

HARVARD WAY

PROJECT DESCRIPTION

This project focuses on creating a north/south connection in the eastern portion of the neighborhood to support students walking and biking to school and enhance connectivity from Grove Street to Mill Street. The project originated from the Central Reno / Midtown Neighborhood Network Plan and aims to help enhance connectivity in conjunction with upcoming development in the area.

This project would build off of the existing bike lanes between Plumb Lane and Grove Street with the addition of safety and traffic calming elements north of Plumb Lane including curb extensions, leading pedestrian intervals and high visibility crosswalks. This treatment will help maintain low vehicle speeds and volumes and help create a more comfortable north / south connection.



Harvard Way

CORRIDOR SEGMENT

Roberts St to Grove St

IMPROVEMENT TYPE

Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS

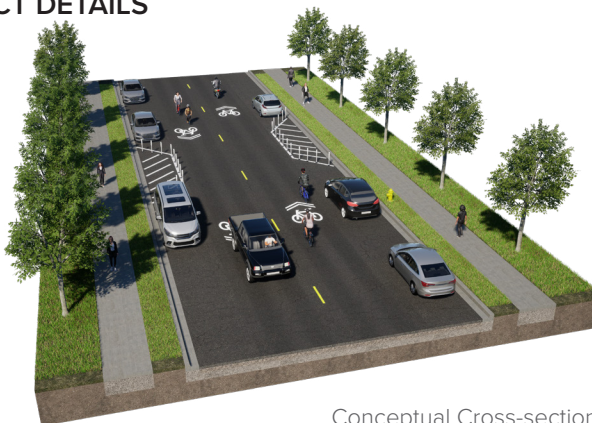
Traffic Circle
Bike Boxes

Curb Extensions
Daylighting

PLANNING LEVEL COST ESTIMATE

\$320,468

PROJECT DETAILS

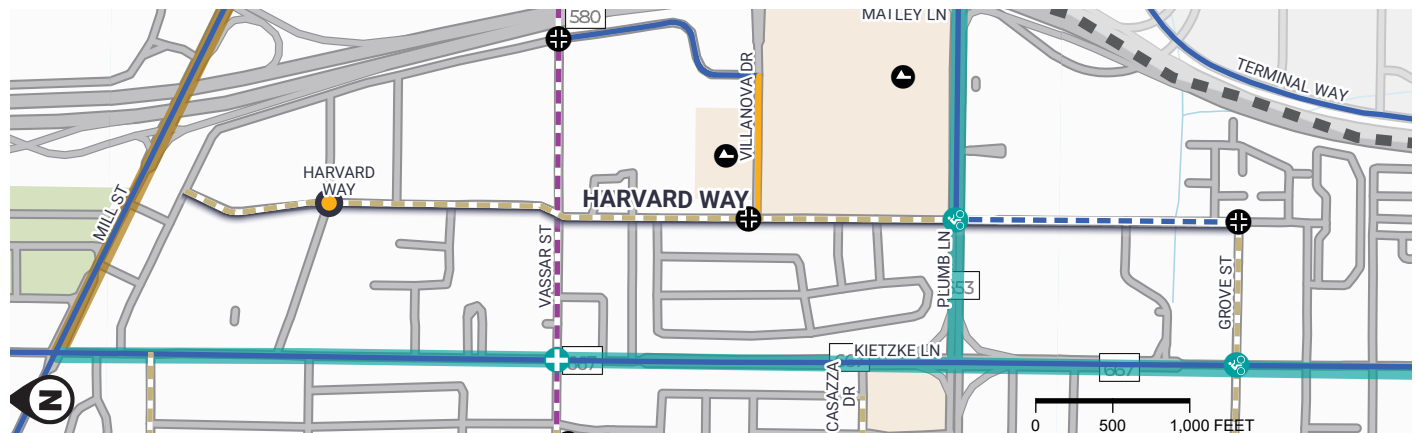


Conceptual Cross-section

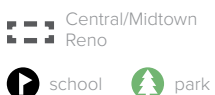
Design Considerations

The proposed cross-section to the left represents the typical configuration for a neighborhood byway. Traffic calming elements along the route are intended to include curb extensions with neckdowns / chokers between intersections where parking utilization was observed to be relatively low. This project also includes potential modifications to signal timings which may need to be coordinated with additional analysis and improvements on major cross-streets such as Vassar Street.

PROJECT MAP



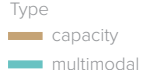
LEGEND



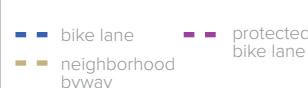
Existing Bike Facility



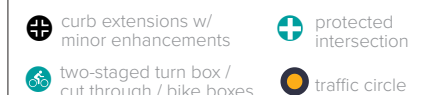
RTP Funded Project Type



Central Reno Recommendations



Intersection Concept Type



2ND, KUENZLI & KIRMAN ST

PROJECT DESCRIPTION

This project would establish an east/west connection on the northern edge of the Central Reno / Midtown neighborhood and connecting to the Biggest Little Bike Network project at Evans Avenue. This project originated from the Central Reno / Midtown Neighborhood Network Plan and would provide a westbound protected bike lane on Kuenzli St and an eastbound protected bike lane on 2nd St with east/west travel continuing on Kuenzli St between Sutro St and Kietzke Lane with protected bike lanes.

Intersection improvements such as two-staged turn boxes at Sutro St/Kirman Ave will be crucial to assist bicyclists to safely continue east/west along this route. Additionally, a temporary bike lane on Kirman Avenue between Kuenzli St and 2nd St would help maintain protection and connectivity along the route but requires additional analysis to consider feasibility.



2nd, Kuenzli & Kirman Street

CORRIDOR SEGMENTS	IMPROVEMENT TYPE
Lake St to Sutro St Lake St to Kietzke Ln	Protected Bike Lane One-Way Protect Bike Lane
INCLUDED INTERSECTION ENHANCEMENTS	
Daylighting Protected Intersections	Curb Extensions Wayfinding Two-Stage Turn Box
PLANNING LEVEL COST ESTIMATE	
\$ 1,242,891	

PROJECT DETAILS

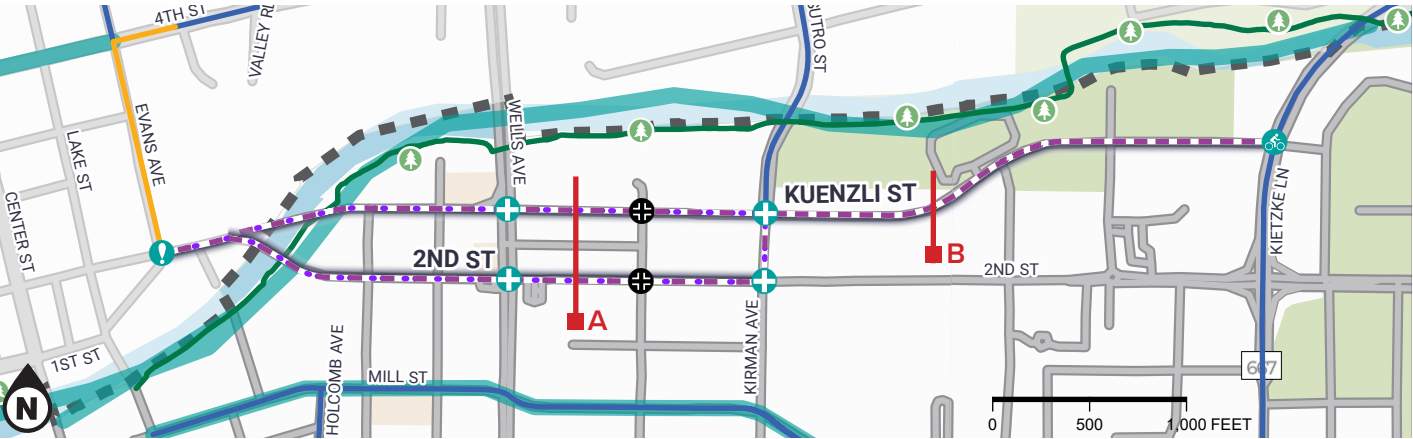


Cross-section A



Cross-section B

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

- Existing Bike Facility
 - bike lane
 - shared use path
 - shared lane

- RTP Funded Project Type
 - capacity
 - multimodal

- Central Reno Recommendations
 - one-way protected bike lane
 - protected bike lane

- Intersection Concept Type
 - curb extensions w/ minor enhancements
 - two-stage turn box / cut through / bike boxes
 - protected intersection
 - wayfinding

YORI WAY

PROJECT DESCRIPTION

This project would turn Yori Way into a Neighborhood Byway by adding curb extensions and chokers to help maintain low vehicle speeds and a comfortable shared street environment. With this project, Yori Way will provide a long north/south connection through the majority of the Central Reno / Midtown neighborhood with activated crossings of multiple major roadways.

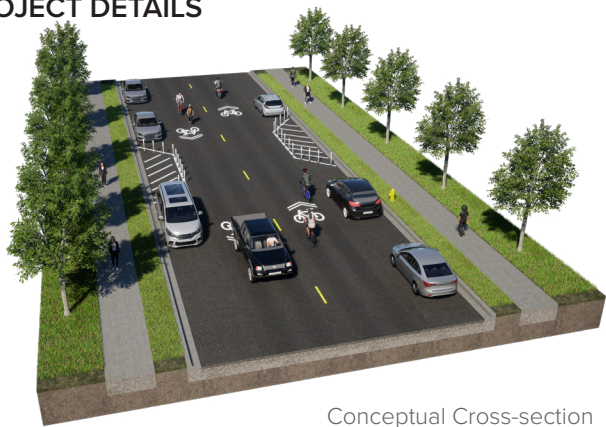
The project originated from the Central Reno / Midtown Neighborhood Network Plan and will connect with the planned quick-build improvements on Roberts St, Vassar St, Casazza Dr, and Grove St. Additionally, this project will help provide direct connections to multiple neighborhood schools including Booth Elementary, Loder Elementary and Vaughn Middle School.



Yori Way

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Mill St to Moana Ln	Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
High Visibility Crosswalks Daylighting	Curb Extensions
PLANNING LEVEL COST ESTIMATE	
\$696,778	

PROJECT DETAILS

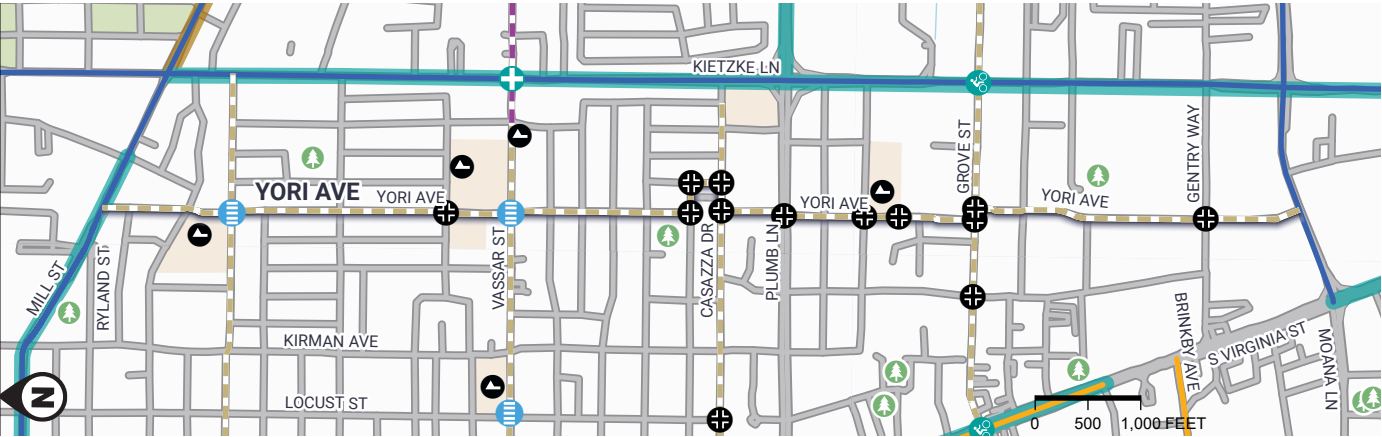


Conceptual Cross-section

Design Considerations

This project will compliment the recent traffic calming improvements on Yori Way at Roberts Street which include quick-build style curb extensions. This project will add curb extensions to reduce crossing distances and reduce turning vehicle speeds. Additionally, crossings at major roadways (ex. Plumb Lane) may be upgraded to overhead Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) based on engineering judgment.

PROJECT MAP



LEGEND

- Central/Midtown Reno
 - school
 - park
- Existing Bike Facility
 - bike lane
 - shared lane
 - shared use path
- RTP Funded Project Type
 - capacity
 - multimodal
- Central Reno Recommendations
 - bike lane
 - neighborhood byway
 - protected bike lane
 - two-way cycle track
- Intersection Concept Type
 - curb extensions w/ minor enhancements
 - two-staged turn box / cut through / bike boxes
 - protected intersection
 - high visibility crosswalk

GROVE STREET

PROJECT DESCRIPTION

Grove Street provides a key east/west connection through the heart of the Central Reno / Midtown neighborhood and across two major roadways: Kietzke Lane and Virginia Street. This project will create a Neighborhood Byway on Grove Street by adding curb extensions, chokers, and shared lane symbols.

This treatment will help reduce overall crossing distances for pedestrians and help maintain low vehicle speeds along the corridor and through intersections. The project originated from the Central Reno / Midtown Neighborhood Network Plan and will connect with planned quick-build improvements on Yori Way and the existing bicycle lanes on Harvard Way and provide connectivity to the Virginia Lake recreation area.



Grove Street

CORRIDOR SEGMENT

Lymberry St to Harvard Way

IMPROVEMENT TYPE

Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS

Curb Extensions
Daylighting

Bike Boxes
Bike Jug Handle

PLANNING LEVEL COST ESTIMATE

\$332,933

PROJECT DETAILS

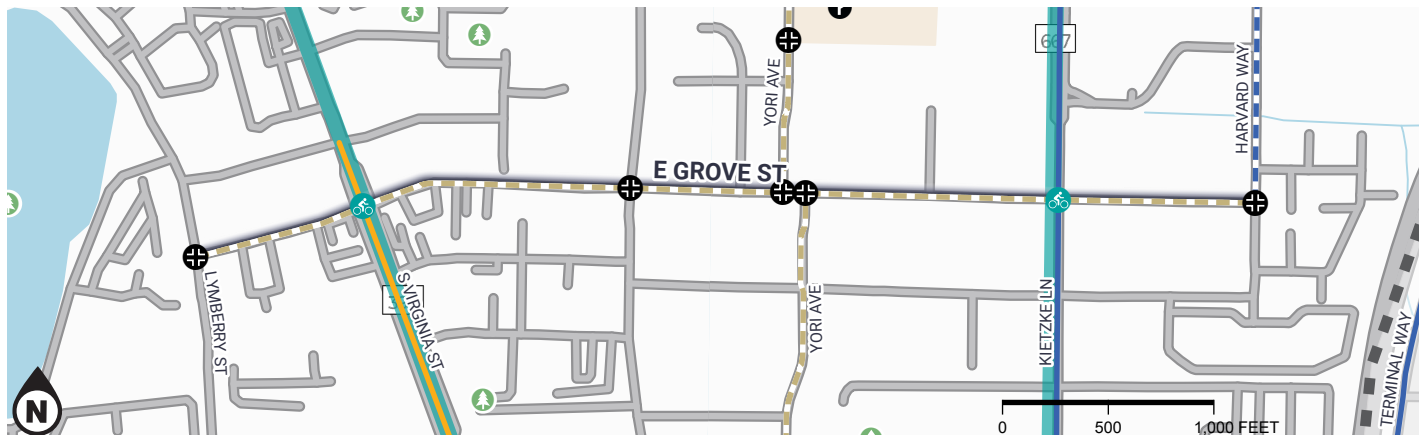


Conceptual Cross-section

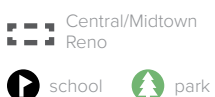
Design Considerations

The addition of bicycle detection at the existing signalized intersections of Kietzke Lane and Virginia Street may be considered in order to enhance the use of this route for people biking. Additionally, the Neighborhood Byway design will help maintain parking along the corridor but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety.

PROJECT MAP



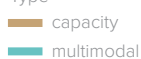
LEGEND



Existing Bike Facility



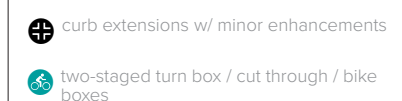
RTP Funded Project Type



Central Reno Recommendations



Intersection Concept Type



CASAZZA DRIVE

PROJECT DESCRIPTION

Casazza Drive provides an alternative east/west connection to Plumb Lane in the middle of the Central Reno / Midtown neighborhood. Improvements on Casazza Drive will help to enhance connectivity with local shopping destinations and will serve as an integral piece of the active transportation network by linking the planned quick-build improvements on Yori Way and the existing bike lanes on Wells Avenue.

The project originated from the Central Reno / Midtown Neighborhood Network Plan and will help to enhance safety along this corridor and support low vehicle speeds in addition to adding traffic calming elements like curb extensions and intersection daylighting.



Casazza Drive

CORRIDOR SEGMENT

Wells Ave to Kietzke Ln

IMPROVEMENT TYPE

Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS

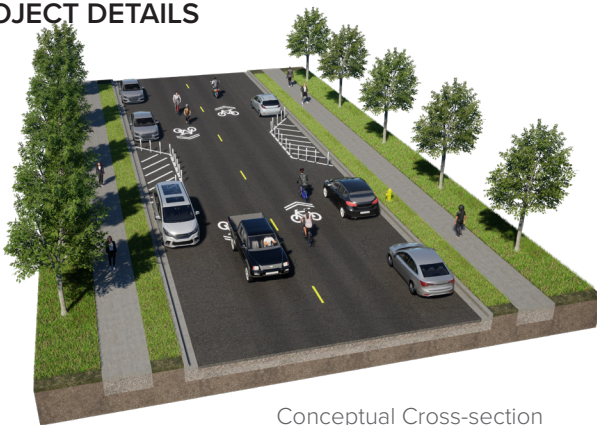
Curb Extensions

Daylighting

PLANNING LEVEL COST ESTIMATE

\$222,851

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

The Neighborhood Byway design will help maintain parking along the corridor but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety. Additional connectivity may be achieved by striping in bike lanes on Wells Avenue from Casazza Drive to Grand Canyon Blvd with shared lane markings through the roundabout.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- bike lane
- neighborhood byway

Intersection Concept Type

- curb extensions w/ minor enhancements
- two-staged turn box / cut through / bike boxes

CALIENTE & MONROE STREET

PROJECT DESCRIPTION

This connection helps to create a continuous east/west link across the neighborhood by acting as an extension of the improvements on Vassar Street. This route connects to the proposed improvements on Forest Street and would also connect with the existing bike lanes on Arlington Avenue. Mount Rose Street may be considered as alternative to this corridor.



Caliente & Monroe Street

CORRIDOR SEGMENT

Virginia St to Plumas St
Plumas St to Marsh Ave

IMPROVEMENT TYPE

Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS

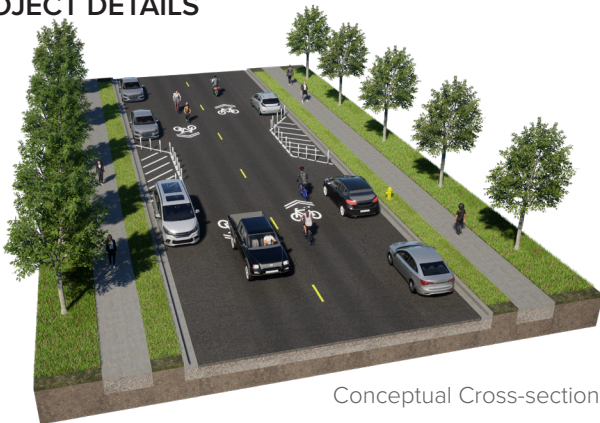
High Visibility Crosswalks
Curb Extensions

Bike Boxes
Bike Jug Handles

PLANNING LEVEL COST ESTIMATE

\$313,992

PROJECT DETAILS

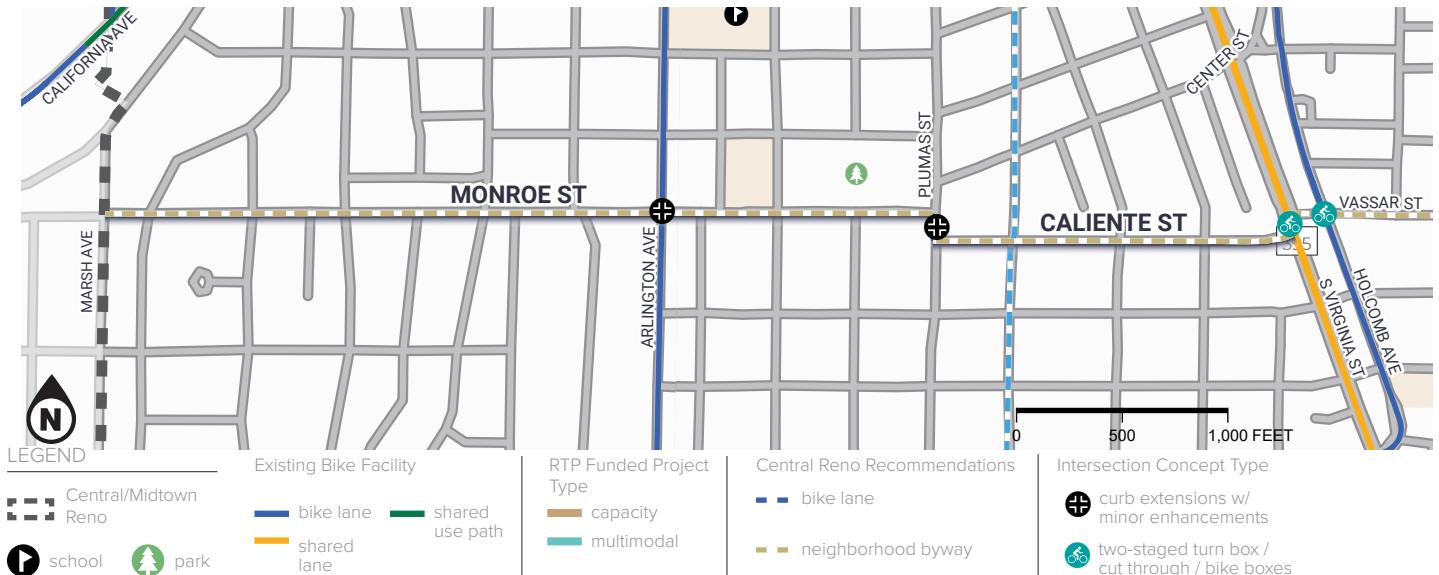


Conceptual Cross-section

Design Considerations

It is important to note that a Neighborhood Byway treatment on Caliente Street would require reconfiguring Caliente Street to work with bi-directional vehicle traffic or to create a contra-flow bike lane. Allowing bi-directional traffic is preferred and would require reconfiguration of the existing bulb-outs at the Virginia Street intersection. Additionally, in order to enhance the transition from Caliente Street to Monroe Street, a short bike lane with a bicycle jug handle is recommended. This would provide dedicated space for a bicyclist to turn while remaining outside of vehicle traffic.

PROJECT MAP



VASSAR STREET

PROJECT DESCRIPTION

Vassar Street provides a helpful east/west connection through the Central Reno / Midtown neighborhood while connecting with multiple schools, the US Post Office, and popular commercial destinations along Virginia Street. This project will implement two configurations on either side of Kietzke Lane. West of Kietzke Lane, this project will create a Neighborhood Byway with curb extensions to support a slow-speed environment. East of Kietzke Lane, this project will reconfigure the existing roadway space to provide a protected bike lane in either direction while maintaining one vehicle lane in each direction and a two-way center turn lane.

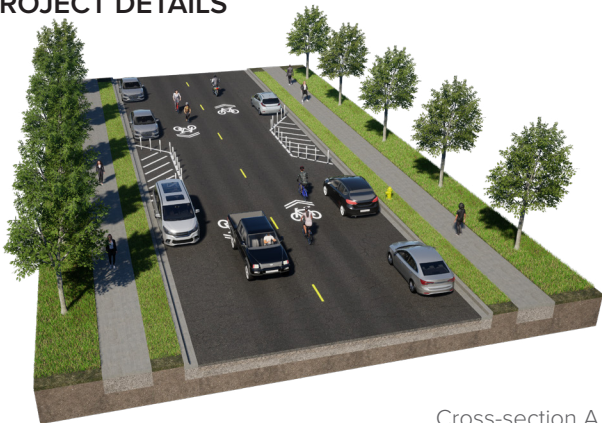
The project originated from the Central Reno / Midtown Neighborhood Network Plan and will provide connections to the planned quick-build improvements on Yori Way and Harvard Way while also linking with the existing bike lanes on Holcomb Avenue, Wells Avenue, and Kietzke Lane.



Vassar Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Terminal Way to S Virginia St	Protected Bike Lane Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
Protected Intersections Curb Extensions	Daylighting Bike Boxes
PLANNING LEVEL COST ESTIMATE	
\$948,302	

PROJECT DETAILS

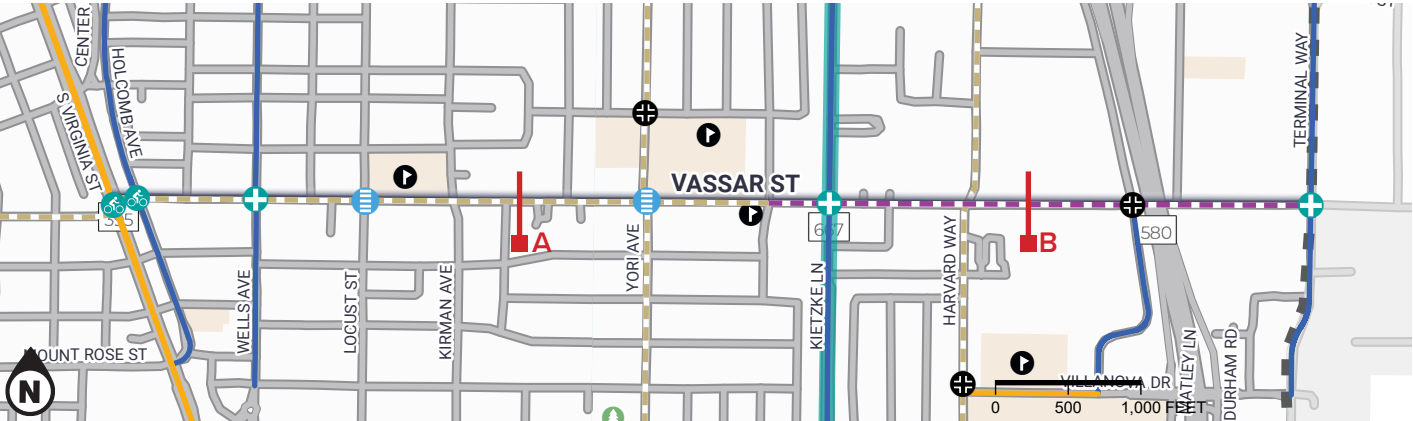


Cross-section A



Cross-section B

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

- Existing Bike Facility
 - bike lane
 - shared use path
 - shared lane

- RTP Funded Project Type
 - capacity
 - multimodal

- Central Reno Recommendations
 - protected bike lane
 - neighborhood byway

- Intersection Concept Type
 - curb extensions w/ minor enhancements
 - two-staged turn box / cut through / bike boxes
 - protected intersection
 - high visibility crosswalk

TAYLOR & CHENEY STREET

PROJECT DESCRIPTION

This connection uses two short street segments on Taylor Street and Cheney Street to create a connection across Virginia Street between Holcomb Avenue and the planned quick-build improvements on Forest Street.

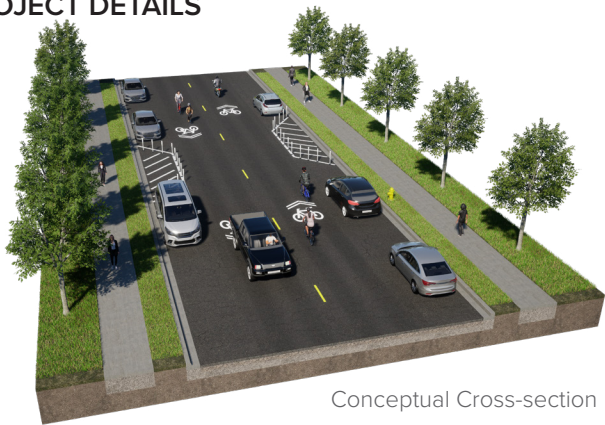
The project originated from the Central Reno / Midtown Neighborhood Network Plan and will include utilizing a cut through in the existing median to allow bicyclists only to turn left from Taylor Street and Cheney Street onto Virginia Street. This route will connect with the existing high visibility crosswalk across Holcomb Avenue and an existing high visibility crosswalk at Plumas Street.



Taylor & Cheney Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Holcomb Ave to Plumas St	Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
Daylighting Bike Cut-throughs	Curb Extensions
PLANNING LEVEL COST ESTIMATE	
\$141,310	

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

This route crosses Virginia Street in an area with a high level of pedestrian activity and would benefit from the addition of enhanced crosswalks at Virginia Street and Center Street. Additionally, the Neighborhood Byway design will help maintain on-street parking between Virginia Street and Kietzke Lane but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety.

PROJECT MAP



MORAN & ROBERTS STREET

PROJECT DESCRIPTION

This project will create neighborhood byways on sections of Roberts Street and Moran Street to support east/west travel between Kietzke Lane and Virginia Street. Roberts Street and Moran Street are low-speed and low-volume roadways through the neighborhood which can provide connectivity enhancements between the Wells Avenue District, residential areas, and the Midtown commercial area.

Individuals traveling east/west will transition from Roberts Street to Moran Street at Wilson Street for a one block section which will include wayfinding signage and pavement markings. The project originated from the Central Reno / Midtown Neighborhood Network Plan and will also enhance the existing crossing on Wells Avenue by reducing the crossing distance with curb extensions.



Moran & Roberts Street

CORRIDOR SEGMENT

IMPROVEMENT TYPE

S Virginia St to Wilson St (Moran St)

Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS

High Visibility Crosswalks
Wayfinding

Median Pedestrian Refuge

PLANNING LEVEL COST ESTIMATE

\$399,678

PROJECT DETAILS

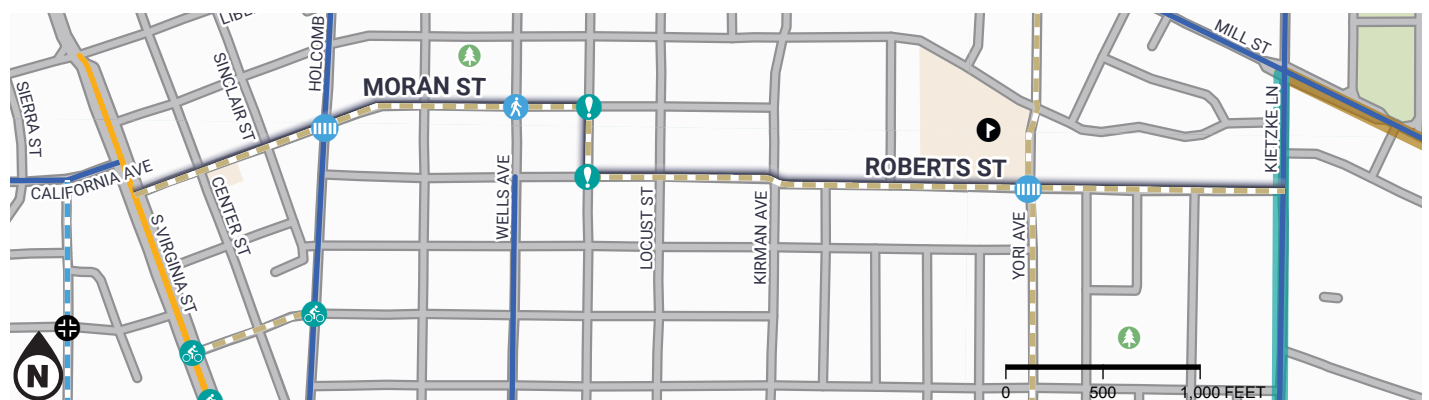


Conceptual Cross-section

Design Considerations

Wayfinding at the intersection of Moran Street / Virginia Street can help bicyclists continue west with the existing bike lanes on California Avenue. Eastbound movements of cyclists coming from California Avenue crossing Virginia Street will be considered in design, and will benefit from the addition of wayfinding signage. The Holcomb Avenue intersection presents a strong opportunity to add a marked crossing with curb extensions that is nearly equidistant between the existing crossings at Cheney Street and Ryland Street/Liberty Street. The Neighborhood Byway design will help maintain parking along the corridor but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared lane
- shared use path

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- two-way cycle track
- neighborhood byway

Intersection Concept Type

- curb extensions w/ minor enhancements
- high visibility crosswalk
- wayfinding
- two-staged turn box / cut through / bike boxes
- median pedestrian refuge

FOREST STREET

PROJECT DESCRIPTION

This north/south connection will link with the planned quick-build improvements on Caliente Street and the existing bike lanes on California Avenue. This route would provide a key uninterrupted link for bicyclists traveling north/southwest of Virginia Street and provide a proximate alternative to the shared lane facility on Virginia Street.

The project originated from the Central Reno / Midtown Neighborhood Network Plan and will help connect residential neighborhoods with the larger active transportation network and help provide crossing enhancements for pedestrians within this residential area.



Forest Street

CORRIDOR SEGMENT

California Ave to
Mount Rose St

IMPROVEMENT TYPE

Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS

Traffic Circle
Curb Extensions

High Visibility Crosswalks

PLANNING LEVEL COST ESTIMATE

\$377,113

PROJECT DETAILS



Conceptual Cross-section

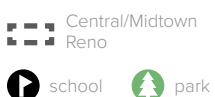
Design Considerations

This project would consolidate roadway space to provide a two-way cycle track with a wide buffer in conjunction with a southbound vehicle lane and one lane of parking. The proposed configuration could accommodate physical separation in key areas if delineators or other vertical elements are placed on the far side of the buffer space (as shown in the cross-section).

PROJECT MAP



LEGEND



Existing Bike Facility



RTP Funded Project Type



Central Reno Recommendations



Intersection Concept Type

