Central Sparks

Neighborhood Network Plan

October 2025

Acknowledgments

The Central Sparks Neighborhood Network Plan was developed through collaboration with partner agencies and local organizations. Additionally, this project involved RTC staff from all departments including Planning, Public Transit, and Engineering. This planning process relied on engaging with residents and staff at local agencies with direct knowledge of current challenges within the neighborhood. Staff from partner agencies and members of the public provided detailed feedback and input during the planning process as part of the Neighborhood Network Plan Steering Committee. This group helped provide context to the public comments and inform the identification of recommended improvements. Those listed below helped to guide the development of the plan and will continue to support the implementation of project recommendations at their various roles at agencies and organizations throughout the community.

RTC Washoe Project Team

- Marquis Williams, RTC Planning
- Graham Dollarhide, RTC Planning
- LaShonn Ford, RTC Engineering
- Sara Going, RTC Engineering

Neighborhood Network Plan Steering Committee Member Organizations

- City of Sparks
- Washoe County School District
- RTC Washoe

Each organization above was represented by one or more staff members during Steering Committee meetings. The Steering Committee also included three members of the public from the Central Sparks neighborhood.

Consultant Team

Cole Peiffer – Alta Planning + Design

Dave Foster – Alta Planning + Design

Chloe Ward – Alta Planning + Design

Sierra Rodriguez-Torres – Alta Planning + Design

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Chapter 1: Introduction

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Neighborhood Description

The Central Sparks neighborhood, generally bordered by I-80, the Truckee River, McCarran Blvd, Oddie Blvd, Prater Wy, and Sparks Blvd, offers a variety of destinations (Figure 1). It features over 28 schools, parks with playgrounds, sports courts, and trails, including the Sparks Marina Park. Entertainment is centered around the I-80 corridor, with venues like casinos, theaters, water parks, and museums. Employment hubs include the Northern Nevada Medical Center, Nugget Casino Resort, Outlets at Legends, as well as industrial areas south of the I-80 corridor. The neighborhood also offers community spaces like churches, libraries, and local markets like the El Rancho Farmers Market.

Visitors to the Sparks Marina enjoying the shared use path.

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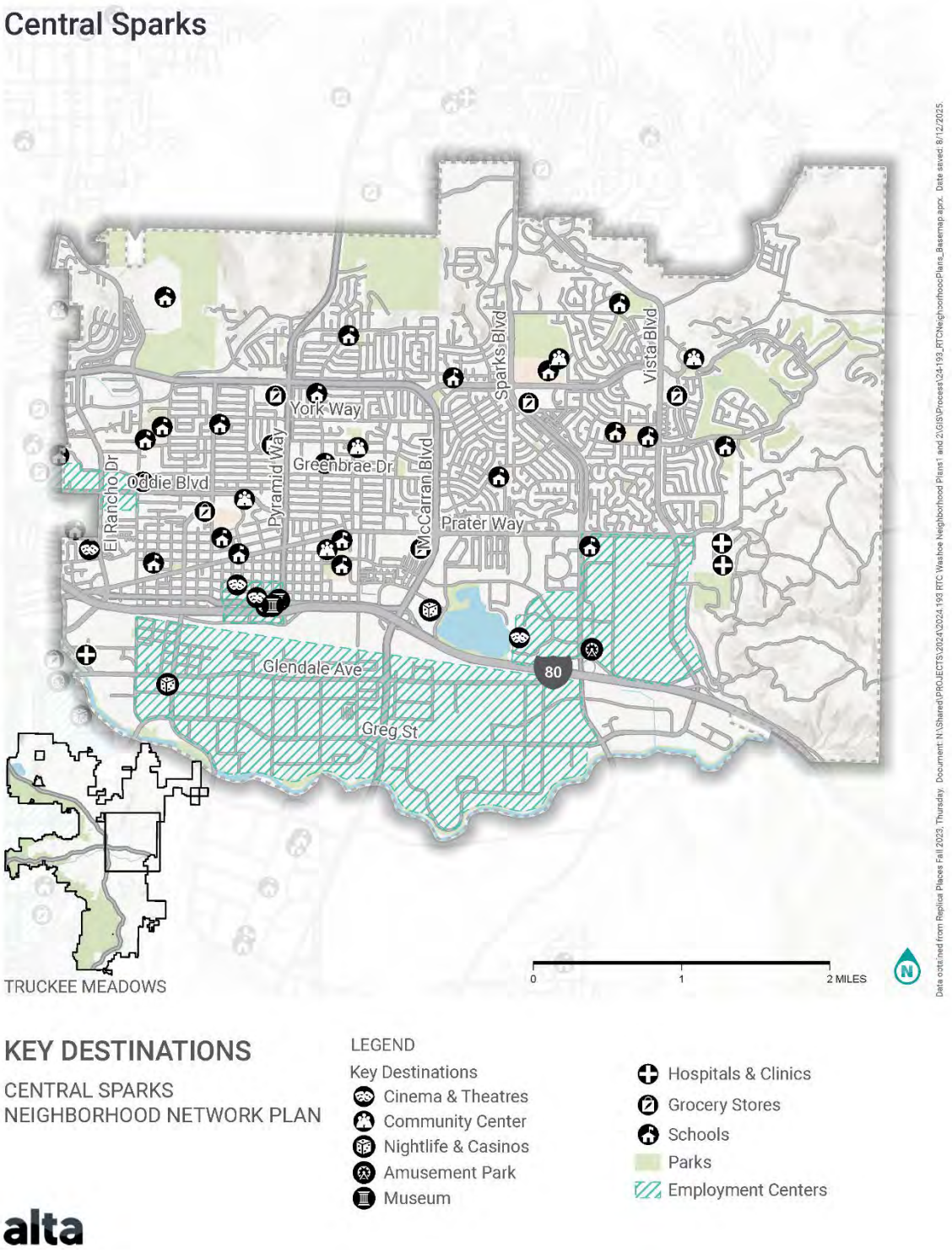


Figure 1. Central Sparks Neighborhood Area

Connections with Other Plans

This NNP recommends projects for quick-build implementation through RTC's Active Transportation Program. Improvements identified in this plan not inclusive of large-scale improvements, although the Long-Term Needs section of Chapter 4 includes a high-level list of needs that could be addressed by means beyond quick-build. These long-term needs and other higher-scale active transportation projects can be addressed through other planning processes such as the Regional Transportation plan, specific area plans, corridor studies, etc.

Plan Process

This NNP follows the process outlined in the ATP and applies a regional vision, goals, and analysis to the Central Sparks neighborhood. This process included two phases of public engagement featuring multiple in-person events and online elements. In addition to public engagement, the RTC used regional data analysis to identify neighborhood issues and areas of need based on demographics, roadway context, and crash history. By integrating community insights with data findings, the plan highlights and addresses the most pressing challenges for people walking and biking. The result is a quick-build implementation strategy designed to rapidly enhance connectivity and comfort throughout the neighborhood.

Plan Contents

This plan describes the planning process, data analysis findings, community engagement findings, and recommended improvements across four chapters as described below.

- Chapter 1 – Introduction
    - This chapter provides an overview of the project and connection with other planning processes.
- Chapter 2 – Neighborhood Profile
    - This chapter highlights demographic and socioeconomic data across the neighborhood and highlights areas of need.
- Chapter 3 – Biking and Walking in Central Sparks Today
    - This chapter presents key findings from community engagement and data analysis, offering a snapshot of current walking and biking conditions in the Central Sparks neighborhood.
- Chapter 4 – Addressing Central Sparks Needs
    - This chapter provides an overview of quick-build style improvements and identifies recommended quick-build improvements throughout the neighborhood.

Chapter 2: Neighborhood Profile

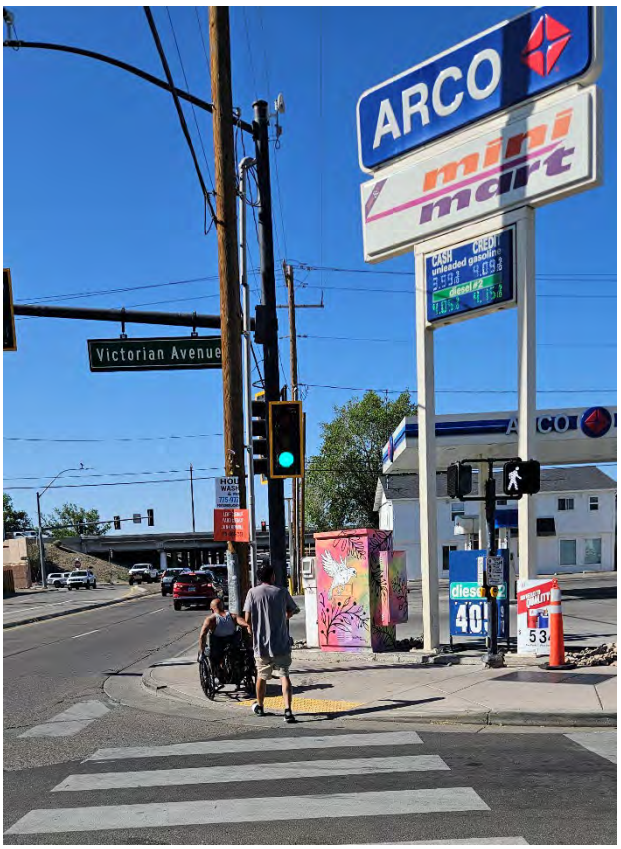
To better understand the context and needs of the neighborhood, the RTC reviewed various datasets to compare the Central Sparks neighborhood with the broader Reno/Sparks area—also known as the greater Truckee Meadows region—to identify focused needs within the neighborhood. This section includes a summary of socioeconomic data and a summary of the common destinations throughout the neighborhood for context. Additional information about datasets and analysis methodologies are included in **Appendix A**.

Neighborhood Demographics

The Central Sparks neighborhood has a young, diverse population with a high population density compared to the broader Reno/Sparks area. It is notably younger, with a higher proportion of people under 5 to age 34 and fewer people over 55. The neighborhood also has a larger percentage of Hispanic/Latino residents, and a smaller percentage of White Alone residents compared to the Reno/Sparks area.

Population density in Central Sparks is approximately 20 times higher than the regional average, with the densest areas between McCarran Blvd, Oddie Blvd, Prater Wy, and Sparks Blvd. The Central Sparks neighborhood exhibits a wide range of household incomes, with areas like the northeast (Vista Blvd, Sparks Blvd, and Baring Blvd) having a median income of $133,500, while other areas, such as between Oddie Blvd, Prater Wy, and El Rancho Dr, have a median income of $30,000 (as seen in Figure 2). Overall, the neighborhood's median household income of $75,848 is slightly below the Reno/Sparks median of $85,969.

In Central Sparks, 7% of households lack access to a vehicle, matching the regional average. Certain areas south of Prater Wy and along the I-80 corridor have higher rates, reaching up to 15%. Furthermore, the neighborhood faces housing affordability challenges, with an average of 32% of households being cost-burdened, paying over 30% of their income on housing. However, some areas south of Prater Wy contain census tracts with 55% of households that are cost-burdened, which is higher than the regional rate of 31% of households being cost-burdened.



A person walking and a person using a wheelchair to cross Victorian Avenue at Rock Boulevard.

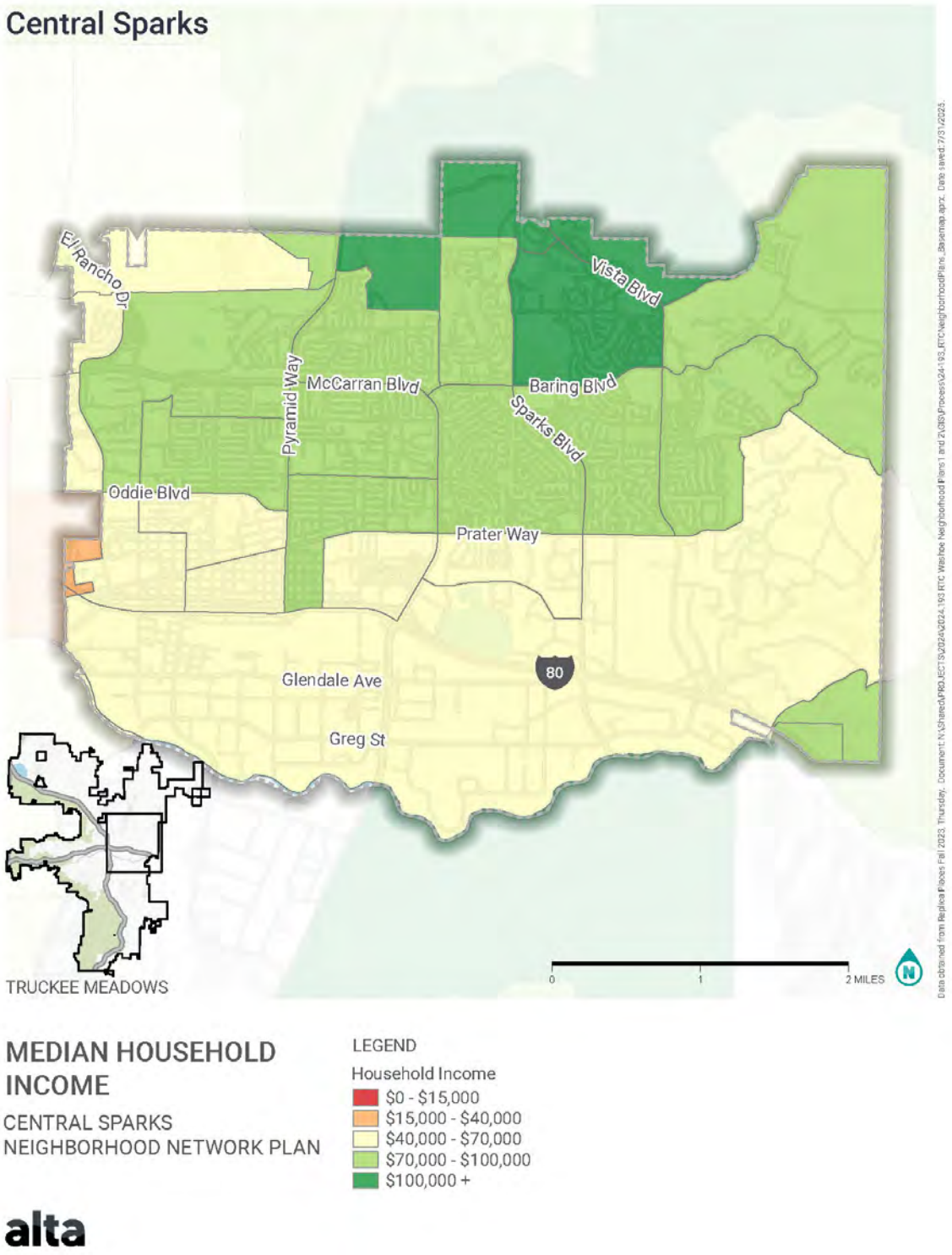


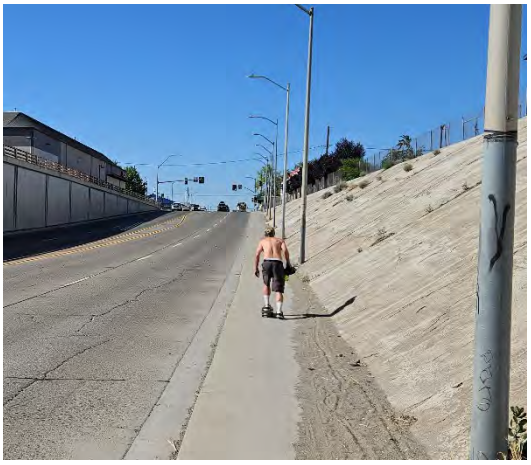
Figure 2. Median Household Income in Central Sparks

Existing Neighborhood Network

Pedestrian Facilities

The pedestrian network includes sidewalks and crossing features like painted crosswalks and rectangular rapid flashing beacons (RRFBs). The RTC assessed sidewalk availability on arterials and collectors, scoring them from zero (no sidewalks) to two (sidewalks on both sides). In Central Sparks, arterials scored an average of 1.34, and collectors scored 1.52, showing that over half of all collectors and arterials[1] have sidewalks on both sides of the street (see Figure 3). However, gaps and a lack of sidewalk buffers along major roadways like McCarran Blvd and Greg St are safety concerns for residents, especially where missing facilities cause pedestrians to walk within the roadway. Refer to **Appendix A** for more details.

Pedestrians crossing McCarran Blvd at Prater Way in the crosswalk (above). Sidewalk lacking sidewalk buffer and regular maintenance on Rock Blvd (bottom left). The Rock Blvd bridge (bottom right) currently lacks sidewalks and acts as a barrier for people walking trying to cross the Truckee River.



[1] **Arterials** provide longer through travel between major trip generators while **collectors** "collect" traffic from the local roads and connect to larger roadways. For more information on roadway classifications, visit https://www.dot.nv.gov/home/showdocument?id=6654.

Bicycle Facilities

The Central Sparks area has 37.2 miles of bike facilities as shown in **Table 1**. Of these, 22.1 miles (nearly 60%) are unprotected facilities (bike lanes and shared lanes), which can create higher-stress environments for people biking compared to protected facilities such as shared-use paths or protected bike lanes. Overall, the existing bicycle network in the neighborhood covers 69% of the 53.7 miles of arterials and collectors (Figure 4). Unprotected facilities such as bike lanes on roads with speeds above 30 miles per hour (mph) can be uncomfortable for most users. As a result, many long stretches of bike lanes provide connectivity but remain difficult routes. Additionally, the existing bike network in the neighborhood includes multiple gaps such as along Greg St, Glendale Ave, and Vista Blvd, or along McCarran Blvd between Prater Wy and I-80, where the region's only separated bike lane passes through. There are many opportunities to expand and improve the bike network in the area. Refer to **Appendix A** for more details.

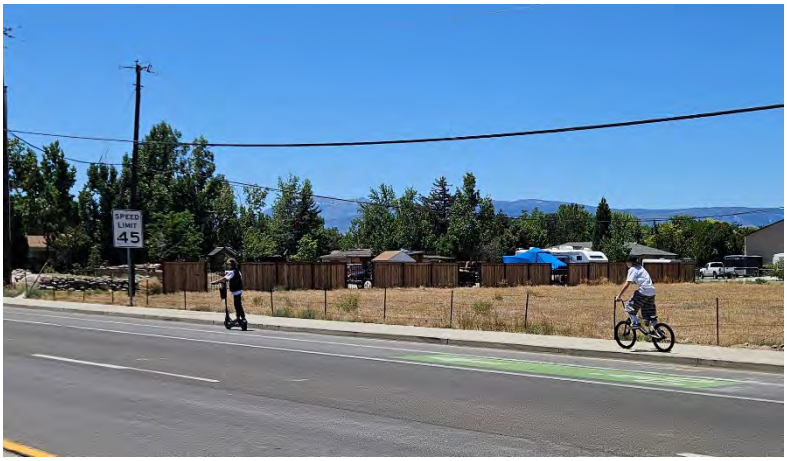


Table 1. Bicycle Facilities in Central Sparks by Mileage (Sept. 2024)

Protection	Facility Type	Mileage
Unprotected	Bike Lanes	21.3
	Shared Lane Facilities	0.8
Protected	Shared-Use Paths	12.6
	Separated Bike Lanes	2.5
	Total	37.2

Unprotected facilities – On-street facilities marked with roadway striping that indicate the shared use of a travel lane by bicycles or dedicated space in a bike lane (example: bike lane on McCarran Blvd above).

Protected facilities – Facilities that are separate from vehicle traffic by a physical barrier or are in a separate right-of-way from vehicle traffic (example: Truckee River Path at Rock Park below)

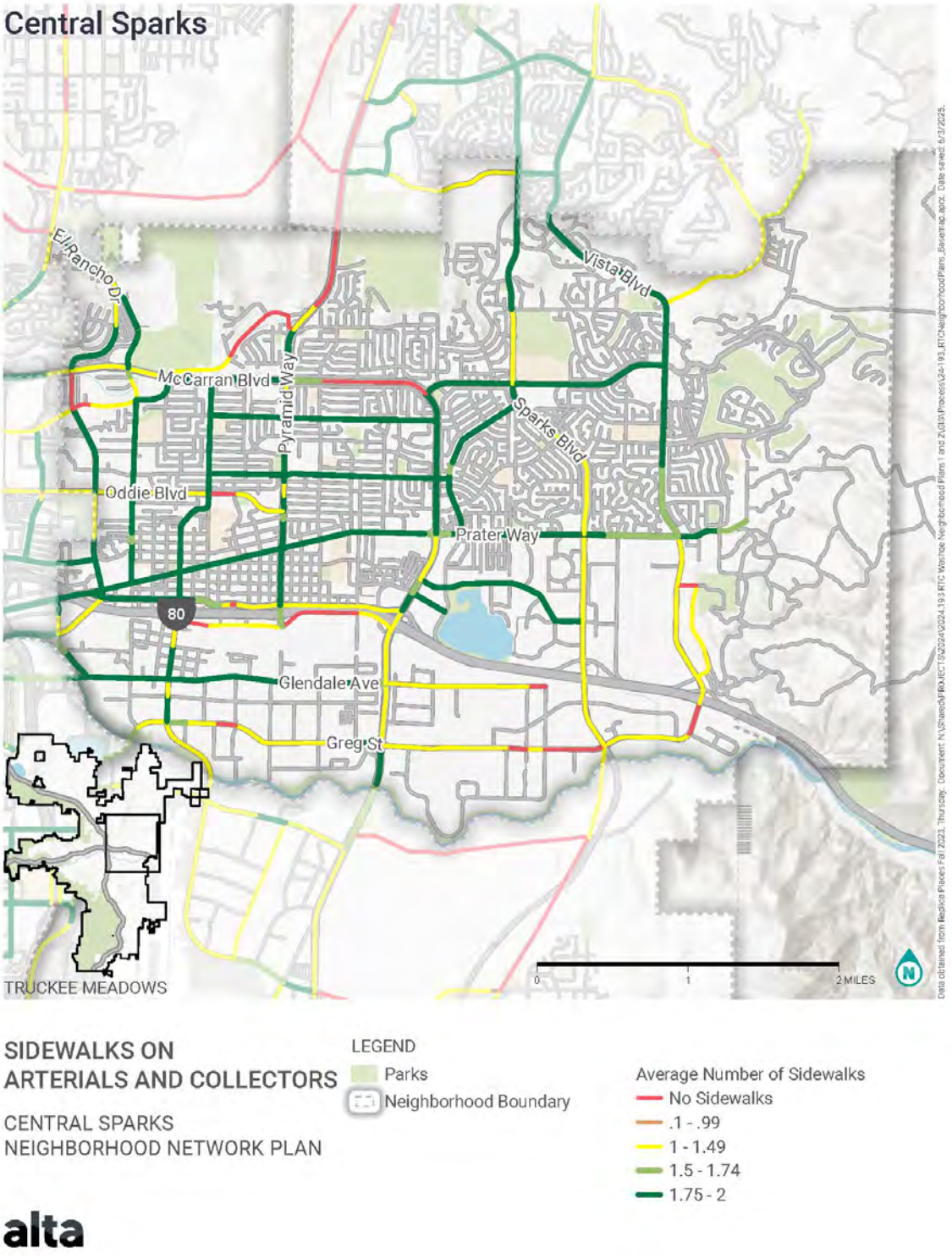


Figure 3. Sidewalks on Arterial and Collector Roads in Central Sparks

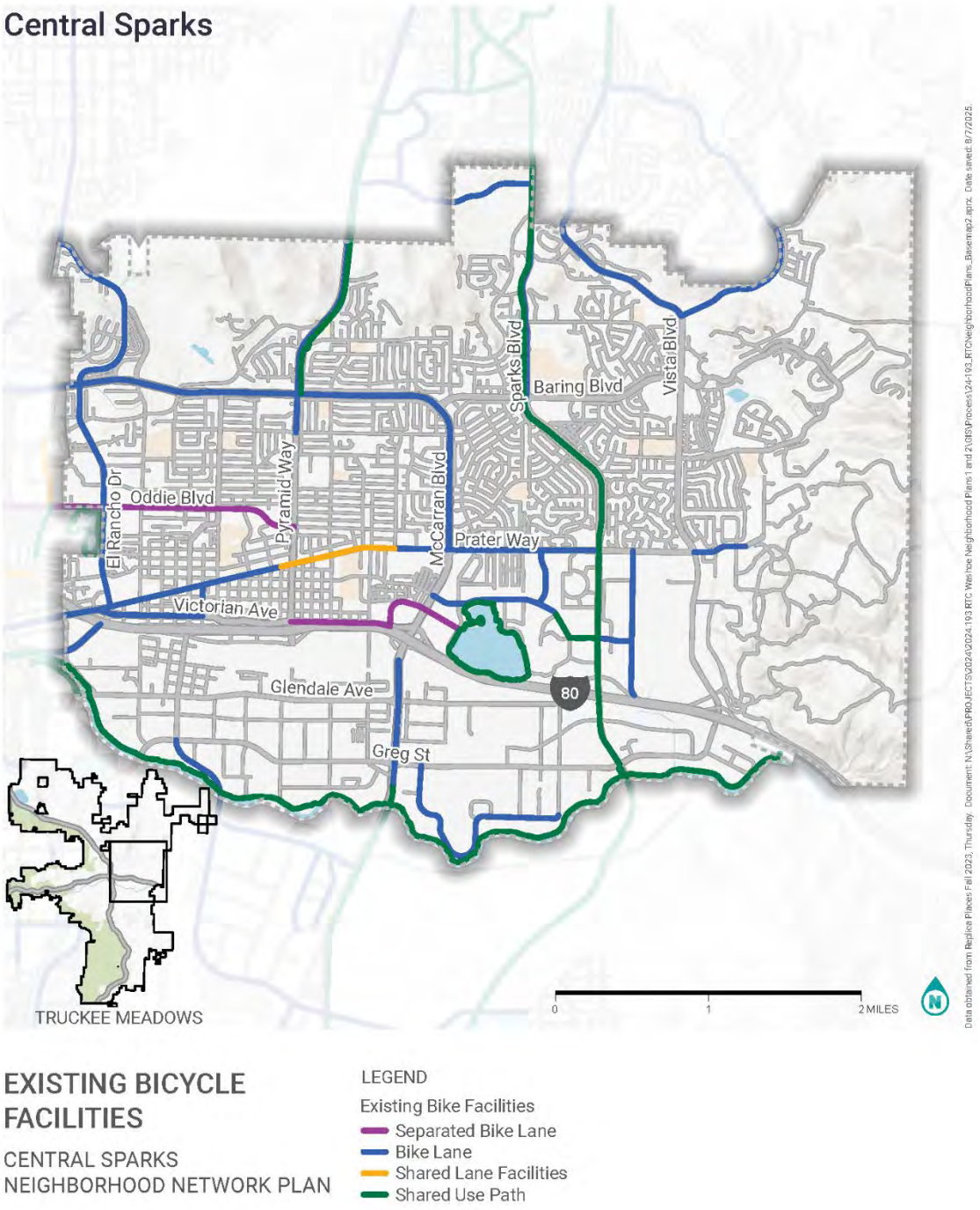


Figure 4. Existing Bicycle Facilities in Central Sparks

Chapter 3: Biking and Walking in Central Sparks Today

Community Engagement

The RTC engaged with residents and stakeholders within the Central Sparks neighborhood throughout the development of this NNP across a variety of strategies including in-person and virtual meetings, in-person pop-ups, a walking audit, an interactive map, and Neighborhood Network Plan Steering Committee meetings. Engagement occurred across two distinct phases with the first phase focused on listening to the community and identifying issues and the second phase focused on community review and refinement of draft recommendations. This section summarizes the engagement efforts and findings from the Central Sparks NNP process. For greater detail about specific meetings, please refer to **Appendix B**.

Phase 1

Community Workshops & Pop-Ups

The RTC engaged with the community through a community workshop and two pop-up events that were attended by over 60 people during the first phase of engagement. The community engagement workshop for the Central Sparks NNP took place at Sparks High School on January 29th, 2025. The first pop-up event took place at the Sparks Marina near Lighthouse Coffee on February 22nd, 2025. The second pop-up event was at the West Wind El Rancho Swap Meet at 555 El Rancho Dr on March 9th, 2025. These events provided an opportunity for community members to share their concerns related to walking, biking, and accessing transit in the neighborhood. Attendees were invited to provide comments either by drawing or posting a sticky note on paper maps of the Central Sparks neighborhood to highlight missing infrastructure and/or other challenges. In addition to the map exercise, participants were provided with an overview of the project and were connected with project resources to stay engaged, including the interactive online map and project website. All outreach materials were provided in both English and Spanish, including the interactive map.

Community Workshop at Sparks High School

Pop-Up event at the West Wind El Rancho Swap Meet

Interactive Map

The interactive map allowed community members to identify areas of concern and provide comments on the existing network. Over 280 comments and over 650 votes on comments were received through the interactive map, as shown in **Figure 5**. Community members highlighted issues across the neighborhood, which included the following major themes:

- **Sidewalks and Pathways**: There were calls for wider, more accessible sidewalks, particularly for wheelchairs and strollers, and improved connections for pedestrians, especially near hospitals, schools, and transit hubs. Additionally, many suggest creating or extending connected bike paths, particularly along the Truckee River, and improving access to key destinations such as the Sparks Marina, Victorian Square, and the Industrial Area to access job centers.
- **Crosswalk Safety**: Several comments emphasize the need for better crosswalk infrastructure, including light-up signs, pedestrian refuges, better visibility, and traffic signals that prioritize pedestrians.
- **Lack of High-Quality Bike Lanes**: Numerous comments highlight areas where bike lanes are either missing, inconsistent, or inadequate, urging for safer, continuous bike lanes, especially on popular routes (e.g., McCarran Blvd, Prater Way, Greg St, and Rock Blvd).
- **High Vehicle Speeds**: Community members expressed concerns over high vehicle speeds on major roadways and on wide roadways within residential areas. Comments highlighted a desire for lower vehicle speeds at intersections and along roadways through the use of traffic calming measures such as speed humps, roundabouts, or road redesigns to make streets safer for pedestrians.
- **Lighting Issues**: Poor street lighting, particularly in high-traffic areas or near bus stops, is a recurring concern for pedestrian and bicyclist safety.

Additionally, community members frequently identified specific streets and intersections as barriers for walking and biking including McCarran Blvd, Rock Blvd, and Pyramid Way. Community members noted concerns about interactions with high-speed vehicles and a lack of separation on these streets generally.

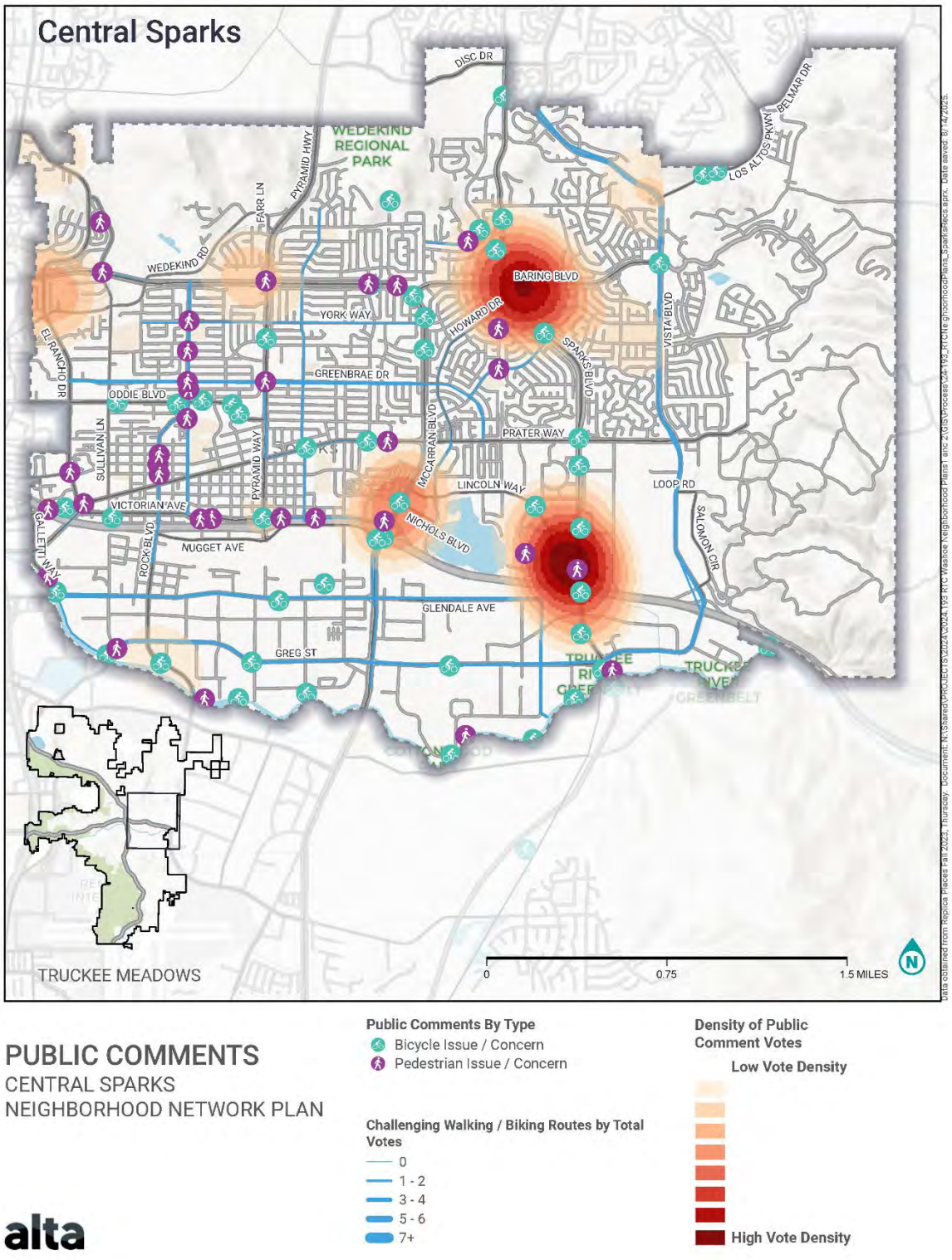


Figure 5. Interactive Map Comments

Steering Committee

The Steering Committee was composed of community members and representatives from the City of Sparks, Washoe County School District, three members of the public, and RTC Washoe. Community members were invited to join the committee during engagement events, where they could sign up to participate and share their insights throughout the planning process. Members met to assess existing conditions and take part in a walk audit, which identified key areas for improvement and directly informed the plan's recommendations

Members of the Steering Committee documenting existing conditions on the neighborhood map

Resulting input map from Steering Committee #1 which helped identify existing issues within the neighborhood.

Walk Audit

On April 8th, 2025, the Steering Committee conducted a walk audit within the Central Sparks neighborhood. A Walk Audit is an on-the-ground assessment in which participants walk along specific corridors and intersections to evaluate infrastructure, accessibility, and overall safety for people walking and biking. During the half-day effort participants observed 6 corridors identified through public comments and the existing conditions analysis. At each location, participants documented challenges and shared observations, which were then compiled into a summary of issues for further review (**Appendix C**). While not all sites reviewed are suitable for quick-build implementation, the findings helped shape the plan's recommendations and will continue to inform future large-scale roadway projects.

Members of the Steering Committee discussing the intersection of 4th Street and Prater Way.

Members of the Steering Committee observing the intersection of Lincoln Way and Howard Drive.

Phase 2

Steering Committee

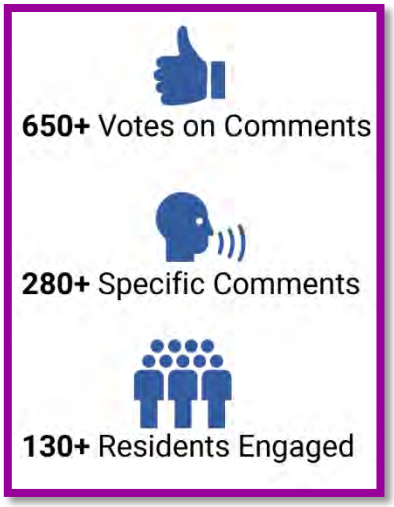
Drawing on feedback from the community engagement process and the Steering Committee, the project team developed a draft set of recommendations. During the Steering Committee's final meeting, members reviewed the draft recommendations using three interactive online maps, which allowed them to explore and provide targeted comments on proposed improvements. This input played a key role in refining and finalizing the recommendations for the NNP.

Members of the Steering Committee reviewing draft recommendations during Steering Committee meeting #2.

Active Transportation Plan (ATP) Process

During the development of the ATP (from 2023 to 2024), the RTC received 63 comments specific to the Central Sparks neighborhood. These comments highlighted challenges faced by people walking, biking, and accessing transit, and provided an early understanding of key issues in the area. These public comments helped provide a baseline understanding of existing issues within the neighborhood and provided context for the feedback gathered during the Central Sparks NNP engagement process. A full summary of the ATP comments is provided in **Appendix A**.

What We Heard from the Community



Over the course of the project, we engaged directly with over 130 community members and received over 650 interactions including comments and votes through the interactive map. Comments gathered during the project touched on all elements of active transportation from connections to transit stops to concerns about using shared-use paths. The project team focused on comments related to active transportation that could be addressed through quick-build implementation as part of this project but have archived all comments for future consideration. Across all comments received from community members for this project, four key themes emerged as leading issues for people walking and biking in the neighborhood:

Connectivity

- Many participants highlighted gaps in sidewalks and the lack of a continuous, connected bike network as major barriers to choosing walking or biking for daily travel. Community members noted instances where abrupt or unclear transitions in infrastructure make it inconvenient and, at times, unsafe for users to reach their destinations.

Traffic Calming

- Community members expressed a desire for increased traffic calming elements. Curb extensions and narrowing travel lanes were suggested to lower vehicle speeds on residential streets to improve safety and make walking and biking more welcoming for all users

Lighting

- Community members also noted that poor lighting in key areas, such as along paths, intersections, and around parks, reduces the sense of safety—especially during early morning or evening hours. Improved lighting is seen as essential for both real and perceived safety for people walking or biking.

Crossing Safety

- Community members expressed safety concerns related to crossing roadways with high speeds and high volumes that do not have signalized intersections. Crossings that provide access to schools and parks were of particular concern, as parents voiced worries about their children having to cross these streets alone.

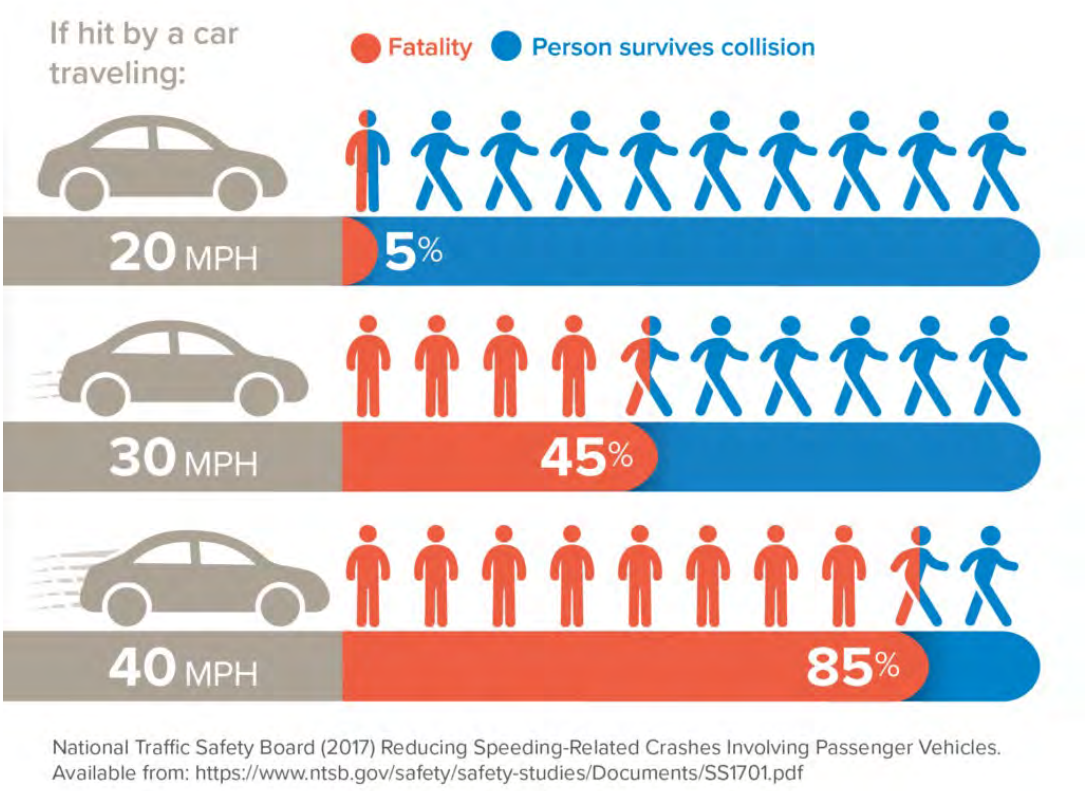
The themes identified through community input, combined with data analysis, played a central role in shaping the recommendation scenarios and determining which projects to move forward. Each recommendation was developed to respond directly to these priorities while remaining feasible within the neighborhood's scope and funding limitations.

Data Insights and Analysis: Understanding Trends

To better understand current conditions and identify opportunities to increase active transportation, the RTC analyzed datasets related to safety, equity, and roadway conditions for people walking and biking, as well as the potential for shifting short trips away from vehicle use. This analysis builds on the regional work completed for the ATP, with a focused lens on Central Sparks to identify priority areas for improvement—particularly where data insights align with community feedback. For additional details on data sources and methodologies, refer to **Appendix A**.

Roadway Speeds

The posted speed limits for vehicles are a key factor in ensuring the safety and comfort of active transportation users across the transportation network. Higher vehicle speeds increase the risk of serious injury or death in the event of a crash, particularly for people walking and biking (**Figure 6**). Within the Central Sparks neighborhood, roads with high-speed limits include McCarran Blvd, Sparks Blvd, Pyramid Wy, and Vista Blvd (**Figure 7**). It is crucial to consider speed not only for safety but also for the comfort of people walking and biking, as higher vehicle speeds generally lead to a greater need for separation between vehicles and active transportation users. For this reason, posted speeds are a primary factor in the determination of the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Experience Index, which are both further described below (pages 24 – 27).



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf

Figure 6. Risk of Death for People Walking Based on Vehicle Speeds (NTSB, Smart Growth America)

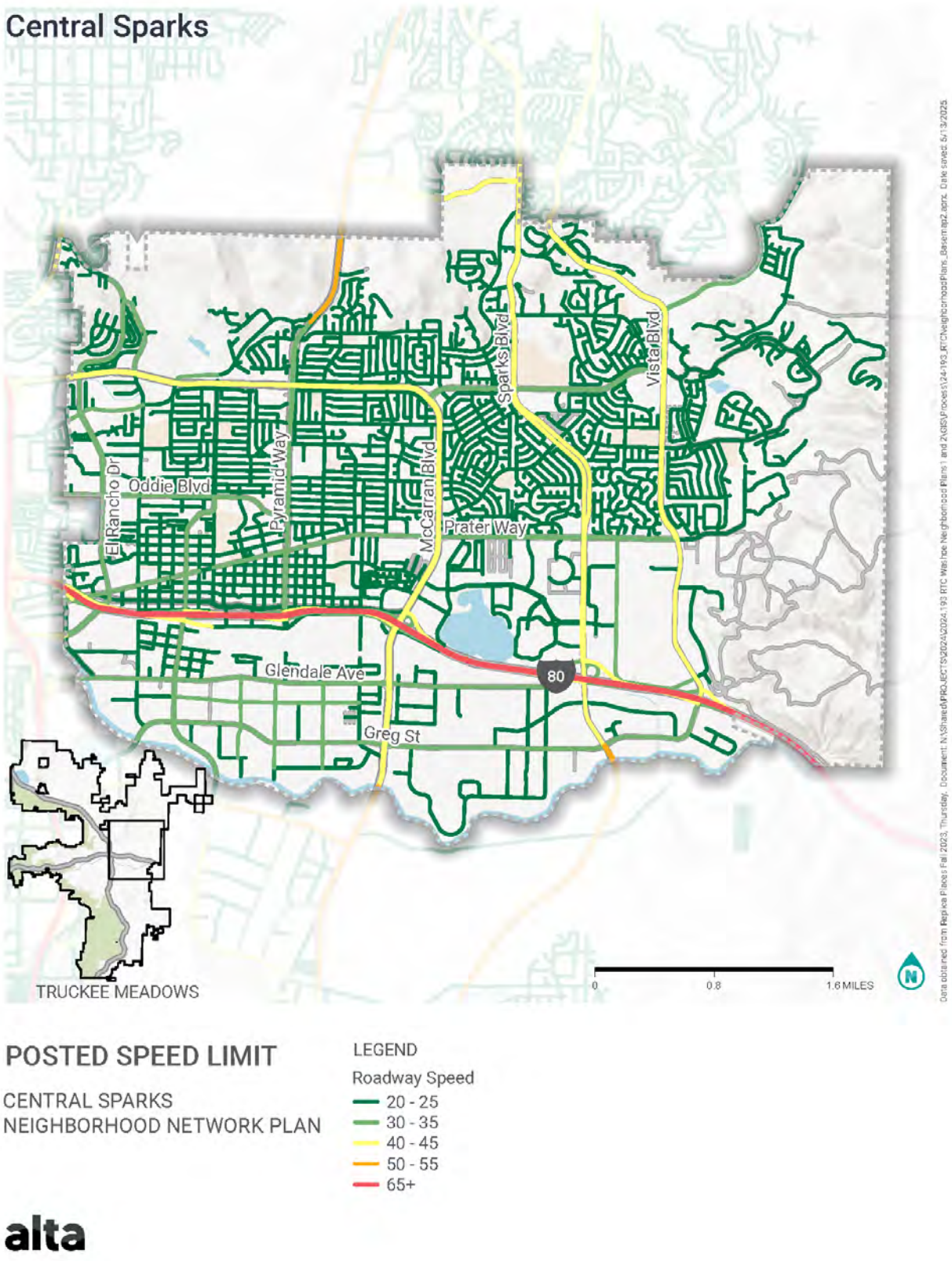


Figure 7. Posted Speed Limits in Central Sparks

Safety

The RTC conducted an analysis of the arterial and collector network to identify roads and intersections with the greatest safety needs as part of the Truckee Meadows Vision Zero Action Plan. As a part of this plan, the RTC developed a High-Injury Network (HIN) for the region, which identifies those places which have the highest crash rates, level of frequency, and crash severity across the county. The Central Sparks area contains 16 HIN corridors and 26 intersections, representing a significant portion of the region's dangerous roadways (**Figure 8**). These findings highlight the need for targeted safety improvements, particularly on high-speed road segments and high-crash corridors.

Additionally, recent crash data (2019 – 2023[2]) highlights an on-going need for safety improvements with a total of 202 crashes, including 8 fatalities and 184 injuries involving a person walking or biking (**Table 2**). Of these, the majority (132) involved pedestrians, while 70 were related to cyclists.

Table 2. Total Crashes By Mode

Total Crashes by Mode			
Crash Severity	**Pedestrians**	**Bicyclists**	**Total**
Fatal	4	4	8
Injury	118	66	184
Property	10	0	10
Grand Total	132	70	202

McCarran Boulevard at Wedekind Road looking east (above). This section of road from Wedekind Road to Rock Boulevard is on the High-Injury Network and currently lacks sidewalks and a comfortable bicycle facility.

[2] Data provided by Nevada Department of Transportation. Data excludes December 2023 due to limited availability

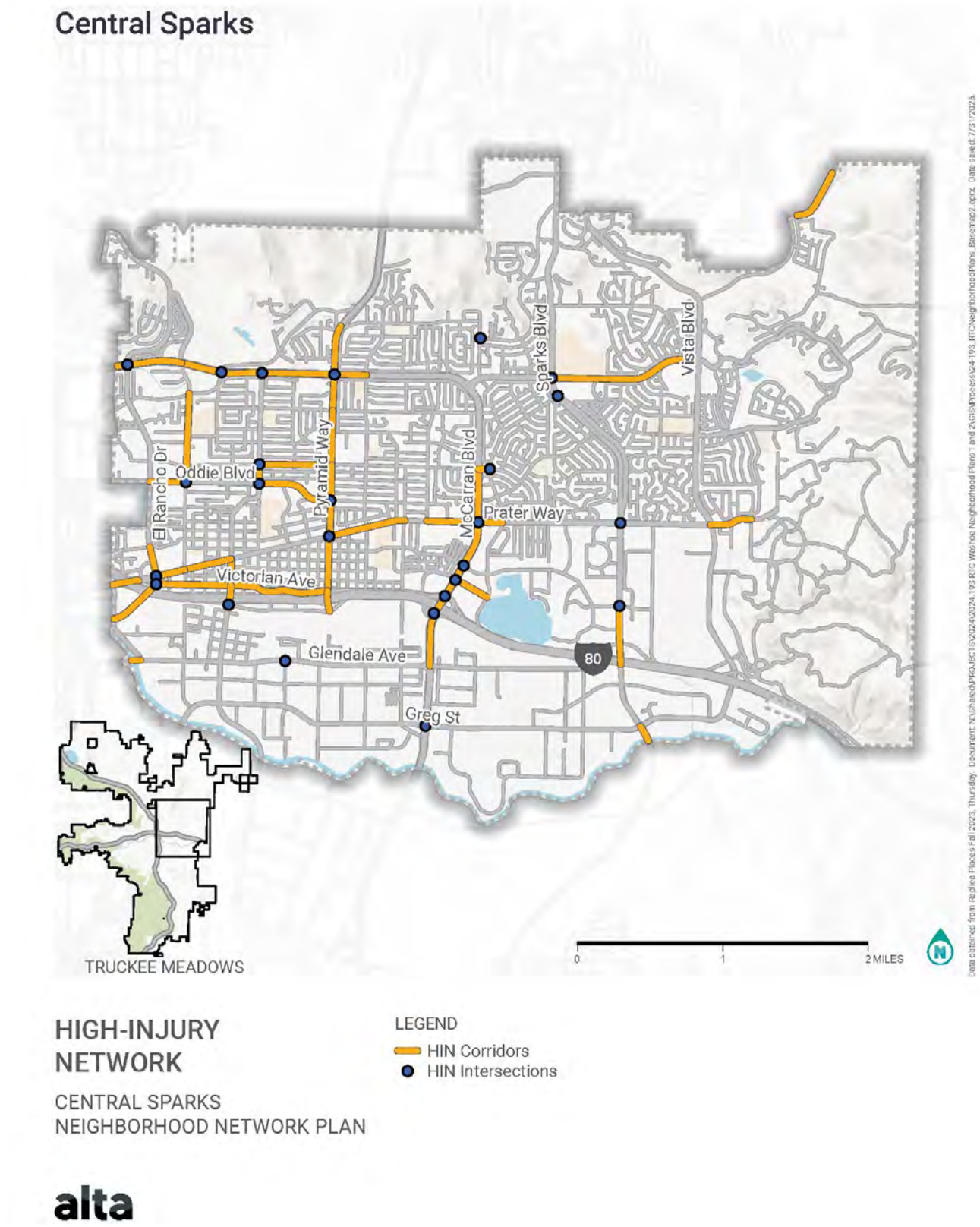


Figure 8. High-Injury Network in Central Sparks

Intersections vs. Segments

Crashes occurred nearly equally at intersections and roadway segments. However, crashes at intersections accounted for two-thirds (63 percent) of fatalities for people walking and biking. Notably, Prater Wy stands out among the top 15 corridors with three fatal crashes and twenty-five injuries as well as the highest rate of crashes per mile (**Table 3**).

Table 3. Corridors with High Crash Totals (2019-2023)

Rank	Street Name	Pedestrian Crashes		Bicycle Crashes		Total	Mileage	Crashes Per Mile
		Fatal	*Injury*	*Fatal*	*Injury*			
1	Prater Wy	1	17	2	8	28	4.6	6.0
2	Pyramid Wy	0	7	0	6	13	2.7	4.8
3	El Rancho Dr	0	9	0	2	11	2.9	3.9
4	Rock Blvd	0	5	1	4	10	2.9	3.5
5	Victorian Ave	0	9	0	1	10	2.1	4.8
6	Glendale Ave	0	4	0	4	8	3.1	2.6
7	McCarran Blvd	0	6	0	3	8	5.2	1.5
8	Lincoln Wy	0	3	0	4	7	1.2	5.8
9	Sparks Blvd	0	3	1	3	7	4.2	1.7
10	Vista Blvd	0	4	0	2	6	3.7	1.6
11	Greg St	0	3	0	2	5	4.1	1.2
12	Baring Blvd	0	1	0	3	4	1.6	2.4
13	Greenbrae Dr	0	4	0	0	4	1.6	2.5
14	Howard Dr	0	4	0	0	4	1.1	3.6
15	Sullivan Ln	0	2	0	2	4	2.0	2.0

Equity

The ATP conducted a transportation-focused equity analysis to evaluate equity in active transportation, considering factors like health outcomes, socioeconomic status, vehicle access, health issues, and environmental impact. These variables were combined into a final composite equity index. In the Central Sparks neighborhood, many of the census tracts ranked in the top 20% for equity, indicating higher needs for active transportation improvements (**Figure 9**). Based on this analysis, the census tracts with the lowest need are along Vista Blvd in the northeast portion of the neighborhood.

Areas with greater equity needs often have a higher dependence on walking, biking, and transit. Improvements to the active transportation network in these areas can provide more pronounced benefits based on the higher level of people using active transportation modes.

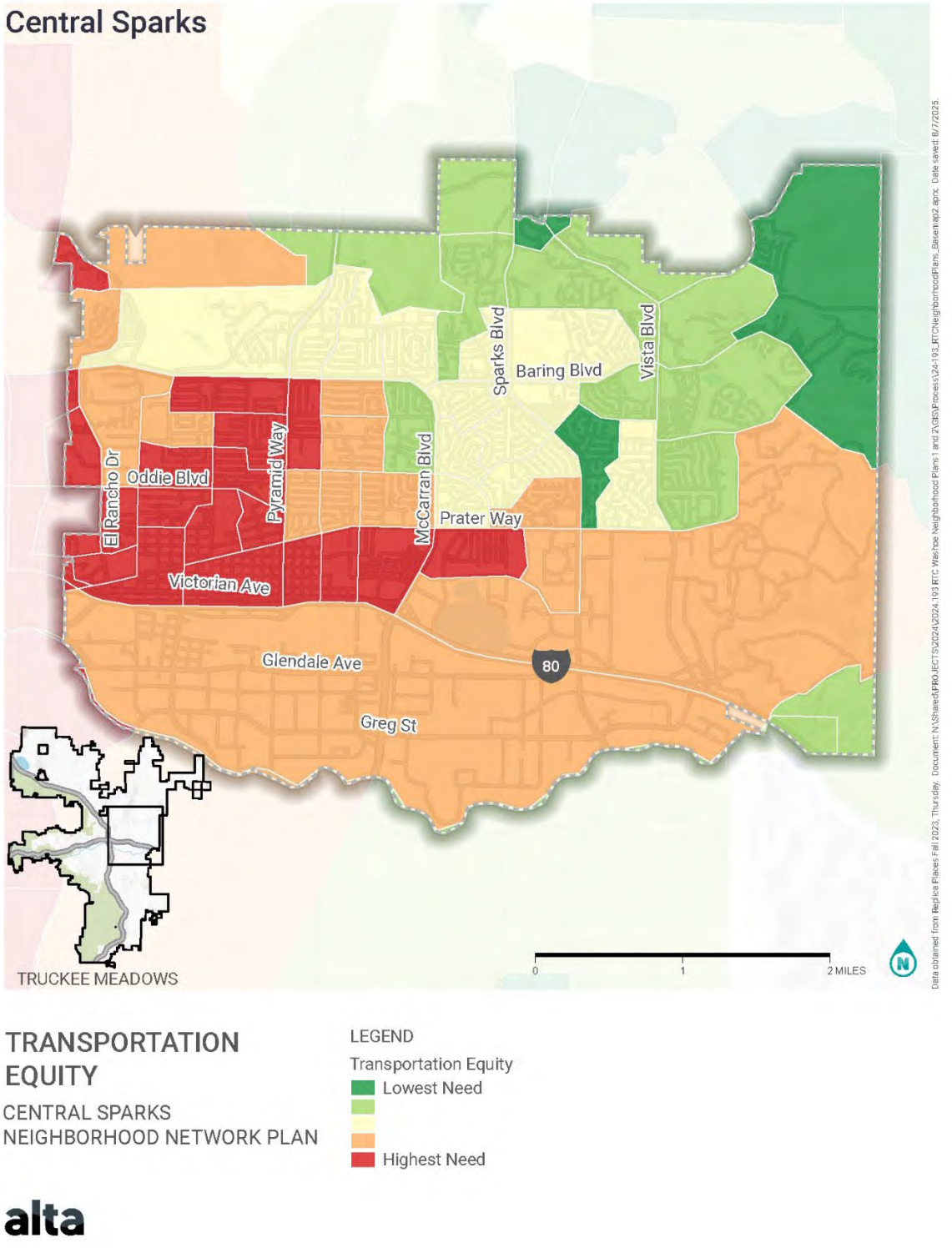


Figure 9. Transportation Equity in Central Sparks

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS) measures how comfortable bicyclists feel on a roadway, considering factors like speed, number of lanes, and bike lane presence. BLTS is rated from level one (comfortable for bicyclists of all ages and abilities) to level four (high stress, suitable only for strong and fearless cyclists). In the Central Sparks neighborhood, many roadways rank as BLTS 3 or 4, including Greg St, Vista Blvd, Rock Blvd, McCarran Blvd, and Pyramid Wy (**Figure 10**). These roads present challenging conditions for bicyclists due to high vehicle speeds, heavy traffic, and a lack of adequate bike infrastructure, creating a stressful and discouraging environment for biking.

Unprotected bike lanes on high speed and high-volume roadways such as the bike lane on McCarran Blvd (shown above) can be uncomfortable for most bicyclists, which can increase levels of sidewalk riding and discourage future bicycling trips.

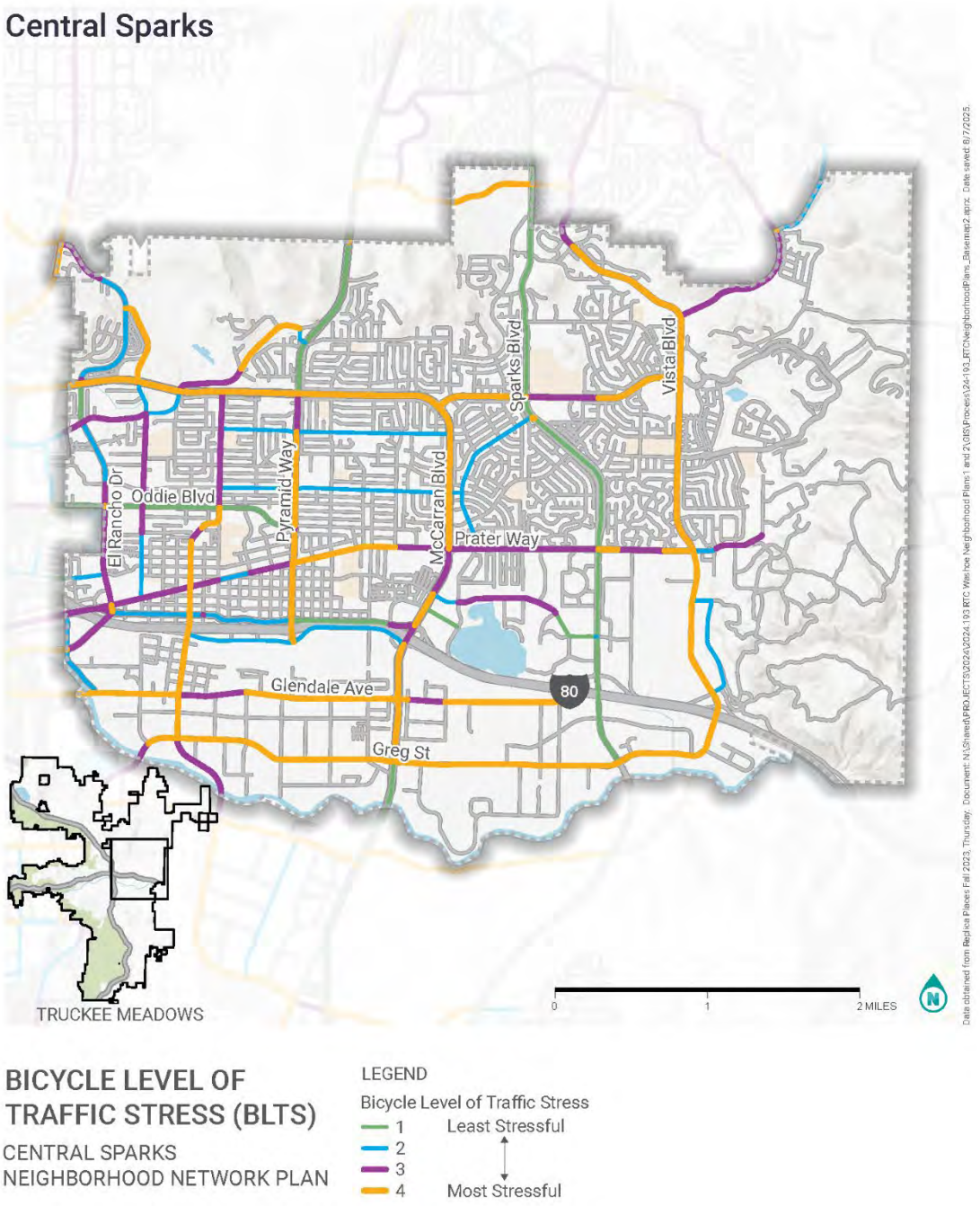
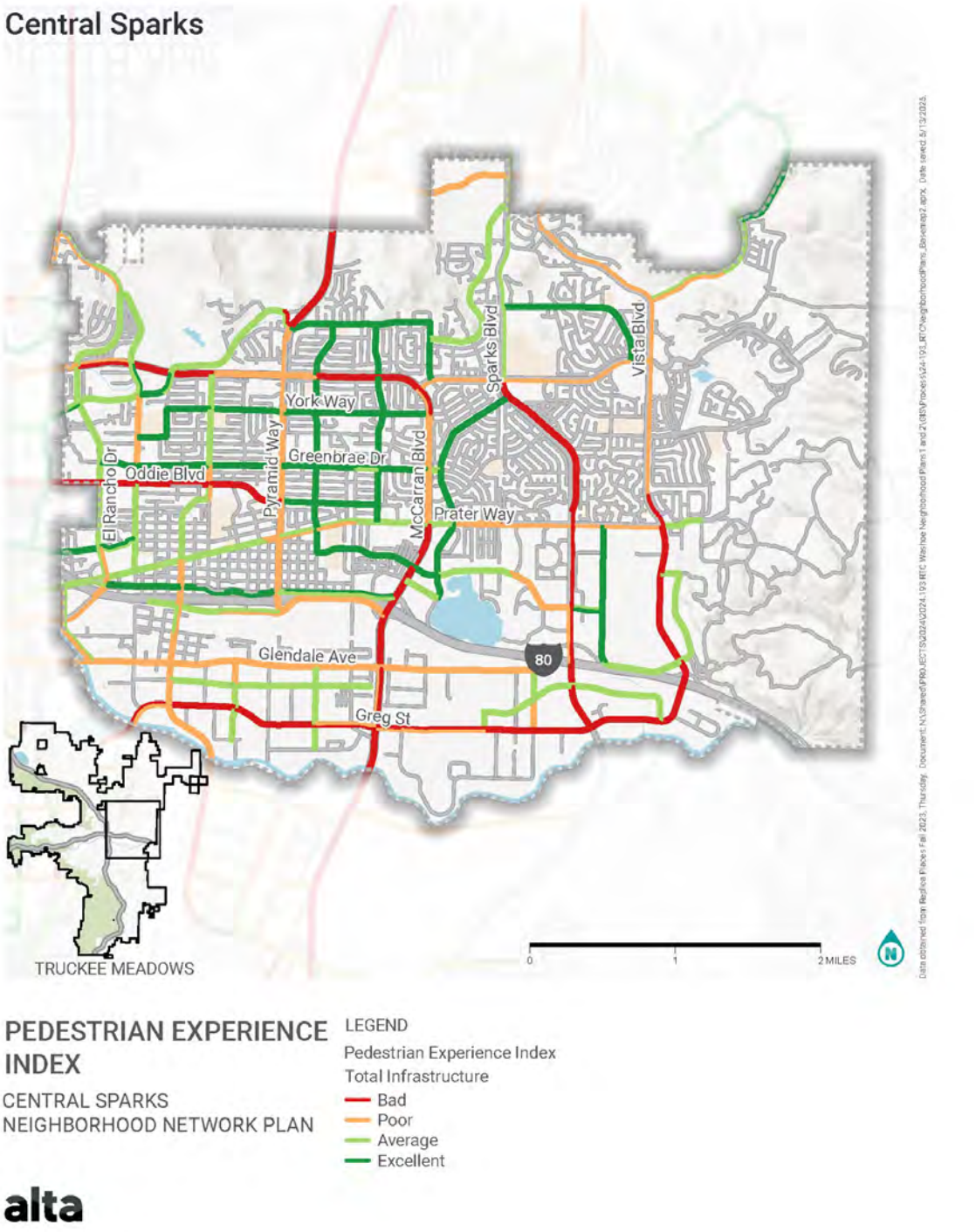


Figure 10. Bicycle Level of Traffic Stress in Central Sparks

Pedestrian Experience Index

A pedestrian-focused quantitative analysis conducted by researchers at UNR assessed the pedestrian experience along roadways in the Central Sparks neighborhood. The analysis assigned scores based on factors such as sidewalk presence, width, buffer space from vehicles, number of vehicle lanes, and roadway speed. Roadways received scores up to 85 points, with higher scores indicating a more comfortable pedestrian experience. The average score for Central Sparks was 45.76, indicating that most sidewalks are five to six feet wide and are present on one or both sides, though buffer space is intermittent, and some areas have higher vehicle speeds and lane numbers (see **Figure 11**). While many roadways scored relatively high, segments like McCarran Blvd, Oddie Blvd, Vista Blvd, and Greg St are made up of segments that earn some of the lowest scores in the network. However, the area has numerous roads that earned high pedestrian experience scores, including roads like Greenbrae Dr, Probasco Wy, and York Wy. Compared to the broader Reno/Sparks area, the Central Sparks network had a higher average pedestrian experience score, particularly for major and minor arterial roads.

The pedestrian experience is heavily influenced by sidewalk obstructions, roadway debris, poor sidewalk quality, a lack of sidewalks, and being too close to high traffic speeds and volumes as shown in the examples above from McCarran Boulevard (left) and Sparks Boulevard (right).



Pedestrian Experience Index conducted by UNR (2022)

Figure 11. Pedestrian Experience Index in Central Sparks

Active Trip Potential

In addition to identifying current active transportation routes, it is crucial to recognize areas with strong potential for increased active transportation trips. This analysis is done by pinpointing regions where people commonly make short vehicle trips. These trips are categorized by distance, which helps determine the potential for mode shifts. Trips under one mile are seen as potential walking trips, those between one and three miles as potential biking trips, trips between three and six miles as potential e-bike trips, and trips over six miles are considered less suitable for active modes. These trips are categorized by distance, which helps determine the potential for mode shifts. Within the Central Sparks neighborhood, there are a number of areas that see a high percentage of vehicle trips that are less than or equal to six miles, which have the potential to be converted to other modes (**Figure 12**).

Within the Central Sparks neighborhood, there are several areas that see a high percentage of short vehicle trips that have the potential to be converted to other modes. Central Sparks sees ten percent more vehicle trips under three miles than the Reno/Sparks area, highlighting the significant potential for mode shift in the neighborhood. For additional description of these findings, please refer to **Appendix A**.

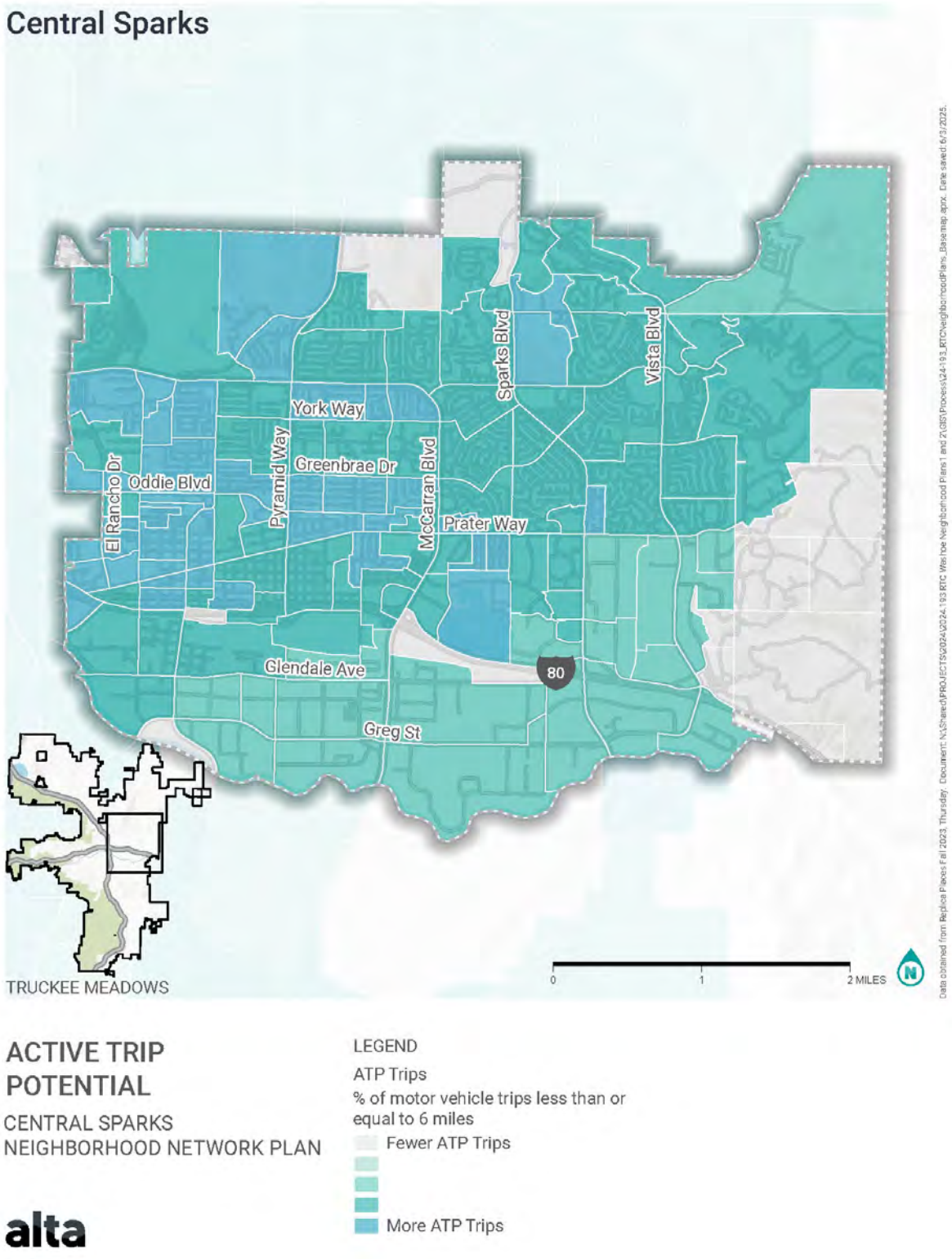


Figure 12. Active Trip Potential in Central Sparks

Gaps Analysis

The Active Transportation Gap[3] Analysis conducted by the RTC as part of the ATP assessed gaps in the region's network by combining evaluation factors (**Figure 13**) like Safety, BLTS, PEI, Equity, and the Active Trip Potential. Each roadway segment was assigned a score between 0 and 40, with higher scores indicating more significant gaps in active transportation infrastructure. The Central Sparks area had an average score of 22.4, with most streets falling between 12 and 29.

The top 10 streets with the highest average gap analysis scores, representing the greatest barriers to active transportation (**Figure 14**), include:

- Pyramid Wy
- Oddie Blvd
- McCarran Blvd
- Kietzke Ln
- Nichols Blvd
- Prater Wy
- Rock Blvd
- Wedekind Rd
- Victorian Ave
- El Rancho Dr

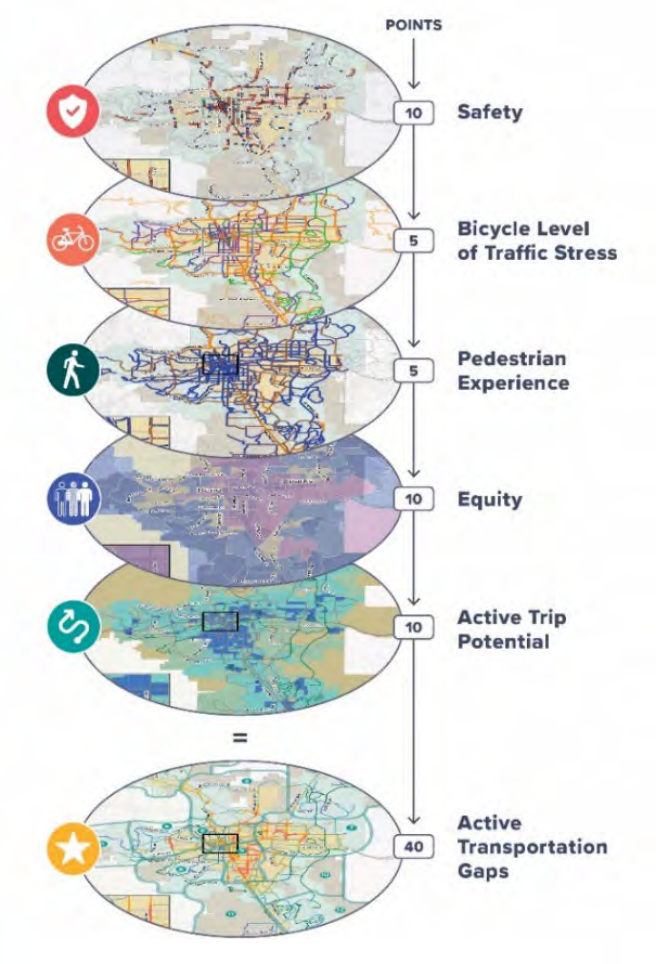


Figure 13.Active Transportation Gap Analysis Variables

[3] *The term "gap" represents a roadway section that acts as a barrier to active transportation in the region.*

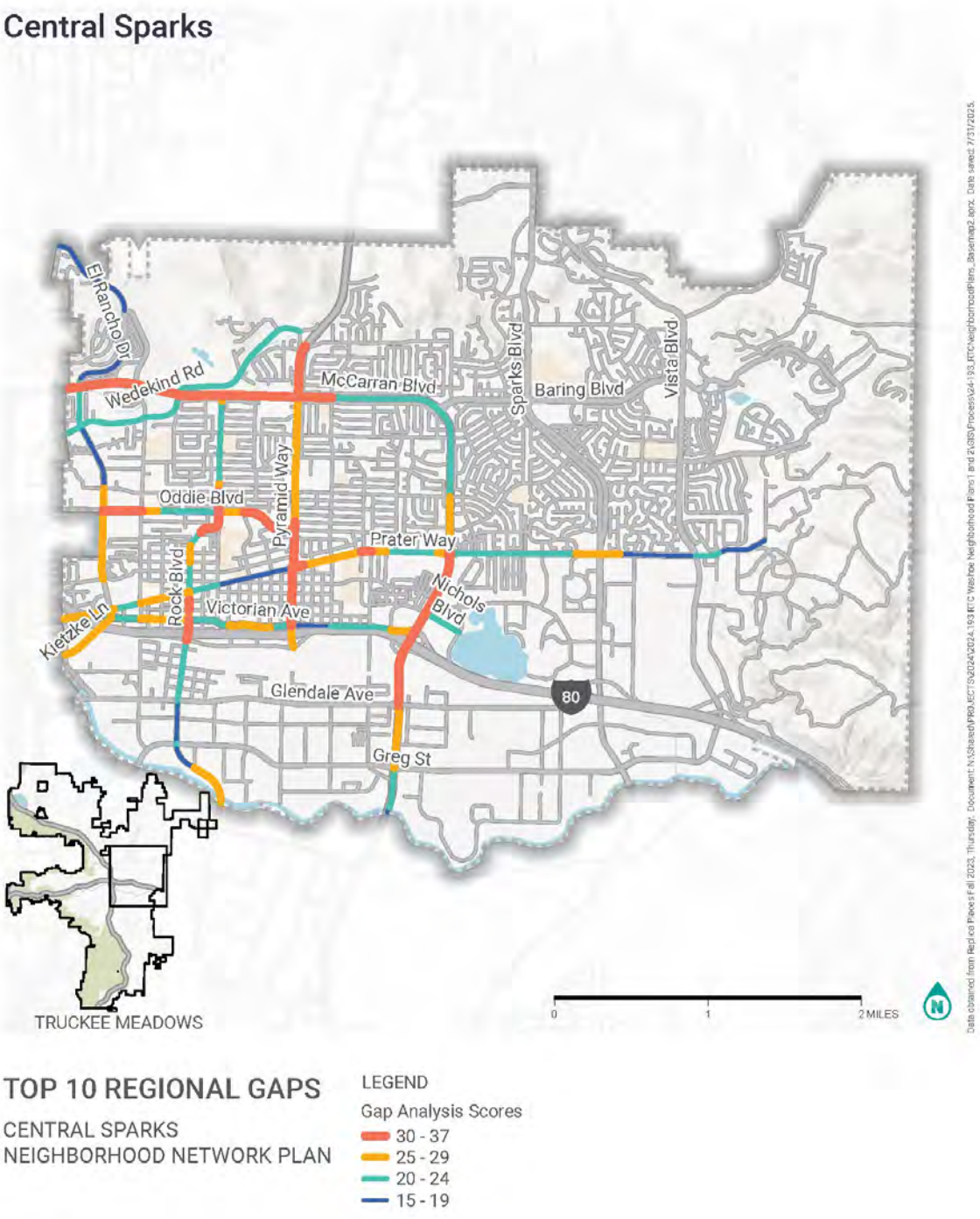


Figure 14. Top 10 highest scoring corridors in Central Sparks

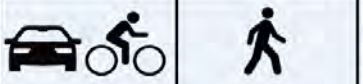
Chapter 4: Addressing Central Sparks Needs

The NNP is a short-term plan that identifies roadway improvements, policies and programs, to increase walking and biking in the neighborhood. This approach provides improvements to the existing network while also providing policies and programs that encourage, educate, and engage with the community about active transportation group rides, rules, and resources. This chapter describes the recommended programmatic and policy enhancements and Neighborhood Network improvements within the Central Sparks neighborhood.

Neighborhood Network Plan Implementation Strategy

This NNP's recommendations are focused on short-term improvements to quickly address community needs while considering long-term improvements for future enhancements. Short-term improvements identified in this NNP use a quick-build implementation style that involves using low-cost materials and avoiding significant implementation costs such as moving curbs, building sidewalks, or reconstructing sections of the road. By working within the existing roadway space, these projects can be rapidly put in place to begin providing benefits to the community. This NNP also identifies potential projects for long-term implementation that applied the preferred facility type to the roadway from the RTC Street Typology Guide.[4] **Table 4** highlights the preferred separation of modes on arterials and collectors by land use context in Truckee Meadows from the Typology Guide. These long-term projects represent roadways with more complex challenges than may be addressed through quick-build implementation alone and therefore will be best addressed through a corridor-wide improvement projects that holistically address the various transportation challenges for each unique corridor.

Table 4.Preferred Separation of Modes on Arterials and Collectors by Land Use Context (RTC Street Typology Guide)

Separation of modes	Example facility / facilities	Urban	Suburban	Rural
	One-way Cycle Tracks and sidewalk	★★★	★★	★★
	Shared Use Path	★★	★★★	★★★
	Bike lanes, traffic calmed streets	★	★	★
★★★ - Optimal level ★★ - Secondary level ★ - Least preferred level				

[4] *The RTC Street Typology Guide represents a systematic approach to prioritizing the safety and comfort of pedestrians and cyclists in Washoe County. For more information about the RTC Street Typology Guide, please visit: RTC Active Transportation Plan.*

Programmatic and Policy Enhancements

Programmatic enhancements help active transportation users to be more confident while walking or biking and encourage them to get out into their community using a mode other than driving. Additionally, recommendations also consider policies to bolster accommodations for people walking and biking throughout the community by addressing potential barriers to active transportation. All recommendations are highlighted in **Table 5** with greater detail about each recommendation under each of the six Es of traffic safety (Equity, Education, Encouragement, Engineering, Engagement, and Evaluation). This represents a holistic approach to enhancing transportation safety beyond making updates to roadway design. **Table 6**. through **Table 10** describe each recommendation, note the lead agency, provide an example of similar programs/policies, and highlight an order of magnitude of the level of effort for implementation on a scale of 1 through 5.

Table 5. Recommendations for the Six E's of Traffic Safety (described in greater detail in the tables below)

	Recommendation	Lead Agency	Level of Effort
Equity	*Guaranteed Ride Home Program*	RTC	♦♦♦
	Community-Based Organizations Outreach Programs	RTC	♦
Education	*Urban Biking and Scooting Class*	Department of Motor Vehicles/RTC	♦♦♦♦
	Traffic Ticket Reduction	Reno Police Department/Sparks Police Department/Washoe Sheriff's Office	♦♦♦♦
Encouragement	*Bike Maps*	RTC	♦
	Walk and Roll to Work/Wherever Days	RTC/Northern Nevada Public Health	♦♦
	Washoe County School District (WCSD) Bike Buses	WCSD/RTC	♦♦♦
Engineering	*Wayfinding Program*	RTC/City of Reno/City of Sparks/Washoe County	♦♦♦♦♦
	Develop a Construction Detour Policy	RTC/City of Reno/City of Sparks/Washoe County	♦♦♦♦♦
	Develop an Open Streets Program	RTC in collaboration with Sparks/Reno	♦
Engagement	*Neighborhood Mobility Listening Labs*	RTC in collaboration with Sparks/Reno	♦
	Farmers' Market Monthly Booths	RTC in collaboration with Sparks/Reno	♦
	Monitor Crash Data	RTC in collaboration with Sparks, Reno, and Washoe County	♦♦
Evaluation	*Assess Local Bicycle and Pedestrian Trips*	RTC in collaboration with Sparks, Reno, and Washoe County	♦
	Active Transportation Dashboard	RTC in collaboration with Truckee Meadows Regional Planning Agency (TMRPA)	♦

Equity

Equity is a major component throughout these proposed recommendations to focus efforts within areas that are heavily dependent on public transit or active transportation. **Table 6** provides an overview of recommended bicycle and pedestrian equity policies and programs.

Table 6. Recommended Equity Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Guaranteed Ride Home Program	Provide bicyclists and pedestrians an option to receive a ride home when the individual is unable to bike or walk home up to a certain number of times per year. The alternative options could consist of late and frequent public transit times, car-sharing programs, and other forms of transportation support. This would operate similarly to the Guaranteed Ride Home Program for SmartTrips.	RTC	♦♦♦	Breaking Down Barriers to Bicycling in the US ACTC Guaranteed Ride Home
Community-Based Organizations Outreach Programs	Collaborate with community-based organizations in disadvantaged areas with a focus on Spanish-language organizations to improve the community's comfort and interest in planning projects such as the Reno Bike Project, Northern Nevada HOPES, Nevada Urban Indians, or the Children's Cabinet. This may include directed meetings with organizations that are project specific or at regular intervals to provide an update on projects and hear current issues. Working directly with interpreters, community-based organizations, and community champions to convene outreach events related to walking and biking safety and promotion.	RTC	♦	Partnerships with Community-Based Organizations on Engagement Projects City of Lodi: Love Your Block Program

Education

Bicycle and pedestrian education helps those who are interested in active transportation to feel more comfortable, safe, and confident navigating streets and shared-use paths. **Table 7** outlines potential policies and programs that the RTC could consider.

Table 7. Recommended Education Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Urban Biking and Scooting Class	Create a program that educates people biking and scooting how to anticipate and respond to drivers and walkers. These classes could be held in partnership with driver's ed classes and the DMV, or through Reno Bike Project.	Department of Motor Vehicles / RTC	♦♦♦♦	Urban Bicycling and Scooting 101 Class - Downtown Sacramento Partnership
Traffic Ticket Reduction	Work with local police departments to create a program that provides a bicyclist with a safety education course as a traffic court option. People who receive a safety-related citation/ infraction for moving violations would be permitted to attend a Basic Street Skills class to reduce or waive fines.	Reno Police Department / Sparks Police Department / Washoe Sheriff's Office	♦♦♦♦	Marin Traffic Citation Fee Active Transportation Commission (ATC)

Encouragement

Encouragement policies and programs help to create a lasting active transportation culture and can encourage overall mode share shifts. **Table 8** provides an overview of recommended bicycle and pedestrian encouragement policies and programs.

Table 8. Recommended Encouragement Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Bike Maps	The development of maps for public navigation available through the RTC website or other venues. Types of public bike maps include interactive maps and brochures. Bike maps would serve as recommendations of which routes to take throughout the community to explore the community or commute to work or school.	RTC	♦	Bicycle Friendly Community Idea book City of Oakland Bicycle Facilities Tour Map
Walk and Roll to Work/Wherever Days	Bolster collaboration with local community groups such as the Reno Bike Project, Truckee Meadows Bike Alliance, or the Kiwanis Club to sponsor more public walking and biking events such as Walk and Roll to Work/Wherever Days, Biketober, or May Bike Month.	RTC / Northern Nevada Public Health	♦♦	Sacramento Area Bicycle Advocates
Washoe County School District (WCSD) Bike Buses	A bike bus is a fun group ride to school led by responsible adults with students joining along the way, like a standard school bus. Often the route travels along traffic calmed streets or on separated paths. The RTC could collaborate with WCSD to get bike buses started at schools with interest. This could include providing a training and starter-kit for parents/teachers administering the bike bus as well as providing logistical support for setting up and planning the route.	WCSD / RTC	♦♦♦	How to Start a Bike Bus-PBOT Safe Routes to School

Engineering

Engineering recommendations support facilities that provide increased comfort and ease for people who bike and walk. **Table 9** summarizes proposed engineering policies and programs that work with existing bicycle and pedestrian infrastructure to improve the experience for people walking, biking, or accessing transit.

Table 9. Recommended Engineering Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Wayfinding Program	Implement a region-wide, well-branded, and comprehensive wayfinding program in concert with all roadway improvement projects which include an active transportation element to highlight low-stress routes and increase connectivity for those walking, biking, rolling, or taking transit.	RTC / City of Reno / City of Sparks / Washoe County	♦♦♦♦♦	Denver Pedestrian and Bicycle (D-Route) Wayfinding
Develop a Construction Detour Policy	The RTC could work with local agencies on a collaborative effort to update standards for accommodating people walking and biking when construction or events impact sidewalks, on-street bikeways, and shared-use paths.	RTC / City of Reno / City of Sparks / Washoe County	♦♦♦♦♦	City of Sacramento Draft Work Zone Detour Policy

Engagement

Engaging with residents on a regular basis can institutionalize safe walking and biking transportation systems. By prioritizing people who walk and bike, these programs help create safe environments for all users. **Table 10** displays the proposed engagement policies and programs for the RTC.

Table 10. Recommended Engagement Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Develop an Open Streets Program	Promotes active transportation and people-centered spaces and emphasizes the potential of streets designed for people. Collaborate with local leaders, climate advocacy groups, and bike and pedestrian coalitions to offer informative booths for the public.	RTC in collaboration with Sparks / Reno / Washoe County	♦	Open Streets MPLS Open Streets Project
Neighborhood Mobility Listening Labs	Conducting informal listening sessions within the neighborhood presents a regular opportunity for residents to engage with active transportation planners and voice their specific concerns within the neighborhood. These could be held on a rotating basis as stand-alone events or as part of a larger community event.	RTC in collaboration with Sparks / Reno / Washoe County	♦	Multnomah County SRTS Community Event Tabling
Farmers' Market Monthly Booths	Regularly occurring community events such as the Idlewild Farmers' Market is a good opportunity for RTC planners to meet people where they are and gather key feedback. Hosting a regular booth at these events (on a monthly or quarterly basis) would present a strong opportunity for area residents to engage with active transportation planners and voice their specific concerns while hearing about project updates.	RTC in collaboration with Sparks / Reno / Washoe County	♦	Multnomah County SRTS Community Event Tabling

Evaluation

Efforts to evaluate and track progress toward reaching the NNP's goals are important for long-term success and project implementation. **Table 11** lists proposed policies and programs that can identify what's working, what's not working, and where additional efforts are needed following the completion of the plan.

Table 11. Recommended Evaluation Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Monitor Crash Data	Regularly review crash data for collisions involving people walking, biking, and rolling. The local police department can help the RTC assess traffic safety issues and track progress toward a safer community for people walking and biking.	RTC in collaboration with Reno, Sparks, and Washoe County	♦♦	San Francisco Collision Report
Assess Local Bicycle and Pedestrian Trips	Conduct a regular assessment of bicycle and pedestrian trips on major roadways and recently improved corridors. Consider adding bicycle and pedestrian counting technology as an element of roadway projects that include multimodal elements.	RTC in collaboration with Reno, Sparks, and Washoe County	♦	SFMTA Bicycle Counts NYC Bicycle Counts
Active Transportation Dashboard	Create and maintain an active transportation dashboard showing existing, planned, and in progress active transportation infrastructure. This GIS dashboard will display quarterly bicycle- and pedestrian-involved collision statistics and may include links to projects with specific benefits for active transportation and other resources throughout Truckee Meadows.	RTC in collaboration with TMRPA	♦	City of Oakland, Bicycle Facilities and Projects

Neighborhood Network Improvements

This section outlines the process used to make project recommendations and breaks those recommendations into three categories: (1) existing RTP projects, (2) Active Transportation Program projects, and (3) long-term needs. All recommendations are based on feedback the project team heard during the public engagement process, professional insights, and data described earlier in this document. Additional RTC planning studies in the neighborhood including the Rock Boulevard Corridor Study, 4th Street Corridor Study, Prater Way Multimodal Project, and 9th Street Multimodal Project may identify other improvements along these roadways that will further enhance the Central Sparks network (**Figure 15**).

Existing RTP Projects

Table 12 provides a breakdown of planned improvements to the Neighborhood Network from the RTP (2025 – 2034), which are in addition to Active Transportation Program projects. As these projects are designed and constructed, they will be supplemented by the short-term Active Transportation Program projects to create a more connected network. All Neighborhood Network improvements (Active Transportation Program projects and RTP projects) in the Central Sparks neighborhood are shown in **Figure 15**.

Table 12. RTP Projects within Central Sparks Neighborhood (2025–2034)

Corridor	Extent	Project Type
Vista Boulevard	I-80 to E Prater Way	Capacity
Sparks Boulevard	Disc Drive to I-80	Capacity
Prater Way	Pete's Way to Pyramid Way	Multimodal
4th Street	Penny Way to I-80	Multimodal
9th Street / G Street	El Rancho Drive to W Cygnet Circle	Multimodal

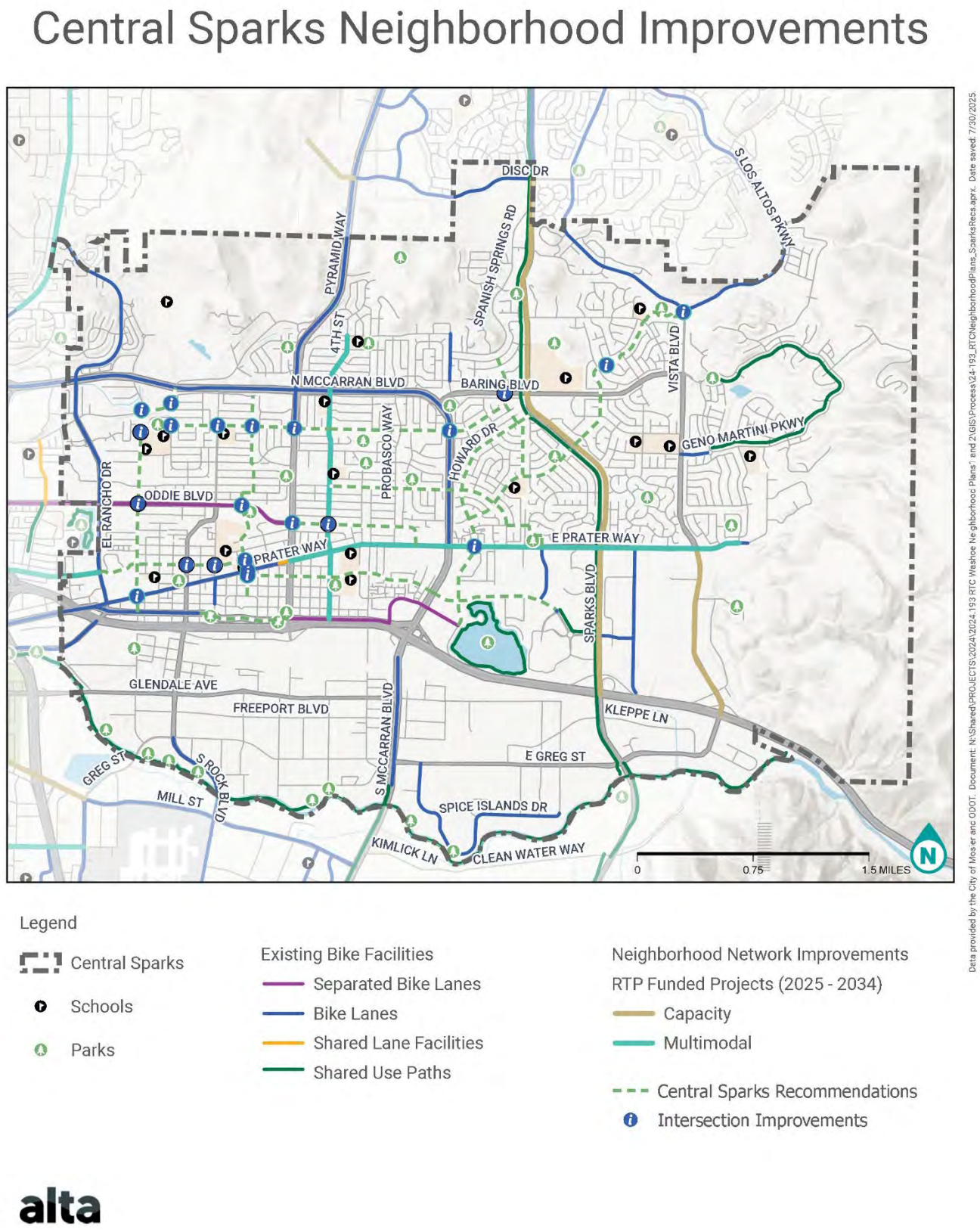


Figure 15. Central Sparks Neighborhood Network Improvements

Recommendation Selection Process

The project team identified three unique scenarios for Active Transportation Program projects in the neighborhood based on feedback from the community and data analysis findings. Each scenario considered a different overarching theme, which represented a key goal from the community engagement process including creating external connections, connecting to schools and parks, and establishing a bicycle network grid. To compare between scenarios, the project team evaluated each scenario based on elements of three key metrics:

1. Impact on achieving ATP goals
2. Improving access to key community destinations
3. Implementation considerations

Table 13. Project Evaluation Metrics

Evaluation Metric	Element
ATP Goals	• *Safety* • *Mode Share* • *Community Enhancement* • *Maintenance*
Community Access	• *Access to Hospitals* • *Access to Schools* • *Access to Parks*
Implementation Considerations	• *Primary Emergency Vehicle Route Considerations* • *Operational/Parking Considerations* • *Planning Level Cost Estimate*

Table 13 highlights each element of the evaluation metric. The final recommendations represent a combination of recommendations across all three scenarios. For more details about the project selection process, please refer to **Appendix D**.

Active Transportation Program Projects

The recommended improvements identified as Active Transportation (AT) Program projects in **Figure 16** will be considered for implementation as quick-build style projects using funds from the AT Program. In total, the Plan recommends improvements on 16.3 miles of roadways across the neighborhood to enhance walking and biking (**Table 14**). This includes 12.6 miles of new neighborhood byways, 1.9 miles of new protected bike lanes, and focused enhancements at over 20 intersections along these corridors. These projects are highlighted in **Table 15** and shown in **Figure 16** with each project further described in a standalone project cutsheet provided in **Appendix E**. The letter in the left column of **Table 15** corresponds with the letter in the top right corner of the project cutsheets. Project cutsheets represent the planning level project concept with potential intersection improvements and conceptual corridor improvements. Additionally, each concept includes a typical cross section of each proposed facility type to showcase the potential configuration along the corridor. The exact layout of each improvement will be refined during the design phase of implementation.

Table 14. Central Sparks Active Transportation Improvements by Facility Type

Facility Type	Total Mileage	Total Estimated Cost
Neighborhood Byway	12.4	$ 3,166,578
Protected Bike Lanes	1.9	$ 1,194,262
Buffered Bike Lanes	0.3	$ 86,943
Wayfinding Connection	0.9	$ 68,506
Bike Route	0.6	$ 31,224
Conflict Striping	0.2	$ 24,300
Total	16.3	$ 4,586,813

Table 15. Central Sparks Active Transportation Improvements

#	Roadway	Extent	Improvement Type	Mileage	Cost
A	Sullivan Lane	Prater Way to Victorian Avenue	Neighborhood Byway	0.1	**$**
	Sullivan Lane	Prater Way to Wedekind Road	Protected Bike Lane	1.2	**$$$$**
B	18th Street	Wedekind Street to York Way	Neighborhood Byway	0.1	**$**
	Wedekind Road	Sullivan Lane to 18th Street	Neighborhood Byway	0.3	**$**
	York Way	Goldy Way To 18th Street	Neighborhood Byway	2.2	**$$$**
C	11th Street	Prospect Avenue to York Way	Neighborhood Byway	0.6	**$$**
	11th Street	York Way to Gault Way	Wayfinding Connection	0.2	**$**
	12th Street	Prospect Avenue to Victorian Plaza Circle	Neighborhood Byway	0.7	**$$**
	Prospect Avenue	12th Street to 11th Street	Neighborhood Byway	0.1	**$**
D	I Street	Pyramid Way to Prater Way	Neighborhood Byway	0.9	**$$**
E	F Street	12th Street to McCarran Boulevard	Neighborhood Byway	1.2	**$$$**
	G Street	El Rancho Drive to 12th Street	Neighborhood Byway	1.0	**$$**
F	Greenbrae Drive	San Miguel Way To 4th Street	Neighborhood Byway	1.3	**$$$**
	Pullman Drive	Station Drive to Robbie Way	Neighborhood Byway	0.1	**$**
	Robbie Way	Pullman Drive to La Via Way	Neighborhood Byway	0.1	**$**
	Station Drive	Pullman Drive to Prater Way	Neighborhood Byway	0.1	**$**
G	Goldy Way	Baring Boulevard to Spanish Springs Road	Buffered Bike Lanes	0.3	**$**
	Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	0.2	**$**
	Howard Drive	Sparks Boulevard to Nichols Boulevard	Neighborhood Byway	1.6	**$$**
H	Existing Path	Lida Lane to Vista Boulevard	Wayfinding Connection	0.7	**$$**
	O'Callaghan Drive	Howard Drive to Sparks Boulevard	Neighborhood Byway	0.8	**$**
	Rosemary Drive	O'Callaghan Drive to Howard Drive	Neighborhood Byway	0.4	**$**
	Springland Drive	Lida Lane to Sparks Boulevard	Neighborhood Byway	0.6	**$$**
I	Lincoln Way	Howard Drive to McCarran Boulevard	Conflict Striping	0.2	**$**
	Lincoln Way	Howard Drive to Legends Bay Drive	Protected Bike Lanes	0.7	**$$$**
J	Victorian Avenue	Pyramid Way to 16th Street	Bike Route	0.6	**$**
	$ = Less than $100,000, **$$** = $101K–$250K, **$$$** = $251K–$500K, **$$$$** = $501K–$1M				

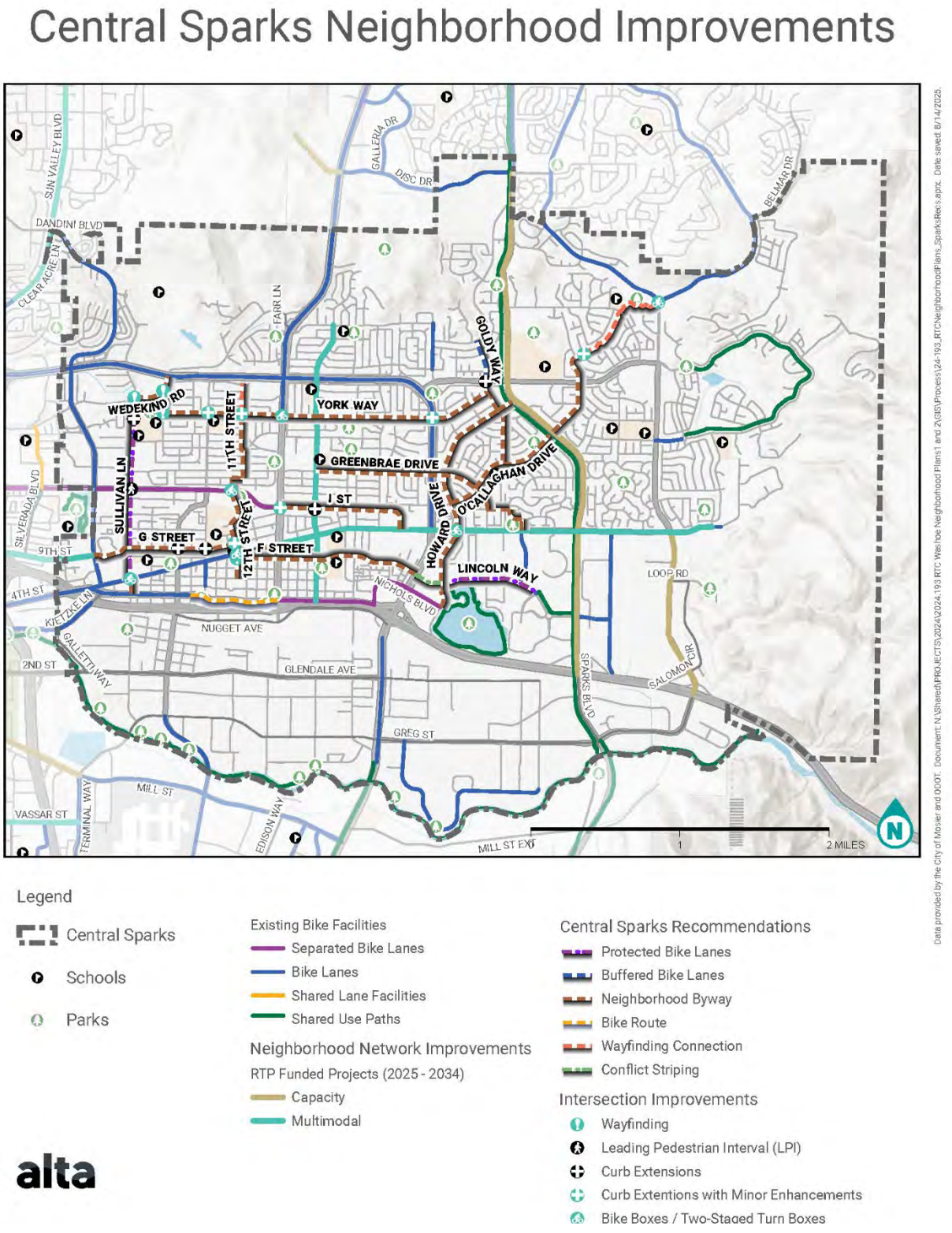


Figure 16. Central Sparks Active Transportation Program Projects

Long-Term Needs

While quick-build style improvements provide a fast response to addressing community needs more complex roadways require higher levels of improvements and more significant redesign to address identified needs are best addressed through more comprehensive roadway improvement projects. **Table 16** highlights roadway extents that were identified as barriers to active transportation in the neighborhood but that cannot be addressed through quick-build improvements alone. The Preferred Facility Type noted below is based on the Street Typology Guide from the ATP. These larger-scale transportation improvements may be considered during future planning efforts or implementation programs.

Table 16. Central Sparks Long-Term Needs

Corridor	Extent	Typology	Preferred Facility Type(s)
Baring Boulevard	McCarran Boulevard to Vista Boulevard	Urban Arterial Major / Suburban Arterial Minor	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer / Shared-Use Path
El Rancho Drive	Greenbrae Drive to Victorian Avenue	Urban Arterial Minor	One-Way or Two-Way Cycle Track with a 6' - 8' Sidewalk w/ 5'-7' Buffer
Greg Street	Mill Street to Vista Boulevard	Urban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
Kietzke Lane / Battle Born Way	2nd Street to Victorian Avenue	Urban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
McCarran Boulevard	US-395 to Truckee River Path	Urban Arterial Major	Shared Use Path* with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
Prater Way	Pyramid Way to Vista Boulevard	Urban Arterial Major / Urban Arterial Minor	One-Way or Two-Way Cycle Track with a 6' - 12' Sidewalk w/ 5' - 7' Buffer
Pyramid Way	Queen Way to Victorian Avenue	Urban Arterial Major / Suburban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
Rock Boulevard	Greenbrae Drive to I-80	Urban Arterial Major / Urban Arterial Minor	One-Way or Two-Way Cycle Track with a 6' - 12' Sidewalk w/ 5' - 7' Buffer
Vista Boulevard	Los Altos Parkway to I-80	Urban Arterial Major / Suburban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer / Shared-Use Path
Sullivan Lane	Wedekind Road to McCarran Boulevard	Urban Collector Commercial	One-Way or Two-Way Cycle Track with a 6' - 10' Sidewalk w/ 5' - 7' Buffer
Wedekind Road	McCarran Boulevard to El Rancho Drive	Urban Collector Residential	One-Way or Two-Way Cycle Track with a 6' - 8' Sidewalk w/ 5'-7' Buffer
**Recommended as part of the McCarran Blvd Study*			

Implementation

The AT Program projects recommended by this plan will be considered for implementation using AT Program funds and are intended to be implemented quickly across the neighborhood. RTC will lead project design for identified quick-build improvements of this plan, in coordination with the City of Sparks and other stakeholders. The RTC will work closely with staff at the City of Sparks, where the City will ultimately maintain such improvements, and shall decide and make the final determination on which improvements can be implemented on City roadways that can be supported fiscally and by dedicated staff. Projects will be constructed based on the availability of AT Program funds and the City of Sparks' ability to maintain such improvements.

Stay Connected

We encourage you to stay connected through the process as project designs are refined and projects are implemented. RTC will regularly post project updates noting progress toward design and implementation for projects on the Central Sparks neighborhood webpage. You can also stay connected to RTC's broader efforts through the Citizens Multimodal Advisory Committee, RTC Board, and ongoing public announcements from the RTC.

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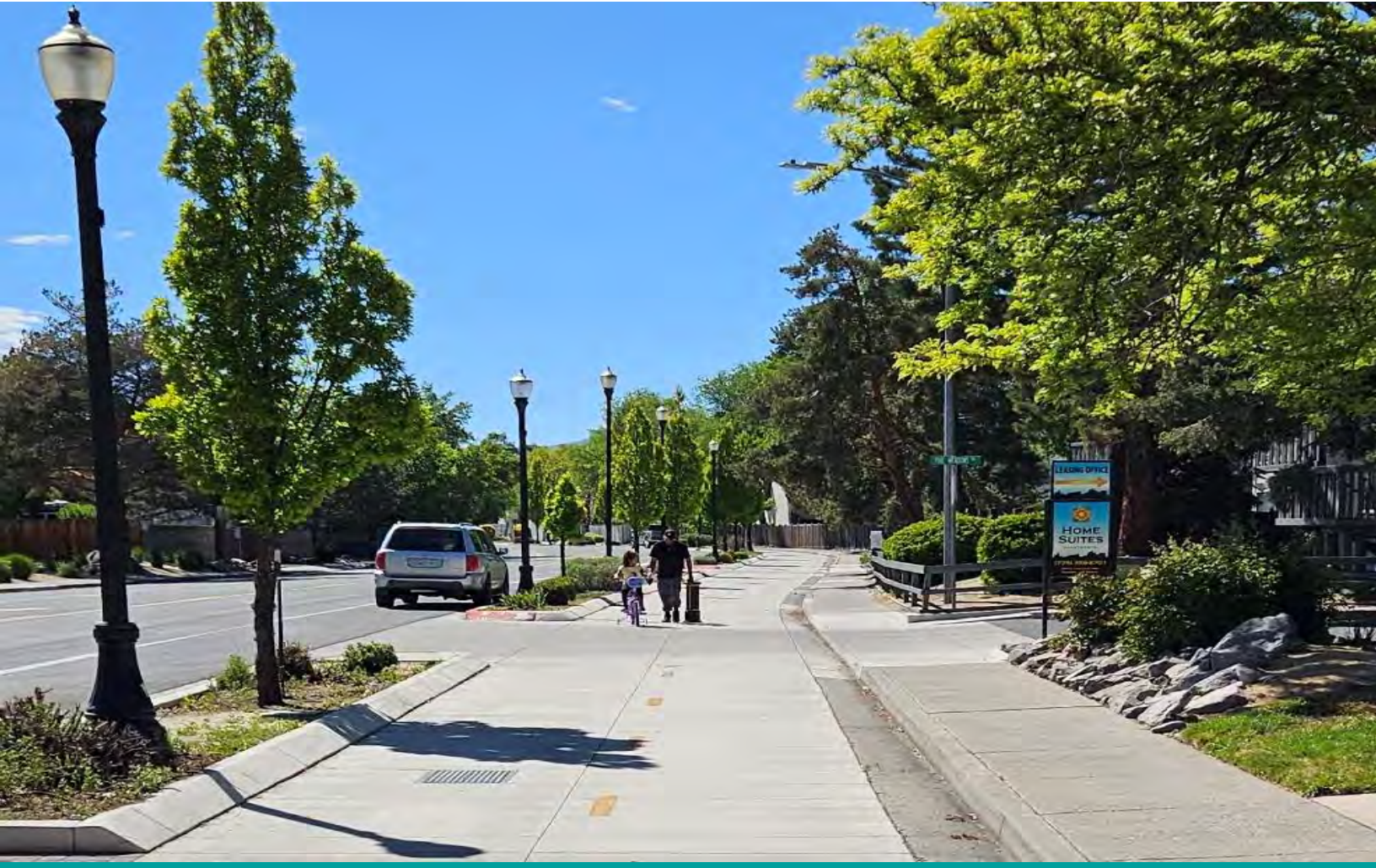
Appendix A: Neighborhood Profile



Central Sparks

Neighborhood Profile

Neighborhood Network Plan

December 2024

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Introduction, Plan Review, and Neighborhood Demographics

Introduction

As part of the *Walk and Roll Truckee Meadows Active Transportation Plan* (ATP), the Regional Transportation Commission (RTC) of Washoe County is developing Neighborhood Network Plans (NNPs) which aim to enhance active transportation options by improving pedestrian and bicycling infrastructure in the twelve identified neighborhood areas. The NNPs will apply the regional vision, goals, and priorities while taking a community-driven approach that provides each community the opportunity to identify their specific needs and desired solutions. Central Sparks is one of the first two communities engaged in this process as designated in the ATP. These areas encompass communities with some of the greatest active transportation needs in the region, with prominent levels of pedestrian stress, low scores for pedestrian experience, and elevated levels of injuries on the network. This Neighborhood Network Plan will provide an in-depth look into the neighborhood area specific data that came out of the ATP process, as well as a review of relevant plans and demographic data.

Plan Review

Ignite Sparks is the City of Sparks' Comprehensive Plan which guides development through the year 2030. Adopted in 2016, the plan has undergone several amendments and is meant to serve as a living document as the City continues to grow and evolve. The plan addresses a variety of issues that are either directly or indirectly related to active transportation and are relevant to the development of the Central Sparks Neighborhood Network Plan. While the plan is comprehensive, it contains goals and associated policies that support expanding and enhancing bicycle and pedestrian connections throughout the city.

Chapter Four – Goal 1: Connectivity

This goal from *Ignite Sparks* emphasizes the need for a transportation system that supports the movement of residents and visitors of all ages to access employment, housing, services, and recreation throughout urban Washoe County. This plan emphasizes that the Connectivity goals and policies are intended to assure that all users of streets are considered in the planning and design of new transportation routes or the reconstruction of previously established roads. To foster the development of walkable communities with multimodal transportation options, the plan set policies such as ensuring streets with multiple modes of transportation remain multimodal (Policy C3), requiring sidewalks for pedestrians on all street networks within the city and in previously developed areas, supporting pedestrian access with sidewalks on both sides of the street or a multi-use path on one side of the street (Policy C4), promoting infill development, and creating pedestrian-friendly environments that facilitate walkability and transit ridership in the Sparks Mixed-Use District (Policy C7). To ensure bicycle connectivity, the plan set policies such as converting 4th St into a bike boulevard (Policy C5), enhancing Victorian Ave with bicycle facilities from Rock Blvd to Pyramid Wy that supports east-west connectivity from Victorian Ave to Nichols Blvd and Lincoln Wy (Policy C6).

Neighborhood Demographics

Data Explanation

Part of the development of the ATP involved an in-depth analysis of demographics and socioeconomic characteristics of the region and communities within it. This type of analysis is critical for better understanding the context and needs of a place and is used to inform the development of the plan and the strategies and policies it recommends. Each neighborhood network profile will also include an overview of some important data relevant to the neighborhood context and a comparison of the neighborhoods to the Reno/Sparks area.

Demographics

The Central Sparks neighborhood is slightly younger than the overall Reno/Sparks area. As shown in **Figure 1**, the Central Sparks area shows a higher proportion of individuals under the age of 24, particularly in the 5 to 9 and 15 to 19 age groups, as well as a higher percentage in the 30 to 34 age group compared to the Reno/ Sparks area. The Reno/Sparks area has a larger percentage of older adults, especially those between 55 and 85 years of age compared to Central Sparks.

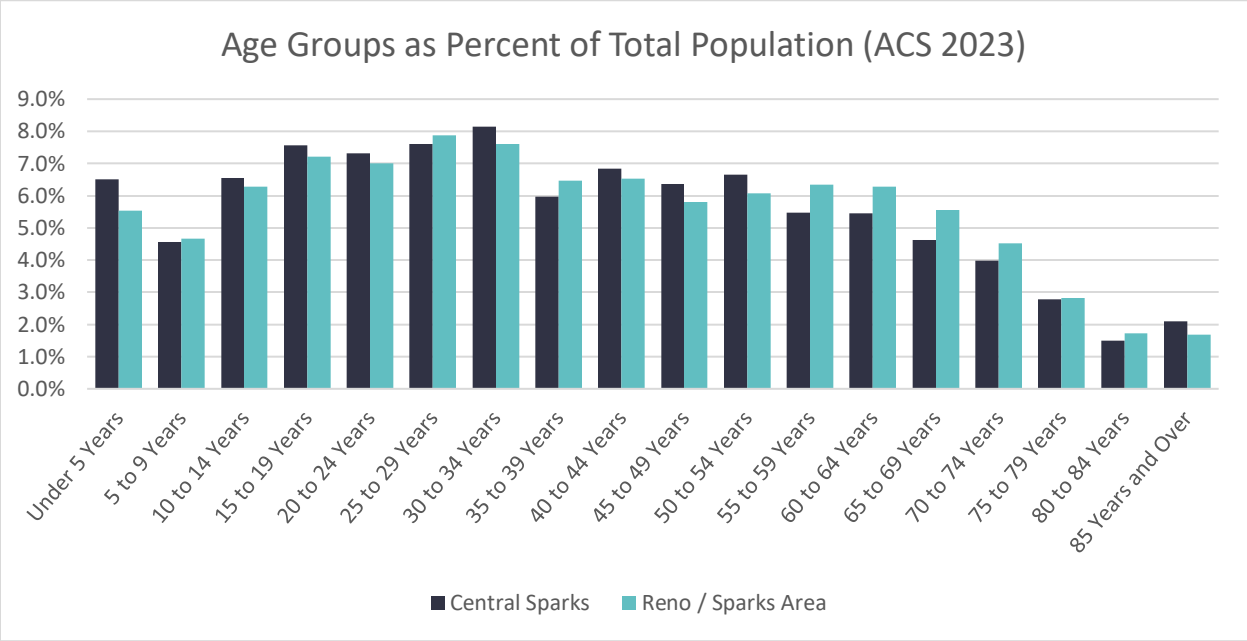


Figure 1 Age groups as percent of total population in Central Sparks

The Central Sparks neighborhood has a larger percentage of Hispanic/Latino residents, and a smaller percentage of White Alone residents compared to the Reno/Sparks area. The neighborhood has a similar population of Native American and Native Hawaiian residents. However, the Reno/Sparks area has a slightly higher population of Black/African American and Asian residents as shown in **Figure 2**.

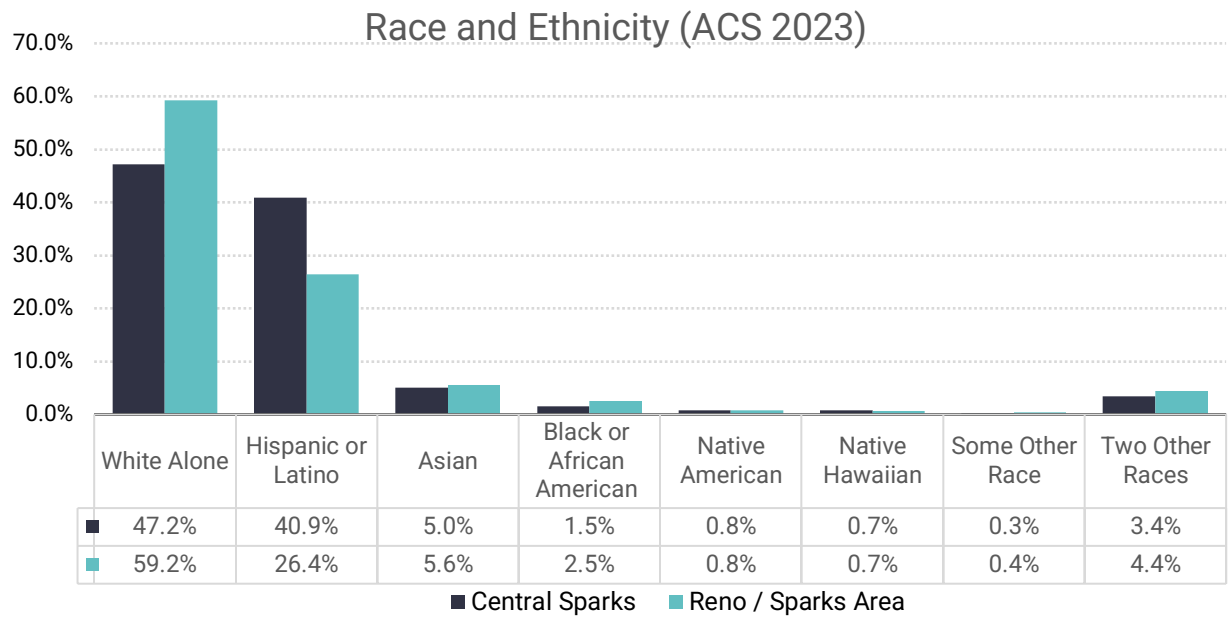


Figure 2 Race and ethnicity in Central Sparks

Population Density

The Central Sparks neighborhood has a population density that is approximately 20 times higher than the regional average, with about 5,907 people per square mile compared to just 300 people per square mile in the Reno/Sparks region. Within the neighborhood, the highest population density area is concentrated between McCarran Blvd, Oddie Blvd, Prater Wy, and Sparks Blvd as shown in **Figure 3**. Areas with population density near zero, marked in the lightest shade, are primarily located along the outer edges of the map, particularly near Greg St, Glendale Ave, and along the I-80 corridor. These regions may represent industrial zones, undeveloped areas, or spaces designated for non-residential purposes.

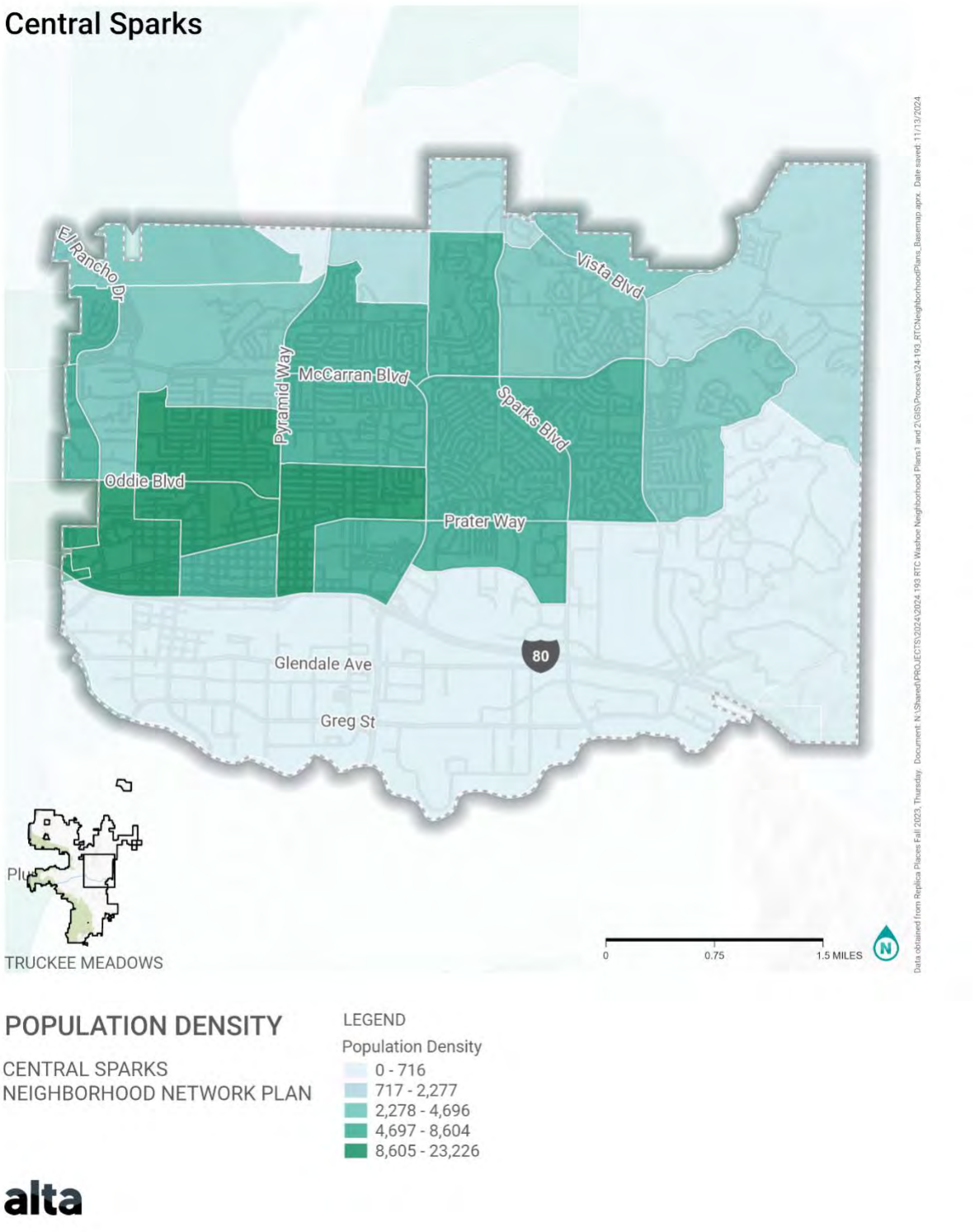


Figure 3 Population density in Central Sparks

Median Household Income

The Central Sparks neighborhood has a large array of household incomes as shown in **Figure 4**. There is a significant difference in household incomes across the neighborhood from the northeast between Vista Blvd, Sparks Blvd, and Baring Blvd which has a median household income of $133,500, compared to other areas such as between Oddie Blvd, Prater Wy, and El Rancho Dr (highlighted orange in Figure 4) which has a median household income of $30,000. On average the median household income in the neighborhood ($75,848) is below the Reno/Sparks median household income ($85,969) by just over $10,000.

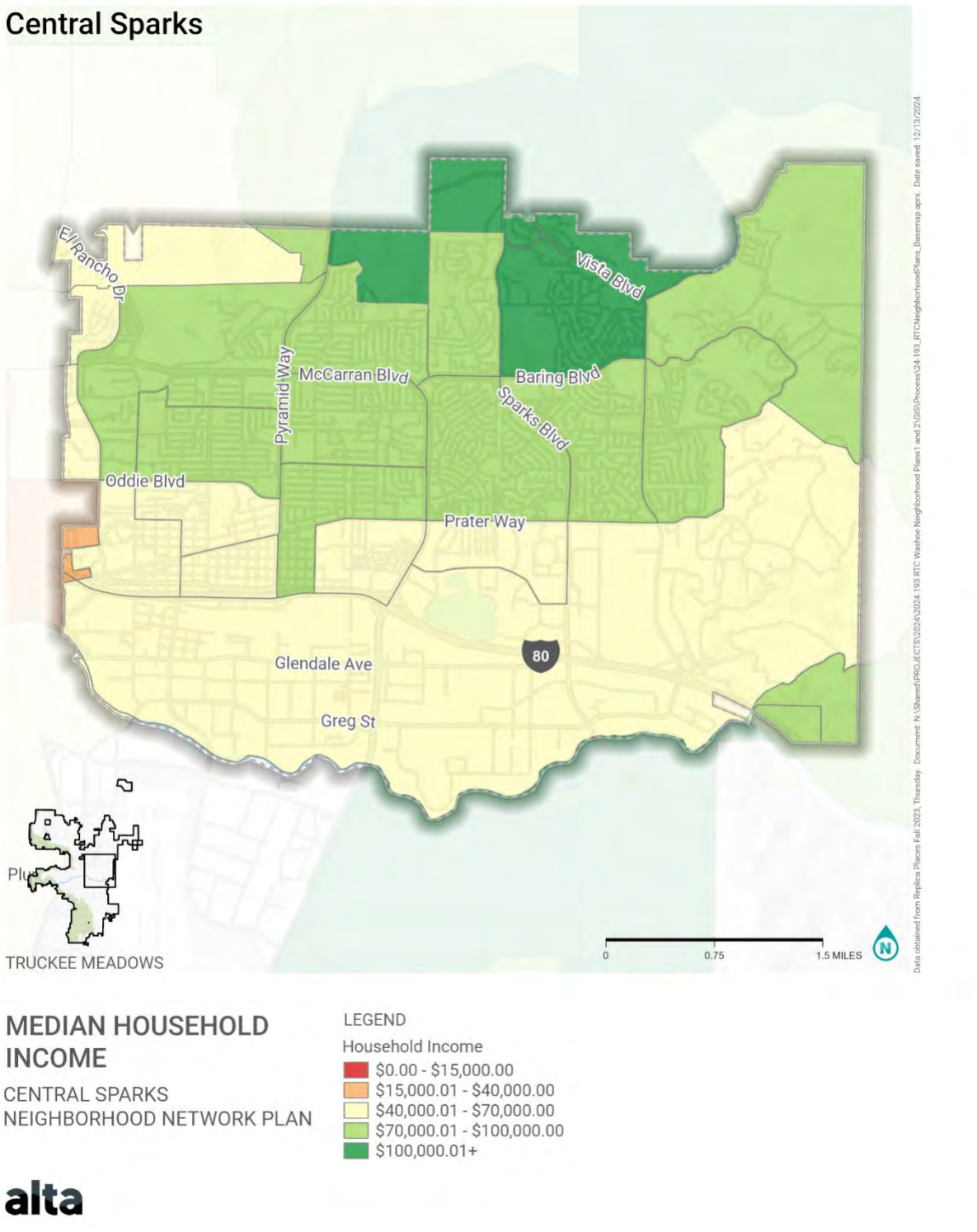


Figure 4 Median household income in Central Sparks

People without Access to a Vehicle

Vehicle access often determines an individual's ability to reach essential services such as employment, healthcare, education, and grocery stores. Identifying areas where people lack access to a vehicle is crucial for ensuring equitable transportation and infrastructure development. For areas with low vehicle ownership, planners can prioritize investments in public transit, pedestrian infrastructure, and bike networks to enhance mobility systems to improve the overall quality of life and economic opportunities for residents. **Figure 5** below shows the distribution of households in Central Sparks without access to a vehicle. A total of 1,815 households lack vehicle access, which is 7 percent of all households in the neighborhood. This matches the overall rate for the Reno/Sparks area, which is 7 percent of households in the region. There are areas within the neighborhood which have a higher proportion of residents who lack access to a vehicle, especially areas south of Prater Wy where as high as 15 percent of the population lack access to a vehicle. The area with the highest lack of vehicle access is between Prater Wy and along the I-80 corridor, with three census tracts containing 13 to 15 percent of households having no access to a vehicle.

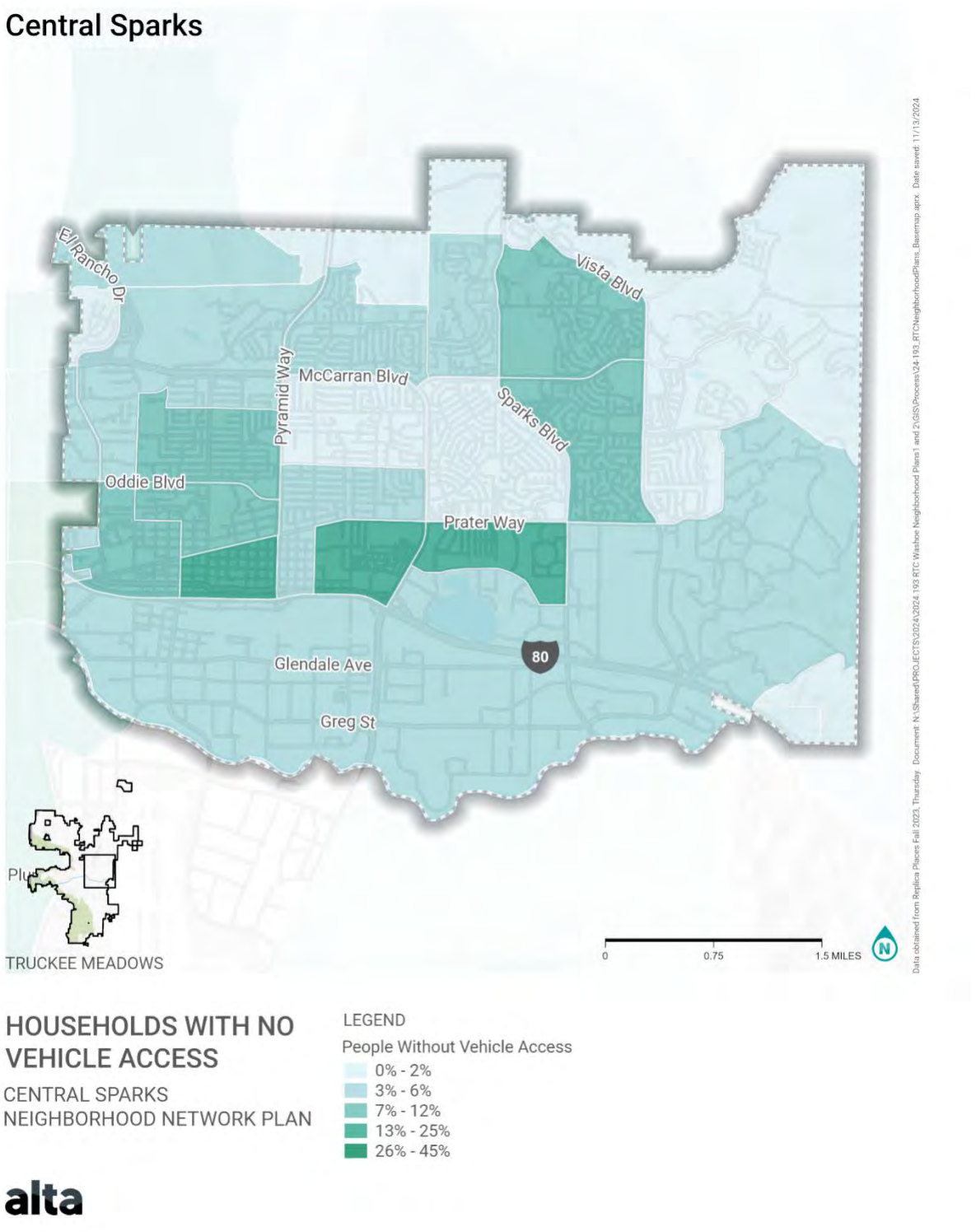


Figure 5 Percent of households without access to a vehicle in Central Sparks

Owner and Renter Occupied Household Burden

Housing cost burden refers to households that are paying 30 percent or more of their monthly income for their rent or mortgage payments. **Figure 6** below shows the distribution of cost-burdened households throughout the Central Sparks area. Many of the census tracts throughout the neighborhood contain high rates of households that are cost burdened. The area south of Prater Wy contains a tract with 55 percent of households that are cost-burdened, and 43 percent of households in the tract adjacent to Oddie Blvd are housing cost-burdened. Approximately 32 percent of all households in the Central Sparks neighborhood are cost-burdened, which is similar to the Reno/Sparks area, which has 31 percent of cost-burdened households in the region. The southern area located in **Figure 6** may be influenced by its predominately industrial land use and smaller population, which can skew housing cost burden data.

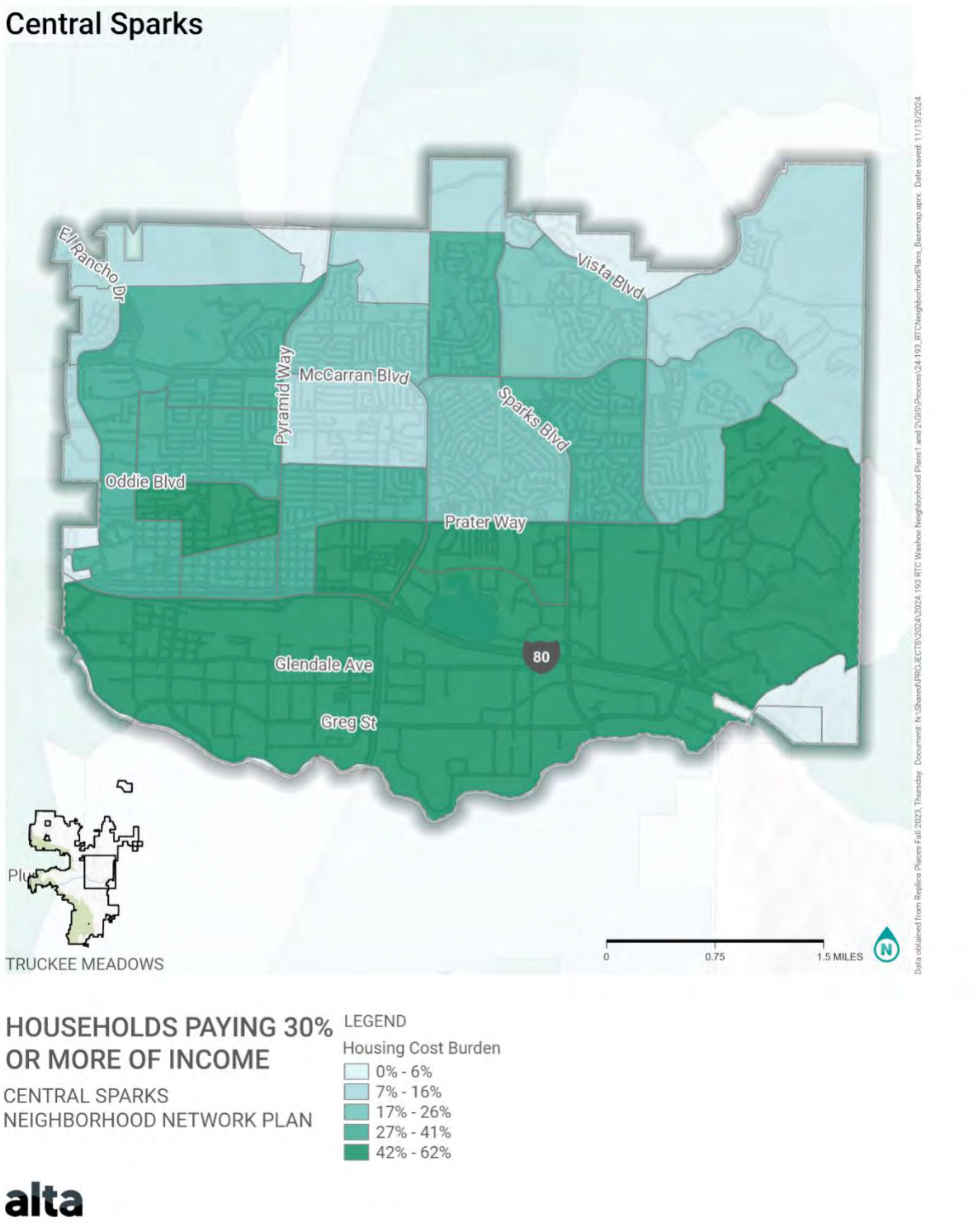


Figure 6 Percent of households who are paying 30 percent or more of their income for housing costs

Equity Index

The ATP used a transportation-focused equity analysis to measure equity through various criteria that are related to or impacted by active transportation usage. These included things such as health outcomes, socio-economic factors like poverty level, and environmental impact. The variables were assigned a percentile rank and combined into a final composite index for the entire study area[1]. **Figure 7** displays the methodology of the regional analysis within the Central Sparks neighborhood. As shown below, many census tracts in the western portion of the neighborhood are ranked with the highest need and fall within the Justice 40 initiative boundary. Justice 40 is the latest federal equity analysis from the US Department of Transportation, which prioritizes investments towards historically underserved communities based on their own broad set of data criteria[2]. Two census tracts that fall outside of the Justice 40 initiative boundary are still ranked with the highest transportation equity. One census tract is located towards the middle of the neighborhood and borders McCarran Blvd and Pyramid Wy. The other census tract is located south of Prater Wy, east of the McCarran Blvd loop, south of Prater Wy. Many of the census tracts that are ranked in the lowest need fall along Vista Blvd in the northeast portion of the neighborhood. **Figure 8** highlights the significant differences across the neighborhood and the stark contrast between the west side and east side of the neighborhood.

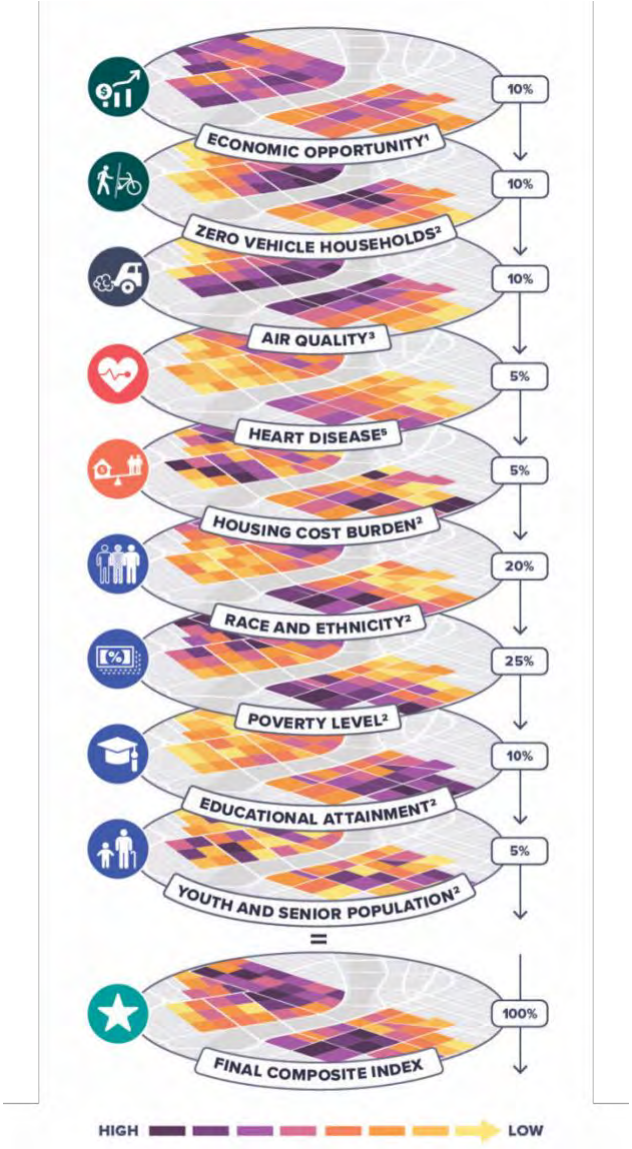


Figure 7 Equity Analysis Variables

[1] More information on the Equity Composite methodology available in the RTC ATP (page 25-26)

[2] More information on this analysis is available here: Justice40 Initiative | US Department of Transportation

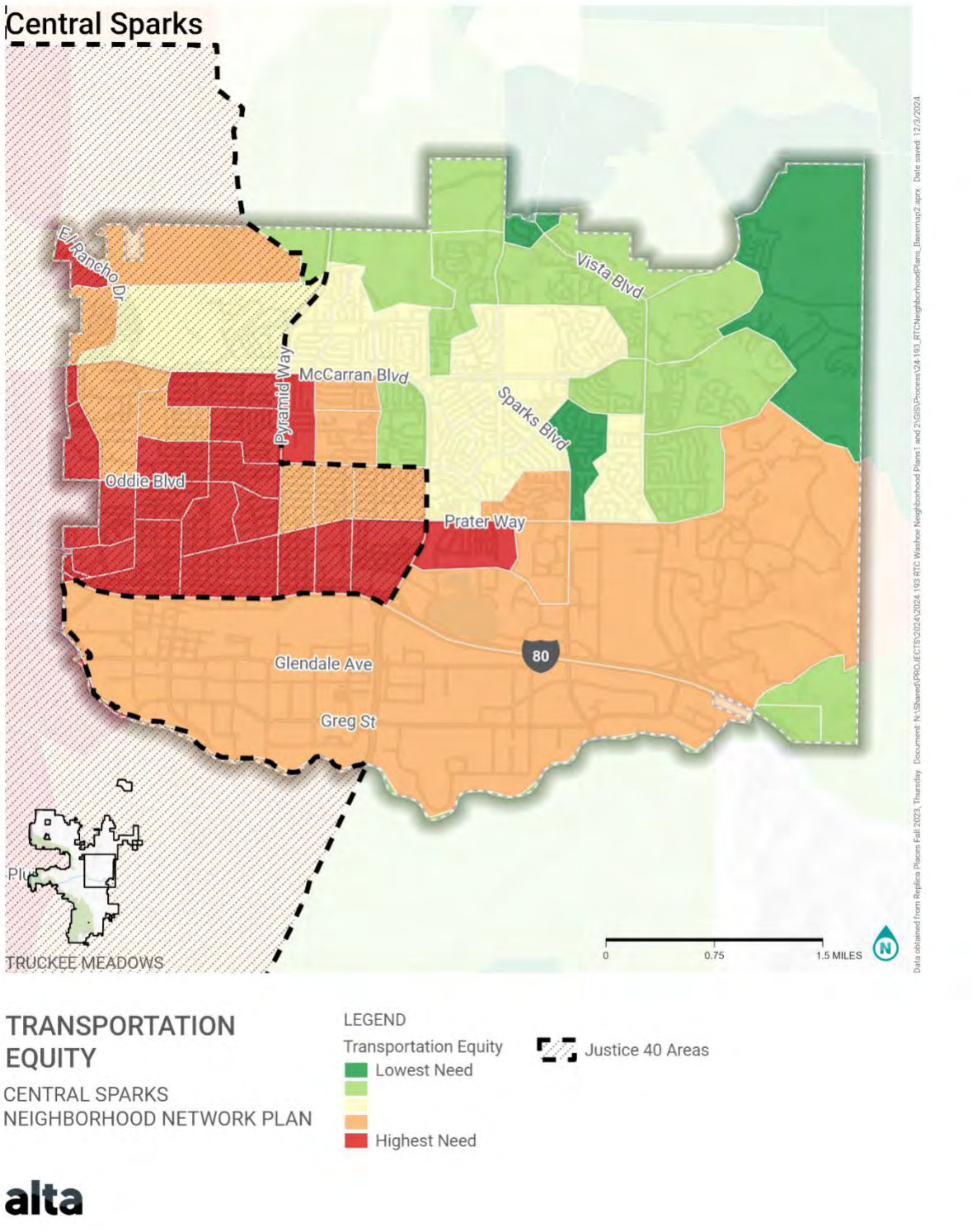


Figure 8 Transportation equity index and Justice 40 areas in Central Sparks

Key Neighborhood Destinations

Central Sparks is a dynamic neighborhood that contains a wealth of places for residents to engage with their community, access recreation, and meet the needs of their daily lives. **Figure 9** below is a map of some of the key destinations throughout the neighborhood area, while the rest of this section details some of the other relevant destinations located in the community, including schools, parks, and entertainment, employment, and community centers.

Schools

There are several schools in the area, providing schooling for preschoolers all the way up to 12th grade.

*Table 1 Schools that service Central Sparks *this list is not exhaustive*

School Level	School Name
Early Education	• A Child's World • Little Feathers Learning Center • McCarran KinderCare • Early Learning Center 2 • Itsy Bitsy Learning Center • The Early Years Academy • Treasure Chest Learning Center
Elementary and Middle Schools	• Marvin Moss • Diedrichsen • Katherine Dunn • Jerry Whitehead • Lena Juniper • Drake • Greenbrae • Lincoln Park • Mitchell • Kate Smith • Risley • Maxwell • Alpine Academy • Sparks Middle • Mendive Middle • Dilworth Middle • Mater Academy of Northern Nevada • High Desert Montessori
High Schools	• Procter R Hug • Edward C Reed • Sparks

Parks

Parks play a key role in the success and vitality of a community, providing opportunities for relaxation, recreation, and gathering, supplying vital ecosystem services like heat and air pollution mitigation, and contributing to the health of community members and cities. Central Sparks is dotted with numerous parks providing residents with opportunities to partake in a variety of outdoor activities and experience several types of natural environments. Pagni Ranch, Pah Rah, Aimone, Rock, Woodtrail, Shelly, Van Meter, and Church Park provide smaller, accessible community spaces with minimal amenities like children's playgrounds and walking paths. Wedekind Regional Park, Poulakidas, Willowcreek, Deer, Maldonado and Shadow Mountain Park provide amenities like sports courts and fields, swimming pools, trails, and skateparks. The Truckee River Path is located at the south end of the neighborhood and is a paved walkway along the Truckee River that can connect residents to several parks, restaurants, and commercial destinations in downtown Reno. Off I-80, between N McCarran Blvd and Sparks Blvd, is the Sparks Marina Park which provides playgrounds, a dog park, a walking path that wraps around the lake, and a fishing dock.

Entertainment Centers

Entertainment centers are places and areas that provide residents with diverse opportunities for nightlife, dining, sporting events, theater, live music, performing arts, and cultural activities. Much of Central Sparks' entertainment occurs around or along the I-80 corridor, including the Legends IMAX and Victorian, Sparks Galaxy Theatres, Sparks Heritage Museum, Waterpark and Coconut Bowl at Wild Island, iSMASH, Fly High Trampoline Park, DEFY Sparks, Legends Bay, Western Village, Sierra Sid's, Baldini's, Rail City and the Nugget Casino Resort. Across I-80 and north of the Nugget, there are several events held at Victorian Square, including the Rib Cook Off, Sparks Art Walk, Star Spangled Sparks, Hot August Nights, the Sparks Hometown Christmas Parade & Tree Lighting, and many more.

Employment Centers

Employment centers have a high density of commercial, retail, and healthcare spaces, providing communities with ample employment opportunities and places to shop, eat, and socialize. There are several areas that comprise employment centers in the Central Sparks neighborhood, including Manpower of Northern Nevada, Northern Nevada Medical Center, Sierra Nevada Construction, Nugget Casino Resort, Outlets and Legends, and Western Village.

Community Destinations

Community destinations provide additional spaces for residents to gather and build the social networks that foster thriving and resilient communities. These spaces can include churches, community centers, or other destinations visited frequently.

*Table 2 Community destinations in Central Reno / Midtown *this list is not exhaustive*

Community Destination Type	Location
Churches	• Immaculate Conception • Sparks Seventh-day Adventist • Bethel AME • Korean Presbyterian • Our Savior Lutheran • Faith Community • First International Christian Fellowship • Reno Blessed • Horizon • Church of Jesus Christ Spirit Filled • Sparks Christian Fellowship • Risen King Community • Warehouse Christian Ministries • The Potter's House Christian Fellowship • Perfect Peace Community • Souls Harbor Apostolic Pentecostal • First Christian Church • Victory Outreach Reno • Sparks United Methodist • University Family Fellowship • Reno Young Nak Presbyterian
Community Centers	• Northern Nevada Muslim Community Center • Alf Sorensen Community Center • City of Sparks Recreation Center
Other Frequented Destinations	• Sparks Library • Sparks United Methodist Church Farmers Market

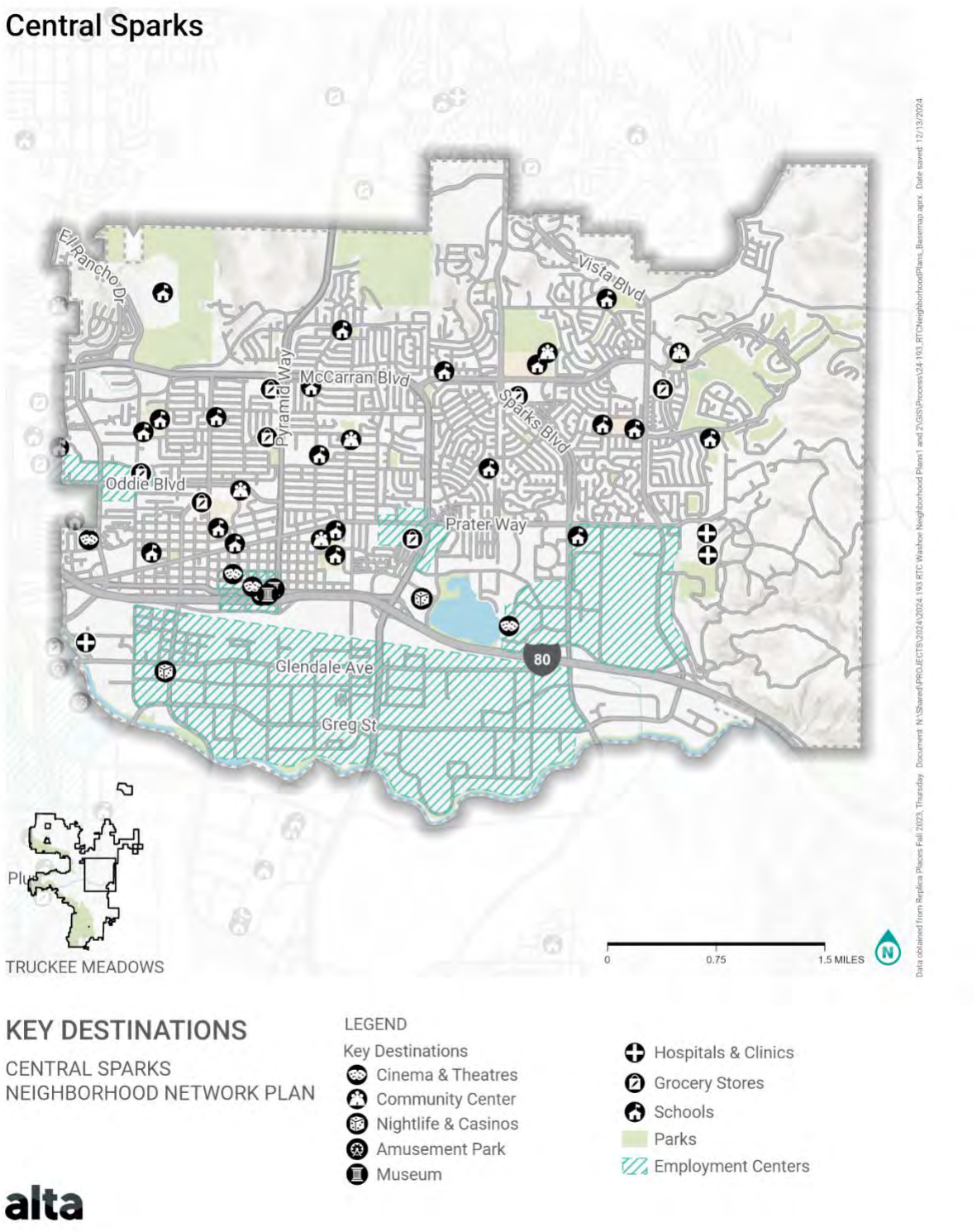


Figure 9 Key destinations in Central Sparks

Existing Neighborhood Network

Pedestrian Facilities

The pedestrian network is primarily made up of sidewalks, with their presence providing safety and accessibility benefits for pedestrians and those using mobility scooters or devices. The RTC recently collected sidewalk data to assess the current availability of sidewalks on regional roadways. The analysis assigns a score to each roadway between zero and two, with zero indicating there were no sidewalks present on either side of the street and two indicating there were sidewalks on both sides. Within Central Sparks, the arterial street network earned an average score of 1.34, indicating that a little over half of the roadways in the area have sidewalks on both sides of the street. The collectors earned an average score of 1.52, indicating that more collectors in the area have sidewalks on both sides of the street. Arterials and collectors within the Reno/Sparks area earned average scores of 1.25 and 1.39, respectively. The scores in Central Sparks point to a roadway network that has sidewalks on many of its streets but may contain notable gaps in the network as well. Gaps such as N McCarran Blvd between 4th St and Baring Blvd, or along large portions of Greg St and Glendale Ave, where almost no sidewalks are present, can present significant challenges for people who are walking or using a mobility device. A gap where no sidewalk exists presents a major safety hazard if users are forced to walk in the roadway.

Bicycle Facilities

The bicycle network is made up of a variety of bicycle facilities, each providing bicyclists with varying degrees of safety and accessibility. Within the Central Sparks area, there are a variety of facility types, with most miles provided as bike lanes. The area provides 1.28 miles of shared lane facilities, 1.27 miles of cycle tracks, 21.26 miles of bike lanes, and 12.62 miles of paths 1.28shared lane facilities for a total of 36.43 miles of bicycle facilities. This accounts for 68 percent of the area's 53.72 miles of regional roadway network. A substantial amount of this mileage comes in the form of unprotected and unbuffered bike lanes along higher speed arterials such as McCarran Blvd, Pyramid Wy, and Prater Wy. There is also a large portion of shared-use paths throughout the area. The Sparks shared-use path and Truckee River path allow cyclists to access jobs, education, healthcare, grocery stores, as well as nature. Sparks also has one of the first separated bike lanes in the Reno/Sparks area along Victorian Ave. However, many gaps still exist within the area's bicycle network, including along Greg St, Glendale Ave, and Vista Blvd, or along McCarran Blvd between Prater Wy and I-80, where the region's only separated bike lane passes through. Overall, Central Sparks provides some of the region's best bicycling infrastructure, including the Sparks Blvd shared-use path, Truckee River Path and the Victorian Ave Cycle Track. However, many gaps remain, providing ample opportunities to enhance and expand the network (**Figure 10**). These areas include, but are not limited to, continuing the connection of facilities on Pyramid Wy, Prater Wy, Vista Blvd, Victorian Ave, and Oddie Blvd. Adding bicycle infrastructure along Baring Blvd would serve as another east to west connector to bridge the gap between Vista Blvd and McCarran Blvd.

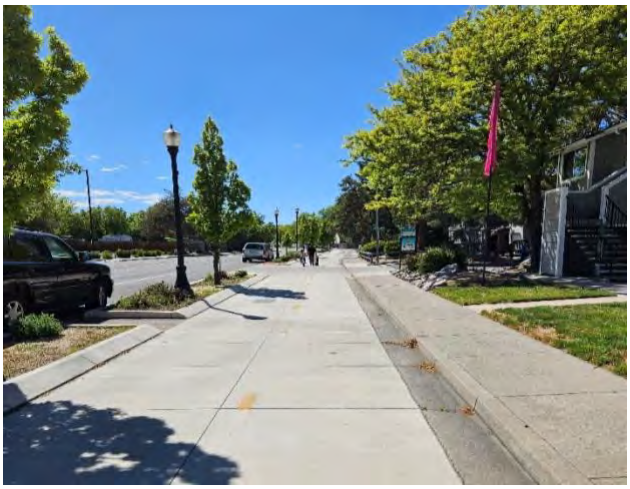
Picture 1 Shared-Use Path example

Bicycle Facility Types:

- **Shared-Use Paths:** Pathways for pedestrians, bicyclists, and others, which are separate from vehicle traffic and include connections that are outside of the right-of-way.
- **Separated Bike Lanes:** Dedicated paths for bicyclists, which are physically separated from vehicle traffic by a barrier.
- **Bike Lanes:** Dedicated spaces for bicyclists on the roadway, which are marked by pavement markings and can be accompanied by additional signage.
- **Shared Lane Facilities**: Markings that indicate the shared use of a travel lane by bicycles and vehicles, including signed bicycle routes, "sharrows", and bike / bus lanes.

Table 3 Bicycle facilities in Central Sparks by mileage

Facility Type	Mileage
Separated Bike Lane	1.26
Bike Lane	21.26
Shared-Use Path	12.62
Shared Lane Facilities	1.28



Picture 2 Separated bike lane example

Picture 3 Bike lane example

Picture 4 Shared lane facility example

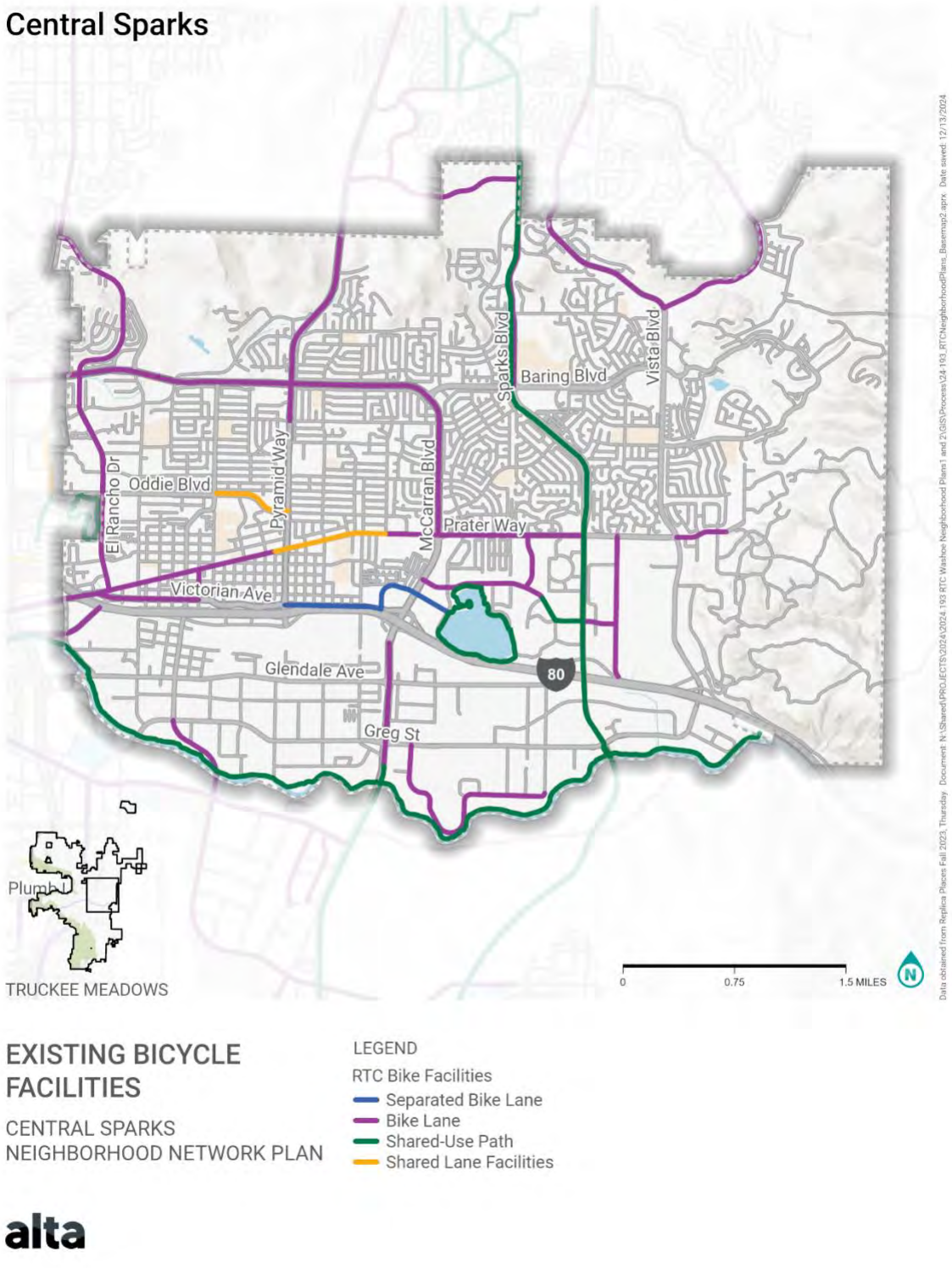


Figure 1010 Existing bicycle facilities in Central Sparks

Network Context

Roadway Speeds

The posted speed for vehicles on the road is a major factor for active transportation safety and comfort throughout the transportation network. As vehicle speeds increase, there is a greater risk for serious injury and death in the event of a crash, especially for people walking or biking. **Figure 12** showcases the existing speed limits for roadways in the neighborhood. This element is important for safety as well as overall comfort for people walking and biking because as the posted vehicle speeds increase, people walking and biking typically desire a greater level of separation from vehicles. For this reason, posted speeds are a primary factor in the determination of the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Experience Index (PEI) which are both further described below.

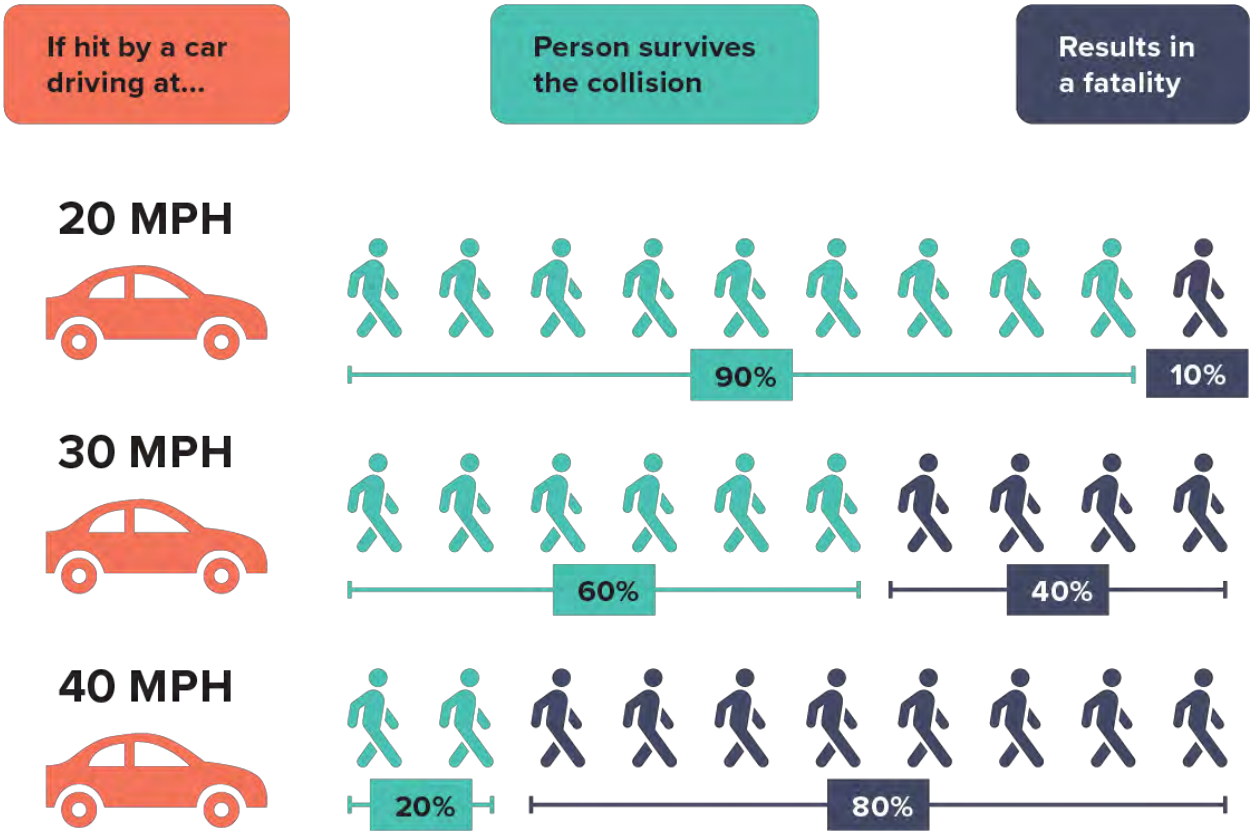


Figure 11 Risk of injury for people walking based on vehicle speeds

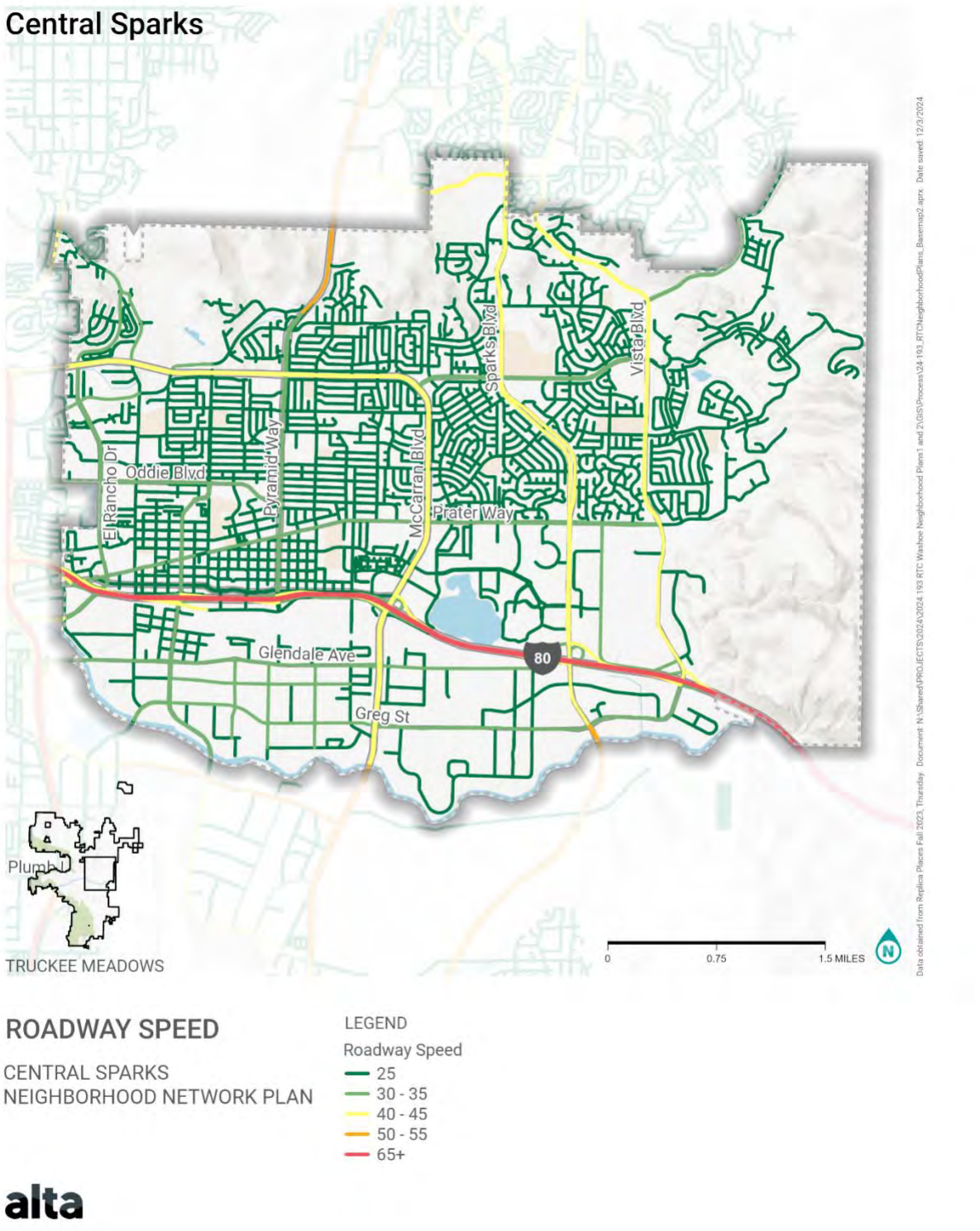


Figure 1212 Existing speed limits on roadway network

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress estimates the level of comfort that bicyclists experience on a given roadway segment and provides a measure of how likely different types of riders are to use the facility. It takes into consideration things such as posted speed, number of travel lanes, and the presence and type of bike lanes, and can help identify gaps in a bike network. BLTS is measured from level one to four, with one representing roadways where bicyclists of all ages and abilities would feel comfortable riding, and level four representing high-stress roadways where only strong and fearless bicyclists would feel comfortable.

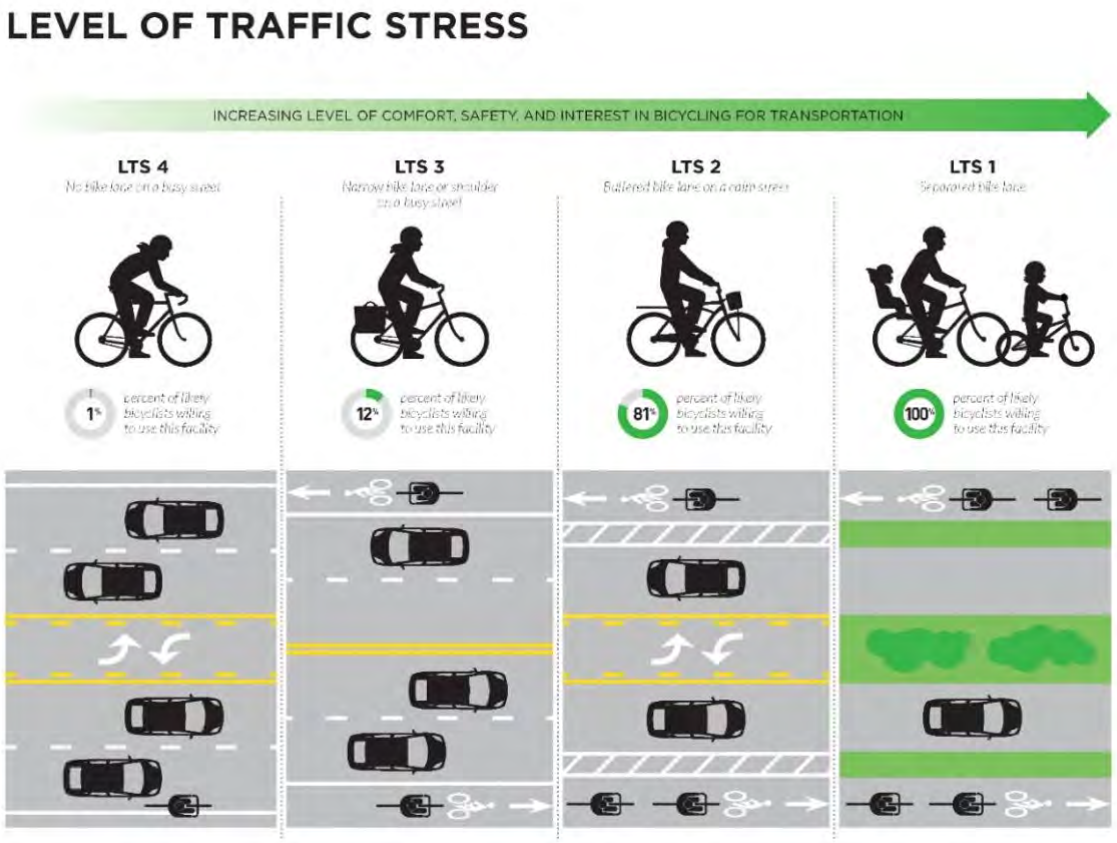


Figure 13 Diagram showing the four levels of bicycle level of traffic stress

Figure 13 Diagram showing the four levels of bicycle level of traffic stress

The BLTS for regional roadways in the neighborhood is highlighted in **Table 4**. As shown, there are many roadways which rank as BLTS 3 or 4 across the neighborhood including Greg St, Vista Blvd, McCarran Blvd, Glendale Ave, Pyramid Wy, and Oddie Blvd. When roadways with higher vehicle speeds and traffic volumes (e.g. arterials) lack adequate bicycles facilities or sufficient separation between drivers and cyclists, it can result in uncomfortable conditions for biking. These factors create a highly stressful experience for cyclists and act as significant barriers to bicycle travel. Within the eastern region of the neighborhood, the Sparks Blvd shared-use path serves as a good example of sufficient separation along a high-speed arterial roadway. This path allows cyclists and pedestrians to safely access jobs, schools, parks, grocery stores and medical facilities along Sparks Blvd. The shared use path has undergone construction since 2022 and will continue to improve safety and mobility for all modes as the second phase of the project is implemented.

Table 4 Average bicycle level of traffic stress scores for arterials and collectors

Classifications	Central Sparks	Reno/Sparks Area
Arterials	3.18	3.06
Collectors	2.42	2.32
Average Total	3.04	2.91

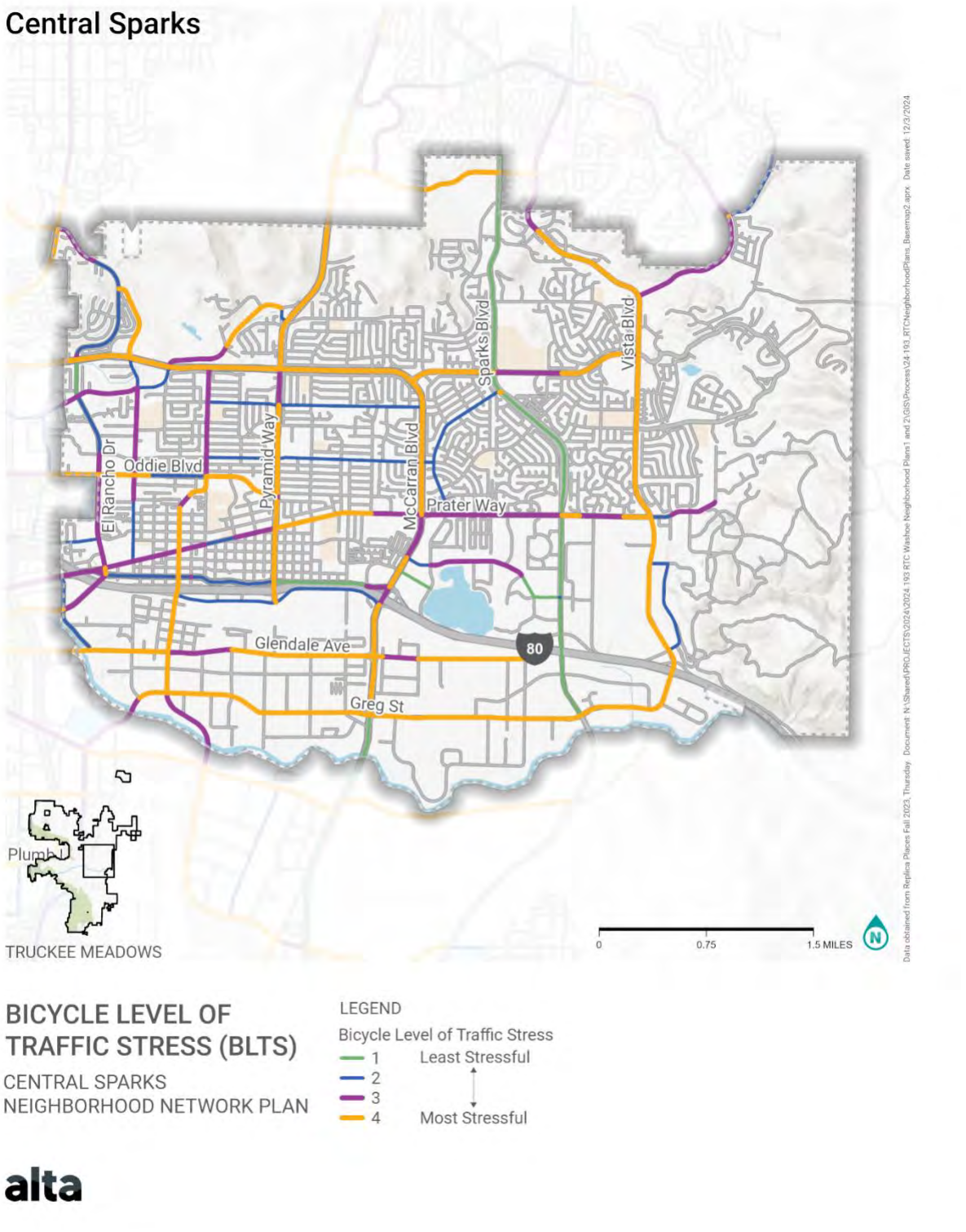


Figure 1414 Bicycle Level of Traffic Stress scores for the streets in the regional roadway network

Pedestrian Experience Index

The ATP leverages a comprehensive analysis of the pedestrian experience throughout the Reno/Sparks area from researchers at the University of Nevada Reno (UNR). This analysis is meant to provide a planning level of understanding of the pedestrian experience along roadways, and assigns scores based on factors such as the presence of sidewalks and their associated widths, existing buffer space from moving vehicles, number of vehicle lanes, and roadway speed. A score is assigned to each side of a roadway, with a total of 85 points possible. Higher scores represent roadways that provide a more comfortable pedestrian experience.

Central Sparks earned an average score of 45.76 for the pedestrian experience across all its regional roadways, but does not include the shared-use path along Sparks Blvd. A score of 46 means that sidewalks are typically five to six feet wide, are present on one or both sides of the road, provide buffer space between vehicles and pedestrians only intermittently, or may have higher speeds and number of lanes. Although a score of 46 is not in the bottom half of scores possible for the pedestrian experience index, it is very close. This can be seen in **Figure 15**, as there are several roadways with low to moderate scores. Streets such as McCarran Blvd, Oddie Blvd, Vista Blvd, and Greg St are made up of segments that earn some of the lowest scores in the network. These low scores are largely due to lack of sidewalks and/or sidewalk buffers between people walking and people driving. However, as 46 is the average for the Central Sparks area, there area numerous roads that earn high pedestrian experience scores, including roads like Greenbrae Dr, Probasco Wy, and York Wy.

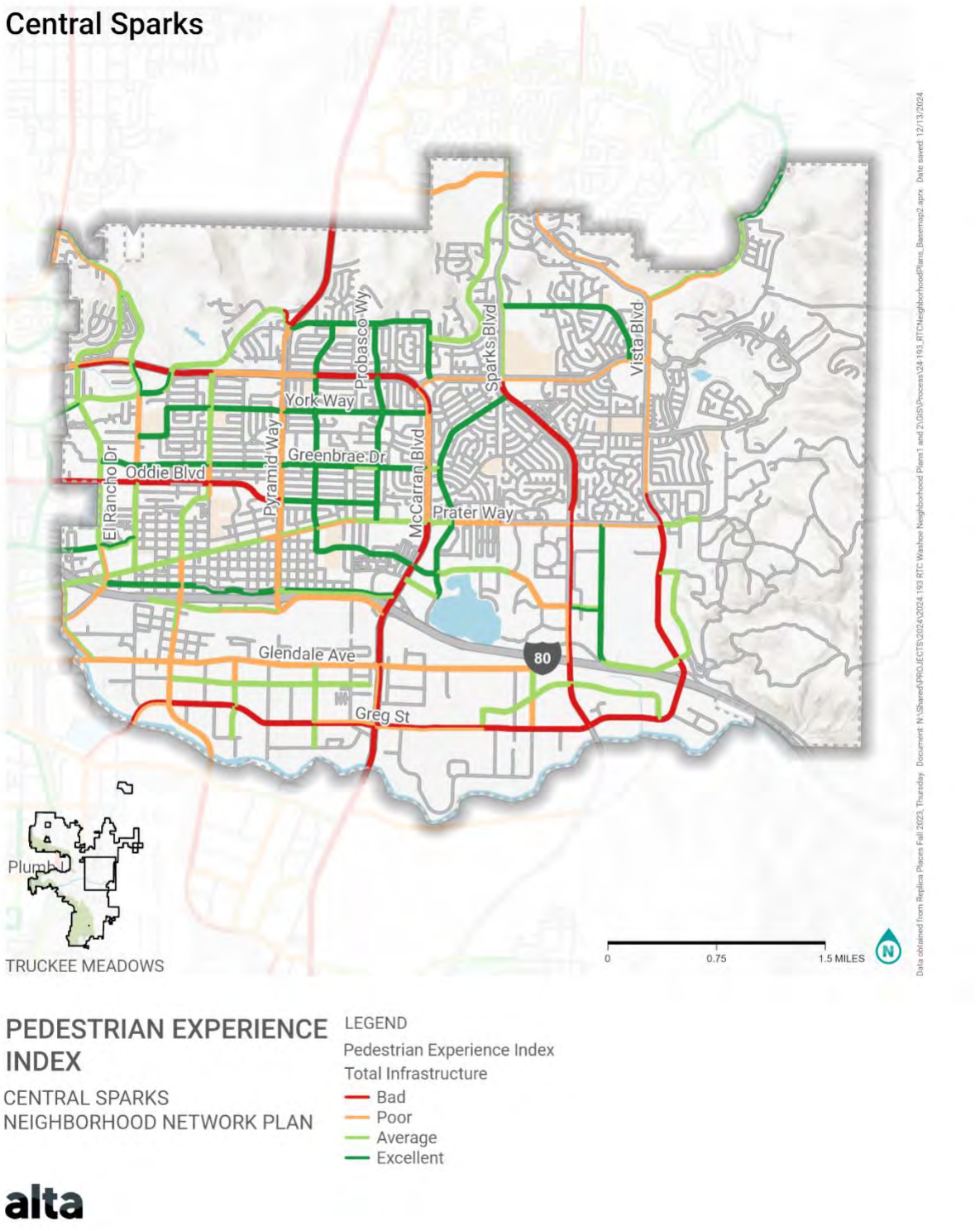


Figure 15 Pedestrian Experience Index scores for the sidewalks in the regional roadway network

Traffic Safety

Crash Data

The project team reviewed the most recent five years of available crash data which covers 2019 - 2023[3]. Over this period, there were 202 crashes involving someone walking or biking within the Central Sparks neighborhood, with eight fatal crashes and 184 crashes causing injury. Many of these crashes involved a person walking, with 132 total pedestrian crashes, and 70 crashes involving someone biking.

Table 5 Total crashes by mode

Total Crashes by Mode			
Crash Severity	**Pedestrians**	**Bicyclists**	**Total**
Fatal	4	4	8
Injury	118	66	184
Property Damage Only (PDO)	10	0	10
Grand Total	132	70	202

Intersections vs. Segments

There is roughly an even split of crashes between intersections and roadway segments (the area between intersections) for people walking and biking. However, **crashes in intersections accounted for two-thirds (63 percent)** of fatalities for people walking and biking. Additionally, 52 percent of crashes which resulted in an injury and 60 percent of crashes involving a person walking or biking which only resulted in property damage occurred at an intersection. This highlights the critical role that safety considerations play in designing intersections that safely serve all road users.

Table 6 Crash severity at intersections and on roads

Crash Severity	Pedestrians		Bicyclists		All Active Transportation	
	Intersections	**Segment**	**Intersection**	**Segments**	**Intersections**	**Segments**
Fatal	50%	50%	75%	25%	63%	38%
Injury	51%	49%	55%	45%	52%	48%
Property	60%	40%	-	-	60%	40%
All Crashes	52%	48%	56%	44%	53%	47%

[3] Data provided by NDOT. Data excludes December 2023 due to limited availability

Top Crash Corridors

Crash history helps highlight specific corridors that account for a majority of the crashes in the neighborhood. Out of a total of 35 corridors, the following 15 corridors accounted for a total of **129 injury crashes (71 percent of the total)** and **five fatal crashes (71 percent of the total)** involving a person walking or biking in the Central Sparks area. ***Prater Wy stands out among the top 15 corridors in terms of fatalities and injuries, with a total of three fatalities and 25 injuries,*** which is nearly double the number of injuries that any other road has experienced. Prater Wy is the only corridor in Central Sparks with more than one fatal crash in the last five years. Additionally, Pyramid Wy, El Rancho Dr, Rock Blvd, and Victorian Ave have all experienced double-digit totals for injuries and fatalities.

Table 7 Crash history on corridors with high crash rates

Rank	Street Name	Pedestrian Crashes		Bicycle Crashes		Total
		Fatal	*Injury*	*Fatal*	*Injury*	
1	Prater Wy	1	17	2	8	28
2	Pyramid Wy		7		6	13
3	El Rancho Dr		9		2	11
4	Rock Blvd		5	1	4	10
5	Victorian Ave		9		1	10
6	Glendale Ave		4		4	8
7	McCarran Blvd		6		3	8
8	Lincoln Wy		3		4	7
9	Sparks Blvd		3	1	3	7
10	Vista Blvd		4		2	6
11	Greg St		3		2	5
12	Baring Blvd		1		3	4
13	Greenbrae Dr		4			4
14	Howard Dr		4			4
15	Sullivan Ln		2		2	4

High Injury Network

The RTC has conducted substantial analysis of the regional roadway network to identify roads and intersections with the greatest safety needs. This research contributed to the development of a High-Injury Network (HIN) for the region, which identifies those places which have the highest crash rates, level of frequency, and crash severity across the county[4]. Central Sparks contains 16 HIN corridors and 26 HIN intersections. The corridors account for 13.57 miles or nearly 16 percent of the region's HIN network, and almost 19 percent of the region's HIN intersections. **Figure 16** highlights the streets and intersections that comprise the high-injury network in Central Sparks. Corridors such as McCarran Blvd, Prater Wy, Pyramid Wy, and Victorian Ave make up some of the more dangerous portions of the area's roadway network.

[4] *It is important to note that the RTC HIN was developed based on all crashes and is not specific to crashes for people walking and biking.*

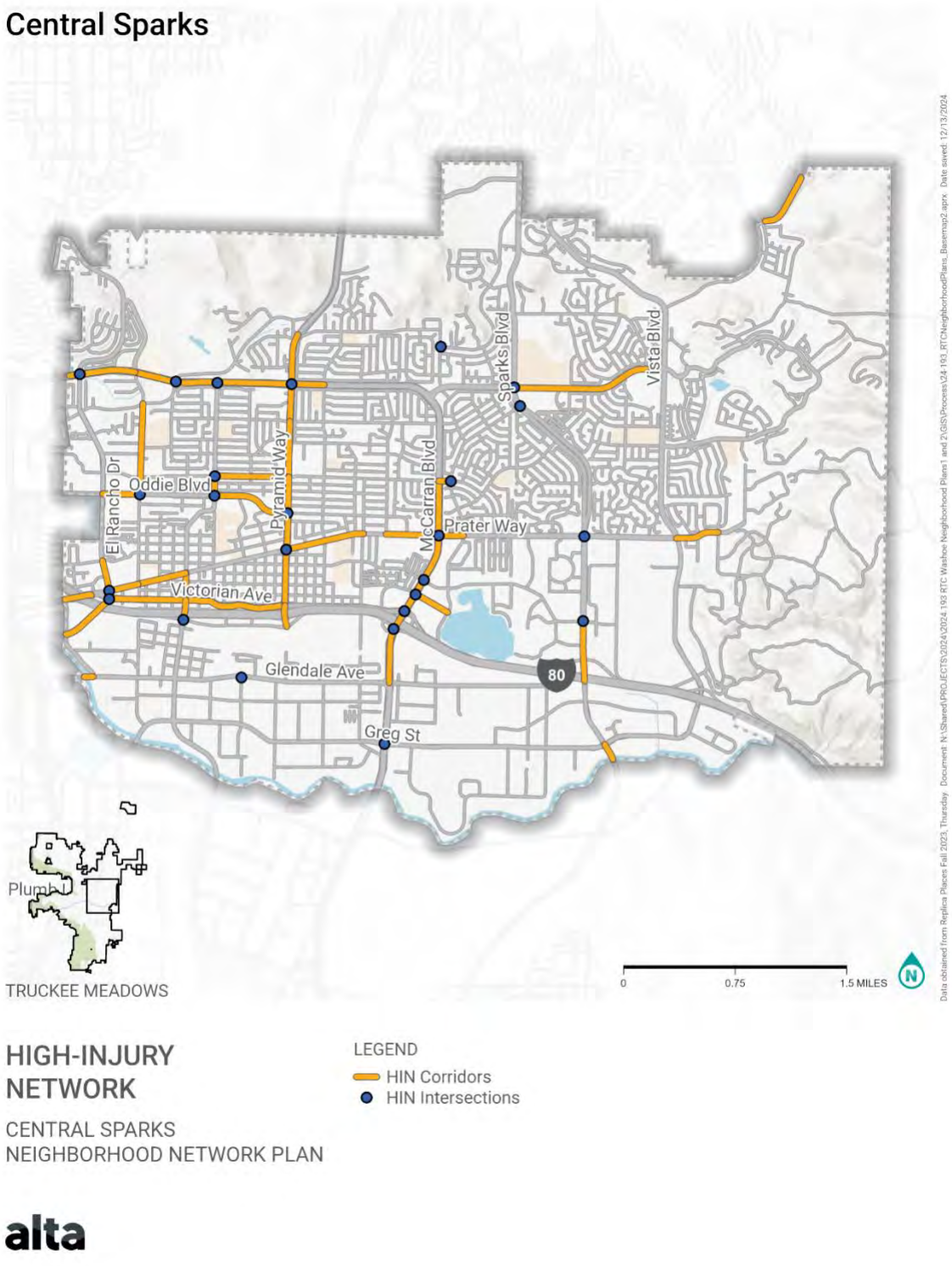


Figure 1615 High-Injury Network in Central Sparks

ATP Interactive Webmap Results

Part of the community engagement effort for the ATP involved providing the public with an interactive web map where they could pinpoint specific locations which were difficult or concerning as a bicyclist or pedestrian (**Figure 17**). They were also encouraged to mark locations which currently provided good or comfortable facilities. Respondents left a total of 63 comments for the Central Sparks area. Residents identified 28 bicycle-related issues, 28 pedestrian-related issues, four network gap issues, and three issues related to other mobility deficiencies. Bicycle issues included poor wayfinding and signage, inadequate facilities and poor-quality infrastructure, poor visibility, challenging transitions, and gaps in the bicycle network, among others. Pedestrian issues included sidewalk gaps, inadequate and infrequent crossings, dangerous roadway conditions, especially for children and students, and poor intersection designs, among others. Other mobility issues and network gaps included issues such as the need for improved transit and lagging service for street cleaning. Additionally, across almost all types of issues, numerous respondents identified dangerous drivers and driving habits as a major concern. Several streets were identified as having multiple issues within the neighborhood, including McCarran Blvd, Baring Blvd, El Rancho Dr, Sparks Blvd, Vista Blvd, Wedekind Rd, Whitewood Dr, and Prater Wy. In addition to those corridors, three intersections along Sparks Blvd received multiple comments: Shadow Ln, Baring Blvd, and Lincoln Wy.

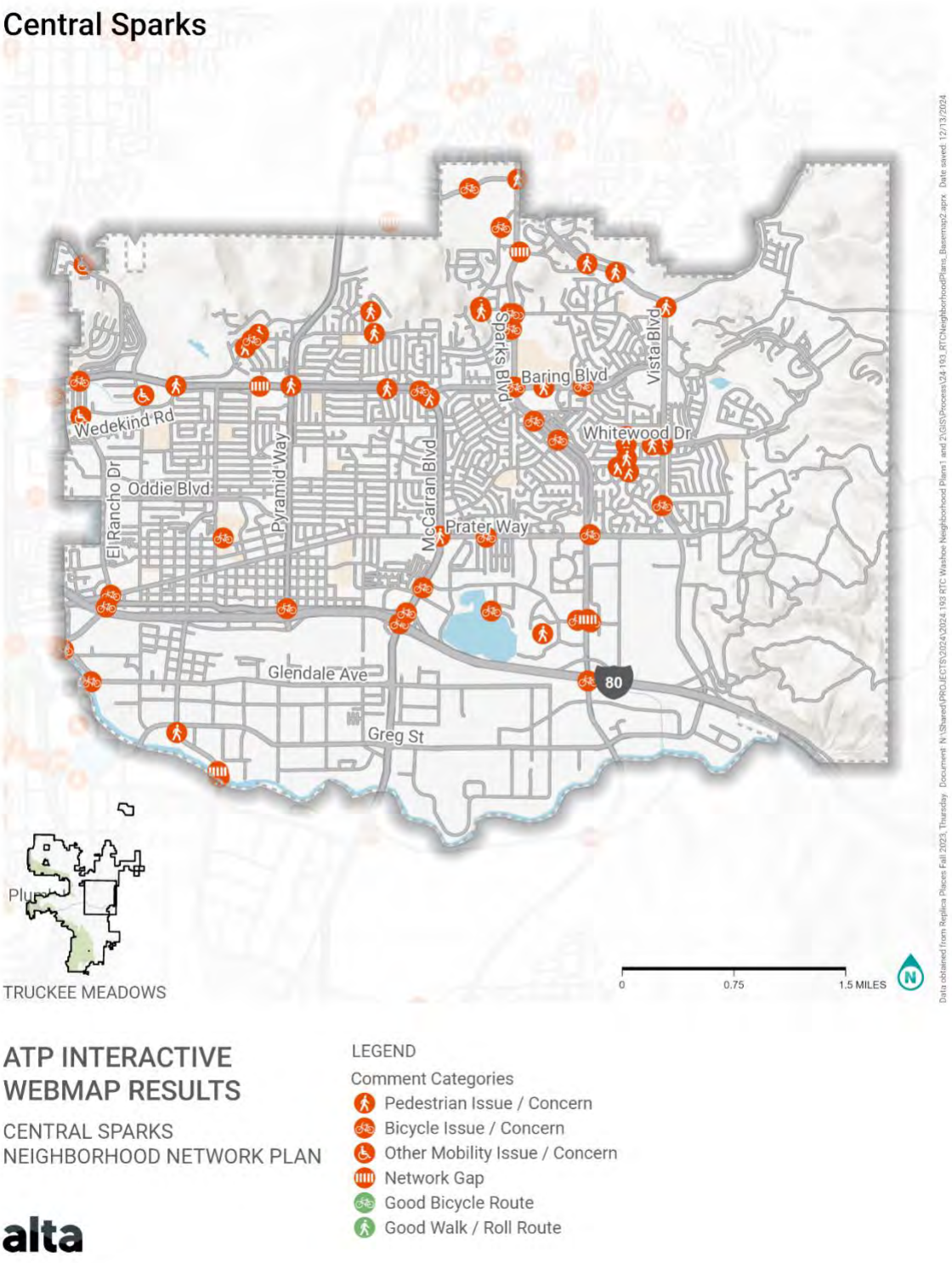


Figure 1716 ATP Interactive Map Interface

Traffic Calming

The City of Sparks operates a traffic calming program that allows residents to request infrastructure improvements designed to promote safe driving behaviors. The City is actively addressing these requests by implementing measures that reduce vehicle speeds, lower traffic volumes, discourage cut-through traffic on local streets, minimize conflicts between street users, enhance the surrounding environment, and create safer neighborhoods.

Active Trip Demand

Bicycle and Pedestrian Activity

The project team used Replica data to assess the level of walking and biking activity in the area[5]. Based on this data, there are an estimated total of 29,058 daily walking trips (1,448 trips per square mile) and 2,578 daily biking trips (128 trips per square mile) in the Central Sparks area (**Table 8**). When looking at the region, there are an estimated 181,779 daily walking trips and 17,035 daily biking trips, which comes out to 586 and 55 trips per square mile, respectively. Although Central Sparks does not have as many trips per square mile as the Reno/Sparks area, its comparatively high density of existing active transportation trips in the neighborhood indicates a higher overall demand for walking and biking trips and infrastructure than average in the region.

Table 8 Estimated Biking and Walking Trips

Mode	Central Sparks		Reno/Sparks Area
	Total	*Percent of Reno/Sparks Total*	
Bicycling Trips	2,578	15.1%	17,035
Bicycling Trip Density (per square mile)	128	N/A	55
Walking Trips	29,058	16%	181,779
Walking Trip Density (per square mile)	1,448	N/A	586

[5] Replica Data provides trip estimates based on activity-based travel demand modeling. This data provides a high-level estimate of trips by various modes throughout the area but does not represent recorded trip data.

Active Trip Potential

In addition to understanding where current active transportation trips occur, it is also important to understand which areas have a strong potential for increased active transportation trips. This analysis is accomplished by identifying areas where people take a high number of short vehicle trips. Trips are classified based on their distance, with distance serving as an indicator of the suitability for various mode shifts. Trips under one mile were classified as potential walking trips, trips between one and three miles were classified as potential biking trips, trips between three and six miles were classified as potential e-bike trips, and trips over six miles were considered not suitable for active modes.

Within the Central Sparks neighborhood, there are several areas that see a high percentage of vehicle trips that are less than or equal to six miles, which have the potential to be converted to other modes. Numerous census tracts in the northwest corner of the neighborhood, bounded by Prater Wy, McCarran Blvd, and the western border of the neighborhood, have a high percentage of trips that fall under three miles, and even more under six. The neighborhoods surrounding the Sparks Marina Park also see a large majority of their trips falling within six miles. **Table 9** below shows the estimated total number of trips and approximate lengths for the Central Sparks and Reno/Sparks areas. Central Sparks sees 10 percent more trips under three miles than the Reno/Sparks area, highlighting the higher-than-average potential for mode shift in the neighborhood.

Table 9 Percent of daily vehicle trips (Replica Data)

Trip Distance	Central Sparks		TMSA	
	Estimate	*Percentage*	*Estimate*	*Percentage*
Less than 1 mile	7,664	13.2%	259,087	10.4%
1 to 3 miles	19,649	36.0%	717,325	28.8%
3 to 6 miles	19,769	27.4%	695,067	27.9%
over 6 Miles	18,676	28.4%	820,599	32.9%
Total	86,728		2,492,078	

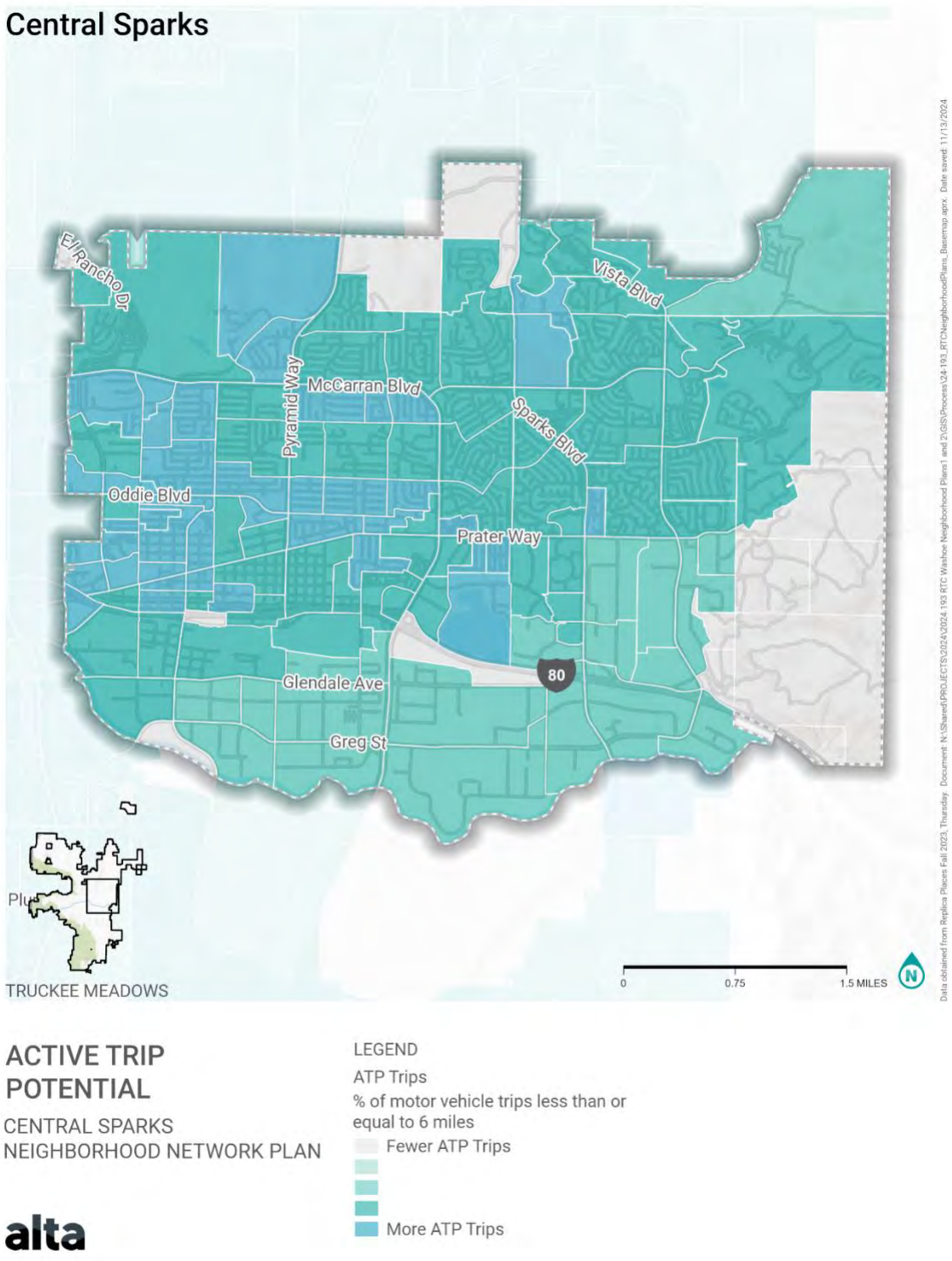


Figure 1817 Active trip potential in Central Sparks

Active Transportation Gap Analysis

The RTC completed an Active Transportation Gap Analysis as part of the development of the *RTC Washoe Active Transportation Plan.* To identify gaps, the RTC combined the results of several analyses of the Truckee Meadows network, including Bicycle Level of Traffic Stress, Pedestrian Experience, Equity, Active Trip Potential, and the High Injury Network[6]. The analyses were combined by assigning a score to each individual analysis for each road segment (Figure 19). Segments could earn a score between zero and 40, with zero representing a roadway with no gaps and 40 representing a roadway with significant gaps.

The roadway network in Central Sparks earned an average overall gap analysis score of 22.4, with streets scoring as high as 29.3 and as low as 12.4. Nearly 57 percent of the streets earned a score over 20, with the following top 10 streets earning the highest average gap analysis scores (Figure 20).

Top Ten Active Transportation Network gaps:

1. Pyramid Wy (29.3)
2. Oddie Blvd (29.1)
3. McCarran Blvd (28.7)
4. Kietzke Ln (27.0)
5. Nichols Blvd (27.0)
6. Prater Wy (24.2)
7. Rock Blvd (24.2)
8. Wedekind Rd (23.7)
9. Victorian Ave (23.3)
10. El Rancho Dr (22.6)

While the gap analysis identified a few of the same corridors that respondents did during the ATP Interactive Webmap survey, there were several additional streets and areas that respondents identified as presenting major challenges for pedestrians and bicyclists. El Rancho Dr, Baring Blvd, Wedekind Rd, and the streets surrounding Mendive Middle School each received several comments related to inadequate bicycle and pedestrian infrastructure and connections, as well as unsafe driving behaviors. Sparks Blvd, which includes one of the region's few multi-use paths, also received a large number of comments, many of which pertained to challenging street crossings and poorly maintained bike facilities. This highlights the importance of maintaining existing active transportation facilities to ensure they don't create additional barriers for users.

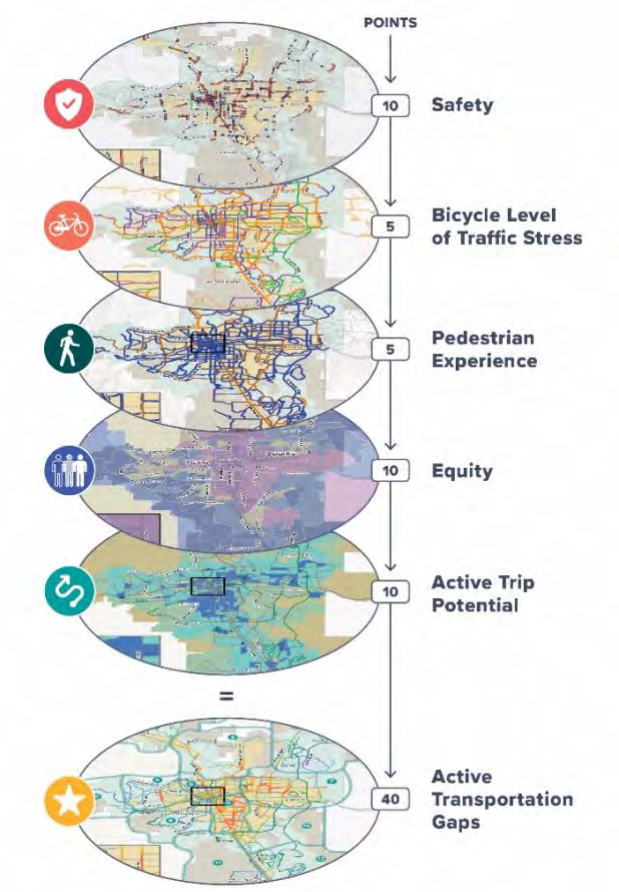


Figure 1918 Active Transportation Gap Variables

[6] *The term "gap" represents a roadway section that acts as a barrier to active transportation in the region.*

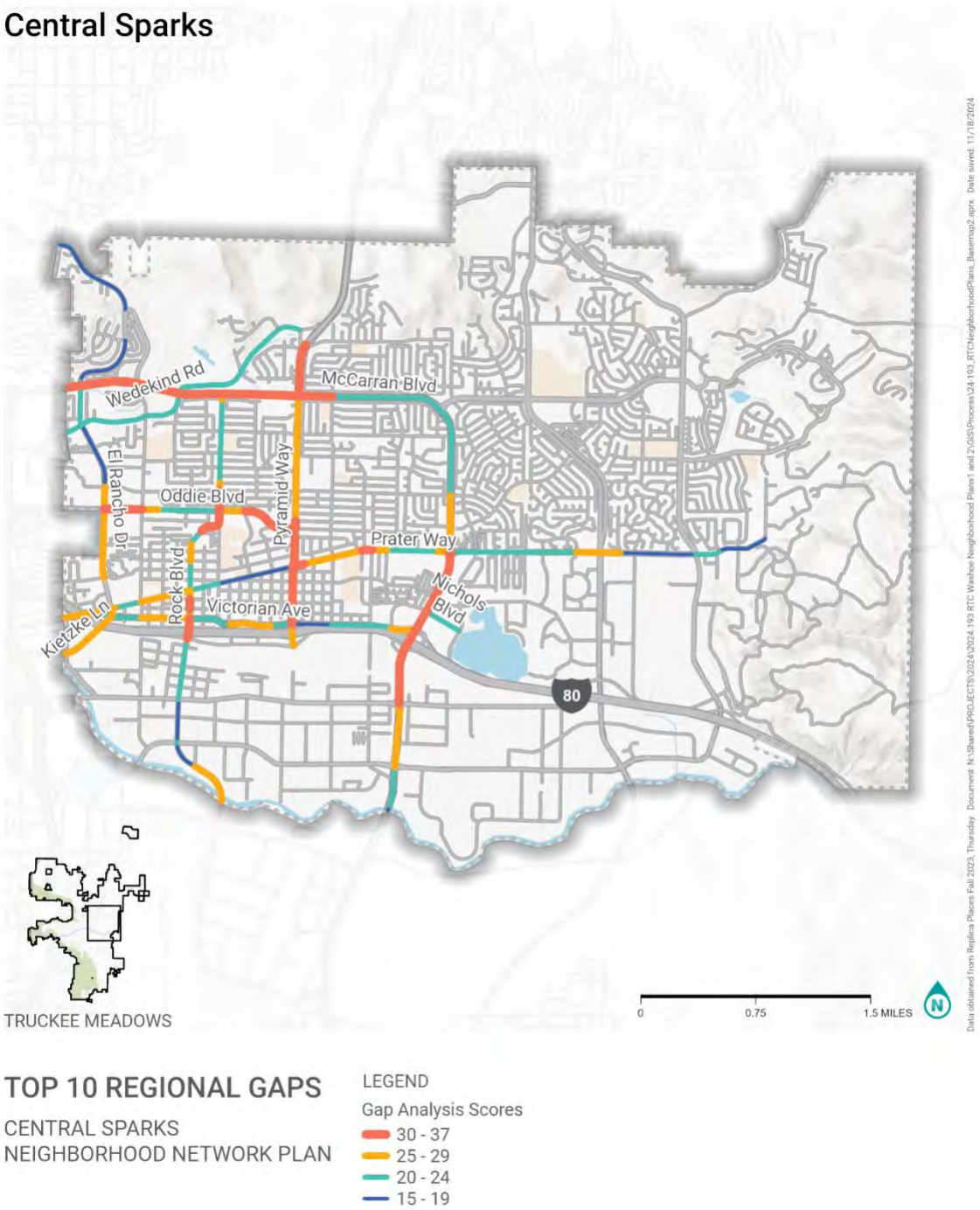


Figure 2019 Top 10 highest scoring corridors in Central Sparks

Neighborhood Profile Summary

Central Sparks is young, dense, and significantly more diverse than the rest of the Reno/Sparks area, with a large Hispanic population. As a whole, the neighborhood has a slightly lower household income than the region with similar rates of housing cost burden and lack of access to a vehicle. However, the neighborhood contains several communities in the western and southern portions of the area between McCarran Blvd, I-80, and the Reno/Sparks border which are denser and have significantly lower average incomes, lower levels of vehicle access, and higher rates of housing cost burden. These areas stand to benefit the most from investments in active transportation.

Central Sparks

40.9%
Hispanic (26.4% region avg.)

20x
Regional housing density

10%
More trips under three miles vs region

-$10K
Household Income below Region Average

Central Sparks provides its residents a range of walking and biking facilities, from the high-quality shared use paths on Sparks Blvd and along the Truckee River to areas like McCarran Blvd between I-80 and Lincoln Way, which lack sidewalks, sidewalk buffers, and bicycle facilities. Major arterials, such as Pyramid Way, which contains numerous segments and intersections within the High-Injury Network, could provide needed connections within the community but currently act as major barriers to pedestrians and bicyclists.

The analyses in this report identified several gaps in the active transportation network, especially along major arterial roadways. These gaps present opportunities to create a safer and more connected active transportation network and further the goals of the ATP. With relatively strong demand for active transportation in the area, and the potential for many of the neighborhood's trips to be switched from vehicles to active modes, Central Sparks is well positioned to become one of the most enjoyable places for pedestrians and bicyclists in the region with focused improvements. Addressing issues identified along the top 10 corridors could greatly enhance the quality of life, health, and safety to create a more vibrant and well-connected Central Sparks neighborhood.

B

Appendix B: Community Engagement Summaries

Pop-Up Information Event Summary
RTC Neighborhood Network Plans
Central Sparks Plan

Pop-Up Event Date: February 22, 2025
Location: Lighthouse Coffee, 325 Harbour Cove Dr. #121, Sparks, NV 89434

Team Members in Attendance: RTC Planner Marquis Williams, RTC Planning Manager Graham Dollarhide, RTC Public Information Officer Josh MacEachern, Alta Planning + Design Planning Associate II Cole Peiffer, RTC Planner Shay League, and MJT Consulting Public Information Officer Lauren Ball

Topic: RTC Neighborhood Network Plans – Central Sparks Plan

Approximate number of attendees: 45

Notifications: The community was notified of the pop-up event via RTC social media posts, an email blast to stakeholders, and a press release to inform local media.

About the Project:
The RTC is proposing improvements to help make walking and biking safer and more comfortable in 12 Reno/Sparks neighborhoods over the coming years, starting with plans to improve the Central Reno/MidTown neighborhood and the Central Sparks neighborhood. This pop-up focused on the Central Sparks neighborhood. The Central Sparks neighborhood is the diverse core of Sparks, approximately defined by Baring Boulevard to the north, the Reno-Tahoe International Airport to the south, Teglia's Paradise Park to the west, and Vista Boulevard to the west.

Pop-Up Event Summary:
Public input and feedback about potential neighborhood improvements are critical to the project's planning process. The project team created public information pop-up events as a way to have personal, one-on-one conversations with community members to provide them with project information and ask for feedback to address concerns in their neighborhood. The project team wanted to meet the community where they are for quick and meaningful conversations.

The project team selected the patio area of Lighthouse Coffee near the Sparks Marina as the pop-up information event location. The event was held on Saturday, February 22, 2025, from 9 a.m. to noon, to coincide with the anticipated influx of customers to the local coffee shop on a Saturday morning, along with people who might be using the Sparks Marina for weekend outdoor recreation. The weather was anticipated to be warmer than usual for February, which also meant an increase in foot traffic near the coffee shop on the way to the Marina path.

The pop-up event included one table with two large printed maps of the Central Sparks neighborhood, project flyers, and coloring sheets for children. Along with the map, there were post-its and markers available for people to leave comments. Additionally, understanding that not everyone can attend in-person events, all pop-up materials were also made available on the project landing page on the RTC's website.

People who came to the pop-up event and provided comments were offered a coupon for a complimentary large coffee, coffee cake, or cookie from Lighthouse Coffee as an incentive. While approximately 30 people took the coupon, only 15 coupons were redeemed.

Throughout the course of the three-hour pop-up event, approximately 45 people stopped by the information tables to talk with staff, or received a flyer with more information about the project.

Of the people who stopped by the pop-up table to talk to the team, most had come to visit Lighthouse Coffee, or were heading to the Marina for recreation. A handful of people saw the event being advertised and came specifically to learn more about the project.

The pop-up event was attended by Ward 1 Sparks City Councilmember Donald Abbott, Ward 3 Sparks City Councilmember Paul Anderson, and Sparks Citizens Advisory Committee Ward 1 member David Morlet. They rode bicycles to the pop-up event and provided personal insights and anecdotes from their constituents and committee members about areas in the Central Sparks neighborhood that needed improvements.

One person who stopped by mentioned that lighting could be improved throughout the Central Sparks neighborhood to encourage more people to use alternate modes of travel.

Another person mentioned they had wanted to ride their bike to the Marina to provide feedback at the pop-up event, but wasn't able to find any nearby bike racks. They commented that there should be bike racks added to the Marina area.

A couple of other people pointed out breaks in connections throughout the neighborhood, including from Baring to Oddie and the path along Sparks Boulevard.

Another person suggested adding a bridge from the Lighthouse Coffee/Sparks Water Bar area to the other side of the Marina for a tourist attraction.

Because it was a sunny February day, some passersby were visiting the Marina from other areas of Sparks and Reno, and had ideas for their own neighborhoods. Staff let them know that the region had been divided into 12 neighborhoods and that future plans would focus on other areas of our community.

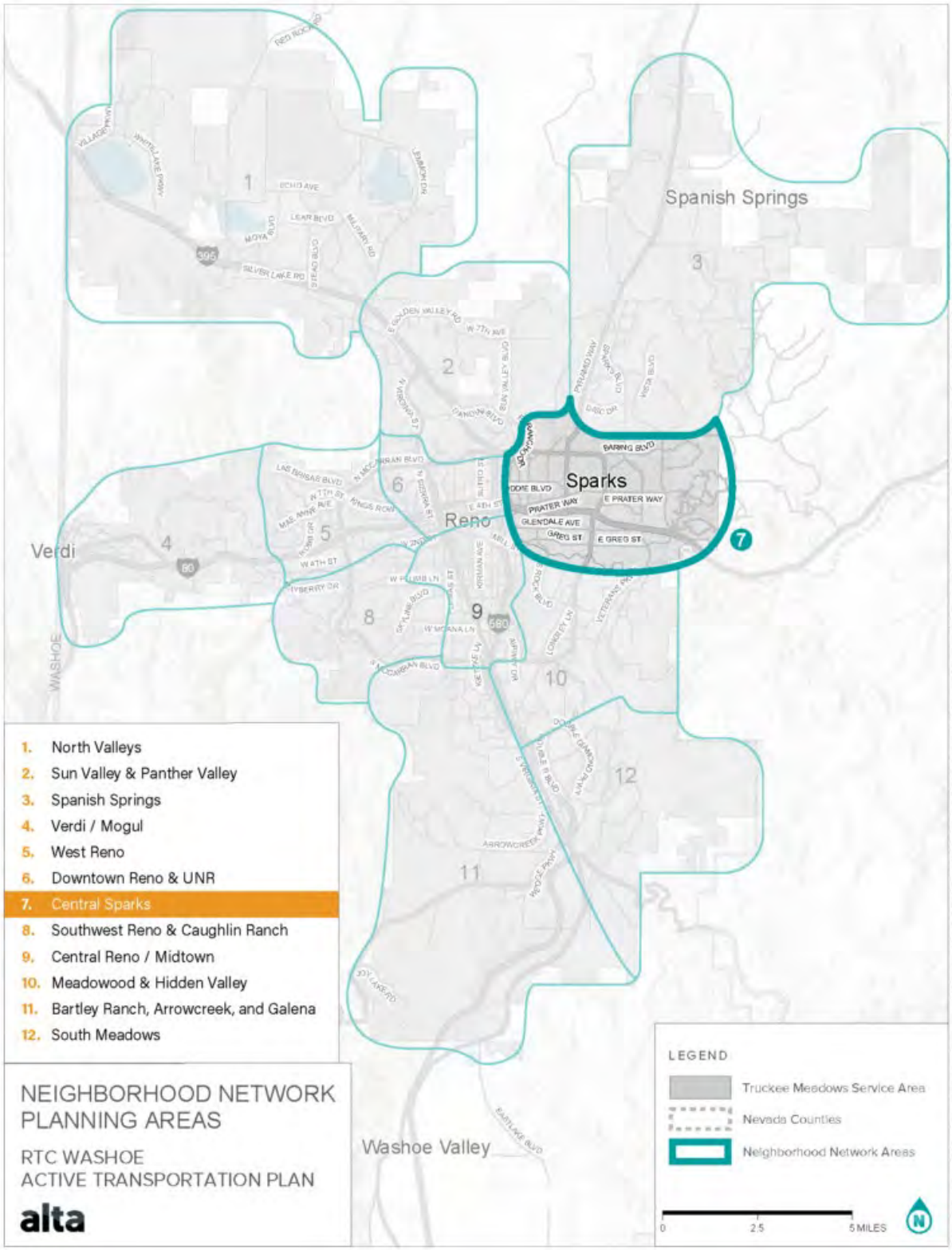
Overall, people expressed gratitude and excitement that the RTC was embarking on the Neighborhood Network Plans and many had ideas for the Central Sparks neighborhood and beyond.

A full list of the written comments received are listed below and photos of the comments are included on the following pages.

Comments Received:

- Marina: Need bike racks at Marina
- Along Lincoln Way to Victorian Ave: More lights
- Sparks Blvd. bike path between Baring and Prater: Asphalt
- Sparks Blvd.: Speeding cars

- Path along Sparks Blvd. too disjointed to be useful
- Baring to Oddie connection missing
- Sparks Blvd.: Street sweepers sweep dirt into bike lanes; bike lanes are not maintained
- Area east of Pyramid/McCarran intersection: Lack of connectivity all around
- Not many people park on 4th between Greenbrae + Prater
- Nugget Ave.: Cars pulling out to see traffic on Victorian
- Pinch point under McCarran bridge
- Greg St.: Better bike connection to jobs
- River path: This section feels safe in contrast to Reno
- Sparks Blvd. near Greg St.: More paths/separation to ride with kids
- Sparks Blvd.: Sweep the multi-use
- Sparks Blvd.: People in paths
- Sparks Blvd. between Lincoln and train tracks: Blind crossing
- 9th St.: Make a bridge
- Asphalt falling apart from Galletti to Rock on River Path
- Sidewalk and bike path Rock Blvd. no safe crossing under bridge
- MAKE RENO COOLER!
- Neighborhood connections sound good
- More trails, more parks
- Sparks Blvd. near Express St.: incline not ADA
- Sparks Blvd. near Express St.: ADA slopes
- Near Van Meter Park: Parking at RAB
- Neighborhood between Howard and Lincoln: Unsafe and no lights


Spanish Springs
Sparks
Reno
Verdi
Washoe Valley
1. North Valleys
2. Sun Valley & Panther Valley
3. Spanish Springs
4. Verdi / Mogul
5. West Reno
6. Downtown Reno & UNR
7. Central Sparks
8. Southwest Reno & Caughlin Ranch
9. Central Reno / Midtown
10. Meadowood & Hidden Valley
11. Bartley Ranch, Arrowcreek, and Galena
12. South Meadows
NEIGHBORHOOD NETWORK PLANNING AREAS
RTC WASHOE
ACTIVE TRANSPORTATION PLAN
alta
LEGEND
Truckee Meadows Service Area
Nevada Counties
Neighborhood Network Areas
0
2.5
5 MILES
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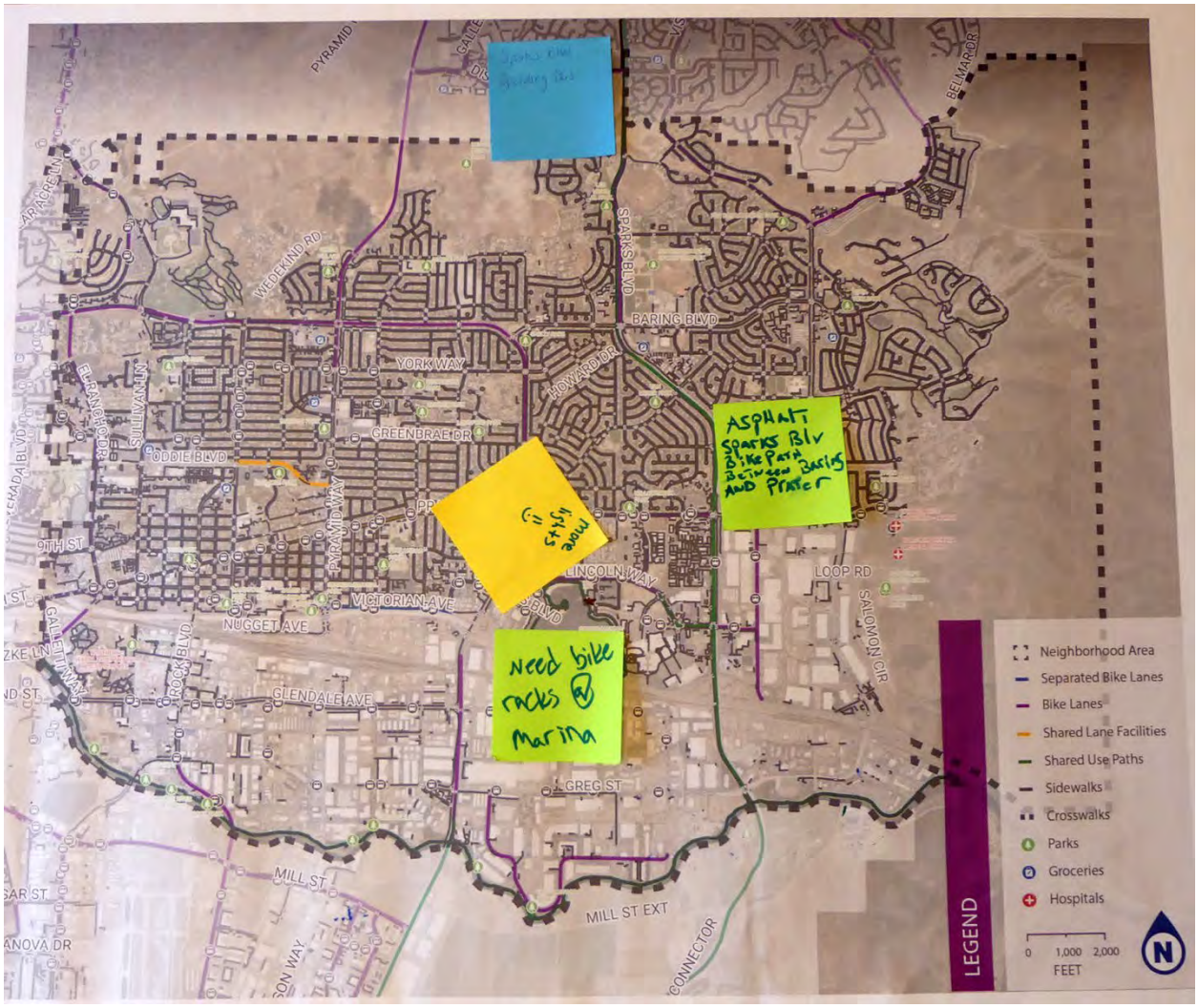
Data provided by Washoe County. Document: N:\Shared\PROJECTS\2022\06-2022-260 Washoe, NV Active Transportation Plan\GIS\Restored\GIS_BackupRestore\Process\22-260_WashoeATP.aprx. Date saved: 5/22/2024


ASPHALT SPARKS BLV BIKE PATH BETWEEN BARING AND PRATER
more bikes!!
Need bike racks @ Marina
PYRAMID
SPARKS BLVD
BARING BLVD
WEDEKIND RD
YORK WAY
HOWARD DR
GREENBRAE DR
ODDIE BLVD
SULLIVAN LN
EL RANCHO DR
PYRAMID WAY
9TH ST
VICTORIAN AVE
NUGGET AVE
LINCOLN WAY
LOOP RD
SALOMON CIR
GLENDALE AVE
GREG ST
MILL ST
MILL ST EXT
CONNECTOR
BELMARROR
LEGEND
Neighborhood Area
Separated Bike Lanes
Bike Lanes
Shared Lane Facilities
Shared Use Paths
Sidewalks
Crosswalks
Parks
Groceries
Hospitals
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PYRAMID
DISC DR
WEDEKIND RD
BARING BLVD
ODDIE BLVD
GREENBRAE DR
LINCOLN WAY
NICHOLS BLVD
LOOP RD
SALOMON CIR
GREG ST
MILL ST
LANOVA DR
Street sweepers sweep dirt into bike lanes / bike lanes are not maintained
Lack of connectivity all around
Path along Sparks Blvd too disjointed to be useful
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MAKE RENO COOLER!
MAKE A BRIDGE
Not many people Park on 4th between Greenbrae + Prater
Cars pulling out to see traffic on Victorian
Pinch point under McCarran Bridge
Asphalt falling apart from
to Rock Path
More trails More paths
sidewalk + bike path Rock Blvd no safe crossing under bridge
Better bike connection to jobs
More paths / separation of sidewalks
this section feels safe (river path) in contrast to Reno
Neighborhood Area
Separated Bike Lanes
Bike Lanes
Shared Lane Facilities
Shared Use Paths
Sidewalks
Crosswalks
Parks
Groceries
Hospitals
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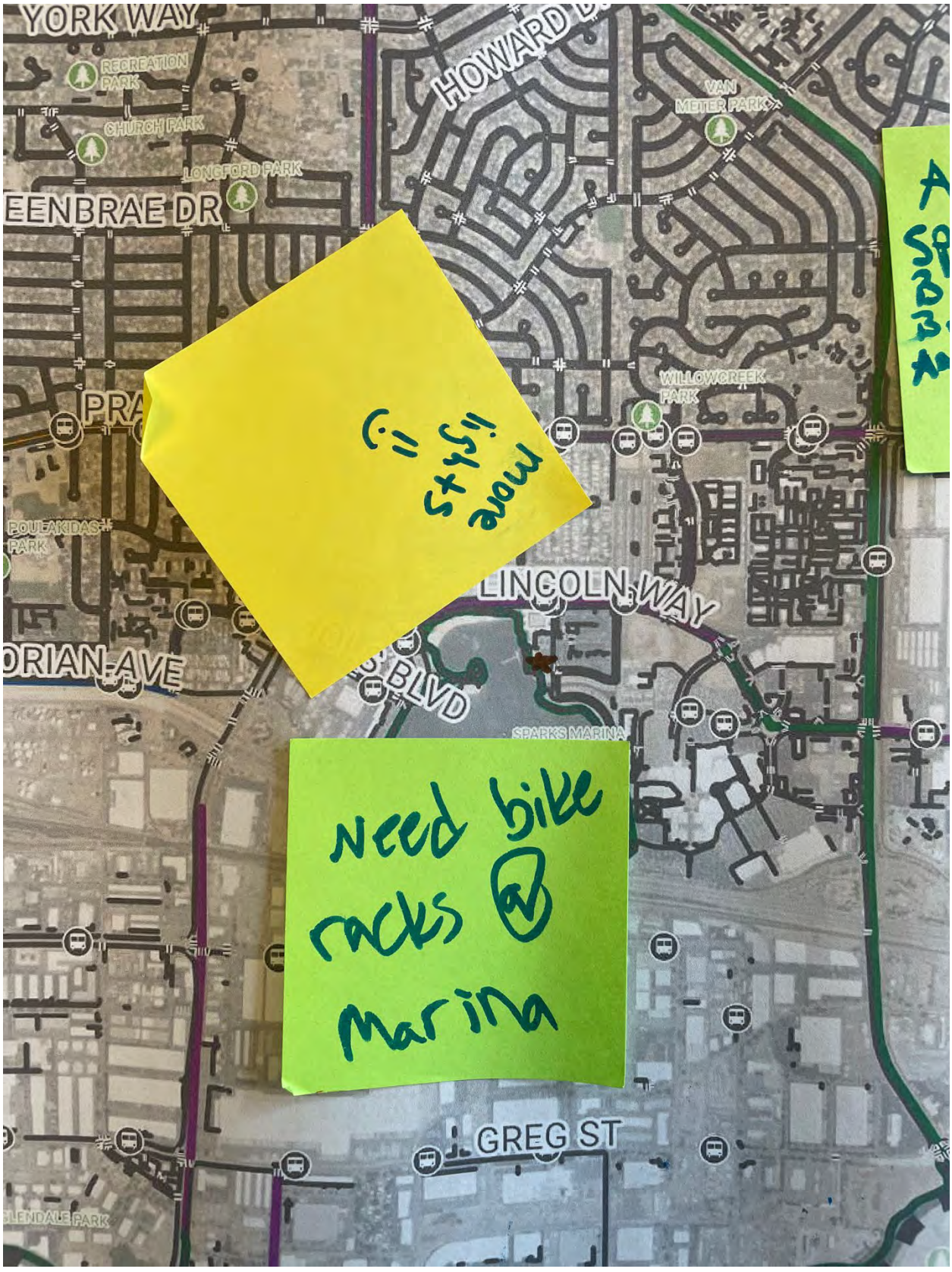
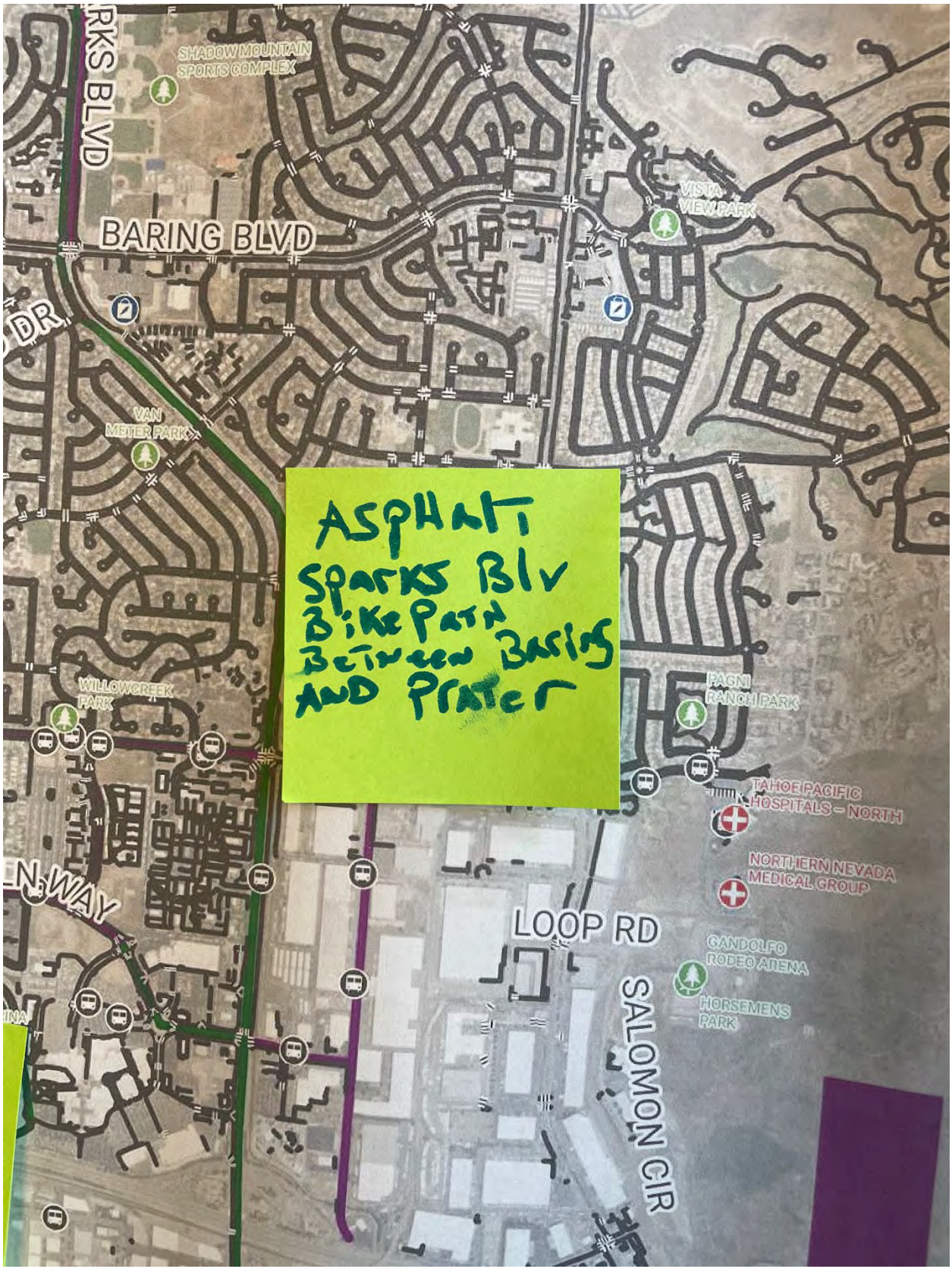
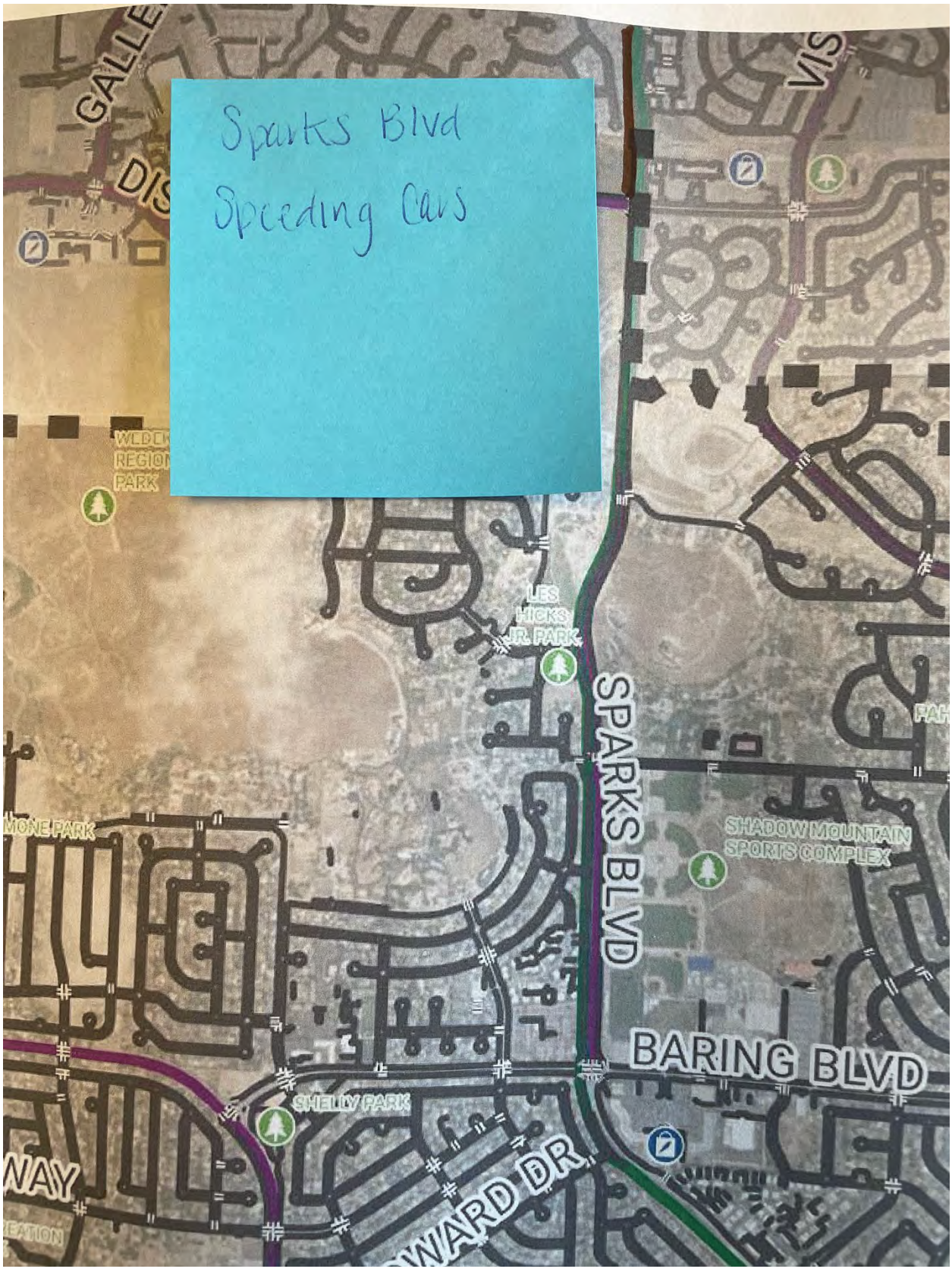
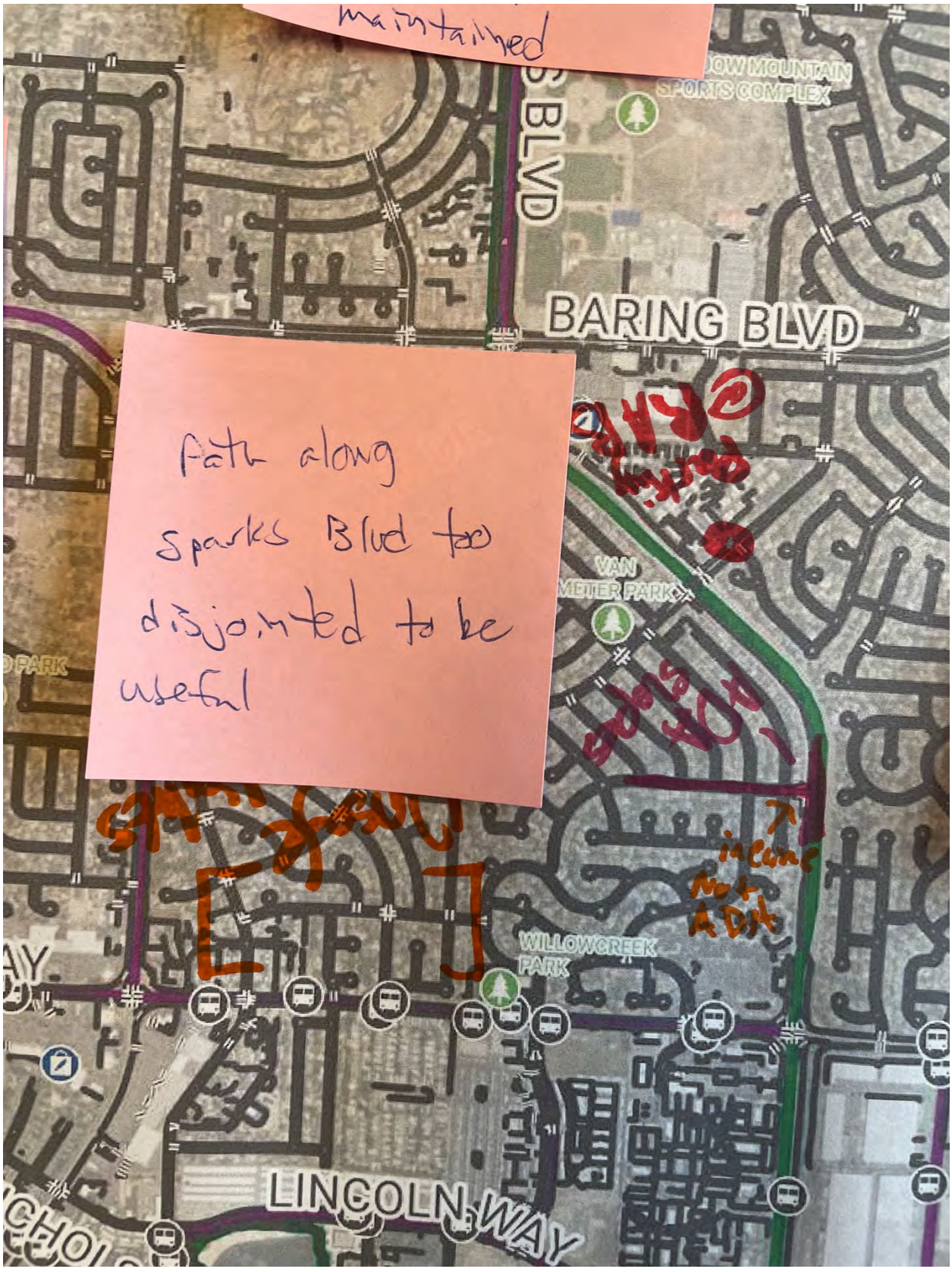
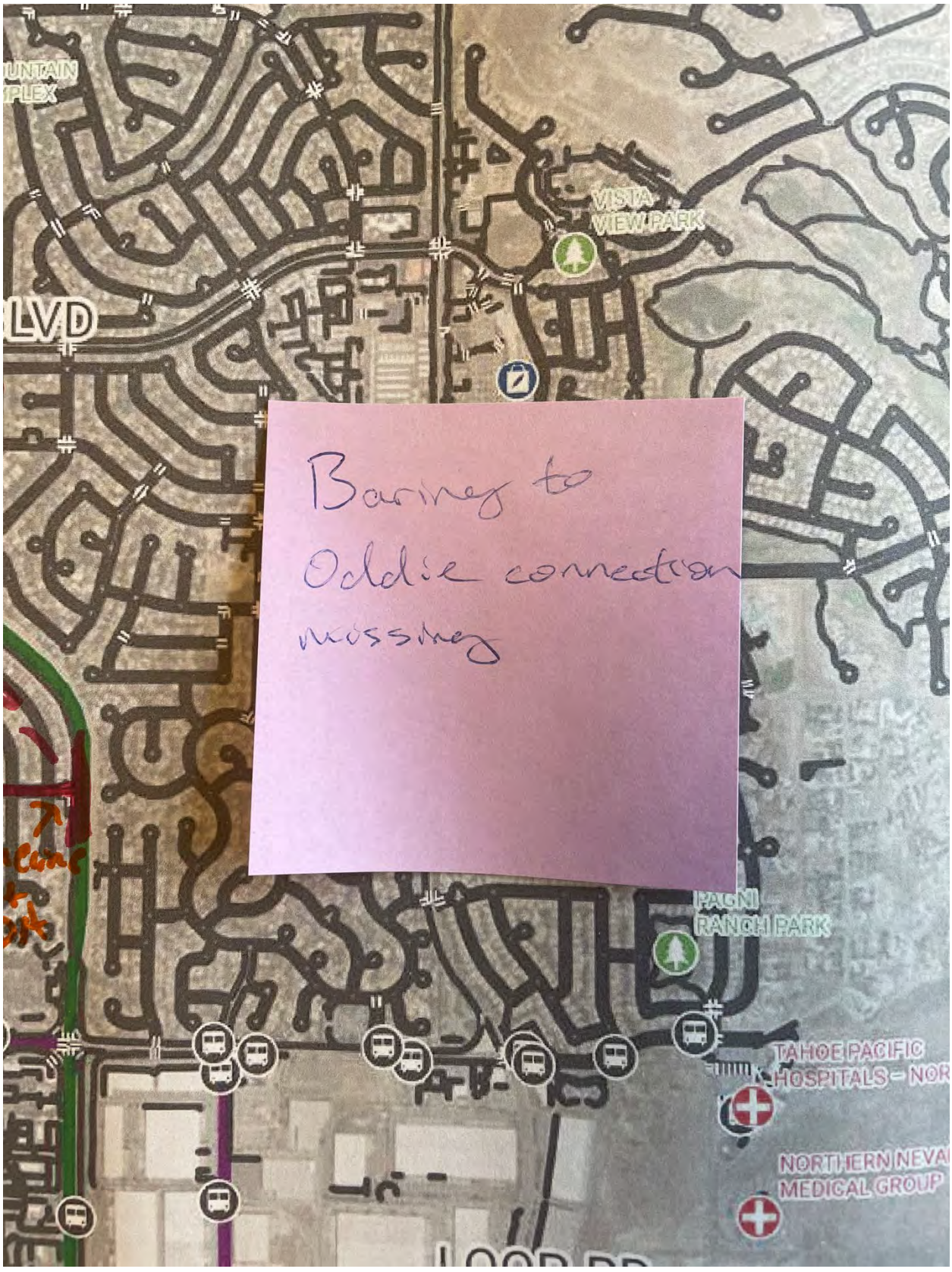
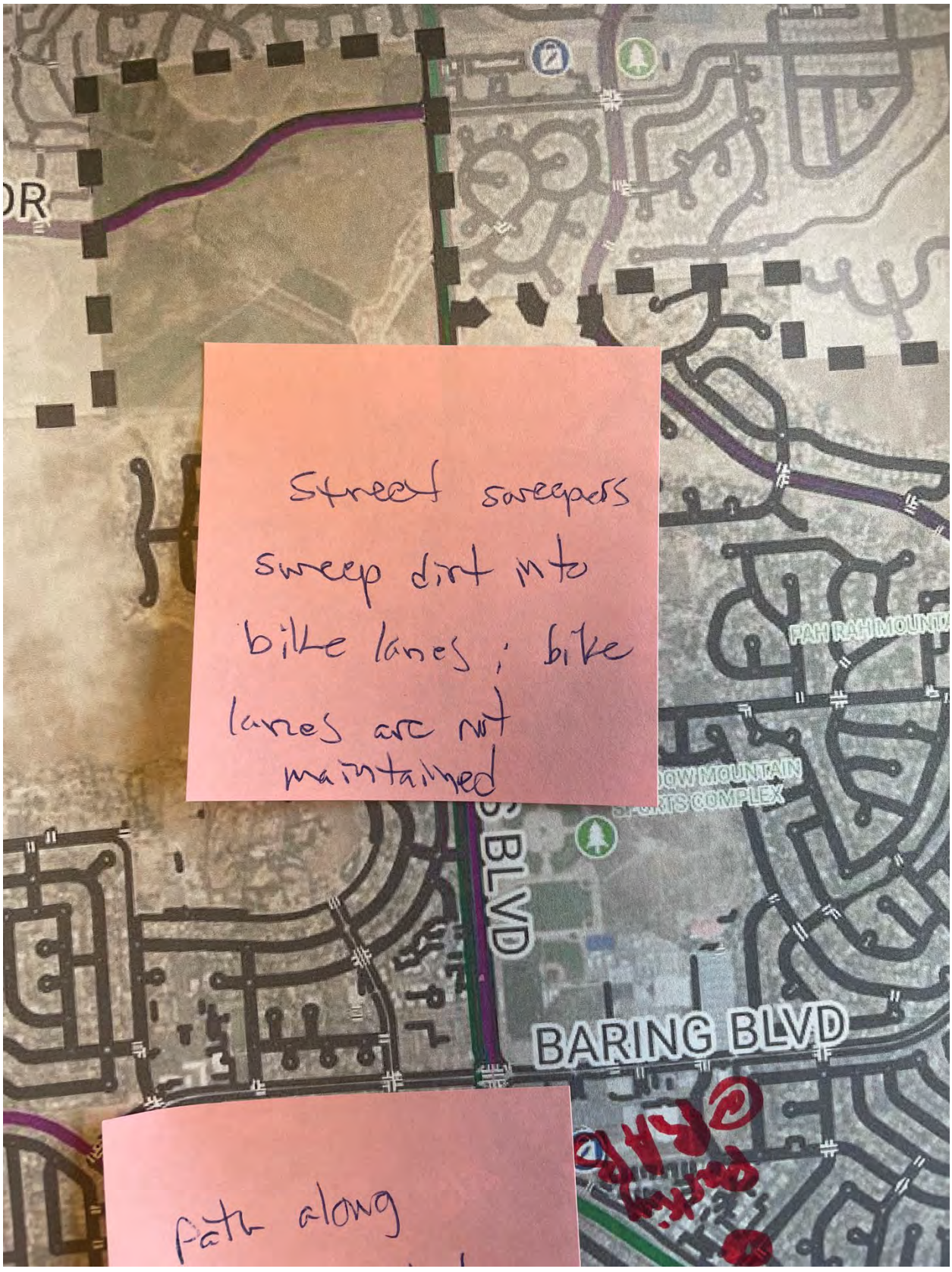

YORK WAY
RECREATION PARK
CHURCH PARK
LONGFORD PARK
EENBRAE DR
HOWARD
VAN METER PARK
WILLOWCREEK PARK
LINCOLN WAY
BLVD
SPARKS MARINA
GREG ST
need bike racks @ Marina

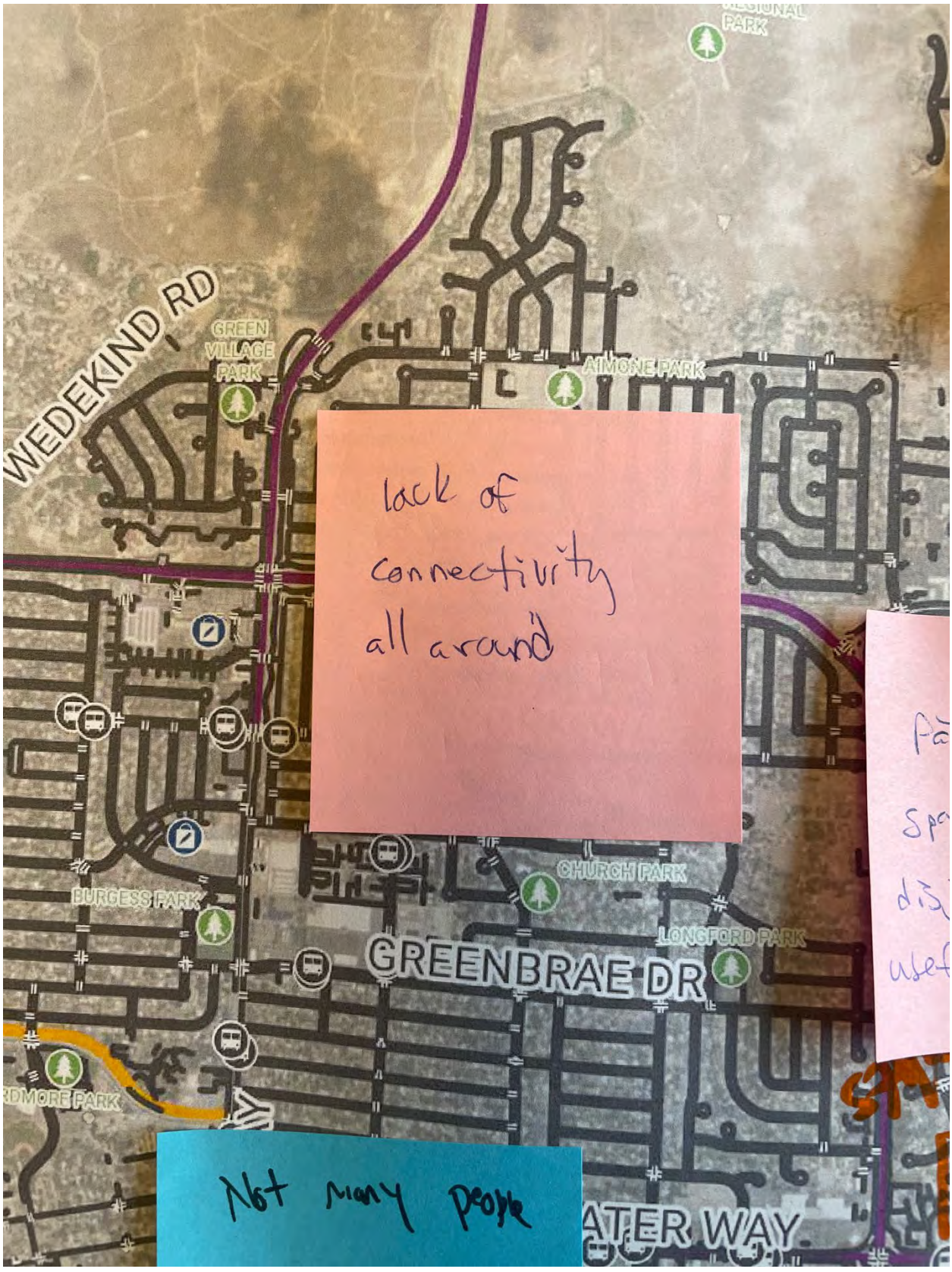

ASPHALT
Sparks Blv
Bike Path
Between Baring
AND Prater
RKS BLVD
SHADOW MOUNTAIN SPORTS COMPLEX
BARING BLVD
VISTA VIEW PARK
VAN METER PARK
WILLOWCREEK PARK
PAGNI RANCH PARK
TAHOE PACIFIC HOSPITALS – NORTH
NORTHERN NEVADA MEDICAL GROUP
LOOP RD
GANDOLFO RODEO ARENA
HORSEMEN'S PARK
SALOMON CIR

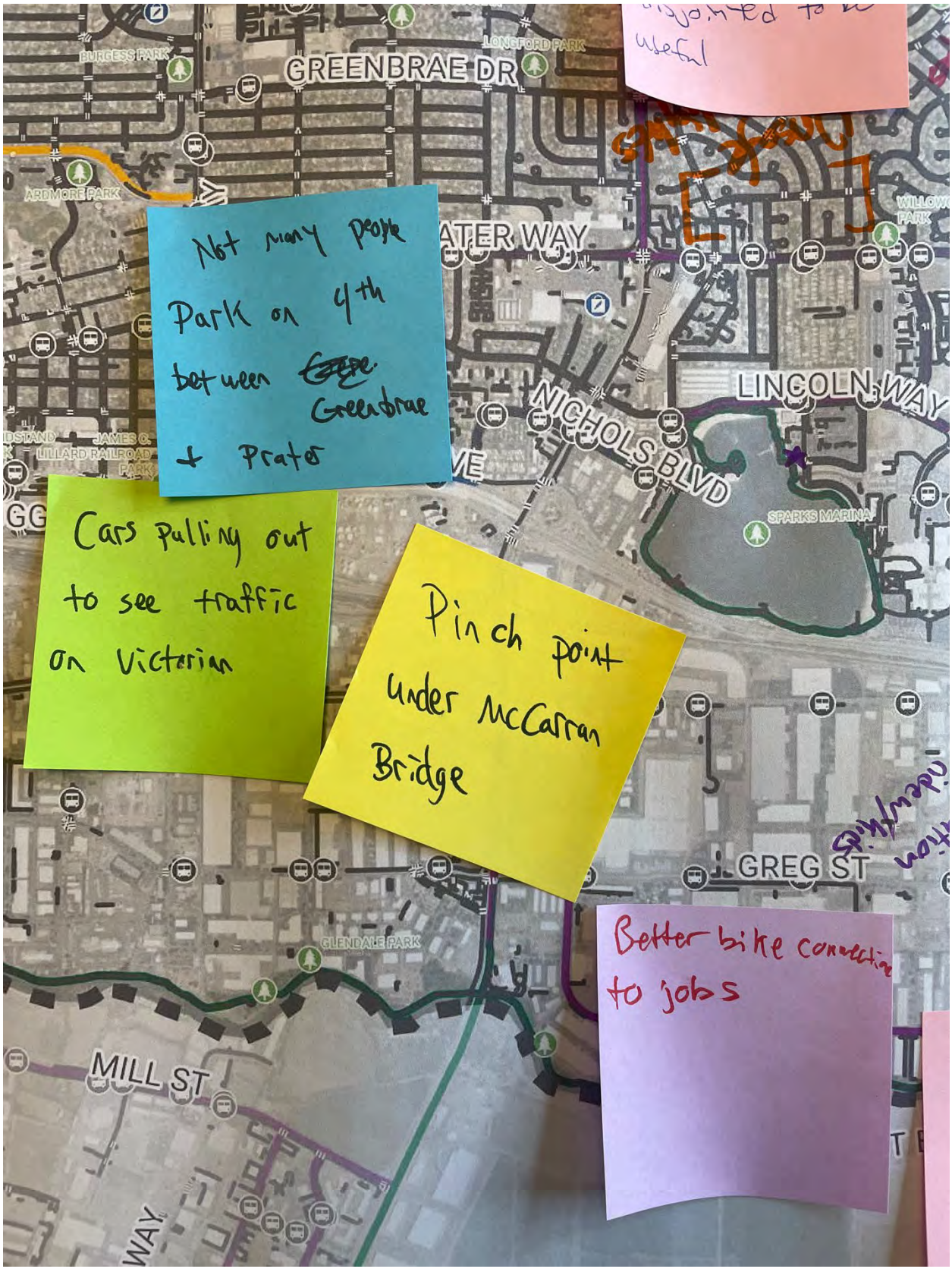

Sparks Blvd
Speeding Cars
SPARKS BLVD
BARING BLVD
SHADOW MOUNTAIN SPORTS COMPLEX
SHELLY PARK
LES HICKS JR. PARK

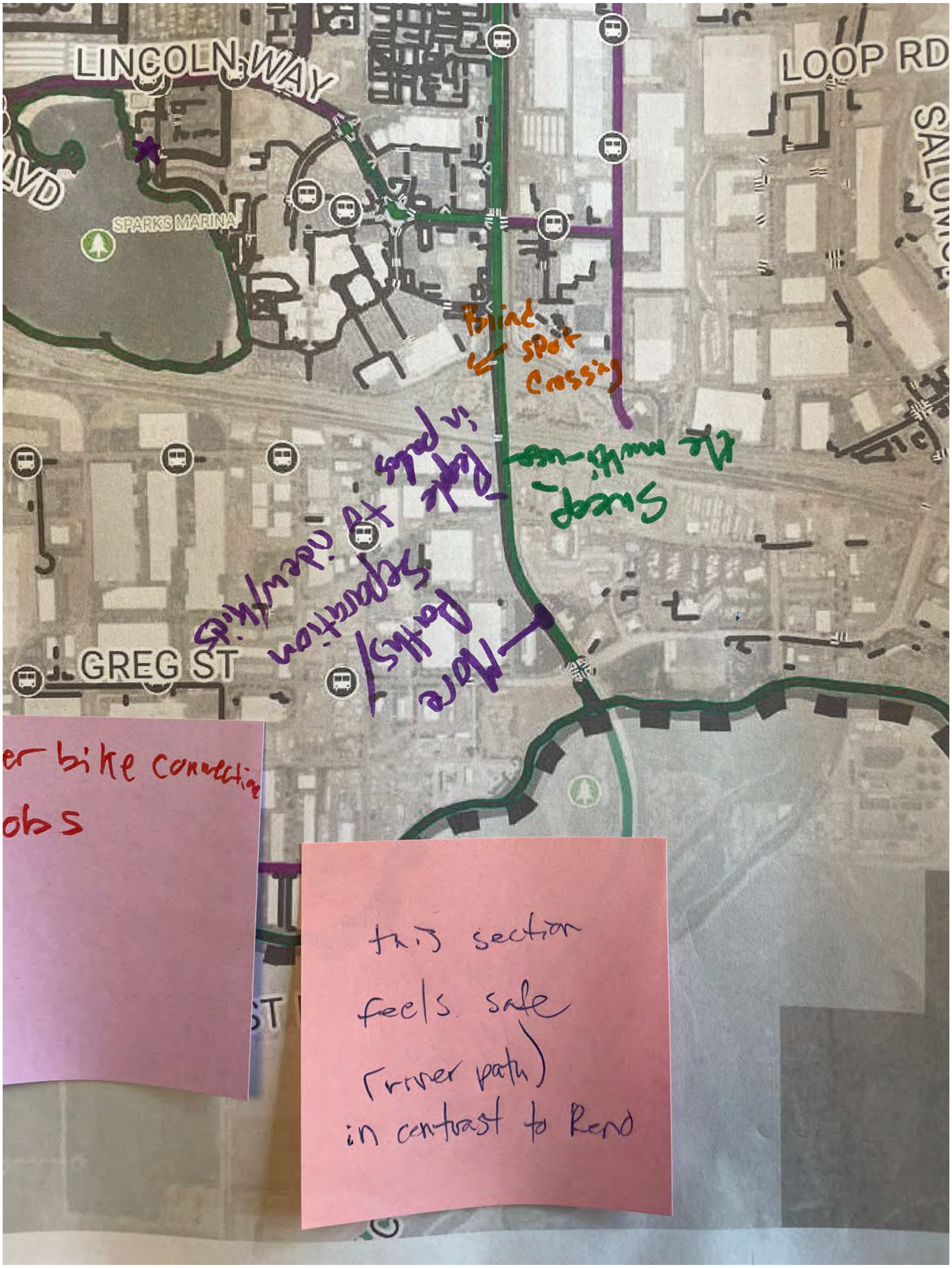

maintained
BARING BLVD
path along
sparks Blvd too
disjointed to be
useful
VAN
METER PARK
WILLOWCREEK
PARK
LINCOLN WAY

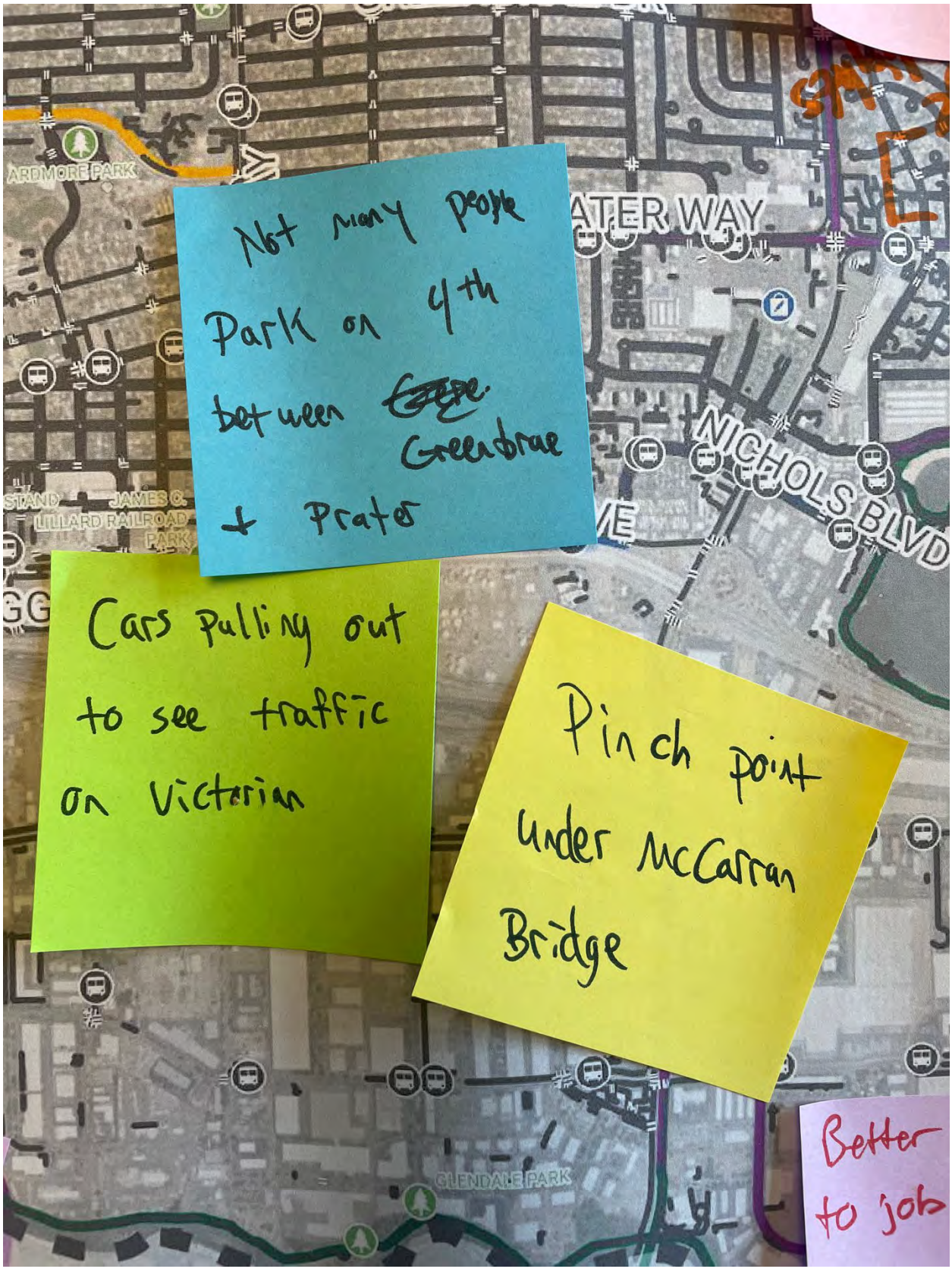

Barney to
Oddie connection
missing
VISTA VIEW PARK
PAGNI RANCH PARK
TAHOE PACIFIC HOSPITALS – NOR
NORTHERN NEVA MEDICAL GROUP


Street sweepers sweep dirt into bike lanes ; bike lanes are not maintained
BARING BLVD
path along


WEDEKIND RD
GREEN VILLAGE PARK
AIMONE PARK
lack of connectivity all around
CHURCH PARK
BURGESS PARK
LONGFORD PARK
GREENBRAE DR
Not many people


Not many people
Park on 4th
between Greenbrae
+ Prater
Cars pulling out
to see traffic
on Victorian
Pinch point
under McCarran
Bridge
Better bike connection
to jobs
GREENBRAE DR
LINCOLN WAY
NICHOLS BLVD
SPARKS MARINA
GREG ST
MILL ST
GLENDALE PARK
BURGESS PARK
ARDMORE PARK
LONGFORD PARK
WILLOW PARK


LINCOLN WAY
LOOP RD
LVD
SPARKS MARINA
GREG ST
Blind spot crossing
Sweep the multi-use
More paths/ separation
er bike connectio
obs
this section feels safe (river path) in contrast to Reno


Not many people Park on 4th between Greenbrae + Prater
Cars pulling out to see traffic on Victorian
Pinch point under McCarran Bridge
Better to job
ARDMORE PARK
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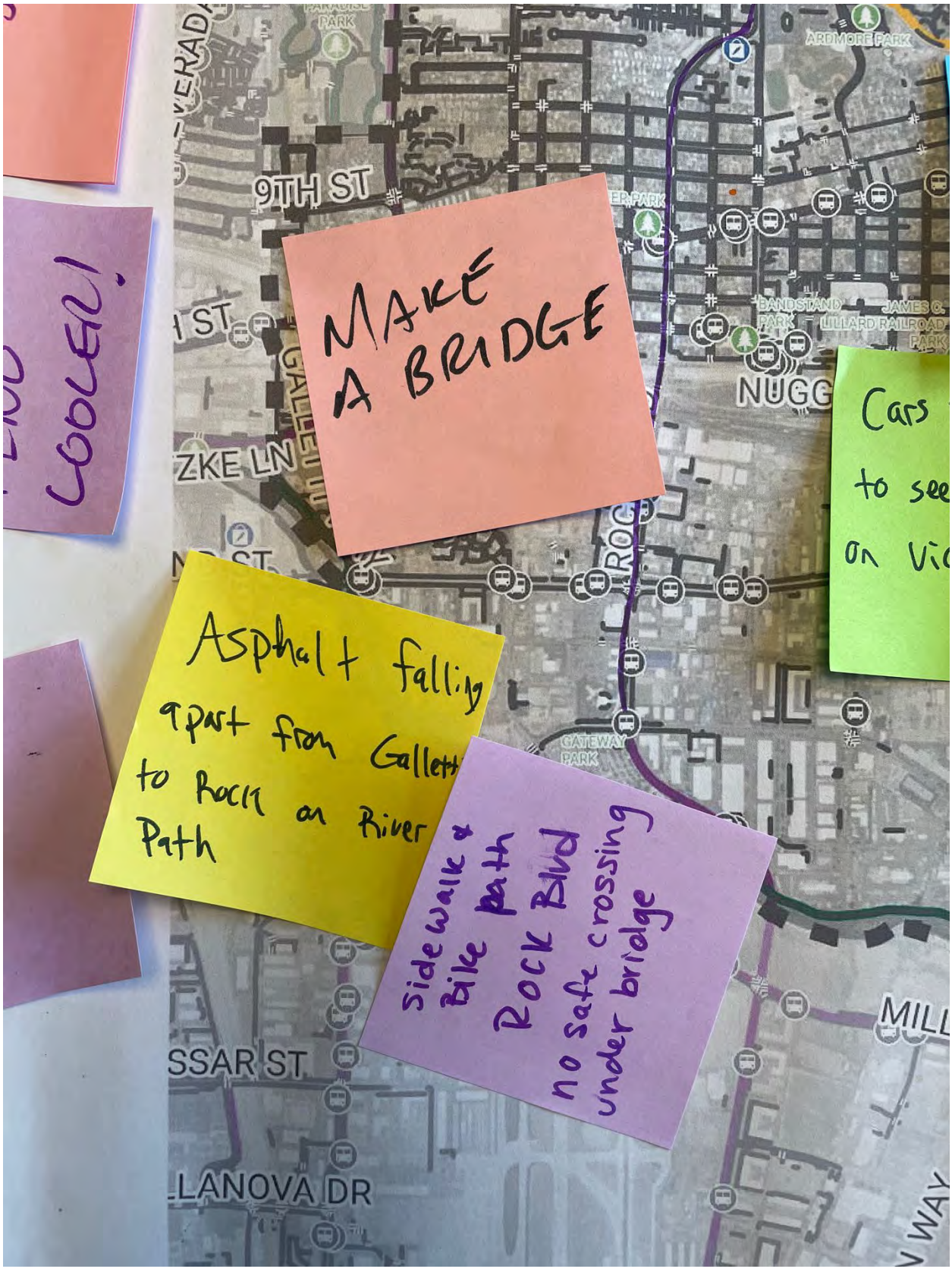
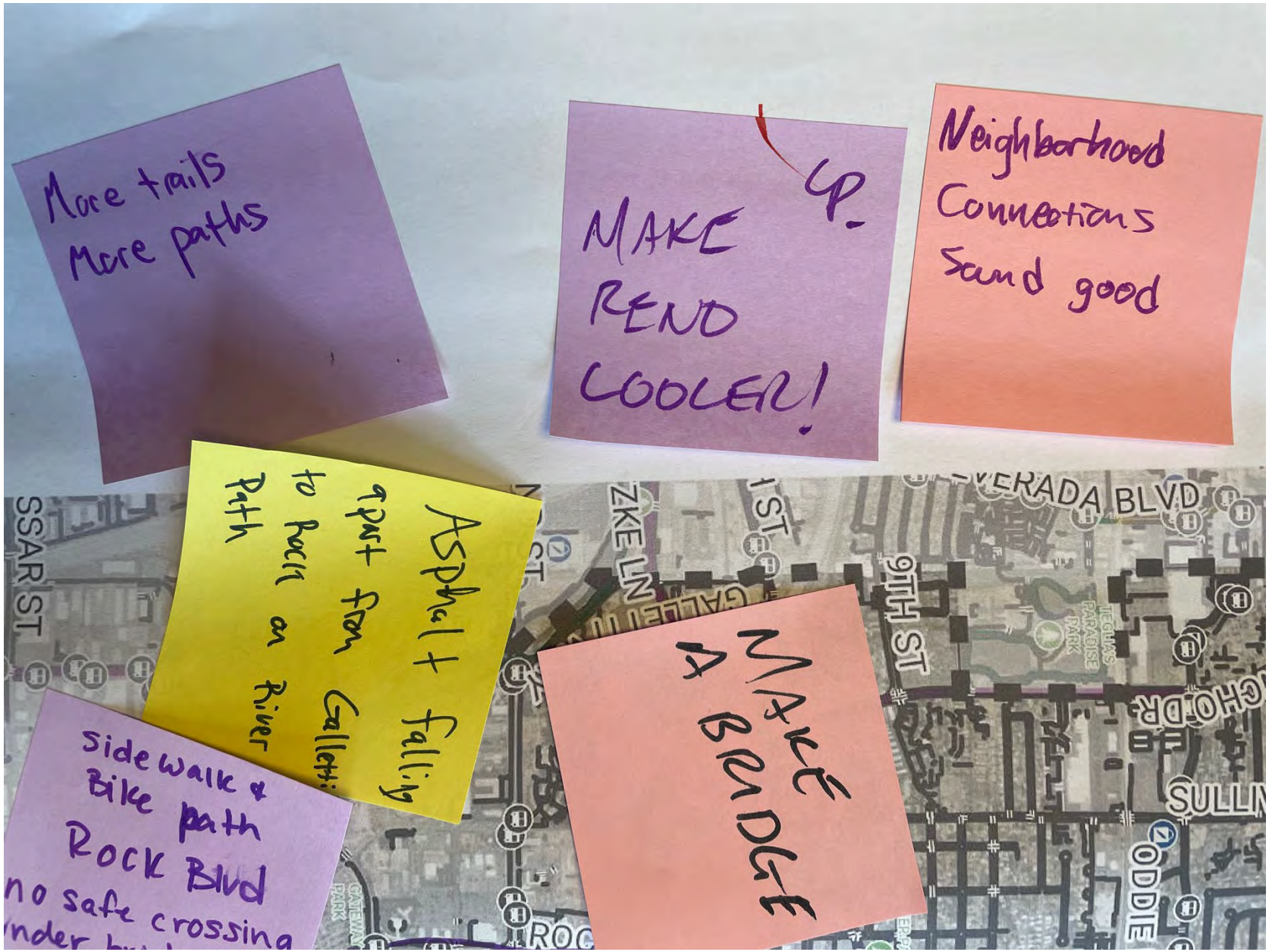
NICHOLS BLVD
JAMES G. LILLARD RAILROAD PARK
GLENDALE PARK


Cooler!
9TH ST
MAKE A BRIDGE
Cars
to see
on Vi
Asphalt falling apart from Gallet
to Rock on River Path
Sidewalk & Bike Path Rock Blvd no safe crossing under bridge
ARDMORE PARK
BANDSTAND PARK
JAMES O. LILLARD RAILROAD PARK
GATEWAY PARK
SSAR ST
LANOVA DR


HOWARD
GFORD PARK
WILLOW
PARK
R WAY
LINCOLN WAY
NICHOLS BLVD


BARING BLVD
VAN METER PARK
WILLOW CREEK PARK


More trails
More paths
MAKE
REND
COOLER!
Neighborhood
Connections
Sand good
Asphalt + falling
apart from Galleti
to Rock on River
Path
Sidewalk &
Bike Path
ROCK Blvd
no safe crossing
MAKE
A BRIDGE
VERADA BLVD
9TH ST
ZKE LN
SSAR ST
1ST
ODDIE

Pop-Up Information Event Summary
RTC Neighborhood Network Plans
Central Sparks Plan

Pop-Up Event Date: Sunday, March 9, 2025
Location: West Wind El Rancho Swap Meet, 555 El Rancho Drive, Sparks, NV 89431

Team Members in Attendance: RTC Planner Marquis Williams, RTC Planning Manager Graham Dollarhide, RTC Public Information Officer Josh MacEachern, Alta Planning + Design Planning Associate II Cole Peiffer, Alta Planning + Design Planner Sierra Rodriguez-Torres, and MJT Consulting Public Information Officer Lauren Ball

Topic: RTC Neighborhood Network Plans – Central Sparks Plan

Approximate number of attendees: 20

Notifications: The community was notified of the pop-up event via RTC social media posts, an email blast to stakeholders, and a press release to inform local media.

Media Coverage: Journalists from KTVN Channel 2 News and News 4 came to cover the event. They interviewed RTC Planner Marquis Williams and shot video of the project team at the pop-up event. A link to KTVN's coverage is provided below:
KTVN: RTC holds Neighborhood Network Plans pop-up booth

About the Project:
The RTC is proposing improvements to help make walking and biking safer and more comfortable in 12 Reno/Sparks neighborhoods over the coming years, starting with plans to improve the Central Reno/MidTown neighborhood and the Central Sparks neighborhood. This pop-up focused on the Central Sparks neighborhood. The Central Sparks neighborhood is the diverse core of Sparks, approximately defined by Baring Boulevard to the north, the Reno-Tahoe International Airport to the south, Teglia's Paradise Park to the west, and Vista Boulevard to the west.

Pop-Up Event Summary:
Public input and feedback about potential neighborhood improvements are critical to the project's planning process. The project team created public information pop-up events as a way to have personal, one-on-one conversations with community members to

provide them with project information and ask for feedback to address concerns in their neighborhood. The project team wanted to meet the community where they are for quick and meaningful conversations.

The project team selected the West Wind El Rancho Swap Meet as the pop-up information event location. The event was held on Sunday, March 9, 2025, from 9 a.m. to noon, to coincide with the anticipated influx of shoppers to the swap meet on a Sunday morning. The swap meet is held on Saturdays, as well, but Sundays are the busiest days. The event organizer mentioned that this swap meet event was one of their busiest so far this season, due to the unseasonably warm weather.

The pop-up event included one table with a large printed map of the Central Sparks neighborhood, project flyers, and coloring sheets for children. Along with the map, there

were post-its and markers available for people to leave comments. Additionally, understanding that not everyone can attend in-person events, all pop-up materials were also made available on the project landing page on the RTC's website.

Throughout the course of the three-hour pop-up event, approximately 20 people stopped by the information tables to talk with staff, or received a flyer with more information about the project.

Of the people who stopped by the pop-up table to talk to the team, all had come to shop at the swap meet event, but saw the event table and stopped by to provide feedback.

One person who came by the booth identified himself as a local cab driver. He provided valuable insights about safety throughout the corridor and mentioned it might be a good idea to visit Reno Sparks Cab at shift change to talk to drivers who know the area well.

Another person who stopped by identified herself as a swap meet vendor and an avid local bicyclist. She was excited about the potential improvements and mentioned she really enjoyed the new bicycle improvements along Oddie Boulevard. She said that she would like to see more improvements in Central Sparks like the ones that were made as part of the RTC's Oddie Wells Project.

Another person arrived on bike. He told staff that on Greenbrae, parking limits visibility and makes it unsafe to bike between Rock and McCarran. He said he feels safer on York which also has parking.

Several people mentioned the need for increased lighting, particularly in older areas of Central Sparks, along with the need for better buffers between vehicles and bicyclists.

Some passersby were visiting the swap meet from other areas of Sparks and Reno, and had ideas for their own neighborhoods. Staff let them know that the region had been divided into 12 neighborhoods and that future plans would focus on other areas of our community.

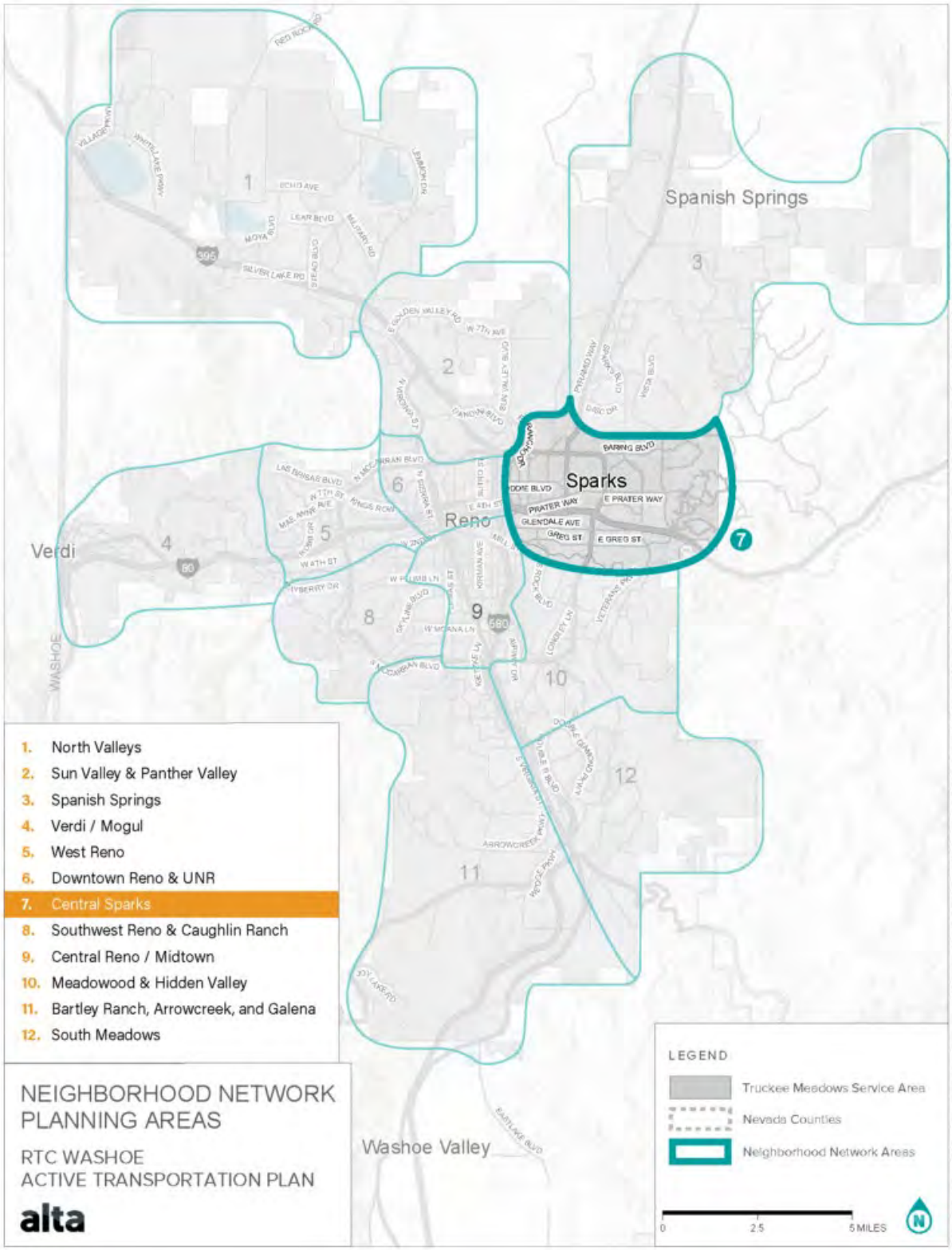
Overall, people were excited to learn about the RTC's Neighborhood Network Plans and thought it was great that the RTC was focusing on neighborhood-level safety improvements for bicyclists and pedestrians.

A full list of the written comments received are listed below and photos of the comments are included on the following pages.

Comments Received:

- T intersections 3-way stops should have stop signs
- Improve biking on 4th Street
- More improvements like on Oddie
- Greenbrae – parking limits visibility, makes it unsafe to bike Rock- McCarran. Feel safer on York, which has parking also

- Increased speeds north of Greenbrae on Pyramid Way and Rock
- Sidewalk gaps on N. McCarran near Baring curve and near El Rancho


Spanish Springs
Sparks
Reno
Verdi
Washoe Valley
1. North Valleys
2. Sun Valley & Panther Valley
3. Spanish Springs
4. Verdi / Mogul
5. West Reno
6. Downtown Reno & UNR
7. Central Sparks
8. Southwest Reno & Caughlin Ranch
9. Central Reno / Midtown
10. Meadowood & Hidden Valley
11. Bartley Ranch, Arrowcreek, and Galena
12. South Meadows
NEIGHBORHOOD NETWORK PLANNING AREAS
RTC WASHOE
ACTIVE TRANSPORTATION PLAN
alta
LEGEND
Truckee Meadows Service Area
Nevada Counties
Neighborhood Network Areas
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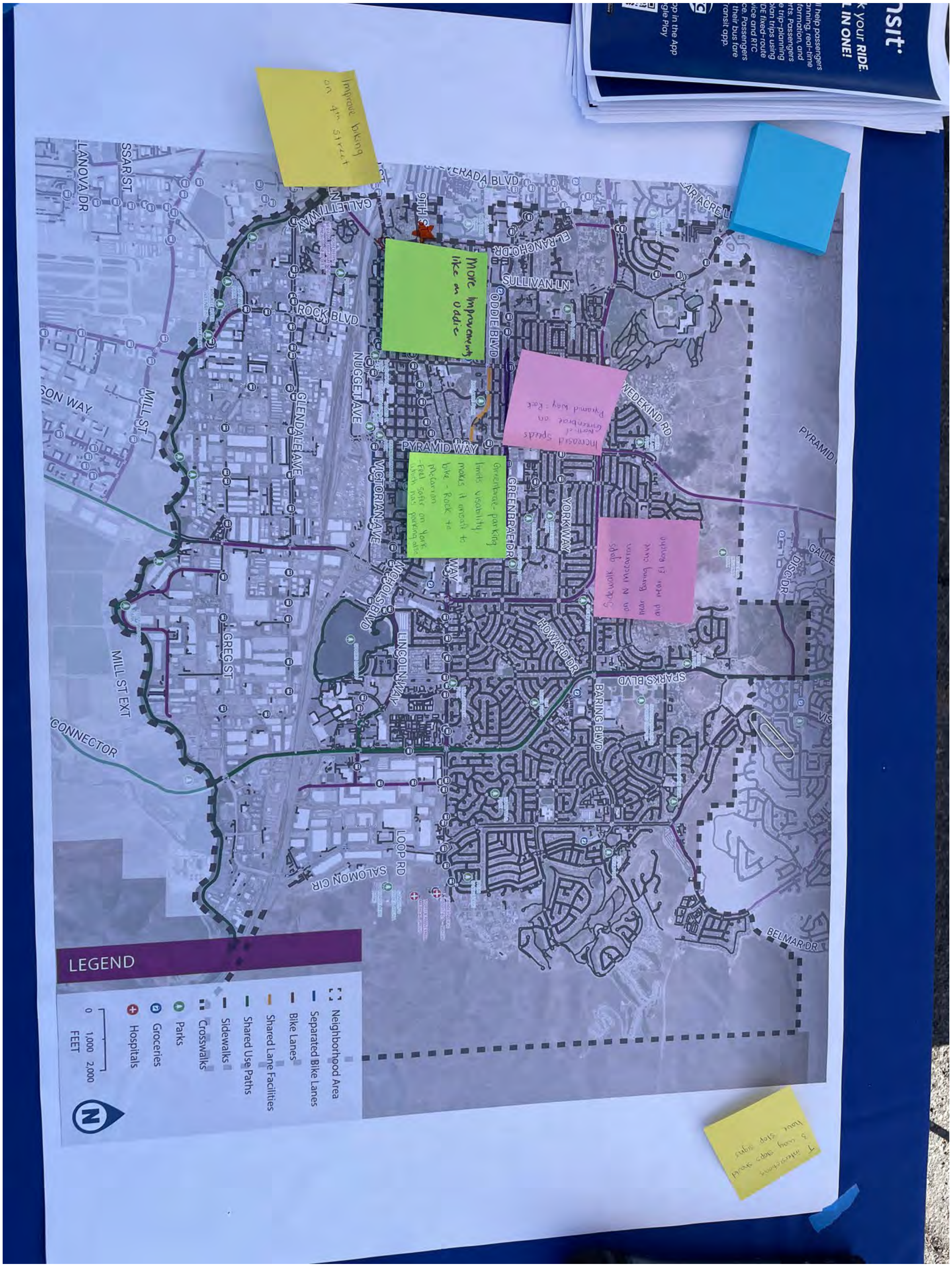
Improve biking on 4th street
More Improvements like on Oddie
PYRAMID WAY
ODDIE BLVD
SULLIVAN LN
ROCK BLVD
GLENDALE AVE
VICTORIAN AVE
NUGGET AVE
GREENBRAE DR
YORK WAY
HOWARD DR
SPARKS BLVD
BARING BLVD
LINCOLN WAY
LOOP RD
SALOMON CIR
GREG ST
MILL ST
MILL ST EXT
GALLETTI WAY
EL RANCHO DR
WEDEKIND RD
BELMAR DR
CONNECTOR
LEGEND
Neighborhood Area
Separated Bike Lanes
Bike Lanes
Shared Lane Facilities
Shared Use Paths
Sidewalks
Crosswalks
Parks
Groceries
Hospitals
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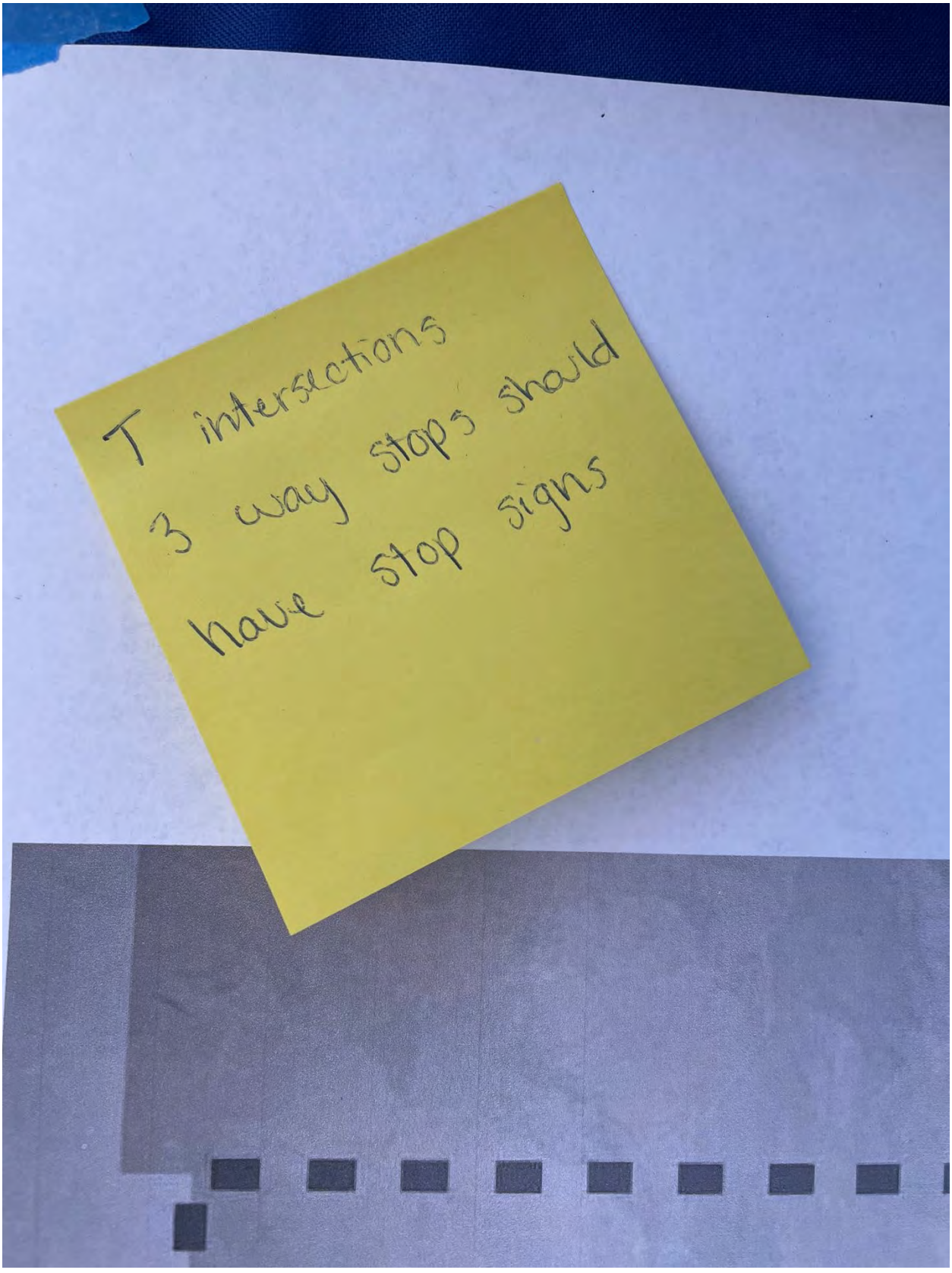
FEET


T intersections
3 way stops should
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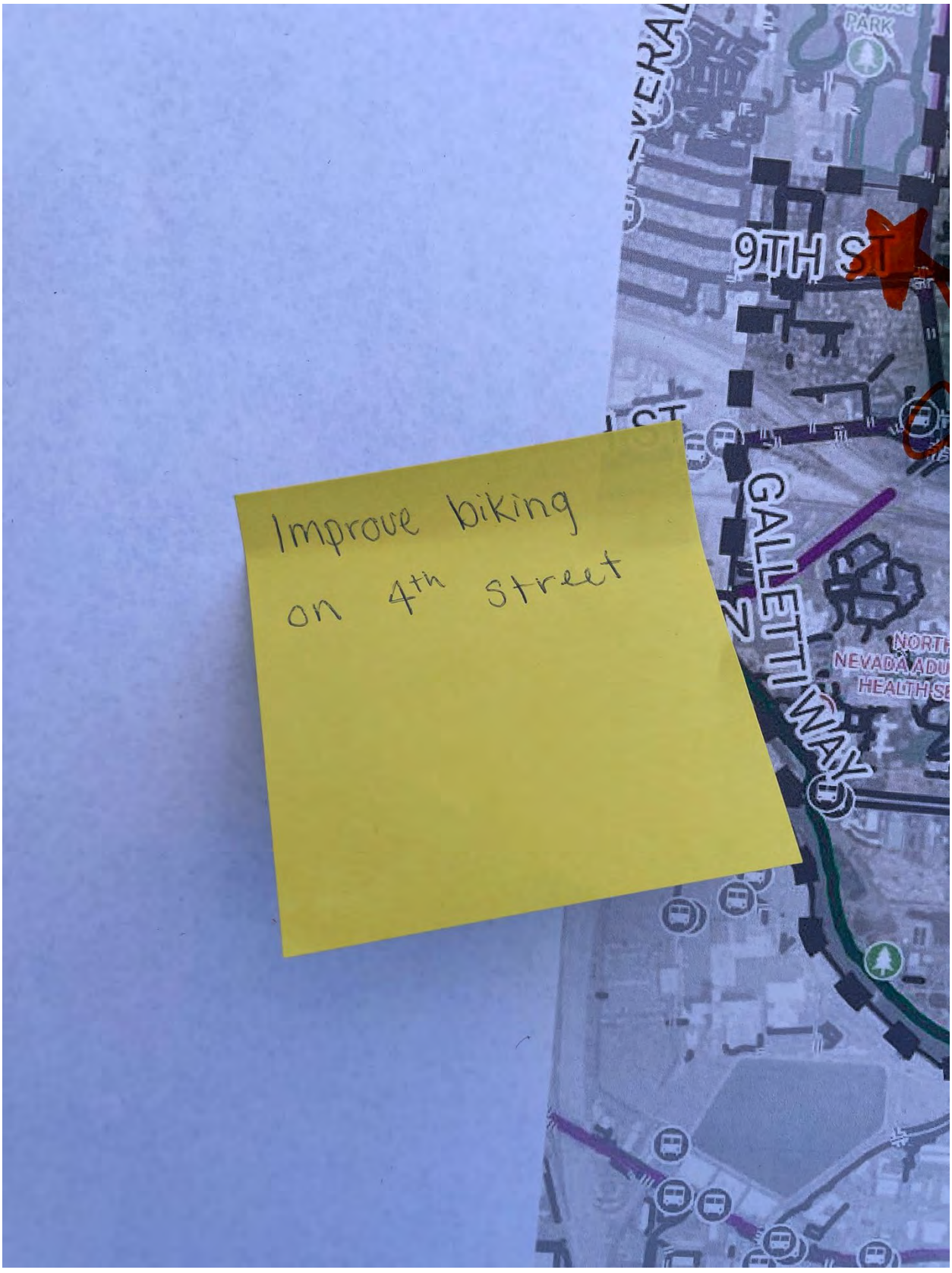
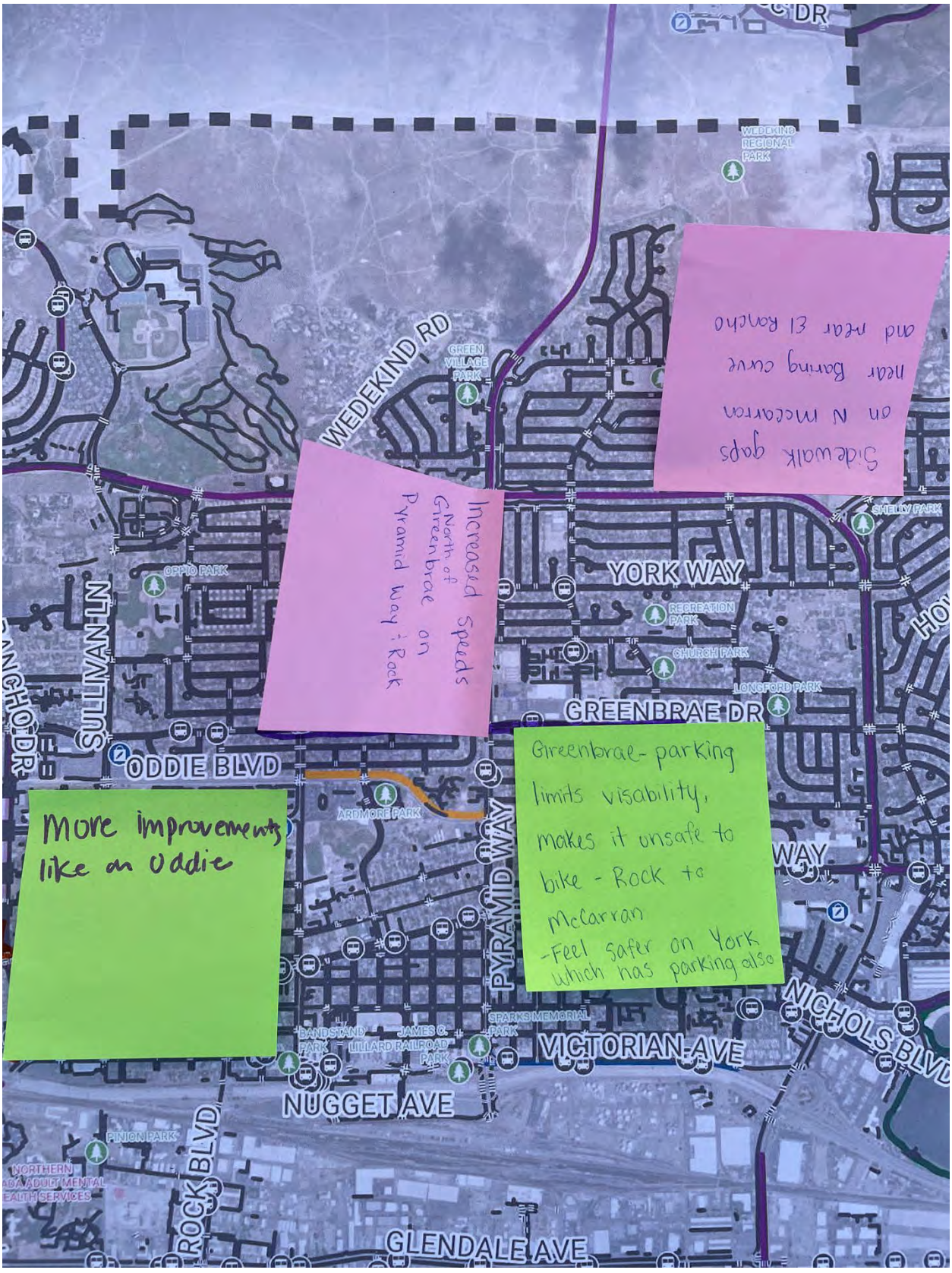

Improve biking
on 4th street
9TH ST
GALLETTI WAY
PARK


Sidewalk gaps on N Mcearran near Boring curve and near El Rancho
Increased Speeds (North of Greenbrae on Pyramid Way & Rock
Greenbrae- parking limits visability, makes it unsafe to bike - Rock to McCarran
-Feel safer on York which has parking also
More improvements like on Oddie
WEDEKIND REGIONAL PARK
WEDEKIND RD
GREEN VILLAGE PARK
SHELLY PARK
OPATO PARK
YORK WAY
RECREATION PARK
CHURCH PARK
LONGFORD PARK
GREENBRAE DR
SULLIVAN LN
ODDIE BLVD
ARDMORE PARK
PYRAMID WAY
SPARKS MEMORIAL PARK
BANDSTAND PARK
JAMES G. FAIR RAILROAD PARK
VICTORIAN AVE
NICHOLS BLVD
NUGGET AVE
PINION PARK
ROCK BLVD
GLENDALE AVE

MEMORANDUM

To: RTC/Regional Transportation Commission of Washoe County: Marquis Williams, Vanessa Lacer, Graham Dollarhide, and Josh MacEachern

From: Cole Peiffer and Sierra Rodriguez, Alta Planning + Design

Date: January 29, 2025

Re: **Neighborhood Network Plan – Phase 1 Community Workshop**

Community Workshop #1 – Sparks High School

Workshop Summary

Date	Time	Attendees
Wednesday, January 29th, 2025	5:00-7:00 p.m.	6

The RTC hosted a community engagement workshop for the Central Sparks Neighborhood Network Plan (NNP). The event took place at Sparks High School (820 15th St) from 5:00 p.m. to 7:00 p.m. and was attended by 6 participants. The workshop provided an opportunity for residents to share their input and concerns related to walking, biking, and accessing transit in the neighborhood. The following summarizes the event and key takeaways:

Event Description:

Cole Peiffer, from Alta Planning + Design, provided a brief presentation outlining the Neighborhood Network Planning process and goals, which is part of the RTC's broader effort to improve active transportation options across the Reno/Sparks area. The Central Sparks neighborhood is the second focus area of this effort, with other neighborhoods to follow.

After the presentation, participants were invited to engage in the following activities:

- **Interactive Map Exercise**: Attendees used large, detailed maps of the neighborhood to identify areas of concern related to walking, biking, and transit access. They noted locations of concern by providing feedback directly on maps, highlighting missing infrastructure, and other challenges.
- **Feedback Collection**: In addition to the map exercise, participants were encouraged to provide comments through an interactive online map, available via a QR code they could scan on the flyer given out at the event.
- **Language Support**: To ensure effective outreach and communication with Spanish-speaking attendees, Ivet Contreras and Sierra Rodriguez-Torres from Alta Planning + Design served as translators for the workshop.

Key Takeaways:

Participants shared valuable feedback regarding their experiences and challenges when walking and biking in the Central Sparks area. Below are some of the key themes and concerns that emerged from the workshop and map comments:

- **Desire for More Paths**: Many participants expressed a strong preference for additional walking and biking paths. They emphasized the comfort and convenience of uninterrupted routes that avoid frequent stops.
- **Need for Shade Structures**: Feedback highlighted the demand for more shaded areas on paths like the Truckee River and Veterans path to enhance comfort during hot weather.

- **Need for Improved Wayfinding**: Participants noted the need for improved wayfinding, especially near parks or multi-use paths. Clear signage and navigation aids were identified as essential for helping users find their way, particularly when they are taking a new route.

- **Bike Lane and Sidewalk Gaps**: Missing bike lanes and sidewalks were frequently mentioned as major issues. For example, attendees pointed out the bike lane on El Rancho Dr abruptly ends at G St if traveling southbound towards Prater Wy. This forces cyclists to use the sidewalk which becomes gravel between the I-80 bridges.
- **Difficulties at Intersections**: Attendees reported that navigating intersections with abrupt infrastructure changes can be confusing, especially at locations like Baring Blvd and Vista Blvd. Improved signage and clearer transitions for cyclists and pedestrians were suggested.
- **Enhanced Bike Connectivity**: Participants expressed interest in improving bike connections (North-South and East-West) to key destinations, such as parks, schools, and commercial centers.
- **Traffic Speed and Safety Concerns**: High traffic speeds were identified as a safety concern, particularly on roads like McCarran Blvd, Sparks Blvd and Vista Blvd. Participants highlighted the need for traffic calming measures to improve safety and comfort levels for pedestrians and cyclists.

Next Steps:

The feedback from this workshop will be used to inform the development of the Neighborhood Network Plan for Central Sparks, focusing on the identification of key safety improvements, infrastructure gaps, and opportunities for enhanced active transportation options. The RTC will continue to gather public input through additional pop-up meetings in February and through the interactive online map.

C

Appendix C: Walk Audit Findings

Central Sparks Walk Audit

4TH ST / PRATER WY

Legend

Comment Category

- Bike Detection Needed
- Bike Lane Needed
- Bulb-outs Needed
- Change Lane Design
- Change Parking
- Pedestrian Signal Change
- Widen Sidewalk
- Make Neighborhood Byway

Disclaimer:
The findings included here represent the input collected during an in-person cross-discipline planning-level review of select corridors and intersections in Sparks, NV. This effort did not include the collection of vehicle speed data or analysis of night-time lighting conditions. Additional analysis may be required when identifying specific improvements.

NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Prater Wy has narrow sidewalks and lacks a sidewalk buffer.
- Lighting levels along 4th St are good.
- 4th Street identified as bike corridor in Sparks Comprehensive Plan and RTC is planning a corridor study along 4th.
- Planned RTC project on Prater Way from Pyramid Way to Stanford Way will include improvement for people walking and biking.

Central Sparks Walk Audit

GREG ST

Legend

Comment Category

- Crosswalk Needed
- Missing Sidewalk
- Lighting Needed
- Limited Access to Destination
- High Vehicle Speeds

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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Sidewalks are missing on north / west side of Greg St.
- No sidewalk present on 21st St.
- Poor connection to Rock park and no clear connection to the Truckee River Path.
- Crosswalk on south side of intersection lacks sidewalks and curb cuts at either end.
- Lighting levels low.

Central Sparks Walk Audit

ROCK BLVD / YIMS MARKET

Legend

Comment Category

- Widen Sidewalk
- Limited Access to Destination
- RRFB Needed
- Road Diet Needed
- Site Distance Issue

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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Site distance issue with curve along Rock Blvd paired with high vehicle seeds makes crossing at Rock Blvd and Commerce St feel unsafe. This crossing has a RRFB planned in the future.
- No crossing present across 15th St at intersection.
- High number of students and seniors who walk / bike due to proximity of senior apartments and Sparks High School.
- Sidewalk is too narrow for bicyclists with exisiting utility poles.

Central Sparks Walk Audit

GREG ST / LINDA WY

Legend

Comment Category

- Comfortable Walking / Biking Conditions; Comfortable Walking/ BIking Conditions
- Missing Sidewalk
- Limited Access to Destination
- Wayfinding Needed
- Bicycle Byway Needed
- Curb Ramps Needed

Disclaimer:
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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

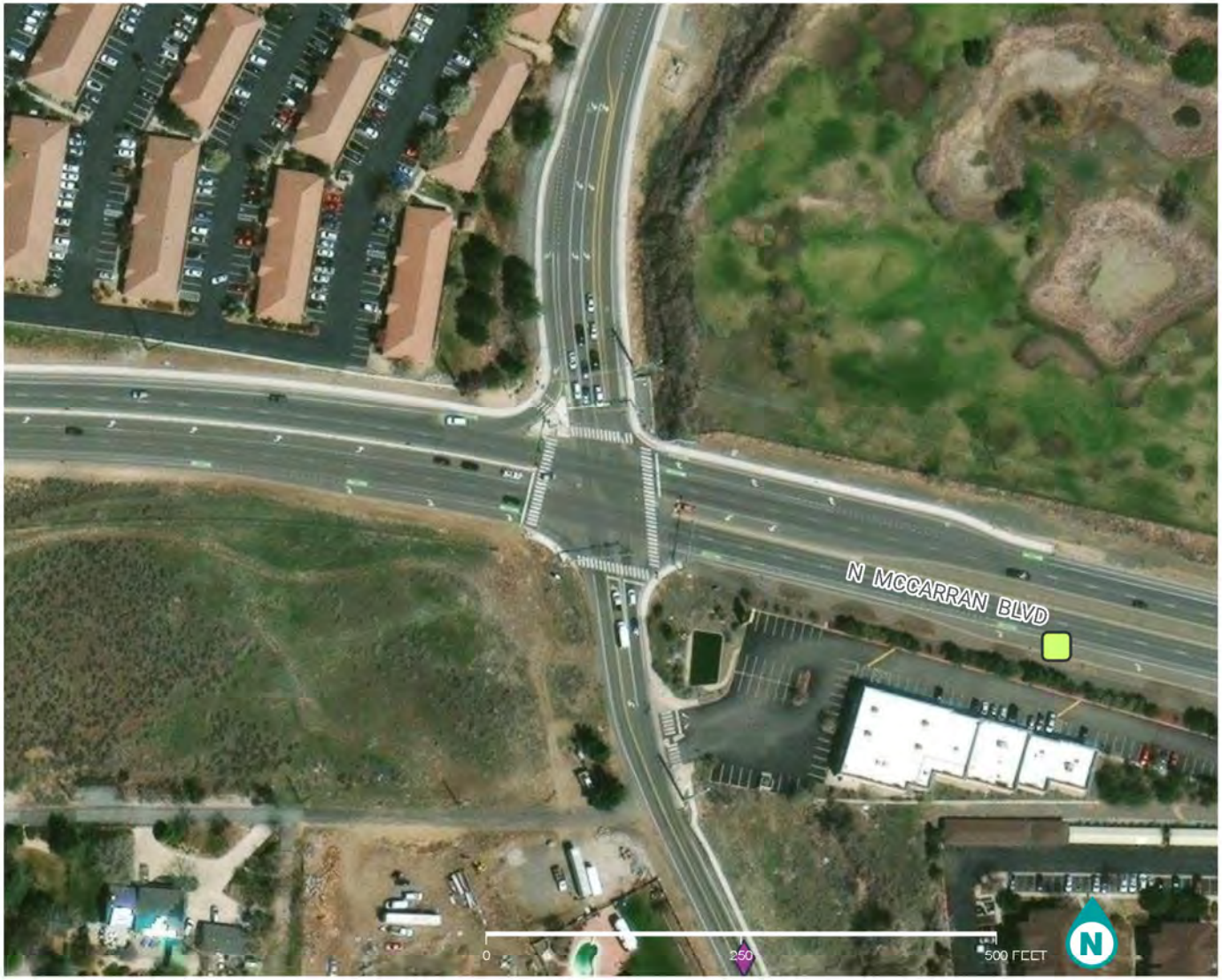
alta RTC

Key Takeaways

Participants observed and suggested the following:

- Sidewalks are missing on the majority of Greg St.
- No sidewalk present on Linda Wy leaving pedestrians to walk in streets and parking lots.
- Lacks clear connection to the Truckee River Path.
- High transit riderships could be better served with bike / ped facilities.
- Industrial area is the largest employment center in the region (40,000+ jobs).

Central Sparks Walk Audit



SULLIVAN LN / N MCCARRAN

Legend

Comment Category

- Change Lane Design
- Improve/Continue Bike Lane

Disclaimer:
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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

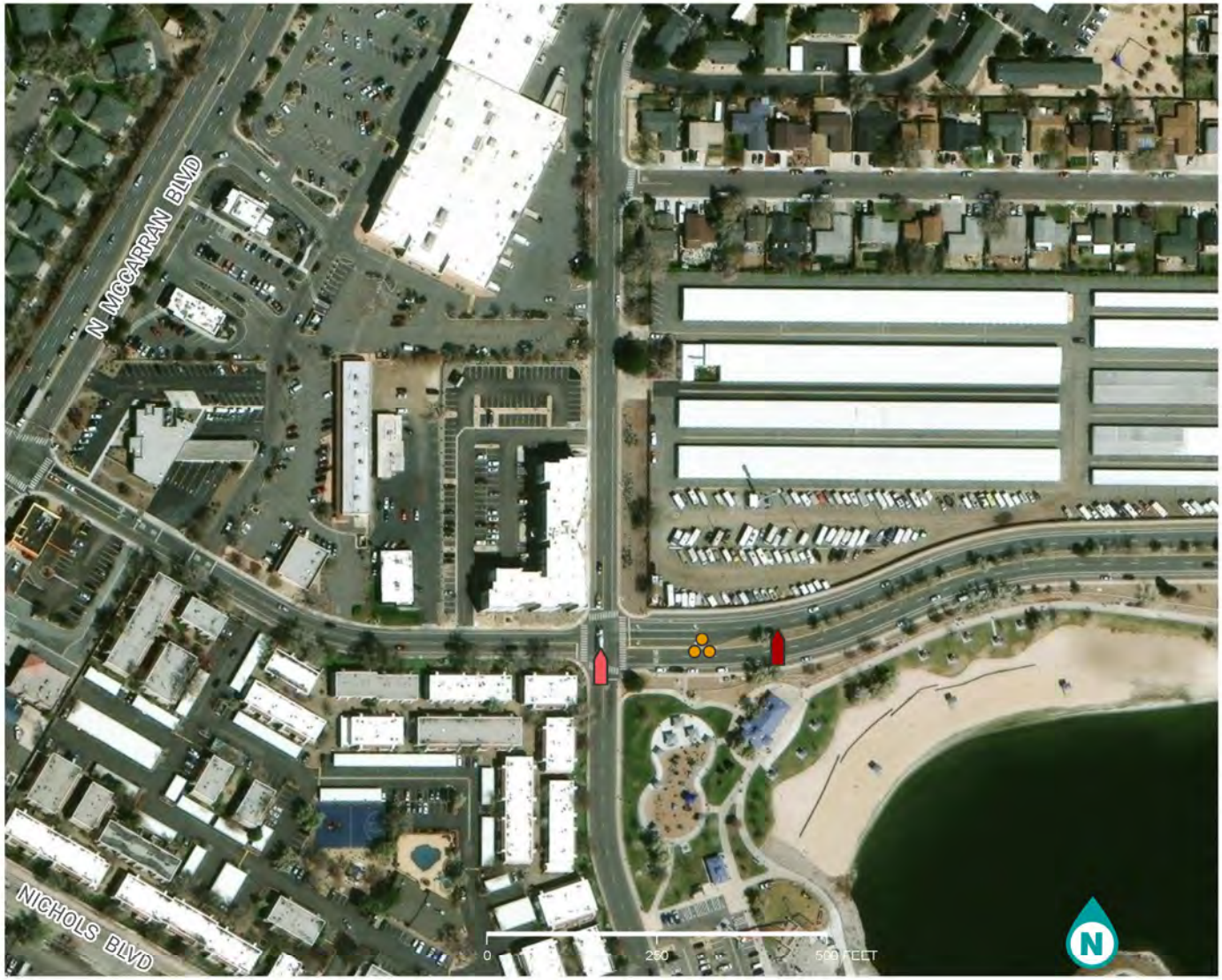
alta RTC

Key Takeaways

Participants observed and suggested the following:

- High Speeds.
- RTC Project to add sidewalks to Wedekind.
- McCarran is a barrier for Hug High School students.
- Bike lane on McCarran is uncomfortable.
- Sidewalks are missing on Sullivan south of McCarran Blvd and on south west side of McCarran Blvd.

Central Sparks Walk Audit



HOWARD DR / E LINCOLN WY

Legend

Comment Category

- High Vehicle Speeds
- Vehicles Not Yielding
- Road Diet Needed

Disclaimer:
The findings included here represent the input collected during an in-person cross-discipline planning-level review of select corridors and intersections in Sparks, NV. This effort did not include the collection of vehicle speed data or analysis of night-time lighting conditions. Additional analysis may be required when identifying specific improvements.

NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Good connection to Nichols Blvd Cycle Track.
- Lack of north / south connection to Marina from residential neighborhoods.
- Connects with RTC Route 21.
- Vehicles were observed not yielding to pedestrians in the crosswalk.
- Significant level of activity generated by Marina.

Appendix D: Recommendation Scenarios

MEMORANDUM

To: Marquis Williams, Project Manager, RTC Washoe

From: Cole Peiffer, Project Manager, Alta Planning + Design

Date: May 2, 2025

Re: Recommendation Scenario Development and Comparison – Central Sparks

Introduction

This document outlines the process for developing recommendation scenarios for the Central Sparks neighborhood area for the RTC Washoe Neighborhood Network Plan program. This memo highlights the approach used and facilities considered while developing recommendations, describes each of the three scenarios, and provides a comparison between all three for RTC's consideration and selection of a preferred alternative.

Recommendation Development Approach

Addressing Identified Needs

Alta analyzed multiple datasets from the recent Active Transportation Plan (ATP) in combination with public input to identify the key barriers to active transportation throughout the neighborhood. Based on this finding, the project team focused on addressing identified needs whenever possible through this plan. The project team first focused on addressing the largest barriers on larger roadways; however, many of these roadways were not strong candidates for quick-build projects due to current traffic volumes, significant levels of driveways, and complex operational challenges that go beyond the scope of quick-build projects (e.g., Rock Blvd under I-80). In these instances, the project team identified alternate routes that are better quick-build candidates while still enhancing the network.

Some larger roadways identified as strong candidates for quick-build improvements include roadways that may be reconfigured within the existing roadway space to provide more comfortable connections for people walking and biking while maintaining vehicle connectivity and access.[1] These include roadways such as McCarran Blvd, Sullivan Lane, and Greg Street. The project team then reviewed the roadway network to create a denser network within the neighborhood by creating "neighborhood byways." These facilities (see more detailed description below) provide a low-stress traffic-calmed connection on residential type streets while maintaining on-street parking. These facilities are intended to provide connections to destinations within the neighborhood such as schools, parks, hospitals, and others. Furthermore, the project team focused on creating scenarios that generally fit within the RTC's estimated budget for quick-build improvements over the next five years and provided prioritization input. It is important to note that proposed scenarios may be further refined based on budget considerations and available funding streams.

[1] *It is important to note that quick-build improvements can vary significantly based on the materials used, total time installed, and maintenance needs. More detail on the assumed installation type for each facility is included below in the Facilities section.*

Scenario Themes

Each scenario follows a general theme based on identified needs from public comments and existing conditions analysis; however, some projects are included in multiple scenarios based on their integral nature creating connections within the Central Sparks neighborhood or to adjacent neighborhoods (e.g., Wedekind Road and Goldy Way).

Facilities

The facility types included in the recommendation development process are primarily quick-build style improvements that can be implemented relatively quickly with minimal costs as they do not require moving curb lines or traffic signals. Facilities considered during the development of recommendations are categorized below as corridor improvements or intersection/midblock crossing improvements.

Corridor Improvements

Improvements along the corridor help to expand the bicycling network and create more traffic-calmed streets within the neighborhood. The facility types include the following:

1. Neighborhood Byway – Low-speed and low-stress connections that are traffic calmed using speed humps and curb extensions. These traffic-calming measures help maintain low speeds and volumes of vehicles to create a scenario where people biking can comfortably share space with people driving. This improvement assumes the application of traffic calming through speed humps, speed cushions, and curb extensions.

Figure 1. Neighborhood Byway Example

2. Bike Lane – Bike lanes provide dedicated space for bicycle travel adjacent to vehicle traffic, which enables people biking to ride at their preferred speed. This facility is separated from vehicle traffic by a painted lane line or buffer. Quick-build bike lanes look similar to standard bike lanes.

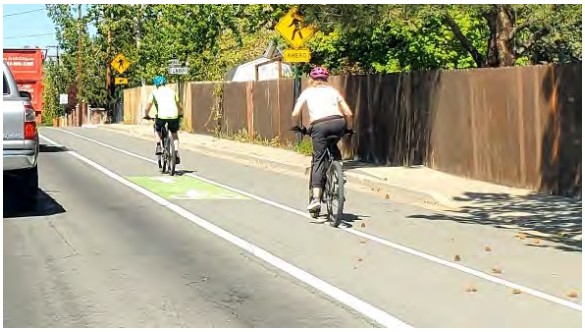


Figure 2. Bike Lane Example

3. Buffered Bike Lane – This enhanced bike lane provides increased separation between people biking and people driving through a striped buffer, which creates a more comfortable environment for people biking. Quick-build buffered bike lanes look similar to standard buffered bike lanes.

Figure 3. Buffered Bike Lane Example

4. Protected Bike Lane – The most comfortable on-street facility type for people biking, this facility provides a physical

barrier between people walking and people driving with concrete parking stops, planters, parking, or other physical barriers. In a quick-build setting, barrier treatments are not intended to be permanent and may vary significantly based on costs, maintenance needs, and planned installation timing. For this effort, the project team assumed a painted buffer with flex-posts for protection.

5. Change to Two-Way – This recommendation type does not include providing a bicycle facility but instead is focused on the overall transportation network operations. This recommendation focuses on Kirman Avenue in Scenario 1 and considers transitioning Kirman Avenue to two-way operations in conjunction with the improvement on Locust Street.

Figure 4. Protect Bike Lane Example

Intersection/Midblock Crossing Improvements

Intersections and midblock crossing locations are key areas for improvements to reduce vehicle speeds where people walking and biking interact with people driving. These improvements are focused along or near recommended corridor improvements. The improvements considered at intersections and midblock crossings include the following:

1. Pedestrian Hybrid Beacon (PHB) – This pedestrian-activated flasher improves crossings at unsignalized intersections or midblock crossings on major streets. PHBs include a signal head with two red lenses over a single yellow lens.

Figure 5. Pedestrian Hybrid Beacon (PHB) Example

2. Rectangular Rapid Flashing Beacon (RRFB) – This pedestrian-activated flasher improves crossings at unsignalized intersections or midblock crossings on single or multi-lane roadways. This includes flashing amber lights which alert drivers to the person crossing. RRFBs are typically installed on roadways up to 35 mph.

Figure 6. Rectangular Rapid Flashing Beacon (RRFB)

3. High-Visibility Crosswalks – This crosswalk type includes thick white bars to increase driver awareness to the crossing. This crosswalk design has been shown to increase driver awareness compared to the standard crosswalk design with two parallel white lines on the outside of the crosswalk.

Figure 7. High Visibility Crosswalk Example

4. Curb Extensions – This improvement reduces the total crossing distance for people walking, reduces speed of turning vehicles and increases pedestrian visibility at the crosswalk.

5. Raised Crosswalks – This improvement brings the crosswalk up to sidewalk level to increase pedestrian visibility and reduce vehicle speeds as they travel over the raised crosswalk. These are typically installed on lower-volume/lower-speed roadways.

6. Leading Pedestrian Interval (LPI) – This provides people walking with a 3- to 7-second head start when crossing at a signalized intersection by showing the walk symbol while people driving have a red light. This helps make pedestrians more visible at intersections and improves pedestrian safety.

7. Bicycle Wayfinding – Signage to indicate distance and direction to key destinations along a bike corridor, or within the network to help bicyclists stay on the most comfortable streets. This improvement was indicated in transition areas where riders may benefit from directional signage.

8. Bicycle Cut-Through – This is a type of modal filtering which modifies the existing median to provide bicyclists with a small opening to enable them to continue straight. This creates a more direct network for people biking with minimal impact to the overall roadway.

9. Bicycle Jug Handle – This improvement provides a turn pocket for people biking, which allows them to stay out of the bike lane while waiting for a gap in traffic to cross the street.

10. Bike Box – An area at the front of a traffic lane at signalized intersections where people biking can wait ahead of vehicles to make left turns more easily. This makes bicyclists more visible, reduces delays for bicyclists, and helps keep vehicles from encroaching into crosswalks.

Figure 8. Quick-Build Curb Extensions Example

Figure 9. Quick-Build Raised Crosswalk Example

Figure 11. Leading Pedestrian Interval Example

Figure 10. Bike Cut Through Example

11. Two-Staged Turn Box – These roadway markings help bicyclists make left turns at complex intersections without merging with vehicle traffic and allow bicyclists to wait for a green light ahead of vehicles in order to be more visible.

12. Crossbikes (Bike Lane Extension Markings) – These markings help guide people biking through the intersection and help indicate that a bikeway crossing is present to increase visibility.

13. Pedestrian Median Refuge – A dedicated space for pedestrians to wait when crossing multi-lane roadways this dedicated space helps improve safety for people crossing at intersections.

Figure 15. Two-Staged Turn Box Example

Figure 16. Pedestrian Median Refuge Island Example

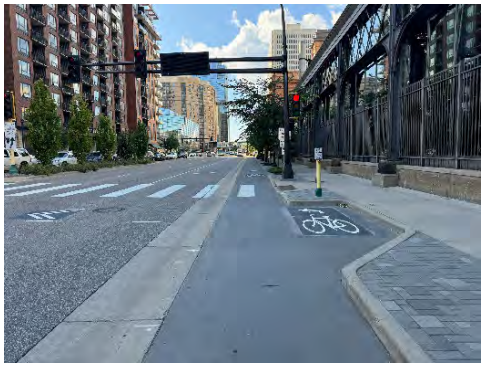


Figure 12. Bicycle Jug Handle Example

Figure 14. Bike Box Example

Figure 13. Crossbike Example

Recommendation Scenarios

This section highlights the recommendation scenarios for the Central Sparks neighborhood. Each scenario description includes an overview of the scenario theme, a project table with a rationale for each project, and a table showing all improvements included in the scenario by recommended priority level. It is important to note that the differentiation between 'High' and 'Low' priority includes considerations of overall needs as well as overall implementation complexity. Projects which may require greater levels of analysis to inform design were generally included within the 'Low' priority level in order to account for additional time needs related to analysis.

Projects are mapped by priority level and facility type for each scenario following the corresponding description and data. Additionally, all scenario recommendations build off the planned RTC projects in the next ten years of the Regional Transportation Plan (RTP) that will include a multimodal element as shown in each scenario map.

Scenario 1

Theme: Exterior Connections

Description: Scenario 1 focuses on creating increased connections to adjacent neighborhoods including the Central Reno/Midtown and Downtown/UNR neighborhoods. Public comments and our analysis highlighted the need for better connectivity across major barriers including the Truckee River and Interstate-580. The connections to the industrial area of Sparks are in direct response to public comments which highlighted a need to connect workers with the significant number of jobs in the area. This scenario considers extending improvements beyond the border of the neighborhood in order to connect with potential recommendations from the Central Reno/Midtown Neighborhood Plan. This scenario also targets improvements within some of the areas with the lowest income levels and access to a vehicle. This scenario includes over **20 miles of corridor improvements** with identified improvements at 10 key intersections with a total planning level estimate of **$4.99 million** (Table 1).

Table 1. Scenario 1 Recommendations

Scenario 1 Recommendations						
Corridor Improvement Type	**Miles**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Bike Lanes	0.6	1.9	3.6	$ 109,984	$ 512,765	$ 622,749
Bike Route	0.6	0.0	0.6	$ 31,224	$ -	$ 31,224
Buffered Bike Lanes	3.7	5.3	7.9	$ 960,736	$ 1,288,325	$ 2,249,061
Neighborhood Byway	4.7	3.7	8.4	$ 1,056,467	$ 816,967	$ 1,873,435
Sub-Total	9.6	10.9	20.5	$ 2,158,411	$ 2,618,058	$ 4,776,468
Intersection Improvement Type	**Number**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
High Visibility Crosswalks	11	6	17	$ 66,000	$ 36,000	$ 102,000
Two Staged Turn Boxes	6	3	9	$ 9,000	$ 4,500	$ 13,500
Curb Extensions	2	6	8	$ 15,358	$ 46,074	$ 61,432
Bike Boxes	3	3	6	$ 15,000	$ 15,000	$ 30,000
LPI	2	0	2	$ 11,000	$ -	$ 11,000
Sub-Total	24	18	42	$ 116,358	$ 101,574	$ 217,932
Total				$ 2,274,769	$ 2,719,632	$ 4,994,400

Corridor and intersection improvements are shown in Figure 1. It's important to note that intersection improvements have been consolidated on the map legend for simplicity. Intersection improvements have been provided for internal RTC review through the interactive map.

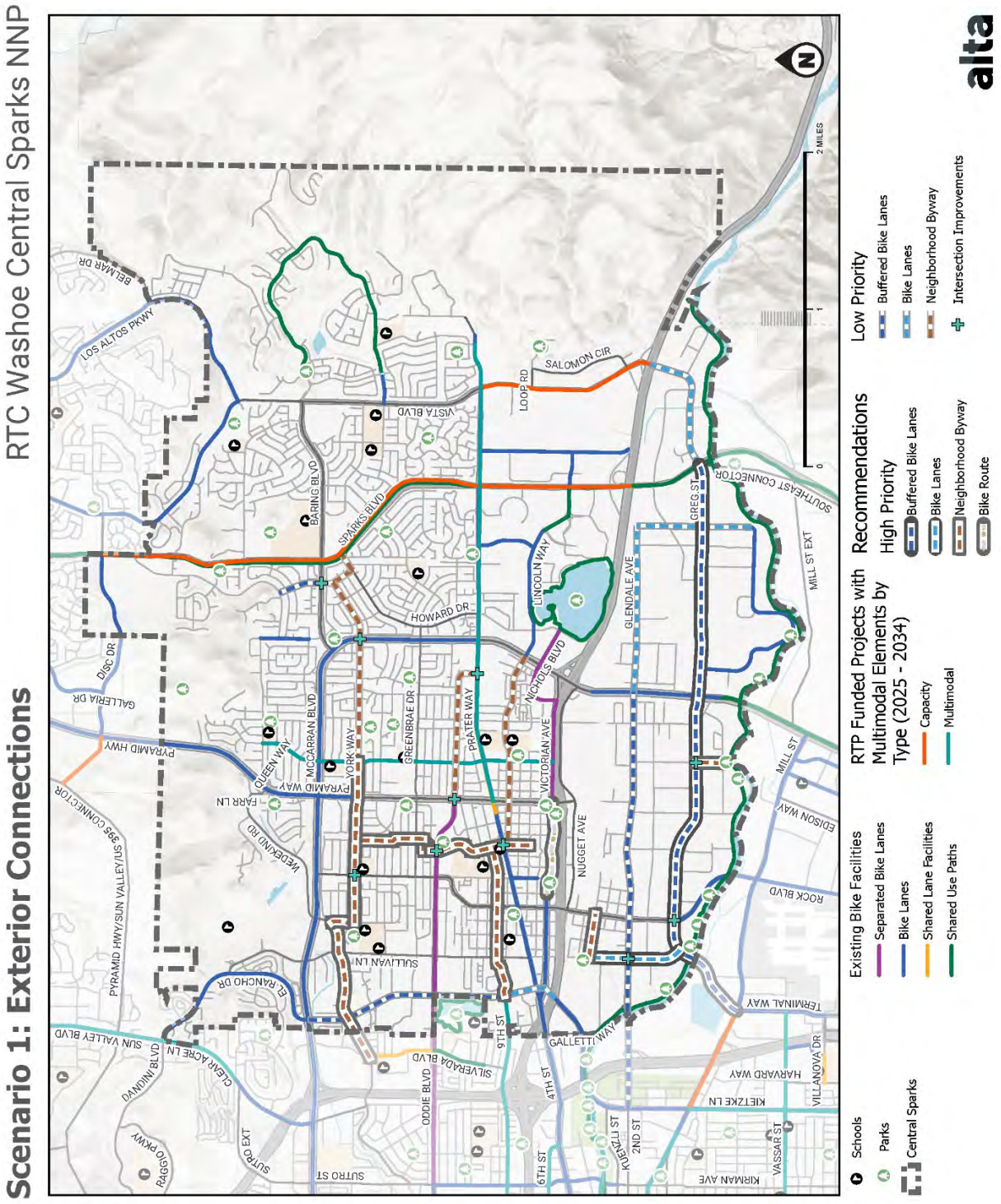


Figure 17. Scenario 1 Recommendations

Project Rationale

This section describes the project location, extent, facility type, rationale, and individual costs for including each identified corridor improvement in Scenario 1 in Table 2.

Table 2. Scenario 1 Project Descriptions and Rationale

Scenario 1 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
11th Street	Prospect Ave to York Way	Neighborhood Byway	0.44	North/South connection between Oddie Blvd and improvements on York Way.	$ 98,045	High
12th Street	Oddie Blvd to Victorian Plaza Circle	Neighborhood Byway	0.62	North/South connection between Oddie Blvd and Victorian Square that benefits from vehicle diverter at Victorian Plaza Circle. A portion of this roadway is identified as a Minor Fire Response Route.	$ 138,242	High
12th Street	Oddie Blvd to Prospect Avenue	Neighborhood Byway	0.08	Short connection between Oddie Blvd and Prospect Ave which connect recommended improvements on York Way with the Oddie Blvd Cycle Track.	$ 18,724	High
18th Street	Wedekind Street to York Way	Neighborhood Byway	0.15	This short north/south connection between Wedekind St and York Way allows the east/west connection to an adjacent neighborhood to continue. This road is designated as a Minor Fire Response Route.	$ 33,471	High
21st Street	Glendale Ave to Hymer Avenue	Bike Lanes	0.25	This alternative to Rock Blvd allows bicyclists to travel north/south in a bike lane. This reconfiguration would require the removal of parking on one side.	$ 46,127	High
21st Street	Greg Street to Glendale Avenue	Bike Lanes	0.35	This connection provides an alternative for north/south travel other than Rock Blvd. Parking is currently prohibited on this road which presents a strong opportunity for a quick build facility.	$ 63,857	High
G Street	El Rancho Drive to 12th Street	Neighborhood Byway	0.96	This improvement builds off the planned RTC improvements on 9th Street which include planned bike lanes extending further to the west. This roadway would be an integral piece of a long east/west connection between Central Sparks and Reno.	$ 215,368	High
Greg Street	Mill Street to Veterans Parkway	Buffered Bike Lanes	3.68	Traffic has been falling on Greg since 2007 and currently ranged from 6,300 - 8,500 in 2023 per NDOT. This makes the roadway a potential candidate for a reallocation of space. Additional consideration would be required based on the significant level of truck traffic along this route. This roadway segment is designated as a Major Fire Response Route.	$ 960,736	High

Scenario 1 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Hymer Ave	Rock Blvd to 21st St	Neighborhood Byway	0.28	Include signage at Rock Blvd noting the end of the Bike Route. Most people will end up riding on the sidewalk on Rock Blvd in practice.	$ 62,497	High
Linda Way	Greg Street to Coney Island Drive	Neighborhood Byway	0.17	This short connection to between recommended improvements on Greg Street would help formalize the connection to the Trucke River Shared Use path, a key link to neighborhoods to the west and south (via the Veterans Parkway Shared use Path).	$ 38,128	High
Prospect Avenue	12th Street to 11th Street	Neighborhood Byway	0.07	This is a small connection to support the north/south link within the neighborhood on 11th St and 12th St that would connect York Way, Oddie Blvd, G St/F St, and Victorian Square.	$ 16,522	High
Victorian Avenue	Pyramid Highway to 16th Street	Bike Route	0.59	The addition of bicycle markings and signage along this already slow route would help formalize this popular bicycle connection and help link the Victorian Avenue cycle track with the bike lanes west of 16th Street.	$ 31,224	High
Wedekind Road	18th Street to Silverada Blvd	Neighborhood Byway	0.92	This link to the Downtown Reno neighborhood helps connect with York Way (via 18th St) and the shared lane facilities on Silverada Blvd. This road is designated as a Major Fire Response Route.	$ 206,145	High
York Way	4th Street to 18th Street	Neighborhood Byway	1.03	This segment of York Way helps create an east/west connection that links the Downtown Reno neighborhood all the way to the Sparks Blvd Shared Use path (via Howard Drive). This road is designated as a Major Fire Response Route.	$ 229,325	High
El Rancho Drive	9th Street to I-80	Bike Lanes	0.35	Based on operational analysis of intersections, space may be available to continue bike lanes north / south connecting Kietzke Lane with El Rancho Drive which would support connections to the neighborhood to the south across the Truckee River. There is a significant pinchpoint for northbound bicyclists from Kietzke Lane which would impact the overall comfort of this connection.	$ 64,684	Low
El Rancho Drive	9th Street to McCarran Blvd	Buffered Bike Lanes	1.29	The current ADT on this section of roadway ranged between 6,600 - 13,400 in 2023 based on NDOT data. Given this level of traffic and the existing capacity, it may be feasible to repurpose a vehicle travel lane to add in a buffer to the existing bike lanes.	$ 336,635	Low

Scenario 1 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
F Street	12th Street to McCarran Blvd	Neighborhood Byway	1.23	Building off the comfortable crossing of Pyramid Highway, F Street presents a good opportunity to extend an east/west connection from the existing bike lanes east of McCarran Blvd (linking with Sparks Legends/Sparks Marina) to the recommended improvements on 12th Street and then continuing west on G Street to the neighborhood to the west.	$ 275,473	Low
Glendale Avenue	Kietzke Lane to McCarran Blvd	Buffered Bike Lanes	2.65	Traffic volumes on this roadway ranged between 10,500 and 13,100 in 2023 per NDOT. Given this level of traffic and the existing capacity, this roadway is a candidate for a reallocation of roadway space to accommodate people biking with buffered bike lanes (the buffer may accommodate sections with intermittent protection elements). This east/west connection between Central Reno and Central Sparks would help connect with the significant number of jobs in the industrial area. Additionally, extending this improvement beyond the neighborhood boundaries would allow for an opportunity to connect with improvements from the Central Reno / Midtown NNP.	$ 692,711	Low
Glendale Avenue	McCarran Blvd to Meredith Way	Buffered Bike Lanes	1.06	Repurposing the parking lane on this street would accommodate a buffered bike lane to continue the east/west connection through the Industrial Area. The existing concrete curb extensions at the mid-block crossing approximately 370' to the west of the railroad crossing would need to be removed as well.	$ 275,870	Low
Goldy Way	Baring Boulevard to Spanish Springs Road	Buffered Bike Lanes	0.28	This segment of Goldy Way could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes.	$ 73,110	Low
Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	0.22	This connection would allow bicyclists to cross Barring Blvd and would help connect recommended improvements on York Way with the Sparks Blvd shared use path via Howard Drive. Additionally, this would support residents from parts of the neighborhood north of Barring to access the Sparks Marina. This helps continue a key connection within the neighborhood. This road is designated as a Major Fire Response Route.	$ 49,177	Low

Scenario 1 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Greg Street	I80 to Veterans Pkwy	Bike Lanes	0.83	This connection would extend the planned improvements on Vista Blvd north of I-80 with the Veterans Parkway Shared Use Path and the recommended improvements to the west. There is available space through the Sparks Blvd / Veterans Parkway intersection however, the route would require additional analysis based on the significant level of truck traffic. Additionally, this route is both a trucking route and a designated Major Fire Response Route.	$ 152,753	Low
Howard Drive	Sparks Blvd to Goldy Way	Neighborhood Byway	0.11	This connection would help to formalize the connection to the Sparks Blvd Shared Use Path and extend the east/west connection from York Way. This roadway is identified as a Minor Fire Response Route.	$ 24,745	Low
I Street	Pyramid Highway to Prater Way	Neighborhood Byway	0.90	This route would help to connect the improvements on Oddie Blvd with the planned improvements on Prater Way, addressing an existing gap as there is no current bicycle facility connecting to the eastern terminus of the Oddie Blvd cycle track. This roadway is a Minor Fire Response Route.	$ 201,645	Low
Meredith Way / Franklin Avenue	Glendale Ave to Spice Island Drive	Bike Lanes	0.73	This connection would help connect the recommended improvements on Glendale Avenue with the Truckee River Shared Use Path and the existing bike lanes on Space Island Drive. This reconfiguration would require the removal of parking.	$ 133,633	Low
York Way	Goldy Way to 4th Street	Neighborhood Byway	1.19	This segment helps to link residents on the east side of McCarran Blvd with the Downtown Reno neighborhood via 18th St / Wedekind Rd. This roadway is designated as a Major Fire Response Route.	$ 265,928	Low

Scenario 2

Theme: Access to Schools and Parks

Description: This scenario targets schools and parks as the key destinations for increased access and connectivity. Based on this focus, the recommended improvements are located throughout the neighborhood and provide more focused enhancements to the existing network while making targeted improvements to create a denser and more comfortable network with connections to the majority of schools and parks in the neighborhood. This scenario includes a total of **17.4 miles of corridor improvements** as well as **improvements** at 20 specific intersections for an estimated cost of **$4.99 million** (Table 3).

Table 3. Scenario 2 Recommendations

Scenario 2 Recommendations						
Corridor Improvement Type	**Miles**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Bike Route	0.0	0.6	0.6	$ -	$ 31,224	$ 31,224
Buffered Bike Lanes	1.2	0.3	1.5	$ 316,935	$ 82,086	$ 399,021
Neighborhood Byway	6.1	7.1	13.1	$ 1,358,633	$ 1,705,118	$ 3,063,751
Protected Bike Lanes	0.8	0.7	1.4	$ 482,128	$ 415,126	$ 897,255
Wayfinding Connection	0.0	0.7	0.7	$ -	$ 3,720	$ 3,720
Sub-Total	8.0	9.4	17.4	$ 2,157,696	$ 2,237,275	$ 4,394,971
Intersection Improvement Type	**Number**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Curb Extensions	10	20	10	$ 76,790	$ 153,580	$ 230,370
High Visibility Crosswalks	4	8	4	$ 24,000	$ 48,000	$ 72,000
Two Staged Turn Boxes	4	6	4	$ 6,000	$ 9,000	$ 15,000
Bike Boxes	1	4	1	$ 5,000	$ 20,000	$ 25,000
LPI	2	1	2	$ 11,000	$ 5,500	$ 16,500
RRFB	2	1	2	$ 180,000	$ -	$ 180,000
Wayfinding	0	1	0	$ -	$ 35,000	$ 35,000
Raised Crosswalk	0	1	0	$ -	$ 23,000	$ 23,000
Sub-Total	23	42	65	$ 116,358	$ 101,574	$ 217,932
Total				$ 2,274,769	$ 2,719,632	$ 4,994,400

Corridor and intersection improvements are shown in Figure 2. It's important to note that intersection improvements have been consolidated on the map legend for simplicity. Intersection improvements have been provided for internal RTC review through the interactive map.

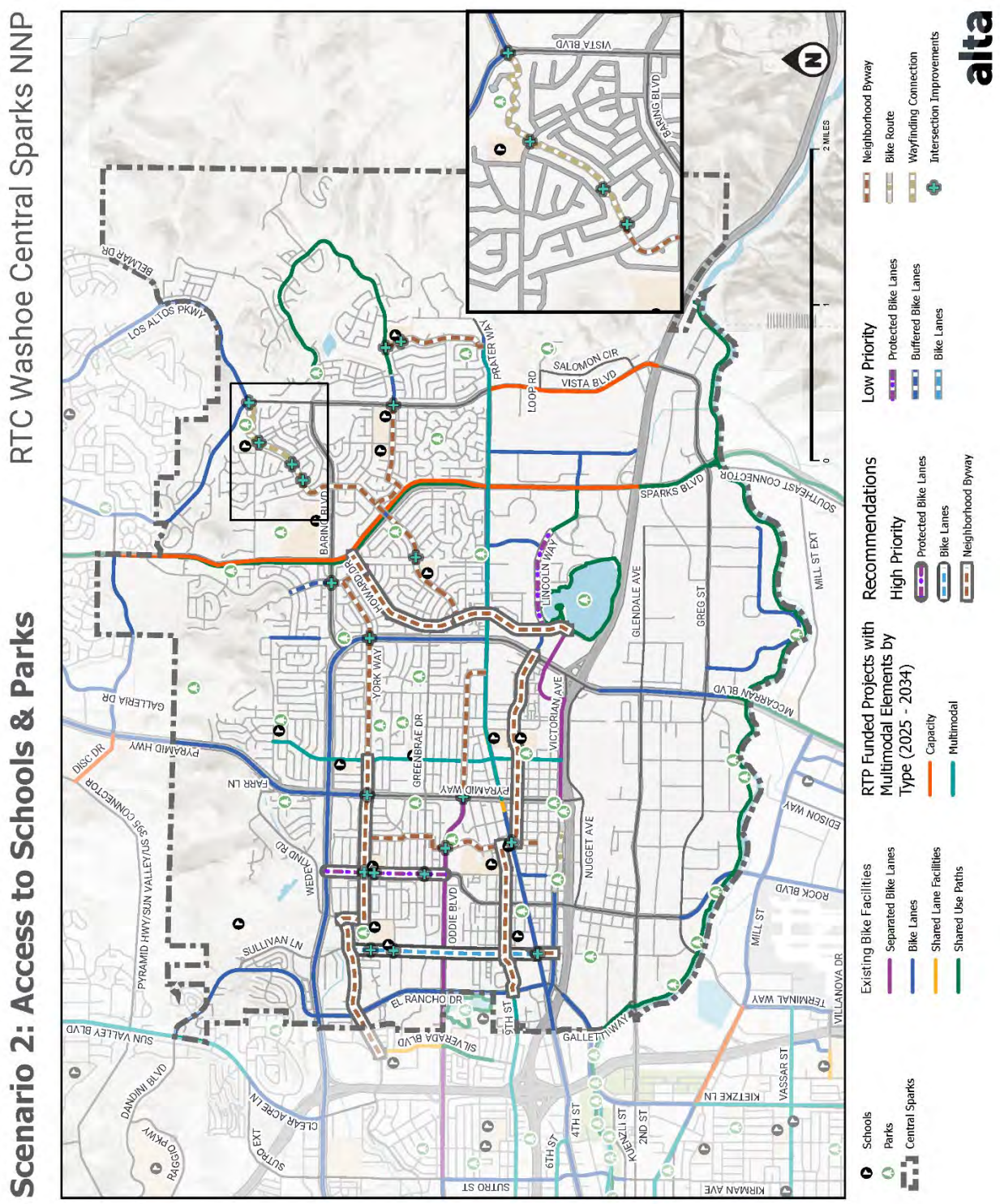


Figure 18. Scenario 2 Recommendations

Project Rationale

This section describes the project location, extent, facility type, rationale, and individual costs for including each identified corridor improvement in Scenario 2 in Table 4.

Table 4. Scenario 2 Project Descriptions and Rationale

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
18th Street	Wedekind Street to York Way	Neighborhood Byway	0.15	This short north/south connection between Wedekind St and York Way helps enhance connectivity to Risley Elementary School, Maxwell Elementary School, and Sparks Middle School. This road is designated as a Minor Fire Response Route.	$ 33,471	High
F Street	12th Street to McCarran Blvd	Neighborhood Byway	1.23	Building off the comfortable crossing of Pyramid Highway, F Street presents a good opportunity to extend an east/west connection from the existing bike lanes east of McCarran Blvd (linking with Sparks Legends/Sparks Marina) with improvements in front of Lincoln Park Elementary School and within close proximity to Dilworth Middle School and Paulakidas Park.	$ 275,473	High
G Street	El Rancho Drive to 12th Street	Neighborhood Byway	0.96	This improvement builds off the planned RTC improvements on 9th Street which include planned bike lanes extending further to the west. This roadway would make improvements within close proximity to Sparks High School, Mitchell Elementary School, Kate Smith Elementary School, and Deer Park.	$ 215,368	High
Howard Drive	Goldy Way to O'Callaghan Drive	Neighborhood Byway	0.79	This connection links the Sparks Blvd Path, recommended improvments on York Way (via Goldy Way), and the recommended improvements on O'Callahan Drive which extend east through to Vista Blvd. This roadway is designated as a Minor Fire Response Route.	$ 176,754	High
Howard Drive	Sparks Blvd to Goldy Way	Neighborhood Byway	0.11	This connection would help to formalize the connection to the Sparks Blvd Shared Use Path and extend the east/west connection from York Way. This roadway is identified as a Minor Fire Response Route.	$ 24,745	High

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Howard Drive	O'Callaghan Drive to Nichols Blvd	Neighborhood Byway	0.74	The addition of traffic calming elements along this low-speed roadway would help to formalize the popular connection between residents areas in the north of the neighborhood with the Sparks Marina and Sparks Legends. This roadway is designated as a Minor Fire Response Route.	$ 165,444	High
Pete's Way	Prater Way to Primo Way	Neighborhood Byway	0.04	This short connection to Prater Way helps connect with the recommended improvements on Primo Way and thus the improvements in front of Moss Elementary School.	$ 8,811	High
Rock Blvd	McCarran Blvd to Oddie Blvd	Protected Bike Lanes	0.76	This segment has two lanes in each direction with left turn pockets and an ADT of 6,800 (NDOT 2023). Based on this, the segment may be reconfigured to include a protected bike lane in the exterior vehicle lanes in either direction. This would link the improvements on Oddie Blvd with York Way and McCarran Blvd while also reducing crossing distances for pedestrians including in front of Maxwell Elementary School.	$ 482,128	High
Sullivan Ln	Prater Way to Wedekind Rd	Buffered Bike Lanes	1.21	This segment has relatively low traffic volumes (2,350 - 6,150 - NDOT 2023) and a speed limit of 25 mph with a total of five lanes north of Oddie Blvd. This concept would reuse excess capacity to provide buffered bike lanes.	$ 315,810	High
Sullivan Ln	Prater Way to Victorian Avenue	Neighborhood Byway	0.10	This would enhance the short connection on a low-speed and low-volume road between two existing bicycle facilities.	$ 23,097	High
Wedekind Road	18th Street to Silverada Blvd	Neighborhood Byway	0.92	This route connects with Oppio Park and connects to Cannan Elementary and Sparks Middle School (via 18th Street). Additionally, this route helps connect with York Way (via 18th St) and the shared lane facilities on Silverada Blvd. This road is designated as a Major Fire Response Route.	$ 206,145	High

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
York Way	4th Street to 18th Street	Neighborhood Byway	1.03	This segment of York Way helps create an east/west connection that links Sparks Middle School and Maxwell Elementary with areas to the east and all the way to the Sparks Blvd Shared Use path (via Howard Drive). This road is designated as a Major Fire Response Route.	$ 229,325	High
11th Street	Prospect Ave to York Way	Neighborhood Byway	0.44	North/South connection between Oddie Blvd and improvements on York Way.	$ 98,045	Low
12th Street	Oddie Blvd to Victorian Plaza Circle	Neighborhood Byway	0.62	North/South connection between Oddie Blvd and Victorian Square that benefits from vehicle diverter at Victorian Plaza Circle. This would create a low-speed connection to Sparks High School, Mitchell Elementary School, and Ardmore Park. A portion of this roadway is identified as a Minor Fire Response Route.	$ 138,242	Low
12th Street	Oddie Blvd to Prospect Ave	Neighborhood Byway	0.08	Short connection between Oddie Blvd and Prospect Ave which connect the recommended improvements on York Way with the Oddie Blvd Cycle Track.	$ 18,724	Low
Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	0.22	This connection would allow bicyclists to cross Barring Blvd and would help connect recommended improvements on York Way with the Sparks Blvd shared use path via Howard Drive. Additionally, this would support residents from parts of the neighborhood north of Barring to access the Sparks Marina. This helps continue a key connection within the neighborhood. This road is designated as a Major Fire Response Route.	$ 49,177	Low
Goldy Way	Baring Boulevard to Spanish Springs Road	Buffered Bike Lanes	0.28	This segment of Goldy Way could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes.	$ 73,110	Low
I St	Pyramid Highway to Prater Way	Neighborhood Byway	0.90	This route would help to connect the improvements on Oddie Blvd with the planned improvements on Prater Way, addressing an existing gap within a few blocks of Dilworth Middle School. This roadway is a Minor Fire Response Route.	$ 201,645	Low

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Lida Ln to Vista Path	Lida Ln to Vista Blvd	Wayfinding Connection	0.74	Add wayfinding to existing path to extend the connection between Vista Blvd and the Sparks Blvd Shared Use path (via Springland Drive) and connect with Reed High School and Whitehead Elementary School.	$ 3,720	Low
Lincoln Way	Howard Drive to Legends Bay Drive	Protected Bike Lanes	0.66	The wide right of way on this low-speed and low-volume roadway could support a comfortable facility by removing the outside vehicle lanes. This would reduce vehicle speeds to the signed speed limit and improve the connection to the Sparks Marina.	$ 415,126	Low
O'Callaghan Drive	Howard Drive to Sparks Boulevard	Neighborhood Byway	0.84	This connection would help reduce vehicle speeds in front of Dunn Elementary School in response to public comments. Additionally, this segment will help create an alternate connection between Vista Blvd and the Sparks Marina area (via Howard Drive).	$ 313,234	Low
O'Callaghan Drive	Sparks Boulevard to Sparks Boulevard	Buffered Bike Lanes	0.03	This project would add buffered bike lanes through the intersection within the currently wide shoulders.	$ 8,977	Low
Primo Way	Geno Martini Parkway to Pete's Way	Neighborhood Byway	0.64	This roadway has a wide parking lane on each side while there are no houses fronting the west side of the road and minimal parking utilization (Sparks Traffic Calming Study) outside of school arrival and dimissal periods. The City of Sparks has received previous petitions for traffic calming along this segement due to concerns over speeds. This roadway presents an opportunity for traffic calming elements at the intersections and between intersections to reduce speeds along the corridor.	$ 143,980	Low
Prospect Ave	12th Street to 11th Street	Neighborhood Byway	0.07	This is a small connection to support the north/south link within the neighborhood on 11th St and 12th St that would connect York Way, Oddie Blvd, G St/F St, and Victorian Square.	$ 16,522	Low
Springdale Drive	Lida Ln to Sparks Boulevard	Neighborhood Byway	0.65	This route helps to connect Whitehead Elementary with Sparks Blvd and into the Sparks Marina (via O'Callahan Drive and Howard Drive).	$ 144,605	Low

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Victorian Avenue	Pyramid Highway to 16th Street	Bike Route	0.59	The addition of bicycle markings and signage along this already slow route would help formalize this popular bicycle connection and help link the Victorian Avenue cycle track with the bike lanes west of 16th Street.	$ 31,224	Low
Whitewood Dr / Sycamore Glen Dr	Vista Blvd to Springland Drive	Neighborhood Byway	0.76	This link would include additional enhancements in front of Mendive Middle School and Diedrichson Elementary while improving the crossing of Vista Blvd (linking with existing bike lanes) and connect to recommended improvements on Springland Drive.	$ 170,410	Low
York Way	Goldy Way to 4th Street	Neighborhood Byway	1.19	This segment helps to link residents on the east side of McCarran Blvd with Recreation Park and connects with the planned improvements on 4th Street which connect to both Drake and Greenbrae Elementary Schools. This roadway is designated as a Major Fire Response Route.	$ 265,928	Low

Scenario 3

Theme: Network Grid

Description: This scenario focuses on providing a comfortable east/west and north/south connections at regular intervals in order to increase network density within the Central Sparks Neighborhood. This includes upgrading existing facilities where possible and creating low-speed neighborhood byways through residential areas. Based on this focus, the recommended improvements are located throughout the neighborhood north of I-80. This scenario includes a total of **19.4 miles of corridor improvements** as well as **improvements** at 12 specific intersections for an estimated cost of **$4.99 million** (Table 5).

Table 5. Scenario 3 Recommendations

Scenario 3 Recommendations						
Corridor Improvement Type	**Miles**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Bike Lanes	0.1	0.1	1.4	$ 16,147	$ 11,776	$ 27,923
Buffered Bike Lanes	2.2	0.3	2.5	$ 572,493	$ 73,110	$ 645,603
Neighborhood Byway	5.6	10.3	15.8	$ 1,245,896	$ 2,421,682	$ 3,667,579
Protected Bike Lanes	0.6	0.0	0.6	$ 377,988	$ -	$ 377,988
Wayfinding Connection	0.0	0.3	0.3	$ -	$ 1,734	$ 1,734
Sub-Total	8.5	11.0	19.4	$ 2,212,524	$ 2,508,302	$ 4,720,826
Intersection Improvement Type	**Number**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Curb Extensions	12	3	15	$ 92,148	$ 92,148	$ 184,296
Two Staged Turn Boxes	8	4	12	$ 12,000	$ 6,000	$ 18,000
High Visibility Crosswalks	6	2	8	$ 36,000	$ 12,000	$ 48,000
LPI	1	1	2	$ 5,500	$ 5,500	$ 11,000
Bike Boxes	0	2	2	$ -	$ 10,000	$ 10,000
Sub-Total	27	12	39	$ 145,648	$ 125,648	$ 271,269
Total				$ 2,358,172	$ 2,633,950	$ 4,992,122

Corridor and intersection improvements are shown in Figure 3. It's important to note that intersection improvements have been consolidated on the map legend for simplicity. Intersection improvements have been provided for internal RTC review through the interactive map.

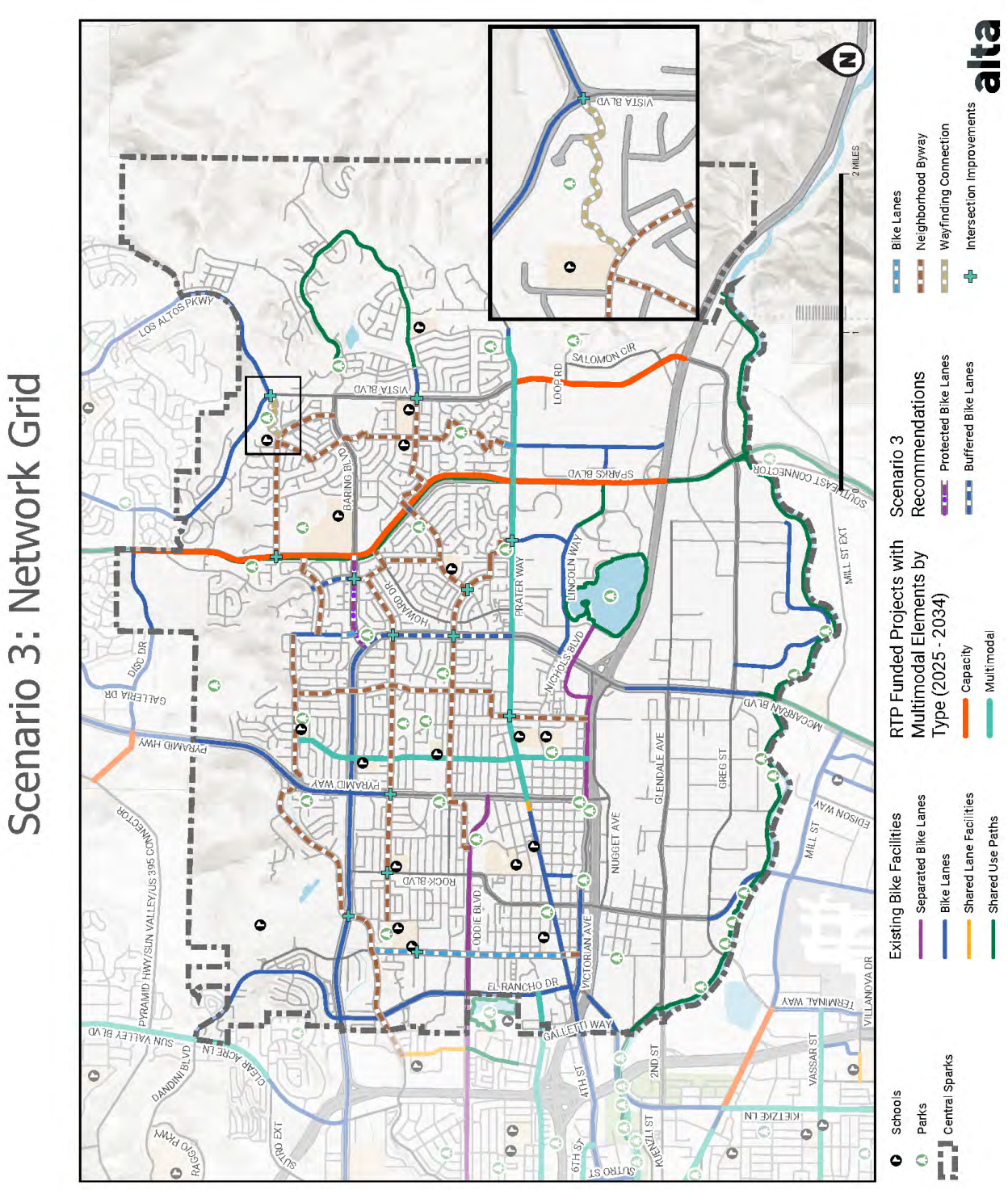


Figure 19. Scenario 3 Recommendations

Project Rationale

This section describes the project location, extent, facility type, rationale, and individual costs for including each identified corridor improvement in Scenario 3 in Table 6.

Table 6. Scenario 3 Project Descriptions and Rationale

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
12th Street	Oddie Blvd to Oxford Ave	Neighborhood Byway	Short connection between Oddie Blvd and Prospect Ave which connect the recommended improvements on York Way with the Oddie Blvd Cycle Track.	$ 8,134	0.04	High
18th Street	Wedekind Street to York Way	Neighborhood Byway	This short north/south connection between Wedekind St and York Way helps enhance connectivity to Risley Elementary School, Maxwell Elementary School, and Sparks Middle School. This road is designated as a Minor Fire Response Route.	$ 33,471	0.15	High
Barring Blvd	McCarran Blvd to Sparks Blvd	Protected Bike Lanes	Barring Blvd is an important east/west link which has volumes (12,700 ADT - NDOT 2023) that may support a reconfiguration. Due to the high-speed nature of the roadway and connection with high-volume roadways, intersection configurations will be important considerations during design. This improvement would help reduce crossing distances along the length of Barring Blvd helping to also improve pedestrian conditions.	$ 377,988	0.60	High
Greenbrae Drive / Oxford Ave / Robbie Way	Pullman Drive to 12th Street	Neighborhood Byway	This multi-road connection provides an extension of the Oddie Blvd facilities while creating a connection that is roughly equidistant between the recommended improvements on York Way and the planned improvements on Prater Way. Greenbrae Drive is designated as a Major Fire Response Route.	$ 447,436	2.00	High
McCarran Boulevard	Prater Way to Baring Boulevard	Buffered Bike Lanes	The current configuration of McCarran Blvd in this section includes a buffer between the curb and bike lane. Flipping these two would create separation from vehicles for people biking and increase the overall comfort of the corridor. Additionally, this treatment may help support reduced overall crossing distances for pedestrians crossing McCarran Blvd. This would help enhance the existing north/south connection between Sparks Blvd and the proposed improvements on Probasco Way.	$ 247,706	0.95	High

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
O'Callaghan Drive	Sparks Boulevard to Sparks Boulevard	Buffered Bike Lanes	This project would add buffered bike lanes through the intersection within the currently wide shoulders.	$ 8,977	0.03	High
Pullman Drive	Station Drive to Robbie Way	Neighborhood Byway	This is a short connection supporting an east/west connection via Greenbrae Drive and helping to increase connectivity with the Sparks Marina and Sparks Legends areas. This road is designated as a Minor Fire Response Route.	$ 27,921	0.12	High
Sandwood Dr	Palmwood Dr to Sparks Blvd Shared Use Path	Neighborhood Byway	Formalize a short existing connection to the Sparks Blvd shared use path.	$ 18,118	0.08	High
Station Drive	Pullman Drive to Prater Way	Neighborhood Byway	This is a short connection supporting an east/west connection via Greenbrae Drive and helping to increase connectivity with the Sparks Marina and Sparks Legends areas.	$ 16,521	0.07	High
Sullivan Ln	Prater Way to Wedekind Rd	Buffered Bike Lanes	This segment has relatively low traffic volumes (2,350 - 6,150 - NDOT 2023) and a speed limit of 25 mph with a total of five lanes north of Oddie Blvd. This concept would reuse excess capacity to provide buffered bike lanes.	$ 222,947	1.21	High
Sullivan Ln	Prater Way to Victorian Avenue	Neighborhood Byway	This would enhance the short connection on a low-speed and low-volume road between two existing bicycle facilities.	$ 23,097	0.10	High
Truckee Ln	Baring Blvd to Emerson Way	Bike Lanes	This would extend the existing bike lanes on Truckee Lane by repurposing the Northbound right turn lane and narrowing the northbound receiving lane at Barring Blvd. This would help connect the grid to the northern most east/west connection on Spanish Springs Rd and Queens Way.	$ 16,147	0.09	High
Wedekind Rd	Lepori Way to 18th Street	Neighborhood Byway	This low-volume segment of Wedekind Rd (1,100 ADT - NDOT 2023) would help create the northern most east/west connection by linking with Queens Way across Pyramid Highway in the east and connecting with the recommended improvement between 18th Street and Silverada Blvd.	$ 256,873	1.15	High
Wedekind Road	18th Street to Silverada Blvd	Neighborhood Byway	This route connects with Oppio Park and connects to Cannan Elementary and Sparks Middle School (via 18th Street). Additionally, this route helps connect with York Way (via 18th St) and the shared lane facilities on Silverada Blvd. This road is designated as a Major Fire Response Route.	$ 206,145	0.92	High

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
York Way	4th Street to 18th Street	Neighborhood Byway	This segment of York Way helps create an east/west connection that links Sparks Middle School and Maxwell Elementary with areas to the east and all the way to the Sparks Blvd Shared Use path (via Howard Drive). This road is designated as a Major Fire Response Route.	$ 229,325	1.03	High
Ashley Park Circle	Round Mountain Circle to Round Mountain Circle	Neighborhood Byway	Short link within the north/south connection in the eastern portion of the neighborhood. This roadway is already a relatively low-speed and low-volume roadway.	$ 24,466	0.11	Low
Berkshire Drive	Wabash Circle to Wabash Circle	Neighborhood Byway	North / south connection within the area between Vista Blvd and Sparks Blvd running along Woodtrail Park.	$ 73,775	0.33	Low
Blossom View Drive	Wabash Circle to Round Mountain Circle	Neighborhood Byway	North / south connection within the area between Vista Blvd and Sparks Blvd which would enhance the roadway between Dietrichson Elementary School and Mendive Middle School. This road is a Minor Fire Response Route.	$ 107,498	0.48	Low
Clan Alpine Drive	Shadow Lane to Round Mountain Road	Neighborhood Byway	North / south link between Shadow Lane and Prater Way through a neighborhood byway via Berkshire Drive, Wabash Circle, and Round Mountain Circle. This roadway is a Minor Fire Response Route.	$ 54,723	0.24	Low
Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	This connection would allow bicyclists to cross Barring Blvd and would help connect recommended improvements on York Way with the Sparks Blvd shared use path via Howard Drive. Additionally, this would support residents from parts of the neighborhood north of Barring to access the Sparks Marina. This helps continue a key connection within the neighborhood. This road is designated as a Major Fire Response Route.	$ 49,177	0.22	Low
Goldy Way	Barring Boulevard to Spanish Springs Road	Buffered Bike Lanes	This segment of Goldy Way could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes. This roadway is designated as a Major Fire Response Route.	$ 73,110	0.28	Low
Howard Drive	Sparks Blvd to Goldy Way	Neighborhood Byway	This connection would help to formalize the connection to the Sparks Blvd Shared Use Path and extend the east/west connection from York Way. This roadway is identified as a Minor Fire Response Route.	$ 24,745	0.11	Low

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
I Street	Stanford Way to Probasco Way	Neighborhood Byway	Small east/west connection supporting the recommended improvements on Stanford Way and Probasco Way. This roadway is designated as a Minor Fire Response Route.	$ 34,673	0.16	Low
Lida Ln to Vista Path	Shadow Ln to Vista Blvd	Wayfinding Connection	Add wayfinding to existing path to extend the connection between Vista Blvd, Sparks Blvd, and Pyramid Highway (via Queens Way / Spanish Springs Rd.	$ 1,734	0.35	Low
Lillard Drive	Prater Way to Atlantic Way	Bike Lanes	Add bike lanes on the short connection to Prater Way to support a comfortable experience and beginning of the north/south connection on the east side of the neighborhood. There are no houses fronting the street on the west side. This road is designated as a Major Fire Response Route.	$ 11,776	0.06	Low
Lillard Drive	Atlantic Way to Wabash Circle	Neighborhood Byway	This roadway is the beginning of the north/south connection on the east side of the neighborhood. There are no houses fronting the street on the west side. This road is designated as a Major Fire Response Route.	$ 18,986	0.08	Low
O'Callaghan Drive	Greenbrae Drive to Sparks Boulevard	Neighborhood Byway	This segment would serve as a continuation of the east/west connection between York Way and Prater Way and would help improve network connectivity between Vista Blvd and Oddie Blvd in concert with recommendations on Greenbrae Drive and Whitewood Drive.	$ 269,563	0.65	Low
Palmwood Dr	Truckee Ln to Sandwood Dr	Neighborhood Byway	This would formalize a low-speed connection between Truckee Lane and the Sparks Blvd shared use path and support and northern east/west connection through the neighborhood as an alternative to McCarran Blvd.	$ 102,268	0.46	Low
Probasco Way	I Street to Queen Way	Neighborhood Byway	This route would create and alternative north/south connection to McCarran Blvd in this portion of the neighborhood. This connection with within approximately a half mile of the planned improvements on 4th Street. This road is designated as a Major Fire Response Route.	$ 280,151	1.25	Low
Queen Way	Pyramid Highway to Truckee Ln	Neighborhood Byway	This roadway is currently designated as a Major Fire Response Route but already includes speed humps. Additional signage including wayfinding would help enhance this low-speed and low-volume (820 ADT - NDOT 2023) connection.	$ 204,188	0.91	Low
Rosemary Drive	O'Callaghan Drive to Howard Drive	Neighborhood Byway	This short roadway would support a longer north/south connection from Spanish Springs Rd to the Sparks Marina through a multi-road neighborhood byway.	$ 81,816	0.37	Low

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
Round Mountain Circle	Ashley Park Circle to Blossom View Drive	Neighborhood Byway	Short link within the north/south connection in the eastern portion of the neighborhood. This roadway is already a relatively low-speed and low-volume roadway.	$ 6,123	0.03	Low
Round Mountain Rd/Cir	Ashley Park Circle to Clan Alpine Drive	Neighborhood Byway	Short link within the north/south connection in the eastern portion of the neighborhood. This roadway is already a relatively low-speed and low-volume roadway.	$ 66,309	0.30	Low
Shadow Ln	Baring Blvd to Sparks Blvd	Neighborhood Byway	Current volumes of 2,500 ADT (NDOT - 2023) and a relatively low-speed (25 mph) could support a neighborhood byway configuration without significantly impacting parking along the corridor. This connection would help create an east/west connection on the northern edge of the neighborhood.	$ 256,182	1.15	Low
Springdale Drive	Sycamore Glen Drive to Sparks Boulevard	Neighborhood Byway	This connection continues the east/west route linking Vista Blvd to Oddie Blvd (via O'Callaghan Dr and Greenbrae Drive).	$ 144,605	0.65	Low
Stanford Way	I Street to Victorian Avenue	Neighborhood Byway	This north/south connection provides a low-stress option to connect from the Victorian Avenue cycle track to the north through the neighborhood. This connection presents an opportunity to potentially coordinate improvements with WCSD at the Prater Way intersection.	$ 137,741	0.62	Low
Wabash Circle	Lillard Drive to Blossom View Drive	Neighborhood Byway	Two short segments of a circular roadway helping create a north/south byway by connecting Berkshire Drive with Lillard Drive and Blossom View Drive.	$ 48,354	0.22	Low
Whitewood Dr / Sycamore Glen Dr	Vista Blvd to Springland Drive	Neighborhood Byway	This link would include additional enhancements in front of Mendive Middle School and Diedrichson Elementary while improving the crossing of Vista Blvd (linking with existing bike lanes) and connect to recommended improvements on Springland Drive.	$ 170,410	0.76	Low
York Way	Goldy Way to 4th Street	Neighborhood Byway	This segment helps to link residents on the east side of McCarran Blvd with Recreation Park and connects with the planned improvements on 4th Street which connect to both Drake and Greenbrae Elementary Schools. This roadway is designated as a Major Fire Response Route.	$ 265,928	1.19	Low

Scenario Comparison

To compare scenarios, the project team analyzed the implementation complexity, potential benefits, and maintenance considerations across all three scenarios and assigned scores for each metric. Scores for each metric are detailed below and are intended to help in decision-making and selection of a preferred alternative. All scores were combined into a final score across five metrics (accessibility testing results will be added once completed). These metrics include:

- Metric #1: Emergency Vehicle Routes – This considers the potential implementation complexity based on the emergency vehicle designation from the City of Sparks.
    - No Fire Response Route – 10 points
    - Minor Fire Response Route – 5 points
    - Major Fire Response Route – 0 points
- Metric #2: Capacity – This metric evaluates the potential reduction in vehicle capacity and assigns a higher level of points to recommendations which have no impact on vehicle capacity.
    - No reduction in capacity – 10 points
    - Reduction in capacity on minor roadway – 5 points
    - Reduction in capacity on major roadway – 0 points
- Metric #3: Parking – This metrics analyzes the potential impact to on-street vehicle parking from the proposed recommendation based on the perceived level of parking utilization and roadway context.
    - No parking reduction – 10 points
    - Impacts to low-utilization parking – 5 points
    - Impacts to medium-utilization parking – 3 points
    - Impacts to high-utilization parking – 0 points
- Metric #4: Safety – This metric identifies how much overlap is present between the proposed scenario recommendations and the RTC High Injury Network so gain an understanding of the potential safety benefits within the neighborhood.
    - Majority of the project segment is within the HIN – 10 points
    - Portion of the project segment is within the HIN – 5 points
    - Project touches a portion of HIN roadway – 3 points
    - No overlap with HIN – 0 points

- Metric #5 – Maintenance – This metric quantifies the potential level of effort for maintaining the proposed recommendations based on the elements included in the conceptual design. Projects which include more physical elements within the roadway (i.e. protected bike lanes) will result in the highest levels of maintenance costs compared to a Bike Route which would require minimal maintenance support.
    - Minimal on-going maintenance required – 10 points
    - Intermittent maintenance needs (i.e. repainting) – 5 points
    - Frequent maintenance needs (i.e. replacing vertical elements) – 0 points

Scores across these five metrics were average for each scenario package in order to compare scenario packages against each other (Table 7). As scores increase, this indicates that the projects included could be implemented with lower levels of complexity and operational challenges which providing safety benefits with minimal maintenance requirements. The results shown in Table 7 highlight the slight differences across each of the three scenarios and highlight the leading scenarios for the different metric.

Table 7. Metric Comparison of Scenarios

Metric	Scenario 1	Scenario 2	Scenario 3
PEVR (Avg.)	3.4	3.5	4.4
Capacity (Avg.)	8.2	9.4	9.5
Parking (Avg.)	8.8	9.6	9.3
Safety (Avg.)	1.8	1.2	1.5
Maintenance (Avg.)	9.3	9.1	9.6
Average Total Score	31.5	32.9	33.1

Community Access

Alta conducted an analysis using the Washoe Accessibility Testing toolbox that was developed by Alta and provided to the RTC during the ATP process in 2024. This tool helps to gauge the varying levels of access gain to different destination types based on proposed bicycle network enhancements. This is represented by potential trips that may shift from vehicle to bicycle based on new low-stress connections in the bicycle network. The aggregate access gain to each destination type is shown for each scenario in Table 8 with analysis results for each destination type (schools, parks, hospitals) included in Appendix B.

Results below highlight the disparity in existing network connectivity north and south of I-80 within the Central Sparks neighborhood. Table 8 highlights the potential level of benefit realized from improvements in Scenario 1, which includes improvements on either side of I-80 compared to Scenarios 2 and 3, both of which concentrate improvements north of I-80. Due to the lack of existing facilities within the Industrial Area south of I-80, the addition of low-stress connections in this area helps to create a significant level of benefits for the small residential population south of I-80; additionally, the existing roadway network in the Industrial Area lacks connectivity aside from major arterial roadways which currently are highly stressful environments for bicyclists. Comparatively the existing roadway network north of I-80 is more connected with more existing low-stress connections than are available south of I-80.

It is important to note that the estimated daily trips in Table 8 are intended to inform the planning process but are not intended to serve as refined or exact estimations of future bicycle trips.

Table 8. Estimated New Bicycle Trips to Destination Type By Scenario

Destination Type	Scenario 1 Exterior Connections	Scenario 2 Access to Schools and Parks	Scenario 3 Network Grid
Schools	2,459	968	973
Parks	17,274	5,713	5,433
Hospitals	1,846	566	633
Scenario Total	21,579	7,247	7,039

Appendix A – Cost Estimate Unit/Per Mile Costs

Corridor Improvement	Cost Per Mile
Bike Lane	$ 183,600
Buffered Bike Lane	$ 261,000
Protected Bike Lane	$ 633,600
Bicycle Boulevard	$ 52,800
Bicycle Boulevard with Intersection Traffic Calming (Curb Extensions and 2 new crosswalks every 1/4 mile)	$ 223,664

Intersection Improvement	Cost Per Installation
Pedestrian Hybrid Beacon (PHB)	$ 650,000
RRFBs	$ 90,000
Pedestrian Refuge Island	$ 50,000
Raised Crosswalk	$ 23,000
Midblock Crossing	$ 19,577
Bike Jug Handle	$ 15,000
Curb Extensions	$ 10,000
High-Visibility Crosswalk	$ 6,000
Leading Pedestrian Interval	$ 5,500
Bike Box	$ 5,000
Bicycle Wayfinding	$ 35K/mile

Appendix B – Accessibility Testing Results Maps

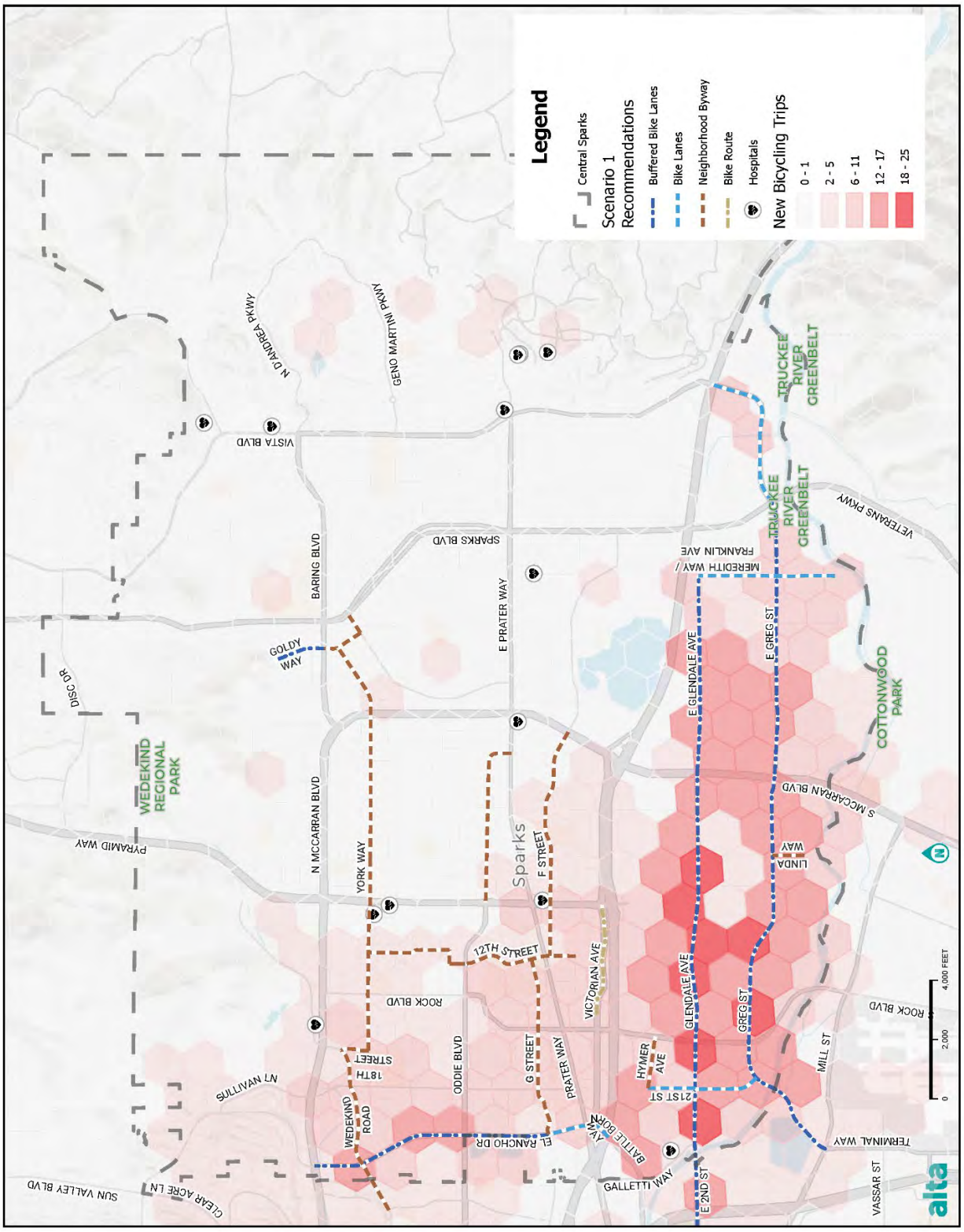


Figure 20. Scenario 1 - Hospital Access Gains

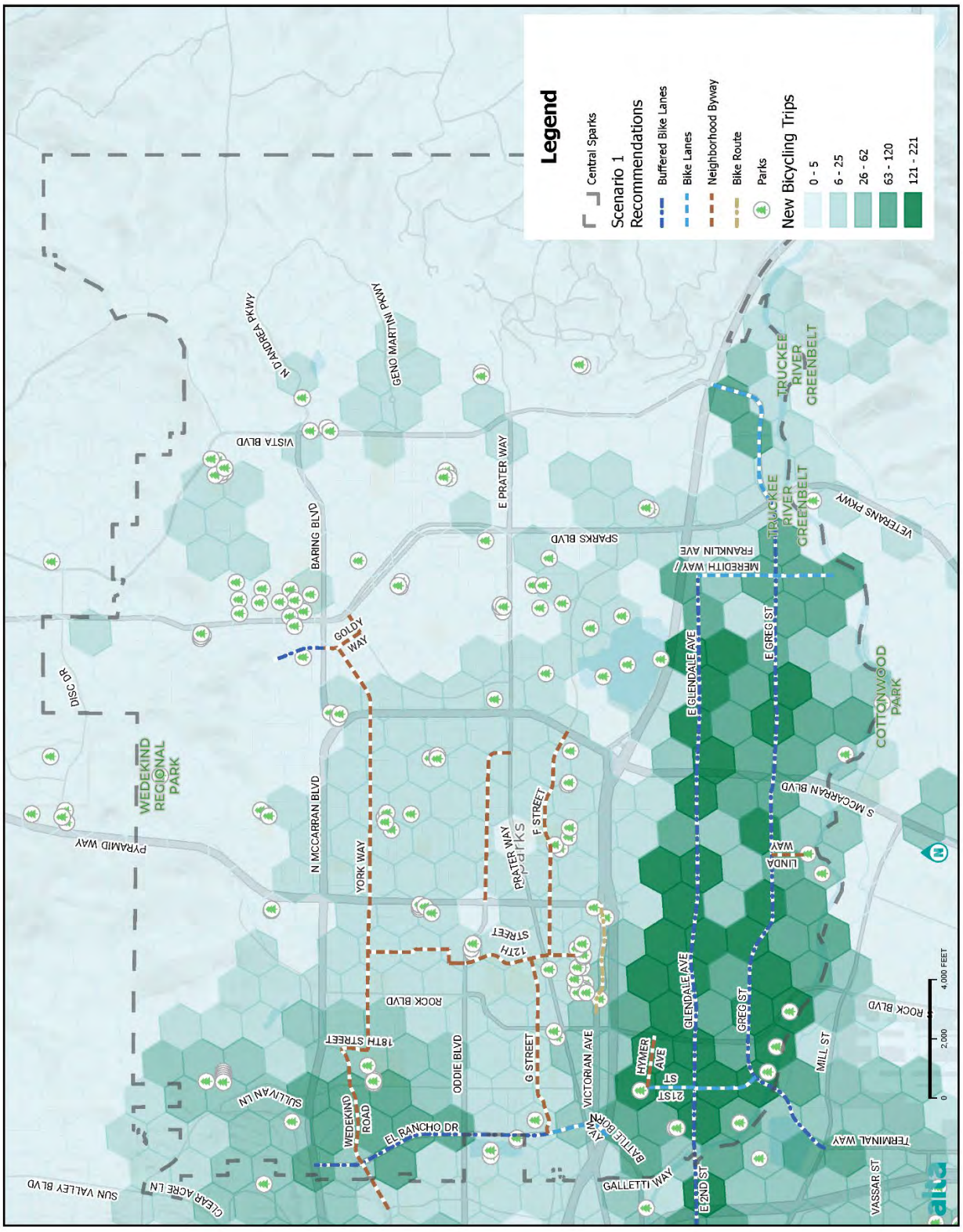


Figure 21. Scenario 1 - Parks Access Gains

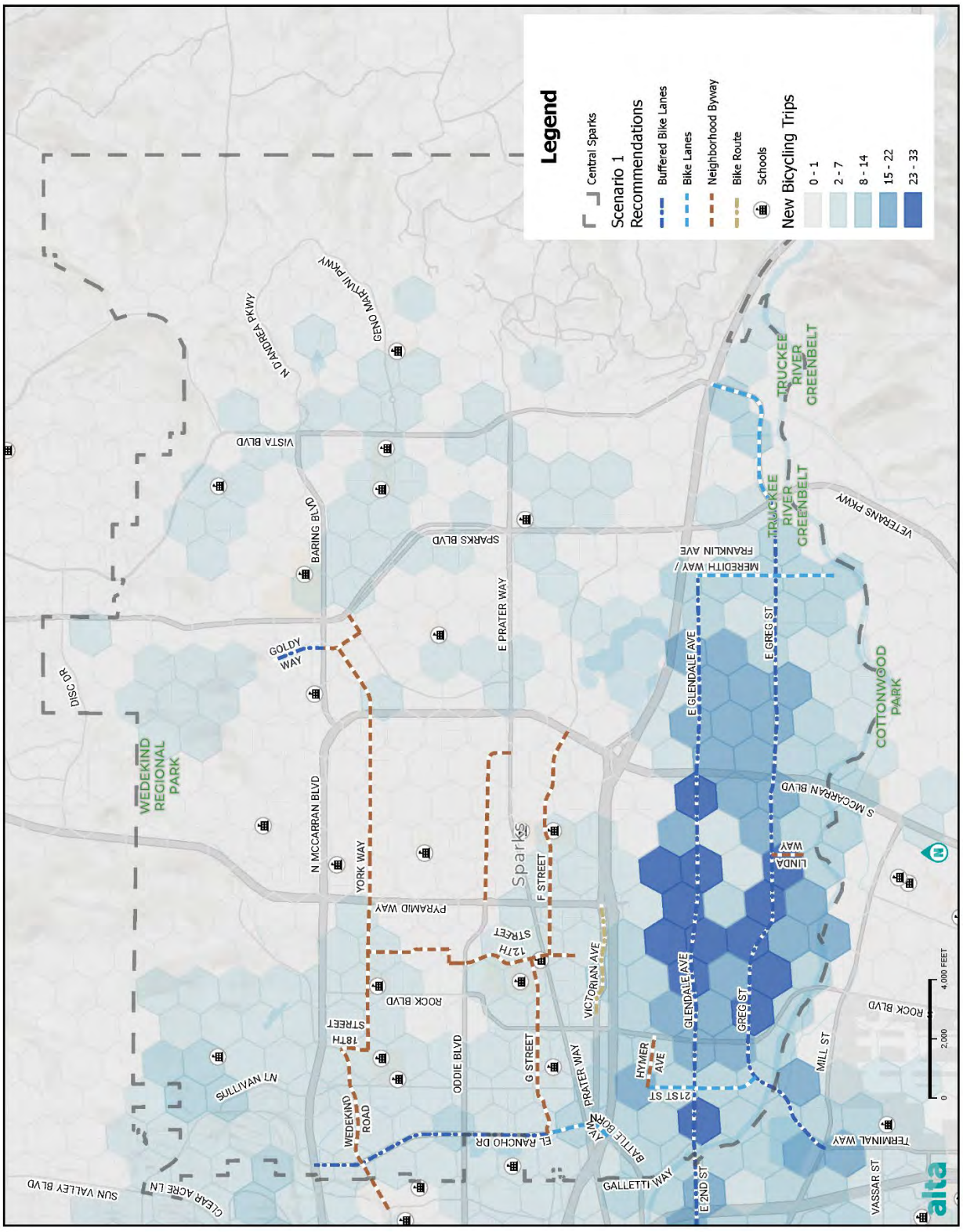


Figure 22. Scenario 1 - School Access Gains

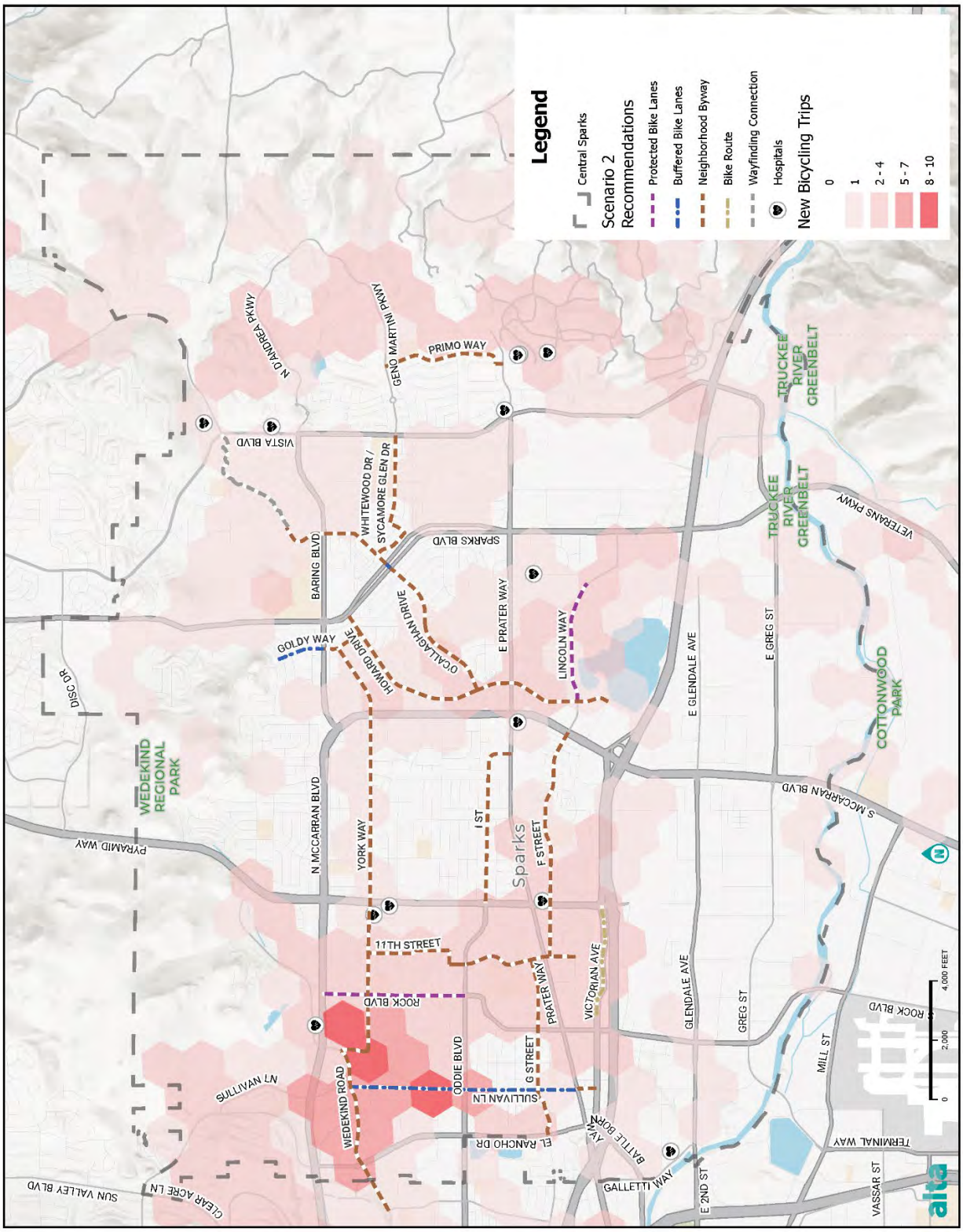


Figure 23. Scenario 2 - Hospital Access Gains

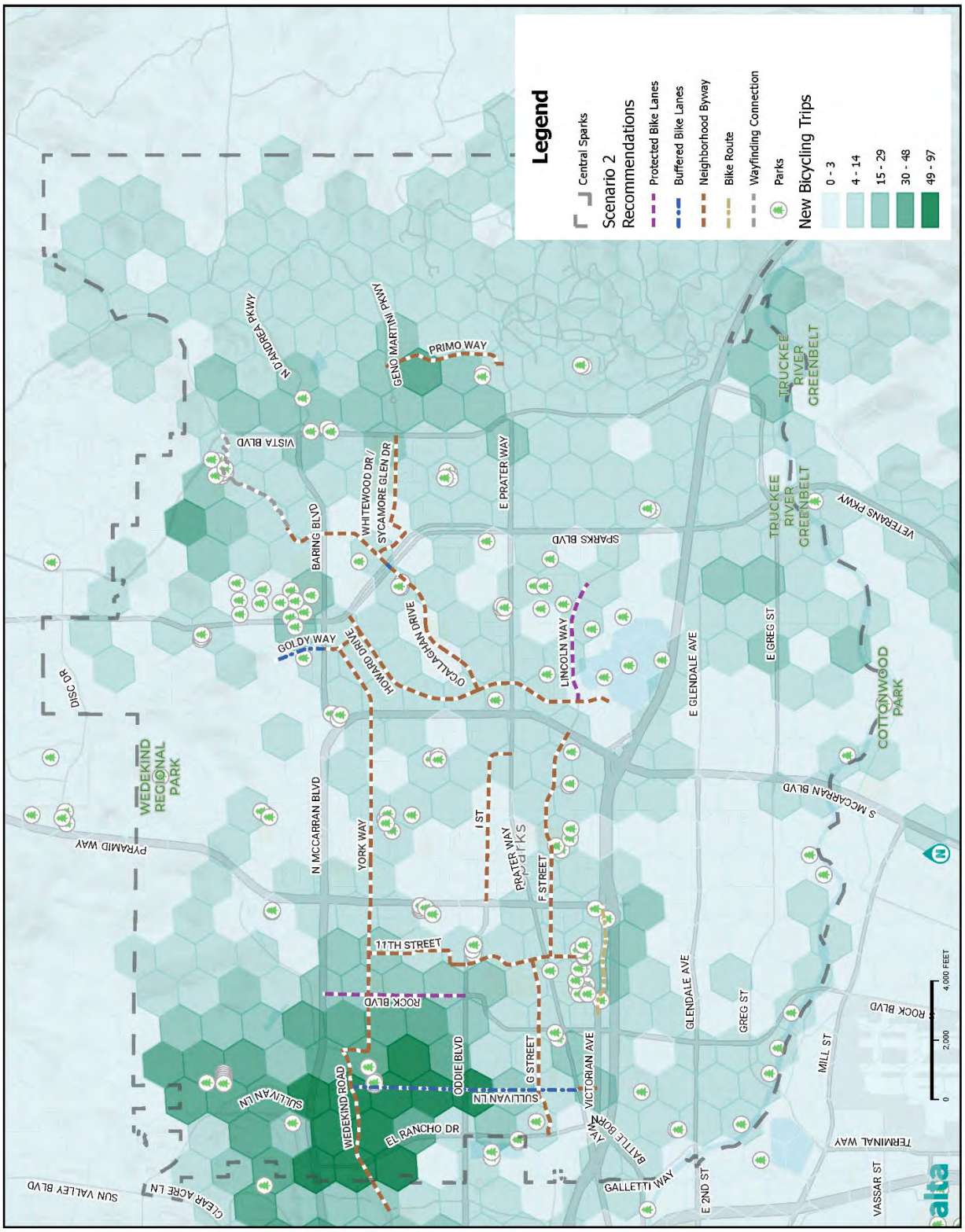


Figure 24. Scenario 2 - Parks Access Gains

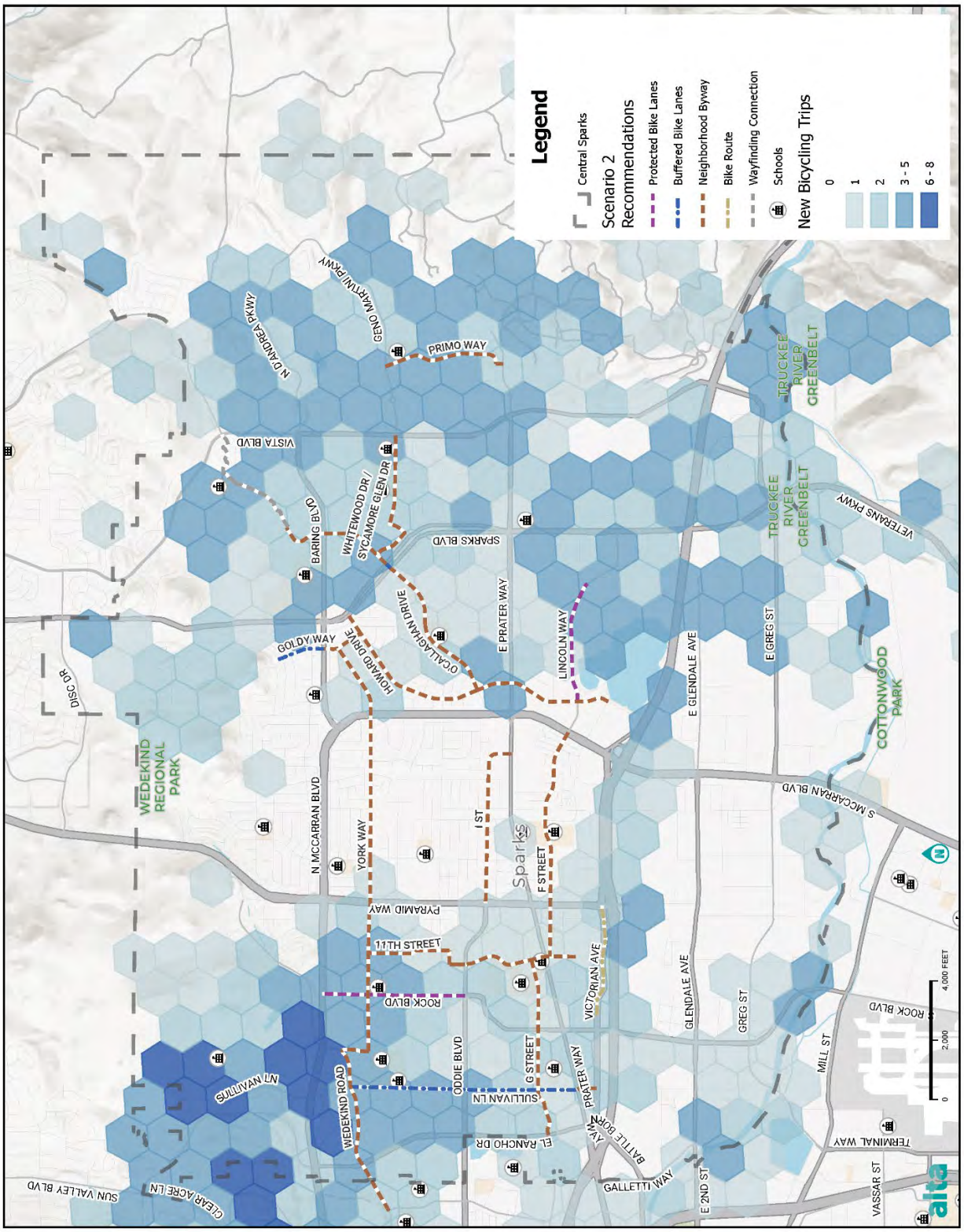


Figure 25. Scenario 2 - Schools Access Gains

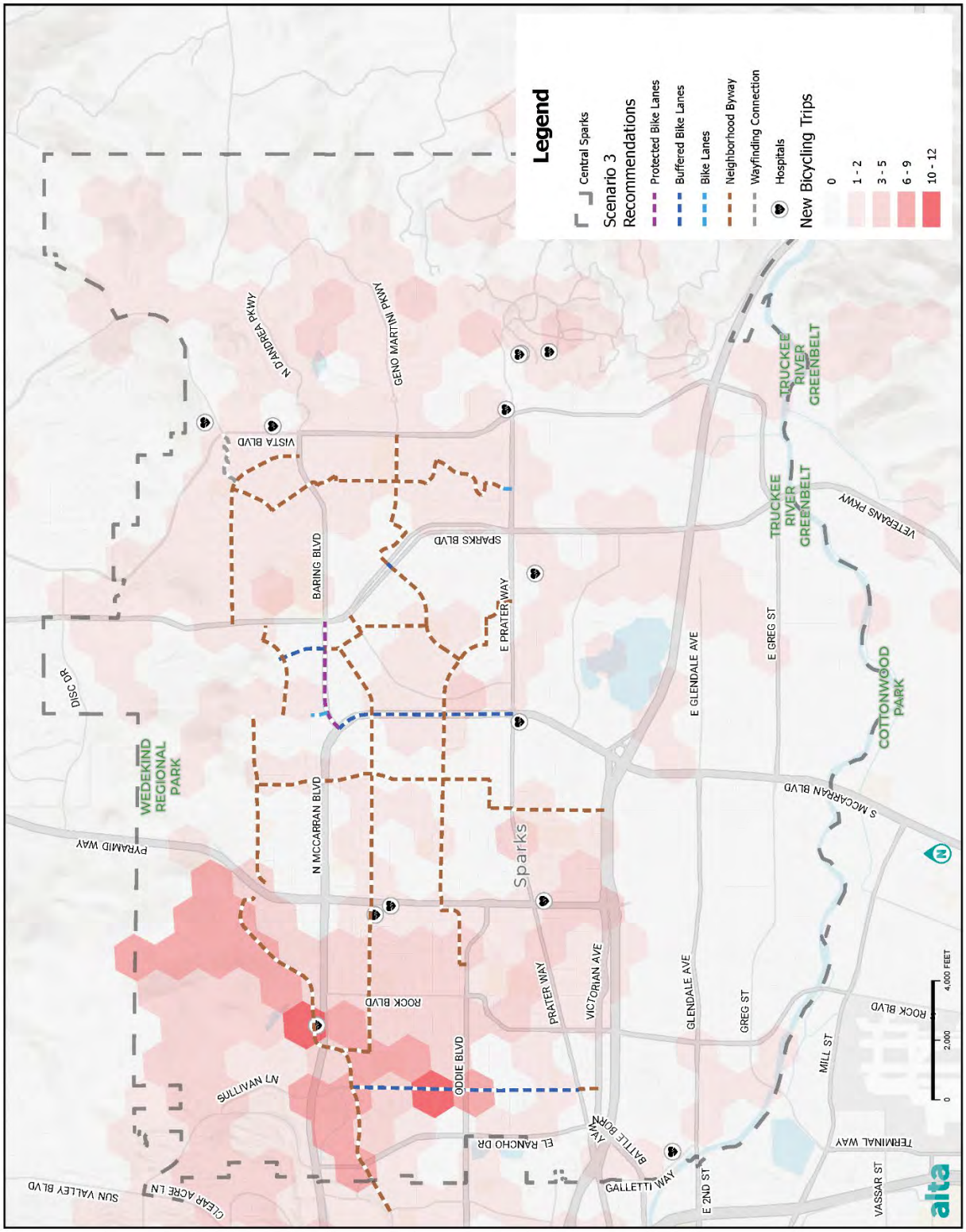


Figure 26. Scenario 3 - Hospital Access Gains

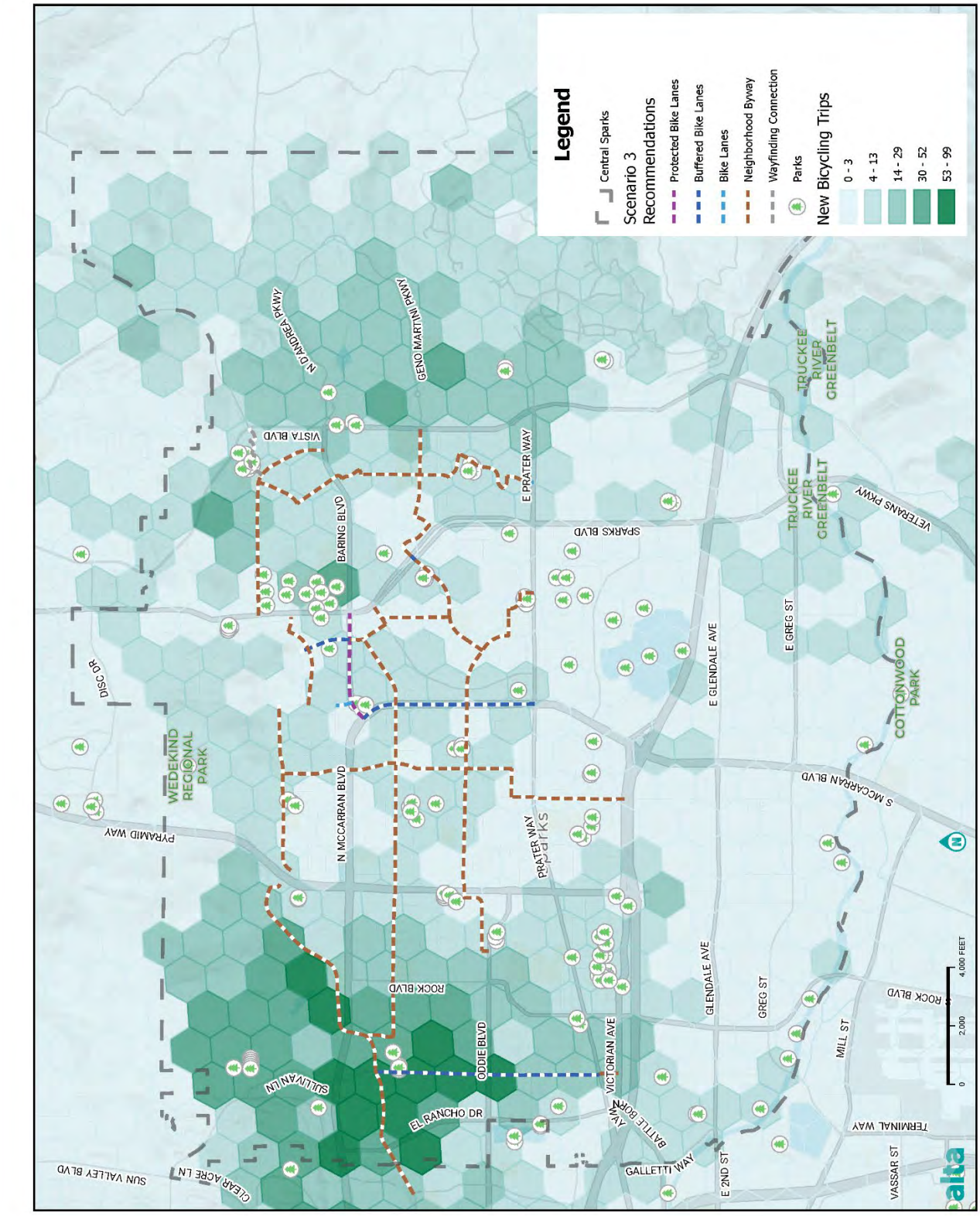


Figure 27. Scenario 3 - Parks Access Gains

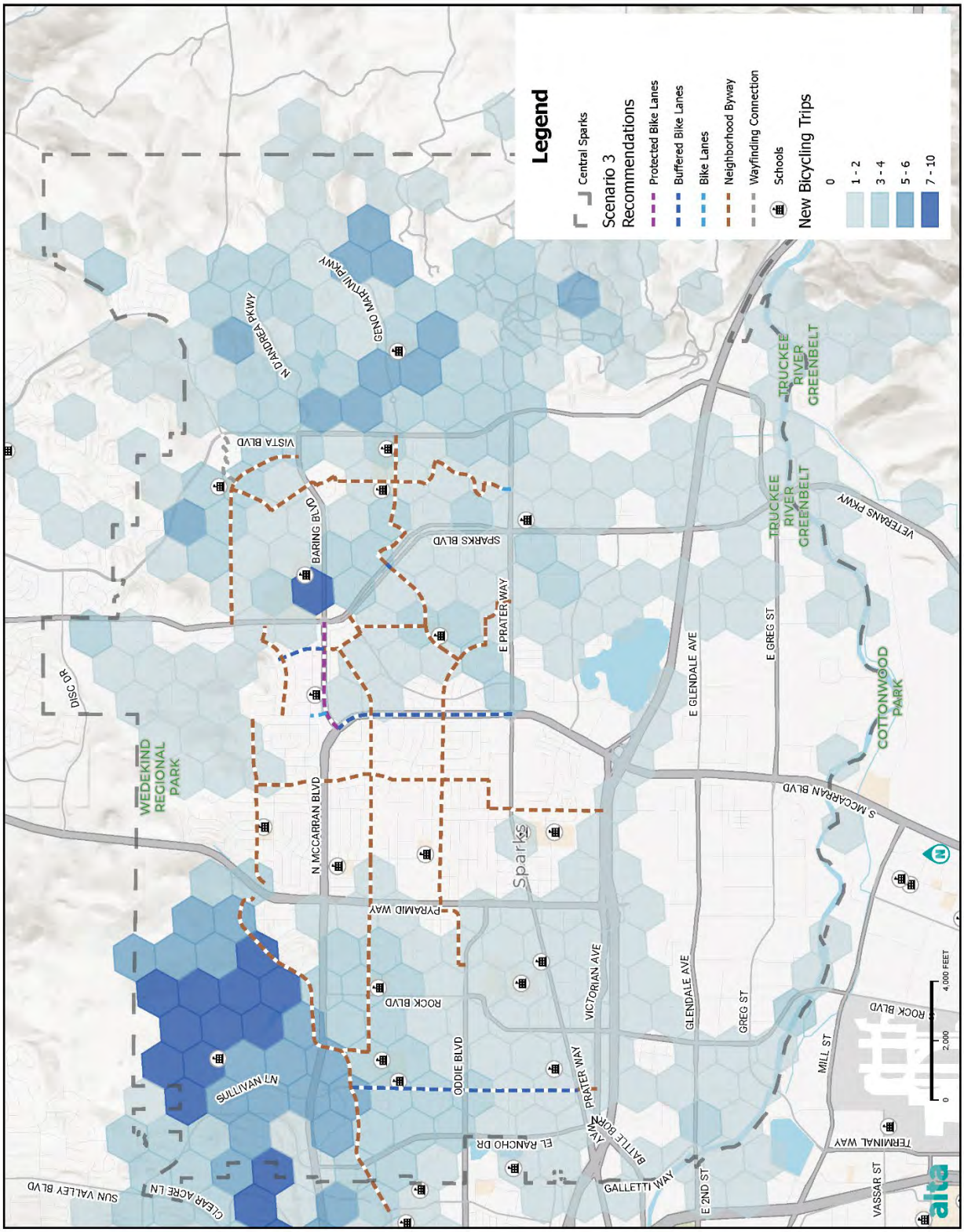


Figure 28. Scenario 3 - Schools Access Gains

Appendix E: Project Cutsheets

SULLIVAN LANE

A

PROJECT DESCRIPTION

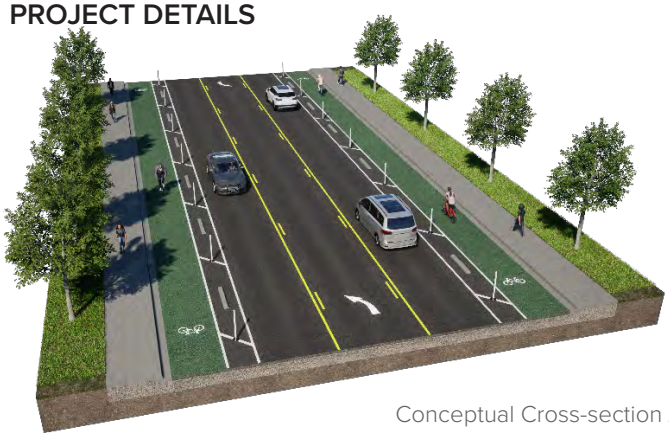
This project, developed as part of the Central Sparks Neighborhood Network Plan, would create a 1.3 mile long north/south connection on the western side of Central Sparks and improve connectivity to Risley Elementary and Kate Smith Elementary School. This corridor connects with multiple existing and planned east/west facilities including on Oddie Boulevard, G St, Prater Way, and Victorian Avenue. With relatively low traffic volumes, five total lanes, and a speed limit of 25 mph north of Oddie Boulevard, this segment could be reconfigured to create a more comfortable connection. In this project concept, Sullivan Lane between Wedekind Road and Prater Way could include buffered bike lanes along with intersection enhancements and wayfinding. The section between Prater Way and Victorian Avenue, which has lower traffic volumes than the northern section, would include traffic calming in a neighborhood byway confirguration. Due to the current widths on Sullivan Lane between Wedekind Road and McCarran Boulevard, this quick build project will end at Wedekind Road.

Sullivan Lane

CORRIDOR SEGMENTS	IMPROVEMENT TYPE
Prater Way to Victorian Ave	Neighborhood Byway
Wedekind Rd to Prater Way	Protected Bike Lane

INCLUDED INTERSECTION ENHANCEMENTS	
Leading Pedestrian Interval (LPI) Bike Box	Curb Extensions Wayfinding
PLANNING LEVEL COST ESTIMATE	**$ 811,983**

PROJECT DETAILS



Conceptual Cross-section A

Conceptual Cross-section B

PROJECT MAP

LEGEND

Central Sparks
school
park

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

RTP Funded Project Type
capacity
multimodal

Central Sparks Recommendations
protected bike lane
neighborhood byway

Intersection Concept Type
curb extensions
LPI
two-staged turn box / cut through / bike boxes
wayfinding

YORK WAY & WEDEKIND ROAD

B

PROJECT DESCRIPTION

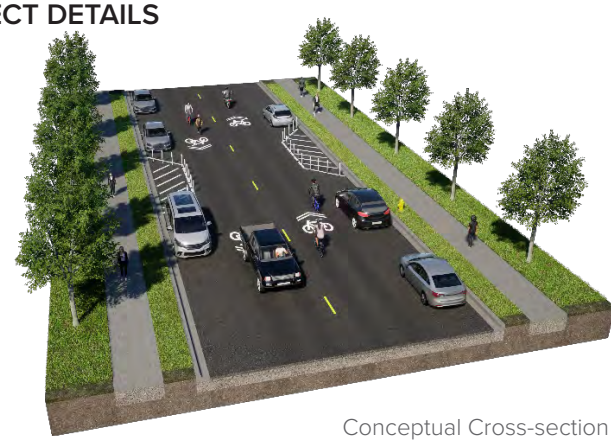
This project would establish a 2.7 mile long east/west connection through the Central Sparks neighborhood that links residents with Recreation Park, planned improvements on 4th St, and numerous schools including Maxwell, Drake, and Greenbrae Elementary Schools as well as Sparks Middle School. This neighborhood byway would include traffic calming and intersection improvements to maintain slow vehicle speeds along the corridor and at key intersections. This project concept also benefits from existing signalized crossings and links to the shared-use path on Sparks Boulevard with a short connection on Goldy Way and Howard Drive. This project would also make improvements on 18th Street between York Way and Wedekind Road.

York Way & Wedekind Road

CORRIDOR SEGMENT	IMPROVEMENT TYPE
18th St - Wedekind Rd to York Way Wedekind Rd - Sullivan Ln to 18th St York Way - Goldy Way to 18th St	Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS	
High Visibility Crosswalks Two Staged Turn Boxes Leading Pedestrian Interval (LPI)	Curb Extensions Wayfinding
PLANNING LEVEL COST ESTIMATE	**$697,334**

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

York Way and Wedekind Rd are designated as Major Fire Response Routes and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP

Consider improvement on Sullivan Lane (Wedekind Rd to McCarran Blvd) for connection to signalized crossing of McCarran Blvd.

LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway
- protected bike lanes

Intersection Concept Type

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

11TH STREET & 12TH STREET C

PROJECT DESCRIPTION

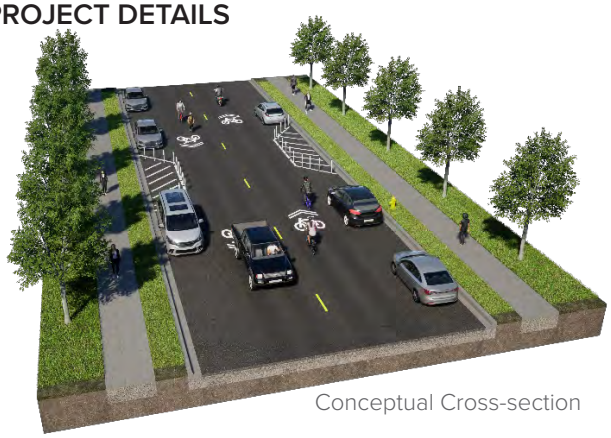
This 1.6 mile long north/south connection between Victorian Plaza and the Sparks Mercantile Center was developed as a part of the Central Sparks Neighborhood Network Plan. This project would use 11th Street and 12th Street (connecting on Prospect Avenue) to create a comfortable connection through the neighborhood. Wayfinding signage would help guide bicyclists to the Sparks Mercantile Center on Gault Way with traffic calming included south of York Way to Victorian Plaza Circle.

This project would connect with the existing bike lanes on Prater Way and the raised cycle track on Oddie Boulevard. This project would also build off recommended neighborhood byways from the Neighborhood Connections Plan on York Way and F Street and G Street.

11th Street & 12th Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
11th St - Prospect Ave to York Way 12th St - Prospect Ave to Victorian Plaza Prospect Ave - 12th St to 11th St	Neighborhood Byway
11th St - Gault Way to York Way	Wayfinding Connection
INCLUDED INTERSECTION ENHANCEMENTS	
Two-Staged Turn Boxes Leading Pedestrian Interval High Visibility Crosswalks	Wayfinding Curb Extentions
PLANNING LEVEL COST ESTIMATE	**$473,644**

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

The addition of two-staged turn boxes at the Oddie Boulevard intersection will support bicyclists turning left from Oddie onto 12th Street. Both streets are designated as Minor Fire Response Routes and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP

LEGEND

- Central Sparks
- school
- park

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

RTP Funded Project Type
- capacity
- multimodal

Central Sparks Recommendations
- neighborhood byway
- wayfinding connection
- protected bike lane

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

I STREET

D

PROJECT DESCRIPTION

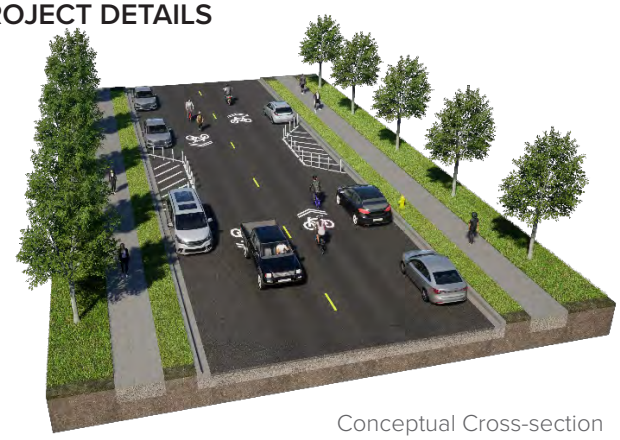
The project was identified as a key element of the Central Sparks Neighborhood Network Plan and will help enhance the network by connecting the Oddie Boulevard raised cycle track with the planned improvements through the 4th Street Mulitmodal project and Prater Way Multimodal project which are planned to include multimodal enhances such as bike lanes and safety enhancements.

The I Street corridor provides a low-speed and low-volume connection to the retail destinations at the intersection of Prater Way and McCarran Boulevard. This project will act as an extension of the Oddie Boulevard raised cycle track and add nearly a mile of facility to the overall network.

I Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Pyramid Highway to Prater Way	Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
High Visibility Crosswalks Bike Box	Curb Extensions
PLANNING LEVEL COST ESTIMATE	**$247,644**

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

The addition of bike boxes and curb extensions can help support the transition from I Street to Oddie Boulevard. I Street roadway is a Minor Fire Response Route and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP

LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane
- separated bike lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway

Intersection Concept Type

- curb extensions
- curb extensions w/ minor enhancements

F STREET & G STREET

E

PROJECT DESCRIPTION

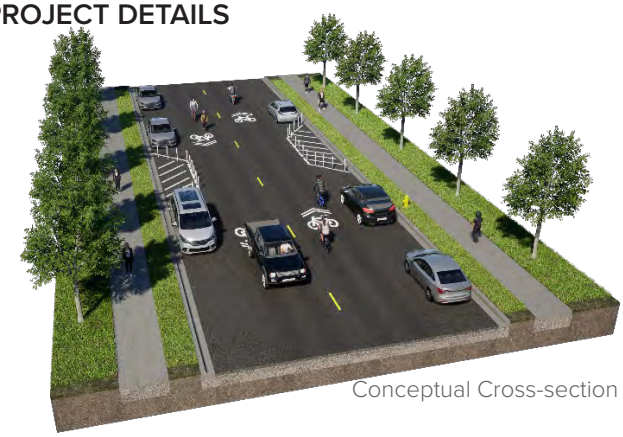
This Central Sparks Neighborhood Network Plan project would make improvements within close proximity to Sparks High School, Mitchell Elementary School, Kate Smith Elementary School, and Deer Park. F St extends from the existing bike lanes east of McCarran Blvd (linking with Sparks Legends/ Sparks Marina) with improvements in front of Lincoln Park Elementary School and within close proximity to Dilworth Middle School and Paulakidas Park. The neighborhood byway on G Street will connect with the planned improvements on 9th Street which include planned bike lanes extending further to the west.

F Street & G Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
F Street - 12th St to McCarran Blvd G Street - El Rancho Dr to 12th St	Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS	
Curb Extensions	
PLANNING LEVEL COST ESTIMATE	$570,839

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

Wayfinding with curb extensions at 12th/G St 12th/F St will reduce maintain low vehicle speeds and route continuity. F St is designated as a Major Fire Response route and G St is designated as a Minor Fire Response Route. These roadways will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc.

PROJECT MAP

LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway
- protected bike lane

Intersection Concept Type

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

GREENBRAE DRIVE & STATION DRIVE F

PROJECT DESCRIPTION

This project from the Central Sparks Neighborhood Network Plan provides a 1.6 mile long connection between the recommended improvements on York Way and the planned improvements on Prater Way. This neighborhood byway will help to improve connectivity to Dunn Elementary School and Greenbrae Elementary School as well as Willow Creek Park and Longford Park. This link will also help improve connections to the Sparks Marina and Sparks Legends areas.

This project would connect Prater Way with Greenbrae Drive with improvements on Station Drive, Pullman Drive, and Robbie Way. This route crosses McCarran Boulevard at a signalized crossing and connects with the existing bike lanes on Marina Gateway Drive.

Greenbrae Drive & Station Drive

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Greenbrae Dr - Robbie Way to 4th St Robbie Way - Pullman Dr to Robbie Way Pullman Dr - Station Dr to Robbie Way Station Dr - Pullman Dr to Prater Way	Neighborhood Byway
PLANNING LEVEL COST ESTIMATE	**$359,555**

PROJECT DETAILS

Conceptual Cross-section

Design Considerations

Greenbrae Drive is designated as a Major Fire Response Route and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP

LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway

HOWARD DRIVE & GOLDY WAY

G

PROJECT DESCRIPTION

This 2.1 mile long project would help people crossing Baring Boulevard and those accessing the Sparks Marina. This Central Sparks Neighborhood Network Plan project would help connect the recommended improvements on York Way with the Sparks Boulevard shared use path via Howard Drive. This project would continue a key connection within the neighborhood and offer a more comfortable bicycling environment compared to McCarran Boulevard.

Parking utilization on Howard Drive should be studied to assess where additional traffic calming elements may be beneficial. Additionally, the section of Goldy Way north of Baring Boulevard could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes without significantly impacting the existing parking.

Howard Drive & Goldy Way

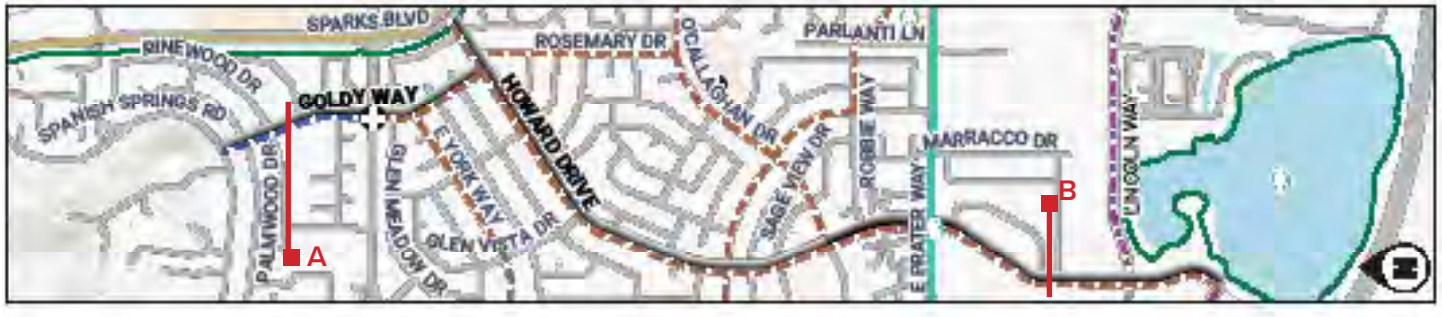
CORRIDOR SEGMENT	IMPROVEMENT TYPE
Goldy Way - Howard Dr to Baring Blvd Howard Dr - Sparks Blvd to Nichols Blvd	Neighborhood Byway
Goldy Way - Baring Blvd to Spanish Springs Rd	Buffered Bike Lanes
INCLUDED INTERSECTION ENHANCEMENTS	
Curb Extensions Two-Staged Turn Boxes	High Visibility Crosswalks
PLANNING LEVEL COST ESTIMATE	**$332,933**

PROJECT DETAILS

Conceptual Cross-section A

Conceptual Cross-section B

PROJECT MAP



LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- buffered bike lane
- neighborhood byway
- protected bike lane

Intersection Concept Type

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

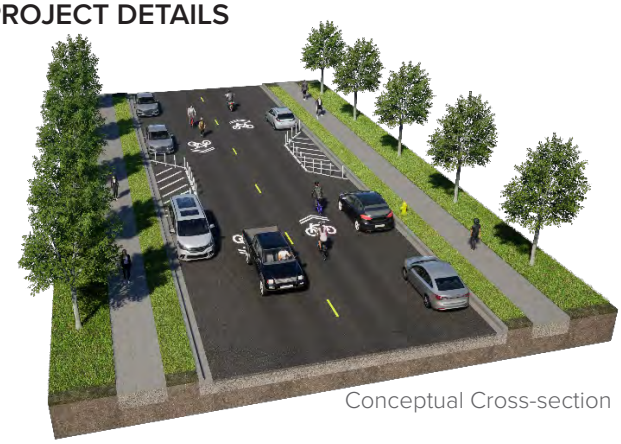
O'CALLAGHAN DRIVE & SPRINGLAND DRIVE H

PROJECT DESCRIPTION

This 2.6 mile long project, developed during the Central Sparks Neighborhood Network Plan, would help reduce vehicle speeds in front of Dunn Elementary School in response to public comments while creating an alternative connection between Vista Boulevard and the Sparks Marina area (via Howard Drive). O'Callaghan Drive and Springland Drive between Lida Lane and Howard Drive would include traffic calming elements in a neighborhood byway configuration similar to the conceptual cross-section below. This project would also include wayfinding and safety enhancements at road crossings on the existing path between Lida Lane and Vista Boulevard would include the addition of wayfinding.

Rosemary Drive enhancements would provide an additional north/south connection within the network and link with the recommendations on Howard Drive.

PROJECT DETAILS



Conceptual Cross-section

O'Callaghan Drive & Springland Drive

CORRIDOR SEGMENT	IMPROVEMENT TYPE
O'Callaghan Dr - Howard Dr to Sparks Blvd Springland Dr - Sparks Blvd to Lida Ln Rosemary Dr - O'Callaghan Dr to Howard Dr	Neighborhood Byway
Path - Lida Ln to Vista Blvd	Wayfinding Connection

INCLUDED INTERSECTION ENHANCEMENTS	
Two-Staged Turn Boxes	Wayfinding
PLANNING LEVEL COST ESTIMATE	**$424,437**

Design Considerations

O'Callaghan Dr and Springland Dr are both designated as Major Fire Response routes and will require horizontal traffic calming options like hardened centerlines, chincanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP

LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway
- wayfinding connection
- protected bike lane

Intersection Concept Type

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

LINCOLN WAY

PROJECT DESCRIPTION

This project builds off the planned improvements on F St to enhance connections to the Sparks Marina. This project concept, develop as part of the Central Sparks Neighborhood Network Plan, considers using the wide right of way on this low-speed and low-volume road to create a comfortable facility by either removing the outside vehicle lanes or consolidating vehicle traffic on the north side of the landscaped median with temporary materials. This approach allows for future reallocation of space for capacity needs.

Either concept (shown below) would help reduce vehicle speeds closer to the signed speed limit (20 mph). On-street parking may be impacted based on the final configuration. Communities amenities such as outdoor dining or other activites may reuse additional space on the south side of the road under Option 2. Concentrating traffic onto one side of the street may cause safety issues with vehicles waiting in the bicycle lane to enter east/west traffic on Lincoln Way from side-streets (Harbour Cove Dr / Windsurfer Dr).

Lincoln Way

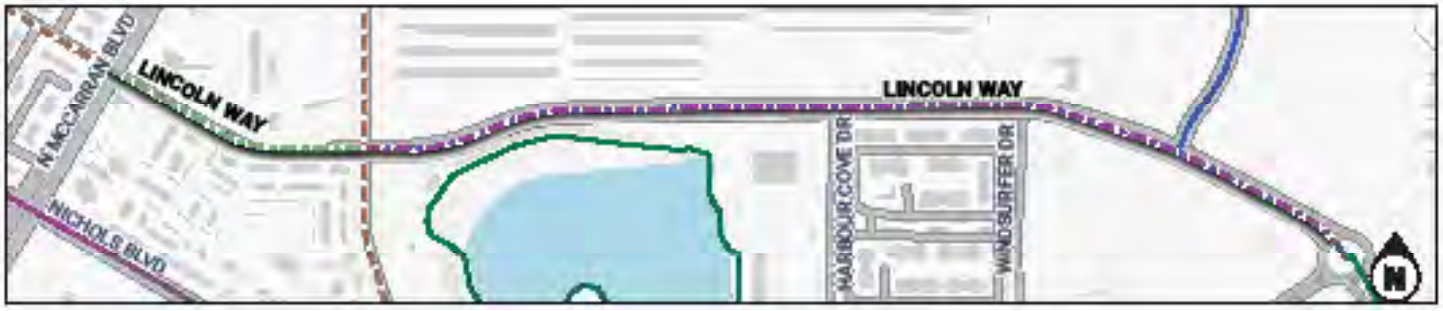
CORRIDOR SEGMENT	IMPROVEMENT TYPE
Howard Dr to Legends Bay Dr	Protected Bike Lanes
Howard Dr to McCarran Blvd	Conflict Striping
PLANNING LEVEL COST ESTIMATE	**$439,426**

PROJECT DETAILS

Conceptual Cross-section Option 1

Conceptual Cross-section Option 2

PROJECT MAP



Review lighting levels on Lincoln Way and make enhancements as necessary.

LEGEND

Central Sparks

school

park

Existing Bike Facility

bike lane

shared use path

shared lane

separated bike lane

RTP Funded Project Type

capacity

multimodal

Central Sparks Recommendations

protected bike lane

conflict striping

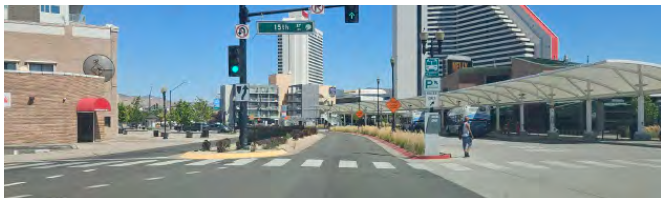
VICTORIAN AVENUE

J

PROJECT DESCRIPTION

This Central Sparks Neighborhood Network Plan project would add minor enhancements to the corridor including shared lane markings and signage for bicyclists along this low-speed route in order to formalize this popular bicycle connection. This project would help link the Victorian Avenue cycle track with the existing bike lanes on Victorian Avenue west of 16th Street.

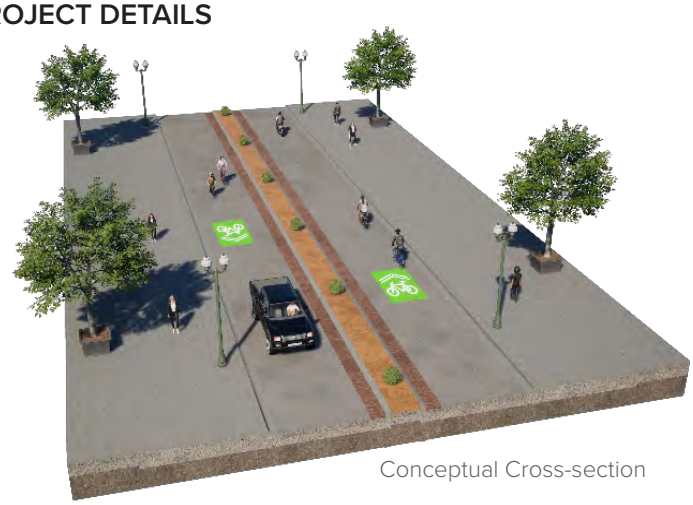
This project would enhance the connections to Victorian Plaza, a prime entertainment destination during numerous special events and throughout the year. Additionally, enhancing the bicycle connections to RTC Centennial Plaza may support multi-modal trips through an enhanced bike/transit linkage.



Victorian Avenue

CORRIDOR SEGMENT	IMPROVEMENT TYPE
Pyramid Hwy to 16th St	Bike Route
PLANNING LEVEL COST ESTIMATE	**$31,224**

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

It is important to note that this corridor closes intermittently for community events, particularly during the summer months. This is an known condition on the corridor by area bicyclists, however, additional wayfinding signage for bicyclists during special events may be beneficial for network connectivity, especially for individuals who are new to cycling.

Shared lane markings may be more visible with a contrasting background color such as black or green (as shown to the left).

PROJECT MAP

LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane
- separated bike lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- bike route