

**REGIONAL TRANSPORTATION COMMISSION (RTC)
TECHNICAL ADVISORY COMMITTEE (TAC)
MEETING MINUTES
THURSDAY, JULY 2, 2026**

TAC MEMBERS PRESENT

Khalil Wilson	City of Reno
Scott Carey	City of Sparks
Andrew Jayankura	City of Sparks
Brendan Schnieder	Northern Nevada Public Health – Air Quality Management Division (NNPH AQMD)
Lissa Butterfield	Reno-Tahoe Airport Authority (RTAA)
Chris Tolley	Truckee Meadows Regional Planning Agency (TMRPA)
Mariam Ahmad, Vice Chair	Washoe County Community Services (WCCS)

RTC STAFF

Graham Dollarhide	Paul Nelson
Dale Keller	Bill Thomas
Vanessa Lacer	Thomas Tsunemoto
Shay League	Xuan Wang
Josh MacEachern	Marquis Williams
Jacqueline Maldonado	

TAC GUESTS

Amy Cummings, Parametrix

PUBLIC ATTENDEES

Nathan Truex

ITEM 1. CALL TO ORDER/ROLL CALL

The TAC meeting was conducted as a Zoom meeting. Vice Chair Mariam Ahmad called the meeting to order at 9:05 a.m.

ITEM 2. APPROVAL OF AGENDA

Chris Tolley moved to approve the agenda. Khalil Wilson seconded the motion, and the agenda was approved unanimously.

ITEM 3. VERBAL INSTRUCTIONS REQUIRED BY ASSEMBLY BILL 219 (2023)

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

ITEM 4. PUBLIC COMMENT

There were no public comments.

ITEM 5. APPROVAL OF APRIL 2, 2026, MAY 7, 2026, AND JUNE 4, 2026, MEETING MINUTES

Scott Carey moved to approve the April 2, 2026, meeting minutes and Chris Tolley seconded the motion. Scott Carey then moved to approve the May 7, 2026, meeting minutes with corrections and Chris Tolley seconded the motion. Scott Carey next moved to approve the June 4, 2026, meeting minutes and Chris Tolley seconded the motion. All three motions passed unanimously

ITEM 6. RECEIVE A PRESENTATION ON THE LOCUST-KIRMAN-WELLS-TAYLOR CORRIDOR PLAN

Xuan Wang, RTC Transportation Planning Manager, presented an update on the Locust-Kirman-Wells-Taylor corridor study, which is being conducted as part of the transportation planning and implementation process and the current Unified Planning Work Program (UPWP).

Khalil Wilson thanked RTC and the consulting team for the detailed report and acknowledged the effort in the study. He asked for additional discussion on the report's findings regarding proposed changes to Wells Avenue, specifically how conditions differ along the corridor as it transitions from a major arterial near the freeway to a collector street farther south through residential neighborhoods. He also asked how the corridor's changing functional classification influences the study's recommendations, and how the data informed recommendations for micromobility accommodations and roadway use throughout this transition. Xuan Wang responded that recommendations reflect the specific characteristics of each roadway segment. The report will include detailed maps showing segment-specific recommendations for Wells Avenue. The final draft will be shared with the Project Steering Committee and TAC for review, followed by a public comment period. The proposed extension of the center turn lane and bike lanes is recommended only as far north as Stewart Street; recommendations differ north of Stewart due to changing roadway conditions. Amy Cummings with Parametrix explained that the transition occurs around Ryland Avenue and Mill Street, where higher traffic volumes require more complex, longer-term solutions. Improvements up to Stewart Street are intended as near-term recommendations, while additional analysis will be needed for the more complex northern sections of the corridor.

Khalil Wilson requested additional information about the public outreach process and survey results. He asked for an overview of the feedback received during the pop-up outreach events and the overall themes that emerged. He specifically inquired whether community members expressed concerns about potential parking loss, highlighted safety issues near the Kirman Avenue and Locust Street corridors and surrounding elementary schools and provided input on balancing vehicle movement with the safety and mobility of pedestrians, bicyclists, and other vulnerable road users. He also asked whether participants were providing detailed, corridor-specific feedback that could help inform the project's recommendations. Xuan Wang reported that safety was the primary focus raised throughout the public outreach process, including surveys, pop-up events, and door-to-door business visits. Pedestrian safety, particularly along Wells Avenue, was identified as a major issue, with several business owners noting frequent near misses involving pedestrians crossing the street and vehicles failing to yield. Survey responses also showed strong support for improving bicycle connectivity and the proposed Kirman Avenue and Locust Street conversions. The proposed improvements would avoid removal of on-street

parking by converting an existing travel lane to accommodate bicycle facilities. While parking impacts are expected to be minimal on Kirman Avenue and Locust Street, some parking adjustments may be needed in the future to improve sight distance at certain locations.

Khalil Wilson shared an observation regarding pedestrian crossing patterns along Wells Avenue, south of Stewart Street in the mixed commercial and residential areas. He noted that public feedback and service requests frequently call for additional pedestrian crossing treatments at various locations, reflecting differing preferences for where people want to cross the corridor. Khalil Wilson explained that the continued development of Midtown has increased demand for crossings, creating challenges in balancing pedestrian convenience with the placement of crossings at locations that provide the greatest safety benefits. He asked whether similar trends had been observed through the study. Xuan Wang agreed that the southern portion of Wells Avenue experiences significant pedestrian activity, particularly near the park, where many people cross the street. She noted that pedestrians are often unwilling to travel additional distance to use designated crossings, making it important to balance convenience with safety when determining crossing locations. Existing crosswalks are being used, although not all are equipped with Rectangular Rapid Flashing Beacons (RRFBs). Xuan Wang indicated that further analysis and evaluation will be conducted to identify appropriate locations for additional pedestrian safety improvements.

Scott Carey thanked the project team for the presentation and commented on the complexity of studying the corridors. He noted that the discussion about Wells Avenue paralleled work being conducted on the Rock Boulevard Corridor Study where similar challenges exist as the roadway transitions from an arterial to a neighborhood street. He also expressed interest that the study is evaluating where pedestrian signals can be replaced with RRFBs while balancing pedestrian safety, crossing demand, and traffic flow. He observed that installing too many RRFBs in proximity can reduce their effectiveness, making careful placement important. He also expressed interest in the future of the Wells corridor and anticipated land use changes, including the future relocation of the VA hospital.

Xuan Wang requested assistance in distributing the project survey information. She encouraged participants to distribute the survey link or QR code from the presentation to help increase public participation.

ITEM 7. MEMBER ITEMS

Khalil Wilson provided an update that RTC has advertised bidding for the Biggest Little Bike Network project, which is scheduled for implementation in the City of Reno this summer. He noted that RTC's Engineering and Planning teams have led development of the project, which is intended to establish micromobility corridors within the city. Construction is expected to begin on Virginia Street and 5th Street and to continue through the following year. He emphasized that the project would generate significant public feedback, which will be used to inform future decisions under the Neighborhood Network Plan. He recommended following the TAC meetings for future development discussions and emphasized the importance of sharing outcomes and performance data from this project to inform future regional decision-making.

Scott Carey provided an update on the City of Sparks regarding a recent Planning Commission public hearing on the Foothills at Wingfield Springs comprehensive plan amendment and planned development handbook amendment. The proposal, located east of Wingfield Springs, included plans for 138 single-family homes within an open space portion of the development. Following the public

hearing, the Planning Commission denied the comprehensive plan amendment and handbook amendment, and the item is expected to proceed to the City Council for consideration in August. He also noted that separate Wingfield Springs-related cases are still being revised by the applicant in response to City staff comments and are not yet scheduled for public hearing, with the earliest consideration in September 2026 or December 2026.

Chris Tolley provided an update from Regional Planning on two major development cases, Lake Ridge and Sierra Reflections. The Lake Ridge case has been approved by the Regional Planning Governing Board but remains within a 25-day legal appeal period that has not yet fully expired. Sierra Reflections is still progressing through the review process. The Truckee Meadows annual report documents will be distributed soon. Chris Tolley noted that the timing has shifted due to a change in state law, which moves reporting from a calendar-year basis to a fiscal-year basis, with the current due date set for October.

Vice Chair Mariam Ahmad provided a brief update noting that the Sierra Reflections project is continuing through the review process as expected.

ITEM 8. AGENDA ITEMS FOR FUTURE TAC MEETINGS

Scott Carey suggested a future agenda item on the Trip Reduction Program, including the Senior Ride Sharing Program.

Khalil Wilson suggested a future agenda item to receive an update on the Washoe County School District's Capital Improvements Plan (CIP).

ITEM 9. RTC STAFF ITEMS

There were no staff items.

ITEM 10. PUBLIC COMMENT

There were no public comments.

ITEM 11. ADJOURNMENT

The meeting was adjourned at 9:34 a.m.