



## REGIONAL TRANSPORTATION COMMISSION CITIZENS MULTIMODAL ADVISORY COMMITTEE

### MEETING AGENDA

**Wednesday, June 5, 2024, at 5:30 p.m.  
MEETING TO BE HELD VIA ZOOM ONLY**

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- I. This meeting will be held via Zoom. There will be no physical location. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO).
  - II. Members of the public may attend the meeting via Zoom by registering at:  
[https://us02web.zoom.us/webinar/register/WN\\_8u-L\\_M3TQdKKyTymfSOU8A](https://us02web.zoom.us/webinar/register/WN_8u-L_M3TQdKKyTymfSOU8A) Registered persons will receive an email from Zoom with a link to the meeting and instructions on how to join the meeting. Registered persons should follow the instructions from Zoom to join the meeting. Registered persons can participate by telephone or video via Zoom. To provide public comment during the meeting via Zoom, please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak. If you cannot register via Zoom but want to attend the meeting via telephone, please call 1-253-215-8782 or 1-346-248-7799 (WEBINAR id: 846 6036 7670; webinar passcode: **693143**) on the day of the meeting. If you wish to provide public comment during the meeting, please contact RTC Agency Services at (775) 348-0171 prior to 4:00 p.m. on the day before the meeting and provide the telephone number you will be calling from as well as the item(s) you would like to comment on. When the time comes to make public comments, you will be invited to speak.
  - III. Members of the public may provide public comment in advance of the meeting by one of the following methods: (1) emailing comments to: [rtcpubliccomments@rtcwashoe.com](mailto:rtcpubliccomments@rtcwashoe.com); or (2) leaving a voicemail (limited to three minutes) at (775) 348-0171. Comments received prior to 4:00 p.m. on the day before the meeting will be entered into the record.
  - IV. The supporting materials for the meeting can be found at <https://rtcwashoe.com>. If you need to request a copy of the supporting materials, please contact RTC Agency Services by phone at (775) 348-0171 or by email at [agencysservices@rtcwashoe.com](mailto:agencysservices@rtcwashoe.com)
  - V. RTC staff will make reasonable efforts to assist and accommodate individuals with disabilities. Please call RTC Agency Services at (775) 348-0171 in advance so that arrangements can be made.
  - VI. RTC staff will make an audio and video recording of the meeting. The recording will be a public record. Committee members and members of the public who do not wish to be shown on the video should turn their cameras off during the meeting.
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### **1. Roll Call/Call to Order**

### **2. Verbal Instructions required by Assembly Bill 219 (2023):** RTC staff will read the following before the first public comment period:

*"If you are participating via Zoom, to provide public comment during the meeting please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak.*

*If you are participating by telephone, to provide public comment you should have contacted RTC Agency Services prior to 4:00 p.m. yesterday and provided the telephone number you would be calling from as well as the item(s) you wanted to comment on. When the time comes to make public comments, you will be invited to speak."*

3. **Public Comment:** Public comment may pertain to matters both on and off the agenda. Comments are to be made to the Committee as a whole and not to individual Committee members or staff. Committee members may provide public comment. Public comment is limited to three (3) minutes.
4. **Approve the April 3, 2024 Committee Meeting Minutes** (*For Possible Action*)
5. **Information and Discussion Items** (*No Action*): The purpose of the Committee is to provide (1) information, advice and recommendations regarding certain regional planning documents, proposed major transit service changes, and proposed transit fare policy changes as part of RTC's Public Participation Plan, and (2) information and advice on benches, shelters and transit stops in accordance with Assembly Bill 214 (2023). RTC staff selects and presents items that are intended to further that purpose. Following a presentation by RTC staff, Committee members will have the opportunity to ask questions, discuss and provide feedback pertaining to the item.  
  
**ITEM 1** Provide information, advice, and recommendations regarding the proposed Amendment No. 3 to the FFY 2023-2027 Regional Transportation Improvement Program (RTIP).
6. **RTC Staff Announcements**
7. **Public Comment:** Public comment may pertain to matters both on and off the agenda. Comments are to be made to the Committee as a whole and not to individual Committee members or staff. Committee members may provide public comment. Public comment is limited to three (3) minutes.
8. **Adjournment**

**REGIONAL TRANSPORTATION COMMISSION  
CITIZENS MULTIMODAL ADVISORY COMMITTEE  
MEETING MINUTES  
WEDNESDAY APRIL 3, 2024**

**CMAC MEMBERS PRESENT**

Ryan Bernadett  
Sue-Ting Chene  
Michael Lansborough  
Michael May  
Judy Stanfield

Earl Brynelsen  
David Giacomini  
Juan Martinez  
Ann Silver  
Panah Stauffer

**CMAC MEMBERS ABSENT**

Eric Ammerman  
Michael Gawthrop-Hutchins  
Kelly Orr

Damien Cole  
Paul Hewen

**RTC STAFF**

Marquis Williams  
James Gee  
Paul Nelson  
Lolita Davis

Sai Sun  
Adam Spear  
Josh MacEachern

**CMAC GUESTS**

David Foster, Alta

Jessica Rutherford, MTM

**1. Roll Call/Call to Order**

The Citizens Multimodal Advisory Committee (CMAC) meeting was conducted as a Zoom Webinar. The meeting was called to order at 5:30 p.m. by Marquis Williams.

**2. Verbal Instructions required by Assembly Bill 219 (2023)**

RTC staff read the instructions required of participating via Zoom and participating via telephone.

**3. Public Comment**

No public comment.

#### **4. Approve the March 6, 2024, Meeting Minutes**

The CMAC March 6, 2024, minutes were approved as submitted.

#### **5. Information and Discussion Items**

Item 1: Provide information and advice regarding the construction, installation and maintenance of benches, shelters and transit stops for RTC passengers.

Sai Sun, RTC Transit Planner, gave a presentation on the Bus Stop Amenities Quarterly Report. A copy of the presentation is on file at the RTC Metropolitan Planning Department.

Ann Silver asked if the bus stop in front of the Burlington Coat Factory on Virginia Street could either be moved down further or eliminated. This is a busy entrance to the Reno/Sparks Chamber of Commerce, and the welfare division. She feels someone may be seriously injured. Sai Sun stated this will be looked at.

Earl Brynelsen asked if the inbound stop on route 7 at 8<sup>th</sup> Street can be eliminated because it is redundant with the stop right before it on the Virginia Line. He says it is dangerous for passengers and bus operators and does not make sense. James Gee, RTC Transportation Director, asked Earl if he suggests the Virginia Line continue down Virginia Street instead of turning at 8<sup>th</sup> Street. A discussion was held on timing/time points, runtime and connections.

Item 2: Provide information, advice and recommendations regarding the Active Transportation Plan update.

David Foster, Alta Design and Planning, gave a presentation on Walk & Roll Truckee Meadows. A copy of the presentation is on file at the RTC Metropolitan Planning Department.

Ann Silver asked how business traffic flow is integrated with neighborhood wants. The Chamber receives many calls from citizens regarding the dangers of entering and exiting parking lots of businesses and apartment buildings. David Foster stated attempts are made to find compromise using the set framework along with project goals. Marquis Williams, Sr. Technical Planner, stated one of the nice things about the neighborhood planning process is the ability to bring everyone to the table and discuss different ideas. There was a discussion on apartment dwellings, business and compliance issues.

Panah Stauffer stated it is frustrating when the sidewalk does not connect from the main road through a shopping center safely. There are gaps in the pedestrian infrastructure from roads to sidewalks. She asked if this can be integrated in the

neighborhood plan, a bike and ride (similar to the park and ride program), and the connectivity issue for bicycles under highways where bike lanes often disappear. David Giacomini stated the neighborhood plan will not fix some of the issues Panah mentioned because it will mostly focus on public right of way. Developers are typically held accountable for private right of way and must be compliant with ADA standards. There is always at least one route on the property connecting the public and private right of way. A discussion was held regarding connectivity, zoning codes and compliance.

Ryan Bernadett asked how reports are generated for the heat maps and how can the public assist with information for the report. David Foster replied that reporting things are great but the focus in the short term is putting in good infrastructure. Once there is a good infrastructure, then we can start to analyze data. Marquis Williams recommended Strava for tracking. It is publicly available and mentioned it was one of the tools used in preparation for this project.

Panah asked what methods were used for outreach for this project. Marquis responded that there was a public meeting, an in-person meeting at the senior center and a virtual meeting for high school and college students. Also, there were two surveys. Panah encouraged continued efforts to reach a diverse audience and Ann Silver suggested RTC send information to her for public meetings, so she can send it to people on the Chamber of Commerce mailing lists.

**6. Approve the election of members to fill the vacancies in the Chair and Vice-Chair positions and serve out the remainder of the current terms of the positions until June 30, 2024.**

Marquis Williams, RTC Senior Technical Planner, asked if there were any volunteers for the position of Chair or Vice-Chair according to the procedures sent out via email on March 15<sup>th</sup>. One member, Sue-Ting Chene, expressed interest in the Chair position via response to the email and Ryan Bernadett expressed interest in the Vice-Chair position during the meeting.

Ann Silver made a motion to approve Sue-Ting as Chair and Ryan as Vice-Chair.

Earl Brynelsen seconded.

The motion carried unanimously.

**7. RTC Staff Announcements**

There were no staff announcements.

**8. Public Comment: Public comment may pertain to matters both on and off the agenda. Comments are to be made to the Committee as a whole and not to individual**

**Committee members or staff. Committee members may provide public comment. Public comment is limited to three (3) minutes.**

There were no public comments.

**9. Adjournment**

The meeting adjourned at 6:37 p.m.

WEBVTT

1

00:00:02.280 --> 00:00:03.230

TELEPHONE\_USER: Jockle, and.

2

00:00:04.310 --> 00:00:07.250

Jim Gee: Actually, marquis, I think I can count to you now.

3

00:00:07.590 --> 00:00:10.010

Agency Services: Yes, and just joined also.

4

00:00:11.080 --> 00:00:13.950

Marquis Williams: Okay, so we have a quorum.

5

00:00:17.250 --> 00:00:21.610

Marquis Williams: okay. So moving on in the agenda to item 2

6

00:00:23.103 --> 00:00:36.830

Marquis Williams: verbal instructions required by Assembly Bill 2, 19. I'll read the disclosure. If you are participating via Zoom to provide public comment during the meeting, please make sure your computer or device has a

7

00:00:36.890 --> 00:00:38.360

Marquis Williams: working microphone.

8

00:00:38.410 --> 00:00:42.020

Marquis Williams: use the chat feature to submit a request to make a comment

9

00:00:42.380 --> 00:00:43.710

Marquis Williams: when the time.

10

00:00:43.710 --> 00:00:44.440

David Giacomini: Progress.

11

00:00:45.120 --> 00:00:48.490

Marquis Williams: To make public comments. You will be invited to speak

12

00:00:49.110 --> 00:00:53.209

Marquis Williams: if you are participating by telephone to provide public comment.

13

00:00:53.380 --> 00:01:01.310

Marquis Williams: you should have contacted Rtc. Agency services prior to 4 o'clock PM. Yesterday and provided the telephone number you would

14

00:01:01.410 --> 00:01:03.840

Marquis Williams: be calling from, as well as the items

15

00:01:03.890 --> 00:01:05.669

Marquis Williams: you wanted to comment on.

16

00:01:06.040 --> 00:01:10.070

Marquis Williams: When the time comes to make public comments, you will be invited to speak.

17

00:01:11.160 --> 00:01:11.710

17753514468: Second, Shirley.

18

00:01:11.710 --> 00:01:12.300

Marquis Williams: Similarly.

19

00:01:14.660 --> 00:01:16.039

Marquis Williams: With that we'll

20

00:01:16.570 --> 00:01:19.250

Marquis Williams: move on to the item. 3 public comment.

21

00:01:19.250 --> 00:01:20.340

17753514468: Jenny.

22

00:01:20.400 --> 00:01:21.410

Marquis Williams: Like comments.

23

00:01:30.290 --> 00:01:31.440

Marquis Williams: Okay.

24

00:01:32.317 --> 00:01:34.319

Marquis Williams: hearing hearing none.

25

00:01:34.770 --> 00:01:37.089

Marquis Williams: We can move on to



26

00:01:37.260 --> 00:01:41.120

Marquis Williams: item 4. Approve the March sixth committee meeting minutes.

27

00:01:41.270 --> 00:01:43.120

Marquis Williams: Can I get a motion.

28

00:01:49.780 --> 00:01:51.609

Ryan Bernadett: I motion to approve the meeting minutes.

29

00:01:53.700 --> 00:01:54.700

Ann Silver: I'll second.

30

00:01:56.220 --> 00:02:00.370

Marquis Williams: Okay, we have a motion, and a second, all in favor. Say, aye.

31

00:02:00.370 --> 00:02:01.110

Ann Silver: Hide.

32

00:02:01.110 --> 00:02:01.970

Panah Stauffer: Hi! Aye!

33

00:02:02.980 --> 00:02:04.290

Marquis Williams: Any opposed

34

00:02:05.560 --> 00:02:06.889

Marquis Williams: motion carries

35

00:02:07.640 --> 00:02:13.999

Marquis Williams: so moving on to item 5, which are the staff presentations.

36

00:02:14.750 --> 00:02:22.309

Marquis Williams: First up is, item, one. Provide information and advice regarding the construction, installation, and maintenance of benches, shelters.

37

00:02:22.340 --> 00:02:25.680

Marquis Williams: and transit stops for Rtc. Passengers.

38

00:02:26.160 --> 00:02:27.100

Marquis Williams: leaves

39

00:02:27.610 --> 00:02:29.680

Marquis Williams: Sigh, or Jim.

40

00:02:30.770 --> 00:02:31.640

Jim Gee: Sigh.

41

00:02:31.850 --> 00:02:32.274

Sai Sun: Yeah.

42

00:02:44.650 --> 00:03:02.030

Sai Sun: Hmm, hello, everyone. My name is Tyson. Transit Planner with Rtc. Today I'm gonna present the best stop amenities. Quarterly. Report to the committee which covers January to March 2024,

43

00:03:03.630 --> 00:03:25.499

Sai Sun: and first, I would like to give a quick recap in the last quarterly report. My colleague at part has introduced Rtc's best stop implement and connectivity program Icp, and we spend 2.3 million dollars and spread out 5 phases to improve best.

44

00:03:25.550 --> 00:03:38.550

Sai Sun: The final phase was just completed in April 2023, and so in total, 90 97 bus stops were improved through the Icp program.

45

00:03:41.730 --> 00:03:48.190

Sai Sun: As for improvements through January to March 2,024. As we just

46

00:03:48.520 --> 00:03:55.619

Sai Sun: finish the Icp program, so the bus stop changes in the recent 3 months are relatively minor

47

00:03:55.660 --> 00:04:15.359

Sai Sun: and first, on Rough 7 Sky Parkway we added 2 bus stops for both inbound and outbound directions, because, because of the new developments nearby and the residents leaving there may have demands for public transportation.

48

00:04:17.410 --> 00:04:25.420

Sai Sun: and the second change is that we remove the stop at Shaolin's Terrace apartment on Route 4

49

00:04:25.909 --> 00:04:47.920

Sai Sun: because passengers have to across the street, and with buses on the narrow shoulder, is too dangerous for them. And people now people can use other bus stops which, as just 5 min walk from this point and Rtcs flex, right services are also available in this area.

50

00:04:48.765 --> 00:04:55.729

Sai Sun: Before removing this stuff, we have posted a 30 day. 30 day. Notice

51

00:04:56.217 --> 00:05:03.009

Sai Sun: as well as a flex. Right poster at this stop so passengers are aware of this change.

52

00:05:05.820 --> 00:05:09.489

Sai Sun: and a third change is a bus stop relocation.

53

00:05:09.570 --> 00:05:17.680

Sai Sun: The bus stop at Silver Silver Lake and Sky Vista Parkway was relocated. 60 feet to the west.

54

00:05:17.690 --> 00:05:31.820

Sai Sun: further away from the sky. We start, run about, and this change can leave more rooms for other vehicles, and increase increase safety for both our Rtc. Rtc. Buses and auto vehicles.

55

00:05:32.400 --> 00:05:37.300

Sai Sun: This relocation was suggested by our transit contractor queue list.

56

00:05:40.600 --> 00:05:42.060

Sai Sun: Other changes

57

00:05:42.540 --> 00:06:02.289

Sai Sun: include schedules were updated for our January service change, and also we replaced a damaged bench at Kisky and Lyndon, and we fixed the schedule holder at Lakeside and Moanna, and also we have installed a shelter at Glendale and South Rock.

58

00:06:04.580 --> 00:06:09.649

Sai Sun: and next, I would like to give a heads up for future improvements.

59

00:06:10.160 --> 00:06:37.279

Sai Sun: We are planning to install about 20 shelters in the future, and currently we are. We are identifying bus stops with high ridership and large concrete pad. Here are some perfect locations for the new shelters. And hopefully, we can have this done before July, so I can give on the committee an update for in our next quarterly report

60

00:06:39.770 --> 00:06:54.259

Sai Sun: and bus stop on semi drive will be improved as part of Rtc semi drive. We had project, and the constructions starts from April the second, which is yesterday and to the end of May.

61

00:06:57.170 --> 00:07:11.630

Sai Sun: Yeah, this is what what I got for today and feel free to contact us. If you have any recommendations or concerns about bus stops, and we are open to any question and feed feedback you may have. Thank you.

62

00:07:11.920 --> 00:07:13.629

Ann Silver: May I ask a question.

63

00:07:13.840 --> 00:07:14.510

Sai Sun: Yeah.

64

00:07:15.466 --> 00:07:26.699

Ann Silver: The Reno Sparks Chamber of Commerce is located off Virginia Street, and there is a bus stop right outside of the Burlington coat factory on Virginia Street.

65

00:07:26.880 --> 00:07:30.630

Ann Silver: but it's right at an entrance to a driveway.

66

00:07:30.680 --> 00:07:55.880

Ann Silver: and it has no shelter or covering. And so you have people gathered at an entrance to a thoroughfare to both the Chamber and the Welfare Division. And I just worry that people waiting there are going to get injured. So it's only 2 blocks from your next bus, stop at Kitsky in Virginia, so I would either eliminate it or move it just a little bit away from where the cars enter and exit from

67

00:07:55.940 --> 00:08:01.610

Ann Silver: the Reno Town Mall, the Chamber, and the Welfare Division. It is a very trafficked area.

68

00:08:01.630 --> 00:08:04.800

Ann Silver: and it's very dangerous for the bus riders.

69

00:08:06.100 --> 00:08:08.049

Sai Sun: Okay, we will look into it.

70

00:08:08.300 --> 00:08:08.930

Ann Silver: Thank you.

71

00:08:20.960 --> 00:08:21.500

Marquis Williams: See

72

00:08:22.210 --> 00:08:23.530

Marquis Williams: questions

73

00:08:23.590 --> 00:08:24.610

Marquis Williams: per site.

74

00:08:32.120 --> 00:08:34.470

Marquis Williams: Okay? Hearing none, we can.

75

00:08:35.450 --> 00:08:43.459

Marquis Williams: move on to the next item, which is a presentation on the active transportation plan.

76

00:08:44.000 --> 00:08:44.550

Earl Brynelsen: I'm sorry.

77

00:08:44.940 --> 00:08:45.330

Marquis Williams: Keep.

78

00:08:45.330 --> 00:08:48.020

Earl Brynelsen: Can you hear me? I had my, I had my.

79

00:08:48.100 --> 00:08:51.390

Earl Brynelsen: okay. I had my phone on mute. I apologize.

80

00:08:51.390 --> 00:08:52.130

Marquis Williams: No problem.

81

00:08:52.840 --> 00:08:53.920

Earl Brynelsen: Sigh.

82

00:08:54.470 --> 00:09:00.330

Earl Brynelsen: I have a question. I have a question about the inbound route. 7 stop on 8 Street.

83

00:09:02.350 --> 00:09:04.749

Earl Brynelsen: I think, as a bus driver.

84

00:09:04.780 --> 00:09:06.740

Earl Brynelsen: I've talked to many of my

85

00:09:06.900 --> 00:09:15.939

Earl Brynelsen: fellow bus drivers. That stop is a redundant stop since we put in the Virginia line. Stop right before it on Virginia.

86

00:09:16.330 --> 00:09:23.360

Earl Brynelsen: It's a danger for our drivers to make that right hand turn from Virginia onto Eighth.

87

00:09:23.820 --> 00:09:29.850

Earl Brynelsen: and then immediately have to get over into the center lane to make a left onto Sierra

88

00:09:29.880 --> 00:09:33.329

Earl Brynelsen: and then make another stop on Sierra

89

00:09:34.190 --> 00:09:38.389

Earl Brynelsen: before. When we didn't have the Virginia line.

90

00:09:39.370 --> 00:09:46.280

Earl Brynelsen: It was. It was a logical stop. But now that we have the Virginia line and the 7

91

00:09:46.410 --> 00:09:49.720

Earl Brynelsen: both stopping between Ninth and eighth.

92

00:09:50.180 --> 00:09:51.940

Earl Brynelsen: the stop on 8

93

00:09:52.520 --> 00:09:57.069

Earl Brynelsen: is kind of a redundant, ridiculous stop!

94

00:09:57.390 --> 00:10:00.089

Earl Brynelsen: I drive to 7, 3 days a week.

95

00:10:00.630 --> 00:10:03.480

Earl Brynelsen: and people are pushing the button

96

00:10:03.900 --> 00:10:07.879

Earl Brynelsen: as we're turning, thinking they're getting off at Sierra.

97

00:10:08.530 --> 00:10:12.899

Earl Brynelsen: Then when I pull over on 8 that you'll know the next stop.

98

00:10:13.180 --> 00:10:15.810

Earl Brynelsen: and then it just makes it hard for the driver

99

00:10:15.940 --> 00:10:20.619

Earl Brynelsen: to get back over because of the traffic volume that's coming off the highway.

100

00:10:20.970 --> 00:10:25.500

Earl Brynelsen: So if we could, could, we look at the amount of people that actually

101

00:10:25.900 --> 00:10:29.810

Earl Brynelsen: get off of our coaches at that stop, and if it's

102

00:10:29.920 --> 00:10:33.190

Earl Brynelsen: not a good volume, can we please remove it?

103

00:10:33.960 --> 00:10:37.799

Earl Brynelsen: I've been looking at it since I was on the bus stop committee

104

00:10:37.850 --> 00:10:51.940

Earl Brynelsen: and asking for it to be removed, and Ed and I discussed it, and he asked. He told me that once that Virginia line and Route 7. Stop was put in that we would entertain removing the stop on 8.

105

00:10:52.920 --> 00:10:55.950

Earl Brynelsen: So if you don't mind, can we please look at that one.

106

00:10:56.750 --> 00:10:58.539

Sai Sun: Okay, we will look at that.

107

00:10:58.670 --> 00:11:00.040

Sai Sun: Thank you, Keith.

108

00:11:00.040 --> 00:11:01.150

Earl Brynelsen: I appreciate it.

109

00:11:02.390 --> 00:11:03.339

Earl Brynelsen: and that's all I.

110

00:11:03.340 --> 00:11:03.890

Jim Gee: So.

111

00:11:03.990 --> 00:11:07.050

Jim Gee: or if I could just ask a follow up question.

112

00:11:07.050 --> 00:11:07.730

Earl Brynelsen: Sure.

113

00:11:07.890 --> 00:11:12.380

Jim Gee: Do you get a lot of people using the 7 on Sierra

114

00:11:13.040 --> 00:11:13.870

Jim Gee: and.

115

00:11:14.530 --> 00:11:16.149

Earl Brynelsen: You mean right by the hospital.

116

00:11:16.150 --> 00:11:20.540

Jim Gee: And the reason I'm asking is it, should we just continue the 7

117

00:11:20.610 --> 00:11:24.100

Jim Gee: down Virginia like Virgin, like we do the Virginia line.

118

00:11:24.360 --> 00:11:24.870

Earl Brynelsen: I would.

119

00:11:24.870 --> 00:11:26.960



Jim Gee: Right, the turn left, and turn left again.

120

00:11:27.110 --> 00:11:28.590

Earl Brynelsen: I wish we would.

121

00:11:28.600 --> 00:11:30.760

Earl Brynelsen: I think it'd be safer for us.

122

00:11:30.760 --> 00:11:31.530

Jim Gee: Okay.

123

00:11:31.970 --> 00:11:36.628

Earl Brynelsen: I I I really do. I mean in the morning people are getting up to go.

124

00:11:37.020 --> 00:11:43.949

Earl Brynelsen: It's kind of a mixed bag, you know, because people are trying to get over to the hospital, or else they're trying to run over to catch the 6.

125

00:11:44.210 --> 00:11:48.549

Earl Brynelsen: So I think maybe if we were to look at our adjustment of timing.

126

00:11:49.920 --> 00:11:54.249

Earl Brynelsen: because my whole thing is is our hold time up at the Bonanza

127

00:11:54.580 --> 00:12:00.649

Earl Brynelsen: and then getting back downtown so they can make their connections. I'd like to talk to planning about our timing

128

00:12:00.750 --> 00:12:04.059

Earl Brynelsen: cause we're holding, I think, too long up at the Bonanza.

129

00:12:04.320 --> 00:12:08.700

Earl Brynelsen: I roll in at 701, and people are trying to catch that

130

00:12:08.710 --> 00:12:10.779

Earl Brynelsen: 7 o'clock departure.

131

00:12:11.360 --> 00:12:11.755

Jim Gee: Okay.

132

00:12:12.370 --> 00:12:16.117

Earl Brynelsen: And I just think our our timing is off right now.

133

00:12:16.480 --> 00:12:20.160

Earl Brynelsen: So I think what we should do is look at our time points

134

00:12:20.180 --> 00:12:25.220

Earl Brynelsen: and adjust our Runtime on some of our runs. So people are making their connections.

135

00:12:25.550 --> 00:12:29.199

Earl Brynelsen: And I'd I'd be more than happy to talk to you guys about that.

136

00:12:30.550 --> 00:12:34.220

Jim Gee: Okay, Si lets you and Alex chat in the morning about this.

137

00:12:34.650 --> 00:12:40.739

Jim Gee: and see what makes sense. I know the 7 struggling right now, because of the 395 construction.

138

00:12:40.950 --> 00:12:41.410

Earl Brynelsen: Right.

139

00:12:41.410 --> 00:12:45.480

Jim Gee: And and it's just spilling over. But yeah, let's talk about this tomorrow side.

140

00:12:45.920 --> 00:12:46.870

Jim Gee: Thanks er.

141

00:12:47.140 --> 00:12:48.390

Earl Brynelsen: No problem. Thank you.

142

00:12:48.730 --> 00:12:49.323

Sai Sun: Thank you.

143

00:12:50.850 --> 00:12:55.340

Marquis Williams: Any more questions for sign the transit team

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00:12:57.800 --> 00:13:00.208

Marquis Williams: right? Hearing none, we can

145

00:13:01.060 --> 00:13:07.919

Marquis Williams: move on to item 2 of staff presentations, which is the an update on the active transportation plan. So

146

00:13:08.480 --> 00:13:12.240

Marquis Williams: I am actually the project manager for that

147

00:13:12.860 --> 00:13:18.130

Marquis Williams: active transportation plan. We are branding it. Walk and roll truckie meadows.

148

00:13:18.723 --> 00:13:19.610

Marquis Williams: And we

149

00:13:20.210 --> 00:13:38.079

Marquis Williams: spoke to this body, maybe just under a year ago, about our active transportation plan and what our goals for the region are. We have quite. We've done quite a bit of work in that time. So with us today, we have David Foster from Alta design and planning.

150

00:13:38.600 --> 00:13:43.320

Marquis Williams: and he is. He has a Powerpoint that he'll walk us through and

151

00:13:43.500 --> 00:13:44.990

Marquis Williams: hope to hear your feedback.

152

00:13:48.100 --> 00:13:50.185

David Foster- Alta: Great thanks, Marquise.

153

00:13:50.920 --> 00:13:52.760

David Foster- Alta: me just get this.

154

00:13:55.857 --> 00:13:57.860

David Foster- Alta: Let's see. Presentation.

155

00:13:58.420 --> 00:14:13.799

David Foster- Alta: Okay? Yeah. I am standing in for our project. My manager who's local, and Reno Cole Piper Cole had personal thing come up

and wasn't able to be here tonight. But I'm up to speed on the project and can kind of give you

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00:14:14.116 --> 00:14:18.980

David Foster- Alta: some information about what we've been able to do over the past 8 to 10 months.

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00:14:19.780 --> 00:14:24.240

David Foster- Alta: So first off. Just gonna talk a little bit about our progress.

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00:14:24.972 --> 00:14:53.390

David Foster- Alta: We've kind of repackaged some of the vision and goals that you all helped us weigh in on a few months back. Give a brief update on some of the public input themes we've been seeing talk about some of the the data analysis and prioritization efforts we've been working on talk a little bit about our our street typologies Guide, which we're excited about and kind of in the pro in the final steps of re refining with the Rtc. This this typology guide that will

159

00:14:53.914 --> 00:14:59.829

David Foster- Alta: kind of serve as a starting point for future discussions about roads and multimodal accommodations.

160

00:14:59.990 --> 00:15:20.989

David Foster- Alta: and then talk about kind of a way that the plan is pivoted over the last few months to more of this neighborhood plan framework which we're really excited about, and I think is, gonna be a really useful kind of strategy for for making improvements for biking and walking throughout Turkey Meadows.

161

00:15:21.910 --> 00:15:25.300

David Foster- Alta: So to date. We've

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00:15:25.330 --> 00:15:34.080

David Foster- Alta: these are kind of the work items that we've we've completed. We've we've done some public outreach back in the fall. We've done some existing conditions analysis, just analyzing

163

00:15:34.420 --> 00:15:39.960

David Foster- Alta: kind of different things like bicycle level of traffic stress where there's gaps in the network.

164

00:15:40.387 --> 00:15:44.640

David Foster- Alta: I'll really kind of laying the table for recommendations that will come later.

165

00:15:45.408 --> 00:15:59.229

David Foster- Alta: We've also, as I mentioned, are finalizing this this regional Street typologies guide which will serve as a starting point for discussions about retrofitting roads and reconstructing roads in the future.

166

00:15:59.694 --> 00:16:16.180

David Foster- Alta: And then we've been working on defining a prioritization process that we can apply to projects and really start to hone in on which projects should focus on implementing first and which could come a little later, or could be more opportunistic implementation.

167

00:16:17.780 --> 00:16:18.735

David Foster- Alta: So

168

00:16:20.620 --> 00:16:31.499

David Foster- Alta: this is what the walk and real tricky Motos plan will provide. Now, after we've sort of pivoted to this new neighborhood planning framework which I'll talk about in just a couple of minutes.

169

00:16:31.550 --> 00:16:49.889

David Foster- Alta: But we'll provide a consistent regional vision and goals. We'll provide some regional analysis and data tools that will inform some of this subsequent neighborhood planning efforts that will take place. We'll provide a process for prioritizing process projects across the region

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00:16:50.110 --> 00:16:53.730

David Foster- Alta: performance metrics where we can track success

171

00:16:53.850 --> 00:16:59.060

David Foster- Alta: and specifically progress towards those those goals that I just mentioned.

172

00:16:59.130 --> 00:17:04.670

David Foster- Alta: And then we'll put the regional framework for these neighborhood plans. So we'll be providing a process

173

00:17:04.690 --> 00:17:11.590

David Foster- Alta: by which the Rtc. Can really dive into a lot more detail than we're able to at the regional level

174

00:17:11.650 --> 00:17:34.590

David Foster- Alta: really go into kind of the neighborhood level and and start to figure out what active transportation improvements are gonna be most appropriate for that specific neighborhood are gonna best. Address the needs of the local neighborhood and, will really allow us to vet in a lot more detail. Your, you know, recommendations at that neighborhood scale.

175

00:17:38.065 --> 00:17:38.990

David Foster- Alta: So

176

00:17:39.220 --> 00:18:02.740

David Foster- Alta: as I've been talking about this, this neighborhood plan framework is kind of a pivot from where we started. Initially, in this planning process. Initially, we were going to try to define a regional active transportation network come up with projects. And I've done that. Alta has done that. With other jurisdictions and municipalities across the country.

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00:18:02.740 --> 00:18:10.690

David Foster- Alta: We did a regional active transportation plan for the Rtc. Of Southern Nevada. And I really think this neighborhood

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00:18:11.096 --> 00:18:15.019

David Foster- Alta: this neighborhood level approach is gonna be a lot more effective.

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00:18:15.672 --> 00:18:30.360

David Foster- Alta: And it's gonna result in better recommendations in the long run. You know, active transportation is is generally a local issue, not necessarily a regional issue, although regional connectivity is important, and so

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00:18:30.500 --> 00:18:31.429

David Foster- Alta: by

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00:18:32.470 --> 00:18:43.289

David Foster- Alta: zooming into this neighborhood scale, we can get into a lot more detail. We can respond to, you know, different land use contexts that may

182

00:18:43.370 --> 00:18:55.110

David Foster- Alta: exist throughout the region. Whether that's suburban, you know, downtown Reno, or more rural. The the neighborhood level

approach gives us the flexibility to to kind of address, those different contexts.

183

00:18:55.910 --> 00:18:59.899

David Foster- Alta: It also gives us the ability to do customized outreach

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00:19:00.280 --> 00:19:26.750

David Foster- Alta: you know, based on the neighborhood demographics and needs. I think in general, it's it's kind of hard to get people excited about a regional plan. But when you're talking about a plan for your neighborhood, and we can go to you know the venues and use the outreach methods that are really customized to the neighborhood that's gonna allow us to get a lot better, a lot better, public input and hopefully result and better projects.

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00:19:27.320 --> 00:19:37.269

David Foster- Alta: And then, finally, as I mentioned, this neighborhood plan approach will allow us to go into a lot more detail. We can talk about specific intersections. You know, we can talk about

186

00:19:37.710 --> 00:19:50.219

David Foster- Alta: specific crossings that need improvement. It's just gonna allow us a lot more allows the ability to vet projects in much greater detail than than we would have had if we tried to do this at a regional scale.

187

00:19:52.270 --> 00:19:53.642

David Foster- Alta: So this isn't

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00:19:54.230 --> 00:20:22.440

David Foster- Alta: This isn't an unprecedented way to tackle regional active transportation planning. We've worked with other jurisdictions like the 80 county highway district and Boise that also do active transportation planning in this way. They have kind of a regional plan. That's kind of a guiding document. But then they zoom in and do a lot of their planning at the neighborhood level. I think they have maybe 10 different neighborhoods that it's broken up into.

189

00:20:23.120 --> 00:20:26.869

David Foster- Alta: And those projects have been incorporated

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00:20:27.200 --> 00:20:44.717

David Foster- Alta: into their integrated 5 Year work plan. And that's they cycle through. They do like maybe 2 of these neighborhood plans per

year. And they're on kind of a rotational basis. So every 5 years they're updating the previous plan. And just like I said, allows

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00:20:45.160 --> 00:20:49.200

David Foster- Alta: a lot more detail and neighborhood level engagement.

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00:20:50.853 --> 00:21:10.280

David Foster- Alta: Denver, Colorado is also another community that has taken this similar neighborhood centric approach as part of what they call their community transportation network. They've done 3 areas thus far. And I think they have 3 more scheduled for the next year or 2.

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00:21:10.866 --> 00:21:20.450

David Foster- Alta: You know, another kind of benefit of of taking this approach of neighborhood level planning and implementation is, it allows for

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00:21:20.990 --> 00:21:32.460

David Foster- Alta: a more defined and recognizable impact. So after we go through, and we define the the improvements that need to happen throughout each neighborhood. The Rtc can then

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00:21:32.800 --> 00:21:44.060

David Foster- Alta: first analyze quick build opportunities, but then begin to program capital projects. And and we can be a lot more I think the investment will be a lot more apparent to the neighborhood, because it's coming

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00:21:44.070 --> 00:21:48.030

David Foster- Alta: kind of in big waves, and then it can also allow us to see

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00:21:48.070 --> 00:21:50.309

David Foster- Alta: what is the impact of the of the

198

00:21:50.789 --> 00:22:01.970

David Foster- Alta: infrastructure improvements that we're recommending. We can look before and after making kind of a sizable investment and seeing what our, what our return on investment actually is.

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00:22:07.020 --> 00:22:21.010

David Foster- Alta: so some of the additional work that we've completed over the past few months. I think you all helped us work on some vision and goals that we've really kind of. We've taken all that input, we still have it. But we've consolidated it down into



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00:22:21.465 --> 00:22:36.720

David Foster- Alta: some more simpler categories that also align with the regional transportation plan. So we we have these all consolidated now down into safety. Expand mode share maintains the sustainability and then enhance community.

201

00:22:36.830 --> 00:22:53.490

David Foster- Alta: and we anticipate that these Consolidated Project Goals will get carried out across all of the future neighborhood plans that will occur. So there'll be consistency in that way. But still allow for some kind of customized neighborhood level.

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00:22:53.990 --> 00:22:55.950

David Foster- Alta: Values to be incorporated.

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00:22:56.980 --> 00:23:01.469

David Foster- Alta: So just kind of an example of of how we've reformatted these goals.

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00:23:01.520 --> 00:23:14.500

David Foster- Alta: strategies actionable steps and performance metrics into kind of a more consolidated framework. You know we, if we have our goal, is to improve safety. Then we have some defined strategies

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00:23:15.018 --> 00:23:21.450

David Foster- Alta: like implement proactive safety improvements on high, on high crash and roads and intersections.

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00:23:22.090 --> 00:23:27.180

David Foster- Alta: The steps we need to take in terms of coordinating with partners.

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00:23:27.310 --> 00:23:31.890

David Foster- Alta: And then we have performance metrics. We have kind of a primary performance, metric

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00:23:32.540 --> 00:23:37.639

David Foster- Alta: things that we definitely want to track, and then we have secondary performance metrics that we can track.

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00:23:37.730 --> 00:23:42.530

David Foster- Alta: If the Rtc has the resources and the data is accessible.

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00:23:43.356 --> 00:23:53.403

David Foster- Alta: So hopefully, this will allow us to be much more intentional. It'll be much more clear on the steps that we need to take and and what the

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00:23:54.330 --> 00:23:58.400

David Foster- Alta: you know, the the success that we're seeing from this actions over time.

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00:24:01.486 --> 00:24:11.919

David Foster- Alta: So a little bit about some of the public input themes that we heard last fall. I think safety was kind of the major concern that we heard from the public.

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00:24:12.726 --> 00:24:13.800

David Foster- Alta: You know.

214

00:24:14.690 --> 00:24:24.729

David Foster- Alta: Less than a quarter of the bison was that we ordered from think it's easy to bike between neighborhoods. So that was something that we're going to be looking at is those connections between neighborhoods.

215

00:24:24.760 --> 00:24:36.709

David Foster- Alta: And then just a strong local preference for separation between vehicles and active modes, particularly on streets. With speed. Then it's over 30 miles per hour, and that kind of aligns with

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00:24:36.730 --> 00:24:42.459

David Foster- Alta: what the industry is suggesting now in terms of best practices for facility, selection, and design.

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00:24:43.590 --> 00:24:45.740

David Foster- Alta: So we do have one more

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00:24:46.152 --> 00:25:00.220

David Foster- Alta: round of public engagement that we're talking about rolling out in the next couple of months. So stay tuned for that. We'll we'll be presenting this this kind of new approach. But we should be rolling that out in April or May.

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00:25:03.110 --> 00:25:29.659

David Foster- Alta: So when we talk about these future neighborhood plans, there's obviously gonna be a public outreach component to those as well. And it's gonna be more than we're capable of doing at the regional level. You know, things like pop up meetings, tailored outreach for underserved community groups. In specific neighborhoods based on, you know, the demographic makeup of those neighborhoods.

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00:25:30.119 --> 00:25:48.689

David Foster- Alta: We could partner with community organizations, we could offer translation services. We could do, translated collateral we could even do stipends for support from underserved communities. So I think this neighborhood level approach is gonna allow us to to do a lot better job with public engagement.

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00:25:52.330 --> 00:26:03.199

David Foster- Alta: Okay? So the street typology guide. Really, all the work that we're doing through this regional plan now is intended to queue up these neighborhood plans and allow them to

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00:26:03.390 --> 00:26:16.510

David Foster- Alta: be very efficient and intentional. And you know, hopefully run smoothly so that we can begin knocking those out over time. And the street typology guide is one of those tools.

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00:26:16.670 --> 00:26:31.009

David Foster- Alta: So it's important to understand what what the guide is and isn't we've been working with the Rtc. Over for for a few months now, really trying to hone these in. But the intent is that it's a it's a starting point

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00:26:31.260 --> 00:26:35.789

David Foster- Alta: for what might be appropriate on different types of streets

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00:26:36.240 --> 00:26:37.440

David Foster- Alta: throughout the region.

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00:26:37.808 --> 00:26:51.539

David Foster- Alta: We've used kind of the Standard cross sections that the Rtc has and try to think about. Okay, if we were to design a facility, a biking facility that would accommodate all ages and abilities. What would that need to look like on this particular street?

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00:26:51.990 --> 00:26:56.980

David Foster- Alta: And so it has things like minimum dimensions, maximum dimensions.

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00:26:57.560 --> 00:27:10.410

David Foster- Alta: kind of looks at general right away and curb the curve widths that exist. But it it doesn't account for every different scenario out there. This the reason that it's a typology guide is it's meant to be flexible and adaptable.

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00:27:10.440 --> 00:27:15.459

David Foster- Alta: And you know, be a be a baseline point for discussion.

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00:27:19.409 --> 00:27:27.760

David Foster- Alta: So you can just see here, kind of like some of those elements that we're talking about it. The green kind of identifies preferred facility types.

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00:27:29.150 --> 00:27:40.809

David Foster- Alta: you know, it talks about different intersection treatments that may be appropriate on given streets. And and, as I mentioned before, hopefully, these will be a tool for the neighborhood plans

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00:27:40.930 --> 00:27:48.830

David Foster- Alta: to look at streets and and kind of hopefully, relatively quickly arrive on preferred facilities. Improvements.

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00:27:52.270 --> 00:27:57.740

David Foster- Alta: The typology guide is not the prescribed design for all streets in all locations.

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00:27:58.174 --> 00:28:17.499

David Foster- Alta: It's not meant to be prescriptive, and it's it's definitely not meant to override engineering judgment. Like we, we can't anticipate every different scenario throughout the entire region. It's just meant to indicate what general best practices are based on different land use context speeds and volumes.

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00:28:21.272 --> 00:28:27.029

David Foster- Alta: Another thing that we've been working on is the priority project prioritization process.

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00:28:27.445 --> 00:28:40.430

David Foster- Alta: We're still fine-tuning that. But that will be closely aligned with our goals and objectives, and that process will be

identified for the neighborhood plans to then run their specific project lists

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00:28:40.550 --> 00:28:46.079

David Foster- Alta: through through this prioritization model to figure out what are the projects we need to focus on first.

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00:28:49.370 --> 00:28:55.389

David Foster- Alta: So the Neighborhood plan, framework and outcomes like

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00:28:55.400 --> 00:29:01.759

David Foster- Alta: once these neighborhood plans start rolling out. What? What do we hope to get out of them?

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00:29:02.646 --> 00:29:13.170

David Foster- Alta: Hopefully, they'll provide a clear and actionable path for implementation. There'll be specific project routes and spot improvements identified.

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00:29:14.007 --> 00:29:15.980

David Foster- Alta: They'll build on

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00:29:16.100 --> 00:29:26.619

David Foster- Alta: the outputs from the regional plan that we're doing now, but, as I mentioned, they'll go into much more detail. They'll be able to drill down into neighborhood level public engagement themes. Just not

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00:29:26.640 --> 00:29:32.609

David Foster- Alta: not just regional public engagement themes. But what are the issues for for particular neighborhoods.

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00:29:34.130 --> 00:29:48.740

David Foster- Alta: it'll include prioritized project list project specific cost estimates. And then another exciting thing is identification of quick build opportunities. So if there's projects that the Rtc. Could roll out

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00:29:49.110 --> 00:29:50.630

David Foster- Alta: quickly with.

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00:29:50.670 --> 00:29:53.639

David Foster- Alta: You know, materials like just paint

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00:29:53.700 --> 00:30:07.460

David Foster- Alta: or other kind of pilot opportunities. The neighborhood plans will identify those. And then hopefully, we can implement them quickly. And you know, start making an impact on these neighborhoods.

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00:30:11.070 --> 00:30:32.809

David Foster- Alta: So the next steps for us, we have our next round of public engagement. As I mentioned before, we're in the process right now of finalizing a gap analysis that will again be a tool that will inform these future neighborhood plans and highlight key gaps in the active transportation network

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00:30:32.820 --> 00:30:35.309

David Foster- Alta: that the neighborhood plans will need to address.

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00:30:36.070 --> 00:30:40.470

David Foster- Alta: Well, as I mentioned. We're also re finalizing the street typologies.

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00:30:40.997 --> 00:30:50.912

David Foster- Alta: We've basically identified what the neighborhood plan areas are at this point. But and we'll be rolling that out at the next public meeting.

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00:30:51.400 --> 00:30:55.209

David Foster- Alta: and then really finalize the the plan and adopt the plan.

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00:30:56.145 --> 00:31:06.479

David Foster- Alta: And then from that point on, it'll be time to start rolling out those those neighborhood level plans which I think will be the really exciting thing where we start talking about specific projects.

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00:31:09.220 --> 00:31:12.212

David Foster- Alta: So I guess questions for this group.

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00:31:12.970 --> 00:31:16.929

David Foster- Alta: how do you? How do you all feel about this? This new neighborhood planning approach?

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00:31:18.000 --> 00:31:20.830

David Foster- Alta: Any issues you anticipate

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00:31:20.870 --> 00:31:29.139

David Foster- Alta: or you know unique things that you think the neighborhood planning approach will be able to respond to that. Maybe we're not at a regional scale.

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00:31:31.360 --> 00:31:32.809

Ann Silver: I have a question.

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00:31:33.060 --> 00:31:33.660

David Foster- Alta: Sure.

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00:31:33.660 --> 00:31:34.840

Ann Silver: Of David.

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00:31:36.600 --> 00:31:37.980

Ann Silver: David, how

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00:31:38.150 --> 00:31:39.929

Ann Silver: how do you integrate

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00:31:40.130 --> 00:31:52.720

Ann Silver: what a neighborhood versus businesses might need? And since there's so many new neighborhoods that can join businesses or near businesses. How do you take a look at

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00:31:52.880 --> 00:32:02.869

Ann Silver: what the business traffic flow? Customer flow might be relative to what the neighborhood wants? There are many apartment buildings being built

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00:32:02.920 --> 00:32:10.070

Ann Silver: with many businesses surrounding them, and we get calls at the Chamber that businesses are concerned, that

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00:32:10.500 --> 00:32:22.299

Ann Silver: people can't get in and out of their parking lots or with the growth. And this is just a generic question. But I I assume you overlay neighborhood and and input from citizens with

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00:32:22.390 --> 00:32:25.789

Ann Silver: businesses and what they need in terms of

268

00:32:26.280 --> 00:32:30.469

Ann Silver: parking and and access. Any restaurant business.

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00:32:31.680 --> 00:32:42.106

David Foster- Alta: Yeah, I mean, really. I think the way that we try to address those types of questions is always reflecting back on

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00:32:42.910 --> 00:32:45.100

David Foster- Alta: the goals and

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00:32:45.220 --> 00:32:49.400

David Foster- Alta: trying to balance, you know, different people's needs with the goals.

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00:32:50.690 --> 00:32:55.010

David Foster- Alta: there's not not usually an easy solution there, but

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00:32:56.460 --> 00:33:01.470

David Foster- Alta: we try to find compromise by using that that framework that we've set up with the project goals.

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00:33:03.740 --> 00:33:04.480

Ann Silver: Thanks.

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00:33:04.780 --> 00:33:30.910

Marquis Williams: And and to add to that, I I think 1 one nice thing about the neighborhood planning process is that we can have those conversations with local business owners. When we come to do our planning efforts in that neighborhood. So we wanna, the the fun thing about this is we really get to bring everyone to the table? And make sure we're getting a comprehensive view. And you know, as David mentioned, a a small business owner in Spanish Springs might not wanna show up

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00:33:30.990 --> 00:33:41.819

Marquis Williams: or the whole regions active transportation plan? But when you're really focusing on Spanish Springs now that business owner might be more inclined to to participate.

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00:33:42.060 --> 00:33:46.029

Ann Silver: Yeah, I I appreciate that. And I appreciate you trying to integrate everyone

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00:33:46.200 --> 00:33:52.199



Ann Silver: of feedback, because sometimes they can be very contradictory. There's an apartment building

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00:33:52.260 --> 00:33:59.129

Ann Silver: being erected or almost completed, at the corner of Longley and South Virginia.

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00:33:59.310 --> 00:34:02.010

Ann Silver: There must be 800 units there.

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00:34:02.190 --> 00:34:07.120

Ann Silver: and there are some businesses across the street. There's a gas station. There's a car wash.

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00:34:07.270 --> 00:34:13.970

Ann Silver: and there are just a whole lot of issues that are calls that we get. We refer them back to you. But you know.

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00:34:14.139 --> 00:34:39.400

Ann Silver: how. How will that intersection look, and how busy will be? And can people get across the street safely? And what if you're on a bike. And what if you're exiting the apartment complex, and I never know what integration there is with business concerns and neighborhood concerns. But it sounds like you're trying to integrate those issues in specific meetings relative to a particular area of the community.

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00:34:39.420 --> 00:34:41.920

Ann Silver: So the Chamber will do its best to get

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00:34:41.929 --> 00:34:44.900

Ann Silver: relevant businesses into those meetings.

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00:34:45.710 --> 00:34:49.109

David Foster- Alta: Once. I think you bring up a good point, too. I mean, sometimes

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00:34:49.130 --> 00:34:55.769

David Foster- Alta: it's a compliance issue, too. And so by zooming in to the neighborhood level. We can work with

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00:34:55.969 --> 00:35:03.519

David Foster- Alta: city of Reno, or whoever the you know, compliance entity may be to really understand. Okay, is it? Is it a?

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00:35:03.780 --> 00:35:09.050

David Foster- Alta: Is it a design issue that we need to mitigate? Or is it more of a compliance issue that we need to address.

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00:35:10.108 --> 00:35:21.440

Ann Silver: Let me just give a quick example, and I'm sorry to bother everybody with this, but I don't know how much you have to do with the Dutch Brothers, Virginia Street, across from the convention center.

291

00:35:21.750 --> 00:35:30.349

Ann Silver: But that is a hot mess in terms of someone dying at some point crossing from the convention center huge

292

00:35:30.460 --> 00:35:40.910

Ann Silver: volleyball tournaments, thousands of people who are attending things racing across the street to get to that Dutch brothers and then turning, making a right off Virgin South Virginia.

293

00:35:41.170 --> 00:35:43.119

Ann Silver: I think it's North Virginia

294

00:35:43.270 --> 00:35:45.853

Ann Silver: into that street that borders

295

00:35:46.870 --> 00:36:12.140

Ann Silver: Dutch brothers. It's incredibly hazardous. And if someone would just take a look at it. It's just an accident waiting to happen. I know code enforcement in the city of Reno has got involved because they had combs out on Virginia Street that were blocking traffic. But I would hate to see anybody. I'd hate to see Dutch brothers suffer, or or anybody suffer who's walking or riding a bike. That's a terribly dangerous

296

00:36:12.340 --> 00:36:20.459

Ann Silver: intersection. Now that someone allowed Dutch brothers to be that close to the street and sharp right turn to be to get into their driveway.

297

00:36:21.040 --> 00:36:23.450

Ann Silver: I won't say anything more, but thank you.

298

00:36:25.780 --> 00:36:27.269

Marquis Williams: Thanks for that comment. Yeah.

299

00:36:29.150 --> 00:36:31.509

Earl Brynelsen: Can I? Can I jump in here real quick.

300

00:36:32.690 --> 00:36:35.390

Marquis Williams: Sure. I think panel had our.

301

00:36:36.090 --> 00:36:36.540

Earl Brynelsen: Sorry.

302

00:36:36.540 --> 00:36:38.790

Marquis Williams: First, and then we can definitely get to you.

303

00:36:40.320 --> 00:36:42.271

Panah Stauffer: Oh, sure, I either way is fine.

304

00:36:44.470 --> 00:36:47.298

Panah Stauffer: thanks a lot for this presentation.

305

00:36:48.490 --> 00:36:57.874

Panah Stauffer: it's very interesting that you shared the neighborhood approach, and that you're asking this question. I I appreciated how much you focused on connectivity, because

306

00:36:58.360 --> 00:37:00.120

Panah Stauffer: that to me, is

307

00:37:00.140 --> 00:37:06.690

Panah Stauffer: the biggest need overall, but potentially also the biggest challenge with the neighborhood approach.

308

00:37:09.260 --> 00:37:14.539

Panah Stauffer: I live in South Reno, and in theory the there's a lot of bike infrastructure here.

309

00:37:14.880 --> 00:37:20.682

Panah Stauffer: But I I would like to leave easily, and you know

310

00:37:21.400 --> 00:37:25.859

Panah Stauffer: feel safe connecting to places I try to get to on a bike

311

00:37:27.161 --> 00:37:31.499

Panah Stauffer: or as a pedestrian, I'd like to be able to connect more easily as well. I

312

00:37:31.640 --> 00:37:37.570

Panah Stauffer: I don't. You know my husband and I share a car, and I I don't really care to drive if I can avoid it at all.

313

00:37:39.300 --> 00:37:42.730

Panah Stauffer: A couple of things that come to mind in terms of connectivity

314

00:37:43.330 --> 00:37:45.060

Panah Stauffer: as a pedestrian

315

00:37:46.290 --> 00:37:50.080

Panah Stauffer: I find it very frustrating when the sidewalk

316

00:37:50.860 --> 00:37:53.599

Panah Stauffer: doesn't connect from the main road

317

00:37:54.420 --> 00:37:57.120

Panah Stauffer: through a shopping center safely.

318

00:37:57.711 --> 00:37:59.889

Panah Stauffer: I can give you a couple examples

319

00:38:00.140 --> 00:38:03.730

Panah Stauffer: if you're trying to get to sprouts

320

00:38:03.780 --> 00:38:08.659

Panah Stauffer: that's at double R and South Meadows on foot.

321

00:38:09.238 --> 00:38:13.690

Panah Stauffer: You can walk to the shopping center. But to get into the shopping center

322

00:38:14.395 --> 00:38:17.220

Panah Stauffer: whatever. Whoever owns the driveway

323

00:38:17.330 --> 00:38:24.069

Panah Stauffer: is, was obviously not responsible for connecting the sidewalk, and you have to walk in the driveway where people are

324

00:38:24.160 --> 00:38:30.030

Panah Stauffer: turning quickly, that the driveway to the shopping center. Then you get to sprouts, and there's a sidewalk there.

325

00:38:30.090 --> 00:38:35.359

Panah Stauffer: So there are these these gaps in the pedestrian infrastructure. That

326

00:38:36.130 --> 00:38:36.980

Panah Stauffer: kind of.

327

00:38:37.120 --> 00:38:39.160

Panah Stauffer: you know they make they they just

328

00:38:39.500 --> 00:38:45.129

Panah Stauffer: the whole trip can be safe except for that one gap. And it it's kind of sticks out. It's like a

329

00:38:45.680 --> 00:38:47.220

Panah Stauffer: safety red flag.

330

00:38:48.060 --> 00:38:50.880

Panah Stauffer: Similarly, the Home Depot Shopping center

331

00:38:50.910 --> 00:38:52.410

Panah Stauffer: on steamboat.

332

00:38:52.630 --> 00:39:04.729

Panah Stauffer: It's massive that I mean. I've just never seen such a big parking lot. I don't understand? I I assume these are zoning code requirements for parking. Maybe that's something that you can integrate in the neighborhood

333

00:39:04.990 --> 00:39:07.870

Panah Stauffer: scale. Assessment of land use is

334

00:39:08.450 --> 00:39:21.729

Panah Stauffer: what you know, if there is a massive parking lot that is very unappealing to cross on foot. Similarly, the sidewalk connections are lacking on both sides of that shopping center

335

00:39:22.220 --> 00:39:24.299

Panah Stauffer: in the residential direction.

336

00:39:24.811 --> 00:39:40.458

Panah Stauffer: In the north northern residential direction. You can get to the shopping center very easily, but then again, once you reach it you have to walk along these driveways, where it seems no one was responsible for connecting the infrastructure.

337

00:39:40.990 --> 00:39:43.379

Panah Stauffer: So that's from the pedestrian point of view

338

00:39:44.088 --> 00:39:47.280

Panah Stauffer: as a bicyclist. I would love to see

339

00:39:48.523 --> 00:39:49.550

Panah Stauffer: almost like

340

00:39:49.590 --> 00:39:52.739

Panah Stauffer: a bike and ride the way that there is

341

00:39:52.780 --> 00:39:54.489

Panah Stauffer: there are parking rides.

342

00:39:54.580 --> 00:40:03.880

Panah Stauffer: I'd love to see a secure bike parking or indoor bike parking. You see that at transit stations in

343

00:40:04.671 --> 00:40:07.679

Panah Stauffer: you know, larger metro areas.

344

00:40:08.130 --> 00:40:18.790

Panah Stauffer: It would be really nice to, you know. Leave your bike somewhere, because there is not always parking where you're going. It's not always fun to take it on the bus, you know what if there was

345

00:40:18.910 --> 00:40:23.160

Panah Stauffer: a secure parking facility at the Meadowwood Mall for bikes?

346

00:40:23.470 --> 00:40:32.370

Panah Stauffer: That would be really great, in my opinion, a final connectivity issue that I know every bicycle list faces is

347

00:40:33.025 --> 00:40:41.954

Panah Stauffer: going through the major intersections. I know you already talked about that crossing under highways. Bike lanes often just like disappear.

348

00:40:43.020 --> 00:40:48.020

Panah Stauffer: I I dream of the day when the Virginia line will extend down to South Reno.

349

00:40:48.320 --> 00:40:49.760

Panah Stauffer: When it gets here.

350

00:40:50.010 --> 00:40:51.720

Panah Stauffer: There aren't going to be

351

00:40:52.200 --> 00:40:57.930

Panah Stauffer: multiple ways to cross under the highway from the East Side

352

00:40:58.100 --> 00:40:59.899

Panah Stauffer: to Virginia Street

353

00:41:00.040 --> 00:41:06.779

Panah Stauffer: on a bicycle safely, so I would have to go about 2 miles to get to Virginia Street. I'm someone who would do it.

354

00:41:06.960 --> 00:41:08.610

Panah Stauffer: I would love to do it.

355

00:41:10.510 --> 00:41:11.450

Panah Stauffer: But

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00:41:12.430 --> 00:41:20.600

Panah Stauffer: just right now the you know, crossing under the highway is is not particularly appealing. So those are some examples of connections that

357

00:41:20.610 --> 00:41:27.969

Panah Stauffer: I would love as a bicyclist and pedestrian for you to account for. Again, none of those are technically like in my neighborhood. They're all

358

00:41:28.310 --> 00:41:30.380

Panah Stauffer: the connections

359

00:41:30.630 --> 00:41:34.659

Panah Stauffer: to where I go as a bicyclist and pedestrian. Thanks.

360

00:41:37.300 --> 00:41:43.607

David Foster- Alta: I think you you brought up some good points, too. I think the other thing the neighborhood planning approach allows us to do is to like

361

00:41:43.950 --> 00:41:45.960

David Foster- Alta: issues like you mentioned with

362

00:41:46.520 --> 00:41:54.610

David Foster- Alta: not having pedestrian connections through parking lots like that's a that's a zoning code and a development code issue. And it allows us to

363

00:41:54.740 --> 00:42:00.480

David Foster- Alta: work with that specific jurisdiction. To be like this is an issue that is a problem for your residents.

364

00:42:00.600 --> 00:42:13.890

David Foster- Alta: Is, is there a way to amend your development code to, you know, require better pedestrian connections through parking lots or or tackle it that way, because that's that's outside of the street right away. But it's still an important part of the pedestrian trip.

365

00:42:15.240 --> 00:42:20.260

Panah Stauffer: Yeah, it's it's so interesting. You can see those gaps in the

366

00:42:20.360 --> 00:42:22.389

Panah Stauffer: jurisdictional framework. It's like.

367

00:42:22.580 --> 00:42:25.239

Panah Stauffer: no one is responsible right here.

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00:42:25.250 --> 00:42:26.330

Panah Stauffer: And

369



00:42:26.480 --> 00:42:38.079

Panah Stauffer: the people who are responsible like this is not their area of focus. People who are interested in it have no control over it. So whatever you can do, I know you're probably just a consultant. But to actually like

370

00:42:38.740 --> 00:42:44.359

Panah Stauffer: I just point out those connections, but help them happen would be very helpful.

371

00:42:48.850 --> 00:42:51.950

Marquis Williams: Yeah, I appreciate those comments. And, we will.

372

00:42:51.960 --> 00:43:11.419

Marquis Williams: As part of this ongoing, we plan to have an agency working group. So we would have regular conversations with the jurisdictions, with the focus on active transportation. So that's where maybe a zoning code update or or, you know, modernization initiative would, would hopefully

373

00:43:11.440 --> 00:43:15.677

Marquis Williams: bubble up. And we're looking looking to do that. So thanks for those comments.

374

00:43:17.421 --> 00:43:19.989

Marquis Williams: I wanted to go back to you. You.

375

00:43:20.440 --> 00:43:21.550

Earl Brynelsen: Yeah, though, we keep it.

376

00:43:21.670 --> 00:43:26.230

Earl Brynelsen: Yeah. The thing I'd like to point out is, we have too many bike lanes

377

00:43:26.420 --> 00:43:27.740

Earl Brynelsen: that go

378

00:43:27.900 --> 00:43:29.749

Earl Brynelsen: just for a little while.

379

00:43:29.880 --> 00:43:31.790

Earl Brynelsen: and then they just stop.

380

00:43:32.180 --> 00:43:33.250

Earl Brynelsen: And

381

00:43:33.330 --> 00:43:36.790

Earl Brynelsen: I would like to see us if we're going to be improving neighborhood

382

00:43:36.800 --> 00:43:38.030

Earl Brynelsen: pathways

383

00:43:38.190 --> 00:43:42.790

Earl Brynelsen: for both pedestrians and bicyclists, especially if they're on bus routes

384

00:43:43.270 --> 00:43:45.509

Earl Brynelsen: to continue bike lanes

385

00:43:45.810 --> 00:43:48.750

Earl Brynelsen: all the way. I mean, we have

386

00:43:49.090 --> 00:43:53.340

Earl Brynelsen: bike lanes on the Route 14. Leaving 4 Street Station.

387

00:43:53.520 --> 00:44:01.379

Earl Brynelsen: we turn by the Lake Lake Mill Lodge. We have a bike lane. We get down to the hospital. There's no bike lane.

388

00:44:02.280 --> 00:44:08.659

Earl Brynelsen: and it doesn't start up again. I don't even know if there's one on the other side of Kit Ski.

389

00:44:09.530 --> 00:44:10.950

Earl Brynelsen: We need

390

00:44:11.290 --> 00:44:13.349

Earl Brynelsen: bike lanes that are

391

00:44:13.560 --> 00:44:14.940

Earl Brynelsen: the whole length

392

00:44:14.970 --> 00:44:19.519

Earl Brynelsen: it it we have people that ride bikes everywhere in Reno.

393

00:44:19.630 --> 00:44:26.110

Earl Brynelsen: and when they try riding, and then their bike lane just ends. And now they're riding in a traffic lane.

394

00:44:26.380 --> 00:44:36.300

Earl Brynelsen: and which is really, really, really, unsafe, and it's it's unsafe for the drivers. It's unsafe for the pedestrians, the bicyclists.

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00:44:36.750 --> 00:44:40.039

Earl Brynelsen: we have to learn how to share the road, with them, but

396

00:44:40.330 --> 00:44:43.879

Earl Brynelsen: when they don't have a bike lane they have no place else to go.

397

00:44:44.170 --> 00:44:47.950

Earl Brynelsen: and with the amount of the traffic volumes increasing

398

00:44:48.140 --> 00:44:50.050

Earl Brynelsen: exponentially in our

399

00:44:50.190 --> 00:44:51.590

Earl Brynelsen: on our systems.

400

00:44:51.750 --> 00:44:55.339

Earl Brynelsen: We have to look at this in a more logical way.

401

00:44:55.710 --> 00:44:57.820

Earl Brynelsen: and I'd like to see

402

00:44:57.980 --> 00:44:59.449

Earl Brynelsen: our bike lanes

403

00:44:59.730 --> 00:45:01.820

Earl Brynelsen: increase their length.

404

00:45:02.120 --> 00:45:04.019

Earl Brynelsen: I'd like to see

405

00:45:05.170 --> 00:45:07.850

Earl Brynelsen: more pedestrian crossings with lights.

406

00:45:08.470 --> 00:45:13.510

Earl Brynelsen: and that's those are my 2 biggies, especially the lighted cross walks.

407

00:45:13.790 --> 00:45:18.240

Earl Brynelsen: We have so many dark crosswalks without flashing lights

408

00:45:18.680 --> 00:45:25.740

Earl Brynelsen: all over, Reno, and I know I drive at night. I drive early in the morning, so I'd really like you guys to look at those.

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00:45:25.890 --> 00:45:26.780

Earl Brynelsen: Thank you.

410

00:45:30.730 --> 00:45:34.219

Marquis Williams: Yeah, thank you, Earl. I think I saw Ryan next.

411

00:45:35.700 --> 00:45:45.266

Ryan Bernadett: Yeah. First of all, thank you for the presentation. Your work, David. I just have a couple of things I wanted to say. First of all, I do think the neighborhood approach is great.

412

00:45:45.600 --> 00:45:54.719

Ryan Bernadett: I think a lot of us know how to navigate our kind of local environment. Well, I know. I specifically, whenever I'm riding my bike around, I take

413

00:45:54.770 --> 00:46:14.700

Ryan Bernadett: kind of seemingly strange routes. Kind of cutting through neighborhoods. Specifically, I'm avoiding tra traffic congestion. I'm avoiding lighted intersections, because those are often a struggle. You know, my bike is not picked up. I have to look kind of like, shuffle over to the crosswalk button and then shuffle back into the bike lane.

414

00:46:16.680 --> 00:46:23.050

Ryan Bernadett: also avoiding grades just because I don't have any bike or anything so that it does cut down on my time.

415

00:46:23.875 --> 00:46:37.289

Ryan Bernadett: So yeah, I think I do think the neighborhood approach is best, because, I think everybody kind of finds their own ways to navigate

through the city and trying to look at them at a top down level, and just putting infrastructure over the main arterials

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00:46:37.300 --> 00:46:43.042

Ryan Bernadett: might not always be the best, because, like, I think, we all know that grade separation is the better option.

417

00:46:43.750 --> 00:46:45.559

Ryan Bernadett: and then beyond that.

418

00:46:45.881 --> 00:46:53.210

Ryan Bernadett: I just wanna ask a little bit about the reporting for how you get the heat maps for Bic, you know, bicycle use through the city.

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00:46:53.380 --> 00:47:05.000

Ryan Bernadett: And I also wanted to ask, How can we help you report? That is there? I think. I remember there was like a smart trip app a couple of years ago, where you could kind of self report your trips.

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00:47:05.458 --> 00:47:07.929

Ryan Bernadett: Sorry. I'll let you speak on that now.

421

00:47:11.529 --> 00:47:18.930

David Foster- Alta: Yeah, I'm not familiar with with your guys merger program. I've seen those in the past. I mean, honestly.

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00:47:19.050 --> 00:47:20.479

David Foster- Alta: lack of data

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00:47:20.580 --> 00:47:27.489

David Foster- Alta: in the active transportation realms one of the biggest barriers we have right now. I'd say

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00:47:27.730 --> 00:47:29.920

David Foster- Alta: the good news is like.

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00:47:30.280 --> 00:47:34.579

David Foster- Alta: there's now all these new big data sources that are

426

00:47:34.720 --> 00:47:41.179

David Foster- Alta: while they're they're not great at communicating once a bike trip, maybe, and once a walking trip. But they do tell us

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00:47:41.520 --> 00:47:49.529

David Foster- Alta: where trips are happening. And where there's short trips happening, regardless of whether or not they're a walking or biking trip. If it's a short trip.

428

00:47:49.650 --> 00:47:54.125

David Foster- Alta: we could potentially get it to become a Viking or walking trip. So

429

00:47:54.500 --> 00:48:06.209

David Foster- Alta: that's getting better. You know, it would take a concerted effort to invest encounters. And and you know, signal software that would

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00:48:06.846 --> 00:48:13.632

David Foster- Alta: start to catch up to anywhere as close as we are with our vehicle data at the moment.

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00:48:14.180 --> 00:48:15.350

David Foster- Alta: so

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00:48:15.370 --> 00:48:20.630

David Foster- Alta: you know, the reporting things are great, but it's it's kind of a drop in the bucket.

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00:48:20.720 --> 00:48:24.250

David Foster- Alta: As to what's happening. Regionally, I think

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00:48:24.520 --> 00:48:29.909

David Foster- Alta: you know what we need to focus on in the short term is just putting in good good infrastructure.

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00:48:29.920 --> 00:48:34.960

David Foster- Alta: And then, you know, once we have a good network build out, then we can start to analyze.

436

00:48:35.020 --> 00:48:37.060

David Foster- Alta: How much use are we actually getting.

437

00:48:37.220 --> 00:48:38.650

Ryan Bernadett: Okay.

438

00:48:38.710 --> 00:48:47.400

Ryan Bernadett: yeah, that makes sense. Yeah, I know, it's difficult. I don't particularly have a answer, either on how to do that well, yeah, thank you.

439

00:48:47.930 --> 00:48:53.349

Marquis Williams: 1 one tool that so strava the app they

440

00:48:53.839 --> 00:49:02.399

Marquis Williams: their heat map is publicly available, and it's something that I peaked at in preparation for for this project. And one.

441

00:49:02.640 --> 00:49:10.781

Marquis Williams: you know, every data set has its pros and cons. Strava is definitely more geared toward recreational writers. But

442

00:49:11.370 --> 00:49:16.940

Marquis Williams: you know it does capture a decent number of trips that you might not, or density of trips in

443

00:49:16.950 --> 00:49:22.820

Marquis Williams: places you might not expect. So. That's that's one thing definitely. Keeping an eye on.

444

00:49:23.470 --> 00:49:28.450

Ryan Bernadett: Okay, yeah, I'll definitely yeah. I'll start tracking my trips through Strava. I usually don't do it just because.

445

00:49:28.960 --> 00:49:33.360

Ryan Bernadett: yeah, but okay. And I'll also tell my friends about that, too.

446

00:49:33.740 --> 00:49:34.600

Ryan Bernadett: Thank you.

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00:49:35.300 --> 00:49:35.960

Ryan Bernadett: Sure.

448

00:49:37.050 --> 00:49:37.590

Marquis Williams: David.

449

00:49:40.020 --> 00:49:48.729

David Giacomini: Yeah, so I'm David Jockman. I'm on the panel. I'm Kimly Horn, and I do a lot of work on the private sector side. So to Panaz, comment

450

00:49:49.270 --> 00:49:50.290

David Giacomini: about

451

00:49:50.590 --> 00:49:55.297

David Giacomini: those sidewalks that are on private property at the end of the day.

452

00:49:55.850 --> 00:49:56.980

David Giacomini: every

453

00:49:57.240 --> 00:50:08.110

David Giacomini: you know the I I I guess I wanna say sort of to David Foster like the it's not. His plan won't be able to solve some of those problems. I guess I'm trying to

454

00:50:08.260 --> 00:50:13.920

David Giacomini: say, like he, he's largely going to be focused on stuff that's in the public right away for stuff that's in the private right away.

455

00:50:14.361 --> 00:50:16.710

David Giacomini: Developers will typically be held to

456

00:50:17.190 --> 00:50:27.299

David Giacomini: being compliant with Ada standards. So if you look closely, there is one route somewhere on the property that will get you from the public right of way to private.

457

00:50:27.430 --> 00:50:33.089

David Giacomini: to the entrance to the the facilities, whatever it might be, as long as it was after 1991,

458

00:50:33.180 --> 00:50:40.780

David Giacomini: and so there, for those 2 locations I I live close to sprouts as well. There are actually

459

00:50:41.206 --> 00:50:59.263

David Giacomini: sidewalks that get you there. They're not always the most obvious and part of that is because we're in such a car centric society. But they they do exist, there's always one. And so if you wanted to see



more. It would ultimately have to go through conditions that the city would have to adopt in their in their

460

00:51:01.094 --> 00:51:14.610

David Giacomini: in, in in their in their codes. And so there, I would also say they're quite unlikely to do that. They will definitely require developers to put one in to make sure that you can serve all modes, but they may not

461

00:51:14.700 --> 00:51:20.346

David Giacomini: require that you are able to access on foot from every direction of travel.

462

00:51:21.165 --> 00:51:26.060

David Giacomini: Hopefully, this at least helps provide some insight into why, that is the way it is

463

00:51:29.400 --> 00:51:30.650

David Giacomini: sorry if that was

464

00:51:30.660 --> 00:51:34.020

David Giacomini: out of line. I know, David, you're given the talk, but I thought that might help.

465

00:51:35.605 --> 00:51:37.919

David Foster- Alta: I mean, we? Yeah, I think.

466

00:51:38.910 --> 00:51:46.230

David Foster- Alta: yeah, it. It would require some some change in policy and and development code on the city side to kind of require

467

00:51:46.840 --> 00:51:47.940

David Foster- Alta: better

468

00:51:49.062 --> 00:51:52.990

David Foster- Alta: pedestrian accommodations through those parking lots and situations like that.

469

00:52:00.760 --> 00:52:08.090

Marquis Williams: Any any other comments. Thank you for this great discussion. I think we've definitely taken. I've been taking notes the whole time, and

470

00:52:08.140 --> 00:52:10.469

Marquis Williams: definitely some good takeaways here.

471

00:52:11.830 --> 00:52:13.260

Panah Stauffer: May ask one more thing.

472

00:52:13.770 --> 00:52:14.380

Marquis Williams: Sure.

473

00:52:15.222 --> 00:52:19.539

Panah Stauffer: Yeah. And thanks, David. Jacqueline, I yeah, I do realize that

474

00:52:19.740 --> 00:52:24.989

Panah Stauffer: there's a there are a lot of bureaucratic hurdles to making the change. I really appreciate your

475

00:52:25.290 --> 00:52:31.240

Panah Stauffer: your explanation of what the bare minimum requirements are that are currently existing. But yeah, I'd love to. Just.

476

00:52:31.720 --> 00:52:35.729

Panah Stauffer: I'd love to just see these public right of way initiatives

477

00:52:36.100 --> 00:52:43.839

Panah Stauffer: do more than just point out the flaws in the existing parking requirements and zoning codes. So I'm just throwing that out there. I understand that

478

00:52:44.490 --> 00:52:45.809

Panah Stauffer: the odds are not

479

00:52:46.380 --> 00:52:56.910

Panah Stauffer: in favor of that happening. The question I wanted to ask, I forgot to ask, what outreach methods are you using? Because I actually hadn't heard about

480

00:52:57.210 --> 00:53:00.739

Panah Stauffer: the engagement that you had done previously?

481

00:53:04.540 --> 00:53:06.089

David Foster- Alta: Marquise, do you wanna

482

00:53:06.400 --> 00:53:07.080

David Foster- Alta: take that.

483

00:53:07.080 --> 00:53:10.781

Marquis Williams: Sure. Sure. Yeah. So back in

484

00:53:12.500 --> 00:53:16.850

Marquis Williams: I want to say, may of 2023, we we did a few

485

00:53:16.870 --> 00:53:19.340

Marquis Williams: efforts. We had a

486

00:53:20.120 --> 00:53:29.180

Marquis Williams: public, a general public meeting. We also had a in person meeting at the senior center, as well as a

487

00:53:29.636 --> 00:53:34.550

Marquis Williams: virtual meeting focused on students. So high school and college students.

488

00:53:36.560 --> 00:53:40.890

Marquis Williams: we also did a we did 2 surveys.

489

00:53:41.326 --> 00:53:49.649

Marquis Williams: The first one was for the general public, you know, asking where where you go, where you see problems. And that's a great

490

00:53:50.241 --> 00:54:06.249

Marquis Williams: we got a great turnout on that that we will be using in the neighborhood planning process and then we also did a. We worked with the Pta to survey student high school students and their parents. On concerns

491

00:54:06.870 --> 00:54:10.710

Marquis Williams: for for having their kids ride to school.

492

00:54:12.260 --> 00:54:18.819

Marquis Williams: we we did, do we? We had signs posted at a few bike shops, and

493

00:54:19.575 --> 00:54:31.630

Marquis Williams: the libraries, and a few other public areas. It's always a struggle to to market these things and make sure that everybody cares. But we'll definitely, you know, it's something we're always working on and definitely

494

00:54:32.323 --> 00:54:41.320

Marquis Williams: announce it to this body. They're at a meeting or through email, or something like that. When we when we next go out for for comments.

495

00:54:41.690 --> 00:54:44.450

Marquis Williams: and as we go through the neighborhood planning process.

496

00:54:45.300 --> 00:54:47.779

Panah Stauffer: Yeah, I guess I I just encourage

497

00:54:47.910 --> 00:54:55.210

Panah Stauffer: as much and as much diverse outreach as you can manage. I am a

498

00:54:55.400 --> 00:55:01.239

Panah Stauffer: very frequent library patron. I watch the Hello, 8

499

00:55:01.340 --> 00:55:04.020

Panah Stauffer: road ahead with Rtc. And

500

00:55:04.400 --> 00:55:11.029

Panah Stauffer: somehow mislead this. I'm not a big social media user, so that May. I don't know if you're doing that, but that may be where

501

00:55:11.070 --> 00:55:12.989

Panah Stauffer: I fell into the gap. But.

502

00:55:13.671 --> 00:55:19.390

Panah Stauffer: I was previously on a bicycle master planning, steering committee

503

00:55:19.974 --> 00:55:23.070

Panah Stauffer: in my former town in the Bay area, and

504

00:55:23.340 --> 00:55:34.079

Panah Stauffer: it missed so many outreach opportunities, especially with people who are in the service industry and don't have a car and rely on a bicycle, or rely on

505

00:55:34.110 --> 00:55:38.219

Panah Stauffer: transit and bike to Anne's point. This may also be

506

00:55:38.240 --> 00:55:47.426

Panah Stauffer: an avenue where you could reach people through businesses. It there were just there were so many, and and all the outreach was in English.

507

00:55:47.810 --> 00:55:57.299

Panah Stauffer: there, there were just so many barriers to participation. So I just wanna flag all of that for you and encourage you to do whatever you can to find out how people

508

00:55:57.965 --> 00:56:01.660

Panah Stauffer: would like to interact with the system. If they could.

509

00:56:02.950 --> 00:56:07.030

Ann Silver: If I can just make a recommendation. If Rtc. Can send

510

00:56:07.240 --> 00:56:30.350

Ann Silver: me any announcements about public meetings, we produce a weekly briefing that goes out to 6,200 email addresses. And even if you're not a Chamber member, people tend to see it or share it, it's a great way to get the message out to businesses who are also residents and have families and kids. So please include the Chamber address, and we'll promote those meetings.

511

00:56:32.110 --> 00:56:33.930

Marquis Williams: Will do. Yeah, thank you.

512

00:56:33.930 --> 00:56:44.469

Ann Silver: I'm on the library board, and you may not want 400 people public comment, but I think it's a good thing to be transparent and announce these things and make sure that

513

00:56:44.570 --> 00:56:53.549

Ann Silver: people like Pana and others are not unaware. I'd rather have more information out there. So people who gripe. Say, well, I didn't go to the meeting.

514

00:56:54.430 --> 00:56:55.840  
Ann Silver: you know. I should have.

515  
00:56:56.840 --> 00:56:57.190  
Panah Stauffer: Yeah, that.

516  
00:56:57.190 --> 00:56:57.550  
Marquis Williams: Yeah.

517  
00:56:57.550 --> 00:57:04.719  
Panah Stauffer: Has a newsletter. We know bike projects has a newsletter. I may have missed all of them. I'm not saying you didn't do it, but they're just these options.

518  
00:57:04.720 --> 00:57:11.409  
Ann Silver: Yeah, I I think you can't reach out enough, but certainly the Chambers, a major vehicle to 2,200 businesses.

519  
00:57:11.430 --> 00:57:17.879  
Ann Silver: and about a hundred 1,000 residents, so please send me anything you have about upcoming meetings.

520  
00:57:19.230 --> 00:57:20.803  
Marquis Williams: Okay, definitely,

521  
00:57:21.660 --> 00:57:26.209  
Marquis Williams: and I, I I appreciate both of your comments and and

522  
00:57:26.400 --> 00:57:32.444  
Marquis Williams: information about newsletters, because that is a great way to obviously get, get the word out there.

523  
00:57:33.040 --> 00:57:39.430  
Marquis Williams: again to plug the neighborhood planning process, being able to focus on a specific neighborhood and then say, Okay, we?

524  
00:57:39.956 --> 00:57:40.970  
Marquis Williams: We can

525  
00:57:41.010 --> 00:57:43.589  
Marquis Williams: advertise in English and Spanish, and

526

00:57:43.630 --> 00:57:51.500

Marquis Williams: you know, all relevant languages and and really focus and drill down on a specific area. Geographical area should

527

00:57:52.100 --> 00:57:59.210

Marquis Williams: theoretically help with that. That outreach process. So it's always a working process. So

528

00:57:59.970 --> 00:58:01.310

Marquis Williams: yeah, thanks for your input

529

00:58:05.040 --> 00:58:08.460

Marquis Williams: any other comments on active transportation.

530

00:58:12.110 --> 00:58:18.099

Marquis Williams: Okay, well, thank you again for your input. And really fruitful conversation. I appreciate it.

531

00:58:18.980 --> 00:58:20.080

Marquis Williams: I don't have you.

532

00:58:21.160 --> 00:58:24.570

Marquis Williams: We're moving on in the agenda.

533

00:58:28.510 --> 00:58:31.780

Marquis Williams: So, moving to item

534

00:58:32.350 --> 00:58:48.280

Marquis Williams: 6. Agenda. Item 6, which is, approve the election of members to fill the vacancies in the chair and vice chair positions and serve out the remainder of the current terms of the positions until June thirtieth, 2024.

535

00:58:50.201 --> 00:58:52.558

Marquis Williams: So a little background here.

536

00:58:53.990 --> 00:58:56.890

Marquis Williams: the we have vacancies in the

537

00:58:56.950 --> 00:58:58.380

Marquis Williams: chair. The

538

00:58:58.650 --> 00:59:04.210

Marquis Williams: unexpired term of chair and vice chair positions until June thirtieth

539

00:59:05.720 --> 00:59:08.730

Marquis Williams: and we'll be holding

540

00:59:09.230 --> 00:59:12.629

Marquis Williams: an election today for that. Members were asked on

541

00:59:12.850 --> 00:59:14.200

Marquis Williams: March fifteenth

542

00:59:14.420 --> 00:59:18.689

Marquis Williams: to express interest by email no later than 5 PM.

543

00:59:19.550 --> 00:59:21.550

Marquis Williams: On March 20 s.

544

00:59:21.710 --> 00:59:26.389

Marquis Williams: we've had one member express interest in in either position.

545

00:59:26.990 --> 00:59:30.750

Marquis Williams: And so at this time before we hold

546

00:59:31.211 --> 00:59:34.609

Marquis Williams: or just, I guess, to see if we need to hold an election

547

00:59:35.073 --> 00:59:38.960

Marquis Williams: at this time. Would anyone else like to volunteer for either the

548

00:59:39.653 --> 00:59:44.809

Marquis Williams: chair or vice chair position. These are self nominations.

549

00:59:51.240 --> 00:59:53.259

Earl Brynelsen: We don't. We can't nominate someone.

550

00:59:55.666 --> 00:59:57.410

Marquis Williams: To to keep it



551

00:59:57.765 --> 01:00:01.569

Marquis Williams: fairly. We, the procedures that we laid out are that you'll

552

01:00:01.620 --> 01:00:03.679

Marquis Williams: volunteer yourself.

553

01:00:03.790 --> 01:00:06.260

Marquis Williams: Refer to this vacancy.

554

01:00:16.780 --> 01:00:18.740

Ryan Bernadett: I'll volunteer myself as vice chair.

555

01:00:22.180 --> 01:00:22.990

Marquis Williams: Okay.

556

01:00:25.250 --> 01:00:27.000

Marquis Williams: any other

557

01:00:28.370 --> 01:00:29.870

Marquis Williams: volunteers?

558

01:00:33.944 --> 01:00:36.119

Marquis Williams: Okay, I think that

559

01:00:37.762 --> 01:00:43.919

Marquis Williams: and and Rtc, folks please correct me if I'm I'm wrong, but I I think that we

560

01:00:44.510 --> 01:00:47.560

Marquis Williams: won't need to hold an election. Adam.

561

01:00:49.940 --> 01:00:57.009

Adam Spear: I think if there's just one person who's volunteering for the chair position, there's no reason to vote on that. And it sounds like, if

562

01:00:57.830 --> 01:01:08.430

Adam Spear: that person is gonna serve as chair. There's only one person volunteering to serve as vice chair. So if that's the case, I think there could be a motion to approve. Item 6 and

563

01:01:09.840 --> 01:01:12.590

Adam Spear: you know, the the committee would would vote on that.

564

01:01:14.880 --> 01:01:15.766

Marquis Williams: Yeah, so.

565

01:01:16.840 --> 01:01:17.470

Panah Stauffer: Volunteered.

566

01:01:17.730 --> 01:01:23.560

Marquis Williams: Yeah. So Suiting volunteered, for either the chair or vice chair

567

01:01:23.640 --> 01:01:24.540

Marquis Williams: position.

568

01:01:25.770 --> 01:01:39.549

Marquis Williams: and Ryan obviously just volunteer for vice chair. So I think we can accept a motion for suiting to serve as chair for the remainder of the term, and and Ryan as vice chair.

569

01:01:40.080 --> 01:01:43.260

Ann Silver: I would move to approve Suiting and Ryan.

570

01:01:45.050 --> 01:01:46.279

Earl Brynelsen: I second it.

571

01:01:47.660 --> 01:01:50.889

Marquis Williams: Okay, motion is a second, all in favor. Say, aye.

572

01:01:51.490 --> 01:01:52.220

Ann Silver: Aye.

573

01:01:53.320 --> 01:01:53.850

Ann Silver: aye.

574

01:01:54.380 --> 01:01:54.910

Marquis Williams: Opposed.

575

01:01:56.690 --> 01:01:58.490

Marquis Williams: Okay. Motion carries

576

01:01:59.680 --> 01:02:00.980

Marquis Williams: thanks. Everyone.

577

01:02:06.220 --> 01:02:11.400

Marquis Williams: okay, any moving on to Number 7. Any

578

01:02:11.620 --> 01:02:14.440

Marquis Williams: Rtc staff announcements

579

01:02:21.860 --> 01:02:25.390

Marquis Williams: a hearing. None. We can close that and move to

580

01:02:25.930 --> 01:02:28.779

Marquis Williams: item 8. Public comment. Is there

581

01:02:28.850 --> 01:02:32.199

Marquis Williams: anyone who'd like to make a public comment at this time?

582

01:02:39.790 --> 01:02:46.790

Marquis Williams: Okay, hearing none. We can move to the final item, I guess. Can I get a

583

01:02:47.130 --> 01:02:49.839

Marquis Williams: motion to adjourn.

584

01:02:50.340 --> 01:02:53.210

Ann Silver: Motion to adjourn, and silver.

585

01:02:53.960 --> 01:02:54.880

Ryan Bernadett: I second.

586

01:02:56.130 --> 01:02:57.179

Marquis Williams: In favor.

587

01:02:57.720 --> 01:02:58.710

Marquis Williams: Aye.

588

01:02:59.420 --> 01:03:00.800

Marquis Williams: any opposed?

589

01:03:01.690 --> 01:03:03.940

Marquis Williams: Thanks, everyone. We're adjourned.

590

01:03:05.260 --> 01:03:07.879

Panah Stauffer: Thanks for volunteering. So Tang and Ryan.

591

01:03:08.470 --> 01:03:09.030

Earl Brynelsen: Thank you.

592

01:03:09.030 --> 01:03:09.640

David Giacomini: Thank you.

593

01:03:09.640 --> 01:03:10.440

Ryan Bernadett: Everyone

594

01:03:12.040 --> 01:03:13.120

Ryan Bernadett: good. Thank you.

595

01:03:13.960 --> 01:03:14.880

17753514468: Can you hear me?

596

01:03:17.450 --> 01:03:18.180

Ryan Bernadett: Yes.

597

01:03:18.500 --> 01:03:19.700

Marquis Williams: Yes. Hello.

598

01:03:20.500 --> 01:03:26.400

17753514468: It's to me, Juan Martinez. Just let everybody know that I was. I've been here since 5, 38.

599

01:03:26.930 --> 01:03:29.660

17753514468: Know if you guys can tell or not. But I was here. Yeah.

600

01:03:30.200 --> 01:03:32.610

Marquis Williams: Got it. We'll reflect that on the roll call. Thank you.

601

01:03:32.900 --> 01:03:34.169

17753514468: Okay. I'm.

602

01:03:34.840 --> 01:03:35.840

Marquis Williams: Take care, everyone.

603

01:03:36.640 --> 01:03:38.060

17753514468: Bye, bye, bye.



## **REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

**MEETING DATE:** June 5, 2024

**AGENDA ITEM 5**

To: Citizens Multimodal Advisory Committee

From: Graham Dollarhide  
Planning Manager

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### **FOR INFORMATION AND DISCUSSION**

Provide information, advice, and recommendations regarding the proposed Amendment No. 3 to the FFY 2023-2027 Regional Transportation Improvement Program (RTIP).

### **BACKGROUND AND DISCUSSION**

Amendment No. 3 is required to add and change projects. The amendment includes the addition of two projects, led by the Nevada Department of Transportation (NDOT), that will investigate the feasibility of extending transportation routes to the east of the Reno-Sparks region. The amended projects, also led by NDOT, involve various phases of work for three projects in the region. A full list of these projects is provided below, with additional details included with the attached project listing.

An air quality analysis for the proposed amendment was not required as the added and amended projects are either exempt from transportation conformity requirements or have already complied with this requirement and the associated amendment does not involve a change to the project scope.

A complete list of the projects included within this amendment, as well as a brief description of the changes to each project, are as follows:

- Tahoe Pyramid Trail East Feasibility Study – new project to determine appropriate alignment of final segments of the Tahoe Pyramid Trail
- South Meadows Connector – Alignment Study and PEL – new project to perform environmental work and investigate potential alignments for an extension of South Meadows Parkway to the east
- I-580 Bowers to Mount Rose Highway - Preservation – amendment to project that increases total project funding, changes mix of funding (addition of federal funds), and moves construction back one year
- SR 659, N. McCarran Intersection Improvements – amendment to project that decreases project cost and changes project limits
- I-80 East, WA – Final Design – amendment to project that moves project back and adds funding for the design phase

The public comment period for the amendment began on Wednesday, May 29, 2024, and will close on Tuesday, June 18, 2024. A public hearing will be held at the RTC Board meeting on Friday, June 21, 2024.

Attachment

State TIP ID XS20240015

Lead Agency Nevada DOT

Project Type Studies

Project Name Tahoe Pyramid Trail East Feasibility Study (TAP)

Project Limits At From VISTA BLVD To FERNLEY of Distance (mile) 26 Begin: 20 End: 46

Scope A feasibility study will be completed to identify an alternative transportation and infrastructure route to complete the last segments of the Tahoe Pyramid Trail, connecting Sparks to TRIC, Wadsworth and Fernley.

MPO/TIP RTC Washoe 23-04

Contact REBECCA KAPULER 775-888-7120

Air Quality Exempt

Local ID

NDOT District 2

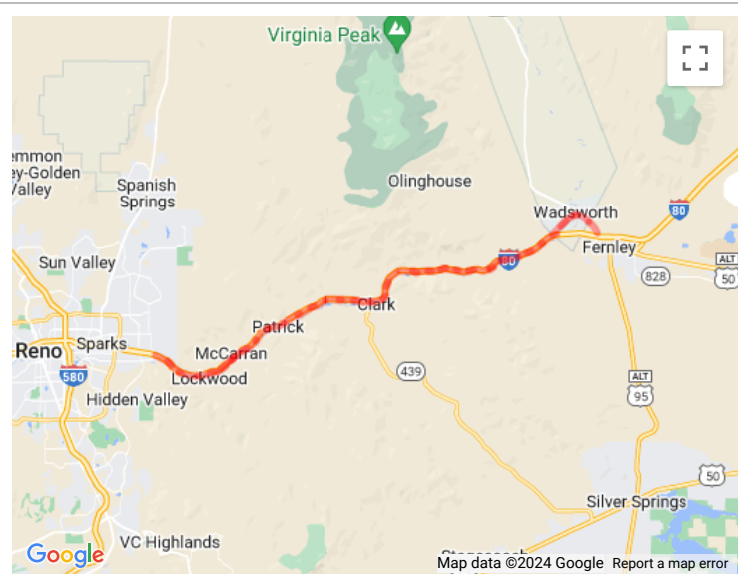
TCM No

Total Cost \$351,000

County LYON, WASHOE

ConstructionN/A

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Local Fund	-	-	\$19,000	-	-	-	-	\$19,000
OTHER	TAP FLEX STBG	-	-	\$332,000	-	-	-	-	\$332,000
Total Other		-	-	\$351,000	-	-	-	-	\$351,000
Total Programmed		-	-	\$351,000	-	-	-	-	\$351,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-04 Amendment 2023-2027	Pending	Pending	Pending	N/A

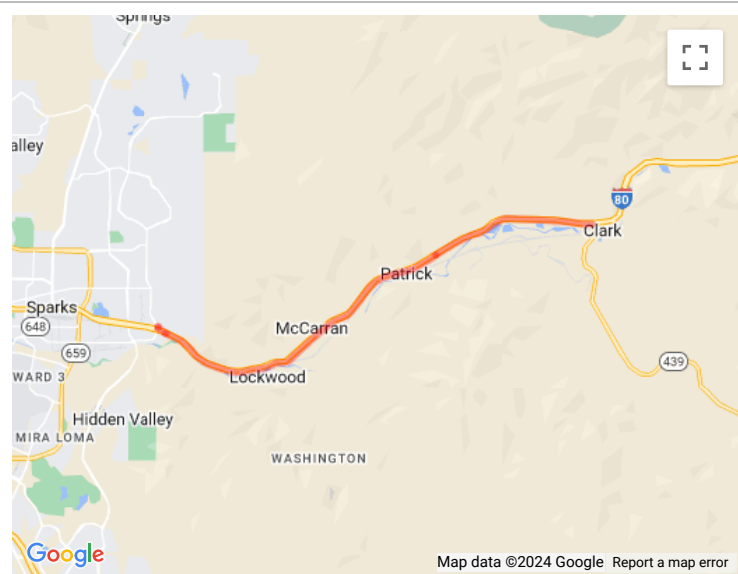
Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



State TIP ID	WA20190047	MPO/TIP	RTC Washoe 23-04	Local ID		Total Cost	\$8,000,000
Lead Agency	Nevada DOT	Contact	CHRISTOPHER KUHN 775-888-7720	NDOT	District 2	County	WASHOE
Project Type	Capacity	Air Quality	Non-Exempt	TCM	Yes	Construction	N/A
Project Name	I80 East, WA - Final Design						
Project Limits	At From Vista Blvd To USA Parkway of Distance (mile) 13.08 Begin: 19.67 End: 32.75						
Scope	PRELIMINARY ENGINEERING - WIDEN TO THREE LANES EACH DIRECTION						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	State Gas Tax	-	-	-	-	\$8,000,000	-	-	\$8,000,000
Total Preliminary Engineering		-	-	-	-	\$8,000,000	-	-	\$8,000,000
Total Programmed		-	-	-	-	\$8,000,000	-	-	\$8,000,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
20-23 Amendment 2020-2024	03/31/2020	03/31/2020	04/06/2020	N/A
21-00 Adoption 2021-2025	08/28/2020	08/31/2020	09/21/2020	09/24/2020
23-04 Amendment 2023-2027	Pending	Pending	Pending	N/A

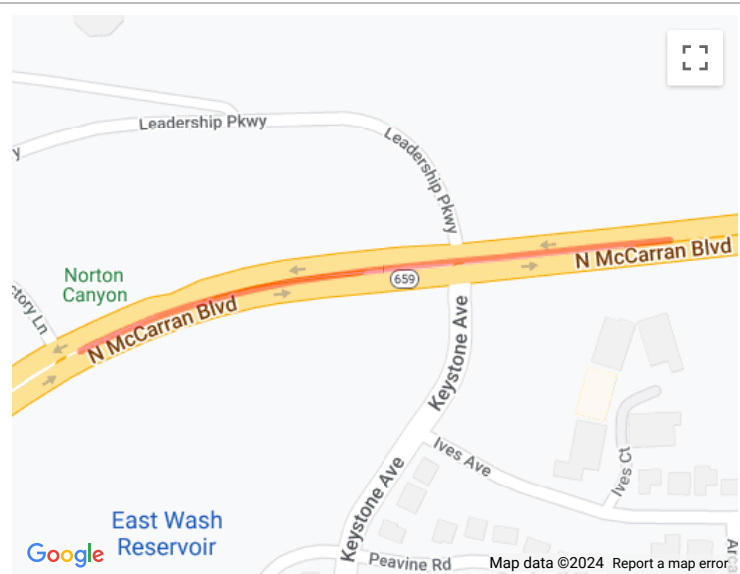
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Updated Fund amounts

Funding Change(s):  
Total project cost decreased from to \$8,000,000

State TIP ID	WA20220001	MPO/TIP	RTC Washoe 23-04	Local ID		Total Cost	\$3,362,000
Lead Agency	Nevada DOT	Contact	Brian Deal 775-888-7654	NDOT	District 2	County	WASHOE
Project Type	Interchange/Intersection	Air Quality	Exempt	TCM	No	Construction	2024 start
Project Name	SR 659, N. McCarran Intersection Improvements						
Project Limits	At From WA MP 9.321 To WA MP 9.615 of Distance (mile) 0.3 Begin: 9.32 End: 9.62						
Scope	INTERSECTION AND SAFETY IMPROVEMENTS						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	State Gas Tax	-	\$207,000	-	-	-	-	-	\$207,000
	Total Preliminary Engineering	-	\$207,000	-	-	-	-	-	\$207,000
ROW	State Gas Tax	-	-	\$5,000	-	-	-	-	\$5,000
	Total Right of Way	-	-	\$5,000	-	-	-	-	\$5,000
CON	Local Fuel Tax - RTCWA	-	-	\$700,000	-	-	-	-	\$700,000
CON	State Gas Tax	-	-	\$2,450,000	-	-	-	-	\$2,450,000
	Total Construction	-	-	\$3,150,000	-	-	-	-	\$3,150,000
	Total Programmed	-	\$207,000	\$3,155,000	-	-	-	-	\$3,362,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-07 Amendment 2021-2025	05/20/2022	05/27/2022	05/31/2022	05/27/2022
21-92 Amendment 2021-2025	01/20/2023	02/28/2023	N/A	N/A
23-00 Adoption 2023-2027	08/18/2023	08/22/2023	08/30/2023	08/29/2023
23-04 Amendment 2023-2027	Pending	Pending	Pending	N/A

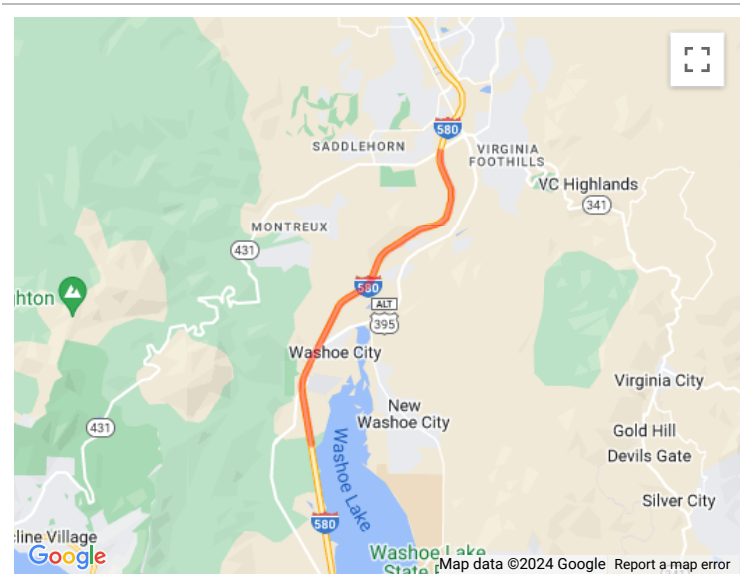
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Significant change in the design or scope of any project identified in the STIP/RTIP.

Funding Change(s):  
Total project cost decreased from \$3,446,000 to \$3,362,000

State TIP ID	WA20220019	MPO/TIP	RTC Washoe 23-04	Local ID		Total Cost	\$24,500,000
Lead Agency	Nevada DOT	Contact	SHAWN PATERSON 775-888-7655	NDOT	District 2	County	WASHOE
Project Type	Preservation	Air Quality	Exempt	TCM	No	Construction	2025 start
Project Name	I 580 Bowers to Mount Rose Highway- Preservation						
Project Limits	At From WA MP 5.4 To WA MP 14.95 of Distance (mile) 9.59 Begin: 5.36 End: 14.95						
Scope	Mill and fill w/ OG, profile grind concrete sections						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	State Gas Tax	-	\$300,000	-	-	-	-	-	\$300,000
	Total Preliminary Engineering	-	\$300,000	-	-	-	-	-	\$300,000
CON	NHPP	-	-	-	\$17,242,500	-	-	-	\$17,242,500
CON	STBG State-Wide	-	-	-	\$5,747,500	-	-	-	\$5,747,500
CON	State Match - Nv	-	-	-	\$1,210,000	-	-	-	\$1,210,000
	Total Construction	-	-	-	\$24,200,000	-	-	-	\$24,200,000
	Total Programmed	-	\$300,000	-	\$24,200,000	-	-	-	\$24,500,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-91 Amendment 2021-2025	09/16/2022	11/10/2022	11/30/2022	11/10/2022
21-97 Amendment 2021-2025	05/04/2023	05/11/2023	N/A	N/A
23-00 Adoption 2023-2027	08/18/2023	08/22/2023	08/30/2023	08/29/2023
23-04 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Federalized Funds

Funding Change(s):  
Total project cost increased from \$21,903,000 to \$24,500,000

State TIP ID	WA20240001	MPO/TIP	RTC Washoe 23-04	Local ID		Total Cost	\$2,700,000
Lead Agency	Nevada DOT	Contact	CHRISTOPHER KUHN 775-888-7720	NDOT	District 2	County	WASHOE
Project Type	Studies	Air Quality	Exempt	TCM	No	Construction	N/A
Project Name	South Meadows Connector - Alignment Study and PEL						
Project Limits	At At						
Scope	Alignment study and Project Environmental Linkage (PEL)						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	State Gas Tax	-	-	-	\$2,700,000	-	-	-	\$2,700,000
	Total Preliminary Engineering	-	-	-	\$2,700,000	-	-	-	\$2,700,000
	Total Programmed	-	-	-	\$2,700,000	-	-	-	\$2,700,000

*Map Has Not Been Mark	Version History										
	TIP Document			MPO Approval		State Approval		FHWA Approval		FTA Approval	
	23-04	Amendment	2023-2027	Pending		Pending		Pending		N/A	
	Current Change Reason										
	SCHEDULE / FUNDING / SCOPE - New Project										
*Not Location Specific											