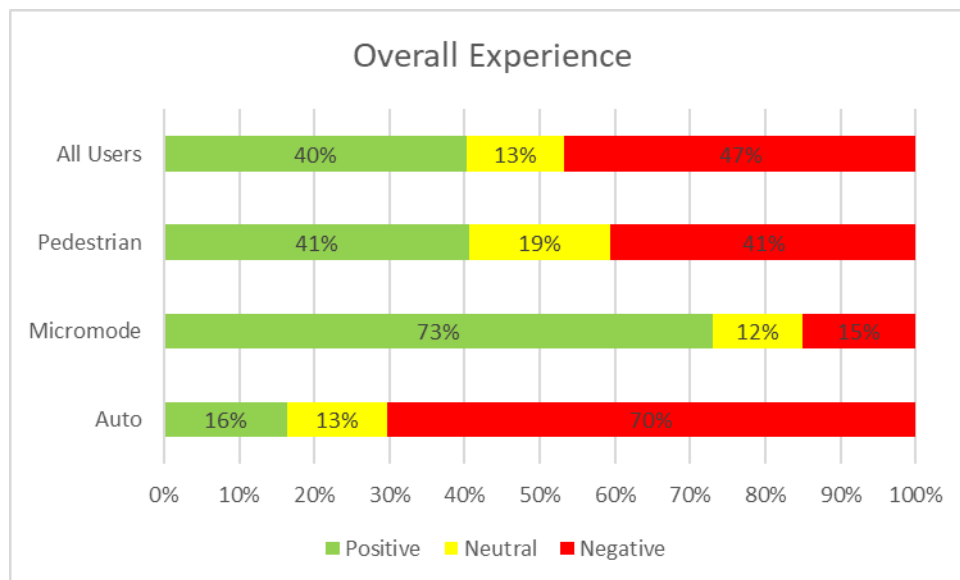


Figure 4-4 – Project Opinion: Overall Experience

Figure 4-4 summarizes respondents' levels of satisfaction regarding the pilot project as a whole. Overall, more than half of the respondents felt positive or neutral about the project. Among micromode users, 85 percent of respondents felt positive or neutral about the project. These respondents generally commented that the infrastructure provided increased feelings of safety and lower stress. Respondents requested expanding this type of infrastructure to other areas of town, specifically from Downtown to UNR. The inverse was true with automobile users, with 70 percent of respondents feeling negatively about the project overall. Auto respondents generally commented that they disliked Virginia becoming a one-way street, feelings of increased congestion, and concerns with micromode users following traffic laws. There were also many comments regarding issues with Downtown in general that were outside the scope of this project.

The survey also asked whether features like these would make you more likely to bike or walk versus using an automobile in Downtown Reno and/or the surrounding area. Of the 1,079 respondents to this question, nearly half (47 percent) responded yes. Many who responded no to this question mentioned that it was because they prefer to drive. However, some responded no because they either would bike regardless, or because they would like to see this infrastructure be extended to additional roadways before they would feel comfortable. Some responded that mobility issues made walking and biking difficult.

4.2 Segment Treatments

Segment treatments were evaluated for influence on micromobility volumes, where users chose to ride, and public perception of comfort.

Buffered lanes

The LiDAR study observed four locations within the limits of the buffered lanes:

- 5th & Ralston
- 5th & Arlington
- Virginia & Truckee River Walk
- Virginia & Mill St

Each location showed an increase in micromode users from Round 1 (before the Pilot infrastructure was put in place) to Rounds 2 and 3 (while the Pilot infrastructure was in place), as shown in **Table 4-2**.

Table 4-2- Micromode Volumes at Buffered Lane Data Collection Locations

Location	Round	Weekday Bikes and Scooters	Weekend Bikes and Scooters
5th & Ralston	1	272	237
	2	436	433
	3	362	307
5th & Arlington	1	224	192
	2	234	334
	3	286	226
Virginia & Truckee River Walk	1	255	173
	2	692	1156
	3	702	911
Virginia & Mill St	1	213	145
	2	506	1000
	3	446	868

Prior to the addition of buffered lanes, micromode users were split between riding on the roadway and riding on the sidewalk. After the buffered lanes were implemented, more users chose to ride in the micromobility lanes versus other space within the right of way. Use of space at Virginia Street & Mill Street is shown in **Figure 4-5**.

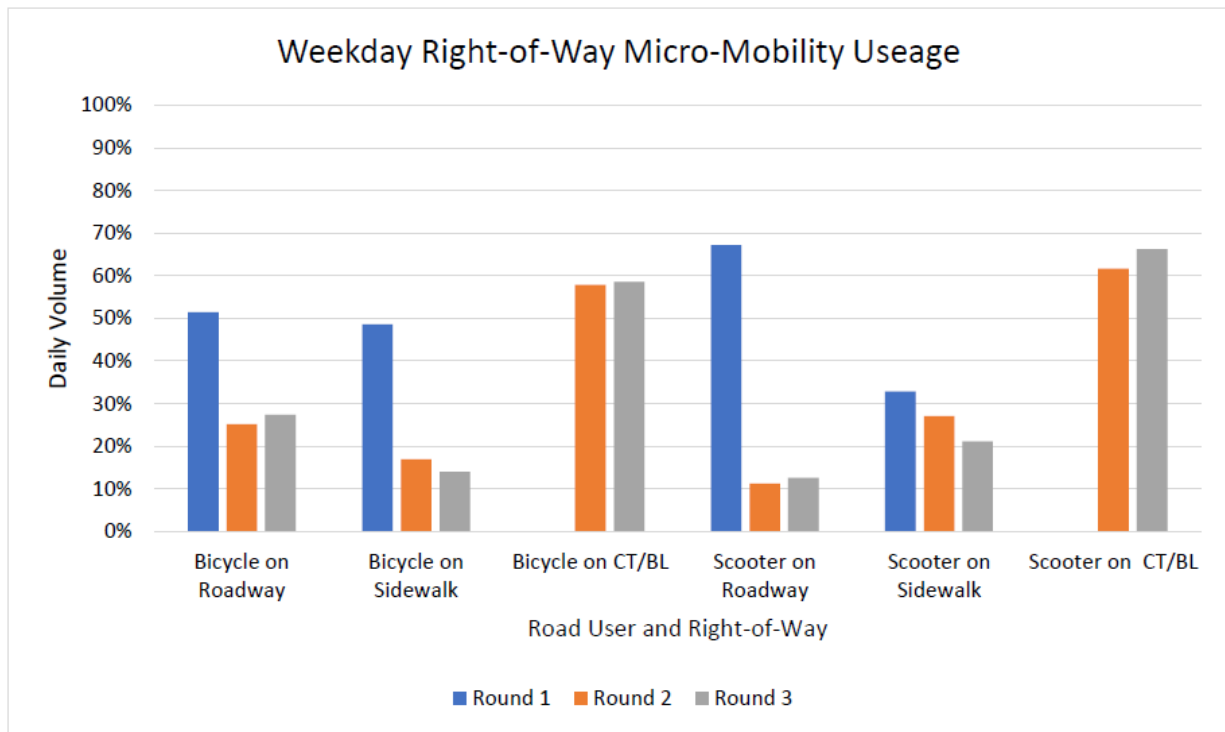


Figure 4-5 - Micromobility use of space at Virginia Street & Mill Street.

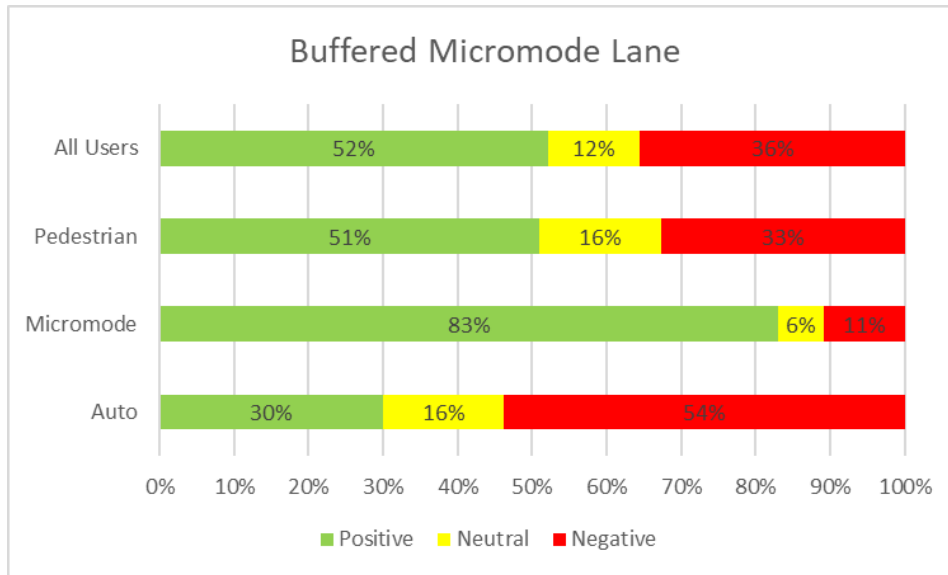


Figure 4-6 – Project Opinion: Buffered Micro-Mode Lane

Figure 4-6 summarizes respondents' levels of satisfaction regarding the buffered micro-mode lane that was installed at various locations along Virginia Street and 5th Street. This feature received the most favorable feedback. Nearly two thirds of all respondents (64 percent) felt positive or neutral about this feature. This increased to nearly 90 percent for micromode users. Comments from micromode users included increased feelings of safety and lower stress from increased separation, and that these types of lanes feel the most similar to patterns that residents are used to. However, many respondents commented they would prefer the flexible delineators be replaced with more permanent infrastructure (e.g., concrete barrier). Just under half of auto users (46 percent) felt positive or neutral about this feature. Comments from auto users included that the lanes made it more difficult to turn onto the road from side streets. Other comments included that the delineators made the street feel tighter or too narrow which caused vehicles to need to go slower. While these comments were presented as a negative, decreasing vehicle speeds serves to increase safety for all road users. One respondent who works on 5th Street mentioned they observed reduced speeding which resulted in what they felt were fewer vehicles running the stop sign at Ralston.

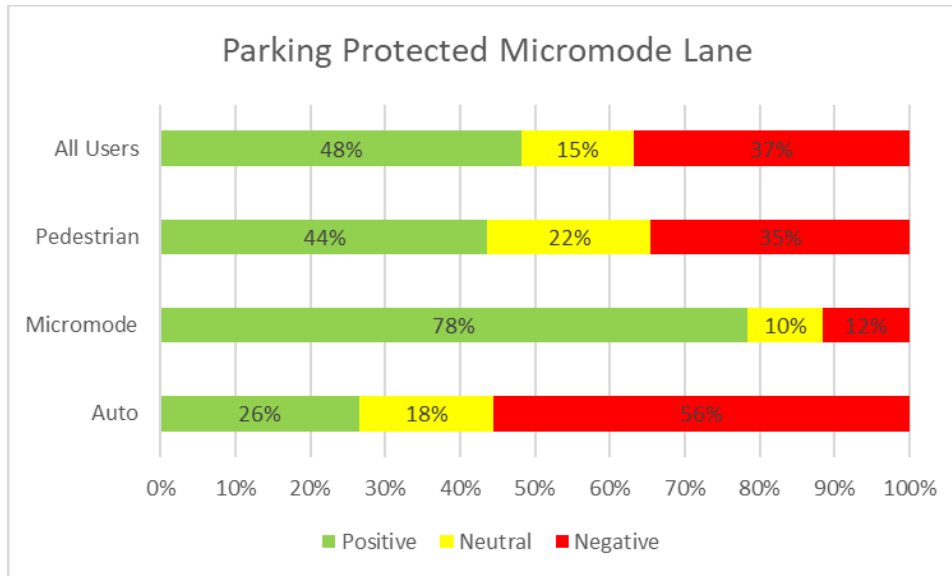


Figure 4-7 – Project Opinion: Parking Protected Micro-Mode Lane

Figure 4-7 summarizes respondents' levels of satisfaction regarding the parking protected micro-mode lane that was installed on portions of Virginia Street between Liberty Street and Mill Street and 5th Street. Survey results were similar to the buffered micromode lane with slightly less favorable responses. Over half (63 percent) of respondents were positive or neutral with this feature. This increased to 88 percent for micromode users. Micromode users commented again that these provided decreased stress and that parked cars served as a better barrier than the flexible delineators, but did comment that a wider buffer is preferable to provide a door protection zone. 44 percent of auto respondents felt positive or neutral about this feature. Again, comments from auto users included that the lanes made it more difficult to turn onto the road from side streets and moving the parked cars away from the curb reduced vehicle speeds. While this may be viewed as a negative by some, speed reduction results in increased safety for all road users. Respondents also voiced a need for increased education to alert all users on how to navigate the infrastructure.

Two-way Track

The LiDAR study observed four locations within the limits of the two-way track:

- Virginia & 5th
- Virginia & 4th
- Virginia & Commercial Row
- Virginia & 2nd

Each location showed an increase in micromode users from Round 1 (before the Pilot infrastructure was put in place) to Rounds 2 and 3 (while the Pilot infrastructure was in place), as shown in **Table 4-3**.

Table 4-3- Micromode Volumes at Two-way Track Data Collection Locations

Location	Round	Weekday Bikes and Scooters	Weekend Bikes and Scooters
Virginia & 5th	1	205	261
	2	500	811
	3	460	904
Virginia & 4th	1	300	342
	2	662	942
	3	552	847
Virginia & Commercial Row	1	367	953
	2	891	1270
	3	636	1082
Virginia & 2nd Street	1	314	611
	2	674	1196
	3	669	876

Prior to the addition of two-way track, micromode users were split between riding on the roadway and riding on the sidewalk. After the Pilot infrastructure was implemented, more users chose to ride in the micromobility lanes versus other space within the right of way. A higher percentage of scooters adopted use of the two-way track than bicyclists. Use of space at Virginia Street & 4th Street is shown in **Figure 4-8**.

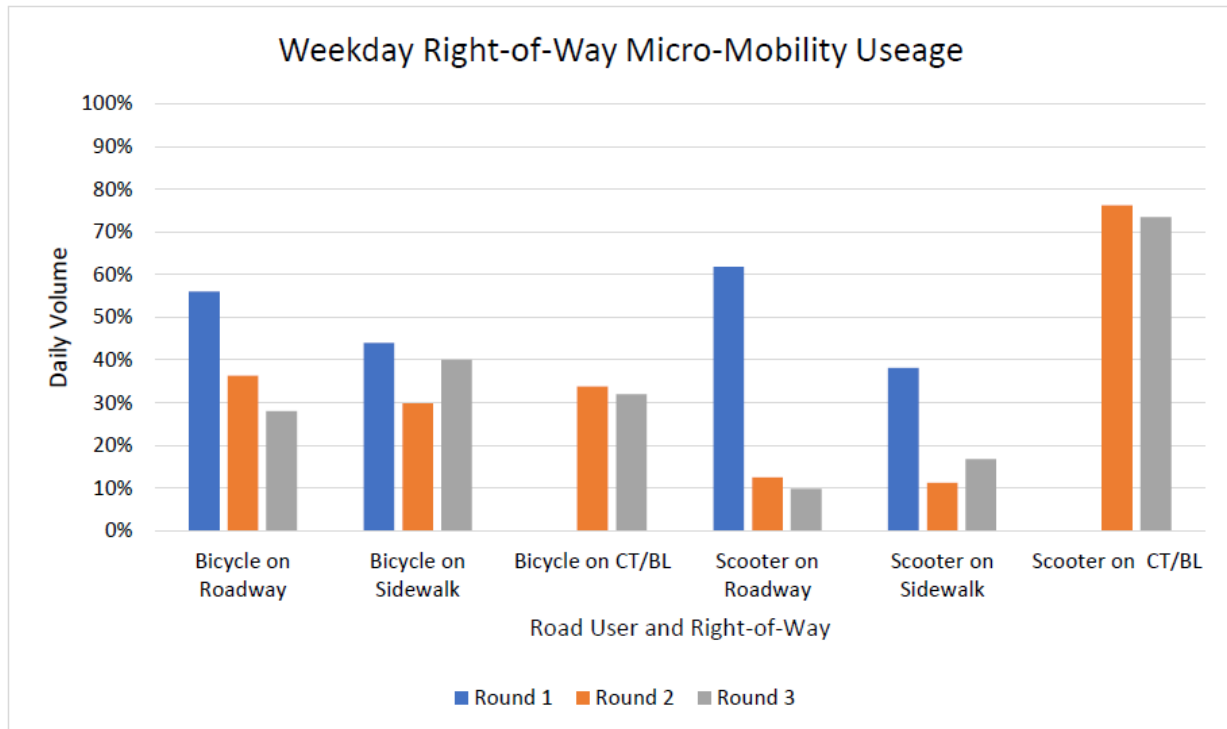


Figure 4-8 - Micromobility use of space at Virginia Street & Mill Street.

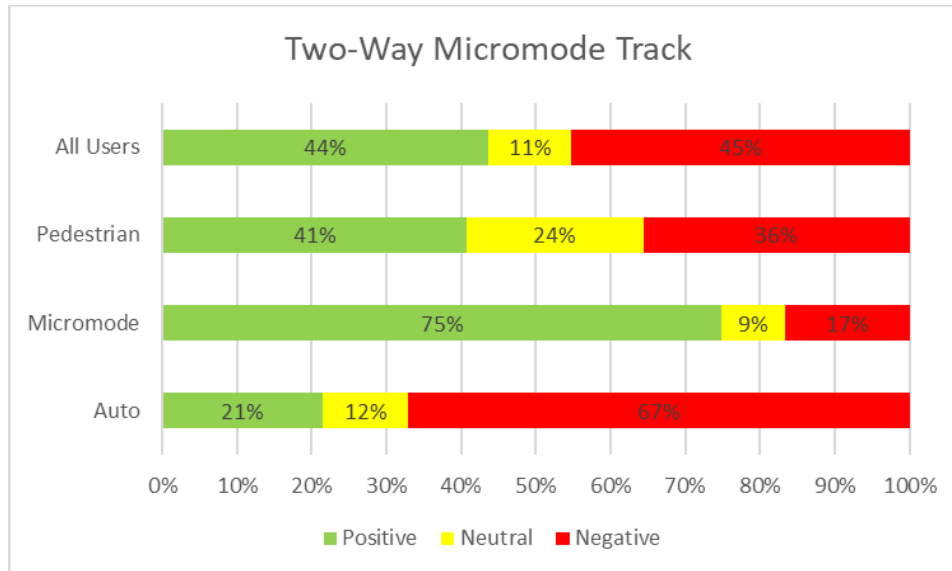


Figure 4-9– Project Opinion: Two-Way Micromode Track

Figure 4-9 summarizes respondents' levels of satisfaction regarding the two-way micro-mode track on Virginia Street from 2nd Street to 5th Street. Overall, over half of the respondents (55 percent) felt positive or neutral about this feature. This increased to 84 percent for micromode users. Micromode users commented again that these provided increased feeling of safety and decreased stress. However, there was a split in micromode user comments between those who prefer a two-way track on one side of the road versus those who preferred having a protected lane on each side of the road that flowed with traffic. Two-thirds of auto respondents felt negatively about this feature. Comments from auto respondents focused largely on the change from two-way to one-way traffic on Virginia instead of on the feature itself. Additional comments included concerns of micromode users utilizing the infrastructure and complying with traffic laws.

4.3 Intersection Treatments

Intersection treatments were evaluated for conflict reduction and public perception of comfort.

Protected Intersections

The LiDAR study assessed conflicts between users at the study intersections, including the protected intersection at 5th Street and Arlington Avenue. The goal of protected intersection design is to reduce the need for micromode users to merge with traffic, therefore reducing exposure to conflict. The conflict rates for vehicles to all users at the protected intersection at 5th Street and Arlington Avenue are shown in **Table 4-4**. The most notable reductions were seen in vehicle to bicycle and vehicle to scooter conflicts.

Table 4-4- Vehicle conflict rates at Arlington Avenue & 5th Street. Source: Trevor Whitley and Hao Xu, PhD

Round	Vehicle-to-vehicle conflicts per 100 vehicles	Vehicle-to-pedestrian conflicts per 100 pedestrians	Vehicle-to-bicycle conflicts per 100 bicycles	Vehicle-to-scooter conflicts per 100 scooters	Conflicts per 100 road users
1	0.47	0.51	4.21	3.08	0.55
2	0.16	0.94	3.37	0.83	0.23
3	0.15	0.20	0.91	1.71	0.19

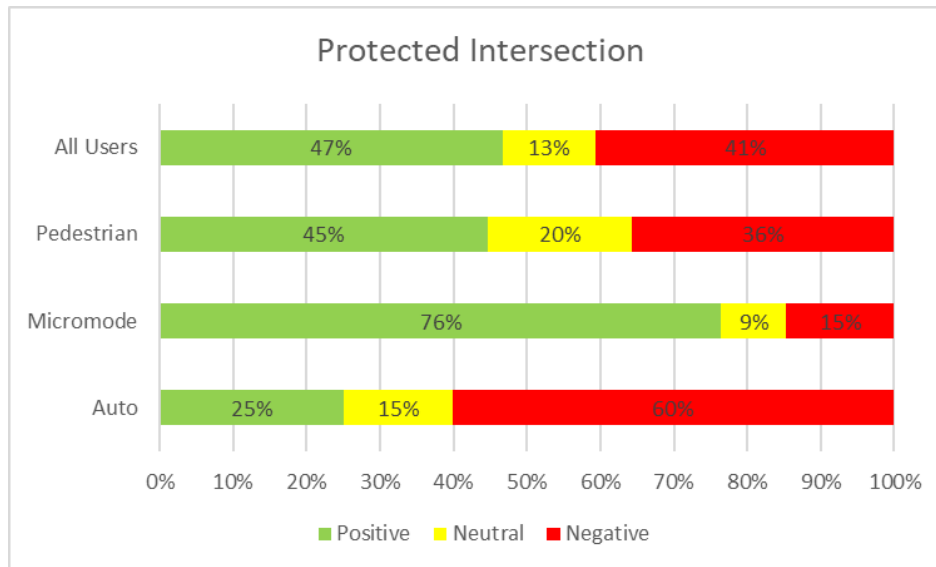


Figure 4-10 – Project Opinion: Protected Intersection

Figure 4-10 summarizes respondents' levels of satisfaction regarding the protected intersection at Arlington Avenue and 5th Street. Overall, 60 percent of respondents felt positive or neutral about this feature. This increased to 85 percent for micromode users. Comments from micromode users reflected increased feelings of safety due to increased visibility. However, there were concerns of automobiles not understanding how to utilize the infrastructure and driving through the areas meant for micromodes. Micromode respondents also commented that it would be preferred to have a more substantial buffer delineating the micromode area. The positive and neutral responses reduced to 40 percent for auto respondents. The main feedback from auto respondents included concerns with the decreased turning radius for right hand turns. Additional comments included concerns of micromode users utilizing the infrastructure and complying with traffic laws.

Bike Boxes

The LiDAR study assessed conflicts between users at the study intersections, including three locations where bike boxes were implemented. The study provided conflict point mapping at the study locations. The conflict point map for Virginia and 2nd Street is shown in **Figure 4-11** and the conflict rates for vehicles to all users is provided in **Table 4-5**. At all the bike box intersections, few conflicts were observed in the area where bike boxes were implemented. Again, the most notable reductions were seen in vehicle to bicycle and vehicle to scooter conflicts.

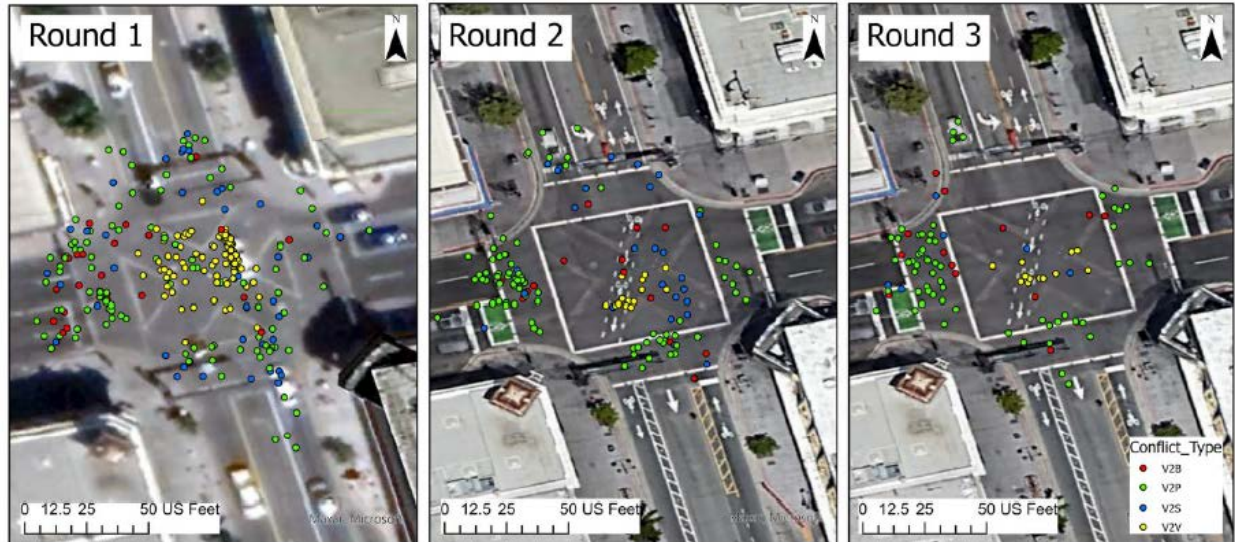


Figure 4-11- Conflict map at Virginia Street & 2nd Street. Source: Trevor Whitley and Hao Xu, PhD

Table 4-5- Vehicle conflict rates at Virginia Street & 2nd Street. Source: Trevor Whitley and Hao Xu, PhD

Round	Vehicle-to-vehicle conflicts per 100 vehicles	Vehicle-to-pedestrian conflicts per 100 pedestrians	Vehicle-to-bicycle conflicts per 100 bicycles	Vehicle-to-scooter conflicts per 100 scooters	Conflicts per 100 road users
1	0.25	1.33	3.63	5.11	0.53
2	0.04	0.91	1.83	1.59	0.37
3	0.04	0.71	1.69	0.45	0.28

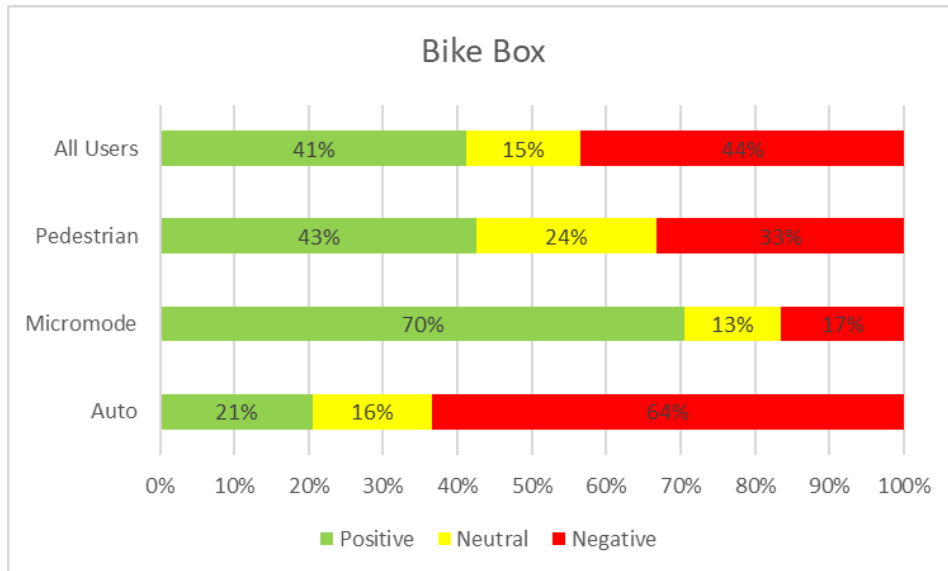


Figure 4-12 – Project Opinion: Bike Box

Figure 4-12 summarizes respondents' levels of satisfaction regarding the bike boxes that were installed at Virginia Street and 5th Street, 4th Street, and 2nd Street. Overall, 67 percent of respondents felt positive or neutral about this feature. This increased to 83 percent for micromode respondents. Comments from micromode respondents included liking the increased visibility of being ahead of automobiles since intersections in general and left turns in particular can be difficult. However, there were concerns with autos not stopping behind the bike box. Over half of auto respondents (64 percent) felt negatively about this feature. Comments included concerns about not being able to make free right turns if micromodes are in the bike box and that this configuration would slow traffic at the start of the green light. Several auto users did not understand the purpose for the bike box, commenting that bicycles should stay in their lane at the signal.

Bicycle Signal

The LiDAR study assessed signal compliance at the study intersections, including three locations where bicycle signal heads and dedicated phases were implemented. Micromode users compliance was observed to be mixed, as shown in **Figure 4-13**. The most common form of red-light running was micromode users crossing with the vehicle green in the same direction, more like a micromode user would at a typical signal without a bicycle phase. Lack of compliance in this area may be attributed to poor visibility or understanding of the bicycle signal phase, or a lack of desire to wait for the dedicated phase.

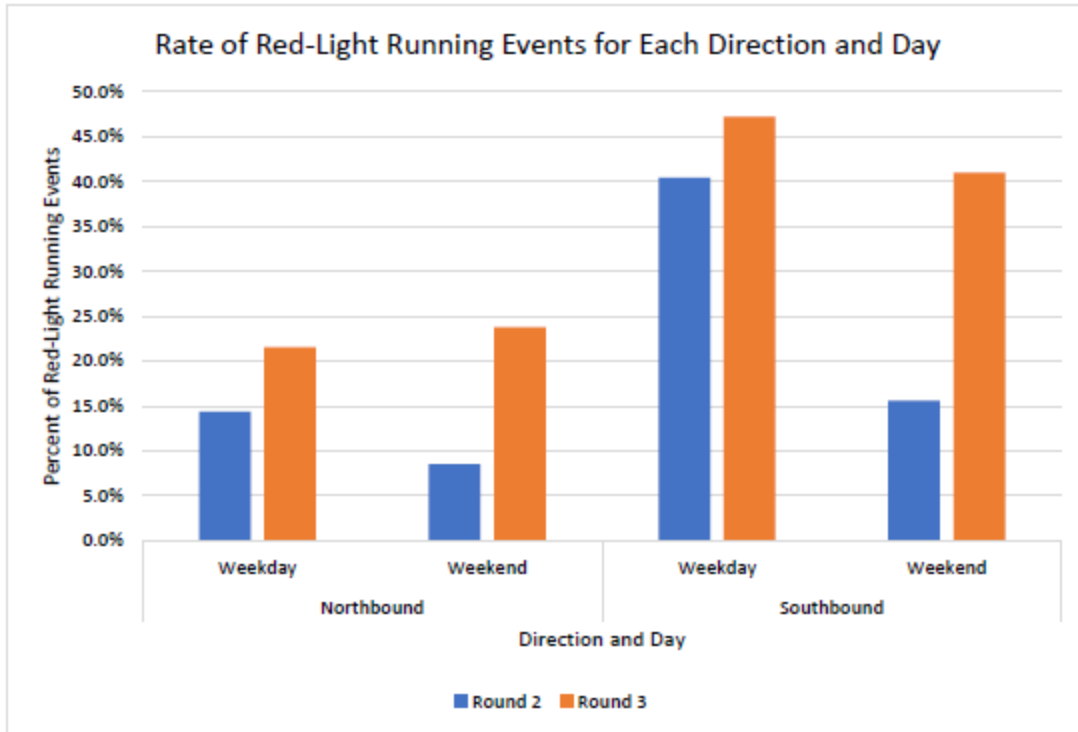


Figure 4-13- Signal compliance at Virginia Street & 4th Street. Source: Trevor Whitley and Hao Xu, PhD

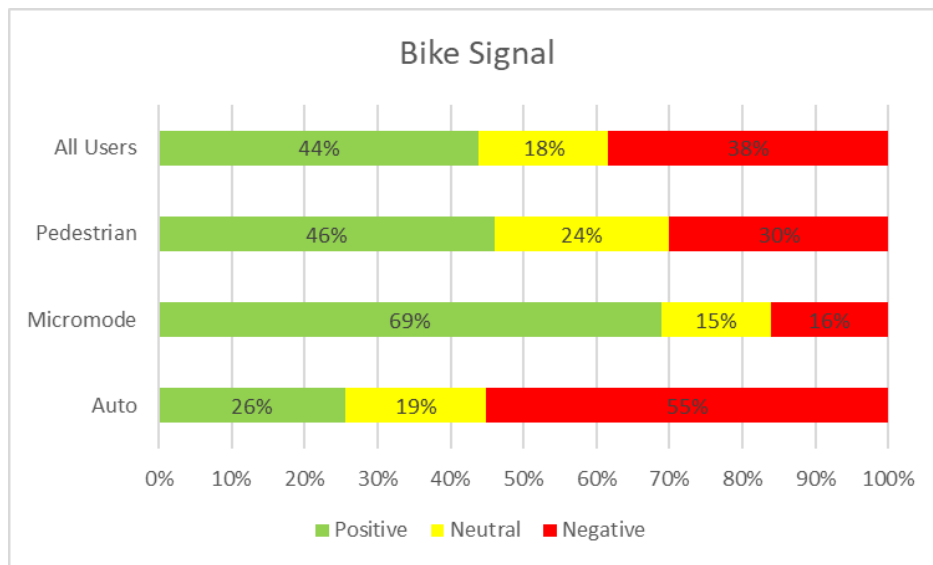


Figure 4-14 – Project Opinion: Bike Signal

Figure 4-14 summarizes respondents' levels of satisfaction regarding the bike signals that were installed at Virginia Street and 4th Street, Plaza Street, and 2nd Street. Overall, 62 percent of respondents felt positive or neutral about this feature. This increased to 84 percent for micromode users. Comments included a desire to increase visibility of these signals. Auto respondents included 45 percent who felt positive or neutral about the feature. Comments included confusion regarding these since they are not common to the area and may be confused for a left turn arrow. Additional concerns included the added intersection delay.

5.0 Conclusions

The pilot project introduced new infrastructure to the community and collected community response to that infrastructure. Adding these micromode specific features increased the volume of bicycles and scooters on 5th Street by approximately 40 percent and more than doubled them on Virginia Street. The vehicular traffic on 5th Street increased during the pilot project even with the reduction from two-lanes in each direction to one-lane in each direction. This indicates that there is excess vehicular capacity on 5th Street that can be effectively reallocated for micromodes. The reduction of vehicular traffic on Virginia Street was the result of removing north-bound traffic.

Prior to the pilot project, roughly 70 percent of bicycles and scooters rode in the roadway and 30 percent on the sidewalk. After the infrastructure was installed, over 50 percent of bicycles and approximately 70 percent of scooters used the micromode lanes. Installing these features reduced the conflict rate among all roadway users and vehicles, not just micromodes.

The City received over 1,000 survey responses with this project. Overall, more than half of respondents felt positive or neutral about the project. This increased to 85 percent among micromode users and decreased to 30 percent among automobile users. Comments from micromode users generally centered around increased feelings of safety and lower traffic stress from the increased separation. Comments from auto users generally included dislike of Virginia becoming a one-way, that the roadway felt tighter, and concerns about micromode users following traffic laws. Overall, buffered micromode lanes had the highest satisfaction rate with roughly 90 percent of micromode users feeling positive or neutral about them and almost half of auto users feeling positive or neutral. Users felt similarly about the parking protected lanes although slightly less positive. The protected intersection rated higher than bike boxes.

The project findings mirror other North American studies which suggest increased levels of separation between motor vehicle traffic and micromode users can increase user volume, decrease the risk of conflict, and improve level of satisfaction and comfort of micromode users. The project was successful in introducing new infrastructure features to the community, but challenges remain with integrating the tools in the existing road context and continuing to educate the community on their use and benefit.

Appendix A: Survey Comments

Appendix A - Survey Results

ID	Do you have specific comments on protected intersections?
1	Remove it. No good!
2	There was plenty of space even for a large group to queue to complete a 2-stage turn from 5th west to Arlington south. This would probably work great for busier roads especially for those not comfortable crossing multiple lanes to get to the left-turn lane.
3	Put some physical barriers. Cars tend to drive over the "protected" right turn.
4	I recognize some of the features are temporary like the raised dome markers, but the intersection does not feel as secure as it could be. Additional curbing or raised track elements may help mitigate this feeling.
5	5th and Evans and 5th and Nevada street need four-way stops. Traffic speeds are too high.
6	As a bicyclist, what is the proper way to make a left turn? I'd like to use it correctly but was unsure if I should go to the far corner and follow the green or not. Great otherwise! I felt very safe and comfortable. I could even see riding with the rest of my family if we had more of these!
7	I felt like vehicles drivers didn't know how to handle these and there was hostility toward me as a bicyclist using them.
8	Emergency access was not considered
9	Hard to see when pulling out in a car.
10	I appreciate the care for bicycle safety through downtown especially w the high price of fuel and so many more folks parking their cars for other modes of transportation.
11	Tourists can't take pictures of the arch without the cones and guardrails showing looks tacky also the the intersection at 1st where it acts as a 4 way stop I have seen a few nest wrecks because it's not an even intersection cars are piggybacking through pedestrians don't know when to cross and have almost been hit. They stand and wait and when they decide to cross the cars are going through it freaky is an eye sore to Reno.
12	Why wasn't this put out for public input. Major inconvenience
13	These were put in place without alot of education and how they work or that they were coming. There needs to be serious education using all forms of communication.
14	I have not gone through one of the protected intersections yet. But I wanted to say that the added bike lanes to Virginia street made my commute to work SO MUCH better. I take Virginia for part of the way and Center on the way home. I am always so scared on both of these streets. But the added lanes and dividers are amazing on Virginia!! Thank youuuuu!!!!
15	This is awful. I almost got hit by another car while I was driving my car since the turn lanes are awkward. This is a terrible idea.
16	Honestly this is the worse idea as it's confusing and no one pays attention
17	The layout is correct, but I did notice vehicles would turn too sharply and intrude on the space meant for bikes. I hope the plastic caps are not a part of the final design, and there will be a physical barrier to prevent cars from clipping into the bike zone.
18	Thank you for this project. I live near downtown and try to not use my car. I think the biggest thing we need to work on is drivers understanding that we're not out to disrupt them. How to learn to live together. Especially downtown where there no real need to go really fast. I met with one you last night at bike night. I would love to be an advocate for this since I ride to work in midtown as much as possible. Thank your Diane Simon. 1151 Valley rd. 775-527-7887

Appendix A - Survey Results

ID	Do you have specific comments on protected intersections?
19	I think they were confusing for some users.
20	The green paint was put on almost immediately after re-surfacing the street. That has led the black street paving to discolor the green paint rather quickly. Please consider doing a one-time power wash on all the green paint in the bike boxes to make them more visible to drivers and cyclists.
21	The bus stop is at that corner. When a bus is picking up passengers, it forces cyclists to wait with no way around. Also drivers of cars turning right do not see cyclists and have turned in front of me multiple times. As an avid commuter I found this intersection confusing as to where to stop as well.
22	Waste of Money.
23	Nice to get out into the intersection to allow cars to see you. The bubbles to direct traffic to make a wider turn aren't working. I have seen cars cut through them into the bike area.
24	The large bumps in the middle of the intersection need to go. A bicycle or motorcycle comes into contact with them and the rider WILL be injured. I will offer my services as an expert witness against the city on this as nationally certified motorcycle safety instructor. Any litigant WILL win.
25	It did hold up cars at the light when having to make a turn... only I was able to get through during the light which left a whole line of cars stuck at the next light.
26	This is perfect implementation. Would love to see future implementations at Arlington/California, HunterLake/Plumb, Sharon/Plumb, Arlington/4th.
27	Did the City do any research? Virginia St should have stayed a two way street.
28	The protected intersection, if these become permanent. There should be more installed throughout downtown areas. Including permanent bollards to keep vehicles from running over them every week. Sometimes it looks more deliberate by some vehicles.
29	No one uses it and causes more traffic then before
30	a bicyclist turned in front of me causing me to brake sharply. They did not even slow down as they approached - in fact they acted like they own the roadway and auto need to give them 100% of the road and right of way. They were NOT at the intersection when I started to turn.
31	It's a zoo there with all the poles standing up in various configurations which resulted if much confusion in our drive on Saturday (7-9-22) afternoon around 4 pm when we drove Virginia st. starting at 4th St. all the way down to Liberty. What a mess; NO bicycles or scooters were seen travelling the area and the only scooters we did see were in a pile on the sidewalks with almost no pedestrians that entire length; the casinos looked like they were boarded up; we thought we were in a ghost town!
32	Nobody uses bikes in reno. Theres like 10 people that use the closed section of Virginia St. complete waste of my tax dollars.
33	I just don't think people understand how it works, especially car drivers
34	We, the drivers of cars, are losing the ability to navigate through all the minutia you are putting out there. It is an obstacle course for cars and a real safety hazard for bikers, scooter riders, joggers, walkers, strollers and any other non auto locomotion you cram in these hazardous areas. The number of cars has increased substantially and you are taking away all of our surface streets through town. Plumb, Plumas, California, Mayberry, 4th, 5th, North Virginia, Virginia. Autos payTaxes!

Appendix A - Survey Results

ID	Do you have specific comments on protected intersections?
35	It is confusing and dangerous
36	It's so much safer and makes me travel more
37	No
38	I honestly had no idea what it was. I think there needs to be more education on what these are and how to properly use them because I have definitely not seen many vehicles yielding to bicyclists
39	There needs to be better barriers to separate cars and mobility devices and pedestrians basically anything with gears and motors that can move at 10-20 or more on its own needs to run fully Separately from foot and push scooter areas.
40	Parking lanes between me and traffic obscure line of site
41	I've almost ran over so many scooters that don't follow traffic laws it's stupid. They don't wear helmets and haul in front of cars.
42	Cars need signage explaining how bikes have right-of-way.
43	Automobiles cut the corners anyway...what is the point.
44	This is very unnecessary. Quite distracting
45	I think they do a good job keeping bicyclists, motorists, and pedestrians safer.
46	Cameras need to be installed at the protected intersections for accountability on everyone's part, camera's don't blink
47	Need to educate the car drivers more on what these are
48	So much safer. This project (at least anecdotally in my experience working in the ER at St Mary's) had cut down significantly on the number of bike and scooter accidents I've been seeing recently. Keep up the great work and saving lives!
49	More education to the public prior to implementation would have been beneficial.
50	Very fun experience
51	I don't like it when cars are traveling straight but don't have the lanes lined up (have to veer left or right to stay in the flow of traffic)
52	I love the improved streets.
53	Safer and convenient
54	Great
55	They're great
56	Please implement in more areas. I feel safer walking in these areas compared to unprotected areas. I live downtown and I have been in close accidents (almost being hit by a turning car).
57	paint on the road is not protection and there was no comprehensive education program to tell drivers to yield or how these are supposed to work
58	We all share the road and this is not sharing the road...
59	Lived here almost 20 years and is one of the most foolish and dangerous ideas yet!
60	Confusing. The cost of redoing all the streets will not be made up by the "revenue" of the scooters. Not what I want me taxes to go to
61	A bicycle traffic light would be awesome!
62	At Arlington, automobiles can fit into the "protected" intersection, rendering it useless. It needs actual curbs, at the same 5-foot width as the lane. Not paint and bumps. Plus, one of these is needed on every intersection along W. 5th Street or it's not a finished network. (West St, Nevada St, Washington St., Vine Street. Why? Because there is no safe way to merge out of these lanes to make a left turn at any of the above-mentioned intersections.

Appendix A - Survey Results

ID	Do you have specific comments on protected intersections?
63	I think this is an excellent way to keep bike and scooter users safe from traffic.
64	It doesn't work here. People are riding the scooters in the middle of 6th St all the time and I've seen 3 cars with CA plates "lost" going the wrong way on Virginia. Way to welcome visitors back.
65	This "micromobility" is not ADA compliant and it is not saving energy. They are dangerous, they speed down sidewalks or they block sidewalks
66	This is not fair to local business, local tourism, locals period. The setup is poor, the idea is great, but it's implementation is not. Taking away large sections of main streets in this manner does not improve the downtown area, it takes away from it. Downtown Reno, in particular, Virginia Street, should remain a two-way stroad, not a one way. The implementations are more negative than positive. This can be done more correctly and entirely caters to select businesses while downgrading others.
67	It negatively impacts access to St Mary's. In case of an emergency this could cost someone their life.
68	It creates blind spots on right turns. Been almost hit. Need signals for cycles as well.
69	Nobody rides their bicycle downtown on Virginia St.. Nobody rides their bicycle down Virginia St. to go to the Eldorado for gambling, dinner, or a show.. Do you see any bicycle helmets at Ruths Chris steakhouse?
70	Please, please keep these!!'
71	Makes driving harder and scooters don't use them they ride down the middle of the street
72	It's great that the bike lanes get swept regularly.
73	This is going to save so many lives. I highly encourage this feature going forward.
74	Worst idea ever! Waste of money! I have to go out of my way to go somewhere downtown. No one on these scooters or bikes very rarely follow the rules of this so called project. Hell they don't even follow the rules that they are supposed to. There zero enforce or follow through. Why! Why! Did you have to ruin your beautiful downtown and waste all that money?
75	Without this sort of protection, there's almost no way for a family to ride bikes through these intersections. Even when no bikes are present, these remind drivers to be aware of riders.
76	This project is a joke. People are riding the e scooters in the road with vehicles and it's a mess
77	I absolutely LOVE it! As an avid bicyclist, it is much appreciated!! Vehicles like RTC Buses, Waste Management Trucks and normal cars and trucks come WAY TOO CLOSE to us bicyclists! This provides a safe security to ride in now! Thanks City of Reno!! Can we please finish the Rest of Reno!!?
78	If car drivers can be trained this is a great feature
79	Made a mess of the streets for drivers.
80	I was almost involved in a head on accident by someone who didn't pay attention to street signs
81	Yes these dedicated bike areas are a nightmare. I have seen bicyclists that want to turn left at this particular intersection just zip out in front of anybody who happens to be there without looking or anything else and just cutting across the intersection.
82	We need more of them.

Appendix A - Survey Results

ID	Do you have specific comments on protected intersections?
83	It's confusing and looks like you can cut the corner in a car. The parking on the side of 5th seems right in the way of traveling. I don't see how it helps but if it does protect people I guess it's ok?? But VERy confusing fir most so I feel it's more of a danger.
84	All intersections should be like this or better
85	really nice way to make safer for bikes and no inconvenience for me in a car. Win-win.
86	The traffic button placements at 5th and Arlington force vehicles that are turning to either drive over the buttons or turn into the on-coming left turn lane in order to negotiate the turn. I heard this complaint from someone who drove a midsize car and I was driving a passenger truck (GMC Sierra) when I experienced this conflict..
87	bike riders already have the belief they do not have to adhere to the rules of the road, this just enforces their refusal to be traffic law-abiding. giving a dedicated lane no matter how much paint you put on the road does not help motorists. but all the extra paint on the road does make it more slippery for the bicycles.
88	The cyclists don't follow the rules! Nor do the scooterists.
89	Not at this time.
90	Are you insane?
91	The green zones on the turns need to be barricaded better as cars drive over them
92	scooter people do not watch lights and do not stop, saw many near misses
93	Protected intersections are great for bicycles. Scooters should be in auto lanes. Motorized traffic like scooters that can accelerate more quickly than a casual cyclist don't belong in the bike paths. I think the potential for conflicts between different types of non-auto transport is too high to mix them together.
94	These projects are not at all accomplishing the goals you think they are.
95	It really makes it hard if not unsafe to drive.
96	No
97	So much better for biking. It will take time and effort to educate drivers turning right that they are not supposed to drive in bike lane
98	Too constricting for the larger population of vehicles that need the space!
99	Confusing
100	As a cyclist, I liked these intersections. However, since I am between the curb and parked cars, I had to be very careful when approaching intersections and driveways to ensure a car would not turn in front of met. Overall, I liked being between the parked cars and curb since I was more distant from traffic. But, I had to be very aware of cars turning at intersections and driveways since cars were not always aware I as in the bike lane (cars blocked thier view).
101	No
102	Close Virginia Street to all vehicles, including scooters, bikes, e-scooters and e-bikes, skateboard etc. Virginia open to foot traffic only. Make Sierra St. & Center St. The One Way (north & south) corridors to and from UNR campus and downtown/midtown. Then merge the bike/scooter (microcode) traffic with those two ONE WAY CORRIDORS. This will make downtown safer for pedestrians and terrific to and from UNR safer for all.
103	This feels so much safer. Please keep it when the bridge is replaced.
104	I think Bike lanes help people be more active, while I'm not against them, please don't hinder automobile traffic downtown as I think businesses will suffer.

Appendix A - Survey Results

ID	Do you have specific comments on protected intersections?
105	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
106	Vehicles can see bikes and scooters coming and do NOT necessarily stop or yield the right of way. I appreciate the dedicated path, but vehicle drivers need signage to remind them that bikes have the right of way.
107	It works well - people in cars could use more education about the intersections
108	Confusing, abused by scooters and bikes, cause congestion.
109	Confusing!!!! And, really, are bikes more important to cars on street sharing?
110	There has to be a balance between promoting bicycle use and accommodating vehicular traffic. The changes dont get that balance correct and over optimize for bikes creating issues for vehicles. I support the intent but the implementation needs more balance.
111	As a cyclist, these improvements have made this intersection much more navigable and safer for me, especially during peak travel times. I have noticed that some cars turning right are confused by the changes and end up squeezing through the bike lane to make their right turn, so maybe more signage for cars is needed.
112	I commute on bike between Midtown and UNR. In the morning on my ride north on Arlington I feel that the protected intersection is helpful but requires paying close attention to motorists. On my commute home (traveling south) when the light is green the protected intersection is compromised as you have to move to the right and then back to the left and if a motorist is making a turn to the west, they could be distracted or miss seeing a bicyclist in the bike lane. More to say...
113	You can see the issues in the photos. Because these roads were not designed for bike lanes from the start, you've got usually drunk riders on scooters swerving in and out of moving traffic to get to these "safe" zones. If there were dedicated lanes all the way down, maybe this would work, but when someone hammered on 10 beers is still in the middle of the road because ultimately that's the purpose of these things, it's a non-functional and extremely dangerous situation.
114	People not using the lanes we have provided. Most scooters and bicycles on other streets traveling wrong direction or in sidewalk.
115	I have seen this design in LA as well. It doesnt work (I am a bicyclist first, BTW). Unfamiliar designs to drivers is more dangerous than the bike lane in between marked and moving cars. Parking is best next to the sidewalk with a bike lane abutting it.
116	Confusing and makes for very tight and sometimes unsafe turns in a car.
117	The signage put up by the City is awful on Virginia. Folks in hte bikeway think that Virginia is for bikes only. I've been yelled at. I've had bikes zig-zagging across driving lanes thinking it is for bikes only. Pedestrians walking up he street are even more entertaining! Enforcement?
118	such a very poor communication about this in advance. Incredibly Ugly. And dangerous feeling ESP on Arlington. Why not put this stuff on alternate routes. decent idea. HORRIBLE execution. Unless you intend to close all of Virginia and Arlington from, say Liberty to I 80 as in Denver's LODO or their Union Station area and other much better designs that are thorough and not awful overnight surprises for native Reno-ites. A complete and well executed plan, eg total revisioning of that zone.

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ID	Do you have specific comments on protected intersections?
119	A lot of people cut the corner on 5th and Arlington (or run over it). I think more education on how these work is needed.
120	Finally a best practice for non-automobile traffic! Protected bikeways should be standard and implemented consistently across the city!
121	This creates sharp turns and will be hard to navigate in the snow and ice that we get all the time!
122	This has impacted the turning of the buses on the transit system negatively and has slowed the transit speed.
123	The cars on the road didn't know what to do. Seems to introduce more risk than it's mitigating. A woman in an electric wheelchair almost got run over on one occasion I was there.
124	This is a GIANT waste of money based upon the friendships of the members of the city council and their friends. Bike lanes in Reno are hardly used from what I have seen. While it is good to have bike lanes the old fashion single lane with a white line are sufficient.
125	Good idea, as long as it does not decrease traffic flow. This should be considered for areas with high pedestrian/traffic collisions.
126	I agree with giving bicycles an opportunity to not merge with car traffic at intersections.
127	From a vehicle some turns (5th to Arlington, e.g.) are difficult to stay in your lane. Bike and scooter traffic is pretty light at least when we are driving. However, bicyclists seems to believe they have the right-of-way regardless of the traffic signals or stop signs and plow through intersections so behavior is really the problem. Some drivers run stop signs and signals, too.
128	While driving south under the RENO arch, I was showing my friend from out of town the new micromobility project. No pedestrians or bikes or scooters were using the dedicated lane, but they were using the only automobile lane - darting out in front of me on scooters and skateboards. THE PROJECT IS A FAIL! You don't even see tourists out and about anymore. Just homeless and young daredevils.
129	Have not used them but like the concept.
130	The placement of these biking/scooter barriers along 5th street impeded automobile traffic, especially on the corners of intersections. The barriers are palced too far out on the corners, causing vehicles in the right hand turn lanes to veer into the omcoming traffic, due to the wider turn path.
131	Keep bikes and autos separate.
132	Ugly, an eyesore, confusing traffic patterns, only an idiot would think that having TWO one way streets going in the same direction (Virginia/Sierra) next to each other is a good idea. making Virginia street a one way is UGLY, damages the impression visitors get and confuses them. Parking is a pain in the [REDACTED] and makes going downtown a royal pain. Who ever came up with the Virginia street idea should be taken out and publicly dressed down and lose their job! How stupid!
133	Bikes and electric scooters are now going full speed and threatening pedestrians. Lots of drunk people on scooters.
134	Thank you for these new safer roadways for non-automobiles. It slows down cars and adds safety overall.

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ID	Do you have specific comments on protected intersections?
135	I don't mind the dedicated path, but I disagree with the right of way. Mostly because it is sometimes hard to see the people on the bikes. They should use more caution at the intersections.
136	The on scooters and bicycles have on many occasions, ignored the traffic lights at intersections.
137	haven't had to experience it
138	More driver education and/or signage about the bikes having the right of way.
139	Some bicycle riders don't realize how difficult it is for car drivers to see them. I appreciate anything that helps to protect pedestrians, scooter and bike riders.
140	my concern is that there might be confusion at the crossing for pedestrians, especially those with sensory Disabilities, not hearing the bikes, crossing at the same time a bike is turning right.
141	Needs clearly marked green striped bike crossing next to the white pedestrian crossing lines. Maybe size does not permit but more substantial corner islands would improve intersection.
142	I am often cycling there running errands and going to school with my two children and having these protected intersections are a savior!
143	My son has been hurt on a bird scooter. They are extremely dangerous! People do not know how to ride them and they do not require helmets. Ask the ER's in Reno!
144	Speed bump curbs get in the way for cars turning right. Otherwise I love it.
145	Love this whole project
146	it has added to traffic as people slow to a crawl because they see the lanes and don't know what to do. Also, scooters are still being ridden on sidewalks, which is dangerous for pedestrians.
147	This is really an unsafe plan and design, get it back to the way it was. This makes no sense. The people riding bike scooters do not obey the rules of the road, get rid of this plan, please for safety reasons.
148	Great idea! Can we have more like it?
149	haven't gone that far east.
150	The problem are the bicyclists. Many do not obey traffic laws. Many ride on the wrong side of the street and / or don't obey lights or ride on the sidewalk. Motorists still must anticipate or guess what cyclist will do, since they ride in unpredictable fashion.
151	It's confusing and doesn't look finished.
152	Remaining lane for auto traffic felt too narrow. In an auto, turning right at an intersection meant a wider swing out to avoid the bollards.
153	This is very confusing. I realize this is to cut down on bicycle accidents but it is not the answer. I'm surprised more cars have not been sideswiped. Just today I was on 5th by Hopes and a semi from a food company turned left onto 5th street and barely made it. Good experienced driver of the big rig. There has to be a better solution.
154	Bikes should follow the law and current DMV regulations. They are usually the cause of most accidents as they don't follow the law.
155	The plastic barriers do nothing to help safety and look stupid. I have never seen these in another city and I travel a lot.
156	The hard barriers make me feel much more relaxed when interacting with traffic.

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ID	Do you have specific comments on protected intersections?
157	Theoretically a good idea, as executed here, ineffective. I watched several cars drive right over the little white balls intended to protect the bike lane from drivers making right turns. A permanent barrier would need to be large enough to be visible to drivers in very high profile vehicles to see, and strong enough to provide legitimate protection for cyclists.
158	Somehow you have managed to make this intersection even more dangerous as autos have to dodge around the silly road bumps. I work in this area so am there frequently and see 1 bike to every 100+ autos at this intersection. Just doesn't make sense and it's become even scarier on 5th street to try to cross the streets or park as it's congested and chaotic. Overall...do not like it.
159	I'd like more of this please.
160	They are fantastic. I feel safe riding my electric bike around.
161	The northbound lane drop on Virginia is horrible. The spaced parking spots on 5th seems dangerous when I have to cross a uncontrolled bike lane. Cyclist don't seem to follow the rules of the road, ie yielding to pedestrians. I need to play frogger just to pay the parking meter.
162	Too hard to maneuver In that area as it is
163	Great concept. However, it will fail, unless there's a major public education campaign. There needs to be a public education campaign in general about bike safety, both for motorists and bicyclist. The town keeps adding more and more ways for bicyclist to get around town safely, and that's fantastic. But it will never be successful, and they will continue to be fatalities, until there's a public education campaign. It is irresponsible to continue to do these projects, and not educate the public.
164	We need better bike lanes. Also docking stations for the ██████ Byrd scooters blocking sidewalks and roads. Give Reno bike lanes and Byrd docking stations!
165	This is a complete bunch of ██████ allows the bicycles and scooters to basically split traffic lanes, yet the state law says that's illegal for motorcycles. And then the bicycles or scooters get out in front of the cars and take up in the entire lane, not just the bike lane holding up traffic.
166	this whole project was rushed. it feels rushed. the byrd scooters make it 10x worse. its all extremely dangerously built. i work downtown and have for 7 years. you ruined it. you ruined the whole area for a small handful of cycles and
167	"right of way over turning vehicles" puts way too much confidence on incompetent drivers following traffic rules.
168	It's easy to navigate, and makes me feel more comfortable knowing the bikers have more space, and I don't have to go into the other lane to give them more space.
169	Docking stations for scooters and move the scooter/bike lanes back to next to the car lanes and car parking back to next to the curb WHERE IT BELONGS. Bike lanes next to the curb gets in the way of pedestrians, getting in and out of cars, and ability for car pickup/drop off out front of buildings.
170	I've seen cars cut the corner between the street and curb.
171	We have no through streets for cars anymore. No one rides a bike or scooter in the winter. Bikers and those on scooters do not pay road taxes. Quit messing up the roads in Reno.
172	Very confusing, there will be accidents

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ID	Do you have specific comments on protected intersections?
173	Those rounded bumps in the road are awful. And the whole thing looks like a construction zone. Not attractive, but I'm glad something is being done to protect cyclists.
174	Hard to see in a car. Junk in the bike lane was uncomfortable as a cyclist.
175	Nobody follows the rules.
176	The people biking are not using this appropriately. I just think it's silly.
177	This is a good idea, but when I was on the scooter, it's pedestrian sensors reads the protected lane as a pedestrian area and won't let you ride it until you're in the lane of traffic.
178	I'm always concerned about drivers not understanding how these intersections work and bikers getting injured.
179	Separating bike and foot traffic from vehicle traffic has been an amazing experience in other towns where it has been largely implemented.
180	I ride a cargo e-bike with two kids on back -- I felt really safe in this protected intersection, I really like this design
181	Don't understand it. Unnatural to park away from curb. Seems like a harder barrier between parking and mobility lane should be in place- Washington DC style
182	I think the cost of all the barricades are ridiculous and they will become a target for youth to destroy. Who is paying for the bike lanes and when will the City require bikers to pay their costs to have all the bike lanes etc. What is removing traffic lanes for cars doing to the environment by having cars stopped at intersections longer because of one lane of traffic.
183	Some automobile drivers are hostile to giving bicycles priority judging from postings on social media.
184	Protected intersections are an integral part of the connected, protected bike network Reno needs to implement. The one at Arlington/5th was a good start, but needs to be improved in specific ways, particularly by using physical barriers (a Corner Island, not just green paint) to prevent cars from encroaching into the micromobility turn areas. Please see and implement NACTO guidelines in permanent features: https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/
185	I appreciate protection from cars.
186	Most bikes i see downtown do what they want, including cutting across lanes and riding the wrong way, I work and live downtown and I see it everyday. These dedicated lanes add confusion to already trying not to hit the bikes and scooters not obeying the law or using the lanes.
187	Vehicles still cut through green area, maybe make it red or yellow, or have stoplight cameras and issue warnings
188	I was confused and didn't know the rules stated in the question. I thought it was part of traffic management for ROC
189	I often travel from 5th and turn right on Arlington. You either bump over the white bumps or face on-coming traffic from Arlington. Spectacularly useless obstacles.
190	Too busy. Makes the street too narrow. Unwelcoming. Bicyclists should not have right of way over cars at one intersection and not another. Confusing. Visually unattractive.
191	It's very confusing to navigate

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ID	Do you have specific comments on protected intersections?
192	I have only driven a car at this intersection and the white bumps in the road stick out really far making it difficult to turn at the intersection as a car.
193	I feel so much safer turning at this intersection than some others around town
194	Crosswalk lights need to be updated. Many don't work like they should and don't give enough time to cross.
195	The more of these the better. Let's encourage bike riding and make it safer.
196	When I bike it's helpful but people have hit the barrier or almost crashed into bikers.
197	Add more please. Especially around West and Arlington Streets.
198	Streets should accommodate the majority of vehicles using them, such as automobiles. Bikes and scooters should be adjusting to the flow of automobile traffic.
199	Makes driving downtown impossible at times.
200	Reno has tried to do projects like this before and it failed every time why because it's not good for the downtown district maybe for the up and coming midtown district but not in downtown unless you want to run her out the rest of the people that come here to visit oh wait yeah that's what may or she be is all about get rid of the visitors get rid of the money get rid of everything unless it's hers
201	The people on the scooters don't use your protected intersections or follow any road rules. I'm surprised they are not getting killed by the dozens.
202	Unfortunately your vision is flawed because we are dealing with stupid humans who don't utilize protected intersections. I have almost hit idiots on those public scooters twice now because they just dart across the street without even looking. This was on 5th street nowhere near an intersection.
203	These people/ kids have no sense of traffic rules/ they make bad decisions which makes drivers have to avoid hitting them.
204	very easy to navigate
205	no enforcement allows reckless actions to inflict pain and suffering upon others
206	Folks are looking for cars and signals
207	We need to create safer bike ride paths however both driver and Bicyclists Need to share the road and be more aware of each other equally
208	Creates confusion. Increases danger. Slows traffic. Limited usage of alternative transportation does not justify changes.
209	The problem with protected intersections is you're allowing cars to park on the corner and cars are hitting the corner the little white thing. Especially near that Asian restaurant near second or third Street where they have front street parking yet your bicycle lane is right there that's a contradiction of purpose. I think it's called Golden Phoenix or something. Ya
210	Keep the pedestrian and cyclists out of the road ways. You guys are ruining downtown. Everybody loves the classic cars that cruise not only for hot August nights but most through most of the year The rainbow side walk was ajoke and ypu are hurting the few buisness left down there. With road blocks and impossible parking situations.
211	It takes away from maneuverability when executing a turn in a car.
212	Make more.
213	It is like the round snouts, people do not know how to use them, including those on bicycles and scooters. I feel it is more dangerous now than before.

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ID	Do you have specific comments on protected intersections?
214	Doesn't seem protective to me because it crowds traffic to merge (signage in Reno gets an F) at intersections which is ridiculously dangerous. Fact is people are too scared to drive so it causes a ghost town. I'm 62 and your ideas discriminate against those who must drive and don't want to KILL SOMEONE. I'm disabled and cannot access your goofy dream of ride a bike. I've lived here for 2 decades and one ways with no left turns makes me burn gas getting to the location I need.
215	It's grim why choke traffic to such an extent. I won't go there anymore.
216	Riders of scooters aren't obeying any traffic rules. Blowing through the intersection on multiple occasions making it very hard to drive safely
217	I haven't used them enough to have an opinion
218	The business I patronize is suffering because it's parking lot is being cut off and access to the business is restricted. I
219	This is so important for my safety as a bicyclist.
220	Bunch of BS. They already have the right of way. What I mean is they already ride as if they do. This morning all lanes of traffic were stopped because the bicycle light was green, and we all sat there waiting for a non-existent bike. They should have to push a button and wait their turn like everyone else.
221	Motorists may not like it at first, but it makes people think about the rights of cyclists to have a safe way to use the streets on a bike, which is also a valid "transportation vehicle."
222	It's different
223	They are unsafe for micromobility users; when automobiles are turning right from the travel lane, they don't expect the scooters/bikers on the right to go straight, or they are coming so fast that they are hard to see. I've seen several near misses. It would be less confusing for vehicles turning right to have the right-of-way, and be able to move all the way to the curb to turn, minimizing the potential of hitting a scooter/biker.
224	My concern is that there could possibly be a driver who isn't willing to follow the driving laws, under any circumstance of what their day's been like, and may not want to be as cautious or concerned with other people on the same roadways.
225	Haven't used it
226	It's the most worthless project Reno has ever engaged in. Protected intersections only 'protect people riding scooters who usually violate traffic laws' impacting traffic.
227	It confuses me. I'm just not familiar with this style so as a driver I didn't know which way to go (did my path change?!) or, more importantly, who to be watching out for (where is everyone else supposed to be going?!)
228	I was crossing the street at a light in the crosswalk and a dude in a bike didn't stop and almost hit me.
229	Auto drivers did not understand.
230	Very concerned that Reno spends ZERO thought or research when attempting any micro mobile project.
231	I feel pretty safe when ridding in protected intersections I was Hopping something Like this would happen
232	difficult to make right hand turns when bikers are barrelling thru.
233	This crap sucks. Don't do it. It's dumb and wasting money with little recoup unless bicyclists want to start registering their bikes and paying road taxes on them.
234	we should just keep them simple and not protected

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ID	Do you have specific comments on protected intersections?
235	Not intuitive. Neither people using the lanes nor drivers seem to understand the lanes.
236	limits the access to the street and scooter people are riding through the intersection without stopping
237	You're forcing cyclists to ride in a marginalized way, while giving them the expectation that they're special users. There are no programs to have them LEAVE the SEGREGATED BIKE PATH so that they can make LEGAL, LEFT HAND TURNS. Furthermore, these bollards and the paint are expensive to install, maintain, and replace. The green paint is also slick.
238	Being downtown was manageable before now as a long time visitor I will choose not to go downtown
239	This is insane. This shows how out of touch and this council will sacrifice their tax payer constituents for the minority
240	Get bikes out of the way if cars! Great safety! That intersection is already bad with ROC and St. Mary's and the other medical facilities. Too many cars, looking for parking, pedestrians, drivers not even able to use a 4-way stop appropriately. So adding this made it more confusing to many folks I encountered in the area.
241	why not make the micro mobility paths one block off of Virginia? Why mess up traffic patterns and businesses when one block over would be easily accessed by bikes. scooters, etc without the major impact this trial has caused.
242	No vehicles were honoring the bike box.. you can't SEE side traffic if you do.
243	Bikes should NOT have right of way over vehicles that are turning. Too many accidents will occur
244	If you need your own lane on a bike. You ought to question if you need to ride. Also, why are our tax dollars going to such BS. I'm a 4th generation renoite and I would like to see people join our community. Not try to turn it into California.
245	We need more of these and possible physical barriers between the bike lane and roadway!
246	We have enough problems with the roundabouts with automobiles! Even merging onto Mayberry oncoming traffic doesn't understand the medium in the middle of the road I feel that this is going to be a disaster and make it more complicated for drivers.
247	Makes me avoid the area all together
248	Markers extend too far into the travel lane requiring very sharp turns onto 5th.
249	All cyclists should be protected better.
250	It makes left turns on a bicycle much more difficult
251	I love this and it makes me want to go out more to enjoy the city.
252	Bikes and scooters don't belong on the streets with autos
253	I like this specific protected intersection, especially when they have bike sensors so the light will actually change
254	This area is much safer for bikes/scooters, and is clear enough to understand even for people on rented devices.
255	it's very confusing at the 4 way stop. It is difficult to see who is in the cycle lane when cars are parked in the parking lane.
256	This is a nightmare. Nothing was clearly marked and it made traffic a nightmare. The scooters I saw were used almost exclusive on sidewalks and made certain areas unwalkable. These lanes were not used or atleast very often. I'm not sure how anyone thought this would help mobility or the movement of people.

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ID	Do you have specific comments on protected intersections?
257	These people writing these bird scooters are not following any of the rules I've almost hit three of them they run through stoplights none of them are 18 years old and they have two or three people riding on them at one time
258	As a driver I felt better knowing that cyclists were protected from cars.
259	The blocked out areas and white bumps are too narrow for safe turning - giving more room for bikes/scooters than cars - not logical.
260	Bikes have right of way however will all lights be no right on red? More congestion. More avoidance of downtown...
261	Absolutely nothing to like about this over-design.
262	I was born in Reno. I'm 32, never have I seen such stupidity. Bicyclists accept the danger of riding next to 6000 pound vehicles every time they ride near vehicles. If they didn't, they wouldn't ride. You think because you make a "bike lane" it's going to make it safer for anyone involved? No. You can't bubble the world. For the first time in my life I've considered moving away because of the idiotic leftist California [REDACTED] that's going on here. But, you would like that too much... [REDACTED]
263	This intersection does not stand out as a problem however I am usually driving west on 5th from Virginia.
264	Very confusing. People were turning right into the bike lane. Unsightly too
265	Makes going from the Atlantis up to Silver Legacy feel like a maze
266	Stop taking lanes away from cars as our population is growing, most people drive vehicles and need to get around town !!
267	Making turns around the areas was completely awkward causing confusion making it unsafe
268	I got used to it by my third trip
269	It is easy for drivers to not see cyclists. While driving, this intersection feels clunky.
270	Bikes are vehicles too and do not have the right of way. They must follow traffic laws that motor vehicles follow.
271	The scooter riders don't stay in the mobility lanes so this whole thing is pointless. I spend a ton of weeknights and weekends in the city in the summer. Every single time I've been down there driving or walking I have seen scooters riding in the driving lanes NOT in the micromobility lanes. It's dangerous.
272	The lanes on 5th street are just dangerous. Cars can't see the lanes before turning. If there are people parked it is hard to see the lanes if you are traveling across 5th. I have almost been hit 2 on Virginia when people turn left across the bike lane. It is very annoying to wait for the traffic lights and have no bikes or scooters using them and when they do they don't obey the signals anyways. When it is snowing and people are still waiting on these lights it will be really annoying.
273	Yes half the people don't use them and drive in the lane of traffic with bikes and scooters.
274	Hard to see around the parked cars at the intersection
275	Thank you! The river Path is horrible that is controlled by City of Reno. Happy about protected Intersection. We rode Aug 31, 2022, with other veterans who have some kind of disability. It is so dangerous to travel on a bike on the Truckee River Bike/walking path from downtown to Rock Park. Dangerous to ride on path. Holes, sand, dirt, tree root make huge bumps. Where is the Pride of Reno at? I am very disappointed how bad the path has gotten. Fix before Nevada Citizens and Veterans hurt.

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ID	Do you have specific comments on protected intersections?
276	Shouldn't allow cars to park next to bike paths.
277	I'm not even sure what you did is legal. Please point us in the direction of the NRS regarding traffic signals specific to bicycles/scooters/skateboards, etc. The intersections are more confusing now than ever.
278	It felt like it took longer to cross as a pedestrian.
279	Bicycles should have separate infrastructure from cars. Bikes already have bike lanes to accommodate them in infrastructure that was designed motorized vehicles that can go the speed limit, not human powered bikes. Instead of cutting into traffic even more, they should have their own separate pathways from cars and pedestrians. This project was clearly meant to save money instead of making the investment into new infrastructure designed for cyclists. 1/5 hated it doesn't even begin to cover it.
280	The city leaders have forgotten whom they represent and forgot the historic richness of Virginia Street. All for a minor persent of the people of Reno.
281	Inconvenience drivers so tipsy idiots can take over the road. What is the liability to the city for all of these scooters littering the street corners?
282	I dont like the big white bumps that I some times I run over... but it is a good concept to protect the bike lanes
283	Do not like the white bumps on the road.
284	It's a very tight right or left turn to miss the "half domes"
285	Dumb!
286	You created more traffic what was a two lane road is down to one this cross section is horrible you have to go in the middle of the road to turn to avoid the bumps in the road the bikers don't follow any rules at all
287	Scooters and bikes frequently ignore the laws governing them- scooter riders more so than bikers. Along Sierra, 3rd and Commercial it's a free-for-all with the scooter riders riding against traffic, on sidewalks and carrying additional passengers, including infants. It would be helpful if our city would encourage/support the "laws" that are supposedly in place.
288	Liked it on my bike; bit tight in the car -- I need to get used to it!
289	There is still an issue with avoiding pedestrians for both cars and bicycles. It is important for bicycle riders to understand that they do not have an automatic right-of-way when crossing an intersection.
290	Very difficult to see the bikers when trying to make a right hand turn,
291	Too busy and confusing with all the stuff going on in the roadway. Looks like it would be even more of a mess in the winter snow.
292	When in a automobile and not familiar with the intersection, it is confusing. It looks likes cars parked in travel lanes.
293	Please make it a law to not leave scooters in the middle of these pathways or sidewalks. I almost hit one on 5th street that was left in the middle of the lane. It was dark.
294	With the amount of traffic we have do to people moving in and our poor infrastructure bikes need to stay out of downtown. It is crazy and causes problems.
295	Waste of money. No positive effect
296	Seems to protect everyone equally

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ID	Do you have specific comments on protected intersections?
297	Knowing the general car and truck traffic patterns on Virginia Street and other areas where bike lanes are available, it's hard to believe that cars would give the right of way to the bicyclers. We have too many selfish drivers.
298	Concerns about driver education and cyclist safety
299	Traffic seemed unaffected automobile wise and it got me excited to try the bike lanes myself. I enjoy taking a bike ride, and I would more often if I live closer to downtown. Very cool idea.
300	Completely confusing
301	Will create a way safer area for other types of transportation especially for bikes and scooters (which should be used a lot more)
302	Don't (temporarily, locationally) change the rules Bikes should never have the right of way over vehicles - if on the road, bikes, scooters, mopeds, (and cars!) whatever - should follow the same rules, and none over the other.
303	Why aren't all our intersections protected? Why don't we build more physical (concrete) barriers between bike lanes and car lanes to protect cyclists and pedestrians from vehicles?
304	Thought it dangerous as wide turn meant visibility affected and the auto driver had to be doubly sure there was no bicyclist looming fast into the I intersection.
305	Return the street to its former state I.
306	I feel so much safer on a bike or scooter with the protected intersections. Navigating them with an automobile is NOT difficult.
307	There should be more of these everywhere!
308	The area around Virginia Street is only getting worse. Peds. and scooter riders think that they don't have to follow traffic laws.
309	These ruined downtown !
310	Streets are for cars
311	I've repeatedly seen vehicles and motorcycles use the bike lane to make right hand turns, or strike the Botts Dots or reflective traffic delineator or posts. The intersection seems to be more complicated, raising my doubt about whether the extra efforts improve safety.
312	It is confusing how a biker would turn left
313	It sucks put the street back the way it was you are hurting businesses I avoid the area because of it
314	The scooters and homeless / Meth Heads on bikes snarl up traffic and they don't pay attention to rules or regulations. How soon before you have fatal collisions because if these knuckleheads driving while using drugs or narcotics.
315	There really needs to be barriers put between the bike paths & traffic, especially with alcohol being served 24/7 & our high pedestrian/bike/car accident rates! A small 2ft-3ft cement barrier, with plants in it to disguise it, & give it more beauty would be great! 🍷 100
316	Protected intersections are sensical for both pedestrians and for folks utilizing bicycles, scooters and the like.
317	government waste - the purpose is for the forthcoming elections to show how much the City Council and Mayor have done.
318	I feel safer on a bike and when I drove here, it didn't slow me down or annoy me.

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ID	Do you have specific comments on protected intersections?
319	I can't see the bikes coming from behind the parked cars when I want to turn right. I avoid this intersection as a cyclist and as a driver now. Also, street cleaning doesn't happen in the bike lanes because they are blocked off so there is dangerous debris.
320	I think it is dangerous, not really protected.
321	It completely sucks. All it does is make for more unnecessary traffic. Most of the time bike riders don't even follow those rules and it makes for more congestion.
322	Not needed.. this is a cluster. We are growing and need more routes for automobile traffic. I have never seen a worse misuse of public funds. Focus on real issues, not what some bike PAC is trying to legislate. The new layout creates confusion in our tourism core and impeded traffic flow. This is more dangerous than a half bottle of whisky and a skateboard downtown. Nobody wants to be downtown. It's a sick cesspool.
323	The transition on Virginia coming from north Reno is a bit awkward. You have to move from the right side to the left with no bike lane movement. I generally just have to enter traffic then turn into that and depart from the cars movements
324	Would be more effective with larger implementation or educational signage. Some people seemed confused as how to use it.
325	I felt so much safer!
326	It's great for new bicyclists, giving them added protection. For people that have been commuting and riding through this area for awhile, and are just used to turning left using the turn lane with traffic, finding that that practice is now a foul of traffic rules can come as a surprise
327	I think these are essential, and the pilot project was a good start. They can be protected better when made permanent. The little bumps at the corners may indicate to a driver not to veer too close to the bike lane, but it doesn't actually stop them. Drivers can easily drive over them and still hit bikes.
328	To heck with driver complaints, aren't they the reason we need this!!!
329	I wish every intersection was like these to protect bicyclists!
330	Should be more of them. Much safer to cross without worrying about cars not seeing you
331	It's already hard to get around town with all the new people. We need wider lanes more routes not less space for cars to drive
332	I am a regular bike commuter through this intersection and felt much safer with this protected intersection. Instead of crossing traffic to make a left turn, I really appreciated the ease and safety in using the bike lane. I travel the same intersection with a car. Once getting used to the traffic pattern (education campaigns help), this was not challenging to drive.
333	It's confusing. All this confusion for people that never obey the laws anyway. Waste of money.
334	I feel as if walls should be placed or some sort of barrier shortly before the intersection separating the bike lane from the road.
335	Whoever came up with this is a moron.
336	Makes it extremely difficult for larger vehicles like a Toyota Tundra to turn the corners with limited space.
337	Shut down Virginia Street to vehicle traffic. You screw it up every time you "improve " it!

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ID	Do you have specific comments on protected intersections?
338	Please stop this. This does not benefit the downtown area. I've seen to many cars going the wrong way on both streets.
339	None
340	It is well intentioned and it is well planned out. However it is far less utilized by e-scooter and bicycle riders than expected (or at all).
341	Leave it alone if it's not broke don't fix it!!! Waste of tax payers dollars
342	Intersections can be very dangerous for bikers, this system feels so much safer as a user.
343	This project is awful! Who was paid off for putting this in Reno?
344	Confusing and distracting
345	Two way traffic is needed. Bikes need to obey traffic laws not have special lights.
346	Whoever submitted this idea should be fired
347	It creates too many blind spots, convoluted and busy, I like the green to designate bike lane.
348	Need more
349	better mark them -- a car tried to turn too narrowly into one in front of me once, and it seemed like they didn't understand why it was there.
350	Designed for accidents.
351	I haven't seen that but it seems like a good idea if it doesn't disrupt motorized traffic flow.
352	For one thing very few motorists even know what the limit line is at a normal intersection, what makes you think they will respect this fantasy? Unless you have constant LEO presence for the first several months educating people, they will be stopping in that "protected zone." Are traffic light sensors going to be moved back?
353	I understand the concept, but this is confusing for all parties: drivers, cyclists, pedestrians. Too tight of turns for cars. Unnecessary addition to busy intersections and main thoroughfares.
354	I felt much more likely to be seen by cars when given the space to move up and around them at the intersection.
355	Not needed and doesn't work
356	Cars are forced to turn way too wide to avoid hitting the markers in the streets
357	Total waste. There is zero Basis for this
358	The scooters and bicyclists pay no attention to the spatial provisions. They ride in front of pedestrians and cars.
359	I like that it slows traffic, but I own a truck and it makes it difficult to make turns, especially with the ability of cars to park on the street
360	Reno
361	People using the protected space do not stay in the protected space and leave scooters lying around within and outside of the protected space
362	I understand the purpose of the so called protected intersection. But like it or not, Reno is a city of cars, and you forget that. You almost have an attitude that cars are evil. Think that over again. There is an older & disabled population here in Reno, and it is a growing population. They can't use bikes for transportation, and you make life difficult for them. Reno shouldn't be all about the young beautiful people you picture & imagine. Think about ALL your residents!!
363	Bikes and scooters don't need that much room.

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ID	Do you have specific comments on protected intersections?
364	Regardless of the law, I've watched several drivers take a right turn as if they were in a normal stoplight. Telling bikers they don't have to watch for traffic because the law protects them is a recipe for injury.
365	You embolden bikes to be irresponsible and create traffic congestion and hazards. With the growth you have allowed in Reno, we need more traffic lanes not less to reduce idle times creating more greenhouse gases. The infrastructure was never planned for this and still is lacking on more streets for increased traffic.
366	will more be made because i ride an electric handicap scooter
367	Feels very unprotected
368	What a destruction. Glad I'm not 80. This mayor has to go. Restore Reno to its once glory.
369	Felt safe and well signed. A little worried about bike vs. scooter interaction, but there seemed to be enough room.
370	Scooters come around cars to the zone and cut in and out, not safe for any
371	I felt safe and rode my bicycle more often because of it.
372	Micromobile riders do not adhere to lights and acknowledge other traffic. Speeding into the intersection at an auto blind spot is dangerous. Bicycles are dangerous enough but scooters and battery operated bikes are way too fast. Any moped assisted vehicle should require a license plate license to drive and helmet requirement
373	The intersections should be painted through out so they provide a clearer path as to where bikes/scooters etc would be traveling through the intersection.
374	Don't know how to use it properly and don't trust other drivers to be aware
375	If Virginia is going to be one way, please make Sierra and Center two way. Basic nowadays, one ways impede traffic
376	Make it a two way
377	I think protected intersections are helpful and incentivize biking on streets by guaranteeing a certain level of protection and safety
378	We should have more of them, especially with the influx of Bird scooter users who are not abiding by traffic laws when riding on streets.
379	A lot more cars on the road than bikes
380	Adding extra steps to existing traffic features is an awful idea as well as making it more difficult as a driver to turn right
381	Not intuitive
382	Anything that makes intersections safer for bicyclist, I'm all for.
383	This is a terrible waste of resources.
384	They should be everywhere...I felt safer
385	Highlighting paint is critical to the success of these intersections.
386	Sorry this is a stupid idea and should be ended.
387	The "protected zones" are causing more impact to traffic than necessary... furthermore, there is a severe lack of enforcement for traffic violations for people abusing the intersections in an unsafe manner. I moved from Portland to get away from this insanity.
388	I would otherwise not ride through downtown - I commute with my toddler in a bike seat. Thank you!!
389	I am not a very competent cyclist and this really helped me feel confident enough to ride and bring my kids.

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ID	Do you have specific comments on protected intersections?
390	I like that the design forces cars to slow down, stop, and think about the roadway and other modes. However plastic caps and flex-posts won't protect a cyclist from a car in the worst case scenario.
391	people using bike have no common sense. Traffic is for everybody. They have to care about their safety also not just the drivers.
392	They work very well and make navigating an intersection safer and easier on a bike.
393	This is a great upgrade for multi-use! Only one comment- I think there is confusion among auto drivers about what to do with this infrastructure, so maybe some signs to inform and instruct them, especially when they are turning right.
394	Anything that makes it safer to bike around Reno is good.
395	Getting used to it. More safe, and no big deal when driving.
396	We need more of these in Reno
397	Excellent for confidence and helpful when riding with kids!
398	All intersections must be protected
399	Make the turn difficult for large trucks
400	Who pays road taxes?
401	Limited visibility to drivers since they sit back from the intersection and limited turning visibility when someone rides up and sits back a couple of feet.
402	Waste of my tax payer money, unless you do something about all the bums in down town, wouldn't feel safe going down town in anything other the a car.
403	Drove past it a couple days a week for many months and saw maybe 3 cyclists
404	This is ok. It adds safety without taking up too much space.
405	Do this to the rest of the intersections so that bikes and scooters are separated from vehicle traffic
406	No one abides by the outcrops. Almost got taken out multiple times by vehicles cutting into the lane to use as a turn. Felt safer just riding the shoulder more often than not and avoided places like Virginia. E-Bikes/scooters are incredibly dangerous to themselves and pedestrians and have ZERO regard for their rate of speed. The couple times I've driven it hasn't been too terrible as NDOT doesn't know how to time lights to save their life anyways.
407	For starters they are unsightly. And if they are going to keep on taking away driving lanes, it would be a little easier to swallow if the bikes had to be registered and that money could go help to pay for changing the roads.
408	All down 5th Street is messed up due to the reduction of road way, it's harder for drivers, riding a bicycle doesn't require a full lane.and these electric scooters are BS, people ride on the sidewalk and the police don't ticket them. It's really bad in front of the silver legacy can't tell you how many times then scooter riding fools have almost run my wife down whom walks with a cane. Not to mention the business it's cost business men on Virginia st.
409	It confusing and drivers don't understand and hold up traffic
410	Didnt understand the configuration or how to proceed when no bikes were present, which was every time i used it.
411	Nope
412	No one understands it. It doesn't protect anyone. Stupid without any signage.

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ID	Do you have specific comments on protected intersections?
413	Are they considered to be pedestrians? Why have the right of way? Users in these lanes need to yield to automobiles that are in front of them. Drivers aren't trained to look in the rear view mirror before turning right.
414	Not very safe for both cars and bikes, cars take off faster than bikes and definitely will create frustration on owner vehicles.
415	Took away much needed vehicle driving lanes and parking. Too dangerous since bikes/scooters come out of nowhere and do not follow the rules themselves.
416	Very few understand how it's supposed to be used and creates a more dangerous environment for both autos and bicycles/scooters/peds.
417	Motorists too unpredictable and dumb.
418	It is unsafer for bicyclists that need to make room for drivers when a driver need to make a right hand turn. It is also unsafer for bicyclists especially when tourists drive and don't understand the "protected intersection"
419	Sometimes it's not easy to make a right turn with the poles there. The larger pickup trucks are really having a difficult time making the right when cars are in the left turn lane on Arlington.
420	You should have just left the streets how they were, you ruined the whole purpose of downtown.
421	It does absolutely nothing is reality to protect anyone. This is a feel good change that does nothing.
422	To sum it all up, it just looks like one big mess. Cars and bicyclists alike seem to find this setup confusing. Cities across the country are doing this very same thing to their downtowns and it seems to create more problems than they solve
423	It doesn't make sense to have multiple one way streets running the same direction parallel to each other
424	very non vehicle friendly. Just close the street to vehicles, as it seems they are now less of a concern than putting people on scooters who do not follow any type of law...ie: red light running and middle of the street riding. Great way to really keep people out of the downtown area.
425	Most scary experience of my life. For something that is supposed to be safer, it seemed it just have cars a reason to seek out and hit scooters and bikes. Share the road is something they don't want to do. Having been through the intersection both on a scooter and also in a car, you can see that each have absolutely no regard for the other's safety. If this project stays, you need to be issuing tickets to not only cars but those on scooters as well.
426	I was a little confused by how it was supposed to work.

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ID	Do you have specific comments on two-way cycle tracks?
1	Stop it and remove it!
2	Turning left from Virginia north to 4th/5th west was a little awkward with a lot of vehicles heading south or turning east. Is the intent of the bike boxes for 4th/5th heading west to allow cyclists to queue for a 2-stage turn like the protected intersection? Some cities have small turn arrows within the box to suggest to 2-way track users to get into the bike box to complete the turn. Entering this track from 2nd/4th, should cyclists go when the bike signal is green as vehicles are stopped?
3	It's confusing
4	The timing of the path specific phase could be improved, Of the times using the path I have had to stop at every signalized intersection causing the path to be more inconvenient than other existing bike lanes like Arlington for north south travel.
5	Vehicles continue to try to use it.
6	Super fun! Unsure however, how to turn left from northbound Virginia onto 5th. Do I use the bike box and cross the crosswalk? Could I have a two stage left turn box? Could bikes get a full signal and phase?
7	Virginia is too congested as is. If this is going to work then bike and scooters must be forced into the cycle track area. Too many bikes and scooters are still using car lanes
8	This is great, particulaly on the Virginia/2nd Street interection where there's a diagonal lane across the street where it goes from two buffered micromodal lanes to the south, to one two-way lane to the north. Was easy to transition, particularly when there's a pedestrian-only four-way crossing green light opportunity at this intersection.
9	Almost head on collision
10	Loved it! Would like to see the project expand.
11	I live this! Maybe cover it with solar panels for shade and energy!
12	traveling eastbound on 5th to turn onto the dual track lane on virginia (headind south) is confusing. Almost needs to be a sign at the junction of the protected lane on Virginia with a "bike/scooters enter here", instead of my instinct to just turn immediately right into the motorist lane
13	They're are a joke. People don't use it as designed
14	The cycle tracks are good to a point. Virginia Street needs to become a pedestrian mall from 5th street south to the Arch Bridge. Of course the cross street would be left open to handle traffic and Sierra Street is for traffic heading south and UNiversity Way is for traffic heading north
15	Please get rid of this
16	I think it was fine here. I prefer having one-way tracks that go with the flow of traffic, especially in places where bikes will conflict with turning cars, but they still have their use cases.
17	It's nice to have the extra width. But honestly I see people all over not really paying attention. So maybe the separation will create less chaos.
18	The rental scooter people are always going g the wrong way.
19	Another project that reduces vehicle lanes. How much tax revenue do bicycles generate for road construction?
20	I said "liked it" because I'd rather have a buffered lane on both sides. It keeps the traffic pattern more like what everyone is already used to, and familiarity improves safety. Regardless, either way is vastly better than nothing.
21	Used it on a long commute and it was the least stressful part of the entire day.

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ID	Do you have specific comments on two-way cycle tracks?
22	I do not enjoy the against traffic two-way cycling track installed on Virginia Street in downtown Reno. Biking against the traffic is unnatural and dangerous. I own property in downtown Reno. The public was not consulted on the proposed traffic changes due to the implementation of a micromobility lane which drastically increased traffic on 1st Street.
23	Takes up too much roadway space.
24	I LOVE IT! Felt safe biking with a child trailer in this environment! Would love to see more of these, to increase real bike commutability to school, work, dinner, etc
25	So helpful, so safe
26	As a recreational cyclist, this seems crowded and confusing without fully protected bike lanes. Also, the choice of Virginia St. is confusing as it doesn't seem there's much cyclist travel down Virginia...
27	As the Neon Line District and other development projects are completed these should be permanent, excluding big events that require space down along S. Virginia.
28	two-way cycle track over north bound travel lane is a travesty that discriminates against automobiles. The solution needs to not remove cars but look more like 5th street, midtown or the southern portion where cars and bikes co exist. We need to keep in mind that most travelers in this country use cars (for good or bad).
29	removing primary lanes of travel to support a minority (bike riders) is a bad idea, San Luis Obispo has done this studied this and the utilization is minimal on the bike side, disrupts primary traffic doesn't encourage new bike riders
30	We already have Sierra and Center as 1 way streets, Virginia should remain a 2 way. I like the idea of the project, but not for sacrificing 2 way traffic
31	Virginia needs to be 2 ways for cars again
32	People still ride in the road
33	You take away an automobile lane and give it to the bicyclists that won't be using it this winter. If we have a normal winter, there is usually ice and snow on the roads - so NO BICYCLES! I don't ever see a bike being ridden in 40MPH winds with snow pellets hitting them in the face. Bicyclists represent on a very small but loud portion of the Reno population. Don't forget seniors, disabled and families with small children.
34	What a confusion and an extremely empty drive from 4th to Liberty; no reason to ever come back there through what looks like a ghetto; WHAT A MESS!!
35	Once again only about 10 people ride bikes. Complete waste of tax dollars to make dedicated bike lanes for 10 people. I dont know if you noticed but we live in a mountainous region. Riding bikes around here isn't exactly practical. Make more room for vehicles and parking. Not stupid scooters and bikes. I hate our local government.
36	See above. Where do you want cars to drive safely? North Virginia is so screwed up with bus stops and roundabouts. Did you happen to hear about the mess with High School Graduations at Lawlor??? No passengers waiting for buses, some brave enough to drive in bus lanes, IT WAS DANGEROUS not to mention a 2 hour drive to get to a parking lot.
37	Confusing and dangerous.
38	Don't like it much as it's tight spaced
39	Negative...
40	I think it is a great idea, anytime you can separate auto and bike traffic it's a win for everyone.

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ID	Do you have specific comments on two-way cycle tracks?
41	I do wish Virginia street was still a two way for vehicles but also included this cycle track
42	I think it's a great idea.
43	Should always be on the corresponding-traffic travel side!
44	Best thing Reno's ever done, more of them would improve the city immensely
45	That barrier makes biking feel much safer. I just worry about head on bike collisions.
46	Close the whole downtown street and just make it micromobility and foot traffic. Keep center for north bound, Sierra for southbound and create a Fremont Street experience. How is the city suppose to clean the glass and garbage without the sweepers being able to clean it? Multiple flats from the refuse in the "lanes".
47	This is great for one-way driving streets, but typically I prefer to go with the flow of traffic.
48	Can be very distracting
49	Works well, although it would make sense on a street other than Virginia
50	Riders can avoid each other without 2-way lane control.
51	Not very intuitive
52	I will continue to use center street instead. Near miss from cars turning (both car and myself heading southbound), not realizing I was there. It makes you too separate from traffic, and thus ignored. I have had cars turn into the lane making a right off of 4th. Very scary.
53	More education to the public prior to implementation would have been beneficial. This also makes for a busy street that is distracting visually and not "clean", can it be cleaned up? There are many places to look for vehicles and micro transit goes to look while trying to ride safely. I can no longer drive northbound on Virginia to get to the University easily, or just for a fun drive. It's ugly and harsh with the many barriers along the street... adds to the dilapidated state it's already in.
54	Kiol
55	Make sure there is not a bike lane on the other side of the street then. Perhaps make sure the barrier is snow removal friendly.
56	Glad to see the streets doing safely for both drivers and pedestrians.
57	I like the concept of a two-way micromode track because it is a bigger area, meaning it's easier for cars to notice the two-way track instead of just one lane. This is common all over Europe, too, and it works well around the world.
58	More of them
59	No
60	When the two way cycle tracks end it forces bikes to cross traffic in an awkward way. I've seen many instances of cyclists continuing on the same side of the road after the two way tracks end, resulting in the cyclist riding on the wrong side of the road. This is a safety hazard.
61	Creating a one way in downtown makes the area less desirable and the current setup is an eyesore.
62	One bike lane in each direction is good enough, and more practical
63	although not as good as a concrete divider, these have some sort of physical protection, which at least prevents most normal drivers from parking in the bike lane. rider safety still calls for dividers, though.
64	You have now made downtown a one way street making it hard to shop and access business down town

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ID	Do you have specific comments on two-way cycle tracks?
65	The city is asking for people to be hurt.
66	Confusing
67	I LOVE that its a protected bike lane!
68	make it go from the river to UNR, possibly on Center St if Virginia can't accomodate
69	Cars can enter the 2-way track at 3rd Street because there is no plastic barrier and it's a 11-foot wide gap, so drivers get confused and make a left turn directly into the lanes. If a bike is traveling, there will be a collision, guaranteed. Bike signal at Plaza St is not needed. Just put a right-turn arrow for cars to tell them when it's safe. Bike signals are only needed where two networks of equal priority are intersecting. (ie: a busy road and a two-way path)
70	I prefer bike lanes on each side of the street
71	Have yet to see anyone use it, just lost tourists in cars
72	I love the separate bike traffic lights
73	Provide real public transit, not something that discriminates against people
74	This can be implemented more efficiently while at the same time not taking away from local business. Taking away one side of the street to incorporate 2 sections for cycle tracks doesn't make much sense. The idea of any city in a downtown environment is to make traffic flow and right of way safer and more friendly to the businesses in the area. The incoirporarion makes it far more difficult to get access to St Mary's in case of emergency and in that regard, came and will negatively impact lives.
75	It negatively impacts access to St Mary's. Incase of an emergency this could cost someone there life.
76	Giving away too much space for too little of bike traffic
77	This is the best idea ever for cycling! I am saving lots of money and air by biking now because it feels safer! I actually bought a new bike at a local shop because of this!
78	Watch people not use it more then use it
79	Bike lanes are great but I never use it to travel south bound due to the abrupt end requiring me to cross diagonally across traffic at the stop light. I think Virginia is too busy of a street. Motorists are not paying enough attention and vendors frequently use the bike lanes as parking spots. I would like to see the cycle track on center or lake street. Those routes have less stop lights making bike travel more efficient.
80	It made me feel like I wished I lived downtown so I could ride my bike!!
81	There needs better barriers to prevent cars from entering the Bike Lanes. Everytime I've used the dual lanes down Virginia St, a car had shimmied past the barrier and was driving in the bike area.
82	The track is really nice. Before it existed I would have never biked through downtown. I've done it a few times now. It would make a big difference if it went all the way to UNR. It could be improved if the barriers felt more permanent and sturdy. The plastic pylons don't provide much protection. Also, some of the intersections are confusing. Some have bike specific signals some do not. It is also a little confusing how to turn on to intersecting streets at these intersections.
83	No one follows the rules or laws. They do as they wish.
84	Two way tracks are more likely to have riders, which increases visibility of bikes in general. I'm happy to give vehicle space to bikes and believe the loss of a lane for vehicle traffic is worth it.
85	This is a joke. Seriously. Who approved this mess?

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ID	Do you have specific comments on two-way cycle tracks?
86	Didn't actually use it. If I did, I'd be concerned about oncoming bike or scooter traffic
87	As above.
88	Horrible idea
89	For the scooter the pathway needs to be smoother no bumps or potholes. Further the twists need to be eliminated. Much easier if a straighter pathway.
90	It is ridiculous to shut down an entire lane of traffic through downtown Reno for a few bicycles and scooters. The scooters tend to still ride on the sidewalk anyway! Then further south as you enter Midtown the bicyclists are allowed to take up the entire travel lane, which I have seen them do on several occasions backing traffic up for a long ways. They have no respect for the vehicle traffic lanes were actually designed for!
91	I like one-way tracks more because you don't have to worry about a distracted cyclist or inexperienced scooter rider crashing into you. However, two-way tracks are much better than painted lines without any barriers to protect you and are very nice when biking on nature trails.
92	Very dangerous, no safety gear for minors or adults. People getting hit by cars. It now makes turning into another street more dangerous scooters and bicycle don't stop at intersections and think they have full right of way.
93	Overall, I really like this for making this space more comfortable for more casual riders and even for myself as a more experienced rider. Minor gripes: awkward side-switch, some of the lights make it feel slower than if I'd just ridden my bike as a car on, say, Center Street, I'm bummed it is closed during a big part of the summer when there are special events (e.g. Hot August Nights), and I think the connectivity to UNR, North Virginia Street is still a bummer.
94	again, there is the assumption of adherence
95	To be clear, I haven't used the two-way track but I favor them where they fit the roadways better than one-way tracks on each side of the street.
96	Virginia at needs to be a 2 away street
97	Its made Northbound travel unnecessarily difficult
98	The cyclists don't follow the rules! Nor do the scooterists.
99	The track shouldnt exist at all, nobody uses them, they either use the sidewalk or the car lane itself
100	traffic lights too long, bicycle, scooter and walkers did not obey the traffic lights, had several go out in front of me, when I had right of way.
101	Your graphics appear to show 2 bicycles side by side, w/one riding the wrong way on the two-way track. If the cycle lanes are only wide enough for one bike, there is a high potential for conflicts between cyclists traveling in opposite directions. I don't like the idea of a two-way track, especially if motorized travel is also supposed to use the two-way cycle track.
102	Again, not accomplishing what you think it will. Complete waste of money.
103	Unless cars are parked away from curb, closer traffic. It is dangerous
104	I much prefer separated bike lines for each direction. That said in the absence of that the two way lane if much better than simply some paint converting a shoulder to a bike lane. That bike have to change sides of the street is very very problematic and needs to be corrected
105	Not the right focus. Spend on the homeless and rent control.
106	All this effort for very few recyclus is ridiculous... it's a waste of our money.

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ID	Do you have specific comments on two-way cycle tracks?
107	Biking in the direction of traffic feels a little more natural, but at the same time the idea of having a separate road to bike on is very nice.
108	Causes traffic for automobile and useless because bikers and scooters still use the side walk.
109	I did not ride the track on Virginia.
110	No
111	I understand the safety need but, don't like it on Virginia Street.
112	The two way path is great and most people have respected the lane usage.
113	These are important I ride my bike 5 often and cars need to slow down for us!! Giving us our own Kane and the right of way through midtown is important for our safety!!
114	How do people traveling on micromode cross to a two-way cycle track? If it's difficult to cross the street to get to, mostly coming from streets other than 5th and Virginia, it will not be used and it can be dangerous. A one way path, that is protected, and does not introduce new transportation rules for a small section of road, would be more consistent and easy to use.
115	Sounds very dangerous for bicycles! We are used to one way bike lanes, traveling with traffic. Drivers can't even deal with roundabouts here, those are easy! Sounds dangerous!
116	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
117	Such a joy to ride a bike through the two-way track. It felt so much safer!
118	Reno is eliminating lanes that are frequented by vehicles, and therefore eliminating safety.
119	There has to be a balance between promoting bicycle use and accommodating vehicular traffic. The changes dont get that balance correct and over optimize for bikes creating issues for vehicles. I support the intent but the implementation needs more balance.
120	The two-way track on Virginia has completely changed the way I travel through downtown. I commute along this route each day, and I used to have to jostle with cars and trucks and was frequently honked at and even forced into the gutter. Having a physically protected cycle track with dedicated lights for bikes makes this corridor feel safer and much, much less stressful.
121	Put them throughout the city so that we can get TO downtown, and not just AROUND downtown.
122	The bike lanes did not have any users. There were more cars and a few pedestrians.
123	My experience on Virginia St south is confused. Hard to get into, Faster to stay in the traffic lane with cars. Once you get up to speed you are stopped to allow cars to make left hand turns. Infrastructure to make the 2way is clunky and in places run over by terrible drivers. I never rode north on the 2way as the route from midtown puts cyclists in un-safe traffic patterns.
124	Everything should be two way because people are going to treat one way as two way, so you may as well tell them where to go.
125	People need to utilize

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ID	Do you have specific comments on two-way cycle tracks?
126	I haven't seen this yet. Reno/Sparks has needed protected bike lanes forever! The micromode track has to have some device like posts to protect the bikes or the California drivers will use it as a passing lane!!! Get this right and I'll start biking again!
127	They look like traffic lanes.
128	Would love this on Sierra and Center Streets in particular for navigating downtown. Virginia Street was an absolute mess especially with events and lack of support from downtown businesses.
129	Once again, how are we going to plow and de ice these roads? They get LITTLE sun.
130	Prefer the one ways
131	This is a GIANT waste of money based upon the friendships of the members of the city council and their friends. Bike lanes in Reno are hardly used from what I have seen. While it is good to have bike lanes the old fashion single lane with a white line are sufficient.
132	Current arrangement on Virginia street has limited traffic flow to oneway and should be removed.
133	I like that there are slight barriers, even if they are only posts, between the track and the car lanes. It makes me feel far safer than standard bike lanes.
134	There is not even close to near enough bicycle traffic to justify two-way cycle tracks. Meanwhile, there is more car congestion as a result of parts of Virginia being reduced to one lane.
135	Two way bike traffic on one side of the road is too confusing.
136	It makes searching for scooters, motorized bikes, and non-motorized bikes, harder since they can not only be traveling with you, but also coming quickly in front of you. It breaks the normal flow of traffic and isn't suitable for short street blocks. On long stretches of highway it would be ok, but not where intersections are just a few hundred feet apart.
137	If only people would use these as intended.
138	I don't think it will work as desired, users will more often then not not adhere to the lane division.
139	Changes in the pattern of roads in downtown Reno by the casinos makes public transport like buses take longer and have less accessible routes, leaving people without a phone or the money to afford private rented transportation with a harder time moving around the casinos where some might work.
140	I have not biked this area during the pilot project. On a bike, would feel more comfortable with one way only.
141	Bike and scooter riders IGNORE IT and traffic laws. Too stupid to know stupid!
142	Traffic is now backing up everywhere due to reduced number of lanes or one way traffic.
143	The posts help define non-car areas and provide safety.
144	Don't like that this took away a lane of traffic and now Virginia Street in one-way. Really restricts the options on moving through the downtown area.
145	frankly, I don't see much use with these
146	Again at intersections, pedestrians with sensory loss are not expecting riders coming from a different direction, when making a street crossing.

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ID	Do you have specific comments on two-way cycle tracks?
147	If it is necessary in some spots then it is acceptable but it makes much more sense and is easier for everyone to remember when there are lanes on both sides of the street just like for cars. Two way cycle tracks are for trails away from roads.
148	I - and my two children - prefer the single-way cycle tracks as they are less confusing - the cyclist keeps in lane more easily and knows to cross the street to go in the desired direction
149	Dangerous
150	It works but bikes should practice riding in the direction of traffic.
151	Install protected cycletracks on streets less likely to be intermittently shut down by events. Center street is a better, and well studied, option supported by the community.
152	Works well. Love it.
153	get rid of it, not safe at all,
154	Good idea to utilize just one side of a street.
155	Do not like losing roadway and parking to others who pay nothing for the design and maintenance of the facilities. Have to believe these changes have also greatly increased costs for painting and associated labor.
156	You took away ANY place to unload for a business and tourist do not like the fact they have to go around and around town to get where they are going1 You failed to ask business owners what they thought about closing part of Virginia st to north flowing traffic It seems to me that you would do something about making downtown better for shoppers. Between the code enforcement and the meter people it is impossible to unload for business We have the only gift shops in downtown. Call 775-229-6801
157	Same as above. Scooters and cyclists are unpredictable. They cross in the middle of streets and ride on sidewalks. Sometimes they ride outside of these tracks and in the roadway meant for cars.
158	I like that there is a designated bike way but I experienced the bikers not following the path making it dangerous and confusing.
159	If I were a cyclist, I'd like it. In a car, it limits the driving space.
160	Bike should follow the same traffic patten as cars. Really confusing for most people when that's not the case.
161	Bikes should follow the law and current DMV regulations. They are usually the cause of most accidents as they don't follow the law. The idea favors bikes which do not contribute to use of resources. Need to put them on a side street not a main street where they impair traffic.
162	I own a business that specializes in bike safety. The two lane thing does not work at intersections and there are many in this space
163	Why wasn't separate bike lanes done in midtown when you redesigned Virginia through that area. I see more bike use there than downtown. Yet in midtown you have to compete with cars
164	Can be a bit confusing to some cyclists on first encounter. I've never ridden one of these that wasn't a little difficult to get into and out of without, for example, turning through cross traffic.
165	Consumes a lot of lane space and congests traffic into one lane with low utilization.
166	These were very welcome and I'd love it if there were more of these tracks.
167	I liked it but it was difficult to negotiate the beginnings and ends of the protected tracks.

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ID	Do you have specific comments on two-way cycle tracks?
168	Exactly what we needed. I love it!
169	This would be especially helpful in areas where it isn't convenient or safe to ride on the opposite side of the street
170	The scooters and bikes do what they want ignore traffic laws
171	Great concept. However, it will fail, unless there's a major public education campaign. There needs to be a public education campaign in general about bike safety, both for motorists and bicyclist. The town keeps adding more and more ways for bicyclist to get around town safely, and that's fantastic. But it will never be successful, and they will continue to be fatalities, until there's a public education campaign. It is irresponsible to continue to do these projects, and not educate the public.
172	Again it eliminates an entire traffic lane as well as a possible parking space for a vehicle who actually paid taxes for the streets.
173	99% of the time, its never being used. what a waste. this is just political pandering to a super small sub-group of loud obnoxious cyclists who hate this idea anyways so why did you cater do those idiots?
174	Of course, delivery drivers and other non-micros now use them as workspaces.
175	Docking stations for scooters and move the scooter/bike lanes back to next to the car lanes and car parking back to next to the curb WHERE IT BELONGS. Bike lanes next to the curb gets in the way of pedestrians, getting in and out of cars, and ability for car pickup/drop off out front of buildings.
176	Docking stations for Bird scooters
177	It takes up a lane of traffic that should be for cars.
178	Don't like to see vehicles riding toward me, very disconcerting
179	Didn't like the parked cars where they are outside of the micromode tracks but this set up is growing on me
180	it's dumb & confusing, scooters & bikes riding the wrong way on the street/sidewalk anyway
181	Hard to get to business on opposite side of the street from a bike. Klunky access for northbound cars.
182	Would rather that each lane followed the flow of traffic on either side of the road
183	No one follows the rules.
184	This is t something I use, and no one I know uses it. This is for a different group of people.
185	Will this reduce space for actual parking? If not, then I'd give it a 4.
186	I'm not a fan of two way bike paths. I love the separate lane but two way traffic can be a pita to navigate when you come up on a slower rider. Also saw pedestrians in the lanes
187	When pulling out of a business onto the street, you can NOT see well enough to safely pul into the lane & avoiding scooter traffic
188	I prefer having a protected lane on each side of the road, going in the same direciton of traffic. It makes it more complicated to get on/off the cycle track when you're moving in the opposite direction of traffic
189	Harder barrier between vehicle traffic and bike/scooter paths. Two way mobility traffic on ONE side of the street only.
190	There are awkward transitions from dual lane to opposite side lanes and bicycle traffic lights that I didn't see at first.

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ID	Do you have specific comments on two-way cycle tracks?
191	Physical separation/protection of the micromodal track from the traffic lanes needs to be more robust. Please use sturdier barriers like car parking, planters, or bollards and not flexi plastic tubes that provide zero protection from a car entering the track.
192	Narrows the whole street and, again, the bikes and scooters are riding wherever they want. Not always in the lanes. Reno needs to do a better job of educating everyone (of all ages) what all these marks mean. Poor rollout of information.
193	Too much space. One way on each side of traffic just like cars one way one side.
194	This creates a dangerous situation for vehicles travelling southbound and turning left across the two way micromode track. It is difficult to see the bicycles scooters coming from both directions.
195	Why on earth when there is so little use? Why keep customers who drive cars out of the city center? I thought most local business models included about 20% local business. The complications of driving downtown keep me from patronizing downtown business. They should sue the city for loss of customers.
196	As a pedestrian crossing at 5th and Nevada I was first almost hit by a bicyclist and then by a vehicle after moving beyond the parked cars. Perhaps lowering the speed limit or eliminating one parking space next to the crosswalk would help.
197	Not enough microtraffic to be necessary.
198	Bad concept and design.
199	dangerous...more points of multi-modal contact, more traffic friction, greater driver confusion (especially at intersections)
200	I really like it, would like to see more signage for bicyclists so it's less confusing when transitioning to the two way track
201	Not enough physical separation. Scooter riders swerving in and out of dedicated area
202	We need more crosswalks like connecting Meadowood Mall to TMCC Meadowood and Salvation Army on Sutro to bus stop.
203	Virginia was a Main Street downtown that made getting through town easy. Making it a one way for cars is extremely difficult for transportation. On bike or foot it's someone safe but I've still seen bikes crash
204	Tell them to stay in the space! They take over lanes and parking and still think they can use the traffic lanes and sidewalks whenever they like
205	No
206	Minimizes traffic lanes for motor vehicles.
207	Have mayor she be get her head out of her [redacted] and start actually being a mayor instead of ruining Reno she's worse than sheriff Kirkland was
208	The people using the scooters are driving on the roads, not on these lanes, as well as bicyclists. I haven't seen them being used properly at all.
209	The utilization is not enough to justify the sacrifice of a traffic lane for two way traffic
210	I think it ruined the look and feel of old town/ Virginia st. I see all types of motorized bikes/ scooters/ using this lane..and they have total disregard for pedestrian.
211	cool feature. new to me.
212	the lack of enforcement endangers those with limited mobility, they NEED to have at least 6 feet of separation and this clearly ignores guidelines set forth
213	Additional considerations? Do you mean increased danger? Confusion? Slow traffic?

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ID	Do you have specific comments on two-way cycle tracks?
214	Your you're more than likely to hit somebody else's shoulders going the opposite direction with no clear space other than what 2 feet maybe three I'm 3 1/2 feet wide so that doesn't really help me. I think if the bike and Lane was traditionally separated as original bike lanes should be in each direction you're not creating a conflict of left-hand turns versus right hand turns on a double track that conflicts with normal driving laws
215	Should never impeade the normal flow of traffic. Take it off the road ways!
216	I don't ride it would be concerned about head on collisions with bikes
217	4th and Virginia light specifically. There is no light indicator for vehicles making a left hand turn. Other drivers and myself included hesitate to go or aren't aware that the green light for the other cars is magically supposed to be out indicator as well. There needs to be signage or the lane needs its own light.
218	Crowded sometimes people are distracted because easy cause accidents. Thank you
219	I do not like how N Virginia was turned into a one way street for automobile traffic. Again the electric scooters do not stay in their lanes, darting in and out of the automobile traffic. They are a menace the way they behave.
220	If you want cars, you need to get real. I have disabilities and not going on your freaking microtract. My abilities to access are You need a PhD to figure out your cute lanes so that's unsafe plus I'm hampered and it's not ADA compliant. You could use the back alleys for scooters if it's that important. Or have trolleys instead of cars. What is with road designers? Road signs galore and nobody in a car wants to dare drive down there. It's a ghost town, no activity
221	I work at a business that has this right in front. Customers can't pull in our driveway off Virginia for fear of hitting a scooter rider. You can only access the business heading south and trying to give customers directions who aren't familiar with the area is a huge problem.
222	I think it's a good idea but don't know yet
223	Don't make roads one way because of this reason.
224	Scooters and bikes can go both ways, but automobiles can't? That is terribly unfair.
225	For one it would be great if these were always used by bicyclist. But are not. I refer especially to the e scooters. They are a nuance. The riders do not obey the road rules. They cross roads where ever they want and disregard basic traffic law. I almost hit three of these e scooter they did not cross at the crosswalk but rather in the middle of the street without even looking for on coming traffic. It is only a matter of time before one of these people are hit.
226	Getting the begin and end point connection right is critical.
227	Images on the cycle tracks make it very clear how the tracks are to be used.
228	Good way to get around on a bicycle.
229	Haven't use locally. It seems to work best when there is connectivity to other bike lanes/easy transitions to getting in/out of the two-way track.
230	I've never seen such stupidity from the Reno City Council to even consider this mindless concept. As Shakespear's play Much Ado About Nothing portrays, this idea is one of the most idiotic ideas this council has dabbled in. It's the same as the saying "there's nothing dumber than a knot in a board."
231	Would love for this to be more widespread throughout the community. I would ride my bike more places. It feels safer

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ID	Do you have specific comments on two-way cycle tracks?
232	This is easy to understand
233	My feeling is this style needs to be an all-or-nothing scenario. And with our economy relying on people from out of town this includes requiring other areas to implement, which Reno has zero control over. Having exceptions leads to mistakes both by drivers and cyclists and mistakes lead to accidents.
234	I frequently use the two-way cycle track in Sparks from Victorian Square to the Marina and I love it. I'd love to see more of these in the area. They work well and provide increased safety.
235	I wish the bike riders stopped at red lights. You are giving them safety measures and they don't care about others/
236	Scooters are a safety hazard.
237	Very concerned that Reno spends ZERO thought or research when attempting any micro mobile project.
238	The new cycle tracks make it comfortable enough to take young children on longer bike rides.
239	If anything just use two way tracks everywhere but stop removing vehicle travel lanes when the region keeps growing at such a high pace. This is just pushing vehicles to other streets that creates more congestion.
240	they are taking away lanes of traffic that should be kept for automobiles
241	We are a city of cars. Bikes now have more rights than cars on Virginia St.
242	If you're going to have the tracks on both sides of the road, then people in the tracks should be moving in same direction as traffic.
243	NACTO. That says it all. Astroturf fake engineering diplomas. You're working with SOCIAL ENGINEERS, not TRAFFIC ENGINEERS. Bad call. Expensive, conflicting, and you WILL get sued when a cyclist crashes into another cyclist and is then hurt by passing motorists.
244	Gave more space to the bicyclists who aren't using it causing more traffic and more pollution from idling cars. Nice work...
245	As long as the people driving are paying attention, this makes it safer for bikes. Drivers are taught you look at bikes as flowing with traffic, not against. It's probably confusing for cyclists initially.
246	I witnessed e scooters and bicycles all over not abiding by directional traffic.. in fact they were coming OUT of the barrier area to pass slower bikes or scooters dumped in the travel lane.
247	So Virginia is now a one way in downtown. DUMB.
248	Loved how closed off and safe it felt!
249	I understand the bike lanes being put in on Plum and California Street those are for our local bikers! The whole project for downtown is just for tourist the last time I was downtown the tourist were riding down the sidewalks with no consequences to anybody walking by this is not a very good project.
250	Confusing for all road users
251	This creates separate traffic patterns for bicycles and vehicles which adds additional distractions at intersections for both bicycles and vehicles.
252	More space for everyone to be able to move around is a great benefit.
253	Bikes and scooters don't belong on the streets with autos
254	Really don't like this, wreck less people on the wrong side of using scooters

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ID	Do you have specific comments on two-way cycle tracks?
255	We were driving through downtown late yesterday afternoon. Did not see one bike or scooter using the dedicated lanes for them. They were ALL on the sidewalks.
256	I love these. They protect the riders, give the option to pass slower bikes. Please post signs to not ride side by side and take up the entire lane, as it blocks faster bikes!!
257	As a cyclist I prefer riding with traffic at all times, but I like the designated bike lane.
258	Waste of tax payers money
259	Having bikes go in two directions on one side of the street is counter intuitive to drivers - the bikes should be going same direction as traffic on whichever side of the road.
260	This is the most ridiculous alteration I have ever seen. You have now made two of the most important streets for commenting in Reno one ways going the same direction right next to each other. It truly makes no senses and has added 10 minutes to my already 30 minute commute.
261	Impedes vision, reduces travel options, cluttered and "way too busy."
262	It's idiotic. It snows here... Bicycles should not be a priority... Unless in fat you subscribe to the communist ideology, then nobody can afford a car and will be forced to ride a bike. How "progressive" of you. 🤔
263	Despite there being tracks, scooters and bikes are not using them. Traffic is congested on weekend nights, scooters especially are not following any laws. I almost never see bicycles but when i do, half the time they aren't using them. .
264	Stop taking lanes away from cars as our population is growing, most people drive vehicles and need to get around town !!
265	In the time that I was driving from one side of downtown to the other I saw one bicyclist in the bike lane. Yet it took me 10 extra minutes just to get to where I needed to go.
266	Takes up parking for businesses and takes up driving room.
267	3x driving I've had to go around the block multiple times to get somewhere due to the lane changes to traffic flow on S Virginia or not being able to find parking. Only 1 time all summer have I seen a bike in the bike lane.
268	Good idea, but needs more protection from cars and diesel emissions.
269	No one uses them they ride in the lane of traffic and they are not enforcing it.
270	Very narrow, hard to navigate for a adaptive trike.
271	None
272	Bikes should travel with the same traffic as cars.
273	There need to be better barriers to stop cars from entering the non-car area.
274	The two-way tracks are dangerous. When pulling out of a driveway or side street, if you're on the side with the two-way bike lane, you may not be expecting bicycle traffic coming from the right, which normally would be the wrong way.
275	Bicycles should have separate infrastructure from cars. Bikes already have bike lanes to accommodate them in infrastructure that was designed motorized vehicles that can go the speed limit, not human powered bikes. Instead of cutting into traffic even more, they should have their own separate pathways from cars and pedestrians. This project was clearly meant to save money instead of making the investment into new infrastructure designed for cyclists. 1/5 hated it doesn't even begin to cover it.
276	The friendliness of Virginia Street has been lost and has to be impacting the businesses there.

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ID	Do you have specific comments on two-way cycle tracks?
277	The road is so tight. I would like to know how many accidents increase. If your roads were wider it would be great.
278	More Dumb!
279	My car has been hit because of this way of parking on top of the confusion it's not safe when you get out the car and get hit but the traffic you created
280	This addition/encumbrance has narrowed car lanes to the point it is dangerous/ difficult for cars to make safe turns.
281	Too close to other micro-vehicles; I like a bit more room when on my bike (I'm a city biker my 70's)
282	Although this seems like a good idea there are issues: two way traffic on such a narrow strip of pavement is concerning especially with e-scooters, e-bikes, standard bikes and opening vehicle doors sharing a relatively limited space. It might be wiser to encourage one way traffic in the same direction as vehicle traffic. Also, service and delivery vehicles will and do use the bicycle and, if available, parking lanes for their needs forcing bicycles and scooters into the vehicle traffic lanes.
283	Hard for drivers to have bikes coming at them.
284	Takes up too much space and not intuitive to have two-way traffic on one side of the street.
285	From a vehicle perspective, it is confusing having cars parked in the middle of a lane.
286	Same comment as above. I love it, but the scooters being left in the way can be dangerous.
287	Absolutely ridiculous. Waste of money. Does create safety. Takes away valuable street space. Confuses everyone. Quit caving in to anyone that raises any kind of cockamaimee scheme. Total embarrassment
288	Perfect for one way streets--such as Center Street
289	I think this is a better idea.
290	Got to try it still but am excited to do so.
291	They are confusing and dangerous I see more auto's in them than bikes. Bikes and others run on the sidewalks more than these lanes and autos use these lanes more than bikes
292	This will be great for traffic flow
293	Just because it's different, new and cool doesn't make it practical. No one - whether in a car, on foot, or on a bike/scooter should need to learn new rules of interaction in a 10 ...100 ... or 1000 block area - keep it the same, keep the rules the same. All this fails to consider that Reno a) isn't a temperate city (snow, anyone) - and has 2-10x more vehicle traffic than bikes.
294	While two-way cycle tracks are a big step in the right direction, Montreal's cycle tracks are the same width as our two-way tracks, but theirs go one direction. This makes it easier to ride side by side, to pass slower cyclists, and to use cargo bikes. These Montreal bike tracks are also wildly popular and see lots of use. I understand a double width bike lanes aren't feasible in all cases, but it's a good thing to consider for future bike infrastructure installments.
295	I liked not having cars go by as fast, they seemed to slow down
296	Didn't see them in use much. The parked cars were a hazard.
297	I feel it needs to be a little wider.
298	Very nice. Best section.

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ID	Do you have specific comments on two-way cycle tracks?
299	Get rid of it.
300	Again, I feel much more protected while on a bicycle.
301	It'd be great if it went from UNR to downtown...
302	People now walk in the bike lane. If you're driving and at a stop sign; you can't see the traffic you're trying to cross. You have to creep out into the intersection (putting you into the bike lane) to see if there are cars coming.
303	Causes unnecessary vehicle congestion and negatively impacts businesses on the street due to no parking. Did anyone consider this idea wouldn't benefit people in our winter months. Who rides there bicycle then?
304	There aren't enough bicycles to justify messing up vehicle traffic to this level
305	Get rid of them and widen the roads. We have too many cars in this city now and need more road space
306	Streets are for cars.
307	The two way track on Virginia St between 5th and 2nd is my least favorite aspect of the whole project. It feels like a downgrade compared to the one way tracks on 5th St and the first block of Virginia St. A separated track adjacent to two way traffic like Evans Ave operates much better.
308	Separate from cars is always preferable. Not sure how this works on a larger scale with more intersections
309	If a cycle track reduces the street to a one way for cars, the one way should be opposite of the one way one street over.
310	Waiting at intersection of 4th & Virginia sat there with over 10 vehicles burning fossil fuels while waiting for the mobility light to turn red with nobody using the lane so we can go More vehicles are now taking more time to navigate downtown burning fossil fuels and it is hurting businesses seems like the city likes doing that I avoid the area at all cost biggest waste of money
311	As dumb as can be. Your project is stupid and will cost people their lives
312	It's dangerous, with the sizes of most e-Bikes nowadays, as well as the growing popularity in trikes & recumbent bikes the lanes are too narrow with traffic both on the same side of the road, I travel this multiple times a week, & there's always some confusion going on, or people on Bird scooters riding everywhere all over it, I feel safer riding in the road with traffic in this area, so I bypass this section & ride in the road! ¹⁰⁰ Needs cement barriers with plants to disguise it & beautify it
313	Some cyclists and folks on scooters still do not use these lanes, or ride on sidewalks. It's a good concept but not everyone follows the rules.
314	a waste
315	Caused so much confusion and as Reno gains more population we need wider roads for more cars not giving up space to bikes when it never seems like anyone is ever biking on them. I've been more cars drive in that space than bikers.
316	parts of this felt narrow with the temporary metal barriers not lined up straight.
317	Again, no street cleaning access, debris in bike lane.
318	It is ridiculous. You've completely destroyed Virginia street. Both Center St. and Sierra St. are already one way streets and now you've made Virginia a one way street also which makes no sense. Now you have to go all of the way out or the way to go back north. It makes no sense and you all didn't think of the problems it would cause when you did that. The prior bike lanes were fine.

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ID	Do you have specific comments on two-way cycle tracks?
319	No way, evwr. Reno is growing and needs traffic lanes for cars, not the 1% bikes.
320	Lots of glass in it all the time..... Which is not very bike friendly
321	Could be a little wider. Larger vehicles like pedicabs are a tight fit. Feels very safe.
322	It does take some paying attention by all road users, as people get used to it. If only all were respectful and concerned for their fellow human beings.
323	They're great once you're in them as a cyclist. Getting into and out of the pilot locations can be a little confusing at first both for bikes and cars, but understood these aren't the permanent locations.
324	It's stupid
325	They could be wider. Each way should be wide enough for two bikes going the same way next to each other (whether to pass or ride together) without needing to go into the lane of opposite the direction.
326	Needs to have railing to separate the cars and bikes. I constantly have scooters moving from bike lane to vehicle lane. Extremely frustrating and very dangerous for the scooter rider. Have not had any negative interactions with bicycles
327	The reduction of Virginia Street downtown to one way for vehicles and the addition of unsightly barriers makes the downtown look even more deserted. It effectively cleaves the downtown in half for pedestrians. Additionally it hinders the use of Virginia Street for street festivals.
328	I do appreciate these but once they end can be a bit more dangerous to get cross when needed
329	This is counterproductive to easing traffic in our town use side streets for things like this project. We need a priority cars or bikes you can't do both.
330	This is a positive in protected travel. Consider a cycle track on Center St, for travel from midtown/downtown to the university that can stay open all year and provide direct commute route.
331	Bike clubs do not ride downtown. Waste of money
332	Waist of tax payers money
333	Do what all the European countries do and have the. Use the sidewalk and road.
334	CHANGE IT BACK. THIS IS THE ABSOLUTE WORST. I don't how stupid can you people be to not even pay attention to your citizens and ignore what the city really needs.
335	The number of bicyclist or e-scooters do not warrant the loss of a two way automobile lane. There simply isn't that kind of commuter traffic, this is Reno not San Francisco
336	Again takes up way too much space. Interferes with local businesses. Motorists can access things like the pawn shop from Virginia Street due to the bike lanes & barricades. Especially when one section of Virginia Street went from traffic traveling both directions to one way. The plastic caution poles next to bike lanes makes it difficult to park large vehicles like a dodge ram in some of the enclosed single spaces like by the old Court house on Virginia St. Bikers still use the sidewalks.
337	People are not using them, it steals away a lane for drivers and they still drive on the road putting themselves and other people at risk. We are better off with a loading and unloading lane for uber and lyft. Many of us would find it easier to travel to places downtown.
338	Let's keep them on each side of the road and take cars off Virginia.

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ID	Do you have specific comments on two-way cycle tracks?
339	It is barely utilized by cyclists and e-scooter riders during peak weekend night periods (11PM-1AM). Possibly because it resembles construction rather than a bike lane. It is not an aesthetically appealing feature, especially as it runs under the Reno Arch. Seems more like this bike path was meant to demonstrate that The ROW cares more about appearing to care about environmental awareness than practicality.
340	More of it!
341	It's too wide makes the road narrower
342	The only thing I do not like about the two way track is that it is not straight - the places where the sidewalk cuts in because there is, for example, a loading zone, makes it a little trickier to navigate, especially if there are other cyclists coming from the opposite direction. If the path was straight and followed the road for the cars, I think that would make a big improvement.
343	I
344	Get rid of them
345	Made it less safe
346	This helps with the Inattentive blindness of drivers. (I just recently took traffic school and this was the term they used for drivers not seeing motorcycles, bicyclists, pedestrians, etc.)
347	Goes against natural roadway tendency.
348	Make Virginia bike/scooter/pedestrian only from 1st st to martin st
349	I am an experienced bike commuter, and honestly it sometimes felt less safe than a normal bike lane because people on scooters/walking were not in the correct lanes or predictable. I LOVE the idea of protected bike lanes a lot but I felt this still needs some work. Perhaps having this on Center (vs. Virginia) would help and feel more focused on supporting micro-transport across downtown vs. competing with the main downtown street.
350	Parking reduction
351	Not enough bike use to justify taking away a lane.
352	The artist conception (2) appears to be a one way street, why is it on the left, bicyclers should be on the right.
353	Okay if not impeding automobile traffic. Detest any such addition on busy and main thoroughfares! Too wide for busy streets.
354	I frequently encountered parked cars in the two-way bike lanes, which was frustrating going up Virginia.
355	Please get rid of the bird scooters. Hundreds of injuries have happened , just ask the folks that work ER.
356	Dangerous and unnecessary
357	The scooters and bicyclists pay no attention to the spatial provisions. They ride in front of pedestrians and cars.
358	I think the bicyclists should still follow the traffic laws and bike on the correct side with traffic. I think these would work better on the one way streets that we already have
359	Reno has a 1 way Southbound Lane on Sierra the cycle tracks have shut 2 way traffic needed for business already suffering in the area and traffic flow. There are not enough bikes to make it a value to any of the businesses for such a stop gap
360	People using the protected space did not stay in the protected space and left scooters lying within and outside of the protected space

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ID	Do you have specific comments on two-way cycle tracks?
361	The two way tracks are replacing vehicle lanes, creating more one way roads which makes driving downtown even more confusing and increases the likelihood of motor vehicle accidents. I have yet to see any pedestrians use the micromode tracks as they still ride scooters in the roadway against traffic.
362	Once again, you make cars out as evil things. Your system is confusing to visitors, and most do not know how to drive through this confusing maze. And you still have accidents because scooters, especially, do not follow the rules of the road or even watch the designated signals for them. I think you will continue to drive away Reno's life blood of tourism downtown, and frustrate residents. The Biggest Little City doesn't have to be so progressive, especially since we don't have the money.
363	I love the two way cycle tracks, so that it creates only one bike lane on the street. I am concerned about driver education when a bicyclist needs to exit the bike lane to turn, etc.
364	It's better than both sides of the street
365	It takes up to much room in the streets.
366	This works well in heavily dense areas like New York, where most people don't use cars. Reno is very much a car-centric city, so taking up this much road real-estate could be an issue, especially during heavy tourist traffic. Bike paths like these should only be implemented in areas without high road traffic.
367	it took away an entire lane of travel in an area that already had a higg amount of vehicle traffic, and will take an entire area away from hot august nights
368	The infrastructure cannot support this without widening the streets.
369	I like to commute by bike and appreciate the safety and drawing attention to us
370	These protected 2 way bike lanes made me feel much safer while on my commute. I also felt like I was having a much smaller impact on the flow of car traffic than when I have cycled in the standard lane.
371	Must use two point left turns.
372	Cars do not pay attention to it
373	This is the way. A permanent barrier would be even better.
374	Not needed, we all know with a simple bike lane, wasted road space
375	People who have little experience w/ non automobile commuting make up the rules of the road as they see fit. Fence, anyone?
376	Same as above Speed, safety, visability
377	Very disruptive on Virginia. Drunk micro mobility users create opportunities for head on collisions.
378	They need to have more of a physical barrier between cars and micro mobility vehicles. Too often I saw cars using the track to drive through or park.
379	To congested
380	I think these are great also
381	We need more of them! It feels much safer to have a protected bicycle lane versus riding with vehicle traffic. Make Reno more accessible for people who do not drive motor vehicles.
382	Scooter riders are reckless as well as some of bike riders
383	Shutting down the main road in this city makes driving a nightmare. Focus on the out of control homeless problem first then figure out a bike route that doesn't congest the city even more

Appendix A - Survey Results

ID	Do you have specific comments on two-way cycle tracks?
384	Don't like having to stop at path specific lights, is there a way i can keep rolling?
385	Love that the separation makes it safer.
386	Need to be everywhere...definitely would save lives
387	Get rid of them. The City is causing problems for a small minority in the community.
388	People on bikes weaving in and out of traffic with impunity will get someone killed.
389	Thank you so much for doing this pilot project. I absolutely loved the two-way cycle tracks that were protected. It was the first time I felt comfortable on a bike through a city.
390	Personally I liked it on a bike but know that it caused a lot of confusion for drivers. I would rather see a bike lane on a less busy street like lake and make that the bike thorough fare instead Of Virginia.
391	I see cars hit people on scooters and bikes. The type of colissions are only because of the changes city of reno has made to the streets
392	The 1-way lanes on either side of the road would be better, as it keeps people moving with the flow of vehicle traffic and doesn't require any considerations for new signals.
393	there is always a smart one messing it
394	These are wonderful!! It feels actually safe to ride through downtown. This is just awesome!
395	One way protected cycle tracks seem safer to me.
396	Good, and complicates things at times.
397	Keeps bikes to one side of the road is smart.
398	Amlost never have i seen anyone using any of the bike lanes and most of the scooter people ride wherever they aren't supposed to.
399	What happens when it snows?
400	Hate the idea. Are bikes paying road tax through the gas tax - NO!
401	We need 2 lanes. Otherwise cars turning left hold up traffic for multiple red lights.
402	Drove down Virginia st everyday for months, it frustrates vehicles while Micromobiles ride all over the road and do not use designated lanes that are taking space away from autos.
403	This i don't feel is safe. Bicycles would have to cut across the traffic to reach a destination on the otherside. If this on both sides of a road, then it takes up way too much space.
404	2 way tracks are great. But, access and egress need to be clearly signed and easy without creating confusion and conflict with pedestrian and motor vehicle traffic. The Virginia St 2 way is not satisfactory for southbound riders in its current arrangement. Access for riders on southbound Va St is not well signed and it is easier to just stay in the vehicular travel lanes.
405	These are nice because they keep bicycles and scooters off the street and sidewalks
406	Again, E-Bikes and scooters are THE WORST. There's entire social media pages dedicated to the absolute imbeciles who get their hands on a vehicle capable of pacing traffic. This was NOT made with bikers in mind, does anyone on city council actually come out of their gates to ride/drive downtown or are they making these decisions arbitrarily? Cars also still cut corners and use these as turns/pull-offs, and most riders (e-bikes/scooters/tourists) don't pay attention as they expect right of way
407	I have not seen these except for this picture.
408	You've only caused problems with traffic and have done nothing more.

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ID	Do you have specific comments on two-way cycle tracks?
409	The few people i saw on scooters were still in the way of the car travel lane, even though it was pne person and there was plenty of area on their designated lanes.
410	Waste of space for the little it is used. It is no safer since many on scooters and bikes don't follow the street signage anyway.
411	Not enough room a Virginia to do this successfully. It looks like it's done extremely cheap and now there are tow south bound lanes next to each other. Also makes it impossible to have events on Virginia
412	No
413	Not really enough room.
414	I haven't seen or participated in this type of option.
415	Bikes dont obey the law sometimes and i think it should be safer one way each direction
416	Took away much needed vehicle driving lanes and parking. Too dangerous since bikes/scooters come out of nowhere and do not follow the rules themselves.
417	Finish the Center Street Cyclo project.
418	Would be better for a wider street with more than a single one-way lane for cars. Besides, not enough Bicyclists to keep the two-way cycle tracks. Especially during winter
419	GET THE STREETS BACK TO TWO WAY CAR LANES.
420	Two-way cycle tracks provide excellent micromobility and maneuverability and versatility.
421	There is not enough bike traffic to warrant this. It takes way from actual travel lanes. If this is an initiative to try to force people onto bikes, it will not work.
422	Takes up too much vehicle traffic room causing vehicle congestion.
423	Pedestrians are not safe in any of the areas where there is micromobility. Forget taking a walk anywhere near the River walk or along Virginia. It's not safe. Scooters are reckless and cars are hunting down scooters. Uber/Lyft are driving distracted well over safe speeds to get to rides and dodging scooters and bikes. It's chaos. Not even organized chaos. If you choose to keep this project, you are going to need to issue citations with hefty fines. Downtown is not fun anymore. It's ruined.
424	This makes zero sense and dangerous to place pedestrians (exiting cars) 1) closer to vehicle traffic and 2) passengers existing into scooter traffic. Like the dumbest idea ever seen. The NORMAL bike lane configuration is far safer for ALL.
425	I prefer cycle tracks on each side.


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ID	Do you have specific comments on buffered bike lanes?
1	I feel so much safer commuting in a protected bike lane
2	Remove it hate it
3	The extra space and pylon reflectors were nice for visibility.
4	Pylons are too flimsy. Many of them are down already
5	Bicyclist don't follow traffic rules
6	With the exception of loud auto engine noise/squealing tires behind me, a much less stressful ride.
7	There need to be four-way stops at all intersections for the safety of drivers who have to pull out to see past the parked cars.
8	Nice and safe buffer. Would be nice to have it not dive in and out with the curb line so quickly. Give me a softer and easier path through.
9	This works great on 5th street as long as bikes and scooters use their lanes
10	The separate lanes + reflective dividers are going to reduce traffic accidents
11	Bump out , bump in ! Unbelievable I will use side walks straight path
12	Would love to see buffered bike lanes in additional areas! It would be nice to have this path connect with the Tahoe bike path
13	This is the best one while on a bike! Feels so safe and secure from drivers.
14	Cars are parked too close to road people have opens doors almost had them ripped off cause of traffic.
15	Again a joke. Puts parked cars out in the driving lane, causing car doors to be hit. I for one won't use the meters because they're away from were the parked cars are
16	these new lanes against the curb are great for cyclist and scooters but very confusing to those who drive. Again lack of broad dn wide range education this is coming.
17	This made me feel so much safer on my commute. They were only on a short portion of my Virginia street commute but I loved them so much. Great idea and thank you for implementing them. I'm sure drivers also appreciate not having to worry/be nervous about bikers now either with some of these additions.
18	Bikes do not need that much space on the road.
19	Dumbest idea ever
20	Similarly with the protected bike lane, I hope the plastic bollards are not a part of the final design. I did see some of them bent over, as if a car turned too sharply and knocked it down. A steel bollard with a concrete curb would provide ample protection otherwise.
21	This is fantastic. The fact that the cars can't open the door on you. Awesome! I have seen some not so bright people still think they can park in there☺
22	The "Zig Zags" between Liberty and the Pioneer center are abrupt. I could see these being really sketchy in the winter months with ice and snow.
23	This is ridiculous. I hope some big truck drives by at Midnight and takes all your little dividers down.
24	It's amazing how much safer it feels to be separated even a little bit from cars. These pylons aren't going to stop a car but at least it should keep people from drifting into the bike lane.
25	The white pins should do not convey a safe environment to bicyclists. They should be removable when the street becomes pedestrian only during festivals (Hot August Nights etc...).
26	These are not horrible, but at the intersection get rid of the bumps.

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ID	Do you have specific comments on buffered bike lanes?
27	Feel protected and that I have a solid space. Good for transporting kids in the trailer!
28	I feel much safer
29	It looks tacky.
30	Additional barriers should be installed at entry points to discourage "vehicles" from taking shortcuts thru them.
31	removing primary lanes of travel to support a minority (bike riders) is a bad idea, San Luis Obispo has done this studied this and the utilization is minimal on the bike side, disrupts primary traffic doesn't encourage new bike riders
32	Not being used people still ride in the road
33	What happen when snow has to be removed? Is there going to be a highway worker manually shoveling the snow from the bike lane and from the travel lane? These buffered lanes just mean that snow removal will be virtually impossible and make the roadway impassable.
34	SAD to see such a mess giving the area the atmosphere of a dying town as seen in many areas around the country. WHAT A JOKE!!
35	Once again only about 10 people ride bikes. Complete waste of tax dollars to make dedicated bike lanes for 10 people. I dont know if you noticed but we live in a mountainous region. Riding bikes around here isn't exactly practical. Make more room for vehicles and parking. Not stupid scooters and bikes.
36	Love these so much. More please!
37	The pylons are kinda dumb. They just provide an obstacle course for college kids on scooters, or just fall off and become clutter. By the lanes and parking is nice.
38	See above. Someone is going to get killed and I hope they sue the ██████ out of the city.
39	Safe
40	No
41	It's much safer for riders because we're out of the traffic lanes and reduces the probability of a driver opening the car door as you're passing and have vehicles passing at the same time.
42	Another great idea and better use of the road
43	I would prefer a physical barrier, but bufferd barriers are better than prior designs
44	Best solution here.
45	It's not an actual buffer with the amount of cars I see driving through their. San Francisco is better at this with dedicated bike, transit and auto painted lines. It's the only thing they did better, but we are not a 4 season micro commuter area. Who in city hall needs to be voted out for this?
46	Feels so safe! My favorite new feature in Reno!
47	Takes too much roadway.
48	During snow plow season it will be interesting to see what the outcome will be
49	Great safe way to separate bikes/cars
50	This should be standard practice on all main arteries
51	The buffered lane closer to Wendy's seems a little hazardous for entry/exit into the busier businesses.
52	We need more of these on most streets.
53	Awesome awareness.
54	I feel so safe biking in these.

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ID	Do you have specific comments on buffered bike lanes?
55	This type of infrastructure is better than just a painted bike lane, but it is not as nice as a more separated path. For example, I still feel like it's dangerous to ride my bike on Kietzke even with the section with the buffered micromode lange. The combination of high-speed traffic with just a few buffers doesn't feel nearly as safe as the Victorian Avenue separated bike path or Veteran's Parkway path, to give 2 examples.
56	The buffered provides a safer travel to destination.
57	The way the lanes jog around sidewalks makes it awkward to keep within the buffered lane and not run into the curb or the buffer.
58	LOVE how much safer this is for bicyclists
59	I've been hit by side view mirrors too many times to count
60	although not as good as a concrete divider, these have some sort of physical protection, which at least prevents most normal drivers from parking in the bike lane. rider safety still calls for dividers, though!
61	Not many people are using it and it causes tremendous disruption for those who were already using the street.
62	Again this is not sharing the road way. Everyone has to have the same rules.
63	Streets are designed for cars, not scooters or bikes
64	more please, in a connected network. feel free to remove street parking
65	I'm not sure where this exists on the micromobility project? All the lanes I've been on seem to adhere to the type in the next section (4)
66	There's a "cluster  " at Sierra & 5th. No one knows what to do and the markers are already destroyed. Way to bunch up traffic at the largest properties downtown.
67	I wish there was a way to stop vehicles from parking in them! Otherwise, it felt much safer than regular bike lanes.
68	We need real public transportation
69	Makes no sense. Refer to previous comments written above.
70	
70	It negatively impacts access to St Mary's. In case of an emergency this could cost someone there life.
71	Keep Virginia street open two lanes each way for cars.
72	Please keep these they are wonderful!
73	
73	The lanes south of the Truckee on Virginia street require you to turn to avoid the curbs at the pedestrian crossings. Between the curbs and the plastic rods in the buffer zone, this creates a lot of obstacles, and I'd prefer to just bike in the main road. Additionally, cars seem less likely to acknowledge bikes in these lanes. I've had several cars turn right in front me while I'm in these lanes, cutting me off and almost hitting me. I believe the lanes make their users less visible to cars.
74	We need these in Somerset!
75	
75	I would recommend a harder barrier that can't be accidentally or intentionally knocked aside.
76	Not as big of a fan of these without a permanent barrier that could stop or significantly slow a car.
76	They are really no different than a painted bike lane.
77	Like I said before they just do as they please with disregard to anyone else.
78	
78	This helps me and my kids feel safe when we ride. Cars in Reno are NOT looking for bikes in these spaces and I've never seen RPD pull someone over for endangering riders or pedestrians.
79	If people wouldn't ride in the lane with automobiles that would be great. What a joke.

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ID	Do you have specific comments on buffered bike lanes?
80	I rode northbound on Virginia from Liberty to the intersection with the Tahoe Pyramid Bike Trail. Felt safe being removed from the cars. But had to watch out for cyclists pulling kiddie trailers stopping on the bridge in the lane to chat.
81	Really makes you feel safe
82	For the scooter the pathway needs to be smoother no bumps or potholes. Furthur the twists need to be eliminated. Much easier if a straighter pathway.
83	I would have no problem with this idea as long as it does not take away a vehicle travel lane. The motorists are the ones who pay the fuel taxes to keep up the roads not the bicyclists.
84	It's much more a conventional approach which is well understood. Also, looking from sidewalk to street you have the safest and best protected order: pedestrians; parked cars with pedestrians accessing; bike and scooter, and moving vehicles.
85	Would prefer to have metal bollards over the plastic barriers to protect bikers from getting run over by a distracted driver.
86	Any bike lanes without a physical divide isn't safe. When will all bike lanes in Reno be upgraded?
87	To dangerous
88	This is better than a regular bike lane, but in the end, the little pylons don't actually give much protection. I guess it is cheaper/temporary but hopefully if anything like this gets built permanently, it will have a crub, bollards, etc...
89	why is there a need for these bumpers, just enabling people to not have to pay attention BC this little white pole will keep me safe. seriously?! this also takes away from the car lanes.
90	Can be hard to turn off to a side street
91	The cyclists don't follow the rules! Nor do the scooterists.
92	On 5th street, where my office is located, I have watched countless vehicles run the stop sign at Ralston, usually due to the sun and out of town plates not recognizing the stop. Since the lanes were changed, the speed of vehicles have decreased significantly and I have observed much less stop sign failures
93	Bicycle and scooter people cut out in front of traffic to cut across to the other side of the street, not using crosswalks
94	This is a great way to protect cyclists, and a great improvement over existing bicycle lanes that are fundamentally dangerous to the cyclist. I stopped riding my bike around town because it became unsafe. If lanes were buffered, I would use my bike more often - especially to go downtown because I live close enough for that to be an easy ride w/o parking problems.
95	At least this almost makes sense in helping cyclists and motorists maintain the separation required by law.
96	As number two
97	These are great and help provide separation from cars
98	Our streets are too narrow already
99	Absolutely love it, these dividers should be everywhere.

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ID	Do you have specific comments on buffered bike lanes?
100	Like the protected intersections, I really like the buffered lane on 5th street. But as I stated before, I had to be very aware when approaching intersections and driveways to ensure a car would not turn in front of me. Cyclists always have to be aware of this, but when parked cars obstruct the view of the bike lane cars in the traffic lane may not be aware that a cyclist is there. Overall, I think the pros outweigh the cons, but it does require a bit more vigilance from the cyclist.
101	No
102	I hate it on Virginia street. It's confusing and dangerous.
103	sometimes it felt like the cars were playing pinball with it. Still it protects the lane from the haters out there.
104	The ones in reno look tacky idk if it's only because they're tempting November but they need a nicer look
105	This seems safer for the bikers and those driving!
106	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
107	Bike lanes should always be buffered from vehicle traffic.
108	Such a big fan of these as well. If there were more of these and the two-way cycle tracks connected around the city I would be biking way more! It is so simple but it makes a world of difference.
109	Reno is eliminating lanes that are frequented by vehicles, and therefore eliminating safety.
110	There has to be a balance between promoting bicycle use and accommodating vehicular traffic. The changes dont get that balance correct and over optimize for bikes creating issues for vehicles. I support the intent but the implementation needs more balance.
111	I love these lanes--they feel much safer and less stressful than non-protected bike lanes.
112	So much safety!
113	It takes away the northbound travel for autos. I do not see the bike lane used as much. Ratio of 1 scooter or bike to 5 cars.
114	very confusing and the corners are unsafe
115	Again, nice idea in theory but it's useless when it only goes on for a few blocks. There's no middle ground with this. If you actually want people to bike, you need to have dedicated, buffered bike lanes the entire length of Virginia so people can actually use them. As it is now, they exist as a way to let drunk people scoot from casino to casino. I'd rather cars have Virginia street back and drunk people walk.
116	Took a while to adjust looking at parked cars being in a different orientation.
117	Other drivers get confused which can result in accidents.
118	I haven't seen this yet. Reno/Sparks has needed protected bike lanes forever! The micromode track has to have some device like posts to protect the bikes or the California drivers will use it as a passing lane!!! Get this right and I'll start biking again!
119	seriously - the huge car-damaging yet hard to see in time and insufficiently buffered road bump clusters on 5th are despicable and dangerous
120	Again, should be standard across the city.
121	Snow plows are going to ruin these as are our weather in this town.

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ID	Do you have specific comments on buffered bike lanes?
122	It would be great if the "buffer" is the required 3 foot distance required by law.
123	As long as there's no parallel parking
124	This is a GIANT waste of money based upon the friendships of the members of the city council and their friends. Bike lanes in Reno are hardly used from what I have seen. While it is good to have bike lanes the old fashion single lane with a white line are sufficient.
125	This has taken up needed space for traffic flow through the downtown corridor. If the buffer could be reduced to a minimal area, this could be a good idea.
126	I enjoy this, but I think that I prefer the two-lane system, as it makes the ability to turn around a little more difficult, and it seems that two buffers would end up potentially taking up more space overall than two lanes right next to each other.
127	This is great, separating cars and bikes.
128	I can see the advantage to keep bikes safely away from traffic.
129	These work really well in cities like Copenhagen, Denmark. I think they provide safety.
130	Have not actually used them but like the concept.
131	The ability to move both ways down these streets make them more accessible for public transport while also allowing for private microtravel to be safe and accessible.
132	This is a traffic nuisance. Parking one's vehicle closer to the traffic lanes is a danger to those trying to exit their parked vehicle.
133	Would like to see a permanent buffer installed eventually like a concrete barrier.
134	Created and designed by a mental midget who never got public input or business input. If I was a downtown business owner I would be suing the city.
135	Great!
136	If only they would cite the bicyclists when they fly through the buffer zone into the traffic zone as I have seen them do on more than one occasion, then I'd think there would be more equity in all this.
137	seems safer
138	But, it needs better signage about rights of way at intersections.
139	I Like them as a bicyclist but same issue at intersection crossing for peds.
140	It is a step in the right direction. Real curbs separating the cycle track and the roadway would be ideal.
141	We feel well protected
142	These are the worst of all of them. Very confusing and unsafe.
143	As demonstrated over and over at intersections such as Keystone and North McCarran, the plastic pin "buffers" are not a significant preventative from vehicles going where they aren't supposed to. A more significant barrier is needed to make a meaningful buffer.
144	get rid of it the people riding bikes do not obey the rules of the road. The people who designed and approved this plan should quit and work at Walmart.
145	Nice design where applicable.
146	Do not like losing roadway and parking to others who pay nothing for the design and maintenance of the facilities. Have to believe these changes have also greatly increased costs for painting and associated labor.

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ID	Do you have specific comments on buffered bike lanes?
147	You seem to care more about the bicycle and scooters than you do for cleaning down town.I guess it's not as important as midtown or 4th st..This seems to be the only place to leave a comment or try to get things done.We have been in business since 2002 and the town looks absolutely horrible with NO help in sight.
148	None.
149	I think signage before the buffered bike lanes start, would be helpful. It was confusing and looked like active construction when I have driven through downtown.
150	Bike lanes and the other nutty ideas to give them preference have caused loss of access and parking to seniors and handicapped as well as the general public without bike riders paying for it. This idea again promotes bikes at the cost of drivers.
151	Get rid of the buffers. Think about it , how did the cyclists get to 5th street in the first place. It wasn't on streets with plastic buffers I don't know anyone who is riding in these lanes . Seriously who needs to ride from Save Mart to Saint Mary's hospital? No one!
152	I feel a lot safer biking with these.
153	Maybe not on every road, but on particularly busy sections
154	Maybe instead of inconveniencing the only two way traffic in the downtown corridor, you can drop a lane from center northbound and sierra southbound. The disregard of the cyclists and people on scooter for common traffic educate is downright dangerous.
155	Streets are narrow as it is and you have removed more area for cars
156	Great concept. However, it will fail, unless there's a major public education campaign. There needs to be a public education campaign in general about bike safety, both for motorists and bicyclist. The town keeps adding more and more ways for bicyclist to get around town safely, and that's fantastic. But it will never be successful, and they will continue to be fatalities, until there's a public education campaign. It is irresponsible to continue to do these projects, and not educate the public.
157	Byrd scooters sometimes block this. Require them to have a docking station.
158	I have no problem with the buffered space as long as it does not eliminate an already existing travel lane or a travel lane that existed before the pilot program. The streets and roads were designed for vehicle or traffic, NOT scooters and bicycles.
159	you built this for no one. these are never used. there is this moronic dream that if you build it, they will come. not true. reno is not a cyclist town. never will be. this is an election year stunt masked as a "green project".
160	Thank you for creating safer ways to get around Reno.
161	Docking stations for scooters and move the scooter/bike lanes back to next to the car lanes and car parking back to next to the curb WHERE IT BELONGS. Bike lanes next to the curb gets in the way of pedestrians, getting in and out of cars, and ability for car pickup/drop off out front of buildings.
162	Makes many tight streets, tighter. Changes of hitting a biker seems higher.
163	Once again, cars are the major mode of transportation for over 95% of the public, yet you cater to the vocal minority that doesn't pay for these changes.
164	Minimizes chance of either vehicle encroaching on the other vehicle's lane. However, I think the lane & buffer are a bit too wide.
165	the buffers get knocked down frequently
166	The 5th street version is better
167	Junk in the bike lane

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ID	Do you have specific comments on buffered bike lanes?
168	Nobody follows the rules.
169	Multiple times bikers exited without looking in the last week as I was driving down there. One slammed his bike into my vehicle, then got off the bike and tried to pick a fight with me. He was drunk.
170	Once again, the scooters read this as a pedestrian area. They don't work inside the buffers.
171	Love the traffic separation and would prefer more barriers for separation.
172	I have no preference over the two styles of bike lanes, the key to security and comfort is a physical barrier of some form between bikes and traffic
173	Loved this on 5th street! The buffer and barriers make the lane feel much safer
174	Raised or harder barrier at surface level
175	On Virginia near the Pioneer Center there are awkward direction changes due to the curbing design.
176	See comment above. Needs more robust physical separation/protection.
177	More physical barriers from cars protects bikers and helps bikers feel safer and more confident.
178	Makes everything too narrow. The vertical white posts create a weird optical illusion when driving. They are super distracting!!!
179	Dumb things that get hit constantly.
180	It is no longer available to make a right turn on red from 5th to Arlington unless you are the first car in line. Everytime I turn, I hit the white half balls on the street and it really rocks my car. If I try to turn around it, I almost hit the car in the left turn lane from Arlington to 5th. This is ridiculous. I don't know what drives our traffic planners, but its not good sense. AMy husband is a bicycle rider and he won't use those bike lanes. When cars open doors without looking, rider down
181	Much needed protection on busier streets
182	Traffic doesn't go fast enough to necessitate buffer.
183	Great idea. Safer for all parties.
184	Not needed. Waste of space.
185	As a bicyclist, these lanes are valuable. As a motorist, I would rather have two lanes again.
186	not good for local business...lose curb parking
187	I really love the idea of this. As a bicyclist, I've traditionally avoided Virginia street between Liberty and Plaza. I now feel much safer in the buffered bike lane. The only thing I don't like about it is how close together the lane dividers are. It's hard to get out of the bike lane, can't pass a slower bike, and the turns are tight with no room for error.
188	Worse than above
189	Keolis is the worst.
190	We really need something like this that protects bikes from vehicle traffic.
191	No
192	Refer back to my previous answers.
193	This is got to be the dumbest and stupidest idea yet
194	Please start ticketing scooter and bicyclists that are not using these designated lanes and then maybe they will use them and you'll catch a bunch of drunk drivers, at the same time.

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ID	Do you have specific comments on buffered bike lanes?
195	You've made the street look like a line to get on an amusement park ride. I think it looks cluttered and laughable that anyone could think this visual clutter enhances our cityscape.
196	It's less invasive than the barrier style. It doesn't present the ugly look. But again.. The riders need to be educated in traffic laws.. Just as if they were in a vehicle.
197	felt safer
198	severely limits access with motor vehicle for emergency service, how are you going to transport an injured person via bicycle?
199	However with the increase number of people parking may be a bigger problem as it already is
200	Poles lining the streets create confusion, slow traffic, increase danger.
201	That would be common sense one lane on each side of the street.
202	It takes up a whole lane thru a section of downtown. Keep it to a bike lane or within the parks
203	Necessary but it was not a good idea to reduce motorist lanes in order to fit these. Constantly feels claustrophobic driving through 5th street or onto it.
204	Concrete curbs for protection would be better.
205	This is the best of the instituted changes. It is more in line to the patterns people are acquainted with yet offers a protected lane for the bicycles and scooters. It is more common where I went to in Europe, The Netherlands where they know real bicycle traffic.
206	Great idea if you weren't crowding the cars beyond safety limits to friggin know what the road wants you to do. Buffer is a dead zone for tourists. All your cute little mini curbs are easy to run over and cause damage. Take your model to places with ample space for such amenities. You create dangerous congestion.
207	I ride my bike regularly with a friend who is scared to death of the cars and traffic. It makes ride bikes with her very difficult and slow going this feature would be perfect for her because she could feel safe using that mode of transportation
208	The whole project restricts access to business. Why is Reno so hateful business? The casinos have access but neighboring business does not.
209	Bikes and scooters can go both ways but automobiles can't? That's terribly unfair.
210	When I drive I always move over for riders. With downtown so crowded and space so tight, where is the room going to come from. The riders must be subjected to the same rules regs and fines as any mode of transportation is.
211	Seems to be safer for the microbility users and a good way to encourage alternative transportation modes (if not considering the parking buffers and the turning movements).
212	my concern is that there could be someone who doesn't see these as well at one point, and can just plow them down with their vehicle, and anyone that may be in the bike lane. I think that there needs to be some thought that not everyone will react in enough time under different situations. There could be a possibility of someone having a medical episode, and could just not have the ability to do the correct reactions, and cause damage.
213	This whole idea has impacted major events downtown such as Hot August Hights, and it will have a major impact to the Italian Festival as tents won't be able to be erected on Virginia St. Whomever is spearheading this project needs to be recalled.

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ID	Do you have specific comments on buffered bike lanes?
214	Creates safety for those riding
215	Wish that protective posts were more permanent and could stop out of control cars and trucks.
216	Return to the Center Street design
217	It looked like over engineering at first glance, but then I loved it. I'm always worried about judging distance away from them when passing a cyclist so this clear delineation seems safer and less stressful for everyone.
218	I like it better than no bike lane but more protection is better.
219	Bike lanes need to be kept clean of debris e.g. glass on a daily basis.
220	Very concerned that Reno spends ZERO thought or research when attempting any micro mobile project.
221	While this is a huge improvement over what are derogatorily referred to as "bike gutters" (bike lanes in the shoulder with no buffer from traffic lanes), it would be great if the physical barrier between traffic and the bike lane were more substantial than flimsy plastic poles.
222	This is the best option while not losing travel lanes when vehicle congestion is getting worse. And NO, the answer is not to stop driving cars
223	these are just dumb. Again, they take away space for automobile traffic
224	Idea may be good but the implementation is really rinky-dink. Looks stupid.½
225	take up too much space
226	Again- Alta - you're paying people millions to create conflict all in the claim of safety and security and increased mobility. Where are the current siteline surveys? What was bike traffic in those directions prior to implementation? What is it now? How are the scooter users using this space? Why are you endorsing traffic scofflaw behavior? BMUFL-CLTP. Those signs cost \$200, installed....
227	Once again gave away taxpayer paid space to people who don't pay road taxes
228	Visually confusing initially, but I see the purpose. Just seems like a waste since so few humans use it.
229	Scooters were coming OUT of the barrier area to pass.. AND to cut the corners onto the side streets..they are UGLY in photos under the arch.. AND all photos are off to one side now instead of centered..
230	Learn how to ride a bike and natural selection will keep doing its thing.
231	Would prefer just a little more permanent barrier between the lanes. But this is a great start especially for the pilot program!
232	Adds congestion to the majority of vehicle traffic for a very small minority population of cyclists
233	The white dividers create dangerous obstacles for the bicycles
234	Protected bike lanes are the only way to go anymore. Without the pylons people will drive over the line and leave you feeling open and vulnerable to someone not paying any attention to the road. This is one of the best parts is not just having the bike lane but making it feel usable for anybody.
235	Bikes and scooters don't belong on the streets with autos
236	I like that it keeps the bikes and those scooters out of the middle of the road.
237	I much prefer this to bike lines that are in between parked cars and traffic. No danger of being in the door zone.
238	These make me feel much safer.

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ID	Do you have specific comments on buffered bike lanes?
239	having all of the striping and cones along with cars and cyclists is very busy and confusing to determine who should be where.
240	Bikers did not follow basic safety or traffic laws. Would be better served having their own system away from the streets and pedestrian sidewalks
241	Having some physical buffer between me and traffic helps keep the cars at a safe distance. More of this please.
242	As a cyclist I felt protected while riding my bike with the buffer space between me and vehicles.
243	The scooters and bike riders don't always use the lane - I live in the area and many times they are either in the street, on the sidewalk and then do slaloms in between the posts.
244	Overkill to the max. Not necessary.
245	Again, a stupid piece of plastic isn't saving someone's life.
246	This has made me feel safest within the city of Reno
247	It's just more road space, see vehicles parked in them because street parking is difficult to access. It's messy and overwhelming.
248	Stop taking lanes away from cars as our population is growing, most people drive vehicles and need to get around town !!
249	If we could keep the buffered lanes along with the regular car lanes I think it provides better protection for bicycles.
250	I like these lanes overall, however there are issues with being seen when approaching intersections and with hazards such as broken glass and trash collecting in these spaces.
251	A regular white line should be fine so as long as bikers know how to stay inside of it and not ride the line itself. A "buffer" zone only takes away from driving room making downtown even MORE cramped. Bikers ride in the "buffer zone" anyway which takes away from the idea of safety.
252	the amount of parking eliminated is ridiculous, I can't quickly park and go into businesses on S Virginia
253	Same as above, needs more protection from cars and emissions.
254	I don't like how the buffers look with the poles. It does work for safety but visually, they are distracting and a lot.
255	What are u buffering of people don't use the bike lanes.
256	Cannot see around the parked cars at intersections. Thw bike lane flows into the path of right hand turn lane.
257	Cars shouldn't be allowed to park against these paths.
258	I hate all the white poles. Our down town looks horrible with fences and poles everywhere.
259	There need to be better barriers to stop cars from entering the non-car area.
260	That seems like a safe way to separate bicycles, etc. from vehicle traffic without negative impact on either. This works as long as the road itself is of adequate width.
261	I didn't mind it but I saw a lot of other cars incorrectly drive into this zone.

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ID	Do you have specific comments on buffered bike lanes?
262	Bicycles should have separate infrastructure from cars. Bikes already have bike lanes to accommodate them in infrastructure that was designed motorized vehicles that can go the speed limit, not human powered bikes. Instead of cutting into traffic even more, they should have their own separate pathways from cars and pedestrians. This project was clearly meant to save money instead of making the investment into new infrastructure designed for cyclists. 1/5 hated it doesn't even begin to cover it.
263	Get rid of this and put Virginia Street back as it was originally designed as a state highway route.
264	Too tight.
265	Even More Dumb!
266	Bikers don't use that lane they use the road still
267	I know this protects bikers, etc from sudden door openings, and appreciate it.
268	Still confusing as when the cars should on right hand turns.
269	The best option if this is really necessary.
270	I like when bikes have their own lane, as long as it does not add confusion to drivers.
271	Just... thank you!!
272	Causes more problems than it proposes to solve. Obvious caving in to unrepresentative special interest.
273	Seems unnecessary expense
274	I have seen too many bicycle riders who do not stay in their designated lanes when pedaling.
275	Feel way more comfortable with buffers.
276	In concept they are ok but again I see more bikes on sidewalks than in lanes and auto driving or parking in these lanes
277	This will definitely prevent a lot of accidents from cars
278	Colonializes the streets that were built and intended primarily for vehicular traffic, commandeering major portions of the asphalt for the very very few bikes present
279	Again, a good step in the right direction. I just wish the buffer space had a small concrete barrier instead of paint and wiffle ball bats.
280	Parked cars affected visibility to a dangerous level.
281	Get rid of it
282	The turns are too tight along the curb. Virginia and liberty should be a protected through for bikes. The flexposts should be bike rail (that stuff is great!).
283	I have witnessed few bikers. I see more people use the bike lane for walking.
284	Feels a lot more protected from cars
285	Very unsafe for vehicles and causes traffic congestion, rarely see any bicyclists in it.
286	Same reason as above
287	Let's focus on getting a better transit system and stop trying to be more biker friendly. Reno isn't a bike town and never will be. Too dangerous
288	Streets are for cars. Bikes use sidewalks
289	Extra buffer space feels safer to use than relying on vehicles to provide the legal amount of space. As a driver I can be more confident Im safely passing cyclists.
290	This seems safer for bikers at intersections, driveways. Would love this expanded throughout the city
291	Just put the streets back the way they were unsafe for drivers exiting there vehicle
292	See above

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ID	Do you have specific comments on buffered bike lanes?
293	Bike lane too wide, reducing to single lane for cars increases congestion & pollution
294	Needs a barrier stronger than a few cones, I see a lot of accidents happening because there's no permanent barrier
295	Waste of space for both parking and cars lane
296	It feels a lot safer even though I realize these things aren't going to even stop a moped!
297	Debris in bike lane.
298	Drivers know how to stay out of the bike lane. You just added more things that make no sense. Let's be real, not that make people even ride bikes or scooters for this to be necessary. You make people not even want to go downtown.
299	No way, ewwr. Reno is growing and needs traffic lanes for cars, not the 1% bikes.
300	Please keep this!! It's so important I use it daily seriously at least 6 times a week and sometimes multiple times a day
301	I felt really secure riding this section. It was very easy to enter and leave the semi-protected area and most drivers respected the buffer.
302	this feels safest and that it can more seamlessly accommodate cyclists.
303	These are so essential to ensuring great ridership and helping our community meet sustainability-related goals. A must-have for the future
304	Well done! Once made permanent, I hope to see non-flexible bollards. Drivers can drive through these plastic moveable ones and still enter the lanes. Also, please make sure the space between bollards is small enough that cars cannot go between to enter the bike lanes.
305	Needs railing to keep the two separated
306	See previous comment
307	Def feel safer when riding or walking with an extra buffer with cars. Less worries about cars blindly interacting with you
308	It is useful. If you didn't have it bikers ride on the white line anyway, thinking they are invincible.
309	Garbage
310	Wasted road space. Put the cars back on the road. Traffic sucks.
311	Just freaking remove the bike lanes. If you want bike lanes so bad create one somewhere else that is not disrupting to automobiles.
312	It's wasting space. This doesn't protect the motorists at all. It shrinks the motorists lanes, their cushion of safety and prevents being able to pull over to the sides of the road in emergencies.
313	It is difficult to distinguish the lane from the road's shoulder. Users do not abide by road conventions.
314	Keeps cars from parking in the bike lane and makes the bike lane feel much safer and more reliable!
315	Makes the roads narrower
316	I love this system on 5th street, it makes my commute to the University through Downtown feel so much safer and I can be more confident bike commuting.
317	Hate driving down town now

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ID	Do you have specific comments on buffered bike lanes?
318	I like riding my bike around downtown because I don't have to deal with parking. I feel safer with protected bike lanes and pole markers due to the inattentional blindness of drivers. But street cleaners can't or don't clean the bikeways due to the pole makers. There is so much street debris that it is now unsafe to ride in the protected bike lanes. They need to be cleaned too. Or come up with a different barrier. Botts Dots or Rumble barriers?
319	Creates blind spots. Unnecessarily complicated.
320	Buffered lanes feel much safer. As a result I ride my bicycle more often on these streets than I otherwise would.
321	more please
322	slightly hard to enter at some points (e.g. Virginia and Liberty), but otherwise very useful
323	Parking reduction
324	That's not a true buffer zone. The cones would give bicyclers a false sense of security. Anything other than concrete Jersey wall, not plastic ones filled with water or sand, a vehicle will easily penetrate it.
325	I like the idea but do not like it in application. Impractical. Making main streets that should not have impeded auto lanes and needed parking causes congestion, frustration, confusion, especially when traffic signals, turn lanes and other traffic considerations are not accounted for.
326	These were great, but the street sweepers couldn't access the bike lane and they were often covered in broken glass. I never got a flat, but was definitely concerned.
327	Way stupid. Please take it down. Too few people are using and they are not using it correctly.
328	Baseless
329	A waste of funds. The users pay no attention to the buffer.
330	These lanes are only place I feel safe biking in Reno with how poorly people in cars respect space of bikers.
331	Reno has a 1 way Southbound Lane on Sierra the cycle tracks have shut 2 way traffic needed for business already suffering in the area and traffic flow. There are not enough bikes to make it a value to any of the businesses for such a stop gap
332	People using the protected space do not stay in the protected space and leave scooters lying around within and outside of the protected space
333	Buffered bike lanes can be a great idea but not at the expense of existing primary roadways.
334	As long as these lanes are used by cyclists & scooters, and they are not confusing for visitors, then fine. But once again, this should not be a priority with a city that has other more pressing issues!!
335	This at least increases driver awareness not to cross into the bike lane.
336	Bikes and scooters don't need that much room
337	Thos is great on bigger streets as it allows both biker and driver to feel safe
338	On brand new roads, this is a great idea. On existing roads, sacrificing a lane is not worth the extra traffic this would cause.
339	The main reason for a street is for vehicular traffic. If you want to waste money on barriers I suggest you start taxing bike to pay for it.
340	I love riding on 5th with these

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ID	Do you have specific comments on buffered bike lanes?
341	I felt safer while cycling on my commute. These lanes seemed to work well when street parking wasn't necessary.
342	Best if separated by a raised or landscape strip.
343	Not marked well
344	I'd prefer a sharrows type lane, or no seperator. Sometimes you gotta go left.
345	The people using these lanes don't stay in em they ride in middle of street these are useless
346	Not needed, simple bike lane only
347	All microvehicles need to stop at intersections
348	Again there needs to be more of a physical barrier to protect micro mobility vehicles and the humans operating them from vehicles
349	Wonderful feature, I feel much more secure.
350	More of these in Reno!
351	Dangerous
352	I like the idea but the way it is installed makes it feel like construction and cluttered.
353	Taking away street parking and or traffic lanes in an already tough to park city with an expanding population is counterproductive
354	A small step in the right direction but really the additional protection vs regular bike lane seems negligible. Is there data quantifying additional safety?
355	Yes, all bike lanes should be buffered.
356	Prefer more substantial buffer, for example parkways with trees and other plantings, ideally pollinator friendly to further fill Reno's new Bee City designation.
357	Do it everywhere
358	The answer to question 2 applies.
359	Love the protected space but there was a ton of broken glass along the entire section I rode on 5th street.
360	Education for motorists once made permanent :)
361	I felt very safe in the lane away from cars.
362	Felt protected!
363	No room for actual traffic. Giving 3 feet is not possible without placing yourself and others in danger of a colission.
364	This would be fine, as long as traditional vehicle lanes aren't minimized to make room for it.
365	This is also wonderful! It is such a different feeling to ride while protected and separated from traffic! Drivers in Reno are not awesome to ride next to mainly because they are not educated as to bike traffic rights.
366	I like that it keeps cars a safe distance from cyclists.
367	Not necesassary but is a good visual reminder when driving alongside the lanes
368	How many people use these lanes compared to autos?
369	Hate idea of dedicating and taking away traffic lanes for bikes. Let share the existing road!
370	We need 2 car lanes!
371	A bike lane is a bike lane, only children need buffered and children aren't riding around down town

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ID	Do you have specific comments on buffered bike lanes?
372	This feature would be nice except that bicyclists don't use them. On multiple occasions I have had to swerve into oncoming traffic because people on bikes and scooters were on the street and not in the bike lanes
373	I don't mind a wide shoulder for riding, but it comes with many of the issues that I've outlined in my previous answers. It makes downtown far more crowded and harder to navigate and the resulting traffic just makes it every bit as dangerous to ride as when you had to hug the curb or take the sidewalk at slower speeds
374	All you've done was cause problems with motor vehicle traffic, these bicycle riders don't need so much space besides they still ride on the sidewalks and our Police department don't ticket them.
375	I particularly like having a barrier between yourself and traffic.
376	As long as it was one direction for the bike to travel it seems ok and is easy to see.
377	Waste of space for the little it is used. It is no safer since many on scooters and bikes don't follow the street signage anyway.
378	No
379	They're okay, but again, there's no signage. No one understands the use.
380	Bikes and scooters alike weave in and out. It doesn't keep them separate from cars.
381	Thats much better and safer
382	Took away much needed vehicle driving lanes and parking. Too dangerous since bikes/scooters come out of nowhere and do not follow the rules themselves.
383	As a cyclist this was safe and convenient
384	On 5th Street they take up too much of the street. Coming out of parking lots of some businesses is practically impossible without going into the other lane because of the poles. Business trucks can't get into some businesses along Fifth and they certainly can't park in the street like they used to. Check out JJ's Pie Co. Difficult trying to get out of their lot if cars are parked there.
385	Buffered bike lanes remove the stress from biking directly next to traffic.
386	Same as before.
387	These would be great if you could contain the scooters in their zone. The riders are all over the street, weaving in and out of the cones cutting off traffic, and creating potential accidents. Bikes are avoiding the zones and blocking car traffic lanes because the scooters are not abiding by safety rules. It's all a mess. Issue tickets with fines for scooting recklessly! And make the bikes stay in the bike lanes. Please.
388	Buffering is the way to go!

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
1	Do mike pay gas tax?
2	Also nice although felt a little unusual being to the right of parked vehicles. Some turns following 45° curb could potentially be tricky especially if there were large parked vehicles taking up space and blocking some visibility.
3	Cars are parked on bike lane
4	Consider outreach information to stay aware of auto passengers may transit bike lane. It's not a racetrack.
5	Continued consideration of sight distance at intersections may be needed.
6	There need to be four-way stops at all intersections for the safety of drivers who have to pull out to see past the parked cars.
7	This is not working so far on Virginia between 1st and Liberty. The bikes ans scooters are not using the lanes and don't want to weave between parked cars
8	Without a physical divider drivers creep into the bike lanes
9	Straight, like your going to change it now !
10	Great for bikes, confusing for Parker's and hard to get out when on bike
11	See previous
12	one way each side seems to work but it confuses those who drive and need to park. The white candles are not attractive
13	LOL, what are you guys thinking? This is awful
14	This doesn't work and has caused more headaches for local businesses
15	This is still better than the locations with plastic bollards because at least there are cars providing more of a buffer.
16	I think this is a good idea especially with scooters cause they tend to go wide on the two way bike lane. When it's just one way people tend to be more inline.
17	The barriers aren't enough and passenger doors have opened up and almost hit me. Intersections get scary because drivers aren't used to looking so close to the sidewalk. Also pedestrians don't look out for cyclists. Especially near the ROC building
18	Woke, Woke, Woke. These kids don't even know how much poorer they are than their parents. They have been brainwashed into thinking riding a scooter is helping the environment. Lol. They just can't afford a car.
19	Again, love being separated from moving traffic. Only issue is I encountered a family getting out of a car and the kids were not looking into the bike lane and tried running across it. I was going slow enough that I could stop and make eye contact and we all just got around each other. Could be more dangerous with someone going faster.
20	My only beef is that with people parking next to it, they are not looking before crossing to their vehicle and then get mad at the bikers, or they leave their car doors open and you have to dodge them.
21	Would love to see these throughout the city. Mayberry, Plumb, Vassar, etc.
22	The only issues are for the RTC buses and the stops along these buffer zones. Along 5th street it is difficult for the buses to pull over to pickup passengers. They have to stop in the drive lanes between Arlington and the road just before the Gold Dust West casino. Also buses turning don't have the clearance for wide turns, many times they are forced to run over the corner barriers.

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
23	removing primary lanes of travel to support a minority (bike riders) is a bad idea, San Luis Obispo has done this studied this and the utilization is minimal on the bike side, disrupts primary traffic doesn't encourage new bike riders
24	This one is the best as long as Virginia is two ways again
25	Again - snow removal problems, plus now when you park your car you have to watch for bike and scooters before getting out of the car. And again, what about the people that don't ride bikes or scooter - instead of catering only to these bike enthusiasts, maybe consider the rest of the population. Not everyone can walk long distances or ride a bike. Also if unloading a wheelchair you will have to dodge bikes that will not slow down for you.
26	SEE ABOVE
27	Once again only about 10 people ride bikes. Complete waste of tax dollars to make dedicated bike lanes for 10 people. I dont know if you noticed but we live in a mountainous region. Riding bikes around here isn't exactly practical. Make more room for vehicles and parking. Not stupid scooters and bikes.
28	Same as above.
29	Screws up the traffic pattern for vehicles
30	See above. Someone is going to get killed!!
31	Feel so safe
32	No
33	I don't think there needs to be parking on Virginia street at all
34	Like how it provides more parking along with a designated and safer area for bicycles
35	Felt much safer as a rider. However driver education necessary as visibility is reduced and driver pulling into mid block parking lot may not see cyclists, cutting them off (this happened to me and was scary)
36	Second best solution here.
37	The buffer is a horrible idea. Who needs to be voted out for this.
38	More efficient use of space.
39	Cameras are needed
40	Buffer is a waste of space when the parked cars are the buffer
41	Not a bad idea.
42	I think these are great, as it is scary to ride next to parked cars which may suddenly open the driver's side door, thus pushing you into the road and/or making you fall onto the street. Having the cars on the left hand side of the bike path means you are further protected from traffic. You would just have to make sure there is enough buffer room that cyclists are not being hit by the passenger side door if it suddenly opens.
43	That's nice
44	The way the lanes jog around sidewalks makes it awkward to keep within the buffered lane and not run into the curb or the buffer.
45	SOOOOO great!!! don't have to worry about hitting car mirrors or doors of parked cars
46	What we need regionally! No zigzagging along modified car parking cutouts in sidewalks, but straight, safe lines!! Perfect!

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
47	I've been hit by side view mirrors too many times to count, but the buffer makes it more dangerous to get back into traffic to make turns because drivers are paying even less attention to bikes because of the buffer
48	just need some signage to remind drivers to park outside the bike lane
49	Not used very much
50	So you put the driver of the car in danger of getting struck by a car There are far more parked cars then there are bicycles
51	The city has trashed downtown with this idea! Hate it!
52	parked cars are more protection, but street parking is a low value use of public space
53	They're okay, but several problems. Would be much better to have these at sidewalk-height.
54	I don't like be that separate. I think it's dangerous when trying to get into traffic when the bike lane ends
55	Love the protection of the parked cars between the micromode lane and the main traffic lane. Wish these were also 2-way though. Annoying to be going somewhere on one side of the street, but have to cross because it's the wrong direction. So have to cross twice to get to destination on the same side of the road that I started on.
56	BRING BACK VIRGINIA ST! Our iconic symbol has been ruined. Picture when it was closed for Hot August Night. My friends from CA share photos under the Arch....yea, now there's a bike lane barrier and 1 lane of cruisers. What about the Italian Festival...? It is always packed, now there's less room...did anyone think of this? ?? Why not Center St? BTW if you park on 5th ST watch out when opening your car door, I've [REDACTED] near hit a couple that didn't look and pssing cars are way too close, ROC
57	We need real public transportation
58	Makes it more difficult to park and allows for less room to exit your vehicle safely.
59	It negatively impacts access to St Mary's. Incase of an emergency this could cost someone there life.
60	Worst idea ever. Putting parked cars right on the edge to be sideswiped at will. Again, for a miniscule percentage of bike traffic. Also, ask the engineer of this how it will be plowed if we have a snowstorm.
61	This is even better than the bike lane separated by the plastic posts. Feel so safe!!
62	This is incredible, want this everywhere. Make me feel safe to ride my bike.
63	Like the buffered micromode lane, these lanes make users less visible to cars, and thus less likely to be seen or acknowledged. With both the buffer and parked cars, cars in the main road can't see riders in the lane, leading to cutoffs. I've often seen vehicles parked in the bike lane right before the start of the parking buffer. They're legally parked, but it cuts off the entire section of the bike lane.
64	making left turns can be sketchy if there are parked cars hiding cyclists from view.
65	I recommend making the curves around the parking area gentler for bikes since the need for speed is real when going downhill. I would also recommend a harder barrier that can't be easily knocked aside and obstruct the bike lane or allow a vehicle in the bike lane.

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
66	The one on 5th Street makes a huge difference in biking across town. The parked car buffer makes me feel somewhat safer. I'd suggest more sturdy barriers, some have already been knocked down.
67	Again they don't care and disregard for anyone else besides themselves. They don't follow the laws or rules
68	Bicyclists have remarked the straight transit is great, but turns require more effort and make them vulnerable, as drivers don't have to watch out for them as much on the straightaway and so sometimes don't see them when they prepare to cross traffic.
69	Eventually, this sort of protection may not be necessary but cars in Reno are woefully unaware of bikes. For now, it's a fine solution.
70	Felt safe. Didn't have to watch for opening car doors.
71	For the scooter the pathway needs to be smoother no bumps or potholes. Further the twists need to be eliminated. Much easier if a straighter pathway.
72	Not too sure about this idea. As a bicycles tend to swerve out from in between the parked cars.
73	This makes cycling feel much much safer and more enjoyable. The less anxiety I experience while cycling around automobiles, the more likely I am to use my bike for commuting, going to businesses, etc
74	This design neglects that parked vehicles are sources of pedestrian traffic. This us more dangerous for vehicle occupants leaving and entering the vehicle. The drivers side passengers are closer to vehicle traffic and passenger side people now open door to bike and scooter traffic. In a conventional configuration the passenger side tpically opens to a sidewalk - more safely allowing elderly and children to enter/exit vehicle. 5th street is bad design. MORE BLIND spots for Turning cars/driveway
75	It is nice to have a parked car as a shield when biking to protect you from drivers running you over.
76	They travel in both directions. They could care less of the directional marking
77	Love it! The protection that parked cars give is nice. Visibility could be an issue but I haven't experienced this. It ends a bit abruptly at Keystone (or nearby). Really wish they could do something like this on 4th street all the way out to McCarran!
78	Feels like it makes the vehicle drivers more aware of speed and makes them pay attention by bringing the cars closer to the travel lane
79	forces motorists to open their doors to incoming traffic since they NO LONGER can park along the street. who thought this was a good idea?! maybe if you force the entire Reno driving population to switch to right side drive. this would be more workable.
80	I love feeling protected from cars. I do find it hard if I want to turn left down a side street from a buffered lane to be able to do that.
81	The cyclists don't follow the rules! Nor do the scooterists.
82	It's much better. The neighborhood feels more quaint and traffic has slowed down significantly when there were many drivers speeding to pass each other on the 4 lane street.
83	too dangerous

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
84	Didn't hate it but previous option is better. Depends on how highly used the tracks are & whether or not scooters/other non-bicycle travel are allowed in the track. Scooters or bikes might try to pass each other because of different travel speeds. The passing traveler will be in the parking buffer zone & could get socked w/a car door. Also, someone getting out of their car and stepping into the buffer zone could get smacked by the passing micro-mode traveler.
85	Dangerous for parked cars and traffic
86	I have mixed feelings on these. It allows for parking which is good and bike are further protected from traffic. However, it is much harder for cars to see a bicyclist in the lane. I have already had a few very close calls with drivers turning into a business and almost hitting me on my bike.
87	Ridiculous
88	My Favorite so far! Seems easy to implement, effective, and makes me feel very secure. If every bike lane in Reno were like this I'd bike to so many more places.
89	Waiting for the day my passenger opens the door and hits a biker.
90	Same comment as Buffered Micromodal lane.
91	No
92	Confusing. Micromode can exist next to traffic in its own lane. But parking should remain on the curb as usual.
93	In other cities, drivers don't understand how to use this space correctly and park in the bike land unless it has a barrier.
94	Buffet looks tacky needs new look
95	No white buffer zone needed if there is a parking buffer? Still need lanes to drive in for autos!! Again, don't make it too hard for drivers or businesses may suffer!!
96	Buffering could use some more work
97	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
98	It's definitely better than a regular bike lane. I really like these as long as there is enough room for people to open car doors clear of the bike path
99	Reno is eliminating lanes that are frequented by vehicles, and therefore eliminating safety.
100	There has to be a balance between promoting bicycle use and accommodating vehicular traffic. The changes dont get that balance correct and over optimize for bikes creating issues for vehicles. I support the intent but the implementation needs more balance.
101	I use these lanes along 5th Street and I love them. They feel much safer and less stressful than non-protected bike lanes. One issue I've had is that cars turning right across these lanes aren't in the habit of checking for cyclists (or maybe don't know that there's a cycle lane on the other side of the parked cars), so I've been cut off ("right hooked") a few times as I try to bike straight through the intersection. Better signage for drivers might be helpful.
102	Good way to win support from the naysayers...who doesn't love parking??

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
103	Good but odd the moving in and and around parked car locations. Feel like I am in a blind spot at intersections requiring extra attention to motorists.
104	Same as above, nice idea in theory but it's poorly executed downtown because it's all so inconsistent.
105	Like same direction of traffic but understand people traveling wrong way because I like to see what is headed my way too.
106	Other drivers get confused which can result in accidents.
107	I haven't seen this yet. Reno/Sparks has needed protected bike lanes forever! The micromode track has to have some device like posts to protect the bikes or the California drivers will use it as a passing lane!!! The parked cars would protect bikers. The barrier needs to be at least a door wide to protect bikers from opening doors.
108	somewhat better than the rest of this mess
109	The stop sign at 5th and Ralston can feel a little scary on a bike if someone in a car is turning right. They don't look for the cyclist.
110	Would love this on Sierra and Center Streets in particular for navigating downtown. Virginia Street was an absolute mess especially with events and lack of support from downtown businesses.
111	This is how pedestrians die. Protect the few bikers we have, yet a person getting into their car with kids has to fight traffic.
112	I'm all for this buffer. I just don't like where you have parallel parking between it and the auto traffic. People don't know what to do with it and it causes more confusion and risk. Plus, the cars parking have the potential to injure bike riders.
113	This is a GIANT waste of money based upon the friendships of the members of the city council and their friends. Bike lanes in Reno are hardly used from what I have seen. While it is good to have bike lanes the old fashion single lane with a white line are sufficient.
114	There is much higher automobile traffic within the Reno/Sparks metro area that should be prioritized. This is negatively impacting businesses by limiting two-direction traffic flow. This idea also creates a hazard between parked cars and bicycles.
115	This makes much more sense than parrallel parking and then a bike lane, as it gives natural protections to the track that couldn't be given the other way around. A car can protect a pedestrian from damage, but a pedestrian will do much to stop the car.
116	Fantastic. Protects bikes.
117	Riders need to use these as intended, not ride in the car lanes.
118	Try being a pedestrian trying to cross the street. I used the flashing unit but had to walk clear out into the lane to make sure the moving traffic stopped for me. You cannot see traffic coming or going at ROC on 5th and Nevada Street.
119	Service vehicles will wind up using the parking and bike lane making bike riders to travel in vehicle lane.
120	The ability to move both ways down these streets make them more accessible for public transport while also allowing for private microtravel to be safe and accessible.
121	This is the best option.
122	UGLY AND STUPID
123	Lots of side mirrors are going to be hit.

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
124	Looks safer than the two way bike lines.
125	have to experience it first to comment
126	Same comment
127	Will need more outreach to drivers on parking awareness & crossing of bike lanes. (see intersection issue discussed above.)
128	Giving bikes and other micro mobility vehicles a separate dedicated lane is the best option. Although they would be improved with an actual curb separating cycle track and roadway.
129	We like these too, only they do not feel so safe as drivers are often careless when opening their doors when parked
130	UNSAFE
131	This is better than the pin protected buffer because it puts large vehicles as a physical barrier between moving traffic and non-automotive pedestrians.
132	Bad idea, get rid of it
133	I like the buffer of parked cars, smart thinking.
134	Do not like loosing roadway and parking to others who pay nothing for the design and maintenance of the facilities. Have to believe these changes have also greatly increased costs for painting and associated labor.
135	The cost of putting in the lanes ,materials, taking down, putting them back up is a stupid waste of money and personal. People in Reno have NO say in the expenses and changes to our city. How do you get to spend our city taxes with absolutely No input from the few remaining businesses that are left.
136	I would like it, if more cyclists used it.
137	Driving lane for autos seemed really cramped. At night, I sometimes thought that the row of parked cars was a line of cars waiting to pull away.
138	Super ugly and just plain silly. I would wager that more the number of cars parked on the sides is greater than the number of bikes that use those lanes on any given day.
139	The buffer has to be something large and bulky—like plastic jersey barriers—if not permanent. The little plastic sticks get knocked over way too easily and no barrier at all invites people to park all over the lane.
140	The amount of parking capacity wasted as well as the congestion this caused to street traffic does not appear to be worth the lack of utilization from bikes. This setup makes trying to cross at intersection absolutely sketchy.
141	These are great.
142	Liked it but again it was difficult to navigate when the track began or ended.
143	One word. Safe!
144	Neither bike nor scooter obey the laws and rarely use em on the weekend after 8 p they are usually in traffic. And driven by people who would not be allowed to operate a car

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
145	Great concept. However, it will fail, unless there's a major public education campaign. There needs to be a public education campaign in general about bike safety, both for motorists and bicyclist. The town keeps adding more and more ways for bicyclist to get around town safely, and that's fantastic. But it will never be successful, and they will continue to be fatalities, until there's a public education campaign. It is irresponsible to continue to do these projects, and not educate the public.
146	Byrd scooters need a docking station.
147	This would be OK, also as long as it did not eliminate an already existing travel lane.
148	extreme waste.
149	Love the separation but drivers making right turns have harder time seeing micros behind parked cars.
150	I love the space.
151	Docking stations for scooters and move the scooter/bike lanes back to next to the car lanes and car parking back to next to the curb WHERE IT BELONGS. Bike lanes next to the curb gets in the way of pedestrians, getting in and out of cars, and ability for car pickup/drop off out front of buildings.
152	The roads should be for the cars not cycle traffic
153	This is the best option for bicyclists.
154	Again, good to keep cars & bikes separate, but too much space allotted to bikes
155	Nobody follows the rules.
156	These seem to be utilized the best by bikers.
157	Keeps bicyclists safe from opening car doors
158	I like this design as long as there is protection for cyclists and riders to not get doored.
159	You can NOT see even to turn right out of KFC because of the cars sticking out like that. I no longer go to businesses on 5th st. It's slow due to all of the stop signs & traffic. Virginia St is ruined too.
160	Loved this on 5th street! With the barriers and the cars parked outside of the buffered bike lane, I felt totally safe riding with kids in this lane. More of this, please!!!
161	Two-way mobility lane on one side of the street
162	There are awkward transitions from dual lane to opposite side lanes and bicycle traffic lights that I didn't see at first.
163	Put these tracks in everywhere! You can install them without losing a single vehicle parking space. This is a zero-controversy option to install widely in Reno.
164	More physical barriers from cars protects bikers and helps bikers feel safer and more confident. Cars are a good way to do that.
165	Yes. Crossing from the NE corner of Nevada Street and 5th you have created a VERY dangerous situation for pedestrians crossing from ROC to the parking lot on the SE corner. Drivers going west on 5th cannot see pedestrians trying to cross until the person gets out in the street past the parked cars. The parked cars are parked too close to the intersections. And the drivers do not stop for the flashing crossing lights. Twice in a week I was about hit even after being extra careful. You cut off my
166	This is the only option that should be used. Safety being number one reason. Traffic flow won't suffer either making everyone happy to a point.
167	See above comments

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
168	Because of the parking extended to what used to be an active lane, it is easy to get confused at the Ralston/5th St intersection stop sign. It appears the parked car is in a driving lane, and drivers hesitate to proceed intersection
169	I think the one-way is much safer than the 2-way, especially at intersections where cars and pedestrians have to interact with users
170	Not enough micro traffic to be necessary.
171	One of the most challenging things about bike commuting can be people parking in the lane/biking on the inside of people who are entering or leaving the parking area. Therefore, this sort of design that provides a buffer and runs the bike path inside of the parking can be really beneficial. It takes away some of the fear of someone opening their door into you or something like that as a biker.
172	Not needed. Waste of space (buffer zone).
173	Seemed a bit confusing at first, but makes cycling much safer.
174	Takes up too much space
175	Same
176	We really need something like this that protects bikes from vehicle traffic. It makes way more sense to have the bike lane next to the sidewalk and THEN the parked cars next to the road, protecting cyclists.
177	No
178	Guess we are waiting for someone to get run over
179	Increases wait times and traffic congestion.
180	Posted signs stating that all scooter and bicyclists must use these lanes would help.
181	And again..it's only as good as the user.sum of these scooter riders don't use common sense when incoutering a 2 ton automobile.
182	doesn't seem like an afterthought, retrofit etc
183	reckless and dangerous for lack of enforcement
184	Parking lane increases danger for drivers, slows traffic.
185	This just creates confusion on how a bike or a car is going to share the same side of the road more likely will cause accidents when people are parking or bikes are trying to get out of that lane
186	Cyclists don't care, they drive in the wrong direction all the time. If this is going to become a permanent fixture, it should be completely straight. I.e. bad implementation on Virginia and court.
187	Impossible to drive with. Everybody finds better activities. Not stupid traffic congestion
188	It concerns me that the businesses and residential spaces behind these tracks won't be accessible
189	It's just another way to expect my car to be damaged by reckless riders.
190	There's not enough room for automobiles
191	Worried about people walking out of the adjacent building to their car and not looking for bikes.
192	Takes time to get used to, but a sensible idea. Very good to give a buffer space to keep cyclists safe from car doors opened unexpectedly.

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
193	Everyone seems confused! It's not clear what are parking spaces, even with the painted markers, because it seems like it should be a driving lane. I see many drivers using it as a driving lane if there aren't vehicles parked. Vehicles aren't sure where to park and sometimes park in the micromobility lane.
194	See prior comments. Who's lining who's pockets? After the Lime Bike Project fiasco, someone went to another vendor to supplant the bike issue in favor of the scooter project. Virginia Street and 5th street are so screwed up I avoid them both like the Bubonic Plague.
195	They are amazing but I wish there was a larger open door protection zone.
196	Return to the Center Street design
197	When the parking begins/ends after/before the intersection I've noticed some very short/quick right/left movement that can be a bit jarring. A more gradual right/left would require more space and less parking so I understand the trade-off.
198	People didn't park there.
199	Bike lanes need to be kept clean of debris e.g. glass on a daily basis.
200	Very concerned that Reno spends ZERO thought or research when attempting any micro mobile project.
201	if cars are parked, delivery trucks are unloading, buses are in line, drivers are besieged with multiple decisions to be made.
202	Don't do it.
203	see comment on above
204	Tell me again how you're going to keep this free of broken glass and debris, with all the homeless and marginalized in town? Is this REALLY the way to bring families into the urban setting? You really think this will cure the diabetes and AQI indices? You're naive.
205	Killing parking and businesses
206	Waste of the actual taxpayers money
207	again, one street over would have been better than messing up Virginia Street.
208	Dumb
209	A waist of space
210	The parked vehicles create yet another obstacle the bicycle has to maneuver to turn.
211	Gives a great buffer for people to get in and out of there vehicle and not have someone block or hurt another.
212	Bikes and scooters don't belong on the streets with autos
213	I think this is a great solution, one way bike lanes are the best way to do this, with one street having a one way and another street having another one way in the other directions
214	Great in space limited areas, and better than the alternative. Needs enforcement to keep delivery trucks from stacking pallets in the bike lanes though!
215	This is confusing the drivers have you seen somebody's older drivers pull their vehicles into these bike Lanes you should get rid of this

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
216	The parking spaces are not wide enough for the cars to park and have people exit them safely. The fact that parked cars are not on the curb is counter intuitive to traffic. It makes the driver think that there is another lane. In addition, the parking spaces are too close to the intersection to allow traffic to turn safely - inevitably the turning car has to either go into the parking space or into the oncoming lane. The spacing on this entire project is wrong.
217	Really?
218	Genius, more crowded streets to make yourself feel good.
219	I liked going to downtown Reno for dining, entertainment etc. I'm disabled so i can't ride or walk much. I drive. I am less likely to go downtown at all now and am looking more to Sparks where I live to make going downtown unnecessary for unique dining. It's difficult to navigate by car. Scooters, pedestrians and bikes do not obey traffic laws and cause concern for everyone's safety. I now avoid the entire S. Virginia area down to at least Vassar. It's easier to navigate San Francisco.
220	I would only like it if there is 2 way automobile traffic
221	Stop taking lanes away from cars as our population is growing, most people drive vehicles and need to get around town !!
222	Again, this is fine as long as you keep regular car lanes. If it means removing Carline's from the downtown streets, it's just not effective.
223	Bikers don't respect the buffer.
224	The lane elimination is killing traffic flow, it's ridiculous
225	Solid, plenty of space for bikes with a later of protection from erratic and aggressive drivers.
226	I don't like the one way via car. We already go south on Sierra street and north on Center street. It's now confusing and frustrating when driving when it cuts off to one way and we're now thrown different directions. It can be pretty confusing for new visitors too. Being in scooter, I don't feel it impacted much.
227	Again no one uses the bike lanes and they are not enforcing traffic laws.
228	No parking should be allowed
229	Bicycles should have separate infrastructure from cars. Bikes already have bike lanes to accommodate them in infrastructure that was designed motorized vehicles that can go the speed limit, not human powered bikes. Instead of cutting into traffic even more, they should have their own separate pathways from cars and pedestrians. This project was clearly meant to save money instead of making the investment into new infrastructure designed for cyclists. 1/5 hated it doesn't even begin to cover it.
230	Put the historic nature of Virginia Street back for the sake of traffic and visitors
231	Improve it by adding a 12-foot-high (or 8ft or 10ft, whatever height is best) solar panel covers to provide shade, capture energy, and prevent snow from getting on that part of the road making it safer for cyclist to use during winter months.
232	Too tight
233	City of Reno Dumb!
234	See earlier comments
235	awkward! When in my car, trucks, campers, trailers, etc. in the parking slots stick out into the car lane.

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
236	Service and delivery vehicles will and do use the bicycle and, if available, parking lanes for their needs forcing bicycles and scooters into the vehicle traffic lanes.
237	Harder to park in.
238	Emboldens Reckless bicycle riders. Causes confusion. Reduces needed two-way traffic. Again-quit caving in to unrepresentative special interests.
239	These are better 1. Reno has removed almost all street parking in the downtown core especially on Virginia St and then you don't understand why businesses can't make it. It's because almost all businesses on Virginia St depend on access auto traffic #1 (85% plus) and then pedestrian (14%) then 1% other. 2. Auto parking better denotes and is a lot less confusing to both auto traffic and micro and then the sidewalks. Where this is denoted in the city a lot less bikes and scooters use the sidewalks
240	Please... spend your time and efforts on educating all on the road. The most vulnerable - us on foot or cycling need to be reminded that we ARE the most vulnerable and to show courtesy to drivers and follow traffic laws while effectively messaging drivers to do the same because we are being asked to use the roads responsibly, not in a "Mad Max" that we see with some cyclists and 75% of the scooter riders.
241	If parking spaces and bike lanes are on a street together, this is the best way to place them, good work. The only way this could be better is if we got rid of the parking spots altogether. 40% of Reno is devoted to parking space, and many of those spaces are empty from evening to morning when suburbanites leave downtown to go home. More housing downtown, remove parking spaces and garages, more bike infrastructure. Build a downtown where people can live, not just a place to park cars!
242	Visibility/safety issues for auto drivers
243	Get rid of it
244	This is great!!!! I feel safe enough to take my kids on it too. The signal timing makes it really slow but a green wave progression of 12 mph would fix that...
245	Causes parking issues for businesses, the ones that are still left. The majority have gone out of business due to this terrible idea.
246	Vehicles sit too far from the curb. A friend had his car wrecked there by a drunk driver. Its confusing enough downtown with making things really hard for the drunks driving there
247	Once again, keep the roads wide for cars.
248	I saw vehicles drive through the parking buffers when they were initially created. Now that it appears more clear they are parking, the lanes run smooth and spaces seem to be available any time (outside of ROC), and easy to access. I wish there was a better solution for already existing loading zones cut into the sidewalk that require crossing the bike path to enter (Ex. First block W 5th Street). Maybe have the bike lane follow the sidewalk edge and the loading zone be in the street.
249	Again put it back the way it was
250	How can delivery vehicle get through. Poor planning. Need to have non millennials doing the research and design
251	Again, no room for cars to drive

Appendix A - Survey Results

ID	Do you have specific comments on one-way cycle tracks with parking buffer?
252	This feature I do like, feels nice to ride with out the worry of someone swinging their car door into me, & cars parked all over the bike lanes! 🍷
253	Once again, not everyone uses these lanes properly.
254	Some streets in Reno are too narrow for this, but overall we mostly like the idea. Downsides are that it forces cars to park closer to traffic instead of at the curb and is harder for people with disabilities, but the upside is it protects bicycles from traffic.
255	Very little space for automobiles.
256	Waste of space for both parking & cars
257	This is nice and practical but I do wonder about visibility. As a driver, I guess this makes me want to drive a bit slower because the road is a bit narrower, but I suppose that's actually a good thing.
258	Debris in bike lane. Can't see cyclist approaching intersections as driver.
259	It's dumb!!!!
260	Do not reduce traffic lanes, we are growing. Downtown is a cesspool. You will confuse tourists and cause another midtown mess.
261	This was my favorite part of the project. It was a pleasure to ride. I wish my entire commute to UNR from midtown had this infrastructure, I would ride to school more often.
262	whenever there is a physical protection from motorized traffic, a cyclist feels safest.
263	These are great too, and keeps cyclists safe from getting "doored"
264	These also seemed a little too narrow for two bikes to be side-by-side.
265	Can't stand anything that is one way.
266	Those are my favorite, high safety, protects riders and drivers the most
267	Felt much safer as a commuter. For the pilot, there were a few challenging spots, including the protected lanes around fifth and Virginia curve into/out of old parking spots. This section is particularly challenging to navigate as a cyclist, and visibility is poor of the traffic light at Virginia while headed west on fifth.
268	Absolutely confusing.
269	JUST PUT IT BACK THE WAY IT WAS!!!
270	Again your limiting motorists space of travel. Pushing parking lanes out further endangers children entering or exiting the vehicle being further away from the curb. Not only do people have to watch for cars now they have to watch the passengers side for cyclists to avoid the getting hit by bikes or scooters. Yet again can't say this enough most of them still ride their bikes and scooters on the sidewalks.
271	I prefer this switched. I like bikes next to traffic so traffic can see bikes.
272	This ends up greatly reducing traffic flow, particularly along 5th Street. Also increases the possibility of vehicle collisions with parked vehicles.
273	One way is confusing for the generation z drivers who were taught terribly
274	I like the extra protection from cars when I am in the bike lane.
275	Like these, but much better if there's a physical boundary for cars so that doors can't be opened on cyclists and people can't pull in off the road in a hurry, not realizing that there's a bike lane there.
276	The major problems I see with this is cars impeding the lane while parking and exiting/entering vehicles

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
277	Not for down town.. they should use side streets
278	I like there is a barrier. But the same issue with cleaning the bike lane. We have tires too and street debris is dangerous. You can get a flat or you can slide on or into traffic.
279	Same as above.
280	Concerned that cars will still pull over into the bike lane if there is not a physical barrier.
281	Forcing people who park their car to cross the track
282	Same as 3. Choose appropriate streets, not busy and already congested downtown streets.
283	Worst
284	The users just cut out into traffic lanes with no regard.
285	Very difficult to see oncoming vehicles
286	Reno has a 1 way Southbound Lane on Sierra the cycle tracks have shut 2 way traffic needed for business already suffering in the area and traffic flow. There are not enough bikes to make it a value to any of the businesses for such a stop gap
287	People using the protected space do not stay in the protected space and leave scooters lying around within and outside of the protected space
288	I can see problems with this. A car may park, and as passengers get out of the car, and open the doors of the car, a cyclist or scooters comes whizzing by and runs into the door. Both perfectly innocent and unsuspecting. I've seen this happen, so it is a problem. And both parties get angry that the accident happened. Not much protection for either party. Maybe rethink this!!
289	They are not bad on larger streets however it does make it harder to maneuver when exiting alley ways
290	Again, this take a ton of road real estate that I don't see present on our existing roads.
291	See all previous comments
292	Seems smart and safe
293	When cars are parked next to the bike lane I did feel very safe from cars that were driving by. It did seem that these lanes were blocked more often by cars or people unloading things.
294	once again cars don't notice it
295	I almost got doored once in Seattle with a similar set up. They seem safe but they aren't.
296	People aren't using em like they are supposed too
297	Speed of microvehicles where a car door is opening
298	This is better for everyone but they should be two way.
299	Bikes are not as prevalent as cars
300	Taking away parking and/or travel areas in a growing city is a step backwards
301	protects when cars are parked and a little bigger buffer. Maybe include some rumble strips to enhance tactile feedback for distracted drivers?
302	It offers even great amount of protection, what's not to love. It'll encourage more bike lane usage throughout town.
303	Parking buffer is better than current design. Planted parkways would create more effective, attractive barrier, and help reduce the heat caused by asphalt.

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
304	I like something between us and them ...people just don't pay attention in Reno ...I've never heard of more people getting hot by cars ANYWHERE!!
305	Unfortunately, the "twisty" segment between Mill and Liberty is, undoubtedly, a challenge for inexperienced riders (thinking of older adults and young children) who lack the quick turning schools required to successfully navigate it.
306	The buffer idea is nice but people stepping across the bike lane to get to meters was not ideal.
307	This is not a normal pattenen. Tourists have difficulty navigating one way traffic, therefore, wrong way drivers are more likely. Especially when raining or snowing.
308	The bike lanes are protected by flex-posts. There is nothing other than plastic that bends by design to protect cyclists from cars. Are we trying to protect the cars or the cyclists?
309	It opens the door for bicycles and scooters to collide with people attempting to park, enter, or leave their vehicles.
310	This makes riding through the southern part of downtown actually doable!
311	Brilliant.
312	Parking got some getting used to, but easy to understand
313	Works more efficiently to have the vehicles against the the the bike lane between the parked cars and traffic. Haven't seen to many people use this. Most just ride out in traffic anyway.
314	What happens when a door opens and micro hits it?
315	Very limited visibility when you have parked cars between the additional travel lane and the side walks.
316	Bike lanes are already existing, nobody wants to park their car in the middle of the road for a bike lane that already exists
317	This oke, but the only issue is that there is already a severe lack of parking space in downtown reno and this would take up too much space, making the downtown area much more crowded than it already is.
318	Worry about visibility to traffic at intersections. Parking should be stopped sufficiently before intersections to allow vehicles to see bicycles and scooters in the lane.
319	Bicyclists and scooter riders do not use these and instead use the street cutting off motorists.
320	Get those meter maids out there cause people do not care about the buffer. Don't mind the additional room, but please restrict these to actual bikes. Twist throttle "e-bikes" are a nuisance and will run anyone or themselves off the road. In terms of driving, my car got sideswiped while parked against one of these areas
321	These are the worst of all.
322	It narrowed the car lanes way too much and create unnecessary blind spots. It also made it difficult to see if there was oncoming traffic when pulling out of driveways
323	Great to have room for parking and cycling!
324	If the riders would do this ALL the time it would work
325	I would never park my vehicle in those spaces. The vehicles are more vulnerable on both sides to getting hit and it's not intuitive to park in what is essentially the middle of the street.

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ID	Do you have specific comments on one-way cycle tracks with parking buffer?
326	No
327	This was the worst part of the project as it eliminated northbound traffic. Center street is even more packed. And you've eliminated parking for small businesses and for the police to park/patrol in the area.
328	It took away a full lane of traffic on an already busy street. It would be better if it was created as an additional lane. And how are drivers supposed to be aware of the bikers if they are hidden by parked cars? And then the bikers have the right of way at intersections where their lanes are hidden by parked cars. A recipe for collision.
329	Really good idea to keep safe
330	Took away much needed vehicle driving lanes and parking. Too dangerous since bikes/scooters come out of nowhere and do not follow the rules themselves.
331	The parking buffer was ludicrous. If you were looking for an answer to, "how can we impede 98% of travelers in the city while accomodating the other 1-2%," then congratulations... mission accomplished.
332	This creates traffic clutter on the street for cars. Less room for drivers to safely get out of their cars once parked
333	One-way protected lanes are good options when two-way lanes are unavailable. However, both sides of the street must have the one-way lanes for maximum effectiveness.
334	not one in 50 stay in their lane.
335	This too is very dangerous when driving a car in these areas because the scooters and bikes dart out in front of you between these cars. You don't see them coming. Downtown is dangerous for driving. In the end, the person in the car gets the ticket, the accident report, and the fines. This isn't fair and it isn't right. Downtown is no longer for locals anyways. I just stay away from there. I even stopped going to Aces games because it's just chaos
336	The absolute dumbest and least safe configuration.
337	Again, buffers are great!

Appendix A - Survey Results

ID	Do you have specific comments on bike boxes?
1	Bike boxes are great to allow space for bikes so drivers can see them.
2	Remove it
3	I slipped a little when stopping at 4th east bike box to then take the track, and with a group it wasn't entirely as clear whether we should spread out as we would turn anyway. I don't think there's much existing bike traffic for these numbered streets nor bike lanes to feed into the boxes. I did notice 4th west bike box did extend into the left-turn lane, so that's a nice way to shift over on a red. I commented in the 2-way track section that westbound bike boxes could have turn arrows painted.
4	However education is needed for people to know how to drive thru it and what to expect
5	The vast majority of vehicles are respecting the bike boxes. It is amazing how stopping just 5 feet short of the intersection can mean the difference between life and death for vulnerable road users.
6	This works only if bicycle and scooter and move quick enough from stop. Cars don't want to wait behind slow pokes. Plus traffic signals don't always sense cars. The empty bike box does not trigger the light to change and cars have to enter bike box to get traffic lights to change
7	Drivers are usually confused by the bike box, may take getting used to
8	I almost got hit
9	I think it's a bit weird depending on how fast you pedal Or when you arrive at the intersection
10	Bikes were already doing that without the boxes
11	Stupid. Since the recent bike law was enacted, cars and bikes are suppose to share the road and bikes are to follow the same traffic laws
12	not sure need to give it a chance and see
13	I didn't have any of these on my commute but this sounds like something that would be a great idea and super helpful. The intersection at Virginia and liberty is always pretty sketchy.
14	I have to drive these streets everyday to work and it is a mess
15	It is too easy for cars to accidentally intrude upon the bike box (drivers already do a bad enough job with stopping before the crossing). I am not sure what to recommend though. Maybe the traffic lights can be adjusted so drivers who intrude upon the bike boxes may have a harder time seeing them.
16	I feel safe there. Again people need alot more education on them.
17	Motor vehicle traffic isn't always on board so far.
18	Drivers don't stop at the correct spot. They also get impatient if they are wanting to turn right.
19	So now bikes have 50% of travel lanes on all major streets. What percentage of road repairs are they paying for? Zero percent.
20	excellent, if drivers respect it
21	Much nicer than sitting behind a car breathing it's exhaust and then waiting for them to get off their phone to get going. Makes turning left a whole lot easier than trying to cut off a bunch of cars to get into the left turn lane. If the light is green I still have to use the crosswalks to make a left turn but I still feel safer being at the front while the light is red.

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ID	Do you have specific comments on bike boxes?
22	Vehicles do not respect the presence of bike boxes. It conveys the wrong safety message to bicyclists. Users of electronic scooters are using the sidewalks instead of the bike lanes which is safer to them but a danger to pedestrians.
23	They have their own lane, this is not needed.
24	I don't think these make sense when there is a designated lane. I think these could be helpful in the shared lanes (like in midtown)
25	This may stoke the frustration with cyclists amongst motorists more than it helps. A single protected bike lane is just as good.
26	Last time I checked, bike cyclist had to obey the rules of the road. Why do they get to 'jump' ahead. Sounds like cutting to me.
27	These should be on all lane travels and information provided at the DMV for new driver tests, General information sent to all registered drivers, insurance companies, etc.
28	removing primary lanes of travel to support a minority (bike riders) is a bad idea, San Luis Obispo has done this studied this and the utilization is minimal on the bike side, disrupts primary traffic doesn't encourage new bike riders
29	Incidents will more then likely happen in the future
30	Now you have limited the site-line for automobiles. they can no longer see around the corner and see if any traffic is coming. this is the worst idea that Reno has come up with. Bicyclists are NOT paying road taxes and I don't feel that they need to be catered to. When they are charged several thousand dollars per year to ride then they don't deserve special treatment.
31	Bicyclists are placed in front of vehicles that will just pass them during the next light. This causes a hazard for those on bicycles.
32	Very confusing for vehicles which are the greatest number of travellers by far!!
33	Bikes are slow. Cars are fast. Why on earth would you put them in front of my vehicle? Absolute waste of my tax dollars. If whoever designed this is reading this. [REDACTED]
34	Can't make right turns on red
35	see above. Someone is going to get killed.
36	No
37	Again, more education to the public
38	The Impedance on traffic is greatly increased and then leads to Congestion
39	I'm still confused how they worm
40	I don't see the point. Reno doesn't have enough bike/scooter traffic to make this necessary.
41	This is poor planning. Tell the intern who presented this as the graduate project that they should find a way to make in-n-out a viable career choice.
42	Creates a more chaotic situation for automobile right turns
43	Seems like a late stage program after much higher pefcentage of cycle traffic.
44	Cameras will be essential
45	Education needed for the car drivers
46	Big trucks hate it, and run you off the road, or try passing too close to you. It is like Midtown where bikes are supposed to have the right away but no one follows the rule. Midtown South Virginia is probably the most scary road in the city.
47	Meh.
48	A lot of public education will be required for the bike boxes to succeed.

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ID	Do you have specific comments on bike boxes?
49	At intersections without these I often have to wait behind cars or in the crosswalk
50	Anything to make cycling better and more accessible in a car-centric city is an improvement!
51	Unnecessary
52	These should be at every intersection
53	Too many irate and aggressive drivers here in Reno for these! They're dangerous in my opinion and every time I approach one, there's already a car sitting on top of it anyway!
54	Stupid and a waste
55	paint on the road is not protection and there was no comprehensive education program to tell drivers to yield or how these are supposed to work!
56	It would be helpful for the public to know how these work— maybe a sign?
57	The number one cause of bicyclists getting KILLED is right turns from trucks or busses. You haven't solved the problem as it is not a standard practice to look right before turning right.
58	AYKM?
59	Just need to work on education drivers
60	The bike boxes are all done entirely wrong. There is no bike box on the micromobility project that looks like the one pictured in the example. Boxes are supposed to either be for turning left, or for staging bikes in front of vehicles when two lanes merge into one across the intersection. The boxes on 2nd, 4th and 5th are near a 2-way lane, they placed behind the intersection rather than inside it near the lanes. This necessitates a sharp turn, shaped like a question mark to enter the box. Bad.
61	No one is paying attention to the just like the RPD car that passed me in the "Pedestrian Safety Zone" doing at least 35 on 4th ST
62	Makes no sense.
63	It negatively impacts access to St Mary's. In case of an emergency this could cost someone their life.
64	sharing the road doesn't mean putting slower traffic in front of the cars
65	Didn't really notice these
66	These need to be more visible (BRIGHT green paint). And we need more education for drivers for these to actually work. Cars will continue to pull up as far as they can unless someone is already in the box.
67	This is a must-have for intersections.
68	Just a easier way for distracted drivers to hit who ever in the box. Great idea to make them target Practice
69	These are great but drivers don't care about them. RPD has to do their part. I've seen cop cars in the boxes. And I've NEVER seen RPD pull someone over for endangering a pedestrian or rider.
70	What a joke
71	Anything to make drivers more aware
72	As above AND nobody knows how to use it.
73	This is a terrible idea will make traffic worse
74	Again, this is a pain in the [REDACTED] to motorists. It puts the bicycles out in front of all of the traffic holding it up. And also you do not allow splitting lanes for motorcycles so why do you allow it for bicycles?

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ID	Do you have specific comments on bike boxes?
75	Better than nothing, but still have to worry about distracted drivers not seeing you and running you over.
76	Nice to get out of the fumes. As a car driver, I might be annoyed, but then I'd realized that I'm not a jerk, so I'd suck it up.
77	You can't ask all the [REDACTED] drivers in Reno to learn how to drive again. They need to blend without causing grandma to change a sonic attack and take out a group of bikers. I'm only 30 and a few times downtown I get stressed because I don't know where to go anymore.
78	whoever thought slapping a bunch of paint on the road never rode a bike or a motorbike. when this gets wet...it will be super slippery. Accidents are waiting to happen as bikes, motorbikes slip on this. Bet the City gets sued. Everyone knows this paint is slippery.
79	Still need to address how to safely get out of a buffered lane, even with a bike box, to be able to turn left onto a non-bike lane street.
80	The cyclists don't follow the rules! Nor do the scooterists.
81	I see you let the homeless meth heads into the planning committee.
82	This seems to be unnecessary and opens up cyclists to rear-enders. Bikes should stay off to the side in my opinion
83	what do they need that for, they do not follow directions anyhow
84	If you're trying to separate cars from bikes etc., bikes should stay in their lane. Putting multiple cyclists in front of cars requires that a cyclist can get to auto speed quickly. Not every cyclist can. A casual cyclist in front of vehicles could create a safety issues for the cyclist and most likely will create a traffic jam for automobiles.
85	Most idiotic feature there is. All those bikes getting "safely" in front of traffic, only to get passed again, causing more danger for the motorist and cyclist.
86	As long as bikes and more importantly scooter foolw rules and ride safe
87	No
88	So if we give the bike this room who pays for it? Do the bicycles pay any taxes to help pay for all of this? Or does the dmv taxes and gas taxes pay for it? If the cyclist want equal road way the taxes for them to register their bike should be applied to such improvements and they need to follow all street n road laws.. unfortunately they do not.. and the improvements come from out fuel n gas taxes
89	Who really needs it? And the percentage of people that ride bikes around here is insignificantly small.
90	Bike box should be restricted to only their lane to stop confusion.
91	No
92	Why would you put Bicyclist in a more vulnerable position, directly in the path of larger, faster vehicles? Keep them to the side unless they are turning across traffic. Then they can do same as they do now.
93	The bike box is genius. It look few minutes to figure out how to use it safe. More people need to know what it is.
94	Once you have a distracted drive run over the curb and smash the back wheel of your bike and not stop this option looks good
95	No one really uses it here , as someone who does both is stressful for the bikers and scooterists to be in front of us and vice versa

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ID	Do you have specific comments on bike boxes?
96	This will sow down traffic for sure!! They can sue in the bike lane, like we have to que in the vehicle lanes! Downtown is already challenging to drive in, due to all the homeless.
97	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
98	Education is needed about how these work. I see cars in them all the time.
99	Great concept and works well, people driving cars could use more education
100	Confusing
101	Like it but feels weird being right in front of cars...maybe a signal that gives the bikes a head start?
102	There has to be a balance between promoting bicycle use and accommodating vehicular traffic. The changes dont get that balance correct and over optimize for bikes creating issues for vehicles. I support the intent but the implementation needs more balance.
103	These are extremely helpful features that make us cyclists feel like we have dedicated space on the roads.
104	When I ride on the street, even before bike boxes were a thing, I'd always wait in the crosswalk so that cars could SEE me. Bike box is a great way to encourage other folks to do that when cycling.
105	I just don't get why we're doing this. We're not a biking town. Most people can't bike to commute or go about their daily lives. All this does is stop the flow of traffic and piss people off.
106	Need to see as much as we can for safety.
107	Very confusing for drivers
108	Would require clear signage which has not happened. Does this mean hte end of right-on-red when clear?
109	need to do an infinitely better job letter people know what all of these markers are supposed to mean BEFORE they are encountering them on the road and while in motion. Epic Fail.
110	I was a fan but want it to be better educated across the city. It was confusing for both cyclists and for drivers.
111	This isn't a bike heavy town! We have rough weather in summer AND a real winter
112	This is a GIANT waste of money based upon the friendships of the members of the city council and their friends. Bike lanes in Reno are hardly used from what I have seen. While it is good to have bike lanes the old fashion single lane with a white line are sufficient.
113	Positive option, assuming this does not impede traffic flow.
114	For high bicycle areas, this is great.
115	Some riders know to follow traffic rules - i.e., left lane to turn left, etc - but this makes it specific for drivers to be aware that bikes are vehicles.
116	I love this idea for safety.
117	Why all of these extra features for bicycles. At the expense of taxing paying autos?
118	Have not seen or used it but think it will impede traffic causing traffic back-ups and increased exhaust emissions.

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ID	Do you have specific comments on bike boxes?
119	The ability to move both ways down these streets make them more accessible for public transport while also allowing for private microtravel to be safe and accessible.
120	Bicyclist ride with little to no concern of traffic laws. They are supposed to obey traffic laws, just like an automobile would.
121	Car drivers in our area are not ready for this and will disregard making it more unsafe for bikers.
122	They are not being used by bikes or scooters...just another dumb idea!
123	Bikes get in front of cars and hamper traffic movement.
124	A respect for bike and scooter riders who are unable to see over trucks and cars.
125	Same comment
126	It is not uncommon for a cyclist to proceed through an intersection one or two seconds before the light changes to get a head start and hopefully to clear the intersection (the most dangerous place) before any cars enter it. (Only when it is obviously clear). The bike boxes definitely help.
127	As cyclists, we love them, but I can understand that many cars would prefer cyclists remain on the right, and that would be ok with me, and also my kids.
128	Confusing and not necessary.
129	These are nice in concept but require enforcement and education efforts beyond what is currently being done.
130	not safe
131	An intelligent design.
132	Where do citizens find current information on "rules of the road"?
133	There seems to be no other way to voice opinions and get anything done in Reno. Sorry for not answering your questions as to the bike things. If anything got done when you call or talk to the city council I wouldn't have to gripe on this site.
134	Same as the protected area comments.
135	Haven't used one.
136	There are many videos on YouTube of these that show they don't work at all. The confusion makes them unsafe . Plain white stripes are all I need to make me feel safer in a bike lane
137	I didn't personally use this feature but I saw other cyclists using it.
138	I've not seen this utilized much and it reduces street parking capacity
139	I wish there was more education about these so drivers know what they are.
140	We need these at every intersection in Reno.
141	Not a terrible idea here. But the paint is so dingy and worn. It doesn't look good at all. Downtown is the city's main tourist area. And the roads look unmaintained. Not a great look for the city of Reno.
142	Great concept. However, it will fail, unless there's a major public education campaign. There needs to be a public education campaign in general about bike safety, both for motorists and bicyclist. The town keeps adding more and more ways for bicyclist to get around town safely, and that's fantastic. But it will never be successful, and they will continue to be fatalities, until there's a public education campaign. It is irresponsible to continue to do these projects, and not educate the public.

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ID	Do you have specific comments on bike boxes?
143	Oh hell no! Again state law says it's illegal for motorcycles to split lanes which is essentially what is happening here. And then again the bicycles and scooters go to the front of the line and then hog the entire lane in addition to the bike lane causing traffic back ups.
144	your stupid green paint is already fading. i drive on viirginia street daily and never see these used ever. the cyclists don't wait for the lights, they just blast through after looking both ways.
145	Again, puts way too much confidence on incompetent drivers following traffic rules. And there are currently not enough micros to warrant boxes.
146	People don't actually use it
147	Visibility for vehicles is tougher
148	Again the roads should be for CARS not cycles.
149	Great when cyclists need to make left turns, less intimidating way to get in front of the car
150	the cops don't understand how the bike boxes work & ignore them, very little chance the average driver understands
151	Unexpected and not intuitive traffic markings
152	Nobody follows the rules.
153	It would be great to have community education on these features.
154	NO. No one knows what these are. They cause confusion and that's dangerous.
155	Love bike boxes! Once drivers figure it out, they work well. We lived in PDX and these were used all over the city.
156	I don't think the bike box needs to extend across the whole lane unless you want bikes starting from the middle of the road while traffic has to wait for them, bikes should be in a protected lane out of traffic flow
157	it's difficult to know what should be done.
158	I did not encounter one of these
159	Bike have their own lane; they should stop at lights in a single lane like a vehicle
160	It's okay, but some automobile drivers don't like it.
161	People don't know what they are. People need more education on to drive through these obstacle courses.
162	A great way to get people run over. Most drivers can barely negotiate a yield sign, forget a bike zone.
163	I think that too many drivers will not know what to do.and cause more accidents.
164	Haven't seen one yet
165	Nobody understand the modern art designs painted on the street.
166	Needs to be paired with driver education as people in Nevada don't have experience with this or know how to navigate properly
167	Bike/Microtraffic already uses the lane to cross when no designated lane is available. Unnecessary.
168	I could live with it.
169	Seems like this would slow traffic down at the start of a green light when there are cyclists that are slow to start from the green light.
170	Doesn't seem like we have much of a year round bicycling community for all this to be necessary
171	more confusing street graphics, rules

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ID	Do you have specific comments on bike boxes?
172	Bikes don't give vehicles right of way space
173	I like the idea, but it only works if the public knows the purpose for this. All the changes have been confusing to me and clearly others in cars and on bikes.
174	So do the bikes go in front of the cars and hold up traffic when the light turns green
175	No
176	Blocks cars from activating the sensors for traffic lights.
177	I have not seen any of these designated area's as of yet?
178	Someone has been playing too much SimCity.
179	I thnx you're catering to much to bicycles/ scooters and even skate boarders.. They take advantage..like they have all the right aways..putting vehicles and pedestrian at risk.
180	tremendous idea. awesome.
181	this severely limits the drivers visibility to see if intersection is clear and safe, recklessly impacting safety; now the only way to see if intersection is clear and safe is for the driver to exit the vehicle and walk forward to check intersection putting the driver at major risk of fatal injury
182	Creates confusion. Law enforcement is not enforcing the rules of the road with these new scooters or e-bikes. Late night rides are fueled by alcohol. Scooters riding four, five or six deep down streets and sidewalks, oblivious to bike lanes.
183	Again if it's the law to have a free ride as a car that law should stay in place. Keeping cars from going right simply because of bicycles will create stagnation in traffic.
184	Just another eye sore.
185	It's all too complicated therefore unsafe for cars
186	Bike bikes do not need to take up the entirety of the road they should be contained to the microtrack
187	Nobody has been educated in what this is (remember the officer who hit someone the first week)?
188	Drivers don't park behind the line, they pull into the designated space, so it's better than nothing, but not necessarily great.
189	Why should they be allowed to get ahead of traffic? let them stay in their bike lane and obey the rules of the road an traffic laws.
190	Yes! Great idea. Intersections arr usually one of the most dangerous street areas for cyclists.
191	See prior comments.
192	This helps motorist see bicycles easier
193	Return to the Center Street design
194	Haven't experienced it so I'm no sure how I feel about it. I can see it providing an avenue for being able to move left make a left turn that's often difficult on a bike but it can make the vehicle traffic more difficult which can ultimately make cycling traffic more difficult.
195	Drivers have no clue what they mean.
196	I understand what the goal of these was, but I don't think I'd ever be comfortable just waiting in front of cars that are undoubtedly going to floor it as soon as the light turns green.
197	It seems like the bike boxes are another opportunity to cause a conflict area and shift the problem laterally.

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ID	Do you have specific comments on bike boxes?
198	Holds up traffic. Stupid.
199	stupid and just not needed
200	This is even more stupid than letting motorcyclists move ahead of cars at intersections. Just slows down traffic while putting drivers at risk. Cyclists don't need this feature. It's dangerous. Can't believe this was considered.
201	bikers and people on scooters do not stay in the boxes and almost hit scooter riders at night because they just go through the intersection
202	All road users are made equal. Everyone takes their turn in the queue. With these bike boxes, you're now placing the SLOWEST ROAD USERS at the front, which clogs it up for everyone else. Cyclists who take their turn in the queue don't make news or history. They just go where they need to go, and everyone just leaves them alone. With a bike box, you're manufacturing anger and conflict. Good job, Alta phoneys.
203	Give something that never gets used and paid for by somebody who would use it but can't
204	This isn't Portland.
205	Vehicles are unable to see cross traffic.. bikes do NOT abide by the "bicycle" light and go with the traffic light anyways...
206	Confusing while using the road
207	Finally putting pedestrian and bike safety first to make dt more inviting! I love it!
208	I feel that if this is a project downtown and we have so many incoming tourists coming to the area they will not understand what these boxes on the street or I feel like this is a very bad location to be putting this project.
209	Just wrong! Go back to California
210	Some drivers get very aggressive with bicycles so having this is so great.
211	Bikes and scooters don't belong on the streets with autos
212	More education of the public is required but love the concept.
213	having a difficult time understanding all of the new changes. It is not intuitive at all.
214	I do like the bike boxes. On a bike, it often feels risky to squeeze in with traffic. Having a dedicated place for bikes makes a big difference.
215	Takes up too much space/not enough bike traffic
216	I like the bright green box that signifies that bikes can be at the front of the line of vehicles, fully visible to everyone behind.
217	Did you update the traffic cameras to recognize a small bike in order for the light to change? Nevada law was changed in past years to allow motorcycle riders to turn on red left signals, because they didn't have enough mass to indicate to the cameras that the green arrow needed to come on?
218	Did not notice it
219	Ridiculous design and waste of space. This is a solution looking for a problem.
220	Oh ya this is genius, lets make it green so cars don't come into this "designated space".... What's next? Are you gonna color code the sidewalk and the whole street. "Green"= bicycle "Yellow"= pedestrians "Red" = Cars because they're bad... Don't you have something better to do, than coloring inside lines? Like figure out the homeless situation and why the rent and housing is undeniably too expensive and landlords are out of control arbitrarily raising rent, creating more homeless. [?]
221	I don't recall seeing this, probably because they aren't being used.

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ID	Do you have specific comments on bike boxes?
222	Why are you putting the slower vehicle first, further impeding and slowing down traffic !!
223	I think this is fine and Provides better visibility for the driver to see bicyclists.I think it has minimal impact for the driver.
224	Bikers are traffic and should adhere to same laws that autos do and shouldn't be given the right of way. This brings more danger than safety to them as you would have to re-educate so many existing drivers.
225	Needs more community education to be widely adapted. See "officer hits cyclist in bike box".
226	Why not just close all of the streets to automotive traffic and deliveries.
227	I like the idea. This keeps those on bikes and scooters safe when making turns.
228	Half the public don't know how to distance themselves from the boxes. Heck even a police officer got quoted he didn't know.
229	None
230	All you're doing is holding up vehicle traffic with this.
231	Bicycles should have separate infrastructure from cars. Bikes already have bike lanes to accommodate them in infrastructure that was designed motorized vehicles that can go the speed limit, not human powered bikes. Instead of cutting into traffic even more, they should have their own separate pathways from cars and pedestrians. This project was clearly meant to save money instead of making the investment into new infrastructure designed for cyclists. 1/5 hated it doesn't even begin to cover it.
232	Who is paying for all this work? It is not needed.
233	You prevent cars from being able to see in both directions by forcing them to stop that far away from the intersection
234	It feels good to know bikes have their own safety box at an intersection.
235	Horrible idea
236	Waste of our money and looks stupid, like most of downtown Reno!
237	Hold up more traffic can't make a turn do to bikers in the way so traffic builds up
238	No a part of drivers' experience -- but a good idea intellectually if everyone understands. Maybe not the best for an area with many out-of-town drivers.
239	Have not experienced this feature on a bicycle, however, between pedestrian traffic and bike traffic vehicle traffic may be more constrained.
240	NO !!
241	Bizarre addition to the roadway that most drivers don't understand, especially in a tourist town with lots of visitors.
242	I think this would work if everyone understood the concept.
243	Many drivers have no idea what it is for. The bikes have their own lane now. Why do they need to have a place to stop in front of automobiles. The two should be kept separate.
244	Bikes do this anyways without a colored box that costs money to maintain. Causes confusion. Takes away needed roadway. Given to non-representative special interest at majority expense.
245	If we had the amount of bike traffic in Amsterdam. I think it would "encourage" folks running red lights, who would judge the have extra time to speed through. It is not needed

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ID	Do you have specific comments on bike boxes?
246	Very smart, preparing for pileups at stops. I would feel way more comfortable riding my bike knowing that the roads are designed for it.
247	Completely disrupts auto traffic
248	Never have seen anything like this but this will greatly help bikers go with the flow of traffic
249	Bikes ahead of traffic - this just CREATES and fosters conflict. The illustration implies that the bike can or should get directly in front of the vehicle.
250	More bike boxes please. They're great.
251	Did not notice that
252	Get rid of it
253	I felt this addition to be unnecessary.
254	They should be 2 stage turn boxes
255	No bicycle riders use it, this should only apply to UNR area.
256	Massive overkill for a handful of bikes
257	This is ludicrous. Put slower traffic in front of cars? So cars have to wait. No. Not smart. This will cause more traffic for cars then there already is.
258	As a rider, I ignore the bike box and stay to the right to stay within the bike lane. As a driver, these just seem to be a way to make traffic in bad areas worse.
259	I could see people on bikes and scooters getting stupid or reckless and cause an accident.
260	No enforcement of rules of the road bicyclists are always running red lights not stopping and violating other road rules with no enforcement if your putting this project in the enforce the rules of the road just like if you put in a new freeway you would have officers enforce the law but not with this project
261	Make the bicyclists and scooter operators pay taxes like vehicle owners do. Then maybe they will see what it's like to pay for crap that does not do any good
262	safer to make a left turn on a bike
263	I feel there needs to be cameras placed here SPECIFICALLY targeting offenders that drive into the box, because 3-5 cars don't respect that box! If people are ticketed to no end for violating it then I think this could work, but they need to be shown HOW SERIOUS it is to respect that area!
264	This is terrible! Putting bikes in front of cars means bikes are slow to get moving, drivers become impatient, and it is only a matter of time before someone is injured. Please take these out and keep bike lanes as their own space protected from cars. My whole family supports the buffered bike lanes but hates this. Allow bikes to wait in their lane, not spread over into the vehicle lanes. Please!!!
265	This one is fine and no issue here
266	Cool for the bike. I can see drivers getting annoyed but oh well.
267	All this does is cause more traffic in an already congested area. The bikers can pull into the normal bike lane like they have been doing. Why should cars have to wait behind the bike? It takes them longer to go and get across and that holds everyone up. It's dumb!!!
268	Not needed. I ride bikes and this is a complete waste of time and materials. Wear a high vis vest like a man.
269	Cars don't always respect this. I like it and would love it but you can't control drivers who are dangerous.

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ID	Do you have specific comments on bike boxes?
270	This was my second favorite feature. Intersections have been the most hazardous part of riding in the downtown area. As a driver it also made it very clear where cyclist should be expected.
271	not sure putting bikes ahead of motorized vehicles will make car drivers like cyclists more, it might be counter-productive
272	It's not ideal for me
273	I was pleasantly surprised by this feature. When the project was first installed there were some collisions and confusion, which is expected with totally new concepts (for the area). Hopefully, no one was seriously hurt. I didn't notice if right turns on red are still allowed where these bike boxes are. If so, that should be changed for added safety.
274	Not enough public awareness of what bike boxes are, and how road users should use them.
275	Stupid and dangerous to have bikes in front of vehicles. Looks good on paper until you insert the human factor
276	Accidents will happen. If you want to reduce our entire road system to mimic an Amsterdam model. Rebuild the highways and streets to alleviate the traffic this is causing and will cause.
277	Very dumb. Promotes bikes in the travel lane. Defeats the purpose of a bike lane
278	Can't fix stupid.
279	This will cause soooo much more traffic downtown than it already did
280	It's just gonna hold up the flow of traffic, create unnecessary chaos, and more accidents between motorists, cyclist and scooter users. They were safer walking their bikes across the street at corners..
281	We need them at every intersection
282	It's a good start even though it does seem unnecessary when the bike lane on the other side of the intersection rapidly shrinks to the width of the lane behind the box.
283	I have not used a bike box but I am not opposed to it.
284	Driver awareness and enforcement of traffic laws is important, especially at the introduction of things like this feature. I like the illustration with the bright green marking for the area. When I first rode through the micromobility project on Virginia St, a friend almost got hit because as he came to a stop at a light he kind of veered to the left into the lane a little to stay ahead of cars and a driver behind us ran the red light and had to swerve to avoid him.
285	How does this design hold up to snow removal and deterrent
286	Not worth the project. You would be better getting the [REDACTED] homeless out
287	This would help with the sidewalk too. Even more of a buffer. So many people do not stop where they are supposed to stop.
288	Not a bad idea.
289	i haven't been at these intersections but will probably love it when i finally do
290	Does this negate right on red for vehicles?
291	Artist conception (5) is very similar to (1).
292	Could work but cyclists also need to be educated and required to follow traffic regulations and rules (and ticketed if they do not).
293	Bikes will hold up traffic because they can not get upto speed across the intersection. Beck most of them RUN the red-light anyway. What is the point?

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ID	Do you have specific comments on bike boxes?
294	Makes you visible to cars.
295	People don't understand them and are not using them correctly. More importantly they are not needed.
296	There are like 8 bicyclists using this, total waste
297	The scooters and bicyclists pay no attention to the spatial provisions. They ride in front of pedestrians and cars.
298	These spaces are helpful so cars can more distinctly see bikers and are more likely to yield to us going on green
299	Reno has a 1 way Southbound Lane on Sierra the cycle tracks have shut 2 way traffic needed for business already suffering in the area and traffic flow. There are not enough bikes to make it a value to any of the businesses for such a stop gap
300	People using the protected space do not stay in the protected space and leave scooters lying around within and outside of the protected space
301	Again, it can be a set up for accident. A lot of cyclists either don't understand it is for them, vor out right refuse to use them, and it makes it hard for motorists. But again, this should not be a priority!!
302	Much safer for cyclists and tries to show drivers that bicyclists should be in front. This will likely require some driver education in Reno. People that do not ride their bike on the street do not tend to understand the safety issues.
303	A disaster waiting to happen.
304	Takes too much room. Bicycle believe that they can use the whole street when they see these
305	What a dangerous idea and a huge waste of money. I noticed how you only show one car at the intersection. I guess that means it's 3am on a Tuesday.
306	I like the look of this
307	Not sure about having a need to get in front of traffic. If a bicyclist has their own land, why?
308	Scary!
309	Game changer. Tells everyone what to do at an intersection. No car creepers.
310	Hazard,
311	I creates awareness. I felt safer riding my bicycle.
312	Not a huge fan, it seems to impede the flow of vehicular traffic.
313	Confusing
314	Makes it harder to turn right with an automobile as the stop line is much farther back.
315	Haven'e seen this yet, but seems like a great idea!
316	Doesn't protect bikers from auto drivers who don't respect the space.
317	What good are these if people don't follow traffic laws anyway?
318	Love it all
319	Get rid of them.
320	Need education for motorists and cyclist, but love it!!
321	Bikes are not cars and pedestrians at the same time. Innebrated micro mobility users cant ride strait enough to avoid damaging cars as they ride through them.
322	Much safer for bikes!
323	Works for bikers, they shouldnt block cars in front.
324	Haven't seen anyone use it

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ID	Do you have specific comments on bike boxes?
325	Bike riders are not adhering to the traffic signals in a timely manner and should not be placed in front of vehicles in Traffic lanes... they cannot and do not do the speed limits and therefore should not be on the same streets as cars
326	So cars must follow a micro's acceleration speed?
327	Stupid. What happens with a legal right turn on a red light. Why are we making all these changes for a limited few bike riders who pay no road tax!
328	Bicyclists already ride in front of traffic
329	The Arlington/5th street i feel is safer than this. Drivers and bikes are already confused and this would just create more confusion. It would also create more traffic jams and increase risk of a bicycle being rear ended by a car.
330	I have used these in other cities.
331	These are great and need to be implemented in other areas. I like them because it allows for motor vehicles to turn right when bicyclists and scooter riders are going straight.
332	Ruins traffic flow and is pretty dangerous as a rider. Stay aside from traffic and you'll get clipped by vehicles cutting to turn right as well as e-bikes/scooters blasting past, take the lane and you have cars right up your a** who are frustrated and sometimes don't even see you.
333	I can see how this would be safer for the bicyclists.
334	I am a truck driver. When a cyclist is in the box in front of my truck they are VERY difficult to see. I have witnessed multiple accidents due to the interaction between cyclists and large vehicles. This is probably the most dangerous thing that can be done with micromobility.
335	This clogs traffic at intersections because the Bikes take so long to get up to speed. A bike box in front of cars is actually hazardous
336	Again nothing but problems for motor vehicle trying to make a turn as they're sitting farther back .
337	They need no special box area
338	If they have a dedicated lane this is ridiculous and a waste of space and makes the vehicle unable to make a right hand turn.
339	Seems to be dangerous for the bicyclists if they are in the vehicle travel lane. Especially if there are distracted or drunk drivers. It also impedes vehicles from making right hand turns on red.
340	No
341	There's no signage. No one understands the way they're supposed to be used.
342	Haven't encountered this but I don't like it. What's the purpose for this?
343	Not very safe, cars should be in front since they take off faster after the light changed and bikes won't move over after the light
344	Took away much needed vehicle driving lanes and parking. Too dangerous since bikes/scooters come out of nowhere and do not follow the rules themselves.
345	Motorists still block on right turns.
346	Same comment as me too ed previously in question 1
347	Again, if you need to hinder vehicular traffic so much, just close the street. End of your problem and don't cry when people even more avoid the down town area.

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ID	Do you have specific comments on bike boxes?
348	Cars especially Taxi/Uber/Lyft are not paying attention to this area. They will run right over you if given the chance. The cars really are starting to show how much they hate the bikes and scooters in this area. It's like opening day hunting season down there. No one is being careful and looking out for one another.
349	We need more driver education on bike boxes.

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ID	Do you have specific comments on bike signal and intersection configurations?
1	A bit confusing
2	A little much.
3	Adds extra wait time for cars and the scooters and bike ignore them anyways,
4	Again - confusion; dangerous. No.
5	Again a waist of city funds
6	Again as long as drivers can figure it out, this is great. I'd add a flashing strobe to the red light to indicate no turn on red.
7	Again creating more unnecessary distractions for motorist who my just see the flash of green and not pay attention to the bike or the cars turn.
8	Again I see more bikes run the red light, than stop at it. But good effort. Maybe step up enforcement on bikes breaking thr law would help over all.
9	Again they do this all over the place in the Netherlands. It is very practical in protecting all forms of traffic.
10	Again very confusing
11	Again we have to wait for the light to turn while vehicles sit there and burn fuel
12	Again, please point us to the NRS stating that bicycle signals are even legal, or legal in the way you are using them. You have just added more tasks for a driver to be distracted by.
13	Again, recognizing that cities should not be designed around car traffic and roads but people
14	Again, scooters and bikes ride like the rules don't apply to them so these are mostly ignored.
15	again, takes education and people, both motorized and non-motorized drivers, need to be respectful and follow the rules of the road.
16	Again, the concept is good IF everyone is educated about it.
17	Again, your slowing down traffic! There are already a ton of lights downtown, now your adding lights just for bicycles?? Why can't they travel with traffic, but stay in the bike lane? Just add a turn signal for both bikes and vehicles to go on green at the same time.
18	All of this is completely unnecessary and making the whole area very confusing to drivers
19	All the other bike lights are on the left side and you get to that spot and it's randomly on the right. My fellow rider didn't see it the first time she went through that part
20	Already stated previously.
21	Aren't bicyclers supposed to obey motor vehicle laws?
22	As drivers got used to this, it became great. It took a minute or two but now it seems people are onboard.
23	As stated above the bikes are not going with the bike light.. they go with the traffic light.. if anywhere else in Reno they have to abide by the traffic light.. why for just a few lights downtown would they pay attention.. also.. this will cause accidents because it's different than everywhere else.
24	Bad ideas

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ID	Do you have specific comments on bike signal and intersection configurations?
25	Before this pilot project, I have almost been hit on my bike several times downtown because someone did not realize that I had the right of way since I was going straight at a light and they were turning. I like the separate bike signals so that I do not have to worry about getting hit on my bike.
26	Bicycles don't use it
27	Bicycles should have separate infrastructure from cars. Bikes already have bike lanes to accommodate them in infrastructure that was designed motorized vehicles that can go the speed limit, not human powered bikes. Instead of cutting into traffic even more, they should have their own separate pathways from cars and pedestrians. This project was clearly meant to save money instead of making the investment into new infrastructure designed for cyclists. 1/5 hated it doesn't even begin to cover it.
28	Bicyclists must take up a single percent of the total population of Reno.
29	Bike light is way too small and I feel bike travel should not cross corner to corner in an intersection. There is no reason for this type of travel.
30	Bike light needs to turn on first. It's confusing on when to go. I don't like the intersection going diagonal
31	Bike signals allow for those traveling on bike lanes to better maneuver through busy intersections rather than having to share it with automobiles.
32	Bikers don't give a [REDACTED] about the traffic laws.
33	Bikes ahead of traffic - this just CREATES and fosters conflict. The illustration implies that the bike can or should get directly in front of the vehicle.
34	Bikes and cars should move at the same time under the same rules. But, in different lanes. Without protected lanes the bike signals do not make sense. It would be great to have all major intersections with protected lanes and bike signals.
35	Bikes and scooters alike disobey the the light anyhow
36	Bikes and scooters don't belong on the streets with autos
37	Bikes are supposed to follow regular traffic laws, drunk people on the weekend are drunk riding these. City of Reno is complicit
38	Bikes are supposed to obey the rules of the road, not change them
39	Bikes don't pay attention or follow the GIANT CAR RED AND GREEN LIGHTS... what makes you think they'll follow the other traffic "laws" and cute little signals? ☹
40	Bikes don't use them they just keep going
41	Bikes need to learn the rules of the road.
42	Bikes should follow rules of the road as vehicular traffic does.
43	Bikes still do what they want regardless of the lights.
44	Breaks up the natural flow of traffic. Light is more often disregarded or ignored than abided.
45	Cameras will be needed for safety
46	Can someone please provide a bicycle rider population base and those who actual ride there bikes in this area. Does this apply to winter months?
47	can you devise any more ways to confuse drivers & pedestrians alike?
48	Can't even see it but why does that even matter because it's not even being used
49	Cars always let everyone pass first anyways
50	Complexity equals risk. 1 set if lights for each mechanize vehicle movement.

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ID	Do you have specific comments on bike signal and intersection configurations?
51	Confusing
52	Confusing
53	Confusing and they don't need that much room
54	Confusing for both bikes and drivers.
55	Confusing for pedestrians
56	Confusing to all. Waste of money. Waste of resources to cater to 1%.
57	Confusing to both motorists and bicyclists.
58	Confusing to everybody
59	Confusing, a waste of money and NOBODY know what the hell they are supposed to do or when to go....
60	confusing, no one knows what is supposed to be happening
61	Confusing, slow and apologies, seemed like someone who does not commute on bikes came up with a crap plan. Better to identify better streets for commuter traffic. The bike lanes on Arlington are a good example of what I feel to be a safe corridor. City and Reno Police should provide more enforcement for double parked cars, signage in the bike lane and other obstructions that make cycling hazardous.
62	Confusing.
63	Could be difficult for car drivers to understand. Bikes should be able to follow traffic laws as written.
64	Could work. But truly how many bikes are there downtown? Or if we want to promote bicycle use, then perhaps we should rethink designations for bike routes. Accommodating cyclists at the expense of auto drivers and causing congestion and bad flow isn't a good idea.
65	Creates unsafe release and confusion. Puts cyclist into late crossing ongoing traffic. This is catering to unrepresentative special interest at expense to safety and public majority needs.
66	Cyclists & scooters ignore these. I have seen it time and time before when driving downtown. Signals are expensive, you are wasting money better spent on other issues such as homelessness & crime!!
67	Did not catch my eye immediately though.
68	did not like having to cross on a diagonal -- often felt like cars/walkers didn't understand this feature, which made it feel unsafe.
69	Did not use that intersection.
70	Didn't see but like the idea.
71	Didn't see it
72	Didn't use it
73	ditto previous comment, I have not even noticed these lights.
74	Divers have mistaken this as a green light.
75	Docking stations for scooters and move the scooter/bike lanes back to next to the car lanes and car parking back to next to the curb WHERE IT BELONGS. Bike lanes next to the curb gets in the way of pedestrians, getting in and out of cars, and ability for car pickup/drop off out front of buildings.
76	does not get enough bike traffic to be useable..
77	Don't mind bikes, just the fact they are making Virginia street one way

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ID	Do you have specific comments on bike signal and intersection configurations?
78	Downtown is already hard to drive through with not only pedestrians but the lights flashing on the buildings also makes it difficult especially if you're a visitor not knowing the streets very well and which way to turn how to get into the parking garage at the casinos and then you're going to add bikes on the street as well this is a disaster. I would more like to see the streets cleaned up. swashed down the streets And bring in store fronts so locals feel safe downtown.
79	elongate the wait at the light and encourage people to run lights. result: more ped, bike injuries. Having separate lights also assumes that people adhere to traffic laws. traffic laws are rarely enforced...so what good is a "separate bike signal".
80	Even bikers don't use it!
81	Even good and experienced drivers including myself got confused. This does nothing for safety and creates more traffic. The Arlington/5th street should replace it.
82	Every intersection needs this
83	FAR superior to the bike box, took me by surprise and almost rolled the light following a bike when I drove it the first time, but it's one of the least intrusive additions
84	Fire who ever in the city enacted this
85	further divides very limited signal cycle...most pedestrians pay no attention to the signal anyway...they cross on opportunity
86	Further slows traffic. The number of bicyclists does not justify the creation of new lanes or configurations. I can drive all day thru town and see maybe anywhere from 5 to 15 riders, if that. The scooters are a one time tourist ride, save for late night when the inebriated youth hit the streets.
87	Game changer. Really helpful, especially for the street shift.
88	Get rid of it
89	Gives cars and bicycles a good idea as to what is going on and makes it so everyone can travel safely.
90	Good idea
91	Good idea.
92	Great
93	Great concept if the people on the bikes and scooters actually obeyed the lights.
94	Great concept. However, it will fail, unless there's a major public education campaign. There needs to be a public education campaign in general about bike safety, both for motorists and bicyclist. The town keeps adding more and more ways for bicyclist to get around town safely, and that's fantastic. But it will never be successful, and they will continue to be fatalities, until there's a public education campaign. It is irresponsible to continue to do these projects, and not educate the public.
95	Hard to see and not intuitive
96	Have noticed several times where bikes or scooters do not respect the signal. Feel the bike box is a better solution as less training and enforcement will be needed long term.
97	Have you ever seen a bicyclist obey the traffic laws! No. Ridiculous.
98	Haven't experienced this, but now I want to try. I don't see why vehicles and bikes can't go but I also haven't had too much experience with this gimic.
99	Haven't noticed that part. Uh oh.
100	Haven't sean them anywhere

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ID	Do you have specific comments on bike signal and intersection configurations?
101	Haven't seen it yet
102	Haven't seen any bikes or scooters using this yet
103	Haven't seen one person use it properly
104	Haven't used it
105	Haven't used.
106	Having a separate signal is pretty helpful with cars making left turns. I do notice that sometimes it does not let pedestrians go at same time as bikers which could be allowed to happen and decrease everyone's stop time
107	hello Blade Runner
108	Holds up traffic
109	How many autos will go on the bike signal. How often are you sitting at a light and the turn signal is on only for the auto going straight proceeds.
110	How much have bicyclists contributed to this cost?
111	I avoid downtown driving now that it is such an obstacle course.
112	I avoid that intersection at all cost as a motor vehicle driver
113	I did not get to interact with this
114	I didnt actually see this feature but sounds like a great idea
115	I didnt realize this and rode it wrong first time. Better signage needed
116	i do cross here often. what a show. so confusing and a waste of everyone's time. again, bike's don't care about these lights. they do whatever they want. the good news is that you made it extremely easy to J walk here now.
117	I don't ride this often enough to like it or not. There is already a walked light, isn't there? What would be the difference? Changing it from walk to bike icon? However, I am all for giving bikes and pedestrians safe pathways.
118	I don't see one in fourth street?? We still need to inform people about that too. I've seen people on bikes not understand to wait for the bike light
119	I found it a little confusing that some intersections have these and others don't
120	I gotta go check this out.
121	I have not noticed this feature. I drive downtown and try not to hit all of the Bird riders that don't obey traffic rules.
122	I have not seen that yet. I'm so afraid that I'm going to kill someone or see someone get killed. I don't want any part of it on the weekends.
123	I have observed this created confusion for pedestrians who didn't understand why no vehicle or pedestrian traffic was going any direction (during the bike signal phase)
124	I have seen people not use these correctly but overall they are really helpful
125	I haven't seen it. But most bicycles don't follow the rules of the road anyway.
126	I like it better now that bikes are first but it's still confusing.
127	I like the idea of a bike specific light, but often was stuck waiting at the bike light for far too long, when I could have moved with the one way car traffic far quicker.

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ID	Do you have specific comments on bike signal and intersection configurations?
128	I like this feature, problem is the bikes and scooters do t wait their turn. They need tickets and citations for running red lights with the same fines as cars. It's dangerous when they don't wait for their signal time and they jump out in front of you because they feel they have priority over others or they guess they can cross fast enough and misjudge. I avoid downtown now. I refuse to go there anymore: by car, bike, scooter, or by foot. It's not safe.
129	I think it was already doing this anyway, but the signal should lead for people on bikes and then let the cars go a few seconds later, so there is more time for people to accelerate.
130	I think you should bring back the option for pedestrians to cross diagonally. Most pedestrians are crossing when they want to and not waiting for their turn to cross. But I think if you give them the option to cross every way, again, it will minimize Jay walking at the intersections
131	I wish that the time if of the signal was so bikes could still move even during pedestrian crossing. Because they can more clearly communicate. But I do understand that they are needed when bikes and cars interact on busy intersections.
132	If a bike rider can't follow the current laws, which most of them don't, then they need to ride their bikes on side streets not on main and high used streets. Doing anything to promote bikes in congested areas while sacrificing car travel is unacceptable.
133	If i was retired and had all the time in world to sit at these signals . . . why can't this region get its act together related to synchronizing signals for better flow that would greatly reduce emissions like Las Vegas using AI? this is a big reason for driver frustration and impatience that is taken out on micros. Synchronizing signals using AI and not timers should be a huge priority to help alleviate emissions from idling.
134	If the pedestrian signal isn't accessible with audio & tactile, then peds with vision and/or hearing loss will have difficulty judging when the Ped phase is activated.
135	If there was a way to better capture what the bicyclist are actually doing at the intersection that would help as well
136	If there's supposed to be an indicator for turning left, we drivers aren't seeing it. Numerous drivers make the assumption that it's okay to turn because there is no longer a red light for them. They hesitate and then proceed to make the left turn when it's clear.
137	If used, should be combined with the pedestrian crossings
138	Impressive addition as well. I didn't get the chance to examine them very much. I hope they have a sensor for bikes, scooters, and other micromobility so the users do not have to push a button.
139	In an auto, takes a lot of getting used to. Also, pedestrians that used to cross Virginia St. diagonally were very confused and ended up walking against a red hand signal. Might be better for cyclists though.
140	It is a little hard to distinguish it from the normal car signal. I know a few people who went left on a green bike light, because they were looking at colors and not the shape of the image. A lot of times when I drive by this interesection, there usually isn't a biker waiting. Is there a way so that magnet gets set off by a biker to set the light off or a physical button that sets the bike light off?

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ID	Do you have specific comments on bike signal and intersection configurations?
141	It is ignored.
142	It is unnecessary because during the motor vehicle turn phase drivers are already aware of possible pedestrians crossing the street.
143	It negatively impacts access to St Mary's. In case of an emergency this could cost someone their life.
144	It will just allow traffic to build up more behind the signal.
145	It would never be properly explained to the general public or used as the general public of Virginia st is scum
146	It's a bit confusing
147	It's difficult to identify them if I'm not already looking for them
148	It's nice to know when there is a protected time to ride across the intersection.
149	It's confusing and hard to see
150	It's confusing and makes the wait for everyone take forever. It was bad enough with the multiple ways for pedestrians to go with all lanes stopped. Why can't a bike wait or get off and walk, too?
151	It's not needed. They can go with traffic just like everyone else does. I think you all just wanted to spend money on nothing.
152	It's problematic. Southbound -- having to shift sides of the street after looking for the correct traffic light to receive permission to do so is not what inexperienced bicycle riders will be comfortable with. I am an experienced cyclist, and even I had to hope that no vehicle driver at the same intersection also heading south mistook my green light for my bicycle as the signal for their car. American vehicle drivers are not the most observant folks -- not all will see the little green bicycle!
153	I've been hit on my bicycle 2x. I think I just might get back on it again!!
154	Just more information that drivers won't pay attention and miss
155	Keeping things simple is always best
156	Kind of hard to see
157	Let's not make traffic wait longer. Whether it be cars pedestrian or bikes nobody wants to wait and wait. Traffic flow with everyone going the same direction as much as possible is always the safest way to go.
158	Light are too bright, drivers confuse them as being a traffic light for cars. I confused it once or twice
159	Lights are too slow now.
160	Like with many of 5e lights in Reno, you need to make sure it won't make traffic worse. I daily wait at intersections on red lights for several minutes at a time while absolutely no traffic or pedestrians come in opposing directions
161	Liked it in principle, but the lane swapping sides of the street through the intersection was extremely confusing.
162	Little confusing to be traveling southbound (east side of road) on scooter and have to look at the opposite corner for signal
163	Looks like a bad case of overthinking.
164	Love the bike signals, reminds me of Amsterdam and Berlin, amazing to see in Reno! Gives the city of Reno a distinct feel and it's a unique feature to be proud of!

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ID	Do you have specific comments on bike signal and intersection configurations?
165	Love the idea, I'm sure as more get used to them and all road users know where/when to go it'll get better. There was some confusion I noted from road users at this location from time to time
166	Make it more noticeable.
167	Makes it safer for both bicyclists and pedestrians.
168	Makes the light longer so people just cross whenever which makes it harder for cars to go thru the intersection
169	makes the wait time driving longer
170	Many disregard and go when they want to
171	May actually be the only thing that almost makes sense out of this entire project.
172	May not be easily noticed; should somehow be made more conspicuous/
173	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
174	Might get mistake. For a normal traffic light but I overall a great step in the right direction.
175	MOAR!!! Drivers are inherently self centered and believe anything not a car is a trespasser: specific signals help us remind them to wait their turn, even without a PSA rollout.
176	More needless money spent on additional traffic signals and another way to hold up traffic.
177	Most tourists don't bike. They come in groups in a car. Your ideas are too too complicated. Just avoid the whole area. Great for commerce though
178	Need people to use as designed. Everything about this project needs lots of people doing the right thing.
179	Needs more signage at stopping point in bike lane. Dangerous with turning vehicles across bikeway
180	Never diverge a protected 2-way path across the auto network like this. You have to treat the bike network as its own network separate from the auto network. It confuses drivers; it makes them think you're disobeying the rules, it's only used by half the bike and scooter riders, and it overcomplicates things. 2-way paths are best when left uninterrupted for long stretches and given priority at interse, autos yielding to bikes on these. If there is stop and go traffic, it has no benefit.
181	No
182	No
183	No
184	No
185	No experience yet.
186	Nobody follows the rules.
187	None
188	not a good configuration, biker's did not stop, light too long, unless you are going to give gas money to motorist for sitting at a long light.
189	Not clear to use. Most people don't even notice the separate signals
190	not safe

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ID	Do you have specific comments on bike signal and intersection configurations?
191	Not sure I have a better solution to this given the need to change sides. Perhaps two brief bike signals at beginning and end of car phase? Really sucks to have to wait forever when bikes don't really need signals at all if not for cars.
192	now that the bike lanes are there I do everything possible to avoid driving near these roads as it is a nightmare.
193	Oh you mean the intersection where a scooter hit a RPD unit, yeah this is not going well
194	OK, but in some respects unnecessary.
195	Once again only about 10 people ride bikes. Complete waste of tax dollars to make dedicated bike lanes for 10 people. I dont know if you noticed but we live in a mountainous region. Riding bikes around here isn't exactly practical. Make more room for vehicles and parking. Not stupid scooters and bikes.
196	Only will like this if the bike signal is RED when the auto arrow is GREEN. In other words - the bikes have to stop and wait their turn for turning autos. Also, they should not be allowed to turn on a yellow for both bikes and autos. Let us not add more distractions for the motorist.
197	People don't understand it. And it doesn't work.
198	People waiting in a car at the light have to wait forever
199	Please connect these paths to shopper square. Plumas and Arlington to lakeside could use some assistance as well. I am not wild about the escooters.
200	Pointless, sorry
201	Probably a good idea if drivers get used to it. Bike signals in other places would be far better than a bike box for both cyclist and pedestrian safety, and would provide better auto traffic control. HOWEVER - I'm concerned about pedestrian safety if the pedestrian walk signal is combined with the bike signal.
202	proper cyclist education re: traffic signals may be less confusing.
203	really cool!
204	Red bike signals seem unnecessary. There's no reason to close an intersection to bikes when there's an opportunity for them to go. There are reasons to delay cars in favor of bikes for safety.
205	Redundant when there is already a traffic light
206	Regular traffic lights work well enough
207	removing primary lanes of travel to support a minority (bike riders) is a bad idea, San Luis Obispo has done this studied this and the utilization is minimal on the bike side, disrupts primary traffic doesn't encourage new bike riders
208	Reno is eliminating lanes that are frequented by vehicles, and therefore eliminating safety. Bicyclists have the audacity to not follow traffic signals over 90 % of the time. Why this then?
209	return the intersection as it was previously
210	Return to the Center Street design
211	same as above.
212	Same as the previous
213	Same comment as above. Many downtown cyclists disregard traffic signals.
214	Same idea. Too much change. Just make Virginia* all for bikes and people and leave the rest of the roads alone.

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ID	Do you have specific comments on bike signal and intersection configurations?
215	Saw few cyclists using it.
216	See above comments: this makes it very difficult for autos to make safe turns
217	See prior comments.
218	Seems confusing at first but is a nice feature
219	Seems like track users could easily miss the southbound bike signal at 2nd (let alone realizing there's a diagonal path crossing vehicle lane), so maybe more a visible location like where the bollard divides the 2-way track could help. Maybe there could be northbound track arrows inside white dashed and green filled path as an extra reminder that southbound should not continue on the left side. For south vehicles, maybe left straight and right and/or guiding stripes to help not drive into track?
220	Seems pointless unless there's actually going to be bicycle adherence to that actual intersection
221	Seems to confuse pedestrians crossing the street.
222	Seems to slow down flow of traffic.
223	Seriously? 😊
224	Should stop same as the cars, good idea
225	Sierra and center streets would have been much better choices
226	Signal ok,
227	Simply complicated a system that's been working for a long time. What happened to simply "Share the road?"
228	So helpful!
229	So unnecessary and half the time people don't even use the bike lane and still ride in the car side.
230	So, I would have the signal for crossing bike traffic to be on the same side as the bicyclist. The current setup is too awkward to constantly watch when as a bicyclist my head is always facing forward or the immediate direction of travel.
231	Society has not shown they are intelligent enough to decode new signals. It invites problems caused by people mistaking the signals indications.
232	Some vehicles turning on green bike signal, maybe use intersection cameras to issue warnings at first, fines or police monitoring if repetitive or frequent
233	Sorry Club Cal Neva, haven't been down that way since this abomination started
234	Sounds like it would work as long as vehicles are given adequate time to move on when the bikes and pedestrians signs tell them to stop.
235	Start caring about cleaning up down town and not so much about changing the street for the bicycles and scooters. Try watching them on the sidewalks (bicycles & scooters) There was plenty to clean up after the skateboards, now clean up and move them from the front of the shops
236	Stopped cars or cars at low speed are not the biggest issue. The bigger issue is to address separating cars from other transportation modes while cars at full speed and most dangerous. I am not sure the boxes do any good.
237	Takes too much time from vehicle flow
238	Takes too much time to cycle through
239	That intersection in particular is a hot mess. Pedestrians and the few vehicles who dare drive it follow laws at this intersection but no one else does.

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ID	Do you have specific comments on bike signal and intersection configurations?
240	That light was way too long to begin with now it's unbelievable
241	That would be great if our Police department starts issuing tickets to bicycle riders whom don't follow the rules of the road But they don't.
242	the bikes and scooters pay no attention, from my experiences at that intersection.
243	The bikes don't ever follow any of the signs or signal ever
244	The complete and utter stupidity of this configuration is mind boggling. Bikes completely ignore these lights. It is not only completely life threatening but totally confusing to all modes of traffic from autos, micro and pedestrian. And to have mid-intersection micro lane changes into head on traffic is insane
245	The cyclists don't follow the rules! Nor do the scooterists.
246	The idea is pretty great. Dumb though to get rid of a lane of traffic here on Virginia.
247	The lane crossing the street needs to be painted green to be more visible.
248	The light timing here worked well.
249	The signal placement is challenging, it may be that no other feature like this exists in the Truckee Meadows on a regular basis and may be solved with more outreach and general use.
250	The timing is odd and confusing. The cross intersection switch is weird. Bike signal itself is a good concept but could be better implemented and placed in an easier to see location.
251	The traffic lights for bikes suck! They're timed to stop you at each and every intersection proving this concept absolutely does not understand bicycles and energy efficiency of the rider's
252	The transition from left to right across same direction traffic is awkward. I didn't realize that left turning traffic went before me. I didn't see the bicycle traffic light at first. I almost rode into left turning traffic.
253	there are already so many lights on virginia. I didn't notice it until my 4th or 5th trip down the path.
254	There still seems to be a lack of understanding and appreciation by vehicle drivers, which can make me as a cyclist feel stressed. But that isn't the fault of the bike signal so much as a sign of our broader cultural deference for motor vehicles
255	There very little to zero of what was these are for. And the ones that this city gave out was pointless and useless
256	There was not any bikes when I was there.
257	There's not enough room for automobiles
258	These are also great, more of these signals please. The Dutch have these signals figured out so well that cars, cyclists, and pedestrians never have to wait more than a couple seconds at an intersection. Let's use that as our benchmark.
259	These have all been fantastic innovations. It was so dangerous to ride bikes and scooters in this area before.
260	These lights are effective if people obey them. E-scooter users > bicyclists do not obey the current traffic lights.
261	These should be implemented in more places, it gives a much clearer definition of who has the right of way to both the rider and the driver.

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ID	Do you have specific comments on bike signal and intersection configurations?
262	These should be installed in all zones that have these travel lanes. Also more infomercials on local TV stations, DMV, hotel infomercials for visitors.
263	They can follow the same lights and laws that autos do.
264	This (and so other downtown intersections) would be majorly improved with sensors.
265	This actually works.
266	This already doesn't work where it has existed in Sparks for years at McCarran and Nichols. Took away much needed vehicle driving lanes and parking. Too dangerous since bikes/scooters come out of nowhere and do not follow the rules themselves.
267	This can be confusing
268	This design seems to include the bike box which we do not believe is a good idea. It seems like someone will get hurt. Please rethink this.
269	This felt a little like overkill, but mostly because it was a single thing. Maybe it's more effective when installed in more intersections.
270	This is a GIANT waste of money based upon the friendships of the members of the city council and their friends. Bike lanes in Reno are hardly used from what I have seen. While it is good to have bike lanes the old fashion single lane with a white line are sufficient.
271	This is a little hard to see. Also frustrating to wait what felt like a long time, but given the need to cross over, it is probably the best solution. But remind me why we need to crossover?
272	This is better than the current traffic pattern. Still need to provide physically protected space for those who move around the city using micro mobility. We need more shade!
273	This is great, because it sets clear boundaries of how both the bikes& the cars may safely operate. Just be careful not to hold up traffic too long on the signal changes.
274	This is honestly a super safe option. I'm sure it may annoy some cars, but that doesn't mean it isn't safe and needed. People can wait an extra 30 seconds for biker safety. Not everyone can afford driving year-round and so keeping bike safe options is pertinent. I am personally paying for a PhD at the moment and biking is one way I save money plus it boosts my mood
275	This is just goi g to confuse the issue.
276	This is the most confusing of them all. The bike light stays on too long causing traffic. It is dangerous. Cops say use the crosswalk, but they are confusing. People are irritated and running lights.
277	This one confused the first couple of times
278	This seems like a good way to separate bike and car traffic. Very much worth the investment on bike-heavy routes.
279	This seems unnecessary as a cyclist can just walk the bike across the crosswalk like a pedestrian. Why add additional cycles that will likely add to traffic congestion.
280	this severely limits the drivers visibility to see if intersection is clear and safe, recklessly impacting safety; now the only way to see if intersection is clear and safe is for the driver to exit the vehicle and walk forward to check intersection putting the driver at major risk of fatal injury
281	This was a great way to get safely out of the cycletrack, I was worried when I pulled up to the end of the cycletrack and then noticed the bike signal. It worked great.

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ID	Do you have specific comments on bike signal and intersection configurations?
282	This was great!
283	To me this is just a sign that the surveys mean absolutely nothing! You put something in place that appears to be permanent for something that was supposed to be temporary.
284	To often it makes a driver think they have a green light.. It's just a reaction to go when you see that light turn green.
285	Too confusing
286	Too confusing for all involved
287	Too confusing on this intersection. An already slow light became slower.
288	Too confusing to have multiple signals. Safety at its best starts with clear concise repeatable norms. Too many inputs increases confusion. Keep things simple. If you need multiple signs and lights...perhaps you're trying too hard yo cram too many wishes into one space.
289	Too confusing when in a hurry
290	too confusing. if Virginia was a pedestrian mall you only need a green light to corss and not two lights confusing people
291	Too long to get driving
292	Too much going on making it more distracting. And again, seems unnecessary.
293	Too much going on. Can confuse everyone and make stop lights unnecessarily longer.
294	Too much,
295	Took some getting used to but I like the concept
296	Traffic is a mess and totally confusing.
297	Traffic lights are already a distraction with turn arrows as some people are overwhelmed with things during their daily lives and occasionally run an arrow. Now throw in a green bike light and you are going to see it misinterpreted and people hurt.
298	Two way track leading to two separate one way tracks, separate signals for vehicles, bicycles, and pedestrians, bike boxes, all of which is crossed by a four lane road. When it reaches this level of complicated, I think it would be better to just place a roundabout or completely separate types of traffic with a Las Vegas Blvd style bridge.
299	Unneeded. Bikes are vehicles.
300	Useless. Tell me again why you're telling cyclists to get a 10-20 second head start, when they'll just end up in conflict when motorists catch up to them before the light at the courthouse? It's completely unnecessary.
301	Very concerned that Reno spends ZERO thought or research when attempting any micro mobile project.
302	Very confusing especially for visitors.
303	Very confusing for drivers. Considering the southbound bike lane light is on the southwest corner. It seems drivers are mistaking it for their signal. Makes for an unsafe situation.
304	Very cool and safe feeling
305	Very hard to see, more education is needed to the public.
306	Waiting longer at a traffic light is great incentive to come downtown.
307	Waste of time and money.
308	Watch cars turn on em and people on bikes and scooters are not using em appropriately

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ID	Do you have specific comments on bike signal and intersection configurations?
309	We don't have the "bicycle traffic" for this to be necessary. Try taking care of the homeless downtown.
310	We have to wait so long for the light to turn, Virginia is hot and bikers are roasting in the sun and not even listening to the signal anyway
311	We need a bike signal at the bike trail that goes up an incline onto Somerset Ridge. Some bikers can not or are not stopping there and vehicles coming down Somerset ridge drive can not see anything until they pass the big Gazebo Entrance to Somerset Sierra Canyon sign and three foot high mugho pines. Can you please give this info to someone who cares and can at least look at it before someone gets killed or hurt. I know it has nothing to do with this project. I just want to report this.
312	We need these at all intersections along 5th street it may help stop people on bicyclists and scooters from running red lights which has become a major problem since the scooters were introduced.
313	We need to update crosswalk signals.
314	What bike signals. Are you referring to the "handicap go" lights?
315	Which mode of transportation is paying the taxes for the screwed up streets?????
316	Who pays for it?
317	WHY
318	Why
319	Why not just eliminate southbound traffic in this section?
320	With the price of gas plus all of the counties taxes on said taxes you want autos to sit longer at a light?
321	Witnessed another bicyclist run the red light.
322	wonder if they use it. since it is not common
323	Worked better than I thought it was going to. Didn't have to wait very long and it didn't seem to hold up traffic that much.
324	Yes! These are needed all over.
325	Yes, it gives clear directions to everyone
326	Your signage is bad . Tourists cannot figure it out! Visitors on the scooters cannot figure it out. Have someone who has designed a traffic/bike system figure out how to sign so everyone involved sees and understands changes.

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ID	If yes, can you describe where?
1	I will not go downtown for anything now
2	Virginia st downtown
3	All of them
4	Second/Virginia
5	W 5th from Vine to Keystone
6	Second street is too busy and I will not travel on it with my family.
7	Virginia between 5th and Liberty. I'll avoid that corridor at alm costs
8	Virginia
9	Downtown and midtown. Totally screwed everything up
10	Virginia Street where it is a single lane
11	I want to avoid being downtown now...and I live in that area. Thanks for ruining the neighborhood.
12	Where you put the new bike lanes in. To confusing
13	Personally I've had more wierd problems with Evans and forth to the ballpark. Please don't add bike lanes here. The homeless are not nice at all along there
14	On 5th once you arrive at Kietzke, it is particularly dangerous because there is nowhere to go. Please connect this path with another path on Ketzke for safety reasons
15	Heading south once I hit liberty I get off of Virginia. Cars get impatient behind cyclists no matter how fast they are riding and the barriers don't allow them to easily pass
16	All of it. I'm a senior citizen. It has radically reduced my access to vehicle lanes.
17	Virginia through midtown is incredibly dangerous. It's not conducive for any form of transportation (car, bikes, scooters, walking)
18	Don't plan to use the infrastructure on Virginia due to likely pedestrian interference.
19	I avoid that area as much as I can. Did any planning go into this? Or did the City just throw money at it.
20	Between Commercial and 1st Street along S. Virginia between 11p.m. and 5 a.m., too many people loitering and panhandling there
21	if this becomes the default , I will avoid all down town .. business , casinos, eating establishments'
22	As currently set up, Virginia. If I want to travel south on a one way road I'll drive Sierra
23	If Virginia St and 5th St are converted permanently as they are now - I refuse to partake in any events in downtown or the Neon Line district
24	Vehicle traffic is nearly impossible downtown now.
25	Northbound on Virginia cause ya'll [REDACTED] blocked it off for the whole 10 bicyclists of reno.
26	Any of the bike/scooter modified lanes
27	all of them
28	I try and avoid any street that does not have a bike lane.
29	First street. Super dangerous.
30	Nowhere
31	4th after Sutro
32	Virginia st. South of liberty, plumas st
33	Most of the city.
34	Virginia street where the bikes share a full lane with cars.
35	All of fifth and down town now that this is here. I honestly honestly have stopped going downtown. I head to the GSR and s. Reno.

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ID	If yes, can you describe where?
36	There are areas outside of the downtown Reno region that are not marked as bike lanes
37	All of E 4th where the homeless are completely out of control
38	from second street north. Center Street is a much safer option
39	North on Virginia, and/or downtown is no longer appealing. Dirty and little store front appeal. When do we hold casinos accountable to a pleasant façade that supports the look/feel of our City?
40	Silver legacy under the overpasses/Sierra Street
41	When the traffic is too heavy and there wasn't a bike lane. Shared lanes are overrated.
42	No interest in traveling Virginia street between the river and UNR. It is a dirty, undesirable section of the city.
43	Areas outside this micromobility project (eg Arlington and 2nd Street; almost got hit twice by inattentive drivers)
44	I'm not comfortable on a bike shared road with cars. Midtown on Virginia
45	Riding thru Midtown on a bike was unnerving. There are posted signs and paint on roads indicating bikes are welcome, cars would tailgate or speed past. Lower speed limit or dedicated lanes would help
46	Center street - vehicles turning onto center street often cannot see far enough down the street to see if there is a cyclist or not. There need to be more traffic lights along this road for safety
47	Virginia Street between State Street and Ryland! That area is a mess
48	breh. everybody knows downtown drivers are specifically targeting bikes to run off the road and don't give a hoot about scooter riders. so, 2nd, 4th, Sierra, plus Virginia closes for Special Events
49	I try to avoid these streets
50	Virginia street
51	West of Vine on 5th, the lane dumps out onto an automobile left-turn lane. The lanes must merge prior to this. Every stretch of path must be completed with a safe merge or else it is not a network.
52	I do t use the Micromobility lanes going south u til after 2nd street because they're hard to get into
53	I don't like riding the scooter in the main travel lane on Virginia through Midtown because the scooters don't have mirrors. I don't know who's behind me and I don't trust them not to run me over.
54	I used to pick up the mail on Sierra St and occasionally enjoy driving under the arch, now our company has issues servicing The Row.
55	Downtown Reno.
56	Virginia street
57	Downtown
58	Not only were scooter riders rude and moved aggressively at walkers—they did not follow automobile rules and acted like they owned the project. Change it back!
59	Downtown is a mess. the changes will only make things worse and more dangerous
60	Anywhere else in downtown Reno that does not have dedicated bike lanes separated from traffic by the plastic posts. Please expand so Reno is more accessible!
61	I avoid southbound travel on the two lane bike path due to its abrupt ending.
62	We're ever you guys did this on! Did you guys do your research or just put a map on the wall and just throw a knife at it blindfolded?

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ID	If yes, can you describe where?
63	North on Virginia street
64	Virginia
65	Virginia St south of Liberty. Too narrow. Bikes should be encouraged on side streets instead
66	As above. I try to avoid it all. But I lived downtown, which is now quite a mess to get around.
67	5th street is a train wreck. I visit many cities and conventional bike lanes are the norm. Typical bike lanes place parked cars and passengers next to curb safe.
68	I enjoyed every feature of the micro-mobility pilot. I would not travel on anywhere with painted bike lanes + 0 barriers on 45-55mph roads. Too dangerous.
69	Downtown
70	Anywhere that there is a dedicated scooter or bike lane in the downtown area
71	I have honestly avoided downtown since I got scared off from the new roads like a month ago. I take the long way home now, which I think is part of the plan. I'm totally ok with it.
72	I feel the need to avoid traveling in virgins street. Seems too complex and causes delays.
73	I will avoid the heavily painted areas. this is extremely dangerous when wet. bikes, scooters, motorbikes can potentially slide on this.
74	Question is confusing. Do you mean micromobility lanes I wouldn't use? No. Are there streets without lanes I wouldn't bike on? Yes.
75	Virginia st 1 way
76	I gotta get to work so I have no choice!
77	Each and every one, I avoid Virginia st very often now because of it
78	I wouldn't travel these areas because the bike lanes that would get me to them aren't safe to use. None of this makes sense without better bike access INTO to the area.
79	Everywhere you create this stupidity I would avoid. Especially on a bicycle.
80	5 th street abd the one way porting of n Virginia
81	The [redacted] street
82	Main arteries ...not safe.
83	Virginia Street because it's only one way it stupid.
84	4th street
85	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
86	Mixing cars and other transportation of differing speeds is a poor idea. Bicycling rules are poorly adhered too by other cycler resulting unpredictable behaviours which inrease risk for all concerned.
87	Anywhere where you put these types of lanes
88	It would be nice if there was a path through 4th st so that you could ride straight through downtown without taking a detour. Also, Virginia street closed a bunch during the study which closed it
89	All downtown is becoming a nitemare to drive,
90	Its better to avoid -- and visually a bunch of clutter

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ID	If yes, can you describe where?
91	Its amazing to come down S. Virginia but then you hit midtown and now where do you go? Wish center street in midtown had an extension of this so I could jog over there and feel safe
92	North on Virginia Street.
93	Any of it. Tried it once and won't again. Terrible idea
94	Hate the one way in Virginia st
95	I tried the Virginia street corridor two or three times and it was not efficient.
96	Virginia before and after the bike lanes start and stop, which ultimately makes it useless.
97	stopped using 5th street
98	Virginia through the casinos. To life-threatening due to little to no signage explaining anything.
99	Virginia from Circus Circus almost the whole way to the river now.
100	5th street in downtown. Two lanes??? Waited 4 light cycles on a Wednesday at 10 to go STRAIGHT.
101	I've been avoiding Virginia and 5th since you made these changes.
102	I stay away from the bird scooters.
103	Getting access to these bike travel lanes is hazardous, I'm not comfortable riding a bike from my residence to get to these lanes.
104	5th street and Virginia street.
105	VIRGINIA STREET!
106	Cars are now moving too slow, get impatient and make right turns without regard to pedestrians. Bikes and scooters are going full speed and not watching for pedestrians.
107	Virginia Street
108	There's no way I would bike in Reno unless these lanes were created everywhere.
109	Hills are more of a challenge.
110	Unprotected bike lanes on roads like Kietzke are dangerous and scary to ride at times.
111	When traffic is heavy it feels treacherous still.
112	South bound S Virginia bike lane ends at ends at Liberty - extend one block to make it safe to get to California bike lane.
113	stated above
114	I stay off busy streets that don't have bike lanes/facilities.
115	Anywhere on Virginia between Plumb and 6th Street
116	By the bridge
117	I wish I could avoid downtown, but I work there. As I live in South Reno and am not a cyclist, I must drive to downtown. I feel bad for our visitors.
118	5th street
119	Keystone bridge over the river. But don't put a bike lane on it.
120	Downtown casino area, Not a safe area
121	5th & Arlington - avoid at all costs. Same for the new one-way on Virginia. It's just a mess and congested.
122	Virginia street through Midtown feels dangerous on a bike. It forces bikes and cars to be too close together.
123	Between the arch and second st. There is a truck entrance to the Harris with no control of the intersecting traffic.
124	Virginia Street

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ID	If yes, can you describe where?
125	I will not ride my bike on Reno streets. Way too dangerous. I've lived in Davis California and the Netherlands. Both incredibly competent at designing & maintaining safe bike towns, with the general
126	Virginia street because you guys made it a one way street and it is horrendous.
127	i do not understand this question. i'm not traveling to Mars.
128	5th st
129	I now avoid these streets AT ALL COSTS. However I am unfortunately stuck having to deal with this every si how day because I live on Virginia St and we've had less parking, more scooter problems
130	I avoid Virginia Street at all cost now. How does first responders like a ladder truck get down a one way road?
131	I now try to avoid both fifth and Virginia. You idiots have destroyed the ability to easily travel around town.
132	South Virginia street - should turn Forest at double lane into a bike lane
133	All
134	The buffer lanes just simply don't work for scooter riders.
135	I won't ride unmarked lanes with traffic. Our drivers suck.
136	Nearly all of downtown is ruined for lunchtime out with the ladies.
137	Virginia Street - even with the cycletrack I did not enjoy riding here with kids because I was worried about how I would safely off the cycletrack when it ended and I was on the wrong side of the road
138	Would love to get from downtown in and around campus
139	Anywhere there are these barriers.
140	Most sound terrible and slow down the flow in downtown. Impatient drivers and people create accidents. Anywhere adding time to a traffic light isn't a good idea.
141	Keystone and Evans
142	Midtown, share the lane not working, people consistantly drive over the speed limit
143	Unclear question
144	Virginia Street downtown.
145	5th St from Keystone to Arlington, just a awful
146	With the recent change to Virginia Street I already avoid it due to frequent stops and unnecessary bike signals as well as it now being a one-way street.
147	Downtown Virginia Street, First Street and 2nd Street
148	Virginia
149	All of downtown Virginia street now.
150	Virginia st
151	I no longer drive my car on Virginia St. north of midtown and south of campus for a couple reasons: 1. traffic 2. transition from 2 way to 1 way
152	All of it. I consider it more dangerous than travelling with traffic on center and sierra streets
153	Not sure why I'm supposed to pay registration for my vehicle if the roads are going to bike riders who don't pay that tax.
154	I try to stay away from Virginia street as much as humanly possible now.
155	Virgina st
156	Virginia and 5th
157	I avoid that whole area now

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ID	If yes, can you describe where?
158	Virginia Street is a mess. It can't be good for business
159	Most of the downtown
160	Virginia Street downtown
161	Downtown
162	Anywhere there is not a bike lane/sidewalk
163	All the above
164	I stay away from downtown on the weekend nights. There are teams of scooter riders, that weave in and out of traffic, go against traffic,
165	I avoid downtown altogether now because it has created a chaotic mess for people who drive motorcycles or cars
166	I avoid down town/ Virginia st...mid Town Virginia st .and the drive along the river walk.
167	I have now left the downtown area and avoid the Midtown area
168	Down town
169	Avoid downtown as much as possible.
170	California. And Virginia. Area , bus depot , around the college .
171	Virginia st.
172	I avoid driving down Virginia street as much as 99%
173	Places where I'm confused because of overcomplicating such as sudden merging. Midtown is not fun
174	Downtown is terrible you have destroyed the Reno history
175	Those intersections such as Virginia and 2nd st.
176	Virginia street from north Sierra street to Plumb Lane
177	Virginia near Plaza and near 2nd street
178	Everywhere you do this
179	The area that's near the whale and Believe sign, mainly because there's no clear sign or indication to any traffic that they can't keep going straight or turn left ahead of time.
180	Virginia Street and 5th street.
181	I avoid the whole area now. This looks terrible, The people on the bikes and scooters don't stay where they're supposed to, I have friends that visit Reno from out of town all the time and they won't
182	I avoid the entire area on South Virginia because it is much more so a mess than before.
183	Virginia street
184	One way, many lanes, and turn-only lanes. Ex. Sierra St from I-80 to California.
185	Sierra street drivers are speeding and running red lights.
186	Rodes with no bike lane
187	Everywhere downtown! You all ruined the streets of downtown! So tacky! But typical!
188	5th st. from Keystone east & Virginia Street in general. if the aim is to keep people from downtown, this will surely help
189	Well I can't go north on Virginia and that's stupid
190	any street that has all these new bike lanes, etc. I have stopped patronizing ANY business that is on one of these streets
191	I will stay out of downtown due to this project
192	Virginia Street
193	Most of downtown!
194	Anywhere the miromobility project is

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ID	If yes, can you describe where?
195	The downtown area in general which is kind of sad for the business owners that I would have frequented
196	Virginia St. it's basically impossible anyway now with the 1-way.,
197	I won't go downtown now unless I have to.
198	Virginia street where the stupid project is.
199	I travel Virginia straight down to university. I DON'T like having to detour, especially if on a time schedule, all the way around from first street until fifth street and Virginia.
200	Everywhere that the project is happening unless necessary due to the increased vehicle traffic and the micromobility users still not following proper traffic laws.
201	Downtown. You talk about improving downtown area well most of those businesses there are closed and the ones that are still open or suffering because of this idiosyncrasy of this so called bike lane a
202	I'll take my chances. I need to get to the roc and other locations.
203	Downtown as long as this idiotic traffic pattern exists
204	Any area that didn't have the new infrastructure just felt so much more dangerous. I wish the rest of the city had these.
205	Will not ride my bike on 5th Street anymore
206	Places with no protected bike lane or where it is just a normal road from before this project.
207	Any where there are bike lanes
208	The entire section through Virginia street. Putting a one way down center and Sierra streets is a much better idea. Virginia is very hot with a lot of lights, makes my commute longer
209	Virginia!
210	I avoid all of the areas now. It seems too cut up and congested. Too much going on in a short space and span of time.
211	After my experience I will not return to downtown as long as this is in place.
212	Downtown now will be avoided, by locals and tourists.
213	Virginia street sucks butt now
214	5th Street
215	All of downtown Virginia Street now
216	All of Virginia Street. Good job losing my business, and I'm a local. Hahahaha
217	Due to all the bike and scooter traffic I will no longer go downtown to do business
218	Pretty much all of S. Virginia but especially from 2nd North/South. I attend a lot of pioneer shows and coming from Spanish Springs, I use alternate routes.
219	Virginia from 5th to Court
220	Virginia St downtown
221	I have been avoiding downtown...despite the "spin," these traffic systems increase dangers on the road.
222	Down main street to the shops because it is horrible to navigate to with the other one ways
223	Any
224	All of downtown that are now one way street for the micromobility
225	Virginia St
226	Everywhere that has this new program. It's a mess.
227	Any where were the new bike lanes are.

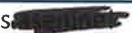
Appendix A - Survey Results

ID	If yes, can you describe where?
228	5th & virginia
229	All of this mess
230	S Virginia between Liberty and 3rd st is nuts. Trying to get in and out of Pioneer Center is completely nuts with the mobility lanes
231	I refuse to use 5th street in my car or on my bike. Too dangerous.
232	Any street that makes driving with this nonsense more difficult (dangerous)
233	If I'm not working I don't go downtown at all but since both my jobs are driving jobs I have to go thru there.
234	Since the micro mobility started, except for work, I avoid downtown
235	Did not like the virginia st lane thing. We , a group of 7 needed to negotiate a truck doing work on the arch
236	Reno Path on Truckee River. To dangerous
237	I was confused by Virginia so I only used center and sierra street as a car. It did not affect my commute.
238	Virgina street
239	All of them
240	Virginia Street now.
241	Every other part of Reno
242	Bike box
243	Most if downtown! It's dirty, crime ridden, and drug induced zombies every where. Used to be a clean well kept city. Filthy McNasty. Now! Way to go Hillary and Thorny
244	Avoiding Virginia Street altogether now till I get past Liberty. Bikes are not your volume. Cars are.
245	All of them
246	On a bicycle I do not like to travel on roads without a bike lane. Some vehicle drivers are too impatient and not willing to share the road.
247	Will not drive down Virginia St. now.
248	Virginia St
249	Virginia Street. It is confusing where the bike lane crosses the street at 2nd. The jersey barriers are UGLY and do not make me want to be in the area. looks like more blight than the empty buildin
250	I'd love to see this feature down 4th street where the neon line will be. This will make the streets and sidewalks a lot safer once the J Resort is fully up and running!
251	Not sure what this means, but I have decreased by travels downtown since the bs approach on Virginia. so now we have 2 one way streets through the center of town. Visitors I've spoken to are unhapp
252	The confusing parts
253	Other areas where there are not yet bike lanes
254	I would have to look again but some places feel uncomfortable right for sure.
255	Virginia St from 1st Street to 5th St. Complete disaster
256	Huh? Sidewalks if bike or car; middle of lane if scooter or pedestrian
257	If we're referring to the micromobility test zone, then I have no problems with these areas. My issue is with the bike infrastructure in the rest of the city, it needs work.
258	All of Virginia
259	Fifth street
260	Buy Reno suites. Area

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ID	If yes, can you describe where?
261	Road without bike lanes
262	I like traveling the opposite of cars so that I can see on coming traffic so that I can move if a car swerves in my direction I can see and move out of the way instead o coming traffih
263	Various
264	The entire area under this "pilot project".
265	Sometimes Virginia Street
266	Everywhere those things are!
267	Bikes should watch out for cars
268	I avoid Virginia from 5th to 2nd at all costs.
269	I absolutely hate driving downtown because of the mess this has caused for drivers and business's.
270	Anywhere the mobility project is
271	Areas without bike safety improvements
272	Anywhere downtown.
273	We stay away from downtown now because of your "foresight"
274	Virginia St from 4th to City Hall
275	Sections that mix bikes and cars (such as bike box) seem unsafe.
276	VirginiaStreet, it feels cramped and there is not the bike traffic to make the change necessary.
277	Virginia street is awful
278	Anywhere where this ends up because it's a stupid idea
279	all of it :(
280	Virginia St stinks.you ruined it!
281	Everywhere you have made one way to cater to people who ride bikes. You have completely left out people who drive cars. You've inconvenienced all of us! You're terrible.
282	All of it. What a complete was of resources. We need traffic lanes.
283	Virginia street south of Plumb
284	Areas with glass!!
285	All of it and down town merchants are to hard to get to
286	On the road
287	I can't experience the features from a bike because I live SE of McCarran and there's still no safe way to bike to the city center. Also, bird scooters don't support my weight, so not very accessible.
288	Plumas, Virginia at liberty south bound
289	Any area without specific micro areas
290	Virginia street from Mid town to the University. I did it several times and had scooters weaving in and out from bike lane to traffic lane. Made me so mad won't travel that street ever.
291	Virginia street. I now avoid it.
292	Yes all the streets with this new plan.
293	I find this all absolutely a waste of time and money.
294	Down town Virginia
295	All of this waste of money.
296	Downtown Reno

Appendix A - Survey Results

ID	If yes, can you describe where?
297	I won't be back downtown unless it's put back the way it was
298	The ones you the city have made a mess out of by adding all the stupid bike lanes. It's frustrating trying to access buisnesses in those areas.
299	All Virginia Street from 5th to Plumb.
300	All of downtown. I'll drive extra time to avoid the area.
301	The new one way street downtown
302	The section I dislike the most is the way the bike lane goes form a two on the left and suddenly crosses over to one way.
303	Oddie Blvd, McCarran Blvd
304	The whole strip
305	Downtown
306	We no longer take Virginia nor 5th street. This has impacted businesses downtown
307	You messed up the down town
308	I avoided viginia street all together.
309	Anyware you added these they make the tiny streets even tinyer they need to go.
310	There are 2. Left hand turns and streets that are narrow or do not have designated bike baths. In inattentive blindness "I didn't not see them" happens all the time.
311	Unless it's unintentional, I would avoid it like the plague. That would be a deterraent to go to an aces game.
312	Virginia St., 5th St. also, the median in 4th St over by Vine St. is 
313	Areas under construction with cones obstructing safe passage or leading to difficult merges.
314	Any area where bird scooters are used.
315	All of Virginia
316	Downtown now with the scooters. However the city is intent on making it inaccessible for anyone driving. So the City's mission is accomplished.
317	Virginia
318	I used to never go through downtown via biking before as it was too dangerous. I still do not bike on any roads that do not have bike lanes. But the new lanes allow me to get to downtown more.
319	All
320	All of the areas mentioned
321	All throughout downtown to midtown, and over to ROC & St Marys
322	Have not driven on Virginia in either direction.
323	Just about anywhere downtown if approaching from the north. I try to come into downtown from the south.
324	Entirety of Virginia Street
325	I avoid Virginia street from where it starts to the end
326	I no longer use Virginia st.
327	I prefer the more side streets with less traffic
328	Virginia
329	Virginia Street
330	Avoided downtown at all cost because of these
331	4th street
332	All downtown now

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ID	If yes, can you describe where?
333	Virginia from 4th to the river, dirty, smells, rampant homeless, nothing appealing at all, needs clean up and upgrades, go back to two way traffic
334	All downtown Reno, I now avoid where the micromobility area has been created. Very dangerous for ALL.
335	Have not driven down Virginia (between 5th and 1st) since this project started and I live right there.
336	I avoid as much as possible any micro area, hell the city can't enforce laws already see nikes on sidewalks, going wrong way
337	Virginia and Liberty is an extremely busy intersection where bicycling is not suitable under the current conditions.
338	Virginia
339	I basically have stopped driving on Virginia all together and it had been the primary road I used to get from UNR to 2nd street.
340	The main road in this city that is ruined now
341	I don't go downtown any longer.
342	Micro users are still doing whatever they want. Mostly scooters, transients, and kids
343	Virginia St
344	Kietzke. --- 2nd Street near renown. ----south Virginia. ----McCarren. --- West 4th street
345	I've been using Virginia Street and Fifth Streets as my cycling "main drag" for decades.
346	virginia street
347	All of downtown.
348	The bike lanes
349	The transitions in and out of the micro modal project, specifically at the top of Virginia street. I wish it could connect to UNR at least!
350	Any street which has been modified for the micro mobility project
351	I will stay away from downtown.
352	Down town Virginia st
353	Everywhere you impacted with this nonsense.
354	S Virginia St by the ROW.
355	Anywhere downtown that does not have protected and separated bike lanes. it is just not worth the risk and drivers are clueless.
356	center street from river to campus
357	Virginia street
358	Virginia has turned into a disaster and looks terrible
359	Stop going downtown Reno!
360	I will avoid these areas when possible
361	I now avoid downtown because it's impossible to get get anywhere
362	Cant use virginia or 5th now
363	All of them, I refuse to drive down town now
364	Virginia St.
365	Virginia, give me half the road all that you want, e-bikes/scooters still ruin it. They outpace traffic here and I've been taken out there a couple weeks back
366	Virginia st in midtown from liberty to plumb
367	I now feel the need to avoid all of these areas and the businesses located nearby.
368	All above if I could but this ties up where people yo drive

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ID	If yes, can you describe where?
369	Would never go on Virginia again with this ridiculous change and the one way only section. I now avoid 5th because the extra lanes and parking are not being utilized correctly and is just a hassle.
370	Virginia st. It became to cultured with all the temporary barricades.
371	Virginia street is totally useless now. If I owned a business on it, I would hate you.
372	The "improvements" no longer allowed me to travel north through downtown.
373	Virginia street
374	Have completely stopped using Virginia Street in downtown Reno. Aside from taking away much needed vehicle lanes, the amount of construction on buildings and exploding homeless population is dangerous
375	Any part of the project, unless I absolutely had to do business within those few blocks, and if I could find a business alternative, I certainly did so.
376	Second Street
377	All of Virginia.
378	S Virginia and 5th
379	Avoid Virginia because it's such a mess and looks trashy
380	Streets without designated bike lanes/paths
381	Downtown is not safe for travel outside of a car, too many homeless and drug addicts.
382	Now that this new setup is being implemented downtown - it just looks like one big mess. I see vehicles and bikes either not using it correctly or just don't care. I will avoid these areas
383	Midtown Virginia street, Plumb to Liberty.
384	Anywhere where this is implemented
385	Yes, all of downtown now. From St Mary's to Lake and 6th to 2nd.
386	Virginia st
387	5th street

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ID	If you answered no to the question above, why not?
1	Not interested
2	There were no bikes using it! No one check in to a hotel on a bike?
3	I come in from Spanish Springs to work. I need these idiots on bikes out of my way so I can do my job!
4	Homeless crack heads are dangerous.
5	██████ IDEA!
6	I still don't feel safe and it is not convenient for my commute
7	I'm a full-time driver and have no need to bike or scoot
8	It is unsafe !!
9	It's still not safe cars are buying the poles they fly at traffic or other cars
10	People don't follow the rules for bikes, pedestrian and vehicle usage. I see too many near misses and such everything we go downtown.
11	if Virginia Street became of pedestrian mall then yes, as is now might try it but not a fan
12	I walk downtown. I take ubers when I go to bars. I drive my car to work on 5th st everyday to work. I am not riding a bike in this mess.
13	Not safe , cars are more reckless as it's confusing to them
14	This is a project for Millennials and Gen Zs not for me.
15	Either make the entire downtown pedestrian or dedicate bike lanes in one-way streets only (Lake and Sierra) by removing curb parking. Place barriers instead of white pins.
16	I live close to downtown, walk to most things.
17	I don't trust this, there is no police presence, people constantly speed, run red lights, stop signs. It's confusing to navigate also. Virginia st has always been two ways. Thanks for messing it up.
18	Not until more control of the drunks, panhandling is better controlled. In Las Vegas on the strip and downtown you rarely see vagrants, panhandling happening in these zones.
19	It's inconvenient and unsafe due to crime.
20	not convenient to load a bike onto my car I'm too far to bike only, lack of secure bike storage
21	Because I walk but also drive Downtown, I do not agree with the reduced traffic flow.
22	I have to drive from Damante Ranch so I have my car.
23	Can't trust people in vehicle, too much stuff happening in one place
24	I am unable to walk long distances and definitely cannot ride a bike. I feel that my group of people, older, disabled, and families with small children have been excluded in Reno's plans
25	I drive for work, and this project has made vehicle travel downtown very time consuming, negatively affecting my job performance.
26	Living outside of the downtown area, and without reliable/cost effective public transportation I still drive into the area. I believe this is the case for many visitors to the downtown area.
27	I aint riding my bike up and down hills all day. ██████████.
28	Cars are better and safer
29	Because I would do it anyways
30	I volunteer at Hillside Cemetery I will not walk there or bike there or scooter there. Too far from my residence. And too dangerous to use other forms of transport.

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ID	If you answered no to the question above, why not?
31	It is poor execution. So poorly done and not intuitive. Good luck with the businesses that will close and move out. Jacobs just got more help with emptying downtown.
32	This was a very distracting and unnecessary feature
33	Just as dangerous. Drivers aren't expecting scooters that aren't obeying the laws. Expect more pedestrians to be hit by cars.
34	I'm going to move around downtown Reno anyway.
35	.
36	Because more are needed
37	The Virginia street placement is inappropriate.
38	There is no good way to get downtown without an automobile in the first place
39	It makes the area less desirable. The character of downtown is changing and not for the better.
40	It's still not safe because speeding is epidemic amongst the already distracted driver's on our entire area now! Road rage is commonp
41	Still riding my bike regardless of what unnecessary esesary stupid you do downtown
42	MORE PHYSICAL BUFFERING AND DRIVER EDUCATION, Y'ALL
43	Riding a scooter is not for adults. Riding a bike in nice cloths is not for adults.
44	I don't know who at the city comes up with ideas like this but they should be fired!
45	I feel it takes away a historic part of Reno.
46	Because this is Reno, no downtown sac or SF. The project is only via me during the few months when it's not 90+ or in the teens
47	It's not viable, I drive in from Verdi, another area you're trying to ruin and manage a business in Reno, I must use my car.
48	I have no right hand so figure it out. Thanks for not providing ADA compliant public transportation
49	I drive through downtown to get to my destination, of which, is outside of walking range.
50	It negatively impacts access to St Mary's. Incase of an emergency this could cost someone there life.
51	The area is not designed for bikes
52	Too confusing and possibility of injury to random. Close Virginia st
53	The cold, wind, and snow do not allow for bicycle use in downtown Reno
54	See comment above. If you want people downtown, you need to make it easier to park and walk—and make sure that there is adequate police presence to prevent illegal activities
55	I work for a living and sometimes it takes me downtown
56	It's too hard to park now any scooters are too expensive
57	I've been biking around Reno before these features were implemented. But they don't make me want to bike downtown any more than I already have to. It's still not a very pleasant place to bike.
58	They are not helpful
59	Drivers are confused at intersections where there are more changes and are distracted, running stop signs and turning in front of oncoming traffic.
60	This is a joke. People are riding in the lanes they're not supposed to a creating a mess
61	I walk anyway, as much as I can. But I have mobility issues.

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ID	If you answered no to the question above, why not?
62	Because im gonna get run over on a bike or scooter, plus i have legs i can walk
63	Because I don't normally walk around downtown because I don't wanna be mingling with the homeless and the smell of sewage everywhere downtown.
64	No because I'm a local yet access downtown to do business and eat. I wouldn't think too many locals would park their car and hop on scooter.
65	I walk on sidewalks. I typically don't ride any bike or scooter but could.
66	Dangerous
67	They are not safe and I constantly see scooters and bikes violating the law
68	When I come downtown I park at a convenient location and then walk.
69	I mostly travel by car when I am downtown. Minimal walking.
70	if on a bike, this is stupid and makes it more difficult to navigate the roadway. and in some areas, more dangerous for me and it is just ugly.
71	Because it is too dangerous
72	It doesn't make anything any easier
73	Downtown and the surrounding areas aren't safe with all of the drug addicts, homeless people and criminals everywhere!
74	Why the would they? They aren't good.
75	People do not understand the new feature which render them useless.
76	have to travel to reno to work, outer county
77	I can't safely get to downtown on a bicycle so can't use my bike downtown. These features don't improve anything for pedestrians downtown. I already walk everywhere after I park the car once.
78	Creates way more headaches to an area I already tend to avoid because I have to drive through the nightmare that is "Midtown" these days with all those stupid changes.
79	Not interested in bikes. Unsure of safety of walkoling
80	Cause it's wasted resources when it should be focused on helping the homeless and LOWERING THE RENT.
81	There's really not that much there. No streets full of wonderful creative stores to visit with easy access to a grand city park... There's really not that much there, downtown is not what it used to be.
82	Because you haven't address creating living spaces for the homeless nor have you dealt with the drug dealers and prostitution
83	Closing Virginia Street to Vehicles and only open to foot traffic would encourage me to attend more events and walk the strip.
84	Handicaped walking is a issue
85	Cause I live down town and I have a car. Just let me drive a car down town without getting a ticket every other day and getting cut off by bird scooters daily
86	I won't ever be comfortable riding in high traffic areas.
87	I hate what you did with the street
88	I drive downtown to eat with friends or see a show, but if this slows down auto traffic to much, I'll just avoid the area. There are a lot of homeless anyway, so I don't feel very safe.
89	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.

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ID	If you answered no to the question above, why not?
90	Remove other transportation from the cars. Leave the cars as they are and move other transportation from the mix.
91	I don't like any of these features.
92	Senior citizen
93	There has to be a balance between promoting bicycle use and accommodating vehicular traffic. The changes don't get that balance correct and over optimize for bikes creating issues for vehicles. I sup
94	Homeless
95	I commute and conduct business thru downtown. I park and walk.
96	Because it is not convenient nor is it safe.
97	Too confusing
98	Yes but I ride 5 days a week to work, rain, snow, ice, heat, cold so the improvements and tests are great but could be better and need more feedback from daily commuters.
99	Only if there's dedicated, protected bike lanes spanning all of Virginia, McCarran, etc. Otherwise, unless you live in midtown, it's useless.
100	Downtown resident and I walk already. No I am not ready to buy a bike.
101	Still have to drive through downtown to get elsewhere.
102	Negotiating downtown for business has gotten more difficult. Parking has gotten exceptionally expensive. \$30?!?!?!?
103	Will just do my best to avoid the entire area unless I have to enter that zone. Used to enjoy the river walk and walking to the movie theater and some local restaurants
104	I am an Uber driver
105	Bc it's unsafe and ridiculously set up.
106	As stated before - most of these methods seem to introduce more risk of injury to bike riders as well as auto now.
107	Reno is still an automobile orientated town. Now, if you get light rail from USA Parkway to Reno to Carson, that is a good idea.
108	More needs to be done to connect commercial, industrial, and residential areas for bikes and public transport outside of the downtown corridor.
109	Because I need to drive from Sparks to get to downtown. Because I like my car and motorcycles. Because I do not own a bike, nor do I want to.
110	We already walk in town and this won't increase that. We don't have bikes and are unlikely to ride the scooters.
111	I already walk quite a bit down town, so this does not move the needle for me.
112	Because of this mess I will NEVER go down there unless it's changed back.
113	The ability to bike or walk in downtown Reno should not come at the expense of people not being able to access public transport as easily.
114	Needs more safe connectivity to and from where I live in old Northwest. Need to have buffered one way bike lanes connected throughout the area to make this work.
115	I still ride bikes downtown but what you have done does NOTHING to increase the safety and convenience. Dumb ideas all around!
116	If driving, too slow. If walking, too dangerous and easy to get hit by a bike or scooter.
117	No, I live too far away from the Downtown area to make it feasible to bike there for events. I am not sure who would be using the new lanes, tourists won't hang around downtown either.

Appendix A - Survey Results

ID	If you answered no to the question above, why not?
118	are you kidding ? dangerous and don't even own a bike. that would take me forever , too
119	i live too far away from downtown to bike or walk to get there, and I have no bus service. I still have to drive to get to downtown.
120	I am a senior with mobility issues.
121	But, I bike everyday already so it's more that the features will make my experience safer.
122	Drivers are not trained,nor are bikers/scooters on the laws
123	for me it isnt a yes or no. I may sometimes, depending on the reason for my visit downtown, chose to park and walk. however most of the time I'm traveling through
124	I bike regularly regardless, but it does make it nicer and safer.
125	Downtown is dirty and dangerous, I try to avoid walking as much as possible. The homeless and drug addicted are a huge problem.
126	I want to live, this is not safe, open your eyes, anyone with common sense, can see this is dangerous.
127	Any designs to reduce automobile use are welcome and show that Reno is moving in the right direction.
128	incredibly confusing and crowded with special features for imaginary users.
129	I don't want to be run over by bicycles,scooters and skateboards when I am on the sidewalk or trying to cross the street
130	I live too far for walking or biking to be an option. Not to mention, as an older woman, I do not feel safe downtown alone.
131	I would walk more but feel it's still confusing. I drive in from N Virginia and was surprised of the new bike paths with no warning signage beforehand.
132	I already walk. But I am concerned about auto traffic flow with these changes, as I saw a lot more cars lined up waiting to move than before the changes were made.
133	I would have to drive downtown anyway. Why would I drive then find a bike??? This makes absolutely no sense.
134	I'm an avid bike commuter regardless of bike lanes, but sure, they're a nice addition to downtown.
135	I walk daily in my neighborhood. Don't feel safe walking in downtown sad to say as I was born at St. Mary's. I am 69 and I don't ride a bike. Sorry
136	Wasteful. Confusing to drivers
137	These measures are anti access to the general public and change the overall wellbeing and impression of Reno in a negative way.
138	Again. Plane white striped bike lane are fine and cyclists understand how to use them.
139	Mostly visit midtown, nothing in downtown worth seeing and no place to safely secure a bike
140	Because walking in downtown as a female still feels unsafe.
141	Don't own a bike at the moment. Don't live close enough to the areas in question to walk often
142	Unsafe, and poorly applied strategies.
143	Still unsafe
144	Again, not until there's a public education campaign. I'm not going to be hit in my bike by Reno motorist.
145	Because downtown should be for cars and not bicycles.

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ID	If you answered no to the question above, why not?
146	I live in Verdi and do not have the time and ability to bike to downtown Reno.
147	Because I think the idea is [REDACTED]
148	Drivers and Riders are not sharing the Road
149	did you know that Reno is cold more than half the year and then its too hot the other 4 months. there is like a two month window where this was even a good idea at all. common sense folks.
150	i still have to battle idiot drivers after cycle track ends at 5th st on way to unr and getting to track from unr is still highly dangerous.
151	Because bike lanes that go with traffic make more sense and are safer. When I cycle, these bike lanes do not improve my experience, instead scooters clog them up or people walk in them. It's a joke
152	Public transportation is horrible for people in Spanish Springs and out lying areas so have to take car.
153	You have turned the Downtown into a disaster area.
154	I'm dressed up in heels, etc; Nov-Mar biking impossible
155	confusing non-functional features won't convince anyone, virginia was easier to navigate BEFORE the "improvements"
156	I live downtown. Did not find these changes helpful.
157	I can't ride a bike, and I don't have a scooter.
158	Are you serious?? These features invite the type of people - hipsters and idiots not from here - to further mess up downtown. I'd like you to keep it the way it was. The more of this wacko crap you ad
159	On the scooter, when they don't work, I am forced to walk downtown. Walking downtown as a young woman still does not feel safe, so I would prefer a car when the scooters don't work.
160	How about maybe? I live in sw Reno and until there is better connectivity from my neighborhood, I don't want to ride to downtown and driving and riding defeats the purpose.
161	You would need to extend bike arteries into neighboring communities for it to really be useful to ride from a distant home
162	It's too confusing for drivers. Don't trust others to hit me
163	Would be convenient for work if ever an option
164	Because I work downtown and I am not always able to bike or walk.
165	I'm very open and excited to see the city taking steps to make the area more bike friendly and safer for bikers
166	I don't go downtown.
167	Not interested in a walking paradise. I'll drive somewhere else I can park. So, avoid downtown forever. Perfect!
168	Too far from home. I am too old. I don't like bikes.
169	No more or less
170	When I go downtown during the day I have more equipment then would be possible to carry on a bike. If I go downtown at night it is by an Uber or other rideshare service
171	I generally walk. Very little has changed for pedestrians
172	Don't offer practical safety improvements. All fluff.
173	I don't live downtown. I have to drive there anyway
174	can't understand why there is a reduction of auto travel and parking capacity?

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ID	If you answered no to the question above, why not?
175	its [REDACTED]
176	Mostly weather related. Too hot or too cold and downtown is just an ugly and unfortunate sight along the way
177	If not driving, I (and those in my company) walk and use the sidewalk. These changes will not make me more or less likely to change that.
178	No, I don't bike and these changes don't seem to effect pedestrians.
179	I will avoid businesses affected by this ridiculous mess.
180	I don't have a bike to ride. I would rent a scooter if needed when walking around
181	It's just not as safe in some parts.
182	I always walk that's why I pay big bucks to live downtown with all the homeless
183	It's a [REDACTED] and it's easier for me to drive around downtown to get to work than it is to drive through it or bike.
184	No one follows the rules anyhow.
185	It's not easy to navigate.
186	I am not a bicycle reader. The road is narrow enough now.
187	The downtown is now a ghetto.we need more local businesses not casinos. Leave the casinos we have have more stores restaurants that can b walked
188	I cannot walk well due to vehicle related trauma and I don't own a bike
189	Not an option for me at this time.
190	Dum dum dum dum dum does that answer your question
191	I almost was run down on side walk twice with people driving scooters uncontrollably fastscary
192	It's a waste of our money and is not necessary. I've been a resident since 1971 and the biggest little city has lost its charm with these silly experiment foisted upon us. Spend on the homeless
193	I don't want to compete with these riders who totally disregard traffic laws
194	Not everyone has the ability or means to afford to ride a bicycle and as well as having great difficulty walking
195	It's not practical
196	This isn't Mayberry, although law enforcement appears as incompetent as Barney Fife in enforcing the rules. Too dangerous on bikes and on scooters. Plus, I don't want to be a party to the casino's w
197	Live in VC Highlands, don't usually make it down further than McCarren
198	If I don't feel safe as a motorist driving through those streets, I'm not going to cycle through them.
199	Disabled
200	Because I drive.
201	I have mobility issues and park in handicap parking. I need the car to park to as close as I can to where I am going.
202	I'm older and disabled so [REDACTED] no. But thanks for making driving super complicated.
203	Never I will drive or not do business downtown
204	Terrified of any crosswalk now. Plus knee broken so lost my job
205	It makes driving through those zones in an automobile torturous. I avoid those areas at all costs
206	I come to access business the restrictions impede my ability to go tintypes businesses I will not go there from now on.

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ID	If you answered no to the question above, why not?
207	I like in Cold Springs and work in downtown. Too far for me to ride plus I am temporarily in a wheelchair so driving is my only option.
208	Live too far away to not drive a car
209	Can't walk that far
210	I don't think Virginia Street is set up right. I'm so angry about it
211	Disabled.
212	I already ride my bike normally to downtown area appointments. Need more bike racks.
213	Because I am 78 and don't cycle much anymore.
214	cause I don't have a bike or have that kind of time to waste
215	The turning movements are unsafe; too easy for a vehicle to hit a scooter/bicycle when turning right.
216	I feel like they might put me in more danger at somepoint than trying to keep my safe. I can't predict how other people are going to react at certain times.
217	This is the stupidest idea the council has endeavored on.
218	The whole thing is a disaster
219	Creates more hazards for automobiles
220	Return to the Center Street design.
221	I don't bike, so it's just a no for me. BUT my husband commutes to work through there on his bike and I am hugely appreciative of a safer way for him to do that
222	I already walk because I don't own a car.
223	I will bike regardless of the infrastructure, I'm ok fighting for space with drivers. However the infrastructure allows me to ride with my kids and allows access for all ages and skill levels.
224	Downtown sucks now!
225	i can't walk or bike from residence to downtown where i used to attend theater, visit restaurants & parks. on recent visits i was discouraged by speeding scooters, irresponsible bikers.
226	Because it's not the "way of the future" autos are still primary
227	they are dangerous. I have biked them and the cars do not understand what the heck is going on
228	I live in the South area. I'm not biking all the way downtown!
229	Handicapped
230	If I'm going to bike in the downtown area, I'll choose someplace more scenic. I used to enjoy downtown Reno in its honky-tonk days, but now its just a place to get through except along the river
231	I am at an age I will not be riding a bike in downtown Reno.
232	You're spending millions on "Cargo Cult" products that won't work and will end up costing millions. Hire a CyclingSavvy.org instructor for \$200 and watch what happens, 10 riders at a time.
233	I am not going to drive to downtown to ho ride a bike... its totally messed up
234	Because for me it's too inconvenient. I don't trust the type of people hanging around the area. I really don't want my e bike stolen by the type of people that have made downtown their home.
235	Why would I want to ride a bike where I can be harassed by a homeless beggar. I wouldn't bring my kids down there at all ever those are wild ride a bike

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ID	If you answered no to the question above, why not?
236	I would not use these features 6 months of the year due to weather.
237	It's so scummy. Worse than it was in the 80's. I was born here in the 70's and never lived anywhere else. Downtown is horrid currently.
238	I will completely avoid downtown whenever I can, that includes no longer supporting the businesses in that area.
239	I prefer to drive.
240	I drive on Virginia street daily, many times
241	I live in Sparks.. MOST downtown visitors are tourists.. they do NOT have bicycles either!
242	Ridiculous accommodations that disrupt more than help
243	Cars will never look out for cyclists, skateboarders or people scootering. Almost daily I risk my life turning a corner or I hear one of my friends has been hit by a car.
244	I'm a senior and past the bicycle stage of my life. I drive to doctor appointments downtown and this is a royal pain.
245	The inability of other micromobility users to follow the traffic laws putting those in vehicles and also pedestrians in danger.
246	This one lane for traffic is ludicrous it needs to be lanes going they both ways so it can ease traffic get the downtown area re-opened up instead of concentrating on closing down the line lanes
247	Don't own a bike and it is too far from home to ride a bike downtown
248	Bike vs car... we know how that goes.
249	I feel unsafe walking downtown the streets are dirty homeless sleeping in doorways and And the smell of urine! This is supposed to be a tourist destinations I cannot believe how trashy it looks
250	I live in Dayton and loved to visit but this has made it a major hassle. I'll spend my time and money elsewhere.
251	It makes me feel less safe on to ride my bicycle there
252	To congested
253	Answer will be yes when there is a functional bike lane system. What happened on Virginia isn't ideal for cars or for my bike, I would prefer lanes done center street and Sierra instead.
254	I do not bike and also do not feel safe walking downtown. Hopefully, the area will be cleaned up in the future. It's very bad right now
255	I work downtown. I'm not going to bike all the way to work. There is no time for that in my schedule.
256	The changes are too confusing.
257	It's a mess. The overlay of a system like this on existing is clustered, confusing and not safe. A seperate system would be more beneficial
258	Downtown isn't a safe area to travel by bike/foot. Homeless people and drug use in public is a huge problem. Also an uptick in violent crimes.
259	Not convenient for me.
260	I live in Verdi, bike riding is not an option for me to get to town and use this.
261	Because the changes are unsafe for both pedestrians/bike riders and drivers.
262	Perhaps better parking so we could all walk around downtown, and possibly creating more of a desirable downtown destination

Appendix A - Survey Results

ID	If you answered no to the question above, why not?
263	I do not wish to ride a bike we are no the kind of city that has enough immediate down town activities and residents. I don't want to drive down town and then find a bike to ride.
264	Too many distractions.
265	Because of my disabilities
266	Because making a cute colored path doesn't make me feel better about riding or walking, it makes me feel like an animal trapped in a cage. [REDACTED]
267	Cyclists and scooter riders are out of control, they do not follow signs or rules. You have given them full reign to do whatever they want. Weaving in and out of the bike lanes with no signal required
268	I can't do much of either despite being relatively young (50) but I would not bring my bike down there. It does not feel safe in the roads.
269	There is a short blocked off area for riding safely. Once you are out of this protected zone you ride along cars just makes for a headache travelling through downtown.
270	Need my car for work
271	it's more dangerous to everyone on the street
272	Because I use this road to commute with work and it adds an extra 5 minutes to my travel
273	I'll just stop going downtown, I'm sure the local business are already feeling this
274	I love too far to bike there
275	Going from my home to places downtown is not possible only using a bicycle.
276	I live far outside of the area so walking isn't an option. Plus there are not enough bike police in the area to make me feel safe walking with my kids.
277	Not enough money to afford cause you guys [REDACTED] instead of helping the homeless.
278	Driving downtown is a mess so I will stay away from the area
279	RTC is unreliable and I have PTSD from bike riding
280	I won't be visiting at all. It's frustrating.
281	I very rarely use my bike or walk to get from point a to point b.
282	I'm disabled
283	I live in NW Reno, it's a 10 minute drive to the city (why I live there). I'm not going to bike down there.
284	Conventional bike lanes do just fine and don't turn a State Highway (395) into a one way street.
285	Downtown Reno is trashy, I walk there as little as possible and wouldn't consider it at night. This town is a disgrace
286	Definitely not this project makes no sense at all
287	Because it's a mess. And unsafe.
288	Make me avoid the area
289	I've seen people drive their cars down a Barricaded micro mobility lane.
290	I typically need to drive when I am downtown and trying to pay attention and drive carefully it just adds confusion with barricades and lane closures and bike stoplights and it hurts business parking
291	Do not like the narrow path on virginia st. Did not like the 5th st separation lane due to lack of visibility.
292	Fix river path please

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ID	If you answered no to the question above, why not?
293	We walk and drive
294	It's like being in a construction zone downtown. This is an extremely dangerous, and terrible design. It's hard to believe we paid someone to come up with this.
295	You can't bike on the trails anymore they are filled with homeless people. Put the money into helping the homeless.
296	No, because Reno gets extreme temperatures in the summer and winter
297	This is not automobile friendly. You are pandering to a small percentage of the public.
298	I have to go for appointments and live too far away to bike
299	Because I have to drive 10 miles to get to downtown.
300	There's no trees here. Just empty lots. No parking other than horrible casinos. Every visitor I have that visits thinks Reno is ghetto. They used other words.
301	I wouldn't walk in downtown Reno. We felt safer walking around New York City than here!
302	It's beyond complicated and ridiculously stupid
303	When I use a car it's because I need the car! I see nowhere that you reference conferring with the many taxpayers who actually live downtown.
304	I bike and walk here regularly regardless.
305	Confusing
306	I am not sure the way it is currently laid out is really safe.
307	Unnecessary
308	Live away from downtown, so need to drive there.
309	I live far enough away that a bike is not practical.
310	I just don't care for it. You are always trying to make us like California. Stop it!
311	These are creating safety and confusion issues. They appear to help no one. Waste of money and buckling to unrepresentative special interest.
312	Because it doesn't make sense.
313	I live in Verdi and there is no bus transportation here.
314	I am so upset that I can not access Virginia St that I now hate all bike lanes
315	See prior comments; you simply can't create some bicycle or scooter utopia while having a mix.
316	Travel by vehicle only
317	Live downtown; drive and walk often
318	Driving is more convenient. Virginia Street needs to be returned to to a traffic.
319	In my entire years here I have never walked in this area this is why I have a vehicle. This could never apply to the winter months due to our extreme temperatures.
320	It's inconvenient to ride to downtown from any residential area. I go downtown to eat or walk on the riverwalk and park in casino parking garages
321	Because it's too dangerous to bike here. We also get winter so it doesn't apply to us then
322	Cuz it's stupid
323	Because streets are for cars.
324	We go downtown from outlying neighborhoods and communities. We're not going to switch from car to scooter to get around downtown. We want to go to the movies or parks or businesses, but not now.
325	Live too far away from downtown Reno
326	We have biked into downtown and visited much more than before

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ID	If you answered no to the question above, why not?
327	I can't get from my neighborhood to downtown on a bike safely.
328	I live outside of downtown and must use my car to get to work 6 days a week. I'm a business owner downtown and this causes not only traffic issues but parking also.
329	Downtown is a mess with dangerous and unpleasant interactions. Please increase police presence.
330	It's dangerous with all the nuts riding on scooters at 15 to 20 mph and driving against traffic I think I'll invest in a dash camera
331	Convenience
332	Because I'm 70 years old, have a bad knee, and often visit at night, when bike riding is unsafe, even with bike lanes
333	I walk is how I get along
334	I have a physical disability so I use a car for transportation. I can ride a bike short distance, but the current bike vs car setup scares me and makes me less likely to ride in town.
335	I avoid downtown. If I go I drive.
336	I need my car for work
337	What do I want to bike and see in downtown!? There aren't nice shops to visit
338	Because I have a job so I can afford a car
339	I started riding to work at UNR a few times which I hadn't done in years.
340	I don't go downtown to bike
341	High amounts of homelessness and feelings of unsafe streets.
342	It's awful now stop ruining downtown. Won't go there anymore.
343	Reno is too big to walk everywhere or ride a bike everywhere. I will still use my car!
344	Locals do NOT look forward to going downtown. It's a sick, rabid animal looking to be put down. Let's not make it anymore dangerous, confusing. The core is diseased with empty lots and broken promi
345	Please keep these!!!!
346	It seems way to much
347	I can't walk or bike from my home to downtown, so as great as these features may be many residents like me who live outside of the city center can't benefit from them.
348	I won't go to certain spots downtown
349	I don't own a bike. Downtown area is scary to walk in due to homeless people and other shady characters.
350	The barriers are unsightly when walking by and driving downtown is a pain now.
351	Too much traffic now too many people in downtown Reno.
352	Because I drive my car. If I wanted to ride a bike I would do it in nature.
353	When I go downtown, I drive.
354	I will avoid downtown altogether
355	Too many bums and junkies. Downtown reno is unsafe to walk or bike. Spend this money one sending the violent/ crazy to jail.
356	Live too far from Reno
357	I have to travel into downtown core for medical treatments
358	Because it's [REDACTED] stupid. BIKE LANES DONT BELONG TO THAT NARROW [REDACTED] ROAD. Create a different road for bikes
359	Downtown is not safe, too many houseless.
360	Have to go for gym, live in sparks

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ID	If you answered no to the question above, why not?
361	Because it's a poorly conceived and horribly executed idea. This is a solution to a problem that did not exist. Whatever idiot that got struck by the good idea fairy need to re-examine their career.
362	Because normal people are on schedules, biking and scooters take too long. Normal people won't have their kids on bikes in downtown Reno due to all the homeless and chaos. Sheer stupidity.
363	I drive Uber is the only reason I go downtown to pick up passengers. You features make the pick up, drop off process less safe.
364	I do not enjoy the downtown area. The project does not make me want to ride my bike.
365	Some if us are driving from far away, why should I bring my bike or rent a scooter to get to my destination in addition to the gas I spent
366	I go to school in Downtown Reno & I live too far to walk, bike or take the bus.
367	It's too complicated
368	I do delivery's for work I could not make it on time
369	It's more confusing for drivers so more dangerous
370	The homeless is why I don't
371	I have to use vehicle. Virginia street has been a nightmare this entire time. HORRIBLE to deal with.
372	I am mostly just traveling thru from North Reno to SW Reno
373	Too slow still dangerous even more so as there is less road
374	I live in sparks, so biking to and from downtown is onerous for my schedule when I go there, especially since I am typically just stopping briefly
375	Not safe
376	All the fancy bike lanes and guarded turn areas etc. will not make downtown any more attractive. Too many homeless and downtown looks dumpy. I've lived in Reno 30+ years, no reason to go downtown now.
377	It doesn't appeal to me. What little I do go to downtown, I have to drive anyway from Carson City. It makes no sense to waste money on a rental scooter that could have a skimmer device.
378	I don't cycle. I don't always have time to walk. People travel downtown for reasons other than leisure and tourism. Our downtown is also a business area and thoroughfare and important connecting route
379	I do not over all enjoy riding bike
380	The Bird scooters are not supposed to be used on the sidewalk but I see more of them being used on the sidewalk than on the streets.
381	Walking in downtown Reno isn't safe for women
382	It's ridiculous
383	Because not everyone can walk or bike or especially ride a "scooter". And the scooters are used dangerously.
384	I live west reno, it is too far to walk and I do not own a bike
385	I spend more time in downtown and am more willing to meet friends there
386	Reno is not safe for anyone to bike or we all around downtown [REDACTED] robbery, [REDACTED] are all up. Do something about the crime first clean it up it's dirty gross and disgusting do something about the B
387	People are disrespectful by lying scooters in and outside of the designated spaces
388	Because to get downtown I first have to drive there.

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ID	If you answered no to the question above, why not?
389	Because I am older & disabled. Unfortunately my biking & walking days are behind ne
390	I'm not going to drive downtown and switch to a scooter.
391	I don't ride or scooter
392	TOO DANGEROUS! Bad drivers plus druggies.
393	Because its too cramped to be doing this to a downtown road meant to be two way not one way
394	I don't bike in downtown. If I'm down town I walk. That way I can see the shops and casinos as well as events
395	I live in north valleys. The hills are too steep for biking to be a viable way to reach downtown. I also frequently haul gear, bikes don't make that easy.
396	To many distractions to make it safe for me to walk.
397	I have a large family
398	Could cause confusion amongst those not used to these changes. I have even seen wrong way motorized traffic in these lanes.
399	They aren't safe enough
400	It's a freaking mess by
401	Because no one on these micro mobility aren't following the laws anyways
402	Virginia not safe for me
403	Dangerous
404	I'm traveling in to downtown and once I park I'm not likely to walk downtown. Especially with the crime and homeless problems.
405	I live further away and I have a baby so car is safer
406	dangerous and used mostly youngeer people
407	I already biked or walked around Downtown. This project just made leaving and getting home VERY annoying.
408	I'm disabled and have hard time walking
409	That's why they made cars
410	I am still concerned about my safety as a woman with the large houseless population still occupying downtown
411	Return Virginia back as it was
412	Not possible for mobility reasons.
413	I have a job where I need to travel through downtown for my commute just like many other reno residents
414	Because it's harder to navigate and people don't use these as much as automobiles.
415	The structure is Still to new and not safe
416	I need an automobe to get to downtown, so I am not going to shift to scooter/bike after I arrive./
417	I never biked or walked downtown to begin with due to the fact that i don't live near downtown so it wouldn't make sense.
418	Because the city should be spending its money and effort on cleaning up the city- not make it easier for chaos and crime to spread.
419	I use the sidewalk to walk. I live to far to bring my bike
420	The bike lane infrastructure was great. I did think the electric scooters were too expensive for me to use regularly. However, I loved the idea of them. I just could not afford to use them.
421	because its not something im interested in

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ID	If you answered no to the question above, why not?
422	I drive a car where im going.
423	Nonsense!
424	Because I have to drive to get to downtown anyway.
425	My opinion is that downtown should be closed for any traffi just open for pedestrian or some shuttle services for elderly people or the ones with disabilities. Of course the casinos pay big money for
426	I will bike regardless, but it would be great to have it feel safer
427	Homeless and drug users
428	There aren't to many bicycle friendly businesses anywhere in the downtown area
429	Do a better job of cleaning up the homeless, druggies and gangs and maybe people will bike or walk more ... it's not the lanes that keep normal people from downtown, it's the criminals and mentally ill
430	Reno isn't equipped for alternative transit systems . Other than automotive transportation it is extremely difficult and not time effective. The only community based alternate options are the scooters
431	Handicap
432	Do not live downtown, inconvenient to bike from my home for business in downtown.
433	The scooters are terrible, I'm not bringing my bike downtown and I only walk around during the festivals
434	I don't need to. I want to drive comfortably you don't understand how many people almost got hit or did and I have witnessed it.
435	Thats what sidewalks are for.
436	I just won't go down town at all, the businesses down there aren't worth the driving headache
437	Too confusing and unsafe.
438	I'm done riding up to north downtown, too dangerous now. I drive close and walk or get a ride. ldk how yall made it worse for actual bikes and cars, but ya did it.
439	Even though you are trying to make improvements and increase safety for bicycles, still scary out there.
440	I do not live near downtown, but I do conduct business there. Parking is already bad enough.
441	I have to drive to work and I work in the downtown area. It's too far to ride a bike from my home to work
442	There are many who can't bike and stuff like this is bad for people who walk
443	Prefer driving
444	Too dangerous down there to begin with. I would never allow my kids to go down there either for the same reason.
445	An automobile gets you there, not a scooter or bike.
446	I live to far away from downtown to walk or ride without being a burden on me.
447	I do business downtown in a suit. I don't think I will be riding my bike to a business appointment.
448	I have kids and it's not feasible to travel in anything expect a car.
449	Isolated to a single small area that I live far away from. I don't feel like Reno is very bike friendly currently. Would like to see bike traffic on side streets to separate it from main auto traffic

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ID	If you answered no to the question above, why not?
450	Our freeways are not sustainable for all the traffic going from north to south. I use the streets through downtown as a way to get south of town during high traffic periods on the freeway.
451	The one way has taken the attraction of the downtown away and given to respectful bicyclist.
452	The amount of days where the weather permits scooter use for my commute is not realistic.
453	It's not practical, the businesses and services downtown where you did this aren't ones I go between.
454	It makes me more likely to avoid downtown and its businesses altogether.
455	Too many confusion and distrust for drivers to confuse the bike lane as a car lane
456	Dont like how downtown looks like now.
457	Made it more difficult to travel with an automobile
458	We have side walks already we don't need more congestion. Secondly it's not as welcoming and looks like and active construction zone.
459	it is 18 miles to downtown from my house, so a car is required.
460	Too many homeless and drug addicts. Cars are not the issue. Plus, paint doesn't stop you from getting hit.
461	The traditional lanes reserved for vehicles os the best way. Bicyclists riding in the right lane near the sidewalks worked fine in the past. If it isn't broke, don't fix it.
462	Because I go bike in non populated areas and know how to operate a bike on a street without impeding traffic
463	My job involves driving a vehicle.
464	It is not safe. Aside from cars nearly running you over, there's always the chance of being attacked by homeless or gang assault.
465	I prefer to drive
466	How dies micromobility encourage a non downtown resident to visit downtown. Am I suppose to park my car and take a scooter? I've stopped going to 5ry street businesses because onst parking is unsafe

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
1	Don't like the one way on Virginia street
2	I love that Reno is finally getting some alternative transportation infrastructure put in. It's not perfect and could always be tweaked and revised over time but it is a step in the right direction. I would like to see Virginia street completely closed to vehicle traffic downtown and maybe through midtown. This could make space for food trucks, cart vendors, green spaces, more room for walking, biking, etc. and would make downtown a massive walkable outdoor space along the river. Drivers would still have Sierra and center Street to commute if needed for highway access as well.
3	Poor planning not good use of tax payers money
4	Focus on something that will actually benefit people that live in Reno... you know like lower gas prices & lower taxes. Are bikers going to be paying for all this?
5	Fix the left turn lane on 5th st at Nevada St so you won't be in a head on collision with opposing traffic. I turn left there everyday and walk across the crosswalk 4 times a day. Whatever "Einstein" decided that the left turn lane should face head on into the opposing lane going straight should look for a new job.
6	Neat way to try out a bunch of micromobility features. But getting there to try them out also highlighted missing existing infrastructure, e.g., going from Liberty east to Virginia north needing to cross multiple lanes to make the left turn for the beginning of the buffered 1-way or lack of bike lanes on numbered streets to get to the bike boxes.
7	This is a [REDACTED] idea it will cause MORE traffic and congestion downtown only being able to travel 1 direction [REDACTED] IDEA
8	A suggestion for First and Virginia, instead of four way stop return it to traffic signal. My business is located at 119 N. Virginia and I witness so much confusion and dangerous situations even aggressive ones. no harm in trying if it is a pilot program.
9	Just build this stuff everywhere. There is not a monet to lose for the climate, for roadway safety, for quality of life and for people dealing with the gas prices (yikes!)
10	I'll keep monitoring this summer and submit another survey come October
11	I commute by bike from NW Reno to the university. The new features on 5th make travel much safer. I would love to see this program expanded. 7th Street and South Arlington would be awesome expansions.
12	Any micromobility project downtown absolutely needs to connect to the bike lanes on North Virginia that begin at 9th street and go up through the university district. This is how you will get university students to come downtown and to midtown. Over the freeway would be difficult on Virginia, but maybe 5th Street over to Center, then up Center Street to 9th Street and back over to Virginia on 9th Street, where the North Virginia bike lanes begin up through the university. It would truly connect it to downtown and midtown.
13	Looking forward to seeing how this works in midtown.
14	It fails to consider seniors and handicapped who may not be able to ride these scooters or bikes but want to participate in the project. Give me access to 3 wheeled scooters and require Bird to provide them as part of their contract and facilitate their use Please.
15	It's more dangerous, the 4 way stop is ridiculous
16	Take it down. Get input from locals before wasting our money. Put a better plan together

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
17	it is confusing. the way it is now, detracts greatly from taking a picture under the arch which thousands of people do each year.
18	Thank you for doing something to make biking safer downtown. I enjoy biking to work so much. But there are days or certain times that I won't do it because it's busy/ more congested and not safe. I love biking through my city tho, and these new additions have been great. My commutes feel safer and more relaxed. Having dividers and such obvious bike lanes is amazing.
19	Of all the things you guys could do downtown, this is what you decided on?
20	This was the most stupid idea the city has come up with. Local businesses hate it,has not increased foot traffic etc to the casinos rather it's decreased as people would rather go elsewhere
21	I think this is a fantastic step forward for the future of Reno. Not everything here is perfect (although unless the city adopts the CROW Design Manual for Bicycle Traffic, it probably won't be), but it does show that the city is doing something more substantial than the painted bike gutters found all over town. With the rising gas prices and RTC planning on cutting a large number of their routes, micromobility infrastructure is more important now than it was ever before. I am relieved that the city is beginning to reconsider having cars be the default method for transportation, and I want to see this spread across more parts of town, so more people can experience independent mobility regardless of whether or not they have a car.
22	Yes I would love to see more bike lockers. Safe places to lock our bikes so no one and steal stuff. Like your seat or if your on electric, they like to steal the battery. So mostly just chaining your bike up isn't the answer. Thank you again. I'll answer more when you need.
23	More and better bike racks for locking up.
24	Overall I like the changes and want more like it. Virginia St. works fine but it's a weird choice of streets to use and the temporary barriers are an ugly addition to our downtown. I know it's a pilot but it looks terrible. There was an event downtown a few weeks ago and Virginia St. was closed, forcing me to ride in an exposed bike lane on Arlington along with already annoyed drivers looking for a way around the closure
25	What is motor? Does an electric bike have a motor? Why are they not required to register and insure these vehicles. There have already been multiple accidents downtown between these scooters and motor(?) vehicles.
26	I would like to say • THIS IS GREAT • THANK YOU and • MORE PLEASE!
27	We park in the garages downtown and having Virginia be one way like center and Sierra makes crossing it a lot safer. I feel like I cross Virginia street more often and it has always been a struggle with cars coming both ways and not paying attention. Especially with people wanting to get a picture with the Reno sign, it makes it more friendly to visit.
28	Consult the public before implementing your project.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
29	<p>Keep expanding on bike infrastructure! Even just buffered lanes are incredibly value. Study after study no matter where in the world you look shows that when you introduce good bike infrastructure people use it, and people that are apprehensive to bike are in turn far more likely to start biking. This helps everything from community building, health and wellness, and traffic. Its wild how transformative bike infrastructure can be for cities. There is nothing special about our city that points to bike infrastructure not working here. Please give the community a chance to breathe in all these cars. It is not likely that our current infrastructure in downtown can expand to handle 10% more car traffic. Give bikers the same chance cars have gotten for infrastructure. Here is a fantastic podcast that any planner or developer should be thinking about when handling bike infrastructure questions. Active Towns Podcast - Designing the Cycling City we/ George Liu Dutch Urban Planning Institute - https://urbancyclinginstitute.com/ Jaret Singh jaretsingh@gmail.com 8167394478 If there is anyone I could speak with personally it would be an honor. I'd love to have a conversation and share a few ideas or resources.</p>
30	<p>Make the final barrier in the Virginia St a planter box! Or an art project! Like the train track cover!</p>
31	<p>would love to see this implemented on major cyclist thoroughfares. Check Strava heat maps for high-impact areas! Thank you for taking some action, though.</p>
32	<p>Do more concrete research. The City doesn't seem to have all the information. Stop flying by the seat of your pants and listen to the public. Stop catering to out of state corporations and cater to your citizens.</p>
33	<p>This could be the beginning of something great. But the homeless, drunks, panhandling needs to be addressed first. This was a big issue when the Fremont Street experience was developing. But eventually this was resolved, the same goes for the Las Vegas strip. Mostly due to increased horse, bike and foot patrols that are seen on weekends and special events.</p>
34	<p>Virginia Street needs to remain a normal two way street. This micromobility experiment is a nightmare and extremely inconvenient for getting to businesses. It's a waste of money and energy to placate "the woke future".</p>
35	<p>Public engagement for normal public has been lacking. As a motor vehicle operator I did not know about this project until it was under construction and have had to search hard to find means of commenting. Public engagement thru message boards or signs in project area would have been a better way to get public input. As it sits, I would guess that most comments will come from organized groups and support the project as the detractors have been cut out as they do not know how to comment.</p>
36	<p>overall an extremely bad idea, if you want to push away from automotive transportation, a actual working bus system, trolley or other would be better investment than the few who ride bikes. and it's a FEW</p>
37	<p>Everyone is still riding in the street instead of bike paths or other designated places, people on bikes or scooters don't obey traffic laws and will cause accidents or get hurt, traffic is worse downtown since it is one way down Virginia. I take downtown home daily to avoid highway traffic and now I have to deal with pissed off drivers, wrong way drivers, or pedestrians not obeying traffic laws and just doing whatever they want.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
38	There will be much more traffic and collisions. Especially with out of towners
39	<p>Yes - a terrible idea. What about special events? Are the bike lanes going to be closed? And again, what about the rest of Reno population who can't ride a bike or a scooter? The main problem with downtown is PARKING. Reno would be better off attracting people to downtown if there were inexpensive shuttles running from a main parking area outside of the downtown to bring in people to the downtown. Now most of the parking garages that used to be open to the public are now closed and inaccessible. Take a lesson from Sparks. They run busses from the Livestock events center to the Nugget 4th of July show and the Rib Cookoff. Why can't the Reno casinos do the same? Or are they too cheap? If you want to attract people, there has to be easy access for ALL and less empty buildings. Perhaps some restaurants with both indoor and outdoor seating, more live entertainment that is free to the public, farmers markets with local fruits and vegetables as well as local artists and other vendors. These should be more than just a weekend, more like a week to maybe even all summer long with different vendors rotating schedules. Maybe instead of bike lanes you could have food trucks. Reno must begin to realize that not everyone is a bike fan and I know of many young people that say they hate riding bikes - especially when it is hot or windy or really cold. In other words - stop catering to a very small percentage of the population. These people with bikes virtually disappear in the winter - they are nowhere to be found.... So, bending backwards for just them is going to cut downtown out of most people's plans.</p>
40	Reno is not East Sacramento. Please leave historical locations, such as Virginia Street downtown alone.
41	Reducing automobile traffic to one way to make space for micro mobility easements is unacceptable. Unfortunately our downtown infrastructure was not designed early on with this new micro concept in mind. This to me means that easy access to automobiles remains vital to the businesses of the downtown area. These micro mobility concepts are great, and it would be fantastic to see some compromise or construction to facilitate them without reducing our automobile access in the area.
42	What is going to happen there during Hot August Nights, the most revenue generator for the downtown area?
43	Yea its absolutely terrible and a waste of my tax dollars. 98% of people here use vehicles. Why are we catering to 2% of the population?? Complete waste of tax dollars. Made driving downtown an even worse experience. Nobody uses these exclusive bike lanes so its a major waste. There was no public support for this in the first place. Why you idiots keep doing crap like this when nobody but maybe 2% of people want it is beyond me. Im about to stop paying taxes if my money keeps getting spent on dumb like this.
44	Overall the project is awesome.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
45	I would like to see it all undone and put back the way it was so cars and trucks can navigate safely. Others forms of locomotion can use any of the other less traveled streets and be much safer. Autos pay the taxes for these streets and deserve to have access that doesn't take 5 times longer than it used to take and waste gas while you are lined up like a wagon train to get anywhere. ie Plumb Lane on a school day, 15 mph. I've seen eastbound backed up to McCarran.
46	Should remain this pilot project as permanent
47	In cities where they have reduced vehicle only travel and expanded pedestrian and bike travel it benefited the area enormously. Couple that with savvy green spaces for trees and plants and it transforms a city!
48	Please return 2-way auto traffic to Virginia Street. The bike lane is an awful idea.
49	Put Virginia street back. We don't need 2 1wY roads downtown. The diagonal crosswalk was the best..
50	None
51	Keep up the good work 😊
52	I don't know if Virginia is the best street for this. Maybe center or sierra would be better since there's more room? But I really do love this project and feel much safer and way more likely to bike or scooter in downtown. I thank the city for trying out the pilot program and hope to see it permanent
53	Needs to be expanded and also like I said above, more education
54	I am a regular bike commuter through downtown to the university (using fifth street). The pilot project changes overall have made me feel safer and more likely to bike commute. A few areas need attention longer term, eg bike lane that goes into old parking cut outs on the east side of the Fifth / Virginia intersection reduce cyclist visibility of the traffic signal in the westbound direction and sudden lane swerving feels dangerous as a rider. Overall, experience has been positive. I hope the city will continue to increase infrastructure for micro mobility. This is badly needed and a great step in a positive direction.
55	These initiatives make me proud to live in reno
56	It's a horrible
57	Good job
58	Provide more support for the Bird scooter program. Already they are being damaged, knocked over, etc. Both locals and tourists love them though. I see groups riding all around where I live (4th & Ralston) and around the Riverwalk) every night.
59	Marking it easier for tourists to ride bird scooters is not helpful to the community.
60	Put it back the way it was. How many people need to almost get hit before you realize that a study or feasible 1.5 season plan should have been presented to the public and thoroughly considered. You will all be voted out this November and I support any pursuit of actions taken against those who participated in closed meeting decisions.
61	Please keep adding more safe bike lanes in midtown and downtown! It's so nice as a local to not have to have new options to get around.
62	They should take down the buffered spacer. Just mark the bike lanes with green marking

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
63	This survey doesn't mention the Byrd scooters, but I think they are a very high value add. Fun and cheap to use, while allowing easy travel throughout mid and downtown. Other cities have these, but with Reno's compact size they work very well here.
64	Expand the are range of the birds in the city.
65	<p>I am all for bike lanes to the right of vehicle lanes. The rest of my comments relate to the bird scooter project. Two objectives were listed for the mobility project. Including Bird scooters: 1) more sustainable ways to visit downtown, the Truckee River, and surrounding local businesses 2) improved access to jobs, groceries, healthcare and education. Unfortunately the Reno and Bird policies related parking will destine the project to failure for two reasons: 1) Bird delivered more scooters to Reno than was reasonably needed for the first several months resulting in a clutter factor of unused scooters that get in the way of pedestrians and businesses. 2) Bird notified users that the City of Reno requested it charge users \$5 when scooters were not parked in designated black diamond parking locations. As scooter usage increases, the number of scooters available should be increased. It makes no sense to have dumped so many scooters on sidewalks during the early phase of the program. It simply results in clutter and vandalism. The \$5 parking fine substantially reduces the growth of scooter usage in Reno. The most logical use for scooters is between residential areas and the downtown sector. The densest area for scooter usage is along the Virginia St corridor from 2nd St south to Mt Rose St, to include the lateral residential areas. Yet, nearly all the designated parking diamonds are along Virginia St. Users are charged a \$5 fine, by some arbitrary frequency, when they park a scooter in residential areas, where no parking diamonds have been located. I was notified by email and billed \$5 when I rode a scooter to an appointment at the VA hospital. Unless parking diamonds are located throughout residential areas, scooter users will still need to have alternative transportation when heading home from Virginia St so it defeats the stated objective of the scooter program.</p>
66	Cameras will be needed for accountability for all users, parking enforcement will be needed for citizens who park illegally, more safety is never a bad idea, the more safe, the more tourists, more foot traffic, more tax dollars for more improvements and maintenance and operations workers
67	Thank you!
68	Virginia Street is really a dangerous road, and some of it has become more dangerous not, with a couple safe spots in between. Across Virginia Street bridge until Liberty is great. Midtown is a death trap to bike. I bike more than drive. The second street to 5th street acts as if you are separated. Thus bikers pay less attention, and so do cars.
69	Commute everyday and it makes me feel safer in traffic.
70	As new transportation companies that offer rental e-bikes, e-scooter etc., come into the area they need be made aware to respect pedestrian pathways like side walks etc. They need to be responsible to remove bikes blocking ADA protected pathways and the city needs to reinforce this.
71	Do we really have to have vertical pylons in the buffer lane between the bikes and traffic? Doesn't 2-3 feet of crosshatch do the job and still allow for Street sweeping and snow removal?

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
72	Thanks Reno for your inconvenience to riders and drivers and our safety.
73	There is no reason to run the corridor on Virginia street. That section is dirty and undesirable. In my experience, local residents do not care to be on Virginia street north of the river. The corridor should be on Sierra street or Center street if the goal is to connect UNR with Midtown. A bike lane will not help downtown.
74	People who ride the scooters need more education and enforcement. They ride recklessly, dangerously and selfishly. They park on the sidewalks, creating tripping hazards and are a nuisance.
75	<p>I have a car that I can use at any time. However, it is much more freeing to be able to use my bike to get around Reno, especially since I live within a ~2 mile radius of everything I need to do. I ride a bike nearly every day of the week and I fully support any increase in bicycle infrastructure in the city. While Reno and Sparks have some bike paths and lanes, we still have a long way to go, and this is a step in the right direction. I've spent a lot of time living/traveling abroad in bike-friendly places, and here's a few other insights I learned about good infrastructure: 1.) If you build infrastructure, people will use it. 2.) Most car trips are under 2 miles. Encouraging people to walk or cycle will decrease traffic, make people healthier and happier. 3.) An increase in bike infrastructure can be enhanced with an increase in businesses that can make Reno a "15 minute city" where everything is nearby. For example, having an actual grocery store in Reno (or where I live near Victorian Square in Sparks) will encourage more people to walk a few minutes or cycle to the store instead of getting in their car. 5.) While not the pilot infrastructure, I feel very unsafe on the river path with how many homeless people live there, so I would love to see this improved a bit. This will connect my house to the pilot project areas downtown, so I would use it a lot more if I had a better way to get there. 6.) It's unfortunate that this is just a pilot project that will be taken away. I am happy Reno is encouraging more bicycle infrastructure, but I'm sad that this is such a "hot topic" in the community. Cycling is so normalized in so many parts of the world, and I hope we can, as a community, realize we don't need so much car infrastructure to live our daily lives! I hope that this project can be a starting point to increase cycling in the community. Because Reno is growing quickly, we need to invest in non-car infrastructure to give people more options and lessen traffic.</p>
76	Great forward thinking....go reno!
77	Expand beyond down town
78	Please enlarge this pilot to a citywide expansive project. The only downfall currently is the discontinuous nature of the existing infrastructure. More is better. Thank you guys for work.
79	Please continue to do a good job. This is a great project!
80	<p>The bike lanes are not necessarily in areas that draw visitors. It would be nice to visit local businesses in midtown, on California or on Arlington with the bike lanes vs the casinos. Roads that have signs indicating that bicyclists can share the road don't work, in my opinion. I didn't feel safe riding through Midtown on Virginia. Cars tailgated my husband and I on our bikes or sped past, very close to us - since there isn't enough room for bikes to ride on the side of the road. If the speed limit was 15, or if there was a protected lane, we would have felt much more safe.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
81	Escooters are a hazard to pedestrians and cars. The usage does not appear to be about transportation, it is much more people playing around, riding in parking lots and the streets for entertainment and not observing traffic rules or paying attention to what's around them
82	There needs to be more consistency on where the bike lanes are located. Going from two way to one way is confusing and leads to safety issues. There also needs to be more enforcement for individuals breaking traffic laws. Scooters, bikes, and handicap chairs frequently drive the wrong direction on one way lanes. This is a safety hazard.
83	Put the two lanes back and support downtown Reno with the events. It seems this will further breakdown the possibility of future events that should be held on Virginia.
84	Boo! There's potential! But it's way too high profile and too many uneducated driver's combined with scooter rider's and non-cyclist, generally ignorant bicycle rider's all over sidewalks, crosswalks, and coming into oncoming traffic have created a pot of cycling hazards rather than attractions!
85	not a great rollout, terribly dumb to choose virginia street since it closes all the time, HATE the lack of enforcement on all fronts, particularly a complete absence of rpd stopping the bird scooters on sidewalks.
86	What you are doing to downtown Reno is awful. Businesses have left. Access and parking are terrible Reno is a shell of what it once was. We used to have events. Community. It used to be something to go downtown for a night out. Now. It's disgraceful.
87	The city is causing chaos and making it unsafe
88	The cost of this will not be made up by the scooters or visitors using the scooters. Complete mess.
89	I am originally from Amsterdam (lots of bike lanes) and SO excited to see more bike infrastructure in Reno!!
90	I am very happy to see the city beginning to deprioritize automobile traffic in our CBD where alternative modes of travel should be easy and preferred.
91	it probably should have engaged the Reno Bike Project and other entities working for the Center St Cycle Track rather than putting that on hold for over a year
92	Large waste of city resources and reduction in traffic flow through down town for a vast minority of the population of Reno that will only see use during the spring and fall months at which point hardly anyone is going to be using this because it to cold or to hot. On top of that now the city will have to put even more effort and more funding toward maintaining this especially in the winter months. Over all huge waste work city budget that could be going toward dealing with homeless and keeping the city streets cleaned and area well lit.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
93	<p>You have to think of the bike network as a completely separate network from automobiles. Think of this: Would you want a freight train sharing a road with automobiles? If not, why? What if automobiles were expected to merge into lanes with trains? What if at every intersection, automobiles had no dedicated spot without a locomotive next to them? See the problem? You must think of this as two networks that overlap right-of-ways, or build bike roads that have no automobiles on them at all, with overpasses for cars. Think of the thought put into a grade crossing for Union Pacific, and that's the bike network you want. A bike "lane" is nothing more than bikes being guests on the automobile network. True, actual bike paths are their own right-of-way, whether or not they happen to travel in parallel with an auto right-of-way. Certain roads must be given priority for autos, and certain ones for bikes. Direct auto traffic through certain routes, and direct bike traffic through their own routes. The dutch call this "ontvlechten," which means "to disentangle." If autos and bikes must share an intersection, imagine them overlapping in a way that minimizes contact points, and provide clear priority for the mode of transport that is favored at that intersection. Here's a couple very good videos that explain what I just described: https://www.youtube.com/watch?v=FIApbxLz6pA https://www.youtube.com/watch?v=c1I75QqRR48 There needs to be a holistic plan for creating auto-priority roads and bike-priority roads, and they must all be connected. In short, having the project is better than having none at all. But the entire design of multimodal networking needs to be seen from a different perspective. Frankly, the best way to get this perspective is to ride a bike as your primary mode of transportation. Up for the challenge? If not, design a bike network that allows you to answer yes. Ky Plaskon has this site called "Build a Better Bike Network." ... We don't have a bike network.</p>
94	Overall I love it and am in support of any project that encourages bikes over vehicles
95	<p>Thanks for doing something. Still an issue of visibility for pedestians crossing crosswalks around Riverwalk. Doesn't make any sense, plenty light, and when I drive I go 15-20, but still get surprised/caught off guard by pedestrians sometimes. Maybe the blinky lights if someone is about to cross. Or maybe pedestrian education to make eye contact with drivers before crossing, and have a foot out so you don't have to wonder if maybe they're just loitering near the crosswalk.</p>
96	<p>I think that expanding space for bikes, scooters, wheelchairs, and pedestrian traffic is very important for both pedestrian safety and environmental protection. I hope to see more development of safer bike and pedestrian spaces. Maybe one day I can safely ride my bike to work!</p>
97	<p>This is the biggest waste of tax payer money. I drove around and then sat for over two hours and did not see one person using this. What a mess it it has caused for local residents and those that travel this road daily for work. What a huge disappointment!</p>
98	<p>Almost hit by a poor lost tourist exiting the "bike lane" from Virginia to 4th ST, almost hit by a bus manuvering 5th ST. Can't enjoy my cruise down under the Arch in the early am....if this is progress please take it back</p>
99	I would love to see more of this in the city!!
100	I wish there were more bike features like this around Reno!!

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
101	I move scooters off sidewalks they are blocking every time I'm down in the area where they litter the streets and sidewalks. You are blocking wheelchair access. How bout care about inclusion, this sorry attempt is not ADA compliant.
102	This is another I poor attempt to improve downtown Reno, Nevada. It's implemented with zero regard for health and safety, to local business, and was put into place without the appropriate input. Why are local business owners not included in these decisions?
103	It negatively impacts access to St Mary's. Incase of an emergency this could cost someone there life.
104	Get rid of this Special Interest project that benefits only a few. Give the streets back to the cars as it was designed.
105	Virginia street should be closed from traffic from 6th-2nd at least.
106	Enforce the laws! Traffic laws are not a suggestion. Why can't I run red lights and stop signs without consequences? We are in dire need of more police officers and if you let them do their job and write tickes for the bike and scooter violations we could afford them and make a safer city. The scooters say not on the sidewalk and only one rider? 95% of them do not follow any traffic laws. Why is this allowed? Want to save lives? Shut down Virginia fro 2nd to 4th and let them have their way. It is wasted space for vehicles now anyway. Outside of that, enforce the law! Make them obey the laws like the rest of us do, you know, the people that actually pay for the roads. Quit tying the the police officers hands behind their backs and let them do their job!
107	This is such a great idea! Most of the time downtown Reno resembles a scene like the morning after in a video game! This livens things up and make it feel safe to ride in. It has completely changed my view about downtown Reno on a bike. I use it every day to commute to work. Please keep this system and expand!!!!
108	Expand it!
109	Get rid of the bike lanes
110	Minimum inconvenience for me as a motorist.
111	Over all it seems to have brought confusion and mayhem downtown. How much does taking it down and putting it up on Virginia cost the city in employee hours?
112	For these to work, we need more education for drivers. Folks need to be aware that these features are being installed in advance (i.e. Virginia Street transitioning to a one-way street) and how to navigate them when sharing the road with non-cars. If cars and bikes/scooters don't know how to use these features, they will not be effective.
113	I would love to see red light cameras in Reno. People are pretty relaxed about running red lights.
114	I would add more trees to help keep cyclists cool
115	I would say to give bike infrastructure time to be adopted. It will take time for people to become aware and regularly use these. Many people are still not aware that they are there.
116	Thank you for wasting my tax money on this retarded project!
117	I liked it and wished it would expand and or include street closures for more accessibility via alternate modes of transportation and discourage driving in certain areas.


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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
118	If parts of this don't work, please don't stop looking for a solution. I'd love to get from the University to Midtown without a car.
119	How about making people accountable for leaving the bikes and scooters in the middle of the streets or on the sidewalks right outside businesses and people tripping over them. This is so awful. The idea was great. The implementation was flipping ridiculous.
120	I used a Bird Scooter to access this area. Really like the Bird project as well. We have only one car so I've used the Birds multiple times to get home after being in downtown. I'm able to ride under one of the discounted programs so it's very economical.
121	Get rid of those scooters! They are nothing but a hazard!!
122	Its horrible. Put it back the way it was
123	It's hard for me to believe that you called us a pilot program when it appears what you have put in place seems to be permanent. I wish you would put it back like it was. The city continually takes away dedicated travel lanes. It happened on Wells Avenue which used to be four lanes and now you were taking away lanes on Virginia Street. I don't know why we are catering to this bicycle and scooter crowd when they pay little or no taxes to support the streets. The vehicles do.
124	This is exactly the kind of infrastructure we need more of to create a cleaner, safer, and more equitable Reno. I am also more likely to want to go spend money at local restaurants and bars if I feel that I can safely access these places by bike
125	Snow removal doesn't seem to be addressed. With all the traffic marking and traffic dividers it's hard to imagine the extra snow removal time. Overall...it's not intuitive: extra signage, signals, diversions, etc add to complexity. Keep it simple: conventional bike lanes are well understood, the norm in most cities, easy to understand by motorists.
126	This micro mobility project has dramatically improved the quality of my life. I love it! I own two cars, a sedan for driving longer distances while saving gas, and an SUV for when I need to haul skis/kayaks or go off-roading and target shooting. However, I really enjoy biking for smaller trips and to get exercise, save gas, and to hang out with friends. Whenever friends visit me in Reno, I make sure to bike around with them and show them the city. Seeing their face light up like little kids as they bike to the Reno arch or when they bike next to the Truckee river is an amazing feeling. Obviously most people will still drive, but there should be more of these protected bike lanes and biking infrastructure around Reno so people can make small trips, bike with their friends, family, children, and do so safely without dying.
127	I'm all for safety. I do feel it's more confusing than helpful. I'll pay attention more to it when I'm there do see how it helps. Maybe it will be safer fir the grocery cart 🛒 pushers? I do want the homeless safer.
128	Please expand it
129	I'd heard they were doing this for Center Street. As much as I like this, I think I'd like that even more since I think it would be faster and connect seamlessly to UNR which is a huge commuter destination.
130	I liked it but let's also not get to invested, and turn everywhere into one ways or one lane. Let's not forget we're not able to utilize them all seasons here

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
131	This is the stupidest thing that I have seen in Reno. Complete waste of time and money
132	Virginia from UNR all the way to the end of the casinos should be bikes and pedestrians only. Leave everything else alone!
133	<p>I've seen projects like these in California, businesses have died on streets (years before covid shut down) that became more bicycle friendly. Motorists (aka revenue) could not travel the roadway in a timely fashion and had no where to park went elsewhere. Implementing these sorts of roads is just asking for businesses to fail. Also the hump in the middle of Virginia is ensuring emergency vehicles cannot make a quick u-turn. which makes me believe Reno City has no regard for law enforcement or first responders safety or ability to respond to an emergency. bicycle riders historically have a belief that they do not have to follow traffic rules. the scooter (bird) riders are bicycle riders on drugs. they do not know what they are doing, nor do they care. they do not have safety equip, age requirements. if they do, they are not enforced, again lack of enforcement. Why is there such a push for CAR FREE zones? Why is it so important to push someone's ideology on another? Cars give people independence and freedom. There is a certain group of people who think independence and freedom is a bad thing. And they are doing their [REDACTED] to work it out of our lives. If someone wants to ride a bike or a scooter or a motorbike, then so be it. We all just need to learn to work and live/drive WITH each other instead of this Pilot Segregation Project. When will Cities do what is good for the city as a whole and not pet projects that are a waste of money and end up being lawsuits in the waiting.</p>
134	Keystone needs to become micromobility accessible. Riverside Drive has only a pseudo bike lane. It is too dangerous to ride bicycles on, in my experience, and could use buffers. Idlewild should also have buffered bike lanes.
135	Go back to 2 lanes on Virginia Street and have more police officers available to get rid of the homeless, crazies and criminals!
136	To soon to say.
137	The general unwillingness to listen to any complaints because some slim [REDACTED] committee member has a napoleon complex.
138	Not positive since you are trying to make two consecutive streets one way sierra street and Virginia street one way Both same way (south) to be precise.
139	I definitely think 5th Street should stay as it is now.
140	Seems to hurt business, with the traffic flow

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
141	<p>This project doesn't accomplish the vision and goals stated above. It has limited benefit for the general public. It isn't worth the expense UNLESS there are also improvements to bike lanes outside of downtown. More cyclists need to be able to get downtown safely, especially from closer urban areas like mid-town, or these amenities won't reduce vehicle use or change much of anything w/r/t sustainable and equitable access to downtown. I'm only 2 miles away but I will still drive downtown because I've had too many close calls riding my bike from here to there. It seems like this project is intended to benefit UNR students and a small population of non-students, but not the general public. Most Reno residents will still drive downtown, park, and then walk. Downtown is small; most tourists will continue to walk it. The project doesn't change anything about that, and it doesn't do anything for pedestrian safety. In fact, it could make pedestrian travel less safe if the traffic signals combine the bike phase with the pedestrian walk signal. Summary from my survey comments: I strongly oppose mixing bicycles w/motorized vehicles (scooters) in the same lane. It could be dangerous w/o speed limits for the lanes (20 mph is too high - choose something safer - city blocks are short; scooters don't need to jet ahead of slow bikers just because they can). I think two-way bike lanes confuse travel; one-way lanes would be safer and easier for autos and bikers to navigate. Protected bike lanes are great. Not a fan of parking buffers but it's far better than no buffers on unprotected lanes. Don't think the bike box is a good idea (safety concerns, auto & bike conflict). I suggest revisiting the bike signals w/r/t combining bikes, scooters, and pedestrians in the same green phase. It could become dangerous for pedestrians if there is a lot of "micro-mobility" mode travel in the bike lanes. PS - Had I known I had to provide my email, I would not have filled out this survey.</p>
142	<p>The whole thing should be scrapped and anyone who designed it fired and anyone on the city council who voted for it should resign.</p>
143	<p>This is, hands down thr best thing that could have happened to downtown. I would love to see this all over the City of Reno. Sparks needs to take notes.</p>
144	<p>I appreciate need to protect bikes, the the kids on the scooters are both dangerous, and unsafe, often not following the rules of the road!</p>
145	<p>Yes</p>
146	<p>It's bull </p>
147	<p>My vision of a healthy downtown Reno is one where there are beautiful protected and direct bike paths with trees on Virginia and Center Streets between UNR, downtown, and Midtown. The problem with the Virginia Street bike path is that it closes for special events. We need to finish the permanent Center Street Cycletrack and build a bike path on Virginia Street too. That way we can close Virginia Street and keep the Center Street bike path open as a safe and permanent route for students, workers, families, and tourists even during special events.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
148	RENO is really horribly spread out. There is no heart and you can't fake it with a cluster of tattoo parlors and booze establishments. Our downtown area is not as kitschy and cute as you think it is. If this were a college town these kinds of projects would work because more people are on foot or bikes. Bikes on MAJOR traffic arteries is never a smart idea. Virginia Street is not a quaint street or side neighborhood conducive to micro mobility. It is a main thorough fare that needs to stay clear. What you're doing is causing aggravating constriction. In Midtown with all the funneling medians, you're encouraging increased speeding on the side streets Forest, Center Street and Humbolt. The number of car accidents on Center is increasing exponentially. Folks on the scooters and bikes are in danger big time. What are you really trying to accomplish?
149	This shows so much promise, if any of these features can grow city-wide, Reno could easily be a biking capital. I ride my bike to work everyday, and although I'm used to riding on highways and long stroads, it can still be quite dangerous to bike on roads like Keitzke. But with more room for people not in cars, Reno could easily be a very walkable city.
150	I liked the buffered lane on 5th street. I used this regularly commuting to the university. I did not use the Virginia Street cycle track since there is very little reason to visit Virginia Street. I would much rather see the buffered two way cycle track on Center Street. That would provide a permanent and safe way to commute between the University and MidTown. Virginia Street is occasionally closed so the cycle track was not accessible or was removed. Cyclists need dependable, consistent, and safe ways to commute, not cycle tracks that are temporary or closed for special events. The cycle track on Center Street would enable cyclists and scooter users to travel through and to Downtown and attend special events on Virginia Street and ease traffic and parking congestion.
151	No
152	Again, my suggestion would be. Close Virginia Street to all vehicles, including scooters, bikes, e-scooters and e-bikes, skateboard etc. Virginia open to foot traffic only. Make Sierra St. & Center St. The One Way (north & south) corridors to and from UNR campus and downtown/midtown. Then merge the bike/scooter (microcode) traffic with those two ONE WAY CORRIDORS. This will make downtown safer for pedestrians and terrific to and from UNR safer for all.
153	Thank you I have lived here since I was 4!! Our biggest little city 🏡 has grown and it's important we keep it safe by the blue whale 🐳 and downtown!!
154	You need to clean up Virginia Street get rid of the empty buildings where the homeless camp out
155	Please do more dedicated and buffered bike lanes around town.
156	Stop making changes to the road.
157	I really love it, its fun, very useful and not too expensive. If it was not available I wouldn't visit nearly as many local establishments
158	Make it aesthetically pleasing , those metal rails make the city look tacky and ghetto
159	We need to get a handle on the homeless population/drug use and paraphernalia downtown as it is unsafe for people to visit the area.
160	Close Virginia Street to vehicle traffic!

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
161	I think we need to work on making downtown safe. There are so many homeless that it doesn't feel safe! I grew up here and always felt safe as a kid. Lately there are a lot of drugs and homeless downtown, so it's gotten very scary!
162	Maybe make sure everyone who uses these devices understands basic road rules? 10yr old kids are cruising around on mopeds with no discretion for traffic. I see major issues in your future.
163	Virginia Street is closed too often to be a reliable micromobility option. Please consider using Center Street.
164	Loved it! Would love to see it permanent and in many other places. Also, can we please just build the path on center street already? Thank you!
165	Put infrastructure money into vehicle safety items, not miniscule use bikes.
166	Waste of money.
167	This is so great and should be extended as much as possible! Good job in taking the leap to improve bike and pedestrian safety! You really should extend this both down Center street and Forrest street in Midtown. Center street is an unsafe race-way, for no reason. I take my kids to get gelato at Bibos and there are always people ripping up center street because it is two lane one-way which is not appropriate for a pedestrian environment. Same goes for Forrest street. Use those un-needed extra lanes for more bike/ped infrastructure! Keep up the good work!
168	The scooters are out of control and either need to be regulated or eliminated. People ride them on sidewalks, the wrong way on streets, leave them cluttering up streets and are an eye sore. I also do not think they are heavily used.
169	This project needs to extend into midtown and Virginia street should continue as one way southbound through midtown to the roundabout. This adds more parking, bike lane and will make driving in midtown safer. The number of accidents in midtown due to the new median and roundabout is not acceptable!
170	Please, please, please make these changes permanent! I commute through downtown daily and I use the entire length of the Virginia Street micromobility improvements almost every day. These changes have lowered my stress levels and turned my commute from a battle into a time to relax and reset. I also feel like these improvements have made downtown a more pleasant place to be for everyone--cars are driving slower and so the whole pace and feel of downtown is more pedestrian-friendly and lively. This is starting to feel less like an area that just needs to be gotten through and more like a destination. Thank you for this vital project; please keep it going and expand it!
171	Keep doing these exercises! The more pilot programs, the more solutions we'll find! Even better that you can take them away if they end up sucking.
172	I think the bike lane makes for a more difficult auto routes. The ratio of autos to bikes seems there should be more auto routes than bike routes.
173	please make it permanent

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
174	Thank you for the trial and hopefully what has been learned can be put to better use to help make it safer for cyclists. I am a good cyclist and feel comfortable in compromised riding situations but for a new commuter and student commuters, providing safe corridor and bike lanes would help people feel comfortable riding. I would also like to offer my service to future projects with bike lanes, increased access for commuters and the like.
175	These scooters are awful and so dangerous. They are drunk wheels and that's it. Please get rid of them.
176	Go to other cities with biking systems and see how they sign to ensure drivers and bikers understand the "system."
177	Revamp. COMMUNICATE. Then try again. And Communicate again. And Again. In advance.
178	The entire project is a disaster and should be removed.
179	Get rid of the scooters
180	5th street has to have left turning lanes. It's so unsafe to have cars parked next to the road so we can protect the cyclists instead?? Next to a hospital and orthopedic clinic??? What was city council thinking???
181	Please remember that bicyclist and pedestrians are also transit riders. These project should be looked it in the frame of true multimodal capabilities. Slowing down of transit service isn't in the best interest of bicyclists or pedestrians as they need to get to other places. Please ensure you include the RTC in future projects to ensure that RTC RIDE services are held harmless in the process.
182	There is much higher automobile traffic within the Reno/Sparks metro area that should be prioritized. This project is negatively impacting businesses by limiting two-direction traffic flow. This is stifling business and access to areas of town, due to the overcomplicating barriers, medians, and one-way traffic. Emphasis should be placed instead on increasing public access, bike lanes, etc. to outlying areas instead of in the downtown and midtown corridors.
183	Please be fair & rent/ loan mobility scooters for disabled, seniors, and those with balance issues, back or leg injury or vision issues.
184	I have noticed and been affected by the scooter project. I have been startled and had my walking path interrupted by the driver of the scooter. While walking I have also noticed the scooters parked in a way that blocks the handicap access from the sidewalk to the street.
185	PLEASE bring back North/South vehicle traffic for the entire length of S. Virginia Street!!!!!!
186	Get rid of the rental scooters...or, enforce the rules. Too much conflict. Too many people riding without regard to others.
187	Great to see our movement in this direction. We must keep it up and look for better people moving experiences.
188	I strongly like/approve the micromobility system in place in downtown Reno. It's a great feature and is very encouraging to using alternate forms of transportation.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
189	Most car drivers seem to handle the new configuration ok (including me). Drivers and bikers need to have the rules laid out clearly - when can you and can you not enter a bike lane (right turns?) - drivers yield to bikers on your right at intersections - all stop at stop signs/ red signals, no rolling stops at red signals for right turns - you must stop - etc. The signage is better than usual, but a little public education goes a long way. The City needs to follow through and put in a round-about at Washington and 4th as promised when the intersection was blocked years ago. We residents on and off Washington need to have better access to Second and First street. The lack of access to the intersection adds to the traffic congestion on Arlington and Keystone. Likewise, a traffic circle may be appropriate at Vine and 4th. Thank you.
190	Riders need some sort of training course on safety because relying on common sense is not working. Additionally, why make Virginia a one-way? It's ridiculous to have 3 one-way streets in a row. Why not pilot on Sierra?
191	The only complaint I have regards the use of these scooters. The riders do not obey traffic laws and do not always stay in the designated areas. Driving through this area is stressful and sometimes anger-inducing. There should be severe punishment for those using the scooters inappropriately, like ridding in the road for instagram likes. I've had several close calls with people riding scooters and just blatantly ignoring the laws by running red lights and cutting off vehicles like they have the right of way. People don't wear helmets on these, and when somebody gets hit, they will suffer significant injuries and the automobile drivers may be held liable for the scooter operators' ignorance of the rules.
192	It is August and I am just now hearing about this project, and it started in April, Why? I have seen the changes on 5th St. but not been able to experience it on a bike due to limited access to the area.
193	The Bird scooters are awful. Seems like riders treat scooters as a toy rather than a way to get around. A noticeable portion of riders don't follow traffic laws and drive too fast. Would like to see this program disappear or replaced with bikes that don't go as fast. I am afraid of hitting someone.
194	GET RIDE OF IT ALL...I am voting for anyone who promises to end this "project"!
195	Just a terrible solution and will hamper locals doing business with area businesses. Not enough street parking as is, now even less.
196	Thanks!
197	The general landscape of the downtown area has changed a lot in the past 30 or so years. Gaming is not the big draw that it once was. Downtown Reno is in the midst of a real identity crisis. Too many vacant lots, too much hodge-podge development and one-off projects like the Pilot Project. It serves a very, very, small niche population and really doesn't do a great job at it either. We need some real vision and real leadership to make better decisions that will properly reflect a more comprehensive consensus of the population and the users of the downtown area. Whether it be people moving through that area to get to other places or people specifically visiting that area for events.
198	I think this is great. It needs to be done on a citywide basis. We frankly shouldn't have the scooters available with out them. They're an accident waiting to happen.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
199	You name for this is confusing
200	I would like more protected bike lanes from NW Reno on route I could bike from this area to Downtown Reno. There also has to be more options for bike parking, especially for e-bikes. I would come downtown more on my E bike if there was a safe place to park the bike and a marked route to get to downtown. There has to be more outreach to citizens on why bike lanes are good for traffic, etc. The Virginia St. bike protected lane, looks ugly and could be improved with better barriers, etc.(I realize this was a demo project). Recently on the Neighborhood Nextdoor neighbor Listserve there were a lot of negative comments on bike lanes & how they increase traffic. (The issue asked about is why there was signage place in the bike lanes, blocking their access.)
201	We all know the Dutch model is an ideal in biking infrastructure. The more the city can accomplish similar approaches, the better it will be for users and the quicker the car community will understand how it works.
202	I know many neighbors who would cycle around much more if this infrastructure was set up
203	Please keep what is now there and expand to other areas. Protected lanes are great. Please do not use Sharrows anywhere; I think they are dangerous and worse than doing nothing.
204	This is a great idea in Europe of cities that are pedestrian/ bike friendly and people that understand the laws. We are NOT city. Especially with all our tourism.
205	Yay, many folks bike and I'm glad Reno is making it safer for both bikers and drivers.
206	Reno is a great bike town and it is important to maintain that culture.
207	What a waste of money redoing the work that has already been done for the center street cycletrack.
208	Please keep this. It's an amazing project!!
209	The Center St cycling track had research & community involvement behind it, whereas this is at the behest of the casinos. The City is in the thrall of gaming & developers at the expense of the community & transparency.
210	Thank you for doing this. We need more of these facilities for vulnerable roadway users.
211	Yes get it back to the way it was. Horrible idea
212	Keep up the good work, Reno!
213	Someone in the mayors office and the city council need to start addressing our filthy downtown!!!!
214	I am confused about the city's goal and vision for downtown. I've lived here 22 years and I feel that Reno is having an identity crises. Let's not turn this historical little city into something it isn't.
215	Have more signage before, so that drivers are aware. I thought it was unfinished construction block offs.
216	I must have missed all the notices as to what was going to happen and when. I try to be pretty dialed in to changes downtown, so I was genuinely surprised when I saw all the changes.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
217	Cars pay gas tax for roads. Bikes pay nothing, yet car traffic lanes are reduced all over town to benefit a few bikes. The separation of parking by a bike lane seems very dangerous for everyone. Please stop this nonsense.
218	No more of these California projects in Nevada.
219	Should go back to driving both ways on Virginia Street and worry more about the majority of citizens and not put a minority group above the majority. Bikes should be licensed if you want to let them have a say, otherwise, they should be using side streets that don't impair vehicle traffic. Like Midtown changes and single lanes around the university (Virginia St) these ideas have not improved Reno, but continue to cause more problems and stress on residents. Think of vehicle traffic/access first and all the other nutty ideas last. The scooters around town are a joke.
220	Get rid of the Bird rental scooters. People are riding them on sidewalks and going the wrong way on Sierra and Center streets. Go check it out on a Friday or Saturday night. Drunk kids riding two at a time in middle of the road. Talk to any ER person and they will tell you that they have been overrun with Bird Scooter accidents. Also the Truckee Meadows Bike Alliance is a fake Organization that was created and funded by RTC to falsify justify expensive bike lane projects.
221	I love the idea of revitalizing downtown. Organisms street by making it more bike and pedestrian friendly. Already the lanes and scooters have breathe new life into the place!
222	I only hope to see it expanded and invested in. This is the best possible direction for Reno. More efforts should be put into connecting down to Wingfeld Park, Idlewild Park, and to Oxbow Nature Study. Thanks.
223	Happy to provide some feedback on this project, though I must admit I haven't got a ton of faith based on the city's actions and decision making around cycling infrastructure that it'll make much difference in city officials doing what they want regardless.
224	If this is the route you want to go, just close Virginia completely. Such as Fremont in Las Vegas. It's not safe, and homelessness continues to impact my experience downtown. Why would I want to ride a bike or scooter where a homeless person might be sleeping in the path right around the corner. If it was completely closed there would be more room for everyone.
225	The bikes and scooter lanes do not work they abuse the lanes meant for cars and to use the area under the reno sign to just sit and party
226	Build more affordable housing!
227	Thank you for taking these steps towards a freely navigable Reno for all.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
228	<p>EDUCATE THE PUBLIC!! Perhaps we could take some Reno Council member vacation or garden money for a public education campaign. As public servants, having council members advocate for Great concept. However, it will fail, unless there's a major public education campaign. There needs to be a public education campaign in general about bike safety, both for motorists and bicyclist. The town keeps adding more and more ways for bicyclist to get around town safely, and that's fantastic. But it will never be successful, and they will continue to be fatalities, until there's a public education campaign. It is irresponsible to continue to do these projects, and not educate the public. a public education campaign on social media would be far more encouraging than looking at their European pictures from their sixth trip there in a year or pictures of all the work that their gardeners do for them.</p>
229	<p>I hope the city of Reno does not follow through with the bike changes. It is very unnecessary and will limit tourism, travel and take even more business away from downtown.</p>
230	<p>We need better bike lanes. Also docking stations for the ██████ Byrd scooters blocking sidewalks and roads. Give Reno bike lanes and Byrd docking stations!</p>
231	<p>I think I pretty well covered it in my previous answers. This is one of the stupidest things the city Council has come up with.</p>
232	<p>I feel the project on VIRGINIA Street takes away from the History of the City</p>
233	<p>wow. what a massive waste. the city council and city staff should be embarrassed.</p>
234	<p>While I mostly use a car / motorcycle around Reno because I live in the North Valleys, I do appreciate the effort to make Reno more friendly to bikes and other methods of transportation. I spent time in France this summer, and the emphasis on different modes of transportation that exists in Europe is finally arriving here. Thank you. Keep it up.</p>
235	<p>1. Just close Virginia St to vehicles, already. There's multi-lane one-ways on immediate streets to east and west. 2. Riding on Virginia track really opened my eyes to how bad downtown has fallen into blight and has become home to unsavory characters. Even after our longest cycle of economic growth, downtown Reno is EMBARRASSING. Seen a few drug deals right outside city hall during my commute.</p>
236	<p>Please make this a permanent fixture and establish better, accessible & safe infrastructure on Center Street.</p>
237	<p>Virgina street is still stressful on a bike or scooter. Trying to have both cars and bikes "share the road" isn't working that well. People still drive fast. The median creates frustration for business access. A midtown parking garage/area would incentivize more walking.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
238	<p>Docking stations for scooters and move the scooter/bike lanes back to next to the car lanes and car parking back to next to the curb WHERE IT BELONGS. Bike lanes next to the curb gets in the way of pedestrians, getting in and out of cars, and ability for car pickup/drop off out front of buildings. Those of us who live on these streets want our parking back! You have cost us time and money and have caused us unnecessary stress. Scooters do not improve transportation or limit car emissions—the majority of people who ride them do not do so as a means of transportation: they drive to downtown from Sparks and other areas, park their cars, meet up with groups of friends and hop on scooters to ride them sensibly in the streets and sidewalks (NOT in the designated lanes), ride in the middle of the street going the opposite direction of cars (especially on one-way streets), hold zero regard for safety or the laws of the road. When folks are done with the scooters, they then park them wherever they please (usually in the middle of sidewalks or the designated bike lanes blocking the flow of pedestrians and intended cycle transportation, and then hop back in their cars and drive away. Most often, these scooters are used to treat downtown Reno as a disrespected playground, not as a means of genuine transportation. Additionally, taking away parking for local residents of downtown is unacceptable—move the bike lanes back along the flow of traffic where they belong and give residents their parking spots back.</p>
239	Docking stations for Bird scooters
240	GET RID OF IT.
241	<p>Reno needs to step up its bike safety!!! We need more bike lanes and lanes that are strictly for bikes. No cars. Look at Portland for examples. Whole streets that are designated for bikes and discourage cars. Don't do what you did to south Virginia street any where else. It's so dangerous.</p>
242	<p>This is a lot of money to waste on something no one will ever use. Also, you are making downtown less accessible to people from around the city. You need to seriously enforce illegal bike behavior. Get rid of the [REDACTED] scooters. They are toys for trustafarians, not a serious mode of transport. They litter sidewalks, making disabled access very challenging. The RTC needs to add bus routes so we can actually access downtown in a reasonable amount of time from anywhere in the city. Most downtown activities do not lend themselves to cycling for anyone who's over the age of 35, married with kids, wanting to visit a nice restaurant or cultural event. Stop catering to the REI crowd while neglecting the majority of our residents. I am a sometime cyclist myself, but at age 70 it's not the center of my life.</p>
243	<p>E scooter users often do not follow the rules and are in the wrong places. Can be dangerous for them and motorists driving by them. Please tighten up the system keeping users where they are supposed to be.</p>
244	<p>The fact that cyclists, scooters, etc have a designated lane now is convenient for drivers. It's nice not have them all over the place or riding in the wrong lane/on sidewalks.</p>
245	No
246	Suggest permanently closing Virginia St and turning into a pedestrian experience.
247	<p>Do not close Virginia street downtown to vehicle traffic. Residents and visitors alike love to cruise the street and see the downtown area.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
248	I want more bike lanes and public transit connecting all over reno sparks instead of new investments in parking lots and freeways
249	People on bikes and scooters don't follow rules and impede automobile traffic.
250	This is so great. Reno doesn't need to be a city where every resident drives to every place they want to be and it's better because of these efforts to improve bikability
251	As a pedestrian and automobile driver my experience with this Pilot Project has been very positive so far.
252	I tried to share more but it cut me off. I thought you said be detailed. But one more thing - for the love of God! Get rid of the scooters! And stop making it harder and harder to drive downtown! Just leave it alone!
253	In other areas without Microtraffic lanes, it is my opinion that microvehicle riders SHOULD be required to wear helmets and proceed as though they are bikeriders, with caution, alertness to cars, and no turns without signaling correctly and should not be allowed on sidewalks.. Someone will get killed on those microscooters soon !!
254	I think Pilot Project is an excellent initiative! But if the Bird scooters are meant to use the project's paths and buffer lanes, there needs to be a change in the scooter software. They interpret the buffered lanes as pedestrian walkways which means they don't work until you take the scooter into the middle of the lane of traffic for cars, defeating the purpose of the scooter lane.
255	I'm all for micro mobility but those [REDACTED] scooters are a disaster waiting to happen. They are already parked at corners blocking handicap access. People are riding them like idiots in the streets with no helmets at speed. Please please please can the [REDACTED] things or issue tickets for blocking the sidewalks!!
256	I have been in cities in Colorado and Oregon where bike/pedestrian traffic is taken completely off the road ways by things like the river path but on a more extensive scale. The experience was wonderful
257	It would be better to eliminate the street parking
258	In general, I prefer bike lanes to be on roads that have less traffic than Virginia Street. The 5th street lanes were FANTASTIC and I would love to see more of this around town! I especially liked where the cars were parked outside of the buffered bike lane, this felt especially safe. Thank you for doing this pilot project and gathering community feedback. I think that since not everyone can afford an electric car, creating better bike/scooter lanes is a really important action that Reno can take for climate change.
259	Virginia Street was not well planned out. It's hard to navigate, even for locals. There is room for two-way vehicular traffic on Virginia PLUS a protected two-way mobility lane on one side of the street. Other cities have better success than what Reno has tried to implement. I attempt to rent an E-Scooter at every city I visit
260	It's time to clean up Virginia Street around the casinos. There needs to be a plan to find tenants for the vacant businesses. On site Cannabis consumption cafes should be allowed on Virginia Street as a way to bring visitors and generate revenue and clean up the blight and vacant businesses. The rule about keeping them 1500 feet from a Casino is ridiculous.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
261	My vision of a healthy downtown Reno is one where there are beautiful protected and direct bike paths with trees on Virginia and Center Streets between UNR, downtown, and Midtown. The problem with the Virginia Street bike path is that it closes for special events. We need to finish the permanent Center Street Cycletrack and build a bike path on Virginia Street too. That way we can close Virginia Street and keep the Center Street bike path open as a safe and permanent route for students, workers, families, and tourists even during special events.
262	Thank you for innovating and exploring options to increase multi-modal transportation
263	Please focus on rent control rather than these projects!
264	I have never been to Reno before and knowing you are putting these safety measures in place greatly increases my interest in coming back.
265	Kietzki Lane next
266	Expand to lower and South Virginia
267	I like the protected bike lanes but do not like the one way traffic on Virginia street or the 2 way micromode track. The asthetic of the entire section on North Virginia also is a problem. it looks like a construction zone. I dont think this is a good look longterm for visitors. If there is more permanent changes made to Virginia I do think it should include an "island" for Pedestrian to take pictures under the Arch. This should be a protected designated area for tourists to safely access.
268	So far so good. Info about how the special features are intended to be used (as in these questions) was very useful.
269	What a mess! Are you folks crazy or just stupid?
270	Waste of time and resources
271	I really don't believe this is a viable concept for Reno. Check out the confusion and irritation at Arlington and 5th. What a nightmare. And I have yet to see a bicyclist or scooter using these lanes. I sure hope we didn't do this for Bird scooters!
272	Obviously this is just a pilot, but when it's rolled out it really need to provide full connections and not just a few blocks before dumping you into traffice. Ideally we have a complete protected corridor from UNR thru downtown to Midtown, and expand to other areas over time.
273	More public parking areas with easy access to shuttle services and e-transport options.
274	Would like to see only micro traffic on Virginia. No cars.
275	Instead of having a one-way street on Virginia between first and sixth streets, it would make more sense to make the road into a pedestrian/bicycle only zone. There are two multi-lane one-way streets on either side of Virginia street. A poorly laid out, single lane, one-way isn't necessary. That area could easily be a continuation of the river art walk area and a hub for locals and visitors to engage and congregate in a public space. (Of which we have very few left.)
276	I just think this project is great and makes me way more likely to bike as a form of transportation.
277	Wasted physical space and money.
278	Seems very confusing to a first time user, but when motorists get used to these features, cyclists will be much safer downtown.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
279	Make downtown overall a more livable vital community and those residents that actually live downtown may use the micro mobility lanes. I don't see tourists or anyone outside of downtown benefiting from this mess.
280	greater confusion with less auto access
281	Businesses are limited to delivery access and owners have no access to park or attend to their locations within reason.
282	I am so excited for these changes for safety and traffic management. I would LOVE to see Virginia St north of midtown and south of campus to become closed to cars all together (with limited access to the casino garages off of Virginia). Virginia is often closed for special events already and it would be an awesome opportunity for a different experience downtown with more restaurants, bars, and events outside. I understand the competing interests with The Row, but Renoites and visitors would still have access to the casinos just as they do now and more non-gaming businesses would bring a new crowd to downtown therefore bringing more business to the casinos. Closing Virginia to cars would create the opportunity for a city center that would be unique for a US city and make Reno stand out even more!
283	Making Virginia Street a one way road through downtown is extremely frustrating and inconvenient. I like the idea of the designated lanes for bikes/ scooters; the buffers especially make it feel safer when driving next to cyclists. The inconvenience of the one way outweighs the benefits though. The micromobility lanes should have been installed on Sierra and Center Streets that are already one way roads.
284	We desperately need better public transportation. Our bus system keeps getting worse.
285	Any of these are great ideas!
286	This is the single dumbest idea in a long history of dumb ideas from the City of Reno.
287	Horrible experiences almost run down by scooters twice at night
288	No
289	better maintenance of e-scooters. 25% of the time I get a bad scooter. (flat, dead batt, broken motor) And more availability in the nearby areas than just Virginia.
290	Bring back north and south travel lanes through downtown.
291	This project was a feel good waste of taxpayer's money.
292	We need more downtown. Things for locals and visitors. Keep the casinos we have no more than them. We need stores and not the empty ones belonging to docs! We need attractions not parking lots. We have plenty of them. We need real attractions. A water park, dog park, children's attractions. Stop creating a ghetto!
293	The scooters are a pain in the butt. Kids get drunk and put two or three people on one. They dart out in front of you and are hard to see at night. They don't use the designated traffic lanes.
294	Driving downtown was not convenient. I understand what is trying to be done, but for vehicle traffic it's very inconvenient. There hopefully is another option than the one you tried in Virginia St.
295	Take it to Vegas leave it out of Reno and bring back the actual visitors bring back downtown bring back the old Reno when it was actually fun to live in Reno
296	Scooters and bicycles should not be allowed downtown Reno during any special event

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
297	It's really hurting local businesses downtown.
298	Watched kids run red light on 5th Street and get hit and ran by truck the kids were on scooter. This was Saturday night 8/13/2022 these scooters are out of control and dangerous
299	You all need to share your Rules and Regs with everyone!. Have an artist paint the information on one of the Circus Circus Walls or Multiple walls around downtown.
300	I had kid/ people on these scooters play chicken with me/ pull out without looking to see on coming traffic. Then they laugh when I have to brake or make a defensive move to avoid them. It's not funny. Anybody can rent one of those scooters.. With no knowledge of traffic rules or safety.. They seem to thinx they always have the right of way..??
301	like the direction we're moving, kudos!
302	this did not address how a person with a wheelchair is supposed to get around, now it will be just more difficult and dangerous to do so. You need to STOP with your reckless behavior and implement better enforcement BEFORE someone is critically or fatally injured!
303	This does nothing to improve the downtown and actually steers people away
304	I'd like to see more on the south end of Reno especially around the school areas S. Virginia St. Southmeadows Damonte Ranch areas
305	Bad idea catering to a handful of bike riders, late-night drunken scooter riders, and the big casinos.
306	I think when considering making bicycle lanes equal be true to the cars are measuring should be distance equal to both sides. Creating truncated areas for bicycles while cutting cars out will create more of what we already have in the form of traffic problems. Unless you can find a way that allows cars to continue to use the same signs that they have already used while integrating bicycles and their new space, I would find this to be troublesome . However it seems like there's a smart team on this and it doesn't seem like the ball will drop too far down. I hope you guys can pull it off the right way.
307	Honestly, it needs to be completely redone. Virginia should be completely sealed off from 4th street down to the river and turned into a permanent walking area. However this means that certain establishments will need their streets redone. I.e. pave flat the area between Eldorado and Whitney peak to allow easier access to valet and Eldorados dumpster area. Thus would also allow for the ability to setup tent stores or bring in taco trucks or other small events that won't make staying at Whitney peak inconvenient.
308	Somehow the people driving those scooters need to be educated on how to operate them what the rules of traffic are etc. they are all over the place cutting people off in traffic weaving in and out of traffic creating hazardous situations. They operate then as if they are a vehicle but they aren't vehicles and I've seen many people fall or nearly cause accidents.
309	The scooters are being driven by drunks and don't adhere to the rules of the road.
310	Add a light rail train.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
311	I feel it must be killing downtown business as as a pedestrian, a disabled one at that, I must watch out for those [REDACTED] scooters that they don't hit me. They drive EVERYWHERE, their lanes, the automobile lanes and even the sidewalks. No one is safe from them anywhere. Half the time they are under the influence while driving them.
312	How do I file a complaint about disability discrimination? How much did the city pay you for this scam? To choke out the traffic and commerce?
313	You have destroyed everything about downtown you have run the good public out and now the homeless and criminals are all over downtown I have lived here my whole life I couldn't be more disappointed at what it's become we are NEVADA not California stop your crap.
314	Please look into center n 1st. Next person hit might be worse then briken knee. Traffic gotten bad
315	For the most part the micro transport lanes however the lanes where the traffic lights are effected making acceptions and change regular operation are inconvenient and disrupt traffic and mobility of regular travel.
316	Unimpressed with how it was managed what it cost and definitely hate the end result.
317	I wish that they had given the businesses in downtown Reno a voice before they put this program into place. I can speak from experience that this has really put a negative feeling in our customers minds. We have lost so much local traffic because people just don't wanna come downtown. It's too big a hassle.
318	I think this is an amazing plan. Clean up down town an d I'm sure more business would be attracted to the area.
319	I recently rode my bike in Boise, Idaho. What a role model! Beautiful green belt along the Boise River with multi-use paths, plazas, ornamental landscaping, etc. I know this is a reach.
320	I applaud the city for making such a bold move in a city like Reno, where there are a lot of grumpy drivers.
321	Good project for Reno to replace lost casino's in downtown.
322	Keep the biking lanes and the buffer lanes but don't put the safe zones at the intersection and dont have diff.Lights the lights are far too long as it is .
323	I like the increase in activity downtown, and enjoy seeing people using the scooters and riding bikes! The protected intersection and parking buffers seem to add confusion re: safe turning movements for vehicles and where to park.
324	There needs to be better ways to let the vehicle drivers know when they can't just keep going how they've been going, because I've been in one spot more than once, and it just pops up out of nowhere. If safety is the priority, the drivers need to have more time to adjust to the change where vehicles can't just keep going how the traffic lanes are already. This could cause accidents that could have been totally avoided. Safety needs to be thought all the way through for everyone using these roads, not just the bicyclists, scooter riders, and pedestrians.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
325	More education needed for drivers and users of the infrastructure. I don't like how the new bike lanes are not a straight lane in some places, have to weave to stay in bike lane. I prefer routes that have fewer traffic lights - bike lanes on Virginia can involve lots of waiting at lights.
326	I'm a third generation Renoite whose family is now at five generations, and I've never seen such a vile project descend on this city. Get rid of all this infatuation and clean up Reno.
327	It makes driving very difficult, looks awful, at the bicycle us and people on scooters don't stay in those lanes anyway
328	Please continue to make reno a walking biking scootering community
329	Waste of money and tax payer dollars. Creates confusion to those who are locals and grew up in town.
330	Many bike lanes around but not part of the project have street parking on the right of the traveling directions instead of on the left. This is a missed opportunity to create more parking protected bike lanes with out taking up any extra space. Also giving all interactions in the project painted bike crossings.
331	Return to the Center Street design.
332	Put it on Center Street where it belongs and would work better. Virginia Street has become even more of a cluster.
333	I've only experienced 5th St. I commute to work through downtown (from Robb to Rock/Mill). I've been largely comfortable in traffic for a long time. I very rarely felt unsafe. I was more concerned about the temporary inconvenience I imposed on vehicle traffic due to being slower and an exception from the usual. I do believe that these infrastructure changes will give an additional measure of comfort to newer cyclists moving forward. I would like to see newer projects aiming more towards lower hanging fruit more as an awareness campaign than to try and tackle higher risk/higher reward projects. If the vehicle majority sees these changes as largely neutral and possibly positive they will be more willing to accept changes to more resistant to change locations.
334	I have never seen so many young people having fun downtown on weekends than I ever have. As a college student, love it!!!
335	Downtown, Virginia Street especially is closed down during events. And there are a lot if events. These events would be less congested if more people went via micro modal but cutting off an avenue travel is not good.
336	i've grown up here in reno and have always wanted better biking infrastructure, lately i've been able to switch to biking for my daily commute because now i feel safe to ride, even at night!
337	Lack of information and transparency.
338	Very concerned that Reno spends ZERO thought or research when attempting any micro mobile project.
339	Keep it up... Make sure you focus on connectivity. A full network. Options will save us.
340	have you spoken with residents of other cities where these projects were tried? i have & learned of slow traffic, accidents & people avoiding the area.
341	Get rid of the whole thing!

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
342	Yes, take it down A.S.A.P. and spend the money if there is any left after wasting it on this project and do something more with the homeless population
343	Do away with the pilot. Do make it permanent
344	Born and raised in Reno for 50 yesss. Please leave downtown the way it is so we can walk, drive, or park in the streets if we choose. I hate all this updating of streets where it's gone from 4 lanes to 2! It's getting g bigger here and not smaller and we need more lanes to get around.
345	Why were lanes put on Virginia? Would have made much more sense to put them on the existing one-ways flanking Virginia, especially during events where Virginia is closed. Change was made with what seemed like no notice. Have heard complaints from visitors who couldn't figure out where to go with Virginia closed in one direction.
346	This limits ability to access casino areas and other businesses in the downtown Reno area.
347	BMUFL-CLTP signs are the law, they're \$200 installed, and last 40 years. You're already paying RenoPD to enforce laws. So put them to work. Put the bike cops and ambassadors through a cyclingsavvy.org weekend. Reno is a GREAT place to ride a bike. You just have to know HOW to DRIVE a bike in TRAFFIC. What you're doing with Alta is outside the law, violates NHTSA and other codes, and endorses marginalized, scofflaw behavior. There are Six E's in "Advocacy". None are hierarchical. They are: Encouragement, Evaluation, Enforcement, Equality, Engineering, and Education. Education is by far the cheapest and most immediately effective. We're already theoretically paying for Enforcement. Equality is on the books. Engineering? Just build 10' wide lanes that can't be shared, install the BMUFL-CLTP signs, and then EVALUATE the results. Alta wants you to spend money on them, not on Renoites. They're from the People's Republic of Boulder. Hire a local instead, and for \$60k you can get more butts on bikes, safely, and effectively, without this ugly faux infrastructure. Spend the money instead on cops and the homeless.
348	na
349	Virginia street was a vital part of north south connection and Reno city council has taken that away. It needs to stay!
350	Waste of time waste of taxpayer money cause of more smog from idling cars. Used DMV fees assessed on cars and gave away that space to somebody who pays no fees and the argument that it takes cars off the road is dumb because now you're making those cars that are still on the road idle longer while waiting for a bicyclist that is not there to go through the intersection stupidest idea ever I wouldn't be surprised if the businesses sue you.
351	It significantly decreases the likelihood that I would travel to downtown or mid town to shop. The businesses are much less accessible when using a car. The e-scooter was very expensive.
352	good idea, wrong street.
353	I hate the one way, one lane Virginia Street.
354	This is an unwanted and unnecessary burden on a Main Street. Bike riders should use other streets.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
355	Tourists are a downtown staple. They LIKE to drive underneath the arch and Virginia St is a thoroughfare to many attractions south of the arch.. the discovery museum, automobile museum, even to Midtown and the new public market.. it is confusing when you cannot return the same route you went and with Virginia one way.. our tourist's are coming back to the casino up LAKE St right past all of the homeless and bus station center.. what a glorious view we are putting in their heads instead of a view of our Arch. I hosted a conference last week and the Canadians all pitched in and gave me money to donate to our homeless population since they saw so many of them when they rode over to the field when I hosted them for a Reno Aces game in the ROW's box seats August 16. How embarrassing for Reno as a whole.. I was embarrassed for us.
356	Changing downtown unnecessarily
357	There has to be a better way. EVERY TIME I have to travel through downtown I have to detour. It takes extra time and if I catch a light, bus, ambulance ect, it doesn't help. I don't like what has been done
358	The city needs a concentrate on getting the actual businesses in downtown Reno proper open back up there's nothing down there to attract people and it's just a bunch of homeless people wandering around begging for handouts
359	Homeless youth in our community strikes me as a bit more important. I would never give a cent if possible. Good thing someone is liberal w our tax dollars.
360	Fantastic idea! I know you're gov so you HAVE to lisen to everybody, but don't let the sourpusses who don't even visit/work/live downtown. This is one of the first steps to improving our pedestrian and bike infrastructure, something this city has neglected for decades! So great work!
361	I would like to see if you're doing a project where they're policing the riders I see the riders flying down the sidewalk not caring about the pedestrians that are walking on the sidewalk! I would've felt more safe watching the riders scoot down by the river and designated paths. I feel more of the young population grab these bikes to get to one bar to the next bar I'd like to know what the survey is at the hospital for head injuries please tell me where I can find this information. and I thought we had a helmet law how does that play into the scooters being rented??
362	Just a stupid idea
363	I travel down virginia st and take a right onto 5th to get to the new starbucks most mornings. I Never see anyone, bike or scooter, using these micromobility lanes. To me all the lines and posts make our downtown look like a junkyard. The one way south bound feature on Virginia St is ludicrous. Reno is growing and so the city's solution is cutting one of main streets down to One travel lane. Serious? So now under the excuse of improving the city and improving the environment, north bound vehicles have to make a right turn onto Mill or First, wait at the light on Center, make a left turn onto Center then wait for the light at 6th to make a left onto 6th and finally wait at the light to make a right back onto Virginia north bound. All the while putting out exhaust waiting at all these extra stops. Whoever thought this all up should be relagated to something they can do well at. Maybe arranging trash cans in the parks.
364	Please keep this going! We need more bike lanes and areas that can protect us cyclists.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
365	This is a good first step. It's not perfect but it's positive change. A good city is one where its citizens can live without a car and not feel deprived or left out.
366	The streets should have regular bike lanes. Also having streets be one way for a few blocks and then go back to two way traffic is confusing.
367	you've made commuting and visiting downtown worse
368	I am looking forward to it's growth and hopefully seeing future growth of this project.
369	Terrible. Do away with it.
370	<p>I bike from midtown to the university area every day for school. The bike lanes down Virginia not only feel unsafe, but make my commute longer and more uncomfortable. As a female student I don't feel safe biking right through Virginia and being forced to stop at so many lights. Even though the bike lanes are protected, I find myself taking center street all the way to campus, as it is faster and there are less people cat calling, etc. I'm not using bike lanes to go to the casinos, I am using it to commute through downtown. I have spoken with other students and we all would prefer a north bound lane on center street and a south bound bike lane on Sierra. They would still give close access to the downtown area but provide a much more comfortable experience for commuting bikers. Honestly, if the project on Virginia becomes permanent, we all will not use it anyway because even without protected lanes, center is a much better street to travel on. Two of my friends were recently hit by cars on bikes, and it's a big issue in Reno. We want to feel safe while biking, but we also want to have a quick commute without baking in the sun while stopped at all the lights on Virginia street. I hope the city really takes this suggestion into consideration.</p>
371	<p>Being a local, think the entire project is ridiculous. It is unsightly, not being used the way it is intended, and way too confusing. Last night we witnessed 2 cars driving the wrong way down Virginia even though it say do not enter. You cant even take a great picture under the arch anymore because of all those ugly barriers. We don't understand the logic behind the project at all. The Bird Scooters sit on the sidewalks so of course riders will ride them on the sidewalks even though they aren't supposed to. I am sure the Reno Tourist are VERY confused with the whole street.</p>
372	<p>Yes. Making Virginia St one way was a disaster. We already have a one way street in each direction. While I like the concept of the lanes, the people on the scooters especially do not use them. I nearly got hit in a crosswalk the other day by a scooter going north on Sierra. Not only was he going the wrong way, he was zig zapping across the lanes and nearly hit a pedestrian in the crosswalk using the light as she should! RPD should be ticketing people for not using the bike lanes and lights correctly, but honestly they need to go. Especially on Virginia St.</p>
373	<p>I love that you all are expanding bike access in the city. We are using our car less and less every year, and using a mixture of bikes/e-bikes more and more in our household. Most people do not need a car in downtown, and we should encourage them to use modes of transportation that congest the roads less. Please work with Reno Bike Project on all your future endeavors to make sure you're choosing the right types of options for cyclists.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
374	Having Virginia St as one lane for cars doesn't not work well. It creates more congestion and less access to the businesses. I will totally avoid downtown in the future.
375	I'm frustrated by the electric scooters. Not so much in the road; they're usually fine there. But riding around downtown and seeing dozens of scooters scattered around sidewalks is an eyesore.
376	This is a horrible idea and should be abandoned.
377	Why don't you look at the people riding these bird scooters most of them are under 18 years old none have any idea about traffic loss and dart right out in front of you
378	The new bicycle lanes downtown really hinder car travel. I have found other businesses and try to avoid the downtown area.
379	I think that this is a huge waste of taxpayers money, it makes me cringe looking at my property tax bill knowing that the city is putting this much money and efforts in this downtown project. We have too much growth with a lack of infrastructure. We need more fire and police services, our street lack enough police force. Reno demolished fire station 1, they crews have been working out of a tent since, it's time that they city evacuated the infrastructure and puts more efforts in maintaining our quality of life. Our parks are underfunded and it has been way too long since they tore down Moana pool and over a decade later they are actually building a new pool,
380	Was any kind of study done to figure out exactly how many bike riders or scooter riders there really are in this area? If you want to make it more friendly for them, shut down Virginia Street altogether from vehicles. The scooter riders are usually tourists, and they don't know where they are going, so they just ride in the vehicle lanes anyway. I live downtown and can see the West street - 5th street intersection - there are many near misses because of this. Also, did anyone think about the fact that there are many docks for the casinos near these "micromobility" areas? There are big delivery trucks going in and out of these areas on a daily basis - they cannot fit in the lanes and turning areas safely.
381	Streets more congested as auto lanes narrowed. Not well planned. We depend on tourism, tourists come in cars, not on bikes. Also noticed no helmets required for scooters or bikes?. Seems to be prime areas for auto/pedestrian accidents with head injuries without helmets, with the city liable. People are not going to downtown to have a nice meal, shop or gamble if they're taking bikes or scooters. You will get very young age group who will not be spending their money there. It appears your desired audience are for singles on scooters . This only serves to exacerbate the slow traffic on Virginia.
382	This was miserable and a terrible idea please revert back to the original Virginia
383	If Virginia street were to remain a one way street I will avoid downtown!
384	I'm sure you had to try it. Please put it back the way it was.
385	This needs to be moved to 1 lane on center street and 1 lane on sierra street not on Virginia Street. It ruins downtown and makes it so even more people do not want to visit down there.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
386	I'm a lifelong Bicycle rider and Motocross Racer. A true local to Reno, born and raised. I like seeing change, I embrace it, however what you "progressive" idiots are doing is ruining my home and making it a cesspool... I visit downtown reno less and less every year because of stupid decisions like this. Good job, bravo, pat yourself on the back for not listening to the people and being a corrupt government who caters to the meek ...
387	Is there a bike share project coming? I think the city could benefit from those with three success of the scooters.
388	This is ridiculus. The fact that part of the roads have the lanes on one side then they cross traffic to a split lane situation is shocking! I have had 3 bikes almost run into my car while I had a green light, then I get flipped off or yelled at for driving on the road! It is so much more dangerous to drive downtown now. I just wont go downtown or to midtown anymore. I feel bad for the business' but its safer to just order items on amazon then brave downtown Reno.
389	You appear to only want local foot and bike traffic in the area. If cyclists and pedestrians were ticketed like vehicles, maybe it wouldn't feel like thunderdome. Apparently most people in that area have no idea what those lanes are for and how to use them. All it does is create a cluster of all traffic (not just vehicles). Bike laws need to be taught to the community before you give them the tools they should use but don't.
390	I'm a general cyclist and avid pedestrian downtown and love the new setups. When driving it's a little tricky on Virginia and if the lane widths would allow it I would prefer two way traffic (makes them slower anyway) down the middle with either a cycle track down one side (no parking that side) or each direction on both sides. It's tricky in a car right now but I think the lanes are big enough to accommodate cycle lanes and car lanes.
391	Downtown is a maze to comb through in a vehicle. There is only one way through downtown going north on Center. Zig zagging through town has really become a headache. I have avoided the freeway because of so much construction and now add extra time to my commute maneuvering through downtown. Poor planning, Virginia for sure should to be a two way again. With winter right around the corner these bike lanes will be used less especially if there is snow or ice on the ground.
392	The barriers could be more attractive. Trees, potted plants?
393	The city needs better signage if this is going to be permanent. The overall signage and road planning is very poor in the.city. You should send city planners to more urban area so they get an opportunity to see how more modern cities plan their streets.
394	The city should stick to just minimal changes with maximum benefit for bicycles. Do not change all the streets as it causes much more pain for automobiles than benefits for bicyclists.
395	Some of the patrons abuse it. They cut me off or still swerve across the roads in downtown, but that is bound to happen. We must share the road.
396	This project is the last thing we need to add complexity to an already confusing city. Use the money on more signage to inform drivers of merging and exiting lanes.
397	Waste of tax money.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
398	It doesn't seem all inclusive to me. Don't make a pass time for the few part of a city's infrastructure
399	This isn't about people biking and trying to be more eco friendly. It's about the city having scooters for tourists. The scooters have not stayed in the lanes, it's been a mess all summer. Every single week I have seen scooters in the driving lanes, how no one has been killed this summer is a miracle. Leave them a block or two around the casinos to play in, that's it.
400	This is an excellent step toward making Reno a more bike friendly city! We have a huge cycling, and other micromobility, community who would love to be able to travel to essential businesses without getting behind the wheel. I think creating a walkable and bikeable city center will lead to more progressive city planning and a better Reno. Especially consider routes from apartment complexes, townhomes, and neighborhoods to existing grocery stores, pharmacies, and other essential businesses. Dedicated routes along with safe storage options will increase bike usage and decrease traffic fatalities and pollution. If you're really feeling spicy for micromobility, consider rebates on electric bikes and scooters to promote riding to work. Having less people travel by car is a better and cheaper alternative to adding lanes to a freeway. Thanks, and I hope you carry on the good work!
401	Please make downtown Reno the way it used to be! It's ridiculous that the locals had no say on this absurd project. Having a one way street for downtown makes our city look really bad especially with those ugly barriers for bike lanes, taking that downtown essence away from our city. Not to mention the local business that are losing so much because of this project! This just doesn't and won't work as a Reno native all I ask is to leave downtown alone. Reno was heading towards a fantastic revitalization with new builds and infrastructure and this bike project just ruined it! It's about making headway going forward not backwards!
402	It needs to be regulated. Instead most the scooters do what they want and follow no traffic laws. I see scooter crashes daily. Want to see some stressed out drivers talk to the bus drivers that have to drive thru there.
403	Just as some drivers of automobiles and motorcycles drive in the micro mobility lanes, bikers and those on scooters seem to like swerving in and out of traffic instead of using those lanes intended for them. I'm honestly very surprised there hasn't been a lot of scooter deaths with how they like to hop off a curb right in front of a car or bus.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
404	you should not be closing down or blocking off lanes on the main drag through town, that is silly, maybe you need to consider a new design like a wider sidewalk on one side of the street and designate a bike lane or scooter lane on that. Small businesses need convenient parking out in front and frankly, all the barricades are confusing and you are just asking for accidents to happen with cars not understanding exactly where to go, it looks like a construction zone and it's aesthetically terrible! You want to beautify downtown to make it more appealing, not make it look like a city under construction, if I wanted that I'd move to Chicago. If you are trying to connect midtown and downtown, why don't you create an elevated bike lane that is just like a raised path with decorative railings, people could walk from one end to the other end or they could use bikes or scooters, they could have a nice aerial view of the city and be safely above traffic. Strategically placed stairs or ramps will help with accessing different parts of town. call it the Reno skyway or something cool and make it a tourist attraction. For pity sakes, keeps the streets for the cars and find other ways to make the city more walkable.
405	Not rider friendly, it appears that bike riders were not involved with any of the design.
406	The path at the Truckee river needs to be replaced desperately to many bumps, holes and cracks.
407	It has made the downtown area visually unappealing.
408	There need to be better barriers to stop cars from entering the non-car area.
409	The city should be focusing on dangerous drivers first, before they start making extreme traffic changes for the few that use it. Bicycles and vehicle traffic need to co-exist, but there must be a better way. This is a terrible design.
410	I don't bike but would love to use public transit more. I live in midtown and commute to the university daily. I've tried many times to take the bus but it does not run on schedule. I've walked to campus before and it's doable but many times I've been yelled at by other pedestrians while walking. Not catcalled per se just yelled at. The buses are so clean and the drivers are so nice. I wish the schedules were consistent and there was a more user friendly app.
411	I've seen two bikes use the lanes since they have been put up. The scooters still drive in the street instead of the bike lane taking up slowing down traffic. We should've left the street the way it was causes inconvenient travel and does not make it as enjoyable to be down town
412	Bicycles should have separate infrastructure from cars. Bikes already have bike lanes to accommodate them in infrastructure that was designed motorized vehicles that can go the speed limit, not human powered bikes. Instead of cutting into traffic even more, they should have their own separate pathways from cars and pedestrians. This project was clearly meant to save money instead of making the investment into new infrastructure designed for cyclists. 1/5 hated it doesn't even begin to cover it.
413	Quit wasting our city money and do what you were elected for.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
414	I think we should have a trolley car/street car going up and down Virginia. It would provide easy, safe transportation between the university, downtown and midtown that is desperately needed. This would cut down significantly on drunk walking/driving/biking in this zone that happens constantly. It would also help immensely with traffic and tourism in Reno. It would be easy to install - just replace the center turn lane and turn all of Virginia into a one way. There are already roads (center and sierra) that allow car access in both directions to this area. Our city's reliance on cars is extremely detrimental to access, experience, and safety in this area and a slow street car would be the perfect solution. Thank you!
415	I find it confusing and worry it will lead to more accidents, especially with scooters
416	I know the federal government gave you a ton of money and it's burning a hole in your pockets and I know it has to be "green" but how about using this money to deal with the homeless issue???
417	Misplaced priorities.
418	Leave this █████ in California where it belongs.
419	I think more roads should have the two way bike lanes. I think it helps protect cyclists if They are on one side, vs two. Many people ride bikes so I think it will help them a lot
420	Love it, please expand it if possible to the surrounding areas.
421	Plant trees!!! Turn your empty lots into parks. Push the transient people out of the river walk area!
422	It sucks! That sums it up
423	You could improve pedestrian experience with barn walks. Use a traffic counter in your bike lanes and compare to auto use. Guess who wins.
424	I wish the traffic flow was better you destroyed a couple City streets for your own personal gain without talking to people that commuter everyday I understand few people line to bike but what about the other people there was no compromise in this at all just about the bike people and that's it no consideration
425	Why not put extreme effort to clean up downtown and get the buildings on Virginia occupied with businesses the Reno citizens will patronize?
426	I would definitely prefer the original lay out along center street.
427	This project seems like a colossal waste of time and money. It appears to get very little use, impedes vehicular traffic, and simply looks ridiculous. I wish the city would use its limited resources to maintain dilapidated public property and clean up downtown instead of creating solutions in need of a problem.
428	Spokane did an awesome job of addressing pedestrian concerns with elevated walkways between buildings
429	I do not like the one-way lane on Virginia Street
430	Because of the increased population in Reno needs more lanes of traffic for cars not less!
431	This project made the downtown area look worse than it already did.
432	We are not California. I was born and raised in Reno. If I wanted to be like CA I would live there. Please quit trying to be CA.
433	The waste of money for such projects is insulting
434	I'm so thrilled to see Reno taking such positive steps towards making this city bicycle friendly and safe!!!

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
434	I have extremely disappointed that the City chose to once again unilaterally impose a major change without - following an already long-established transportation plan - with 0 notice to and input from the community--voters and non-voters alike. The immediate suspicion is that this was at behest of the gaming community. Not sure this is true, but there is a strong whiff of bias./
435	Are the scooters all around downtown going to use the bike lane or be in car traffic? My biggest gripe is where the clients leave those scooters making access to sidewalks difficult for persons in wheelchairs who need to navigate around them. I have even seen the scooters left in the street, making it hard to make a right turn.
436	My only issues with it are how disconnected the bike friendly zones are
437	Pretty sweet, I want to ride bikes more now.
438	<p>This pilot program has been a disaster from the start. From the moment when you did not include any Virginia St businesses before you put this program into motion while knowing it would be hatted by downtown businesses and giving the business your announcement on the Fri night before construction the next Monday. We businesses depend on auto traffic and parking and not micro. The RTC survey and Headway both say Virginia St is NOT the place to put the Micro Lanes but you did it anyway and all the while tossing 10 yrs of work to put onto Center St out the window. Also, the questions in all surveys are "How to connect the university to midtown through downtown BUT this pilot program doesn't start or stop at the university it starts and stops at 5th St.??? Well, of course it can not start at the university because both surveys say the traffic disruption would be too great so you didn't want that flaw to be noticed!!! Also you didn't like the outcome of your surveys so you hire another one till I'm sure till someone tells you what you want to hear. Also, where do the so called Micro lanes go when there is a special event on Virginia St??? Do bicycles and scooters no longer need a route??? I plan on using all means possible to block and destroy any downtown micro lanes on any street I would not wish this disaster on anyone else. Also included on this is the dismantling of BID and the BS Downtown Reno Partnership that has become nothing but a propaganda and lobbying group for the city and Caesars</p>
439	Love these ideas, I am an advocate for creating safer and more accessible ways to commute.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
440	<p>Expand these features to as much of the city as possible. Downtown and midtown are the most bikeable parts of town, outside that feels dangerous to travel by bike. I'm among the 10% most risk-tolerant cyclists, I don't like to ride among car traffic but I will sometimes. But children, the elderly, and families will only use bike infrastructure when they feel safe. The infrastructure in this project will help more people feel safe enough to bike around more parts of Reno. I hope there are measures in place to prevent motorists from parking in bike lanes. Make sure motorists are ticketed for doing this, it's a huge problem in bigger cities like New York and Chicago.</p> <p>Communicate the greater vision for this project to the public. Being able to bike from midtown to UNR is great. Now imagine being able to bike from anywhere in the city to anywhere else without fear of being hit by a car. Now develop the empty lots all over town, fill them with well thought out buildings/land uses. That way people won't just be ABLE to bike around town, they'll ENJOY biking around town. Nothing more boring (and costly to the city) than parking lots and empty lots. My hat is off to the people who made this program possible, looking forward to seeing where it goes next.</p>
441	<p>There is a lot of distractions and postings all over the project area. Very confusing and do not like parking out in the middle of the street when the bike lane is taking the area near the curb. Never see a biker downtown yet everything is catered to them. Do not like my tax money going to bikers and the chaotic looking downtown street. Feel like I'm going to get hit by a car when I park so far off of the sidewalk.</p>
442	<p>Prioritizing micro mobility over vehicle traffic in certain areas of downtown Reno seems ignorant to the actual needs of the majority of locals/people working in the area.</p>
443	<p>I am excited to see the City exploring options to make our downtown safer and more accessible for micromobility users. I hope to see more elements like these in the future!</p>
444	<p>Thought it cumbersome and a safety hazard. Avoided certain areas for driving. And did not see huge numbers of cyclists prefer using the road lanes. They were still on the roadways especially Sierra and First streets</p>
445	<p>No</p>
446	<p>Get rid of the stupid one-way traffic on Virginia, and make it to ways again</p>
447	<p>Navigating these new features in an automobile is NOT difficult. Unfortunately many drivers in Reno are.</p>
448	<p>It should actually prevent cars from parking in it and be permanent. Right now it's only good if there are no cars parked in it and the barriers are in place (Virginia Street). The 5th Street design should be replicated everywhere.</p>
449	<p>This "pilot project" has had a negative impact on local business due to the limited parking and traffic congestion. This would probably work in California where the weather permits, but a failed idea here.</p>
450	<p>I'm not a fan of any of it. I see you're trying to make Reno into a downtown Seattle or something, and that is just not realistic for this area. It's too cold to ride a bike for half the year, and i've only seen 2 or 3 bikes riding downtown since this project started. I vote NO</p>
451	<p>Quit letting this mayor ruin our city!</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
452	Please listen to the Dutch cycling embassy about best practices so we don't have to reinvent the wheel. Honestly downtown is a scary place to consider biking at all because of the drinking. But would love to see UNR and midtown connected by extremely safe, protected bike trails/lanes. Also to connect the new RED district to downtown.
453	This is just a waste of money. Bicyclist need to be aware of cars and traffic. They already don't follow the rules of the road as it is. This is a waste of money for Reno. It's also inconvenient for motorists. I bet only bicyclist know about this survey and they're the only ones who will take it. So you want Reno to waste all this money for a handful of people who will use it. Spend a bunch of months with construction making it difficult for traffic in an already difficult traffic area. Not smart. They can use the sidewalk which was made for bikes. If they don't want to then they can use the street and be responsible for themselves. Why bend over backwards because people are spoiled and don't want to do the work?
454	My family enjoyed it. I feel better biking around there. We have gone down there more because of it. Is there any consideration to making Virginia no cars at all? There is access on center and Sentra streets for them. Virginia could be walking and bikes.
455	I really see Reno as a place that could be a leader for commuting with e-bikes. With our hills and relatively shorter commutes, we could lead the nation in this. But how can we make it safe for commuters to be on bikes in such busy traffic. We need protected bike lanes everywhere connecting Neighborhoods and schools and workplaces. Please look at expanding this
456	I don't like the fact that Virginia street downtown was turned into a one-way. I can't stand the look of all the white pylon separating all the different bike lanes it's very confusing. And it's very ugly if they could make it more visually appealing I said go for it. And you might as well make Virginia Street completely pedestrians and bicycles with no cars at all allowed
457	The bike lane on sierra going away from downtown towards the. University needs some work. It's very sketchy riding up that hill.
458	Again a waste of money and more fossil fuels are being burnt as vehicles have to wait and detour around downtown
459	Ideas are like kites. Sometimes it's a great kite but not proper weather. Sometimes it just a lame kite. And it's not gonna fly. Reno love your bike lane idea is a non starter a no go a bad idea. Ery won hates it. Mid town is nice :) how cute is Virginia street y'all. Hipsters far as the eye can see. Stick with art town but palease don't mess with the biggest lils parking. Xoxoxo good day to you
460	This was an awesome project, thanks so much for making it safer and easier to get around safer without a vehicle!!! Makes me proud of Reno.
461	It's the worst idea I've seen. A waste of money and it enhances something for a small group of homeless and drug addicts. It's par for the course for Reno
462	I saw many cars confused at intersections and driving in the bike lanes. It was more difficult to find parking in front of some businesses due to the bike lane being there and not a parking lane.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
463	Making Virginia St one way, and reducing to one auto lane, is IDIOTIC. Clearly, the needs of citizens are completely irrelevant to the City Council & the RTC. You have made it nearly impossible for most Renoites to easily access downtown. Thanks for NOTHING.
464	Completely renovating traffic to make way for this project downtown was clearly an incentive to have bird scooters in our city. Bird scooters are dangerous, often operated by drunk people who don't not understand the layout of the city. They do not have lights nor do they require helmets. Multiple times while driving I have seen people fall, dart out across traffic, drive in the lanes designated for vehicles and crash in to one another. These renovations for "micro mobility" were absolutely necessary but bringing big tech bird scooters in to the city was horrible. People leave scooters in the sidewalks, preventing anyone in a wheelchair to be able to use the pedestrian sidewalk. You can only utilize the scooters with money and a phone, so poor or homeless people can't even use them to get around. Increasing the safety of cyclists was a good idea but changing the very layout of traffic for bird scooters is shameful.
465	frustrating, and for what? There was nothing wrong previously
466	Please get rid of the bike boxes. Keep bike lanes and seperated bike lanes. But the bike box idea does not add any value over bikes waiting at lights in the bike lane. Also please consider disabled parking+access in your plans for downtown. And maybe consider limiting parking in midtown area? That area gets very crowded.
467	Don't do it.
468	Change it all back ASAP!
469	I wish it didn't end at 4th street or wherever that was.
470	horrible, clean up downtown for visitors...visitors come for the excitement not to bike
471	I feel all of you who made this ridiculous project had no real thought process. It makes no sense that more people are moving to Reno and instead of trying to figure out how to accommodate the influx of new residents into the area, you decrease the lanes. How does that make any logical sense? You're trying to turn Reno into a bicycle town and Reno is entirely too big for that to happen. Not to mention why would anyone want to take public transportation when the bus drivers are constant striking. Downtown needs to be put back how it was. You've already ruined downtown by putting a hug median in midtown where you can only go one way. You're creating unnecessary congestion. We don't need you to dictate which way we can go. You're trying to design downtown like a city in California and it completely sucks. Also, this should have been voted on before you decided to ruin downtown completely. I hate what you have done to our city. The previous bike lanes were just fine. Stop catering to those people and put some thought into how motorist feel too.
472	Find the person who came up with this. Flog them with a rattan pole please.
473	Love this stuff. Please keep!! Also maybe some glass clean up more often?
474	Down town is a joke to get around in now....I will not be going back down town because you can't get to where you need to because you think the bikes need more area. Every time we went down town there were no bikes just confused drivers.


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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
475	the more cyclists are protected (and hopefully cyclists also do their part to show respect for traffic in general and the rules of the road), the more people will get out on bikes, and the better it is for all involved, including air quality.
476	More of this please! We can't move away from automobility without infrastructure
477	Please stop wasting our money.
478	I don't like to be told where an where I can't ride my bike. I personally like riding on the side walk. An in stead of spending money on this crap how about lowering rent prices an raising pay.
479	<p>On Virginia between Court and Liberty, on the west side next to the large parking lot, parts of the sidewalk curve into the road for crosswalks. A one-way protected lane was installed but micromobility users have to make these unnecessary winding maneuvers. The bike lane curves into the sidewalk to put parking outside the bike lane. Since it's right next to a large parking lot, and several other parking lots and spaces, eliminating the parking here to make the bike lane straight would be better. The areas between the crosswalks could be used for things like greenery, seating, and/or a bike rack/e-scooter parking. Please do more work on micromobility from the outside in. These features don't help people who live in the Reno-Sparks area but not in the downtown, midtown, or university areas. If we can't bike safely around our neighborhoods to even get downtown, then these improvements are telling actual residents the city doesn't care as much about them as they care about tourists. Please make permanent choices and expand them fast! Make all these features consistent across the city! Bring micromobility to neighborhoods outside the city center!! Remove dangerous paint on car lanes that indicates bikes share the road. Most people who ride bikes are not cyclists and will opt to not bike to their destination if the route is full of sharrows! Overall, this project has been really impressive. Reno is still adding more car lanes all over the place though, and that needs to end. If the city is truly interested in reducing its impacts on climate change, adding more infrastructure for cars is not the answer. More micromobility and WAY more buses, bus stops, and bus routes! It shouldn't take over an hour and multiple bus changes to make it from my home to UNR, less than 8 miles and a 15-minute drive. Even riding my bike would take less time than the bus, but since the roads don't have protected bike lanes that option is not a safe one.</p>
480	Keep up the good work!
481	Thank you for working on making Reno more accessible for cyclists and pedestrians.
482	We ubered our whole trip, but would be way more likely to use a scooter or bike if this was implamaneted city-wide. Reno is very close to a super walkable and car free city, I hope to see this program expanded.
483	This project really sucks! It has created more problems for automobiles.
484	Would love to see more expansion. Safer way to get around and much needed in areas undergoing more urbanization. Love to see the more Dutch style protected lanes
485	Please consider the future of our towns infrastructure. We are growing at a fast rate. We are overpopulated so let's restrict traffic for some bikes. It's not the will of all the people.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
486	Please continue to build and support micro mobility infrastructure! These features help me to feel safer and contribute to being much more likely to travel through this area on foot and on bike.
487	Everywhere is trying to figure out how to handle more traffic and reno is doing the opposite. Does not make sense.
488	This was a stupid waste of money.
489	IT IS SO HORRIBLE. Can't even enjoy downtown. It's filled with homeless people and tweakers. Can't even drive safely with them bikers and scooters not paying attention to other vehicles. HORRIBLE AND WASTE OF MONEY.
490	Making the most accessible road in the heart of downtown a one way is poor decision making. Either side road could've been changed seeing as they are wider one way streets already.
491	Stop wasting taxpayer money on idiotic projects that address problems that don't exist and only creat more problems for the majority of the population that neither need nor want this stupid micromobilty project. Stop. Just stop. Put everything back the way it was.
492	<p>It sucks. It's a waste of city funding. It's not family oriented or tourist friendly. Bikers and scooter users still take up the sidewalks. Can't turn corners safely especially in large vehicles. Parking spaces are crunched compliments of all the 3 foot white poles. Now people have to watch for cars on one side, scooters and cyclists on the other to even exit a parked car. That's provided you can even open your car doors next to all the white posts. In an emergency there is no place to pull over and kick on the hazards. Can't access important BUISNESSES. What was once a two lane, two way street and naturally busy to beyond congested especially during events is now single lane or only one way section making travel ridiculously difficult in a already congested heavily traveled area. I think the city has set themselves up for multiple accidents between motorists, cycles and scooter users. I think this would be more served in a much larger city like Portland, Seattle or San Francisco.</p> <p>Downtown Reno is not a biking destination for families. As far as scooter users. I see more than 50+ a day parked in groups of 5-10 all over. Mainly on sidewalk corners just taking up space for local walker or people exiting cars trying to get places. Arlington and 5th is a nightmare. Traffic from ROC, St Mary's, Drs offices, Coffee shops and more. Very congested. I tried turning from Arlington to 5th the lanes were very narrow, the corner turn extremely sharp and with my huge truck very difficult even for an experienced driver. The city I feel jumped the gun. Didn't take many things into consideration like young children, elderly, motorists or tourists into consideration. The waste of money and resources is unbelievable. The City could of fixed potholes, helped businesses clean up store fronts to make them more inviting to old downtown. Could of built tiny homes for homeless or another shelter to accommodate the large quantities of homeless. Literally anything would of been better.</p>
493	This is a ridiculous waste of tax payer money. You should all be worried about your jobs.
494	Making a one way street for cars was a mistake.
495	Keep it consistent down the entire street, either single lane with traffic flow or double lane with a buffer. And definitely put Virginia back to a two lane for vehicles.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
496	Installing the micromobility lanes on Center or Lake Street would allow for easier access from Midtown to the university. The positive result of the path on Virginia is the massive reduction in reckless driving along the route.
497	I would like to see protected bike lanes connecting the UNR campus to downtown Reno. I would also like to see them connect downtown to East Reno/Sparks
498	Stop spending money. We need speed ramps on our busy street as kids almost get ran down by speeding drivers and we get told NO every time. It's getting worse and NO one at the city cares!!!
499	I would like to see better downtown to UNR connections with the micromobility project. The protected bike lanes stop short of the univeristy. I would also like to see some of this project expanded to Center St., which helps folks who work/study on the east side of the university get there safely as well.
500	I think this is a really important project and will do so much for improving our city!
501	Bad project.. get the homeless out
502	I'm fine with bike lanes and bike lights but the way Virginia street is set up now has made me avoid downtown. I used to go there a lot more. Now I will actively find alternatives.
503	Take this  out
504	I get yelled at or flipped off SO MANY TIMES by drivers for "not using the sidewalk" or using the street. I am following the laws. Please educate drivers MORE about bike and pedestrian rules and laws.
505	Use normal tried and true bike lanes. Put cars back against the curb. Paint lanes green to designate. Use bike boxes at major lights. Make Virginia a two way again!!!! Bigger campaign to make drivers bike aware. Big campaign to make cyclist follow vehicle laws, fine those who don't!!!! Make center street the main bikeway north. Virginia can be south. I bike Arlington north and south to commute. I'm both a biker and driver and understand both sides. Thanks.
506	The project does not improve any traffic in the area and it makes downtown looking all messy and sloppy.
507	I was surprised when one day it just popped up. I think more communication with the public/community about future changes could help.
508	I think this is a great idea that should be expanded on!!
509	i commute using a bicycle. i still would like the lanes to bring us right to UNR campus, but nice that i can take virginia almost the entire way to campus from midtown. unfortunately the midtown car traffic on virginia are pretty aggressive because of the single lane use. So i usually travel to UNR from midtown via center (which feels pretty dangerous) or sinclair and evans to get to campus with bike lanes which feels much safer
510	I think all of these options are great improvements that can protect biker safety, and encouraging more people to bike instead of drive. This can improve air quality, reduce car parking demand, and improve health of people in the community. They are definitely worth investing in!

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
511	Just bite the bullet and turn Virginia Street into a pedestrian/bike only plaza from 4th to the south side of the river. Sierra and Center can handle the N-S traffic. Not being able to cross 4th from Washington is annoying. Currently there is nothing enticing to locals in downtown unless one gambles. We go to Pioneer Center a few times per year but we drive. If the plan is to make it more attractive to locals, bike paths aren't it. If it's to make it more attractive to tourists, bike paths aren't it. How many tourists in downtown Reno are riding bikes? There are so many more import things to deal with centered around downtown. The bike lanes could be paved with gold but until the homeless problem is addressed even that wouldn't be enough to bring more people downtown.
512	Please revamp this!
513	Give me a direct route from the river walk to UNR campus please with out needing to stop at every light.
514	Please get rid of the unsafe Bird scooters that are sending people to the ER daily.
515	Stop wasting money/ pandering
516	The City will only consider recommendations that support their effort to create a poor inexpensive youth apartment community downtown. The City will not consider all residents desires for downtown renovation,
517	I moved here in 2019 and biking options were not great in Reno. But these recent projects give me hope for a more bike friendly and environmentally conscious city. Please keep up the good work. Thank you.
518	These paths are essential for me to get groceries, run other essential errands, and get to campus.
519	Waste of money do something about the dirty filthy disgusting streets, pan handlers, homeless sleeping right on downtown streets ██████████ drug attic behavior robbery ██████████ ██████████ no one wants to bike or walk down there. Who are you catering too the criminals it respected family law abiding citizens
520	The idea is phenomenal. The enforcement is lacking.
521	Driving downtown is difficult enough with the myriad of one way streets mixed in with two way streets. Please do not add additional confusion to an Kraft congested tourist area by removing traffic lanes to make room for bike lanes that no one is currently using.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
522	<p>It's a bad idea. I think Reno is yearning to be like other big modern cities it looks up to, and I think if you studied these projects in these progressive cities, you would find they don't work either. Reno needs to remember that tourism is very important, and you are driving it away. It seems like every time I drive downtown, I see less & less, and I have been downtown at almost all hours of the day. The city needs to deal with the homelessness and crime that can be seen everywhere. A city only has so much money. That money needs to be spent wisely on projects that will serve its residents and protect visitors. It needs to enhance things for the downtown businesses, many of which hate the changes you have made. Listen to them, and don't push this down their throats. Reno needs to understand that sometimes you can't always be like your big fancy neighbors. It's just like I might like several big fancy cars like my neighbors, but I can't afford them right now. Maybe later. The same goes for the city of Reno. It needs to spend wisely, and not and be like bigger cities with more money. These cities also have economy and crime that they ignore, much as you are trying to do. Although I think if you look, they aren't spending wisely. Right now the two big issues in the eyes of the people are crime & the economy. The city by doing stupid policies like these, is completely ignoring the very people they are suppose to be serving!! Junk this project & the buying of useless, stupid "art", and focus on crime & the economy!! Please listen to the people. I've read a lot of the FB comments, and most are in agreement with me. I took a bunch of time to answer this survey, because I like and use the downtown, but not like it is now. Not all that is new, is good!! I hope you are listening!! ☹</p>
523	Make it smaller
524	This whole idea is silly. No one wants to ride a bike into downtown Reno, unless they've had a DUI and would otherwise have to walk.
525	Reno already has tons of congestion during tourist season. Many of these proposals look like they will make that congestion worse. Remember that Reno is very much a tourist town, and people who come here come from far away. Modeling systems like the ones we see in New York will not work out for Reno.
526	Thank you for investing in safe bicycling in Reno!!
527	Thank you for asking!
528	Downtown is already in shambles.. we need to keep the traditions that people love. We already killed the hot August nights cruises through Virginia St with the roundabouts etc. Don't kill downtown anymore than it is.
529	<p>I was not aware of this project prior to stumbling upon it after returning from a trip and I literally called my wife to tell her how excited I was that Reno has added high quality bike infrastructure to my commute. These separated bike lanes make cycling as a commuting option so much safer and less anxiety inducing. I found myself enjoying my commute because of how stress free many of my rides were. There were times when I feel that the bicycle light at traffic signals could be better optimized. In particular, when going south on Virginia there are many times when no one is in the car turn lane, but the bike signal remains red. Overall this project was a huge improvement to my life as a resident that commutes through downtown, and it would be great to see it expand to other areas.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
530	I like bike lanes that are separated or spaced away from traffic with more than just a white line. Tall barriers are ugly so far and might make snow removal difficult. Please bring back 2 way traffic on Virginia St but limit to 15 mph.
531	I live close to Downtown and ride my bike to the local business and resurants in Downtown and Midtown. With the improved infrasturcture project I fell better about riding at night, which will allow me to utilize my bicycle during the winter months with less day light. I have found that by riding my bike more with the prices of gas I spend more of my dollars putting money bakc into the community by supporting the local business. I would love to see more infrastuctre like this throughout the city so that I can eventually bike to work instead of drive a car.
532	City has to increase the number of bike racks throughout Downtown, Midtown, CA Street, and Wells. Micromobility is only good if your bike doesn't get stolen. Seriously, biking between locations and errands is much more difficult because there aren't enough bike racks anywhere. Thanks.
533	Huge waste of time and money
534	Please reconsider this project. It is a danger to bicyclists, pedestrians and automobile drivers.
535	There needs to be some enforcement of basic traffic laws concerning the use of these scooters. Too often I see them on sidewalks, going the wrong way on Sierra, running red lights, and generally not following basic traffic laws. I can probably count on one had the number of times I have seen the new micro mobility lanes actually being used.
536	It js a nice idea but a waste of money. Neither those in automobiles or other forms of transportation will use the project properly. The guidelines will be ignored.
537	Enforce the speed limit on Arlington Ave from Second St to Liberty St.
538	Not a bad idea by itself.. Please move it to Center street and off of Virginia.
539	Some dedicated lanes has broken glass that hasn't been cleaned up for weeks
540	It a huge failure,
541	Fix it please
542	Increase signage and maybe add speed bumps or another tactile preventative feature to the Virginia Street Northbound/First Street 1 way closure. I have seen many near-crashes at this intersection because out of town drivers do not realize they cannot continue straight through on Virginia. Having dedicated left arrow/right arrow green lights may improve the safety of this intersection
543	I'm looking forward to the city making the downtown area more accessible for folks who do not drive. Protected bicycle lanes are a great start, and improving our public transit should be next on the docket. We have the opportunity to upgrade our public transit options / routes while the city is growing, which is something a lot of other large cities have reactively implemented after rapid growth. As a local, I am very excited to see our city making positive changes for the constituents.
544	Who are you trying to please? The bike and green lobby or the residents of Reno

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
545	I have to say I really dislike that Virginia went one way. I used it for my commute daily and basically now I have to use Ralston and I don't get to use Virginia at all because the traffic flow has become strange there. So much infrastructure in the road to serve cyclist who don't use that part of town. First Street and Riverside and Idlewild would have been better choices as that is where people bike. I support making cities bike friendly, but I just don't think ALL of the changes resulted in a very nice stretch of road for either walkers, riders, or drivers. It feels like a construction zone full of white tape outlines.
546	This entire project has made it a major inconvenience to travel downtown as a driver and even a pedestrian. Focusing on gimmicky bike lanes is a mistake and an irresponsible decision while we have a major homeless problem in this city as well as a rising crime/██████████ rate. Making a daily commute harder for people who actually pay taxes in this city just so jobless, drunk college kids can ride scooters on the weekends to bar hop is lunacy while ER visits are on the rise for the aforementioned behavior. The city of Reno has made a major mistake with this one.
547	I'm a civil engineer working in roadway rehab specifically. I commute by bike on vine, first, arlington every day. This has caused me to shift my commute slightly on occasion to mix up my route. I still think my route is more efficient and safer for where i need to get to. Having arlington might cause me to completely shift though
548	I wish that it extended a bit further, it would be great if it went into midtown and/or towards the university.
549	I have not yet experienced the pilot project on my bike, though I've driven the path in my car. I don't mind the changes because the move towards a more bikable, walkable community is a good one. Would like to see Reno create beautiful, intentional, community enhancing micro mobility path system that is a pleasure to use, rather than squeezing something in because it's inexpensive and requires as little change as possible. I was very impressed with the community/bike building concepts developed at the ThinkBike/TMBA workshop held on Sept 13th. I especially like the slower traffic flows, auto free routes, and trees, trees, trees, plants, plants, plants. It is so uncomfortable to move around Reno without air conditioning. We need to employ methods to reduce the heat sink!
550	I think every part of this was a waste of taxpayer dollars. I understand we are already low on resources as it is, this was a shot in the foot.
551	Law enforcement of scooters needs to be a thing.
552	I have ready encountered several instances of near misses between me in a vehicle or walking downtown. Those riding on scooters clearly don't follow existing rules...let's not introduce more confusing rules.
553	I think the scooters are over priced ...I didn't know how to use it properly and my first time was charged \$140. Next time cost me like \$50and they won't refund my money...that's not right...

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
554	I commend the City for running pilot projects and urge it to continue to do so. It's all about education -- it's taken forever for Americans to learn proper behavior in roundabouts. Both drivers and cyclists need a LOT of education and practice on how to behave in micromobility-focused infrastructure. As @JuliaThayne [DeMordaunt] says about the inclusiveness of micromobility, "The more micromobility users you have, the more people you'll have in favor of bike lanes, the more people at city, state and national levels will be saying: 'This is important and we should invest.' "
555	The Pilot Project has ultimately ruined the Heart of Downtown Reno. What was once before a bustling downtown has now been turned into a barren, gloomy part of the city that locals avoid like the plague. Turning Virginia St into a one way street is one of the worst decisions I've seen this city take. This project has made it difficult to maneuver downtown, the Reno Arch can no longer be enjoyed to the extent it once was, and it negatively affects the local businesses in downtown. I Don't know a single person that has the slightest satisfaction towards this project.
556	I think this project is a big improvement over what we had before. There is still room for more improvement and I think I prefer my normal biking route (along the river), but I'm sure I'll find a need for this route again and appreciate it as an option.
557	thank you! Please expand it.
558	both car lanes on virginia should be restored and only leave the bike/scooter lane
559	I know it's not quite in the zone but one key change that could be made on south Virginia is cutting the curb just for bikes to cross east to west on certain streets. I don't often ride on Virginia because it's narrow and busy, I prefer Holcomb or Haskell or forest but then it's so hard to cross onto Virginia without using a cross walk and fully stopping. Cutting the curb at key streets would make it easy for bike commuting
560	It has failed in other cities. People stop going to places that make it difficult for cars. I will eat at restaurants that are not downtown or just cook at home.
561	Change Virginia st back to a 2 way street. It's very inconvenient
562	Everyone should be fired that voted for this.
563	Do this everywhere and add bollards to actually stop cars instead of flex posts that bend. Pair with other traffic calming measures too. We should prioritize safety for all users, not car speeds and flow.
564	The strip down S Virginia St is iconic. Sometimes, it's the only part of Reno people have even seen before they visit. Turning this strip into an ugly 1-way by blocking off the northbound lanes is a mistake. Pedestrians, bicyclists, and scooter users do not need 2 full lanes of road to be safe. Please reopen the strip.
565	this to never happen. Don't take my answers wrong. I am actually a real bike person that does extreme biking but I don't see the reason for me to bike in downtown where traffic and pollution is heavy and unsafe.
566	Thanks for the positive movement toward making Reno a safer place to bike!
567	Please keep this system going and please oh please extend to UNR!! Getting between UNR and where the bike lanes start is a fools errand at this point because of a couple factors: 1. it is amateur hour in terms of driver skill and more importantly attention paid to driving around UNR... 2. there is just too much traffic to feel safe on the road there.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
568	This is such incredible, important work, please continue to address the need for bike-friendly transit in Reno! We have quite a few bike lanes in the area now, but really need to work on connecting them to make them easier to use. Creating a through-way in downtown and midtown is essential...thank you!
569	Micromode lanes require regular street sweeping to be kept clear from roadside debris.
570	Extend it to west reno
571	Please put Virginia back to normal. I understand the scooter idea but they are usually used by the out of town weekend warriors that may have had a few to many. Maybe move the bike lanes onto center or sierra that are already one way roads. Get rid of the scooters that end up in the river or just scattered on the sidewalks.
572	Stop giving bike riders and pedestrians the right of way on streets with cars... that's why pedestrians are getting hit... light the crosswalks and issue citations for those not adhering to crosswalks. Stop putting crosswalks in the middle of the street try doing it at the corners and light them better ... hire a better city designer before wasting more of my tax money... make bike riders pay for a permit to cover the cost of their special lanes stop using my tax money ... also it's snows here so maybe trying to make the city more bike friendly isn't exactly the smartest idea (waste of money and time to install something that very few people will use in good weather let alone bad weather... you want the city to be more walkable stop building warehouses in neighborhoods . Stop focusing on the projects for downtown and start focusing on safer sidewalks where people actually live... stop putting bus stops on streets with no sidewalks, stop putting crosswalks in the middle of streets, light the crosswalks and and how about not allowing houses to be built without first putting in parks and places to walk to. Do better!
573	Cont... and those don't even work past a few miles from downtown. Bottom line you need a car to navigate around Reno/sparks area efficiently.
574	Please stop appeasing a few liberals at expense of your tax paying drivers.
575	Get rid of it OR charge a bike registration fee like a road tax - and enforce the registration and law!
576	This whole thing is adding to why people don't want to be downtown anymore. It was already bad enough with the empty buildings, homelessness, drugs and fowl odors.
577	This project was idiotic and a waste of city money that need other things. Many people have been hit cars have been hit. This is not right and many have been super confused going the wrong way. A lot of children are living in the Siegel buildings and have school bus stops downtown I worry about children or anyone Many drivers do not pay attention!
578	Had to change my route to and from work, which has added time to my commute that i cant spend with family.
579	Try helping our city's underserved, at risk populations instead of further gentrifying everything

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
580	The whole project I feel is an unnecessary waste of our tax payer dollars. Virginia should not be a one way street for cars. The new bicycles lanes take up too much room. Bicycles and cars alike might not follow the new road rules. Too many people jay walk or walk/bike against lights anyway. On top of all of this, any emergency responder (police fire ems) would cause even more traffic or safety hazards.
581	I am a part time resident of downtown. My wife and I walk, ride bikes, ride the bus and use Bird e-scooters when in Reno. Community and visitor education efforts need to be equal or greater than infrastructure changes. It's easy to paint white lines and green boxes on the pavement; it's harder to change attitudes and behavior.
582	Please have enforcement officers patrol these areas especially in the evenings and at night. People on scooters tend to run the light at 5th and Ralston and I have lost track of how many have been near misses because they are running red lights. These individuals need to be made aware that they are held to the same laws as us motorists
583	Just give us protected shoulders and let traffic flow, this was not a very well thought-out plan IMO and little to no regard was given to locals and people who actually ride a real bicycle. Please get rid of the scooters at the least because those imbeciles think they can just take a lane regardless of these additions. They are a nuisance and are dangerous. Let the tourists walk or rent an actual bike, there's like no vertical gain across all of downtown, you cannot tell me these people are incapable of pedaling themselves over flat ground. People with no experience on a bike, let alone road riding or these scooters, have no place cruising around at 20mph+, wavering all over the road, taking out pedestrians and bikers; they're the worst. Plus, they still ride like they have these features in town with a MASSIVE false sense of security. Yall would know better than me, but maybe look into the numbers of injuries, traffic accidents, etc which have been caused by these. Driving is just usual Reno stuff, plenty of congested areas with traffic that shouldn't exist if it weren't for the terrible layout of downtown and minimal parking
584	I never even knew about the pilot project infrastructure until I saw them on the streets. And all we could think was, whose idea was this?
585	Stop trying to make Reno into the Bay Area 2.0. Thank you.
586	I really hate it. I think it's ridiculous that this city is putting infrastructure in place that creates a massive inconvenience for the majority of travel. There are ways to create safety for cyclists and pedestrian without creating a hazard and inconvenience for those driving cars.
587	This has been great. Further expansion of this network would be awesome for connectivity between capus and the downtown area.
588	If you would spend more time enforcement of laws for walkers who cross against the light, fo drivers who can do the speed limit, and other vehicle code laws plus the bikers who can't seem to go by the rules Reno would be a better place

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
589	It's been a fiasco and really made getting around downtown impossible. One way on Virginia, for a tourist town that relies on people who will not know how to navigate around it? And the changes do not make any sense. And people on bikes but especially those new scooters never follow the new areas anyways. They still drive them through the car lane and cross the streets illegally like walking pedestrians. I think it's caused more issues and is not helpful.
590	I just think it's a waste of money. It does not make it any safer downtown. Reno doesn't need to be different just to waste money on stupid projects like this that doesn't improve safety nor function.
591	You gave absolutely no instructions on how this project was supposed to work. No signage, nothing. I haven't noticed any increase in bike usage and the scooter riders are usually on the sidewalks. Other cities have managed to do great bike lanes. You should look at them. You made it way to complicated. Start over. Get it off Virginia Street and move it to Center Street where it should have been to begin with.
592	The only thing this project did was allow tourists to operate scooters under the influence on our roadways. My time is valuable and it now takes me longer to travel home because of one way traffic.
593	Overall the Virginia Street portion was very ugly. I'd rather see the entire street closed than the messy look of what was done.
594	As I mentioned above, our freeways are not sustainable for all the traffic going from north to south. I use the streets through downtown as a way to get south of town during high traffic periods on the freeway. I strongly suggest that what was done to Virginia st not be done to Sierra and Center streets, or to Arlington street. Think about how much usage will these 'lanes' will be used in inclement weather? Our climate is not conducive to biking year round. How will snow be cleared in these lanes so they will remain operational? Snow plows will eat up the markers at Arlington and Fifth street. Users of these lanes need to be educated on the proper use of these lanes and how to take responsibility for their safety. Just because these lanes exist doesn't mean the users of these lanes have the right of way. They need to respect the automobiles, just as the automobiles need to respect the users of these lanes.
595	bicycles. Virginia street travel both ways hard to get around when making deliveries or just visiting the down town clubs to pick people up.

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
596	<p>I am a wheelchair user and there was already not enough wheelchair access in downtown Reno. Now the scooters are parked on ramps and in the street and on the walkways so I'm not even able to push anywhere like I normally would have in the past. The handicap parking spaces have been put closer to traffic. I had to park near the courthouse the other day and had a city of Reno employee in a city of Reno vehicle yelling at me to get out the street. I informed him I didn't choose where the parking spots were created. The number of days in a year that these bike lanes will be useful is far outweighed by the below freezing or above 100 degree days where driving is much more realistic. Not to mention the untreated mental health homeless population that has taken over downtown Reno that makes it even more dangerous to be on a scooter or bike instead of protected in a vehicle. This goes for 5th and Keystone as well as Virginia street. By continuing to try to mask the cities issues with new infrastructure without first dealing with the underlying problems it's just putting everyone in danger. Try to enjoy a coffee on the beautiful patio of the new 5th street Starbucks without several people yelling obscenities at you or at traffic, dragging their shopping carts next to you, parking in the handicapped parking to go into the store as able bodied people. This is just a snapshot of what is wrong with this new project and Reno's expansion plan as a whole. Have you tried to park or exit from the new in-and-out parking lot? Especially when Reno High is on their lunch break. We have bigger issues.</p>
597	Go back to how it was. Put money into cleaning up the buildings and trying to put new business in.
598	It was terrible. Thank you for considering these comments.
599	Finish center street cyclotrack.
600	<p>Its not a bad idea of it was on a wider street. Like center street and sierra. Virginia street is too narrow and dangerous for bicyclists when tourists are driving through Virginia and are confused by the traffic pattern.</p>
601	<p>Fifth Street is narrower now and in the winter with possible ice/snow can't imagine what that might be like. Certainly no room for error. I totally understand the reasoning behind this, but I've seldom seen anyone using it between Keystone and Arlington. The crosswalk signal at Fifth and Nevada Streets is so far back that it's not easily seen with cars parked along Fifth.</p>
602	<p>The decision to make Virginia street one way south bound does not seem to have considered the already existing traffic pattern in place where sierra and center streets are designated one way feeder roads through the downtown sector. Anybody attempting to travel north through downtown can no longer directly access the western half of the downtown area in a vehicle. This maze of a traffic pattern is made even worse when arlington is closed off.</p>
603	LEAVE DOWNTOWN TO HOW IT WAS
604	Probably one of the worst ideas reno has had besides the RTC bus stop program. Half the time the lanes aren't used by bird scooters and other bicyclist.
605	<p>I found this all somewhat confusing, but with some improvements, eventually, it could be gotten used to. I would be all for it if bike traffic would be required to use it, and bikes and scooters were forbidden from using car traffic lanes, but that is not how it is used.</p>

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ID	Is there anything else you would like to share about your experience with the Pilot Project infrastructure?
606	This is a waste of tax payer dollars. You are going to move forward with these idiotic ideas anyway, so what's the point of getting comments.
607	Reverted back to making Virginia Street a two way street all the way down and do away with this confusion mess.
608	Run Virginia north bound
609	overall, it rates a 0 with me.
610	<p>Sadly I don't see Renoites accepting the changes. It is a nice concept, and if tourists on scooters could behave and act like the guests they are in this town rather than like entitled lunatics on scooters and bikes with zero regard to safety and sharing the road as if they own it, perhaps the project would work. I think if it was a locals only thing, it would work nicely. The issue is merging traffic together with recreation and tourism on the same street. There are a lot of alleyways that could be converted to bike and scooter routes. Clean them up, remove the homeless and their trash, get in nice LED solar lighting on those alleys and you could have both worlds without the chaos it is now. Sharing the road as it is right now, is not safe, it's not fun, and it certainly is not working for OUR city. I know so many locals, including myself, who no longer visit downtown because of this mess and primarily because downtown has nothing to offer locals anymore. I no longer visit the River Walk because of the unsafe conduct of scooters and bikes. I even stopped going to Aces games because it's too chaotic to get there. Downtown is NOT fun for locals anymore. This Pilot Project pretty much pushed us all out of downtown and the local businesses make it clear that they are there for the tourists. Gone are the days when this city was for us who live here. Yes we shared OUR City with tourism, but it was still a tight-knit community that held fun family-centered events every weekend; but now the interests in downtown is not on the locals. It's about making a buck and the City of Reno has successfully pushed us out of enjoying OUR own little City. I hope this comments section is taken to heart. I hope the CofR will listen to the people who live here and not just to the wallet. The scooters are a good idea, just not on the same roads as cars. I own a scooter, I'm not against them, but I will not ride mine in downtown or midtown. Please hear our voices Reno.</p>
611	There are infinite better ways to spend \$, time; staff focus ... just the worst plan
612	We need many more buffered bike lanes! I love cycling but as a new mother, I'm too scared to bike in most neighborhoods because I don't want to leave my kids motherless.