

Memorandum



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: Graham Dollarhide
Regional Transportation Commission (RTC Washoe)

From: Eric Hasty
Wood Rodgers, Inc.

Date: June 06, 2023

Subject: Overview of SVTOD Public Outreach Workshops (June 5th, 11am-2pm & 3pm-6pm)

On June 5, 2023, two public workshops were held in person along the South Virginia Street Corridor to introduce the SVTOD Study to the public. The focus of the meeting was to allow citizens to submit comments in person regarding the existing conditions, educate the public on what transit oriented development (TOD) can bring to a corridor, and to solicit feedback. An online survey and story map was also advertised for anyone who couldn't attend.

Both meetings were advertised on the local news networks and on RTC social media pages. The two meetings took place at two locations along the corridor. The first which was held from 11am to 2pm was located within the common space of the Meadowood Mall. The second meeting which took place from 3pm to 6pm was located at the banquet room in the Tamarack Casino.

Both meetings had similar attendance with a total of nine members of the public contributing public comment. Representatives from Wood Rodgers and RTC were there to walk attendees through the materials and encouraged to provide comment. Almost all members who attended submitted their comments. Below is a summary of some of the most repeated themes:

- Strong support for a cycle track, separated multi-use path, or buffered pedestrian/bicycle path.
- Strong support for multi-modal improvements, sidewalk, and landscape.
- Strong support for landscaped median for safety and control of turn movements.
- Strong support to see transit extended south of McCarren Blvd. but no consensus on level of service. Comments included interest in flex ride, full BRT along Virginia Street to Mt. Rose Highway, and the increase in frequency of arrival times and expanded hours for route 56.
- Some support for speed reduction.
- Some support for lane reduction.
- Some support for bus only lane or prioritizing bus service at traffic lights.

Overall, the reception from the public was supportive. Most of the comments about development along the corridor were mixed with some in support of dense mixed-use development and others in support of less development. The online survey, which was launched on June 1st and will be open until June 30th will be advertised online and through various marketing channels through the month of June. A second round of public outreach meetings will occur at the end of the year and will provide more specific details of the TOD elements that will be proposed with this study. Copy of all materials including comments, sign in sheet, and link to online story map and survey are attached to this memo.

South Virginia Transit Oriented Development

Results

Survey 186249

Number of records in this query:	40
Total records in survey:	40
Percentage of total:	100.00%

Summary for zipcode

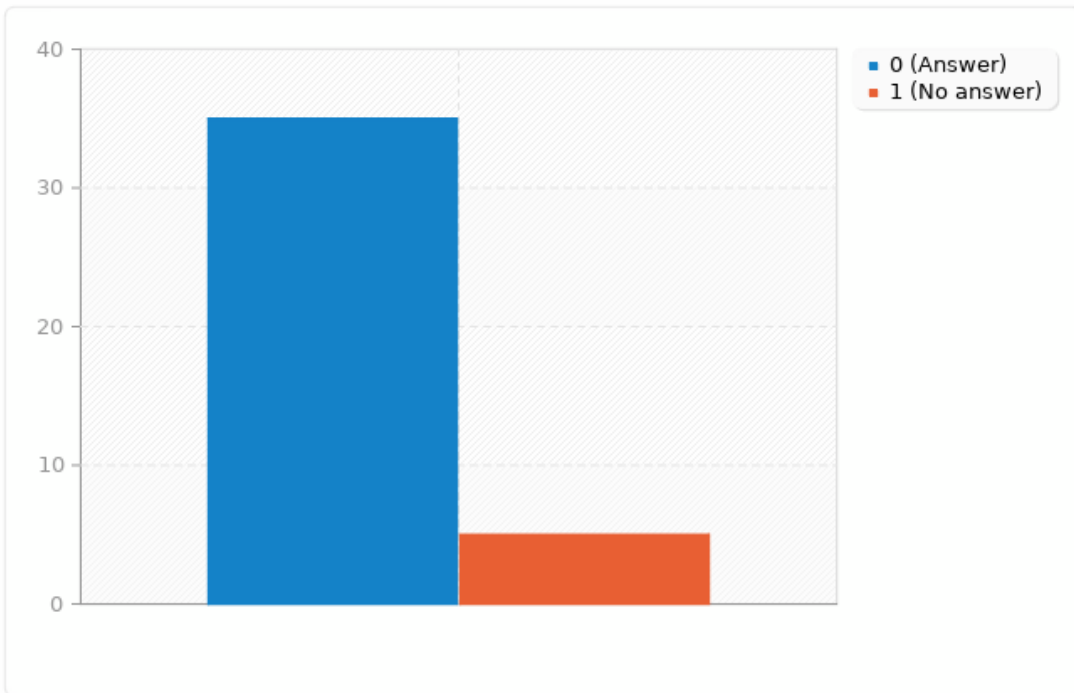
What is the zip code of your primary residence?

Answer	Count	Percentage
Answer	35	87.50%
No answer	5	12.50%

ID	Response
1	89521
18	89523
28	89502
31	89511
34	89509
36	89512
38	89432
40	89441
44	89511
47	89436
48	89511
52	89431
54	89706
57	89519
59	89511
65	89509
73	89704
74	89436
77	89512
82	89511
83	89509
85	89503
86	89521
107	89501
110	89511
119	89521
120	89511
123	89436
124	89506
130	89509
136	89509
137	89502
142	89521
148	89511
150	89511

Summary for zipcode

What is the zip code of your primary residence?



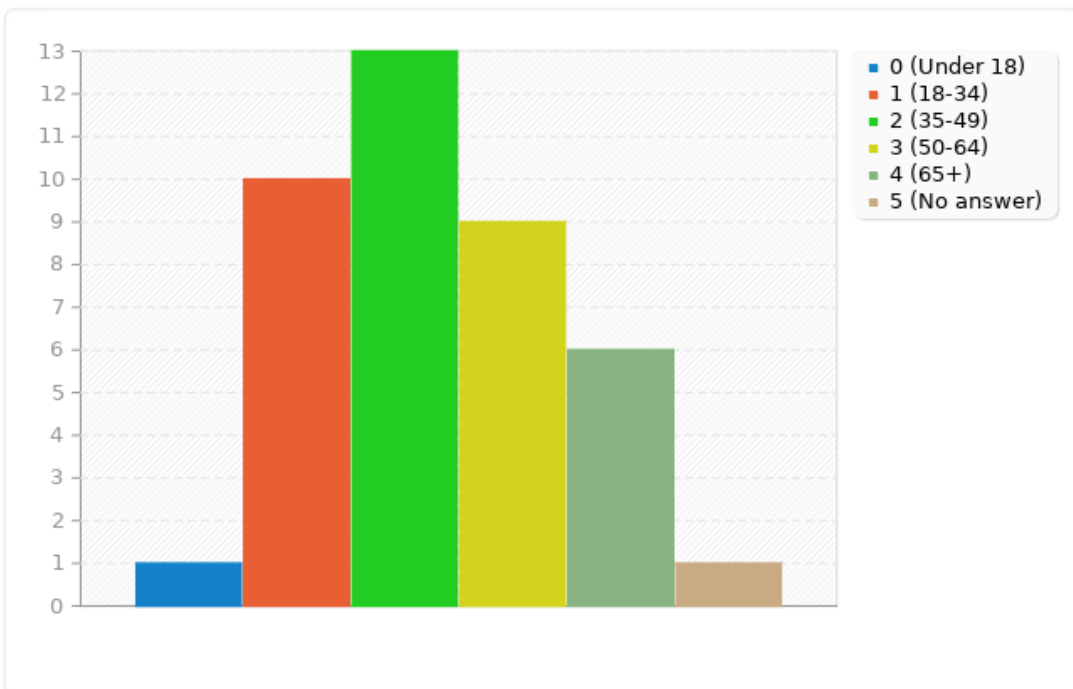
Summary for Age

How old are you?

Answer	Count	Percentage
Under 18 (AO01)	1	2.50%
18-34 (AO02)	10	25.00%
35-49 (AO03)	13	32.50%
50-64 (AO04)	9	22.50%
65+ (AO05)	6	15.00%
No answer	1	2.50%

Summary for Age

How old are you?



Summary for Race

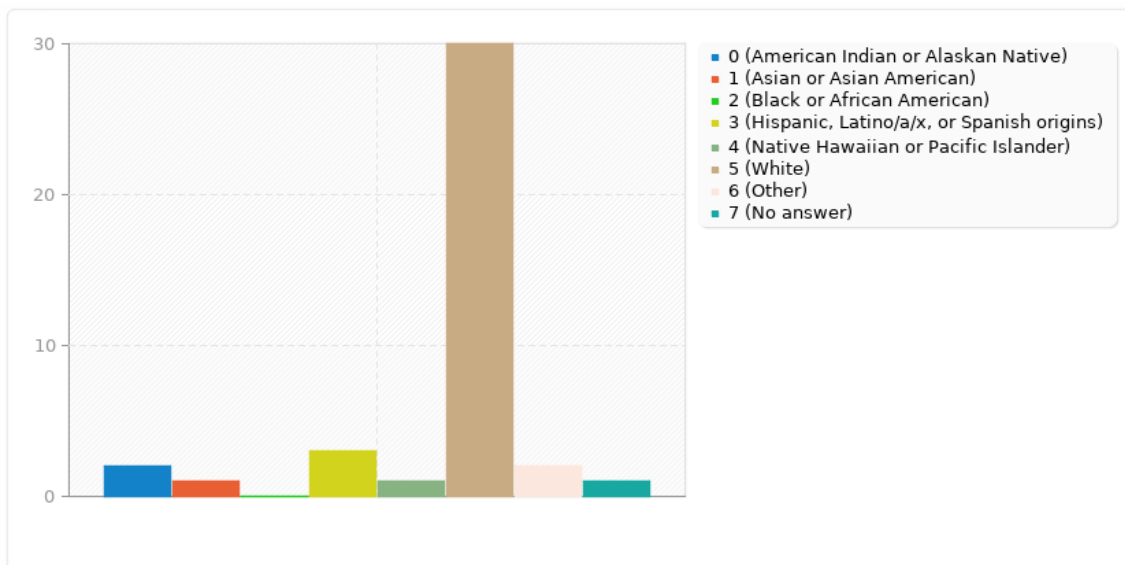
How do you identify?

Answer	Count	Percentage
American Indian or Alaskan Native (AO01)	2	5.00%
Asian or Asian American (AO02)	1	2.50%
Black or African American (AO03)	0	0.00%
Hispanic, Latino/a/x, or Spanish origins (AO04)	3	7.50%
Native Hawaiian or Pacific Islander (AO05)	1	2.50%
White (AO06)	30	75.00%
Other	2	5.00%
No answer	1	2.50%

ID	Response
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Summary for Race

How do you identify?



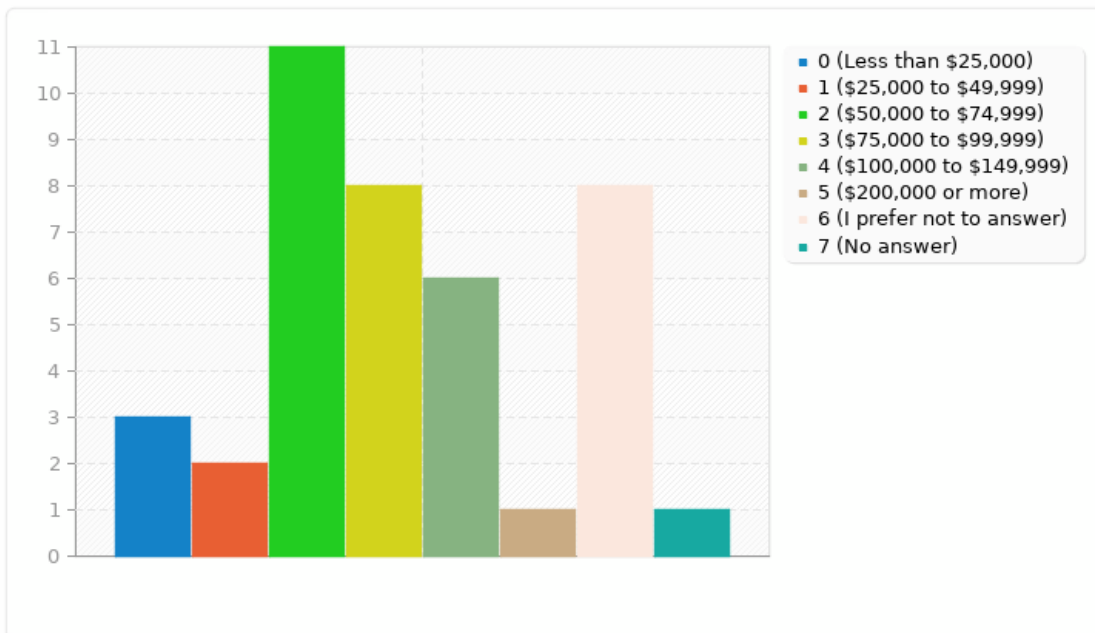
Summary for Income

What is your household's total annual earnings?

Answer	Count	Percentage
Less than \$25,000 (AO01)	3	7.50%
\$25,000 to \$49,999 (AO02)	2	5.00%
\$50,000 to \$74,999 (AO03)	11	27.50%
\$75,000 to \$99,999 (AO04)	8	20.00%
\$100,000 to \$149,999 (AO05)	6	15.00%
\$200,000 or more (AO06)	1	2.50%
I prefer not to answer (AO07)	8	20.00%
No answer	1	2.50%

Summary for Income

What is your household's total annual earnings?



Summary for HouseholdNum

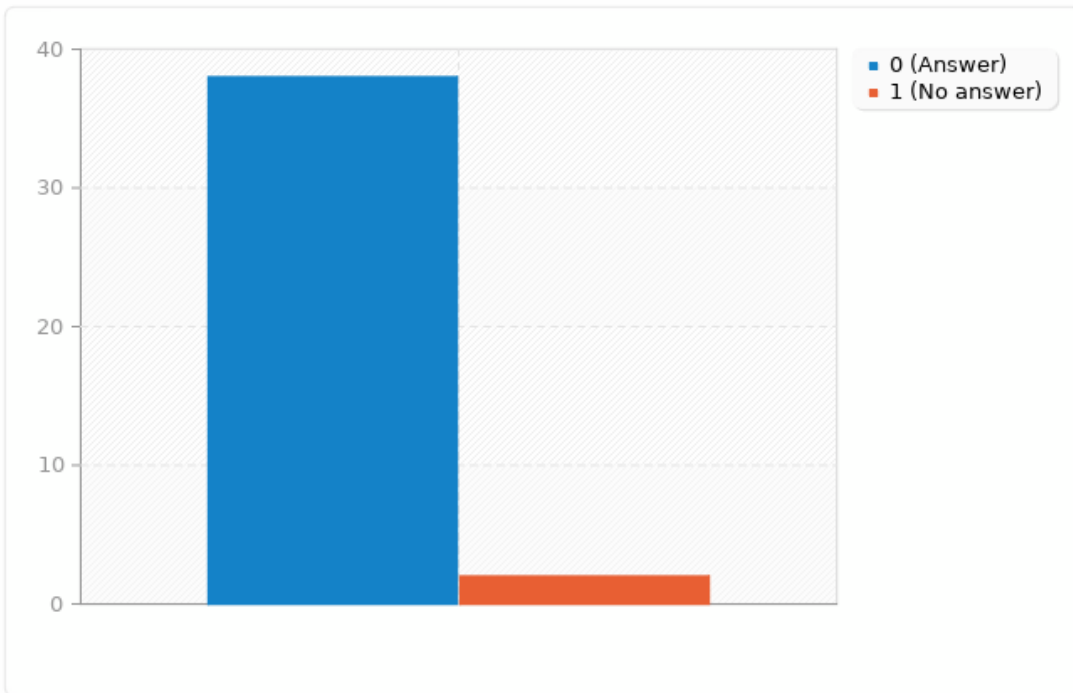
Including yourself, how many people live in your household?

Answer	Count	Percentage
Answer	38	95.00%
No answer	2	5.00%

ID	Response
1	3
18	2
23	2
28	4
31	4
34	1
36	3
38	3
40	2
44	4
47	2
48	4
52	2
54	2
57	1
59	2
65	2
73	1
74	2
77	2
82	2
83	4
84	1
85	4
86	5
107	4
110	2
119	3
123	4
124	3
126	2
130	2
136	1
137	1
141	1
142	2
148	2
150	3

Summary for HouseholdNum

Including yourself, how many people live in your household?



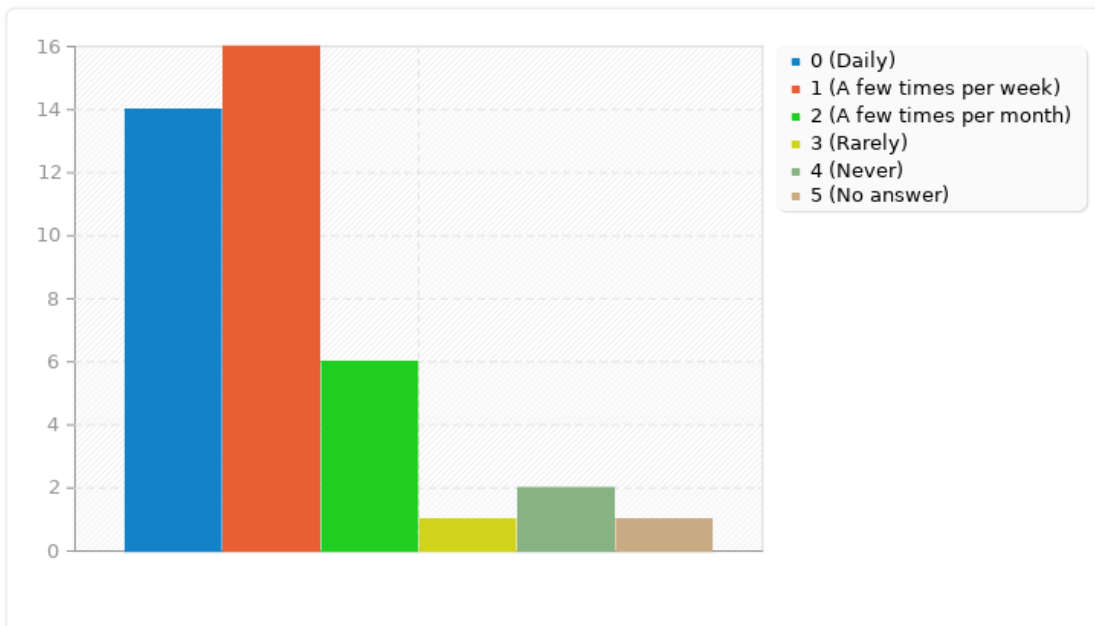
Summary for ACNDTravelOften

How often do you travel through the South Virginia Street Corridor?

Answer	Count	Percentage
Daily (daily)	14	35.00%
A few times per week (week)	16	40.00%
A few times per month (month)	6	15.00%
Rarely (rare)	1	2.50%
Never (never)	2	5.00%
No answer	1	2.50%

Summary for ACNDTravelOften

How often do you travel through the South Virginia Street Corridor?



Summary for ACNDConnection

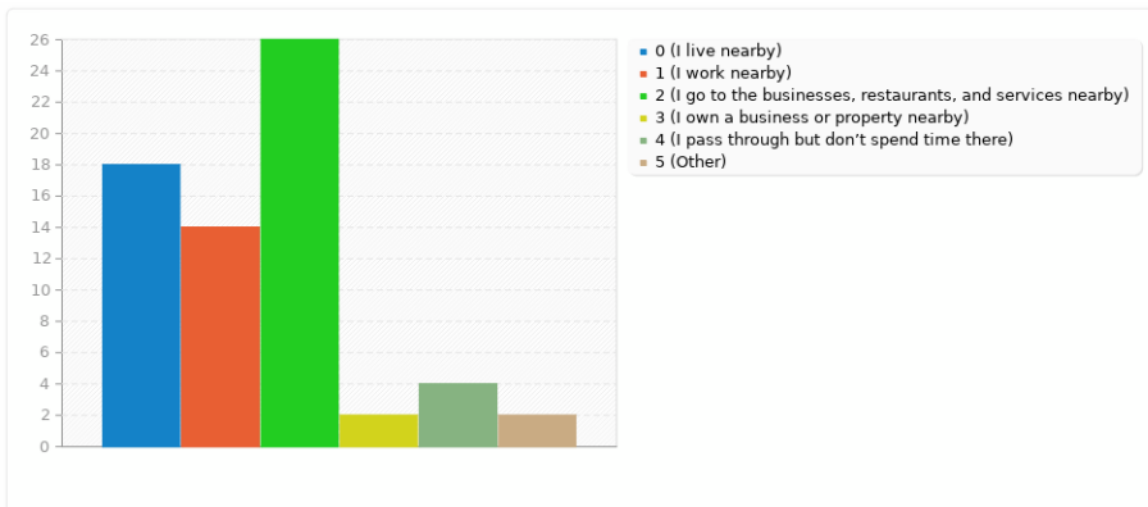
What is your connection with the South Virginia Street Corridor?

Answer	Count	Percentage
I live nearby (SQ001)	18	47.37%
I work nearby (SQ002)	14	36.84%
I go to the businesses, restaurants, and services nearby (SQ003)	26	68.42%
I own a business or property nearby (SQ004)	2	5.26%
I pass through but don't spend time there (SQ005)	4	10.53%
Other	2	5.26%

ID	Response
85	I visit friends and family
142	I would like to access the South Virginia Corridor more frequently via transit but don't currently have easy options to do so.

Summary for ACNDConnection

What is your connection with the South Virginia Street Corridor?



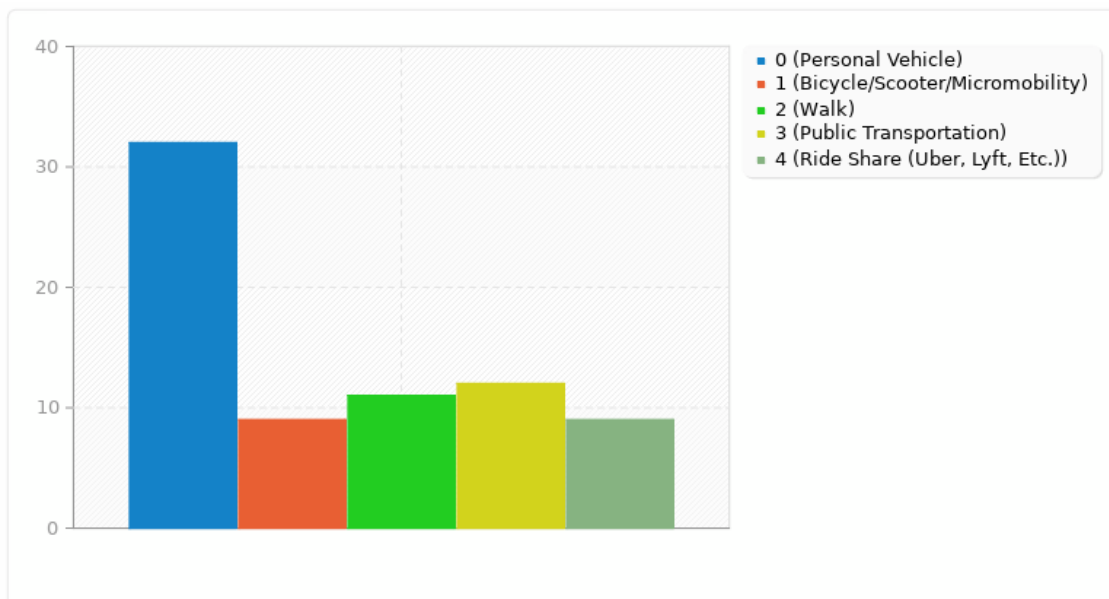
Summary for BCNDTransportMethod

What methods of transportation do you use along the South Virginia Street corridor?

Answer	Count	Percentage
Personal Vehicle (PersVeh)	32	80.00%
Bicycle/Scooter/Micromobility (Bike)	9	22.50%
Walk (Walk)	11	27.50%
Public Transportation (PubTrans)	12	30.00%
Ride Share (Uber, Lyft, Etc.) (RShare)	9	22.50%

Summary for BCNDTransportMethod

What methods of transportation do you use along the South Virginia Street corridor?



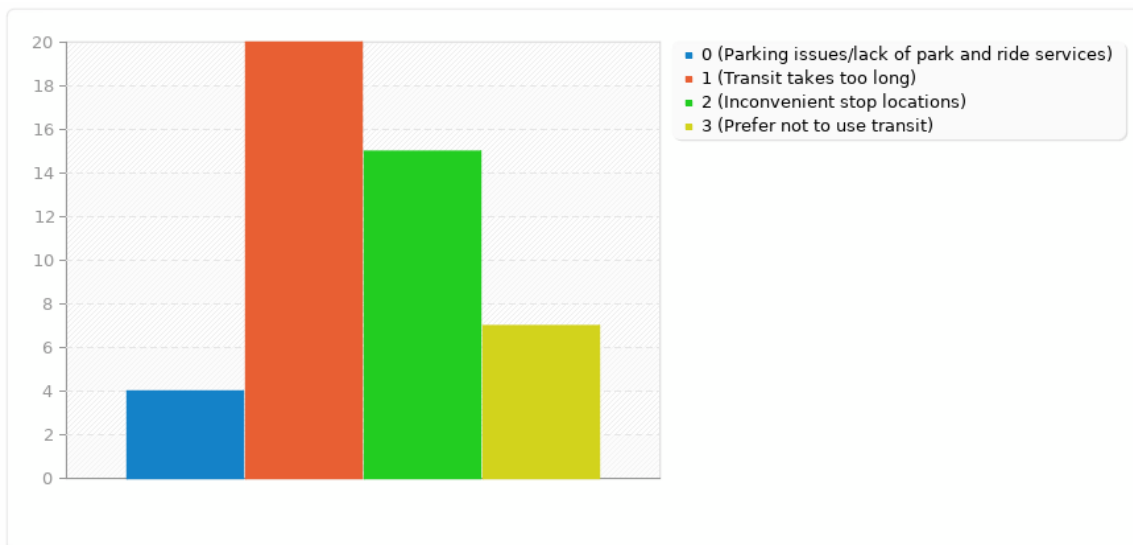
Summary for BCNDBarriersBus

What barriers exist that prevent you from using transit?

Answer	Count	Percentage
Parking issues/lack of park and ride services (SQ001)	4	14.81%
Transit takes too long (SQ002)	20	74.07%
Inconvenient stop locations (SQ003)	15	55.56%
Prefer not to use transit (SQ004)	7	25.93%

Summary for BCNDBarriersBus

What barriers exist that prevent you from using transit?



Summary for BCNDBarrierBike

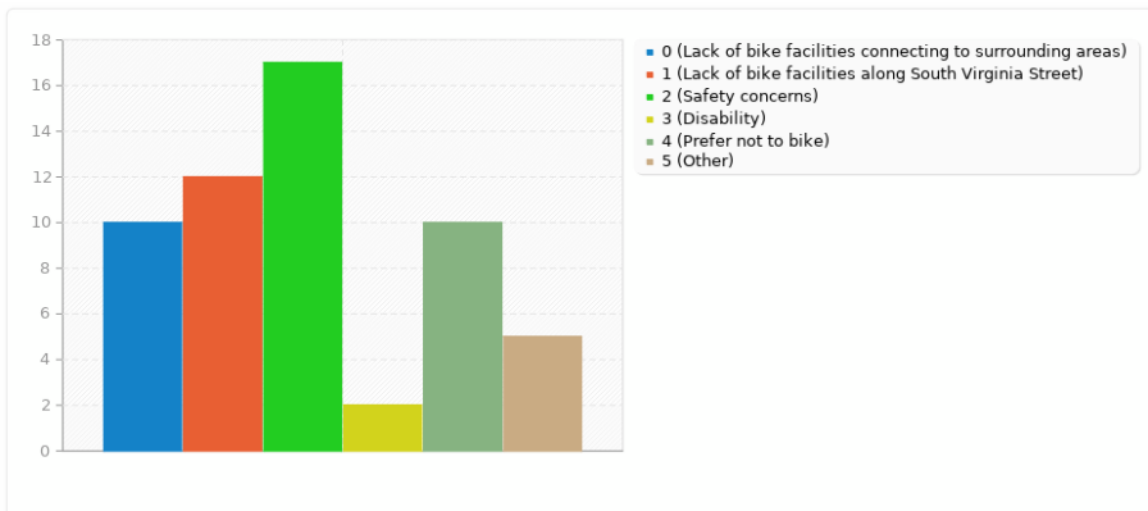
What barriers exist that prevent you from using bicycles?

Answer	Count	Percentage
Lack of bike facilities connecting to surrounding areas (SQ001)	10	35.71%
Lack of bike facilities along South Virginia Street (SQ002)	12	42.86%
Safety concerns (SQ003)	17	60.71%
Disability (SQ004)	2	7.14%
Prefer not to bike (SQ005)	10	35.71%
Other	5	17.86%

ID	Response
28	To far out south and dangerous
40	have a car
47	Distance from primary residence to desired services. Not realistic to utilize a bicycle for transportation to & from this area of town.
57	terain
130	Distances between things worth biking to are too large. Denser development would make me want to bike more.

Summary for BCNDBarrierBike

What barriers exist that prevent you from using bicycles?



Summary for BCNDBarrierWalk

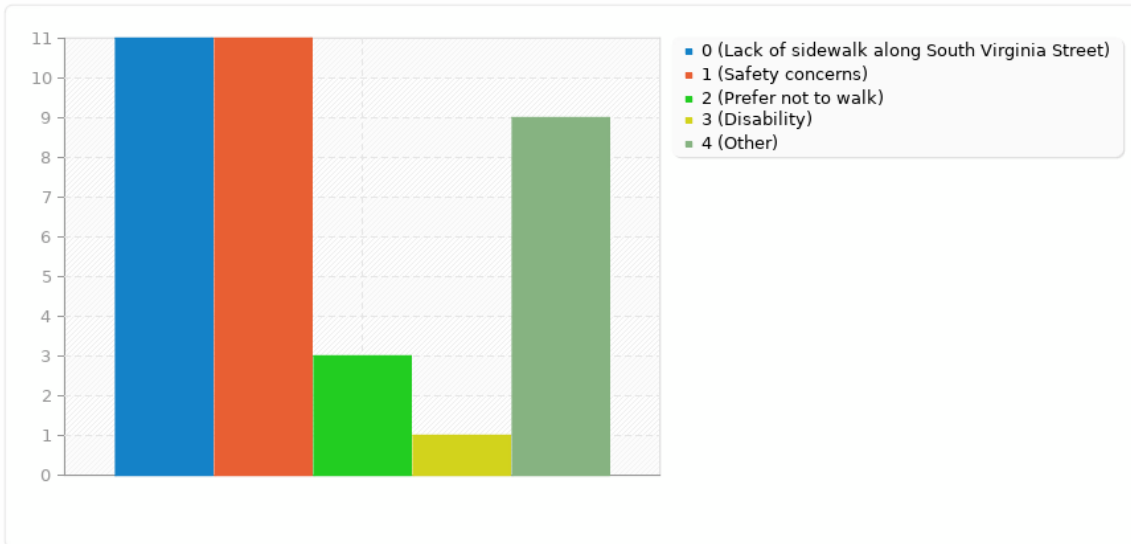
What barriers exist that prevent you from walking?

Answer	Count	Percentage
Lack of sidewalk along South Virginia Street (SQ001)	11	42.31%
Safety concerns (SQ002)	11	42.31%
Prefer not to walk (SQ003)	3	11.54%
Disability (SQ004)	1	3.85%
Other	9	34.62%

ID	Response
28	To far to walk
31	Long distances
40	have a car
47	Distance from primary residence to desired services. Not realistic to walk to & from this area of town. Or alternatively, lack of access to park-and-walk areas - which would be counterintuitive.
65	Length of trip
73	I hate getting hassled by the homeless.
84	Too Far
86	destinations too far away
130	Distances between things worth walking to are too large. Denser development would make me want to walk more.

Summary for BCNDBarrierWalk

What barriers exist that prevent you from walking?



Summary for BCNDWorkingVehicle

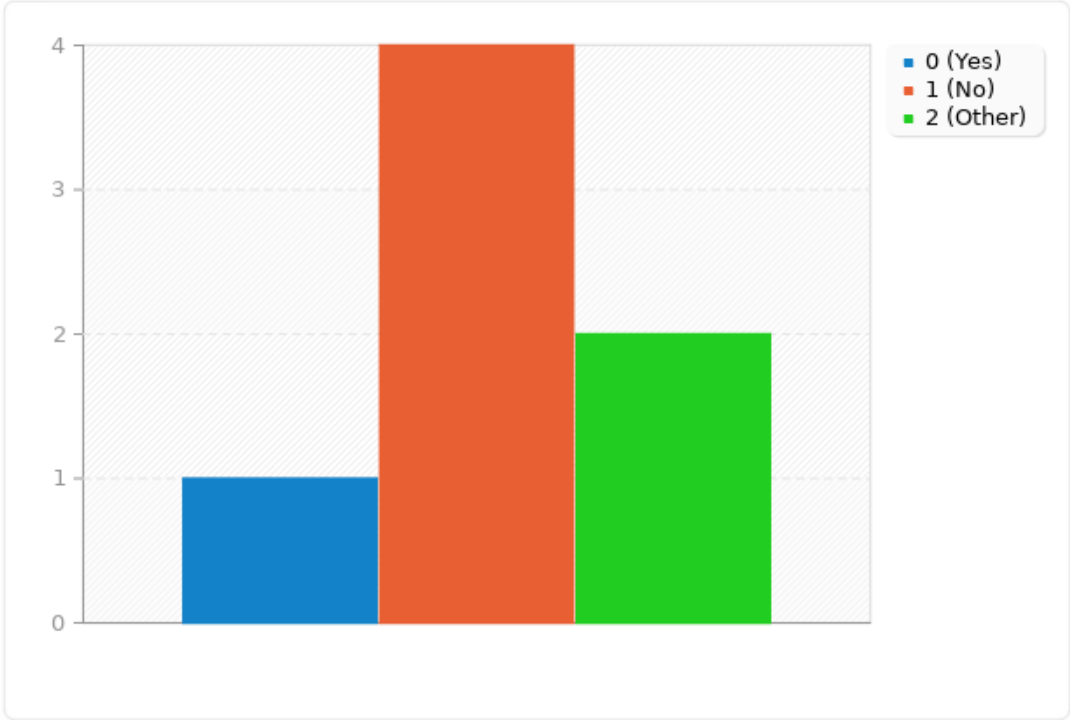
Do you have access to a working motor vehicle at home that you can reliably use?

Answer	Count	Percentage
Yes (SQ001)	1	12.50%
No (SQ002)	4	50.00%
Other	2	25.00%

ID	Response
38	only one vehicle
52	sometimes

Summary for BCNDWorkingVehicle

Do you have access to a working motor vehicle at home that you can reliably use?



Summary for BCNDRouteUsed

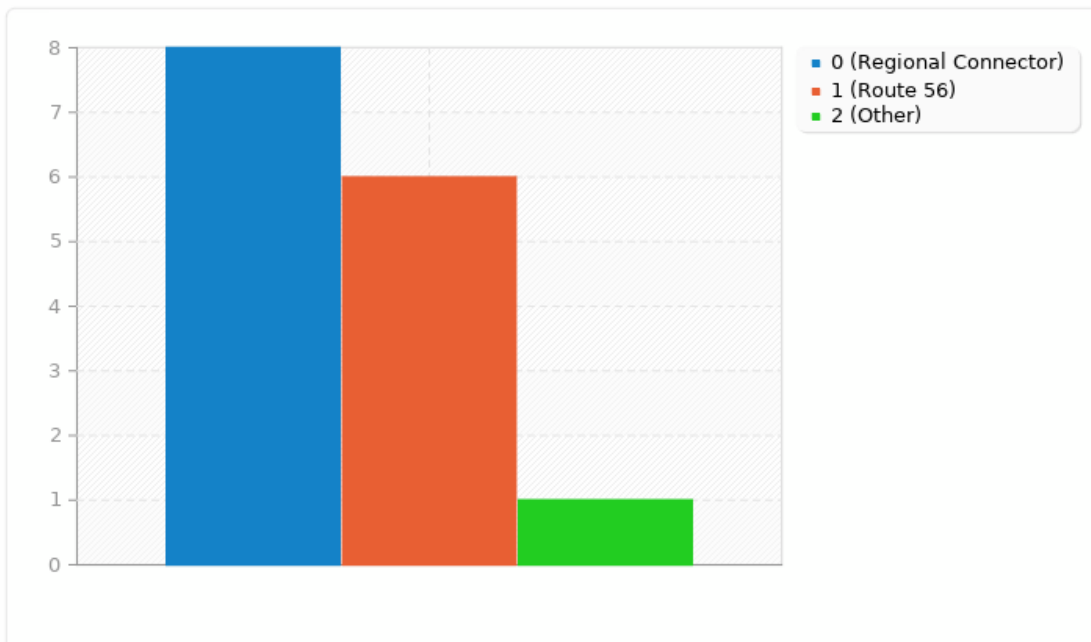
Which public transportation route or method have you used along the corridor?

Answer	Count	Percentage
Regional Connector (SQ001)	8	66.67%
Route 56 (SQ002)	6	50.00%
Other	1	8.33%

ID	Response
77	Virginia line or Route 1

Summary for BCNDRouteUsed

Which public transportation route or method have you used along the corridor?



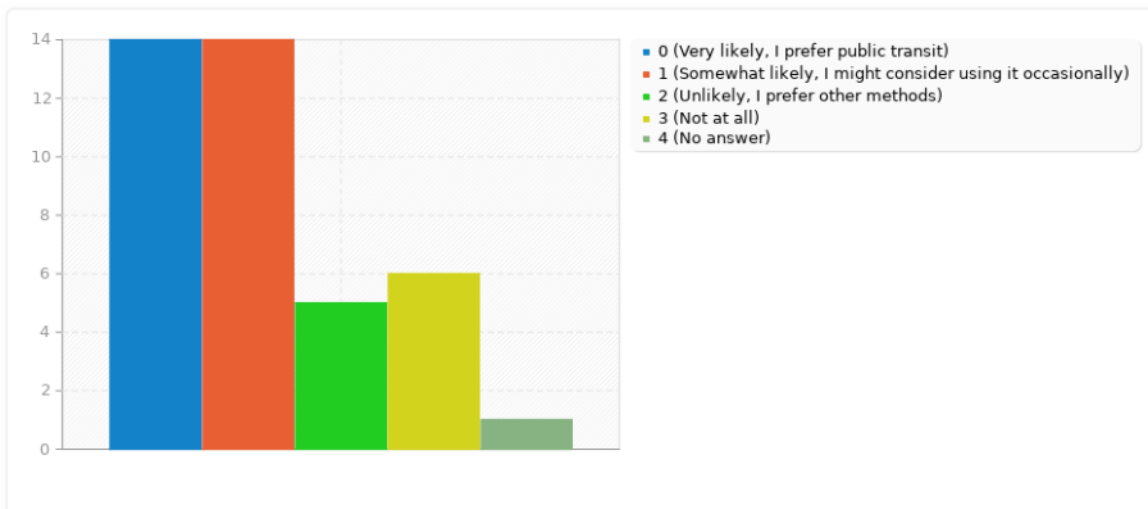
Summary for RAPIDExtLikely

How likely are you to use RAPID Line service on South Virginia St if it is extended to Mount Rose Hwy?

Answer	Count	Percentage
Very likely, I prefer public transit (AO01)	14	35.00%
Somewhat likely, I might consider using it occasionally (AO02)	14	35.00%
Unlikely, I prefer other methods (AO03)	5	12.50%
Not at all (AO04)	6	15.00%
No answer	1	2.50%

Summary for RAPIDExtLikely

How likely are you to use RAPID Line service on South Virginia St if it is extended to Mount Rose Hwy?



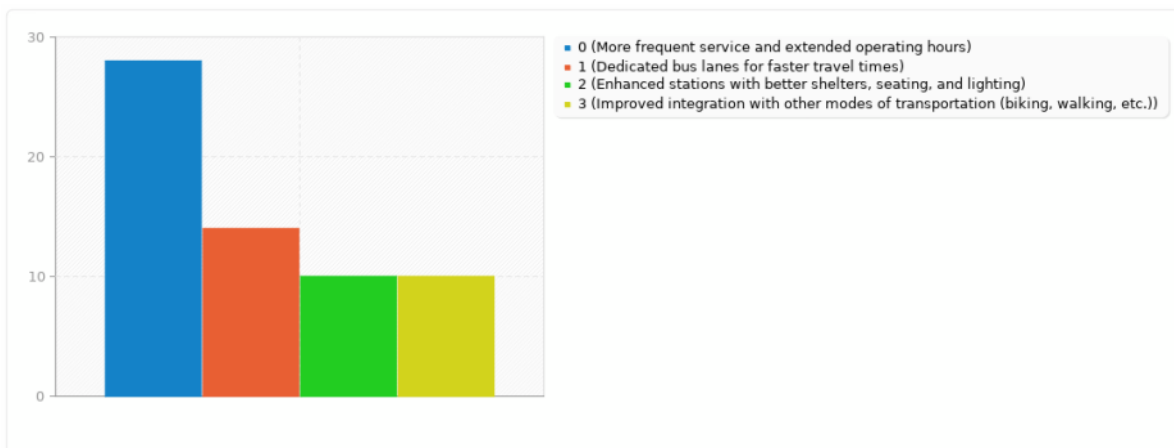
Summary for BusServiceImps

What improvements or amenities would make you inclined to use bus service on South Virginia Street?

Answer	Count	Percentage
More frequent service and extended operating hours (SQ001)	28	70.00%
Dedicated bus lanes for faster travel times (SQ002)	14	35.00%
Enhanced stations with better shelters, seating, and lighting (SQ003)	10	25.00%
Improved integration with other modes of transportation (biking, walking, etc.) (SQ004)	10	25.00%

Summary for BusServiceImps

What improvements or amenities would make you inclined to use bus service on South Virginia Street?



Summary for SpecificAreas

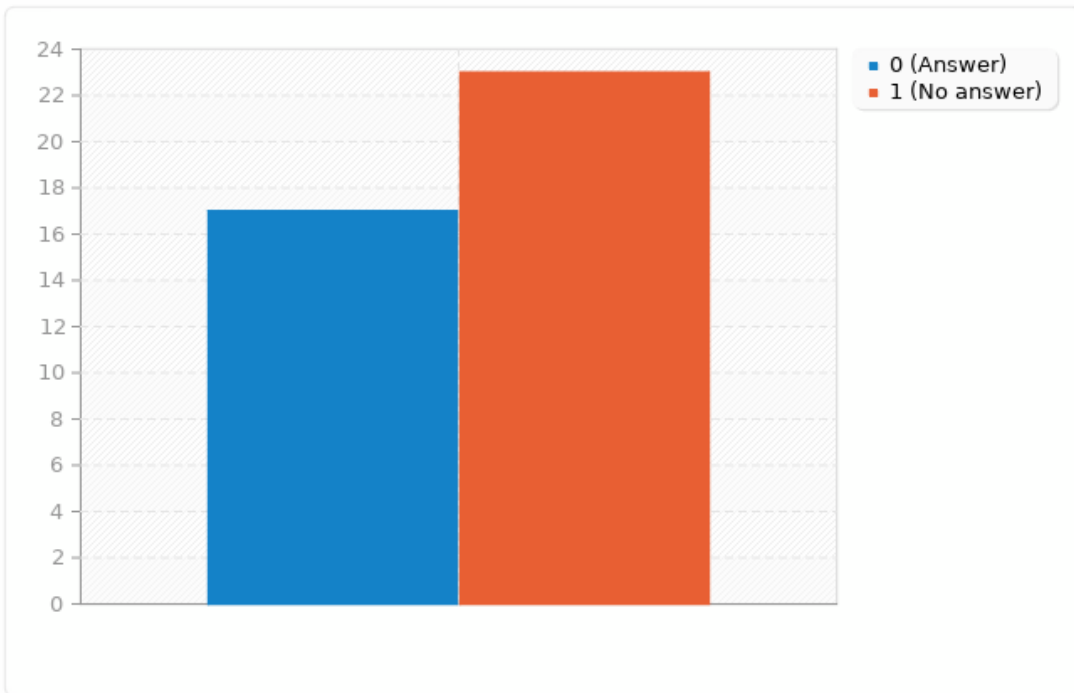
Are there any specific areas or neighborhoods in south Reno where you think public transit should serve?

Answer	Count	Percentage
Answer	17	42.50%
No answer	23	57.50%

ID	Response
31	Public transit should serve public services like South Valleys Regional Sports Complex and South Valleys Library. I think it should also serve the UNR Redfield campus, Galena High School, and prioritize service to multi family and higher density developments.
40	no
44	Curti Ranch to south virgina
48	Near Tamarack casino for employees and guest
52	Sierra Summit Mall and Mt Rose Highway
54	Damonte Ranch
59	Higher density neighborhoods near Geiger Grade and Veterans Pkwy
65	S. McCarran and Talbot area, for the medical buildings in that area.
77	Areas near The Summit Mall, The Reno Tahoe Airport
82	If its RAPID then what are connections from neighborhoods to the main line for it to be successful unless housing density along the route is not built as well?
85	In addition to S Virginia St, there should be service along South Meadows, as well as service to area around Veterans and Steamboat and the area around Mt Rose and Wedge.
120	No.
126	USA parkway
130	The multifamily developments and commercial areas, especially places with food and alcohol.
137	None.
142	Yes! Transit is needed for the residential areas not currently served by the 56 bus. Specifically, the residential area bordered by South Meadows Parkway to the north, Veterans Parkway to the east, Steamboat Parkway/Damonte Ranch Parkway to the south, and Double R to the west has limited transit connectivity. I would like to have transit options to the South Virginia TOD corridor from streets such as Carat Ave, Double Diamond Parkway, and/or Wilbur May Parkway. An alternative could be a bus rapid transit option on Veterans Parkway, but I would prefer to just expand access to the future South Virginia bus corridor. For context, my nearest stop on the 56 bus route is about a 25 minute walk from my home. It's a better use of my time to walk about 40 minutes each way to South Virginia Street. Biking is an option for me, but biking along South Virginia Street is terrifying. I end up driving to places like the post office and Moana Nursery because there is no safe or easy alternative. I'd like to be able to take transit there instead, and to connect via transit all the way from my home to midtown, downtown, and other places in South Reno.
150	I think that having the Virginia city line run straight down to summit shopping center is a logical choice. Taking the 56 is a bit ridiculous just to the Walmart or that area on South Virginia.

Summary for SpecificAreas

Are there any specific areas or neighborhoods in south Reno where you think public transit should serve?



Summary for AddlComments

Do you have any additional suggestions or comments regarding a RAPID Line extension or public transit on South Virginia Street?

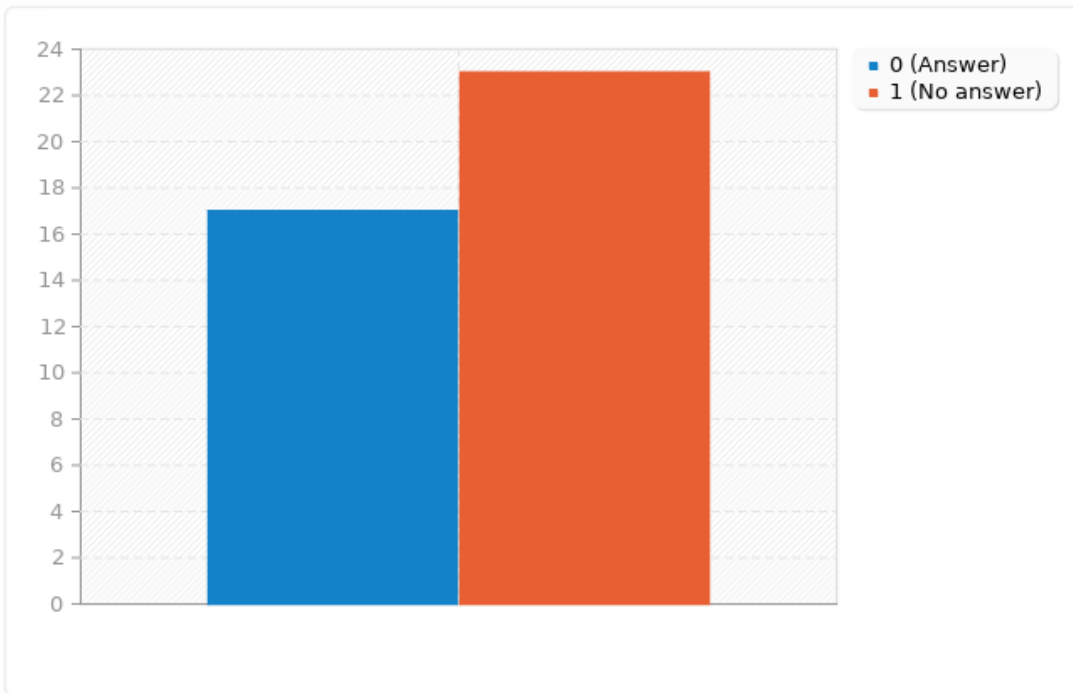
Answer	Count	Percentage
Answer	17	42.50%
No answer	23	57.50%

ID	Response
31	I think that RTC should anticipate potential ridership on the extended corridor as compared to other stretches of the Virginia Line and determine if more buses would be required to maintain existing frequency. RTC should avoid expanding coverage if it means reducing today's frequencies or negatively impacting reliability on the Virginia Line.
34	A bus stop in front of Tamarack Casino would be extremely beneficial. Many employees over the years have used bus transportation and have to walk from the nearest stop on Damonte. The extension and new stop would better serve our employees and guests.
40	We have also lost numerous candidates for employment due to bus service and accessibility (just 4 this past week in fact). i have a car.
47	Expansion of the BTR supports the localized movement of patrons that reside adjacent to the corridor. For the large amount of the local population that reside in the outlying suburbs and residential corridors, but travel to this area for consumer needs, it is unrealistic (if not unattainable) to utilize the BRT system. Proposed solutions such as dedicated bus lanes will only further encumber the corridor. Demand of passenger vehicles is unlikely to change, though roadway capacity would be decreased with a dedicated lane. Additions such bike lanes and sidewalk enhancements could be minimally invasive to the overall corridor, but some cost/benefit analysis should be done to look at the realistic demand for these additions vs. the unwarranted spending of taxes for an idealistic multimodal corridor.
54	Make the bus run on a dedicated, separated right of way, similar to the LA Metro Orange line. Make it as fast as you can!!! Must be time competitive to cars in order to draw usage. No one likes taking twice as long versus a car!!!
65	No
73	Extending the bus line would benefit my business. I own a small restaurant right off of Mt. Rose Highway. One of the barriers to employing folks who lack transportation is that the closest bus stop is over a mile away. By not having a bus line that services the Mt. Rose Highway area, at least to the Raley's shopping center, I'm limited by who can work for me. Potential employees have to have their own vehicles or similar mode of transit. People who apply that live in downtown/Midtown that don't drive are turned away because their isn't adequate public transportation for them to get reasonably close to the store. I have to turn away at least 10-15 people a year who want to work for me but can't get to my location off Mt. Rose Highway. I'm sure other businesses in the area have had similar experiences to me. Thanks for your consideration!
77	More frequent buses or dedicated bus lane or bike lane
82	People don't know what RAPID service means or why/how it can benefit them. Tough to compete with a car if most residents have them and depend on them. Who are the best prospective riders in the corridor?
85	The dedicated bus lanes should be extended much further north towards Meadowood than currently proposed. Most of the route has a wide enough shoulder that it could be done without having to drastically widen the pavement.
110	Public transportation on south Virginia Street to Mt Rose will undoubtedly increase the homeless moving into these areas, which is already happening.
120	Not sure if the proposed transit extension is going to go this far south but it looks like the very southern boundary of the land use study includes land next to the Ormat Geothermal facility. One important consideration for this study is Washoe APN: 049-450-51. This land is owned by the State of Nevada and is managed a critical habitat for Steamboat Buckwheat (<i>Eriogonum ovalifolium</i> var. <i>williamsiae</i>). The City of Reno has designated this property with an Industrial land use, but this property is managed and used for habitat for Steamboat Buckwheat. Any future transit service and development at the south end of the study area and near the Redfield campus should carefully consider habitat for Steamboat Buckwheat.

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- Future developers in this area should work with a qualified botanist to survey the site, map endangered and/or protected species. If survey results indicate that habitat disturbance or potential take may occur related to the proposed action, the applicant shall submit an application for a Conditional Permit for Disturbance or Destruction of Critically Endangered Species to the Nevada Division of Forestry pursuant to NRS 527.270.
- 124 If the time could be extended longer on weekends for those who work late
- 126 No
- 130 Safer bike routes, especially a path if car speed stay the same, would make a big difference for me.
- 137 People in South Reno are affluent and don't take transit. Bus service should focus on more frequent service to neighborhoods that depend on bus service not people in million-dollar homes and two or more cars. Any time bus service is provided for affluent neighborhoods, it takes away opportunities to increase service in neighborhoods that depend on bus service as their only affordable mode of transportation. During Recessions, bus service is taken away, and it doesn't make sense to take away service from neighborhoods that depend on bus service to keep service in affluent neighborhoods where people have the option of driving their cars. Geographically expanding any type of bus service also requires you to extend paratransit services which is considerably more expensive, and that too takes away service from people who have no other affordable transportation options. We live in an auto-centric society that discriminates against people who can't drive or can't afford to drive, and we are just making it worse by diluting bus service to serve those who can drive, who can afford to drive, or who can afford to take rideshare or taxis. It's like a food equity program where we feed people who are starving. Why would we go around South Reno and ask them if they need food when we know for a fact people are starving elsewhere and are not adequately served?
- 142 Please spend time on east-west connections that would enable as many people as possible to ride the RAPID line, not just those who live on existing bus lines or on South Virginia Street! Thanks so much for your work!

Summary for AddlComments

Do you have any additional suggestions or comments regarding a RAPID Line extension or public transit on South Virginia Street?



Summary for PedBikeImps

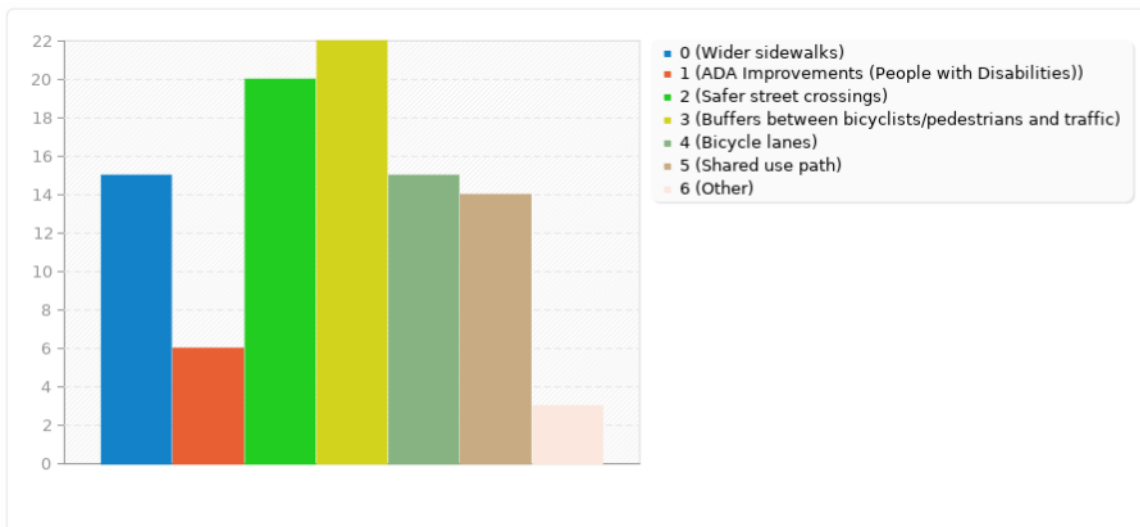
Pedestrian and Bicycle Improvements. Please select the top one to three elements you feel are most important to help improve pedestrian and bicycle facilities.

Answer	Count	Percentage
Wider sidewalks (SQ001)	15	37.50%
ADA Improvements (People with Disabilities) (SQ002)	6	15.00%
Safer street crossings (SQ003)	20	50.00%
Buffers between bicyclists/pedestrians and traffic (SQ004)	22	55.00%
Bicycle lanes (SQ005)	15	37.50%
Shared use path (SQ006)	14	35.00%
Other	3	7.50%

ID	Response
57	in fill missing sections
73	More bright flashing lights at every crosswalk!
142	Secure bicycle parking for RAPID riders/commuters

Summary for PedBikeImps

Pedestrian and Bicycle Improvements. Please select the top one to three elements you feel are most important to help improve pedestrian and bicycle facilities.



Summary for DISABLEDTransit

Public Transit Improvements Please select the elements which you feel are most important to help improve public transit along South Virginia Street [question disabled]

Answer	Count	Percentage
More frequent services (and/or more routes) (SQ001)	0	0.00%
Bus only lanes (SQ002)	0	0.00%
Transit priority at stop lights (SQ003)	0	0.00%
Improved connectivity (SQ004)	0	0.00%
Improved bus stop (shelters, level boarding, payment kiosk, etc.) (SQ005)	0	0.00%
Improved bus arrival/schedule information (SQ006)	0	0.00%
Park-n-Ride areas (similar to My Ride to Work, Regional Connector, Tahoe/recreational service, etc.) (SQ007)	0	0.00%
Other	0	0.00%

ID	Response
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Summary for DISABLEDTransit

Public Transit Improvements Please select the elements which you feel are most important to help improve public transit along South Virginia Street [question disabled]

Sorry, but this question has no responses yet so a graph cannot be shown.

Summary for VehicleImps

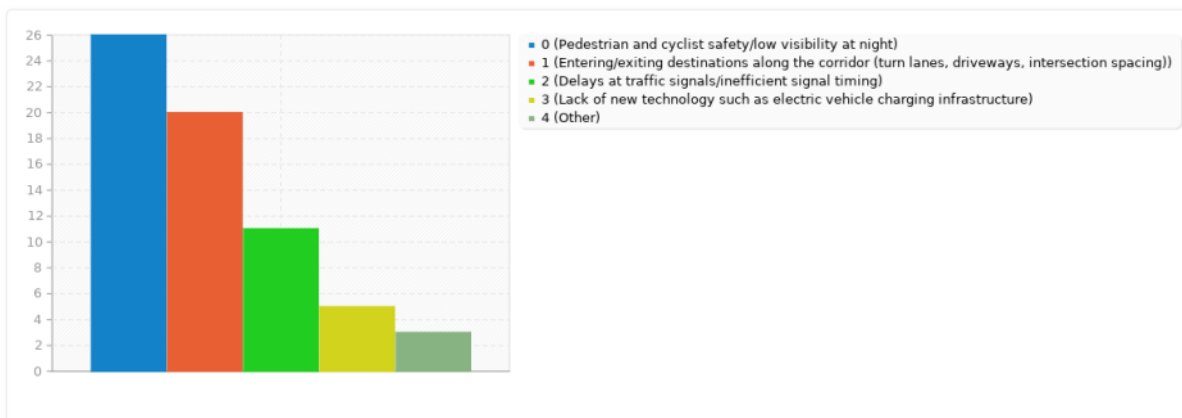
Vehicular Improvements Please select the issues that you currently experience and would like to see improved when driving along South Virginia Street

Answer	Count	Percentage
Pedestrian and cyclist safety/low visibility at night (SQ001)	26	65.00%
Entering/exiting destinations along the corridor (turn lanes, driveways, intersection spacing) (SQ002)	20	50.00%
Delays at traffic signals/inefficient signal timing (SQ003)	11	27.50%
Lack of new technology such as electric vehicle charging infrastructure (SQ004)	5	12.50%
Other	3	7.50%

ID	Response
57	uniform enforcement of all modes of travel
73	Virginia St. south of Patriot to Summit Mall is generally easy to traverse! Thanks for that.
77	Bikes have to compete with cars on the road because of the lack of buffers on bike lanes. And people blocking bike lanes

Summary for VehicleImps

Vehicular Improvements Please select the issues that you currently experience and would like to see improved when driving along South Virginia Street



Summary for DISABLEDDevelopment

Development in the Corridor Please select the top elements which you feel are most important to shape future development in the South Virginia Corridor [question disabled]

Answer	Count	Percentage
Landscape along the street frontage (SQ001)	0	0.00%
Landscape medians (SQ002)	0	0.00%
Higher mix of commercial and housing that encourages a more walkable corridor (SQ003)	0	0.00%
Improve housing options (SQ004)	0	0.00%
Orientation of development to encourage pedestrian/bicycle access from the street (SQ005)	0	0.00%
Active outdoor public spaces to encourage a more walkable corridor (SQ006)	0	0.00%
Densify the corridor (SQ007)	0	0.00%
Improve overall connectivity and sustainability of local services and employment (SQ008)	0	0.00%
Other	0	0.00%

ID	Response
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Summary for DISABLEDDevelopment

Development in the Corridor Please select the top elements which you feel are most important to shape future development in the South Virginia Corridor [question disabled]

Sorry, but this question has no responses yet so a graph cannot be shown.

Summary for DevelopmentImps

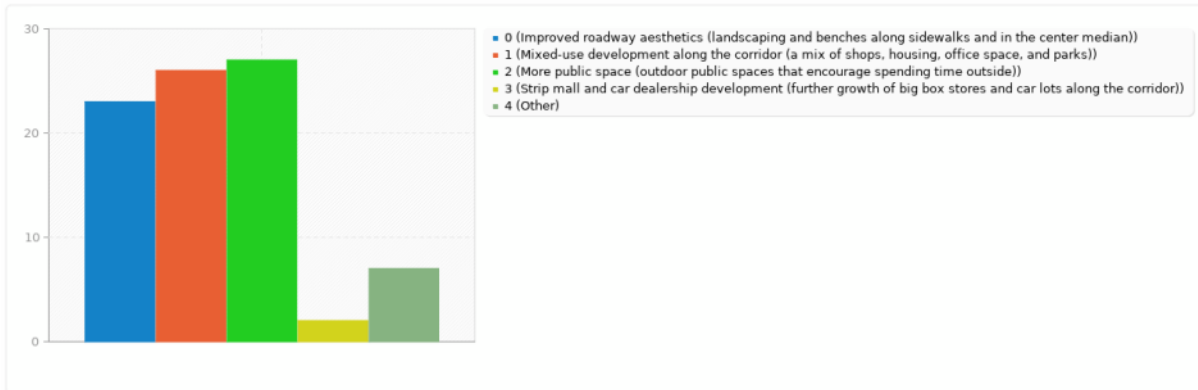
Development in the Corridor Please select the top elements which you feel are most important to shape future development in the South Virginia Corridor

Answer	Count	Percentage
Improved roadway aesthetics (landscaping and benches along sidewalks and in the center median) (SQ001)	23	57.50%
Mixed-use development along the corridor (a mix of shops, housing, office space, and parks) (SQ002)	26	65.00%
More public space (outdoor public spaces that encourage spending time outside) (SQ003)	27	67.50%
Strip mall and car dealership development (further growth of big box stores and car lots along the corridor) (SQ004)	2	5.00%
Other	7	17.50%

ID	Response
47	Access controls and improvements to signal timing to further increase the saturation flow rate through the corridor. The corridor already has quality development, and will continue to encourage development with improvements to traffic operations to encourage ease-of-access
65	Improve the road surface
83	Protected bike lanes that meet FHWA Bikeway Selection Guide Standards
85	Less strip mall and car dealership development, possibly a moratorium on new strip malls and car dealerships.
110	Stop the development!
137	wider sidewalks and bicycle lanes
142	Infill development for underused spaces such as large parking lots. Integrated, safe bicycle and pedestrian infrastructure that makes the corridor appealing.

Summary for DevelopmentImps

Development in the Corridor Please select the top elements which you feel are most important to shape future development in the South Virginia Corridor



Summary for GeneralComments

Please let us know if there is anything else you would like to see when it comes to improving the South Virginia Street Corridor. You may leave this blank and complete the survey.

Answer	Count	Percentage
Answer	12	30.00%
No answer	28	70.00%

ID	Response
23	More walkable areas, no parking minimums, reliable public transit, more public spaces where people don't necessarily have to spend money
28	The is a big need for employee transportation to the south of town. The routes need to go farther south with expanded hours
48	More Street light
54	Speeding is a major concern, slow people down! -The lack of sidewalks (or poor quality [narrow, right next to road]) is appalling. -Lack of lighting in areas (dark) Incohesive design, this area showcases how ugly and non-cohesive Reno Architecture is. - too many slip and turn lanes causes pedestrian nightmare trying to cross a street. - Bike lanes should be removed from vehicular traffic wherever possible, separate them from the roadway! BRT should extend to carson city. Maybe not with a 10 minute frequency , but at least every hour?
59	In your planning considerations, please think about cyclists and pedestrians when they travel up and down the corridor, but also when they want to cross over the corridor from east to west. Provide safe and effective crossing points for cyclists and peds that connect to useful east/west routes.
65	With rapid growth in the south, S. Virginia is to narrow. It needs to be at least 3 lanes just for traffic and then extra width for bicycles and busses.
77	Dedicated bike and walking roads. Not primarily for vehiclesDoesn't necessarily need to be on Virginia.
82	I don't want to see this corridor become another Kietzke Lane or the rest of Virginia Street, all commercial strip. Mixed use that transitions into the southwest and PUD development of the south valley should be encouraged with a transportation corridor that can handle the traffic demand, but also have multi-modal options making it safely usable by pedestrian, cyclists, transit, and motorists yet matches the aesthetic of this part of the Truckee Meadows.
83	Similar to a vehicle travel lane, the bicycle travel lane should be consistent from the projects end to end. That means following the FHWA Bikeway Selection Guide not just where it is convenient for drivers. Parking, loading zones can remain and bus loading and unloading zones can be moved out to preserve the consistency of the bicycle travel lane. Bus platforms are in use in Washington DC that move the loading zone out of the bus drop off. Vehicle traffic can wait behind a bus until passengers have unloaded. This would improve safety for all road users.
85	I honestly find it deeply concerning that this survey had questions about my connection to the South Virginia Street Corridor and it has the option for "I just pass through" but not an option for having friends and family living in the area and gave an option for wanting to see more strip malls and car dealerships in an area that is supposed to be transit oriented, which almost every study of urban spaces has found that strip malls and car dealerships are about the worst things you can build if you are trying to have a transit oriented neighborhood. It honestly feels like whoever developed this survey is not taking the study seriously.
142	I would like to see more Mobility Hubs, including at South Virginia and South Meadows, and I would like them to include bicycle infrastructure and connectivity. Currently, I am not aware of any secure bike parking at the Meadowood Mall transit center. Since the 56 bus is not convenient to me, and I'm not sure how to safely store my bike at the transit center, I end up driving to South Virginia Street destinations on the existing RAPID line. I'd like to have access to bicycle storage along the future RAPID extension, as well as safe bicycle connectivity options, such as a bike lane on South Meadows between South Virginia Street and Double Diamond Parkway.

Summary for GeneralComments

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