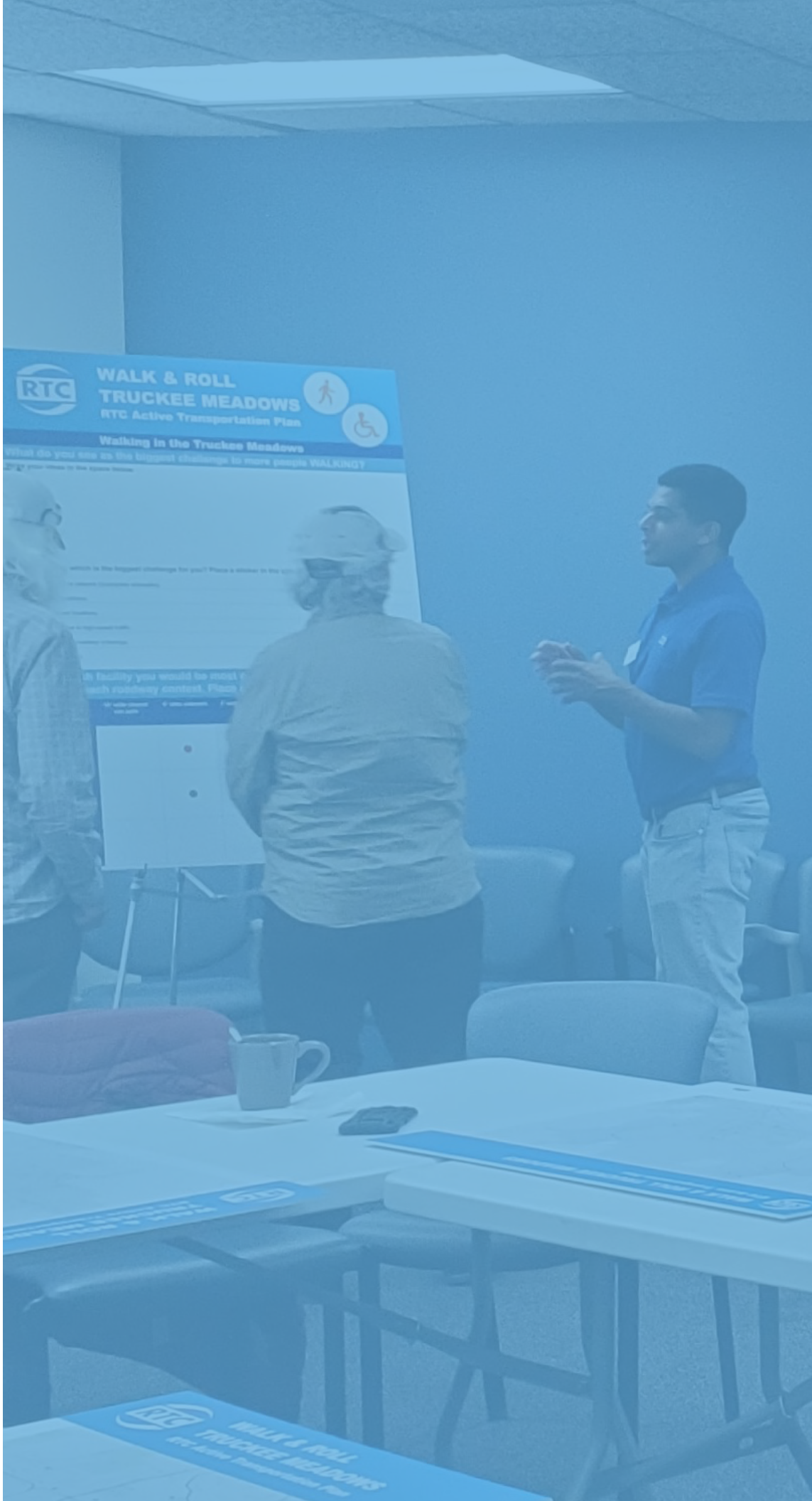


Appendix E: Agency & Public Comments



Comment ID	Commenter	Document	Page #	Comment	Response
1	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	General	This is a well written document that is easy to follow and has lots of pretty pictures, maps and data.	Noted
2	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	General	Overall concerns that the new street typologies will conflict with local jurisdictions street designations and with other RTC street designations and may cause confusion on which regulations trump each other.	The Street Typologies are intended to build off of the existing Regional Road Classifications as a subset of that system. The Street Typology Guide further addresses this on page 6 of Appendix C.
3	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	40	Under the bullet points on the City of Reno, we have changed the department name of "Community Development" and now call it "Development Services".	Will update
4	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	40	Under the bullet points, the "Washoe County Health District" is now called "Northern Nevada Public Health"	Will update
5	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	18	Map 2.4 does not show the separated bike lanes on 5th Street from Keystone to Evans	Based on previous bicycle facility data and newly built bike lanes provided by staff. Will update.
6	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	43 - 46	Figures 3.6 and 3.8 the color for somewhat agree and blank appear to be the same color. Also, for 3.6 through 3.12 it is a little confusing that both green and blue cover both agree and disagree. It may be easier to interpret if dark blue is agree, light blue somewhat agree, light green somewhat disagree, and dark green disagree.	Will update
7	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	43 - 45	Figure 3.6 - 3.11 lists an age group of 2-34. Should this be 20-34?	Will update
8	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	46	Figure 3.14 typos for the column furthest right	Will update
9	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	54	Map 4.1 - Did the BLTS for 5th street (3) account for the parking protected bike lanes? It seems like that would be less stressful.	Based on previous bicycle facility data and newly built bike lanes provided by staff. Can update.

Continued on the following page

Comment ID	Commenter	Document	Page #	Comment	Response
10	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	65	Map 4.4. - It may warrant some additional discussion that locations of highest active transportation gaps does not necessarily equate to the highest priority project. For example, the section of Keystone from 2nd to 5th shows a higher gap than the parallel Vine corridor. However, Vine was prioritized for a bike lane project due to available ROW and the better potential for a low stress facility.	Can add text to page 64 stating that these do not represent the priority of roadways to address.
11	Angela Fuss, Assistant Director, Development Services	RTC Washoe Active Transportation Plan	100	Table 6.3 Strategies 2 and 3. We would like to understand the implementation of this further. Is the recommendation to have a regional funding mechanism that allocates funding to the local agency M&O departments? Will the maintenance occur with regional staff? Or is it expected that local agencies need to allocate additional funding to this maintenance?	Funding for this position will come from the RTC. The framework for maintenance will need to come from the ATWG once developed.
12	Julee Olander, Planner, Planning Division	RTC Washoe Active Transportation Plan	General	Reference the new Envision Washoe 2040 plan instead of the previous one. TR Principle 1. Create an interconnected transportation network TR Principle 2. Provide an efficient transportation network through coordinated operations, system management, technology, and targeted investments. TR Principle 3. Prioritize multi-modal transportation to support healthy communities.	Page 3 references the plans that were reviewed for this process. Washoe Plan was reviewed by project team, Envision Washoe 2040 was completed during this planning process. Will make a note that the plan has been updated and future planning efforts will incorporate the new document (Envision 2040).

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