



**REGIONAL TRANSPORTATION COMMISSION (RTC)
TECHNICAL ADVISORY COMMITTEE (TAC)**

MEETING AGENDA

Thursday, October 1, 2026, 9:00 a.m.

MEETING TO BE HELD VIA ZOOM ONLY

-
- I. This meeting will be held via Zoom. There will be no physical location. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO).
Members of the public may attend the meeting via Zoom at:
<https://us02web.zoom.us/j/87499861087?pwd=CcaLIVGj5ll5amb8LDRTjaDmJ2vhAa.1>
- You may also participate by telephone at 1-719-359-4580 (Meeting ID: 874 9986 1087, Meeting passcode: 842567). To provide public comment during the meeting via Zoom, please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak. If you wish to provide public comment before the meeting, please contact RTC Agency Services at 1-775-348-0171 prior to 4:00 p.m. on the day before the meeting and provide the telephone number you will be calling from as well as the item(s) you would like to comment on. When the time comes to make public comments, you will be invited to speak.
- II. Members of the public not attending the meeting but would like to provide public comment in advance can do so by one of the following methods: (1) emailing comments to: rtcpubliccomments@rtcwashoe.com; or (2) leaving a voicemail (limited to three minutes) at 1-775-348-0171. Comments received prior to 4:00 p.m. on the day before the meeting will be entered into the record.
- III. The supporting materials for the meeting can be found at <https://rtcwashoe.com>. If you need to request a copy of the supporting materials, please contact RTC Agency Services by phone at 1-775-348-0171 or by email at agencyservices@rtcwashoe.com.
- IV. RTC staff will make reasonable efforts to assist and accommodate individuals with disabilities. Please call RTC Agency Services at 1-775-348-0171 in advance so that arrangements can be made.
- V. RTC staff will make an audio and video recording of the meeting. The recording will be a public record. Committee members and members of the public who do not wish to be shown on the video should turn their cameras off during the meeting.
-

ITEM 1 Roll Call/Call to Order

ITEM 2 Action Item: Approval of Agenda (*For Possible Action*)

ITEM 3 Verbal Instructions required by Assembly Bill 219 (2023) – *RTC staff will read the following before Item 4 – Public Comment:*

If you are participating via Zoom, to provide public comment during the meeting please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak.

If you are participating by telephone, to provide public comment you should have contacted RTC Agency Services prior to 4:00 p.m. yesterday and provided the telephone number you would be calling from as well as the item(s) you wanted to comment on. When the time comes to make public comments, you will be invited to speak.

ITEM 4 Public Comment - *please read paragraph III. near the top of the agenda page*

ITEM 5 Action Item: Approval of August 6, 2026, Meeting Minutes (*For Possible Action*)

- ITEM 6** Action Item: Amendment No. 4 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP) (*For Possible Action*)
- ITEM 7** Washoe County School District's (WCSD) 5-Year Capital Improvement Plan (CIP) (*For Information and Discussion*)
- ITEM 8** EV Fee Informational (*For information and Discussion*)
- ITEM 9** Draft Sun Valley/Panther Valley and Meadowood/Hidden Valley Neighborhood Network Plans (*For Information and Discussion*)
- ITEM 10** Draft Rock Boulevard Corridor Study (*For Information and Discussion*)
- ITEM 11** Member Items – *development updates and other updates*
- a) Air Quality Management Division (AQMD)
 - b) City of Reno
 - c) City of Sparks
 - d) Federal Highway Administration (FHWA)
 - e) Nevada Department of Transportation (NDOT)
 - f) Reno Sparks Indian Colony (RSIC)
 - g) Reno Tahoe Airport Authority (RTAA)
 - h) Truckee Meadows Regional Planning Agency (TMRPA)
 - i) Washoe County Community Services (WCCS)
 - j) Washoe County School District (WCSD)
- ITEM 12** Agenda Items for Future TAC Meetings
- ITEM 13** RTC Staff Items
- ITEM 14** Public Comment - *please read paragraph III. near the top of the agenda page*
- ITEM 15** Adjournment

**REGIONAL TRANSPORTATION COMMISSION (RTC)
TECHNICAL ADVISORY COMMITTEE (TAC)
MEETING MINUTES
THURSDAY, August 6, 2026**

TAC MEMBERS PRESENT

Angela Fuss, Chair	City of Reno
Justin George	City of Reno
Scott Carey	City of Sparks
Andrew Jayankura	City of Sparks
Craig Petersen	Northern Nevada Public Health – Air Quality Management Division (NNPH AQMD)
Candace Stowell	Reno-Sparks Indian Colony (RSIC)
Lissa Butterfield	Reno-Tahoe Airport Authority (RTAA)
Chris Tolley	Truckee Meadows Regional Planning Agency (TMRPA)

RTC STAFF

Graham Dollarhide	Paul Nelson
Amber Bowsmith	Bill Thomas
Alex Cruz	Tom Tsunemoto
Jim Gee	Xuan Wang
Vanessa Lacer	Marquis Williams
Jacqueline Maldonado	

TAC GUESTS

PUBLIC ATTENDEES

ITEM 1. CALL TO ORDER/ROLL CALL

The TAC meeting was conducted as a Zoom meeting. Chair Angela Fuss called the meeting to order at 9:05 a.m.

ITEM 2. APPROVAL OF AGENDA

Craig Petersen made a motion to approve the agenda. Scott Carey seconded the motion, and the agenda was approved unanimously.

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

RTC staff read the instructions.

ITEM 4. PUBLIC COMMENT

There were no public comments.

ITEM 5. APPROVAL OF JULY 2, 2026, MEETING MINUTES

Scott Carey made a motion to approve the July 2, 2026, meeting minutes. Craig Petersen seconded the motion, and the minutes were approved unanimously.

ITEM 6. RECEIVE A PRESENTATION REGARDING MODIFICATIONS TO RTC ACCESS AS PART OF THE MOVE MORE WITH RTC PLAN (FORMERLY TOPS)

Alex Cruz, RTC Senior Transit Planner, presented an update on modifications to RTC ACCESS as part of the Move More with RTC Plan (formerly Transit Optimization Plan Strategies (TOPS)). The plan guides capital and operational improvements over the next five years.

Chris Tolley entered the meeting at 9:13 a.m.

ITEM 7. MEMBER ITEMS

Scott Carey provided an update on the Foothills at Wingfield Springs project. The City Council is expected to hear the item at its August 24, 2026, meeting at City Hall. He also reported that he is working with Renown Health on a new medical office building at the intersection of Pyramid Way and Sparks Boulevard. The City Council approved a handbook amendment to the project last month. The 125,000-square-foot medical office building is currently in the process of finalizing grading permits and land use entitlements, with construction and site work anticipated to begin soon.

Candace Stowell reported that the draft project list for the Long-Range Transportation Plan had been distributed to the TAC members. The project list is scheduled to go before Tribal Council for consideration on August 12, 2026. TAC members were encouraged to provide any questions or comments regarding both the short-term and long-term projects to Roger Pelham. She also reported that RSIC is moving forward with a letter of understanding with the RTC regarding the relocation of the Walmart bus stop to RSIC's six-acre property, which is expected to provide improvements for RSIC, RTC, Walmart customers, GSR employees and visitors.

Lissa Butterfield reported that the airport currently has numerous construction projects underway and offered to provide project updates at a future TAC meeting, if requested. She noted that the updates this month relate to staffing changes. Bryce Juzek, formerly a project manager, has been promoted to Engineering Manager and will lead the airport's engineering and construction team forward. She also reported that the airport's Chief of Planning, Engineering, and Infrastructure will retire on Friday. A national recruitment will be conducted over the next one to two months to identify a replacement with airport experience. In the interim, Chris Cobb, Director of Facilities and Maintenance, will serve as Interim Chief of Planning, Engineering, and Infrastructure.

Chris Tolley also provided an update on the Regional Planning Commission's meeting on data center engagement process. He explained that the process has been underway for approximately a year and a half, with the focused data center engagement occurring over the past six months. The team developed a strategy to engage a broad range of stakeholders, including industry representatives, environmental organizations, supporters, and opponents of data centers. A standardized set of questions was presented to individuals and groups. Through the engagement process and an online survey, the team identified recurring themes and recommendations. The findings were presented at a public data center engagement meeting with a presentation with public feedback. He noted that a range of perspectives were expressed, including opposition to data center development. The meeting was recorded and is expected to be posted to the organization's YouTube channel within the next few days for those interested in reviewing the discussion.

ITEM 8. AGENDA ITEMS FOR FUTURE TAC MEETINGS

There were no agenda items.

ITEM 9. RTC STAFF ITEMS

Xuan Wang announced there will be a WCSD presentation on the capital improvement plan and the facilities modernization plan in October 2026, as requested by the TAC.

Alex Cruz provided an overview of senior mobility programs, including Uber/Lyft vouchers and Taxi Bucks. Eligible seniors, veterans, and ACCESS customers receive a \$60 monthly voucher for trips within Reno-Sparks. Future plans will consolidate these services under the ConnectRide program with one enrollment and payment system.

ITEM 10. PUBLIC COMMENT

There were no public comments.

ITEM 11. ADJOURNMENT

The meeting was adjourned at 9:29 a.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 1, 2026

AGENDA ITEM 6

To: Technical Advisory Committee

From: Graham Dollarhide, Transportation Planning Manager

SUBJECT

Amendment No. 4 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP)

RECOMMENDED ACTION

Recommend approval of the proposed Amendment No. 4 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP).

BACKGROUND AND DISCUSSION

Amendment No. 4 is required to add and update projects in the RTIP. Both projects included in the amendment are led by the Nevada Department of Transportation (NDOT).

A separate air quality analysis for the proposed amendment was not required as the added and amended projects are either exempt from transportation conformity requirements (pursuant to 40 CFR 93.126) or have already complied with this requirement and the associated amendment does not involve a change to the project scope. A corresponding amendment to the Regional Transportation Plan (RTP) is not required, according to the criteria established in RTC's Public Participation Plan (PPP).

A complete list of the projects meeting the amendment threshold and thus requiring formal action, as well as a brief description of the changes to each project, are as follows:

- I-80 Verdi Commercial Vehicle Inspection Station Upgrades – amendment to increase total project funding
- I-80, WA, Mill & Fill McCarran to Vista – new project to conduct pavement preservation on a segment of Interstate 80

The public comment period for the amendment began on Wednesday, September 23, 2026, and will close on Tuesday, October 13, 2026. A public hearing will be held at the RTC Board meeting on Friday, October 16, 2026.

Attachment

Transportation Improvement Program Fiscal Year 2025 - 2029

2 Projects Listed

WA20250039 Plan Revision: 26-10

STATUS Project Changed

Federal

Name: I-80 VERDI COMMERCIAL VEHICLE INSPECTION STATION UPGRADES

Scope: Upgrade inspection facility with cameras, data readers, commercial static scale, violation vehicle parking, relocate WIM station for better NHP enforcement

Project Type: Freight

County: Washoe

NDOT District: District 2

Limits: From 0.5M W OF CA/NV STATE LINE to INSPECTION STATION. Milepost begins at 0.5 end at 4.4. Distance (mile): 3.9

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	STATE HIGHWAY FUND	\$105,000	\$0	\$0	\$0	\$105,000
2026	NHPP	\$0	\$14,250	\$0	\$0	\$14,250
2026	STATE MATCH - NV	\$0	\$750	\$0	\$0	\$750
2027	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$7,362,500	\$0	\$7,362,500
2027	STATE MATCH - NV	\$0	\$0	\$387,500	\$0	\$387,500
2028	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$237,500	\$0	\$237,500
2028	STATE MATCH - NV	\$0	\$0	\$12,500	\$0	\$12,500
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$105,000	\$15,000	\$8,000,000	\$0	\$8,120,000
All Years Total		\$105,000	\$15,000	\$8,000,000	\$0	\$8,120,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029

2 Projects Listed

Previously Approved Version

WA20250039 Plan Revision: 26-07

Name: I-80 VERDI COMMERCIAL VEHICLE INSPECTION STATION UPGRADES**Scope:** Upgrade inspection facility with cameras, data readers, commercial static scale, violation vehicle parking, relocate WIM station for better NHP enforcement**Project Type:** Freight**County:** Washoe**NDOT District:** District 2**Limits:** From 0.5M W OF CA/NV STATE LINE to INSPECTION STATION. Milepost begins at 0.5 end at 4.4. Distance (mile): 3.9

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$5,054,000	\$0	\$5,054,000
2026	STATE MATCH - NV	\$0	\$0	\$266,000	\$0	\$266,000
2026	NHPP	\$0	\$14,250	\$0	\$0	\$14,250
2026	STATE MATCH - NV	\$0	\$750	\$0	\$0	\$750
2026	STATE HIGHWAY FUND	\$105,000	\$0	\$0	\$0	\$105,000
2028	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$237,500	\$0	\$237,500
2028	STATE MATCH - NV	\$0	\$0	\$12,500	\$0	\$12,500
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$105,000	\$15,000	\$5,570,000	\$0	\$5,690,000
All Years Total		\$105,000	\$15,000	\$5,570,000	\$0	\$5,690,000

MPO: RTC Washoe**Lead Agency:** Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029

2 Projects Listed

WA20260044	Plan Revision: 26-10	STATUS	New Project	Federal
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Name: I-80, WA, MILL & FILL MCCARRAN to VISTA

Scope: I-80, WA, MILL & FILL MCCARRAN to VISTA

Project Type: Preservation

NDOT District: District 2

County: Washoe

Limits: From MCCARRAN to VISTA. Milepost begins at 17.36 end at 19.92. Distance (mile): 2.56

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	NHPP	\$0	\$0	\$9,025,000	\$0	\$9,025,000
2027	STATE MATCH - NV	\$0	\$0	\$475,000	\$0	\$475,000
2027	STBG FLEX	\$0	\$0	\$475,000	\$0	\$475,000
2027	STATE MATCH - NV	\$0	\$0	\$25,000	\$0	\$25,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$10,000,000	\$0	\$10,000,000
All Years Total		\$0	\$0	\$10,000,000	\$0	\$10,000,000

MPO: RTC Washoe

Lead Agency: Nevada DOT



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 1, 2026

AGENDA ITEM 7

To: Technical Advisory Committee

From: Tami Zimmerman, Chief Facilities Management Officer, Washoe County School District

SUBJECT

Washoe County School District's (WCSD) 5-year Capital Improvement Plan (CIP)

RECOMMENDED ACTION

Receive a presentation on the Washoe County School District's (WCSD) 5-year Capital Improvement Plan (CIP).

BACKGROUND AND DISCUSSION

WCSD's 5-year CIP is a dynamic process that is updated annually and is generally planned during the early part of the calendar year, typically adopted by the WCSD Board of Trustees by the end of June (prior to the start of WCSD's new Fiscal Year), and formally incorporated into the Fiscal Year budget in July of that year. The CIP is a required plan per NRS Chapter 354 and must be sent to certain County and State departments by August 1st.

Where the WCSD's Facilities Modernization Plan (FMP) is its primary "long-range" capital planning document, the CIP is considered its "short-range" capital planning document and has a more accurate detail of actual planned capital improvements and budgets. As such, the CIP serves as the primary mechanism through which long-range FMP recommendations are evaluated, prioritized, funded, and delivered. Overall, the FY27-FY31 CIP remains substantially aligned with the FMP, while also incorporating more detailed and current fiscal realities, updated enrollment forecasts, facility conditions, and Board-adopted priorities. In addition to "major projects" listed in the CIP, it also contains approximately \$50 Million annually allocated for its Capital Renewal Program that consists of standard renewal and maintenance type projects.

WCSD's capital projects funding is derived from a variety of sources including WC-1 Sales Tax, WC-1 General Obligation Bonds, Rollover Bonds, Government Services Tax,

Investment Earnings, 2005 Assembly Bill 99 (AB99) Indian Colony Funding, Cell Tower Leases, and other miscellaneous revenues. However, the primary funding sources for WCSD's capital projects are from WC-1 Sales Tax, WC-1 General Obligation Bonds, and Rollover Bonds. Financial support for public schools in Nevada is governed by NRS Chapter 387.

This presentation is intended to provide the Regional Transportation Commission of Washoe County's (RTC) Technical Advisory Committee (TAC) an overview and update of WCSD's planned "major projects" in the current 5-year period.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 1, 2026

AGENDA ITEM 8

To: Technical Advisory Committee

From: Paul Nelson, Government Affairs Officer

SUBJECT

EV Fee Informational

RECOMMENDED ACTION

Receive a presentation on the EV Fee Informational

BACKGROUND AND DISCUSSION

Paul Nelson will give a presentation about WC-1, the ballot question regarding a possible registration fee on electric and hybrid vehicles. The presentation includes studies, polls, and funding issues at RTC. It details where RTC's funding comes from and how that is changing as more people buy electric vehicles, hybrids, and better fuel efficient cars.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 1, 2026

AGENDA ITEM 9

To: Technical Advisory Committee

From: Marquis Williams
Senior Transportation Planner

SUBJECT

Draft Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans

RECOMMENDED ACTION

Receive a presentation on the draft Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans.

BACKGROUND AND DISCUSSION

The Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans (NNPs) kicked off in September 2025 based on a recommendation from the Active Transportation Plan (ATP), approved in September 2024, and the Active Transportation Technical Advisory Committee. The NNPs are meant to increase the number of walking and biking trips within the two neighborhood areas by improving safety and comfort along key corridors. The Plans recommend traditional bicycle and pedestrian infrastructure improvements as well as low-cost, quick-build improvements. The 2024 ATP recommended, and these NNPs support, before and after data collection to measure the effectiveness of the improvements in the creation of a comprehensive and responsive active transportation network accessible to a broader cross-section of our community.

The two NNPs recommend a combined for quick-build style transportation improvements. In total, 9.6 miles of roadways are recommended for improvements across the neighborhoods, including 4.6 miles in Sun Valley/Panther Valley and 5 miles in Meadowood/Hidden Valley. The NNPs include cutsheets for each corridor project recommendation, detailing the project extents, approximate cost, potential intersection enhancements, and a conceptual cross-section. Based on funding availability and construction feasibility, many recommended quick-build projects are expected to be implemented using funds from the RTC Active Transportation Program.

The two NNPs will be available for public review and comment at rtcwashoe.com/neighborhood starting on October 1. The draft Plans are scheduled to be presented at the October 16, 2026 RTC Board meeting with anticipated approval of the final Plans at the November 20, 2026 Board meeting.

Attachments



Sun Valley & Panther Valley Neighborhood Network Plan

August 2026



Acknowledgements

The Sun Valley and Panther Valley Neighborhood Network Plan was developed through collaboration with partner agencies and local organizations. The agencies and individuals listed below helped to guide the development of the plan and will continue to support the implementation of project recommendations.

RTC Washoe Project Team

RTC Planning

Marquis Williams
Graham Dollarhide
Thomas Tsunemoto

RTC Transit

Alex Cruz

RTC Communications

Josh MacEachern

RTC Engineering

Jeff Wilbrecht, PE
LaShonn Ford, PE
Sara Going, PE, PTOE

RTC Government Affairs

Paul Nelson

Neighborhood Network Plan Steering Committee Member Organizations

City of Reno

Tara Smaltz

Washoe County

Mariam Ahman
Michon Reede
Kat Oakley

Nevada Department of Transportation

Laura Wise
Mat Morris
Chantelle Ewing

Truckee Meadows Community College

Ayodele Akinola
Marcus Ollom

Washoe County School District

Kyle Chisholm
Scott Lee

Robbie Pape

Jennifer Iverson

Tom Macaluso

Sun Valley General Improvement District

Chris Melton

Planning Effort Support

Parametrix

Contents

1. Introduction	1
1.1 Planning Context	2
1.2 Vision and Goals.....	4
1.3 Plan Process	4
2. Neighborhood Profile	6
2.1 Key Destinations.....	7
2.2 Safety	10
2.3 Transportation Network, Conditions, and Trends	12
3. Understanding Community Experiences	15
3.1 In-Person Engagement.....	16
3.2 Digital Engagement	19
4. Developing and Evaluating Alternatives.....	22
4.1 Prioritization Process.....	24
4.2 Low-Cost Near-Term Improvements Considered.....	24
4.3 Larger-Scale Improvements Considered	27
5. Neighborhood Network Recommendations and Implementation Strategy.....	32
5.1 Quick-Build Recommendations	32
5.2 Implementation	36
5.3 Monitoring Progress.....	39
5.4 Quick-Build Featured Projects	39

Tables

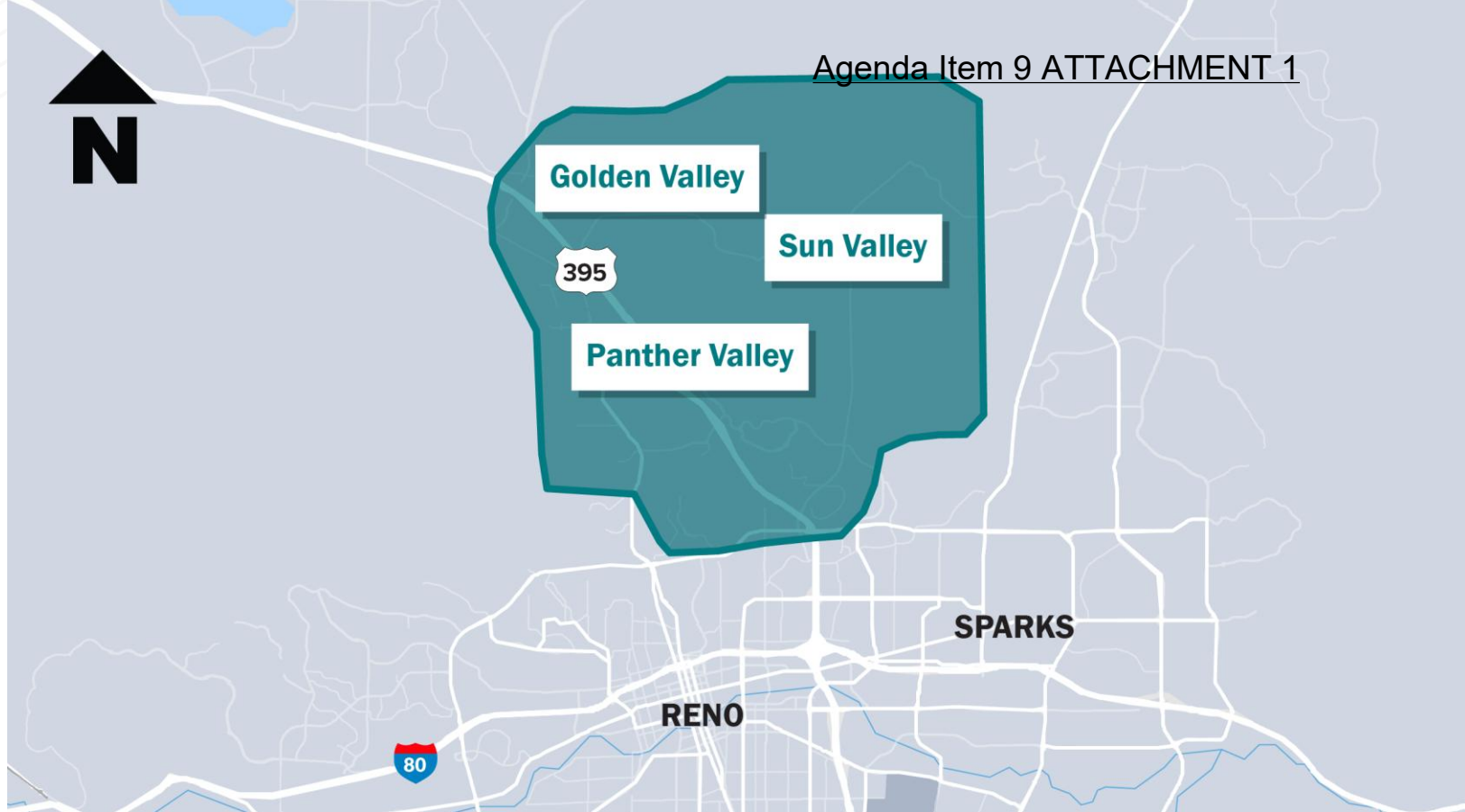
Table 1. RTP Projects Located in or Adjacent to the NNP Area	3
Table 2. Engagement Activities	16
Table 3. Low-Cost Near-Term Improvements Considered	25
Table 4. Larger-Scale Improvements	27
Table 5. Potential Shared Use Path Connections.....	30
Table 6. Sun Valley and Panther Valley Area Improvements.....	36

Figures

Figure 1. Sun Valley and Panther Valley Neighborhood Network Area.....	5
Figure 2. Major Destinations.....	9
Figure 3. Active Transportation Crashes.....	11
Figure 4. Existing and Planned Bike Facilities	13
Figure 5. Location of NNP Public Comments.....	21
Figure 6. Project Development and Evaluation Process	23
Figure 7. Low-Cost Near-Term Improvements Considered	26
Figure 8. Larger-Scale Improvements Considered	28
Figure 9. Potential Shared Use Path Connections.....	31

Appendices

- A. Supplemental Existing Conditions Information
- B. Outreach Documentation
- C. Walk Audit Documentation
- D. Concept Development and Prioritization Process



1. Introduction

The Sun Valley and Panther Valley Neighborhood Network Plan (NNP) was developed as part of the Active Transportation (AT) Program to make walking, biking, and rolling safer and more comfortable for community members. The NNP helps address the following concerns highlighted in the 2024 RTC AT Plan:

- People feel unsafe getting around without a car due to aggressive/speeding vehicles.
- Crossing major roadways is challenging, unsafe, and uncomfortable for many pedestrians and cyclists.
- Many roads lack adequate pedestrian and bicycle infrastructure.

The NNP will address these concerns by developing specific project concepts tailored to the needs of each neighborhood with the goal of improving safety and creating a comfortable experience for everyone. The plan seeks to identify quick-build and pilot active transportation projects that can be implemented in a cost-effective and time-efficient manner.

Active transportation is a way of getting around that relies on human physical power. This includes walking, cycling, rolling (skateboarding, scooters), and using a wheelchair. By investing in active transportation, RTC and partner agencies can take direct steps toward creating a healthier, more sustainable, and vibrant place to live, work, and play.

ACTIVE TRANSPORTATION IS:



1.1 Planning Context

This section describes relevant plans and studies for the Sun Valley and Panther Valley neighborhood planning area.

2050 Regional Transportation Plan

The most recent update to the 2050 Regional Transportation Plan (RTP) was adopted by RTC in 2025. RTC collaborated with partner agencies and community stakeholders to develop a vision for the future of transportation within the Truckee Meadows. Through this process, RTC established nine goals for transportation:

- Improve Safety
- Maintain Infrastructure Condition
- Reduce Congestion
- Improve System Reliability and Resiliency
- Ensure Efficient Freight Movement and Economic Vitality
- Promote Equity and Environmental Sustainability
- Reduce Project Delivery Delays
- Expand Accessibility and Mobility
- Integrate Land Use and Economic Development

In addition, the RTP identifies projects in this study area that will enhance safety, mobility, and connectivity. The Sun Valley Boulevard Corridor Improvements project is particularly relevant to this study. Sun Valley Boulevard is a key destination for retail and commercial uses, as well as public transit access. This project will construct sidewalks, improve intersection safety, and address drainage needs. A summary of RTP projects is provided in Table 1. Projects in this plan are also compatible with projects in the RTP.



Table 1. RTP Projects Located in or Adjacent to the NNP Area

Project	Description	Time Period
Sun Valley Blvd. Multimodal	Scottsdale Rd. to 7 th Ave.	2025-2034
O'Brien's Pass Safety Project	Safety and Shared Use Path from Spearhead Way to Sun Valley Blvd.	2025-2034
Highland Ranch Pkwy. Capacity	Sun Valley Blvd. to Pyramid Hwy.	2025-2034
Panther Dr. Extension	N. Virginia St. to Panther Dr. to N. Hills Blvd.	2025-2034
N. Hills Blvd. Capacity	Golden Valley Rd. to Buck Dr.	2025-2034
Estates Dr. Extension	Lemmon Dr. to Golden Valley Rd.	2035-2050
Sun Valley Blvd. Extension	Road Extension to Eagle Cayon Dr.	2035-2050
Pyramid Hwy./US 395 Connector Phase 3	Construct Connector, US 395 to Pyramid Hwy.	2035-2050
Golden Valley Rd. Bike Lanes	N. Virginia St. to North Hills Blvd.	Unfunded
W. Sun Valley Arterial Roadway	New 4 Lane Road, Dandini Blvd. to Eagle Canyon Dr.	Unfunded

Active Transportation Plan

The AT Plan presents the vision and goals for active transportation throughout the Truckee Meadows and a planning process to apply across the region. The AT Plan established the NNP process and produced resources, such as regional findings from public engagement, regional data analysis results, and the RTC Street Typology guide, which identifies suitable facilities for people walking, biking, and rolling across ten different types of roads. The comprehensive outreach and data collection in the AT Plan serves as a starting point for the more localized NNP process.

Other RTC Initiatives

RTC implements the following initiatives that support AT mobility:

- **RTC Smart Trips Program** – This travel demand management program provides information and resources regarding route planning, trip matching, bus pass subsidy program, and a guaranteed ride home.
- **Safe Routes to School** – RTC has funded implementation of the Safe Routes to School program, in partnership with the Washoe County School District. Through this program, the Washoe County School District staffs Safe Routes to School coordinator positions that are dedicated to providing transportation safety education resources to students across the county.

SUN VALLEY & PANTHER VALLEY

1.2 Vision and Goals

The following is the vision statement for the Sun Valley and Panther Valley NNP, initially developed for the AT Plan, and refined for the neighborhood by community stakeholders:

Vision Statement

We envision a connected network of comfortable, convenient, and consistent transportation facilities for people of all ages and abilities walking, bicycling, riding transit, and rolling on a mobility device which prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails.

The AT Plan identified four goals to achieve the vision statement. These four goals were adopted for this NNP, and are as follows:

- **Improve Safety:** Create a safe environment for all users by reducing the risk of death or serious injury on the transportation network.
- **Expand Mode Share:** Increase the percentage of trips made by walking, cycling, and rolling, by making these modes a viable and attractive alternative to driving.
- **Maintain the System Sustainably:** Identify long-term maintenance and repair strategies to ensure the network remains functional and appealing for years to come.
- **Enhance the Community:** Foster a healthier, more sustainable, and more vibrant community by promoting active transportation as a way to connect with neighbors, enjoy the outdoors, and integrate physical activity into daily life.

1.3 Plan Process

The Sun Valley and Panther Valley NNP was developed using in-depth data analysis combined with partner agency collaboration and direct engagement with members of the public. The planning area is shown in Figure 1. The development process included public engagement featuring multiple in-person events and online engagement opportunities.

In addition to public engagement, 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.

Improvements identified in this plan focus on high-priority corridors for quick-build projects. Larger-scale improvements are identified for consideration in future planning and implementation efforts, such as the RTP, individual corridor studies, or the pavement preservation program. The plan also identifies improvements that may be completed by partner agencies such as the Nevada Department of Transportation or local jurisdictions.

SUN VALLEY & PANTHER VALLEY

Figure 1. Sun Valley and Panther Valley Neighborhood Network Area





2. Neighborhood Profile

The Sun Valley and Panther Valley neighborhood is situated north of the Reno-Sparks urban core. The Golden Valley community is partially located in the northwest portion of the planning area.

The planning area has a population of over 44,000 and is experiencing the effects of accelerated growth and economic development occurring within the North Valleys and Spanish Springs. While Sun Valley is mostly built out, primarily due to physical development constraints of the natural environment and infrastructure limitations, some infill development is occurring. The area also experiences traffic and associated impacts from growth in surrounding areas. Panther Valley and Golden Valley are experiencing new development and are also affected by many of the same regional pressures occurring in Sun Valley.

Sun Valley has a higher population density than many communities in the Truckee Meadows. The roadway network is primarily laid out in a grid pattern allowing for a higher level of connectivity for active transportation. However, many of the roadways lack pedestrian infrastructure such as sidewalks due to the network of open drainage ditches on both sides of the road. Sun Valley Boulevard is the main north-south corridor in the community. Most Sun Valley commercial development is located along Sun Valley Boulevard, highlighting the importance of active transportation access. 7th Avenue serves as the primary east-west route through the community, which transitions to Golden Valley Road, providing a direct connection to Panther Valley.

Panther Valley consists of pockets of residential, industrial, and commercial land uses and is representative of a suburban development pattern with curvilinear roads, cul-de-sacs, and limited access points into neighborhoods. However, there are many multifamily residential developments dispersed throughout the area.

To better understand the context and needs of the planning area, RTC reviewed various datasets to compare the NNP area with the broader Reno/Sparks area. This section includes a summary of demographic data/population characteristics, key destinations throughout the neighborhood, and the foundational transportation system. A summary of population demographics and other information that contributed to the existing conditions analysis and needs assessment is provided in Appendix A.

The high proportion of residents under age 18, lower incomes relative to Washoe County overall, and high levels of transit ridership indicate a strong need for active transportation options. The high number of crashes on residential streets in Sun Valley further emphasizes the need for traffic calming and active transportation infrastructure.

2.1 Key Destinations

This section describes key community resources and other destinations in the NNP area. Major destinations are shown in Figure 2.

Schools and Colleges

There are five elementary schools, one middle school, and three high schools (including two magnet schools) in the NNP area, as shown in Figure 2. Most of the elementary schools in the area could be considered “neighborhood schools,” meaning they are located in residential areas away from major arterial roadways. As such, there is high active transportation potential as a mode for students traveling to and from school. Anecdotal information from school staff indicates that many students walk to school, either alone or with their parents. However, depending on the home location of individual students, there are still areas within the walk zone that would require students to cross major roads.

The Sun Valley neighborhood is zoned for Hug High School, which is just outside of the NNP area boundary for this plan. However, due to the large number of students who walk and take public transportation to school, Hug High School is considered a key destination for this plan and is included in the analysis.

North Valleys High School is located on Golden Valley Road and serves residents from surrounding areas and other communities in the North Valleys. A large proportion of students ride school buses to North Valleys High School, with some students also using RTC FlexRIDE.

The main campus of Truckee Meadows Community College (TMCC) is located at the southern end of the study area between the two communities, bounded by Dandini Boulevard on the north and Raggio Parkway on the south. Dandini Boulevard lacks any sidewalks, and Raggio Parkway has a sidewalk on at least one side of the road for most of its length. Neither road has marked bike facilities. TMCC also houses a high school that attracts students from across the region.

Parks

There are several regional and community parks throughout the area, including Sun Valley Regional Park, Sun Valley Community Park, Gepford Park, and Panther Valley Park. These parks offer many recreational opportunities, such as a community pool, baseball and soccer fields, BMX and mountain biking, skate parks, and a disc golf course.

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These resources highlight the need for active transportation connections for area residents. At present, most of these parks lack connected pedestrian and bicycle facilities for access. One notable exception is Sun Valley Community Park, which has a sidewalk along most of the perimeter.

Services

There are limited services in Sun Valley, with commercial spaces in the neighborhood concentrated on Sun Valley Boulevard. Several medical clinics, churches, restaurants and convenience stores are present, but notably, there is not a local grocery store. The US Department of Agriculture Food Access Research Atlas identifies Sun Valley as having low access to large grocery retailers.

A grocery store and the North Valleys Library are located on North Hills Boulevard near the intersection with Golden Valley Road. Two grocery stores are located near the Lemmon Drive interchange at US 395. There are also fast food restaurants in the vicinity. This area is characterized by an auto-centric development pattern, though there is an informal footpath along the fenceline at Alice Smith Elementary School that leads to a grocery store. Most major employment centers are located outside of the neighborhood area, though there is higher employment density in the warehousing and distribution center west of Virginia Street and north of Golden Valley Road.

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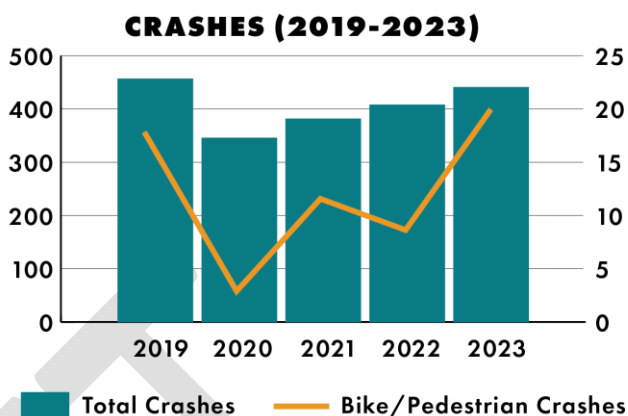
Figure 2. Major Destinations



2.2 Safety

To better understand trends and identify opportunities to increase active transportation, RTC analyzed crash history and safety conditions for people walking and biking. This analysis builds on the regional work completed for the AT Plan.

The safety analysis examined crashes within the study area, excluding crashes along US 395, where walking and bicycling is prohibited. Between 2019 and 2023 (the most recent crash data available at the time of this analysis), more than 2,000 crashes occurred in the area. Crash frequency has increased steadily since 2020, with an average annual growth rate of about 8%. The most common crash types were angle crashes and rear-end crashes. Figure 3 shows the location of crashes involving bicyclists and pedestrians.



2,034 TOTAL CRASHES
(2019-2023)

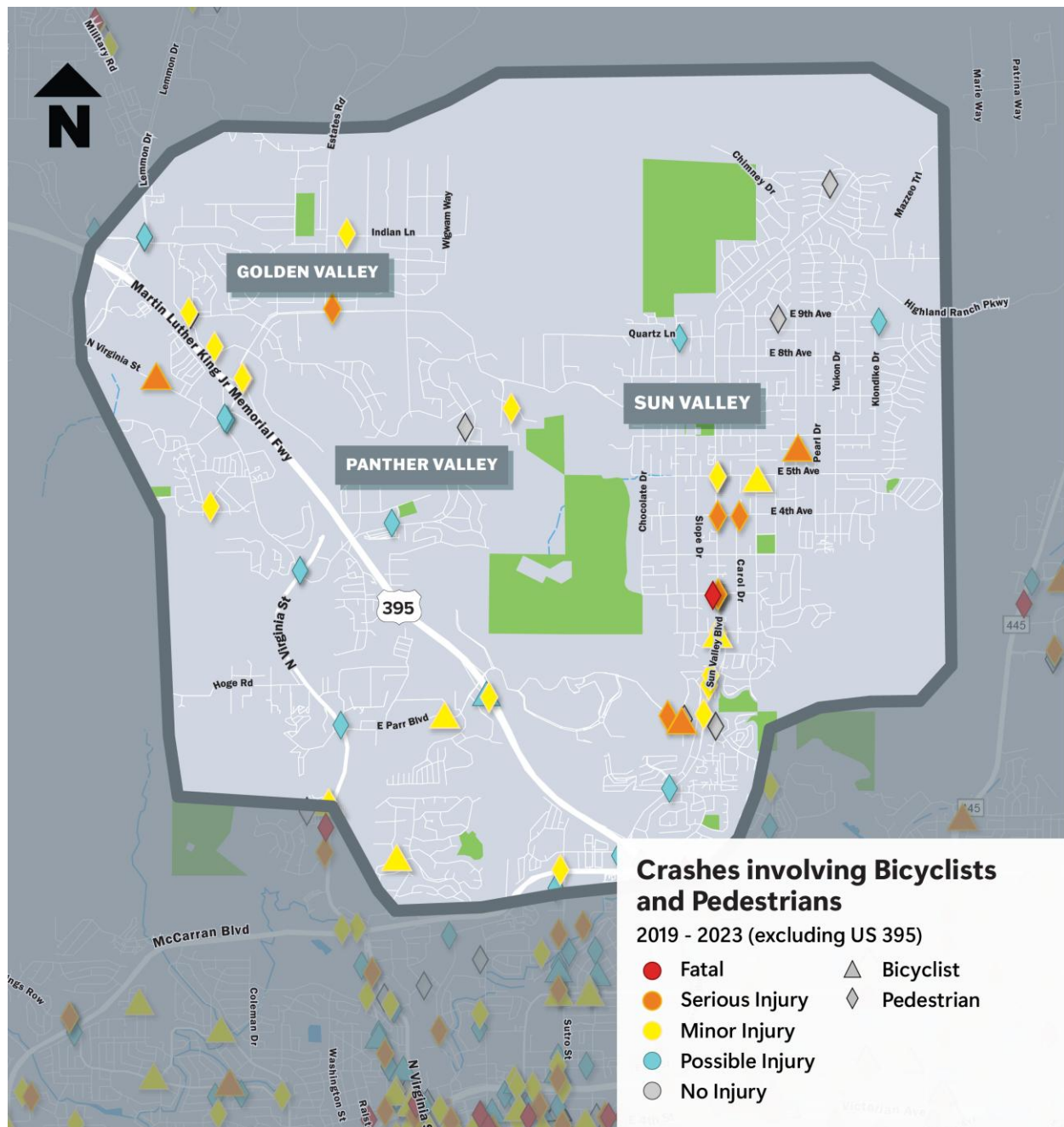
62 active transportation crashes
(53 pedestrian, 9 bicyclist)

14 total fatalities
(2 pedestrian)

52 serious injuries
(5 pedestrian, 3 bicyclist)

In the neighborhood, there were 53 crashes involving pedestrians, resulting in two pedestrian fatalities and five serious injuries. Both pedestrian fatalities occurred at night along a segment with lighting. There were also nine crashes involving bicyclists, three of which resulted in serious injuries. Drivers failed to yield the right of way in 24% of crashes involving active transportation users. In addition, 10 crashes involving active transportation users were hit-and-run incidents.

Figure 3. Active Transportation Crashes



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2.3 Transportation Network, Conditions, and Trends

To better understand trends and identify opportunities to increase active transportation, RTC analyzed datasets related to safety and multimodal and roadway conditions for people walking and biking, as well as the potential for shifting short trips to active modes. This analysis identifies priority areas for improvement, particularly where data insights align with community feedback.

Pedestrian Infrastructure

Local residential streets in Sun Valley offer limited sidewalk coverage, resulting in people walking in the road or along unpaved shoulders. Some newer neighborhoods, including the area around North Valleys High School in Golden Valley, have sidewalks on both sides of the street.

Bikeways

The Sun Valley and Panther Valley neighborhoods include approximately 13 miles of on-street bikeways, primarily in the form of traditional 5-foot bike lanes. These facilities provide dedicated space for bicyclists adjacent to vehicle travel lanes but do not include buffers. Bike lanes are present along major corridors such as Golden Valley Road near North Valleys High School and along Sun Valley Boulevard.



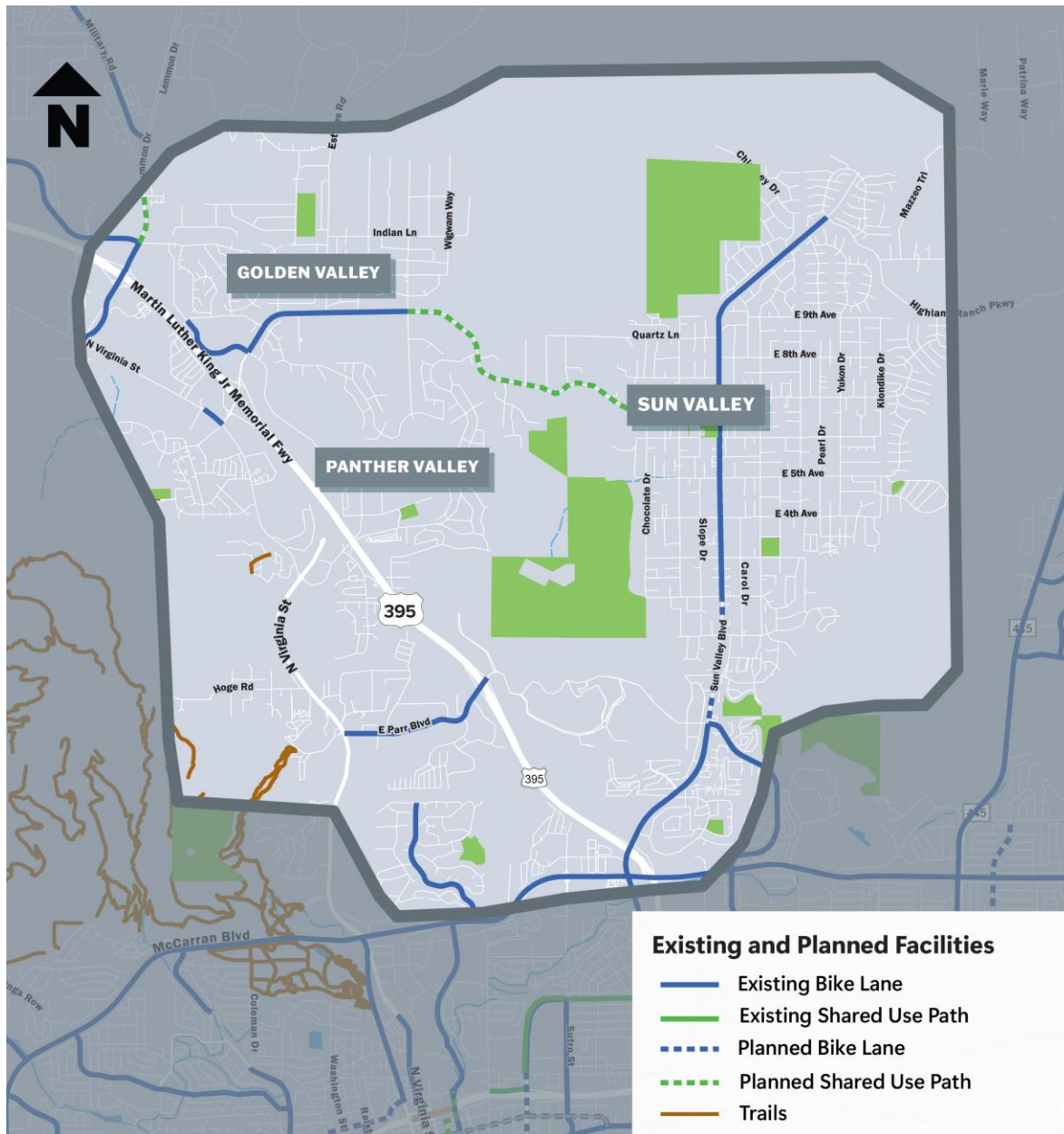
Planned projects aim to improve connectivity within the neighborhood bicycle network. As mentioned in the previous section, future bike facilities are proposed to close an existing gap along Sun Valley Boulevard and to connect with the shared use path along Golden Valley Road, improving access for bicyclists traveling through the area. Existing and planned bicycle facilities are shown in Figure 4.



Bicycle Lane on El Rancho Drive

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Figure 4. Existing and Planned Bike Facilities



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Transit

Transit service in the study area includes three fixed bus routes and on-demand service operated by RTC. Transit provides access to several schools and major employers throughout the area. Route 5 and Route 7 both have monthly ridership of about 30,000 and are among the top performing RTC bus routes outside of the bus rapid transit corridors. There are 74 bus stops in the neighborhood, with Route 5 accounting for half of all stops. Amenities for bus stops vary throughout the area, ranging from signs to covered shelters.



3. Understanding Community Experiences

RTC engaged with community members and organizations within the Sun Valley, Panther Valley, and Golden Valley neighborhoods throughout the development of this NNP. A variety of strategies and outreach tools were used, including in-person meetings, pop-up events, stakeholder meetings, an interactive map and online survey, and steering committee. This section summarizes the engagement efforts and findings, to lay the groundwork for incorporation into recommendations and priorities for transportation improvements.

During the planning process, RTC reached more than 130 community members through a combination of online and in-person activities. Community members were invited to learn about the plan and share feedback about specific locations and other transportation issues. Table 2 summarizes the engagement activities.

Table 2. Engagement Activities

Engagement Tool	Description	Dates
Agency Coordination Meetings	Partner agencies meet with RTC monthly to collaboratively develop the NNP.	Second Tuesday of each month
Steering Committee	This group of local agency staff and other stakeholders helped to define the vision and goals for the NNP, as well as identifying key issues.	November 6, 2025 July 23, 2026
Community Workshop	A workshop open to the public was held at Hug High School to gather input about concerns and ideas for the planning area.	December 9, 2025
Pop Up Event	North Valleys High School at Hug High School basketball game	February 2, 2026
Stakeholder Meetings	Northern Nevada Center for Independent Living	November 12, 2025
	Sun Valley Elementary School	November 13, 2025
	North Valleys High School Student Voice	January 22, 2026
Project Website	RTC published a project web page at www.rtcwashoe.com/neighborhood	The site was launched in November 2025, and maintained throughout the study
Survey	A brief text-based survey was developed in English and Spanish to gather input on transportation needs in the study area	The survey launched on November 12, 2025, and continued through February 12, 2026
Online Comment Map	An online map invites participants to identify specific locations of transportation needs in the study area.	The comment map launched on November 12, 2025, and continued through February 12, 2026

3.1 In-Person Engagement

Agency Coordination Meetings

RTC partnered with the City of Reno and Washoe County to develop the NNP, using monthly meetings to ensure communication and collaboration throughout the process. Staff representing both planning and engineering disciplines were involved. The agency partners supported the identification of needs, priorities, and potential solutions. Coordination included monthly meetings, one-on-one meetings, and a site visit of the neighborhood area (see Appendix C).



Neighborhood Network Plan Steering Committee

The NNP process strives to collaboratively develop solutions with regional partners. One key element of this process is the Steering Committee, which includes representatives from the City of Reno, Washoe County, Sun Valley General Improvement District, Nevada Department of Transportation, Washoe County School District, and Truckee Meadows Community



NNP Steering Committee on November 6, 2025

College. The initial meeting, held on November 6, 2025, focused on establishing the vision and goals for the study. Participants also reviewed existing conditions data and shared input on needs and priorities. Safe mobility options to reach both K-12 public schools and TMCC were identified as key issues, including student access to North Valleys High School and Hug High School. Proposed recommendations were reviewed on July 23, 2026. The group indicated support for the proposed concepts.

Community Workshop

A community workshop was held to gather input from local residents. The meeting was held at Hug High School on December 9, 2025, with about 20 people in attendance. A presentation was provided about existing conditions and a group discussion followed, which allowed people to share and document their experiences and ideas. Key themes expressed at the meeting included the following:

- There are traffic safety concerns around North Valleys High School.
- There are concerns about high traffic volumes and speeds on Golden Valley Road and Sun Valley Boulevard.
- There are concerns about bicycle and pedestrian safety on roads and intersections across Sun Valley.
- Participants noted that people are more likely to drive when there are few safe places to ride a bicycle.
- Attendees highlighted concerns about traffic congestion on major roads.
- There are intersections without stop signs or lights.



Community workshop held at Hug High School

Pop-Up Event

A pop-up event was held at a Hug High School / North Valleys High School basketball game to allow for area residents to provide input at a convenient location. Over 40 people spoke with project team members about the study. They were invited to take the online survey and add comments to the project map. Some attendees completed paper surveys. Key concerns focused on walking to Hug High School from Sun Valley.

Stakeholder Meetings

RTC held targeted stakeholder meetings to better understand community needs, which are summarized below:

- **Northern Nevada Center for Independent Living** – The project team met with advocates for area residents with mobility limitations. Key issues identified were the need for audible push button traffic signals for visually impaired residents at intersections across the region, the need for continuous sidewalk networks, and the need to maintain sidewalks and prevent overgrown vegetation from becoming an obstacle in the path of travel. Providing ADA accessible digital materials is also important for the study.
- **Sun Valley Elementary School** – The safety of students and families walking or bicycling to the school is a concern. Sidewalk access is limited in the neighborhood. Opportunities to improve intersections and increase pedestrian safety are important.



Pop-up event at Hug High School

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- **North Valleys High School Student Voice** – This group of high school students shared their concerns about safe access into North Valleys High School. Traffic on Golden Valley Road makes left turns out of the high school parking lot difficult. The school received frequent complaints about speeding on nearby access roads, including Spearhead Way and Beckwourth Drive.



Sun Valley Elementary School meeting and site visit

3.2 Digital Engagement

Online outreach supplemented in-person opportunities to participate, adding convenient ways to learn about the plan and provide input. This included a project web page, social media, online survey questionnaire, and online map survey. Surveys and flyers were developed in English and Spanish.

Web Page

RTC hosted a project web page at www.rtcwashoe.com/neighborhood. This page included a summary of the planning process, details on how to participate, and links to surveys and public meeting materials.

Social Media

RTC used its social media channels, including Facebook, Instagram, and X, to promote information about the project, including the survey and public meeting.



Survey Questionnaire

RTC published a brief online questionnaire to seek additional input from area residents. The questions asked about safety and mobility concerns. It also invited participants to add details about specific concerns or ideas. Key findings from the 21 surveys received are summarized below:

1. Only one respondent indicated they feel “very safe” as a pedestrian or riding a bicycle in their neighborhood.
2. A lack of sidewalks and safe places to cross the street make walking uncomfortable.
3. A lack of safe facilities, lighting, and large traffic volumes were the primary reasons cited for feeling unsafe riding a bike.
4. There is a strong desire for improvements and expansions to existing bike, pedestrian, and transit facilities.
5. Destinations residents are interested in accessing via active transportation include parks/recreation areas, grocery stores, and shopping areas.



Discussion with students at North Valleys High School

Map Survey

An online interactive map survey was published to invite residents to add specific location-based comments. A summary of key findings is provided below:

1. Many roads do not have pedestrian or bike infrastructure.
2. High vehicle speeds make the neighborhood feel unsafe.
3. Pedestrian and bicycle facilities do not connect to places people need them to go.
4. Transit access is limited by poor stop conditions and limited sidewalk access.
5. There are safety challenges in school areas.
6. Lighting and visibility are barriers to safe walking and biking.

The location of comments by type is illustrated in Figure 5.

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Figure 5. Location of NNP Public Comments



The active transportation safety and connectivity needs identified by community members informed the development of alternatives. Safe connections to key destinations such as schools and parks are a priority for the NNP. Many of the public comments, including those on Golden Valley Road and Sun Valley Boulevard relate to other planned major projects and were shared with the relevant agency staff.



4. Developing and Evaluating Alternatives

This study developed and evaluated alternative concepts using a collaborative and data-driven process. Key elements included existing conditions analysis, incorporation of community input, identification of appropriate best practice solutions, and alignment with agency and community input.

While the NNP program is primarily focused on lower cost improvements that can deliver benefits to the public within a short timeframe, this effort also identified projects consistent with a longer-term vision for a safe and connected regional network. Many of these improvements would involve substantial roadway reconstruction or new construction of shared use paths and would not be eligible for the NNP quick-build program, but could potentially be incorporated into future RTP updates or other future pavement or safety projects. Once the range of potential improvements was developed, the concepts were assessed using a two-tier process that is illustrated in Figure 6 and summarized below:

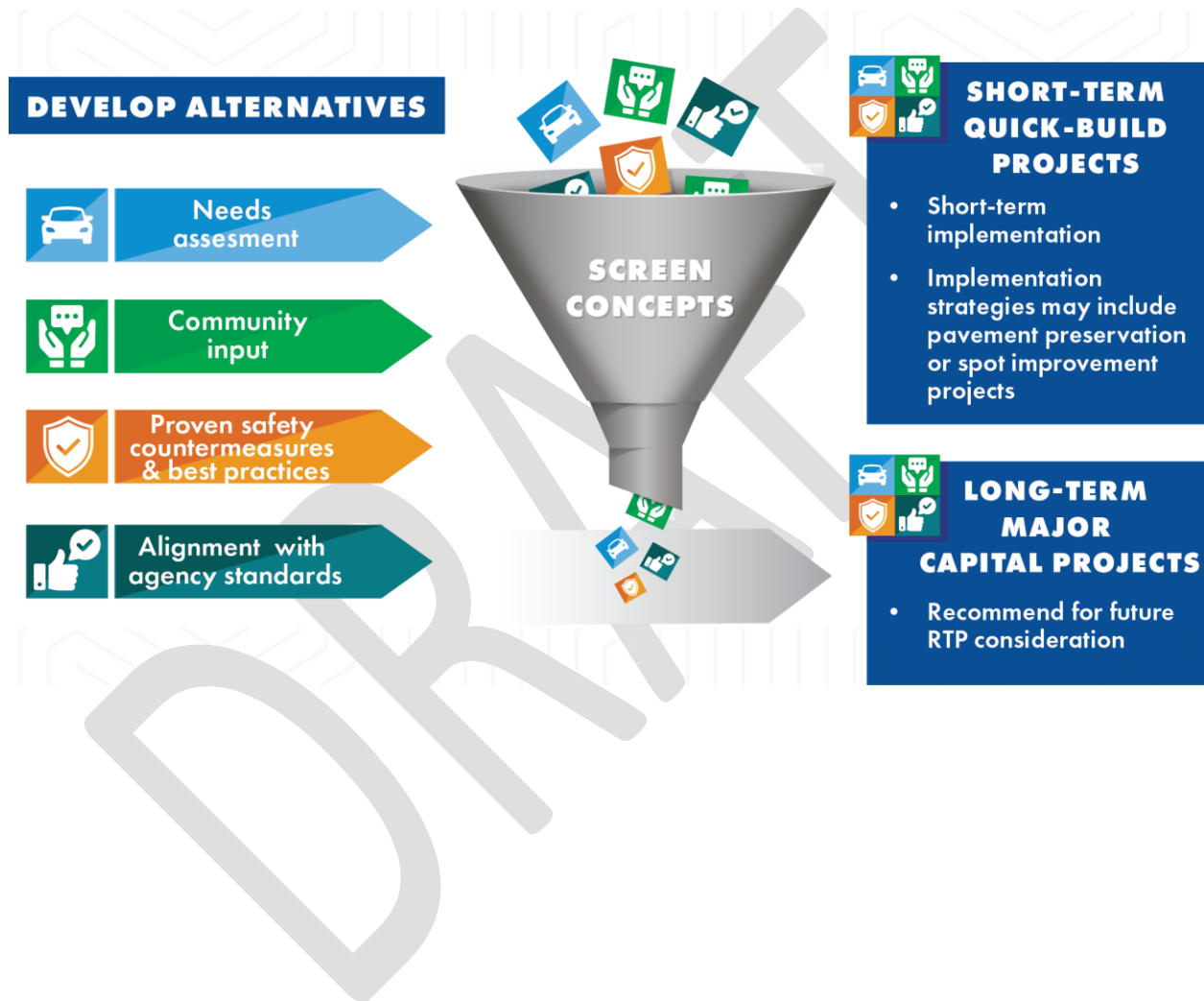
- **Screen potential improvements according to whether they are short-term quick-build projects or longer-term major capital projects.** Quick-build projects generally include pavement striping, signage, and smaller-scale installations such as speed tables. Projects

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that would involve impacts to right-of-way or larger-scale construction activities were considered to be major capital projects for purposes of this study.

- **Evaluate short-term quick-build projects to identify the highest priority projects for implementation funding.** Funding for the next phase of project design and construction is limited to \$2.5 million. Criteria considered in the prioritization included safety, infrastructure condition, access to community resources, connectivity to the regional multimodal network, and community input.

Figure 6. Project Development and Evaluation Process



4.1 Prioritization Process

The AT Program allocated \$2.5 million for design and construction in the neighborhood. As a result, the quick-build projects were ranked to determine which improvements would be advanced for near-term implementation. Projects not funded through the AT Program will be considered for funding through other RTC programs, such as the preventive maintenance and intersection improvement programs.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input. The projects considered are listed in Table 3.

- **Safety** – The greater the safety need, the higher the concept scores.
- **Infrastructure Condition** – Corridors with poorer conditions are scored higher.
- **Access** – Corridors that improve access to community resources received a higher score.
- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher.
- **Community Input** – Concepts that received positive public and agency comments were scored higher.

4.2 Low-Cost Near-Term Improvements Considered

The following improvements were considered for short-term implementation (Table 3 and Figure 7). While all of the proposed concepts would provide benefits for active transportation, only higher-scoring projects are recommended for quick-build implementation due to limited funding. The scoring results are provided in Appendix D.

SAFETY



Prioritize corridors with high crash severity and frequency, with particular focus on active transportation users.

INFRASTRUCTURE CONDITION



Consider the level of existing multimodal infrastructure, its condition, and level of comfort.

ACCESS



Seek opportunities to improve safe multimodal connections to schools, parks, grocery stores, employment centers, and transit stops.

CONNECTIVITY



Evaluate the level of connectivity to other regional bicycle and pedestrian facilities as well as between neighborhoods.

COMMUNITY INPUT



Incorporate public comments, survey results, and agency input.

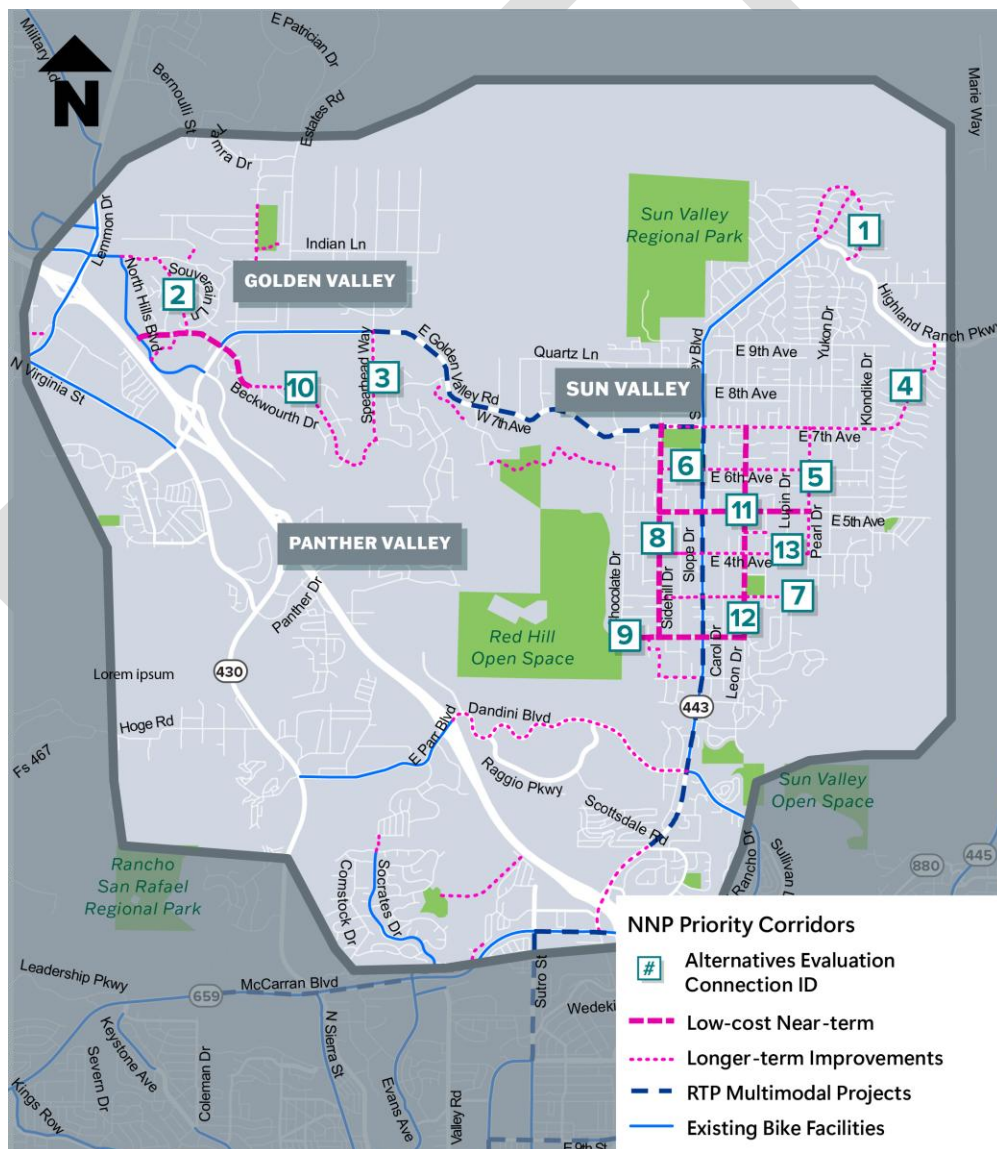
Table 3. Low-Cost Near-Term Improvements Considered

Location	Description
1. Debussey Drive / Donatello Drive	Traffic calming measures were considered on this connection between Sun Valley Boulevard and Desert Skies Middle School.
2. Rutherford Drive / Buck Drive	The extension of bike lanes and installation of painted bulbouts at intersections to provide an alternate path from North Hille Boulevard for active transportation use.
3. Spearhead Way Bike Lanes	The installation of a shared use path from Golden Valley Road to Rolling Ridge Road and a bike lane to connect to Beckwourth Drive were considered.
4. 7 th Avenue / Magenta Drive / Lightning Drive / Midnight Drive	The upgrade of existing bike lanes to protected bike lanes and traffic calming measures were considered on this connection to Highland Ranch Parkway.
5. Pearl Drive	Bike lane and traffic calming improvements were considered between 4 th Avenue and 7 th Avenue.
6. 6 th Avenue	Bike lanes were considered between Sidehill Drive and Pearl Drive.
7. Gepford Parkway	Traffic calming improvements with painted bulbouts and crosswalk improvements were considered between Sidehill Drive and Lupin Drive.
8. Sidehill Drive	Multimodal improvements are proposed between 2 nd Avenue and 7 th Avenue. This includes high visibility crosswalks and intersection pavement markings, painted bulbouts, speed tables, and a segment of a pedestrian lane. This improves safe access to Allen Elementary School and Sun Valley Community Park and is recommended for quick-build implementation.
9. 2 nd Avenue	Multimodal improvements are proposed between Chocolate Drive and Leon Drive. Proposed improvements include speed tables and painted bulbouts with delineators at intersections. High visibility crosswalks are recommended at Whittenmore Way/ Del Way and at Sidehill Dr. This improves safe access to Allen Elementary School and is recommended for quick-build implementation.
10. Beckwourth Drive	Multimodal improvements are proposed between North Hills Boulevard and Spearhead Way. This would include bike lanes and painted bulbouts with delineators at intersection and speed tables. This would improve safe access to Alice Smith Elementary School and North Valleys High School. This concept is recommended for quick-build implementation from North Hills Boulevard to Stonegate Court. Traffic signal upgrades at Golden Valley Road may also be considered through other RTC programs.
11. 5 th Avenue	Multimodal improvements are proposed between Sidehill Drive to Pearl Drive. This includes bike lanes from Sun Valley Boulevard to Lupin Drive, speed tables, and high visibility crosswalks. A painted midblock crosswalk with curb extensions is proposed at Sun Valley Elementary School. This concept is recommended for quick-build implementation.

SUN VALLEY & PANTHER VALLEY

Location	Description
12. Leon Drive	Multimodal improvements are proposed between 2 nd Avenue and 7 th Avenue. This includes high visibility crosswalks and intersection pavement markings, painted bulbouts, speed tables, and a segment of a pedestrian lane. This would improve access to Sun Valley Elementary School and Gepford Park. This concept is recommended for quick-build implementation.
13. 4 th Avenue	Multimodal improvements were considered on 4 th Avenue between Sidehill Drive and Pearl Drive, including high visibility crosswalks and intersection pavement markings, painted bulbouts, and speed tables.

Figure 7. Low-Cost Near-Term Improvements Considered



4.3 Larger-Scale Improvements Considered

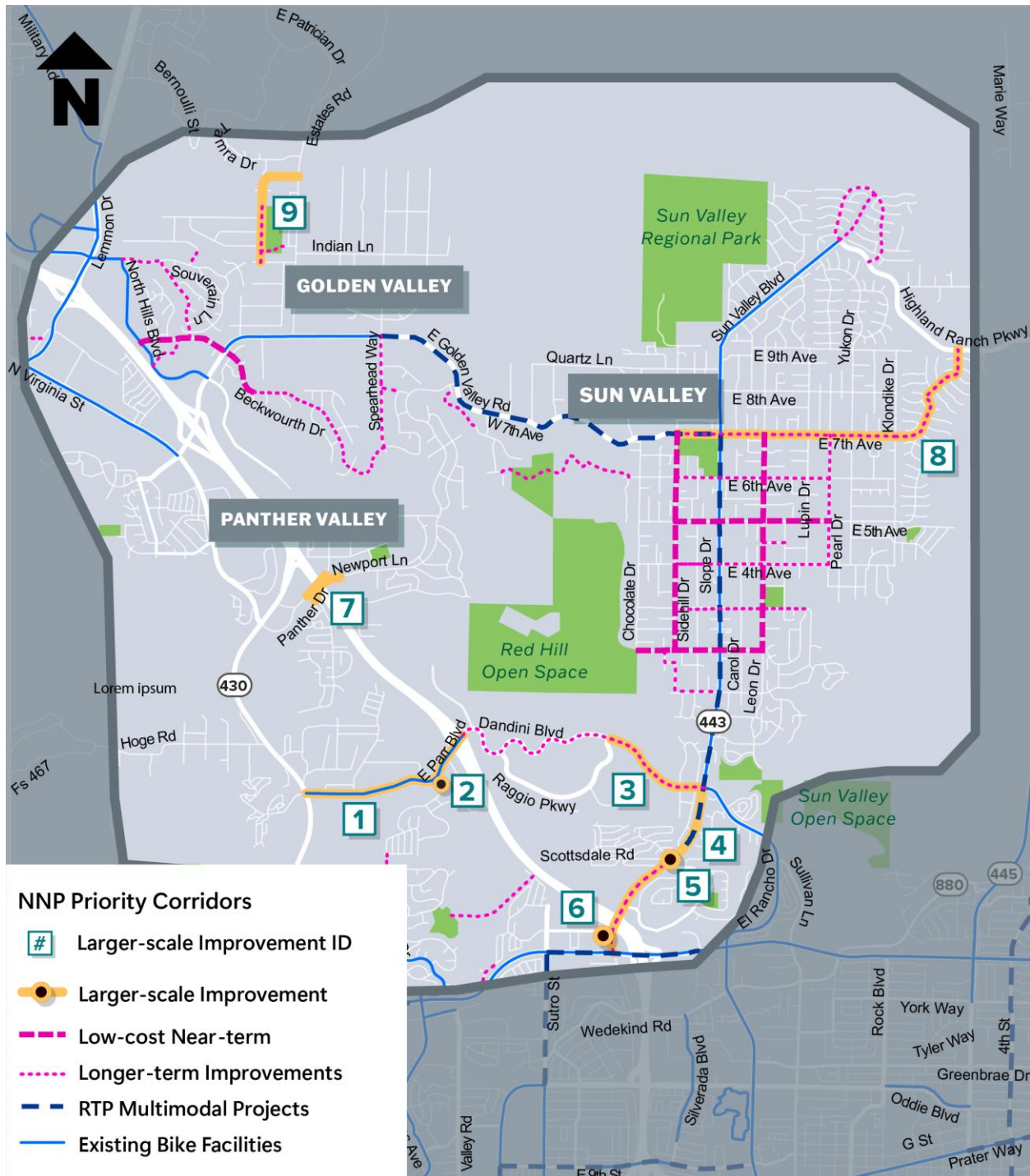
Several improvements were identified that are important for safe multimodal connectivity, but would involve more substantial construction activities. These projects will be considered for inclusion in a future RTP update but exceed the resources available for quick-build implementation. A listing of these longer-term proposed improvements is provided in Table 4 and illustrated in Figure 8.

Table 4. Larger-Scale Improvements

Location	Description
1. Parr Boulevard and Virginia Street Intersection	Complete sidewalks on Vista Rafael leading to this intersection.
2. Parr Boulevard and Ferrari McLeod Boulevard Intersection	Install crosswalk with RRFB on Parr Boulevard south side of Ferrari McLeod Boulevard.
3. Dandini Boulevard	Provide buffered bike lanes along roadway from Raggio Parkway to Clear Acre Lane.
4. Clear Acre Lane	Extend separated bike lane that is planned for Sun Valley Boulevard along Clear Acre Lane.
5. Clear Acre Lane and Scottsdale Road	Eliminate parking on the northwest corner of the intersection, extend southbound right-turn pocket into intersection to align with westbound Scottsdale travel lane, add bulbouts at corners opposite of pork chop islands, add marked crosswalks on all segments of intersection.
6. Selmi Drive and Clear Acre Lane Intersection	Install curb extensions/bulbouts and add crosswalks at driveway access.
7. Newport Lane / Panther Drive	Install bicycle facility along Newport Lane or Panther Drive to cross under US 395 and connect neighborhoods on both sides of the freeway.
8. 7 th Avenue connecting to Highland Ranch Parkway	Install traffic calming and safety improvements as well as bike lanes from Sidehill to Klondike Drive, continuing along Magenta Drive, Lighting Drive, and Midnight Drive.
9. Hillview Drive	Install traffic calming improvements from Estates Rd to Sherman Way.

SUN VALLEY & PANTHER VALLEY

Figure 8. Larger-Scale Improvements Considered



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Major improvements on multiple key corridors are already included in the RTP, as listed below:

- **Sun Valley Boulevard Corridor Improvements** – This project will install safety and drainage improvements and upgraded bicycle and pedestrian facilities from Scottsdale Road to 7th Avenue. This project was awarded a federal grant for implementation.
- **O'Brien's Pass Safety Project** – This project will construct safety improvements and a shared use path from Spearhead Way to Sun Valley Boulevard.
- **El Rancho Drive / Dandini Boulevard Sidewalks** – This project from Raggio Parkway to Sullivan Lane is currently identified as an unfunded need.
- **Golden Valley Road Bike Lanes** – Extend bike lanes from North Virginia Street to North Hills Boulevard. This project is currently an unfunded need.
- **North Virginia Street Capacity Project** – Install additional lanes and multimodal facilities from Panther Drive to Stead Boulevard.
- **Highland Ranch Parkway** – Add roadway capacity between Sun Valley Boulevard and Pyramid Highway.

Additionally, areas where shared use paths between residential areas could provide off-street connection options were identified. Some of these corridors follow paths that have been worn by people walking or biking, even when there is no formal trail. Proposed trail connections are shown in Table 5 and Figure 9.



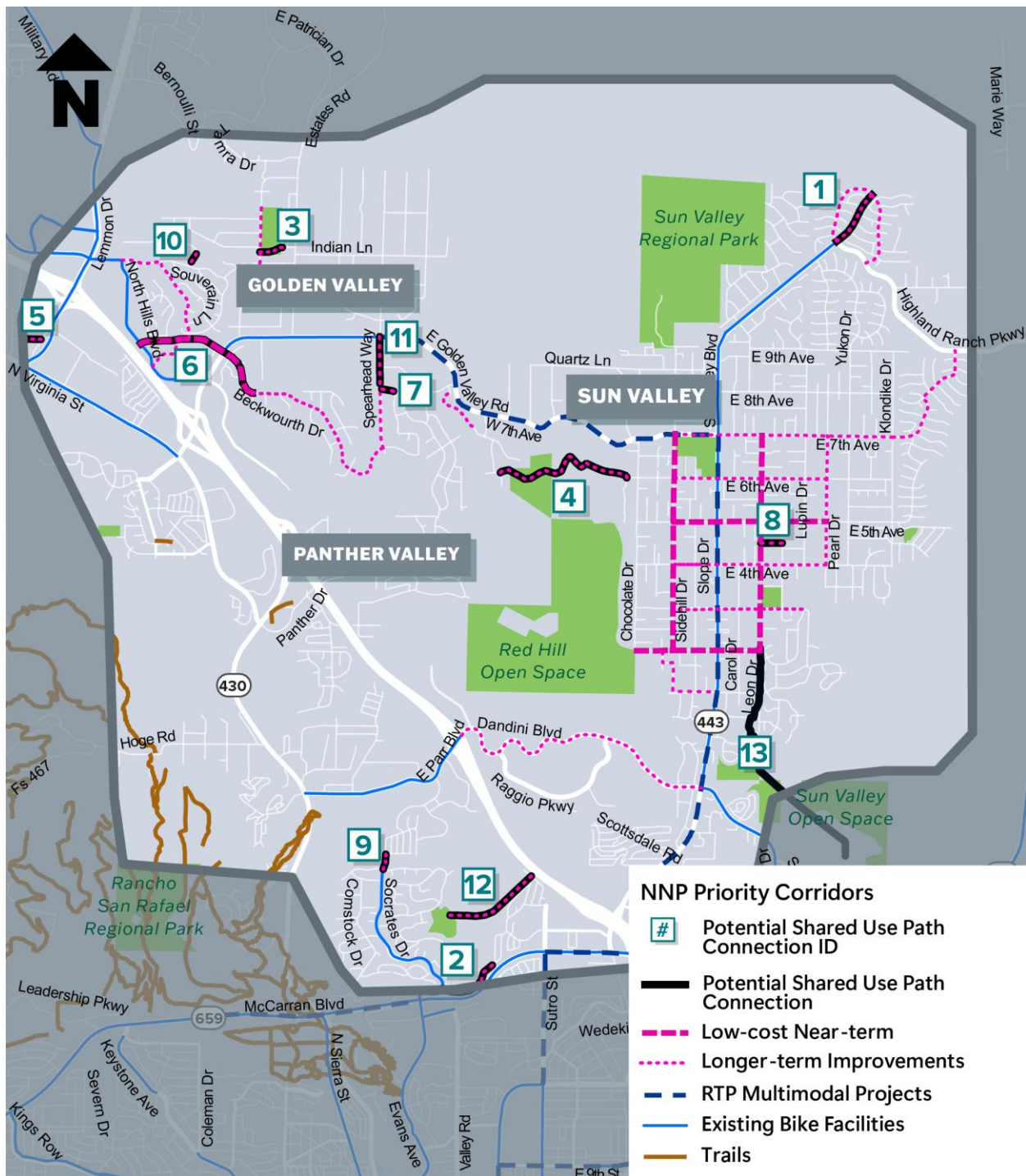
Families walking along School Lane to Sun Valley Elementary School.

Table 5. Potential Shared Use Path Connections

Location	Description
1. Shared use path to Desert Skies Middle School	Install paved shared use path between the northern terminus of Sun Valley Boulevard and Donatello Drive
2. Gaslight Lane from Socrates Drive to Cabernet Parkway	Designated trail along roadway (would provide off-street connection for residents in Sun Villa Estates neighborhood)
3. Golden Valley Park Connection from Margaret Drive to Hillview Drive	Shared use path or trail through park property
4. New active transportation connection from 6th Avenue to Fire Opal Lane via cul-de-sac trail access	Designate existing path as trail connection between Sun Valley and Golden Valley neighborhoods
5. New active transportation connection from Malcolm Avenue to Heindel Rd	New shared use path connection providing more direct access from neighborhood to Lemmon Drive bus stop
6. New active transportation connection from Beckwourth Drive to N Hills Boulevard	New shared use path along existing dirt trail for off-street connection from neighborhood and Alice Smith ES to retail
7. Opal Ranch Way Connection to Spearhead Way	Shared use path along existing access road enhancing neighborhood connectivity
8. School Street from Leon Drive to Woods Drive	Install shared use path along north side of access road. A portion of this corridor is owned by WCSD and a portion is owned by adjacent property owners. Students walk on this unpaved area to school.
9. Socrates to Shailyn connection from Sienna Park Drive to Shailyn Drive	Designate existing path as trail connection between neighborhoods
10. Connect path along Souverain Court to Cactus View Drive	Shared use path along existing access road, which could be included in potential future development.
11. Spearhead Way shared use Path from Golden Valley Rd to Opal Ranch Way	Shared use path along east side of road on school right-of-way
12. University Ridge Park Connector from Chablis Drive to University Park Loop	Designate existing path as trail connection between neighborhoods
13. Shared use path between Leon Drive and Hug High School	Construct a shared use path to provide an off-street path to Hug High School.

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Figure 9. Potential Shared Use Path Connections





5. Neighborhood Network Recommendations and Implementation Strategy

The NNP is a short-term plan that identifies transportation improvements 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. This chapter describes the recommended short-term improvements within the Sun Valley, Golden Valley, and Panther Valley neighborhood.

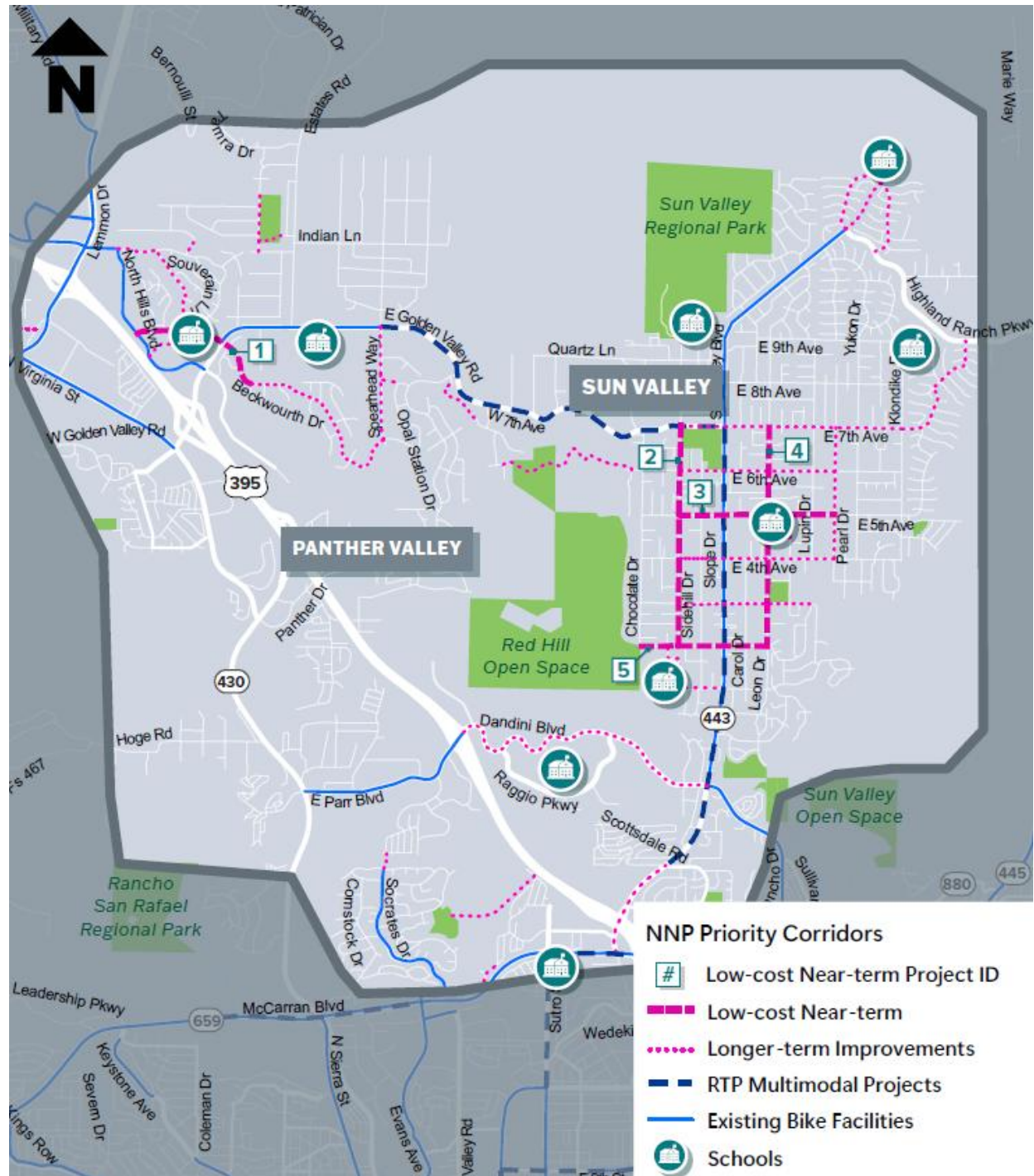
5.1 Quick-Build Recommendations

This section summarizes the recommended short-term quick-build improvements for the NNP. These concepts were developed to improve safe multimodal access to key neighborhood destinations such as schools, parks, transit stops, and grocery stores. The evaluation of concepts is summarized in Appendix D. The recommended low-cost, near-term improvements are a step toward implementing a connected neighborhood AT network.

Figure 10 illustrates the quick-build projects to be advanced toward near-term implementation as well as recommended longer-term improvements that help expand the network. Table 6 includes a description of the proposed quick-build projects as well as a planning-level cost estimate. Figure 11 shows recommendations in the Golden Valley and Panther Valley area. Figure 12 shows recommendations in the Sun Valley area. Cost estimates are based on recent construction costs in the region and include a 30% contingency.

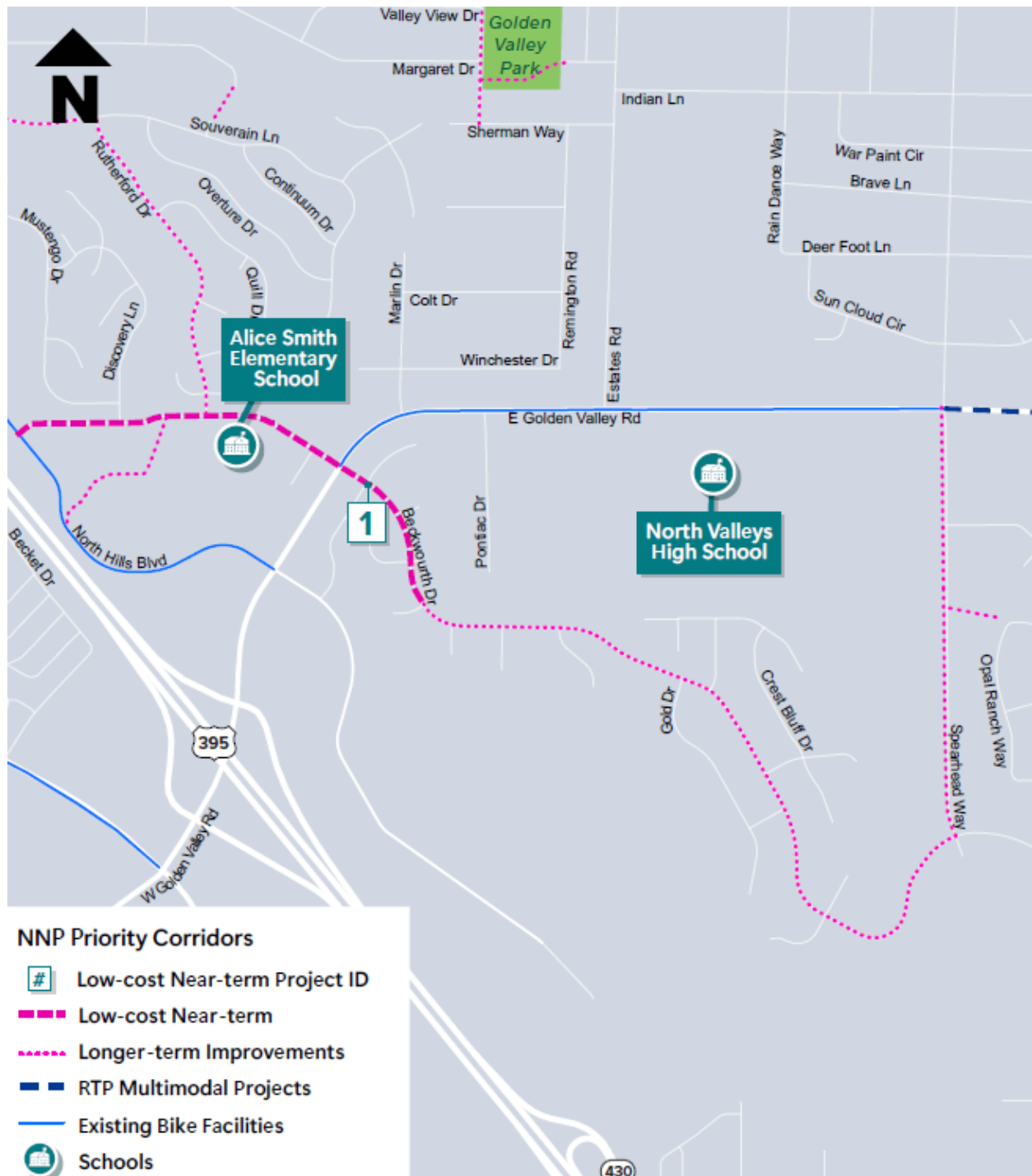
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Figure 10. NNP Area Proposed Improvements



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Figure 11. Detail of Golden Valley and Panther Valley Area Improvements



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Figure 12. Detail of Sun Valley Area Improvements

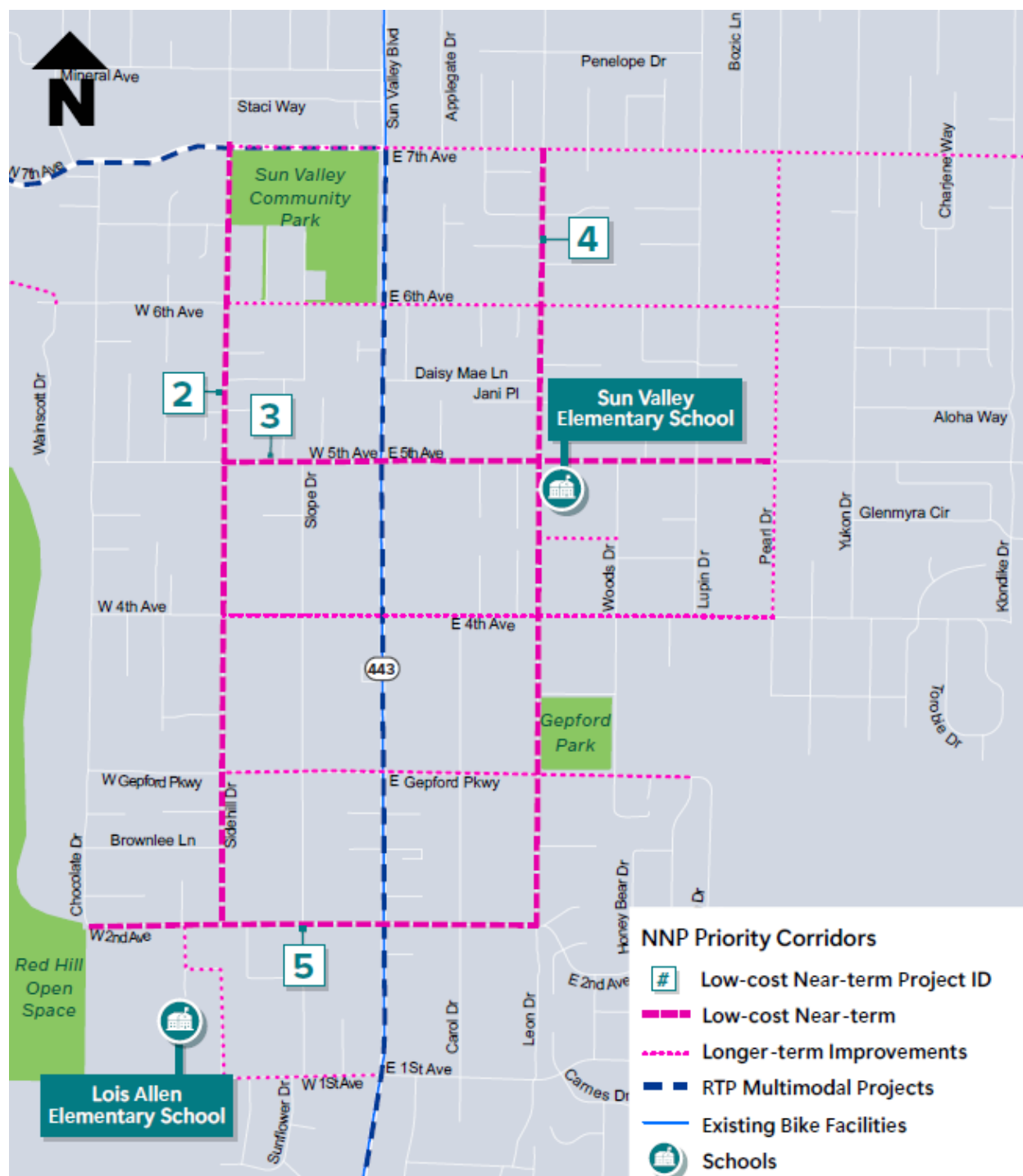


Table 6. Sun Valley and Panther Valley Area Improvements

Project Name and Location	Length (Mi.)	Bike Facility Type	Description	Preliminary Cost Estimate
1. Beckwourth Drive N Hills Boulevard to Stonegate Ct	0.5	Bike lane	Striped bike lanes and bulbouts	\$410,000
2. Sidehill Drive 2 nd Avenue to 7 th Avenue	1.25	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, high visibility crosswalks, and segment of pedestrian lane	\$460,000
3. 5th Avenue Sidehill Drive to Pearl Drive	0.9	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, high visibility crosswalks, and segment of pedestrian lane	\$620,000
4. Leon Drive 2 nd Avenue to 7 th Avenue	1.25	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, and high visibility crosswalks	\$530,000
5. 2nd Avenue Chocolate Drive to Leon Drive	0.7	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, and high visibility crosswalks	\$480,000

5.2 Implementation

The 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 conduct project design for identified quick-build improvements in 2026 and 2027, with a goal to begin construction in 2028. Projects will be constructed based on AT Program fund availability.

Other potential funding opportunities are available for projects not implemented through the AT Program, as described in the following sections.

Federal Funding (Formula and Discretionary Grant Programs)

The Bipartisan Infrastructure Law (BIL), signed in November of 2021, allocated \$550 billion to transportation, broadband, and utility investments across the United States. This funding will be distributed over the five-year period between fiscal years 2022 and 2026 via both formula funding and competitive grant application processes.

As this funding program comes to a close, transportation reauthorization is in the proposal stages, preliminarily named Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or the BUILD America 250 Act. This funding program would authorize funds to be appropriated from the Highway Trust Fund and General Fund for fiscal years 2027 through 2031, at an estimated total amount of \$580 billion. While not all funding elements are yet known, the following provides a listing of the most likely relevant funding sources for implementation of the proposed improvements.

Surface Transportation Block Grant Program (STBG): STBG is a flexible federal formula program that provides for allocations to both RTC, as the MPO, and the Nevada Department of Transportation. RTC incorporates these funds into a regional call for projects dedicated to the MPO planning area. The Nevada Department of Transportation manages STBG funds that are available for allocation on a statewide basis. Use of STBG funds must be managed in accordance with federal and state processes.

Transportation Alternatives Set-Aside: The Transportation Alternatives Set-Aside (also known as TA Set-Aside) from the STBG Program provides federal funds for community-based projects that expand travel choices and enhance the transportation experience. These projects are intended to integrate modes and improve the cultural, historic, and environmental aspects of our transportation infrastructure. Local governments, regional transportation authorities, transit agencies, MPOs, and school districts, among others, are eligible to apply for TA Set-Aside funding. Federal guidelines specify that projects must be selected based on a competitive process.

Eligible project types include planning, design, and construction of a variety of facilities, programs, and other efforts. More specific examples of eligible projects include:

- Bicycle, pedestrian, and other nonmotorized transportation facilities
- Traffic calming, lighting, and other safety-related infrastructure
- ADA improvements
- Turnouts, overlooks, and viewing areas
- Recreational trails
- Safe Routes to School (SRTS), including infrastructure, non-infrastructure, and coordinator positions
- Vulnerable road user safety assessment
- Vegetation management
- Environmental mitigation related to stormwater, water pollution prevention, wildlife crossings, and habitat connectivity
- Micromobility projects, including bike and scooter share (construction and non-construction projects that facilitate safe access for pedestrians and bicyclists)
- Removal of outdoor advertising

Better Utilizing Investments to Leverage Development (BUILD) / Surface Transportation Accelerator Grants (STAG):

The BUILD grant program is designed to help urban and rural communities advance projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable. Competitive projects will emphasize safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity.

The program was last allocated \$9.7 billion over a five-year period for individual projects of up to \$25 million. Projects may be for capital investments or planning activities.

The Surface Transportation Accelerator Grant (STAG) program is a proposed new discretionary grant program proposed under the BUILD America 250 Act that consolidates several prior grant programs, including BUILD. It is intended to be a flexible competitive program that allocates more than \$2 billion a year to the program. It is anticipated that STAG will allocate at least 50% of annual funds to local projects. The program will aim to fund major construction projects, having a much higher cap on the grant award than the current BUILD program (maximum of \$25 million).

Safe Streets and Roads for All (SS4A): The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Eligible applicants include MPOs, counties, cities, towns, transit agencies, and Tribal governments.

Grant awards are divided into two categories: Action Plan Grants and Implementation Grants. An Action Plan Grant is used to develop an Action Plan – a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality (i.e., a safety plan). Implementation Grants are used to fund and implement specific projects previously identified in the Action Plan. To receive an implementation grant, the local entity applying must have an adopted Safety Plan that adheres to the program.

State Funding

The Nevada Department of Transportation receives fuel tax revenues that are available for use statewide. These funds are prioritized using the One Nevada process and programmed over a four-year time period in the STIP.

Regional/Local Funding

The RTC receives fuel and sales taxes that are available for use on facilities throughout Washoe County. Voters approved indexing the fuel tax to inflation in 2008, which now provides a reliable source of revenue for improvements on regional roads. A sales tax was also approved by Washoe County voters to fund both transit and roadway improvements. RTC allocates funding through the RTP process for major projects. The RTC pavement preservation program and intersection improvement program are also used to deliver smaller scale improvements across the region using a needs-based assessment framework.

The City of Reno and Washoe County both manage traffic calming programs that can implement improvements to slow traffic and improve safety. The City of Reno Public Works Design Manual includes details about this program, including the process to request traffic calming measures and the types of eligible uses. The Washoe County Traffic Calming and Traffic Engineering Request Policy describes the process for implementing neighborhood improvements.

Private funding can also support community improvements. RTC coordinates with the City of Reno and Washoe County on the review of proposed projects. There are opportunities to integrate improvements into new development.

5.3 Monitoring Progress

Part of RTC's planning program involves performance monitoring. This includes a range of safety and operational metrics that RTC tracks on an ongoing basis as the MPO. In addition to regional performance monitoring, there is a benefit to tracking the impacts of individual corridor improvements. This is relevant for the AT Program, as RTC seeks to deliver projects that are of the greatest value and benefit for the community. Potential performance monitoring for this NNP may include safety, maintenance needs, active transportation usage, and community input.

5.4 Quick-Build Projects

Additional information about the recommended quick-build projects is provided on the following pages.

Appendix A: Supplemental Existing Conditions Information

Existing Conditions

The Sun Valley and Panther Valley neighborhoods has a population over 44,000. The median income for the planning area is lower than the average for Washoe County. Approximately 38% of the population is younger than 18 or above age 64, indicating a need for transportation options beyond driving. A summary of population demographics is provided in Table A-1. Given these economic and demographic factors, there is a clear need to promote access to all modes of transportation.

Table A-1. Comparison of Population Characteristics

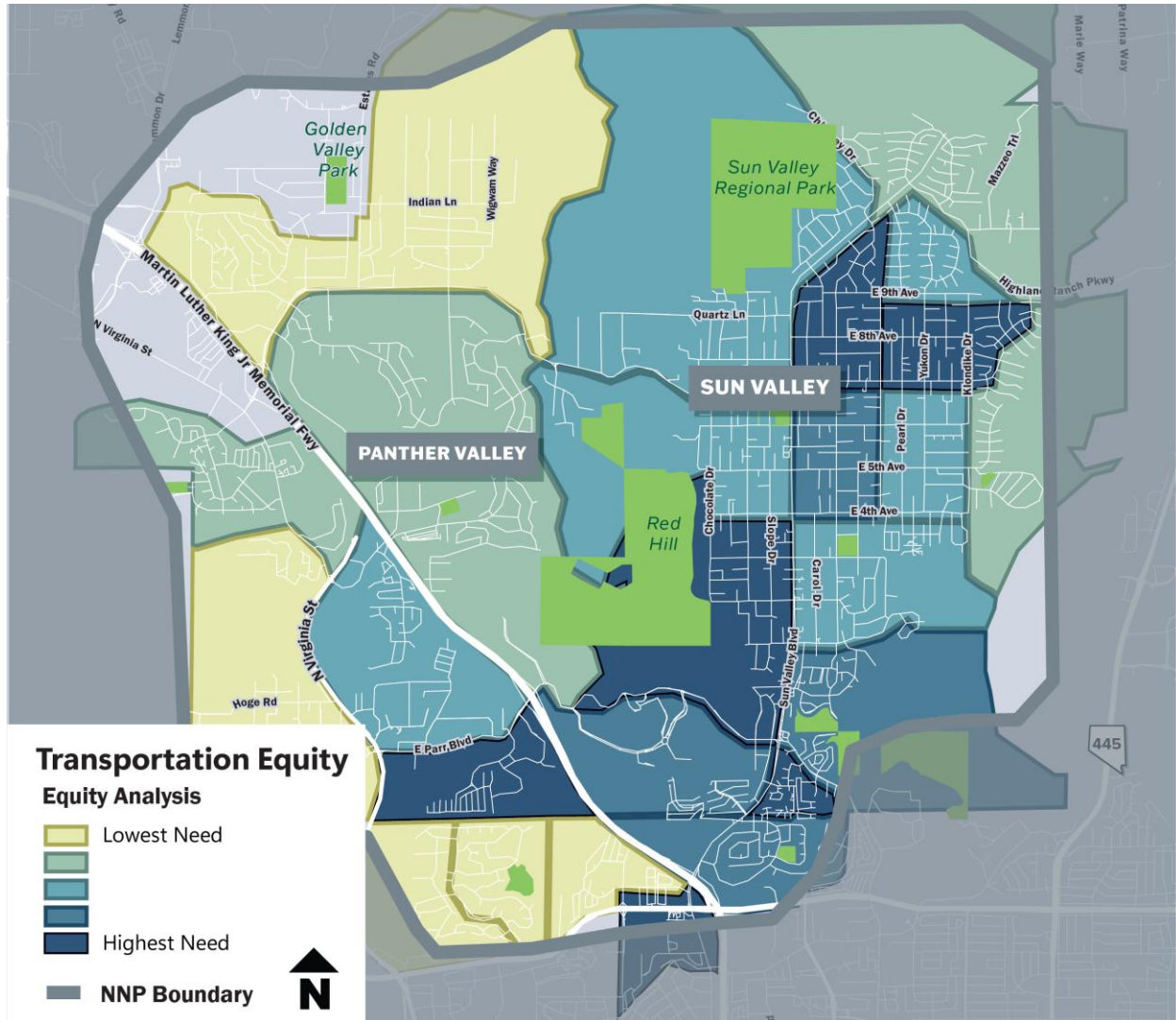
Demographic	Washoe County	NNP Area
Median Household Income	\$85,600	\$76,524
Housing Cost Burdened Households (B25140)	31%	32%
Under age 18	21%	25%
Over age 64	17%	13%
Has a Disability	25%	28%
Hispanic	26%	41%
Minority Population	35%	44%
Limited English Proficiency (LEP)	3%	4%
Zero-Vehicle Households	6%	5%
Single Vehicle Households	28%	25%

Source: American Community Survey, 2023

Figure A-1 provides an overview of areas with higher needs, based on demographic characteristics, where a higher number represents an area of greater need, as documented in the AT Plan. Areas of greater need indicate the potential demand for affordable active transportation options.

SUN VALLEY & PANTHER VALLEY

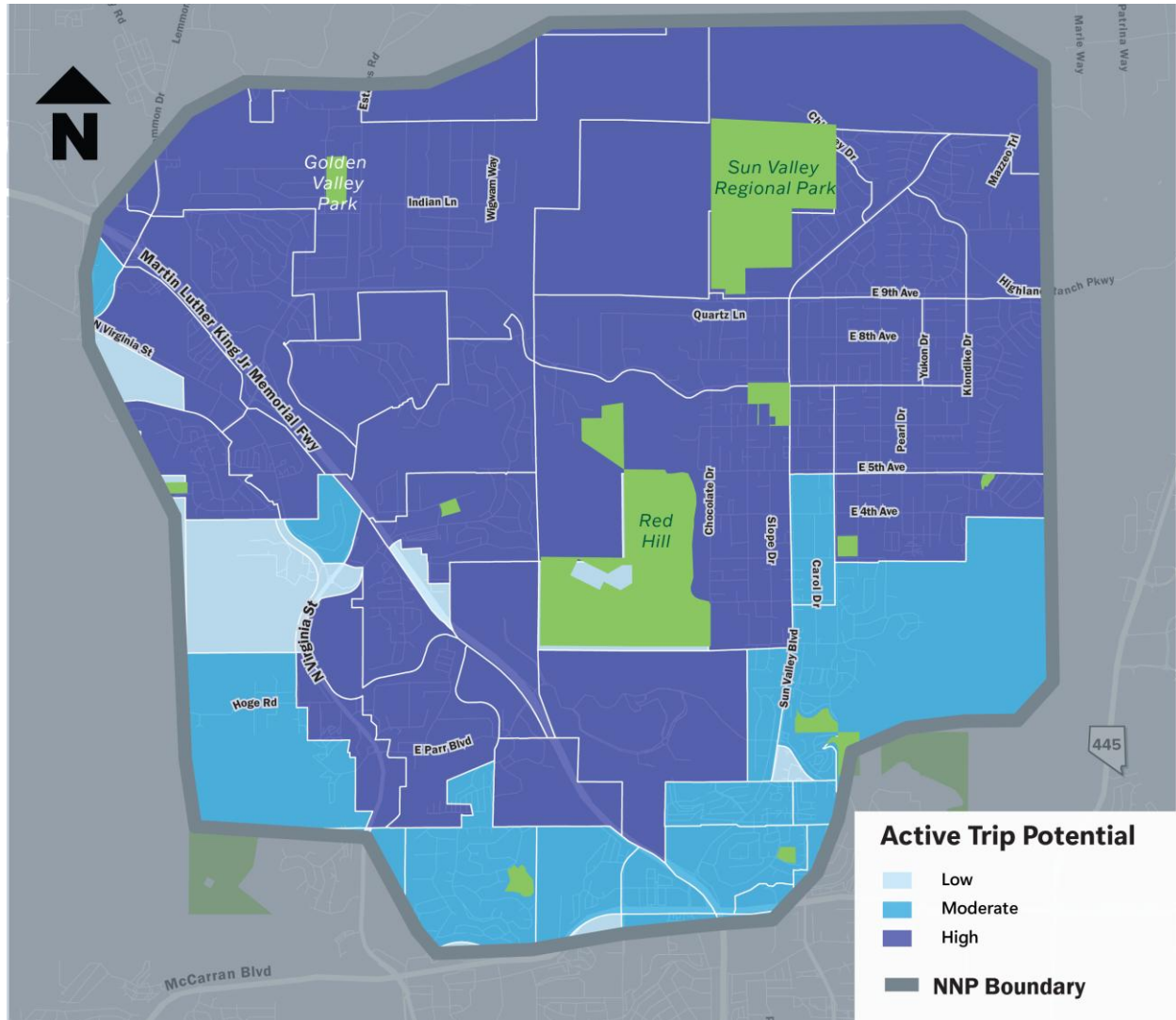
Figure A-1. Transportation Equity Analysis



Active trip potential measures where short vehicle trips could realistically shift to walking or biking with improved infrastructure. The Plan uses this metric to identify areas with latent demand or existing active travel, helping target investments that reduce auto trips and support first- and last-mile connectivity. **Illustrated in Figure A-2, substantial portions of the planning area show moderate or high potential for active trips. This pattern highlights strong opportunities to support walking and bicycling, particularly in Sun Valley.**

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Figure A-2. Active Trip Potential



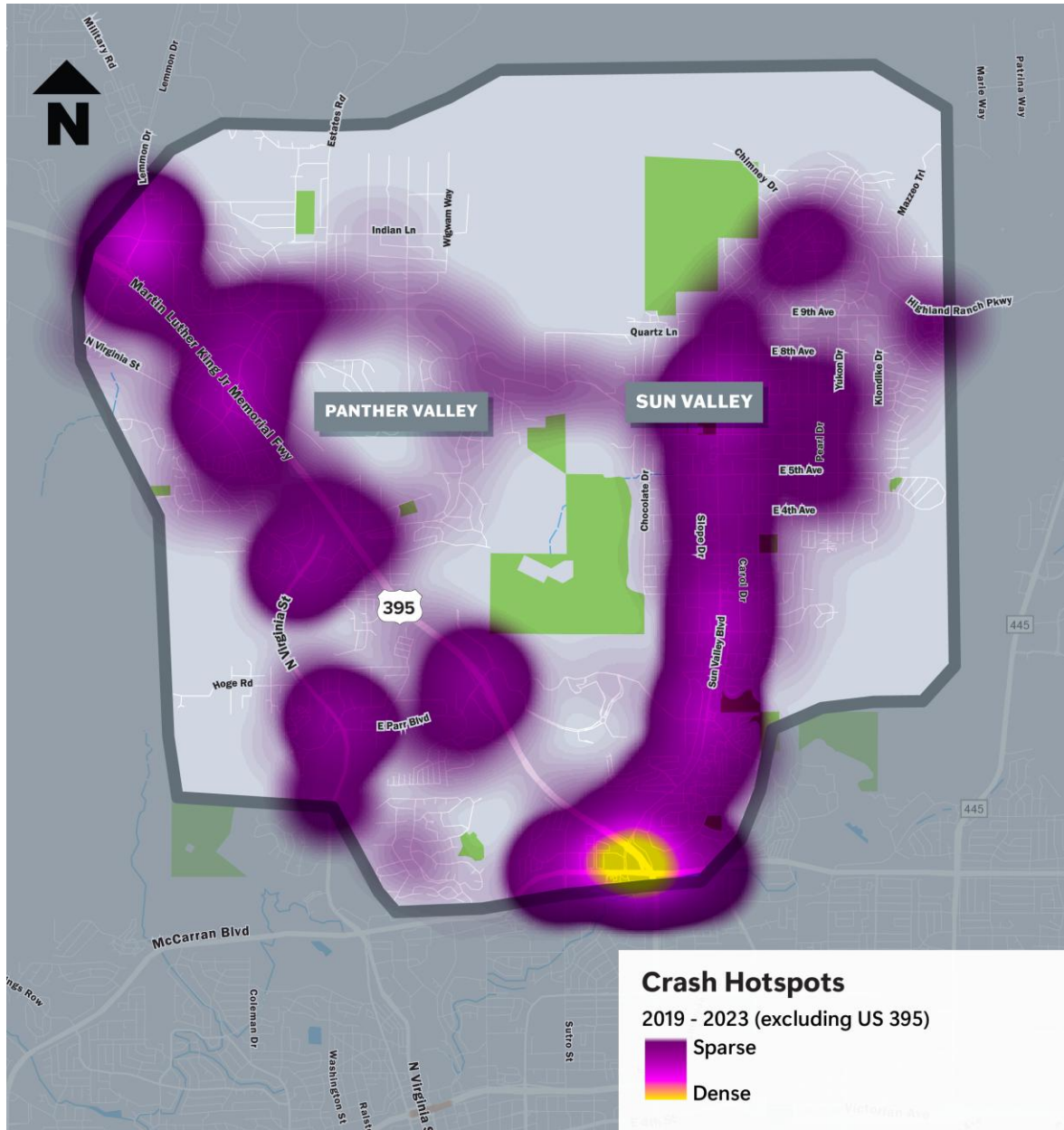
Safety Needs

The analysis identified several crash hotspots. Sun Valley Boulevard experienced a high number of crashes, with the greatest concentration occurring near the interchange with US 395. Additional hotspots appeared near the US 395 interchanges at Golden Valley Road, Lemmon Drive, and East Parr Road. Interchange ramps often function as crash-prone locations because drivers transition rapidly from high-speed, limited-access freeway conditions to lower-speed environments with turning movements and the presence of bicyclists and pedestrians.

During the five-year period between 2019 and 2023, 14 crashes resulted in fatalities and 52 resulted in serious injuries. Over half of the fatal and serious injury crashes occurred at nighttime during dark conditions, with 32% of these crashes along roadways that do not have illumination. Figure A-3 shows crash concentration in the planning area and Figure A-4 shows the locations of fatal and injury crashes.

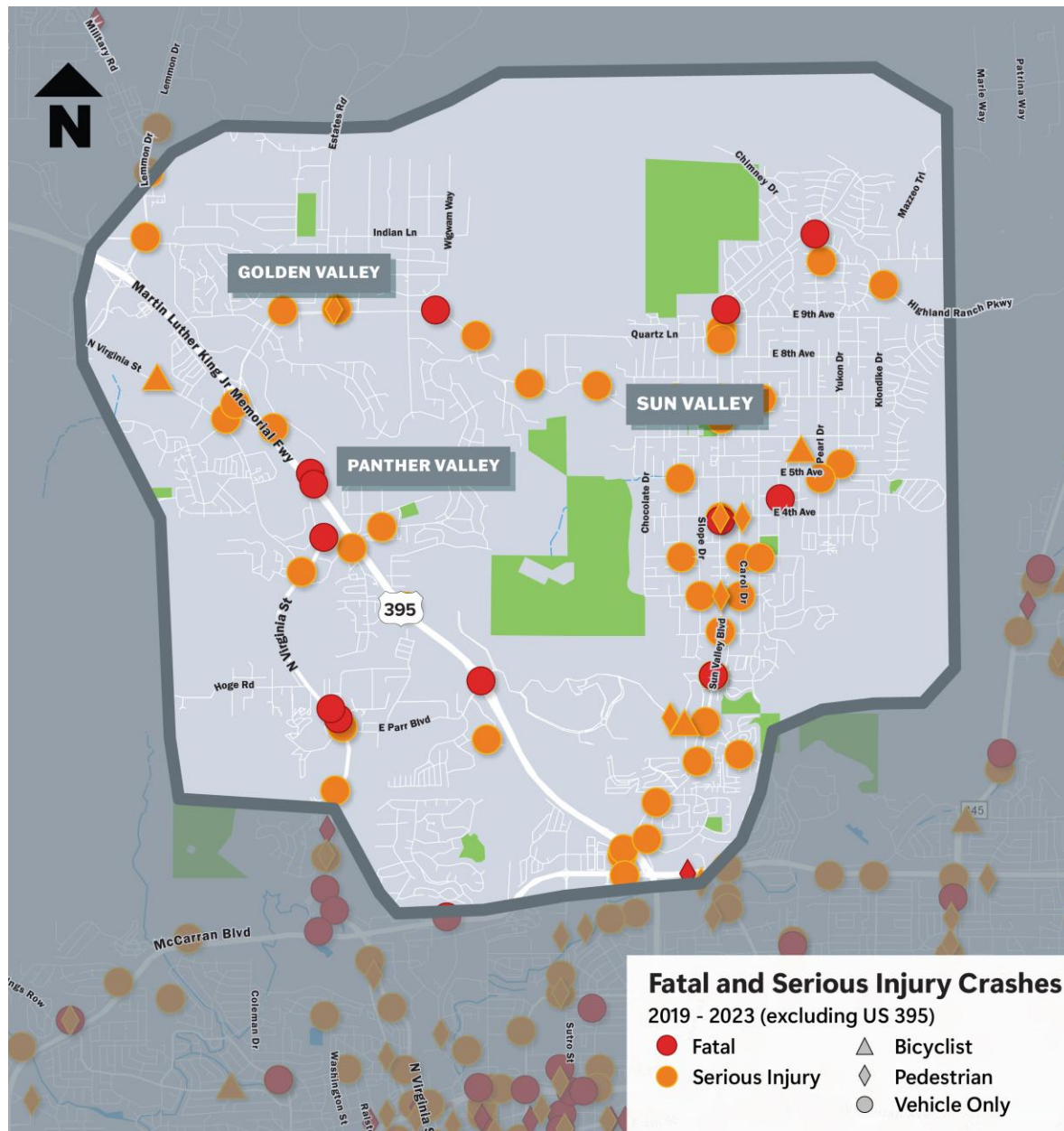
SUN VALLEY & PANTHER VALLEY

Figure A-3. Crash History



SUN VALLEY & PANTHER VALLEY

Figure A-4. Fatal and Serious Injury Crashes



Pedestrian Experience Index

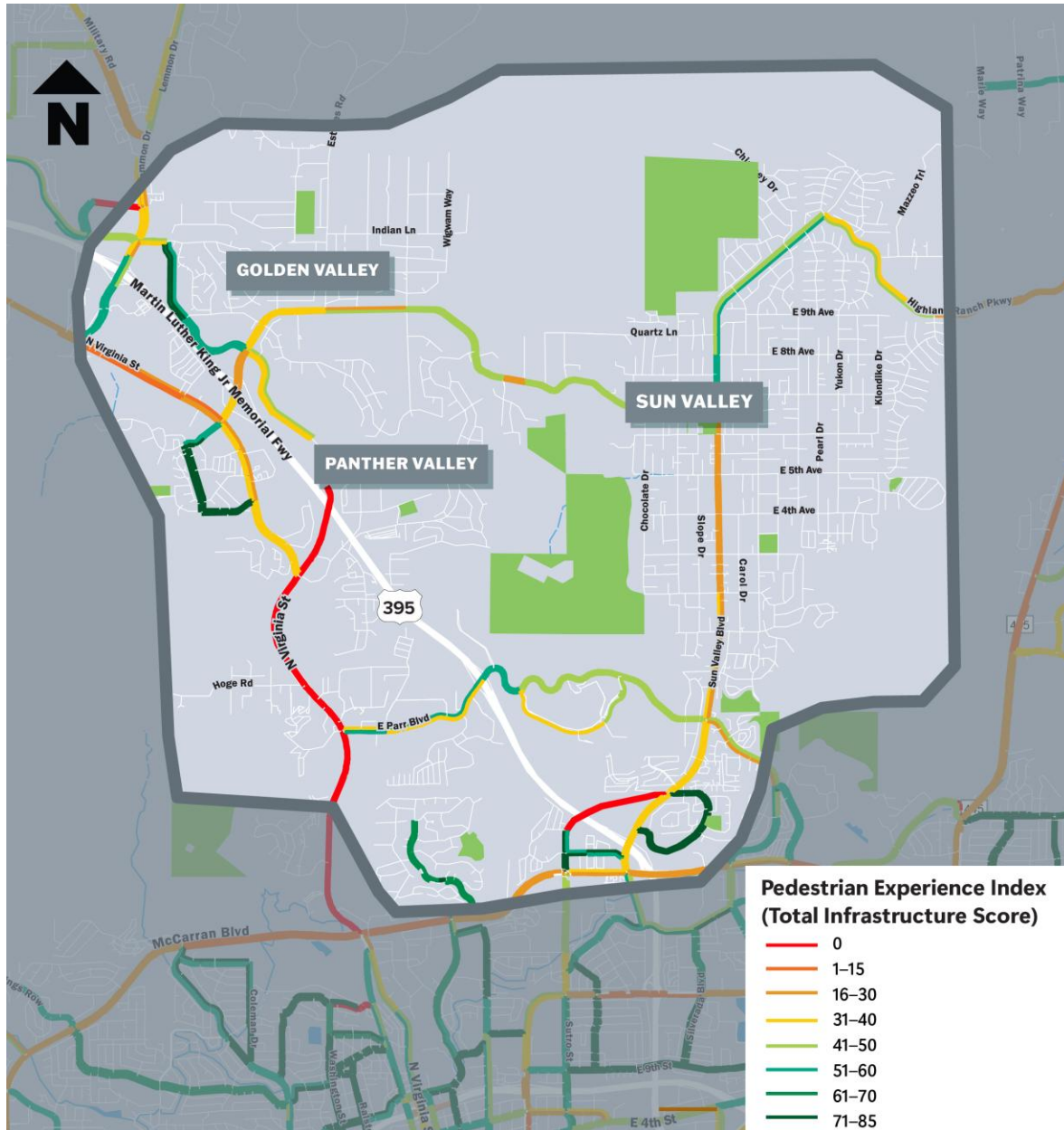
Developed for the Active Transportation Plan, the Pedestrian Experience Index (PEI) measures the level of comfort for walking on a given street. PEI uses factors such as traffic volumes, speeds, and the presence or absence of sidewalks. Scores are assigned on a 0-85 scale, with higher scores indicating a more comfortable walking experience, as shown in Figure A-5.

Several major streets in the neighborhood scored very low on the PEI. Sun Valley Boulevard's lack of sidewalks combined with higher traffic volumes makes for an uncomfortable and unsafe walking experience. RTC has an [upcoming project](#) to construct pedestrian and bicycle facilities, landscaping, lighting, traffic signal modification, and drainage improvements on the section between Scottsdale Road and 7th Avenue. Similarly, Virginia Street's general lack of sidewalks and a 50 MPH speed limit create an environment that discourages walking. Multimodal safety improvements are currently planned for the Virginia Street corridor. RTC constructed sidewalks along North Hills Boulevard in 2019, creating a more inviting environment for pedestrians.

While the PEI focuses primarily on larger roadways, this plan is also considering improvements on neighborhood streets that offer connections to local schools, parks, and other resources.

SUN VALLEY & PANTHER VALLEY

Figure A-5. Pedestrian Experience Index



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Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS), developed as a metric in the AT Plan, measures the level of comfort for someone riding a bike on a given roadway. It accounts for factors such as traffic volumes, posted speed limits, and the presence or absence of bicycle facilities such as bike lanes and separated paths, as shown in the illustration below. Scores are assigned on a 1-4 scale with higher scores indicating roads that are more stressful to ride on, as shown in Figure A-6.

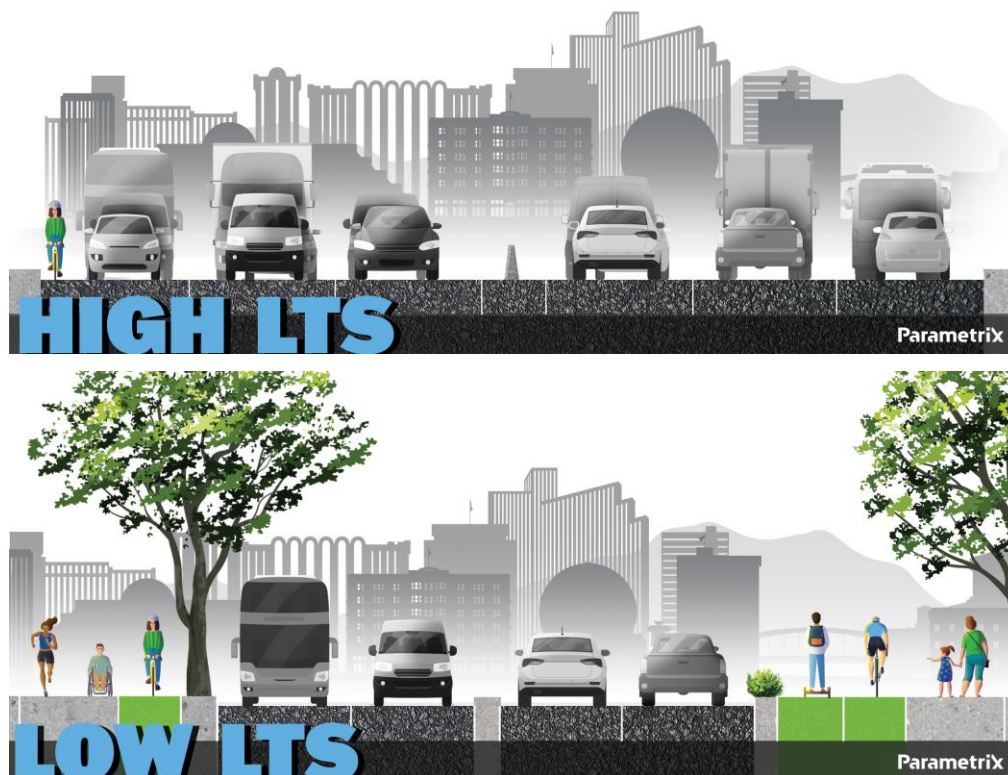
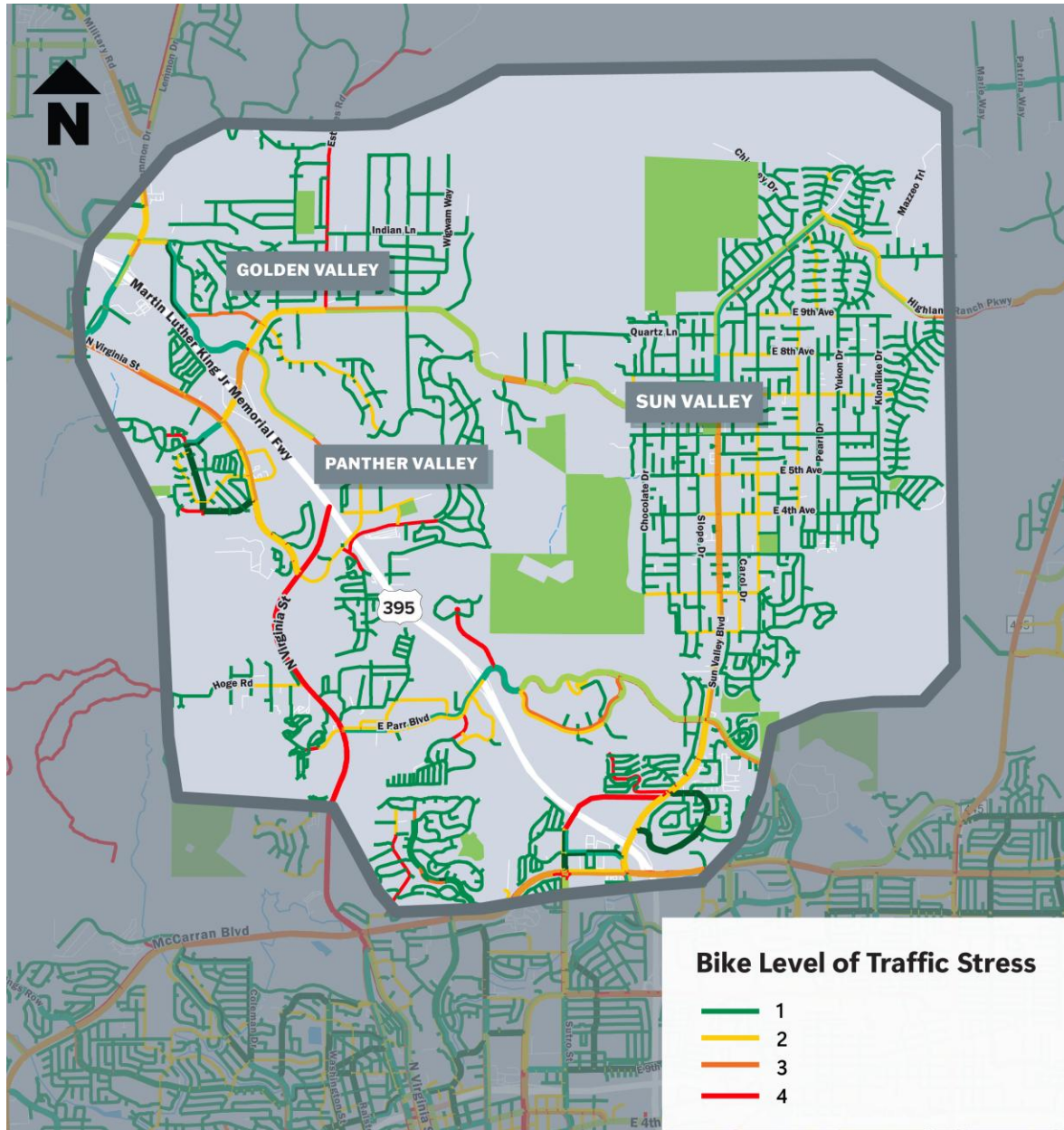


Illustration of Bicycle Level of Traffic Stress

Many of the major connecting streets in the NNP area such as Golden Valley Road, Sun Valley Boulevard, and Dandini Boulevard have BLTS scores of 3 and 4 due to higher traffic volumes, speeds, and a general absence of bicycle facilities. These higher stress environments on key corridors present an obstacle to people bicycling between Sun Valley and Panther Valley, or to access the greater Reno metro region. Many of the streets with lower traffic volumes in the study area have BLTS scores of 1 or 2 and present an accessible network of streets for many riders. These low stress bicycle facilities can provide connections to the regional network which would enable community residents to access important destinations in their neighborhood such as schools, parks, and shopping centers. It is generally more cost effective and well-suited to quick-build to improve a corridor from BLTS 2 to 1 compared to upgrading from a BLTS 4 or 3 to BLTS 2.

SUN VALLEY & PANTHER VALLEY

Figure A-6. Bike Level of Traffic Stress



Transit

RTC transit service provides many residents and employees with access across the region. The transit routes in the neighborhood are described in Table A-2 and illustrated in Figure A-7.

Table A-2. Transit Service

Route	Service Frequency	Major Destinations	July 2025 Ridership
Route 5 Sutro - Sun Valley	30 minutes (weekdays) 1 hour (weekends)	- Desert Skies Middle School - Hug High School - Downtown Reno - Washoe County Services	29,700
Route 7 Stead	30 minutes (weekdays) 1 hour (weekends)	- Bonanza Casino - UNR - Rancho San Rafael Park - Amazon - Grocery Stores	31,100
Route 15 Sutro – Wedekind - TMCC	30 minutes (weekdays) 1 hour (weekends)	- Senior Center - TMCC - Washoe County Complex	14,000
North Valleys FlexRIDE On-Demand Service	On-demand service	- Alice Smith Elementary School - North Valleys High School	4,800

Source: RTC

SUN VALLEY & PANTHER VALLEY

Figure A-7. Transit Service

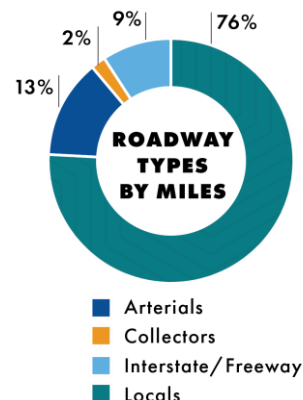


SUN VALLEY & PANTHER VALLEY

Roadways

Functional classification categorizes roadways based on how they move people and vehicles and provide access to adjacent land uses. Four functional classes can be found within the study area:

- **Interstates and Freeways:** Serve long-distance, high-speed travel with limited access, prioritizing regional mobility
- **Arterials:** Carry high traffic volumes through the area, connecting major destinations while balancing mobility and access
- **Collectors:** Connect local streets to arterials, channeling traffic from neighborhoods to higher-capacity roads
- **Local Roads:** Provide direct access to homes and businesses, supporting low-speed, low-volume neighborhood travel



Traffic Growth along Major Roads (2014-2024)

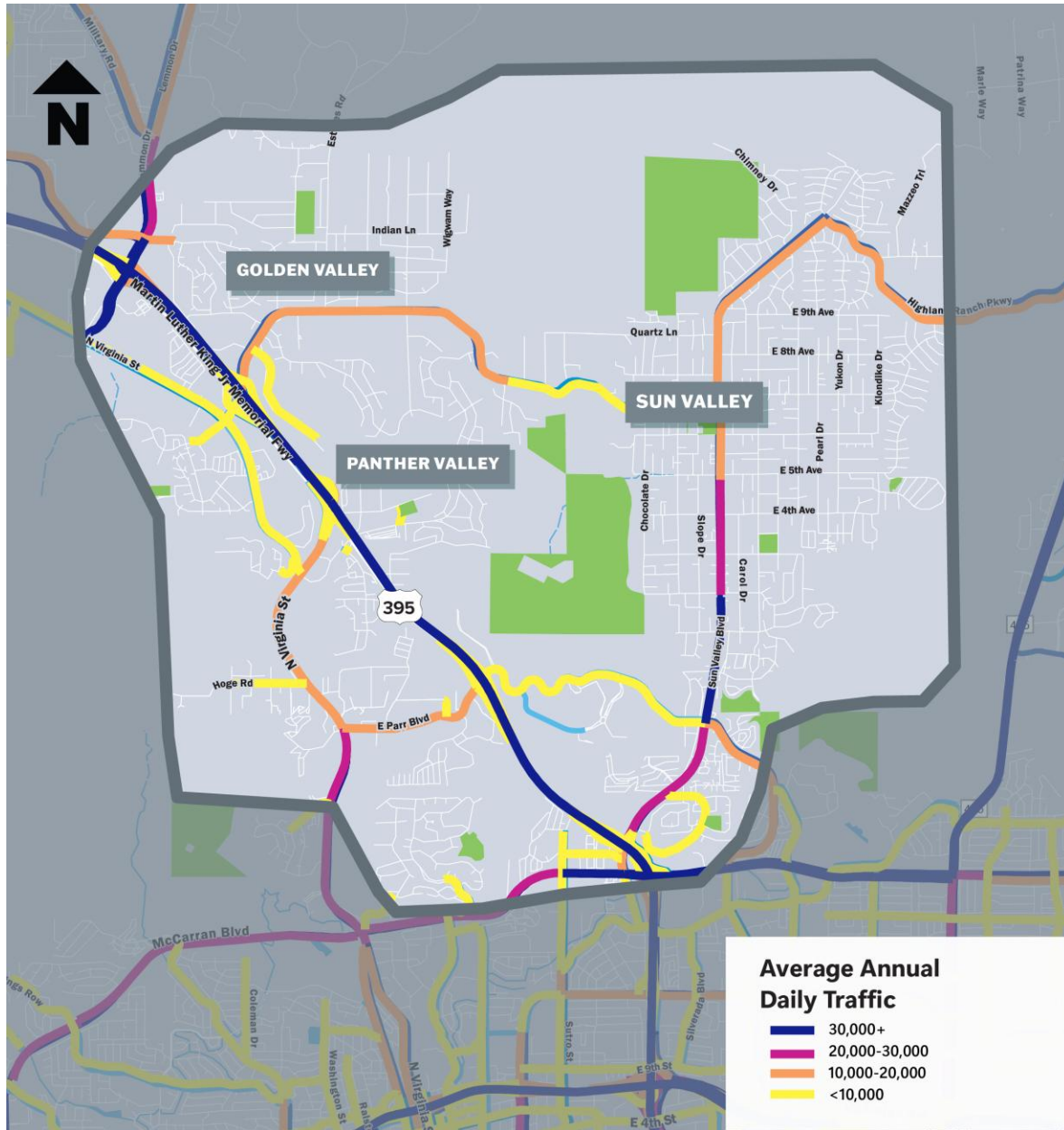
Golden Valley Rd **+30%**
Sun Valley Boulevard **+35%**
N Virginia Street **+54%**

US 395 is a major highway that bisects the planning area, providing access-controlled regional connectivity through six interchanges in the NNP area. As expected, this corridor carries the highest traffic volumes in the study area—up to 103,000 vehicles per day on the southern end. North Virginia Street connects US 395 to North McCarran Boulevard and downtown Reno and also serves as an alternate US 395 business route. Golden Valley Road, Sun Valley Boulevard, and Parr Boulevard/Dandini Boulevard are minor arterials that

provide key connections between residential neighborhoods and major destinations in Sun Valley and Panther Valley. Among these routes, Golden Valley Road carries the highest volumes at about 18,000 vehicles per day, followed by Parr Boulevard and Sun Valley Boulevard at roughly 10,000 vehicles per day each. Traffic volumes have risen substantially over the past decade, highlighting the need for multimodal options and active transportation facilities that are separated from vehicular traffic. Traffic volumes are shown in Figure A-8.

SUN VALLEY & PANTHER VALLEY

Figure A-8. Traffic Volumes



Appendix B: Outreach Documentation



SUN VALLEY & PANTHER VALLEY NEIGHBORHOOD NETWORK PLAN

The RTC, through its Active Transportation Program, is working with community members to develop Neighborhood Network Plans (NNPs) to make walking, biking, and rolling safer and more comfortable.

The NNPs will be tailored to the needs of each neighborhood and recommend projects that improve safety and create a comfortable experience for everyone.

The Sun Valley & Panther Valley NNP is expected to be completed by summer 2026 and will include recommendations for quick-build projects that can bring rapid improvements in transportation safety.



Get involved with the project by:

- Completing the survey and adding to the virtual comment map at rtcwashoe.com/neighborhood
- Reaching out to the project team at neighborhoodplans@rtcwashoe.com
- Following @rtcwashoe on social media platforms

**SEPTEMBER-
NOVEMBER
2025**

Assess existing conditions

**DECEMBER
2025**

Community workshop on December 9 from 5-6:30 and survey

**DECEMBER
2025-
MARCH 2026**

Develop and refine improvement concepts

**APRIL-
MAY
2026**

Community meetings

**MARCH-
JULY
2026**

Develop Neighborhood Network Plan

**AUGUST
2026**

Neighborhood Network Plan finalized

For more information contact the project team at neighborhoodplans@rtcwashoe.com or visit www.rtcwashoe.com/neighborhood





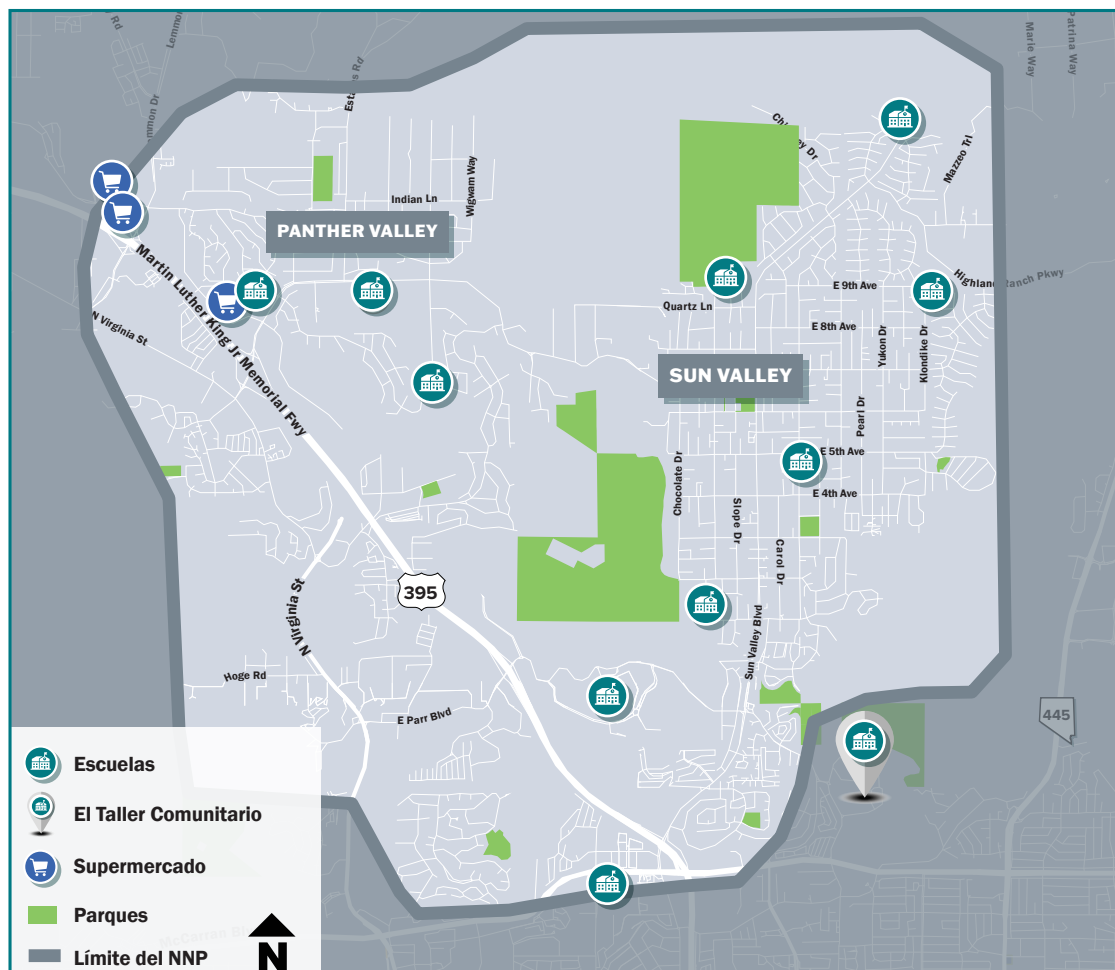
SUN VALLEY Y PANTHER VALLEY

PLAN DE RED PARA LA VESINDAD

RTC, por parte de su programa transporte activo, está trabajando con los miembros de la comunidad para desarrollar planes de Red para el Vecindario (NNPs, por sus siglas en inglés) con el objetivo de poder caminar, andar en bicicleta y desplazarse con algún dispositivo de movilidad, sintiéndose, seguro y cómodo.

El NNP se adaptará a las necesidades de cada vecindario y recomendarán mejoras la seguridad que generan una experiencia más cómoda para todos.

Se espera que el NNP de Sun Valley y Panther Valley sea completado para el verano de 2026 e incluirá recomendaciones para proyectos de construcción rápida ("quick-build") que puedan generar mejoras rápidas de seguridad y transporte.



El Taller Comunitario De Sun Valley Y Panther Valley Es:



El 9 de diciembre del 2025



5-6:30 p.m.



Procter R. Hug High School | 3530 Sullivan Lane | Sparks, NV

**SEPTIEMBRE-
NOVIEMBRE
2025**

Evaluar las condiciones actuales

**DICIEMBRE
2025**

Taller comunitario el 9 de diciembre entre 5-6:30 PM y encuesta

**DICIEMBRE
2025-
MARZO 2026**

Crear y mejorar conceptos

**ABRIL-
MAYO
2026**

Reuniones comunitarias

**MARZO-
JULIO
2026**

Desarrollar el plan de red de vecindad

**AGOSTO
2026**

Finalizar el plan de red de vecindad

Para mas informacion contacte al personal del proyecto en neighborhoodplans@rtcwashoe.com o visite www.rtcwashoe.com/neighborhood





December 2025

WELCOME!

Thank you for attending this **Neighborhood Network Plan** community workshop. The Regional Transportation Commission of Washoe County (RTC) wants to hear your ideas about how to make walking and bicycling safer in your community. Tonight's meeting is from 5:00 to 6:30 p.m. A **brief presentation beginning at 5:15 p.m.** will be followed by **small group discussions with the project team** at tables around the room. Project materials shared during the in-person meeting are also available on the project website at www.rtcwashoe.com/neighborhood.

As you enter the room, you will notice displays describing the study, the project area, safety trends, current conditions for walking and bicycling, and ways you can participate. Maps are provided so you can identify places where improvements are needed. Project representatives (wearing name tags) are located near the displays and maps. Please take this opportunity to discuss the project with them, ask questions, and share your ideas and comments.

Ways to Participate

We want your input! Your comments are welcome and encouraged on topics related to this study – either during this meeting or using the methods below (through February 2026): Fill out a survey during tonight's meeting and leave it with the project team or at the welcome desk or complete it online.

- Visit the project website and fill out a survey at <https://rtcwashoe.com/planning/neighborhood>.
- Email your comments to neighborhoodplans@rtcwashoe.com.
- Write a letter or mail your comment to:

Marquis Williams, RTC Project Manager
1105 Terminal Way, Suite 108
Reno, Nevada 89502

Thank you for attending this workshop and for your interest in the study. Visit www.rtcwashoe.com/neighborhood for more information. Please let us know if you would like your name and contact information added to the study mailing list to receive updates and future meeting notices.

Sincerely,

Marquis Williams
RTC Project Manager
www.rtcwashoe.com





Welcome to the Neighborhood Network Plan Survey

Agenda Item 9 ATTACHMENT 1



Thank you for participating in this survey. Your input will help shape improvements to walking, biking, and neighborhood travel options as part of the Meadowood & Hidden Valley Neighborhood Network Plan. Please answer the following questions about your travel habits and experiences in your neighborhood. This survey takes about 5 minutes to complete.

Which neighborhood do you live in?

- ☐ Meadowood ☐ Hidden Valley ☐ Sun Valley ☐ Panther Valley

Other _____

How do you regularly travel in your neighborhood? Select all that apply.

- ☐ Drive ☐ Scooter/E-Scooter
☐ Walk ☐ Transit
☐ Bicycle/E-Bike ☐ Carpool/Rideshare

Other _____

How often do you make a trip as a pedestrian (on foot or via mobility device), including travel to/from a bus stop?

- ☐ Daily / A few times per week ☐ Monthly ☐ Rarely / Never
☐ Weekly ☐ A few times per year

How safe do you feel as a pedestrian in your neighborhood?

- ☐ Very safe ☐ Not Safe at all
☐ Somewhat safe ☐ Not applicable

What conditions make it difficult or uncomfortable to walk in your neighborhood?

- ☐ Lack of sidewalks ☐ Not enough street lighting
☐ Crossing the street does not feel safe ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

How often do you make a trip on a bicycle, e-bike, e-scooter, or similar device?

- ☐ Daily / A few times per week ☐ Monthly ☐ Rarely / Never
☐ Weekly ☐ A few times per year

How safe do you feel riding a bicycle or scooter in your neighborhood?

- ☐ Very Safe ☐ Somewhat safe ☐ Not safe at all ☐ Not applicable

What conditions make it difficult or uncomfortable to ride a bike or scooter in your neighborhood?

- ☐ Lack of safe bike lanes or separated bike paths
 ☐ Not enough street lighting
- ☐ Crossing the street does not feel safe
 ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

Please rate the condition of key walking and biking features in your neighborhood.

	In good/ acceptable condition	Existing facilities need improvement	New or expanded facilities are needed	Not sure/not applicable
Sidewalks	☐	☐	☐	☐
Crosswalks	☐	☐	☐	☐
Street lighting	☐	☐	☐	☐
Traffic signals	☐	☐	☐	☐
Bike lanes or paths	☐	☐	☐	☐
Separation from traffic (buffers or barriers)	☐	☐	☐	☐
Bus stop or transit access	☐	☐	☐	☐

Where do you go, or where would you like to go, by walking, biking, or using a scooter in your neighborhood? Select all that apply.

- ☐ Work
 ☐ Grocery/shopping
 ☐ Parks/recreation areas
- ☐ School
 ☐ Dining/entertainment

Other _____

Please enter any specific streets, intersections, or locations within the neighborhood you would like to comment on. _____

What is your ZIP code? (optional) _____

What is a major intersection near your residence or workplace? (optional)

Example: S. McCarran Blvd & Longley Ln

Welcome to the Neighborhood Network Plan Survey

Agenda Item 9 ATTACHMENT 1

¡Muchas Gracias por participar en esta encuesta! Su opinión es muy importante porque nos ayuda a desarrollar y mejorar las opciones de transporte ya sea a pie o en bicicleta, como parte del Plan de Red Vecinal de Sun Valley / Panther Valley. Por favor, conteste a las siguientes preguntas sobre sus viajes habituales y su experiencias en la comunidad. Esta encuesta toma aproximadamente 5 minutos en completarse.

¿En qué area vive?

- ☐ Meadowood ☐ Hidden Valley ☐ Sun Valley ☐ Panther Valley

Otro _____

¿Cómo suele viajar dentro de su comunidad? Seleccione todas las que apliquen.

- ☐ En automóvil ☐ En patinete/patinete eléctrico
☐ Caminando ☐ En transporte público
☐ En bicicleta/bicicleta eléctrica ☐ En automóvil compartido/servicio de transporte

Otro _____

¿Con qué frecuencia realiza un viaje como peatón, incluyendo el trayecto hacia/desde una parada de autobús (a pie o con algún dispositivo de movilidad)?

- ☐ A diario/Varias veces por semana ☐ Mensualmente ☐ Rara vez/Nunca
☐ Semanalmente ☐ Unas pocas veces al año

¿Qué tan seguro(a) se siente como peatón en su vecindario

- ☐ Muy seguro(a) ☐ Nada seguro(a)
☐ Algo seguro(a) ☐ No aplica

¿Qué condiciones le impiden o limitan caminar en su vecindario?

- ☐ Falta de aceras ☐ Falta de visibilidad o iluminación en las calles
☐ Al Cruzar la calle, no se siente seguro ☐ Demasiado tráfico / los vehículos van demasiado rápido

Otro (especifique) _____

¿Con qué frecuencia realiza un viaje en bicicleta, regula o eléctrica o patinete (u otro dispositivo similar)?

- ☐ A diario/Varias veces por semana ☐ Mensualmente ☐ Rara vez/Nunca
☐ Semanalmente ☐ Unas pocas veces al año

¿Qué tan seguro(a) se siente al andar en bicicleta o patinete en su vecindario?

- ☐ Muy seguro(a) ☐ Algo seguro(a) ☐ Nada seguro(a) ☐ No aplica

¿Qué condiciones le impiden o limitan andar en bicicleta o patineta en su vecindario?

- | | |
|---|---|
| ☐ Falta de ciclovías/carriles para ciclismo | ☐ Falta de iluminación en las calles |
| ☐ Falta de senderos o carriles separados para bicicletas | ☐ Demasiado tráfico / los vehículos van demasiado rápido |
| ☐ Cruzar la calle no se siente seguro | |

Otro (especifique) _____

¿Cómo calificaría el estado actual de los siguientes elementos en su comunidad?

	Aceptable/ Satisfactorio	Las instalaciones existentes necesitan mejoras	Se necesitan nuevas o ampliadas instalaciones	No está seguro/ No aplica
Aceras	☐	☐	☐	☐
Cruces peatonales	☐	☐	☐	☐
Iluminación en las calles	☐	☐	☐	☐
Semáforos	☐	☐	☐	☐
Ciclovías o senderos para bicicletas	☐	☐	☐	☐
Tráfico más lento o reducido	☐	☐	☐	☐
Acceso a paradas de autobús o transporte público	☐	☐	☐	☐

**¿A qué lugares va, o le gustaría ir, caminando, en bicicleta o en patineta dentro de su comunidad?
Seleccione todas las que apliquen.**

- | | | |
|----------------------------------|---|--|
| ☐ Trabajo | ☐ Supermercado / compras | ☐ Parques / áreas recreativas |
| ☐ Escuela | ☐ Restaurantes / entretenimiento | |

Otro _____

Ingrese las calles que más utiliza o un lugar en específico dentro de esta área, que le gustaría comentar.

¿Cuál es su código postal? (opcional) _____

¿Cuál es una intersección principal cerca de su residencia o lugar de trabajo? (opcional)

Location: RTC 1st Floor Conference Room & Teams **Meeting Date:** November 6, 2025
Subject: Sun Valley/Panther Valley Neighborhood Network Plan Steering Committee Meeting

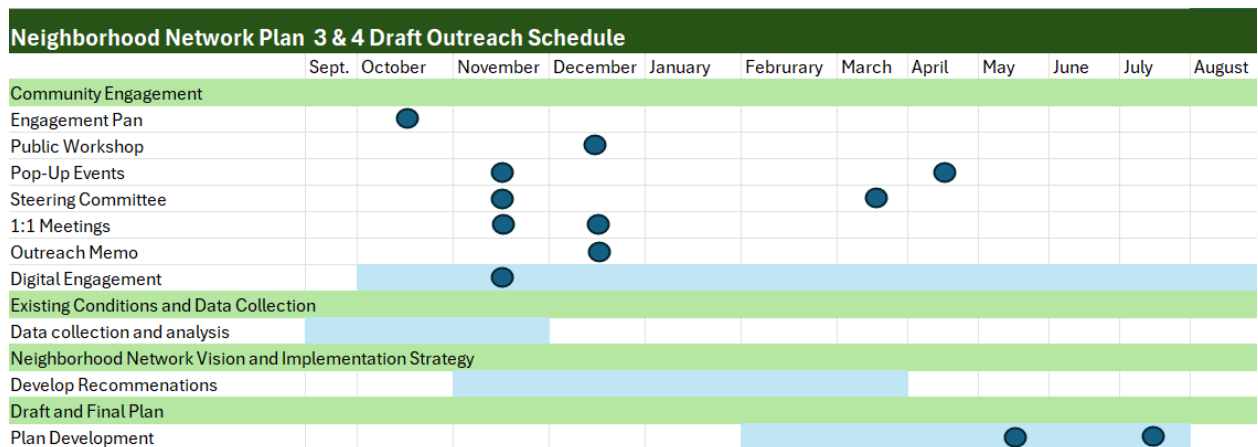
Welcome and Introductions

- RTC: Marquis Williams, Graham Dollarhide, Alex Cruz, Sara Going, Josh MacEachern, LaShonn Ford, Thomas Tsunemoto
- City of Reno: Tara Smaltz
- Washoe County: Mariam Ahmad, Michon Reede
- Washoe County School District: Robbie Pape (Safe Routes to School (SRTS)), Jennifer Iverson (SRTS), Tomas Macaluso (North Valleys High School), Scott Lee (Transportation Services)
- Nevada Department of Transportation (NDOT): Laura Wise, Mat Morris
- Truckee Meadows Community College (TMCC): Marcus Ollom, Ayodele Akinola
- Parametrix: Amy Cummings, Erin David, Dan Doenges, Rachel Graff, Jackie Kuechenmeister, Jillian Emery

Study Purpose

- Provide safe and convenient mobility options for Sun Valley/Panther Valley. Support stronger communities through transportation investments that:
 - Improve safety,
 - Expand active transportation mode share,
 - Maintain the system sustainability, and
 - Enhance the community.

Schedule



Previous Efforts

- Incorporating findings from previous planning efforts, such as the 2050 Regional Transportation Plan, Active Transportation Plan, North Valleys Multimodal Transportation Study, and the Sun Valley Boulevard Transportation Improvement Project.

- **Engagement**

- Steering Committee
- Community Workshop
- 1:1 Meetings
- Flyer
- Website/Digital
- Pop-ups

- **Active Transportation Comments**

- Concerns about lack of sidewalks and bike facilities, especially near schools
- Requests for improved pedestrian crossings
- Concerns about driver behavior

- **Safety**

- 2,034 crashes reported in the study area, based on NDOT's 2019-2023 crash data
 - 52 serious injury crashes, including 5 pedestrian and 3 bicyclist-involved crashes
 - 14 fatal crashes, including 2 pedestrian fatalities
- Hotspots
 - Sun Valley Boulevard
 - McCarran Boulevard
- Common crash types
 - Angle (39%)
 - Rear end (28%)
 - Non-collision (17%)

- **Traffic**

- Volumes differ depending on corridor type. Sun Valley Boulevard, Golden Valley Road, East Parr Boulevard and North Virginia Street have the highest traffic volumes
 - *Numbers on 395 seem higher than expected*
 - *Sheriff's data is not incorporated into TRINA, but should be looked at, as it may be more accurate for this area, especially on Sun Valley.*

- **Transit**

- Three bus routes traverse this area and serves major employment centers (Routes 5, 7, and 15); Route 7 (North Virginia) and Route 5 (Sun Valley) are two of RTC's highest performing routes

- **Active Transportation Infrastructure**

- Planned improvements on Sun Valley Boulevard and Golden Valley Road/W 7th
- Limited facilities on neighborhood streets
- Maps show the RTC data for Pedestrian Experience Index and Bicycle Level of Stress

- **Land Use and Development**

- Presented a map showing key destinations, such as employment centers, schools, and commercial centers



- **Needs and Opportunities**

- *TMCC*
 - *Enrollment is ~ 12,100 students*
 - *Traffic has diverted into neighborhoods (Dandini) to avoid US 395 construction, expected to worsen with new housing development*
 - *Have had conversations with RTC for sidewalk improvements on Dandini*
- *North Valleys High School*
 - *Traffic flow from school, exiting onto Golden Valley (turning right into the neighborhood via Spearhead to Beckwourth, perception is that it's faster than waiting to turn left, speeding is an issue), Golden Valley is heavily congested between high school and freeway*
 - *North Valleys High School has the highest number of buses going to a single school each day (66 daily trips), many buses are consistently late due to construction and increased traffic*
 - *Many students walk/bike to school (bus zone is 3+ miles out)*
 - *Many students fall on the edge of the walk zone (west of freeway) and live in Section 8 housing and walk, but have to cross the freeway, have few sidewalks - major safety obstacles; School District looking at bus options*
 - *RTC FlexRIDE zone covers North Valleys HS and area west of freeway*
- *Large amount of kids from Sun Valley area go to Hug High School*
 - *Walk along Sun Valley Boulevard to El Rancho to Sullivan where the high school is located*
 - *Students are good at using the crosswalks but pass through roundabouts in continuous stream before and after school which causes significant traffic congestion (including for buses)*
 - *Emergency services access to high school difficult*
- *All high schools have a Student Voice Committee – can tap into them for their input*
- *Desert Skies Middle School: lots of pedestrians and bicyclists*
- *Intersection of Highland Ranch and Sun Valley Boulevard gets really congested right before school starts*
- *Several comments received during the ATP near Sun Valley Elementary School regarding pedestrian access, limited and incomplete sidewalks*
- *Washoe County staff said traffic calming measures are not popular in with residents in Sun Valley*

- **ATP Vision**

- *We envision a connected network of comfortable, convenient, and consistent facilities for people of all ages and abilities walking, bicycling, and rolling on a mobility device that prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails within the Truckee Meadows.*
- **Is this still appropriate for the NNP?**
 - *Recommend clarifying that “facilities” means transportation infrastructure and adding “transit” to access priorities.*

- **ATP Goals**

- Improve Safety
- Expand Mode Share
- Maintain the System Sustainably
- Enhance the Community
- **Is this still appropriate for the NNP?**
 - Yes

- **Next Steps**

- Needs analysis
 - *Comment was made regarding potential recommendations specifically for e-bikes*
 - *Question was asked about potential pedestrian counts for some locations*
- Community workshop
- Develop concept alternatives
- Opportunities for pop-up meetings:
 - *Basketball season/sporting events at high schools*
 - *TMCC campus*

Location: Teams**Meeting Date:** July 23, 2026**Subject:** Meadowood/Hidden Valley and Sun Valley / Panther Valley Neighborhood Network Plan Steering Committee Meeting

- **Welcome and Introductions**

- RTC: Marquis Williams, Alex Cruz, Josh MacEachern, LaShonn Ford
- City of Reno: Tara Smaltz
- Washoe County: Michon Reede, Kat Oakley
- Washoe County School District: Jennifer Iverson (Safe Routes to School (SRTS)), Kyle Chisholm, Tom Macaluso
- Nevada Department of Transportation (NDOT): Chantelle Ewing
- Sun Valley General Improvement District: Chris Melton
- Parametrix: Amy Cummings, Dan Doenges, Jillian Emery

- **Review Planning Process**

- Program background as part of the RTC Active transportation Program with \$2.5 million identified for short-term, quick-build improvements
- Review of project vision and goals
- Discussion of alternatives development and evaluation process
- Community outreach

- **Review Proposed Recommendations**

- The project team provided an overview of the proposed short-term quick-build and longer-term proposed improvements for discussion.

- **Discussion**

- There was a question about whether near-term improvements could be extended for all of Beckwourth. Amy suggested that this improvement could benefit from a potential future preservation project. Full improvements limited by funding.
- The school district anticipates a significant increase in active transportation with proposed development near Alice Smith Elementary School. The project team is looking at potential off-street trails as part of plan recommendations.
- Washoe County and Sun Valley staff supportive of proposed improvements in Sun Valley.
- RTC described the intent of the program to conduct continued data collection and analysis and highlighted the ability to make iterative adjustments for improvement given the quick build nature of the projects.
- The RTC Pembroke Drive improvement project east of Veterans Parkway is currently under construction.
- Looking at October for RTC Advisory Committee and Board meetings.
- Central Reno & Sparks Community Bike Ride is under development to celebrate implementation of first NNP areas (probably in 2027).
- RTC encouraged committee members to share the draft with colleagues.



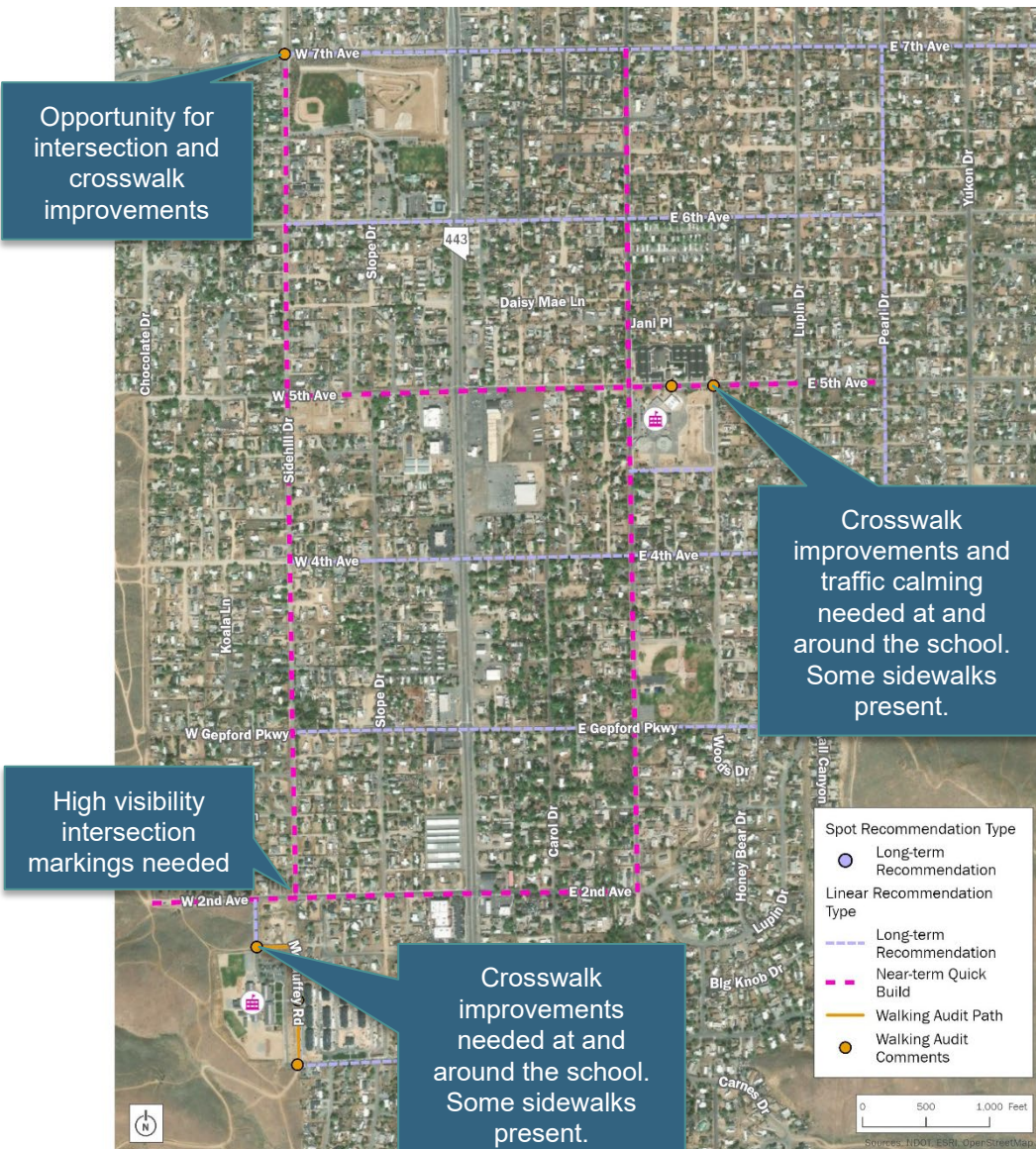
Appendix C: Walk Audit



Walk Audit Assessment Sun Valley

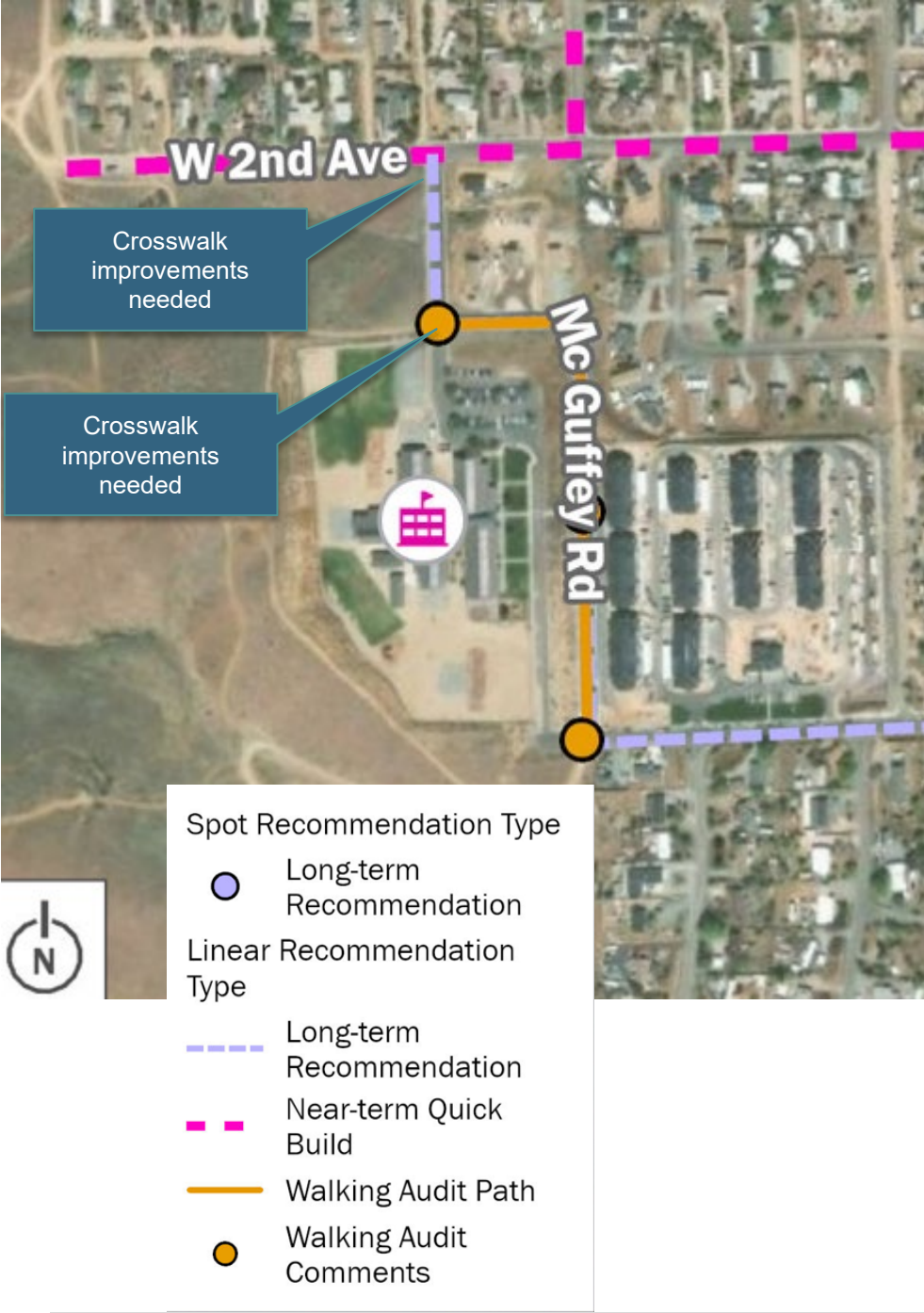
Agenda Item 9 ATTACHMENT 1

The goal of the walk audit is to identify barriers to walking and biking in the study area.



Sun Valley





Summary Comments and Observations



7th Avenue and Sidehill Drive— This intersection appeared to have high traffic volumes and high levels of pedestrian activity at the time of the walk audit. Improved crosswalk visibility would be beneficial. The power pole on the northwest side of the intersection has a streetlight.



Sidehill Drive intersections – The intersections between 2nd Avenue and 7th Avenue lack clear pavement markings. Higher visibility treatments such as stop bars and solar powered flashing stop signs would be beneficial. Streetlights are mounted on power poles at one corner of most intersections.

Summary Comments and Observations



McGuffey Road - A new crosswalk with signage and ADA ramps has been installed between the apartment complex and an access point for Allen Elementary.



Stairs lead from the crosswalk to the school entrance. Sidewalks continue to other access points on 1st Avenue and Whittenmore Way.

Summary Comments and Observations



Whittenmore Way – There is no crosswalk striping in this area that is signed as a crosswalk. Families were observed to cross here during the field visit. People must cross because there is only sidewalk on one side of the street between this intersection and the school entrance. No streetlight is present at this location.



Summary Comments and Observations



5th Avenue at school gate – Highly used crossing area for school access. Proposed high visibility crosswalk and traffic calming. No streetlight is present at this location.



5th Avenue and Wood Avenue Intersection – Highly used crossing area for school access. Does not meet current standards for high visibility crosswalk. Recommend upgrade. No streetlight is present at this location.

Audit Information	
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Sun Valley

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☐ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

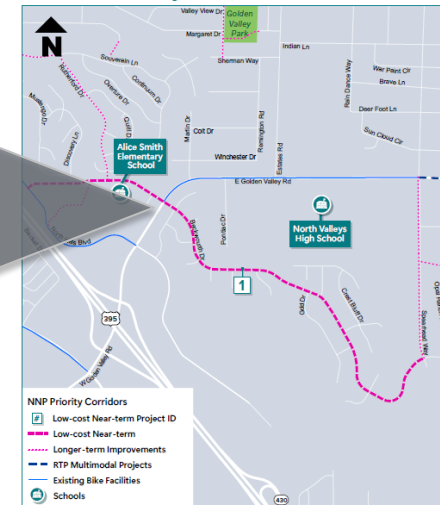
Pedestrian and Cyclist Infrastructure			
Are there sidewalks?	☒ Yes ☐ No		Overall, the quality and safety of the sidewalk infrastructure is: (circle your choice)     
If yes, select all that apply.	☒ The sidewalk is not continuous. There are sections missing.		
	☐ The sidewalk is too narrow to accommodate pedestrians.		
	☐ The sidewalk is blocked by poles or other infrastructure.		
Other Observations: Short segments of sidewalks exist in some blocks around the school. Most roadway segments have no sidewalks and have a ditch next to the roadway.			
Are there shared use paths?	☐ Yes ☒ No		Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)     
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.		
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.		
	☐ The shared use path does not connect to pedestrian facilities/areas.		
If the bicycle lane is not properly maintained, please describe the issue/s.			
Are there bicycle lanes?	☐ Yes ☒ No		Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)     
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.		
	☐ The bicycle lane is too narrow.		
	☐ The bicycle lane is not properly maintained.		
	☐ Conventional ☐ Buffered ☐ Separated		
Are there sharrows?	☐ Yes ☒ No		Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)     
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.		
☒ There is no signage along the route indicating that bicycles may be sharing the roadway.			
☒ There are no designated locations to park and lock bicycles along the route.			

Street Crossings and Intersections		
☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice)     
☐ Street names, route names, and walking paths are not clearly labeled.		
☒ Pedestrian signage does not exist or is not well-maintained.		
☒ Pedestrian crossings do not have pushbuttons.		
☐ Pedestrian pushbuttons are not close to the crosswalk.		
☒ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.		
☒ Curb ramps are missing at intersections and alley entrances/exits.		
☐ Crossings/streets are too wide for slower pedestrians to cross safely.		
☐ There are blind spots where pedestrians may not see oncoming traffic or vice-versa.		
☒ Crosswalks are poorly lit.		
Other observations: There are few segments of sidewalks, and large segments with no sidewalks and a ditch next to the road.		



Walk Audit Assessment Beckwourth Drive

The goal of the walk audit is to identify barriers to walking and biking in the study area.





Summary Comments and Observations



Multiuse path behind North Valleys High School. A multiuse path extends across the neighborhood behind the high school to provide access and an alternative to traveling on roadways. There is an access point on Beckwourth Drive and through some cul-de-sacs. No wayfinding signage is currently available. A streetlight is located at the intersection where trail access is provided near Creek Canyon Drive.



Beckwourth Drive – Existing sidewalks on both sides of the street are in good condition. The roadway is wide and there are no bike lanes or other pavement markings. Streetlights are located at intersections.

Audit Information

Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Beckwourth Drive and North Valleys HS Multiuse Path

Environment

Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians – for multiuse path segment
	☐ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☐ Adult
	☐ Elderly
	☒ Children (NVHS multiuse path)
	☒ Families (NVHS multiuse path)
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure 		
Are there sidewalks?	☒ Yes ☐ No	Overall, the quality and safety of the pedestrian infrastructure is: (circle your choice)     
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☒ Yes ☐ No	
If yes, select all that apply.	☒ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Other Observations		
Are there bicycle lanes?	☐ Yes ☒ No	Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)     
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☐ Conventional ☐ Buffered ☐ Separated	
If the bicycle lane is not properly maintained, please describe the issue/s.		
Are there sharrows?	☐ Yes ☒ No	Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)     
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☒ There is no signage along the route indicating that bicycles may be sharing the roadway.		
☒ There are no designated locations to park and lock bicycles along the route.		

Pedestrian and Cyclist Infrastructure



Other observations:

Sidewalks are in good condition. The roadway is wide and traffic volumes are low. Complaints of speeding have been provided to the City of Reno and NVHS. The multiuse path provides an off-street connection to the back of NVHS and an alternative to walking or biking on Golden Valley Drive.

Street Crossings and Intersections



☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.

☐ Street names, route names, and walking paths are not clearly labeled.

☒ Pedestrian signage does not exist or is not well-maintained.

☐ Pedestrian crossings do not have pushbuttons.

☐ Pedestrian pushbuttons are not close to the crosswalk.

☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.

☐ Curb ramps are missing at intersections and alley entrances/exits.

☐ Crossings/streets are too wide for slower pedestrians to cross safely.

☐ There are blind spots where pedestrians may not see oncoming traffic or vice-versa.

☐ Crosswalks are poorly lit.

Other observations: The neighborhood streets do not have crosswalks. The signal at Beckwourth Golden Valley Drive should have a protected pedestrian phase. There is no wayfinding information about the multiuse paths.

Overall, the quality and safety of street crossings and intersections are:
(circle your choice)



Appendix D: Concept Development and Prioritization Process

Quick-Build Improvements Toolkit

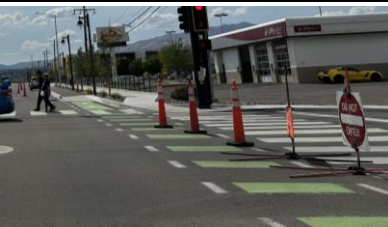
The following types of improvements provide an overview of the type of short-term quick-build improvements considered in the AT Program. Table D-1 describes improvements on roadway segments and Table D-2 highlights options for intersections. This toolkit was considered as potential design solutions were proposed for corridors within the neighborhood.

Speed management is a key consideration regarding the development of potential improvements. Higher travel speeds increase crash risks and the likelihood of fatalities, particularly for active transportation users. Designing streets for safe speeds instead of speed limits can increase safety benefits. For example, a design speed between 10 and 30 MPH is typically suitable for urban streets, with a design speed of 20 MPH or lower often appropriate for streets where children frequently walk or bike. Many of the toolbox options are intended to encourage safe driving speeds.

Table D-1. Roadway Segment Treatments

Treatment	Example / Illustration	Description
Neighborhood Byway		Neighborhood byways offer low-speed and low-stress connections. Traffic is calmed through treatments such as speed tables and curb extensions. These measures help maintain low speeds to create a place where people biking can comfortably share space with people driving. This improvement assumes the application of traffic calming treatments at appropriate intervals throughout the corridor.
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.
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. They can be implemented in a quick-build fashion given sufficient existing right of way.
Protected Bike Lane		The most comfortable on-street facility type for people biking, this facility provides a physical barrier between people biking and people driving. In a quick-build project, the separation may be with concrete parking stops, planters, parking, or other physical barriers.
Pedestrian Lane		This quick-build solution is considered where sidewalks are not already present in the corridor. In a quick-build setting, it is defined using striping and/or barriers such as concrete parking stops.

Table D-2. Roadway Intersection and Mid-Block Crossing Treatments

Treatment	Example / Illustration	Description
High-Visibility Crosswalk		This crosswalk type includes thick white bars to increase driver awareness of 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.
Quick-Build Curb Extension / Painted Bulbouts with Delineators		This improvement reduces the total crossing distance for people walking, reduces speed of turning vehicles and increases pedestrian visibility at the crosswalk. These may be implemented with delineators to offer more visual and physical separation.
Intersection Daylighting		Daylighting refers to improving visibility at intersections by not allowing vehicles to park in areas that block sight lines.
Conflict Striping		This describes green pavement markings that show where bicycles should ride to cross intersections. It is recommended at signalized intersections and other appropriate locations.
Raised Crosswalk		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.

SUN VALLEY & PANTHER VALLEY

Treatment	Example / Illustration	Description
Leading Pedestrian Interval		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.
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 can be used in transition areas where riders may benefit from directional signage.
Bike Cut Through		This is a type of modal filtering that 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.
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 the crosswalk.
Two-Stage 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 to be more visible.

SUN VALLEY & PANTHER VALLEY

Treatment	Example / Illustration	Description
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. These are suitable in areas with three or more lanes or speed limits that exceed 35 MPH.
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 with speed limits up to 35 MPH.
Traffic Signal Adjustments		Traffic signal adjustments have the potential to be low cost and provide highly efficient benefits for active transportation users. Examples include bike detection, extending the time provided for pedestrians to cross, leading pedestrian interval, and leading bicycle interval.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input, which are described below.

- **Safety** – The greater the safety need, the higher the concept scores. The Sun Valley area experienced crashes at many roadway intersections during the study period, including injury crashes on Sidehill Drive, Leon Drive, 2nd Avenue, Gepford Parkway, 4th Avenue, and 5th Avenue.
- **Infrastructure Condition** – Corridors with poorer conditions are scored higher. Examples include the lack of sidewalks and crosswalks in much of Sun Valley.
- **Access** – Corridors that improve access to community resources such as schools, transit service, or parks, received a higher score. As examples, Sun Valley Boulevard and Virginia Street offer access to RTC transit routes.
- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher. As an example, Beckwourth Drive links to shared use paths that provide off-street multimodal connections.

SUN VALLEY & PANTHER VALLEY

- **Community Input** – Concepts that received positive public and agency comments were scored higher.

The potential quick-build improvements were given a qualitative score for each of the above criteria in the form of a low (1), medium (2), or high (3). The average of these scores is provided as a summary measure in Table D-3.

SUN VALLEY & PANTHER VALLEY

Table D-3. Evaluation of Potential Quick-Build Projects

Name	Safety Need	Infrastructure Condition	Access	Connectivity	Community Input	Average Score
1 Debussey Drive/ Donatello Drive						
2 Rutherford Drive/ Buck Drive						
3 Spearhead Way Bike Lanes						
4 7th Avenue/ Magenta Drive/ Lightning Drive/ Midnight Drive						
5 Pearl Drive						
6 6th Avenue						
7 Gepford Parkway						
8 Sidehill Drive						
9 2nd Avenue						
10 Beckwourth Drive						
11 5th Avenue						
12 Leon Drive						
13 4th Avenue						

LEVEL OF NEED



AT A GLANCE

Location: Sidehill Drive from 2nd Avenue to 7th Avenue

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements

Cost: \$460,000

Length: 1.25 miles

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
SCHOOL ACCESS



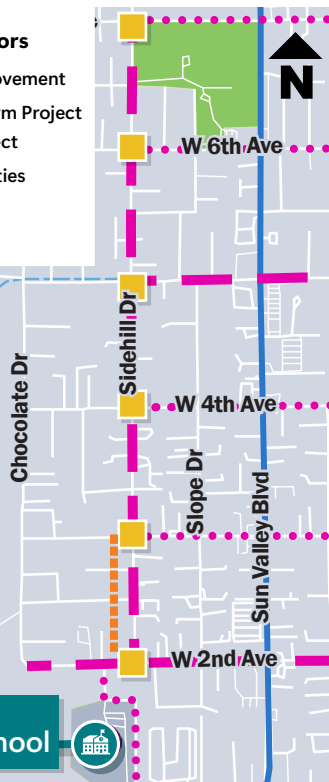
IMPROVE
PARK ACCESS



PROJECT MAP

NNP Priority Corridors

- Intersection Improvement
- Low-cost Near-term Project
- Longer-term Project
- Existing Bike Facilities
- Pedestrian Lanes
- School



Allen
Elementary School



PROJECT DETAILS



PROJECT DESCRIPTION

The Sidehill Drive corridor traverses the western side of the Sun Valley community and provides access to Allen Elementary School and Sun Valley Community Park. This corridor has experienced multiple severe crashes. Pedestrian infrastructure is limited with roadside ditches along much of the corridor. Pavement markings at intersections are faded and difficult to see in some locations.

The proposed neighborhood byway improvements include high visibility crosswalks and intersection pavement markings, painted bulbouts, and speed tables.

AT A GLANCE

Location: Leon Drive from 2nd Avenue to 7th Avenue

Cost: \$530,000

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements

Length: 1.25 miles

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



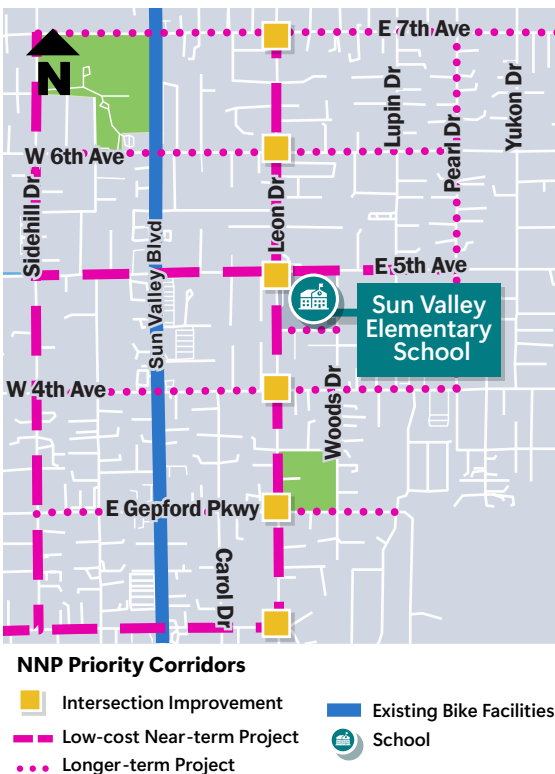
IMPROVE
SCHOOL ACCESS



IMPROVE
PARK ACCESS



PROJECT MAP



Proposed view to the north on Leon Drive at Gepford Park

PROJECT DETAILS



Existing view to the north on Leon Drive at Gepford Park

PROJECT DESCRIPTION

The Leon Drive corridor traverses the eastern side of the Sun Valley community and provides access to Sun Valley Elementary School and Gepford Park. This corridor has experienced multiple severe crashes. While there are separate pedestrian paths near Gepford Park and the elementary school, pedestrian infrastructure is limited with roadside ditches along much of the corridor. Pavement markings at intersections are faded and difficult to see in some locations.

This proposed neighborhood byway improvements include high visibility crosswalks and intersection pavement markings, painted bulbouts, and speed tables. A pedestrian lane is proposed east of the school.

5th Avenue

AT A GLANCE

Location: 5th Avenue from Sidehill Drive to Pearl Drive

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements, bicycle lanes from Sun Valley Boulevard to Lupin Drive

Cost: \$620,000

Length: 0.9 mile

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
SCHOOL/PARK ACCESS



IMPROVE
TRANSIT ACCESS



PROJECT DESCRIPTION

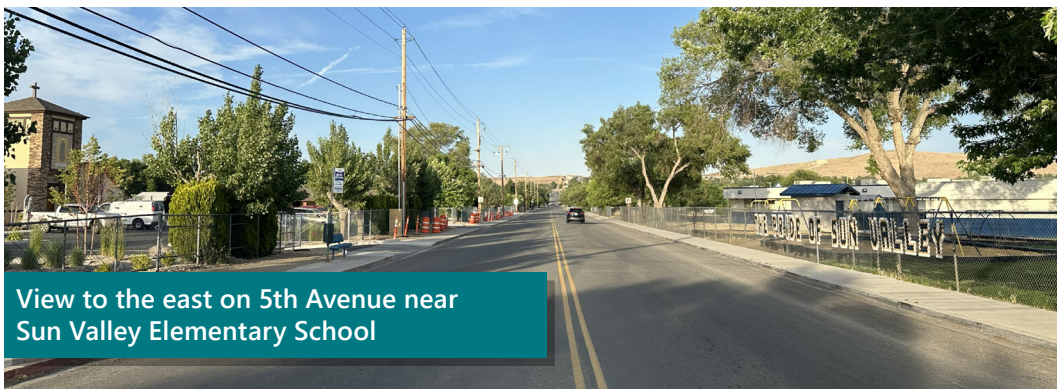
5th Avenue provides east-west access across Sun Valley. It connects to RTC Route 5 transit service as well as the shopping and employment opportunities on Sun Valley Boulevard. Sun Valley Elementary School is located on 5th Avenue and experiences challenges for students walking to school and crossing area roadways.

Proposed improvements include bike lanes from Sun Valley Boulevard to Lupin Drive, speed tables, and high visibility crosswalks. A painted mid-block crosswalk with curb extension is proposed to support school access.



Proposed view to the east on 5th Avenue near Sun Valley Elementary School

PROJECT DETAILS



View to the east on 5th Avenue near Sun Valley Elementary School

PROJECT MAP



AT A GLANCE

Location: 2nd Avenue from Chocolate Drive to Leon Drive

Cost: \$480,000

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements

Length: 0.7 miles

GOALS/BENEFITS

IMPROVE BIKE & CROSSWALK SAFETY



IMPROVE SCHOOL ACCESS



IMPROVE TRANSIT ACCESS



PROJECT DESCRIPTION

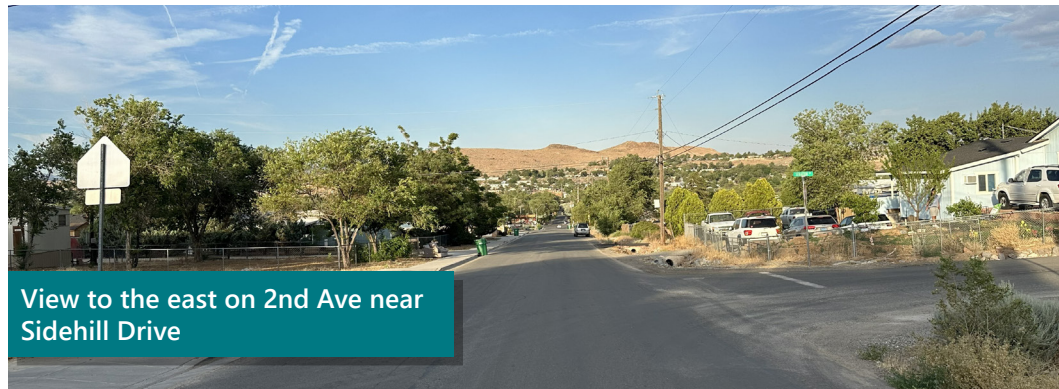
2nd Avenue provides east-west access across Sun Valley. It provides a connection to RTC Route 5 transit service as well as the shopping and employment opportunities on Sun Valley Boulevard. Lois Allen Elementary School is located just south of 2nd Avenue and experiences challenges for students walking to school and crossing area roadways.

Proposed improvements include speed tables and painted bulbouts with delineators at intersections. High visibility crosswalks are recommended at Whittenmore Way/Del Way and at Sidehill Dr.



View to the west on 2nd Avenue near Sidehill Drive

PROJECT DETAILS



View to the east on 2nd Ave near Sidehill Drive

PROJECT MAP



Beckwourth Drive

AT A GLANCE

Location: North Hills Boulevard to Stonegate Court

Cost: \$410,000

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements, and bike lanes

Length: 0.7 miles

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
SCHOOL ACCESS



IMPROVE
BIKE CONNECTIVITY



PROJECT DESCRIPTION

Beckwourth Drive provides access to Alice Smith Elementary School and connections to North Valleys High School. While the majority of this corridor has sidewalks, there are no bike facilities.

Proposed improvements between North Hills Boulevard and Golden Valley Road include bike lanes and painted bulbouts with delineators at intersections. Speed tables would be added to calm traffic speeds. Buffered bike lanes would be added from Golden Valley Road to Stonegate Court, providing access to the shared use path that goes to North Valleys High School. Wayfinding signage is recommended to help people navigate the network of shared use paths. Upgrades to the traffic signal at Golden Valley Drive are recommended to be considered through other RTC programs.



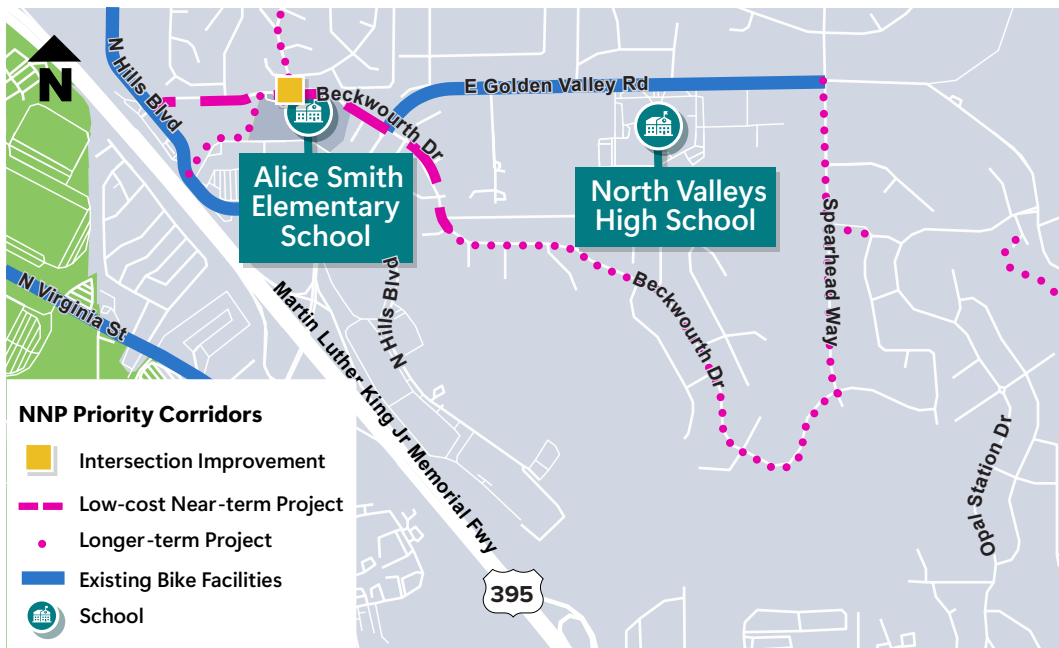
Beckwourth Drive Shared Use Path

PROJECT DETAILS



View to the east on Golden Vista Court

PROJECT MAP





Meadowood & Hidden Valley Neighborhood Network Plan

August 2026



Acknowledgements

The Meadowood and Hidden Valley Neighborhood Network Plan was developed through collaboration with partner agencies and local organizations. The agencies and individuals listed below helped to guide the development of the plan and will continue to support the implementation of project recommendations.

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Contents

1. Introduction	1
1.1 Planning Context	2
1.2 Vision and Goals.....	4
1.3 Plan Process.....	4
2. Neighborhood Profile	6
2.1 Key Destinations.....	6
2.2 Safety	9
2.3 Transportation Network, Conditions, and Trends	11
3. Understanding Community Experiences	14
3.1 In-Person Engagement.....	16
3.2 Digital Engagement	18
4. Developing and Evaluating Alternatives.....	21
4.1 Prioritization Process	23
4.2 Low-Cost Near-Term Improvements Considered.....	23
4.3 Larger-Scale Improvements Considered.....	26
5. Neighborhood Network Recommendations and Implementation Strategy.....	31
5.1 Quick-Build Recommendations	31
5.2 Implementation	35
5.3 Monitoring Progress.....	38
5.4 Quick-Build Projects	38

List of Tables

Table 1. RTP Projects Located in or Adjacent to the NNP Area.....	3
Table 2. Engagement Tools	15
Table 3. Low-Cost Near-Term Improvements Considered	24
Table 4. Larger-Scale Improvements Considered	26
Table 5. Potential Shared Use Path Connections Considered.....	29
Table 6. Hidden Valley Area Improvements.....	33

Contents (continued)

Table 7. Meadowood Area Improvements.....	35
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List of Figures

Figure 1. Meadowood and Hidden Valley Neighborhood Network Area	5
Figure 2. Major Destinations.....	8
Figure 3. Active Transportation Crashes.....	10
Figure 4. Existing and Planned Bike Facilities	12
Figure 5. Location of NNP Public Comments.....	20
Figure 6. Project Development and Evaluation Process	22
Figure 7. Low-Cost Near-Term Improvements Considered	25
Figure 8. Larger-Scale Improvements Considered	27
Figure 9. Potential Shared Use Path Connections.....	30
Figure 10. Hidden Valley Area Improvements	32
Figure 11. Meadowood Area Improvements	34

Appendices

- A Supplemental Existing Conditions Information
- B Outreach Documentation
- C Walk Audit Documentation
- D Concept Development and Prioritization Process



1. Introduction

The Meadowood and Hidden Valley Neighborhood Network Plan (NNP) was developed as part of the Active Transportation (AT) Program to make walking, biking, and rolling safer and more comfortable for community members. The NNP helps address the following concerns highlighted in the 2024 RTC AT Plan:

- People feel unsafe getting around without a car due to aggressive/speeding vehicles.
- Crossing major roadways is challenging, unsafe, and uncomfortable for many pedestrians and bicyclists.
- Many roads lack adequate pedestrian and bicycle infrastructure.

The NNP addresses these concerns by developing specific project concepts tailored to the needs of each neighborhood with the goal of improving safety and creating a comfortable experience for everyone. The plan seeks to identify quick-build and pilot active transportation projects that can be implemented in a cost-effective and time-efficient manner.

Active transportation is a way of getting around that relies on human physical power. This includes walking, bicycling, rolling (skateboarding, scooters), and using a wheelchair. By investing in active transportation, RTC and partner agencies can take direct steps toward creating a healthier, more sustainable, and more vibrant place to live, work, and play.

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ACTIVE TRANSPORTATION IS:



1.1 Planning Context

This section describes relevant plans and studies for the Meadowood and Hidden Valley neighborhood planning area.

2050 Regional Transportation Plan

The most recent update to the 2050 Regional Transportation Plan (RTP) was adopted by RTC in 2025. RTC collaborated with partner agencies and community stakeholders to develop a vision for the future of transportation within the Truckee Meadows. Through this process, RTC established nine goals for transportation:

- Improve Safety
- Maintain Infrastructure Condition
- Reduce Congestion
- Improve System Reliability and Resiliency
- Ensure Efficient Freight Movement and Economic Vitality
- Promote Equity and Environmental Sustainability
- Reduce Project Delivery Delays
- Expand Accessibility and Mobility
- Integrate Land Use and Economic Development

In addition, the RTP identifies projects in this study area that will enhance safety, mobility, and connectivity. A summary of RTP projects is provided in Table 1. Projects in this plan are also compatible with projects in the RTP.

MEADOWOOD & HIDDEN VALLEY

Table 1. RTP Projects Located in or Adjacent to the NNP Area

Project	Description	Time Period
Pembroke Dr. Capacity	McCarran Blvd. to Veterans Pkwy.	2025-2034
Mira Loma Dr. Capacity	McCarran Blvd. to Veterans Pkwy.	2025-2034
McCarran Blvd., Longley Ln. to Airway Dr. Capacity	Add lanes and Eastbound shared use path	2025-2034
McCarran Blvd., Neil Rd. to South Virginia St. Capacity	Remove Lanes and Provide Protected Shared Use Path	2025-2034
McCarran Blvd./Mira Loma Dr.	Add westbound and northbound improvements	2035-2050
Peckham Ln. Multimodal	Lakeside Dr. to Airway Dr.	2025-2034
S. Virginia St. Multimodal and ADA South	Longley Ln. to Meadowood Mall Cr.	2025-2034
S. Virginia St. Multimodal and ADA North	Meadowood Mall Cr. To Moana Ln.	2025-2034
Rock Blvd. Sidewalks and Bike Lanes	Greg St. to McCarran Blvd.	2035-2050
Gateway Dr. Pedestrian Facility	S. Meadows Pkwy. to Offenhauser Dr.	2035-2050
McCarran Blvd. Rio Encantado Ln. to Longley Ln. Multimodal	Add Southbound Sidewalk	Unfunded
McCarran Blvd. Rock Blvd. to Perro Ln. Multimodal	Add Southbound Sidewalk	Unfunded

Active Transportation Plan

The AT Plan presents the vision and goals for active transportation throughout the Truckee Meadows and a planning process to apply across the region. The AT Plan established the NNP process and produced resources such as regional findings from public engagement, regional data analysis results, and the RTC Street Typology guide, which identifies suitable facilities for people walking, biking, and rolling across ten different types of roads. The comprehensive outreach and data collection in the AT Plan serves as a starting point for the more localized NNP process.

Other RTC Initiatives

RTC implements the following initiatives that support AT mobility:

- **RTC Smart Trips Program** – This travel demand management program provides information and resources regarding route planning, trip matching, a bus pass subsidy program, and a guaranteed ride home.

MEADOWOOD & HIDDEN VALLEY

- **Safe Routes to School** – RTC has funded implementation of the Safe Routes to School program, in partnership with the Washoe County School District. Through this program, the Washoe County School District staffs Safe Routes to School coordinator positions that are dedicated to providing transportation safety education resources to students across the county.

1.2 Vision and Goals

The following is the vision statement for the Meadowood and Hidden Valley NNP initially developed for the AT Plan, and refined for the neighborhood by community stakeholders:

Vision Statement

We envision a connected network of comfortable, convenient, and consistent transportation facilities for people of all ages and abilities walking, bicycling, riding transit, and rolling on a mobility device which prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails.

The AT Plan identified four goals to achieve the vision statement. These four goals were adopted for this NNP, and are as follows:

- **Improve Safety:** Create a safe environment for all users by reducing the risk of death or serious injury on the transportation network.
- **Expand Mode Share:** Increase the percentage of trips made by walking, bicycling, and rolling, by making these modes a viable and attractive alternative to driving.
- **Maintain the System Sustainably:** Identify long-term maintenance and repair strategies to ensure the network remains functional and appealing for years to come.
- **Enhance the Community:** Foster a healthier, more sustainable, and more vibrant community by promoting active transportation as a way to connect with neighbors and enjoy the outdoors and integrate physical activity into daily life.

1.3 Plan Process

The Meadowood and Hidden Valley NNP was developed using in-depth data analysis combined with partner agency collaboration and direct engagement with members of the public. The planning area is shown in Figure 1. The development process included public engagement featuring multiple in-person events and online elements.

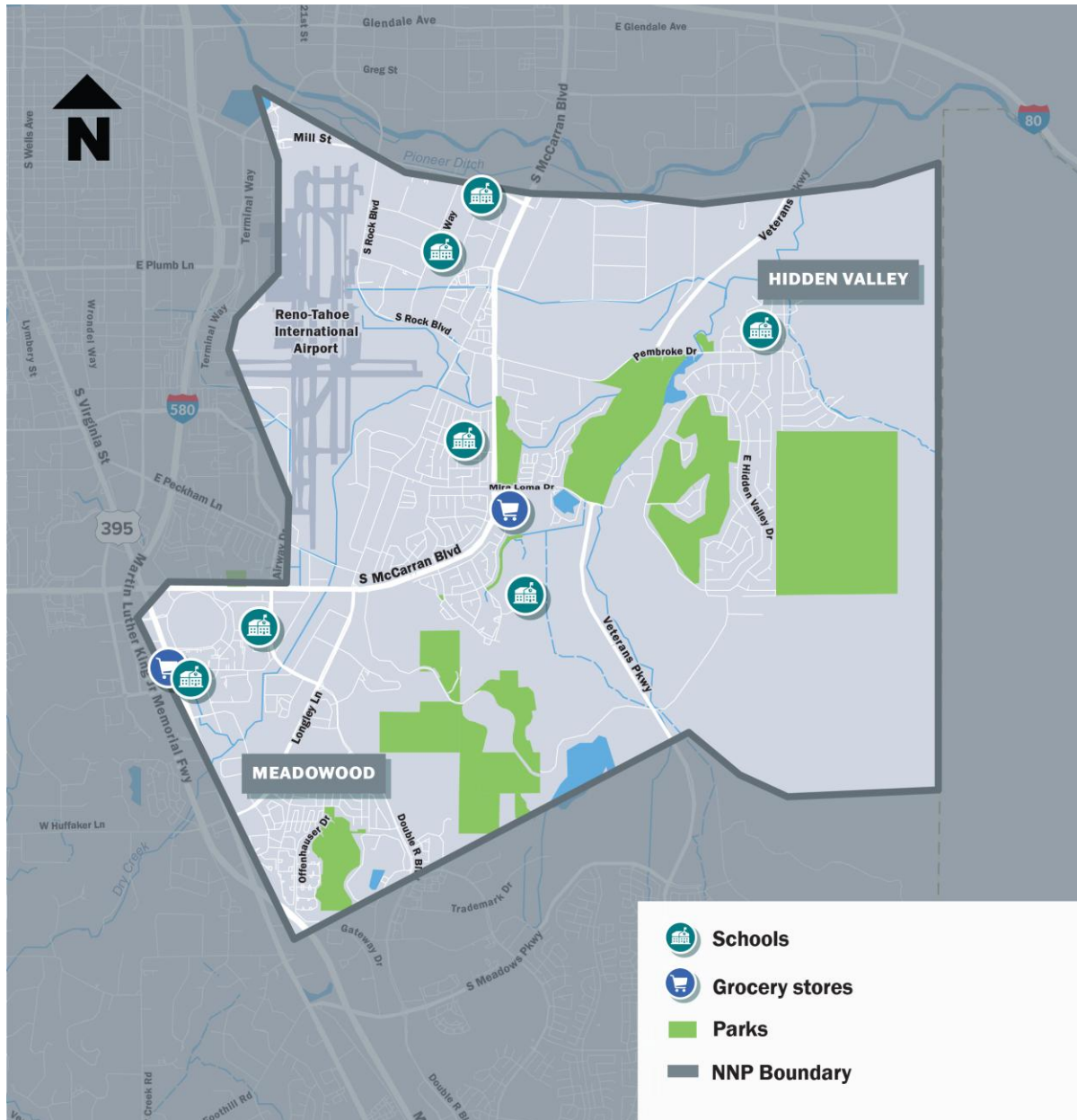
In addition to public engagement, RTC used regional data analysis to identify neighborhood issues and areas of need based on demographics, roadway context, and crash history. By integrating community insights with data findings, the plan highlights and addresses the most pressing challenges for people walking and biking. The result is a quick-build implementation strategy designed to rapidly enhance connectivity and comfort throughout the neighborhood.

Improvements identified in this plan focus on high-priority corridors for quick-build projects. Larger-scale improvements are identified for consideration in future planning and implementation efforts,

MEADOWOOD & HIDDEN VALLEY

such as the RTP, individual corridor studies, or the pavement preservation program. The plan also identifies improvements that may be completed by partner agencies such as the Nevada Department of Transportation or local jurisdictions.

Figure 1. Meadowood and Hidden Valley Neighborhood Network Area





2. Neighborhood Profile

The Meadowood and Hidden Valley neighborhood is located south of the Truckee River and east of I-580 in Reno and unincorporated Washoe County. The area contains a mix of suburban and rural development patterns and contains undeveloped land that is zoned for agriculture, parks and recreation, or open space uses. This chapter describes neighborhood demographics, land use, transportation safety needs, and the transportation network.

The Meadowood and Hidden Valley neighborhood has a population of almost 23,000 residents. While the neighborhood demographics are generally similar to Washoe County as a whole, the lower median income, higher senior population, and higher proportion of households with a single vehicle indicate a need for active transportation options. A summary of population demographics and other information that contributed to the existing conditions analysis and needs assessment is provided in Appendix A.

The housing density, employment centers, and outdoor recreation destinations in the Meadowood and Hidden Valley neighborhood create strong potential for active transportation trips.

2.1 Key Destinations

This section describes key community resources and other destinations in the NNP area, which are shown in Figure 2. The network plan seeks to identify improvements that allow residents to access these destinations more safely and comfortably using active transportation.

Schools and Colleges

There are four elementary schools, two high schools, and a community college within the neighborhood area. Providing safer options to walk and bicycle to neighborhood schools is a priority of this plan. The Dodson, Donner Springs, and Hidden Valley Elementary Schools are located in

MEADOWOOD & HIDDEN VALLEY

residential areas and therefore experience higher levels of active transportation activity than the other schools. The Washoe County School District has plans to repurpose the Dodson Springs Elementary School, which will result in students being rezoned to Donner Springs or Hidden Valley Elementary School. While the specific boundaries for school attendance and busing have not yet been determined, there is the potential that more students will be bicycling to Donner Spring Elementary. The Coral Academy of Science High School and Elementary School are both located on Neil Road near South Virginia Street. The Academy of Arts, Careers, and Technology High School is located in a primarily industrial area in the northern portion of the NNP area. The area is also home to the Truckee Meadows Community College Meadowood Center campus on Neil Road, which is accessible by transit and active transportation modes.

Parks

There are several major parks and open space areas within the Meadowood and Hidden Valley neighborhood. These include Hidden Valley Regional Park, Mira Loma Park, Huffaker Hills Open Space, Rosewood Nature Study Area, and many smaller community parks. The Veterans Parkway shared use path is used for commuting and is also a major destination for recreational walking and bicycling. These parks and trails offer a variety of recreational opportunities such as playgrounds, sports fields, hiking trails, dog parks, and skate parks. They are popular resources for area residents of all ages, many of whom walk or bike to the parks from the surrounding neighborhood. This makes providing safe multimodal access a priority in this plan.



Playground at Hidden Valley Regional Park



People walking on a trail toward Huffaker Park

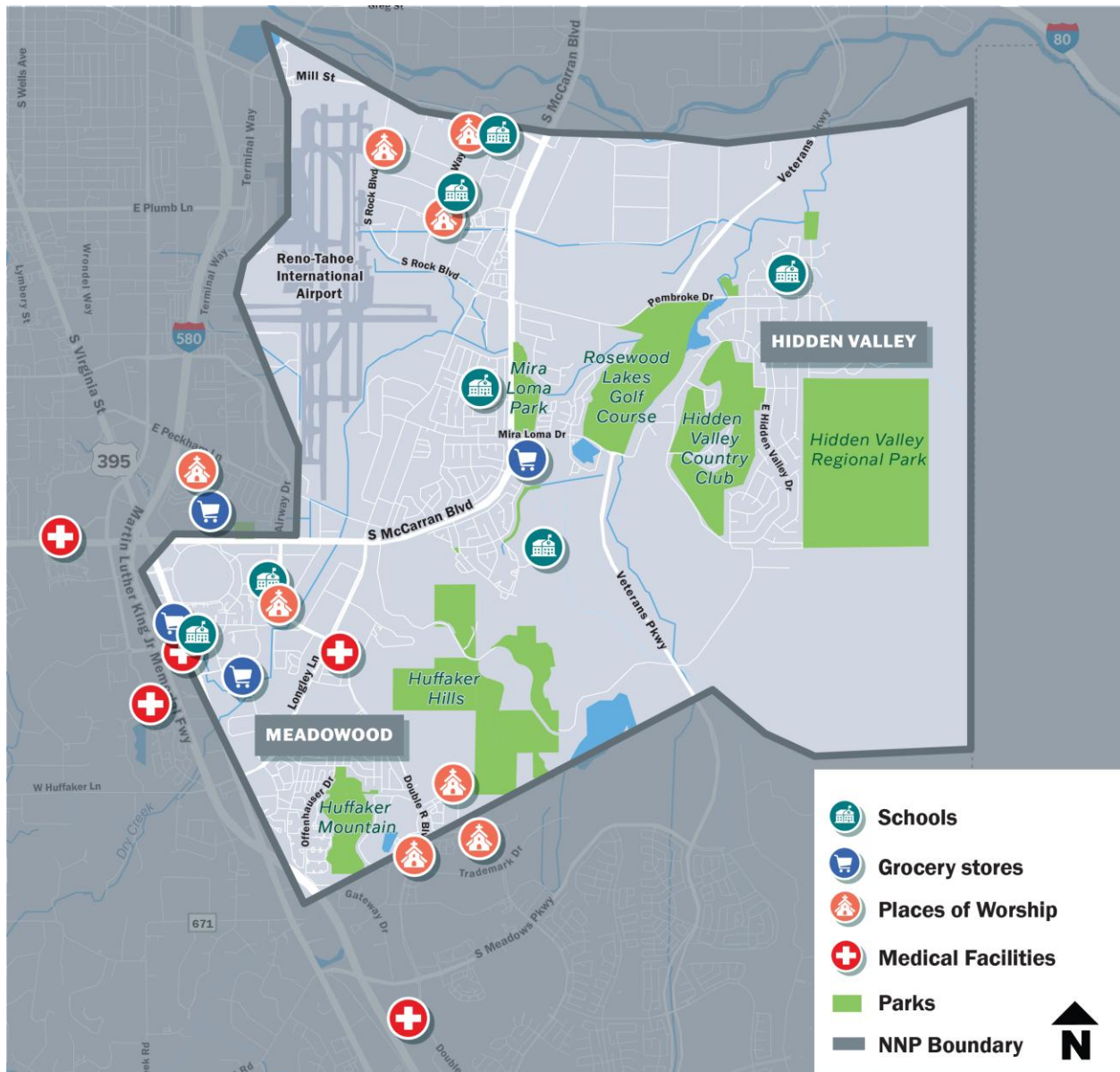
Services

The neighborhood includes multiple major grocery retailers. The Meadowood Mall area provides access to many retail shops and restaurants, but there are similar establishments along most major arterials within the community.

The Sierra Medical Center is a full-service hospital located on Longley Lane in the southern end of the neighborhood. There are also several urgent care centers and specialty medical clinics throughout the community. In addition, there are multiple places of worship within the area.

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Figure 2. Major Destinations



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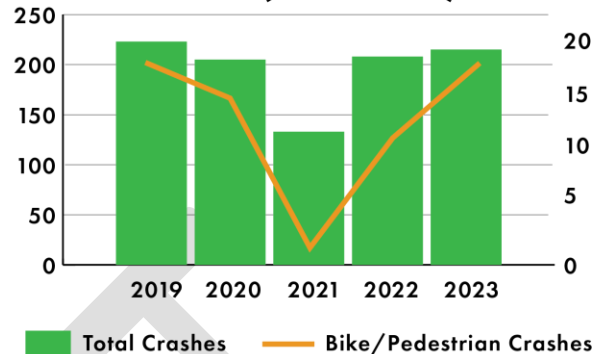
2.2 Safety

To better understand trends and identify opportunities to increase active transportation, RTC analyzed crash history and safety conditions for people walking and biking. This analysis builds on the regional work completed for the AT Plan, with a focus on the Meadowood and Hidden Valley neighborhood to identify priority areas for improvement.

The safety analysis reviewed crashes within the Meadowood and Hidden Valley neighborhood over the 2019–2023 period, which was the most current data available at the time of this study.

There were 29 crashes involving pedestrians, resulting in two pedestrian fatalities and four serious pedestrian injuries. During the same period, 27 crashes involved bicyclists, including one bicyclist fatality and two serious injuries. Active transportation crashes were concentrated at specific locations, with a significant hotspot near the intersection of South McCarran Boulevard and Mira Loma Drive, and a notable number of bicycle crashes occurring along South Rock Boulevard. While detailed contributing factors are limited, available data shows that drivers failed to obey traffic rules in about 14% of these crashes. Five crashes involving active transportation users were hit-and-run incidents. Figure 3 shows active transportation crash locations.

CRASHES (2019-2023)



984 TOTAL CRASHES
(2019-2023)

56 active transportation crashes
(29 pedestrian, 27 bicyclist)

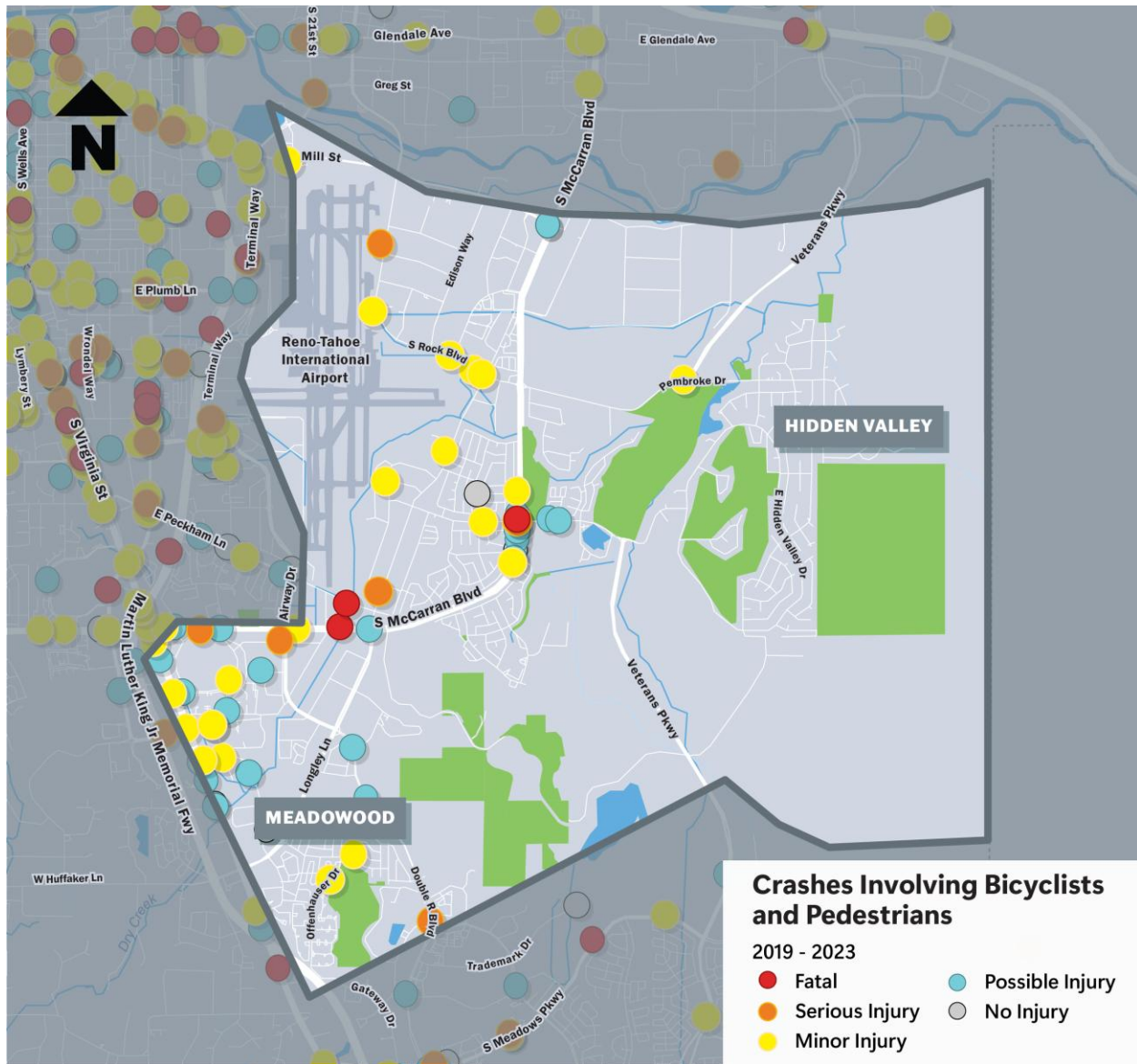
8 total fatalities
(2 pedestrian, 1 bicyclist)

26 serious injuries
(4 pedestrian, 2 bicyclist)

Nearly 1,000 crashes occurred in the area during this five-year timeframe, with crash totals dipping in 2021. Angle crashes accounted for nearly half of all reported crashes, making them the most prevalent crash type, followed by rear-end crashes and non-collision crashes. Non-collision crashes typically involved vehicles veering off the roadway or losing control due to excessive speed, highlighting ongoing concerns related to intersection conflicts and driving behavior.

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Figure 3. Active Transportation Crashes



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2.3 Transportation Network, Conditions, and Trends

To better understand trends and identify opportunities to increase active transportation, RTC analyzed datasets related to safety, multimodal, and roadway conditions. This analysis identifies priority areas for improvement, particularly where data insights align with community feedback.

Pedestrian Infrastructure

The Meadowood and Hidden Valley neighborhood includes a mix of pedestrian infrastructure that supports both daily travel and recreational use. Sidewalks line many residential streets, providing local connectivity, though some gaps remain that limit continuous pedestrian access. A 10-foot-wide paved shared use path runs along Veterans Parkway as well as a section of South McCarran Boulevard, accommodating pedestrians and bicyclists and offering a higher level of comfort along these high-traffic roadways. Parks and nearby open space feature informal and formal trails that support walking and recreation, helping connect neighborhoods to open space and community amenities.

Bicycle Infrastructure

EXISTING FACILITIES (in miles)

Bike Lane:	17
Shared-Use Path:	9
Sharrow:	0.4
Signed Bike Route:	0.2

Bicycle facilities in the Meadowood and Hidden Valley neighborhood range from on-street accommodations to fully separated paths. Standard 5-foot bike lanes run along Longley Lane and Double R Boulevard, placing bicyclists adjacent to moving traffic and primarily serving only the most confident riders. Additional on-street bike lanes appear on several streets in the southwest portion of the neighborhood near Meadowood Mall, improving access to shopping and employment. In lower-

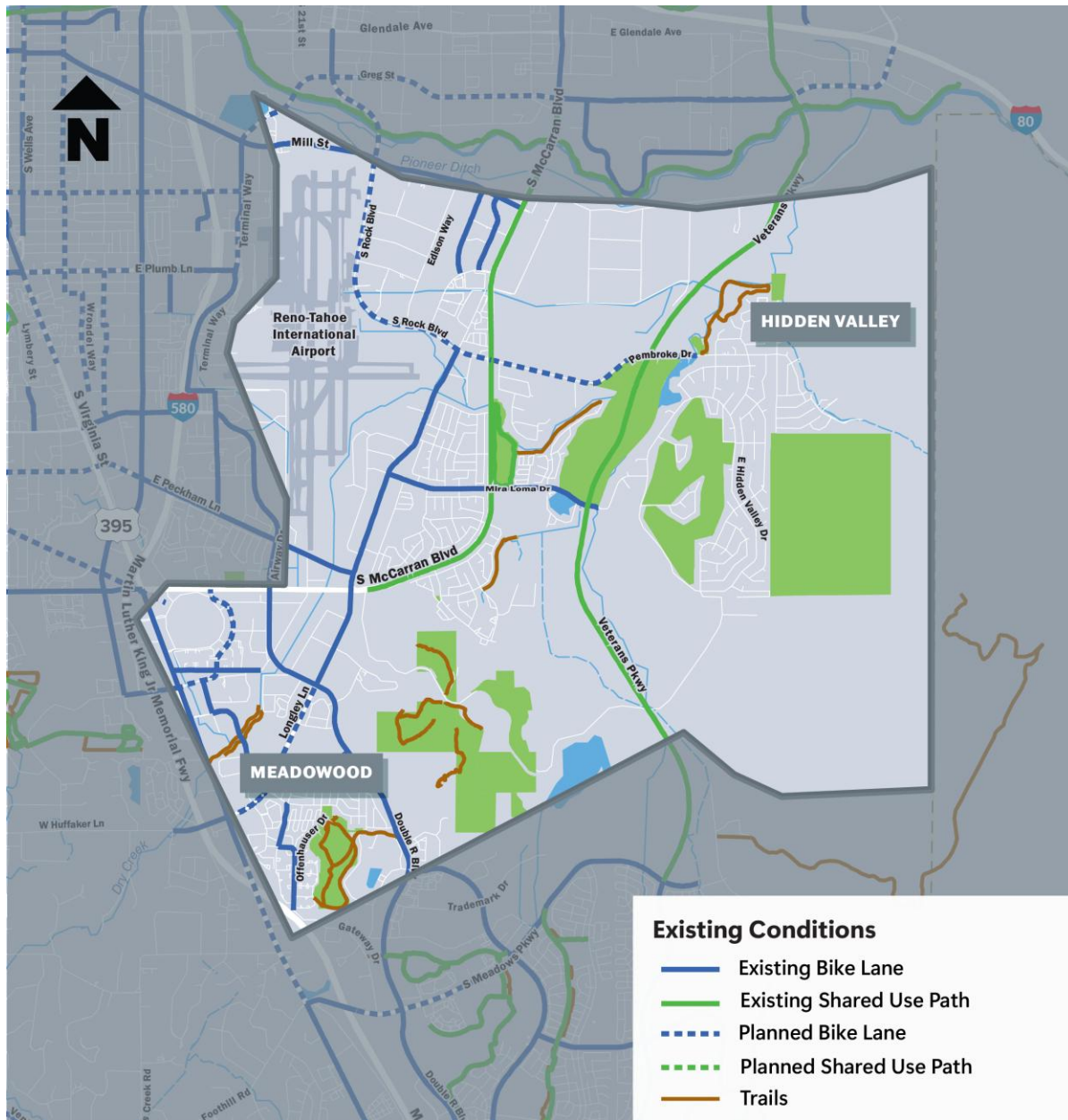
volume areas, shared street facilities such as signed bike routes and sharrows support bicycle travel by alerting drivers to expect bicyclists in the roadway. For riders of all ages and abilities, 10-foot-wide shared use paths along segments of McCarran Boulevard and Veterans Parkway provide a separated, high-comfort option that supports both bicycling and walking along these major corridors. Existing and planned bicycle facilities are shown in Figure 4.



Bicyclist on McCarran Boulevard shared use path near the Mira Loma Drive intersection

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Figure 4. Existing and Planned Bike Facilities



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Transit

Transit service in the study area includes four fixed bus routes operated by RTC. Transit provides access to major destinations throughout the neighborhood and surrounding areas, including shopping, the airport, grocery stores, and the Meadowood Transit Station. The Meadowood Transit Station offers connections to routes travelling throughout the RTC regional system, including the Regional Connector that provides service to Carson City. There are 82 bus stops in the neighborhood for these four routes, with Route 54 accounting for nearly half of all stops. Amenities at bus stops vary throughout the area, ranging from signs to covered shelters.



3. Understanding Community Experiences

RTC engaged with community members and organizations within the Meadowood and Hidden Valley neighborhood throughout the development of this NNP. A variety of strategies and outreach tools were used, including in-person meetings, pop-up events, stakeholder meetings, an interactive map and online survey, and a steering committee. This section summarizes the engagement efforts and findings.

During the planning process, RTC reached more than 80 community members through a combination of online and in-person activities. People were invited to learn about the plan and share feedback about specific locations and other transportation issues. Table 2 summarizes engagement activities.

MEADOWOOD & HIDDEN VALLEY

Table 2. Engagement Tools

Engagement Tool	Description	Date(s)
Agency Collaboration	Partner agencies met with RTC monthly to collaboratively develop the NNP. Agency staff participated in a neighborhood site visit/walk audit. One-on-one meetings were also held with each jurisdiction.	Agency meetings held monthly. Site visit held on April 29, 2026. Meeting held with Reno on April 24, 2026 and with Washoe County on April 29, 2026.
Steering Committee	This group of stakeholders helped to define the vision and goals for the NNP and identify key issues.	Meetings were held on November 6, 2025, and July 23, 2026.
Community Workshop	A public workshop was held at the Truckee Meadows Community College Meadowood Campus to gather input about concerns and ideas for the planning area.	December 10, 2025
Pop-up Event	Mira Loma Shopping Center	November 12, 2025
Stakeholder Meeting	Northern Nevada Center for Independent Living	November 12, 2025
Project Website	RTC published a project web page at www.rtcwashoe.com/neighborhood .	The site was launched in November 2025 and maintained throughout the study.
Survey	A brief text-based survey was developed in English and Spanish to gather input on transportation needs in the study area.	The survey launched on November 12, 2025, and continued through February 12, 2026.
Online Comment Map	An online map invited participants to identify specific locations of transportation needs in the study area.	The comment map launched on November 12, 2025, and continued through February 12, 2026.
Advisory Committees	RTC Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC) and the South Valleys Citizens Advisory Board (CAB) were provided with information about the study and community survey.	CMAC was held on December 3, 2025; TAC and South Valleys CAB were held on December 4, 2025.

3.1 In-Person Engagement

Agency Collaboration

RTC partnered with the City of Reno and Washoe County to develop the NNP, using monthly meetings to ensure communication and collaboration throughout the process. Staff representing both planning and engineering disciplines were involved. The agency partners supported the identification of needs, priorities, and potential solutions. Coordination also included one-on-one meetings, and a site visit of the neighborhood area (see Appendix C).



Agency site visit

Neighborhood Network Plan Steering Committee

The NNP process strives to collaboratively develop solutions with regional partners. One key element of this process is the Steering Committee, which includes representatives from the City of Reno, Washoe County, Nevada Department of Transportation, Washoe County School District, and Truckee Meadows Community College. The initial meeting, held on November 6, 2025, focused on establishing the vision and goals for the study. Participants also reviewed existing conditions data and shared input on needs and priorities. Safe mobility options to reach both K-12 public schools and the Truckee Meadows Community College were identified as key issues. Speeding on neighborhood roads was also discussed as a concern. Proposed recommendations were reviewed on July 23, 2026. The group indicated support for the proposed concepts. *Meeting*



NNP Steering Committee on November 6, 2025

Community Workshop

A community workshop was held to gather input from local residents. The meeting was held at the Truckee Meadows Community College Meadowood Campus on December 10, 2025, with about ten people in attendance. A presentation was provided about existing conditions and a group discussion followed, which allowed participants to share and document their experiences and ideas. Key themes expressed included the following:

- There is a perceived lack of bicycle connectivity on safe corridors across the planning area.
- Protected bicycle facilities are preferred, with Mira Loma Drive identified as an example that would benefit from enhancements.
- Pedestrian crossings at major roadways are a concern, with the Neil Road and McCarran Boulevard intersection identified as an example.
- Bicycle crossings at intersections are a concern, with Mira Loma Drive and Pembroke Drive at McCarran Boulevard identified as examples.

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Pop-Up Event

A pop-up event was held to make providing input convenient for area residents. Located at the Mira Loma Shopping Center, over 15 area residents spoke with project team members about the study. They were invited to take the online survey and add comments to a project map. Key concerns were centered around the Mira Loma Drive corridor. Residents from surrounding residential areas and Hidden Valley rely on this shopping center for groceries and other services. The popular Mira Loma Park is right across the street, contributing to high levels of pedestrian and bicycle activity. Crossing both McCarran Boulevard and Mira Loma Drive is challenging for active transportation users.



Community workshop



Pop-up event at Mira Loma Shopping Center

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Bicyclists at the McCarran Boulevard and Mira Loma Drive intersection

Stakeholder Meetings

The project team met with the Northern Nevada Center for Independent Living early in the project process. This organization advocates for area residents with mobility limitations. Key issues identified were the need for audible push button traffic signals for visually impaired residents at intersections across the region, the need for continuous sidewalk networks, and the need to maintain sidewalks and prevent overgrown vegetation from becoming an obstacle in the path of travel. Providing ADA accessible digital materials is also important for the study.

Advisory Committees

RTC made presentations to the RTC Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC) on December 3 and December 4, respectively. The project team attended the South Valleys Citizens Advisory Board (CAB) to provide information about the study and invite participation in the public meeting and online survey on December 4, 2025.

3.2 Digital Engagement

Online outreach supplemented in-person opportunities to participate, adding convenient ways to learn about the plan and provide input. Virtual opportunities included a project web page, social media, online survey questionnaire, and online map survey. Surveys and flyers were developed in English and Spanish.

Web Page

RTC hosted a project web page at www.rtcwashoe.com/neighborhood. This page included a summary of the planning process, details on how to participate, and links to surveys and public meeting materials.

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Social Media

RTC used its social media channels, including Facebook, Instagram, and X, to promote engagement opportunities, including the survey and public meeting.

Survey Questionnaire

RTC published a brief online questionnaire to seek additional input from area residents. The questions asked about safety and mobility concerns. It also invited participants to add details about specific concerns or ideas. Key findings from the nine surveys received are summarized below:

1. No respondents indicated that they feel “very safe” walking or riding a bicycle in their neighborhood.
2. Challenges to a comfortable walking experience include a lack of sidewalks, a lack of safe places to cross the street, and high traffic volumes.
3. A lack of safe facilities and high traffic volumes were the most commonly cited barriers to riding a bike.
4. There is a desire for improvements to existing pedestrian facilities.
5. There is a strong desire for new and expanded bicycle and transit facilities.
6. Destinations residents are interested in accessing via active transportation include work, grocery stores, and parks/recreation areas.

Map Survey

An online interactive map survey was published to invite residents to add specific location-based comments. A total of 79 map comments were received for the Meadowood and Hidden Valley neighborhood. A summary of key findings is provided below:

1. The bicycle network is perceived as incomplete, uncomfortable, and unsafe.
2. Intersections and turning conflicts with vehicles are viewed as a major issue.
3. Walking and biking are stressful along high-speed roads.
4. There is a lack of active transportation connections to key destinations.
5. There are major gaps in the active transportation network.
6. School-area traffic and circulation create recurring safety conflicts.
7. There is a strong desire for protected bike lanes and other separated facilities.
8. There is also a desire for improvements along corridors and at intersections with high injury rates.

The location of comments by type is illustrated in Figure 5.



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Figure 5. Location of NNP Public Comments



The active transportation safety and connectivity needs identified by community members informed the development of alternatives. Safe connections to key destinations such as schools and parks are a priority for the NNP. Many of the public comments, including those on Mira Loma Drive, Rock Boulevard, McCarran Boulevard, and Virginia Street relate to other planned major projects and were shared with the relevant agency staff.



4. Developing and Evaluating Alternatives

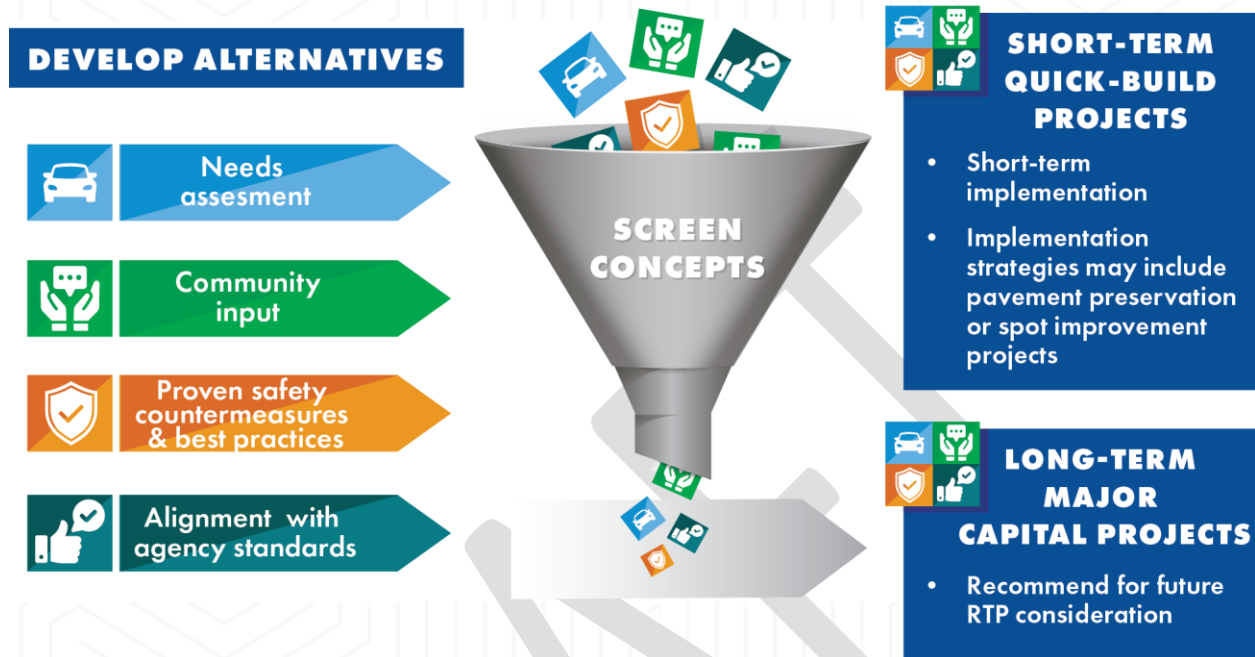
This study developed and evaluated alternative concepts using a collaborative and data-driven process. Key elements included existing conditions analysis, incorporation of community input, identification of appropriate best practice solutions, and alignment with agency input.

While the NNP program is primarily focused on lower cost improvements that can deliver benefits to the public within a short timeframe, this effort also identified projects consistent with a longer-term vision for a safe and connected regional network. Many of these improvements would involve substantial roadway reconstruction or new construction of shared use paths and would not be eligible for the NNP quick-build program, but could potentially be incorporated into future RTP updates or other future pavement or safety projects. Once the range of potential improvements was developed, the concepts were assessed using a two-tier process that is illustrated in Figure 6 and summarized below:

- **Screen potential improvements according to whether they are short-term quick-build projects or longer-term major capital projects.** Quick-build projects generally include pavement striping, signage, and smaller-scale installations such as speed tables. Projects that would involve impacts to right-of-way or larger-scale construction activities were considered to be major capital projects for purposes of this study.
- **Evaluate short-term quick-build projects to identify the highest priority projects for implementation funding.** Funding for the next phase of project design and construction is limited to \$2.5 million. Criteria considered in the prioritization included safety, infrastructure condition, access to community resources, connectivity to the regional multimodal network, and community input.

MEADOWOOD & HIDDEN VALLEY

Figure 6. Project Development and Evaluation Process



4.1 Prioritization Process

The AT Program allocated \$2.5 million for design and construction in the neighborhood. As a result, the quick-build projects were ranked to determine which improvements would be advanced for near-term implementation. Projects not funded through the AT Program will be considered for funding through other RTC programs, such as the preventive maintenance and intersection improvement programs.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input. The projects considered are listed in Table 3.

- **Safety** – The greater the safety need, the higher the concept scores.
- **Infrastructure Condition** – Corridors with poorer conditions are scored higher.
- **Access** – Corridors that improve access to community resources received a higher score.
- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher.
- **Community Input** – Concepts that received positive public and agency comments were scored higher.

4.2 Low-Cost Near-Term Improvements Considered

The following improvements were considered for short-term implementation (Table 3 and Figure 7). While all of the proposed concepts would provide benefits for active transportation, only higher-scoring projects are recommended for quick-build implementation due to limited funding. The scoring results are provided in Appendix D.

SAFETY



Prioritize corridors with high crash severity and frequency, with particular focus on active transportation users.

INFRASTRUCTURE CONDITION



Consider the level of existing multimodal infrastructure, its condition, and level of comfort.

ACCESS



Seek opportunities to improve safe multimodal connections to schools, parks, grocery stores, employment centers, and transit stops.

CONNECTIVITY



Evaluate the level of connectivity to other regional bicycle and pedestrian facilities as well as between neighborhoods.

COMMUNITY INPUT



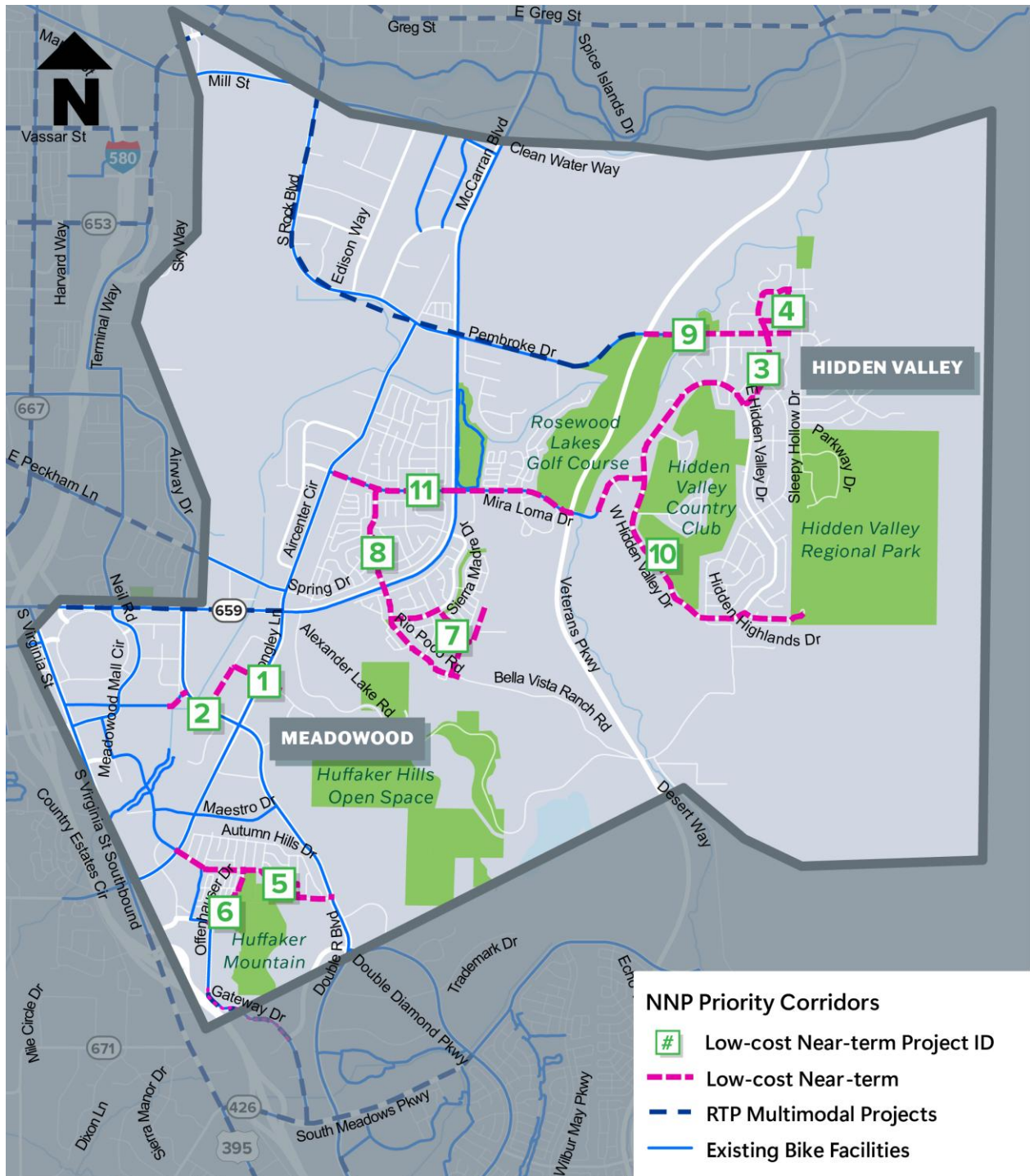
Incorporate public comments, survey results, and agency input.

Table 3. Low-Cost Near-Term Improvements Considered

Location	Description
1. Barron Way	Bike lanes and traffic calming measures were considered on Barron Way to provide access to Longley Town Center and an active transportation alternative to the busy Airway Drive and Longley Lane intersection in combination with Louie Lane.
2. Louie Lane	Bike lanes and traffic calming were considered on Louie Lane as an alternative to Longley Lane in combination with Barron Way.
3. Tamarisk Drive	Traffic calming measures were considered on Tamarisk Drive from Hidden Valley Drive to Pembroke Drive to support active transportation circulation in the neighborhood.
4. Tamarisk Drive / Alphabet Drive / History Drive	Traffic calming and crosswalk improvements are proposed on the roads surrounding Hidden Valley Elementary School to improve safe school access. This concept is recommended for quick-build implementation.
5. Huffaker Lane / Celeste Drive / Amston Road	Traffic calming and crosswalk improvements are proposed on this connection between Double R Boulevard and Longley Lane, which provides access to Huffaker Park. This concept is recommended for quick-build implementation.
6. Offenhauser Drive	Traffic calming and crosswalk improvements are proposed on this neighborhood corridor that provides access to Huffaker Park. This concept is recommended for quick-build implementation.
7. Sierra Madre Drive / Reggie Road	Traffic calming and crosswalk improvements are proposed on this corridor that provides access to Donner Springs Elementary School and a shared use path that traverses the neighborhood. This concept is recommended for quick-build implementation.
8. Rio Poco Road	Bicycle lanes are proposed on Rio Poco Road between Reggie Road and Mira Loma Road, improving access to Donner Springs Elementary School and other community destinations. This concept is recommended for quick-build implementation.
9. Pembroke Drive	Bicycle lanes and pedestrian improvements are proposed on Pembroke Drive between Veterans Parkway and Parkway Drive, improving access to Hidden Valley Elementary School and the Veterans Parkway shared use path. This concept is recommended for quick-build implementation.
10. West Hidden Valley Drive	Traffic calming and bike lanes were considered on Hidden Valley Drive to improve access to Hidden Valley Regional Park.
11. Mira Loma Drive	Bicycle lane and crosswalk improvements are proposed on Mira Loma Drive between Longley Lane and McCarran Boulevard. This concept is recommended for quick-build implementation.

MEADOWOOD & HIDDEN VALLEY

Figure 7. Low-Cost Near-Term Improvements Considered



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4.3 Larger-Scale Improvements Considered

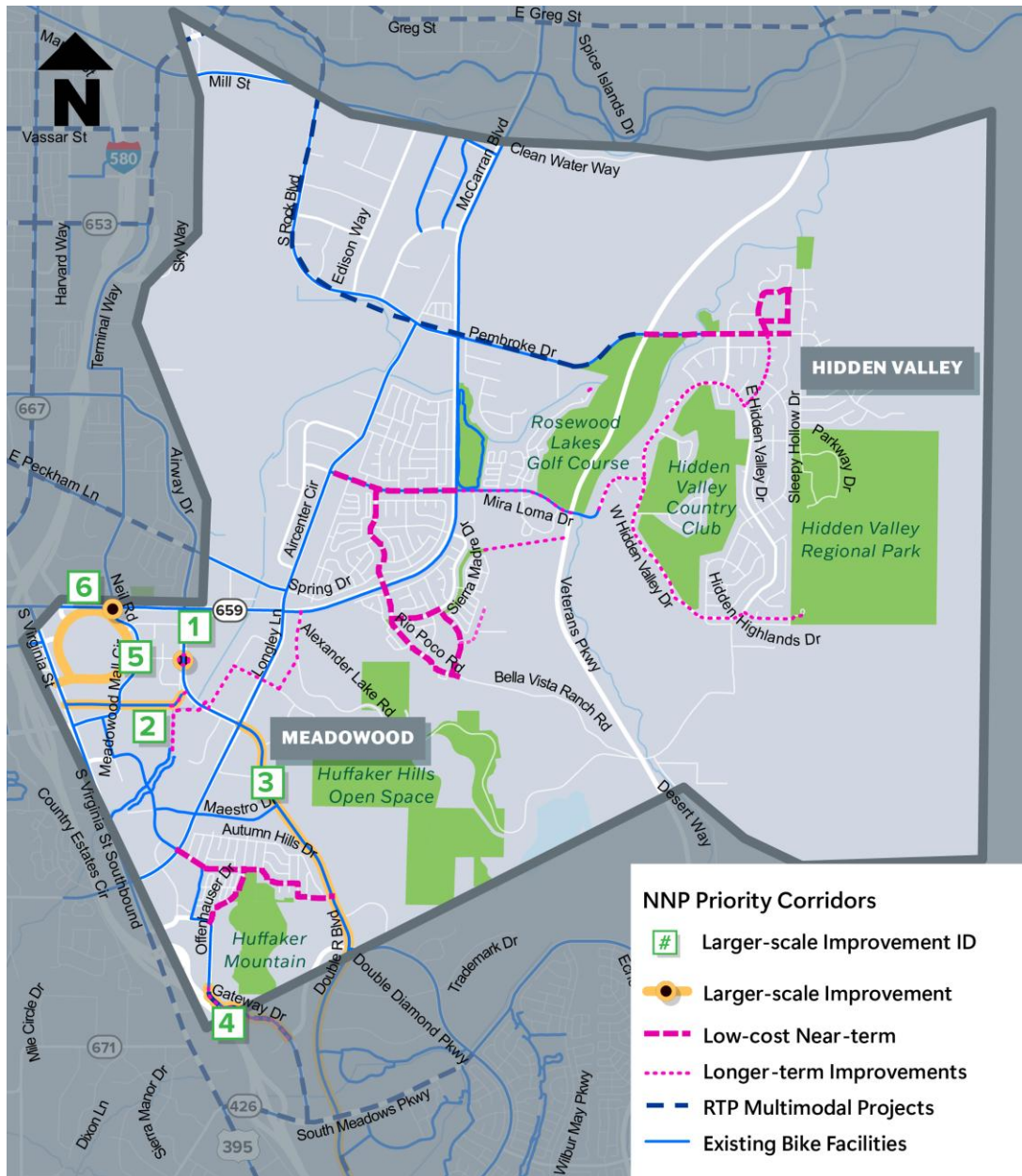
Several improvements were identified that are important for safe multimodal connectivity, but would involve more substantial construction activities. These projects will be considered for inclusion in a future RTP update but exceed the resources available for quick-build implementation. A listing of these longer-term proposed improvements is provided in Table 4 and illustrated in Figure 8.

Table 4. Larger-Scale Improvements Considered

Location	Description
1. Airway Drive pedestrian crossing at Meadowood Lane	Large-scale industrial development is underway on the east side of Airway Drive at McCarran Boulevard. A pedestrian crossing is recommended at Meadowood Lane to improve connectivity for employees and customers between the industrial center and Meadowood Mall.
2. Delucchi Lane	The bike lane on Delucchi Lane comes to an abrupt end as the road transitions to Home Gardens Drive and approaches Airway Drive. An extension of this bike lane to Airway Drive and Tyrone Road would fill a gap in the network.
3. Double R Boulevard	Double R Boulevard is a high-speed corridor that is a barrier to regional bicycle connectivity. It is recommended that a separated bike facility be developed in this corridor to provide a multimodal link between South Meadows and the Meadowood and Hidden Valley neighborhoods.
4. Gateway Drive	Offenhauser Drive bike lane ends as the road transitions to Gateway Drive. An extension of bicycle and pedestrian infrastructure here would connect high density residential to a major employment district.
5. Meadowood Mall Circle	Pedestrian and bicycle access to Meadowood Mall is limited on Meadowood Mall Circle, the primary access road. Bike lanes or pedestrian facilities would improve safety and access. This road is privately owned.
6. McCarran Boulevard	There are longer term plans to extend the McCarran Boulevard shared use path to Virginia Street. This would improve access to the Smithridge Shopping Center. The intersection of Neil Road and McCarran Boulevard is challenging for pedestrians to safely navigate due to a driveway located very close to the intersection. Improvements for pedestrian access should be incorporated into the shared use path improvement project.

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Figure 8. Larger-Scale Improvements Considered



Major improvements on multiple key corridors are already included in the RTP. This includes multimodal improvements on Pembroke Drive and Mira Loma Road between McCarran Boulevard and Veterans Parkway, as well as multimodal improvements on Rock Boulevard. Safety and active transportation improvements are also planned on McCarran Boulevard.



McCarran Boulevard and Neil Road intersection.



Double R Boulevard (above), Meadowood Mall Cr (below)

Additionally, areas where shared use paths between residential areas could provide off-street connection options were identified. Some of these corridors follow paths that have been worn by people walking or biking, even when there is no formal trail. Proposed trail connections are shown in Table 5 and Figure 9.

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Table 5. Potential Shared Use Path Connections Considered

Location	Description
1. Alexander Lake Road	There is an unpaved area between the back of the Longley Town Center and Alexander Lake Road. This area connects to the McCarran Boulevard shared use path. Development of a shared use path in this area could provide an off-street connection between the Meadowood area and the Donner Springs area.
2. Dry Creek Path Extension	There is an existing paved shared use path that extends from Virginia Street behind the Sierra Town Center shopping center that connects to employment centers along Dry Creek. An extension of this shared use path to Delucchi Lane/Airway Drive would provide an important network connection and an alternate to Longley Lane.
3. Fairwood Drive	There is an existing paved path along Dry Creek near the intersection of Pembroke Drive and Veterans Parkway. Connecting the shared use path to Fairwood Drive would improve access to the multimodal network.
4. Veterans Parkway Path Connection	The Donner Springs neighborhood area has an unpaved path that traverses the community parallel to Sierra Madre Drive. Future development provides an opportunity to connect this path to the Veterans Parkway shared use path, enhancing shared modal connectivity. Improved access from this path to Sierra Madre Drive could also enhance bicycle and pedestrian access to the Mira Loma Shopping Center. A future connection from Rio Poco Road to the Veterans Parkway shared use path would also provide an important regional link.



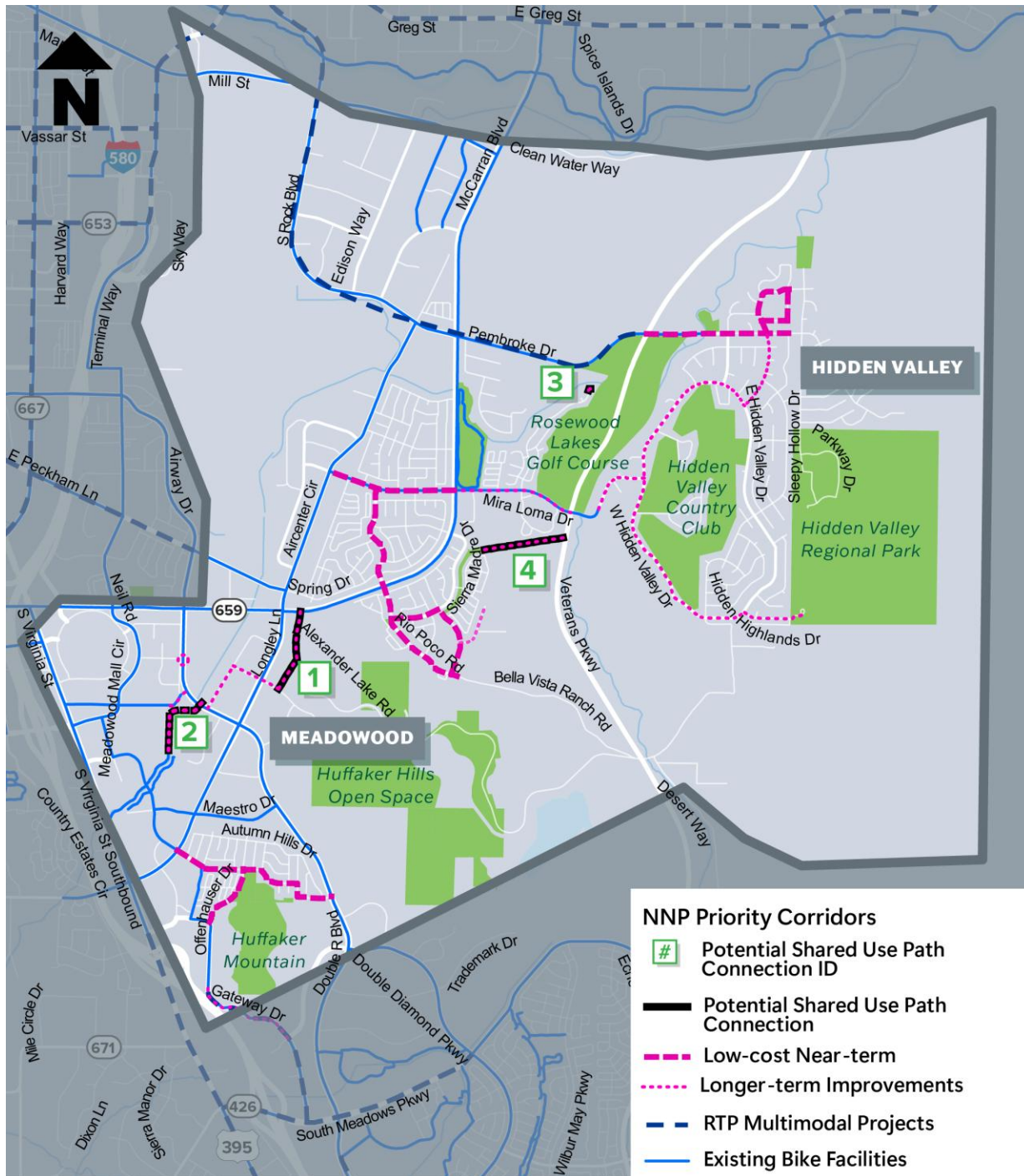
Unpaved corridor along Alexander Lake Road



Existing Dry Creek Trail near Virginia Street that could be extended to Delucchi Lane

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Figure 9. Potential Shared Use Path Connections





5. Neighborhood Network Recommendations and Implementation Strategy

The NNP is a short-term plan that identifies transportation improvements 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. This chapter describes the recommended short-term improvements within the Meadowood and Hidden Valley neighborhood.

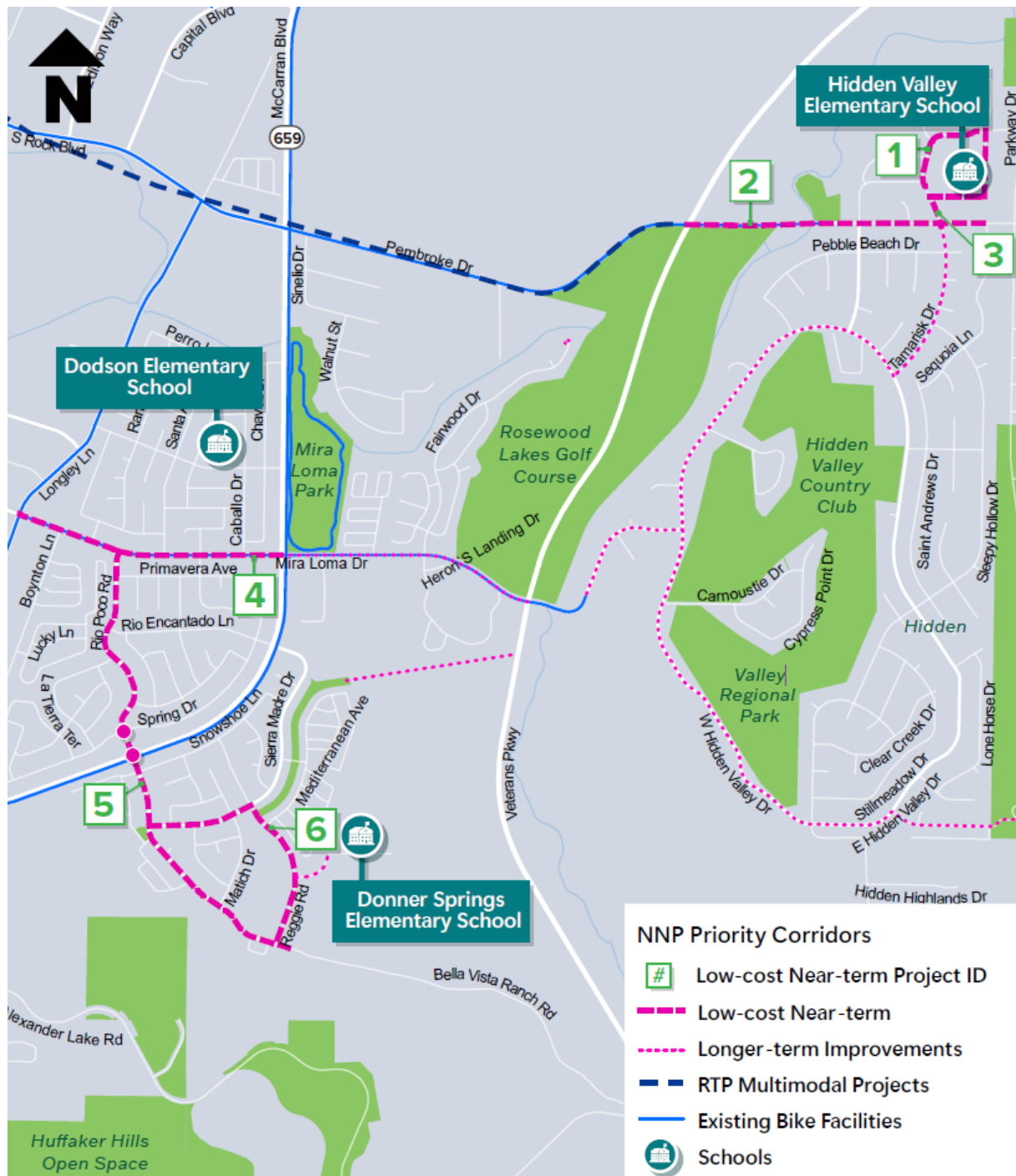
5.1 Quick-Build Recommendations

This section summarizes the recommended short-term quick-build improvements for the NNP. These concepts were developed to improve safe multimodal access to key neighborhood destinations such as schools, parks, transit stops, and grocery stores. The evaluation of concepts is summarized in Appendix D. The recommended low-cost, near-term improvements are a step toward implementing a connected neighborhood AT network.

Figure 10 illustrates the quick-build projects to be advanced toward near-term implementation as well as recommended longer-term improvements that help expand the network. Table 6 includes a description of the quick-build projects as well as a planning-level cost estimate for recommendations in the Hidden Valley area. Figure 11 and Table 7 show recommendations in the Meadowood area. Cost estimates are based on recent construction costs in the region and include a 30% contingency.

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Figure 10. Hidden Valley Area Improvements



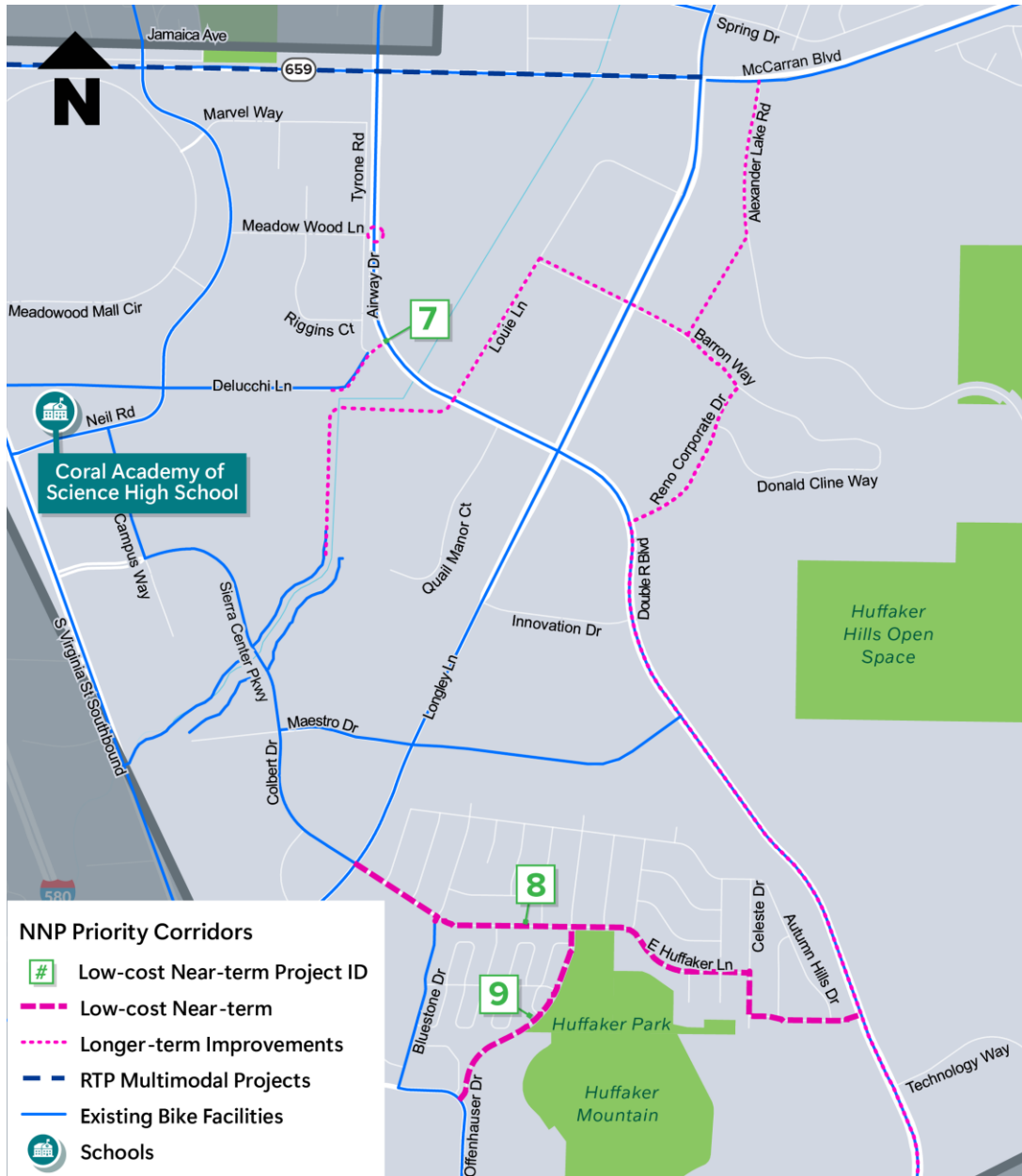
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Table 6. Hidden Valley Area Improvements

Project Name and Location	Length (Mi.)	Bike Facility Type	Description	Preliminary Cost Estimate
1. Tamarisk Drive/Alphabet Drive/ History Drive Hidden Valley Elementary Loop	0.4	Neighborhood Byway	High-visibility crosswalks at existing crosswalks around the school with painted bulbouts. New high-visibility crosswalk at Alphabet Drive and Native Dancer Drive.	\$130,000
2. Pembroke Drive Veterans Parkway to Sequoia Lane	0.4	Striped Bike Lanes (Both Sides)	Extend existing bike lanes to Sequoia Drive. Painted bulbouts at intersections, conflict striping and bike boxes at Veterans Parkway.	\$430,000
3. Tamarisk Drive Pembroke Drive to History Drive	0.1	Neighborhood Byway	Painted bulbouts mainline at Pembroke Drive plus additional throughout the corridor, and high-visibility crosswalks at History Drive, Pembroke Drive.	\$100,000
4. Mira Loma Drive McCarran Boulevard to Longley Lane	0.7	Protected Bike Lanes (Both Sides)	Upgrade existing bike lanes to a protected facility. High-visibility crosswalk at Boynton Lane, painted bulbouts at existing crossings.	\$230,000
5. Rio Poco Drive Mira Loma Drive to Reggie Road	1.4	Neighborhood Byway	Install striped bike lanes from Mira Loma Drive to McCarran Boulevard, with intersection improvements at Spring Drive. Install buffered bike lanes from McCarran to Reggie Road. Concrete speed tables and painted bulbouts with delineators.	\$1,060,000
6. Sierra Madre Drive/Reggie Road Sierra Madre Drive (Rio Poco Road to Reggie Road); Reggie Road (Sierra Madre Drive to Hombre Way)	0.7	Neighborhood Byway	Painted bulbouts, wayfinding, and a high-visibility crosswalk at Hombre Way & Reggie Road and Sierra Madre Drive and Rio Poco Road.	\$140,000

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Figure 11. Meadowood Area Improvements



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Table 7. Meadowood Area Improvements

Project Name and Location	Length (Mi.)	Bike Facility Type	Description	Preliminary Cost Estimate
7. Airway Drive & Delucchi Lane Intersection	N/A	N/A	Upgrade the existing pedestrian crossing to improve visibility with a flashing pedestrian beacon in the center median.	\$35,000
8. Huffaker Lane/Celeste Drive/Amston Road Huffaker Lane (Longley Lane to Celeste Drive); Celeste Drive (Huffaker Lane to Amston Road); Amston Road (Celeste Drive to Double R Boulevard)	0.9	Neighborhood Byway	Traffic calming improvements via painted bulbout at intersections and additional mid-block locations. Consider speed tables if updated vehicle volumes become available during design.	\$140,000
9. Offenhauser Drive Portman Avenue to Huffaker Lane	0.39	Buffered Bike Lanes (Both Sides)	Buffered bike lanes along roadway, high-visibility crosswalk at Portman Avenue, Huffaker Lane, Craigmont Drive, and a mid-block crossing at Huffaker Park on Offenhauser Drive. Painted bulbouts to be included at the beginning and end of the corridor, with additional painted bulbouts for potential mid-block opportunities. Bikeway will extend west on Portman Avenue to red curb area to facilitate removal of left turn pocket, and may be refined based on future traffic counts.	\$230,000

5.2 Implementation

The 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 conduct project design for identified quick-build improvements in 2026 and 2027, with a goal to begin construction in 2028. Projects will be constructed based on AT Program fund availability.

Other potential funding opportunities are available for projects not implemented through the AT Program, as described in the following sections.

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Federal Funding (Formula and Discretionary Grant Programs)

The Bipartisan Infrastructure Law (BIL), signed in November of 2021, allocated \$550 billion to transportation, broadband, and utility investments across the United States. This funding will be distributed over the five-year period between fiscal years 2022 and 2026 via both formula funding and competitive grant application processes.

As this funding program comes to a close, transportation reauthorization is in the proposal stages, preliminarily named Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or the BUILD America 250 Act. This funding program would authorize funds to be appropriated from the Highway Trust Fund and General Fund for fiscal years 2027 through 2031, at an estimated total amount of \$580 billion. While not all funding elements are yet known, the following provides a listing of the most likely relevant funding sources for implementation of the proposed improvements.

Surface Transportation Block Grant Program (STBG): STBG is a flexible federal formula program that provides for allocations to both RTC, as the MPO, and the Nevada Department of Transportation. RTC incorporates these funds into a regional call for projects dedicated to the MPO planning area. The Nevada Department of Transportation manages STBG funds that are available for allocation on a statewide basis. Use of STBG funds must be managed in accordance with federal and state processes.

Transportation Alternatives Set-Aside: The Transportation Alternatives Set-Aside (also known as TA Set-Aside) from the STBG Program provides federal funds for community-based projects that expand travel choices and enhance the transportation experience. These projects are intended to integrate modes and improve the cultural, historic, and environmental aspects of our transportation infrastructure. Local governments, regional transportation authorities, transit agencies, MPOs, and school districts, among others, are eligible to apply for TA Set-Aside funding. Federal guidelines specify that projects must be selected based on a competitive process.

Eligible project types include planning, design, and construction of a variety of facilities, programs, and other efforts. More specific examples of eligible projects include:

- Bicycle, pedestrian, and other nonmotorized transportation facilities
- Traffic calming, lighting, and other safety-related infrastructure
- ADA improvements
- Turnouts, overlooks, and viewing areas
- Recreational trails
- Safe Routes to School (SRTS), including infrastructure, non-infrastructure, and coordinator positions
- Vulnerable road user safety assessment
- Vegetation management
- Environmental mitigation related to stormwater, water pollution prevention, wildlife crossings, and habitat connectivity
- Micromobility projects, including bike and scooter share (construction and non-construction projects that facilitate safe access for pedestrians and bicyclists)
- Removal of outdoor advertising

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Better Utilizing Investments to Leverage Development (BUILD) / Surface Transportation

Accelerator Grants (STAG): The BUILD grant program is designed to help urban and rural communities advance projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable. Competitive projects will emphasize safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity.

The program was last allocated \$9.7 billion over a five-year period for individual projects of up to \$25 million. Projects may be for capital investments or planning activities.

The Surface Transportation Accelerator Grant (STAG) program is a proposed new discretionary grant program proposed under the BUILD America 250 Act that consolidates several prior grant programs, including BUILD. It is intended to be a hyper-flexible competitive program that allocates more than \$2 billion a year to the program. It is anticipated that STAG will allocate at least 50% of annual funds to local projects. The program will aim to fund major construction projects, having a much higher cap on the grant award than the current BUILD program (maximum of \$25 million).

Safe Streets and Roads for All (SS4A): The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Eligible applicants include MPOs, counties, cities, towns, transit agencies, and Tribal governments. The program has been allocated \$5 billion over the next five years.

Grant awards are divided into two categories: Action Plan Grants and Implementation Grants. An Action Plan Grant is used to develop an Action Plan – a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality (i.e., a safety plan). Implementation Grants are used to fund and implement specific projects previously identified in the Action Plan. To receive an implementation grant, the local entity applying must have an adopted Safety Plan that adheres to the program.

State Funding

The Nevada Department of Transportation receives fuel tax revenues that are available for use statewide. These funds are prioritized using the One Nevada process and programmed over a four-year time period in the STIP.

Regional/Local Funding

The RTC receives fuel and sales taxes that are available for use on facilities throughout Washoe County. Voters approved indexing the fuel tax to inflation in 2008, which now provides a reliable source of revenue for improvements on regional roads. A sales tax was also approved by Washoe County voters to fund both transit and roadway improvements. RTC allocates funding through the RTP process for major projects. The RTC pavement preservation program and intersection improvement program are also used to deliver smaller scale improvements across the region using a needs-based assessment framework.

The City of Reno and Washoe County both manage traffic calming programs that can implement improvements to slow traffic and improve safety. The City of Reno Public Works Design Manual includes details about this program, including the process to request traffic calming measures and the types of eligible uses. The Washoe County Traffic Calming and Traffic Engineering Request Policy describes the process for implementing neighborhood improvements.

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Private funding can also support community improvements. RTC coordinates with the City of Reno and Washoe County on the review of proposed projects. There are opportunities to integrate improvements into new development.

5.3 Monitoring Progress

Part of RTC's planning program involves performance monitoring. This includes a range of safety and operational metrics that RTC tracks on an ongoing basis as the MPO. In addition to regional performance monitoring, there is a benefit to tracking the impacts of individual corridor improvements. This is relevant for the AT Program, as RTC seeks to deliver projects that are of the greatest value and benefit for the community. Potential performance monitoring for this NNP may include safety, maintenance needs, active transportation usage, and community input.

5.4 Quick-Build Projects

Additional information about the recommended quick-build projects is provided on the following pages.

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Appendix A: Supplemental Existing Conditions Information

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Existing Conditions

The Meadowood and Hidden Valley neighborhood has a population of almost 23,000 residents. While the neighborhood demographics are generally similar to Washoe County as a whole, the lower median income, higher senior population, and higher proportion of households with a single vehicle indicate a need for active transportation options. A summary of population demographics is provided in Table A-1.

Table A-1. Comparison of Population Characteristics

Demographic	Washoe County	NNP Area
Median Household Income	\$85,600	\$79,829
Housing Cost Burden	31%	32%
Under age 18	21%	10%
Over age 64	17%	18%
Has a Disability	25%	21%
Hispanic	26%	24%
Minority Population	35%	35%
Limited English Proficiency (LEP)	3%	3%
Zero-Vehicle Households	6%	3%
Single Vehicle Households	28%	32%

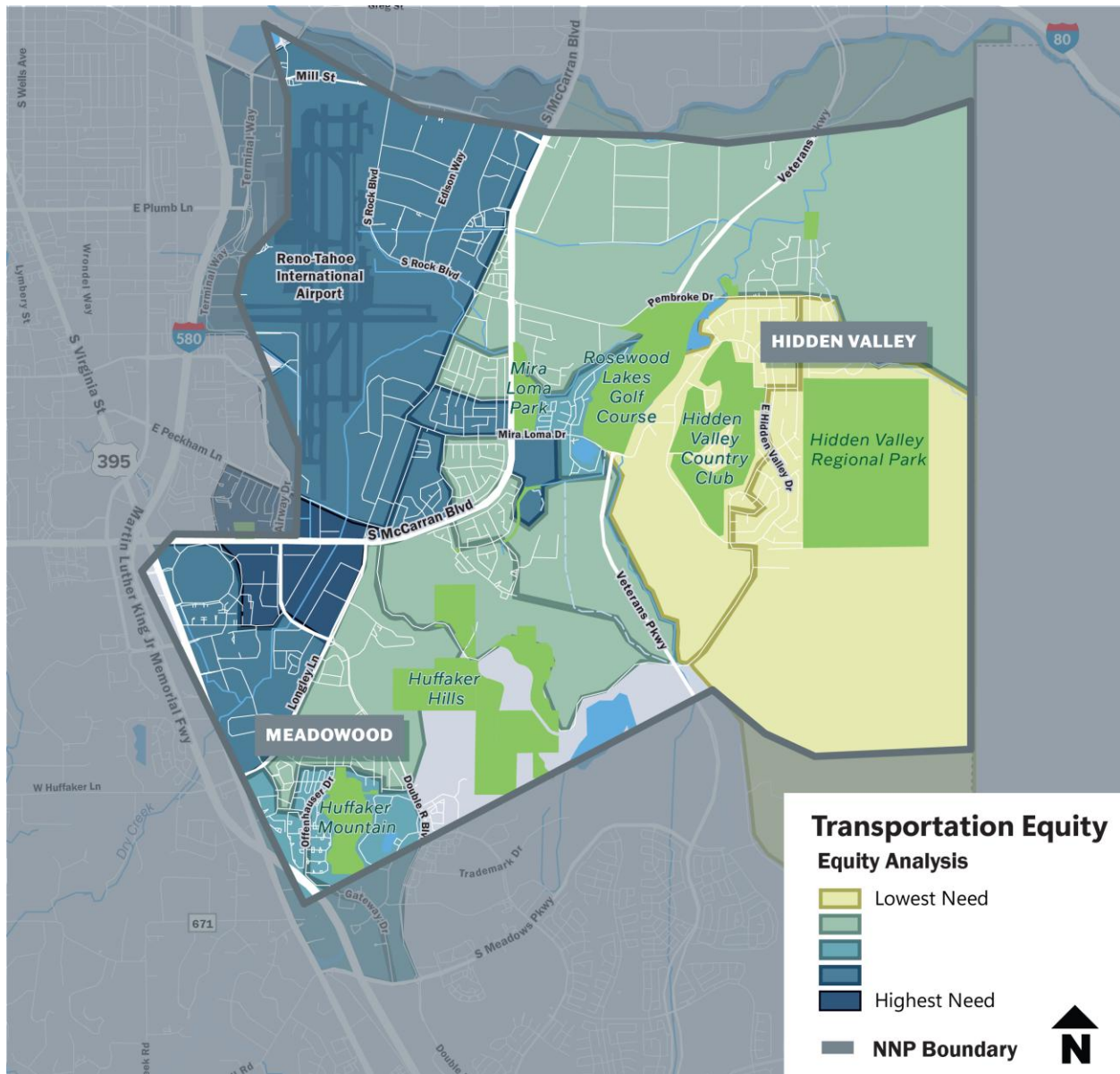
Source: American Community Survey, 2023

Figure A-1 provides an overview of areas with higher needs, based on demographic characteristics, where a higher number represents an area of greater need, as documented in the AT Plan. Areas of greater need indicate the potential demand for affordable active transportation options.

Active trip potential measures where short vehicle trips could realistically shift to walking or biking with improved infrastructure. The Plan uses this metric to identify areas with latent demand or existing active travel, helping target investments that reduce auto trips and support first- and last-mile connectivity. Illustrated in Figure A-2, 59% of the planning area shows moderate or high potential for active trips, with more active destinations concentrated near parks. This pattern highlights strong opportunities to support walking and bicycling by improving connections in these areas.

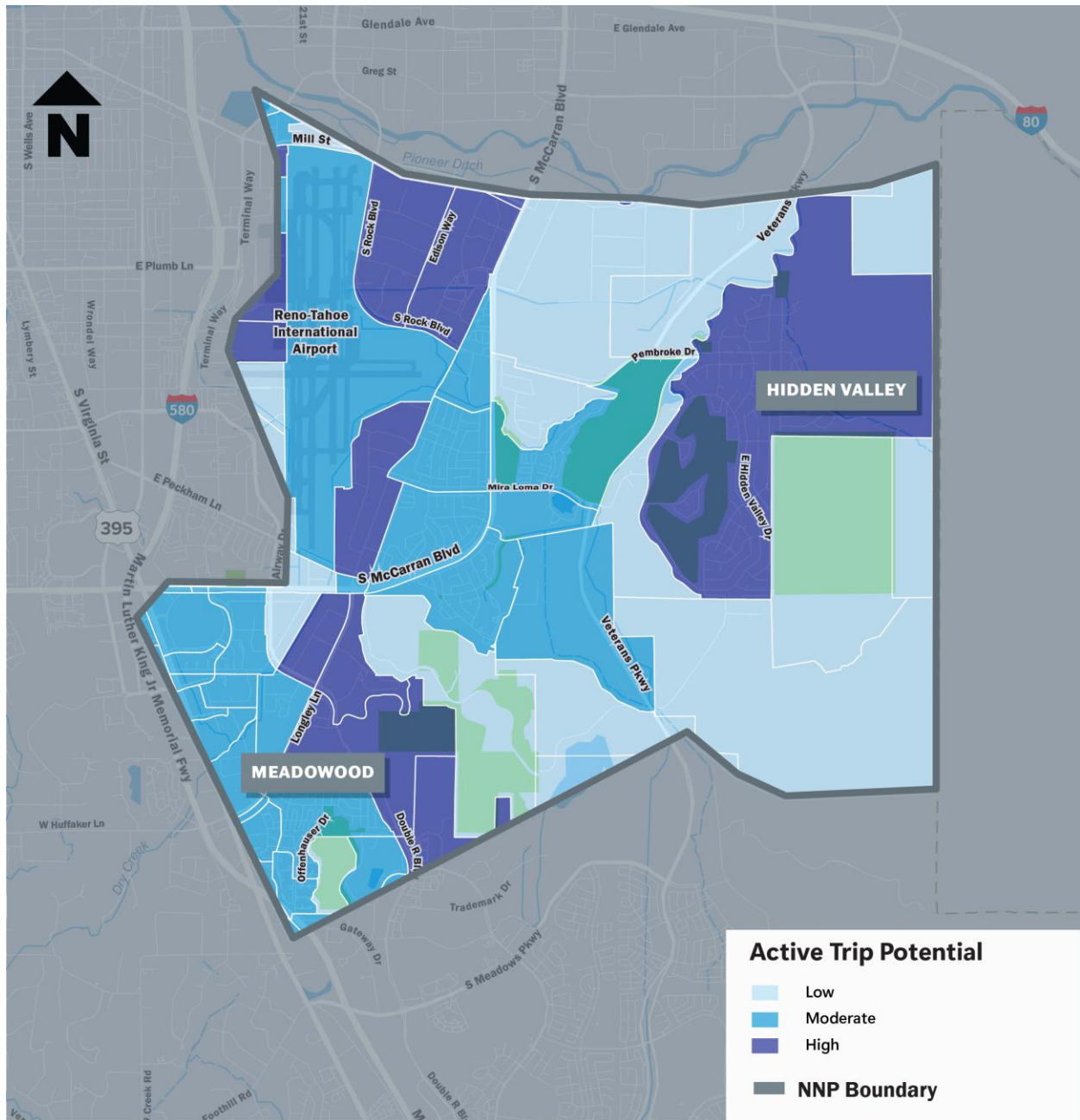
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Figure A-1. Transportation Equity Analysis



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Figure A-2. Active Trip Potential



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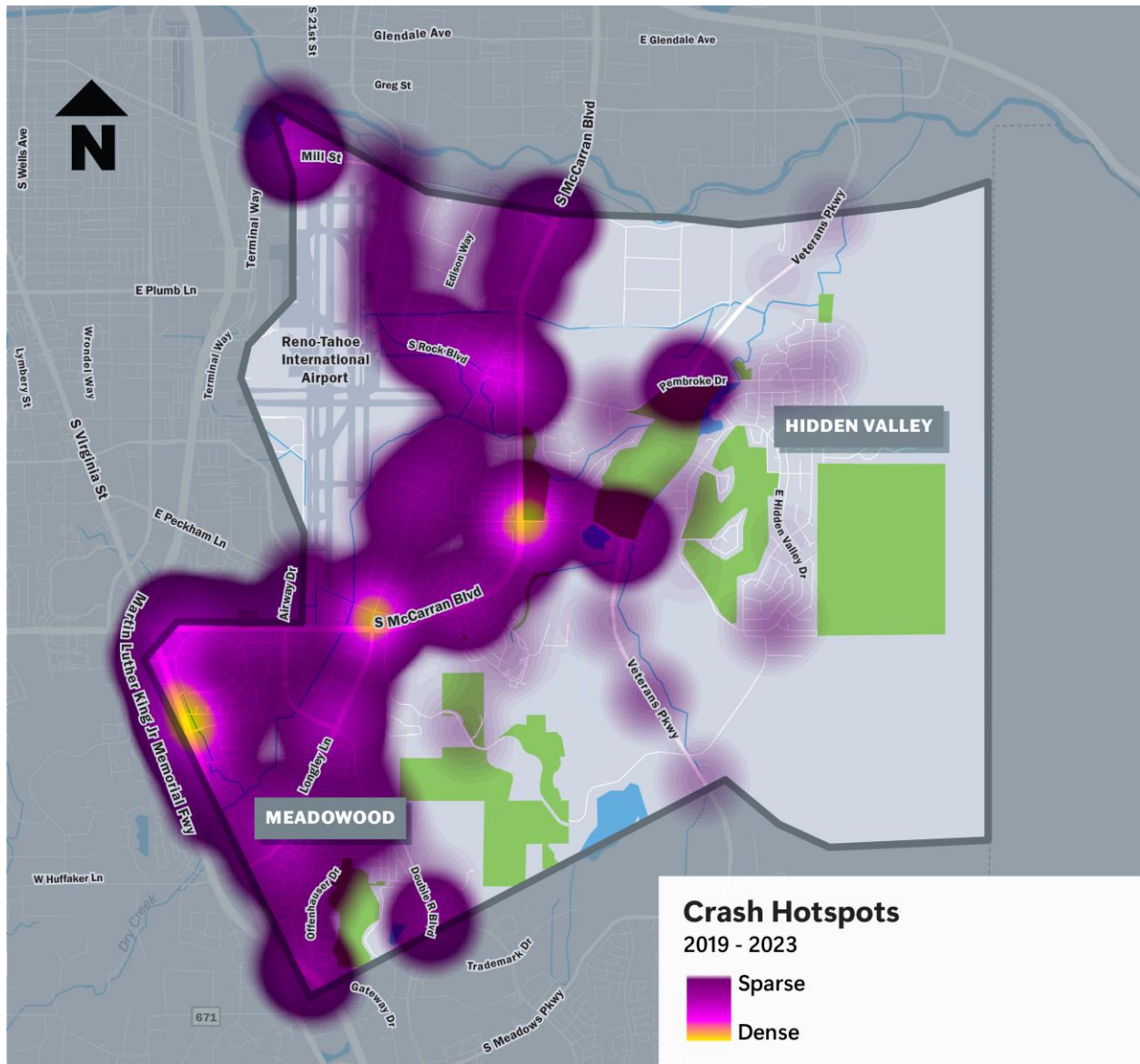
Safety Needs

The safety analysis identified several crash hotspots, most of which occur at high-volume intersections within the neighborhood, as shown in Figure A-3. South McCarran Boulevard stands out as the corridor with the highest crash concentrations, particularly at its intersections with South Virginia Street, Longley Lane, and Mira Loma Drive. Another notable hotspot occurs at the intersection of Rock Boulevard and Longley Lane. These locations coincide with the roads carrying the highest traffic volumes, where heavy turning movements and numerous driveways contribute to more crashes.

Crashes in the Meadowood and Hidden Valley neighborhood resulted in eight fatalities and 26 serious injuries, while roughly half of all reported crashes caused no injuries. As shown in Figure A-4, serious injury crashes clustered primarily on the northeast side of the planning area and along the McCarran Boulevard corridor, indicating elevated risk on these higher-volume, higher speed roadways. Two fatal crashes occurred along Hidden Valley Drive, highlighting this roadway as a particular area of concern for severe outcomes.

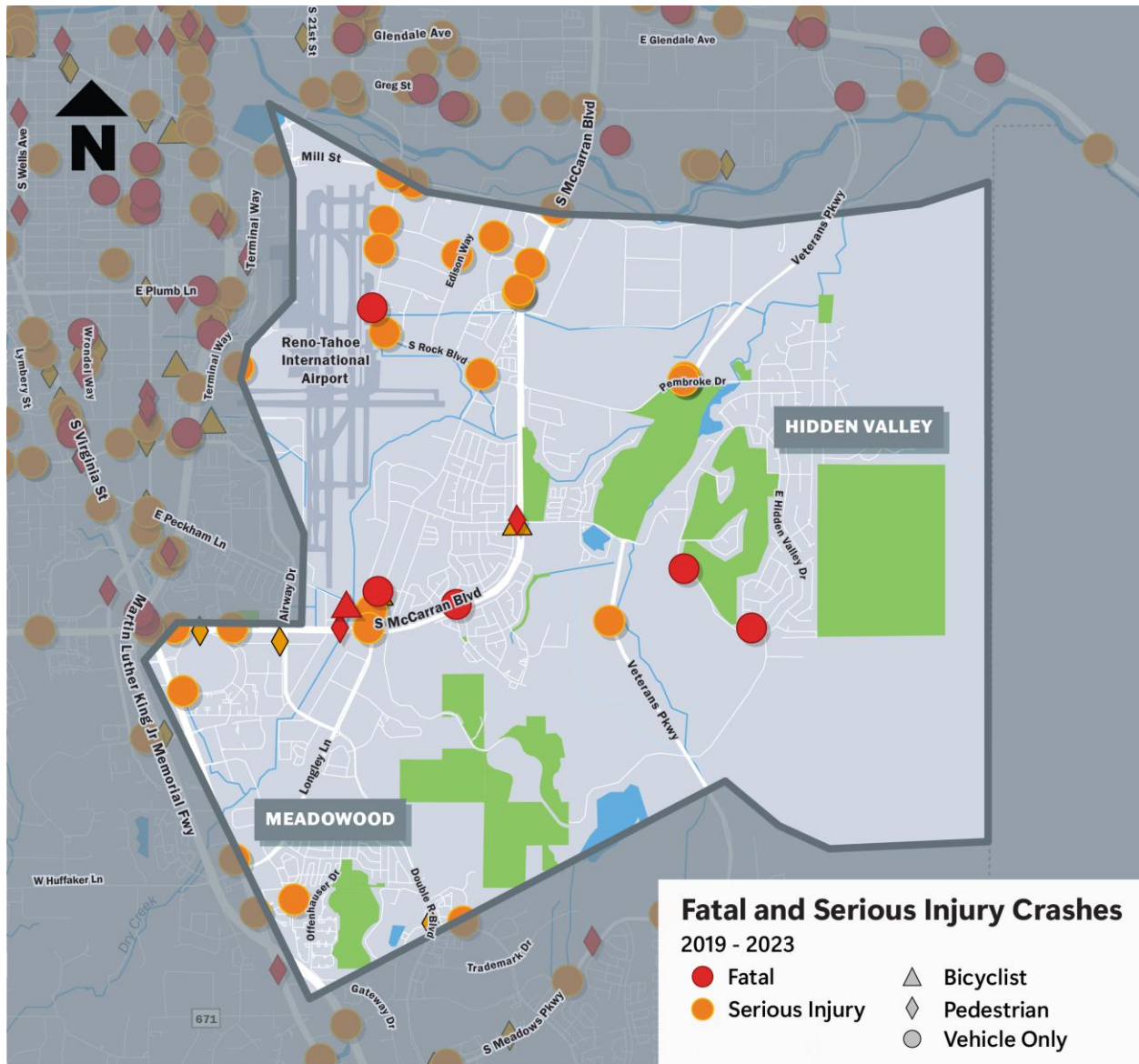
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Figure A-3. Crash History



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Figure A-4. Serious and Fatal Crashes



Pedestrian Experience Index

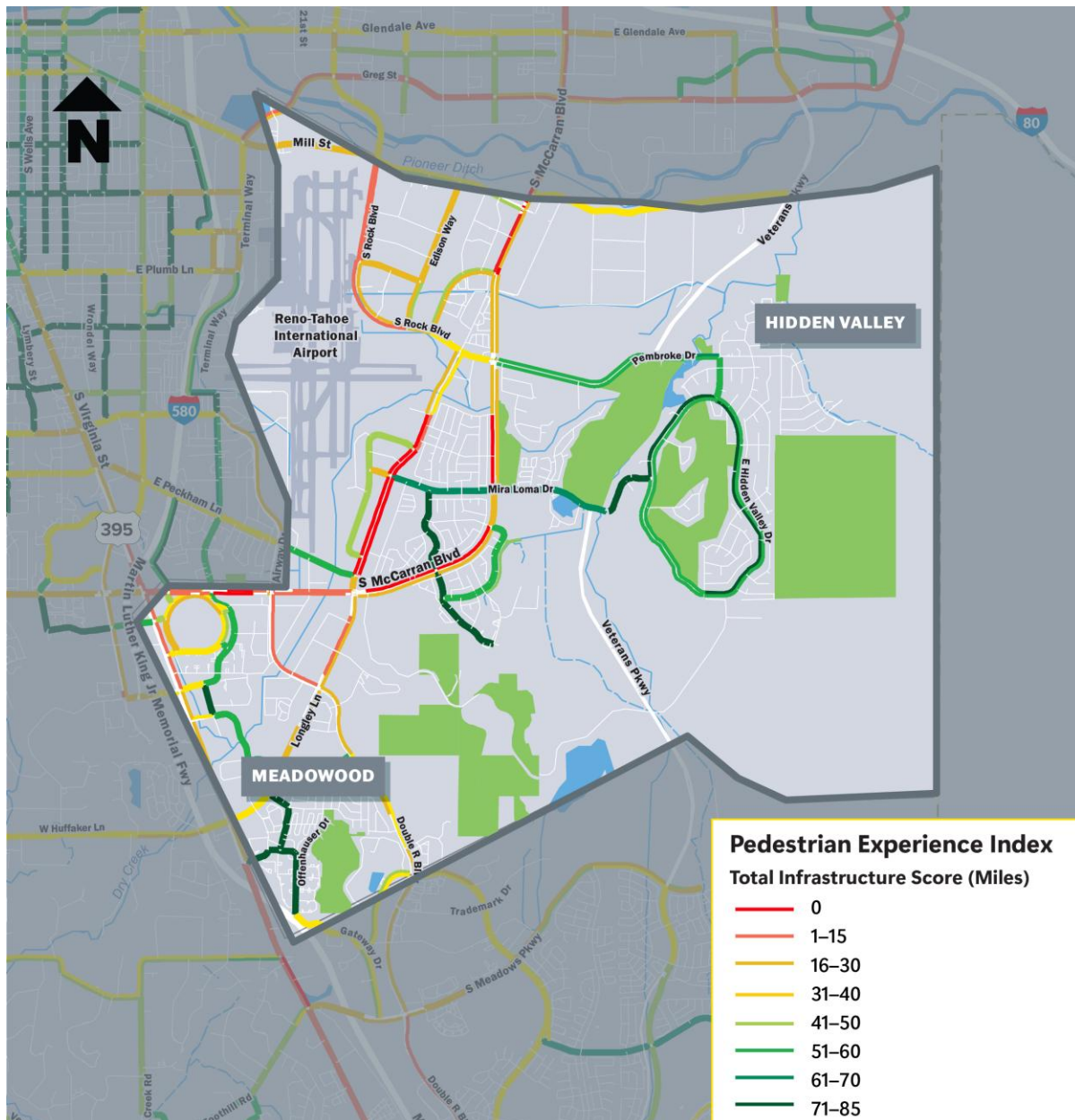
Developed for the AT Plan, the Pedestrian Experience Index (PEI) measures the level of comfort for walking on a given roadway. It considers factors such as traffic volumes and speeds and the presence or absence of sidewalks. Scores are assigned on a 0-85 scale, with higher scores indicating a more comfortable walking experience, as shown in Figure A-5.

Several critical through streets in the neighborhood scored very low on the PEI. For example, Longley Lane has an absence of sidewalks as well as a 45 MPH speed limit and lack of safe crossing opportunities, which discourages walking as a viable transportation mode. By contrast, some of the important connecting streets in the NNP area create a more inviting environment for pedestrians and have PEI scores ranging from 61-85.

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Although many neighborhood streets present comfortable walking experiences for pedestrians, low PEI scores on some key parts of the roadway network present obstacles to walking as a viable mode of transportation in much of the neighborhood area. There is limited pedestrian connectivity between residential areas in the neighborhood, with roadways such as Longley Lane and Double R Boulevard presenting barriers to pedestrian access. Sidewalk construction on these major corridors would require a larger-scale, more permanent solution and does not align with quick-build strategies.

Figure A-5. Pedestrian Experience Index



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Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS), developed as a metric in the AT Plan, measures the level of comfort for someone riding a bike on a given roadway. It considers factors such as traffic volumes, posted speed limits, and the presence or absence of bicycle facilities such as bike lanes and separated paths, as shown in the image below. Scores are assigned on a 1-4 scale with higher scores indicating streets and roads that are more stressful to ride on, as shown in Figure A-6.

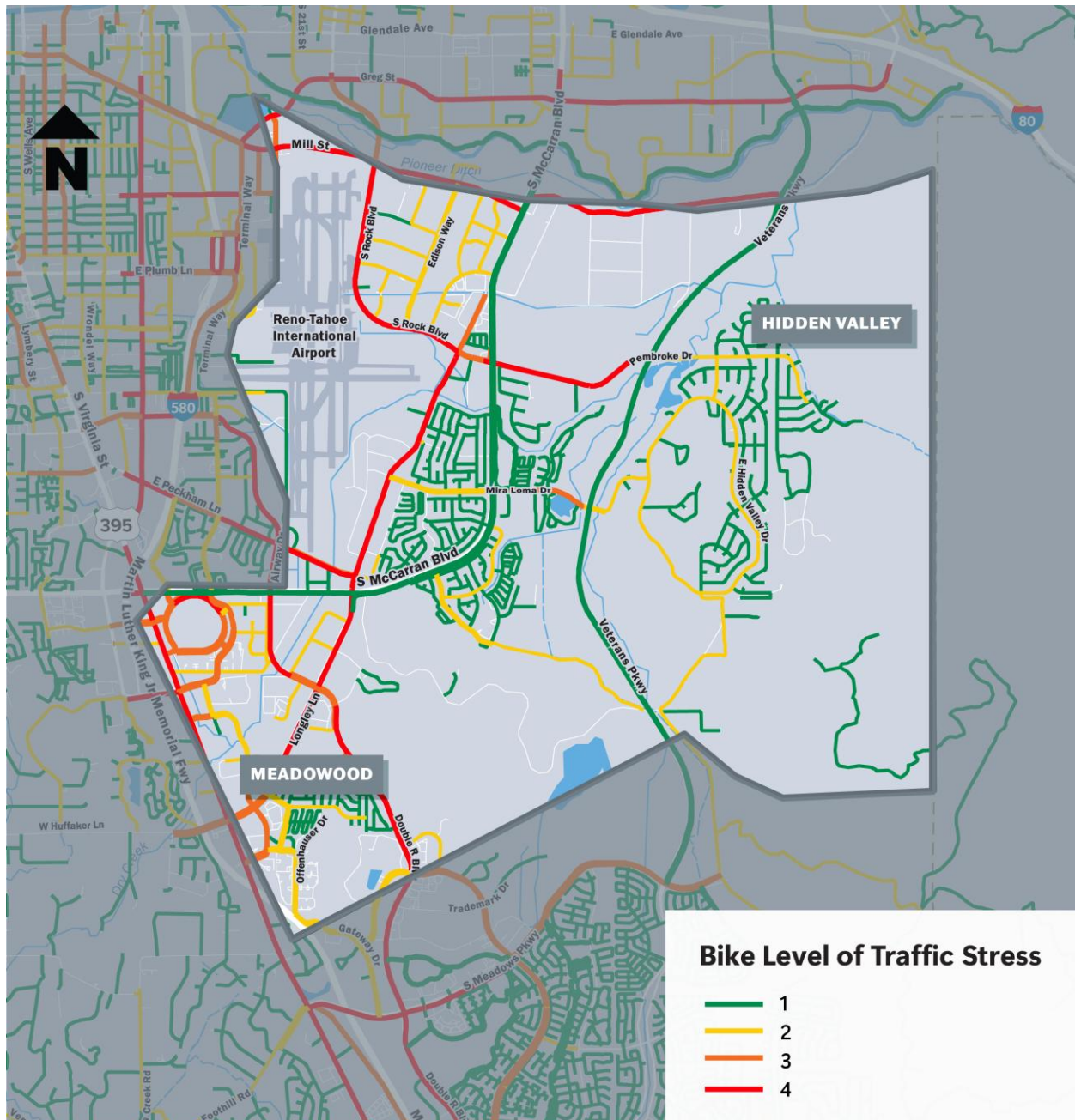


Illustration of Bicycle Level of Traffic Stress

Many of the important connector streets in the neighborhood have very high BLTS scores. For example, Longley Lane and Double R Boulevard have a BLTS score of 4 due to comparatively higher traffic volumes and a 45 MPH speed limit, as well as a lack of a separated facility. Similar challenges exist on Rock Boulevard and Airway Drive. These higher stress environments present an obstacle to people using bicycling as a mode of transportation between Meadowood and Hidden Valley or even to access the wider Reno metro region. However, the BLTS scores on other important connecting corridors, such as McCarran Boulevard and Veterans Parkway, highlight the importance and possibility of creating more comfortable bicycling experiences that promote bicycling as a viable mode of transportation, enabling residents to access key community destinations such as schools, shopping centers, and parks. It is generally more cost effective and well-suited to quick-build to improve a corridor from BLTS 2 to 1 compared to upgrading from a BLTS 4 or 3 to BLTS 2.

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Figure A-6. Bicycle Level of Traffic Stress



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Transit

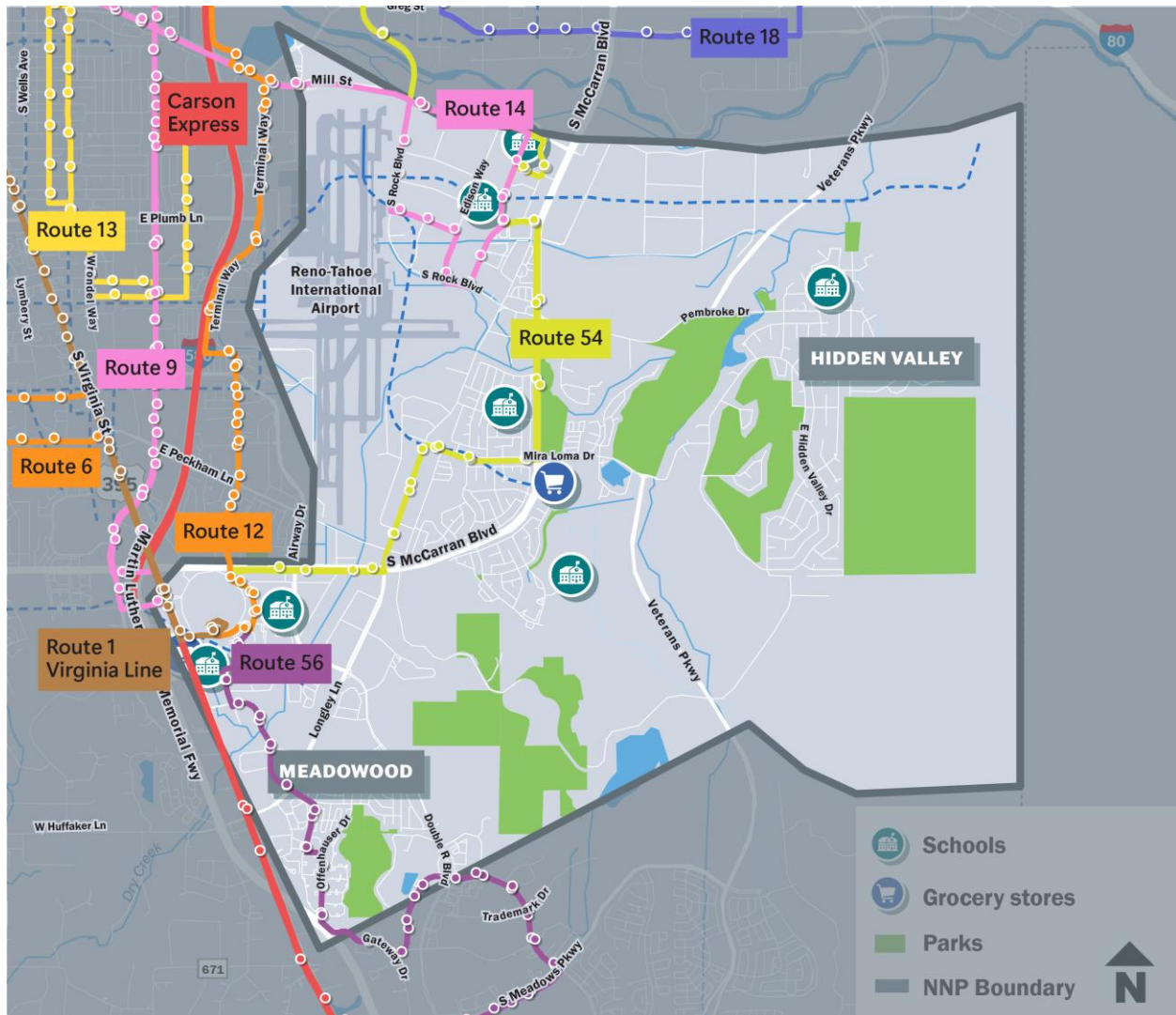
RTC transit service provides many residents and employees with access across the region. The transit routes in the neighborhood are described in Table A-2 and illustrated in Figure A-7.

Table A-2. Transit Service

Route	Service Frequency	Major Destinations	July 2025 Ridership
Route 14 East Mill	30 minutes (weekdays) 1 hour (weekends)	• Renown Medical Center • Grand Sierra Resort • VA Outpatient Clinic	10,650
Route 54 Sparks/ Meadowood	1 hour (weekdays) 1 hour (weekends)	• Mira Loma Park • Meadowood Mall • VA Outpatient Clinic • Baldini's Casino, Nugget Casino	6,500
Route 56 South Meadows/ Damonte Ranch	30 minutes (weekdays) 1 hour (weekends)	• Renown South Meadows • Meadowood Mall • Walmart, Winco • DMV	15,900
Virginia Line	10 minutes 30 minutes	• Downtown Reno, Midtown • Meadowood Mall • UNR • Atlantis Casino, Peppermill Resort • Reno Public Market • Federal Court Building	86,100
Route 1			35,600

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Figure A-7. Transit Service

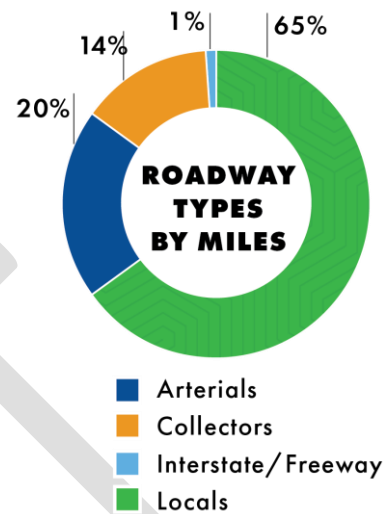


MEADOWOOD & HIDDEN VALLEY

Roadways

Functional classification categorizes roadways based on how they move people and vehicles and provide access to adjacent land uses. Four functional classes can be found within the study area:

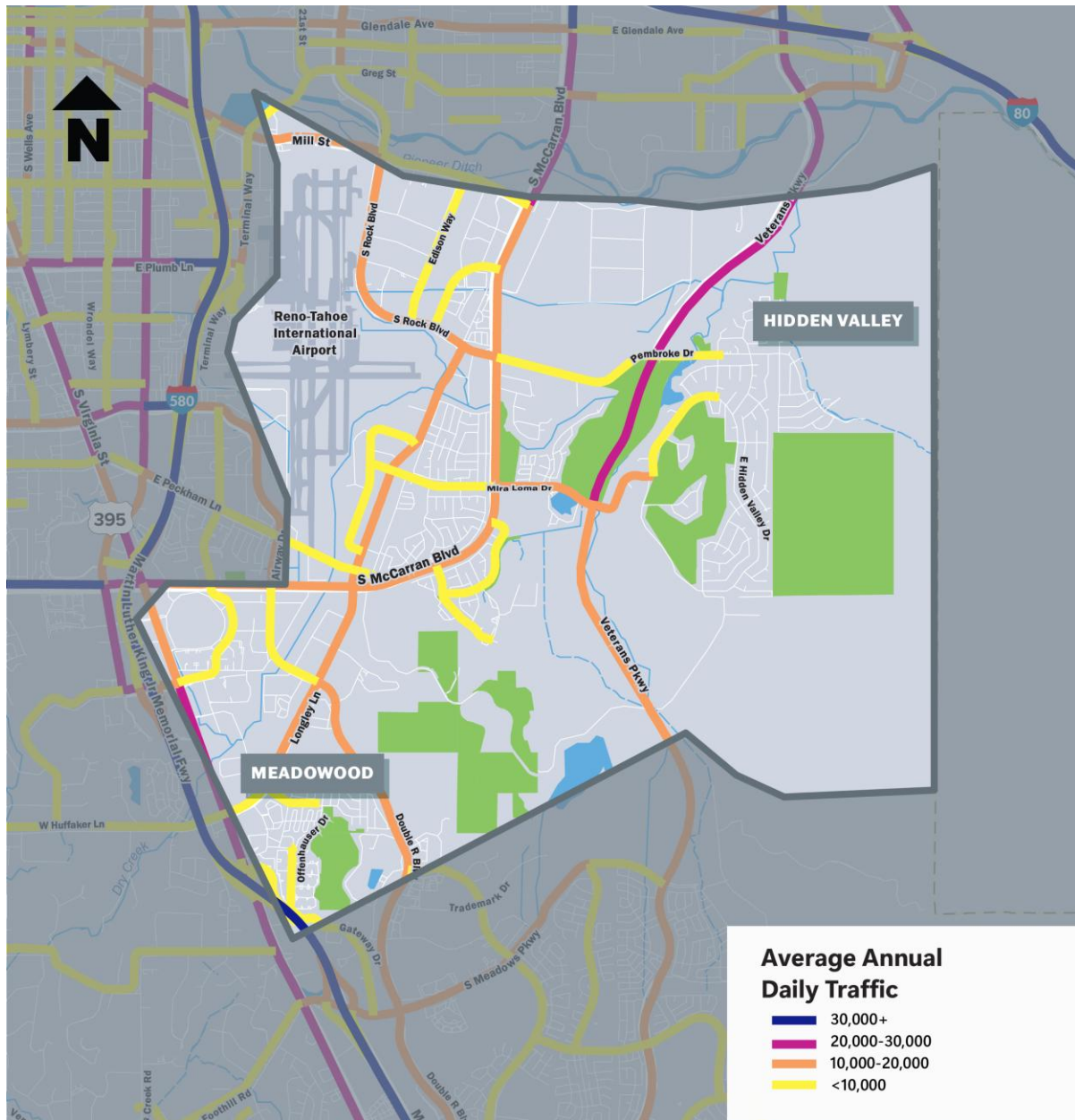
- **Interstates and Freeways:** Serve long-distance, high-speed travel with limited access, prioritizing regional mobility
- **Arterials:** Carry high traffic volumes through the area, connecting major destinations while balancing mobility and access
- **Collectors:** Connect local streets to arterials, channeling traffic from neighborhoods to higher-capacity roads
- **Local Roads:** Provide direct access to homes and businesses, supporting low-speed, low-volume neighborhood travel



The Meadowood and Hidden Valley neighborhood relies on a network of arterials that support both local access and regional connectivity. Veterans Parkway functions as the primary north-south spine on the eastern side of the area, carrying about 25,100 vehicles per day and supporting through travel as well as access to surrounding neighborhoods. Rock Boulevard, a minor arterial that transitions into Pembroke Drive near Hidden Valley, serves local circulation and is heavily used by bicyclists, with an average daily traffic volume of approximately 11,800 vehicles. On the western side, Double R Boulevard acts as a major north-south route, moving roughly 15,700 vehicles daily as it connects residential neighborhoods to shopping centers and employment hubs. Longley Lane is a minor arterial, carrying 19,900 vehicles per day and linking residential areas to nearby commercial and employment destinations. McCarran Boulevard is a principal arterial that ties the area to I-580 and I-80, providing critical regional access and carrying up to 30,000 vehicles per day near Virginia Street. Traffic volumes are shown in Figure A-8.

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Figure A-8. Traffic Volumes



Appendix B: Outreach Documentation

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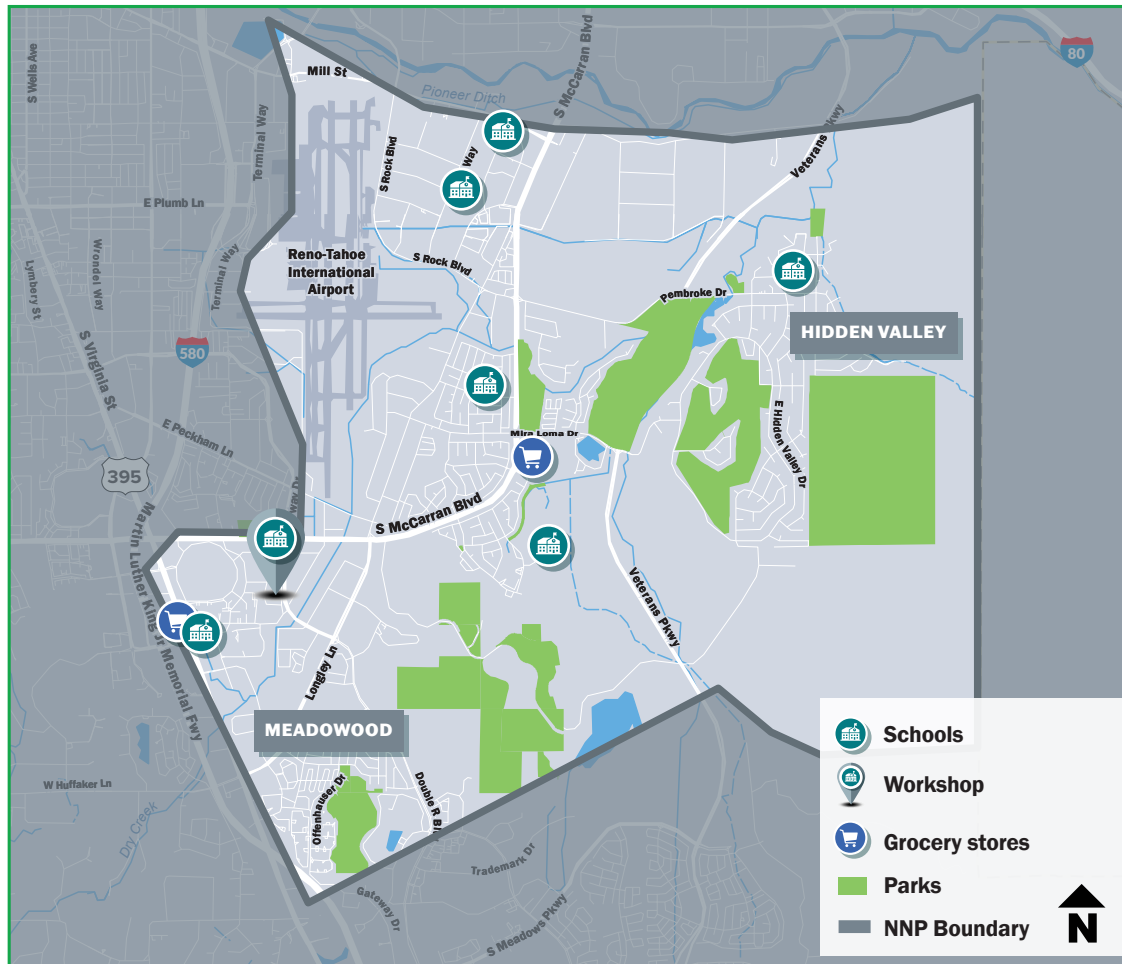


MEADOWOOD & HIDDEN VALLEY NEIGHBORHOOD NETWORK PLAN

The RTC, through its Active Transportation Program, is working with community members to develop Neighborhood Network Plans (NNPs) to make walking, biking, and rolling safer and more comfortable.

The NNPs will be tailored to the needs of each neighborhood and recommend projects that improve safety and create a comfortable experience for everyone.

The Meadowood & Hidden Valley NNP is expected to be completed by summer 2026 and will include recommendations for quick-build projects that can bring rapid improvements in transportation safety.



Get involved with the project by:

- Completing the survey and adding to the virtual comment map at rtcwashoe.com/neighborhood
- Reaching out to the project team at neighborhoodplans@rtcwashoe.com
- Following @rtcwashoe on social media platforms

**SEPTEMBER-
NOVEMBER
2025**

Assess existing conditions

**DECEMBER
2025**

Community workshop on December 10 from 5-6:30 and survey

**DECEMBER
2025-
MARCH 2026**

Develop and refine improvement concepts

**APRIL-
MAY
2026**

Community meetings

**MARCH-
JULY
2026**

Develop Neighborhood Network Plan

**AUGUST
2026**

Neighborhood Network Plan finalized

For more information contact the project team at neighborhoodplans@rtcwashoe.com or visit www.rtcwashoe.com/neighborhood





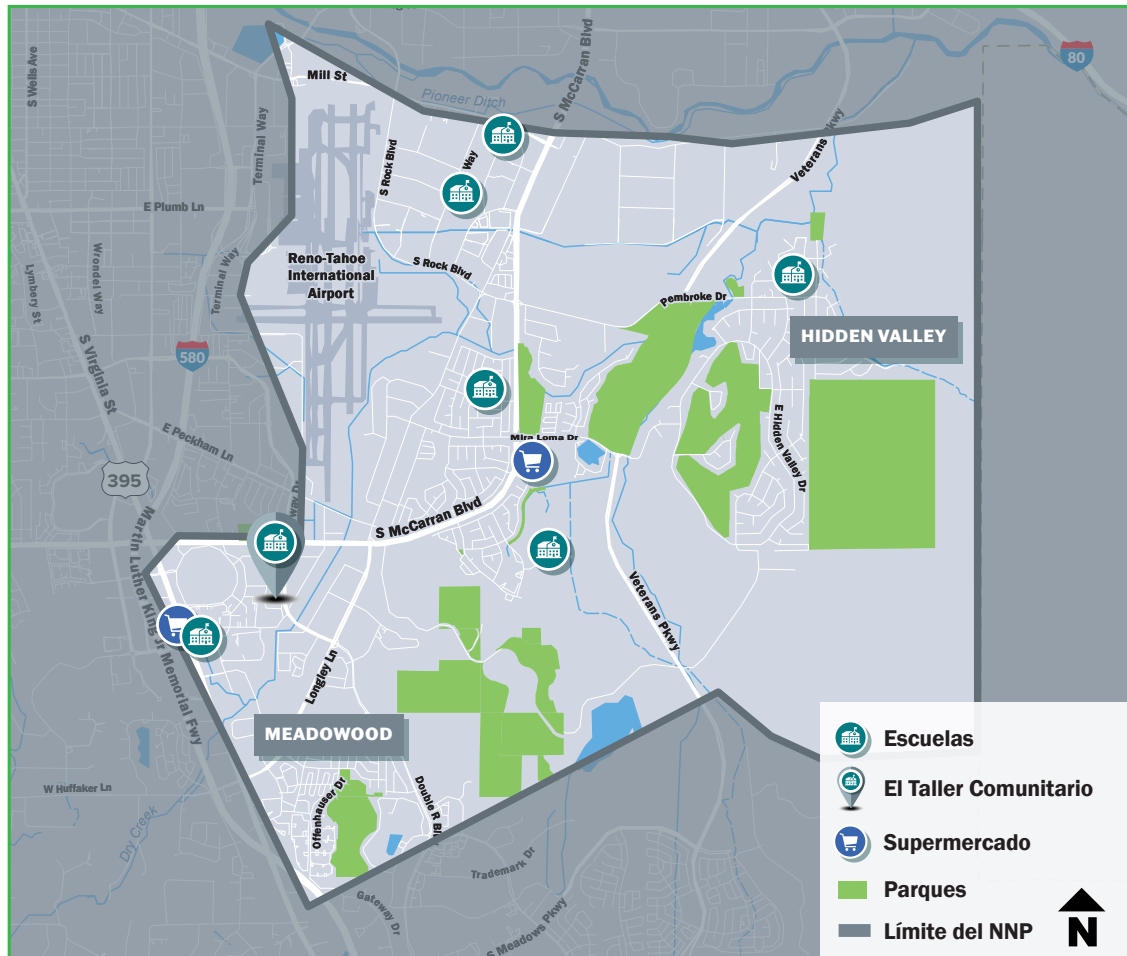
MEADOWOOD Y HIDDEN VALLEY

PLAN DE RED PARA LA VECINDAD DE

RTC, por parte de su programa transporte activo, está colaborando con la comunidad para desarrollar Planes de Red de Vecindarios (NNPs, por sus siglas en inglés) con la finalidad de promover la seguridad y comodidad para caminar, andar en bicicleta y el desplazamiento en silla de ruedas u otros dispositivos de movilidad.

Los NNP se adaptarán a las necesidades de cada uno de nuestros vecinos y recomendarán proyectos que mejoran la seguridad que generan una experiencia cómoda para todos.

Esperamos que el NNP de Meadowood y Hidden Valley termine para el verano de 2026. Esta incluye recomendaciones para proyectos de construcción rápida ("quick-build") que puedan atraer y ofrecer mejoras rápidas y seguras para el transporte.



El Taller Comunitario De Meadowood Y Hidden Valley Es:



El 10 de diciembre del 2025



5-6:30 p.m.



Truckee Meadows Community College Meadowood North - Room 152
5270 Neil Rd | Reno, NV 89502

**SEPTIEMBRE-
NOVIEMBRE
2025**

Evaluar las
condiciones
actuales

**DICIEMBRE
2025**

Taller comunitario el
10 de diciembre
entre 5-6:30 PM y
encuesta

**DICIEMBRE
2025-
MARZO 2026**

Crear y mejorar
conceptos

**ABRIL-
MAYO
2026**

Reuniones
comunitarias

**MARZO-
JULIO
2026**

Desarrollar el plan
de red de vecindad

**AGOSTO
2026**

Finalizar el plan de
red de vecindad

Para mas informacion contacte al personal del proyecto en
neighborhoodplans@rtcwashoe.com o visite www.rtcwashoe.com/neighborhood





December 2025

WELCOME!

Thank you for attending this **Neighborhood Network Plan** community workshop. The Regional Transportation Commission of Washoe County (RTC) wants to hear your ideas about how to make walking and bicycling safer in your community. Tonight's meeting is from 5:00 to 6:30 p.m. A **brief presentation beginning at 5:15 p.m.** will be followed by **small group discussions with the project team** at tables around the room. Project materials shared during the in-person meeting are also available on the project website at www.rtcwashoe.com/neighborhood.

As you enter the room, you will notice displays describing the study, the project area, safety trends, current conditions for walking and bicycling, and ways you can participate. Maps are provided so you can identify places where improvements are needed. Project representatives (wearing name tags) are located near the displays and maps. Please take this opportunity to discuss the project with them, ask questions, and share your ideas and comments.

Ways to Participate

We want your input! Your comments are welcome and encouraged on topics related to this study – either during this meeting or using the methods below (through February 2026): Fill out a survey during tonight's meeting and leave it with the project team or at the welcome desk or complete it online.

- Visit the project website and fill out a survey at <https://rtcwashoe.com/planning/neighborhood>.
- Email your comments to neighborhoodplans@rtcwashoe.com.
- Write a letter or mail your comment to:

Marquis Williams, RTC Project Manager
1105 Terminal Way, Suite 108
Reno, Nevada 89502

Thank you for attending this workshop and for your interest in the study. Visit www.rtcwashoe.com/neighborhood for more information. Please let us know if you would like your name and contact information added to the study mailing list to receive updates and future meeting notices.

Sincerely,

Marquis Williams
RTC Project Manager
www.rtcwashoe.com





Welcome to the Neighborhood Network Plan Survey

Agenda Item 9 ATTACHMENT 3



Thank you for participating in this survey. Your input will help shape improvements to walking, biking, and neighborhood travel options as part of the Meadowood & Hidden Valley Neighborhood Network Plan. Please answer the following questions about your travel habits and experiences in your neighborhood. This survey takes about 5 minutes to complete.

Which neighborhood do you live in?

- ☐ Meadowood ☐ Hidden Valley ☐ Sun Valley ☐ Panther Valley

Other _____

How do you regularly travel in your neighborhood? Select all that apply.

- ☐ Drive ☐ Scooter/E-Scooter
☐ Walk ☐ Transit
☐ Bicycle/E-Bike ☐ Carpool/Rideshare

Other _____

How often do you make a trip as a pedestrian (on foot or via mobility device), including travel to/from a bus stop?

- ☐ Daily / A few times per week ☐ Monthly ☐ Rarely / Never
☐ Weekly ☐ A few times per year

How safe do you feel as a pedestrian in your neighborhood?

- ☐ Very safe ☐ Not Safe at all
☐ Somewhat safe ☐ Not applicable

What conditions make it difficult or uncomfortable to walk in your neighborhood?

- ☐ Lack of sidewalks ☐ Not enough street lighting
☐ Crossing the street does not feel safe ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

How often do you make a trip on a bicycle, e-bike, e-scooter, or similar device?

- ☐ Daily / A few times per week ☐ Monthly ☐ Rarely / Never
☐ Weekly ☐ A few times per year

How safe do you feel riding a bicycle or scooter in your neighborhood?

- ☐ Very Safe ☐ Somewhat safe ☐ Not safe at all ☐ Not applicable

What conditions make it difficult or uncomfortable to ride a bike or scooter in your neighborhood?

- ☐ Lack of safe bike lanes or separated bike paths
 ☐ Not enough street lighting
- ☐ Crossing the street does not feel safe
 ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

Please rate the condition of key walking and biking features in your neighborhood.

	In good/ acceptable condition	Existing facilities need improvement	New or expanded facilities are needed	Not sure/not applicable
Sidewalks	☐	☐	☐	☐
Crosswalks	☐	☐	☐	☐
Street lighting	☐	☐	☐	☐
Traffic signals	☐	☐	☐	☐
Bike lanes or paths	☐	☐	☐	☐
Separation from traffic (buffers or barriers)	☐	☐	☐	☐
Bus stop or transit access	☐	☐	☐	☐

Where do you go, or where would you like to go, by walking, biking, or using a scooter in your neighborhood? Select all that apply.

- ☐ Work
 ☐ Grocery/shopping
 ☐ Parks/recreation areas
- ☐ School
 ☐ Dining/entertainment

Other _____

Please enter any specific streets, intersections, or locations within the neighborhood you would like to comment on. _____

What is your ZIP code? (optional) _____

What is a major intersection near your residence or workplace? (optional)

Example: S. McCarran Blvd & Longley Ln

Welcome to the Neighborhood Network Plan Survey

Agenda Item 9 ATTACHMENT 3

¡Muchas Gracias por participar en esta encuesta! Su opinión es muy importante porque nos ayuda a desarrollar y mejorar las opciones de transporte ya sea a pie o en bicicleta, como parte del Plan de Red Vecinal de Sun Valley / Panther Valley. Por favor, conteste a las siguientes preguntas sobre sus viajes habituales y su experiencias en la comunidad. Esta encuesta toma aproximadamente 5 minutos en completarse.

¿En qué area vive?

- ☐ Meadowood ☐ Hidden Valley ☐ Sun Valley ☐ Panther Valley

Otro _____

¿Cómo suele viajar dentro de su comunidad? Seleccione todas las que apliquen.

- ☐ En automóvil ☐ En patinete/patinete eléctrico
☐ Caminando ☐ En transporte público
☐ En bicicleta/bicicleta eléctrica ☐ En automóvil compartido/servicio de transporte

Otro _____

¿Con qué frecuencia realiza un viaje como peatón, incluyendo el trayecto hacia/desde una parada de autobús (a pie o con algún dispositivo de movilidad)?

- ☐ A diario/Varias veces por semana ☐ Mensualmente ☐ Rara vez/Nunca
☐ Semanalmente ☐ Unas pocas veces al año

¿Qué tan seguro(a) se siente como peatón en su vecindario

- ☐ Muy seguro(a) ☐ Nada seguro(a)
☐ Algo seguro(a) ☐ No aplica

¿Qué condiciones le impiden o limitan caminar en su vecindario?

- ☐ Falta de aceras ☐ Falta de visibilidad o iluminación en las calles
☐ Al Cruzar la calle, no se siente seguro ☐ Demasiado tráfico / los vehículos van demasiado rápido

Otro (especifique) _____

¿Con qué frecuencia realiza un viaje en bicicleta, regula o eléctrica o patinete (u otro dispositivo similar)?

- ☐ A diario/Varias veces por semana ☐ Mensualmente ☐ Rara vez/Nunca
☐ Semanalmente ☐ Unas pocas veces al año

¿Qué tan seguro(a) se siente al andar en bicicleta o patinete en su vecindario?

- ☐ Muy seguro(a) ☐ Algo seguro(a) ☐ Nada seguro(a) ☐ No aplica

¿Qué condiciones le impiden o limitan andar en bicicleta o patineta en su vecindario?

- | | |
|---|---|
| ☐ Falta de ciclovías/carriles para ciclismo | ☐ Falta de iluminación en las calles |
| ☐ Falta de senderos o carriles separados para bicicletas | ☐ Demasiado tráfico / los vehículos van demasiado rápido |
| ☐ Cruzar la calle no se siente seguro | |

Otro (especifique) _____

¿Cómo calificaría el estado actual de los siguientes elementos en su comunidad?

	Aceptable/ Satisfactorio	Las instalaciones existentes necesitan mejoras	Se necesitan nuevas o ampliadas instalaciones	No está seguro/ No aplica
Aceras	☐	☐	☐	☐
Cruces peatonales	☐	☐	☐	☐
Iluminación en las calles	☐	☐	☐	☐
Semáforos	☐	☐	☐	☐
Ciclovías o senderos para bicicletas	☐	☐	☐	☐
Tráfico más lento o reducido	☐	☐	☐	☐
Acceso a paradas de autobús o transporte público	☐	☐	☐	☐

**¿A qué lugares va, o le gustaría ir, caminando, en bicicleta o en patineta dentro de su comunidad?
Seleccione todas las que apliquen.**

- | | | |
|----------------------------------|---|--|
| ☐ Trabajo | ☐ Supermercado / compras | ☐ Parques / áreas recreativas |
| ☐ Escuela | ☐ Restaurantes / entretenimiento | |

Otro _____

Ingrese las calles que más utiliza o un lugar en específico dentro de esta área, que le gustaría comentar.

¿Cuál es su código postal? (opcional) _____

¿Cuál es una intersección principal cerca de su residencia o lugar de trabajo? (opcional)

Location: RTC 1st Floor Conference Room & Teams **Meeting Date:** November 6, 2025
Subject: Meadowood/Hidden Valley Neighborhood Network Plan Steering Committee Meeting

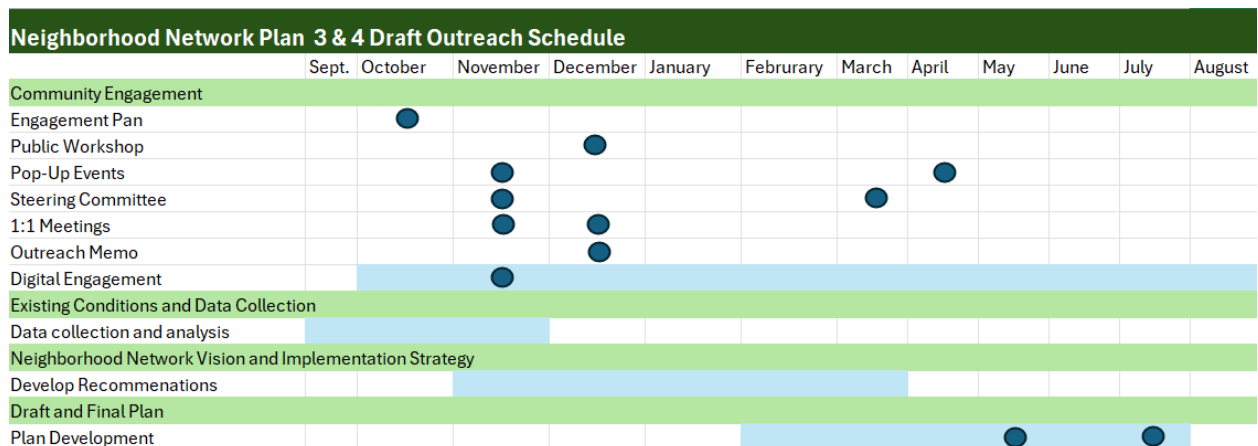
• **Welcome and Introductions**

- RTC: Marquis Williams, Alex Cruz, Sara Going, Josh MacEachern, LaShonn Ford
- City of Reno: Tara Smaltz
- Washoe County: Mariam Ahmad, Michon Reede
- Washoe County School District: Robbie Pape (Safe Routes to School (SRTS)), Jennifer Iverson (SRTS), Scott Lee (Transportation Services)
- Nevada Department of Transportation (NDOT): Laura Wise, Mat Morris
- Truckee Meadows Community College (TMCC): Marcus Ollom, Ayodele Akinola
- Parametrix: Amy Cummings, Erin David, Dan Doenges, Rachel Graff, Jackie Kuechenmeister, Jillian Emery

• **Study Purpose**

- Provide safe and convenient mobility options for Meadowood/Hidden Valley. Support stronger communities through transportation investments that:
 - Improve safety,
 - Expand active transportation mode share,
 - Maintain the system sustainability, and
 - Enhance the community.

• **Schedule**



• **Previous Efforts / Planned Improvements**

- Incorporating findings from previous planning efforts, such as the 2050 Regional Transportation Plan, Active Transportation Plan, McCarran Boulevard Corridor Study, and South Meadows Transportation Study.
- Acknowledge planned improvements on Pembroke Drive, Mira Loma Drive, Rock Boulevard, and McCarran Boulevard.

• **Engagement**

- Steering Committee
- Community Workshop



- Potential locations: TMCC Meadowood Campus or Hidden Valley Country Club
- 1:1 Meetings
- Flyer
- Website/Digital
- Pop-ups
 - *Mira Loma Shopping Center /Mira Loma Park*
 - *Meadowood Station*
- **Active Transportation Comments**
 - More bike connections
 - Better bike facilities
 - Allow bikes on Alexander Lake Road
 - Bus stop improvements
 - Trail improvements
 - Pedestrian access and bike parking at Meadowood Mall
- **Safety**
 - 984 crashes reported in the study area, based on NDOT's 2019-2023 crash data
 - 26 serious injury crashes, including 4 pedestrian and 2 bicyclist-involved crashes
 - 8 fatal crashes, including 2 pedestrian and 1 bicycle fatalities
 - Hotspots
 - Major intersections along McCarran Boulevard
 - Common crash types
 - Angle (42%)
 - Rear end (25%)
 - Non-collision (19%)
- **Traffic**
 - Volumes differ depending on corridor type. Veterans Parkway, Rock Boulevard, Longley Lane, Double R Boulevard, and McCarran Boulevard have the highest traffic volumes
- **Transit**
 - Four bus routes traverse this area (Routes 14, 54, 56, and Virginia Line)
 - Meadowood Transfer Station located within neighborhood
- **Active Transportation Infrastructure**
 - Planned multi-use path on Pembroke Drive
 - Planned sidewalks and bike lanes on Rock Boulevard
 - Segments of multi-use path planned on South McCarran Boulevard
 - Maps show the RTC data for Pedestrian Experience Index and Bicycle Level of Stress
- **Land Use and Development**
 - Presented a map showing key destinations, such as employment centers, schools, and commercial centers

- **Needs and Opportunities**

- *TMCC Meadowood experiences non-student population issues, particularly at bus stops, TMCC restrooms are being used when mall is closed, possibly discouraging transit riders to campus, RTC to look into this*
- *Hidden Valley only has two access points, Mira Loma Drive and Pembroke Drive*
- *There are a lot of wide roads with space for improvements within Hidden Valley neighborhood*
- *Pending new roadway connection from Rio Poco Drive to South Meadows Parkway for the Talus Valley development*
- *Question between City and County as to whether Alexander Lake Road will remain open or gated, AT Plan comments indicated desire for bike access along road*
- *Lack of connectivity between neighborhood areas*
- *Coral Academy on Neil Road drop off/pick up traffic is challenging, not adequate/designated space and no busing because it's a charter school*
- *Residents want better bike access to parks, particularly off Pembroke Drive as well as Mira Loma Drive*
- *Have been complaints of speeding near Hidden Valley Elementary School, residents want more traffic calming in general, Washoe County will install speed tables on roadways below collector functional classification, and are okay with painted buffer bike lanes (maintenance concerns about physical/vertical barriers)*
- *Also speeding concerns have been raised at AACT High School, school zone flashers to be installed*
- *Pine MS closing next year and will be expanded as future elementary school (~ 3 years), will absorb students from Smithridge and Dodson Elementary Schools*

- **ATP Vision**

- We envision a connected network of comfortable, convenient, and consistent facilities for people of all ages and abilities walking, bicycling, and rolling on a mobility device that prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails within the Truckee Meadows.
- **Is this still appropriate for the NNP?**
 - *Recommend clarifying that "facilities" means transportation infrastructure and adding "transit" to access priorities.*

- **ATP Goals**

- Improve Safety
- Expand Mode Share
- Maintain the System Sustainably
- Enhance the Community
- **Is this still appropriate for the NNP?**
 - Yes

- **Next Steps**

- Needs analysis
- Community workshop
- Develop concept alternatives

Location: Teams

Meeting Date: July 23, 2026

Subject: Meadowood/Hidden Valley and Sun Valley / Panther Valley Neighborhood Network Plan Steering Committee Meeting

- **Welcome and Introductions**

- RTC: Marquis Williams, Alex Cruz, Josh MacEachern, LaShonn Ford
- City of Reno: Tara Smaltz
- Washoe County: Michon Reede, Kat Oakley
- Washoe County School District: Jennifer Iverson (Safe Routes to School (SRTS)), Kyle Chisholm, Tom Macaluso
- Nevada Department of Transportation (NDOT): Chantelle Ewing
- Sun Valley General Improvement District: Chris Melton
- Parametrix: Amy Cummings, Dan Doenges, Jillian Emery

- **Review Planning Process**

- Program background as part of the RTC Active transportation Program with \$2.5 million identified for short-term, quick-build improvements
- Review of project vision and goals
- Discussion of alternatives development and evaluation process
- Community outreach

- **Review Proposed Recommendations**

- The project team provided an overview of the proposed short-term quick-build and longer-term proposed improvements for discussion.

- **Discussion**

- There was a question about whether near-term improvements could be extended for all of Beckwourth. Amy suggested that this improvement could benefit from a potential future preservation project. Full improvements limited by funding.
- The school district anticipates a significant increase in active transportation with proposed development near Alice Smith Elementary School. The project team is looking at potential off-street trails as part of plan recommendations.
- Washoe County and Sun Valley staff supportive of proposed improvements in Sun Valley.
- RTC described the intent of the program to conduct continued data collection and analysis and highlighted the ability to make iterative adjustments for improvement given the quick build nature of the projects.
- The RTC Pembroke Drive improvement project east of Veterans Parkway is currently under construction.
- Looking at October for RTC Advisory Committee and Board meetings.
- Central Reno & Sparks Community Bike Ride is under development to celebrate implementation of first NNP areas (probably in 2027).
- RTC encouraged committee members to share the draft with colleagues.

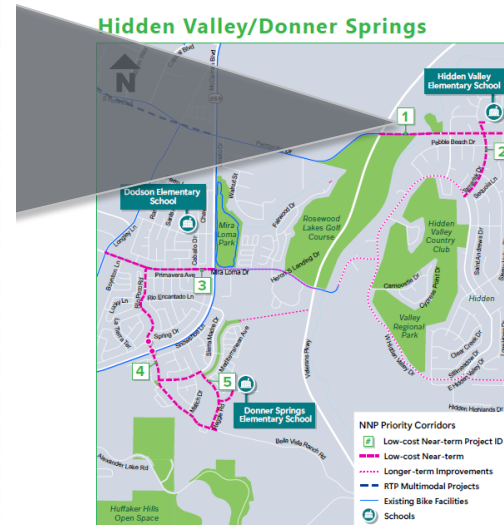
Appendix C: Walk Audit

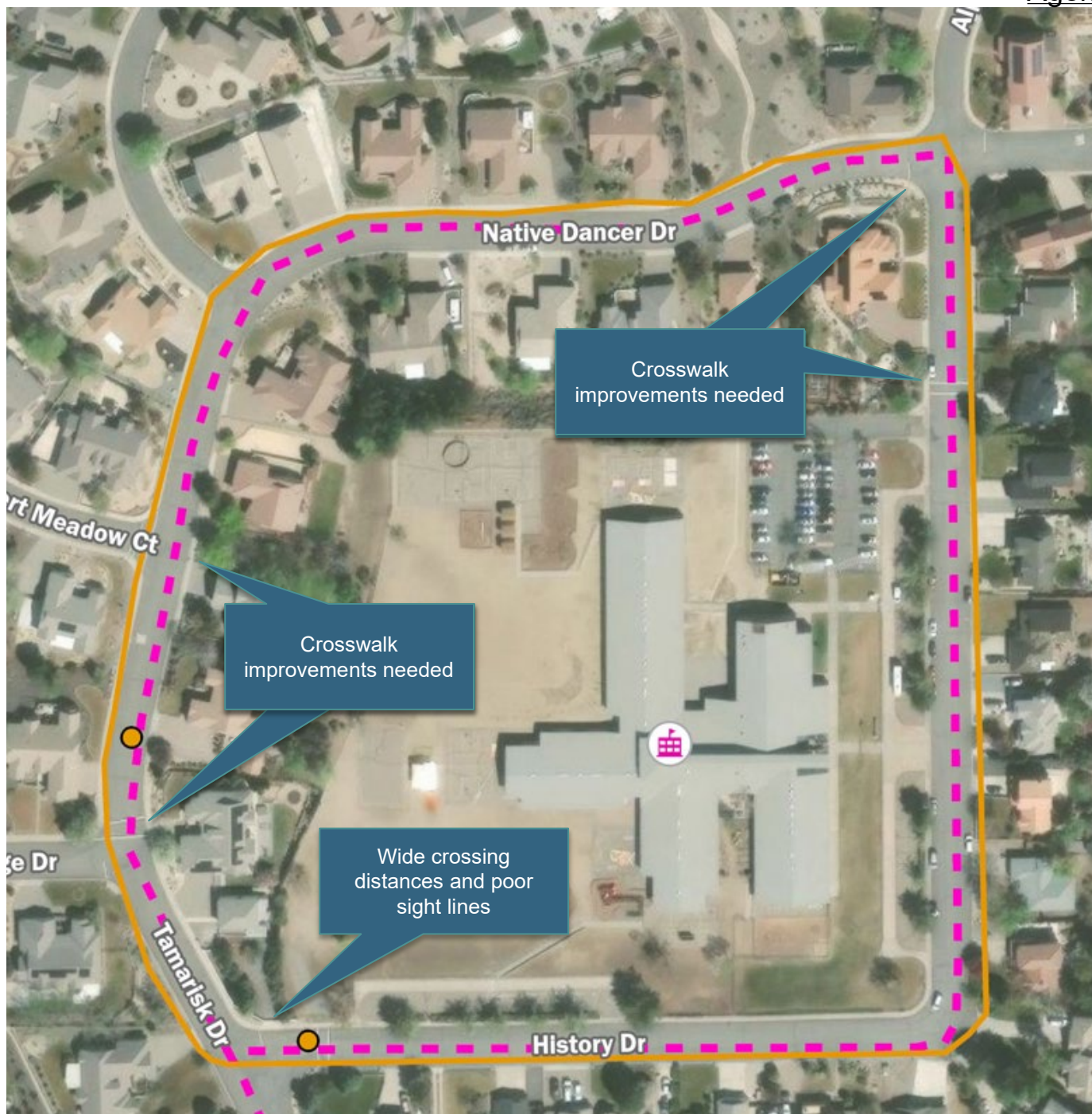
DRAFT



Walk Audit Assessment Hidden Valley

The goal of the walk audit is to identify barriers to walking and biking in the study area.





Spot Recommendation Type

- Long-term Recommendation
- Near-term Quick Build

Linear Recommendation Type

- Long-term Recommendation
- Near-term Quick Build
- Walking Audit Path
- Walking Audit Comments
- Neighborhood Boundary

Summary Comments and Observations



Tamarisk Drive and History Drive – The crosswalk on History Drive is set back from the intersection and vegetation blocks the view of motorists turning right from Tamarisk Drive. Consider curb extension/bulb out and ladder crosswalk pavement markings.

This neighborhood area does not have street lights.



Tamarisk Drive and Meadow Edge Drive – The crosswalk does not have striping that meets current standards. Consider high visibility crosswalk with ladder pavement markings.

Audit Information	
Name	Hidden Valley
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Hidden Valley

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☐ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure 		
Are there sidewalks?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Other Observations		
    		
Are there bicycle lanes?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☐ Conventional ☐ Buffered ☐ Separated	
If the bicycle lane is not properly maintained, please describe the issue/s.		
Are there sharrows?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☐ There is no signage along the route indicating that bicycles may be sharing the roadway.		
☐ There are no designated locations to park and lock bicycles along the route.		
    		

Overall, the quality and safety of the sidewalk infrastructure is: (circle your choice)



Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)



Pedestrian and Cyclist Infrastructure



Other observations:

Street Crossings and Intersections



☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice)
☐ Street names, route names, and walking paths are not clearly labeled.		
☐ Pedestrian signage does not exist or is not well-maintained.		
☒ Pedestrian crossings do not have pushbuttons.		
☐ Pedestrian pushbuttons are not close to the crosswalk.		
☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.		
☒ Curb ramps are missing at intersections and alley entrances/exits.		
☐ Crossings/streets are too wide for slower pedestrians to cross safely.		
X There are blind spots where pedestrians may not see oncoming traffic or vice-versa.		
☒ Crosswalks are poorly lit.		
Other observations:		

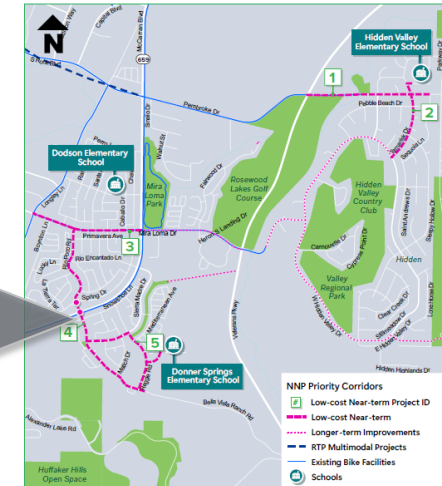


Walk Audit Assessment Rio Poco Rd and Hombre Wy

The goal of the walk audit is to identify barriers to walking and biking in the study area.



Hidden Valley/Donner Springs





- Spot Recommendation Type
- Long-term Recommendation
 - Near-term Quick Build
- Linear Recommendation Type
- Long-term Recommendation
 - Near-term Quick Build
 - Walking Audit Path
 - Walking Audit Comments
 - Neighborhood Boundary

Summary Comments and Observations



Rio Poco Road and Spring Drive – This is a wide, four-way stop intersection without marked crosswalks. Sidewalks are present on both sides of the street. No bike lanes are present.

A streetlight is located at the northwest corner of this intersection.



McCarran Boulevard and Rio Poco Road - This is a major, high-traffic intersection with a multiuse path along the south/east side. The transition across the intersection for bicycles and pedestrians is challenging.

Streetlights are placed on each corner of this intersection.

Summary Comments and Observations



Rio Poco Road – On the south side of McCarran Boulevard, this roadway is very wide and has no bike lanes. Sidewalks are present on both sides of the street.

Streetlights are present on Rio Poco Road.



Hombre Way and Escuela Way – This segment has recently been restriped. The bicycle lanes on Hombre Way do not continue to the school on Escuela Way. There is potential to stripe a bike lane or path on the south side of Escuela Way. The north side is constrained by multiple driveways. A crossing guard was present to support student access at the crosswalk during afternoon pick-up.

A streetlight is located at this intersection.

Audit Information	
Name	Rio Poco Road and Hombre Way
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Rio Poco Road from Spring Drive to Sierra Madre Drive; Hombre Way and Escuela Way.

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☐ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure 		
Are there sidewalks?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Intersection crossings are challenging for users of the McCarran Boulevard multiuse path.		
   		
Are there bicycle lanes?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☐ Conventional ☐ Buffered ☐ Separated	
If the bicycle lane is not properly maintained, please describe the issue/s.		
Are there sharrows?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
	☐ There is no signage along the route indicating that bicycles may be sharing the roadway.	
   		

Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)

Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)

Pedestrian and Cyclist Infrastructure



☒ There are no designated locations to park and lock bicycles along the route.

Other observations:

Street Crossings and Intersections



☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.

☐ Street names, route names, and walking paths are not clearly labeled.

☒ Pedestrian signage does not exist or is not well-maintained.

☐ Pedestrian crossings do not have pushbuttons.

☐ Pedestrian pushbuttons are not close to the crosswalk.

☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.

☐ Curb ramps are missing at intersections and alley entrances/exits.

☒ Crossings/streets are too wide for slower pedestrians to cross safely.

☐ There are blind spots where pedestrians may not see oncoming traffic or vice-versa.

☐ Crosswalks are poorly lit.

Other observations:

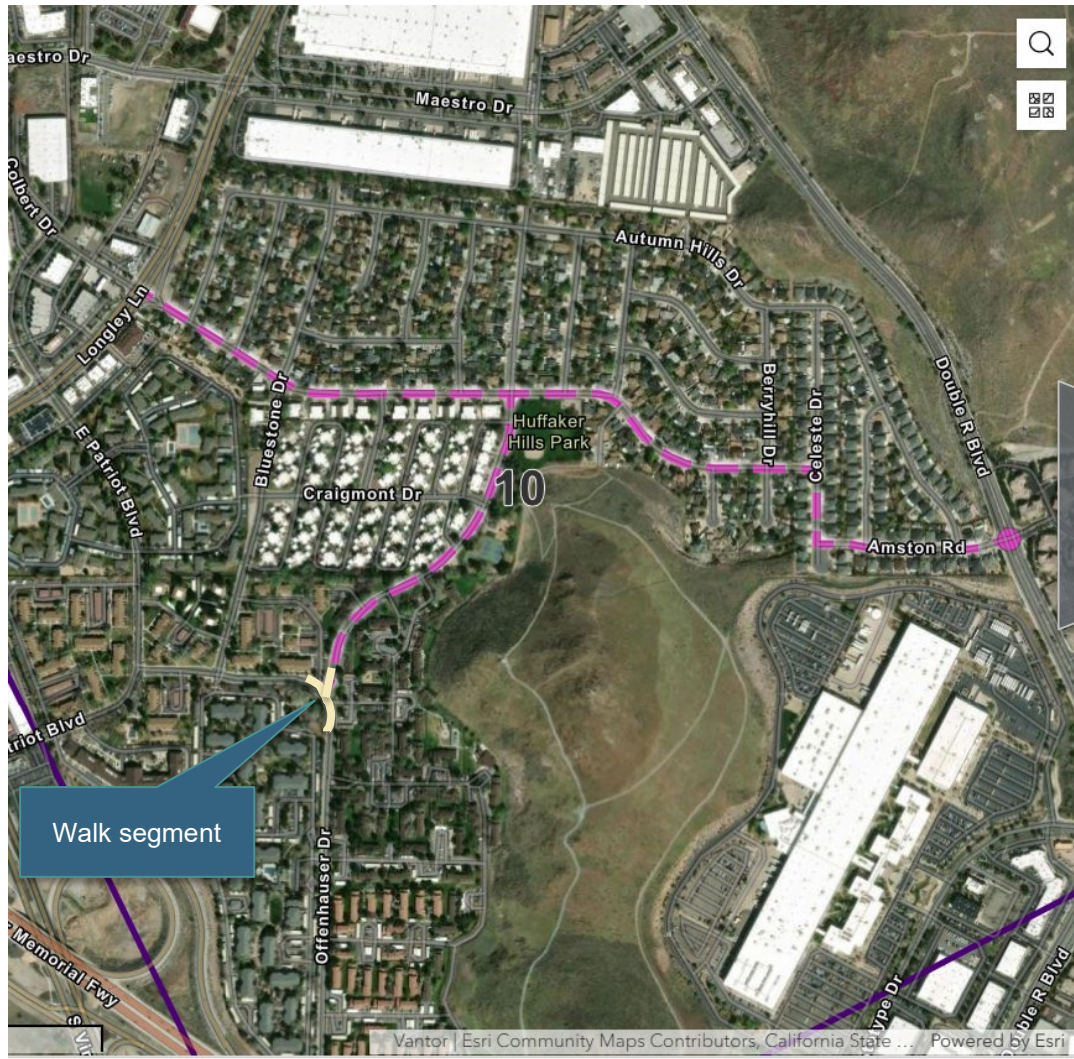
Overall, the quality and safety of street crossings and intersections are:
(circle your choice)





Walk Audit Assessment Huffaker Area

The goal of the walk audit is to identify barriers to walking and biking in the study area.





Summary Comments and Observations



Offenhauser Drive and Portman Avenue intersection – This area has high pedestrian volumes due to nearby Route 56 bus stops and heavily used school bus stops. Offenhauser Drive provides access to Huffaker Park to the north. Portman Avenue has sharrows and on-street parking. Bike lanes begin/end just to the southeast of the intersection. Future analysis of intersection may include whether the center turn lane can be eliminated or if a 3-way stop would be appropriate. A streetlight is located to the west of the intersection but does not light the crosswalk well.



Audit Information	
Name	Huffaker Area
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Offenhauser and Patriot

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☒ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☒ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure 		
Are there sidewalks?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Other Observations		
   		
Are there bicycle lanes?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☒ Conventional ☐ Buffered ☐ Separated	
The bicycle lane on Patriot is not continuous, ending south of the Offenhauser intersection.		
   		
Are there sharrows?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☐ There is no signage along the route indicating that bicycles may be sharing the roadway.		

Overall, the quality and safety of the sidewalk infrastructure is: (circle your choice)



Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)



Pedestrian and Cyclist Infrastructure



☒ There are no designated locations to park and lock bicycles along the route.

Sharrows are located west of the Offenhauser intersection on Portman.

Street Crossings and Intersections



☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.

☐ Street names, route names, and walking paths are not clearly labeled.

☐ Pedestrian signage does not exist or is not well-maintained.

☒ Pedestrian crossings do not have pushbuttons.

☐ Pedestrian pushbuttons are not close to the crosswalk.

☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.

☐ Curb ramps are missing at intersections and alley entrances/exits.

☐ Crossings/streets are too wide for slower pedestrians to cross safely.

X There are blind spots where pedestrians may not see oncoming traffic or vice-versa.

☒ Crosswalks are poorly lit.

Other observations:

Overall, the quality and safety of street crossings and intersections are:
(circle your choice)



Appendix D: Concept Development and Prioritization Process

DRAFT

MEADOWOOD & HIDDEN VALLEY

Quick-Build Improvements Toolkit

The following types of improvements provide an overview of the type of short-term quick-build improvements considered in the AT Program. Table D-1 describes improvements on roadway segments and Table D-2 highlights options for intersections. This toolkit was considered as potential design solutions were proposed for corridors within the neighborhood.

Speed management is a key consideration regarding the development of potential improvements. Higher travel speeds increase crash risks and the likelihood of fatalities, particularly for active transportation users. Designing streets for safe speeds instead of speed limits can increase safety benefits. For example, a design speed between 10 and 30 MPH is typically suitable for urban streets, with a design speed of 20 MPH or lower often appropriate for streets where children frequently walk or bike. Many of the toolbox options are intended to encourage safe driving speeds.

DRAFT

Table D-1. Roadway Segment Treatments

Treatment	Example / Illustration	Description
Neighborhood Byway		Neighborhood byways offer low-speed and low-stress connections. Traffic is calmed through treatments such as speed tables and curb extensions. These measures help maintain low speeds to create a place where people biking can comfortably share space with people driving. This improvement assumes the application of traffic calming treatments at appropriate intervals throughout the corridor.
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.
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. They can be implemented in a quick-build fashion given sufficient existing right of way.
Protected Bike Lane		The most comfortable on-street facility type for people biking, this facility provides a physical barrier between people biking and people driving. In a quick-build project, the separation may be with concrete parking stops, planters, parking, or other physical barriers.
Pedestrian Lane		This quick-build solution is considered where sidewalks are not already present in the corridor. In a quick-build setting, it is defined using striping and/or barriers such as concrete parking stops.

Table D-2. Roadway Intersection and Mid-Block Crossing Treatments

Treatment	Example / Illustration	Description
High-Visibility Crosswalk		This crosswalk type includes thick white bars to increase driver awareness of 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.
Quick-Build Curb Extension / Painted Bulbouts with Delineators		This improvement reduces the total crossing distance for people walking, reduces speed of turning vehicles and increases pedestrian visibility at the crosswalk. These may be implemented with delineators to offer more visual and physical separation.
Intersection Daylighting		Daylighting refers to improving visibility at intersections by not allowing vehicles to park in areas that block sight lines.
Conflict Striping		This describes green pavement markings that show where bicycles should ride to cross intersections. It is recommended at signalized intersections and other appropriate locations.
Raised Crosswalk		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.

Treatment	Example / Illustration	Description
Leading Pedestrian Interval		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.
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 can be used in transition areas where riders may benefit from directional signage.
Bike Cut Through		This is a type of modal filtering that 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.
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 the crosswalk.
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 to be more visible.

MEADOWOOD & HIDDEN VALLEY

Treatment	Example / Illustration	Description
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. These are suitable in areas with three or more lanes or speed limits that exceed 35 MPH.
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 with speed limits up to 35 MPH.
Traffic Signal Adjustments		Traffic signal adjustments have the potential to be low cost and provide highly efficient benefits for active transportation users. Examples include bike detection, extending the time provided for pedestrians to cross, leading pedestrian interval, and leading bicycle interval.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input, which are described below.

- **Safety** – The greater the safety need, the higher the concept scores. Among the quick-build corridors, two traffic fatalities involving vehicles occurred on Hidden Valley Drive, while injury crashes involving bicyclists or pedestrians occurred on Offenhauser Drive, Huffaker Lane, and Mira Loma Drive.
- **Infrastructure Condition** – Corridors with poorer conditions are scored higher. Examples include poor pavement condition on Rio Poco Road, lack of crosswalk infrastructure around Hidden Valley Elementary School, and absence of bicycle facilities on Huffaker Lane and Offenhauser Drive.
- **Access** – Corridors that improve access to community resources such as schools, transit service, or parks, received a higher score.
- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher. Examples include connections to the McCarran Boulevard or Veterans Parkway shared use paths.

MEADOWOOD & HIDDEN VALLEY

- **Community Input** – Concepts that received positive public and agency comments were scored higher.

The potential quick-build improvements were given a qualitative score for each of the above criteria in the form of a low (1), medium (2), or high (3). The average of these scores is provided as a summary measure.

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Table D-3. Evaluation of Potential Quick-Build Projects

Name	Safety Need	Infrastructure Condition	Access	Connectivity	Community Input	Average Score
1 Barron Way						
2 Louie Lane						
3 Tamarisk Drive						
4 Tamarisk Drive/ Alphabet Drive/ History Drive						
5 Huffaker Lane/ Celeste Drive/ Amston Road						
6 Offenhauser Drive						
7 Sierra Madre Drive/ Reggie Road						
8 Rio Poco Road						
9 Pembroke Drive						
10 W Hidden Valley Drive						
11 Mira Loma Drive						

LEVEL OF NEED

LOW HIGH

AT A GLANCE

Location: Rio Poco Drive from Mira Loma Drive to Hombre Way; Sierra Madre Drive and Reggie Road connecting between Rio Poco Road; Hombre Way between Reggie Road and Escuela Way

Improvement Type: Bike lane improvements, intersection safety improvements, speed tables

Cost: \$2,100,000

Length: 2.1 miles

GOALS/BENEFITS

IMPROVE BIKE & CROSSWALK SAFETY



IMPROVE SCHOOL ACCESS



IMPROVE TRAIL ACCESS



PROJECT DESCRIPTION

Rio Poco Drive connects neighborhoods from Mira Loma Drive to Reggie Road. The segments on Sierra Madre Drive and Reggie Road provide a loop that connects to Donner Springs Elementary School, the McCarran Boulevard multi-use path, Donner Party Park, and unpaved trails.

Recommendations include bike lanes on Rio Poco Drive and intersection enhancements to improve pedestrian and bicycle safety, including at Spring Drive, McCarran Boulevard, and Hombre Way/Escuela Way. Traffic calming measures such as painted bulbouts are planned for Sierra Madre Drive and Reggie Road.



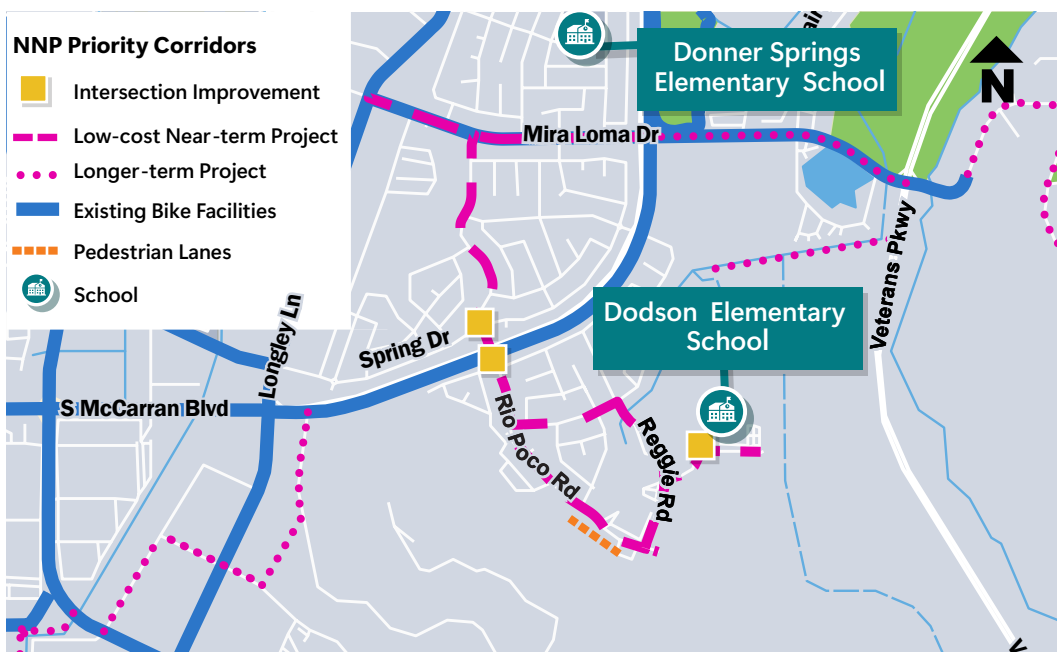
Proposed view toward the east on Rio Poco Drive near Sierra Madre Drive

PROJECT DETAILS



Existing view toward the east on Rio Poco Road near Sierra Madre Drive

PROJECT MAP



AT A GLANCE

Location: Mira Loma Drive from Longley Lane to S. McCarran Boulevard

Improvement Type: Bike lane improvements, high-visibility crosswalks, painted bulbouts with delineators

Cost: \$230,000

Length: 0.7 mile

GOALS/BENEFITS

IMPROVE BIKE & CROSSWALK SAFETY



IMPROVE SCHOOL ACCESS



IMPROVE BUS STOP ACCESS



PROJECT DESCRIPTION

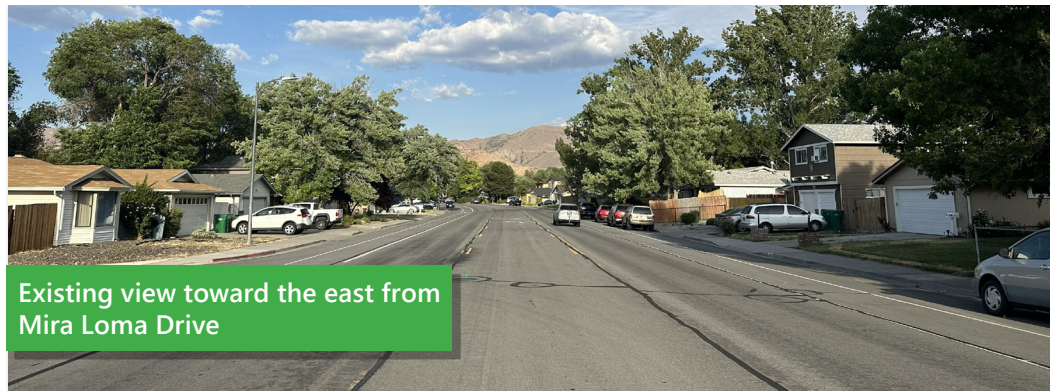
Mira Loma Drive is important for multimodal access between residential neighborhoods, shopping, and employment centers. It serves RTC RIDE Route 54. Dodson Elementary School is a few blocks to the north of Mira Loma Drive, which contains a school zone.

Recommendations include upgrading the existing bike lanes to protected facilities, installing high-visibility crosswalks at Boynton Lane, and painted bulbouts with delineators at existing crosswalks.



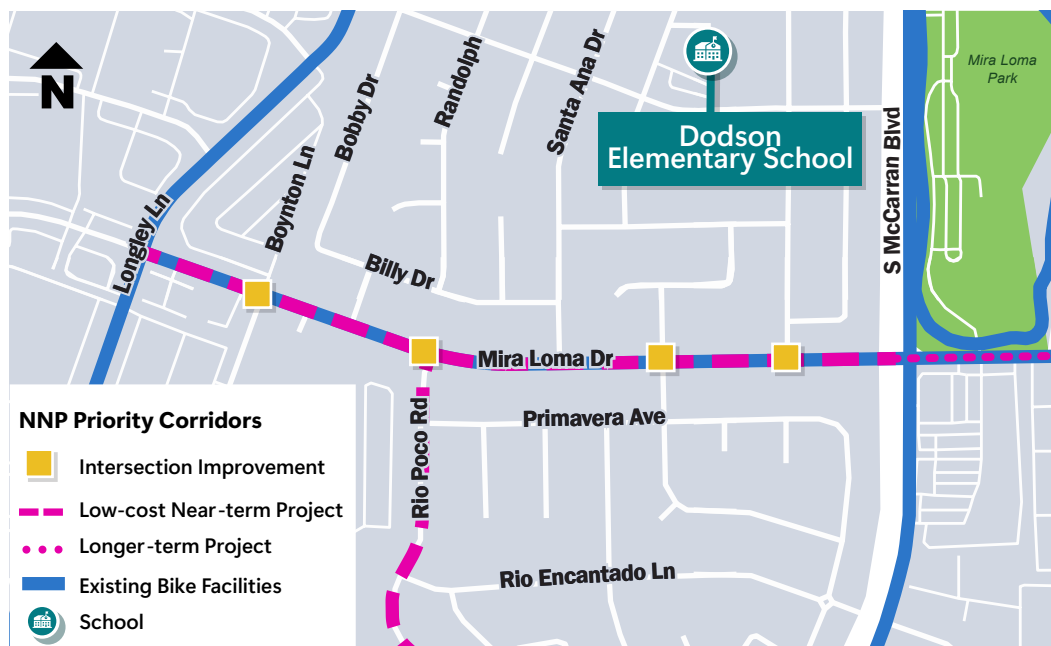
Proposed view toward the east from Mira Loma Drive

PROJECT DETAILS



Existing view toward the east from Mira Loma Drive

PROJECT MAP



E Huffaker Lane | Celeste Drive | Amston Road and Offenhauser Drive

AT A GLANCE

Location: The connection between Longley Lane and Double R Boulevard along E Huffaker Lane, Celeste Drive, and Amston Road; Offenhauser Drive between E Huffaker Lane and Portman Avenue

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements, bike lane improvements

Cost: \$140,000

Length: 0.9 mile



PROJECT DETAILS



GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
PARK ACCESS



IMPROVE
TRAIL ACCESS

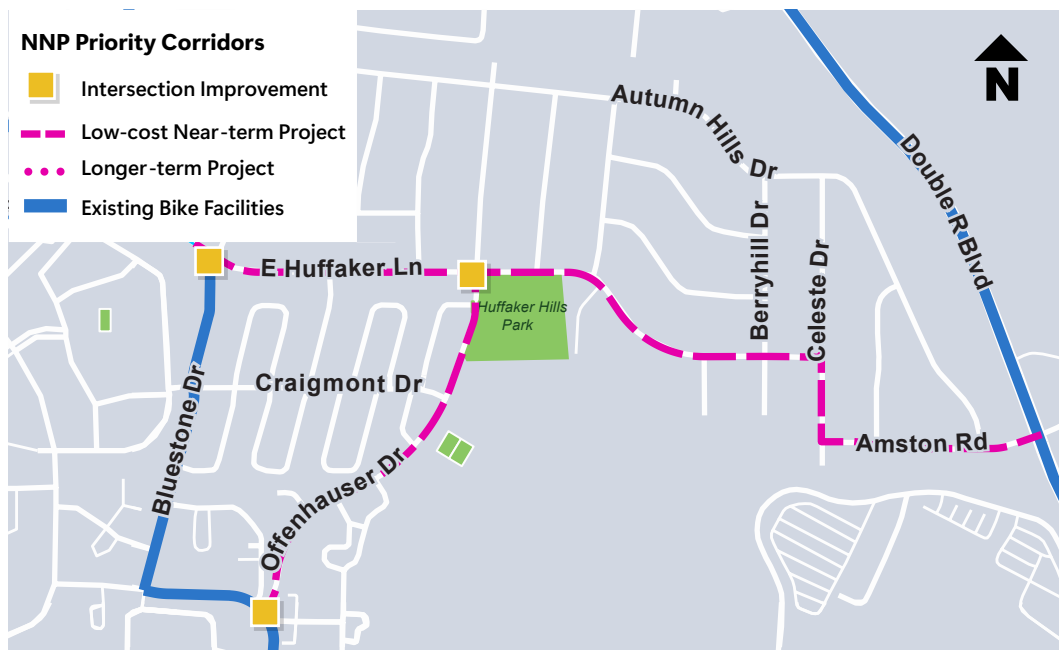


PROJECT DESCRIPTION

The combination of E Huffaker Lane, Celeste Drive, and Amston Road traverses a residential neighborhood and connects Longley Lane to Double R Boulevard. It provides access to the trails, playgrounds, and ballfields at Huffaker Park at the center of this neighborhood. A new traffic signal is planned at Amston Road and Double R Boulevard.

Recommendations include traffic calming improvements such as painted bulbouts at intersections and high visibility crosswalks.

PROJECT MAP



Pembroke Drive

AT A GLANCE

Location: Pembroke Drive from Veterans Parkway to Sequoia Lane

Improvement Type: Bike lanes and intersection traffic calming

Cost: \$430,000

Length: 0.4 mile

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
BIKE CONNECTIVITY



IMPROVE
SCHOOL ACCESS



PROJECT DESCRIPTION

Pembroke Drive is an access point to Hidden Valley, the Veterans Parkway shared use path, and Hidden Valley Elementary School. A shared use path is being developed on Pembroke Drive between Veterans Parkway and McCarran Boulevard.

Proposed improvements include bike boxes and conflict striping at the Pembroke Drive and Veterans Parkway intersection to improve safety. Bike lanes and traffic calming on Pembroke Drive east of Veterans Parkway are recommended, including painted bulbouts with delineators at 4-way intersections and speed tables. A pedestrian lane is also proposed.

Proposed view to the east from
Pembroke Drive



PROJECT DETAILS

Existing view to the east from
Pembroke Drive



PROJECT MAP



AT A GLANCE

Location: Tamarisk Drive from
Pembroke Drive to and around
Hidden Valley Elementary School

Improvement Type: High-visibility
crosswalks and neighborhood byway
traffic calming

Cost: \$230,000

Length: 0.5 mile

GOALS/BENEFITS

**IMPROVE BIKE &
CROSSWALK SAFETY**



**IMPROVE
BIKE CONNECTIVITY**



**IMPROVE
SCHOOL ACCESS**



PROJECT DESCRIPTION

Tamarisk Drive is a corridor that connects to Hidden Valley Elementary School. Neighborhood byway improvements would be installed on Tamarisk, including painted bulbouts with delineators at Hidden Valley Drive and 4-way intersections.

High-visibility crosswalk upgrades are proposed at existing crosswalks on the loop around Hidden Valley Elementary School. Increasing visibility of the crosswalk at Tamarisk Drive and History Drive is important due to limited sightlines. A new crosswalk would be installed at Alphabet Drive and Native Dancer Drive.



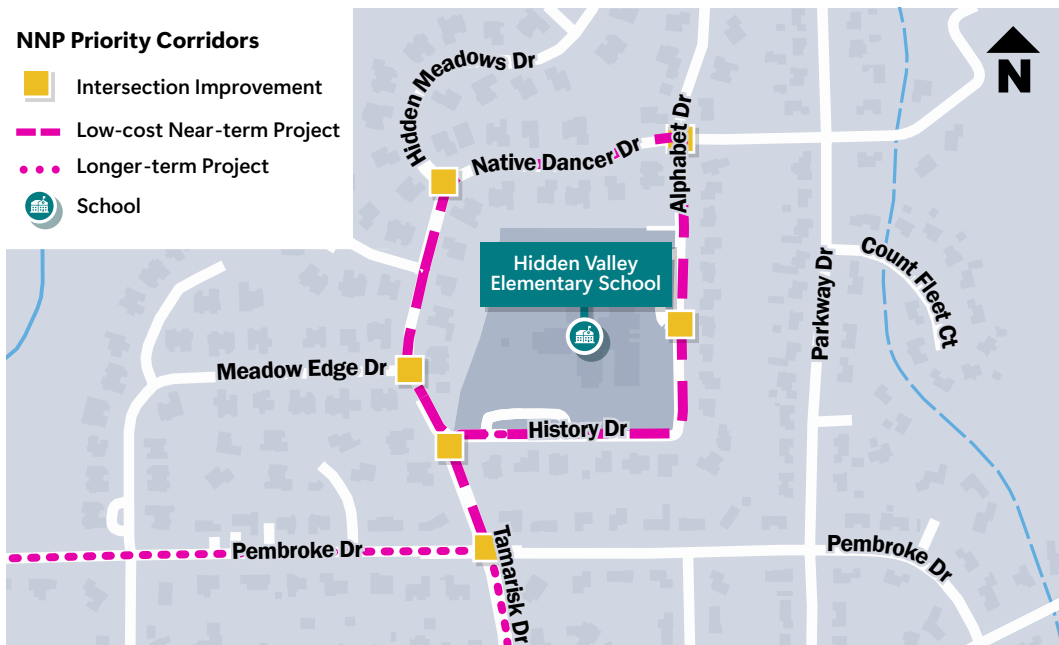
Existing view to the southeast at the
Tamarisk Drive and History Drive

PROJECT DETAILS



Example of a high visibility crosswalk with painted
bulbouts and delineators

PROJECT MAP





REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 1, 2026

AGENDA ITEM 10

To: Technical Advisory Committee

From: Shay League, Senior Transportation Planner

SUBJECT

Draft Rock Boulevard Corridor Study

RECOMMENDED ACTION

Receive a presentation on the draft Rock Boulevard Corridor Study.

BACKGROUND AND DISCUSSION

The purpose of the Rock Boulevard Corridor Study is to identify safety and mobility improvements for people who walk, bike, take transit, drive, and move freight along the corridor between North McCarran Boulevard and the Truckee River. The recommended improvements address traffic flow and truck movement, safety, and the accessibility of transit and active transportation.

The study launched in September 2025, when RTC's Board of Commissioners approved a contract with consultant GCW. The City of Sparks prioritized this study by nominating it for the Unified Planning Work Program (UPWP). The UPWP is a two-year program for planning activities, currently covering Fiscal Years (FY) 2026 and 2027.

The Rock Boulevard Corridor Study recommends 15 improvements along the corridor. Key improvements include:

- Safety and accessibility spot improvements at multiple locations, including speed management adjacent to Maxwell Elementary School;
- Sidewalk widening north of Oddie Boulevard;
- Minor I-80 interchange modifications to address congestion ahead of major upcoming NDOT improvements; and,
- A multi-use path connecting Victorian Avenue to the Truckee River Path.

The current estimate for all recommended improvements is approximately \$46.8 million. This estimate includes \$3.5 million for spot improvements, \$15 million for sidewalk widening, \$5.3 million for I-80 interchange modifications, and \$23 million for a multi-use path.

The Rock Boulevard Corridor Study is available for public review and comment at rtcwashoe.com/rock-boulevard-corridor-study/ from September 30, 2026 through October 20, 2026. The draft study is scheduled for presentation at the October 16, 2026 RTC Board meeting. Final study approval is anticipated at the November 20, 2026 RTC Board meeting



ROCK BOULEVARD CORRIDOR STUDY

October 2026

GCV
ENGINEERS & SURVEYORS

Parametrix

EXECUTIVE SUMMARY

The Rock Boulevard Corridor Study was conducted to identify transportation improvements that enhance safety, mobility, accessibility, and connectivity for all users of the corridor. Rock Boulevard is a critical north-south arterial in the City of Sparks that connects residential neighborhoods, schools, commercial districts, and industrial employment centers. The corridor serves a broad range of users including motorists, freight operators, pedestrians, bicyclists, transit riders, and students. The study identified the following critical priorities:

- Operational improvements at the I-80 Interchange
- Multimodal connection between the Truckee River and Victorian Avenue
- Pedestrian crossing safety throughout the corridor

The *Recommended Improvements* section is the centerpiece of this corridor study, translating the findings and analyses into a comprehensive set of recommended transportation improvements. The study recommends a combination of alternatives that provide meaningful corridor benefits to all users while balancing the diverse needs of the community. The identified improvements will be forwarded for consideration during the next Regional Transportation Plan (RTP) update process, where they will be prioritized and programmed based on regional needs, priorities, and available funding. The RTC would need to program approximately \$46,800,000 (current 2026 dollars) to fund the recommended improvements.

Recommended Improvement

Recommended Improvement	Implementation Strategy	Cost Estimate
I-80 Interchange Modifications Level 1	Minor spot improvements on Rock Boulevard, at and north of I-80. Package improvements together as one capacity and multimodal spot improvement package.	\$80,000
Wayfinding Signage		\$50,000
Remove Right Turn Slip Lane at C Street		\$400,000
Crossing Treatments (F through I Street)		\$400,000
Shared Roadway (B-5)		\$50,000
Widen Sidewalk (15 th to Oddie) (B-3)		\$700,000
Speed Management (Tyler Wy to Plymouth Wy)		\$300,000
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)		\$700,000
Dual Northbound Right Turn Lanes at McCarran		\$70,000
Transit Improvements		\$750,000
Spot Improvement Package Subtotal		\$3,500,000
Multi-Use Path (A-1, A-2, A-4)	Mid-term multimodal improvement project. Slip lane modifications would be constructed concurrently with the Multi-Use Path. Elements of the I-80 Level 2 or Level 3 could be constructed within the A-4 segment of this project.	\$22,000,000
Slip Lane Modifications		\$1,000,000
Multi-Use Path Package Subtotal		\$23,000,000
I-80 Interchange Modifications Level 2	Potential interim improvements prior to the long-term NDOT I-80/Rock Blvd interchange project. Elements of the Multi-Use Path (A-4) could potentially be constructed with Level 2 or Level 3.	\$300,000
I-80 Interchange Modifications Level 3		\$5,000,000
I-80 Interchange Package Subtotal		\$5,300,000
Widen Sidewalk on Both Sides (B-4)	Multimodal improvement project.	\$15,000,000
Widen Sidewalk Package Subtotal		\$15,000,000
Total Planning Level Cost Estimate		\$46,800,000

ACKNOWLEDGEMENTS

The Rock Boulevard Corridor Study was funded and administered by the Regional Transportation Commission of Washoe County (RTC), in partnership with the City of Sparks, to improve mobility, safety, and accessibility for all who travel along the corridor, whether walking, bicycling, using transit, or driving. The corridor's diverse travel demands create a complex set of transportation challenges and opportunities. The project team sincerely thanks the residents, students, businesses, stakeholders, technical advisors, and agency partners who generously shared their time, experience, and local knowledge throughout the study. Their input was instrumental in developing balanced recommendations that reflect community priorities and will guide future improvements on Rock Boulevard.

Technical Advisory Committee

<u>Name</u>	<u>Agency/Organization</u>
Vanessa Lacer	RTC Washoe
Graham Dollarhide	RTC Washoe
Shay League	RTC Washoe
Marquis Williams	RTC Washoe
Jeff Wilbrecht	RTC Washoe
Sara Going	RTC Washoe
Josh MacEachern	RTC Washoe
Scott Carey	City of Sparks
Amber Sosa	City of Sparks
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Jeff Bickett	City of Sparks
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TABLE OF CONTENTS

PURPOSE AND NEED	6
PUBLIC AND STAKEHOLDER ENGAGEMENT	8
EXISTING CONDITIONS	10
TRAFFIC OPERATIONS ANALYSIS	17
ALTERNATIVES ANALYSIS	21
RECOMMENDED IMPROVEMENTS	22
IMPLEMENTATION STRATEGY	32
PLANNING LEVEL COST ESTIMATES	33

Figures

Figure 1 – Study Area

Figure 2 – Crash Severity Map

Figure 3 – Crash Heat Map

Figure 4 – Pedestrian Experience Index (PEI)

Figure 5 – Bicycle Level of Traffic Stress (BLTS)

Figure 6 – Transit Routes

Figure 7 – Study Intersections and Roadway Segments

Figure 8 – 2050 Operations Summary

Figure 9 – Recommended Alternatives (South of Victorian Ave)

Figure 10 – Recommended Alternatives (North of Victorian Ave)

Figure 11 – Crosswalk Master Plan

Figure 12 – Widen Sidewalk (15th to Oddie)

Appendices

Appendix A – Public Engagement Documentation

Appendix B – Existing Conditions

Appendix C – Crash Data

Appendix D – Speed Data

Appendix E – Transit Stop Evaluations

Appendix F – Traffic Operations Analysis

Appendix G – Alternatives Analysis

Appendix H – Scoring Criteria Matrix

Appendix I – Concepts of Recommended Potential Improvements

Appendix J – Cost Estimate Details

PURPOSE AND NEED

Purpose

The purpose of the Rock Boulevard Corridor Study is to identify capacity, safety, and mobility improvement options on Rock Boulevard for all corridor users between North McCarran Boulevard and the Truckee River. The study area is shown in **Figure 1**. This includes traffic operations and freight movement enhancements, safety improvements, and upgrading infrastructure for accessible walking, bicycling, and transit.

Need

Rock Boulevard is an important corridor that provides north-south connectivity across the Truckee River, Union Pacific Railroad (UPRR), and I-80. It serves a wide variety of land uses, including residential neighborhoods, industrial centers, retail and entertainment destinations, public schools, places of worship, and community parks.

Rock Boulevard serves over 20,000 vehicles per day and experiences regular traffic congestion and travel delay at critical locations, such as the I-80 interchange (**Exhibit 1**).

Between 2019 and 2023, 456 crashes occurred in the corridor, including four fatalities and nine serious injuries. Thirteen crashes involved a pedestrian and seven involved bicyclists, including one fatality for each group. Active transportation options are limited, with the only bicycle lanes adjacent to Rock Park in the southern portion of the corridor. As identified in the RTC Active Transportation Plan, the corridor scores poorly when evaluated using the Pedestrian Experience Index and Bicycle Level of Traffic Stress index.



Exhibit 1. Queuing and Congestion at I-80 Interchange

PUBLIC AND STAKEHOLDER ENGAGEMENT

The Rock Boulevard Corridor Study has incorporated input from the public and agency partners regarding both corridor challenges and proposed solutions. An Engagement Plan was created to outline the outreach approach, strategies, and tools and is aligned with the strategies defined in the RTC Public Participation Plan (PPP). The Engagement Plan is provided in **Appendix A**.

Public Engagement Strategies

The project team used a multi-channel outreach strategy (digital content, surveys, events) to maximize participation and accessibility. English and Spanish outreach materials were developed to encourage participation from all residents and the traveling public within the corridor study limits. Diverse outreach methods used included the following:

- RTC press releases and digital and social media.
- Outreach materials, including informational flyers, posters, and printed materials displaying maps, data, and other information for public outreach events and general distribution.
- Online public survey and a targeted printed survey for 5th grade elementary school students attending Maxwell Elementary School, which is located on Rock Boulevard.
- Presentation and information sharing at organized events, pop-up events, and at select locations within the study area.

Specific outreach events included:

- An information gathering meeting with Maxwell Elementary School staff and subsequent attendance at an “Art Night” event hosted at the school to share information with parents and students (**Exhibit 2**).
- An information gathering meeting with Sparks High School staff and subsequent presentation to the Sparks High School Student Voice, the school-specific Student Advisory Council.
- A pop-up meeting at RTC Centennial Plaza to engage transit riders near the corridor as well as those on routes along the corridor.
- Distribution of project flyers to local businesses and organizations within the study area.
- Meeting with Washoe County School District regarding Safe Routes to School.

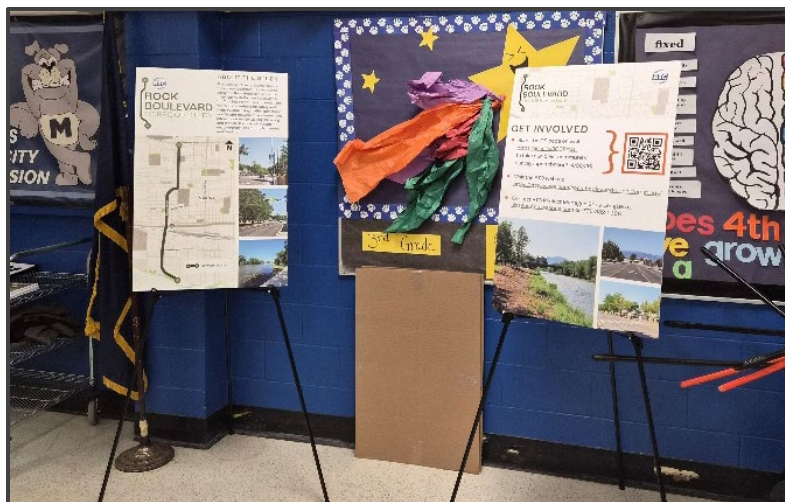


Exhibit 2. Project Information Meeting at Maxwell Elementary

Partner Agency and Stakeholder Engagement

The project team met regularly with partner agency staff from RTC Departments (Planning, Engineering, Public Transportation), City of Sparks, Nevada Department of Transportation (NDOT), and the Washoe County School District throughout development of the Rock Boulevard Corridor Study. In addition to regularly scheduled project Technical Advisory Committee (TAC) meetings, the project team held individual meetings with agency staff to discuss unique issues, concerns, and proposed improvements as they relate to each agency's policies, plans, and operations. These individual meetings were conducted through a combination of site visits and in-person or virtual meeting formats.

RTC staff also provided updates to their advisory committee members (RTC Technical Advisory Committee and Citizens Multimodal Advisory Committee) as well as the RTC Board to reach a broader base of agency staff, public interest representatives, and elected officials. Feedback and direction from these groups was incorporated into the final plan.

Key Themes

Safety and traffic congestion on Rock Boulevard were consistently identified as the top concerns among community members (**Exhibit 3**). The following are key findings and general themes from corridor users:

- Traffic congestion and signal timing problems, notably at the I-80/Rock Boulevard Interchange
- Speed and aggressive driving issues
- Pedestrian safety concerns especially around schools, major intersections, and near I-80
- Desire for safer bicycle infrastructure

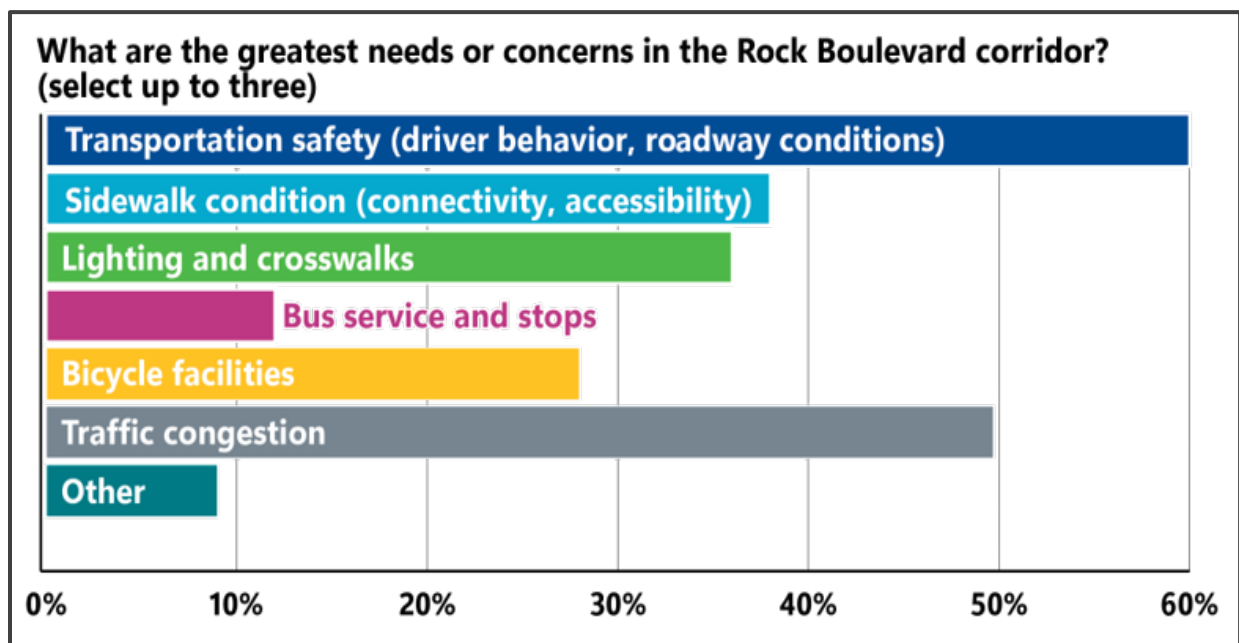


Exhibit 3. Online Survey Results

EXISTING CONDITIONS

The project team collected, organized, and evaluated relevant existing data and background information to develop a clear understanding of existing conditions and identify key transportation issues in the study area. Additional existing conditions documentation is provided in **Appendix B**.

Plan Review

The team reviewed key planning documents to inform the corridor analysis and concept development, including the Sparks Comprehensive Plan, the Central Sparks Neighborhood Network Plan (NNP), and the 2050 RTP (**Exhibit 4**). This review helped identify corridor priorities, multimodal recommendations, and opportunities to strengthen connectivity, while also providing a policy and planning framework for evaluating existing conditions and shaping potential improvement concepts. The findings from these documents were used to better understand how the Rock Boulevard corridor fits within broader local and regional planning efforts and to support the development of practical, context-sensitive multimodal concepts. The *Ignite Sparks Comprehensive Plan* does not show Rock Boulevard as a “Complete Street”, which would prioritize pedestrian and bicycle facilities on that roadway. Therefore, it is inferred that vehicle travel and capacity are of high priority on this arterial roadway.

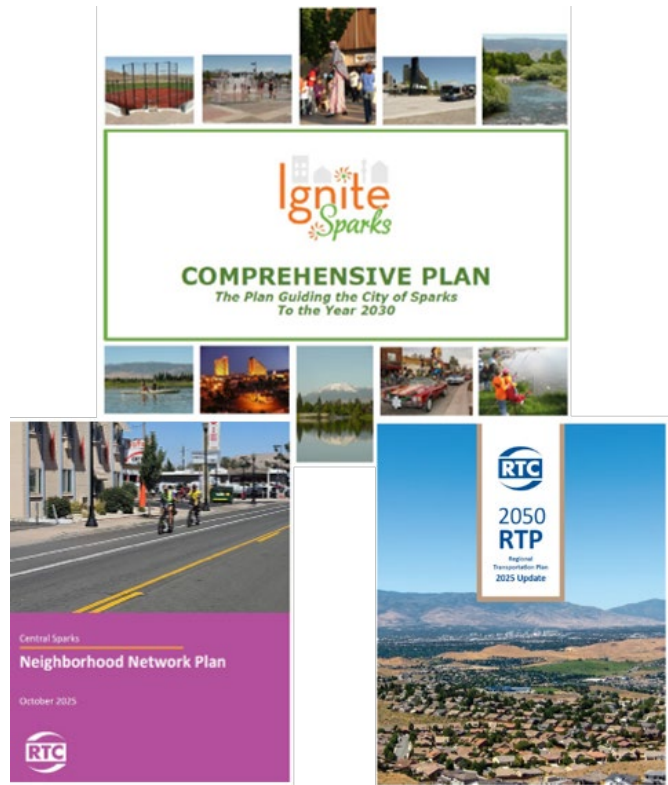


Exhibit 4. Key Planning Documents

Crash Data

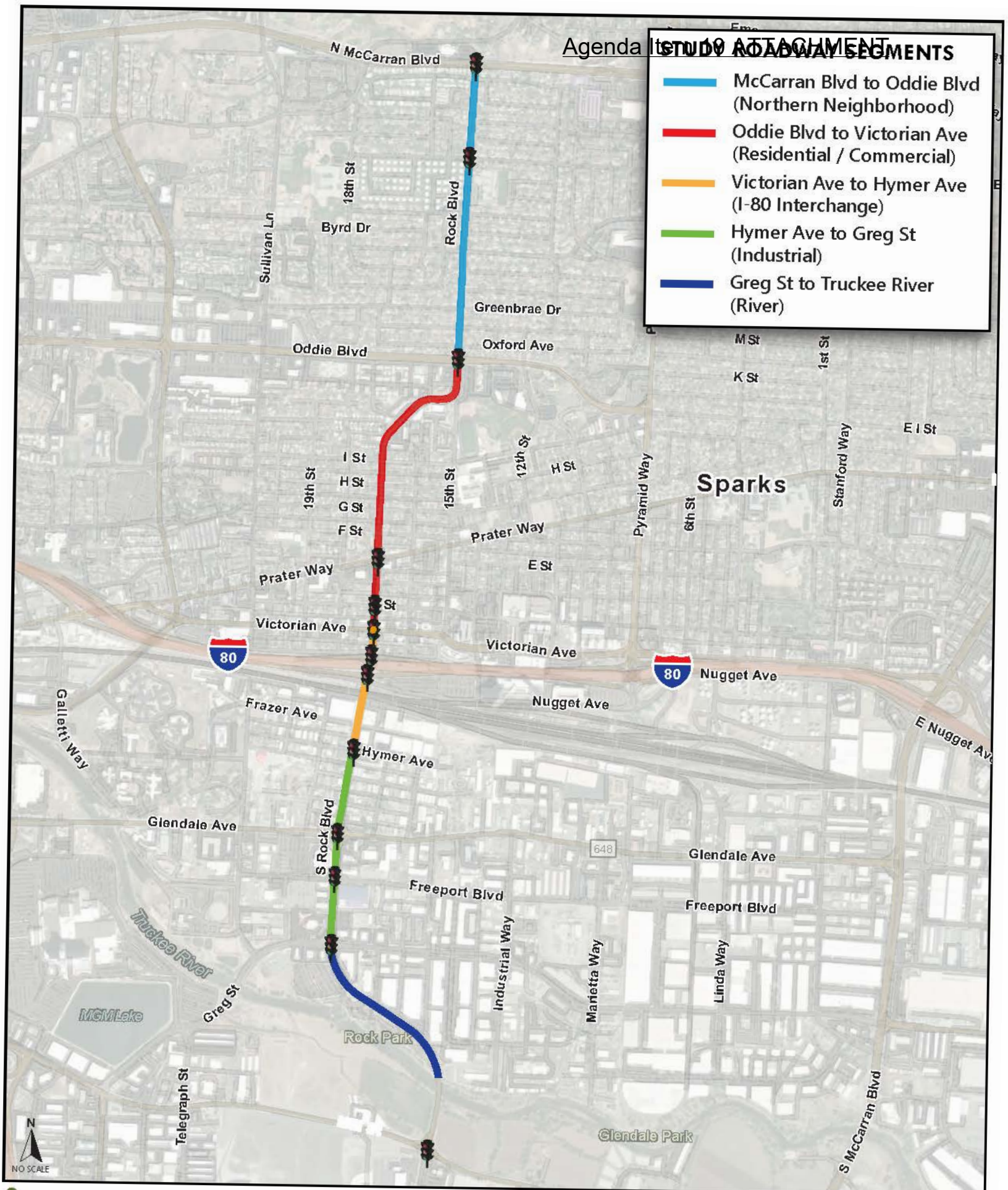
Crash data for the study area was obtained from NDOT for the 2019-2023 period and supplemental data was received from the City of Sparks Police Department for the 2024-2025 period. During this time, there were 456 total crashes reported. Of those, there were four fatalities and nine serious injuries as shown in **Figure 2**. Crashes involving vulnerable road users (VRUs), generally considered those using active transportation modes such as walking and bicycling, primarily occur at intersections or at the I-80 interchange as shown in **Figure 3**. Complete crash data is provided in **Appendix C**.

Speed Data

Vehicular speed data on Rock Boulevard was obtained from the RTC for two locations, between York Way and Oddie Boulevard, and between Greg Street and the Truckee River. Between York Way and Oddie Boulevard (30 mph posted speed limit), the average speed was 33.3 mph and the 85th percentile speed was 37.3 mph. Between Greg Street and the Truckee River (30/45 mph posted speed limit), the average speed was 42 mph and the 85th percentile speed was 48.5 mph. Both surveyed locations indicate elevated vehicle speeds (greater than 7 mph over the posted speed limit) within the study corridor. Complete speed data is provided in **Appendix D**.

STUDY ATTACHMENT

- McCarran Blvd to Oddie Blvd (Northern Neighborhood)
- Oddie Blvd to Victorian Ave (Residential / Commercial)
- Victorian Ave to Hymer Ave (I-80 Interchange)
- Hymer Ave to Greg St (Industrial)
- Greg St to Truckee River (River)



- Signal

Figure 1

Rock Boulevard
Corridor Study

Study Area

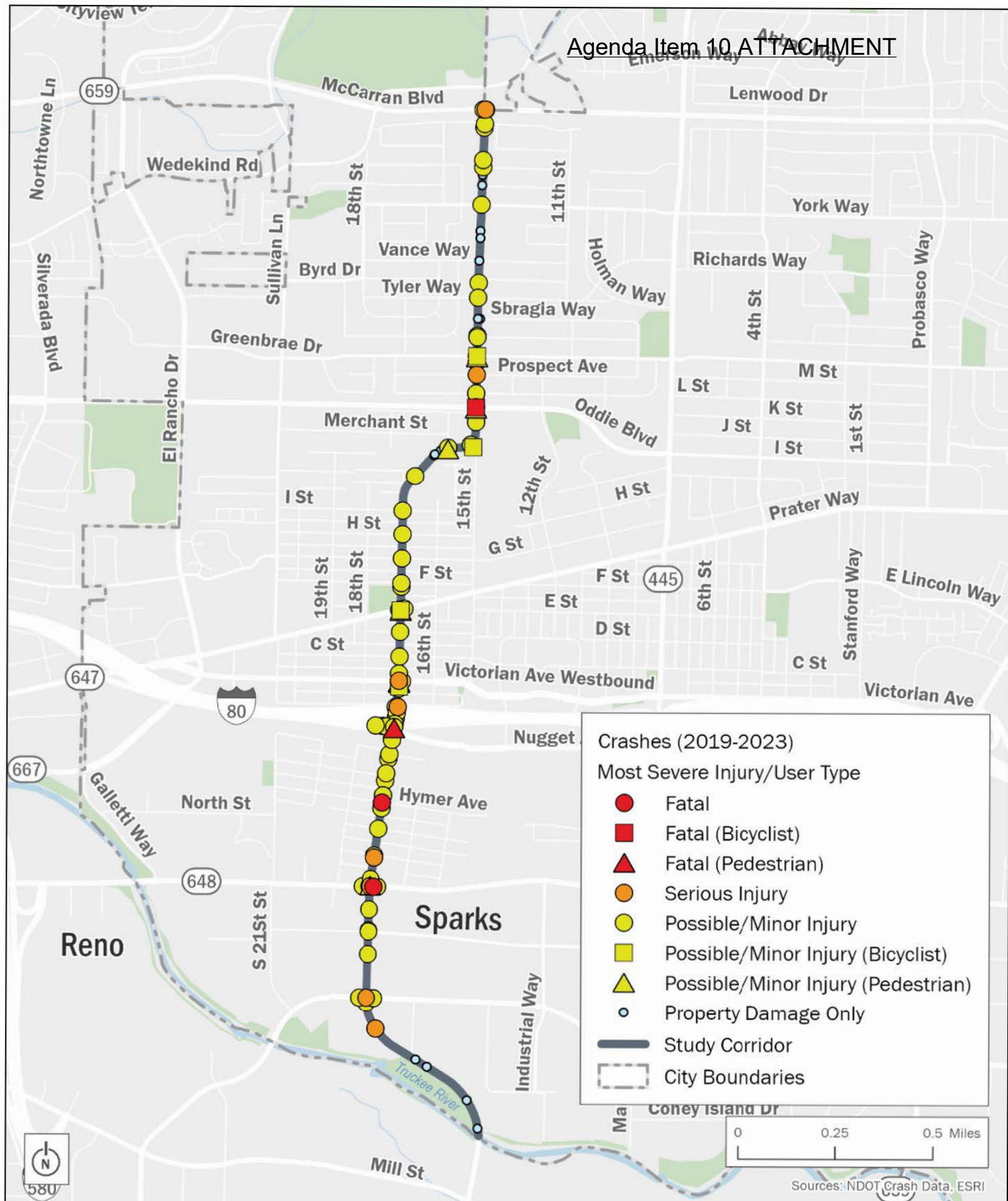


Figure 2

Rock Boulevard
Corridor Study

Crash Severity Map

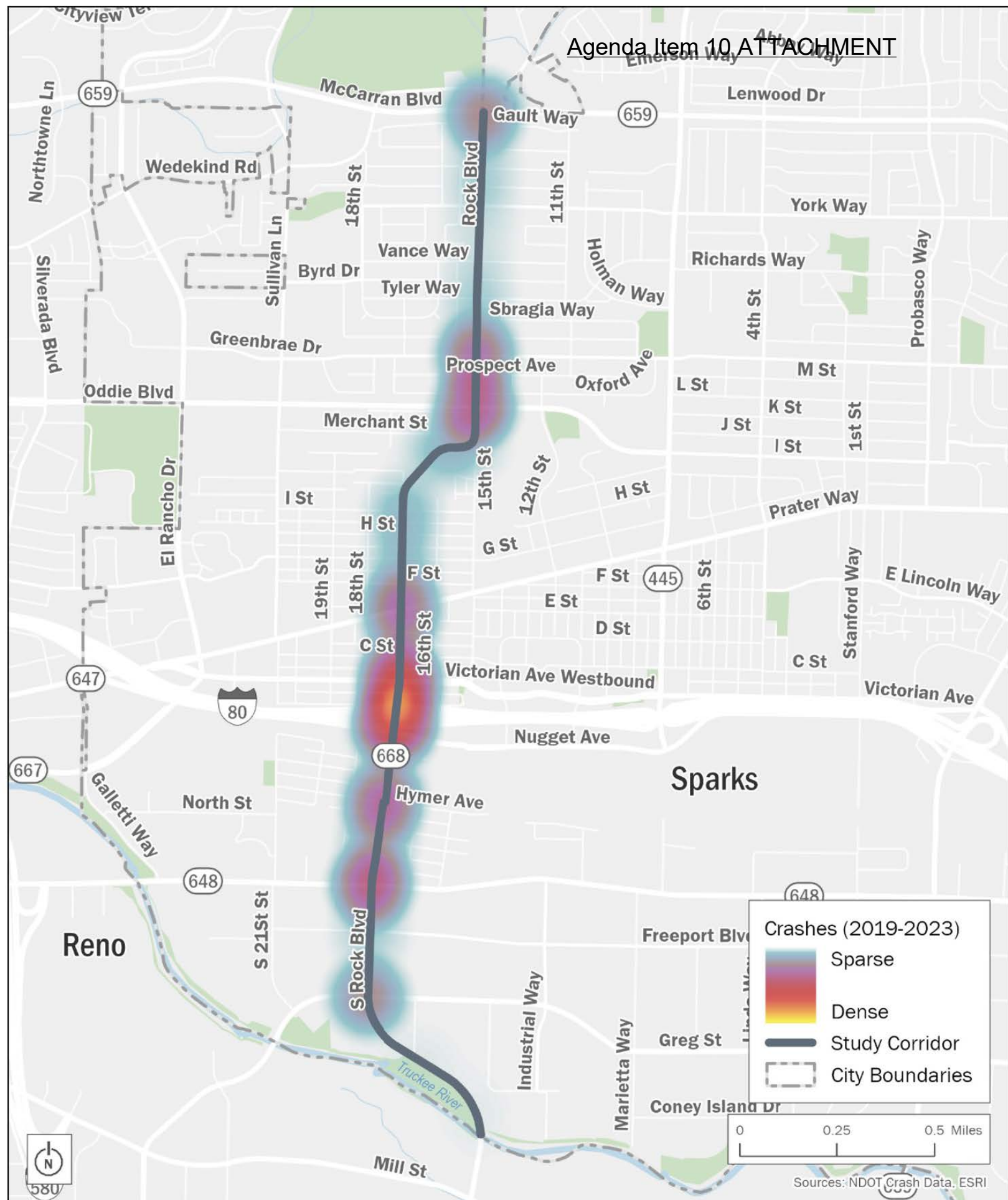


Figure 3

Rock Boulevard
Corridor Study
Crash Heat Map

Existing Active Transportation Facilities

Pedestrian Conditions

Figure 4 shows the Pedestrian Experience Index (PEI) and indicates that much of the corridor is generally uncomfortable for walking, particularly south of Greg Street and near the I-80 interchange. Sidewalk gaps are also present in several locations, including south of Greg Street, between Freeport Boulevard and Glendale Avenue, and between Hymer Avenue and Victorian Avenue, where the east side lacks a continuous sidewalk and the west side has limited connectivity.

There are several school zones in proximity to the Rock Boulevard corridor; however, Maxwell Elementary School is the only school located directly adjacent to the roadway. Other nearby schools include Risley, Mitchell, and Kate Smith Elementary Schools; Sparks Middle School; and Sparks High School. There is high student walking potential in the northern portion of the study corridor (generally north of Victorian Avenue) since the schools are located in residential areas.

Bicycle Conditions

Bicycle facilities are limited along most of Rock Boulevard, with existing bike lanes only provided south of Greg Street near Rock Park. **Figure 5** shows the Bicycle Level of Traffic Stress (BLTS) for the study corridor and surrounding roadways. Most corridor segments on Rock Boulevard are rated Bicycle Level of Traffic Stress (BLTS) 4, indicating high-stress conditions due to high speeds, traffic volumes, and the absence of bikeways. The northern and southern segments are somewhat less stressful at BLTS 3, but still uncomfortable for most riders.

Transit Service

Rock Boulevard functions as an important transit corridor, with multiple RTC routes intersecting or traveling through the study area. The existing transit routes are summarized below and shown in **Figure 6**:

- Five RTC routes intersect or run along the corridor: Routes 2, 9, 11, 18, and 54.
- There are 13 bus stops on Rock Boulevard; none include shelters, and more than half have no amenities.
- The corridor serves both high- and lower-ridership routes, including Route 11, which has the second-highest ridership in the system, and Route 2, which ranks fifth in the system.

RTC is developing the Move More initiative to improve public transit services. While no route changes are proposed on Rock Boulevard, Route 2 would be modified to extend service to the Sparks Senior Center on Richards Way. Route 54 would be extended to serve the Northern Nevada Sierra Medical Center in the southern portion of the route and modified east of the airport to better serve high ridership areas. Detailed findings and recommendations are provided within the Transit Stop Evaluation provided in **Appendix E**.

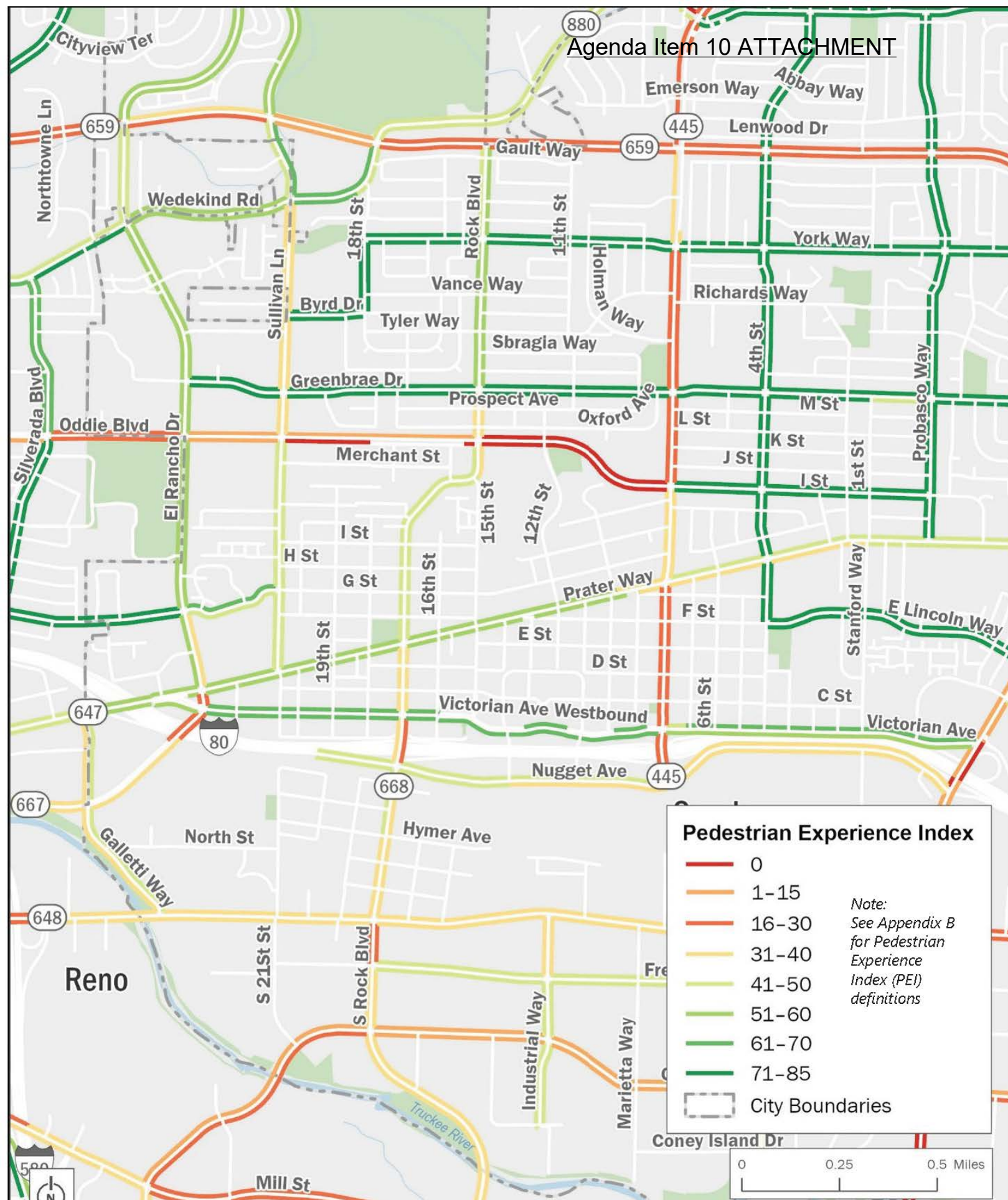


Figure 4

Rock Boulevard
Corridor Study

Pedestrian Experience Index (PEI)

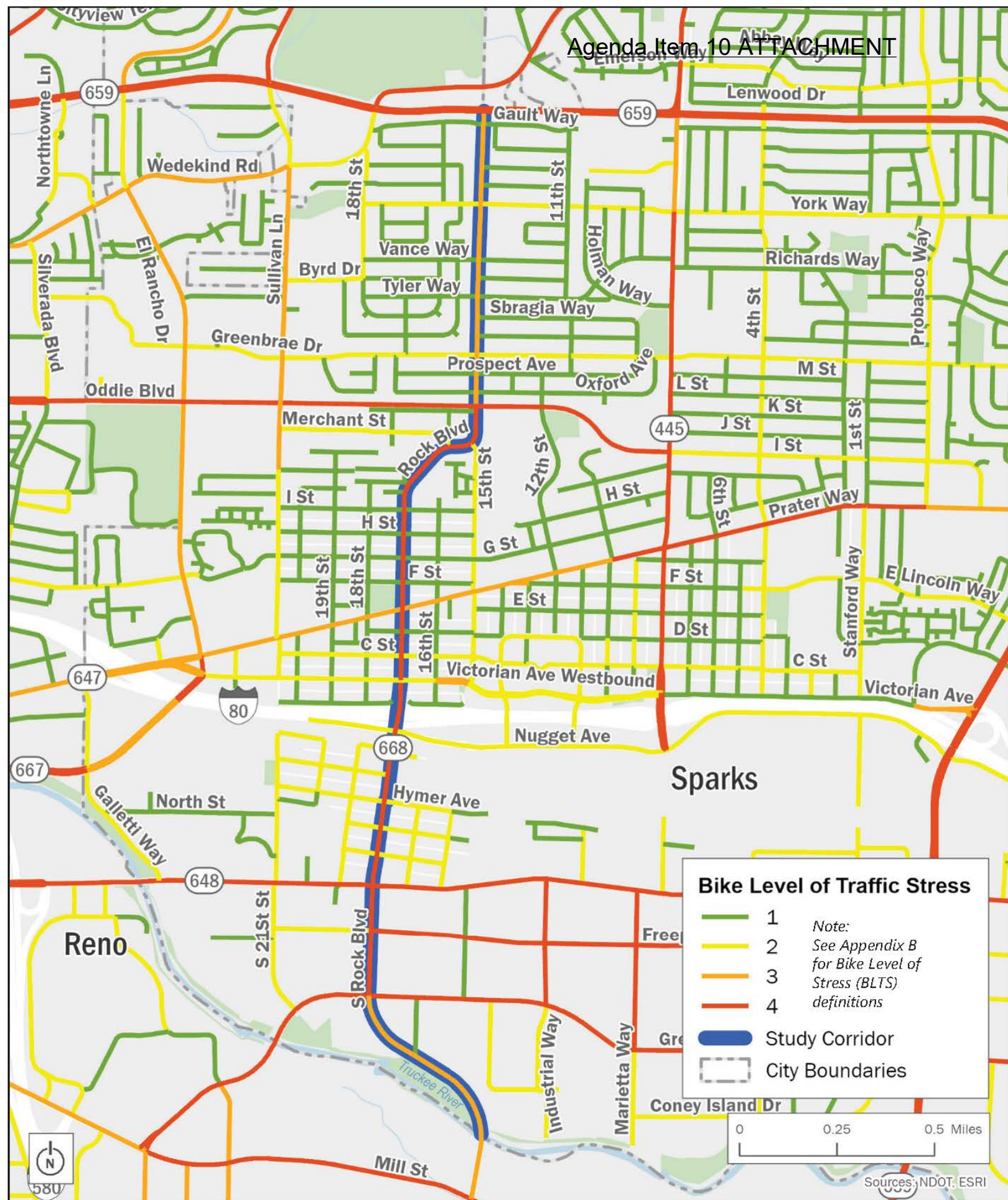


Figure 5

Rock Boulevard
Corridor Study

Bicycle Level of Traffic Stress (BLTS)



Figure 6

Rock Boulevard
Corridor Study
Transit Routes

TRAFFIC OPERATIONS ANALYSIS

A traffic operations analysis was conducted to evaluate how the Rock Boulevard corridor currently functions and how it is expected to perform in the future. The analysis focused on intersection and roadway segment operations, identifying localized congestion, queuing, and operational constraints. Detailed assumptions, turning movement volumes, and level of service analysis are provided in **Appendix F**.

Critical Intersections and Roadway Segments

The purpose of the Rock Boulevard Corridor Study is to identify the most significant issues and long-term needs in the corridor for all modes of travel for programming purposes. Note that N. McCarran Boulevard was studied as part of the RTC's recent McCarran Boulevard Corridor Study. Additionally, the Rock Boulevard / Greenbrae Drive intersection has been recently evaluated by the City of Sparks/GCW for crosswalk safety. Oddie Boulevard was recently improved through the RTC's Oddie/Wells Project. Prater Way was improved through the RTC's 4th Street/Prater Way BRT project. Additionally, NDOT is currently underway with planning efforts for the *Reno Spaghetti Bowl Project* which will reconfigure the I-80 and Rock Boulevard interchange in the future. Therefore, the focus of this study was placed on other locations with the highest volumes and activity. The study area roadway segments and intersections are shown in **Figure 7**.

Study Intersections

The following six (6) intersections were identified as the critical intersections within the corridor and those that were analyzed in this study:

1. Rock Boulevard / 15th Street
2. Rock Boulevard / C Street
3. Rock Boulevard / Victorian Avenue
4. Rock Boulevard / Hymer Avenue
5. Rock Boulevard / Glendale Avenue
6. Rock Boulevard / Greg Street

Study Roadway Segments

The Rock Boulevard corridor was studied in segments based on the differing characteristics and logical breakpoints in traffic volumes. The study segments and general character (as noted in **Figure 7**) are:

- N. McCarran Boulevard to Oddie Boulevard (Residential)
- Oddie Boulevard to Victorian Avenue (Residential / Commercial)
- Victorian Avenue to Hymer Avenue (I-80 Interchange)
- Hymer Avenue to Greg Street (Industrial)
- Greg Street to Truckee River (River)

STUDY INTERSECTIONS

- ① Rock Blvd / 15th St
- ② Rock Blvd / C St
- ③ Rock Blvd / Victorian Ave
- ④ Rock Blvd / Hymer Ave
- ⑤ Rock Blvd / Glendale Ave
- ⑥ Rock Blvd / Greg St

STUDY ROADWAY SEGMENTS

- McCarran Blvd to Oddie Blvd (Residential)
- Oddie Blvd to Victorian Ave (Residential / Commercial)
- Victorian Ave to Hymer Ave (I-80 Interchange)
- Hymer Ave to Greg St (Industrial)
- Greg St to Truckee River (River)

Agenda Item 10 ATTACHMENT

Maxwell Elementary School

Sparks High School

Oddie Blvd

Rock Blvd

15th St

C St

Victorian Ave

Hymer Ave

Glendale Ave

Greg St

Truckee River

Mill St



Figure 7

Rock Boulevard
Corridor Study

Study Intersections and Roadway Segments

Existing Conditions Level of Service Analysis

The study intersections and roadway segments currently operate within overall level of service policy (which is LOS "F" near the interchange from Glendale Ave to Victorian Ave and "LOS D" along the remainder of the corridor). Intersections may operate at acceptable levels of service overall but have movements that operate poorly, causing queuing and congestion on Rock Boulevard during peak hours. Notably, congestion occurs in the northbound direction, south of I-80, during the PM Peak Hour. Additionally, the closely spaced traffic signals near the I-80 interchange create coordination challenges and limited vehicle storage between intersections.

The single northbound left-turn lane at the I-80 westbound on-ramp is the primary operational constraint in the corridor. NDOT's preferred alternative at the interchange proposes dual northbound left-turn lanes at this location in the future. However, interim improvements are recommended due to the likelihood that NDOT improvements will not be implemented within the next 10-plus years.

Traffic Volume Forecasting

NDOT is planning improvements along I-80 including the Rock Boulevard interchange (**Exhibit 5**) which will cause significant changes to traffic volumes. NDOT's *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts and projected 2040 volumes for NDOT's Preferred Alternative (Alternative 2). Future turning movement volumes were forecasted using the RTC Travel Demand Model and then balanced with the NDOT traffic analysis report for overall consistency.

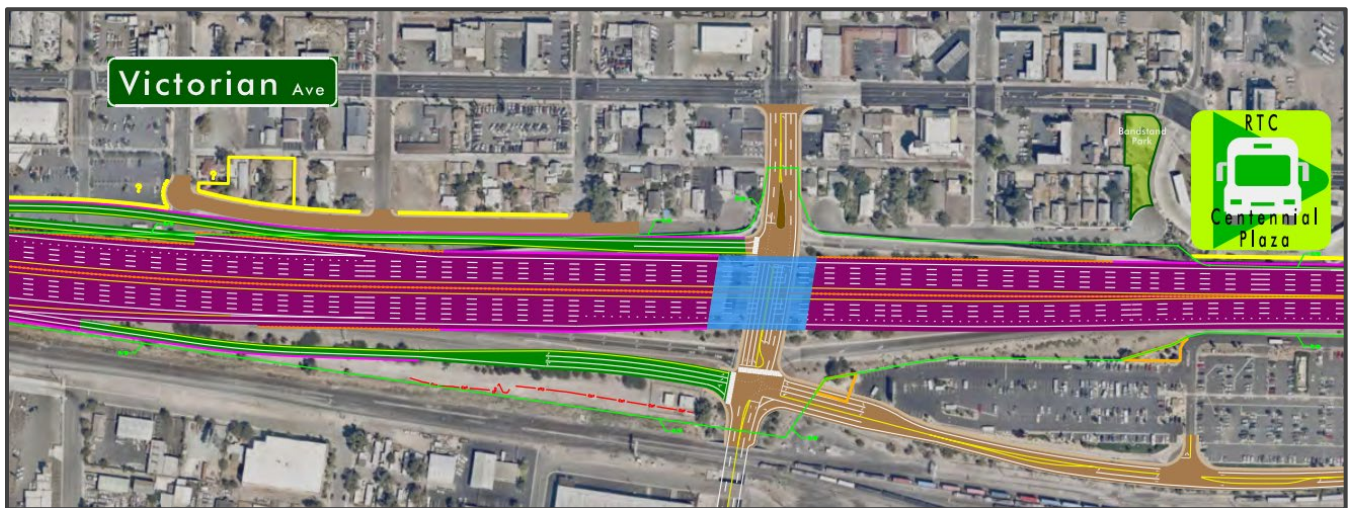


Exhibit 5. NDOT I-80 Preferred Alternative at Rock Blvd

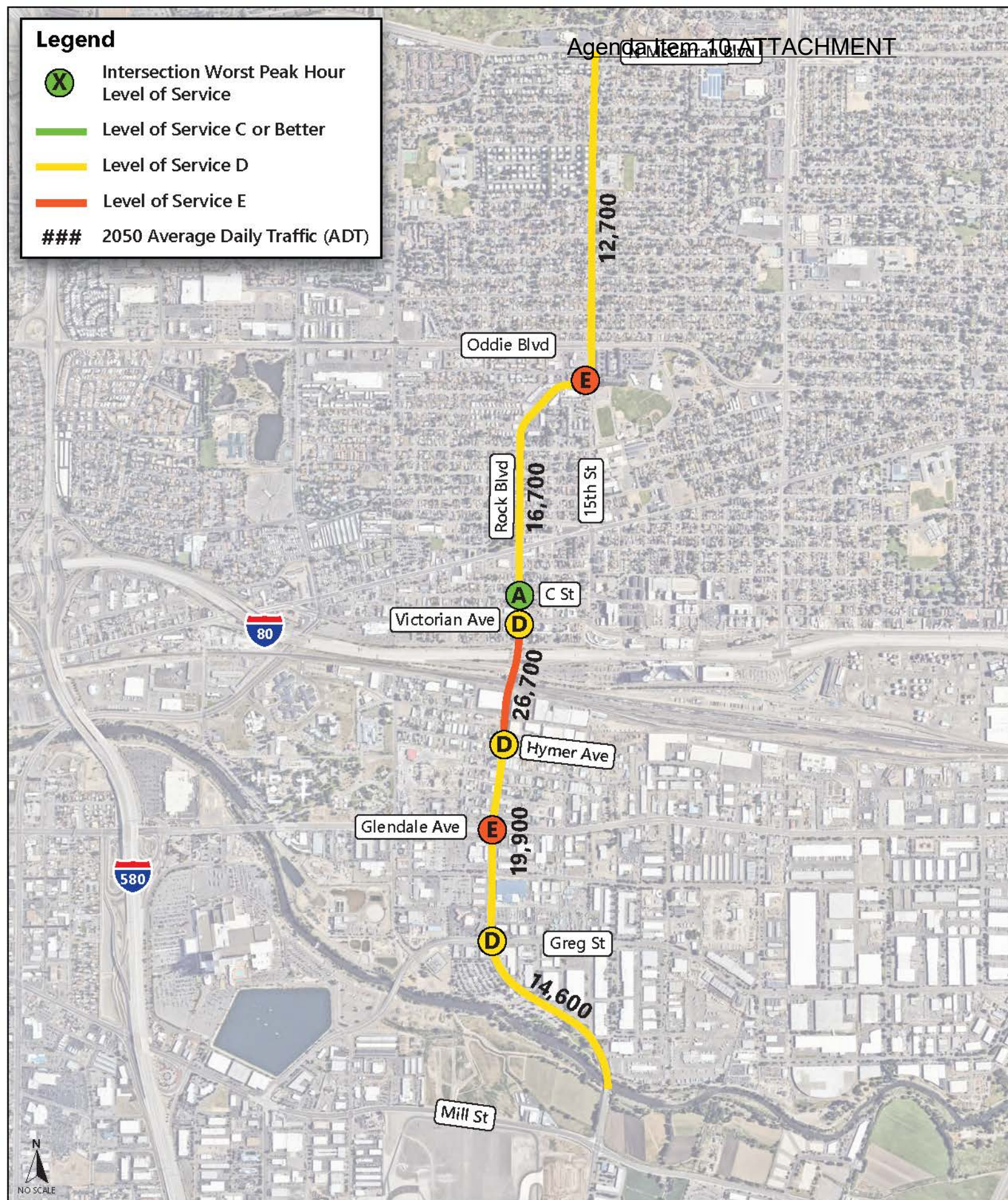
Future Conditions Level of Service Analysis

Under future conditions, the study intersections and roadway segments are anticipated to technically operate within overall level of service policy. However, heavier traffic volumes and movements (peak hour conditions) within the interchange area are still expected to experience significant congestion in the future. Improvements at the I-80 interchange to reduce queuing and congestion are a high priority for the Rock Boulevard corridor. The Future Year Conditions (2050) operation summary is shown in **Figure 8**.

Legend

-  Intersection Worst Peak Hour Level of Service
-  Level of Service C or Better
-  Level of Service D
-  Level of Service E
- ###** 2050 Average Daily Traffic (ADT)

Agenda Item 10 ATTACHMENT



Note: Study intersections and roadways operate within level of service policy; however, peak-hour congestion and queuing occur at heavier movements near the I-80 interchange.

Figure 8

Rock Boulevard
Corridor Study

2050 Operations Summary

ALTERNATIVES ANALYSIS

A variety of potential traffic, pedestrian, and bicycle improvement options that address safety, vehicular capacity, and active transportation mobility were explored in this corridor study. The corridor was evaluated as a connected system and a range of improvement concepts were considered, based on input received through community engagement activities and TAC meetings. The alternatives analysis background, calculations, and considered but dismissed alternatives are provided in **Appendix G**.

Projects Already Identified

Following is a list of projects that are already identified within the study area:

- Rock Boulevard/Hymer Avenue Traffic Signal Modifications
- Rock Boulevard/Commerce Street Rectangular Rapid Flashing Beacon (RRFB)
- Rock Boulevard/Greenbrae Drive Rectangular Rapid Flashing Beacon (RRFB)
- Sullivan Lane Multimodal Improvements (Under separate study, for reference only)
- Improvements to the I-80/Rock Boulevard Interchange by NDOT (long-term timeframe)

Scoring Criteria

Each improvement alternative was screened and scored using a comprehensive scoring matrix. The scoring matrix is comprised of nine categories (100 total points) generally covering bicycle and pedestrian safety, traffic operations and freight movement, land use compatibility, and cost effectiveness and feasibility. Potential alternatives scoring less than 50 points were dismissed and alternatives scoring more than 50 points were carried forward as recommendations. The scoring criteria matrix is provided in **Appendix H**. Although some concepts did not advance to the final recommendations, they helped inform corridor needs, constraints, and opportunities.

Railroad Undercrossing Constraint

Significant capacity improvements, including roadway widening, were deemed impractical due to right-of-way constraints (**Exhibit 6**) within the interchange area (I-80 overcrossing and Union Pacific railroad bridge). It is estimated that the cost for railroad bridge widening would be in the tens of millions of dollars (\$30M to \$50M) and would involve an extensive approval process with Union Pacific Railroad (UPRR). Roadway widening within this segment of Rock Boulevard would provide capacity benefits in this congested portion of the corridor, however, was not specifically analyzed in this study due to scope and feasibility. Roadway widening within the interchange area (I-80 overcrossing and Union Pacific railroad bridge) could be reconsidered in the future in coordination with NDOT's improvements.



Exhibit 6. UPRR Undercrossing Constraint

RECOMMENDED IMPROVEMENTS

Figure 9 and **Figure 10** summarize the improvement concepts that were advanced and carried forward for prioritization and implementation planning through a future Regional Transportation Plan (RTP) update. The identified potential improvements will be prioritized and programmed during the RTP process based on regional needs, priorities, and available funding. Each potential improvement is briefly discussed and outlined within this section with detailed corridor concepts for major roadway improvements provided in **Appendix I**.

Highest Priorities

Following are the critical priorities identified in this corridor study:

- *Operational Improvements at I-80 Interchange:* Rock Boulevard currently experiences significant congestion issues at the I-80 interchange, notably in the northbound direction during the PM peak hour. The congestion issues cause significant queuing and back-ups along Rock Boulevard from I-80 to Greg Street. Coordination and planning improvements with NDOT is critical to improve traffic operations within this corridor.
- *Multimodal Connection between the Truckee River and Victorian Avenue:* Analysis conducted for the RTC Active Transportation Plan and field tours of the corridor indicate that the corridor is generally not comfortable for walking or cycling. This is particularly pronounced on the southern end of the corridor where traffic volumes are high, and sidewalks are not always present. Accommodation of multimodal improvements within this segment is vital to improve pedestrian and bicyclist safety and connectivity to the Truckee River Path and the recreational amenities available at Rock Park.
- *Pedestrian Crossing Safety:* Rock Boulevard currently carries relatively high traffic volumes throughout the corridor. Providing safe and enhanced crossings will improve pedestrian safety and connectivity throughout the corridor. The guiding engineering principle is that marked crosswalks on four-lane roadways should have protected crossings or enhancements for increased driver awareness such as overhead Rectangular Rapid Flashing Beacons (RRFB), pedestrian refuge islands or other treatments. However, RRFBs should not be installed at numerous adjacent intersections, or they will lose their “high visibility” value, and too many warning devices can be confusing for drivers. A Rock Boulevard crosswalk master plan is provided in **Figure 11**.

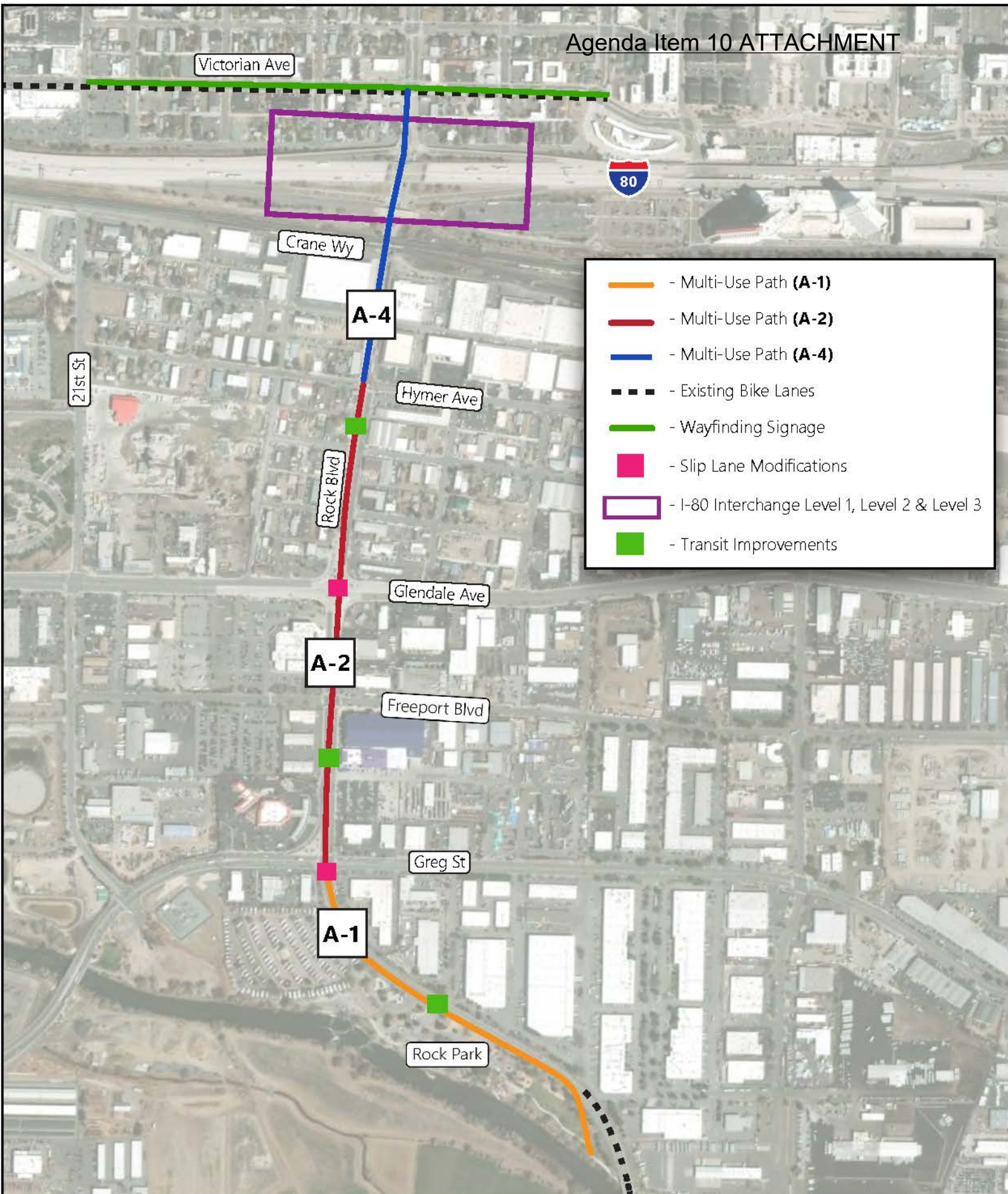


Figure 9

Rock Boulevard
Corridor Study

Recommended Alternatives (South of Victorian Ave)

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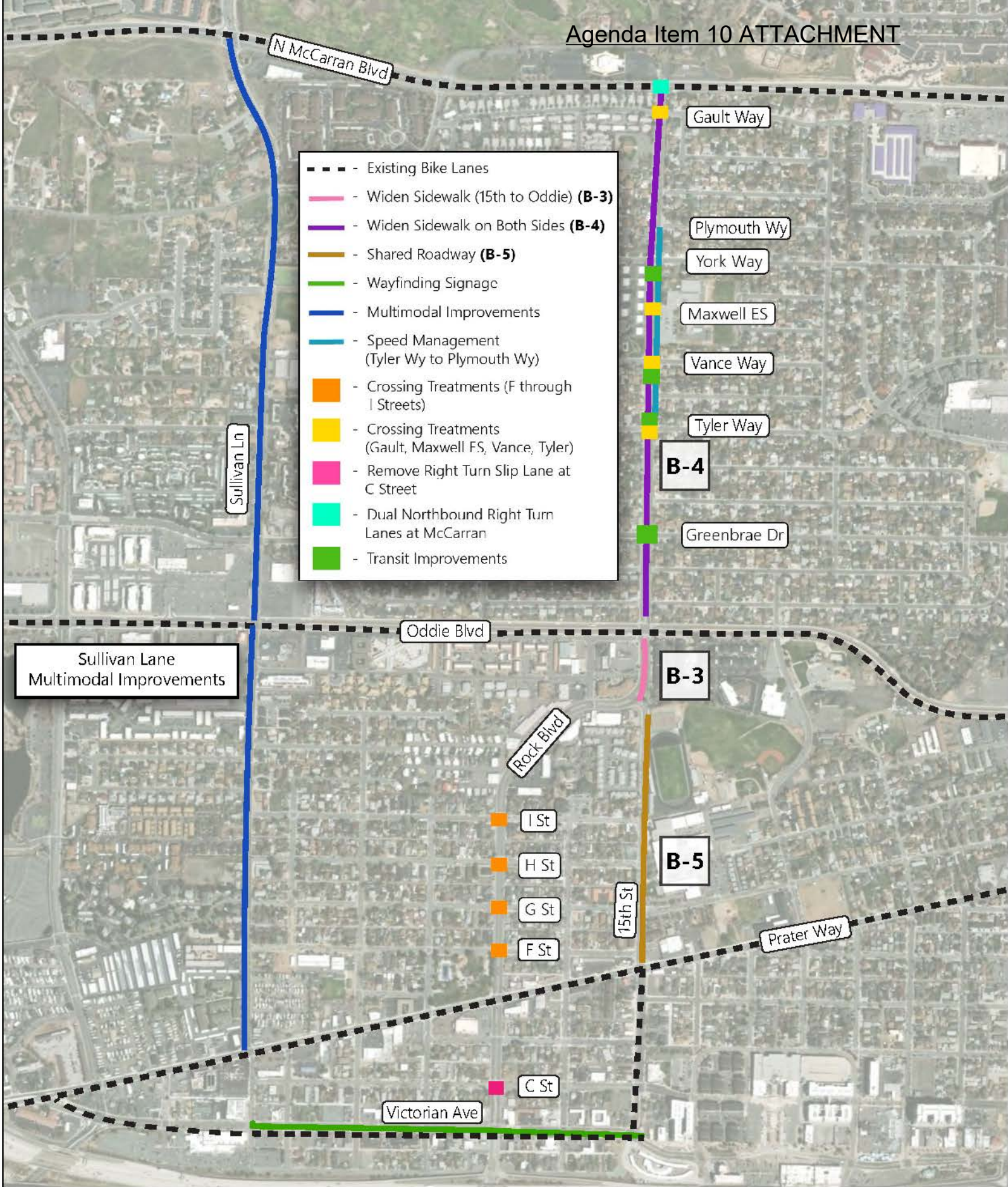


Figure 10

Rock Boulevard
Corridor Study

Recommended Alternatives (North of Victorian Ave)

Agenda Item 10 ATTACHMENT

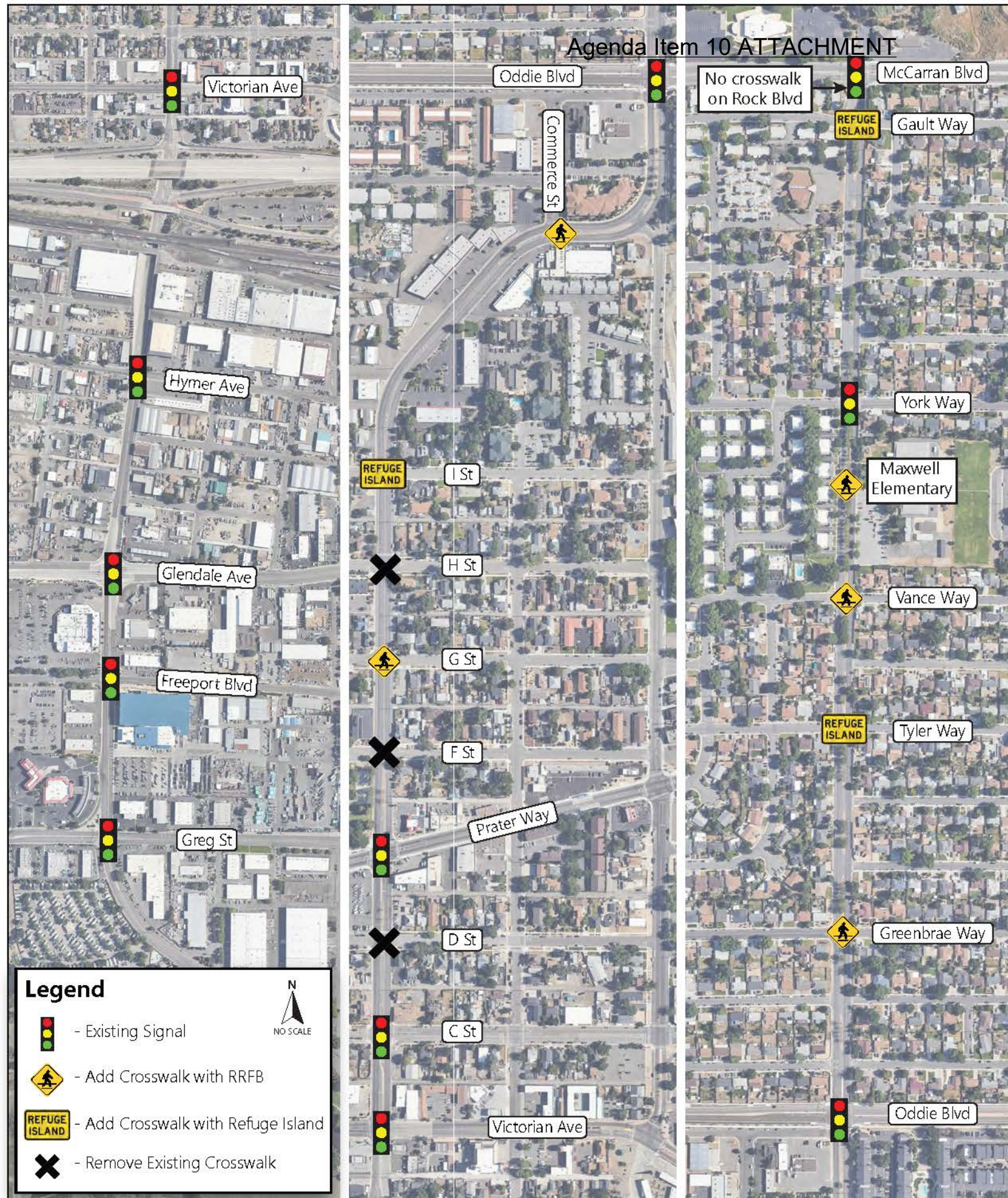


Figure 11

Rock Boulevard
Corridor Study

Crosswalk Master Plan

Truckee River to Victorian Avenue

Multi-Use Path (Cross-sections A-1, A-2 & A-4)

The Multi-Use Path A-1 and A-2 option (**Exhibit 7**) illustrates acquiring an estimated 8 to 12 feet of right-of-way and widening Rock Boulevard in order to construct a multi-use path on the west side of the roadway between Rock Park and Hymer Avenue. No other feasible options have been identified for this segment due to the constrained conditions. On-street bicycle lanes are not recommended in this high-volume road segment. Existing infrastructure on the east side of Rock Boulevard was maintained for both Multi-Use Path A-1 and A-2 options.

Cross-section A-4 (**Exhibit 7**) is specially for the roadway segment between Hymer Avenue and Victorian Avenue and shows reconfiguring the roadway (narrowing of existing wide lanes) beneath Crane Way and the UPRR underpass to move the curb and gutter inward and widen the sidewalk on the west side of the road. Reconfiguration of the bridge abutment beneath I-80 will be necessary to fit a similarly wide sidewalk between the UPRR underpass and Victorian Avenue and is included in the cost estimates. The reconfiguration beneath the UPRR and Crane Way bridges would address the most severe pedestrian discomfort and safety issue.

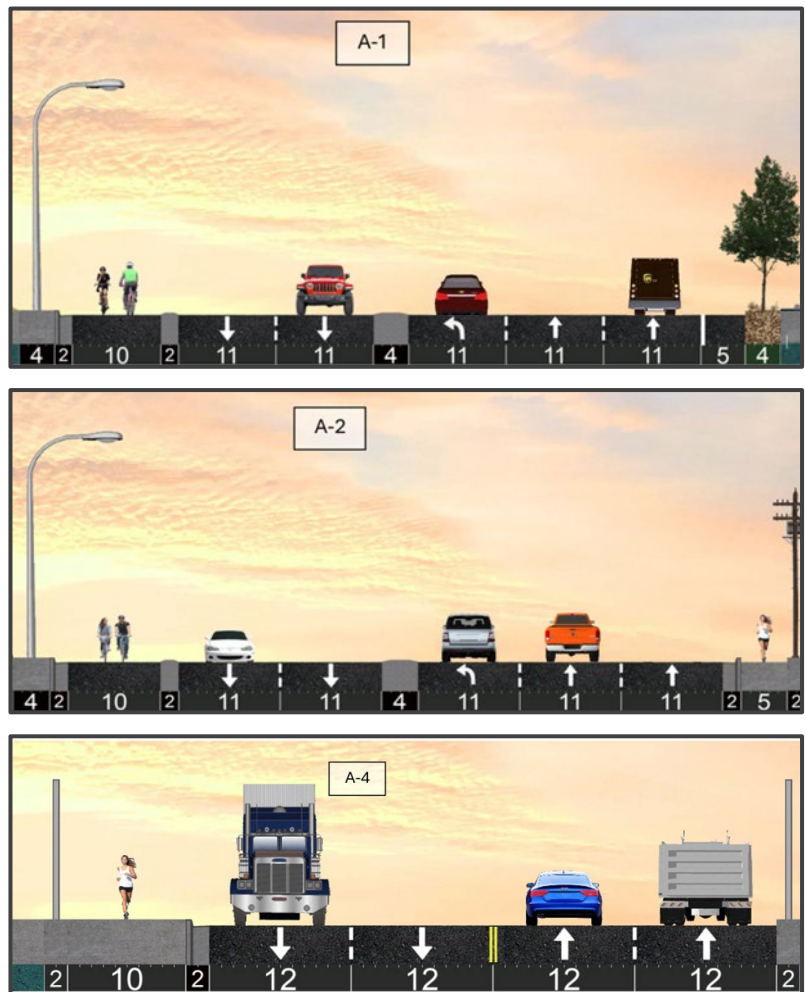


Exhibit 7. Multi-Use Path, Cross-sections A-1, A-2, A-4

Slip Lane Modifications

The right turn slip lane configurations at Greg Street and Glendale Avenue allow drivers to make right turns with limited need to stop or yield, reducing driver attention to pedestrians, and result in higher vehicle speeds at crosswalks. The conflicts with pedestrians and cyclists are anticipated to increase with a multi-use path and associated higher bicycle and pedestrian volumes. It is recommended that the current right turn lane configurations be modified to remove free flow right turns and be constructed with tighter turning radii.

I-80 Interchange Modifications Level 1, Level 2 & Level 3

NDOT is planning long-term improvements along I-80 and revisions to the Rock Boulevard interchange which will cause notable changes to traffic volumes on Rock Boulevard. The schedule of the Rock Boulevard interchange improvements is unknown currently, but the major modifications are expected to be beyond 2035. Therefore, interim improvements were explored at the interchange to determine what near-term improvements could be implemented prior to the NDOT project and have a reasonable service life. The recommendations were developed assuming that neither the I-80 nor railroad undercrossing would be widened in interim conditions to add travel lanes. The following are three recommendations (**Exhibit 8**) that could be constructed as interim improvements at the I-80 Interchange:

- Level 1: Restripe the eastbound & westbound off-ramps to add dual turning lanes
- Level 2: Remove the southbound left turn movement to the eastbound on-ramp
- Level 3: Remove the southbound left turn movement and construct dual northbound left turn lanes

Level 3 would have the highest associated cost, but it would provide the greatest operational benefit by constructing the needed northbound dual left turn lanes (550+ PM peak hour left turns).

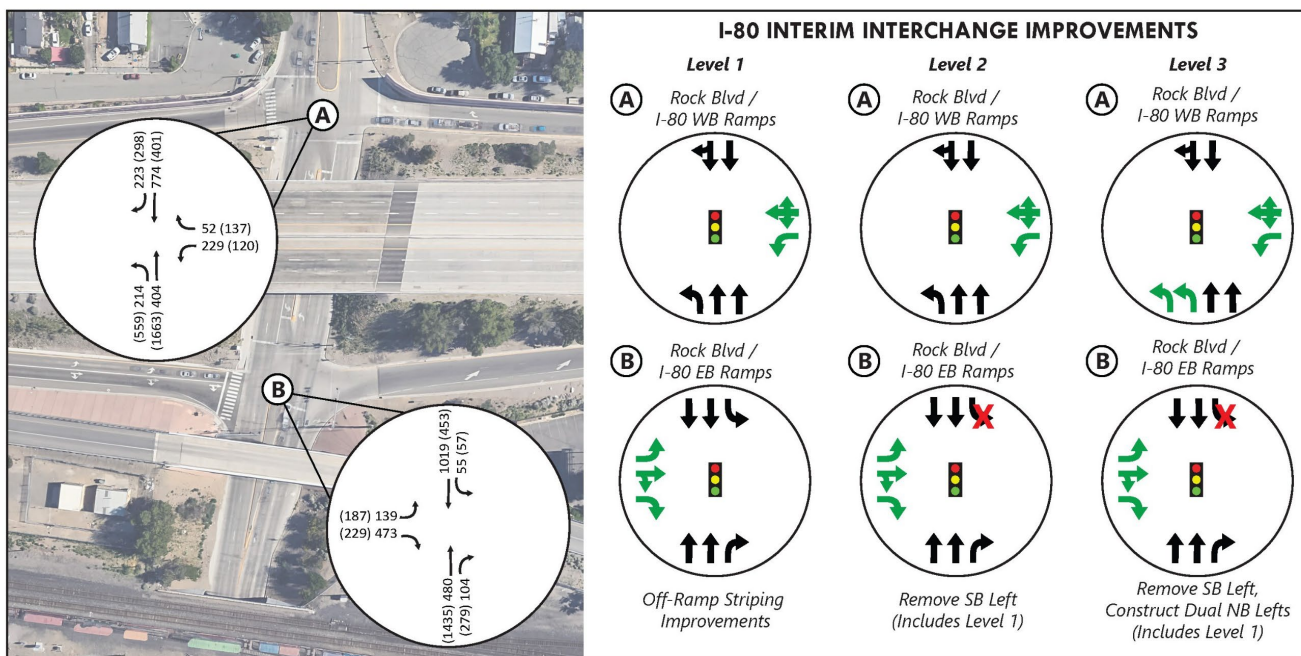


Exhibit 8. Interim I-80 Interchange Improvements

Transit Improvements

The transit stop evaluation (Appendix E) found that most stops lack fully compliant boarding pads and other passenger amenities. The evaluation provides a prioritized framework for improving transit accessibility and service quality along the corridor. Recommendations include ADA upgrades, benches, shelters, improved pedestrian connections, crossing enhancements, lighting, and potential stop relocations where safety or operational concerns exist. A transit improvement project is included as a recommended improvement to address these items as one package.

Victorian Avenue to Oddie Boulevard

Wayfinding Signage

If the project for Sullivan Lane detailed in the *Central Sparks Neighborhood Network Plan* (RTC, 2025) and the project for 15th Street detailed herein are constructed, it is recommended that wayfinding signage be installed to guide cyclists to Sullivan Lane and/or 15th Street, which are the parallel lower stress routes north of I-80. Wayfinding signage would be installed directing northbound cyclists on Rock Boulevard at Victorian Avenue to travel east to 15th Street and/or west to Sullivan Lane to continue north. Wayfinding signage would also be provided for southbound cyclists on Sullivan Lane and/or 15th Street at Victorian Avenue to use Rock Boulevard to continue south.

Remove Right Turn Slip Lane at C Street

Similar to the right turn slip lane modifications in the southern end of the corridor at Greg Street and Glendale Avenue, it is recommended that the slip lane at C Street be modified to reduce vehicular and pedestrian conflicts. The northbound right turn lane could be completely removed to shorten pedestrian crosswalks at the C Street intersection.

Crossing Treatments (F through I Streets)

Pedestrian crossing safety improvements between F and I Streets are recommended due to pedestrian activity near Deer Park and student walking activity near Sparks High School. I Street is suggested as a key crossing location since it connects to the front door of Sparks High School. G Street is also suggested for crossing treatments since it is a contemplated east-west bike connection in the *Central Sparks Neighborhood Network Plan*. A marked crosswalk with refuge island is recommended at I Street and an overhead RRFB is recommended at G Street. Removing the marked crosswalks at F Street and H Street is also recommended to focus crossings at the enhanced crosswalks.

Shared Roadway (Cross-section B-5)

A shared roadway (sharrow markings) on 15th Street between Prater Way and Rock Boulevard is recommended as 15th Street is determined to be a preferred multimodal corridor instead of placing dedicated cycling facilities on Rock Boulevard between Victorian Avenue and Oddie Boulevard. Cyclists would share the travel lane with vehicles (**Exhibit 9**) on this low volume, low speed roadway where most adults would feel comfortable riding.

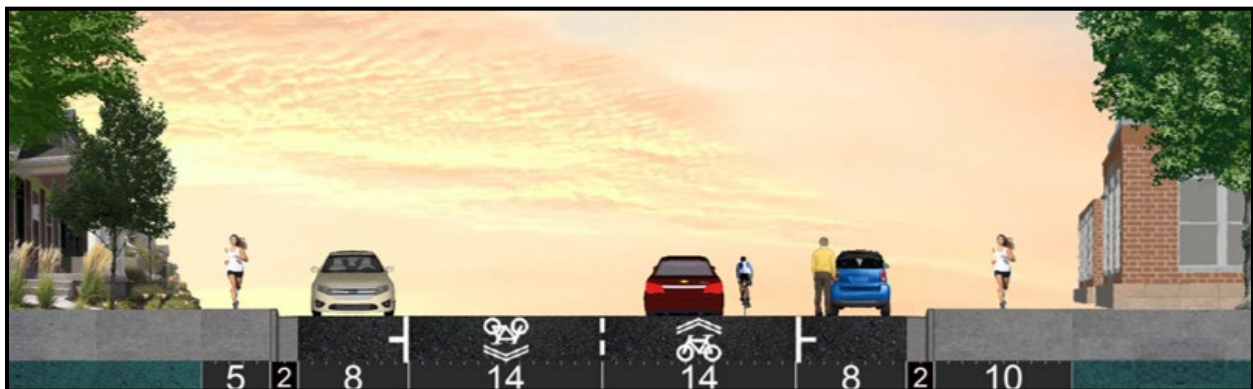


Exhibit 9. Shared Roadway (Cross-section B-5)

Widen Sidewalk (15th to Oddie) (Cross-section B-3)

This sidewalk segment on the east side of Rock Boulevard between 15th Street and Oddie Boulevard is highly utilized by students walking between the neighborhoods north of Oddie Boulevard and Sparks High School located south on 15th Street. **Exhibit 10** illustrates a concept for the segment between 15th Street and Oddie Boulevard focusing on widening the sidewalk on the east side of Rock Boulevard to improve pedestrian safety and comfort. Narrowing the median and travel lanes on Rock Boulevard would be necessary to create additional sidewalk width. A barrier rail should be provided between the roadway and sidewalk, as exists today, for pedestrian safety and to keep errant vehicles away from the adjacent apartment complex buildings. The left turn movement from 15th Street is located within a horizontal curve on Rock Boulevard and has poor sight lines and safety implications. Very low left turn volumes (less than 10 during the peak hours) were observed during the data collection period. Therefore, consideration should be given to prohibiting the left turn movement from 15th Street to Rock Boulevard. A detailed concept is shown in **Figure 12**.

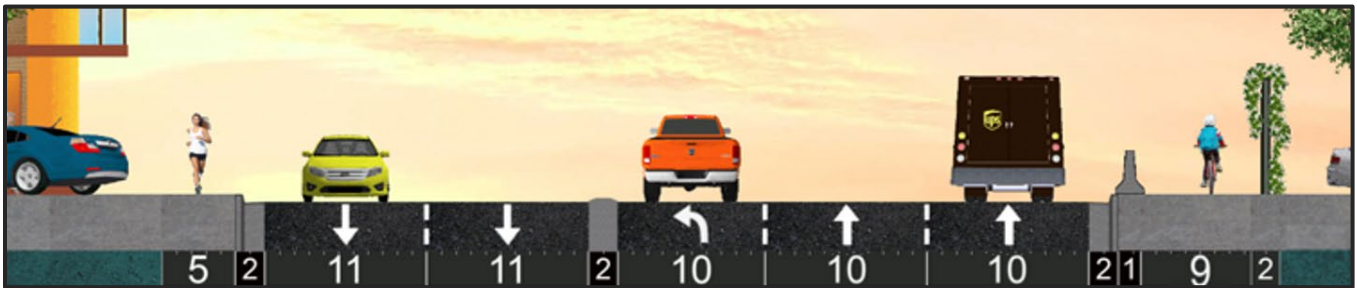


Exhibit 10. Widen Sidewalk (15th to Oddie) (Cross-section B-3)

Oddie Boulevard to N. McCarran Boulevard

Widen Sidewalk Both Sides (Cross-section B-4)

This concept (**Exhibit 11**) is specific to the segment between Oddie Boulevard and N. McCarran Boulevard, which currently has narrow sidewalks and a wide landscaped median with mature trees. This option proposes reducing the width of the raised median (which could impact the trees) and/or travel lanes to create additional space for sidewalk widening on both sides of the street. The intent is to construct sidewalks that comply with ADA width requirements by moving the curb and gutter inward and reconstructing the sidewalks, matching the existing back of walk locations to avoid right-of-way acquisition. Narrower travel lanes would provide a slight traffic calming effect beneficial to speed management. It is acknowledged that this improvement is aimed more toward pedestrians than cyclists.

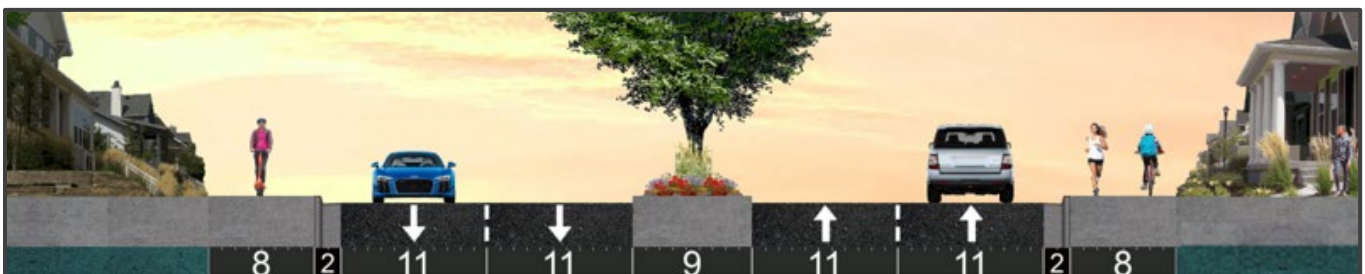


Exhibit 11. Widen Sidewalk Both Sides (Cross-section B-4)

ODDIE BLVD

BARRIER RAIL

NARROW LANES AND MEDIAN
TO WIDEN EAST SIDEWALK

ROCK BLVD

RECONFIGURE 15TH STREET APPROACH
(PROHIBIT LEFT TURN MOVEMENT)

15TH ST

Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)

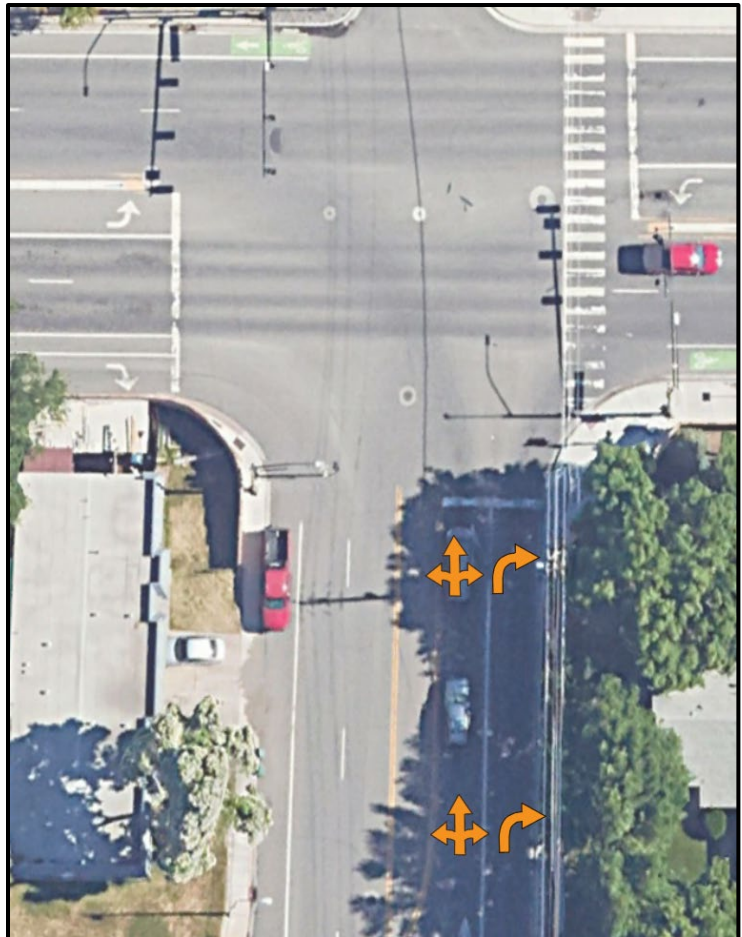
The proposed crosswalk enhancement and safety improvements at Gault Way, Maxwell Elementary School, Tyler Way, and Vance Way are intended to enhance pedestrian visibility, reduce crossing distances, and improve access to nearby neighborhoods, schools, parks, and transit stops. Recommended treatments include high-visibility crosswalk markings, rectangular rapid flashing beacons (RRFBs) at Vance Way and Maxwell Elementary School, and median refuge islands at Tyler Way and Gault Way.

Speed Management (Tyler Way to Plymouth Way)

Observed operating speeds and driver behavior between Tyler Way and Plymouth Way indicate a need for additional speed management measures to improve safety for all corridor users. The Speed Management (Tyler Way to Plymouth Way) improvement is intended to encourage lower operating speeds through a combination of narrowing lanes via striping, pavement markings, and speed feedback signs. The speed management recommendations are intended as low cost interim measures prior to implementation of the Widen Sidewalk Both Sides (Cross-section B-4) improvement.

Dual Northbound Right Turn Lanes at McCarran

Field observations indicate that the northbound right turn movement at the Rock Boulevard/N. McCarran Boulevard intersection experiences significant queuing and congestion. The prior *McCarran Boulevard Corridor Study* (RTC/NDOT, 2023) confirms that this movement carries a high right turn demand. To improve operations, it is recommended that the existing northbound approach be restriped with a shared left-through-right lane and a dedicated right turn lane, allowing for dual right turn operations (**Exhibit 12**). This option is expected to improve intersection level of service. Pedestrian/crosswalk and signal phasing revisions will need to be considered during the design phase.



**Exhibit 12. Dual Northbound Right Turn Lanes
at McCarran**

IMPLEMENTATION STRATEGY

The recommended improvements are organized into packages based on general proximity and efficient project delivery. Packages may be implemented individually or combined in future RTP updates. The improvement list and implementation strategies are presented in **Table 1**. The projects are generally listed south to north within each package rather than in order of priority. Project prioritization and implementation timing will be evaluated during future RTP updates based on regional needs and funding considerations.

As previously discussed, reducing congestion at the I-80 interchange during the PM peak hour is critical for Rock Boulevard. Long-term improvements are complex due to the current constraints under the I-80 bridge overcrossing and the Union Pacific railroad bridge. Interim improvements are important and should be programmed as outlined in this study.

Table 1. Improvement List and Implementation Strategy

Recommended Improvement	Implementation Strategy
Spot Improvement Package	
I-80 Interchange Modifications Level 1	Minor spot improvements on Rock Boulevard, at and north of I-80. Package improvements together as one capacity and multimodal spot improvement package.
Wayfinding Signage	
Remove Right Turn Slip Lane at C Street	
Crossing Treatments (F through I Street)	
Shared Roadway (B-5)	
Widen Sidewalk (15 th to Oddie) (B-3)	
Speed Management (Tyler Wy to Plymouth Wy)	
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	
Dual Northbound Right Turn Lanes at McCarran	
Transit Improvements	
Multi-Use Path Package	
Multi-Use Path (A-1, A-2, A-4)	Multimodal improvement package between the Truckee River and Victorian Avenue. Slip lane modifications would be constructed concurrently with the Multi-Use Path. Elements of the I-80 Level 2 or Level 3 could be constructed within the A-4 segment of this package.
Slip Lane Modifications	
I-80 Interchange Package	
I-80 Interchange Modifications Level 2 and Level 3	Potential interim improvements prior to the long-term NDOT I-80/Rock Blvd interchange project. Elements of the Multi-Use Path (A-4) could potentially be constructed with Level 2 or Level 3.
Widen Sidewalk Package	
Widen Sidewalk on Both Sides (B-4)	Multimodal improvements between Oddie Boulevard and N. McCarran Boulevard.

PLANNING LEVEL COST ESTIMATES

This section presents preliminary planning level cost estimates for the broad range of recommended improvements. The quantities and costs have been generalized based on planning level conceptual designs. It is not feasible at this time to address all the specific items that would be included in construction ready documents. Soft costs (engineering, specialty consultant services, construction administration, etc.) and contingency were included to present complete project budgets. Should these prices be extended into future years, it would be advisable to include a 3% to 5% per-year increase to allow for inflation and other pricing fluctuations. **Table 2** presents planning level cost estimates for the various recommended improvements. Cost estimate assumptions and details are provided in **Appendix J**.

Table 2. Planning Level Cost Estimates

Recommended Improvement	Planning Level Estimate
I-80 Interchange Modifications Level 1	\$80,000
Wayfinding Signage	\$50,000
Remove Right Turn Slip Lane at C Street	\$400,000
Crossing Treatments (F through I Street)	\$400,000
Shared Roadway (B-5)	\$50,000
Widen Sidewalk (15 th to Oddie) (B-3)	\$700,000
Speed Management (Tyler Wy to Plymouth Wy)	\$300,000
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	\$700,000
Dual Northbound Right Turn Lanes at McCarran	\$70,000
Transit Improvements	\$750,000
Spot Improvement Subtotal	\$3,500,000
Multi-Use Path (A-1, A-2, A-4)	\$22,000,000
Slip Lane Modifications	\$1,000,000
Multi-Use Path Subtotal	\$23,000,000
I-80 Interchange Modifications Level 2	\$300,000
I-80 Interchange Modifications Level 3	\$5,000,000
I-80 Interchange Subtotal	\$5,300,000
Widen Sidewalk on Both Sides (B-4)	\$15,000,000
Widen Sidewalk Subtotal	\$15,000,000
Total Planning Level Cost Estimate	\$46,800,000

As shown in the table, the RTC would need to program approximately \$46,800,000 (current 2026 dollars) to fund the identified improvements. The recommended improvements will enhance mobility, safety, and accessibility throughout the Rock Boulevard corridor while preserving its important role as a regional transportation route. Together, these investments provide long-term benefits by improving connectivity, supporting economic activity, and creating a safer and more efficient transportation experience for all corridor users.

APPENDIX A

Public Engagement Documentation





Rock Boulevard Corridor Study Engagement Documentation



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May 2026



TABLE OF CONTENTS

1. Public Engagement Strategies 3

 1.1. Project Messaging..... 3

 1.2. Digital Outreach 3

 1.3. Graphics and Visualizations 3

 1.4. Surveys 3

 1.5. Community Engagement..... 3

2. Outreach Events..... 4

 2.1. Maxwell Elementary School..... 4

 2.2. Sparks High School..... 5

 2.3. Centennial Plaza..... 6

3. Surveys..... 7

 3.1. Maxwell Elementary School Student Survey..... 7

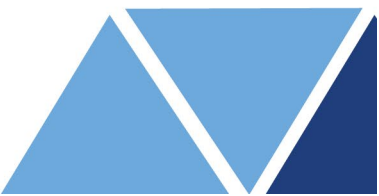
 3.2. Online Survey 9

4. Agency and Stakeholder Engagement 15

 4.1 Technical Advisory Committee..... 15

 4.2 City of Sparks Field Review 16

 4.3 Washoe County School District Staff Meeting..... 16



1. Public Engagement Strategies

The project team incorporated the following strategies and tools to provide information on the Rock Boulevard Corridor Study and solicit input and feedback from the public on challenges and potential solutions for incorporation into the plan document. Outreach materials were developed in both English- and Spanish-language text.

1.1. Project Messaging

Consistent messaging was provided throughout the project across engagement materials and media channels to project partners and the public. Content included key messaging such as project information and background, solicitation for public input, and project schedule and milestones. Earned media coverage generated eight broadcast events across local television outlets, reaching 32,823 local viewers.

1.2. Digital Outreach

The project team worked with RTC to develop concise and impactful digital public outreach content, including content for the RTC website and social media. The RTC paid social media campaign reached 22,539 unique viewers. The team also developed a project flyer (see Attachment A), which provided an overview of key project objectives, elements, and events. Online materials were designed to meet ADA accessibility standards. All handouts and surveys were provided in English and Spanish.

1.3. Graphics and Visualizations

The project team developed effective graphics and other tools to help communicate complex information in an easy-to-understand format. These graphics and visualizations were prepared for use at public meetings and the project website to represent key concepts.

1.4. Surveys

The project team developed an online survey (see Attachment B) to help gauge resident and stakeholder needs, wants, and concerns related to transportation along the study corridor. Survey information was promoted through social media, schools, corridor businesses and institutions, and through public engagement events. In addition, a special student survey was prepared for 5th grade students at Maxwell Elementary School (see Attachment C).

1.5. Community Engagement

The project team collected feedback about corridor needs and key plan features through discussions with school leaders, students, and residents living and traveling through the corridor. Flyers containing project information and survey links were distributed throughout the corridor to local businesses and institutions.

2. Outreach Events

2.1. Maxwell Elementary School

On February 20, 2026, the project team met with the principal of Maxwell Elementary School, which is located directly on Rock Boulevard between York Way and Vance Way within the study limits. Topics discussed were generally focused on transportation safety and operations on Rock Boulevard related to school access, primarily during pre-bell and school release times.

Some key takeaways from the discussion include the following:

- Excessive speeding is a concern during school drop off/pick up times and driver behavior with school zone compliance is inconsistent.
- Signage has recently been installed at the intersection with Vance Way, which has improved prohibited U-turn compliance; however, there has been an increase of illegal U-turns at York Way which currently lacks signage.
- Most parents/caregivers drop off/pick up children on school property and very few park on Rock Boulevard during these times.
- Based on conversations with school officials, it is estimated that about 1/3 of students (of approximately 380 enrolled) walk to school either alone or with a parent/caregiver. Almost no students ride a bike to school and very few ride a scooter.
- There are two volunteer staff that serve as crossing guards for Rock Boulevard in front of the school entrance during pick up/drop off times, but they are not trained professionals and occasionally must deal with hostile drivers.
- There is a northbound RTC RIDE bus stop on Rock Boulevard in front of school property and there have been concerns with kindergarteners interacting with bus riders waiting at the stop. The school has installed a partial privacy fence to mitigate these issues but concerns remain.
- There are plans for capital improvements to the school within the existing footprint, but specific dates have yet to be determined. Additionally, there will be a potential re-zoning of the school enrollment area which could increase or decrease enrollment. There is currently one traditional bus and two special education buses that provide transportation to the school.
- Permission was granted to distribute two surveys, one for parents/caregivers of children attending the school, and one for 5th grade students.

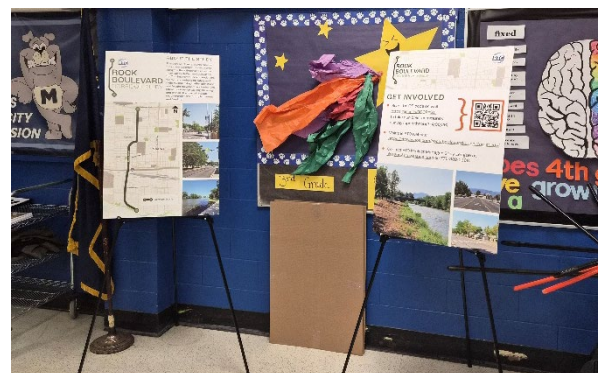
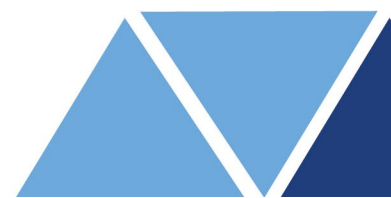


Figure 1. Maxwell ES Art Night



Following the initial school visit, the project team was invited to attend the Art Night event at the school on April 8, 2026, to staff a table, provide information on the project, and promote the online survey. Information boards were developed which highlighted project details and instructions on how to participate and provide feedback on the project (see Attachment D). Approximately 20 adults (including school staff) and several students attended the event. In addition, Maxwell Elementary School provided information through the school communication system to parents and caregivers with access to the survey.

2.2. Sparks High School

On March 6, 2026, the project team met with the principal of Sparks High School, which is located on 15th Street, a parallel roadway to Rock Boulevard which directly intersects Rock Boulevard on the north terminus. Topics discussed were generally focused on transportation safety and operations within the Rock Boulevard corridor related to school access, primarily during pre-bell and school release times.

Some key takeaways from the discussion include the following:

- Most students (over half) walk, many from as far as the Sparks Marina (along Prater Way), McCarran Boulevard, and Sullivan Lane.
- Many students walk to Kate Smith Elementary School (on F Street) to pick up younger siblings after school.
- From a driver's perspective, it's difficult to make a left turn onto Rock Boulevard from cross streets (a concern is that many student drivers don't have patience/experience). This is especially true when making a left turn from northbound 15th Street to southbound Rock Boulevard.
- A suggestion was made to implement bike and pedestrian facilities on Rock Boulevard north of Oddie Boulevard. Speeding on this section of Rock Boulevard was noted as a concern as well as low compliance in the school zone at Maxwell Elementary School, which aligns with comments received during the visit with that school.
- There is generally good compliance within the school zone on 15th Street in front of Sparks High School; however, there are frequently illegal U-turns observed. Enforcement of traffic laws occurs when school police are present.
- Sparks High School has an open campus and approximately half of students leave during the lunch period. Most visit the restaurants on Prater Way, while some go to the Subway on Rock Boulevard, and a few go north to cross at Commerce Street to get to Rainbow Market (convenience store).
- Many students cross Rock Boulevard to get to/from school, and indicated that H and I Streets are the most utilized.

The project team met with the Sparks High School Student Voice on April 17, 2026. The Student Voice is a Washoe County School District program which encourages student viewpoints for school improvement through the Student Advisory Council.

The team presented information on the Rock Boulevard Corridor Study and encouraged students to identify challenges and concerns along the corridor from their perspective. Some high-level comments received include the following:

- Vehicles (including those driven by other high school students) don't stop for pedestrians at crosswalks, and students sometimes must wait for several cars to pass before a driver yields.
- A similar concern was voiced about vehicles making turning movements (e.g., trying to turn quickly to avoid having to wait for someone at the crosswalk).
- Vehicles ignore pedestrians at the overhead beacons by Commerce Street (students report going the "long way" to get to Rainbow Market).
- There is perceived speeding on Rock Boulevard and adjacent streets.
- The intersection with Greenbrae Drive was identified as an unsafe intersection due to sight distance issues. Participants cited several crashes at this intersection.
- There were suggestions for more/expanded sidewalks, rectangular rapid flashing beacons (RRFBs), and other improvements to make drivers more aware of pedestrians.
- Much of the existing sidewalk on Rock Boulevard is not in good condition. The sidewalk panels are lifted or otherwise obstructed, and it would be difficult for someone in a wheelchair to navigate.
- There was support for better connections to Rock Park.

Students were also encouraged to participate in the online survey and to promote the survey among their peers. There were approximately 25 students in attendance. In addition, Sparks High School provided links to the survey on their social media accounts.

2.3. Centennial Plaza

On April 29, 2026, the project team set up an engagement table at the RTC Centennial Plaza Transit Center to provide information about the project as well as to promote participation in the online survey. This location was chosen due to its relative proximity to the corridor, as well as serving as a transfer point for several RTC RIDE routes that run on segments of Rock Boulevard or intersect the corridor with bus stops nearby. The project team discussed the corridor study with several individuals passing through the transit center. A total of 37 flyers containing project information and a QR code linked to the online survey were distributed during rider interactions.

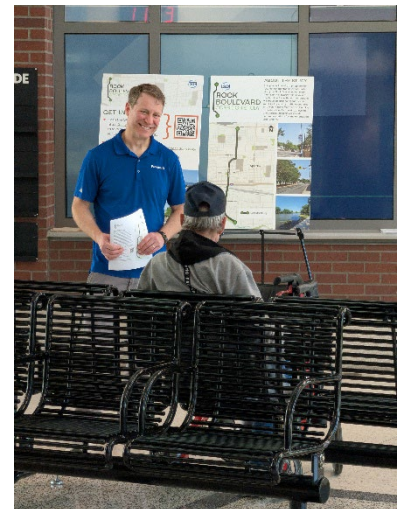
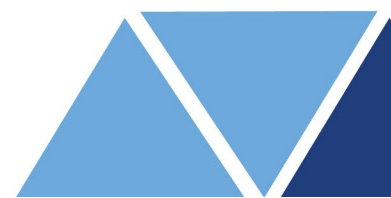


Figure 2. Outreach at RTC Centennial Plaza

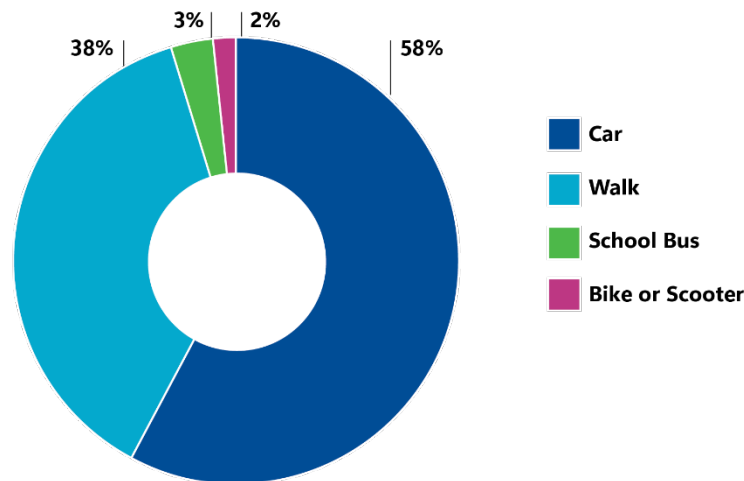


3. Surveys

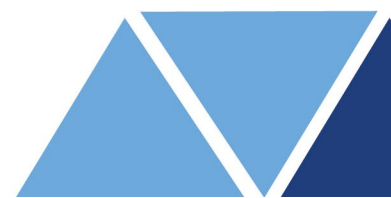
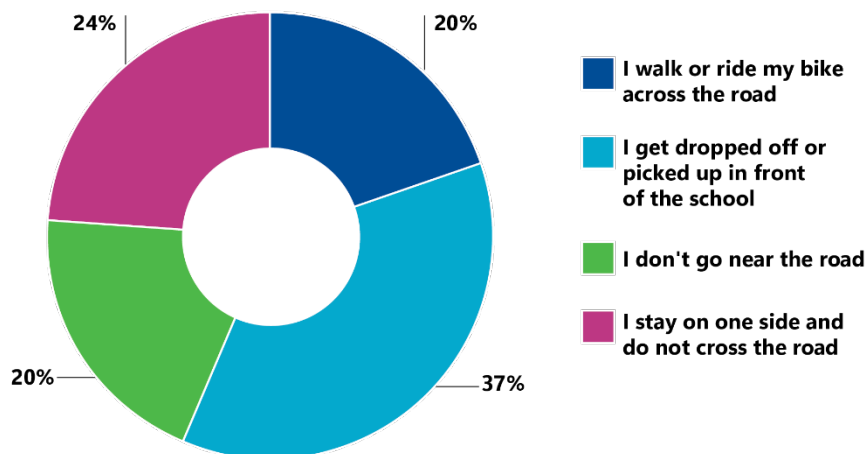
3.1. Maxwell Elementary School Student Survey

The project team developed a special survey that was administered to the 5th grade students at Maxwell Elementary School to get their unique perspective on interactions with Rock Boulevard in front of the school. A copy of the survey is included in Attachment C. The figures below represent the results for the 51 surveys received.

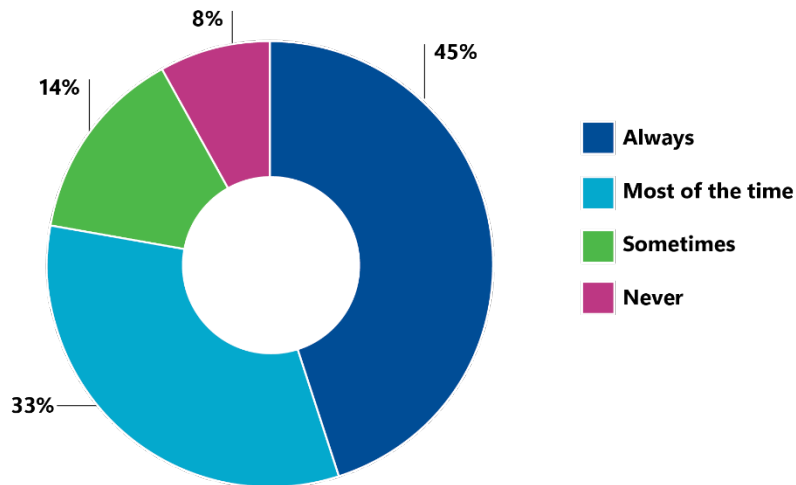
How do you usually get to school?



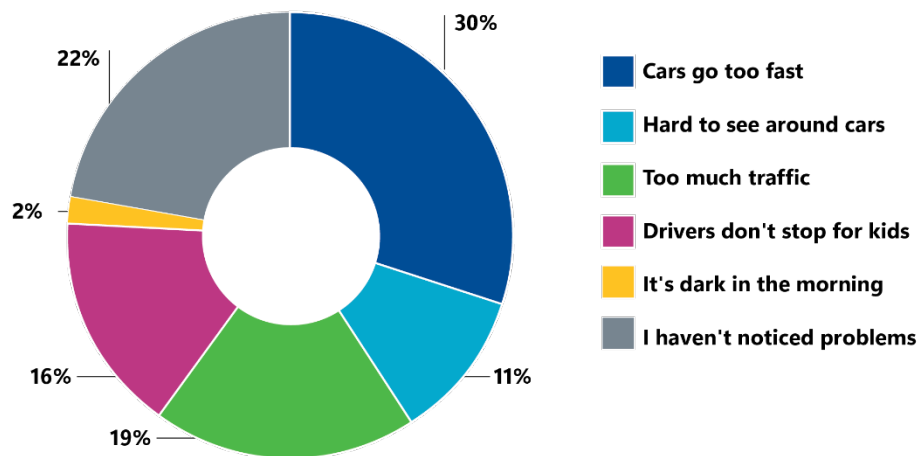
When you arrive at school, how do you cross or use the road (Rock Blvd) in front of the school?



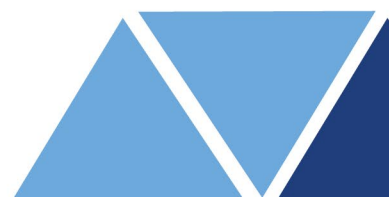
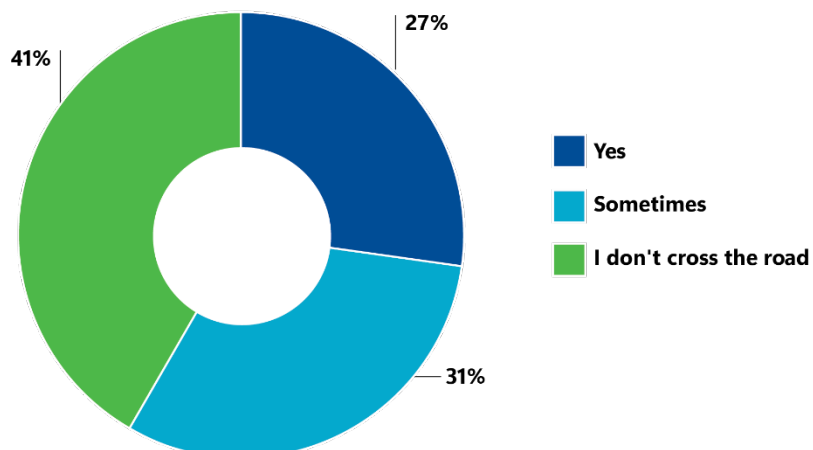
Do you feel safe near the road in front of the school?



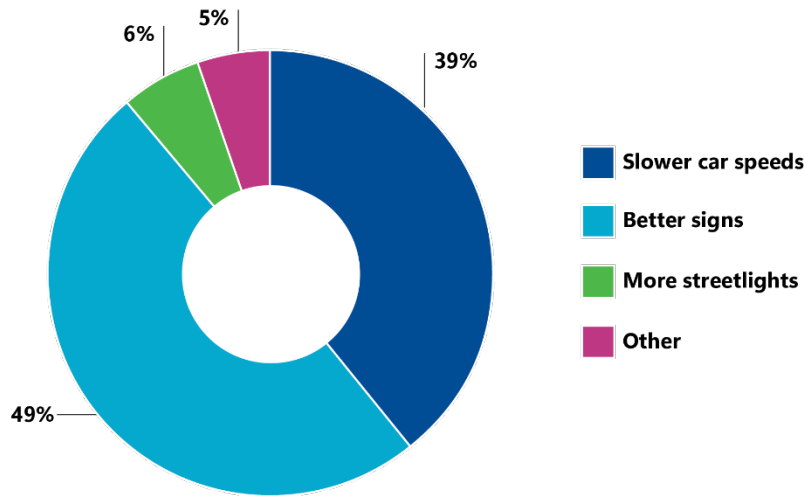
What problems have you noticed on Rock Blvd?



Is it easy to cross the road in front of the school?



What would make the road in front of the school feel safer to you?

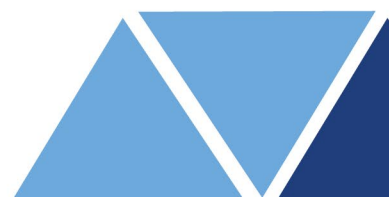


3.2. Online Survey

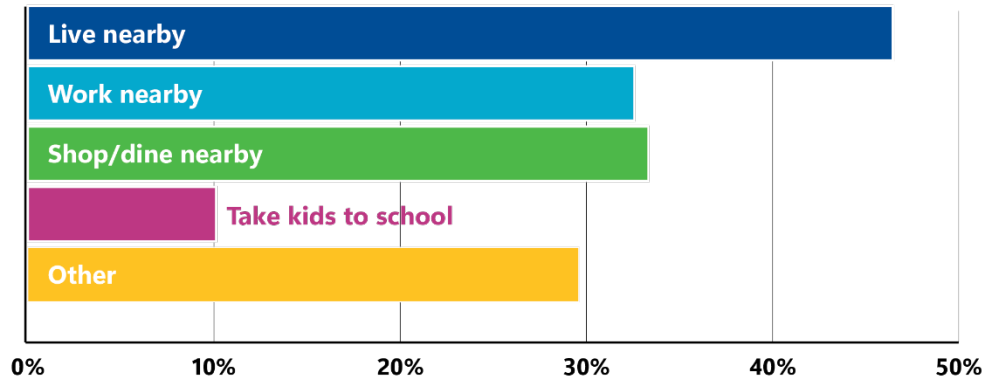
An online survey was also developed for people living, working, and travelling through the corridor. This survey was made available in both English and Spanish versions, shown in Attachment B, and was open from March 16, 2026, through April 30, 2026.

Promotion of the surveys occurred at the Maxwell Elementary School Art Night event, Sparks High School Student Voice meeting, and Centennial Plaza information event, as well as through the distribution of digital and hard copy informational flyers in English and Spanish shown in Attachment A. The flyers included a QR code to provide direct access to the online survey. The flyers were posted on the RTC project website (along with the survey itself) and through social media outlets and distribution lists. Additionally, RTC staff distributed paper versions of the flyers to local businesses and institutions along the project corridor. Locations were chosen that experience high levels of foot traffic and frequent visitation, providing a greater likelihood of reaching people living and working along the corridor.

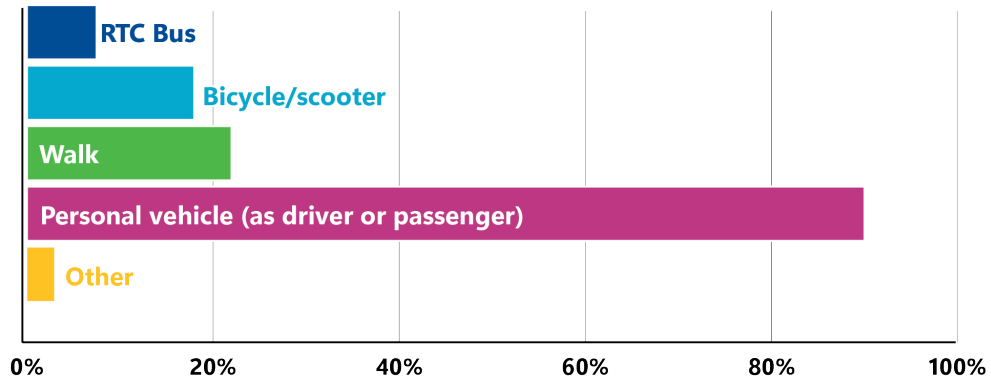
The project team received 267 survey responses, which are summarized below.



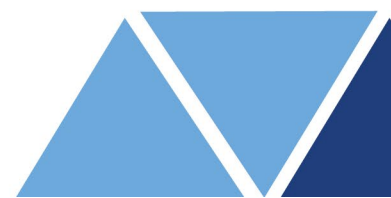
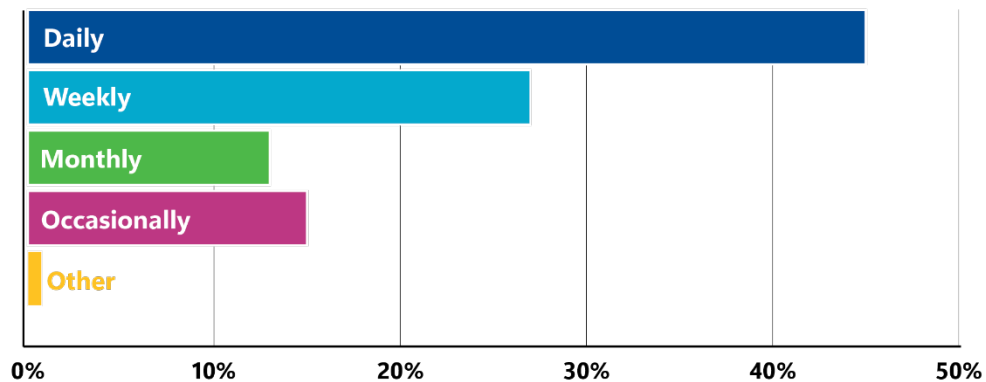
Why do you use Rock Boulevard? (check all that apply)



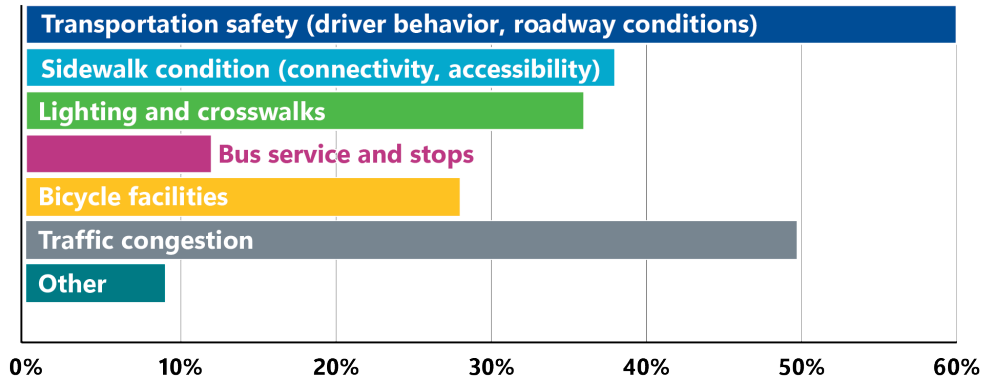
How do you travel along Rock Boulevard? (check the two methods you use most)



How often do you travel along Rock Boulevard? (select one)

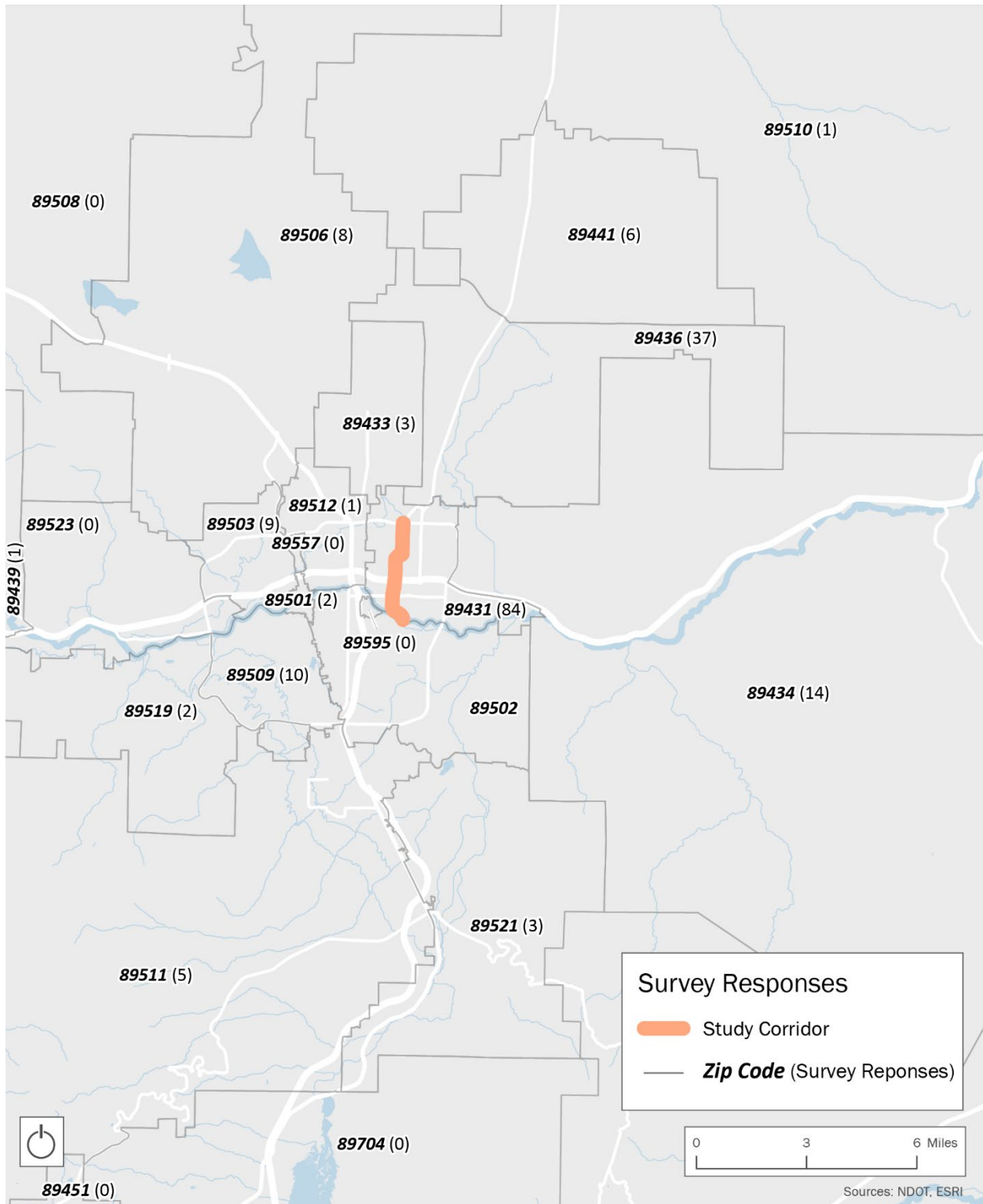


What are the greatest needs or concerns in the Rock Boulevard corridor?
(select up to three)



In what zip code do you live? (optional)

The map below shows survey respondents by zip code in the vicinity of the project area for those who chose to provide this information. There were three additional respondents from zip codes further away.



To receive news about this study, please enter your email address. (optional)

Approximately 36% of survey participants provided an email address to remain informed of the Rock Boulevard Study.

General Themes from Question #7 “Please write any additional comments below”

1. Pedestrian Safety Is a Major Concern - The most common theme was concern for pedestrian safety, especially around schools, intersections, and freeway areas.
 - Key concerns included:
 - Dangerous crosswalks
 - Failure of drivers to stop for pedestrians
 - Lack of flashing pedestrian signals
 - Poor lighting and visibility
 - Unsafe conditions for children traveling to school
 - Frequently mentioned locations:
 - Greenbrae Drive and Rock Boulevard – top concern, request for improved intersection controls
 - I Street crosswalk
 - Area near Alice Maxwell Elementary School
 - I-80 interchange/underpass – active transportation safety/security, traffic congestion, and flooding concerns
2. Desire for Safer Bicycle Infrastructure
 - Stated need for protected or continuous bike lanes
 - Better access to parks, schools, and transit
3. Traffic Congestion and Signal Timing Problems
 - Congestion was one of the strongest recurring operational concerns. Key issues included:
 - Heavy congestion near I-80 ramps
 - Backups at left-turn lanes
 - Poor signal coordination/synchronization
 - Bottlenecks near schools and major intersections
 - Frequently mentioned locations:
 - I-80 interchange

- Prater Way to Greg Street
 - Victorian Avenue area
 - Rock Boulevard and Hymer Avenue
 - Rock Boulevard and McCarran Boulevard
4. Speeding and Aggressive Driving.
- Issues included:
 - Speeding through school zones
 - Aggressive driving
 - Illegal U-turns
 - Drivers blocking intersections
 - Failure to yield
5. Mixed Opinions on Vehicle Capacity (approximately 31% of statements) vs. Multimodal Improvements (approximately 68% of statements)
- Capacity Priorities:
 - Widening roads
 - Maintaining or increasing lane capacity
 - Faster traffic flow
 - Opposition to lane reductions or bike lanes
 - Signal timing improvements focused on throughput
 - Multimodal Priorities:
 - Protected bike lanes
 - Better sidewalks and crossings
 - Traffic calming
 - Transit improvements and amenities
 - Pedestrian-first design
 - Reduced speeds and safer school access

4. Agency and Stakeholder Engagement

Stakeholders include individuals or organizations that may be directly or indirectly impacted by the project. The term also includes those who represent or have an interest in the project area, including elected officials who represent constituents within the project areas, residents living in the project areas, commuters, partner and regulatory agencies, and businesses.

The project team worked closely with RTC staff, including representatives from Planning, Engineering, and Communication departments, as well as representatives of the City of Sparks, Nevada Department of Transportation, and Washoe County School District.

4.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to provide input about key project concepts and deliverables throughout the study development process. A kick-off meeting was held in October 2025 and subsequent meetings were held in January, April, and June of 2026 to report out and receive feedback on critical project updates and overall progress. A list of the project TAC members is provided in **Table 1**.

Table 1. Technical Advisory Committee Members

Name	Agency/Organization
Vanessa Lacer	RTC Washoe – Planning Director
Graham Dollarhide	RTC Washoe – Planning Manager
Shay League	RTC Washoe – Senior Transportation Planner
Marquis Williams	RTC Washoe – Senior Transportation Planner
Jeff Wilbrecht	RTC Washoe – Engineering Manager
Sara Going	RTC Washoe – Engineering Project Manager
Josh MacEachern	RTC Washoe – Public Information Officer
Scott Carey	City of Sparks – Development Services Manager
Amber Sosa	City of Sparks – City Engineer
Andrew Jayankura	City of Sparks – Transportation Manager
Jeff Bickett	City of Sparks – Traffic Engineer
Julie Duewel	City of Sparks – Communications Manager
Nick Johnson	NDOT – Project Management Chief
Christine Chia	NDOT – Senior Project Manager



4.2 City of Sparks Field Review

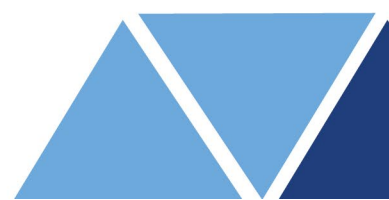
The project team met with the City of Sparks Development Services Manager on February 13, 2026, and conducted a driving review / tour of the corridor and study area to obtain site-specific feedback on thoughts, concerns, and insights into the corridor. City staff's primary concerns and feedback were:

- Interest in safer multimodal travel from the Truckee River to areas north of I-80
- Congestion between Greg Street and Victorian Avenue
- Crosswalks/safety in the area north of Prater Way
- Pedestrian safety for traveling to Sparks High School

4.3 Washoe County School District Staff Meeting

The project team met with Washoe County School District (WCSD) staff, including the School Property Planning Manager and a Safe Routes to School Coordinator, on May 4, 2026, to discuss project background and preliminary findings as well as to receive input on the study. Several schools within the corridor area are being considered for repurposing or reconstruction, but final decisions have not been made about any of the schools at the time of the coordination meeting. WCSD staff shared concerns about specific locations on Rock Boulevard near Maxwell Elementary School and Sparks High School, including driver behavior (speeding and not yielding to pedestrians) and sight distance issues. Items mentioned include:

- Safety concerns about the crosswalk on 15th Street.
- The Safe Routes to School team prefers installation of RRFBs on Rock Boulevard at both G and I Streets.
- Students at Maxwell Elementary primarily use the crosswalk in front of the school.



APPENDIX B

Existing Conditions



TRAFFIC COUNT DATA SOURCES

Existing traffic data sources were reviewed from the Nevada Department of Transportation (NDOT) Traffic Records Information Access (TRINA), RTC Open Data, and other previous studies including turning movement counts (TMC's) from the NDOT Reno Spaghetti Bowl traffic study. The data is summarized below and the existing count data locations are shown on **Exhibit B-1**.

NDOT TRINA

There are six TRINA count stations within the study corridor, each with Annual Average Daily Traffic volumes (AADTs) spanning at least 2014-2024, and hourly volume reports, as shown in **Table B-1** and **Exhibit B-1**.

Table B-1: NDOT TRINA Stations

Station	Street	Hourly Reports
310619	Rock Blvd – Oddie to McCarran	Jun-24
310617	Rock Blvd – Prater to Oddie	Jun-24
310586	Rock Blvd – Victorian to Prater	Jun-24
310298	Rock Blvd – Glendale to I80	May-24
310585	Rock Blvd – Greg to Glendale	May-24
310584	Rock Blvd – Mill to Greg	May-24

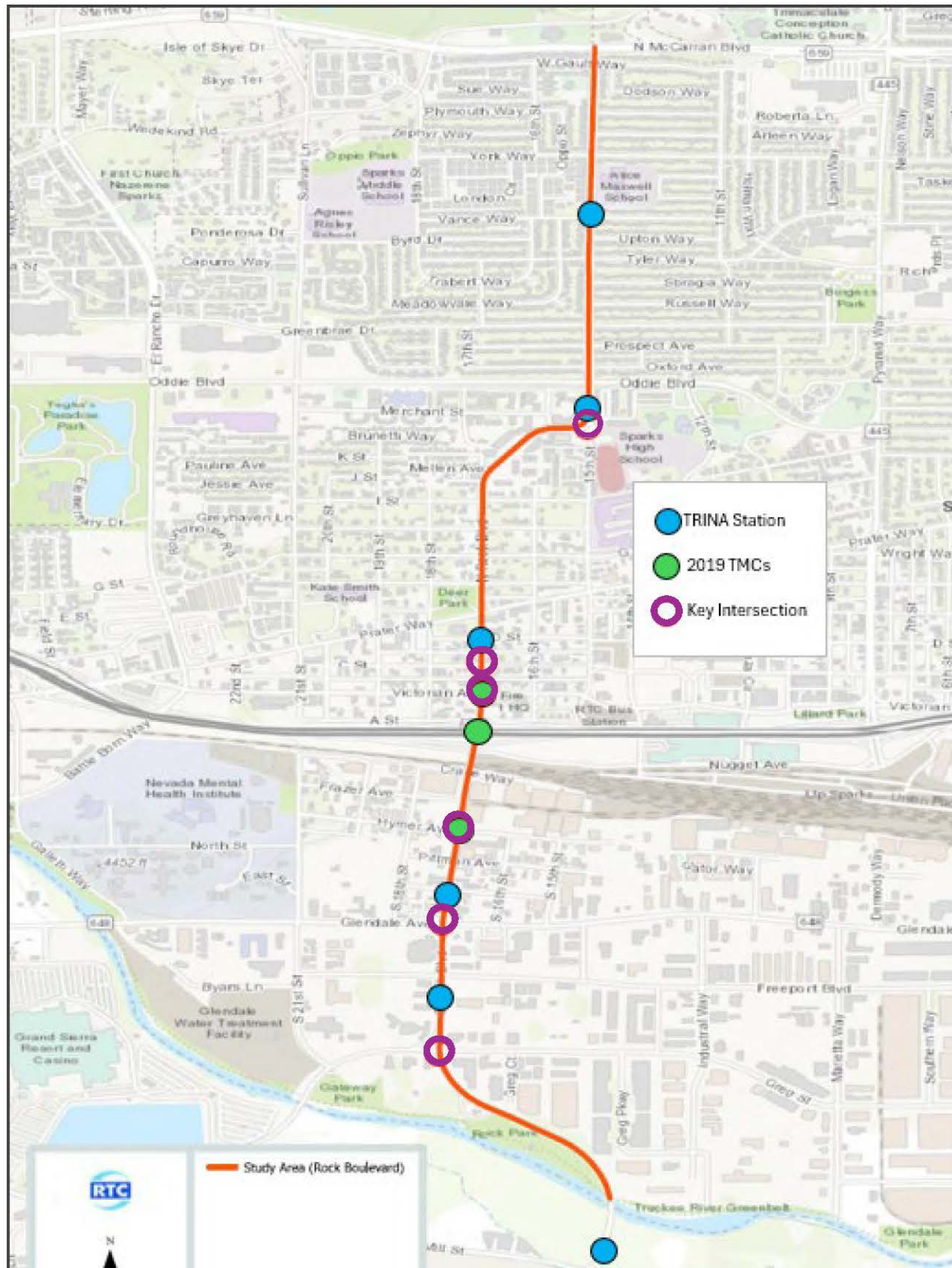


Exhibit B-1. Count Data Sources

These count stations indicate that little to no, or negative traffic volume growth (traffic decrease), has occurred in the corridor over the past 10 years, as shown in **Table B-2**. Traffic volumes have increased slightly over the last five years between Greg Street and Glendale Avenue.

Table B-2: AADT Volume Changes based on TRINA Stations

Station →	310619		310617		310586		310298		310585		310584	
Segment →	Oddie to McCarran		Prater to Oddie		Victorian to Prater		Glendale to I-80		Greg to Glendale		Mill to Greg	
Year												
2014	6,700		11,000		12,500		20,000		14,500		8,600	
2015	7,100	6%	11,500	5%	13,000	4%	22,000	10%	15,500	7%	8,700	1%
2016	6,300	-11%	10,000	-13%	13,000	0%	22,000	0%	15,500	0%	9,400	8%
2017	5,800	-8%	9,800	-2%	10,000	-23%	23,100	5%	16,100	4%	5,700	-39%
2018	6,900	19%	12,000	22%	14,200	42%	18,800	-19%	12,100	-25%	8,200	44%
2019	7,300	6%	11,500	-4%	13,400	-6%	19,300	3%	12,400	2%	8,500	4%
2020	6,600	-10%	10,500	-9%	12,700	-5%	18,200	-6%	13,200	6%	7,250	-15%
2021	6,100	-8%	9,450	-10%	11,400	-10%	21,800	20%	16,100	22%	8,750	21%
2022	5,650	-7%	9,300	-2%	11,300	-1%	17,800	-18%	15,800	-2%	8,600	-2%
2023	6,900	22%	10,400	12%	11,300	0%	17,000	-4%	12,300	-22%	6,500	-24%
2024	6,550	-5%	9,550	-8%	11,600	3%	18,400	8%	12,900	5%	7,250	12%
5 Year Growth (2019-2024)	-2.14%		-3.65%		-2.84%		-0.95%		0.79%		-3.13%	
10 Year Growth (2014-2024)	-0.23%		-1.40%		-0.74%		-0.83%		-1.16%		-1.69%	

The hourly count reports indicate that the AM peak hour has remained consistent, ranging from a start time of 7:00 AM to 7:30 AM, and most frequently occurring from 7:15 AM - 8:15 AM. The PM peak hours vary slightly by location, all starting between 3:00 PM and 5:00 PM, with the peak hour typically occurring from 4:00 PM – 5:00 PM.

The NDOT count station data is deemed comprehensive enough to evaluate the various road segments at a planning level.

RTC Counts

The RTC Open Data Traffic Count map did not include any data on the study corridor.

NDOT I-80 Spaghetti Bowl Study¹

The *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts (TMCs) from 2019, and projected 2040 volumes for the NDOT Preferred Alternative (Alternative 2) for the following intersections in the study corridor:

- Rock Boulevard / Victorian Avenue
- Rock Boulevard / I-80 WB Ramps
- Rock Boulevard / I-80 EB Ramps
- Rock Boulevard / Hymer Avenue

The 2019 and projected 2040 volumes are shown in **Exhibits B-2 and B-3** respectively. The 2019 counts are deemed too old for this study.

It should be noted that NDOT is performing a NEPA Reevaluation for the Spaghetti Bowl Phase 2 project and that the traffic analysis will be updated for 2026 to 2050 volumes; however, that work was not complete in time for use in this study. This study did not evaluate the I-80 ramp intersections and will rely on the future NDOT NEPA re-evaluation work for the interchange ramps.

¹ <https://www.dot.nv.gov/home/showpublisheddocument/21461/638140388867200000>

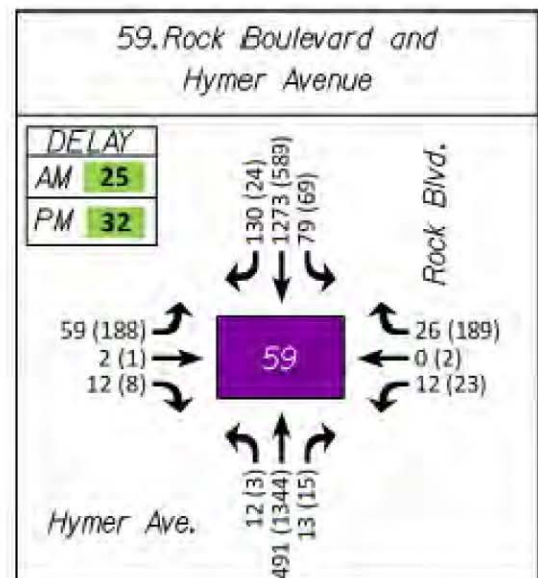
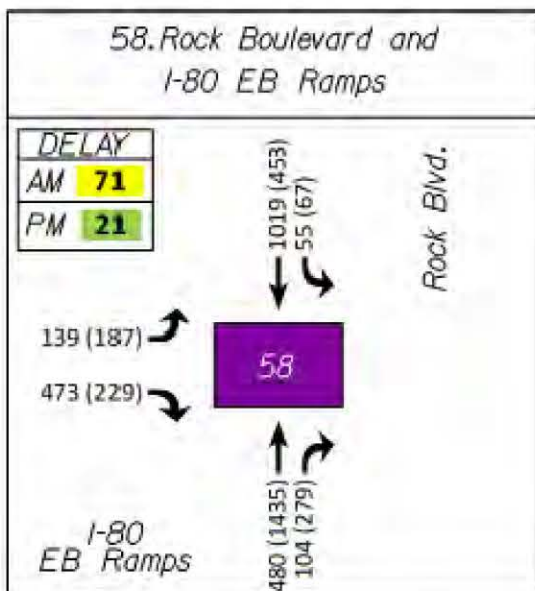
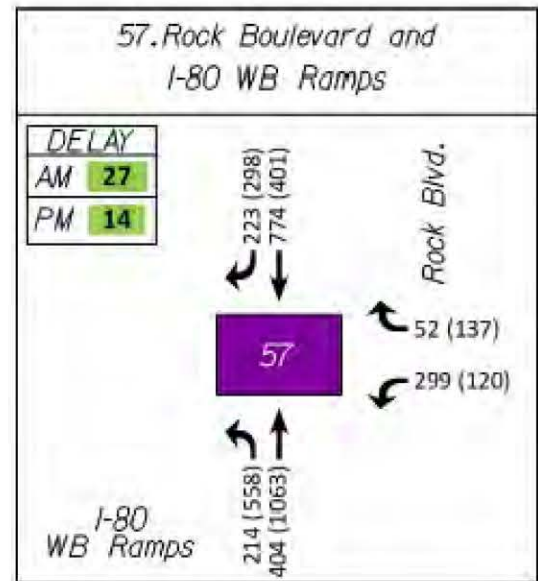
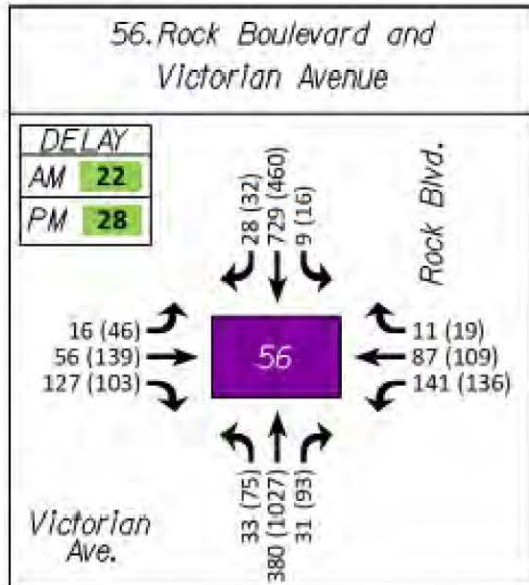


Exhibit B-2: 2019 Counts

(Source: Reno Spaghetti Bowl Project – Traffic Analysis Report)

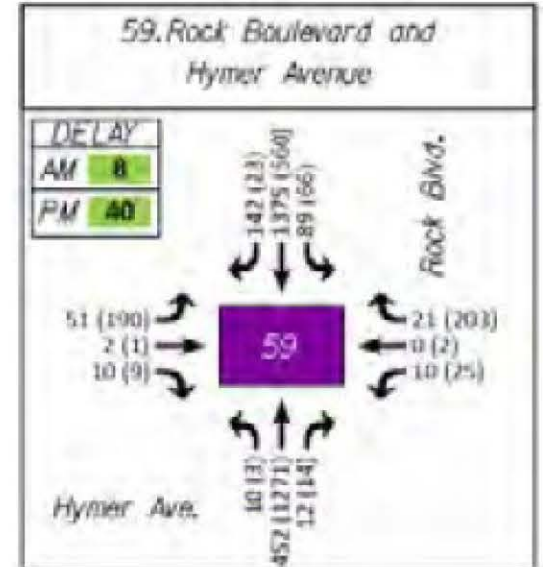
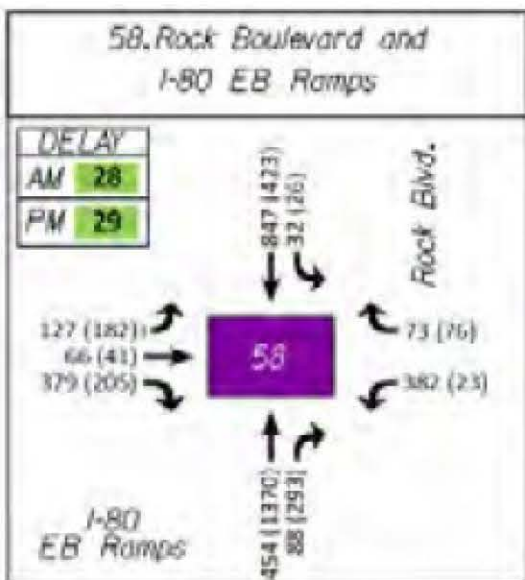
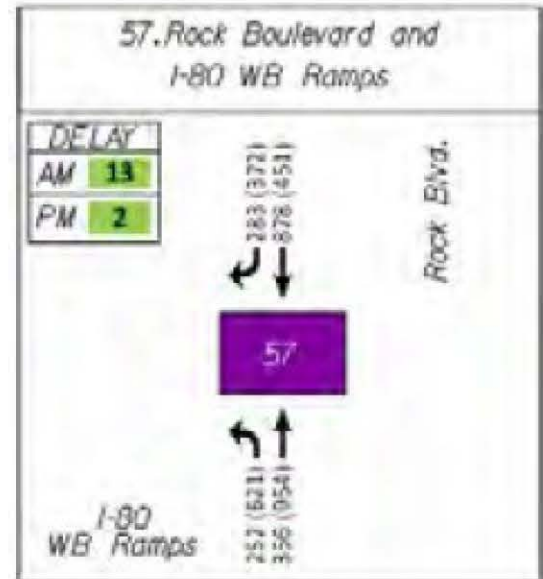
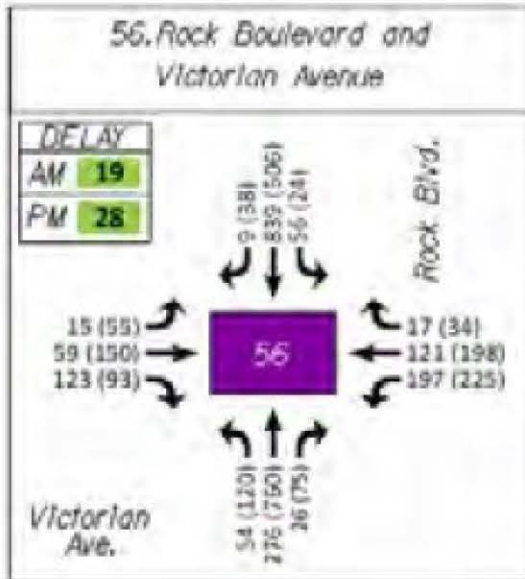


Exhibit B-3: 2040 Traffic Volumes – Preferred Alternative (Alternative 2)
 (Source: Reno Spaghetti Bowl Project – Traffic Analysis Report)

EXISTING INFRASTRUCTURE INVENTORY

Roadway Facilities

Rock Boulevard within the study corridor is a north-south arterial that runs from N. McCarran Boulevard to the Truckee River and beyond. In general, the corridor is a four-lane roadway with two lanes in each direction and turn lanes at major intersections. The 2050 RTP classifies Rock Boulevard as a Low Access Control (LAC) Arterial between N. McCarran Boulevard and Prater Way and as a Moderate Access Control (MAC) Arterial between Prater Way and the Truckee River.

Speed Limits

The posted speed limit on Rock Boulevard is 25 mph between N. McCarran Boulevard and Oddie Boulevard. A 15 mph school zone also exists on Rock Boulevard within this segment between N. McCarran Boulevard and Oddie Boulevard. The posted speed limit on Rock Boulevard is 30 mph for the remainder of the study corridor between Oddie Boulevard and the Truckee River.

Pavement Conditions

Existing pavement conditions on Rock Boulevard were obtained from the City of Sparks online GIS database. Per the data available, the pavement conditions on Rock Boulevard are generally adequate (only preventive maintenance as needed is programmed) and the roadway has a Pavement Condition Index (PCI) between 65 and 100.

Corridor Lighting

Corridor lighting is generally provided on both sides of Rock Boulevard within the study corridor. Where provided on both sides of the roadway, lighting is generally consistently spaced with consistent lighting levels. Three segments on Rock Boulevard currently have gaps in corridor lighting 1) east side between N. McCarran Boulevard and Oddie Boulevard 2) at the I-80 interchange 3) west side immediately south of Greg Street. Existing overhead power lines and available right-of-way may be constraints with any proposed street lighting improvements.

EXISTING MULTIMODAL NETWORK

Pedestrian Facilities

The pedestrian experience index (PEI) measures the level of comfort for pedestrians on a given street segment, taking into account factors such as the presence and width of sidewalks, traffic volumes and speeds, and the separation between sidewalks and the street. RTC's Active Transportation Plan defines PEI as:

- PEI 21 – 40: Sidewalks when present are between 4 – 6 feet and may be intermittent, buffers between vehicles and pedestrians are not typical, and roadways high multiple vehicle lanes of high speed traffic
- PEI 41 – 60: Sidewalks are typically 5-6 feet wide and present on one or both sides, buffers between vehicles and pedestrians may be intermittent or speeds and number of lanes may be higher
- PEI 60 – 85: Sidewalks are typically 5-6 feet wide and present on both sides with buffers (landscaping or on-street parking) between people walking and high-speed vehicles or a low posted speed

A PEI analysis conducted for the RTC Active Transportation Plan and field tour of the corridor indicate that the corridor is generally not comfortable for walking. This is particularly pronounced on the southern end of the corridor where sidewalks are not always present, especially south of Greg Street. Likewise, the street segment between Freeport Boulevard and Glendale Avenue scores the lowest on the PEI due to a lack of sidewalks and relatively high traffic volumes. The I-80 interchange area is also poor for pedestrians due to a lack of sidewalks on the east side of the street, higher traffic volumes, and many vehicle turning movements. Further north along the corridor, walking conditions generally improve with more consistent sidewalk coverage, lower traffic volumes, and slower speeds. This is especially true north of Oddie Boulevard, where the speed limit decreases to 25 MPH and where the school zone for Maxwell Elementary School is located, as shown in **Exhibit B-4**.

Notable gaps in the sidewalk network include the following:

- South of Greg Street
- Freeport Boulevard to Glendale Avenue
- Hymer Avenue to Victorian Avenue (no continuous sidewalk on east side, west side provides connectivity but is not sufficient)

There are several school zones in proximity to the Rock Boulevard corridor; however, Maxwell Elementary School is the only school located directly adjacent to the roadway. Other nearby schools include Risley, Mitchell, and Kate Smith Elementary Schools; Sparks Middle School; and Sparks High School. The zoning boundaries for each of these schools either intersect, run adjacent to, or fully contain the Rock Boulevard study area north of I-80. There is high student walking potential for these schools since many are located in residential neighborhoods.

A field tour and map analysis of the corridor identified potential challenges for pedestrians. The intersection with 15th Street at the north end of Sparks High School lacks accessible sidewalks and marked crossings. There is a crosswalk on Rock Boulevard at Commerce Street with overhead pedestrian flashers which serves as the main crossing for pedestrians wishing to access 15th Street.

Other intersections which may lack signage and markings include Tyler Way (no crosswalk on Rock Boulevard) and I, H, and F Streets (no crosswalk on side streets). These intersections provide access to RTC bus stops or key destinations such as Sparks High School and Deer Park.

The intersection with Greg Street does not have a curb ramp at the southeast corner. While the sidewalk does not continue in either direction from this location, the existing crosswalks should have a curb ramp at either end. Additionally, there is a free right turn lane at the northwest corner of the intersection which poses potential sight line issues and high speeds for pedestrians to navigate. A similar situation exists at all legs of the intersection with Glendale Avenue, though the crosswalks are better marked.

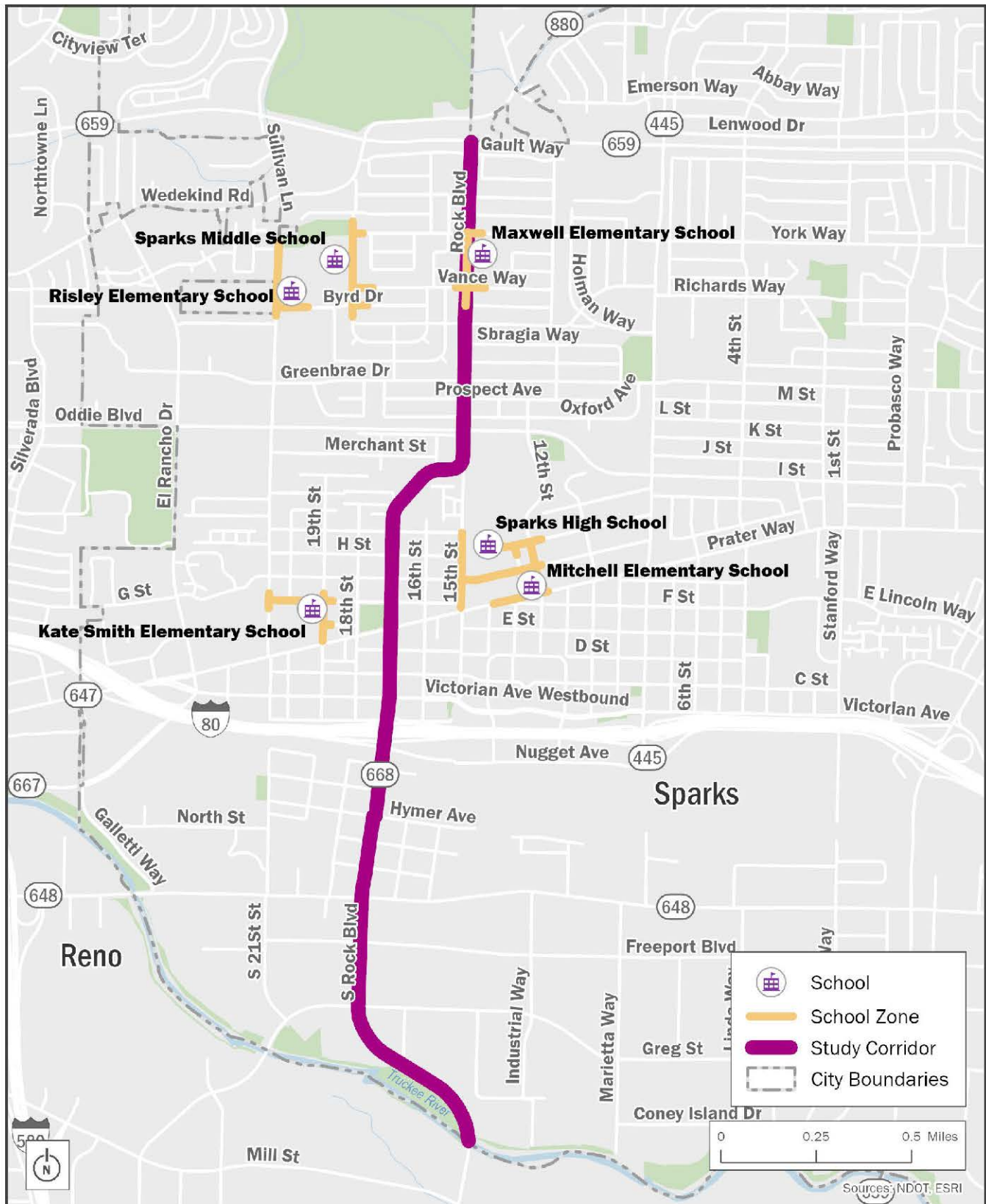


Exhibit B-4. School Zones

Bicycle Facilities

There are no existing bicycle facilities (**Exhibit B-5**) on much of Rock Boulevard within the corridor study area except for the section between the Truckee River and Rock Park. There are no dedicated bike facilities for bicyclists wishing to access Rock Park from the north, which presents a significant barrier to use of the Tahoe-Pyramid Trail. As shown in **Exhibit B-6**, there are bike lanes on some intersecting streets such Prater Way and McCarran Boulevard, as well as the Tahoe-Pyramid Trail, an off-street multi-use path along the river at the southern end of the corridor. RTC's Active Transportation Plan defines BLTS as:

- BLTS 1: Roadways where bicyclists of all ages and abilities would feel comfortable riding; separated shared-use paths and separated bike lanes for bicycles also fall into this category.
- BLTS 2: Slightly less comfortable roadways, where most adults would feel comfortable riding.
- BLTS 3: Moderately uncomfortable roadways, where most experienced bicyclists would feel comfortable riding.
- BLTS 4: High-stress roadways where only strong and fearless bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The lack of bike facilities on Rock Boulevard and high traffic volumes contribute to its high Bicycle Level of Traffic Stress (BLTS) score, which measures the level of comfort for riding a bike on a particular street (higher scores indicate higher stress environments for riding a bike). As identified in the RTC Active Transportation Plan, most of the corridor has a BLTS score of 4, which indicates that it is the most stressful environment to ride a bike. This reflects the lack of bicycle facilities, relatively higher traffic volumes, and high traffic speeds. The northern (north of Oddie Boulevard) and southern (south of Greg Street) segments of the corridor have a slightly lower BLTS score of 3, due to lower traffic volumes, but overall, these sections still present a challenging bike riding environment for most users.



Exhibit B-5. Northbound Rock Boulevard at Prater Way

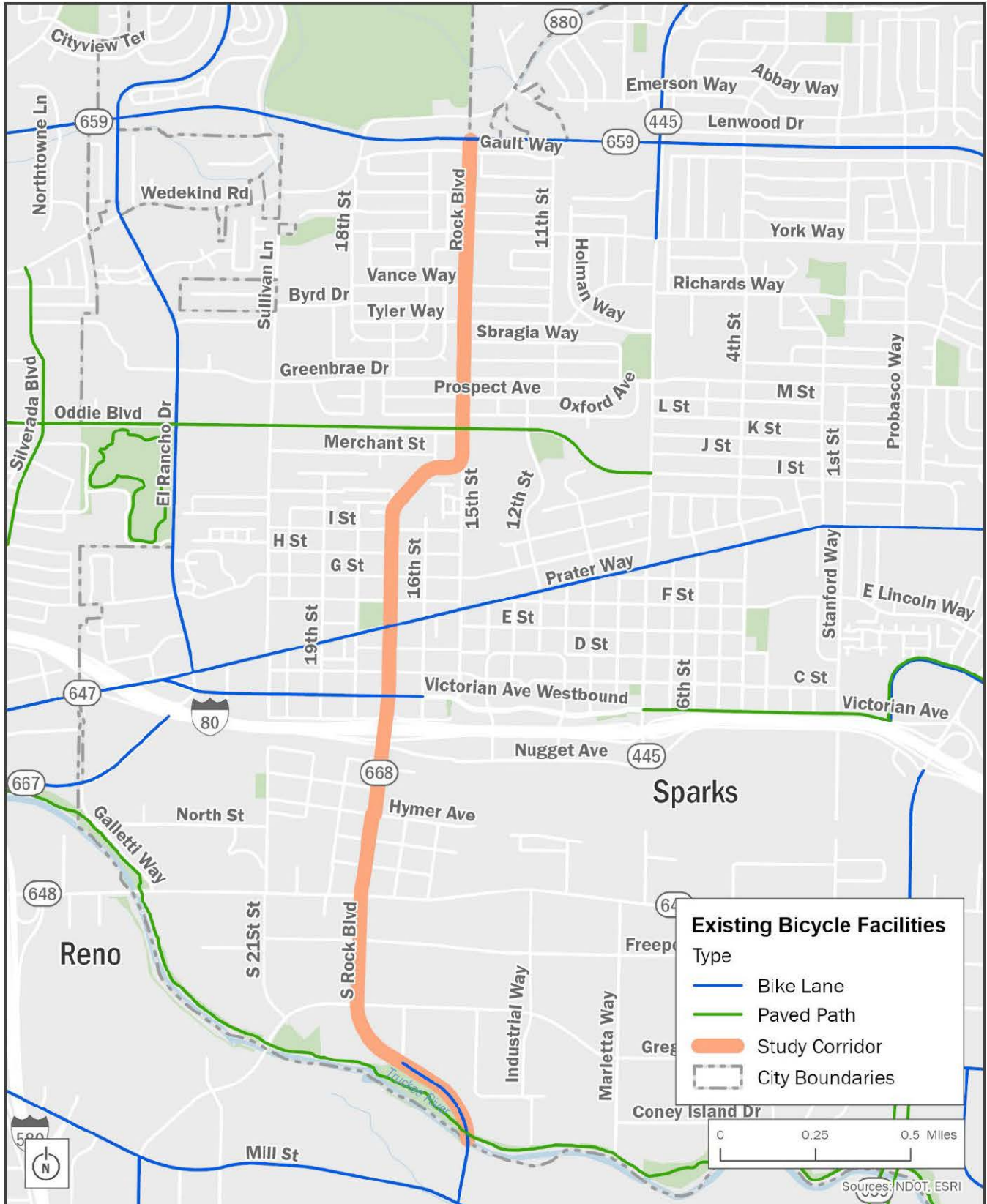


Exhibit B-6. Existing Bicycle Facilities

APPENDIX C

Crash Data



CRASH ANALYSIS

Crash data for the section of Rock Boulevard between North McCarran Boulevard and the Truckee River was obtained from the Nevada Department of Transportation (NDOT) for the 2019-2023 period. During this time, there were 456 total crashes reported. Of those, there were four fatalities and nine serious injuries.

Regarding crash type, angle crashes were the most common, representing 45% of total crashes. Rear end crashes were the second most common, representing 29% of total crashes. **Table C-1** provides a summary of all crash types.

Table C-1: Crashes by Type

Crash Type	Number of Crashes	Percentage of Crashes
Angle	206	45%
Backing	7	2%
Head On	6	1%
Non-Collision	46	10%
Rear End	133	29%
Sideswipe – Meeting	27	6%
Sideswipe – Overtaking	20	4%
Unknown	10	2%
Total	456	100%

When looking at road user types, crashes involving vulnerable road users (VRUs), generally considered those using active transportation modes such as walking and bicycling, primarily occurred at intersections or at the I-80 interchange. VRUs represent half of the four fatalities, one involving a pedestrian, and one involving a bicyclist, and all nine serious injury crashes involved VRUs.

Similarly, most vehicle crashes occurred at intersections (89%). The three intersections along Rock Boulevard with the most crashes are Oddie Boulevard (36), Victorian Avenue (35), and Greenbrae Drive (27), representing 21% of all crashes.

When looking at potential contributing factors, 16 crashes reported distracted driving and 30 crashes reported impaired driving, with alcohol as the most common reason for impairment. **Exhibit C-1** provides a breakdown of driver and environmental conditions for all crashes.

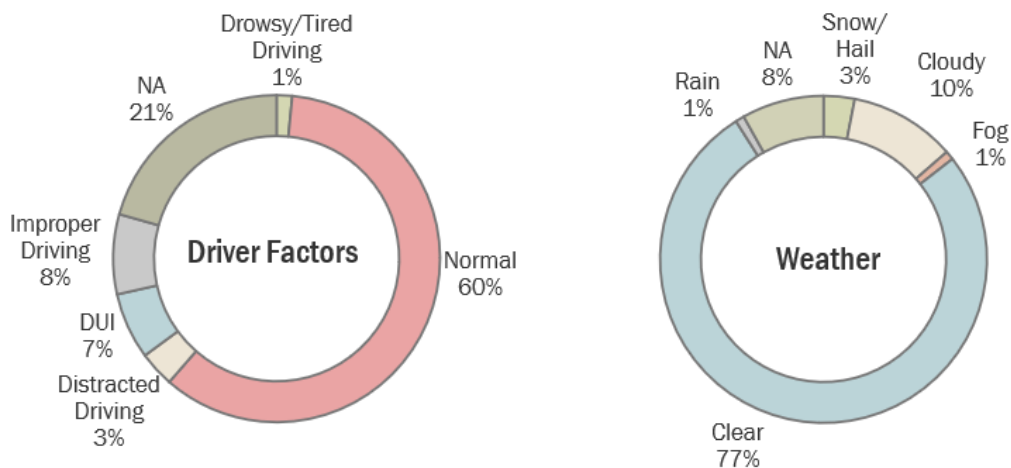


Exhibit C-1: Driver and Environmental Factors

When looking at the time of day that crashes occurred during the 2019-2023 period, the highest number of crashes (26%) occurred between the hours of 4 p.m. and 6 p.m., coinciding with afternoon/evening peak commute period. **Exhibit C-2** shows the average number of crashes by hour over a 24-hour period.

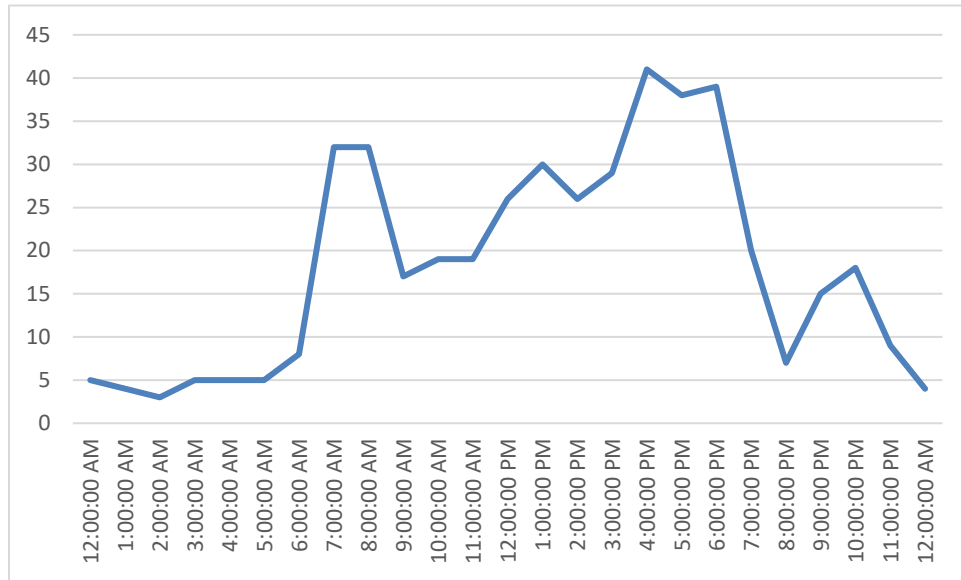


Exhibit C-2: Average Number of Crashes by Time of Day

SUPPLEMENTAL CRASH DATA

More recent crash data was received from the City of Sparks Police Department. The data analyzed was from crashes that occurred in 2024 and 2025. The attribute data reported varies from that collected by NDOT, so direct comparisons were not made. City of Sparks reported crashes are generally distributed evenly throughout the corridor study area. One item to note is that approximately 33% of the crashes reported were classified as hit and run crashes.

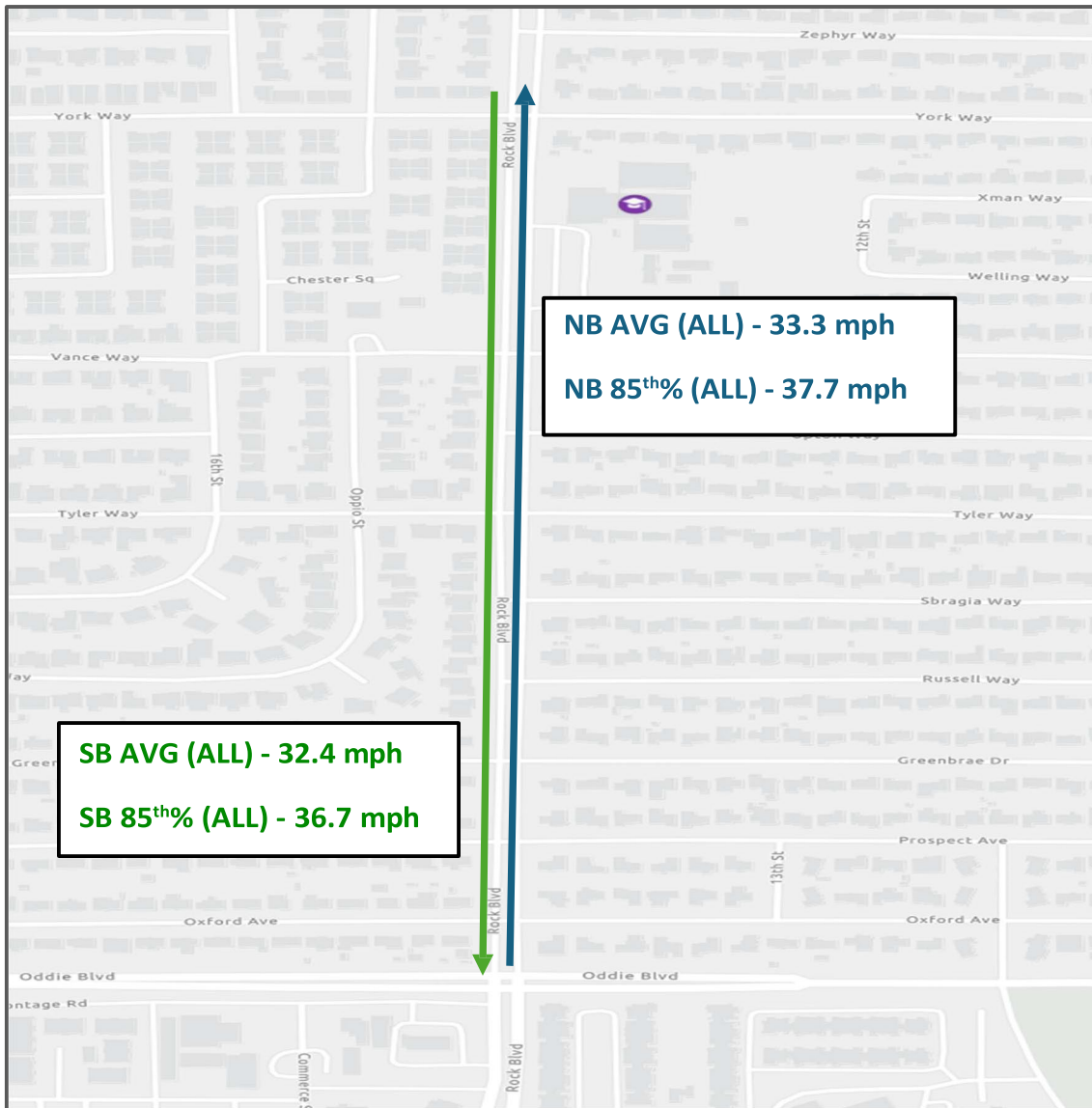
APPENDIX D

Speed Data



Rock Blvd Speed Survey

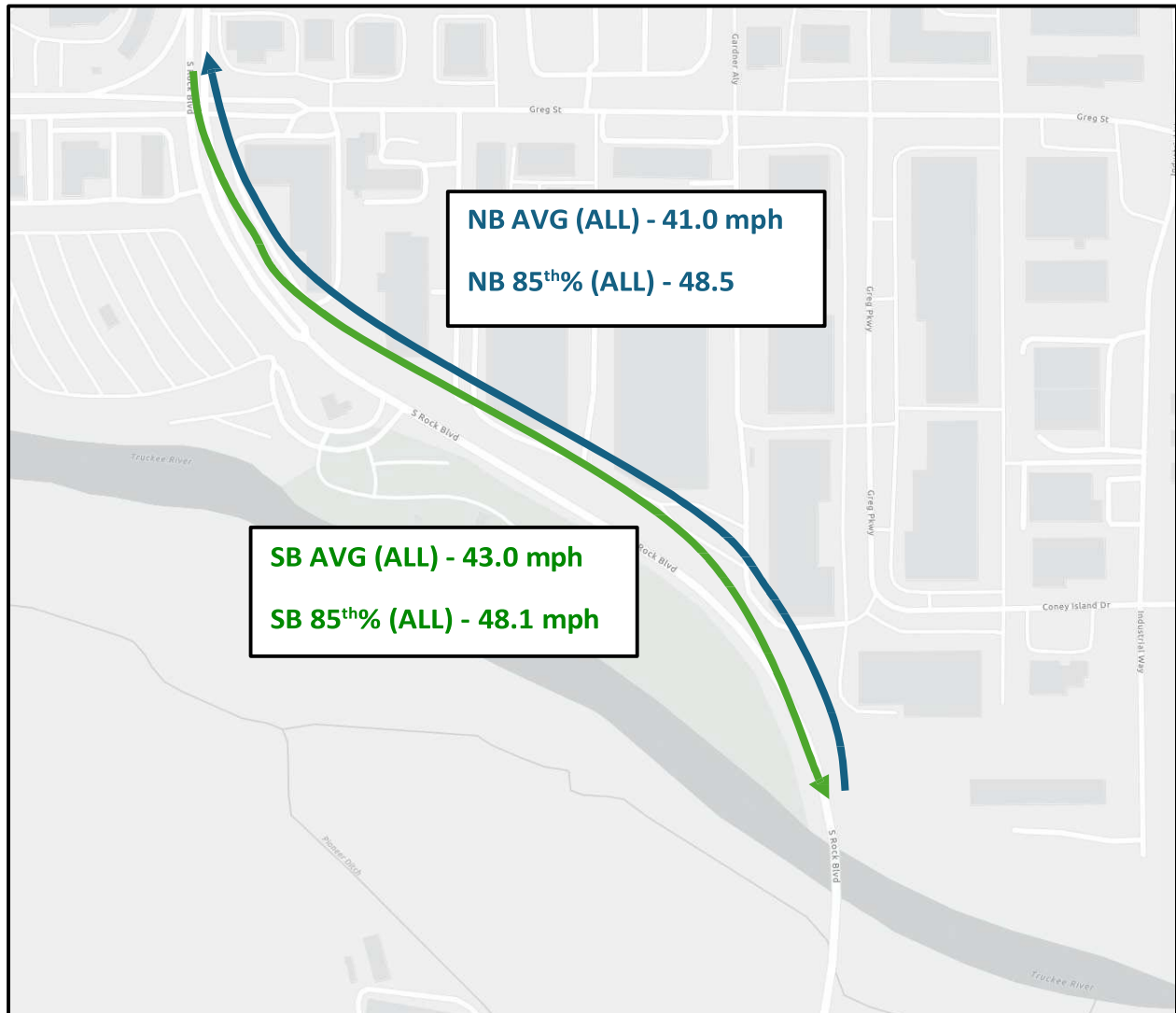
Location 1: (York Way to Oddie Blvd)



Direction	Posted Speed Limit (mph)	Average Speed (mph)	85 th Percentile Speed (mph)	Total Volume
Rock Blvd, Northbound	30	33.3	37.7	495
Rock Blvd, Southbound	30	32.4	36.7	640
Rock Blvd Total	30	33.3	37.2	1,135

Rock Blvd Speed Survey

Location 2: (Greg St to Truckee River)



Direction	Posted Speed Limit (mph)	Average Speed (mph)	85 th Percentile Speed (mph)	Total Volume
Rock Blvd, Northbound	45	41.0	48.5	1,241
Rock Blvd, Southbound	30	43.0	48.1	1,227
Rock Blvd Total	45	42.0	48.5	2,468

Rock Blvd Speed Survey

Location 1 Data Tables

FEATURE NAME	VEHICLE TYPE	TOTAL VOLUME	AVG SPEED (MPH)	MEDIAN SPEED (MPH)	85 TH PERCENTILE SPEED (MPH)	15 TH PERCENTILE SPEED (MPH)	STD. DEV. SPEED (MPH)
Rock NB – York to Oddie	CAR	495	33.266	33.554	37.686	29.204	5.359
Rock NB – York to Oddie	ALL	495	33.266	33.554	37.686	29.204	5.359
Rock SB – York to Oddie	CAR	638	32.421	32.187	36.661	28.813	4.582
Rock SB – York to Oddie	HCV	2	17.756	15.13	20.381	15.13	3.713
Rock SB – York to Oddie	ALL	640	32.374	32.187	36.661	28.769	4.653

Rock Blvd Speed Survey

Location 1 Data Tables

FEATURE NAME	VEHICLE TYPE	AVG. QUEUE LENGTH (FT)	MEDIAN QUEUE LENGTH (FT)	85 TH PERCENTILE QUEUE LENGTH (FT)	15 TH PERCENTILE QUEUE LENGTH (FT)	STD. DEV. QUEUE LENGTH (FT)	TRAVEL TIME 50
Rock NB – York to Oddie	CAR	265.862	33.116	166.849	13.857	640.698	60.6825
Rock NB – York to Oddie	ALL	265.862	33.116	166.849	13.857	640.698	60.6825
Rock SB – York to Oddie	CAR	203.106	37.141	329.744	9.291	451.49	57.05816
Rock SB – York to Oddie	HCV	325.22	325.22	325.22	325.22	undefined	129.5
Rock SB – York to Oddie	ALL	204.875	37.442	329.744	9.291	448.399	57.32897

Rock Blvd Speed Survey

Location 2 Data Tables

FEATURE NAME	VEHICLE TYPE	TOTAL VOLUME	AVG SPEED (MPH)	MEDIAN SPEED (MPH)	85 TH PERCENTILE SPEED (MPH)	15 TH PERCENTILE SPEED (MPH)	STD. DEV. SPEED (MPH)
Rock NB - River to Greg	CAR	1220	41.129	43.322	48.629	36.599	10.656
Rock NB - River to Greg	HCV	21	33.13	36.474	40.016	31.752	11.446
Rock NB - River to Greg	ALL	1241	40.988	43.198	48.529	36.22	10.717
Rock SB - Greg to River	CAR	1128	43.526	44.117	48.38	38.649	5.538
Rock SB - Greg to River	HCV	99	35.518	37.655	42.378	32.125	9.799
Rock SB - Greg to River	ALL	1227	42.999	43.856	48.069	37.668	6.231

Rock Blvd Speed Survey

Location 2 Data Tables

FEATURE NAME	VEHICLE TYPE	AVG. QUEUE LENGTH (FT)	MEDIAN QUEUE LENGTH (FT)	85 TH PERCENTILE QUEUE LENGTH (FT)	15 TH PERCENTILE QUEUE LENGTH (FT)	STD. DEV. QUEUE LENGTH (FT)	TRAVEL TIME 50
Rock NB - River to Greg	CAR	124.046	75.091	227.464	16.526	142.525	65.87512
Rock NB - River to Greg	HCV	undefined	undefined	undefined	undefined	undefined	35.64706
Rock NB - River to Greg	ALL	124.046	75.091	227.464	16.526	142.525	65.38196
Rock SB - Greg to River	CAR	undefined	undefined	undefined	undefined	undefined	34.79769
Rock SB - Greg to River	HCV	undefined	undefined	undefined	undefined	undefined	27.24138
Rock Blvd SB - Greg to River	ALL	undefined	undefined	undefined	undefined	undefined	34.55257

APPENDIX E

Transit Stop Evaluations





Rock Boulevard Corridor Study Transit Stop Analysis



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GCV'
ENGINEERS \ SURVEYORS



TABLE OF CONTENTS

1. Introduction..... 3

 1.1. Corridor Overview 3

2. Individual Sites..... 5

 2.1. Rock Park 6

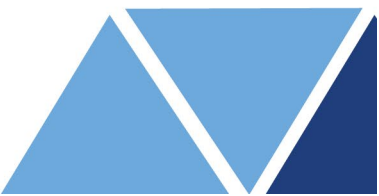
 2.2. Greg Street 8

 2.3. Pittman Avenue..... 8

 2.4. Greenbrae Drive 10

 2.5. Tyler Way 12

 2.6. Maxwell Elementary School..... 14





1. Introduction

The project team conducted a review of the existing bus stops along the Rock Boulevard corridor, which are served by several RTC RIDE bus routes. The following sections provide a summary of existing conditions for each of the bus stops as well as planning-level recommendations for potential stop improvements. RTC generally considers providing benches at stops with five or more average daily boardings and bus shelters at stops with 20 or more average daily boardings.

RTC is developing the Move More with RTC initiative to improve public transit services. This plan is improving the convenience and ease of using the transit system through the following types of changes:

- Later and more frequent service on weekdays and weekends
- Changing routes to improve ridership
- Add onboard fare payment by credit/debit card

While no route changes are proposed on Rock Boulevard, Route 2 would be modified to extend service to the Sparks Senior Center of Richards Way. Route 54 would be extended to serve the Northern Nevada Sierra Medical Center in the southern portion of the route and modified east of the airport to better serve high ridership areas. Routes 2, 9, and 11 would offer 30-minute service frequencies for much of the day, with Route 54 offering 60-minute service frequency. The Lincoln Line provides 10-minute service headways on weekdays.

1.1. Corridor Overview

There are two bus routes that intersect the corridor (Routes 11 and 18) and three that run along some sections of the corridor (Routes 2, 9, and 54), as shown in **Figure 1**. Routes 11 and 18 cross the corridor at Prater Way and Glendale Avenue, respectively. Routes 9 and 54 run along the southern end of the corridor, beginning at Victorian Avenue. Route 9 runs west on Glendale Avenue, while Route 54 continues south past the southern boundary of the study area. In the northern part of the corridor, Route 2 operates between Greenbrae Drive and York Way. A total of 13 bus stops are located directly on Rock Boulevard and generally lack amenities such as benches or shelters.

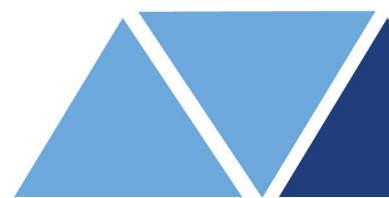
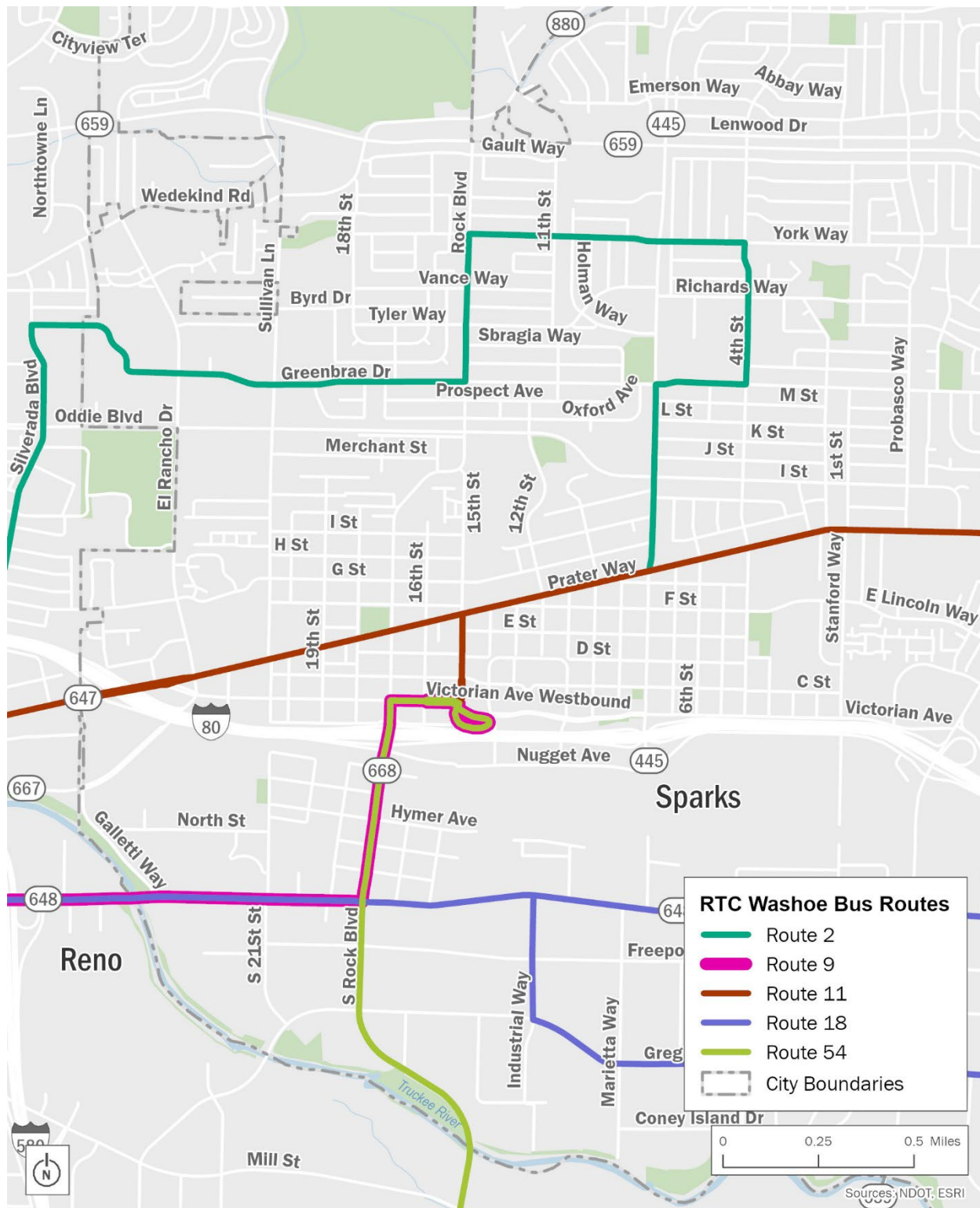


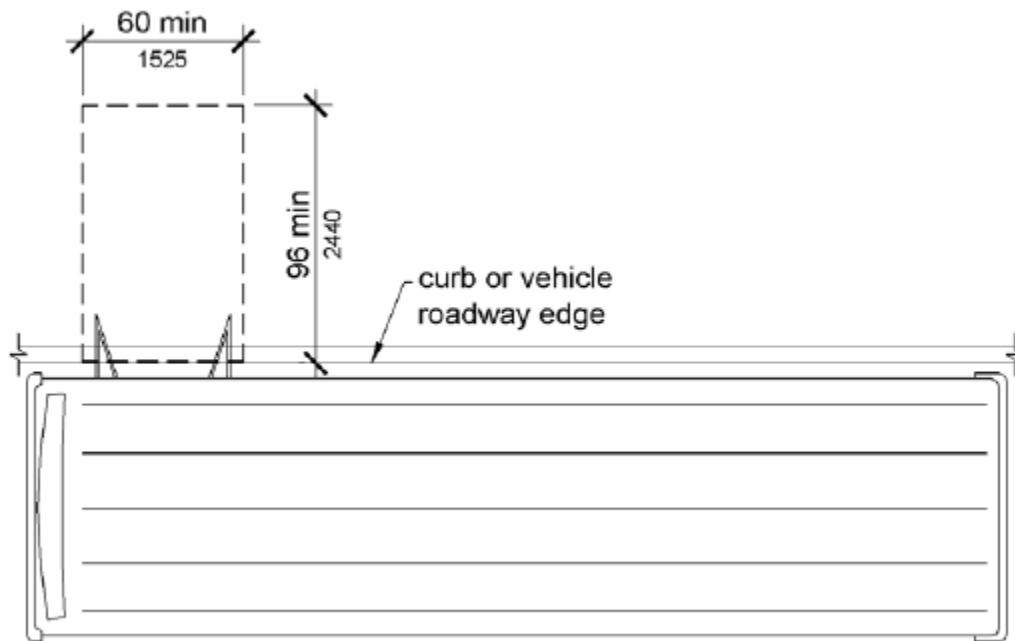
Figure 1. Existing Transit Facilities and Services



2. Individual Sites

The following section provides further details for each of the bus stops on Rock Boulevard. As bus stops are typically located in bi-directional pairs, information is provided for the northbound (NB) and southbound (SB) stops at each location. The review identified the presence or absence of such features as a paved boarding and alighting area, bus stop amenities (benches, shelters, etc.), crosswalks, and general connectivity to surrounding land uses. For context, Americans with Disabilities Act (ADA)-compliant boarding and alighting areas must provide a firm, stable surface with minimum dimensions of 96 inches by 60 inches (8' x 5'), connected to accessible routes (see **Figure 2**). While this study identified the presence of landing areas, it did not include a detailed evaluation for ADA compliance. Proposed recommendations for future improvements are provided for consideration.

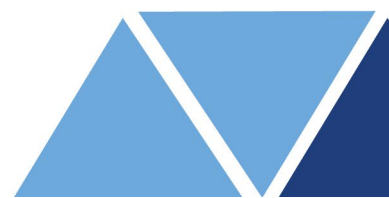
Figure 2. ADA-Compliant Boarding and Alighting Area



Source: <https://www.ada-compliance.com/ada-compliance/810-transportation-facilities>

In general, when prioritizing improvements for bus stops, the following criteria should be considered:

- Accessibility and ADA-compliance
- Rider safety (visibility, lighting, traffic exposure, roadway crossings)
- Ridership and utilization
- Connectivity to nearby destinations such as social services and employment





High-priority consideration should be given to individual bus stops which demonstrate a need for more than one of these criteria. Additionally, RTC may choose to weigh certain criteria more heavily than others in developing a prioritization framework for bus stop improvements.

2.1. Rock Park

These stops are located at the south end of the project study limits and primarily serve as access to Rock Park (**Figure 3**). Neither stop is accessible by sidewalk. In particular, the northbound stop is isolated from any connections to pedestrian infrastructure. No crosswalk is provided in the vicinity of the transit stops.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No	Yes
Average Daily Boardings	1	0
Amenities	None	Bench
Connectivity	No sidewalk on east side of Rock Blvd.	Accessible path to park, no sidewalk on west side of Rock Blvd.
Recommendations	Install ADA-compliant pad, and other amenities as reasonable. Consider mid-block pedestrian crossing on Rock Blvd appropriate for the level of traffic, speed, and sight distance.	Provide sidewalk or multiuse path to existing sidewalk to the north which would eliminate gap to Greg Street.

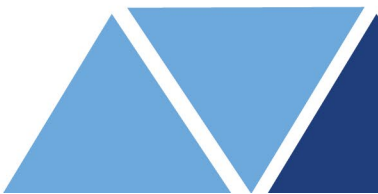


Figure 3. Rock Park Bus Stops (Route 54)





2.2. Greg Street

The northbound and southbound stops between Greg Street and Freeport Blvd are slightly offset (**Figure 4**). Immediately adjacent land uses include a mix of industrial, retail, and service oriented businesses (gas station, auto shop, etc.). There is limited right-of-way (ROW) available for ADA-compliant boarding/alighting areas at the northbound stop. The nearest crosswalks are located at the signalized intersections of Freeport Boulevard and Greg Street.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No	Yes
Average Daily Boardings	3	3
Amenities	Bench	Bench
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	Install ADA-compliant pad – would require ROW in the landscaped area.	Consider installation of lighting.

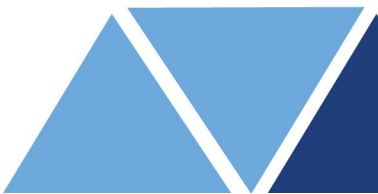
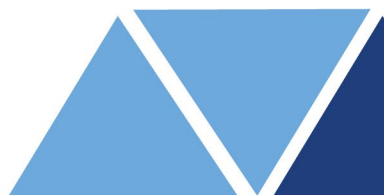


Figure 4. Greg Street Bus Stops (Route 54)





2.3. Pittman Avenue

The northbound and southbound stops between Pittman Avenue and Hymer are slightly offset (**Figure 5**). Immediately adjacent land uses include a mix of industrial and commercial. There is limited ROW available for ADA-compliant boarding/alighting areas at either stop. The closest crosswalk is provided at the Hymer Avenue signalized intersection.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No.	No
Average Daily Boardings	8	1
Amenities	None	None
Connectivity	Existing sidewalk.	Existing sidewalk is partially covered by dirt and gravel from adjacent lot.
Recommendations	Install an ADA-compliant pad and bench.	Install ADA-compliant pad.

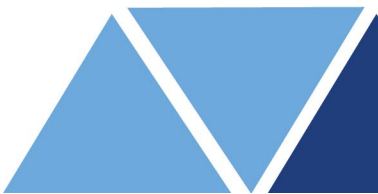
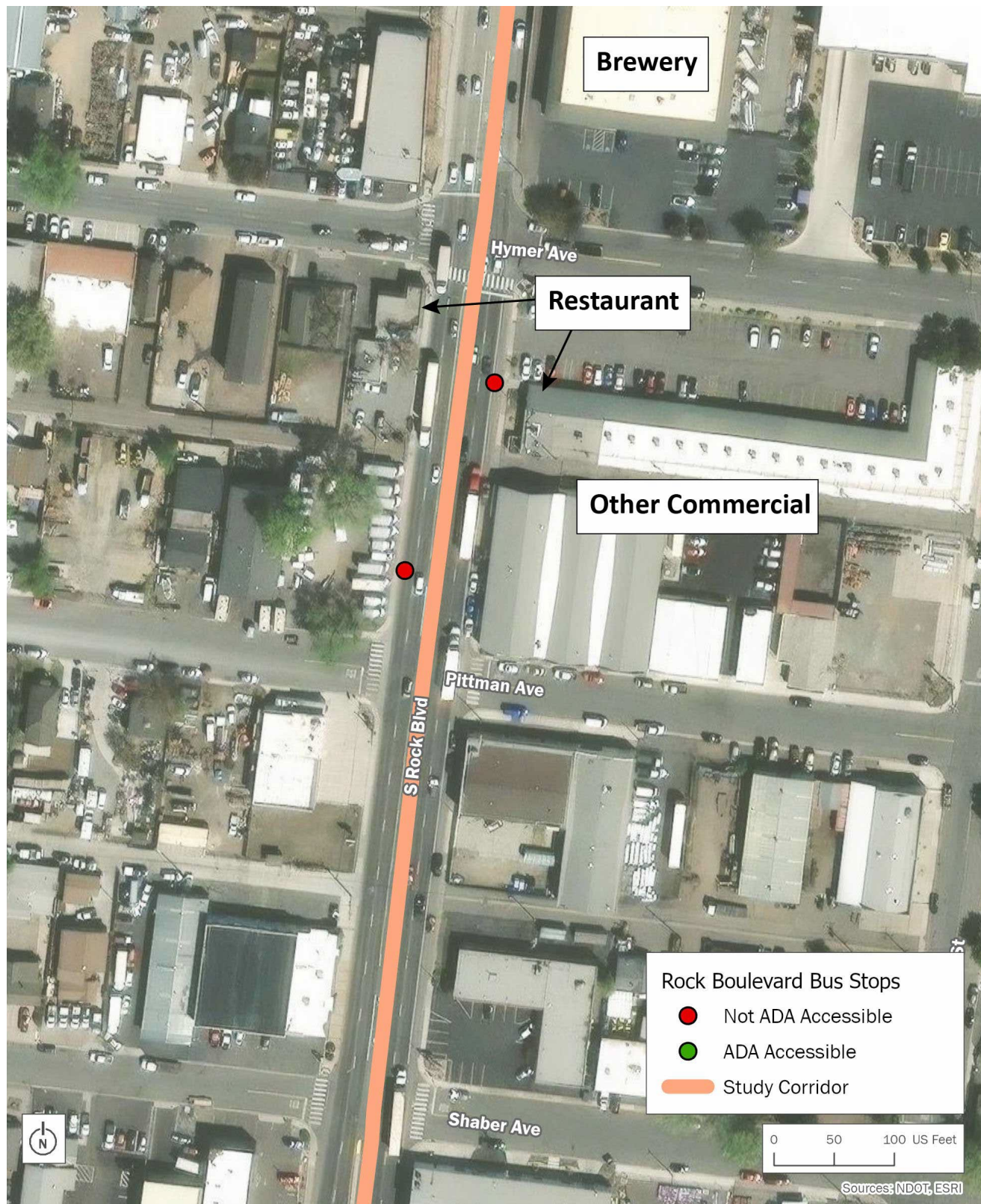


Figure 5. Pittman Avenue Bus Stops (Routes 54 & 9)





2.4. Greenbrae Drive

These stops are located in a residential area just north of Greenbrae Drive (**Figure 6**). There are potential safety concerns with sight issues in proximity to the Rock Boulevard crosswalk for buses stopping in the southbound direction. There is limited space available for ADA-compliant boarding/alighting areas at either stop. A crosswalk is located at Greenbrae Drive.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No	No
Average Daily Boardings	4	7
Amenities	Bench	Bench
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	If possible, adjust bench/sign location to accommodate ADA-compliant pad in setback area of the fence next to utility cabinet.	Consider relocating stop onto Greenbrae as a "far side" stop to improve safety conditions at the intersection (i.e. pedestrians crossing eastbound on Rock Blvd).

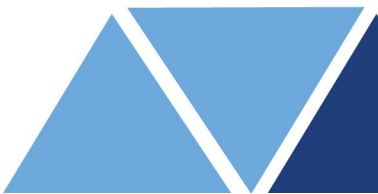


Figure 6. Greenbrae Drive Bus Stops (Route 2)





2.5. Tyler Way

These stops are located in a residential area on either side of the intersection with Tyler Way (**Figure 7**). There is limited ROW available for ADA-compliant boarding/alighting areas at either stop. No crosswalks are provided in the vicinity of the bus stops.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No	No
Average Daily Boardings	1	3
Amenities	Bench	None
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	Install ADA-compliant landing pad.	Install ADA-compliant landing pad.

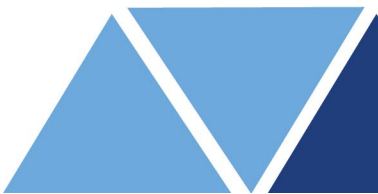
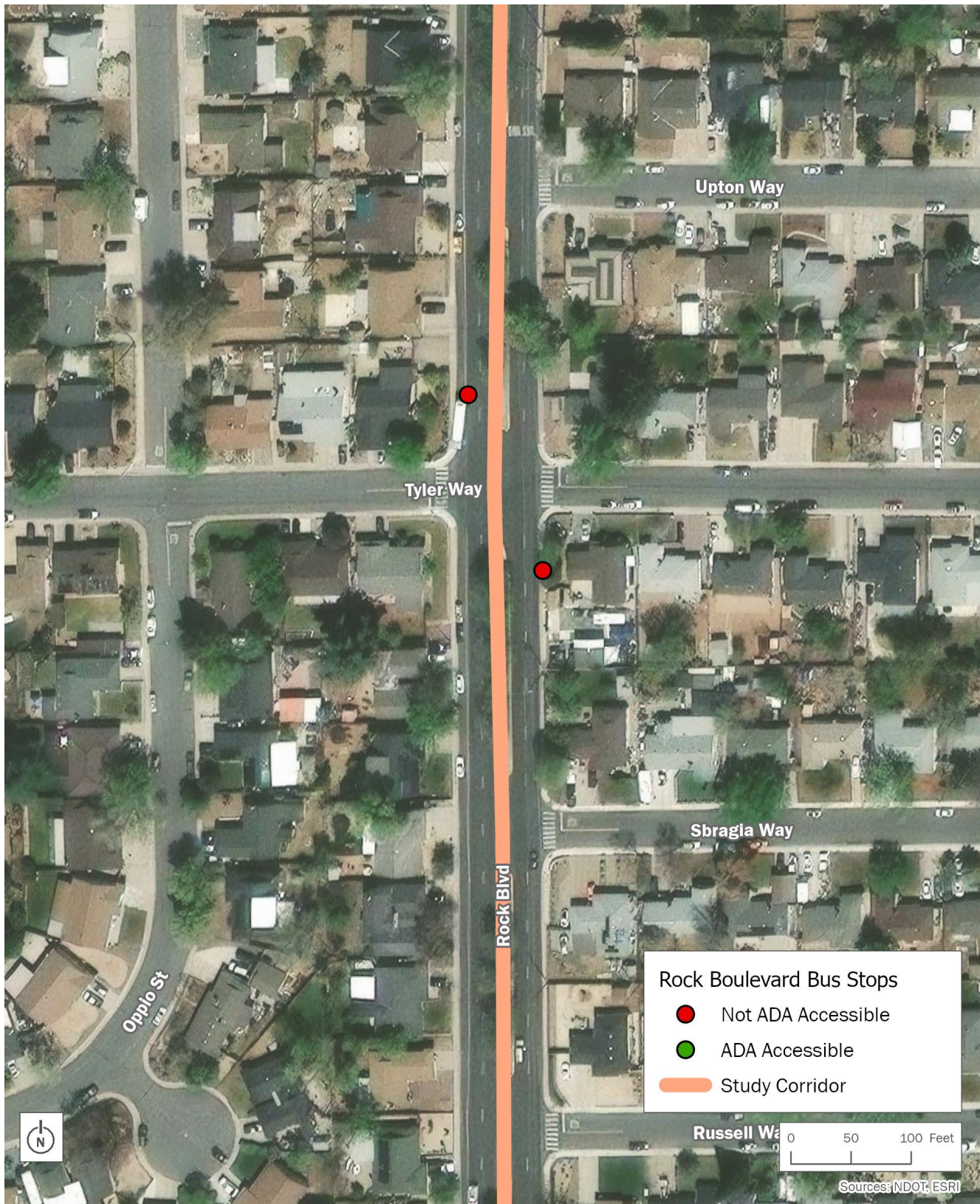


Figure 7. Tyler Way Bus Stops (Route 2)



2.6. Vance Way

These stops are located in a residential area on either side of the intersection with Vance Way (**Figure 8**). There is limited space available for ADA-compliant boarding/alighting areas at the northbound stop. A crosswalk is provided at Vance Way.

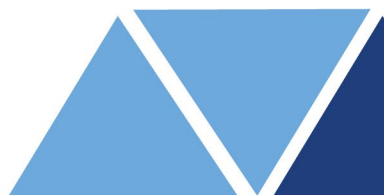
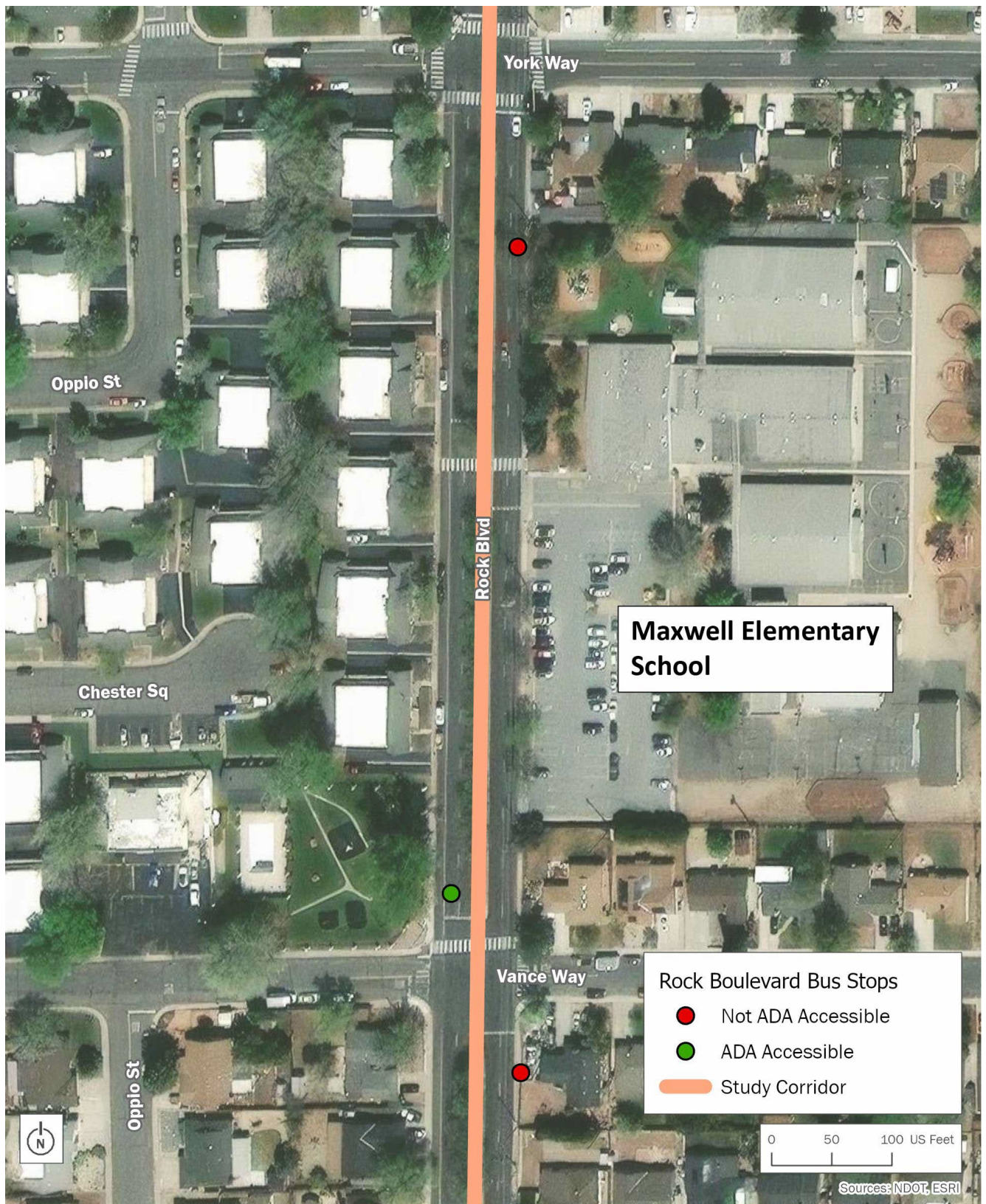
Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	Yes
Average Daily Boardings	16	24
Amenities	None	Bench
Connectivity	Existing sidewalk.	Existing Sidewalk.
Recommendations	Install ADA-compliant pad and bench.	Install shelter.

2.7 York Way

The northbound stop is located on Rock Boulevard, just south of York Way in front of Maxwell Elementary School (**Figure 8**). School officials have voiced concerns over the location of the stop as it is directly in front of the kindergarten playground area. A privacy fence was installed to discourage interaction between bus riders and students; however, there are remaining concerns. The stop for the westbound/southbound direction is located on York Way east of Rock Boulevard and has not been evaluated in the table below. A crosswalk is provided at York Way.

Attributes/Description	Northbound
Paved 8'x5' Boarding/ Alighting Area	No
Average Daily Boardings	11
Amenities	None
Connectivity	Existing sidewalk.
Recommendations	Consider relocation or consolidation of this stop. If relocated, ROW would be required to make the stop fully ADA-compliant. There is some uncertainty as to whether Maxwell Elementary School will continue to operate in the next few years. There may be an opportunity to work with the Washoe County School District/future landowner to construct a more robust and compliant stop at the existing location.

Figure 8. Vance Way and York Way Bus Stops (Route 2)



APPENDIX F

Traffic Operations Analysis



ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F”, with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

Intersections

The complete methodology for intersection level of service analysis is established in the *Highway Capacity Manual (HCM)*, 7th Edition published by the Transportation Research Board (TRB). **Table F-1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

Table F-1: Level of Service Definition for Intersections

Level of Service	Brief Description	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 20	10 to 15
C	Stable conditions with significant affect from other vehicles.	20 to 35	15 to 25
D	High density traffic conditions still with stable flow.	35 to 55	25 to 35
E	At or near capacity flows.	55 to 80	35 to 50
F	Over capacity conditions.	> 80	> 50

Source: *Highway Capacity Manual*, 7th Edition

Level of service calculations for the study intersections were performed using the Synchro 12 software package with results reported in accordance with the current HCM 7th Edition methodology.

Roadway Segments

Roadway segments were analyzed using the Generalized Daily Service Volumes for Urban Street Facilities (Exhibit 16-16) of the *Highway Capacity Manual*, 7th Edition. Using this methodology, planning level segment level of service is determined by comparing average daily traffic volumes to the LOS threshold values shown in **Table F-2**. The level of service/capacity is based on number of lanes and roadway speed rather than roadway classification.

The values listed under “Posted Speed = 30 mi/hr” are most appropriate for Rock Boulevard as the posted speed and access spacing assumptions (20 access points per mile) better represent the roadway within the study area than the “Posted Speed = 45 mi/hr” values. K and D factors were determined based on NDOT count data.

Table F-2. Level of Service Thresholds for Roadway Segments

Facility Type	Maximum Service Flow Rate (Daily for Given Service Level)				
# of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Posted Speed = 30 mi/hr					
2	N/A	N/A	1,700	11,800	17,800
4	N/A	N/A	2,200	24,700	35,800
6	N/A	N/A	2,600	38,700	54,000
Posted Speed = 45 mi/hr					
2	N/A	N/A	7,700	15,900	18,300
4	N/A	N/A	16,500	33,600	36,800
6	N/A	N/A	25,400	51,700	55,300

General assumptions: K-Factor – 0.9, D-Factor – 0.55, Peak Hour Factor – 0.92, Base Saturation Flow Rate – 1,900 pc/h/ln

Level of Service Policy

The 2050 Regional Transportation Plan (RTP) establishes level of service criteria for regional roadway facilities in the City of Reno, City of Sparks, and Washoe County. The current level of service policy is:

- “All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon – LOS D or better.”
- “All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon – LOS E or better.”
- “All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors”.
- Rock Boulevard – Glendale Avenue to Victorian Avenue has a Regional Level of Service Standard of “F”

In general, Rock Boulevard carries or is projected to carry in the future horizon, less than 27,000 ADT except at the I-80 interchange. Therefore, LOS “D” was used as an operational threshold for the corridor outside the segment between Glendale Avenue and Victorian Avenue.

The level of service policies are not specific to minor side street approaches but rather focus on maintaining quality operations on the mainline corridor. LOS “E” or “F” on a side street approach does not necessarily constitute an exceedance of the level of service policy. However, minor street approach LOS will be considered when planning for future improvements.

EXISTING CONDITIONS

Intersection Level of Service Analysis

Peak period (6:30 AM to 8:30 AM and 3:30 PM to 5:30 PM) turning movement counts of vehicles, bicycles, and pedestrians were collected at the six study intersections between January 7th and January 9th, 2026, with Washoe County School District schools in regular session. This data was used to identify the highest morning and evening traffic conditions. The AM peak hour is generally from 7:15 AM to 8:15 AM and the PM peak hour is generally from 4:30 PM to 5:30 PM on the north side of I-80 and 3:30 PM to 4:30 PM on the south side of I-80. Full turning movement data is provided in **Attachment F-A**.

The collected turning movement counts were compared to historical NDOT data to determine if any adjustments were needed. The collected AM peak hour traffic volumes were approximately 10% lower than

the historical NDOT data, while the PM peak hour volumes were generally consistent with or higher than the historical NDOT data. Therefore, the AM peak hour turning movements were factored 10% higher.

Existing AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the existing lane configurations and traffic volumes shown in **Exhibit F-1** and **Exhibit F-2**, respectively.

Signal timing for the study intersections were obtained from the RTC. Note that the AM timing plans at the Victorian Avenue and C Street intersections include a reservice parameter (phases can be served more than once per cycle). Therefore, the signal timing in Synchro at the Victorian Avenue and C Street intersections were slightly modified to allocate appropriate green time on all phases.

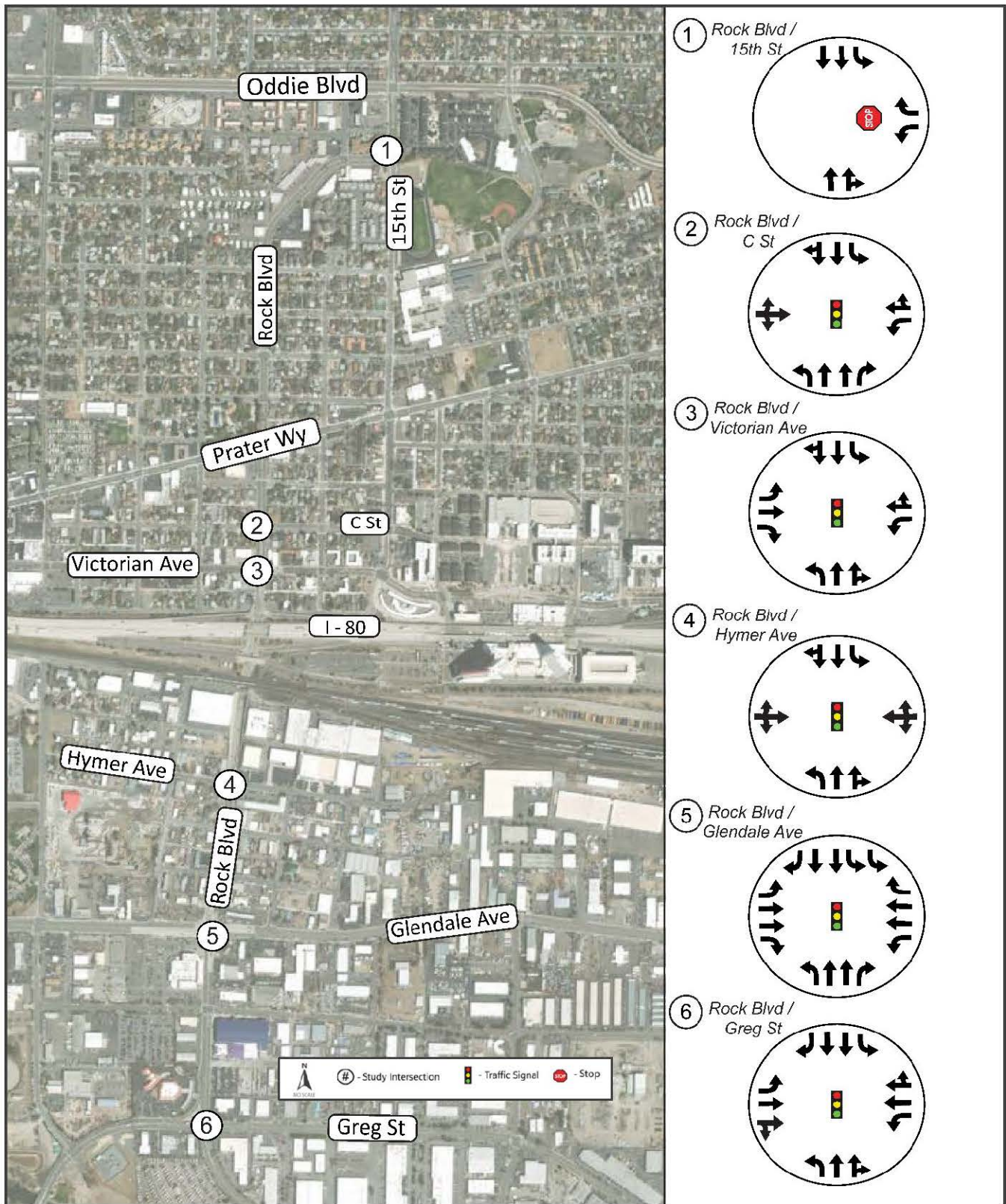


Exhibit F-1. Existing Intersection Lane Configurations and Controls

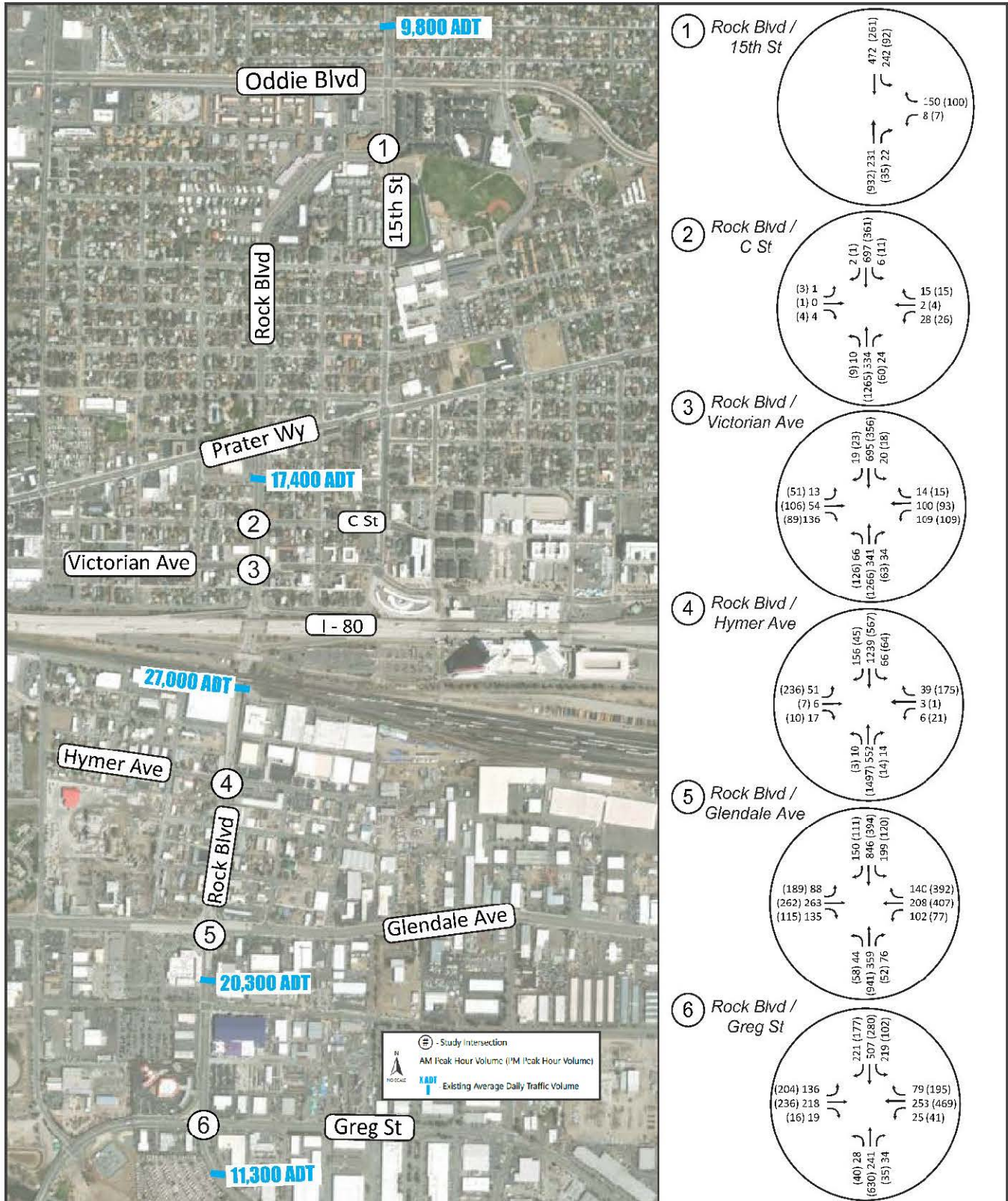


Exhibit F-2. Existing Traffic Volumes

Table F-3 shows the Existing Condition level of service results and the technical calculations are provided in **Attachment F-B**.

Table F-3: Existing Intersection Level of Service

ID	Intersection Name	Intersection Control	AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop				
	Southbound Left		A	8.7	B	11.1
	Westbound Left		D	29.9	D	33.9
	Westbound Right		B	10.2	B	13.8
2	Rock Blvd / C St	Signal				
	Overall		B	16.2	A	5.0
3	Rock Blvd / Victorian Ave	Signal				
	Overall		B	19.7	D	39.3
4	Rock Blvd / Hymer Ave	Signal				
	Overall		B	19.0	D	46.9
5	Rock Blvd / Glendale Ave	Signal				
	Overall		D	47.0	E	56.5
6	Rock Blvd / Greg St	Signal				
	Overall		C	32.6	D	51.1

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

Source: GCW, 2026

The study intersections currently technically operate within overall level of service policy. Intersections may operate at acceptable levels of service overall but have movements that operate poorly, causing queuing and congestion on Rock Boulevard during peak hours. Notably in the northbound direction, south of I-80, during the PM Peak Hour. Additionally, the closely spaced traffic signals near the I-80 interchange create coordination challenges and limited vehicle storage between intersections.

The single northbound left-turn lane at the I-80 westbound on-ramp appears to be a primary constraint in the corridor. NDOT's preferred alternative at the interchange proposes dual northbound left-turn lanes at this location in the future.

Roadway Segment Level of Service Analysis

NDOT's Traffic Records Information Access (TRINA) has six count stations within the study corridor. Existing daily roadway segment volumes were derived from available traffic data obtained from TRINA.

Table F-4 presents the level of service assessment for Rock Boulevard based on the Existing Condition Daily roadway segment volume.

Table F-4: Existing Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	9,800	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	17,400	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	27,000	E
	Hymer Avenue to Greg Street (Industrial)	4	20,300	D
	Greg Street to Truckee River (River)	4	11,300	D

Source: GCW, 2026

As shown in the table, the study roadway segments technically operate within overall level of service policy under Existing Conditions. Note that heavier traffic volumes and movements (peak hour basis) within the interchange area experience significant congestion.

FUTURE CONDITIONS

Forecasting

NDOT is planning improvements along I-80 including the Rock Boulevard interchange which will have significant changes to traffic volumes. NDOT's preferred alternative is shown on **Exhibit F-3**.



Exhibit F-3. I-80 Preferred Alternative at Rock Boulevard

The *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts and projected 2040 volumes for the Preferred Alternative (Alternative 2) for the following intersections in the study corridor.

- Rock Boulevard / Victorian Avenue
- Rock Boulevard / I-80 WB Ramps
- Rock Boulevard / I-80 EB Ramps
- Rock Boulevard / Hymer Avenue

The projected 2040 traffic volumes at Victorian Avenue and Hymer Avenue were moderately increased from the NDOT study to develop 2050 horizon traffic volumes. Future (2050) traffic volume projections at the other study intersections were obtained using the current RTC Travel Demand Model as shown in **Attachment F-C**. Future turning movements volumes were then forecasted and balanced with the NDOT interchange for overall consistency. This was deemed conservative as the NDOT study forecasted higher traffic volumes than the current RTC model.

Intersection Level of Service Analysis

Future AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the future traffic volumes and future NDOT planned “baseline” lane configurations shown in **Exhibit F-4** and **Exhibit F-5**. **Table F-5** shows the Future Condition level of service results and the technical calculations are provided in **Attachment F-D**.

Table F-5: Future Intersection Level of Service

ID	Intersection Name	Intersection Control	AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop				
	Southbound Left		A	8.8	B	11.0
	Westbound Left		E	37.6	E	43.2
	Westbound Right		B	10.4	B	13.8
2	Rock Blvd / C St	Signal				
	Overall		B	19.2	A	6.1
3	Rock Blvd / Victorian Ave	Signal				
	Overall		C	21.1	D	38.5
4	Rock Blvd / Hymer Ave	Signal				
	Overall		B	12.1	D	51.4
5	Rock Blvd / Glendale Ave	Signal				
	Overall		D	52.2	E	57.3
6	Rock Blvd / Greg St	Signal				
	Overall		C	29.1	D	54.8

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.
Source: GCW, 2026

The study intersections are anticipated to technically operate within overall level of service policy. However, congestion and queuing are still anticipated on heavier movements to/from the I-80 interchange during the peak hours.

Roadway Segment Level of Service Analysis

Table F-6 presents the level of service assessment for Rock Boulevard based on the future condition daily roadway segment volumes.

Table F-6: Future Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	12,700	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	16,700	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	26,700	E
	Hymer Avenue to Greg Street (Industrial)	4	19,900	D
	Greg Street to Truckee River (River)	4	14,600	D

Source: GCW, 2026

As shown in the table, the study roadway segments are anticipated to operate within policy level of service thresholds under Future Conditions.

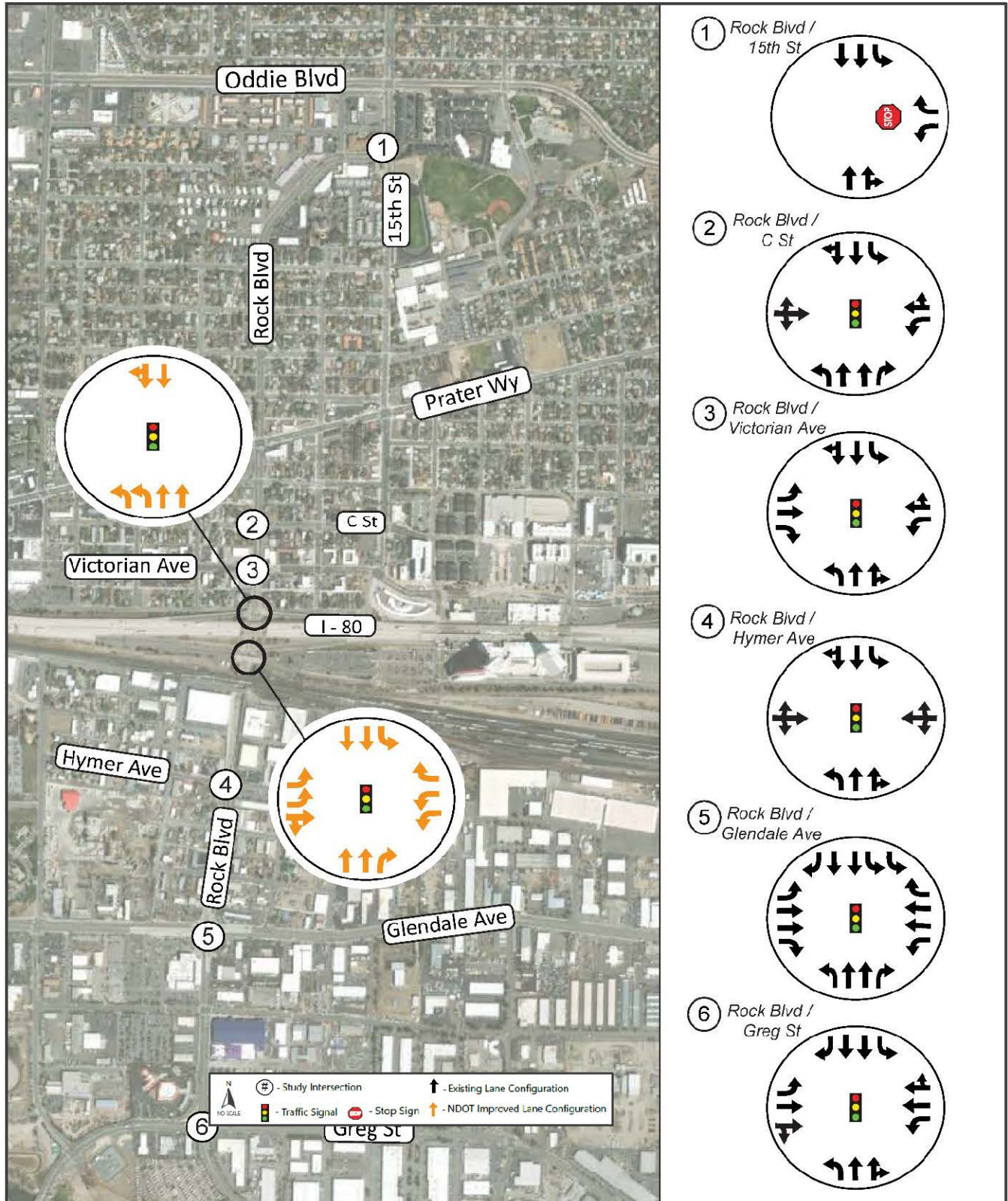


Exhibit F-4. Future Year Baseline Lane Configurations and Controls

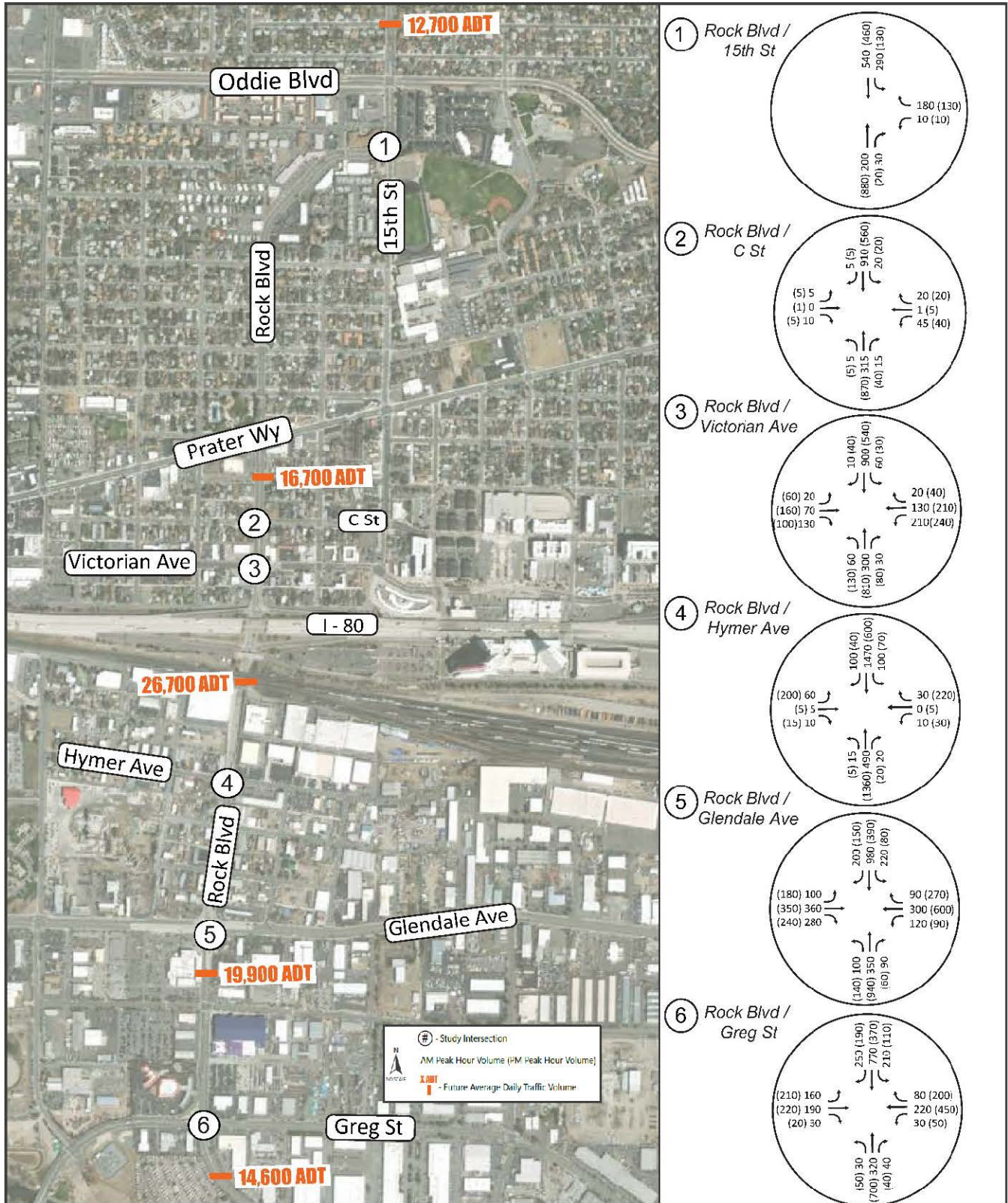


Exhibit F-5. Future Year (2050) Traffic Volumes

APPENDIX G

Alternatives Analysis



CONTEXT FOR IMPROVEMENT OPTIONS DEVELOPMENT

Guiding Documents

The Complete Street Plan within the *Ignite Sparks Comprehensive Plan* (**Exhibit G-2**) is the overarching planning document for the City of Sparks and Rock Boulevard corridor. The *Central Sparks Neighborhood Network Plan* (NNP) (**Exhibit G-1**) and *2050 Regional Transportation Plan, 2025 Update* (RTP) present goals, objectives, and general guidance for transportation improvements in the study area.

Since neither the NNP nor RTP established specific recommendations for the Rock Boulevard corridor, this corridor study will develop and evaluate improvement options and provide formal recommendations for later consideration and prioritization in the next RTP update.

Key figures of the planned multimodal network from the *Ignite Sparks Comprehensive Plan* and NNP are provided below for overall context. The *Ignite Sparks Comprehensive Plan* does not show Rock Boulevard as a “Complete Street”, which would prioritize pedestrian and bicycle facilities on that roadway. Therefore, it is inferred that vehicle travel and capacity are of high priority on this arterial roadway.

Central Sparks NNP Recommendation

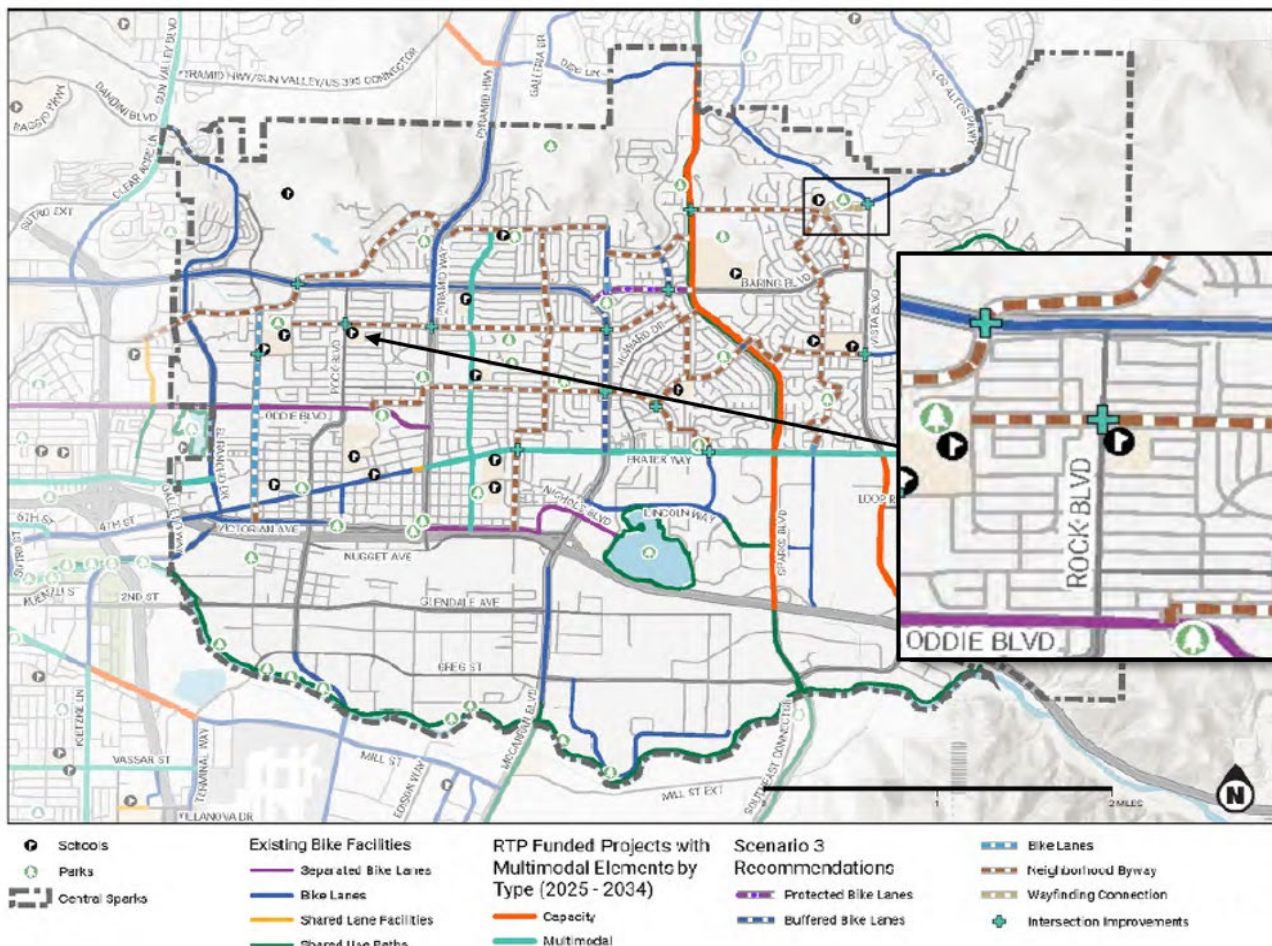


Exhibit G-1. Central Sparks Neighborhood Network Plan (NNP)

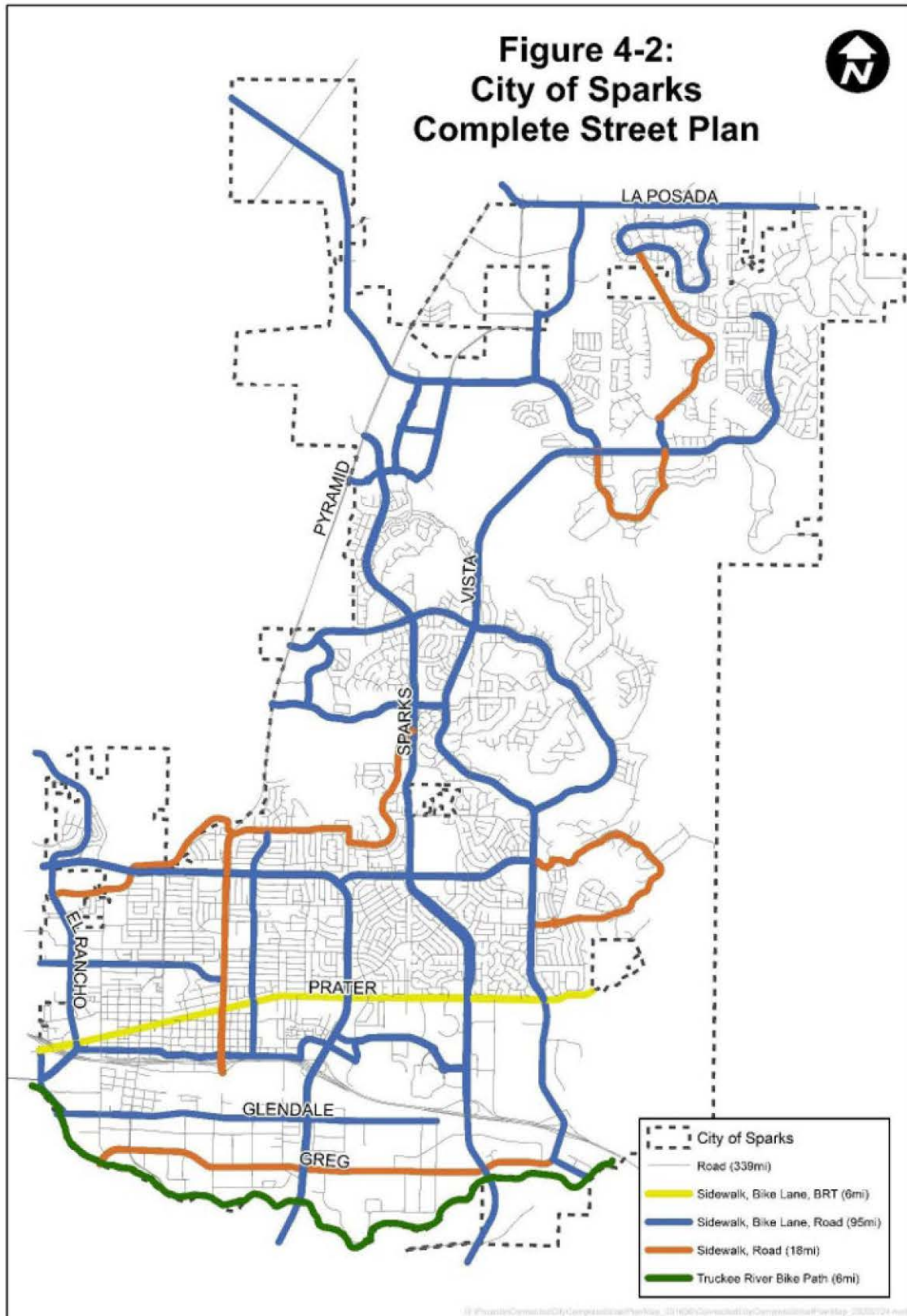


Exhibit G-2. Ignite Sparks Comprehensive Plan

Priorities by Road Segment

Review of applicable planning documents and discussion with Technical Advisory Committee (TAC) members for this study indicate the following general priorities for the corridor:

Truckee River to Victorian Ave

Character:

- Predominantly an industrial arterial corridor with freight movement and commercial uses
- Higher presence of trucks and commercial vehicles
- High vehicular volumes and significant congestion near the I-80 interchange
- Limited pedestrian activity, but pedestrian facilities are important for workforce access

Priorities:

- Maintain freight mobility, turning movements, and curb radii
- Increase vehicle capacity and reduce existing queuing
- Connect the Truckee River Path to Victorian Avenue to the extent feasible

Victorian Ave to N. McCarran Blvd

Character:

- Mixed use with commercial services between Victorian Ave and Oddie Blvd
- Residential, churches, and schools north of Oddie Blvd
- Mix of housing, retail, services, and community destinations
- Pedestrian, bicycle, and transit activity, particularly associated with Sparks High School

Priorities:

- Address vehicle speed management and pedestrian crossing safety needs near homes, schools, and businesses
- Improve sidewalks to ADA minimum policy widths and clearances (at least 48" clear)
- Pedestrian facilities deemed of higher importance than cycling facilities
- Maintain Level of Service for vehicle travel

The improvement options presented in this study are intentionally aimed at addressing the priorities outlined above.

INTERSECTION OPERATIONS FOR ADVANCED ALTERNATIVES

Various intersection modification options were considered to increase vehicular capacity, improve traffic operations, and/or increase safety in the corridor. This section provides traffic operations at key intersections where improvements were considered and advanced through this study. Intersection level of service calculations are provided in **Attachment G-A**.

Remove Southbound Right Turn Lane at Glendale Avenue

Removing the southbound right turn lane at the Rock Boulevard/Glendale Avenue intersection was considered to create space for multimodal facilities. A minor increase to the overall intersection delay is anticipated with this option. It is anticipated that the Rock Boulevard/Glendale Avenue intersection would still operate at LOS “E” with the southbound right turn lane removed, as shown in **Table G-1**, within policy level of service thresholds (LOS “F”). Queuing on the southbound approach is anticipated to increase by approximately 150 feet and 200 feet under Existing and Future Year Conditions, respectively. Note that the existing southbound right turn lane is short (100 feet) and operations may not be significantly different than what exists currently. It is recommended that the channelized right turn configuration be maintained. Practically, this modification is essentially a shortening of the right turn pocket.

Table G-1. Rock/Glendale Intersection Level of Service w/ Southbound Right Turn Pocket Removed

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
5	Rock Blvd / Glendale Ave	Signal								
	Overall		D	50.5	E	56.7	E	60.8	E	57.8

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections
Source: GCW, 2026

Interim Improvements At I-80 Interchange

NDOT is planning long-term improvements along I-80 and revisions to the Rock Boulevard interchange which will cause notable changes to traffic volumes on Rock Boulevard. The schedule of the Rock Boulevard interchange improvements is not known at this time, but the major modifications are expected to be beyond 2035. Therefore, interim improvements were explored at the interchange to determine if near-term improvements could be implemented prior to the NDOT project and have a reasonable service life. Note that significant capacity improvements, like roadway widening, were deemed impractical due to right-of-way constraints within the interchange area (I-80 overcrossing and Union Pacific railroad bridge).

Level 1: Restripe Eastbound & Westbound Off-Ramps for Dual Left Turns

Restriping the I-80 off-ramp approaches to implement dual left-turn lanes was evaluated to potentially increase capacity on the off-ramps, reallocate green time to Rock Boulevard, and thereby increase throughput on Rock Boulevard. Vehicle turning templates were applied to assess the feasibility of accommodating design vehicles at the ramp terminal intersections, without geometric changes, and are shown in **Exhibit G-3**. As shown, dual left-turn movements are generally feasible from both off-ramp approaches with simple striping modifications.

Based on existing traffic volumes, implementation of dual left-turn lanes is recommended at the I-80 westbound off-ramp, where left-turn demand is highest during the AM peak hour. Dual left turns were also evaluated at the I-80 eastbound off-ramp; however, consideration should be given to the very high right-turn

volume on this approach (473 AM peak-hour right turns), which may limit operational benefits. Dual left turn striping is not advised on the eastbound off-ramp and dual right turns should be considered.

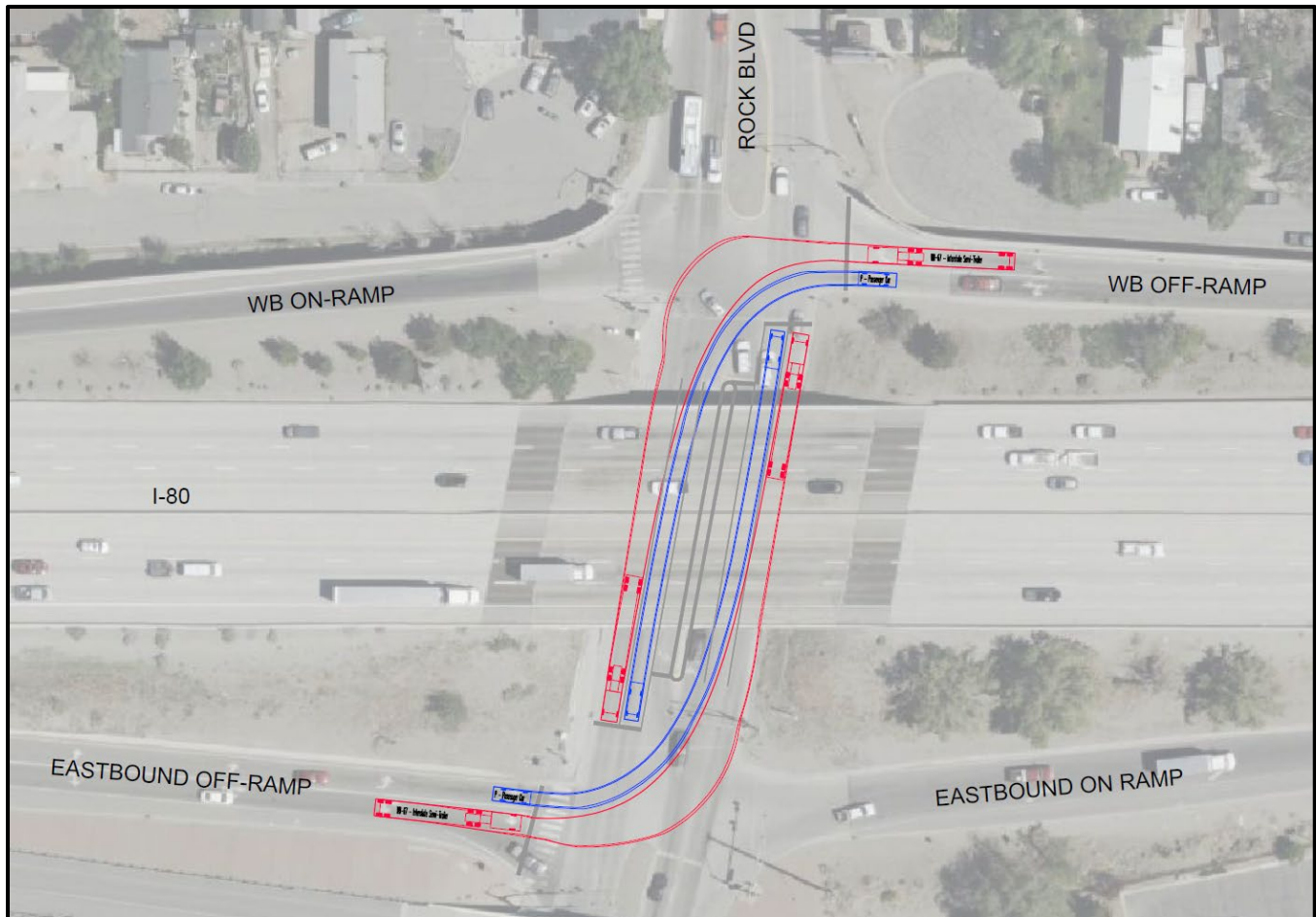


Exhibit G-3: Restriping for Dual Left Turn Lanes

Level 2: Remove Southbound Left Turn Movement

Available traffic count data from NDOT indicates that the southbound left turn movement to the I-80 eastbound on-ramp is the lowest volume movement within the interchange with fewer than 100 peak hour left turns. This finding was confirmed through field observations, which recorded fewer than 50 southbound left turns during the peak 30-minute period. Given the low demand, consideration could be given to removing the southbound left turn movement in order to maximize green time for the northbound through movement, which carries the highest peak hour volumes.

Level 3: Dual Northbound Left Turn Lanes

The Level 3 improvements consist of constructing dual northbound left turn lanes using the space created by removing the southbound left turn lane. Comparing levels 1, 2, and 3, this option provides the greatest operational benefit without widening Rock Boulevard. Level 3 would increase capacity for the northbound left turn movement to the I-80 westbound off-ramp, which currently experiences notable queuing and congestion

during the PM peak hour (558 peak hour left turns). It should be noted that this alternative would require significant construction to create two receiving lanes on the westbound on-ramp.

Intersection level of service results for Levels 1 through 3, based on existing traffic volumes, are summarized in **Table G-2**. Note that the calculations are for each level only, not for cumulative conditions of all levels.

Table G-2. I-80 Interchange Improvements Intersection Level of Service (Existing Volumes)

Intersection Name	Intersection Control	AM Peak		PM Peak	
		LOS	Delay ¹	LOS	Delay ¹
Existing Conditions					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	22.8	B	15.1
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.1	C	28.9
Level 1 (Dual Westbound Left Turns)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		B	13.2	B	15.2
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.1	C	28.9
Level 2 (No Southbound Left Turn)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	22.7	B	15.2
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.4	B	15.0
Level 3 (Dual Northbound Left Turn Lanes)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	29.8	C	23.4
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.4	B	15.0

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections

Source: GCW, 2026

DISMISSED ALTERNATIVES

Intersection Spot Improvements

Rock / Hymer Signal Phasing Modification

Existing conditions at the Rock Boulevard/Hymer Boulevard intersection result in queuing on both the eastbound and westbound side street approaches. Alternative side street phasing options, including east-west protected/permissive left turn operations, were evaluated as shown in **Table G-3**. Although the analysis indicates minor operational improvements, substantial queuing would still be expected on the westbound left turn movement due to conflicts with high eastbound right turn volumes. As a result, revised east/west phasing is not recommended, as it would provide only marginal benefits while introducing additional conflict points.

Table G-3. Rock/Hymer Intersection Level of Service with Protected/Permissive Lefts

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
4	Rock Blvd / Hymer Ave	Signal								
	Overall		B	10.7	D	42.2	B	11.2	D	42.6

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections

Source: GCW, 2026

It should be noted that the Rock / Hymer traffic signal system will be improved in 2027 under a separate project.

Remove C Street Traffic Signal

Traffic volumes on the side street approaches at C Street are very low and do not meet established traffic signal warrant criteria as shown in **Exhibit G-4**. Additionally, the close spacing of signalized intersections along the corridor contributes to progression and coordination challenges. The minor side-street movements can easily reroute to other intersections (Victorian Avenue and Prater Way) during busy time periods. While the westbound left turn movement from C Street is expected to experience increased delays during peak times, as shown in **Table G-4**, queuing is anticipated to be manageable. Removal of the traffic signal at Rock Boulevard/C Street was considered but the concept was not supported by the City of Sparks due to special event activity at Victorian Square.

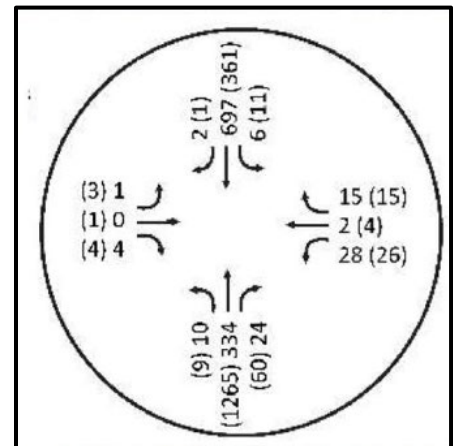


Exhibit G-4. C Street Peak Hour Traffic Volumes

Table G-4. Rock/C Street Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
2	Rock Blvd / C St	Side-Street STOP								
	Northbound Left		A	9.3	A	8.1	B	10.3	A	8.7
	Southbound Left		A	8.1	B	12.3	A	8.1	A	9.9
	Eastbound Approach		B	13.3	C	22.2	C	19.5	C	21.8
	Westbound Left		C	19.1	F	74.3	C	24.5	E	46.2

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections
Source: GCW, 2026

Roundabouts at Vance Way and York Way

The Maxwell Elementary School Principal expressed significant issues regarding speeding on Rock Boulevard. The consultant team has personally observed and experienced similar issues and aggressive driving within the school zone. Roundabouts were evaluated at the Vance Way and York Way intersections to serve as traffic calming measures adjacent to Maxwell Elementary School. The contemplated roundabouts would introduce geometric deflection forcing slower vehicle speeds, reduce conflict points (beneficial to safety), and change the character of the intersections for increased driver awareness.

The existing four-lane roadway would require dual lane roundabouts with an approximate inscribed circle diameter of 165 to 180 feet. Implementation would significantly impact all adjacent quadrants at both intersections, as illustrated in **Exhibit G-5**. This concept was dismissed due to impacts on adjacent properties.



Exhibit G-5: Roundabout Concepts at Vance Way and York Way

Pedestrian Safety Spot Improvements

Road Diet Feasibility

The Rock Boulevard right-of-way is constrained by many commercial and residential buildings in close proximity to the roadway. Adding bicycle specific facilities would therefore require either 1) acquiring significant amounts of private property or 2) reducing the number of vehicle travel lanes and repurposing the space for bicycle features.

The following analysis was performed to determine if and in what segments road diets could be plausible.

Truckee River to Victorian Avenue

A road diet is deemed not feasible south of Victorian Ave due to existing and future high traffic volumes (approaching 27,000 ADT as shown in **Table G-5**), current congestion, and severe queuing, in a segment of road where vehicle capacity and freight movement is a high priority.

Table G-5: Future Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	12,700	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	16,700	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	26,700	E
	Hymer Avenue to Greg Street (Industrial)	4	19,900	D
	Greg Street to Truckee River (River)	4	14,600	D

Source: GCW, 2026

Victorian Avenue to Oddie Boulevard

This segment carries 17,400 ADT today and is expected to carry similar daily volumes in the future. Two road diet scenarios were considered and are presented below for consideration.

Option 1: Remove Northbound and Southbound Travel Lane

This scenario considers removing one travel lane in each direction with the thought that buffered bike lanes could potentially be constructed in the former travel lanes. **Table G-6** and **Table G-7** show the resulting road diet level of service results and the technical calculations are provided in **Attachment G-B**.

Table G-6. Option 1 Road Diet Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	Oddie Boulevard to Victorian Avenue (Mixed Use Area)	2	17,400	E	16,700	E

Source: GCW, 2026

Table G-7. Option 1 Road Diet Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop								
	Southbound Left		A	8.7	B	11.0	A	8.8	B	11.0
	Westbound Left		E	37.5	D	34.9	F	50.2	F	50.9
	Westbound Right		B	11.3	C	22.8	B	11.3	C	23.2
2	Rock Blvd / C St	Signal								
	Overall		C	27.4	A	7.7	D	44.7	A	7.7
3	Rock Blvd / Victorian Ave	Signal								
	Overall		C	27.1	F	166.0	D	47.7	D	50.0

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

Source: GCW, 2026

As shown in the tables, the Rock Boulevard/Victorian Avenue intersection and the roadway segment are anticipated to operate beyond level of service policy if a lane was removed in both directions. It is anticipated that queuing in the northbound direction at Victorian Avenue would extend into the I-80 ramps under Existing and Future Conditions. Operations at Prater Way (not studied) and potentially Oddie Boulevard (not studied) would also be problematic. Minor street approaches would be significantly impacted (increased delay). Therefore, a road diet consisting of removing a travel lane in both directions between Victorian Avenue and Oddie Boulevard is not recommended.

Option 2: Remove Southbound Travel Lane

This scenario considers removing one southbound travel lane in order to potentially use that space for a multi-use path. **Table G-8** and **Table G-9** show the road diet level of service results and the technical calculations are provided in **Attachment G-C**.

Table G-8. Option 2 Remove Southbound Travel Lane Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	3	17,400	D	16,700	D

Source: GCW, 2026

Table G-9. Option 2 Remove Southbound Travel Lane Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop								
	Southbound Left		A	8.7	B	11.0	A	8.8	B	11.0
	Westbound Left		E	40.6	E	37.7	F	55.3	F	56.3
	Westbound Right		B	10.2	B	13.7	B	10.4	B	13.8
2	Rock Blvd / C St	Signal								
	Overall		C	23.5	A	5.1	D	44.5	A	6.5
3	Rock Blvd / Victorian Ave	Signal								
	Overall		C	23.7	D	40.2	D	50.1	D	41.5

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

Source: GCW, 2026

As shown in the tables, all studied intersections and study roadway segments are anticipated to operate within level of service policy under this option. Queuing would increase in the southbound direction, notably in the AM peak hour, throughout the corridor. At Victorian Avenue, queuing on the southbound approach is anticipated to extend to approximately 175 feet and 575 feet during the AM peak hour under Existing and Future Year Conditions, respectively. Note that queuing from the I-80 ramp intersections into Victorian Avenue, as happens today, would increase those stated queues. Based on the analysis, removing a southbound travel lane might be manageable under Existing Conditions; however, there would be little capacity remaining to carry future traffic volume growth should that occur. Minor street approaches would be significantly impacted (increased delay).

A road diet (Option 1 or 2) should only be seriously considered in the segment of Victorian Avenue to Oddie Boulevard if no other options are available to serve cyclists on roadways adjacent to Rock Boulevard north of Victorian Avenue.

Oddie Boulevard to N. McCarran Boulevard

Option 3: Remove Northbound and Southbound Travel Lane

This scenario considers removing one travel lane in each direction in the segment of Oddie Boulevard to N. McCarran Boulevard to repurpose the space of the former lanes. Traffic volumes are and will continue to be lower in this segment than the rest of the corridor and the residential character is more suited to a lower capacity roadway. **Table G-10** demonstrates that typical daily volumes in this segment are not anticipated to exceed 13,000 vehicles per day. This option may be possible but would have notable impacts on the minor street approaches to Rock Boulevard (movements from Greenbrae, Vance, York, and all other side-streets would be impacted). Further analysis should be undertaken before advancing this concept.

Table G-10. Option 3 Road Diet Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	2	9,800	D	12,700	E

Source: GCW, 2026

Option 4: Remove Southbound Travel Lane

This scenario considers removing one southbound travel lane in the segment of Oddie Boulevard to N. McCarran Boulevard to create additional space for bicycle / pedestrian facilities. **Table G-11** shows the road diet level of service results.

Table G-11. Option 4 Remove Southbound Travel Lane Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	3	9,800	D	12,700	D

Source: GCW, 2026

This option is likely possible from strictly a traffic volume perspective. However, notable impacts would occur at the minor street approaches to Rock Boulevard. Movements from Greenbrae, Vance, York, and all other side-streets would be impacted with increased delays and difficulty entering/crossing Rock Boulevard.

Following review of this analysis, the City of Sparks did not wish to pursue any lane reductions on Rock Boulevard.

Bicycle Network Improvements

Network Planning

Good bicycle facilities planning begins with evaluating the overall study area bicycle facilities network by documenting existing facilities, considering regional connections, identifying bicycle trip generators or high activity areas (such as dense residential and commercial land use), and identifying the highest value linkages in the study area. Corridor studies should focus on accomplishing specific goals in context rather than simply applying a one-size-fits-all approach.

Specifically related to bicycle facilities, the primary goals for this study are:

- Connect the Truckee River Path to Victorian Ave (where quality east-west facilities exist)
- Improve bike/ped facilities in the I-80 interchange area (Hymer to Victorian) as this segment has only narrow sidewalk on one side and high levels of user stress

With regard to the bicycle network, the *Central Sparks Neighborhood Network Plan* (NNP) emphasizes, and has planned, buffered bike lanes and a road diet on Sullivan Lane. Sullivan Lane is ideal as a north-south connection since it connects to El Rancho Drive in the north and passes through higher intensity commercial land uses and higher density residential developments than Rock Boulevard. Initial conversations with the TAC indicated the City of Sparks would be hesitant to support road diets on both Sullivan Lane and Rock Boulevard. Widening Rock Boulevard for bike facilities would impact numerous properties and would likely be cost prohibitive, therefore consideration is given in this study to utilizing alternate parallel routes that could be better suited for bicycle travel.

This study considers:

- Multi-use paths with roadway widening
- Multi-use paths with road diet
- A multi-use bridge over the UPRR railroad and I-80
- Widening sidewalks
- Shared roadway (cyclists share the lane with vehicles on lower volume streets)
- Bike lanes with road diet
- Routing cyclists to alternate roadways with wayfinding signage

Exhibit G-6 provides an overview of the Rock Boulevard corridor within the Central Sparks street system and illustrates the linkage options (distinct segments shown by various colors) considered in building a bicycle network.



Exhibit G-6. Study Area Connection Options

Rock Boulevard is the primary north–south connection between the Truckee River and Victorian Avenue, having the only north-south roadway Truckee River crossing. Key, and recently improved, east–west connections exist on Victorian Avenue, Prater Way, Oddie Boulevard, and McCarran Boulevard.

North of Victorian Avenue, Sullivan Lane is an ideal north-south route and a potential alternative to Rock Boulevard. Similarly, 15th Street is parallel to Rock Boulevard and could serve as an alternative to Rock Boulevard between Victorian Avenue and Oddie Boulevard.

Options for Truckee River to Victorian Avenue

Either Option A-3 (multi-use bridge, concept shown below in **Exhibit G-7**) or A-4 (modification of the existing roadway to widen sidewalk at the underpass) could be implemented between Hymer Avenue and Victorian Avenue to improve pedestrian and bicycle travel in this currently uncomfortable portion of the corridor.

It should be noted that permitting and constructing a long, multi-span, multi-use bridge over the UPRR railroad and I-80 would be complex, expensive, a lengthy process, and could have a poor return on investment. Further, landing the bridge on the north end from a height well above the freeway could prove very challenging and require notable property acquisition. This alternative was dismissed by the TAC.



Exhibit G-7. Multi-Use Bridge Concept

Options for Victorian Avenue to N. McCarran Boulevard

Multimodal improvement alternatives were evaluated for the segment between Victorian Avenue and N. McCarran Boulevard. The evaluations present a range of roadway and sidewalk treatments including multi-use paths, bicycle lanes paired with road diets, sidewalk widening on one or both sides of the street, and designating a shared roadway on 15th Street between Prater Way and Rock Boulevard. An overarching consideration is that obtaining right-of-way is not deemed reasonable in this corridor due to the number of properties affected, magnitude of impacts, and high costs associated with that action.

B-1: Multi-Use Path with Road Diet

This concept (**Exhibit G-8**) contemplated a shared-use path located in the space created by removing a southbound travel lane. By repurposing a travel lane, no substantial right-of-way acquisition would be needed.

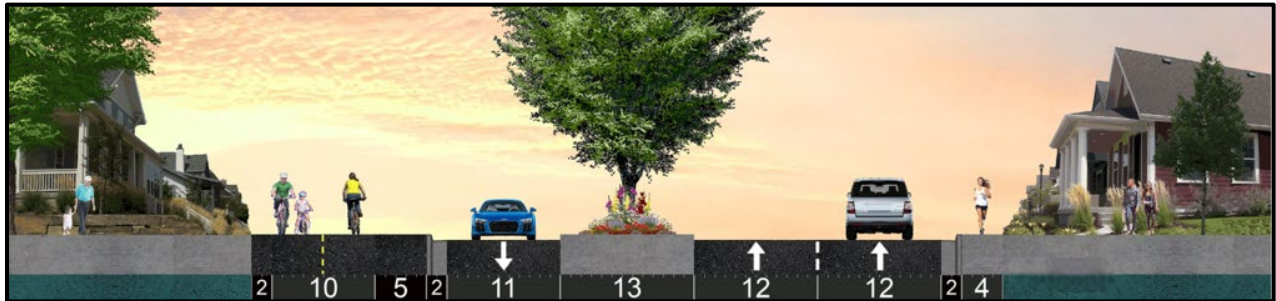


Exhibit G-8: B-1 Multi-Use Path with Road Diet

B-2: Buffered Bike Lanes with Road Diet

This concept (**Exhibit G-9**) contemplates removal of northbound and southbound travel lanes and repurposing those spaces as buffered bike lanes. By repurposing existing travel lanes, no substantial right-of-way acquisition would be needed.



Exhibit G-9: B-2 Bike Lanes with Road Diet

Options B-1 or B-2, which create bike facilities on Rock Boulevard, were ultimately dismissed by the TAC and not advanced as preferred alternatives.

APPENDIX H

Scoring Criteria Matrix



Rock Boulevard - Project Scoring Criteria

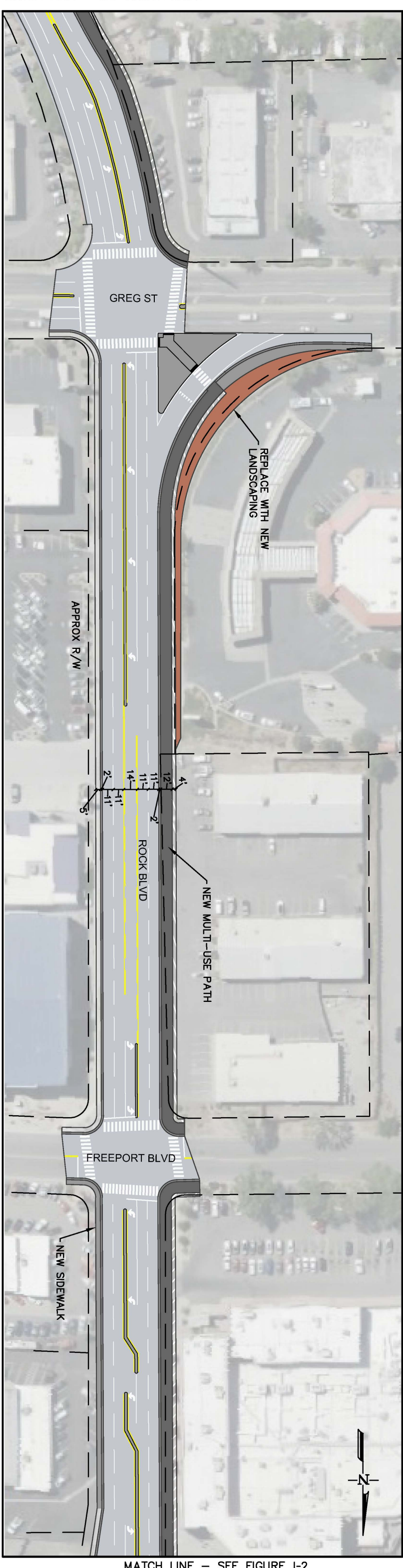
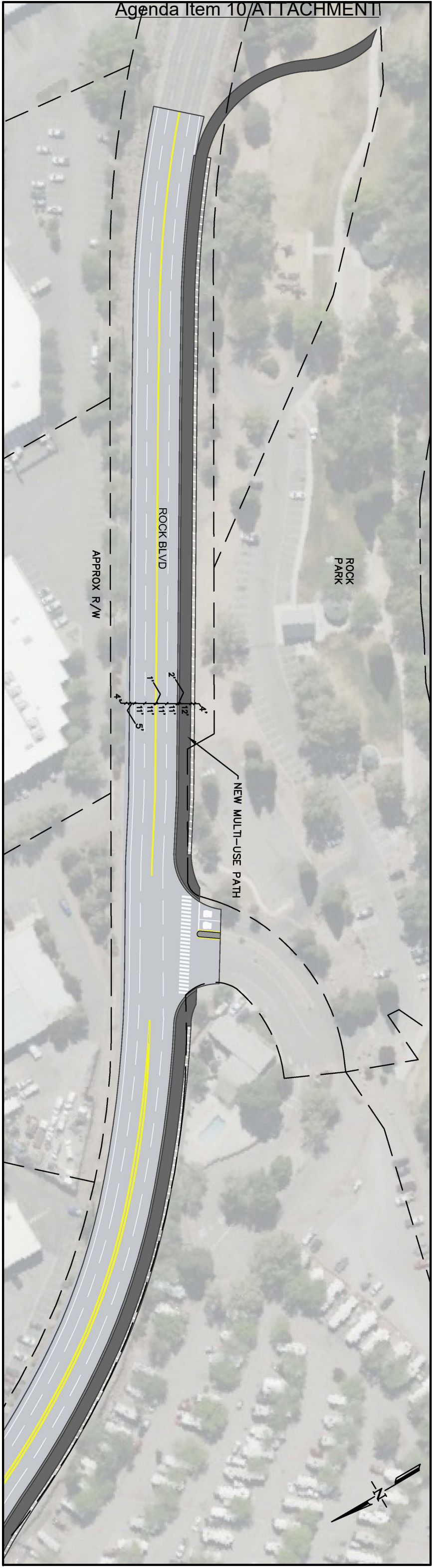
					Truckee River to Victorian Avenue (River/Industrial/I-80 Interchange)										Victorian Avenue to Oddie Boulevard (Residential/Commercial)						Oddie Boulevard to North McCarran Boulevard (Northern Neighborhood)										
	Goal	Objective	Metric	Max Score	Multi-Use Path A-1	Multi-Use Path A-2	Multi-Use Bridge at I-80 A-3	Multi-Use Path at I-80 A-4	Slip Lane Modifications	I-80 Level 1 Restripe Off-Ramps	I-80 Level 2 Remove SBL	I-80 Level 3 Remove SBL & Add Dual NBL	Wayfinding Signage	Multi-Use Path, Remove SB Lane B-1	Shared Roadway B-5	Remove C-Street Traffic Signal	Remove Right Turn Slip Lane at C-Street	Crossing Treatments (F through I St)	Widen Sidewalk (15th to Oddie) B-3	Multi-Use Path, Remove SB Lane B-1	Bike Lanes, Remove NB & SB Travel Lanes B-2	Widen Sidewalk Both Sides B-4	Roundsabouts at Vance and York	Speed Management (Tyler Wy to Plymouth Wy)	Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	Dual Northbound Right Turn at McCarran	Transit Improvements				
1	Safety	Reduce Traffic Fatalities and Serious Injuries	Number of crashes per year at project location (High=5, Medium=3, Low=1)	5	1	5	5	5	5	5	5	5	5	3	1	5	5	3	3	3	3	3	3	3	3	3	3	5	3		
			Bike/ped crashes per year at project location (High=5, Medium=3, Low=1)	5	1	1	5	5	3	5	5	5	5	5	1	5	5	5	5	5	3	3	3	3	3	3	1	3			
2	Congestion Reduction	Manage Vehicle Travel Demand and Reduce Congestion	Volume to Capacity ratio before project (>1.0=7,1.0-0.75=5, <0.5=0)	7	0	5	7	7	0	7	7	7	5	5	0	5	5	0	5	5	0	0	0	0	0	0	7	0			
			Average Daily Traffic (>14,000=5, 14,000-5,000=2, <5,000=0)	5	2	5	5	5	0	5	5	5	2	5	0	5	5	0	5	5	2	2	2	2	2	2	2	2			
3	System Reliability and Resiliency	Integrate All Travel Modes and Increase Travel Options	Is the project a bike/ped project? (Yes=3, No=0)	3	3	3	3	3	3	0	0	0	3	3	3	3	0	3	3	3	3	3	3	3	3	0	0	0			
			Does the project fill gaps in the existing network? (Yes=4, No=0)	4	4	4	4	4	4	0	0	4	4	4	4	4	0	0	0	0	0	4	4	0	0	0	0	4			
4	Efficient Freight Movement and Economic Viability	Improve the Movement of Freight and Goods	Does the project improve operations in a freight corridor? (Yes=5, No=0)	5	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Provides access to employment center (Large=5, Medium=3, Small=1)	5	1	1	3	1	1	5	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	1			
5	Land Use Compatibility	Infrastructure Supports Land Use	Project is compatible with the Ignite Sparks 2030 Comprehensive Plan and Sparks Municipal Code? (Highly=8, Reasonably=4, No=0)	8	8	8	0	8	8	8	4	4	8	0	8	8	0	8	8	8	8	0	0	8	0	8	8	8	8		
			Project is context sensitive to local land uses (Yes=3, No=0)	3	3	3	3	3	3	0	3	3	0	0	3	3	0	0	3	3	3	3	3	3	3	3	3	3	3		
			Project enhances safety adjacent to school, park, activity center (Yes=3, No=0)	3	3	3	3	3	3	0	0	0	0	3	3	3	0	0	3	3	3	3	3	3	3	3	3	0	3		
6	Accessibility and Mobility	Provide a Regional Transit System and Other Transportation Services	Does the project location have a transit stop? (Yes=4, No=0)	4	4	4	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	4	4	4	4	4	4	0	4		
			Distance from fixed route transit service (<0.25 mi=3, 0.25-0.5mi=2, >0.5mi=0) and/or distance from BRT service (<1= 0.5 mi=3, >0.5 mi=0)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
			Does the project promote transit? (Yes=2, No=0)	2	2	2	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	2	2	2	0	2	0	2	2		
7	Integrate Land-Use and Economic Development	Improve Inter-Regional Connectivity	Projects within which of the five THRAPA tiers? (1=7, 2=6, 3=4, 4=2, 5=1)	7	6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6		
			Does project improve connectivity for tourism? (Yes=3, No=0)	3	3	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8	Fiscal Management	Prioritize Cost Effectiveness	Benefit to Cost Ratio (High=9, Medium =4, Low=0)	9	4	4	0	9	9	9	4	9	9	4	9	9	9	4	9	9	4	4	4	4	4	9	9	9	9		
			Project can be combined with other projects for efficiency (Yes=2, No=0)	2	0	0	0	2	2	2	0	2	2	0	2	2	2	2	2	2	0	0	0	2	2	2	0	2	2		
9	Ease of Implementation	Advance Projects that are Feasible	Right-of-Way acquisition (Low=7, Moderate=3, High Impact=0)	7	3	3	0	7	7	7	7	7	7	0	7	3	7	7	7	7	3	3	3	7	0	7	7	7	3		
			Project Feasibility (High=10, Medium=5, Low=0)	10	5	5	0	10	10	10	5	5	10	7	10	0	10	10	10	10	0	0	0	10	0	10	10	10	10	10	
			Total Score	100	56	68	47	81	68	83	67	67	77	50	64	45	55	74	74	44	44	44	64	37	66	73	66	66	66		

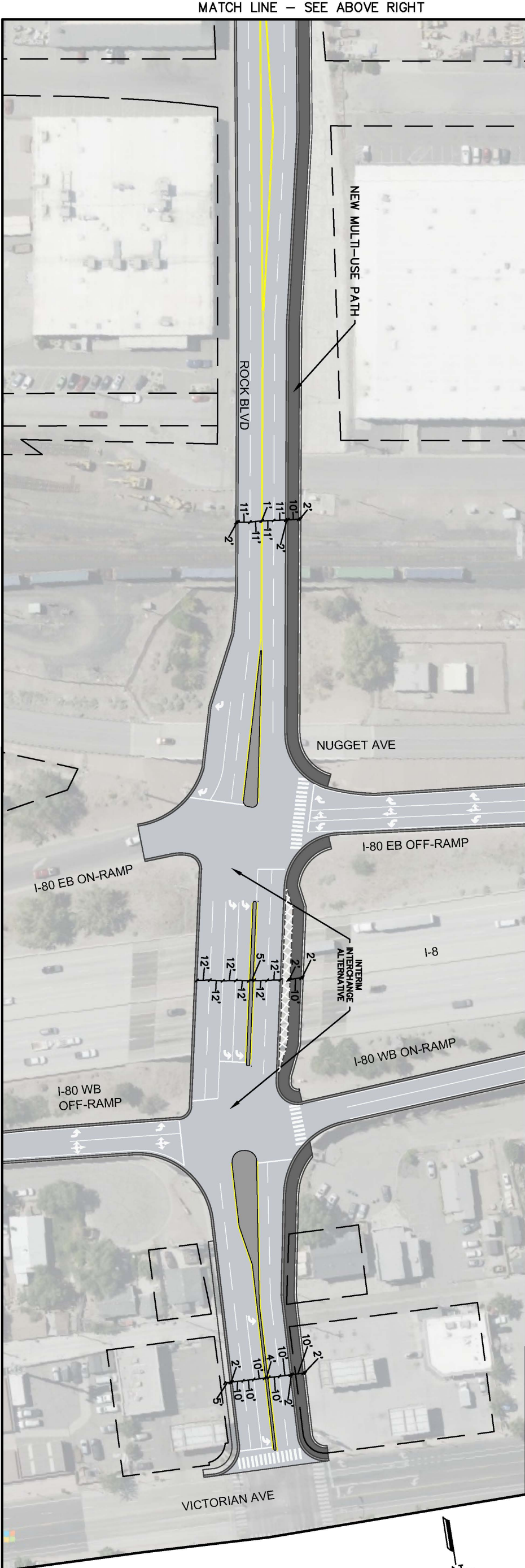
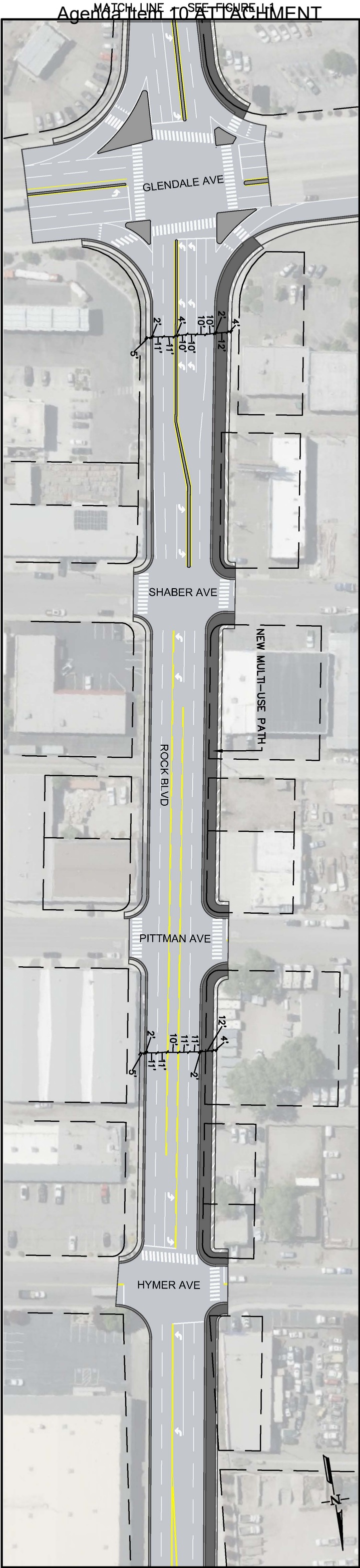
Notes:
- Potential Alternative (score greater than 50)
- Dismissed Alternative (score of 50 and below)

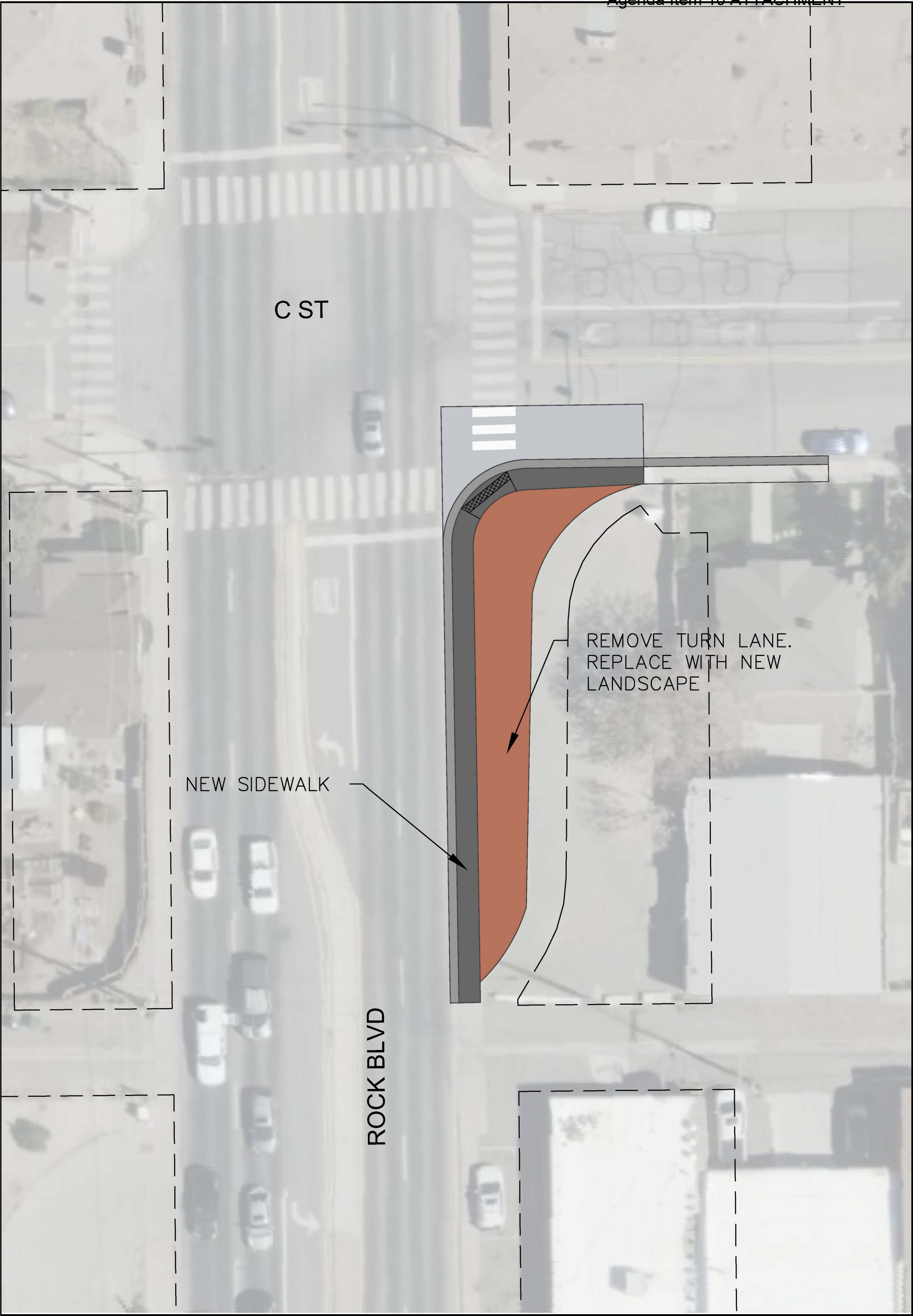
APPENDIX I

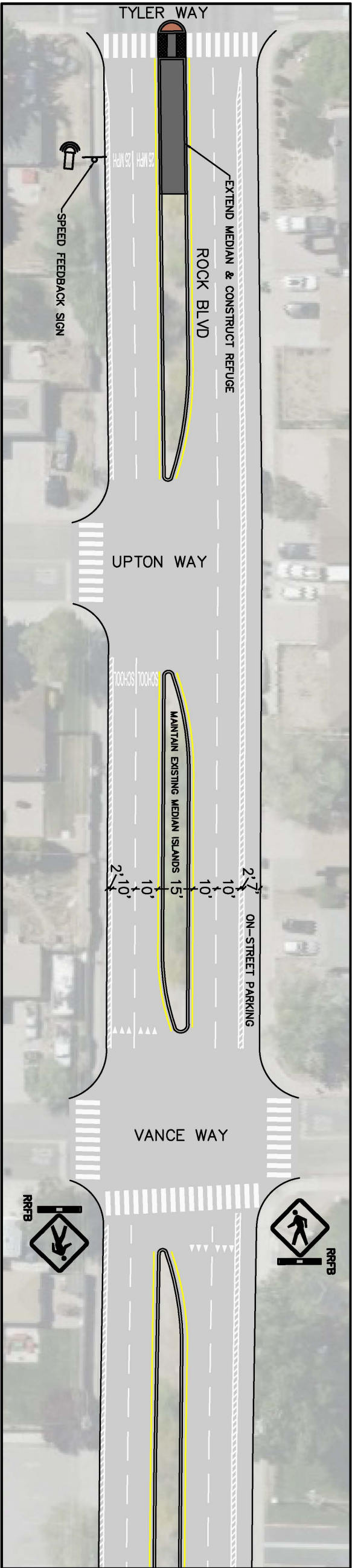
Concepts of Recommended Potential Improvements



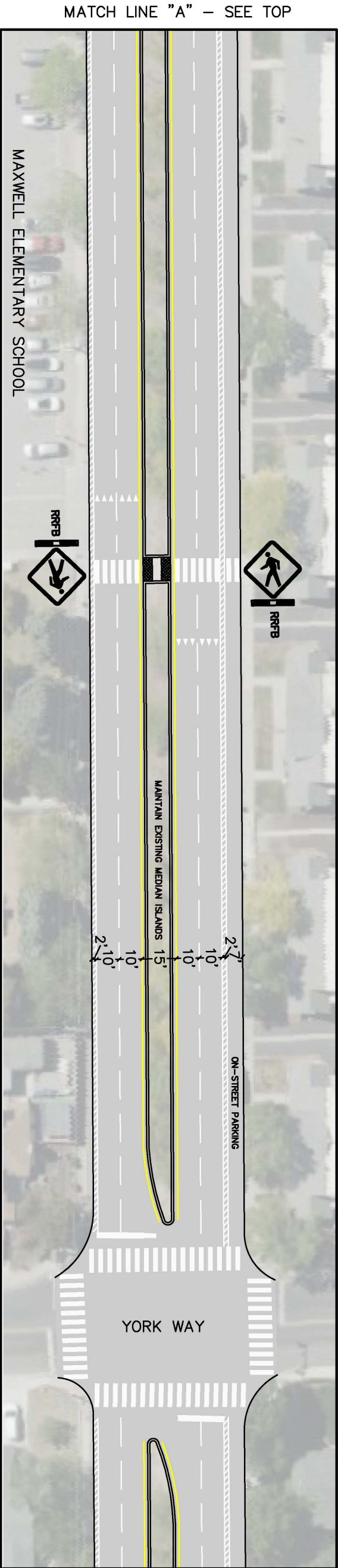




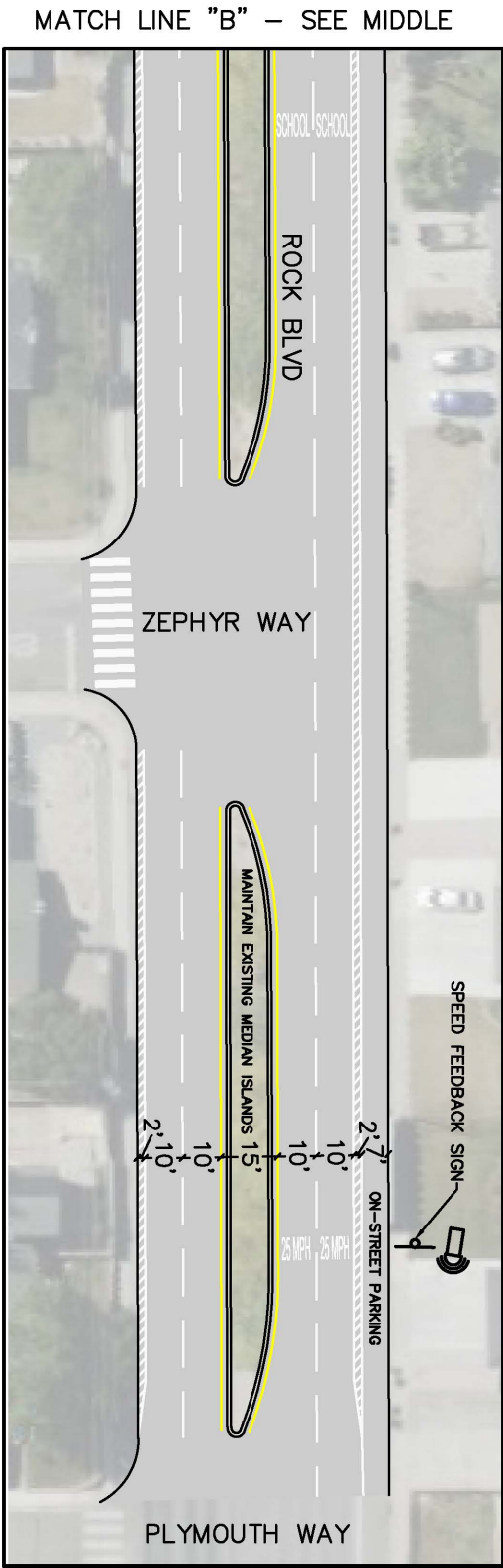




MATCH LINE "A" – SEE MIDDLE



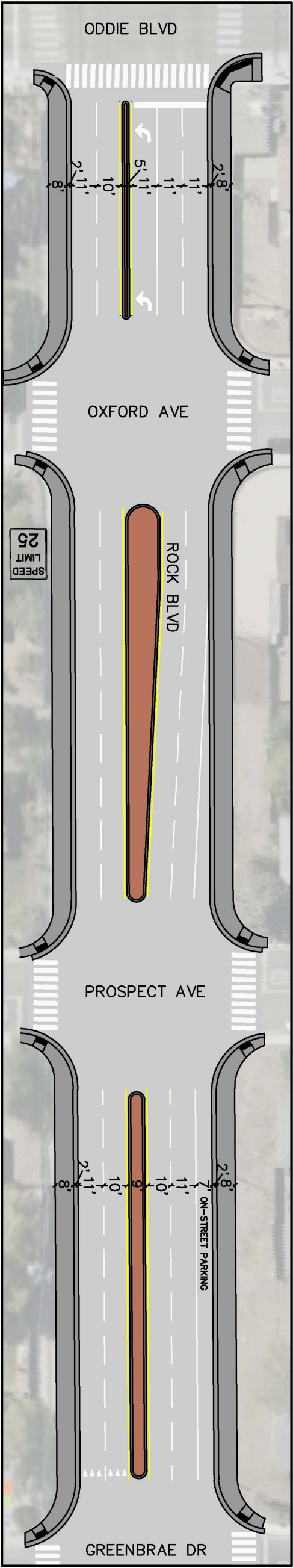
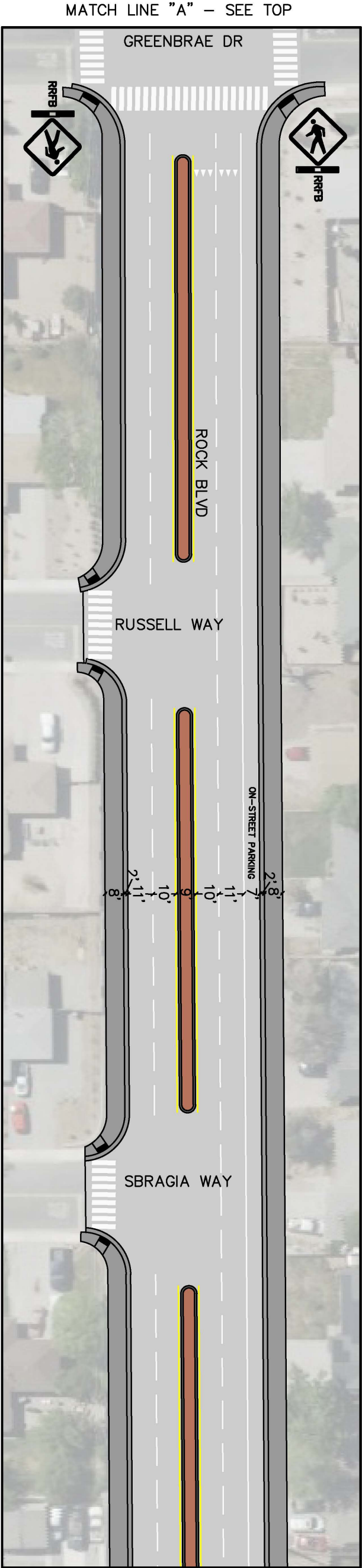
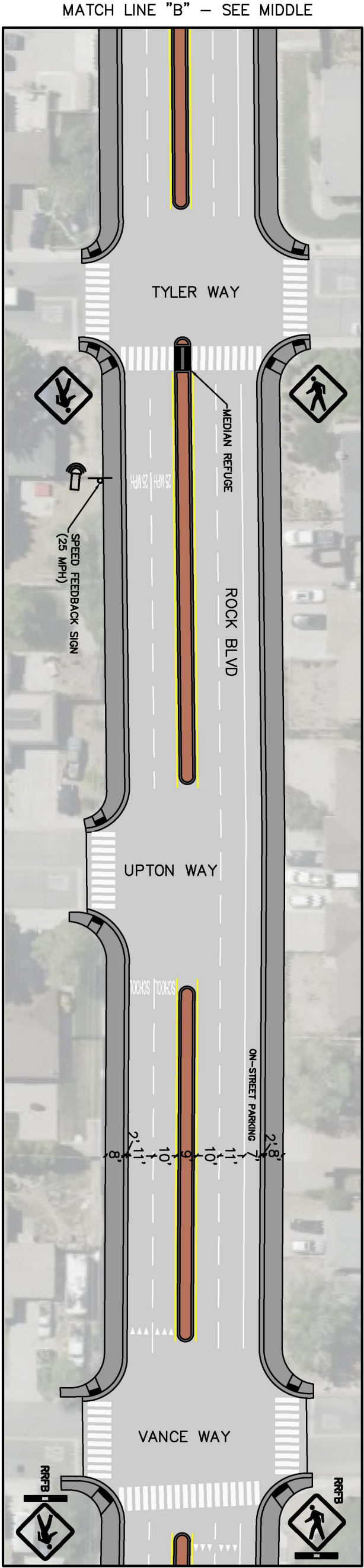
MATCH LINE "B" – SEE BOTTOM



MATCH LINE "B" – SEE MIDDLE



Figure I-5
Rock Boulevard
Corridor Study
Widen Sidewalk on Both Sides (B-4)



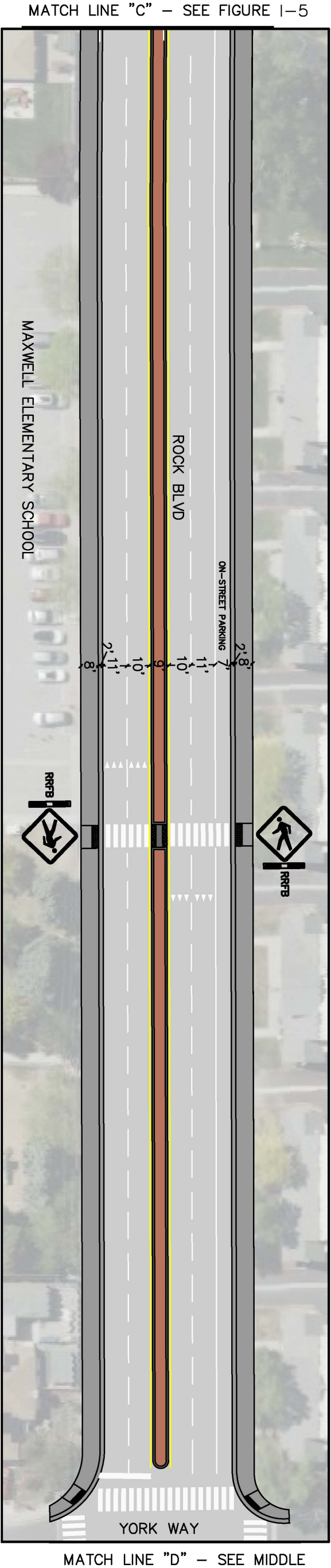
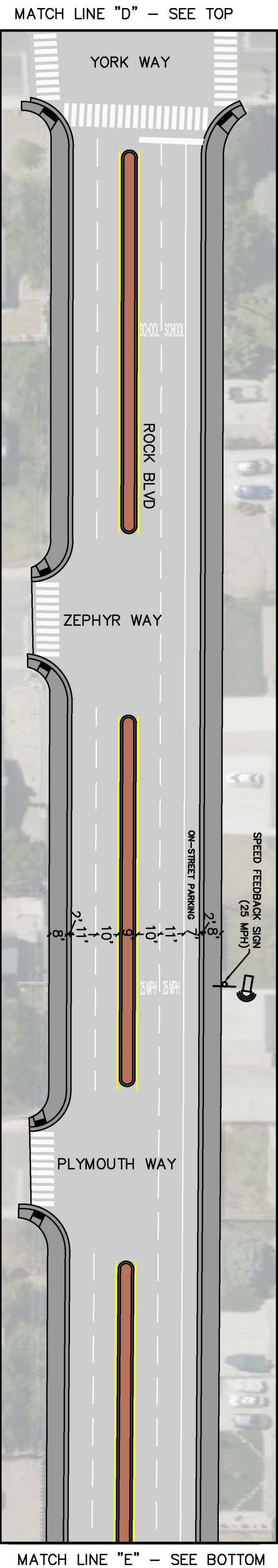
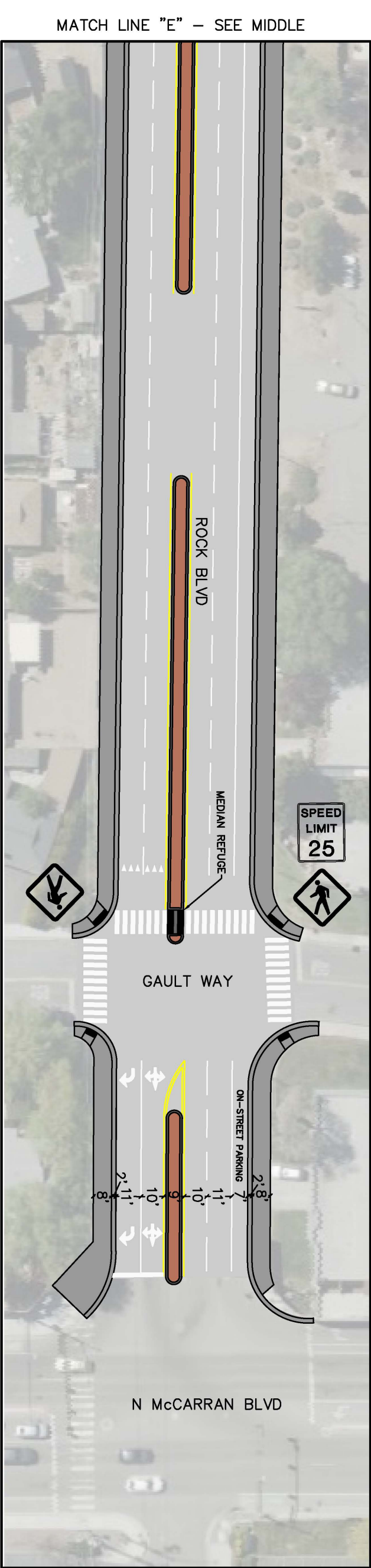


Figure I-6
Rock Boulevard
Corridor Study
Widen Sidewalk on Both Sides (B-4)

APPENDIX J

Cost Estimate Details



Agenda Item 10 ATTACHMENT

I-80 Interchange Modifications Level 1

	Estimate
Removal/Demolition/Modification (roadway striping, signing)	\$ 12,000
Construct Improvements (roadway striping, signing)	\$ 35,000
Design Services (survey, engineering)	\$ 10,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 7,000
Total	\$ 80,000

Wayfinding Signage

	Estimate
Removal/Demolition/Modification	\$ -
Construct Improvements (route/wayfinding signs)	\$ 20,000
Design Services (survey, engineering)	\$ 15,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 5,000
Total	\$ 50,000

Remove Right Turn Slip Lane at C Street

	Estimate
Removal/Demolition/Modification (curb and gutter, sidewalk, landscaping)	\$ 54,000
Construct Improvements (roadway reconstruct, curb and gutter, sidewalk, signage and striping)	\$ 150,000
Traffic Signal Modifications	\$ 80,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 36,000
Total	\$ 400,000

Crossing Treatments (F through I Street)

	Estimate
Removal/Demolition/Modification (roadway, curb and gutter, sidewalk)	\$ 64,000
Construct Improvements (roadway reconstruct, median, RRFB, signage and striping)	\$ 220,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 36,000
Total	\$ 400,000

Shared Roadway (B-5)

	Estimate
Removal/Demolition/Modification	\$ -
Construct Improvements (signage and striping)	\$ 25,000
Design Services (survey, engineering)	\$ 10,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 5,000
Total	\$ 50,000

Widen Sidewalk (15th to Oddie) (B-3)

	Estimate
Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping, etc.)	\$ 100,000
Construct Improvements (multi-use path, roadway reconstruct, barrier rail, median, signage and striping)	\$ 376,000
Design Services (survey, engineering)	\$ 80,000
Construction Services (staking, testing, inspection, construction management)	\$ 80,000
10% Contingency	\$ 64,000
Total	\$ 700,000

Speed Management (Tyler to Plymouth)

	Estimate
Removal/Demolition/Modification (roadway striping)	\$ 43,000
Construct Improvements (signage and roadway striping)	\$ 150,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 27,000
Total	\$ 300,000

Agenda Item 10 ATTACHMENT

Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)

	Estimate
Removal/Demolition/Modification (roadway, curb and gutter, sidewalk)	\$ 126,000
Construct Improvements (roadway reconstruct, median, RRFB, signage and striping)	\$ 350,000
Design Services (survey, engineering)	\$ 80,000
Construction Services (staking, testing, inspection, construction management)	\$ 80,000
10% Contingency	\$ 64,000
Total	\$ 700,000

Dual Northbound Right Turn at McCarran

	Estimate
Removal/Demolition/Modification (roadway striping)	\$ 10,000
Construct Improvements (roadway striping, signage, and signal mods)	\$ 33,000
Design Services (survey, engineering)	\$ 10,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 7,000
Total	\$ 70,000

Transit Improvements

	Estimate
Removal/Demolition/Modification (roadway striping)	\$ 32,000
Construct Improvements (roadway striping, signage, and signal mods)	\$ 100,000
ROW Acquisition (highly variable)	\$ 500,000
Design Services (survey, engineering)	\$ 25,000
Construction Services (staking, testing, inspection, construction management)	\$ 25,000
10% Contingency	\$ 68,000
Total	\$ 750,000

Multi-Use Path (A-1, A-2, A-4)

	Estimate
Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping)	\$ 2,000,000
Construct Improvements (multi-use path, roadway reconstruct, curb, utilities, median, signage and striping)	\$ 9,500,000
Traffic Signal Modifications	\$ 1,500,000
ROW Acquisition (highly variable)	\$ 3,000,000
Design Services (survey, engineering)	\$ 2,000,000
Construction Services (staking, testing, inspection, construction management)	\$ 2,000,000
10% Contingency	\$ 2,000,000
Total	\$ 22,000,000

Slip Lane Modifications

	Estimate
Removal/Demolition/Modification (curb and gutter, sidewalk, landscaping)	\$ 200,000
Construct Improvements (roadway reconstruct, curb and gutter, sidewalk, signage and striping)	\$ 500,000
Design Services (survey, engineering)	\$ 110,000
Construction Services (staking, testing, inspection, construction management)	\$ 100,000
10% Contingency	\$ 90,000
Total	\$ 1,000,000

I-80 Interchange Modifications Level 2

	Estimate
Removal/Demolition/Modification (median, roadway)	\$ 50,000
Construct Improvements (median, roadway, signage and striping)	\$ 100,000
Traffic Signal Modifications	\$ 40,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 30,000
Total	\$ 300,000

Agenda Item 10 ATTACHMENT

I-80 Interchange Modifications Level 3

	Estimate
Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping)	\$ 750,000
Construct Improvements (off-ramp widening and reconstruct, curb, utilities, median, signage and striping)	\$ 2,500,000
Traffic Signal Modifications	\$ 300,000
Design Services (survey, engineering)	\$ 500,000
Construction Services (staking, testing, inspection, construction management)	\$ 500,000
10% Contingency	<u>\$ 450,000</u>
Total	\$ 5,000,000

Widen Sidewalk on Both Sides (B-4)

	Estimate
Removal/Demolition/Modification (curb and gutter, sidewalk, roadway, utilities, landscaping)	\$ 2,000,000
Construct Improvements (curb and gutter, sidewalk, utilities, median, signage and striping)	\$ 8,500,000
Traffic Signal Modifications	\$ 140,000
Design Services (survey, engineering)	\$ 1,500,000
Construction Services (staking, testing, inspection, construction management)	\$ 1,500,000
10% Contingency	<u>\$ 1,360,000</u>
Total	\$ 15,000,000