



**REGIONAL TRANSPORTATION COMMISSION
TECHNICAL ADVISORY COMMITTEE
MEETING AGENDA**

**Wednesday, July 10, 2019 at 9:00 am
Regional Transportation Commission
1st Floor Conference Room
1105 Terminal Way, Reno NV 89502**

I. The RTC 1st Floor Conference Room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1.800.326.6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to RTC Metropolitan Planning at 775-348-0480. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.

II. The Technical Advisory Committee (TAC) has a standing item for accepting public comment on topics relevant to the RTC TAC that are not included on the agenda. No action may be taken on a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action will be taken. For specific items on the TAC agenda, public comment will be taken at the time the item is discussed. Individuals providing public comment will be limited to three minutes. Individuals acting as a spokesperson for a group may request additional time. Attempts to present public input in a disruptive manner will not be allowed. Remarks will be addressed to the TAC as a whole and not to individual members.

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

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

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

ITEM 3 Approval of the June 5, 2019 Meeting Minutes (*For Possible Action*)

ITEM 4 Election of Officers for Fiscal Year 2020 (*For Possible Action*)

ITEM 5 Recommend Prioritization and Approval of the FFY 2019 TA Set-Aside Program Projects (*For Possible Action*)

ITEM 6 Acknowledge Receipt of Report on the RTC Affordable Housing Study (*For Possible Action*)

ITEM 7 Acknowledge Receipt of Report and Provide a Recommendation for Fall 2019 RTC RIDE Service Adjustment Report, Scheduled for November 2, 2019, Including Changes to Route 9, the Sierra Spirit/creation of Route 999, and Implementation of the RTC FlexRIDE Microtransit Six Month Demonstration Project (*For Possible Action*)

ITEM 8 Recommend Approval of the Vision Zero Truckee Meadows Action Plan and Submission of an Application to Become a Nationally Recognized Vision Zero Community (*For Possible Action*)

ITEM 9 Development Updates (*Informational Only*)

ITEM 10 Member Items

- | | |
|-------------------|---------------------------------------|
| a) City of Reno | b) Reno-Tahoe Airport Authority |
| c) City of Sparks | d) FHWA |
| e) Washoe County | f) Air Quality Management Div. (AQMD) |
| g) NDOT | h) TMRPA |
| i) WCSD | j) Reno-Sparks Indian Colony (RSIC) |

ITEM 11 Agenda Items for Future TAC Meetings (*For Possible Action*)

ITEM 12 RTC Staff Items (*Informational Only*)

ITEM 13 Public Comment - *please read paragraph II near the top of this page*

ITEM 14 Adjournment (*For Possible Action*)

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

**REGIONAL TRANSPORTATION COMMISSION
TECHNICAL ADVISORY COMMITTEE**

Meeting Minutes

Wednesday, June 5, 2019

Attendees

Daniel Inouye	Washoe County Health District-Air Quality Management Division
Mitchell Fink	Washoe County Community Services
Chair, Kelly Mullin	Washoe County Community Services
Kurt Dietrich	City of Reno, Public Works
Arlo Stockham	City of Reno Community Development
Chris Tolley	Truckee Meadows Regional Planning Agency
Scott Carey	Reno-Sparks Indian Colony
Vice-Chair, Amber Sosa	City of Sparks, Engineering Services
Kevin Verre	Nevada Department of Transportation
Mike Boster	Washoe County School District

RTC Staff

Amy Cummings	Dan Doenges
Jeff Wilbrecht	Mark Maloney
Julie Masterpool	David Carr
Jacqueline Maldonado	

Guests

The Committee met in the First Floor Conference Room, 1105 Terminal Way, Reno, Nevada. The meeting was called to order at 9:02 a.m. by the Chair, Kelly Mullin.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved as submitted.

ITEM 2. PUBLIC COMMENT

There were no public comments.

ITEM 3. APPROVAL OF THE MAY 1, 2019 MEETING MINUTES

The minutes of the TAC meeting May 1, 2019, meeting minutes were approved.

ITEM 4. RECEIVE A REPORT ON THE STATUS OF THE VIRGINIA STREET BUS RAPID TRANSIT EXTENSION PROJECT

Jeff Wilbrecht, RTC Engineer gave a presentation on the status of the Virginia Street Bus RAPID Transit Extension Project. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. A video on the Virginia Street BRT Extension project was presented. A discussion continued on the Virginia Street BRT Extension Project improvements.

Dan Inouye made a motion to receive the report on the status of the Virginia Street BRT Extension Project.

Kevin Verre seconded.

The motion carried unanimously.

ITEM 5. RECOMMEND APPROVAL OF THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) PROJECT SELECTION GUIDANCE

Dan Doenges, RTC Planning Manager briefed the TAC on the RTC Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project Selection Guidance for the programming of projects utilizing the CMAQ funds which, will go the RTC Board later this month and the document will be on the RTC website: www.rtcwashoe.com.

Scott Carey made a motion to recommend approval of the CMAQ improvement program project selection guidance.

Kevin seconded.

The motion carried unanimously.

ITEM 6. RECOMMEND APPROVAL OF THE PROPOSED AMENDMENT NO. 3 TO THE REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

Dan Doenges, RTC Planning Manager gave a brief discussion on the proposed RTIP Amendment No. 3 to the Regional Transportation Improvement Plan (RTIP). He discussed the proposed changes to the NDOT Spaghetti Bowl Express (SBX) project and the public comment period for the proposed RTIP Amendment NO. 3 which, is scheduled to begin on June 27 and close on July 18 and also the public hearing will be held at the RTC Board meeting on July 19. A discussion continued.

Vice-Chair, Amber Sosa made a motion to recommend approval of the proposed Amendment NO. 3 to the RTIP.

Dan Inouye seconded.

The motion carried unanimously.

ITEM 7. DEVELOPMENT UPDATES

Vice-Chair, Amber Sosa, City of Sparks gave development updates for downtown City of Sparks and City of Sparks Council meeting updates.

Kurt Dietrich, City of Reno gave updates on the City of Reno developments underway.

Chair, Kelly Mullin, Washoe County gave updates on Silver Hills and other events for the Washoe County.

ITEM 8. MEMBER ITEMS

Kurt, City of Reno gave upcoming updates for City of Reno Council meetings.

Dan Inouye, WCHD-AQ, gave updates on the VW committee funds for fleets with old diesel engines and to contact the committee or him for information on the applications.

Mike Boster, WCSD gave updates on the upcoming new WCSD schools under development completion date in spring and the six WCSD schools under construction ending in August.

Chris Tolley, TMRPA gave updates for upcoming Regional Planning Governing Board (RPGB) on the approved update process for the plan update extended to June to August.

Scott, RSIC gave updates on the NDOT Spaghetti Bowl Xpress Project coordination with RSIC and updates for the Tribal Council meetings.

ITEM 9. AGENDA ITEMS FOR FUTURE TAC MEETINGS

There were no items given.

ITEM 10. RTC STAFF ITEMS

Dan Doenges announced the applications for the TA Set-Aside project deadline is June 12.

Amy Cummings, RTC Deputy Executive Director and Director of Planning updated on the BUILD grant applications for the Pyramid Highway Widening Project and will be reaching out to organizations for letters of support and economic development which, the deadline is July 15.

Julie Masterpool, RTC Senior Engineer gave updates to the approved RTC RRIF updates draft 6th Edition which, was approved at the RTC Board May meeting and she gave the September/October timeframe completion to the RTC RRIF 6th Edition.

Mark Maloney, RTC Public Transportation Transit Operations Manager gave updates to the micro transit program and updates will be sometime in November for the service change updates.

ITEM 11. PUBLIC COMMENT

There were no public comments given.

ITEM 12. ADJOURNMENT

The meeting adjourned at 9:37 a.m.

Draft



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 4

TO: Technical Advisory Committee

FROM: Daniel Doenges, PTP, RSP
Planning Manager

SUBJECT: Election of Officers

RECOMMENDATION

Election of Officers for Fiscal Year 2020.

SUMMARY

The Policies Governing the Technical Advisory Committee (TAC) state that the Chair shall be elected from the three local governments on a rotating basis. The Vice Chair shall become the next Chair. The term of office for Chair and Vice Chair shall be one year, effective after elections occur. The TAC shall elect a representative from the City of Reno as the next Vice Chair.

Attachment

**Regional Transportation Commission
TECHNICAL ADVISORY COMMITTEE**

**STATEMENT OF PURPOSE, OBJECTIVES, AND PROCEDURES
(Effective August 2017)**

I. STATEMENT OF PURPOSE

The purpose of the Regional Transportation Commission Technical Advisory Committee (TAC) is to provide recommendations to the Regional Transportation Commission on policy and issues and projects relative to public transportation, the regional street and highway system, pedestrian and bicycle facilities, and multimodal transportation planning within Washoe County. The TAC provides a forum for integrated regional transportation planning. The Technical Advisory Committee will address transportation issues and questions developed in the process of planning, evaluating, and implementing regional transportation improvements.

II. OBJECTIVES

1. Provide review and comment on the development of a comprehensive, coordinated, and continuing planning process for the transportation system within Washoe County including, but not limited to, the Unified Planning Work Program (UPWP).
2. Provide review and comment on regional transportation planning documents including, but not limited to, the Regional Transportation Plan (currently incorporated in the Truckee Meadows Regional Plan), Transportation Improvement Program (TIP), the Short Range Transit Plan (SRTP), and transportation components of regional air quality plans.
3. Provide review and comment on regional transportation planning and development issues raised by the Regional Transportation Commission and/or local governments within Washoe County.
4. Provide review and comment on the prioritization and proposed expenditure of funds for regional transportation projects including gas tax and Federal Aid-funded projects. Prioritization will be based upon a number of criteria including evaluation of air quality impacts.

III. PROCEDURES

1. Technical Advisory Committee meetings will be scheduled monthly, although they will be held on an as-needed basis. A special TAC meeting may be called at other times to address important or time sensitive issues. The regular meetings shall be held at 9:00 a.m. on the first Wednesday of each month.

Agenda Item 4 ATTACHMENT

2. Committee membership shall consist of 14 members, 13 voting members and 1 non-voting member, with 7 members constituting a quorum. Technical Advisory Committee membership is comprised of the following individuals or their designated representatives:
 - A. Engineering and Capital Projects Division Director, Washoe County Community Services Department
 - B. Planning and Development Division Director, Washoe County Community Services Department
 - C. Director, City of Reno Public Works
 - D. Director, City of Reno Community Development
 - E. City Engineer, City of Sparks
 - F. City Planner, City of Sparks
 - G. Assistant Director, Nevada Department of Transportation
 - H. Planning & Research Program Manager, Federal Highway Administration (Non-voting member)
 - I. Director, Reno-Tahoe Airport Authority
 - J. District II Engineer, Nevada Department of Transportation
 - K. Director, Washoe County Health District – Air Quality Management Division
 - L. Director, Truckee Meadows Regional Planning Agency
 - M. Chief Facilities Management Officer, Washoe County School District
 - N. Director, Reno-Sparks Indian Colony Planning Department
3. The Chair of the Technical Advisory Committee shall be elected from the three local governments on a rotating basis. The Vice Chair shall become the next Chair. Elections shall occur in July of each year.

The term of office for Chair and Vice Chair shall be one year, effective after elections occur.
4. The RTC Planning Director and/or his or her designee shall attend all Technical Advisory Committee meetings. The RTC Engineering Director shall review all Technical Advisory Committee meeting agendas and shall attend meetings as necessary. RTC shall provide secretarial and staff support to the Committee.
5. Agendas and supporting materials will be mailed or delivered monthly to Committee members no later than the Friday before each meeting.
6. The TAC may periodically send representatives to the Commission and other advisory committees.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 5

TO: Technical Advisory Committee

FROM: Rebecca Kapuler
Planner

SUBJECT: RTC Federal Fiscal Year (FFY) 2019 Transportation Alternatives (TA) Set-Aside Program Projects

RECOMMENDATION

Recommend prioritization and approval of the FFY 2019 TA Set-Aside Program projects.

SUMMARY

Staff received two applications (attached) for unspent TA Set-Aside funding for FFY 2019. The total amount of available funds is \$136,000, and the amount requested through the combined applications is \$239,200. Staff is seeking a recommendation on the applications received.

BACKGROUND

The FAST Act modified the Transportation Alternatives Program (TAP) that was created under the previous transportation legislation, MAP-21, and initiated the TA Set-Aside Program. This program provides funding for projects that improve non-motorized mobility. The TA Set-Aside program guidance and an application process for funding that is sub-allocated to the RTC was approved by the Board in July 2016.

The applications received were submitted through a special Call for Projects which was opened from May 1, 2019 through June 12, 2019, due to unspent funding for FFY 2019. The available funds were originally awarded to a bikeshare education and safety project; however, the pilot franchise agreement was not renewed and the industry is moving towards electric scooters. TA funds are not eligible for scooter outreach/education at this time per federal requirements.

RTC staff reviewed the applications for completeness and compliance with the TA Set-Aside regulations. The applications will be presented to the RTC Technical Advisory Committee and Citizens Multimodal Advisory Committee for ranking and recommendation to the RTC Board.

Attachments

Regional Transportation Commission TRANSPORTATION ALTERNATIVES (TA) SET- ASIDE PROGRAM APPLICATION

1. Applicant Name Address	Ed Park RTC PO Box 30002 Reno, NV 89502
2. Contact Person Name Address Phone Email	Ed Park (same as above) 775-335-1853 epark@rtcwashoe.com
3. Project Name	Bus Stop ADA Signage & Markers for Visually Impaired Customers
4. What TA category does this project fall under?	<input type="radio"/> Bicycle facility <input checked="" type="radio"/> Pedestrian facility <input type="radio"/> Safe Routes to School programs <input type="radio"/> Construction of scenic overlooks, vehicle turnouts and viewing areas <input type="radio"/> Traffic calming improvements related to improving the environment for non-motorized users <input type="radio"/> Inventory, control or removal of outdoor advertising <input type="radio"/> Historic preservation and rehabilitation of historic transportation facilities <input type="radio"/> Archaeological planning and research <input type="radio"/> Vegetation management <input type="radio"/> Environmental mitigation activities <input checked="" type="radio"/> Other <u>Transit user facility</u>
5. Project Location	Reno, Sparks, Washoe County, and Carson City
6. Project Description (please include a description of any potential safety and mobility improvements as a result of the project)	This project would install ADA-accessible information placards on the pole of every bus stop to inform riders that they can use a NextBus app to find the arrival times of the next buses. These would also act as markers to let visually impaired riders know that the poles are bus stop poles. This would greatly enhance convenience and accessibility for transit especially for the visually impaired.
7. What is the estimated cost of the project?	\$110,000

Agenda Item 5 ATTACHMENTS

8. What is the amount of TA funds requested?	\$100,000
9. What is the amount and source(s) of matching funds and any other additional funding?	\$10,000 in sales tax
10. If this is a bicycle or pedestrian project, is it in the RTC Bicycle-Pedestrian Master Plan or the ADA Transition Plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No
11. Is this project consistent with the 2040 RTP?	<input checked="" type="radio"/> Yes <input type="radio"/> No
12. Will this project require the acquisition of right-of-way?	<input type="radio"/> Yes <input checked="" type="radio"/> No
13. Is it anticipated this project will require NEPA action beyond a CE?	<input type="radio"/> Yes <input checked="" type="radio"/> No
14. Has any preliminary design/engineering been initiated for the project?	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Not Applicable
15. Which of the following National Goals does the project support (select all that apply)?	<input checked="" type="radio"/> Safety <input checked="" type="radio"/> Infrastructure condition <input type="radio"/> Congestion reduction <input type="radio"/> System reliability <input type="radio"/> Freight movement and economic vitality <input type="radio"/> Environmental sustainability <input type="radio"/> Reduced project delivery delays
16. Project Schedule – identify current project status and schedule for project delivery	Project has not begun and would take approximately 12 months to complete.
17. Who will be responsible for maintenance of the project after completion?	The RTC would maintain all bus stop amenities.

Regional Transportation Commission TRANSPORTATION ALTERNATIVES (TA) SET- ASIDE PROGRAM APPLICATION

1. Applicant Name Address	<table border="0"> <tr> <td>City of Sparks 431 Prater Way Sparks, NV 89431</td> <td>City of Reno 1640 E Commercial Row Reno, NV 89512</td> <td>Washoe County 1001 E. 9th Street Reno, NV 89521</td> </tr> </table>	City of Sparks 431 Prater Way Sparks, NV 89431	City of Reno 1640 E Commercial Row Reno, NV 89512	Washoe County 1001 E. 9th Street Reno, NV 89521
City of Sparks 431 Prater Way Sparks, NV 89431	City of Reno 1640 E Commercial Row Reno, NV 89512	Washoe County 1001 E. 9th Street Reno, NV 89521		
2. Contact Person Name Address Phone Email	<table border="0"> <tr> <td>Amber Sosa, P.E., Transportation Manager 431 Prater Way Sparks, NV 89431 775-353-7863 asosa@cityofsparks.us</td> <td>Kurt Dietrich, P.E., PTOE Traffic Engineer 1640 E Commercial Row Reno, NV 89512 775-334-3334 dietrichk@reno.gov</td> <td>Mitch Fink Engineering Division 1001 E. 9th Street Reno, NV 89521 775-328-2050 MFink@washoecounty.us</td> </tr> </table>	Amber Sosa, P.E., Transportation Manager 431 Prater Way Sparks, NV 89431 775-353-7863 asosa@cityofsparks.us	Kurt Dietrich, P.E., PTOE Traffic Engineer 1640 E Commercial Row Reno, NV 89512 775-334-3334 dietrichk@reno.gov	Mitch Fink Engineering Division 1001 E. 9th Street Reno, NV 89521 775-328-2050 MFink@washoecounty.us
Amber Sosa, P.E., Transportation Manager 431 Prater Way Sparks, NV 89431 775-353-7863 asosa@cityofsparks.us	Kurt Dietrich, P.E., PTOE Traffic Engineer 1640 E Commercial Row Reno, NV 89512 775-334-3334 dietrichk@reno.gov	Mitch Fink Engineering Division 1001 E. 9th Street Reno, NV 89521 775-328-2050 MFink@washoecounty.us		
3. Project Name	Regional Approach to Traffic Calming and Safety Purchase of Speed Radar Signs and Rectangular Rapid Flashing Beacon's (RRFB's)			
4. What TA category does this project fall under?	<input type="radio"/> Bicycle facility <input type="radio"/> Pedestrian facility <input type="radio"/> Safe Routes to School programs <input type="radio"/> Construction of scenic overlooks, vehicle turnouts and viewing areas <input checked="" type="radio"/> Traffic calming improvements related to improving the environment for non-motorized users <input type="radio"/> Inventory, control or removal of outdoor advertising <input type="radio"/> Historic preservation and rehabilitation of historic transportation facilities <input type="radio"/> Archaeological planning and research <input type="radio"/> Vegetation management <input type="radio"/> Environmental mitigation activities <input type="radio"/> Other _____			
5. Project Location	Various locations throughout the Truckee Meadows			
6. Project Description (please include a description of any potential safety and mobility improvements as a result of the project)	The project would purchase speed radar signs and rectangular rapid flashing beacon's (RRFB's) for use by the three entities, the City of Sparks, the City of Reno and Washoe County, in their respective traffic calming programs. The request is to split the available funds equally between the entities and have separate grants as each entities uses slightly different equipment. The proposal is for the purchase of the equipment only. Installation would be the responsibility of the entity.			
7. What is the estimated cost of the project?	\$136,000 / 3 entities = \$45,333.33 per entity			

Agenda Item 5 ATTACHMENTS

8. What is the amount of TA funds requested?	\$129,200 = 95% or \$43,066.66 per entity
9. What is the amount and source(s) of matching funds and any other additional funding?	\$6,800 = 5% or \$2,266.66 per entity. Matching funding would be from the entities chosen budgetary means.
10. If this is a bicycle or pedestrian project, is it in the RTC Bicycle-Pedestrian Master Plan or the ADA Transition Plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No
11. Is this project consistent with the 2040 RTP?	<input checked="" type="radio"/> Yes <input type="radio"/> No
12. Will this project require the acquisition of right-of-way?	<input type="radio"/> Yes <input checked="" type="radio"/> No
13. Is it anticipated this project will require NEPA action beyond a CE?	<input type="radio"/> Yes <input checked="" type="radio"/> No
14. Has any preliminary design/engineering been initiated for the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Not Applicable
15. Which of the following National Goals does the project support (select all that apply)?	<input checked="" type="radio"/> Safety <input checked="" type="radio"/> Infrastructure condition <input type="radio"/> Congestion reduction <input type="radio"/> System reliability <input type="radio"/> Freight movement and economic vitality <input checked="" type="radio"/> Environmental sustainability <input type="radio"/> Reduced project delivery delays
16. Project Schedule – identify current project status and schedule for project delivery	This project is in the planning phase.
17. Who will be responsible for maintenance of the project after completion?	The City of Sparks, the City of Reno, or Washoe County (dependent on where the equipment is installed)

Regional Approach to Traffic Calming and Safety: Purchase of Speed Radar Signs & Rectangular Rapid Flashing Beacon's (RRFB's)
Total: \$136,000 - 1/3 to City of Sparks, 1/3 to City of Reno, 1/3 to Washoe County

City of Sparks Grant = \$45,333.33

City of Reno Grant = \$45,333.33

Washoe County Grant = \$45,333.33

Each entity would work through the process to identify the speed radar signs and rectangular rapid flashing beacon's they would purchase with their grant amount.

Funding from the City of Sparks for the match percentage could be made available through annual funding for Traffic Safety/Traffic Calming in Sparks' CIP (Capital Improvement Plan) program under the Road Fund.

Funding from the City of Reno for the match percentage could be made available through providing in-kind labor and equipment, and well as providing additional materials such as signage, posts, and bases, needed to complete the project.

Funding from Washoe County for the match percentage could be made available through annual funding of the County's Pedestrian Safety Improvements under the Roads Special Revenue Fund.

TA Set Aside Applications FFY 2019 (Special Call for Projects)								
Sponsor	Partner	TA Category	Project Description	Project Location	Requested	Match	Match %	Total
Sparks, City of	COS, COR, WC	Traffic Calming	Purchase of speed radar signs and rectangular rapid flashing beacons (RRFB) for use in the three entities, (Cities of Sparks and Reno and Washoe County) in their respective traffic calming programs. The request is to split the available funds equally between the 3 entities and have separate agreements as each jurisdiction uses slightly different equipment. The proposal is for the purchase of the equipment only. Installation would be the responsibility of the entity. Each jurisdiction is requesting \$43,066.66 with a 5% match of \$2,266.	Various roadways in the region	\$ 129,200	\$ 6,800	5%	\$ 136,000
RTC Transit	n/a	Pedestrian / Other: Transit user facility	This project would install ADA-accessible information placards on the pole of every bus stop to inform riders that they can use a NextBus app to find the arrival times of the next buses. These would also act as markers to let visually impaired riders know that the poles are bus stop poles. This would greatly enhance convenience and accessibility for transit especially for the visually impaired.	Cities of Reno and Sparks and Washoe County	\$ 100,000	\$ 10,000	5%	\$ 110,000
Subtotal					\$ 229,200	\$ 16,800		\$ 246,000
Estimated Available					\$ 136,000			
Difference					\$ (93,200)			



REGIONAL TRANSPORTATION COMMISSION

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July 10, 2019

AGENDA ITEM 6

TO: Technical Advisory Committee

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

SUBJECT: RTC Affordable Housing Study

RECOMMENDATION

Acknowledge receipt of report on the RTC Affordable Housing Study.

SUMMARY

The Reno-Sparks region is facing a significant challenge relating to housing affordability. Public transportation is an important resource for area residents and provides access to essential services. Affordable housing in close proximity to transit routes offers improved access to services and increases transit ridership. RTC is undertaking a study to identify opportunities for the development of affordable housing in transit corridors. The study will identify potential approaches for RTC to support affordable housing in the region near transit stops. RTC is coordinating with staff at the Truckee Meadows Regional Planning Agency, City of Reno, City of Sparks, Washoe County, and Reno Housing Authority, as well as representatives of Truckee Meadows Healthy Communities initiative regarding ongoing analysis of regional housing needs.

To date, the RTC has identified approximately eight sites with the potential to support an affordable housing development. These sites represent a mix of RTC-owned and privately-owned parcels. These sites were selected based on criteria such as vacancy, proximity to transit, and parcel size and have been presented to local agency staff and affordable housing stakeholders to receive feedback as to their feasibility in supporting development.

Once the final sites are determined, a more detailed site-specific analysis will be conducted and RTC will identify means to further affordable housing development through potential use of RTC-owned property, a Joint Development opportunity with the Federal Transit Administration (FTA), or in support of initiatives by private developers or other agencies/organizations. Staff will present the potential sites to the RTC Board at their July meeting and solicit suggestions/recommendations from the Board as to which sites to pursue for further analysis.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

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July 10, 2019

AGENDA ITEM 7

TO: Technical Advisory Committee

FROM: Michael Dulude
Transit Planner / Scheduler

SUBJECT: Microtransit Pilot Project

RECOMMENDATION

Acknowledge receipt of report and provide a recommendation for Fall 2019 RTC RIDE Service Adjustment report, scheduled for November 2, 2019, including changes to Route 9, the Sierra Spirit/creation of Route 999, and implementation of the RTC FlexRIDE microtransit six month demonstration project.

SUMMARY

Following are service adjustments currently scheduled for November 2, 2019:

- Implement Microtransit Pilot Project in northeast “downtown” Sparks currently served by Route 25 and 26.
- Discontinue Route 26.
- Shorten Route 25; the new Route 25 will use current outbound route and terminate in a loop at Howard Drive, East Lincoln Way, McCarran Boulevard, Prater Way, to current inbound route.
- Route 25 Reed High School Tripper Service before the morning bell and following the afternoon bell, weekdays only.
- Reconfiguration of Route 9 – connecting the Lincoln Line with the Virginia Line, and extending to the south end of Kietzke Lane.
- Create temporary Route 999 and discontinue the Sierra Spirit during Virginia Street construction.
- Continuation of timetable adjustments to continue improving travel times and on-time performance.

The main service adjustment highlight is implementation of the proposed microtransit demonstration project in Sparks. Microtransit is an emerging transit alternative that employs similar technology in use by Transportation Network Company (TNC) such as Uber or LYFT. After evaluating the potential for microtransit in the Reno/Sparks metropolitan area, staff determined that northeast Sparks, currently served by Routes 25 and 26, offered the greatest likelihood of success. As envisioned, microtransit would replace much of the area currently served

by these two routes. A number of public outreach events were held to explain the microtransit concept, including surveying passengers on every trip operated by the two existing routes. Of those passengers surveyed, 62% responded favorably or extremely favorably to the concept of microtransit replacing the existing fixed-route service. Staff also held two open houses to describe microtransit in greater detail and public support improved to 81% who felt favorably or extremely favorably about the microtransit pilot project. This service was not implemented during the May 2019 service change as proposed; it was postponed pending a change in legislation to provide the RTC the authority to operate such a service. Governor Sisolak recently signed the legislation into law.

Route 9 currently serves Kietzke Lane between Mill Street and McCarran Boulevard with the terminus at each end at RTC 4TH STREET STATION and Meadowood Mall, respectively. Based on a recommendation in the 2018 – 2022 Short Range Transit Plan (SRTP) (adopted by the RTC Board in May 2017) to rely less on connections at 4th STREET STATION, staff is recommending the following modification to Route 9. The recommended modification is to connect Route 9 to the Lincoln Line – RAPID at the El Rancho Station in Sparks to the Virginia Line – RAPID at the Peckham Lane Station in Reno, then extend service to the most southerly roundabout on Kietzke Lane, which is the end of Kietzke Lane. Route 9 would continue to operate at the 30-minute frequency and for the span of day as it does currently for weekday, Saturday, and Sunday services. The expected change in operating cost is a savings of approximately \$190,000 annually. An ancillary effect is to the ACCESS service, which will see a small incremental increase in its service area. See ‘Additional Background’ for more details.

The final staff recommendation for this service adjustment is the reconfiguration of the SIERRA SPIRIT. The SIERRA SPIRIT currently loops the north end of the University of Nevada, Reno (UNR) campus, then through downtown Reno, and back to RTC 4TH STREET STATION. In combining the SIERRA SPIRIT’s relatively low ridership (399 average riders per day) and its unique fare structure (much lower than RIDE’s standard fares) makes the SIERRA SPIRIT, the most costly route overall to operate of all the RIDE services. Therefore, staff recommends the discontinuation of the SIERRA SPIRIT and implementation a new temporary route, Route 999, which would circulate through the north end of the UNR campus, as well as continue to serve downtown Reno area, and continue on to serve Mid-town as a precursor to the Virginia Line – RAPID extension to UNR. Route 999 will operate at a 30-minute frequency for a span of 6:00 am to 8:50 pm on weekdays and 7:00 am to 8:50 pm on Saturday and Sundays. This recommendation also includes resetting the fare to RTC RIDE’s standard fare categories. This change would also assist the RTC and UNR with the implementation of the ‘EDPass’ program that starts July 1, 2019. This program essentially makes the UNR, as well as TMCC, student, staff, and faculty IDs a RIDE bus pass. Route 999 would promote a more direct and single-seat ride to Midtown, which students have requested during our public outreach events over the last three years. See ‘Additional Background’ for more details. This recommendation is estimated to increase operating costs by \$96,000 annually. Staff estimates the fare revenue due to removing the discounted rate and making it the same fare as the rest of the RIDE system to exceed this estimated operating cost.

RTC Management Policy P-18 (Public Involvement for Modifications to Transit Service or Fares) requires the RTC to hold a public hearing to solicit public comment for any major service reduction defined as:

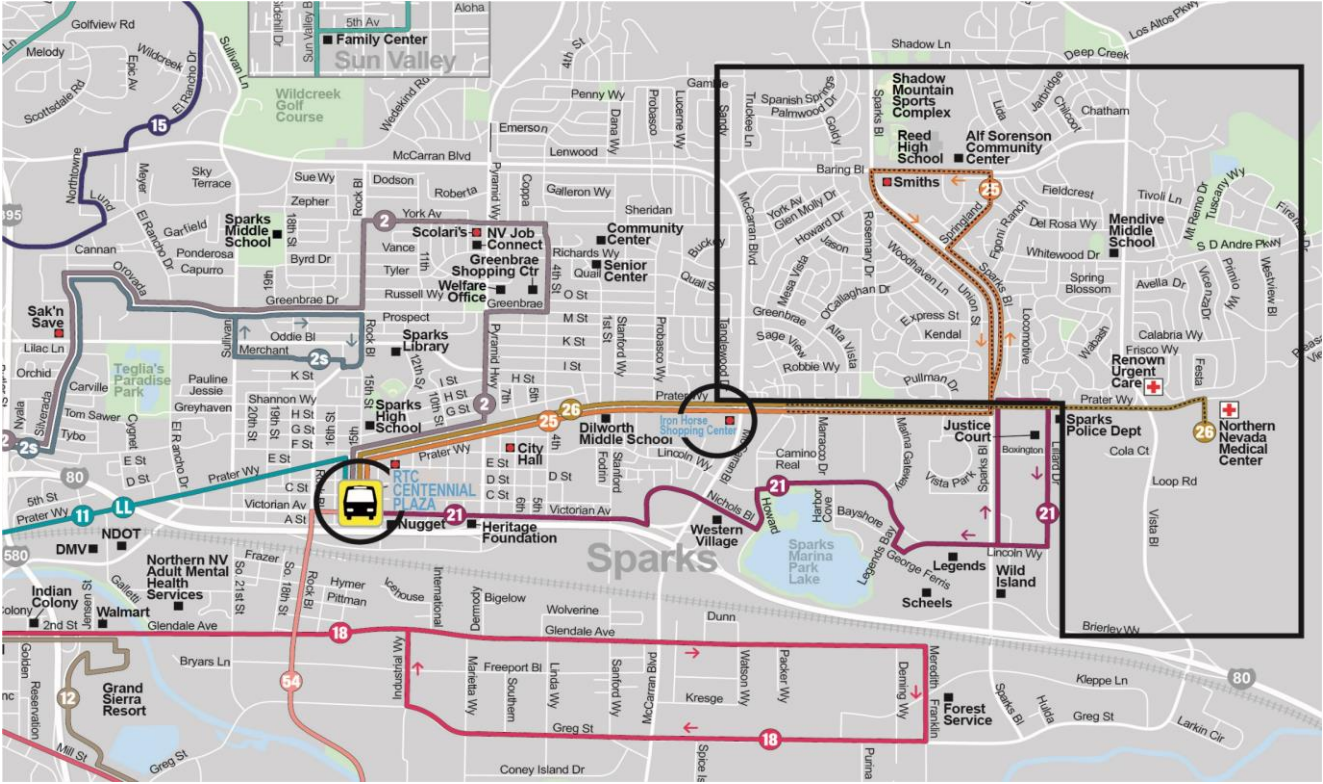
- a reduction or increase of 10% or more of system-wide service hours;
- the elimination or expansion of any existing service that affects:
 - 25% or more of the service hours of a route
 - 25% or more of the route's ridership (defined as activity at impacted bus stops).

ADDITIONAL BACKGROUND

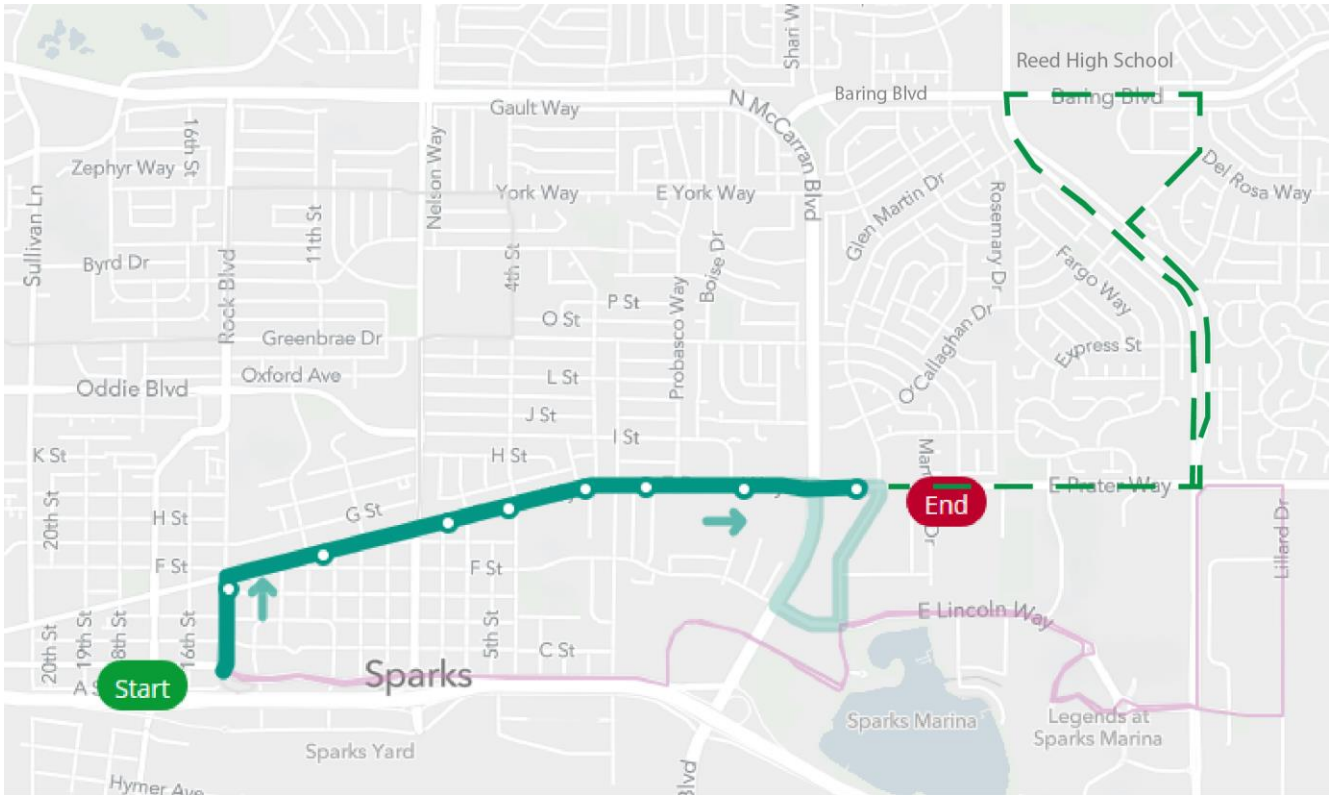
The Commission received a presentation on the proposed microtransit demonstration project and service adjustment at their February 2019 meeting. As noted at that time, the proposed changes were developed from the FY 2018–2022 Short Range Transit Plan (SRTP) to implement cost-neutral enhancing service adjustments.

Over the past year, staff conducted a series of public outreach events to discuss service concepts for RTC RIDE. At these events display boards presented route level performance along with service change objectives and concepts. The service modifications moving forward are discussed in more detail below.

- **Microtransit Demonstration Project** – With the advent of new technology, transit agencies are exploring the microtransit concept, which is equivalent to the public transit version a ‘transportation network company’ (TNC) (e.g., similar to Uber or LYFT) and employs the same technology in use by the TNC’s. Since this concept and technology is so new to the transit industry there are few real world examples to learn from. RTC contracted with Translóc, a firm that specializes in helping agencies plan and model microtransit in their community. With the help of Translóc two areas were modeled: 1) Reno north valleys (Stead, Lemmon and Golden Valley); and 2) northeast downtown Sparks. The results of these modeling efforts suggested the potential for success was much greater in Sparks than in the Reno north valleys. The Sparks model was refined to show that with just two vehicles an expanded area could be successfully covered while keeping wait times down to under 15 minutes for ride requests. A pilot 6-month project to introduce microtransit to our region is proposed for northeast downtown Sparks as a replacement for a portion of Routes 25 and 26 respectively shown in the black box below.



- **Reduce Route 25 and 26 Coverage Area** - The new Route 25 which combines the Route 26 and 26 into one route (see map below) will operate every 30 minutes 7 days a week from Centennial Plaza to Prater Way and McCarran Boulevard. In addition, one am and one pm trip will operate every weekday to Baring Boulevard and Vista Boulevard.

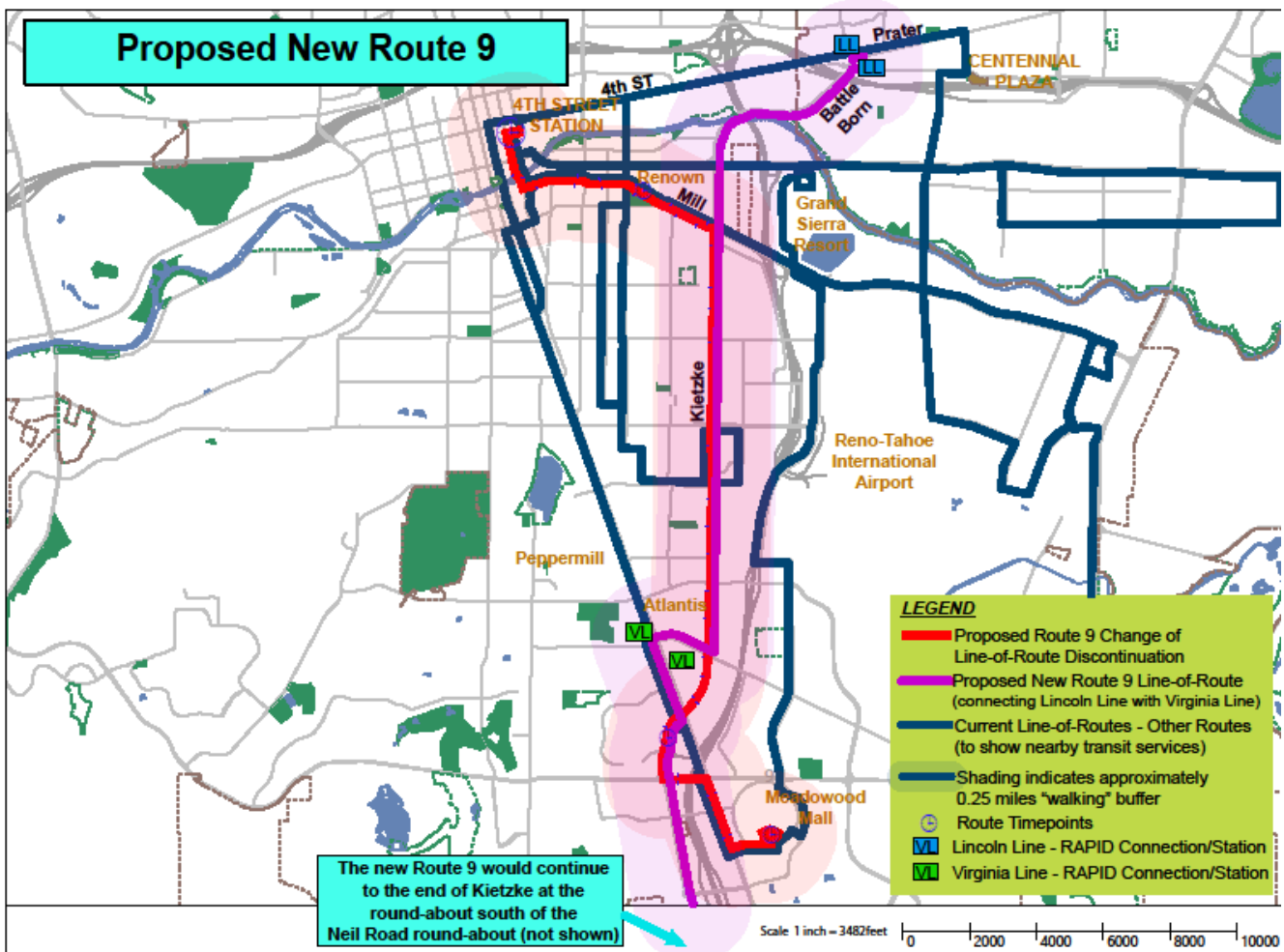


- Route 9 would begin at the El Rancho Station (east bound Prater Way), left on 22nd Street, left on Victorian Way, right on Battle Born Way, which turns in to Kietzke Lane, then right at Peckham Lane, left at Virginia Street, right at Kietzke Lane to the southerly roundabout on Kietzke Lane. Then reverse the direction back to the El Rancho Station (right on Prater Way from Battle Born Way). Currently ranked 10th overall performance, ranked 9th in ridership (1,286 average weekday), and 15th in productivity (37.7 riders per revenue hour). The discontinued north end corridor of the current Route 9, 4TH STREET STATION to Mill & Kietzke has duplicate coverage supplied by Route 14. Route 1 duplicates the discontinued southern end corridor between Kietzke & McCarran to Meadowood Mall on Virginia Street from McCarran to Meadowood Mall; however, two stops on McCarran Boulevard at Kietzke Lane will be eliminated. These stops average 26 customers per day, these customers will have an increased walking distance of 800 feet (0.15 miles) to the closest Route 9 stop. The added demographic data based on the recommended new areas served by Route 9 would be:

- 4,304 Population
- 7,918 Jobs
- 17.6% Poverty
- 44.8% Minority
- 17.5% Seniors (65+)

- 27.0% Youth (18-)
- 7.2% Limited English Proficiency (LEP)
- 16.3% Disabled
- 15.4% No Vehicles
- 1,953 Households

The biggest gain would be the ‘cross-town’ service where not all passengers are forced to travel to the “hub” to just go out on another “spoke.”



- Route 999, for the UNR area, would circulate along Virginia Street to 17th Street, then to East Stadium Way, South Stadium Way, then to Virginia Street. In the downtown Reno section, Route 999 would utilize Sierra Street from 6th Street to Liberty for the southbound direction and utilize Virginia Street for the northbound leg. Again, the concept is to rely less on 4TH STREET STATION for connections, thus Route would not deviate from Virginia Street to access the station. Passengers looking to access the 4TH STREET STATION would have a two-block walk at 4th Street to gain access. For the south end of the Route 999 corridor, the route would be southbound on Virginia Street to east on Plumb

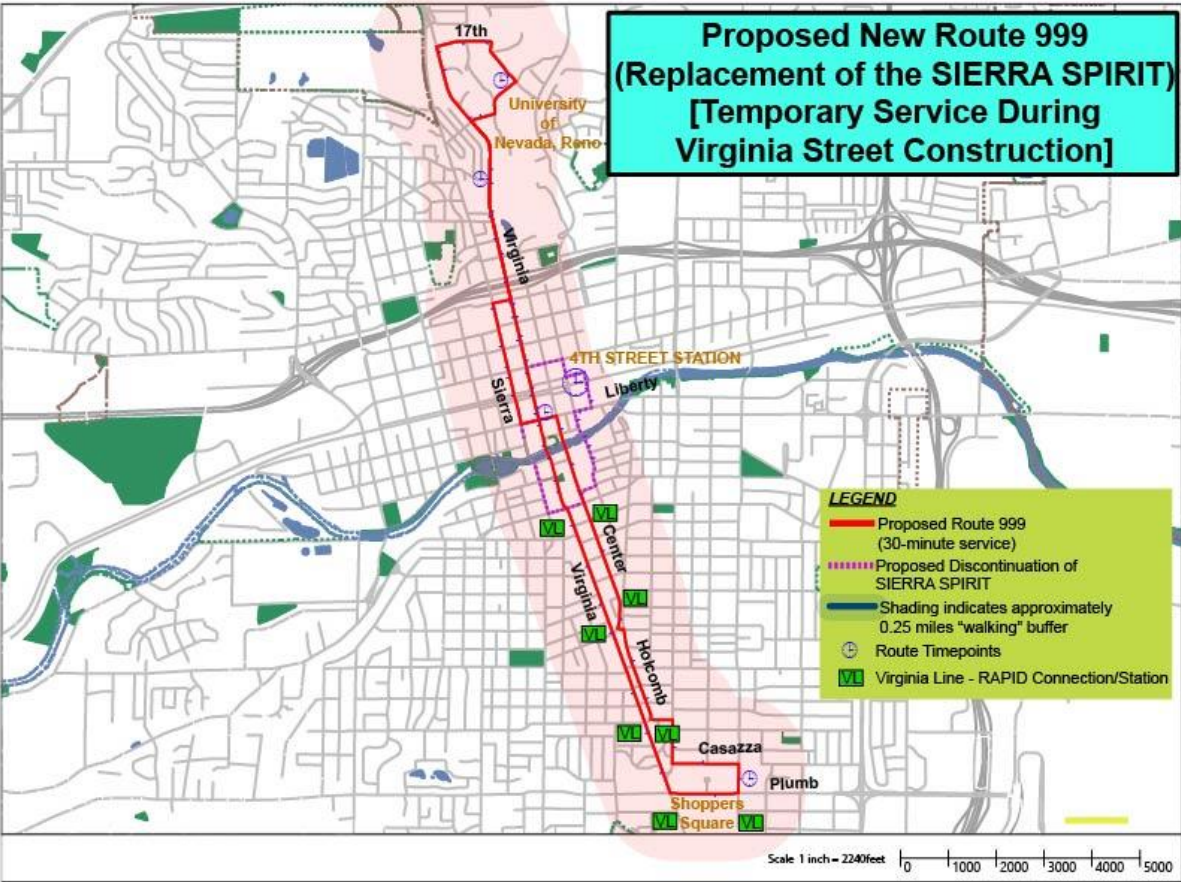
Lane, north on Kirman, west on Casazza, north on Wells to Vista, to Holcomb to Burns to Center to Liberty back to Virginia Street and the UNR campus loop. Based on an analysis of the RIDE system the SIERRA SPIRIT current estimated fare revenue for 2018 is \$9,982, which equates to approximately \$0.08 per passenger trip. The RIDE system average passenger trip fare is \$0.75. The estimated fare revenue, if the standard fares for RIDE were charged, would be between \$194,642 and \$409,099 annually. Staff analysis of Route 999 versus the SIERRA SPIRIT indicates an annual increase of operating cost of \$95,899. When coupled with the estimated increase in fare revenue, the net operating expense would be an operating savings. The following details the performance of the SIERRA SPIRIT, which leads staff to the recommendation provided above:

- Ranks 26th out of RTC’s 27 fixed routes,
- Ranked 26th for ridership (399 average weekday), and
- Ranked 26th for productivity (10.3 riders per revenue hour).
- Please remember, the SIERRA SPIRIT is the only route with a special fare (adult fare: \$0.25, discounted fare: \$0.10), which amounts to an average passenger trip fare of \$0.08 compared to the RIDE average (without SIERRA SPIRIT) of \$0.76.

Route 999 is estimated to have a productivity of 25.3, which at the 25.3, this route would rank at about 20th in productivity. Following would be the changes in demographics from the SIERRA SPIRIT to Route 999:

<u>Current SIERRA SPIRIT:</u>	<u>Proposed Route 999:</u>
➤ 7,498 Population	➤ 13,356
➤ 17,160 Jobs	➤ 21,379
➤ 35.2% Poverty	➤ 32.6%
➤ 31.6% Minority	➤ 40.3%
➤ 13.3% Seniors (65+)	➤ 11.5%
➤ 3.7 % Youth (18-)	➤ 11.4%
➤ 5.2% Limited English Proficiency (LEP)	➤ 9.6%
➤ 16.2% Disabled	➤ 16.2%
➤ 29.8% No Vehicles	➤ 25.5%
➤ 3,373 Households	➤ 5,863

Route 999 would nearly double the population served, increase access to jobs by over 3,000, and access about 2,500 more households, as well as improving the number of demographics served. With the increase in the population, jobs, and households served, staff feels confident this will be a good recipe for increased ridership.



Staff will review these proposed service changes and address any questions or concerns raised by the public or Commission at a Public Hearing scheduled for 9:05 A.M. on Friday, July 19, 2018.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 8

TO: Technical Advisory Committee

FROM: Rebecca Kapuler
Planner

SUBJECT: Discussion and recommendation of approval of the Vision Zero Truckee Meadows Action Plan and submittal of an application for recognition as a Vision Zero Community

RECOMMENDATION

Recommend approval of the Vision Zero Truckee Meadows Action Plan and submission of an application to become a nationally recognized Vision Zero Community.

SUMMARY

The Northern Nevada Vision Zero Task Force is a regional partnership focusing on pedestrian safety in our community. The task force has set the goal to eliminate pedestrian traffic fatalities by 2030 in the Truckee Meadows and has created an action plan with objectives to make this goal reachable.

Over the last 10 years, there have been 87 pedestrian fatalities and 327 traffic fatalities in Washoe County. The foundation of the Task Force is to explore a different approach to eliminate pedestrian fatalities in Washoe County. The Vision Zero Truckee Meadows Task Force is working together to keep everyone safe on our roads. The task force, with the support of local leaders, has made a commitment to take action to bring the number of fatalities on our roadways to zero.

There are three main components to the action plan, 1) Programmatic; 2) Street Design/Infrastructure Improvement; and 3) Community Engagement/Outreach. The task force established the Plan by creating equitable, data-driven, and transparent actions and decisions to improve safety throughout our community. By working together to make roads and sidewalks safer for pedestrians, we make our roads safer for everyone.

BACKGROUND

The Vision Zero Truckee Meadows Task Force began in October 2017. To date, the membership includes staff from the Cities of Reno and Sparks; Federal Highway Administration; members of the public; Nevada Department of Transportation; Nevada Highway Patrol; Office of Traffic Safety; Reno Bike Project; Reno & Sparks Chamber of Commerce; Renown Hospital; University

of Nevada, Las Vegas; University of Nevada, Reno; Washoe County; and Washoe County School District.

Early on, the Vision Zero Task Force identified four focus areas to evaluate pedestrian crashes, Midtown Reno, West 4th Street, the University District, and Downtown Sparks. Crash data collected for each focus area includes:

- Lighting Conditions during Pedestrian Crashes
- Percentage & Number of Pedestrian Crashes – Time of Day and Season
- Pedestrian Actions in Pedestrian Crashes
- Driver Actions in Pedestrian Crashes
- Fatal and Serious Injury Pedestrian Crash Location
- Pedestrian Crashes by Age Group
- Driver Impairment
- Pedestrian Impairment

After the task force collected the data, they determined it was imperative to talk to pedestrians. During November 26, 2018 through January 4, 2019, the task force conducted a survey to gain input from pedestrians. A report of the data collected during the survey and crash data trends is also included in the Vision Zero Truckee Meadows Action Plan. The task force interviewed over 575 pedestrians individually and there were 1,001 surveys submitted online during this timeframe.

Survey questions included information regarding the purpose of the pedestrian trip, sidewalk conditions and potential obstacles, concerns about street crossings and roadways, driver behavior, and safety.

During the spring of 2019, the Vision Zero Task Force finalized goals and objectives to eliminate pedestrian crashes by the year 2030. The regional task force is seeking resolutions from the City of Reno, City of Sparks, Washoe County, and Regional Transportation Commission to demonstrate the support from public officials and leadership towards this goal. The Vision Zero Truckee Meadows Action Plan is attached.

The next step after the resolution is to submit the Vision Zero Truckee Meadows Task Force Action Plan and application to the National Vision Zero Network to become the first recognized Vision Zero Community in Nevada.

Attachments

VISION TRUCKEE MEADOWS ZERO

DRAFT ACTION PLAN • 2019

ZERO FATALITIES BY 2030

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DEAR MEMBERS OF THE COMMUNITY,

We are working to make our roads safer for everyone. Over the last 10 years, 327 people have died while walking, biking, or driving in our community. These are our friends, our families and our neighbors. The number of fatalities in our community has been on the rise recently and we are taking action to bring the number of traffic fatalities and serious injuries to zero by the year 2030 by implementing Vision Zero Truckee Meadows. The only acceptable number of traffic deaths in our community is zero.

The Vision Zero Truckee Meadows task force was established to take equitable, data-driven and transparent actions to improve safety throughout our community. By working together to make roads and sidewalks safer for pedestrians, we will make our roads safer for everyone. Our community is made stronger by increasing the safe connectivity of our residents and visitors.

Now, more than ever, we must make our streets safe for everyone, no matter where they go, or how they get there. Safety must be our most important consideration and highest priority moving forward.

The Vision Zero Truckee Meadows task force is currently comprised of members from the City of Reno, City of Sparks, Washoe County, the Regional Transportation Commission of Washoe County, the Federal Highway Administration, the Nevada Department of Transportation, Office of Traffic Safety, Reno Bike Project, The Chamber, Renown Health, the University of Nevada, Las Vegas, the University of Nevada, Reno, the Washoe County School District and members of the community who have been impacted by traffic fatalities. Through our shared regional commitment to safety, we are committed to changing the rising trend of traffic deaths in our community.

The task force has created an action plan to bring the number of traffic fatalities to zero. We cannot achieve this goal alone. This plan unites us around this common goal as we work together to make our community a stronger and safer place for everyone. We are hoping you will be interesting in joining us after reading this plan.

Respectfully,



Hillary L. Schieve
Mayor
City of Reno



Ron Smith
Mayor
City of Sparks



Vaughn Hartung
Chair
Washoe County



Bob Lucey
Chair
RTC Washoe

VISION ZERO TRUCKEE MEADOWS GOAL: ZERO PEDESTRIAN FATALITIES BY 2030

The Vision Zero Truckee Meadows will reach the goal of zero pedestrian fatalities by 2030 and reduce critical and fatal crashes overall. Vision Zero uses a unique data-driven approach to eliminate all traffic fatalities and serious injuries.

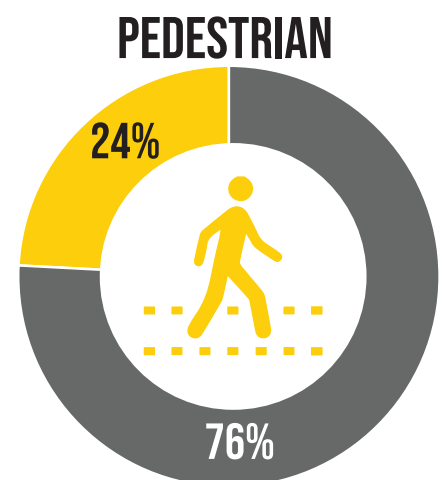
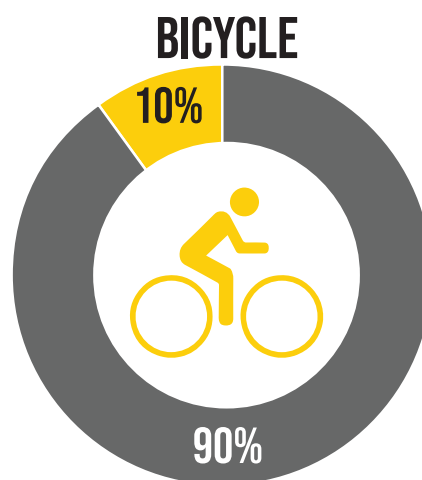
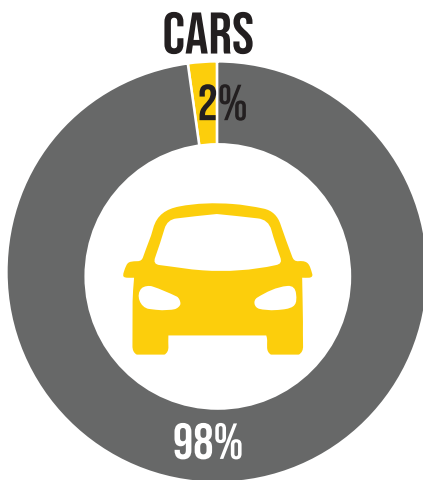
TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
Prevents **COLLISIONS**
INDIVIDUAL responsibility
Saving lives is **EXPENSIVE**

VISION ZERO APPROACH

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMATIC approach
Saving lives is **NOT EXPENSIVE**

Share of Victims who were killed or seriously injured by mode between 2013 - 2017



VISION ZERO TRUCKEE MEADOWS TASK FORCE MEMBERS

City of Reno

Neighborhood Services

Public Works/Traffic Engineering

Reno Police Department (RPD)

City of Sparks

Community Relations

Public Works

Sparks Police Department

Federal Highway Administration (FHWA Nevada Division)

Nevada Department of Transportation (NDOT)

Bicycle and Pedestrian Division

Traffic Safety Division

Nevada Highway Patrol (NHP)

Office of Traffic Safety (OTS)

Regional Transportation Commission of Washoe County (RTC)

Communications and Public Affairs

Engineering

Metropolitan Planning

Reno Bike Project

Reno Emergency Medical Services Authority (REMSA)

Reno & Sparks Chamber of Commerce

Renown Hospital, Trauma Center

University of Nevada, Reno

Department of Engineering

Police Department

University of Nevada, Las Vegas

Vulnerable Road Users Project

Washoe County

Washoe County Health District, Air Quality

Management Division

Washoe County School District

Safe Routes to School

Washoe County Sheriff's Office

Members of the Public

OUR SAFETY CULTURE

During the Nevada Transportation Conference in May 2017, a group of professionals identified the need for the Vision Zero Truckee Meadows Task Force. The multidisciplinary task force began meeting in October 2017 when northern Nevada partners joined forces. The Vision Zero Truckee Meadows (VZTM) Task Force formed and set the goal to reach zero pedestrian fatalities within the region by the year 2030. Achieving zero fatalities requires leadership and commitment from city and county agencies, elected officials, community stakeholders, and the public and the private sectors to find the right solutions for Truckee Meadows. These resolutions are supported by a new level of energy and commitment to teamwork for addressing road-safety issues.

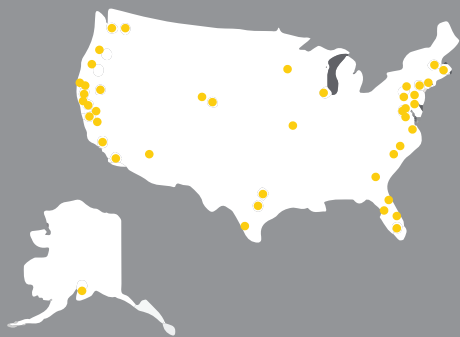
Over the last 10 years, there have been 327 traffic fatalities in Washoe County. Eighty- seven of these being pedestrian fatalities. Everyone agrees that even one fatality is too many. The foundation of the task force is to explore a different approach to eliminate pedestrian fatalities in Washoe County. The VZTM is working together to keep everyone safe on our roads. The task force, with the support of local leaders, has made a commitment to change our culture regarding safety in the Truckee Meadows. Vision Zero Truckee Meadows is working together to bring the number of fatalities on our roadways to zero; following the principle that if you make a road safer for a pedestrian, the most vulnerable road user, the road will be safer for everyone.

VISION STATEMENT

Northern Nevadans working together to keep everyone safe on our roads.

MISSION STATEMENT

Northern Nevadans, with the support of elected leaders, have made a commitment to take action to bring the number of fatalities on our roadways to zero. We will make equitable, data-driven, and transparent decisions to improve safety throughout our community. By partnering together to make roads and sidewalks safe for pedestrians, we make our roads safer for everyone. We will actively implement measures proven to reduce serious injuries and fatalities. Through collaboration we will make our community a safe and healthy place, no matter where you go or how you get there.



OTHER VISION ZERO CITIES

Since 2014, Vision Zero has been gathering momentum across the U.S. As of June 2019, 43 cities across the United States have committed to Vision Zero.

Early results are promising. Traffic deaths in New York City (the earliest U.S. adopter of Vision Zero) are down 22% since 2013, just before the city launched Vision Zero. Pedestrian deaths dropped to a record low in New York City in 2015.

WHAT IS VISION ZERO?

Vision Zero is a concept that road users can coexist on our street network without losing their lives. It is an overarching concept. A concept that can be achieved. Progress toward zero fatalities has been happening across Europe, and has begun to manifest in the United States as well.

Vision Zero views traffic crashes as opportunities to fix potential safety risks: assign no blame, evaluating what happened with the understanding that there is a mitigation that could have helped avoid the crash or lessen the severity of the crash. The solution can be engineering based or behavioral-based, but most solutions involve both.

Vision Zero is a community working together to identify solutions to designing safer roads. Vision Zero is welcoming new ideas and non-traditional approaches to assuring roads are safer for all, by focusing on making roads safer for the most vulnerable user.

WHY HAVEN'T I HEARD OF VISION ZERO?

Vision Zero began in Sweden in 1996, and within five years the movement had spread to the Netherlands; and in 20 years, across Europe. Since its inception, Swedish fatalities for all road users has dropped by more than 50 percent! While they have not yet achieved Zero Fatalities, the fatality rate per 100,000 people has dropped from 10.3 to less than two. Similar results have also occurred across other Vision Zero European countries.

Vision Zero has spread to the United States and was adopted most aggressively in New York City (NYC) in 2013, with its first year of operation in 2014. The results have been amazing in NYC too, where bicycling trips have risen by more than 50

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percent and fatalities are down close to 50 percent (preliminary 2018 fatality numbers). In fact, in 2017, the fourth year of the program, fatalities in NYC were the lowest they have been since they began to keep records in 1910.

As of June 2019, there are 43 cities across the US that have made the commitment and pledge to Vision Zero to enhance and improve their quality-of-life.

What all the cities have in common is they have made a commitment to the following tenants of Vision Zero:

- People are more important than cars
- Integrate human failing in approach
- Getting there safely is more important than getting there quickly
- Saving lives is inexpensive

Vision Zero also states that if we improve our roads for the most vulnerable road user, we have improved that road for every road user. NYC data supports this fact. Often, the perceived cost of improvements is an obstacle to change, but the cost of doing nothing is far greater than a steady budget that improves roads and mitigates crash outcomes; which will begin to reap immediate rewards in fewer lives lost, fewer severe injuries and less time for emergency responders in the field.

WHY VISION ZERO?

Traffic fatalities are a quality-of-life issue; if we don't feel safe using our roads, how does the community thrive? What things do you change in your life because you don't feel safe traveling by your preferred means? As a business, the best way for customers to find you is on foot or on bike. How many businesses fail simply because the traffic outside moves too fast for people to notice them? As a society, beginning with the end of WWII, we have had a love affair with our cars. In the Southwest, which has been built mostly post-WWII, we have a network of streets that are built for

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automobiles. As vehicles became more affordable, streets were built for the onslaught: wide, flat, fast and for the most part, dark.

When you consider a reluctance to establish crosswalks at reasonable distances, streets without adequate space for a cyclist to feel safe, and laws that are unclear, there exists a quality-of-life issue for everyone.

Human behavior complicates this situation. The imperfect human being, using streets that demand perfection, leads to the result observed in Washoe County: In the past five years (2012-2017) pedestrians have made up 27.8 percent of Washoe County's traffic fatalities; which is ample justification

to incorporate Vision Zero. This is the disproportion seen for vulnerable road users.

In many neighborhoods people would allow their children to walk and bike, but they lack sidewalks, or their neighborhood is walled in, adding travel distance to what would be a short trip "as the crow flies." A lunchtime stroll for workers becomes dangerous in parts of the city and people avoid walking because it is uncomfortable and does not feel safe.

Looking at every crash as a resource to prevention allows engineers, planners and advocates to work together to bring streets back for all to use.



HOW MUCH IS SPEED AN ISSUE?

The one constant in all Vision Zero programs is speed reduction, and for good reason! Speed is a factor in more than a third of all Nevada fatalities, surpassing all other potential factors such as impairment, seat belt use, distracted driving, etc. When we look at pedestrian fatalities, speed is even more critical. Crashes that involve vehicles traveling at posted speed limits is deadly to many pedestrians, meaning speed is a factor, but isn't reported as one.

The sad fact is that at **30 miles-per-hour, half of pedestrians struck by a vehicle will not survive.**

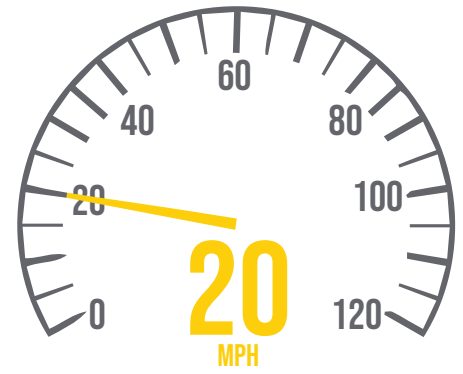
Bodies without the benefit of seat belts, air bags and 3,000 pounds of steel surrounding them do not fare well when struck by cars, or motorcycles, or even bikes; this is why Vision Zero aims to make roads safer for the most vulnerable users, which, in turn, makes the road safer for all.

Internationally, Europe, Africa and parts of Asia have adopted the World Health Organization (WHO) speed limit recommendation that no city street with cross traffic and multiple modes of road users should be over 30 km, or 18 mph. In fact, New York City's downtown district has speed limit signs that read "20 is Plenty".

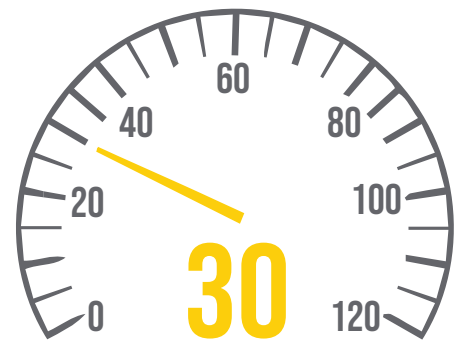
Vision Zero speed limit research shows at 20 mph, one in 10 pedestrians will not survive. This applies mostly to small children because they have no body mass to absorb the crash force and to the elderly because of their fragility; they either don't survive being put under anesthesia or they languish after breaking a femur or hip and simply don't move again.

At 30 mph, half the population will not survive, and at 40 mph we tragically see only one in ten people struck by a vehicle while walking will survive. Speed plays a huge role in survivability, no matter how you travel.

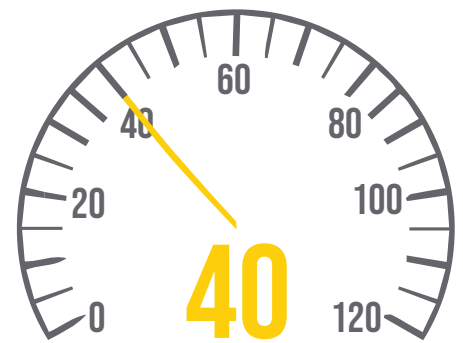
Lowering speeds is often seen unfavorably by many because they equate lower speeds with longer travel times. In reality, if you had a five-mile trip to work and the speed limit was dropped from 45 mph to 30 mph, the difference in time is only three minutes and twenty seconds. Travel times are mostly impacted by poor signal timing and congestion, not the speed.



10% LIKELIHOOD OF FATALITY OR SEVERE INJURY

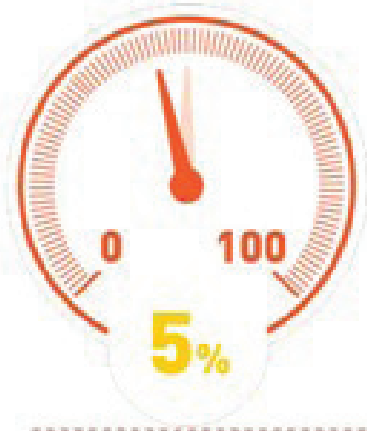


50% LIKELIHOOD OF FATALITY OR SEVERE INJURY



90% LIKELIHOOD OF FATALITY OR SEVERE INJURY

SPEED: THE FACTS



A 5% cut in average speed can result in...

30%

reduction in the number of fatal crashes.



When motorized traffic mixes with pedestrians and cyclists, the speed limit should be under 30km/h.



47
countries

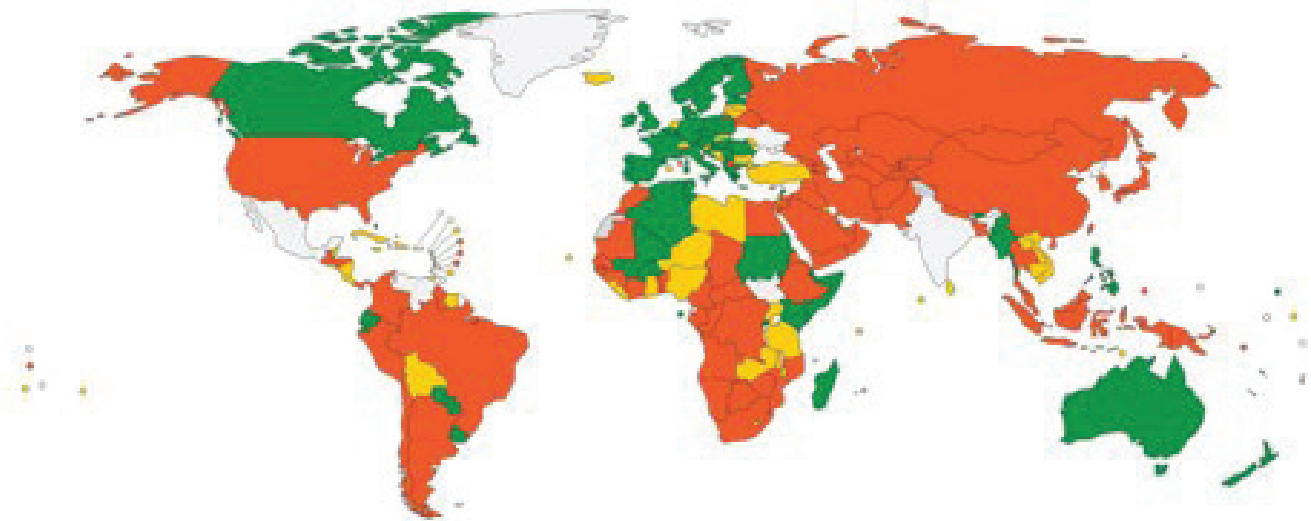


have implemented an urban speed limit of 50km/h or less...



...and allow local authorities to reduce these limits.

Urban speed laws by country



- Speed limits on urban roads ≤ 50 km/h and can be modified
- Speed limits on urban roads ≤ 50 km/h but cannot be modified
- No speed law or speed limit on urban roads > 50 km/h
- Data not available
- Not applicable



Global status report on road safety 2015

www.who.int/violence_injury_prevention/road_safety_status/2015/en/



IDENTIFYING THE PROBLEM

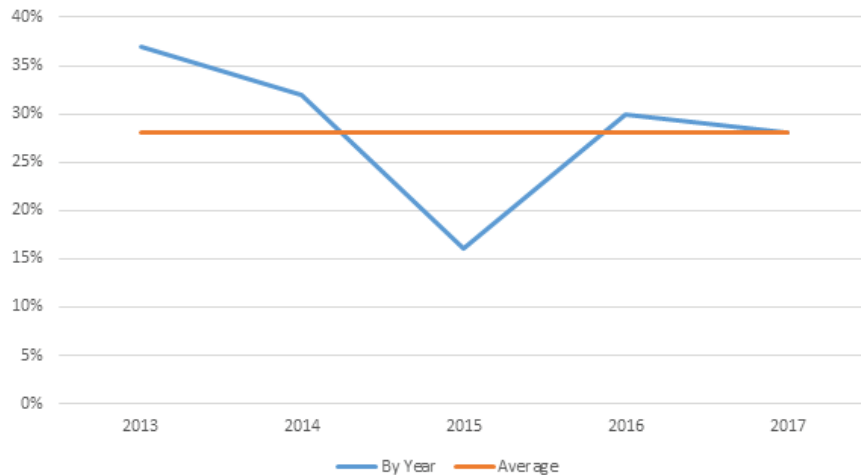
Vision Zero Truckee Meadows Task Force has evaluated crash trends in the region. First, crash data for the region indicates that, between 2012 – 2017, 28% of the fatalities on our roadways were pedestrian fatalities.

The highest year of pedestrian fatalities during this 5-year period was 2013 with 37% of the fatalities in Washoe County. In comparison, 2015 was the lowest year for pedestrian fatalities at 16%.

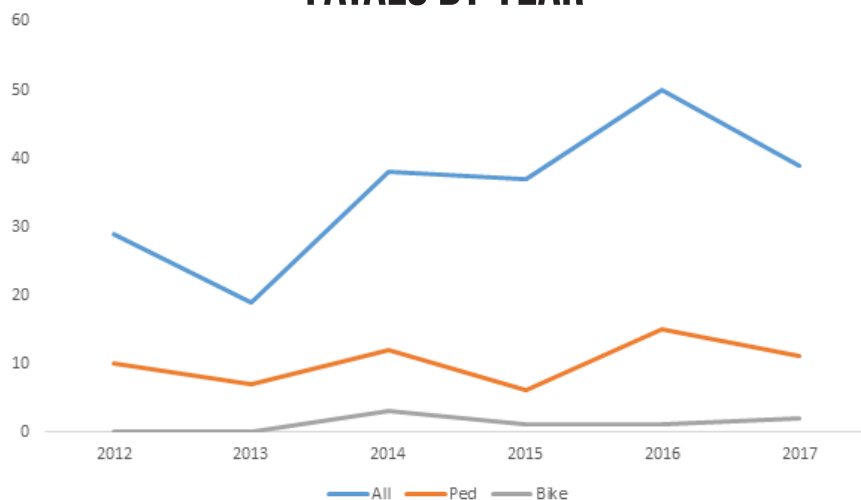
The Vision Zero Truckee Meadows Task Force believes that one fatality is too many. The commitment to be pedestrian fatality-free by 2030 has been made by the regional task force and in order to get there the approach on how we look at fatal crashes needs to change.

28%
OF THE FATALITIES OVER THE FIVE-YEAR PERIOD WERE PEDESTRIAN FATALITIES

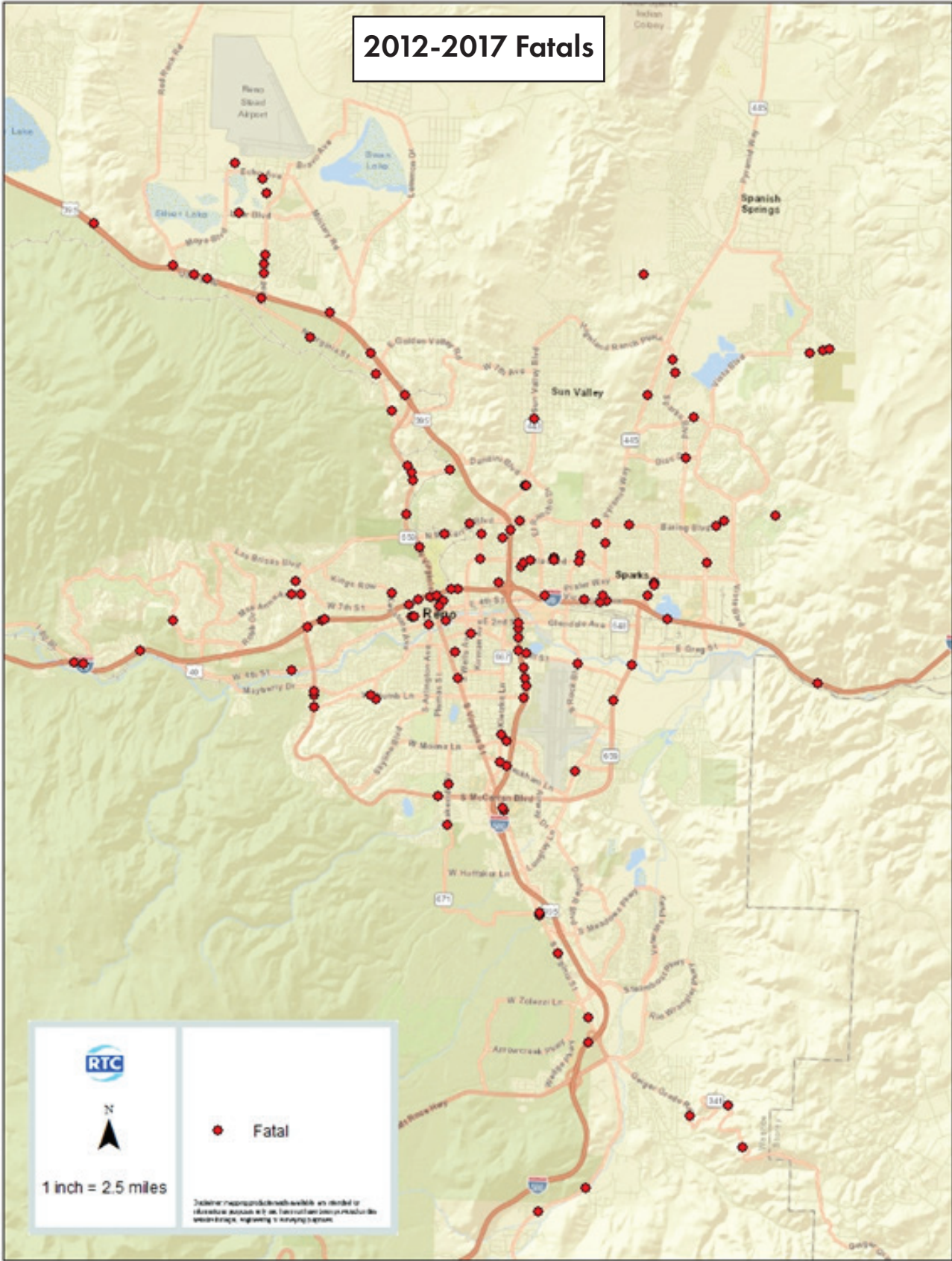
PERCENT OF TOTAL FATALS PEDESTRIANS



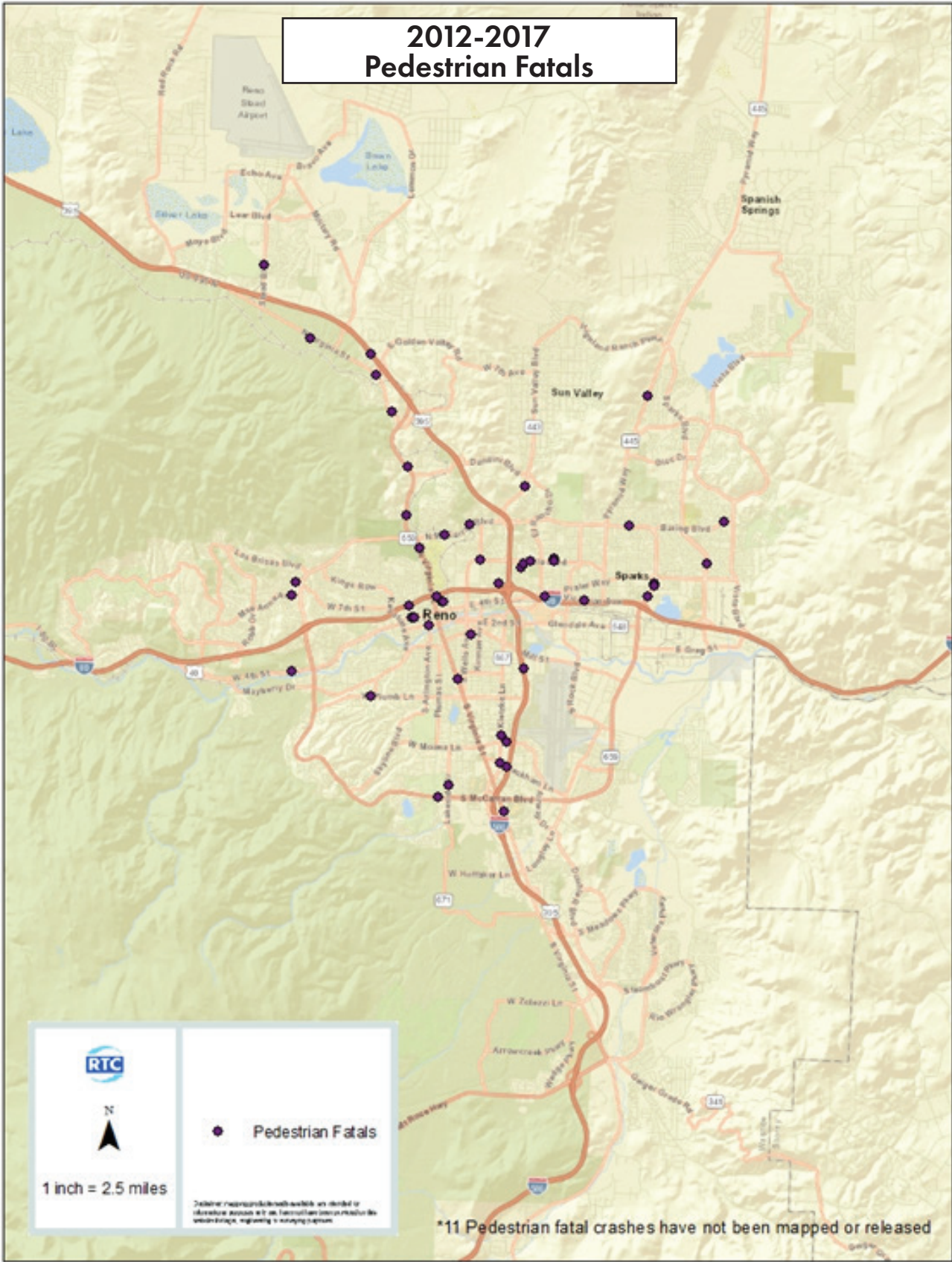
FATALS BY YEAR



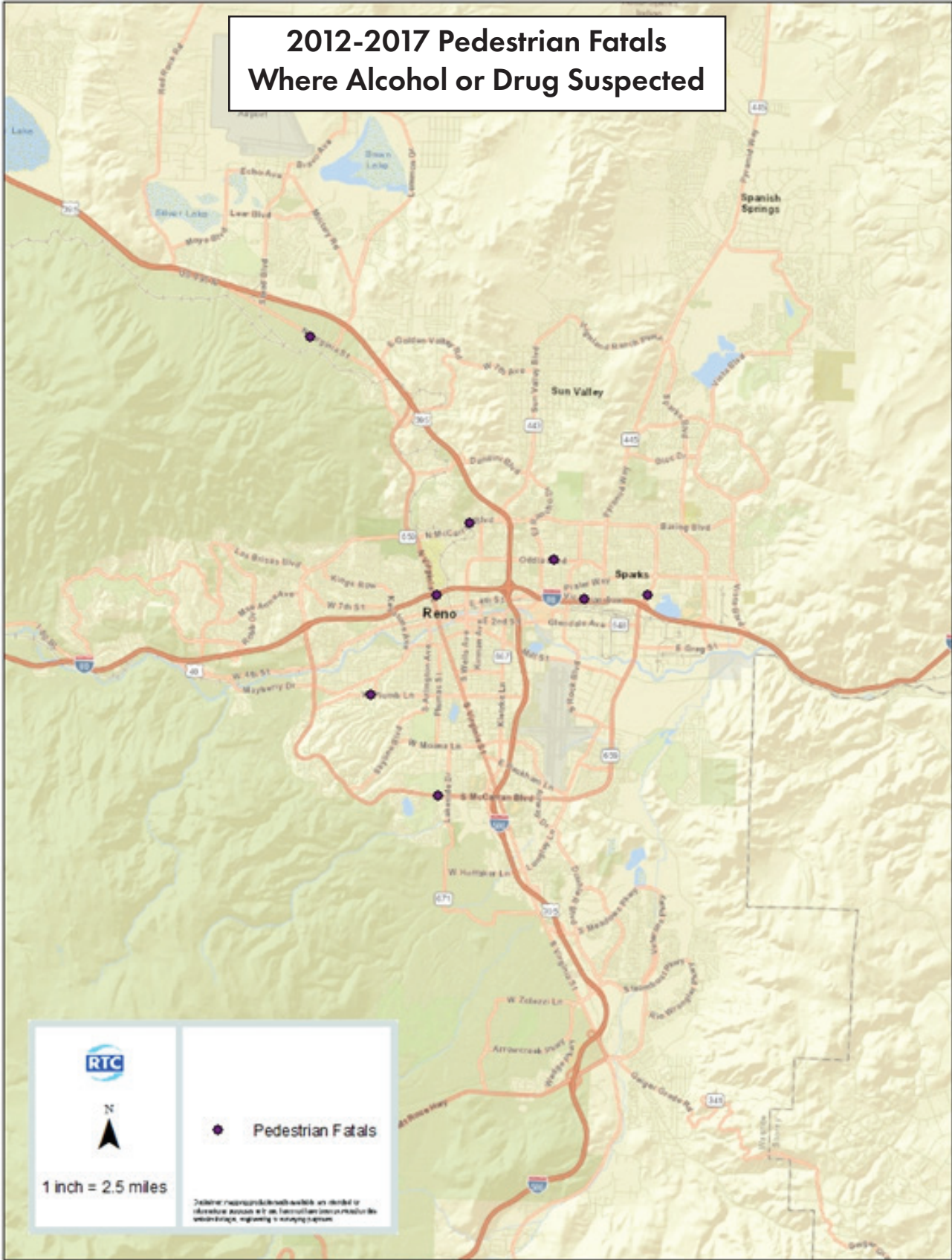
ALL ROAD FATALITIES IN WASHOE COUNTY 2012-2017



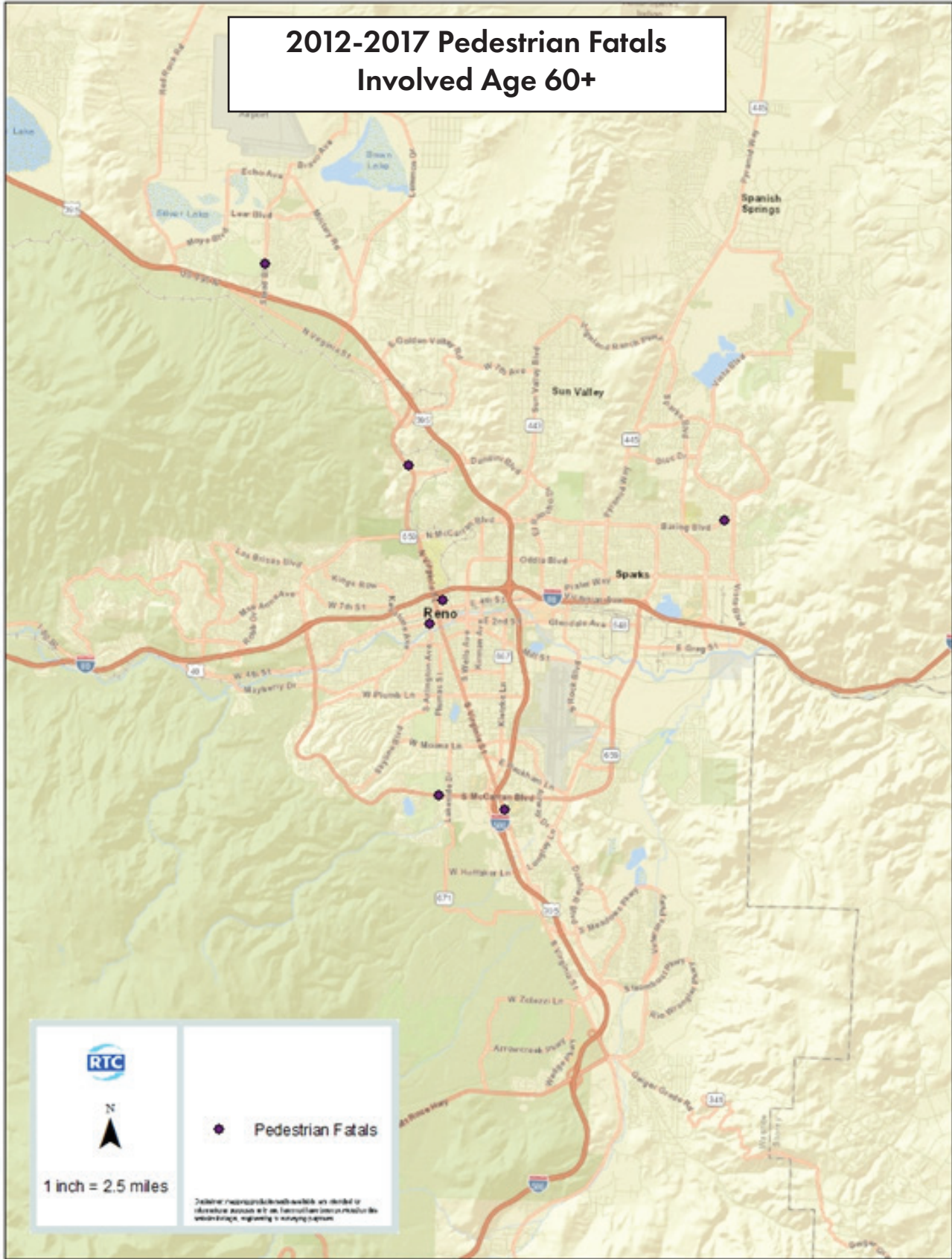
PEDESTRIAN FATALITIES IN WASHOE COUNTY 2012-2017



ALL ROAD FATALITIES IN WASHOE COUNTY 2012-2017



FATAL PEDESTRIAN CRASHES AGED 60+



VISION ZERO TRUCKEE MEADOWS RESPONDS TO CRASH TRENDS

For the year 2019, data indicates that between January 1 and May 31, there have been five pedestrian fatalities in Washoe County. Trends indicate that these fatalities have the following common factors:

- Crashes occurred at night
- All pedestrians were outside a marked crosswalk or crossing against the traffic signal
- Pedestrians were wearing dark colors without any reflectivity
- One pedestrian was 55 years old and the others were all seniors 60+
- All pedestrians were homeless or in transition
- Crashes occurred in low-light areas

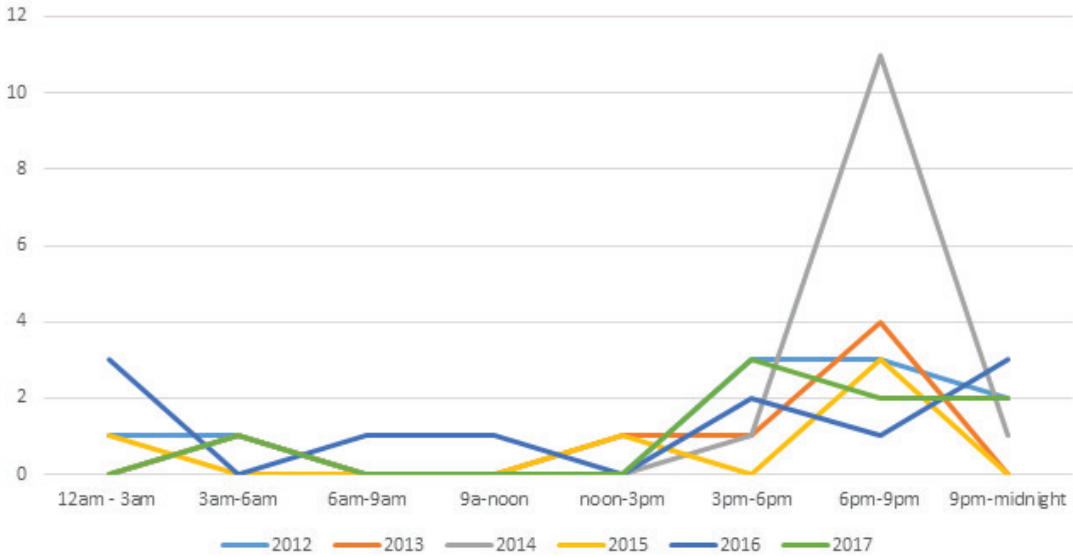
The Vision Zero Truckee Meadows Task Force responded to this by receiving more than 4,000 free backpacks, high-visibility slap bracelets and reflective tape from both the Nevada Office of Traffic Safety and Nevada Department of Transportation as well as Pedestrian Safety Tips brochure from the Regional Emergency Medical Services Agency. The VZTM distributed them to regional partners that work with this vulnerable population, Reno and Sparks Police Departments, RTC Mobility Center, Northern Nevada HOPES Clinic, Community Assistance Center, Catholic Charities, Washoe County Senior Center, and Downtown Reno Ambassadors. The purpose of this community engagement was to distribute the safety material to individuals in high-risk areas of our community to help people be safe and seen by drivers.

This example of pulling resources together and quickly engaging the community is an example of how the Vision Zero Task Force has already made an impact in the Truckee Meadows.

The following line chart demonstrates that crash trends show fatalities for vulnerable road users increase in low-light situations (between 3:00pm – 6:00am they peak).

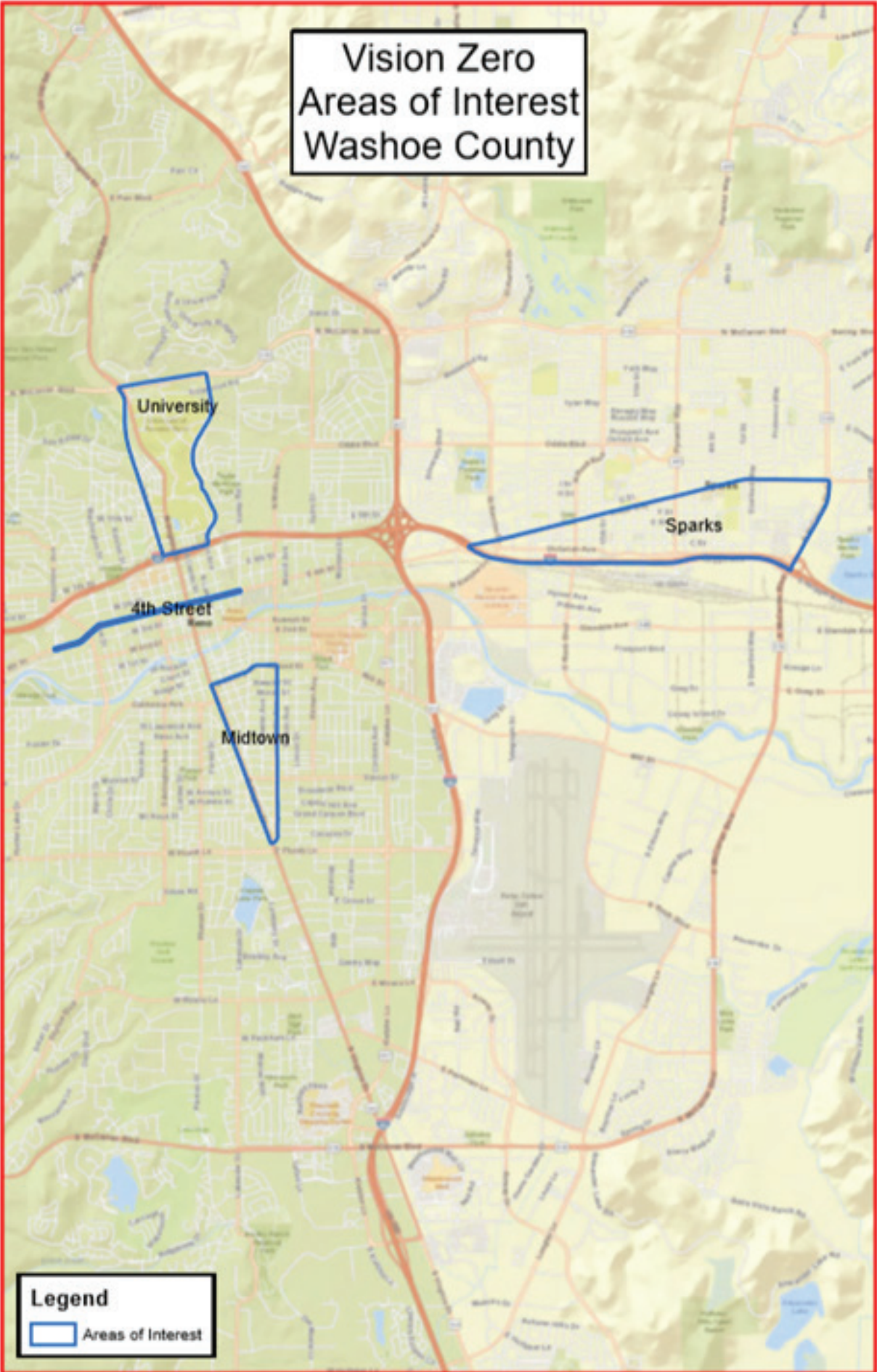


PEDESTRIAN AND BICYCLIST FATALS BY HOUR



Early on, the VZTM identified four areas of focus. Although the intent for Vision Zero is regionally, the task force began working in the Downtown Sparks, Midtown Reno, W. 4th Street Reno, and University of Nevada, Reno areas.





Agenda Item 8 ATTACHMENTS

Vision Zero Truckee Meadows strategies emphasize the need for data-driven strategies that prioritize effective solutions for stopping fatalities on roadways. Pedestrian crash data in the Truckee Meadows between 2011 – 2017 has been collected and analyzed.

THE FOLLOWING CRASH TRENDS FOR EACH FOCUS AREA HAS BEEN COLLECTED:

- Time of day and season
- Pedestrian Actions
- Driver Actions
- Serious and Fatal Injury Crash locations
- Lighting Conditions
- Pedestrian Crashes by Age Group
- Driver Impairment
- Pedestrian Impairment

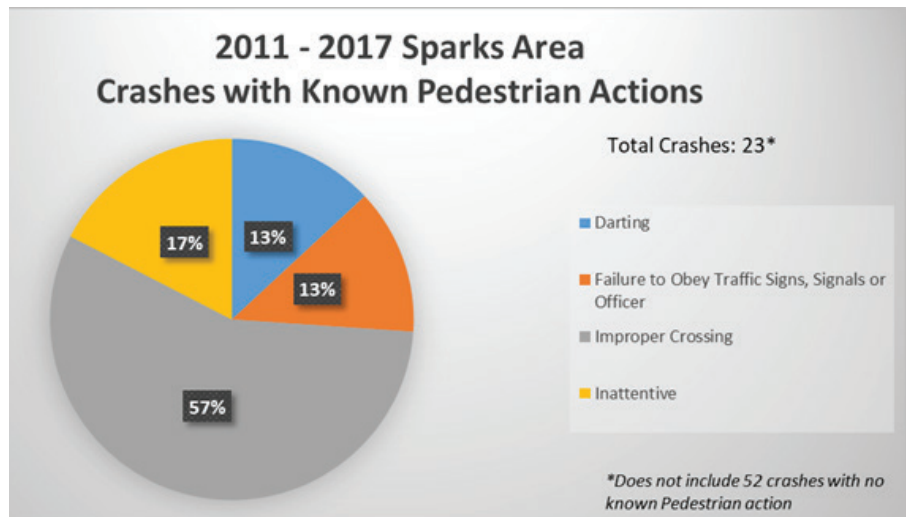
All maps and charts are available on www.visionzerotruckeemeadows.com website.



Vision Zero Task Force Meeting

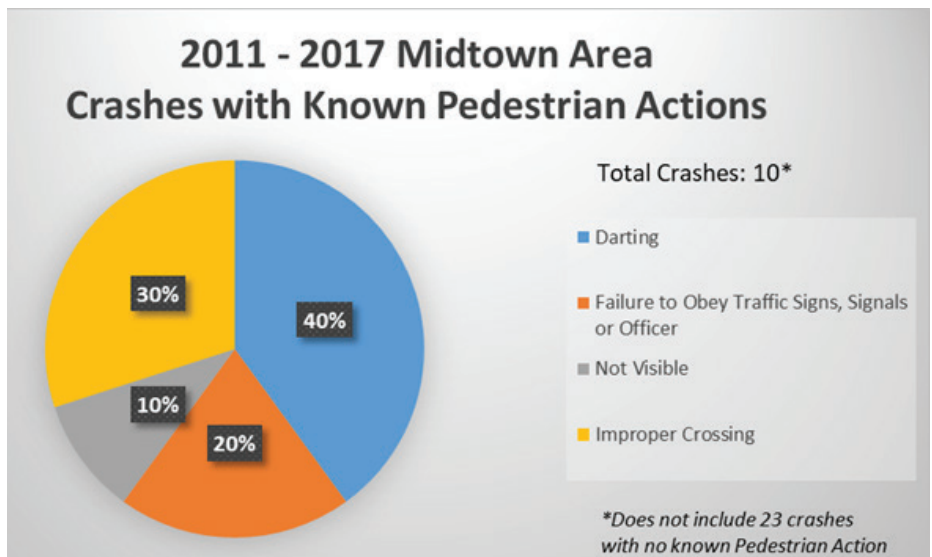
DOWNTOWN SPARKS

Sparks data revealed that winter was the highest crash season with 35% of the crashes occurring between 6-9pm and 28% of the crashes occurring between 3-5pm. There were four pedestrian fatalities that occurred at night in this focus area. Twenty-one injury crashes occurred at night and 19 crashes occurred during the day. 51% of the pedestrians involved in crashes in the Sparks focus area were 40 years of age and older while one senior 60+ was involved in a midblock crossing. Impairment appeared to be an issue with 3 of the 4 fatalities involving driver impairment while two impaired pedestrians were involved in crashes.



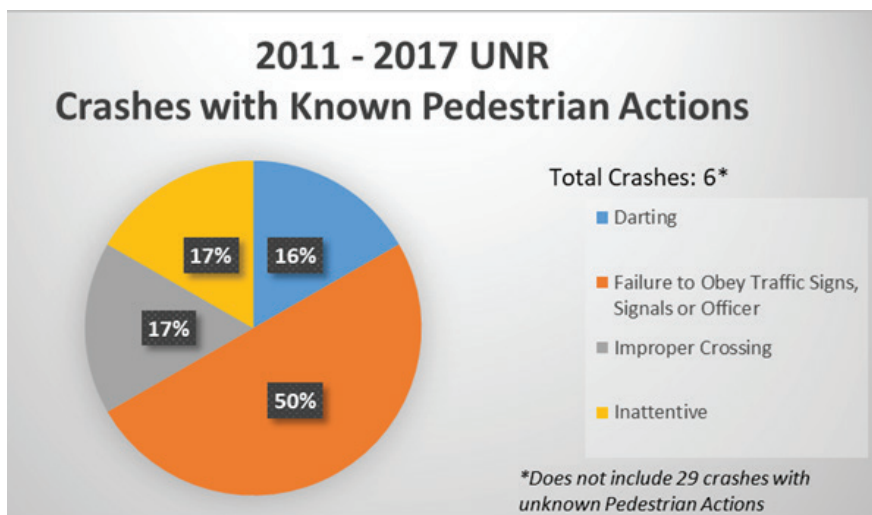
MIDTOWN, RENO

The crash data from Midtown in Reno revealed that 40% of the crashes occurred in the winter between 6-9pm. Intersection crashes were most common with three to one crashes occurring in intersections rather than mid-block. It is noteworthy that triple the number of crashes occurred in low-light settings in Midtown compared to the other three focus areas. The highest age group involved in pedestrian crashes (40%) in Midtown was 40-59 years of age while one crash involved a senior aged 60+.



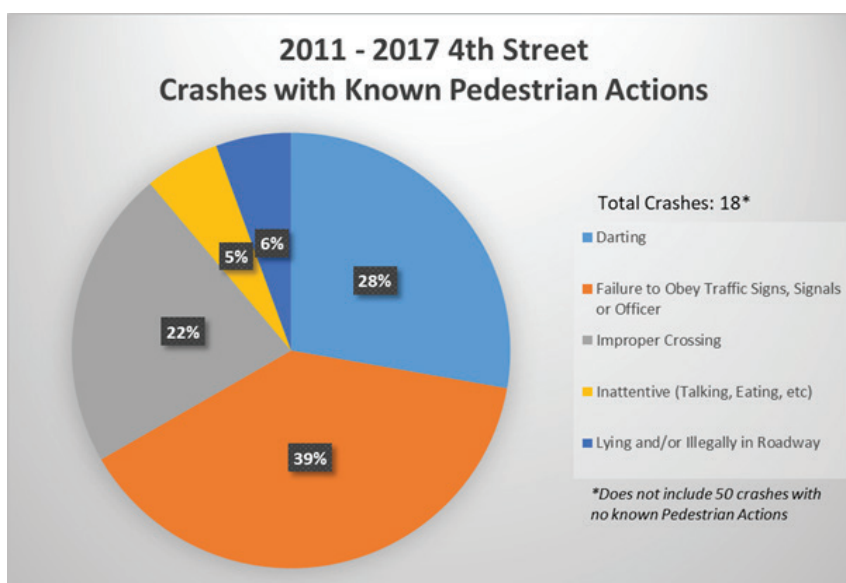
UNIVERSITY OF NEVADA, RENO

The University focus area revealed that more than 50% of the crashes occurred in the winter between 6-9pm and spring between 9am-noon. This observation tells us that crashes are occurring when it's darker and colder. The majority of the crashes in this focus area occurred at intersections while three were mid-block. The University had the highest number of fatalities with two occurring at the same location (McCarran and Evans/ Socrates, one at Virginia and 8th and 1 at Virginia near 15th. This focus area also differed from the other three focus areas with regards to age of the pedestrian. 60% of the crashes occurred with pedestrians between 18-25 years of age while 20% were 40-59 years of age. The number of impaired drivers was low; however, the fatalities in this area involved impairment of both the drivers and pedestrians.



WEST 4TH STREET, RENO

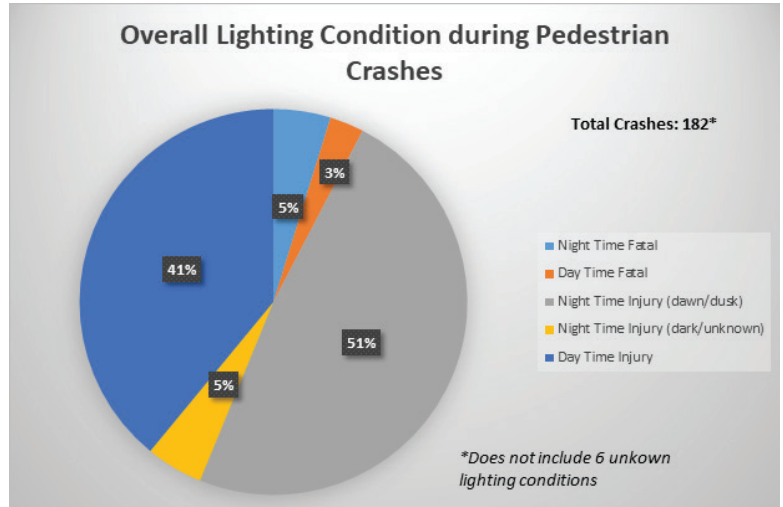
Thirty three percent (33%) of crashes occurred in the winter in the W. 4th Street focus area. Ten of the 34 crashes were due to pedestrian actions. There were 17 crashes that occurred in intersections and eight of the injury crashes occurred during the day and in intersections. The age group with the highest pedestrian crashes involved 40-59-year olds and there was one crash that involved a senior 60+. Three crashes involved driver impairment and data revealed that pedestrian impairment is also a concern within this focus area.



OVERALL FINDINGS AMONG THE FOCUS AREAS

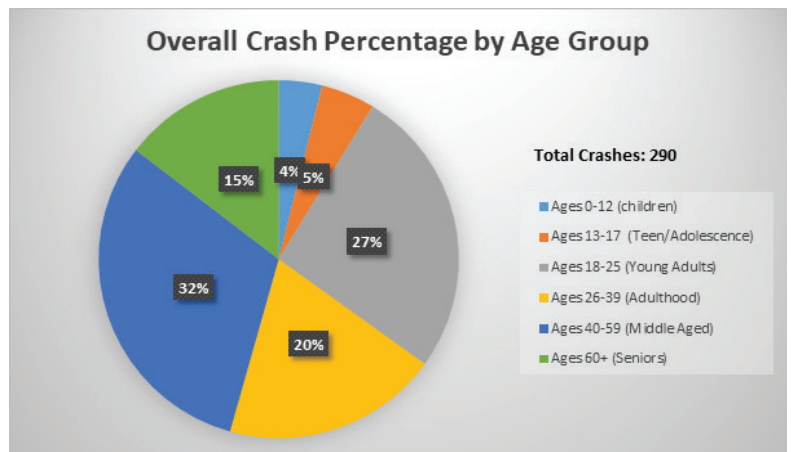
LIGHTING CONDITIONS:

Lighting conditions play a factor in pedestrian fatalities and injury crashes. Within the four focus areas between 2011 -2017, 61% of the crashes including injury and fatalities occurred during low-light settings while there were 44% of the fatalities and injury crashes that occurred during the daytime.



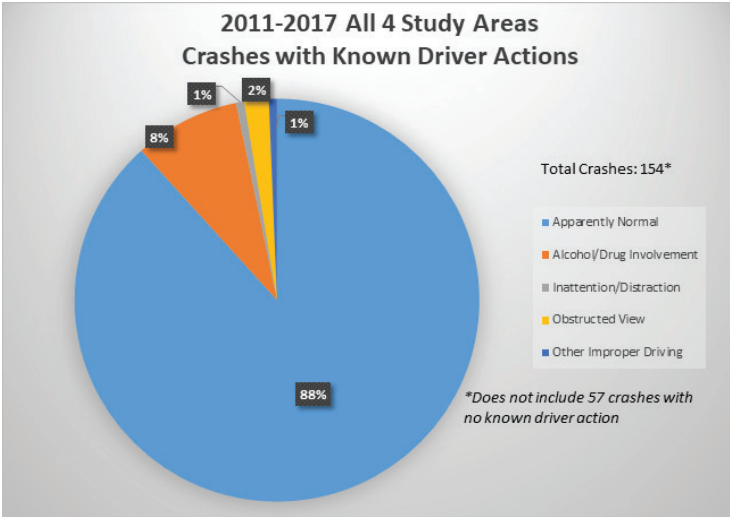
CRASH PERCENTAGE BY AGE GROUP:

Within the four focus areas, data revealed that middle-aged pedestrians (ages 40-59) were the highest age group involved in pedestrian crashes. There were 32% of the crashes that occurred in this age group. The next highest age group involved in pedestrian crashes were young adults (ages 18-25) at 27%. Pedestrians between the ages of 26-39 (adulthood) were the third highest group with 20% of the pedestrian crashes. Seniors (60+) made up 15% of the pedestrian crashes while 5% were within the teen/adolescence (ages 13-17) group and 4% were children (ages 0-12).



CRASHES WITH KNOWN DRIVER ACTIONS:

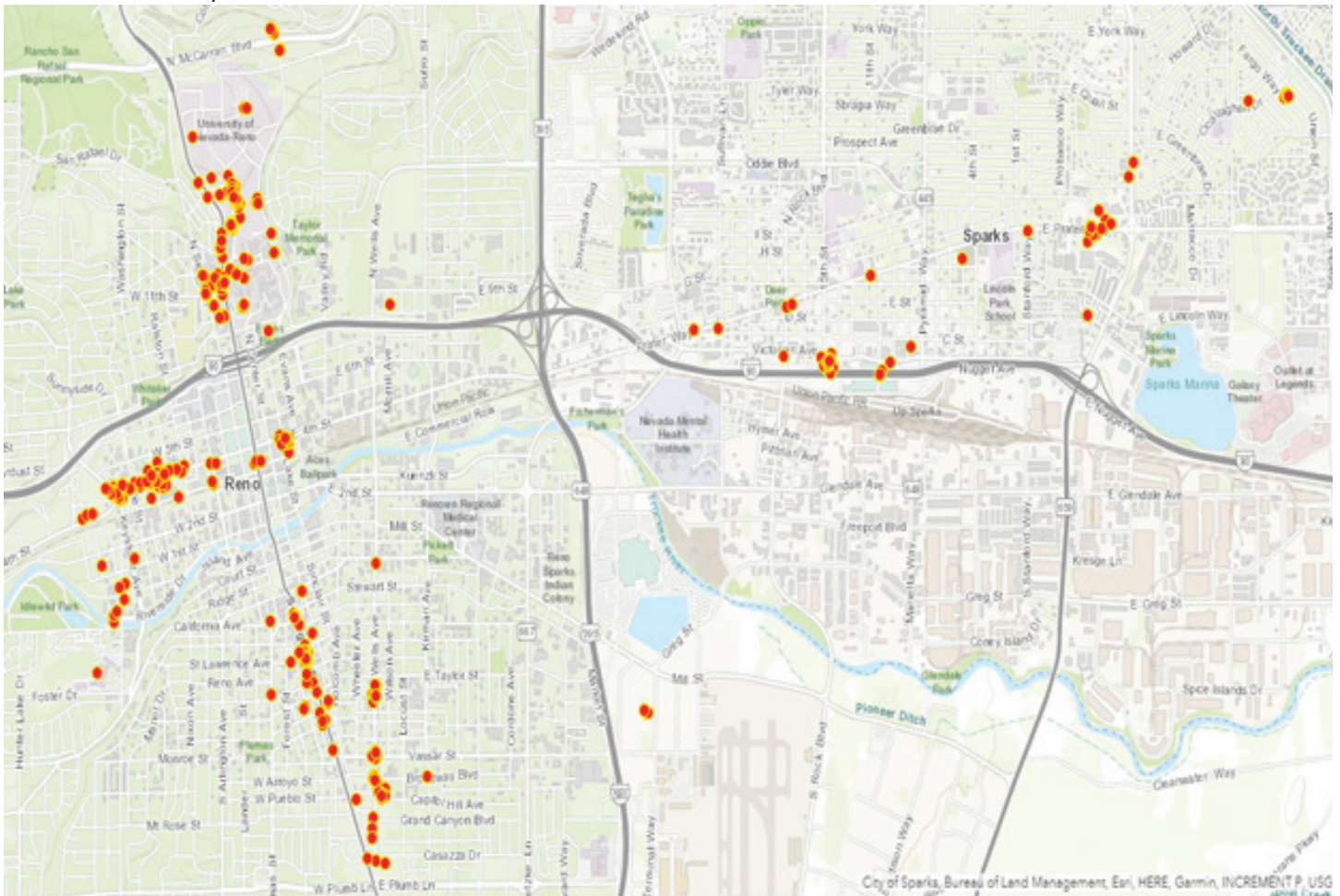
When evaluating the crash trends of the four focus areas the Vision Zero Truckee Meadows Task Force discovered that early-year data didn't identify distractions as well as it does in the later years. VZTM has made data collection one of its actions. The benefits of the Task Force is being able to communicate with law enforcement the importance of collecting this information. Although there were 57 crashes with unknown driver actions out of 154 crashes, it did reveal that 8% of the crashes had alcohol or drugs as a contributing factor. Impaired driving is another focus of the Task Force based on this data.



PEDESTRIAN SURVEY

During the week on November 26-30, 2018, the Vision Zero Task Force canvassed the four focus areas and interviewed pedestrians. During the week there were interviews with 576 pedestrians. The map below shows the points of contact where the pedestrian interactions occurred.

Locations where pedestrians were interviewed:



An online survey occurred between November 26, 2018 and January 4, 2019. The online and in-person interviews were available in English and Spanish. Online surveys submitted totaled 1,001.

There were three main sections to the survey, concerning sidewalks, concerning street crossing and roadways, and concerning drivers and safety.

Questions included:

- Purpose of travel?
- Why do you not walk more frequently?
- Condition of sidewalks?
- Width of sidewalk?
- Obstacles in sidewalk? Are crosswalks clearly marked?
- Obstructions blocking view of approaching vehicles?
- Adequate lighting?
- Use of pedestrian push button at traffic signals?
- Ample time to cross the street at intersection?
- When crossing is not available, do you walk to the nearest intersection or cross at another location?
- Are pedestrian signs appropriate?
- Posted speed limit appropriate?
- Do drivers engage in reckless driving?
- Appropriate signage to alert drivers of pedestrians?
- Are drivers attentive of pedestrians?
- Do drivers engage in reckless driving?
- Appropriate signage to alert drivers of pedestrians?
- Are drivers attentive of pedestrians?

The online surveys revealed that 47% of the participants lived outside the Vision Zero focus areas, 35% lived within the University focus area, 11% in Midtown, Reno, 4% W. 4th Street, and 3% lived in Downtown Sparks. Of the 575 one-on-one pedestrian surveys, there were 278 individuals (48%) in the University focus area, 96 or 17% in Midtown, 110 pedestrians in the W. 4th Street area (19%) and 92 or 16% interviewed in Downtown Sparks.

Surveyors inquired why pedestrians were walking. The online surveys revealed that the majority of

1,001
ONLINE SURVEYS

575
ONE-ON-ONE SURVEYS

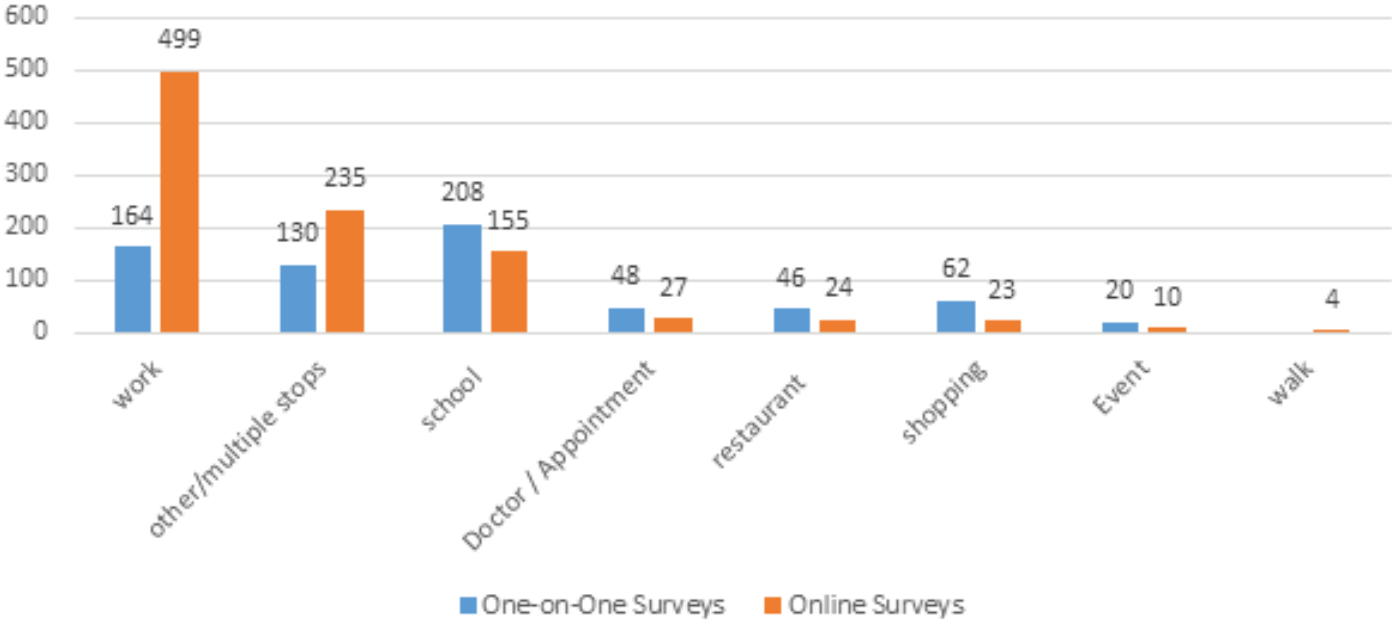
pedestrian generators were for work, multiple stops or other, and school. The one-on-one surveys similarly indicated that school was a high-pedestrian generator as well as work and other/multiple stops.

SIDEWALK CONDITIONS:

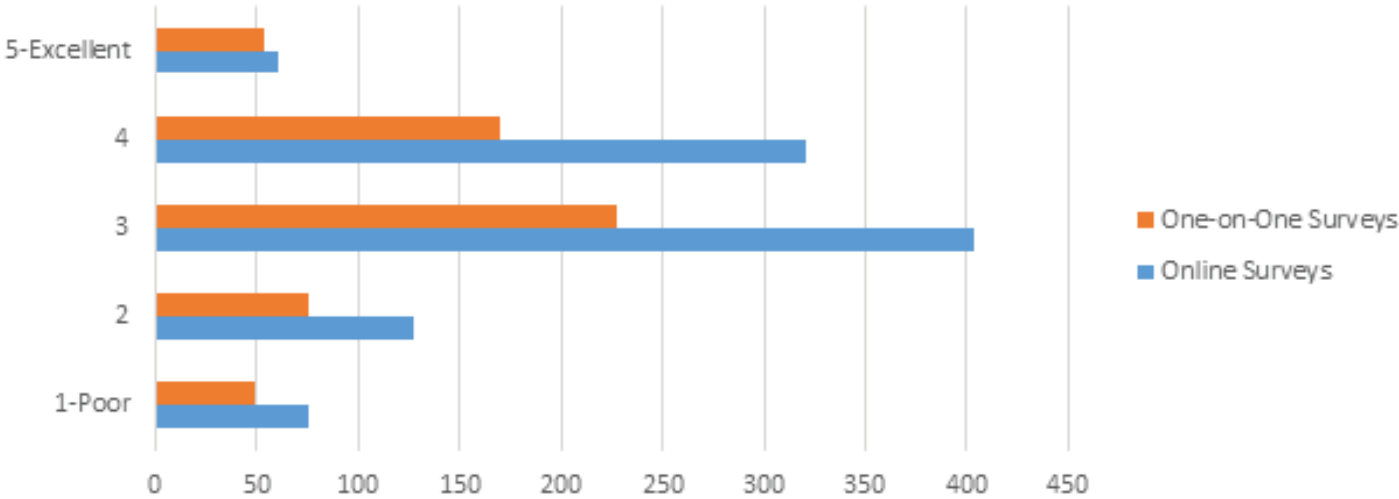
Overall, both groups surveyed felt the sidewalk conditions were ranked a 3 or 4 on a scale from 1-5 with 1 being poor and 5 being excellent. The sidewalk condition was ranked a 3 by approximately 40% of both groups. Then roughly 30% of both groups stated they ranked sidewalks at a 4 with 13% of each group surveyed ranking them a 2.

PEDESTRIAN GENERATORS:

REASON FOR PEDESTRIAN TRIP



RATING OF SIDEWALK CONDITION



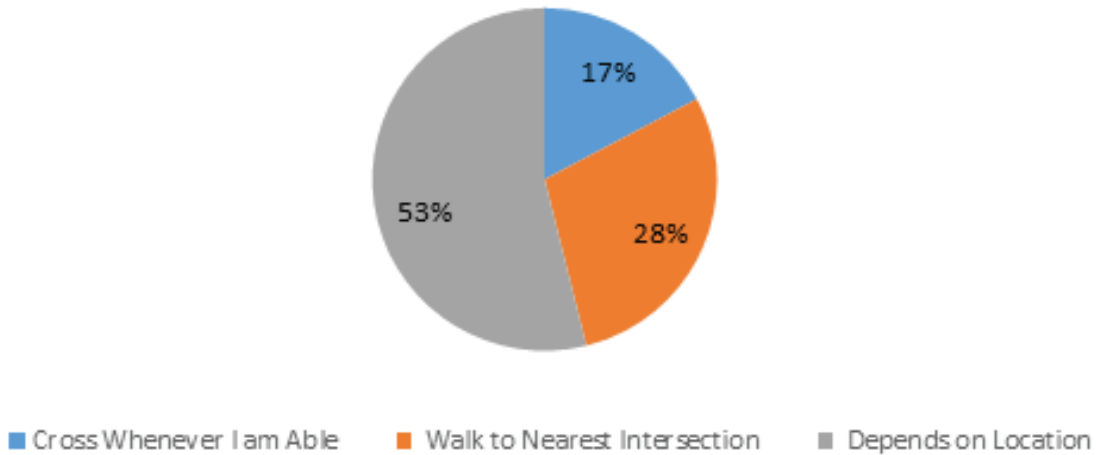
Agenda Item 8 ATTACHMENTS

17% of online responses indicated they would cross whenever they are able. Lastly, 39% of pedestrians interviewed in-person replied that they would walk to the nearest intersection and only 28% of the online pedestrian surveyed stated they would walk to the nearest intersection. This contrast in responses may be an area the Vision Zero Truckee Meadows may want to evaluate and focus on educational opportunities with engineers, planners, and pedestrians alike.

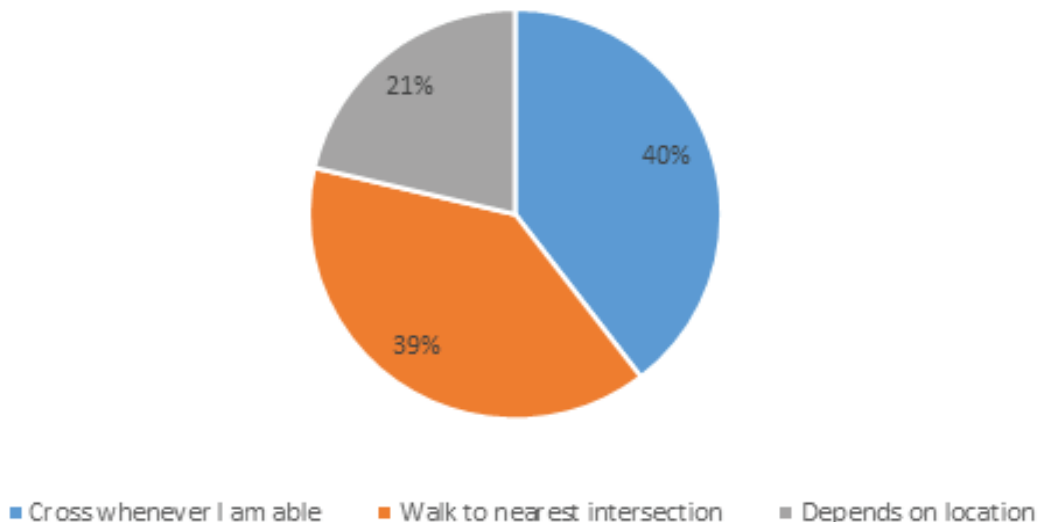
UNSIGNALIZED INTERSECTIONS:

There was a contrast of data between the online survey and one-on-one surveys regarding crossing the street when there isn't a traffic signal. The online surveys revealed that 53% will consider crossing the street without a signal depending on the location they are crossing. While only 21% of in-person pedestrians interviewed stated they would cross when a signal isn't provided depending on the location. This group also stated that 40% of them would cross whenever they are able, whereas only

CROSSING AT AN INTERSECTION WITHOUT A TRAFFIC SIGNAL ONLINE SURVEY



CROSSING AT AN INTERSECTION WITHOUT A TRAFFIC SIGNAL ONE-ON-ONE

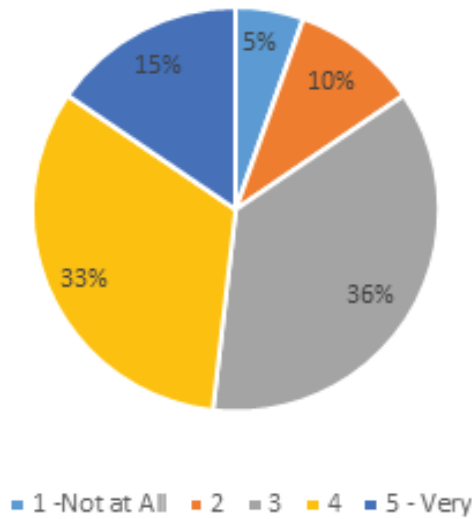


COMFORT LEVEL CROSSING THE STREET:

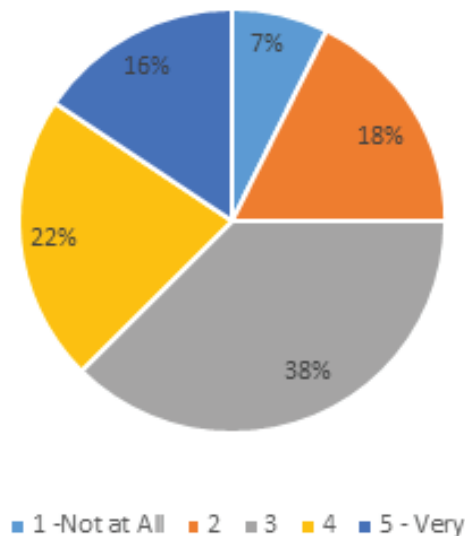
The University, which is composed of a younger demographic than the other three focus areas, revealed that 84% of the individuals interviewed in-person had a comfort level between a 3-5, compared to Midtown with 76%, Sparks with 74% and West 4th Street with 72% in this range. Utilizing this data for outreach and education efforts will

be used for the Vision Zero Task Force because the pedestrians in the University focus area shows that approximately 10% of pedestrians feel more comfortable crossing the street than the other three focus areas. See charts below that has only the one-on-one surveyed results for each focus area.

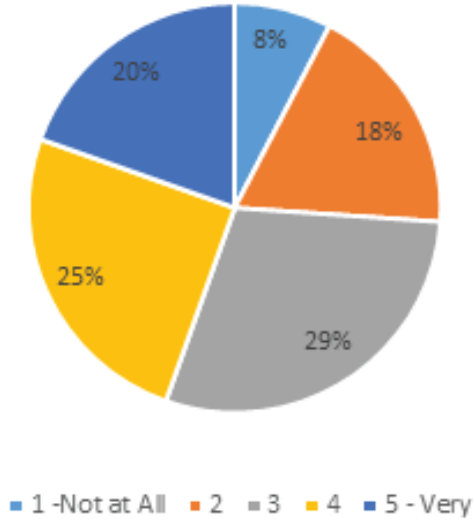
COMFORT LEVEL CROSSING THE STREET UNIVERSITY FOCUS AREA (ONE-ON-ONE SURVEYS)



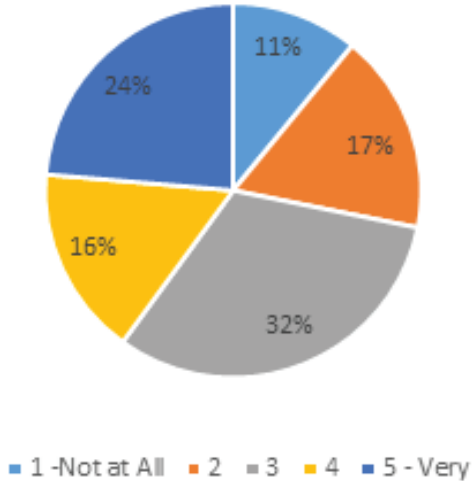
COMFORT LEVEL CROSSING THE STREET MIDTOWN FOCUS AREA (ONE-ON-ONE SURVEYS)



COMFORT LEVEL CROSSING THE STREET SPARKS FOCUS AREA (ONE-ON-ONE SURVEYS)



COMFORT LEVEL CROSSING THE STREET W. 4TH STREET FOCUS AREA (ONE-ON-ONE SURVEYS)



VISION ZERO TRUCKEE MEADOWS – PEDESTRIAN SAFETY CAMPAIGN

Pedestrian safety is a top priority for the Vision Zero Truckee Meadows Task Force. While the number of pedestrian fatalities in Washoe County decreased from 15 to 12 year-over-year (2016 to 2017), each one of these fatalities was preventable.

The Vision Zero Truckee Meadows Task Force launched its pedestrian safety campaign in early January 2019 – mid-March 2019. The campaign aimed to engage the local community and partners with meaningful outreach and messaging and activate everyone to take ownership and participate in saving lives on our roadways.

As pedestrian safety affects everyone, it is also everyone’s responsibility – both drivers and pedestrians. Therefore, the campaign spoke to both audiences. The message used in the campaign was, “Drivers. Pedestrians. Watch out for each

other. Don’t Kill a Dream.” Don’t Kill a Dream was developed in Northern and Southern Nevada through the Nevada Office of Traffic Safety to heighten awareness of the issue of impaired driving. This campaign was expanded and utilized the same message for Vision Zero Truckee Meadows. Don’t Kill a Dream was developed to be memorable, emotional and engaging. The premise of Don’t Kill a Dream is that each time someone dies; his or her dream dies too.

The continuation of this movement was aimed to bring a personal connection to the issue of pedestrian fatalities, by championing the idea that everyone is responsible for their own behavior in saving lives. The goal is to go beyond a traditional awareness campaign and encourage conversation, participation and accountability.



VISION ZERO TRUCKEE MEADOWS ACTION PLAN

There are three main components to the action plan, 1) Programmatic; 2) Street Design/Infrastructure Improvement; and 3) Community Engagement/Outreach. The task force established the Plan by creating equitable, data-driven, and transparent actions and decisions to improve safety throughout our community. By working together to make roads and sidewalks safer for pedestrians, we make our roads safer for everyone.

ACTION 1: VISION ZERO TRUCKEE MEADOWS PROGRAM	LEAD AGENCY	OTHER
Action 1a: Build the Vision Zero Task Force Truckee Meadows membership through public/private partnerships with the community and continue to meet every other month. Task Force membership will include government agencies, emergency responders, hospitals and trauma center, planners, engineers, media partners, members of the business community, Chamber of Commerce and public.	Regional Transportation Commission	All Task Force Members
Action 2a: Convene regular steering committee meetings of executive-level representatives to coordinate the Vision Zero Truckee Meadows efforts.	Regional Transportation Commission	All Task Force Members
Action 3a: Adopt the goal of reaching zero fatalities by the year 2030. Based on the current trends, if we do nothing, we will have 87 more pedestrians die on Washoe County roads in the next 10 years. (Add all traffic fatalities over the last 10 years and cost for cost of fatal crashes per TIMs data).	Regional Transportation Commission	City of Reno, City of Sparks, Washoe County
Action 4a: Launch and maintain a website for Vision Zero Truckee Meadows and include information on focus areas and crash data maps, near miss map, outreach materials, planned projects and links to the Complete Streets Master Plan, Regional Transportation Plan, and RTC Bicycle and Pedestrian Master Plan, and safety material.	Regional Transportation Commission	All Task Force Members
Action 5a: Collaborate with the Nevada Strategic Highway Safety Plan to implement goals and objectives of their Plan.	Nevada Department of Transportation	All Task Force Members

ACTION 2		
STREET DESIGN/INFRASTRUCTURE IMPROVEMENTS	LEAD AGENCY	OTHER
Action 2a: Integrate traffic calming and complete street measures into roadways to lower 85th percentile speeds. Work with local, state, and federal partners to update regulatory authority for setting speed limits.	City of Reno	City of Sparks, Federal Highway Administration (best practices) Regional Transportation Commission, Nevada Department of Transportation
Action 2b: Review jurisdiction codes to mandate sidewalk on both sides of the street to be implemented with new developments.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County
Action 2c: Develop a regional lighting standard and enhance street lighting to improve visibility throughout the Truckee Meadows.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County
Action 2d: Establish collaborative process to ensure that Vision Zero countermeasure options and multimodal transportation options are evaluated and implemented where feasible on projects.	Nevada Department of Transportation	City of Reno, City of Sparks, Regional Transportation Commission, Washoe County
Action 2e: Work with local partners to require new development projects to build connectivity of sidewalks and bicycle network through the implementation of sidewalks, bike infrastructure, and roadway improvements identified in local master plans, RTC Bicycle and Pedestrian Master Plan, RTC Complete Streets Master Plan and the Regional Transportation Plan. Include evaluation and implementation of new crosswalks near transit, park and ride lots, and RTC ACCESS turn-around and parking as well as required school zones for new schools including charter schools.	City of Reno, City of Sparks, Washoe County	Regional Transportation Commission, Washoe County School District
Action 2f: Update regional signal timing to improve safety for all modes.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County
Action 2g: Add reflective yellow backplates on signal head for higher visibility in low-light settings.	Nevada Department of Transportation	All Task Force Members

ACTION 2

STREET DESIGN/INFRASTRUCTURE IMPROVEMENTS

LEAD AGENCY

OTHER

Action 2h:	Utilize RTC’s Bicycle, Pedestrian and Wheelchair count data for trends and increase the number of vulnerable road users through implementation of Vision Zero Truckee Meadows action items and outreach.	Regional Transportation Commission	All Task Force Members
Action 2i:	RTC and local jurisdictions will work together to implement ADA and sidewalk improvements through the 3-year RTC Bus Stop Improvement and Connectivity Program.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County

ACTION 3 COMMUNITY ENGAGEMENT/OUTREACH

LEAD AGENCY

OTHER

Action 3a:	Vision Zero Task Force of the Truckee Meadows will recommend, pursue and establish Pedestrian Safety Zones.	Nevada Department of Transportation	All Task Force Members
Action 3b:	Partner with the City of Reno’s Anti-Speeding Campaign to encourage drivers to slow down in neighborhoods, and educate residents on how to submit traffic-calming petitions in applicable neighborhoods.	City of Reno	All Task Force Members
Action 3c:	Partner with the Office of Traffic Safety’s “Don’t Kill A Dream” campaign to eliminate pedestrian fatalities in the Truckee Meadows by 2030. Use media partners to engage the public through TV, print, billboards, and social media and aim to increase safety for pedestrians.	Regional Transportation Commission	All Task Force Members
Action 3d:	Develop a workshop and outreach materials for media professionals and first responders on how to best communicate about traffic crashes and roadway safety	University of Nevada, Las Vegas	All Task Force Members
Action 3e:	Increase the use of speed feedback signs and other Intelligent Transportation System (ITS) devices to discourage speeding. Seek funding for a regional grant through the TA Set-Aside program to fund speed feedback signs for the jurisdictions and Safe Routes to School programs	City of Reno, City of Sparks, Washoe County, Washoe County School District	Regional Transportation Commission, Washoe County School District

ACTION 3 COMMUNITY ENGAGEMENT/OUTREACH	LEAD AGENCY	OTHER
<p>Action 3g: Engage and partner with the Safe Routes to School Program and Charter Schools to support parents, students, and school staff to educate students about walking and Develop a workshop to engage the community and businesses about pedestrian safety and the goal to reach zero pedestrian fatalities by 2030.</p>	<p>Regional Transportation Commission, University of Nevada, Las Vegas</p>	<p>All Task Force Members</p>
<p>Action 3h: Partner with local stakeholders such as law enforcement, Downtown Ambassadors, Community Assistant Center, HOPES Clinic, Eddy House, Catholic Community Services, Washoe County Senior Center, University of Nevada, Reno, Volunteers of America, and Veteran’s Affairs provide outreach efforts about pedestrian safety with vulnerable populations such as homeless, seniors, and low-income communities and geographic equity and disadvantaged communities</p>	<p>Regional Transportation Commission</p>	<p>All Task Force Members</p>



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