NEIGHBORHOOD NETWORK PLAN
MEADOWOOD & HIDDEN VALLEY

RTC

Meadowood & Hidden Valley

Neighborhood Network Plan

October 2026



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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 NNPs 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. These plans seek 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.



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.

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.

- **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 as developed 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

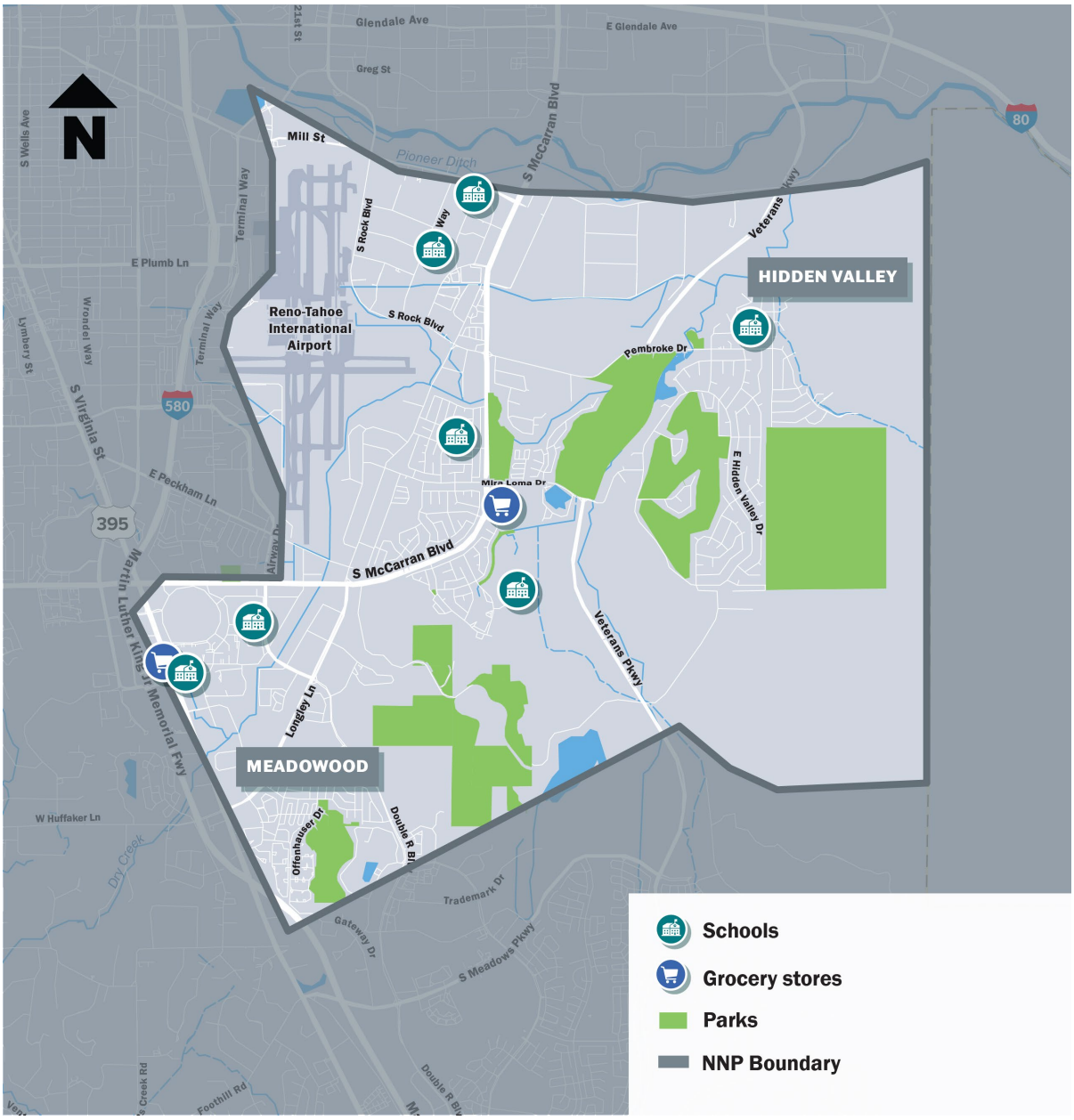
The Meadowood and Hidden Valley NNP was developed using in-depth data analysis combined with partner agency collaboration and direct engagement with members of the public. The planning area is shown in Figure 1. The development process included public engagement featuring multiple in-person events and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

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

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



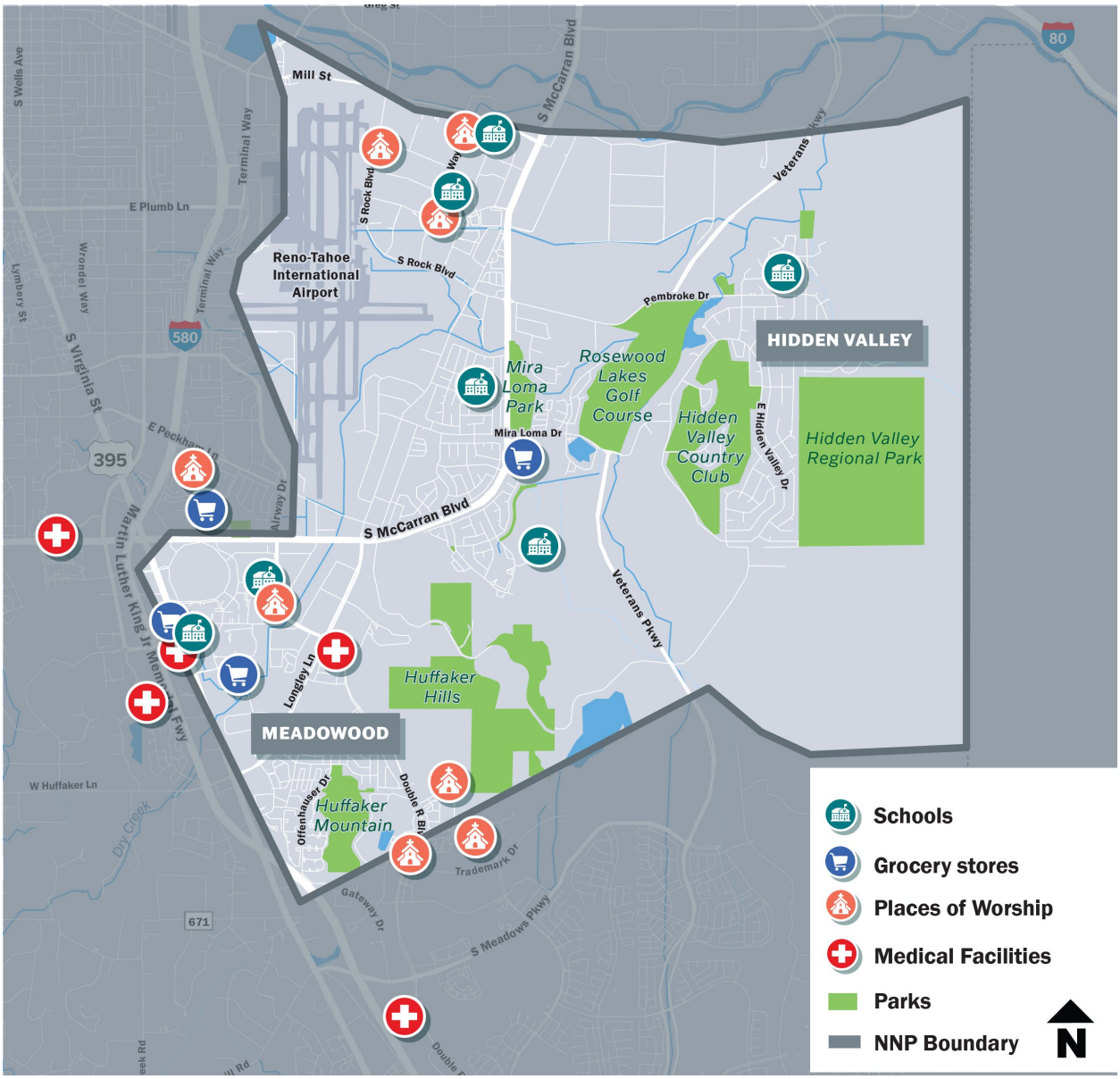
People walking on a trail toward Huffaker Park

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.

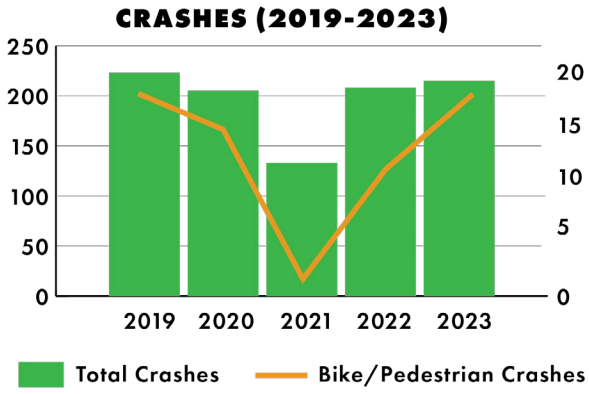
Figure 2. Major Destinations



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, 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.

984 TOTAL CRASHES (2019-2023)

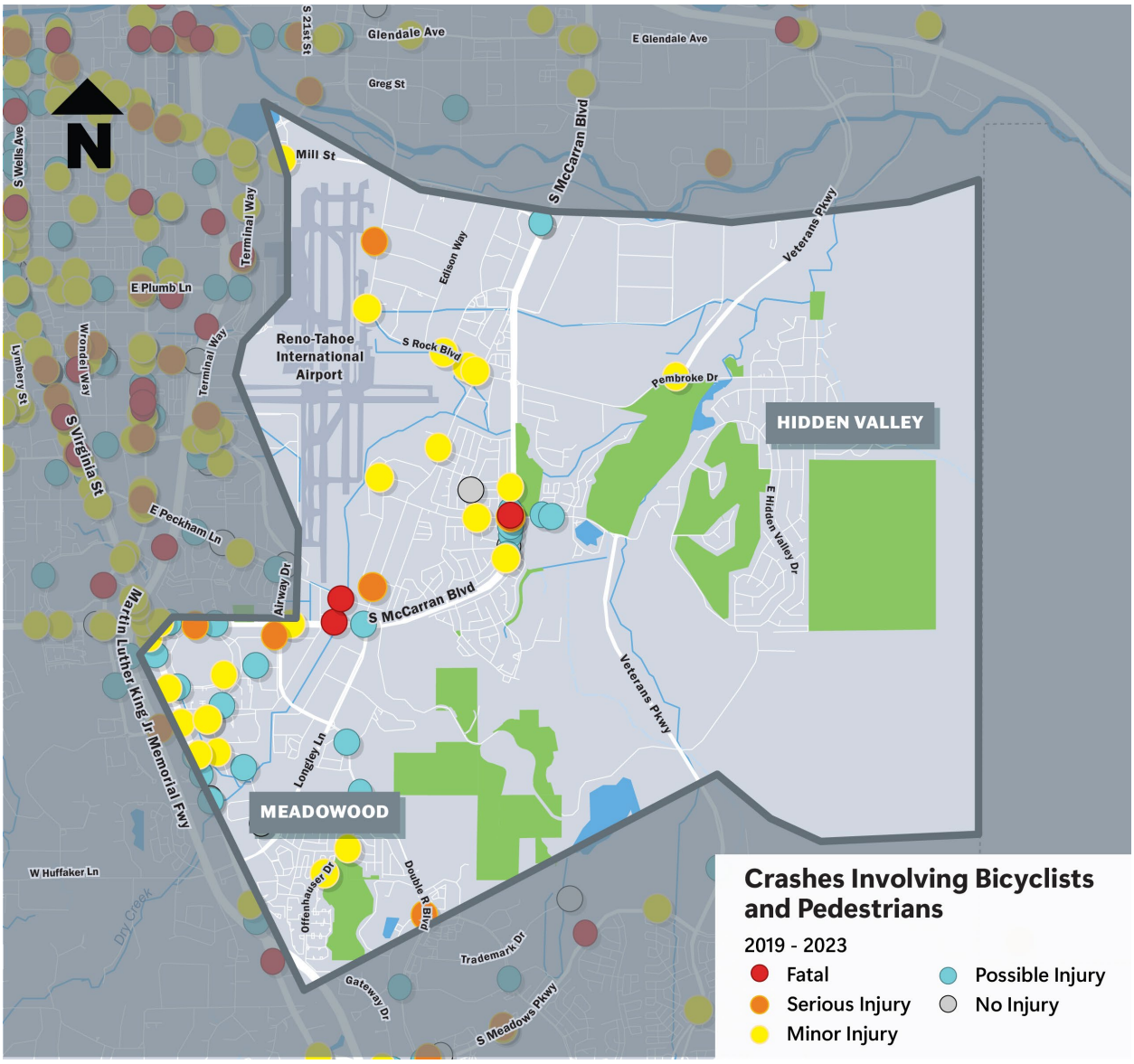
56 active transportation crashes (29 pedestrian, 27 bicyclist)

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.

Figure 3. Active Transportation Crashes



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

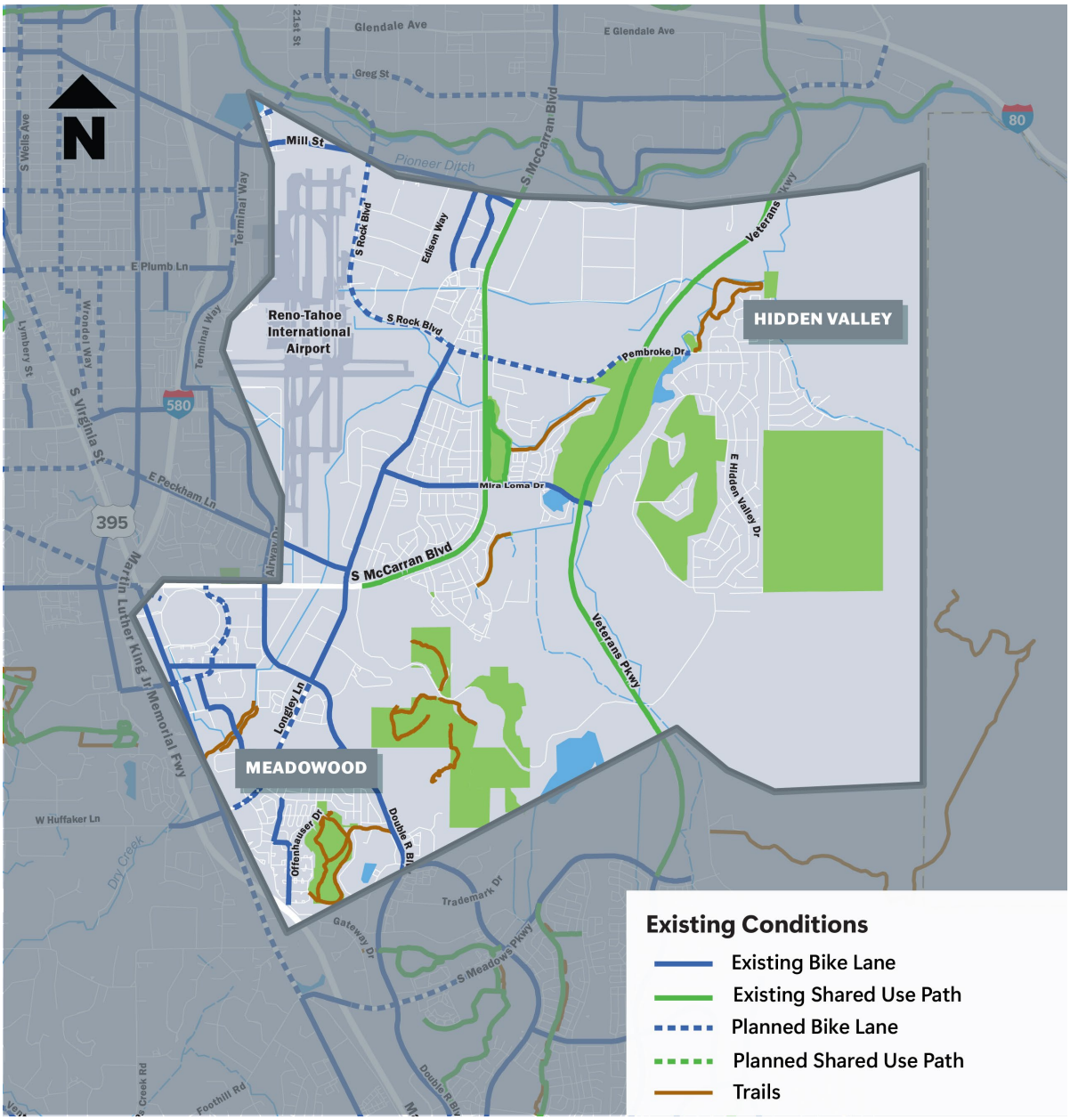
EXISTING FACILITIES (in miles)	
Bike Lane:	17
Shared-Use Path:	9
Sharrow:	0.4
Signed Bike Route:	0.2

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

Figure 4. Existing and Planned Bike Facilities





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.

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.



Steering Committee Meeting

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.

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



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.

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.

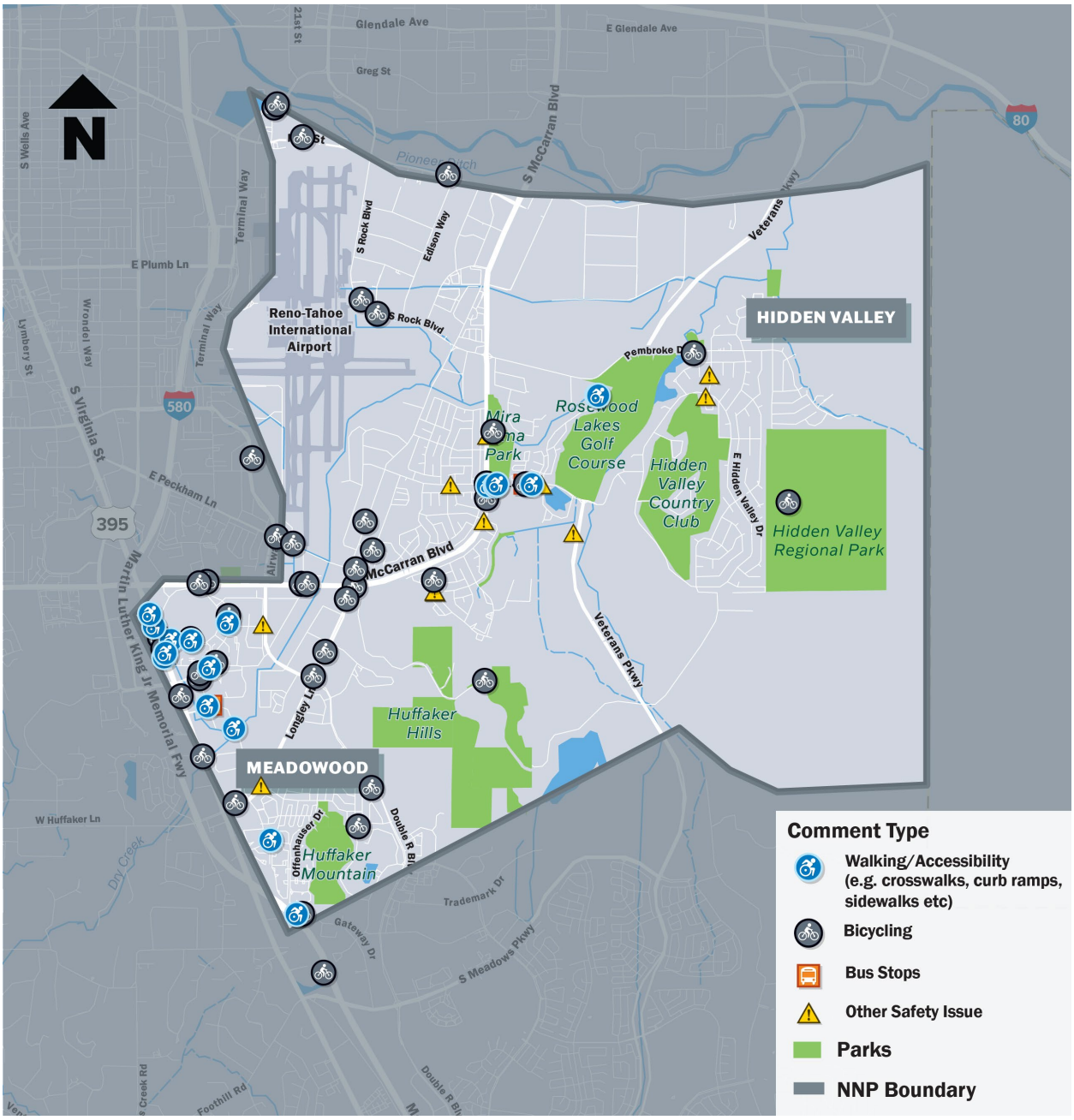
Map Survey

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.

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.



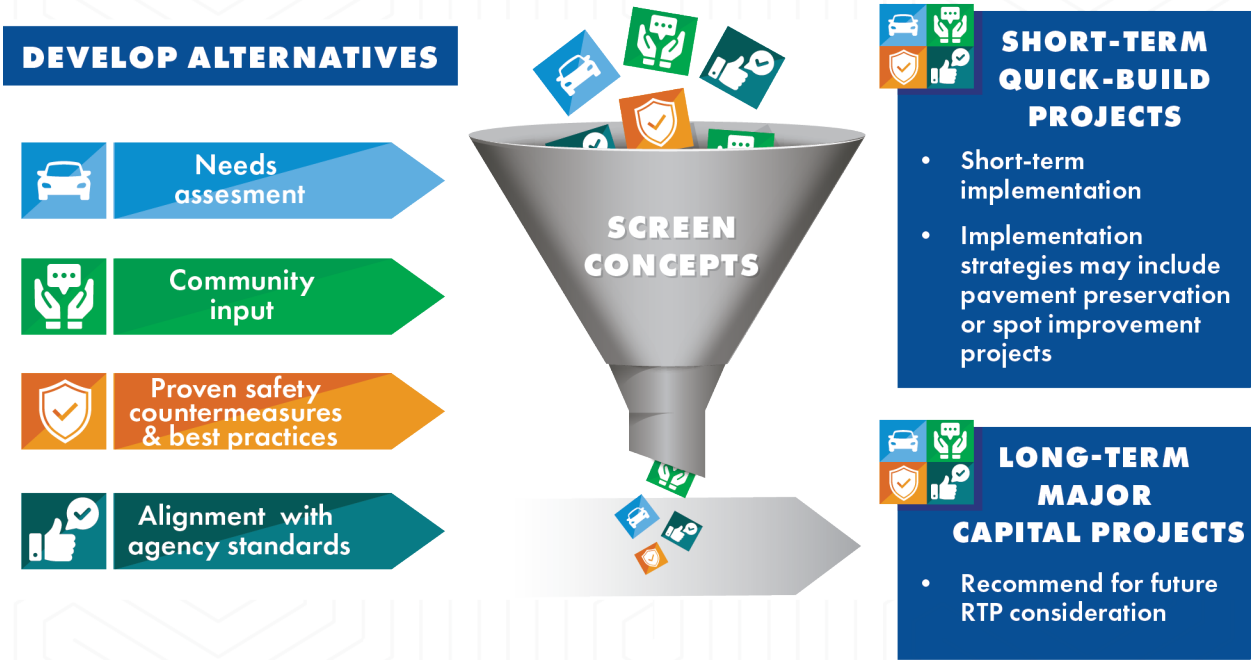
4. Developing and Evaluating Alternatives

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.

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.



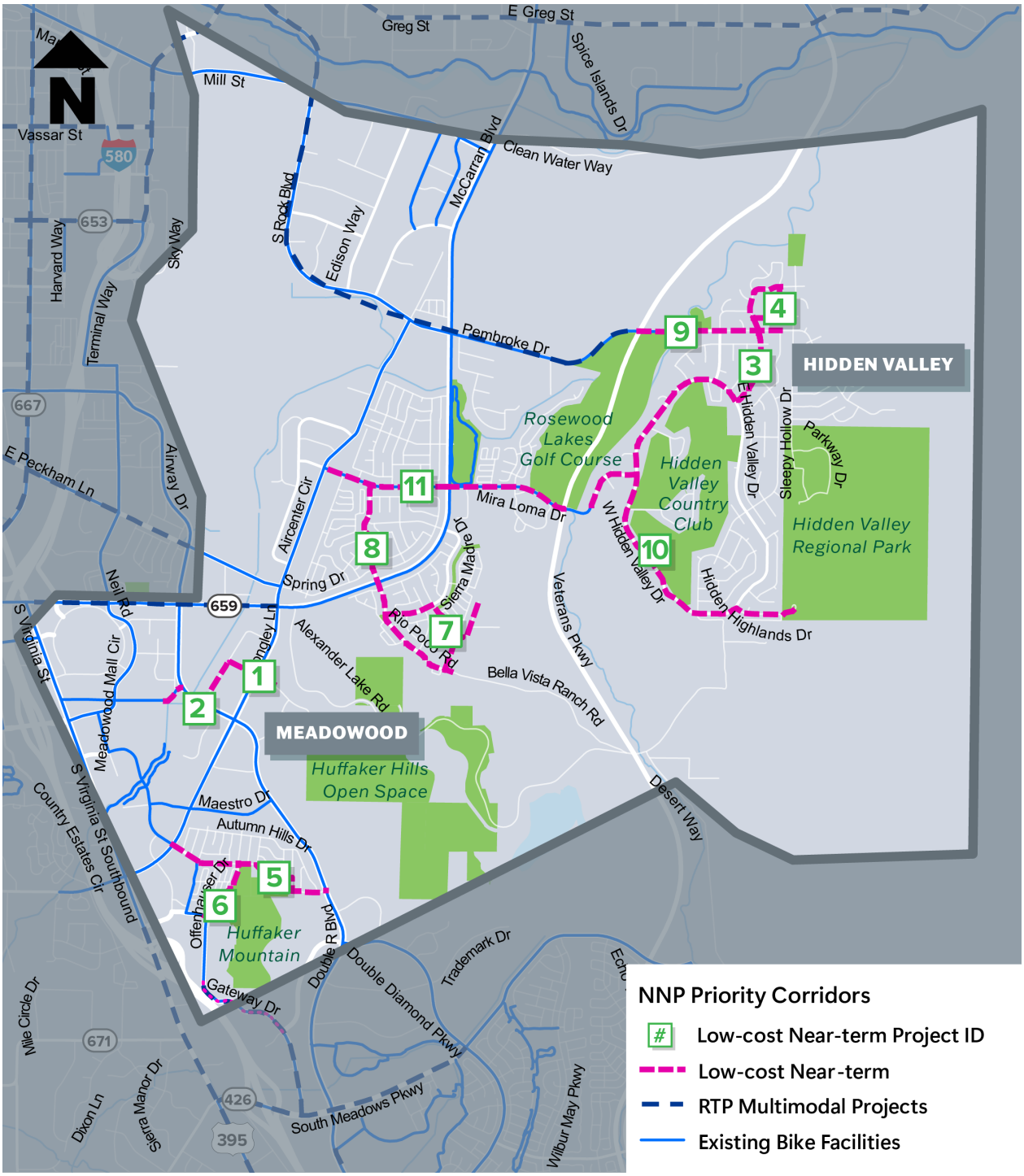
4.2 Low-Cost Near-Term Improvements Considered

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.

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.
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 and will be compatible with and in support of City of Reno traffic calming currently under development.
7. Sierra Madre Drive / Reggie Road	Traffic calming and crosswalk improvements are proposed to 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	Improvements to existing bicycle lanes and crosswalks are proposed on Mira Loma Drive between Longley Lane and McCarran Boulevard. This concept would add a striped buffer and delineators to the existing bike lanes. This concept is recommended for quick-build implementation. This will be compatible with improvements underway at the McCarran Boulevard intersection.
12. Campus Way	Reconfigure this segment to include both a parking lane and bike lane. This would improve bike access during school pick-up and drop-off periods.

Figure 7. Low-Cost Near-Term Improvements Considered



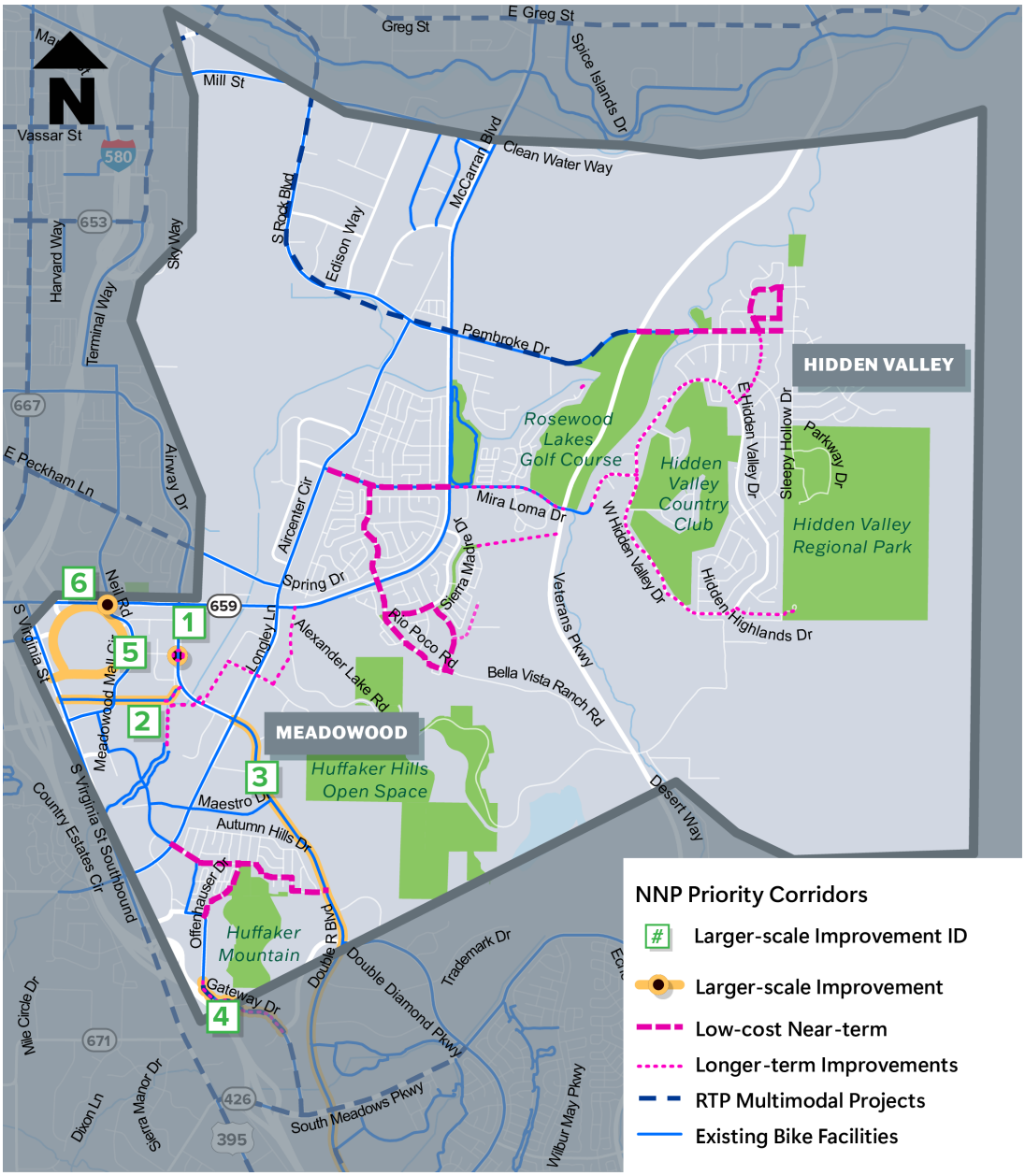
4.3 Larger-Scale Improvements Considered

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 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. It is recommended that this be evaluated after construction of adjacent development for possible pedestrian improvements.
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.

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. Additional analysis is recommended to identify public land ownership and public access easements in relationship to existing and proposed shared used paths. Proposed trail connections are shown in Table 5 and Figure 9.

Table 5. Potential Shared Use Path Connections Considered

Location	Description
1. Alexander Lake Road	There is an unpaved area between the back of the Longely 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.**

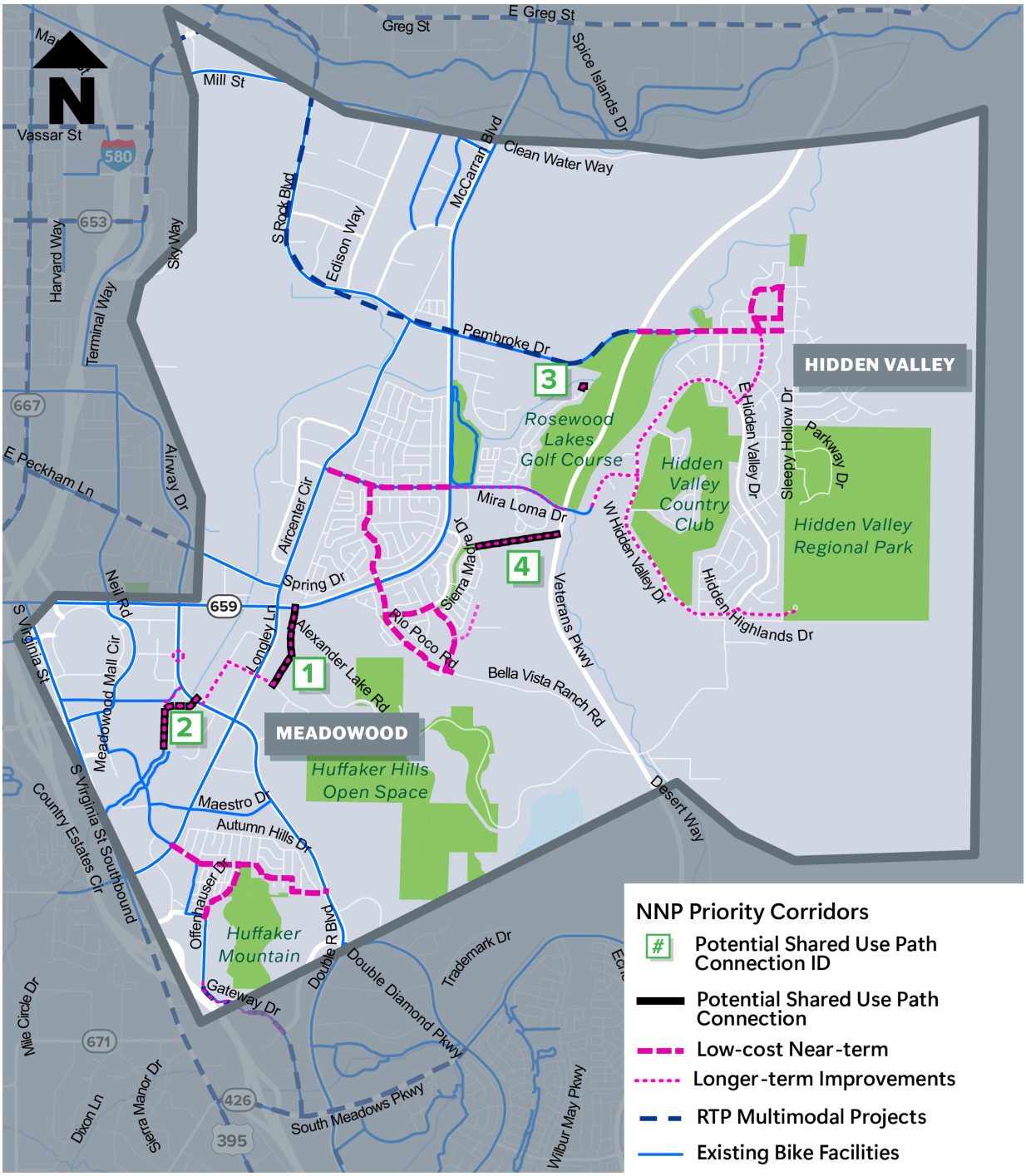


Unpaved corridor along Alexander Lake Road



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

Figure 9. Potential Shared Use Path Connections



Note: Locations are preliminary and subject to change



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. The recommendations in this study may be modified through the project development process as development occurs and community priorities change.

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. Thermoplastic crosswalks and striping should be installed on a milled surface so that the striping is flush with the street. 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.

Figure 10. Hidden Valley Area Improvements

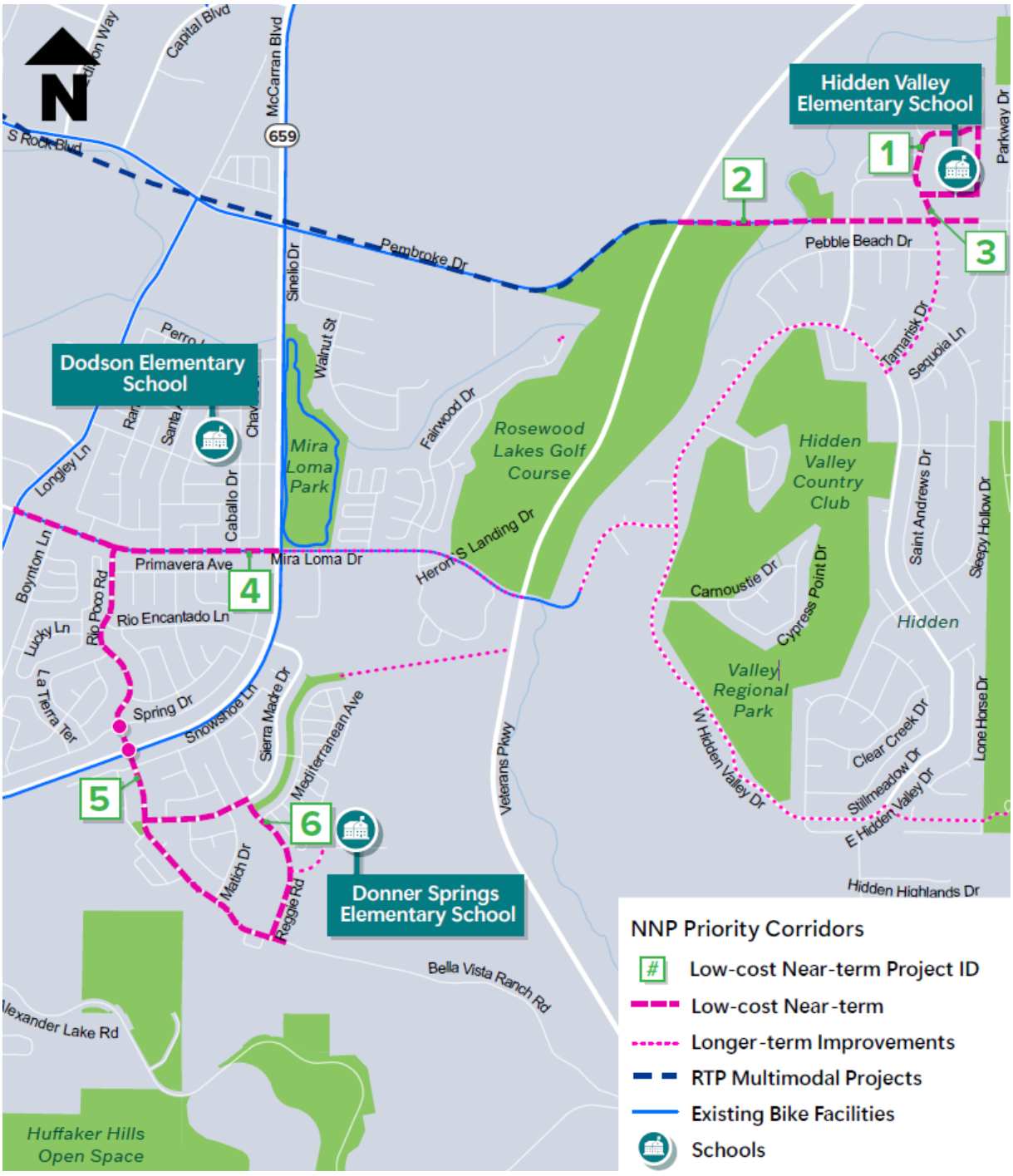


Table 6. Hidden Valley Area Improvements

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 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

Figure 11. Meadowood Area Improvements

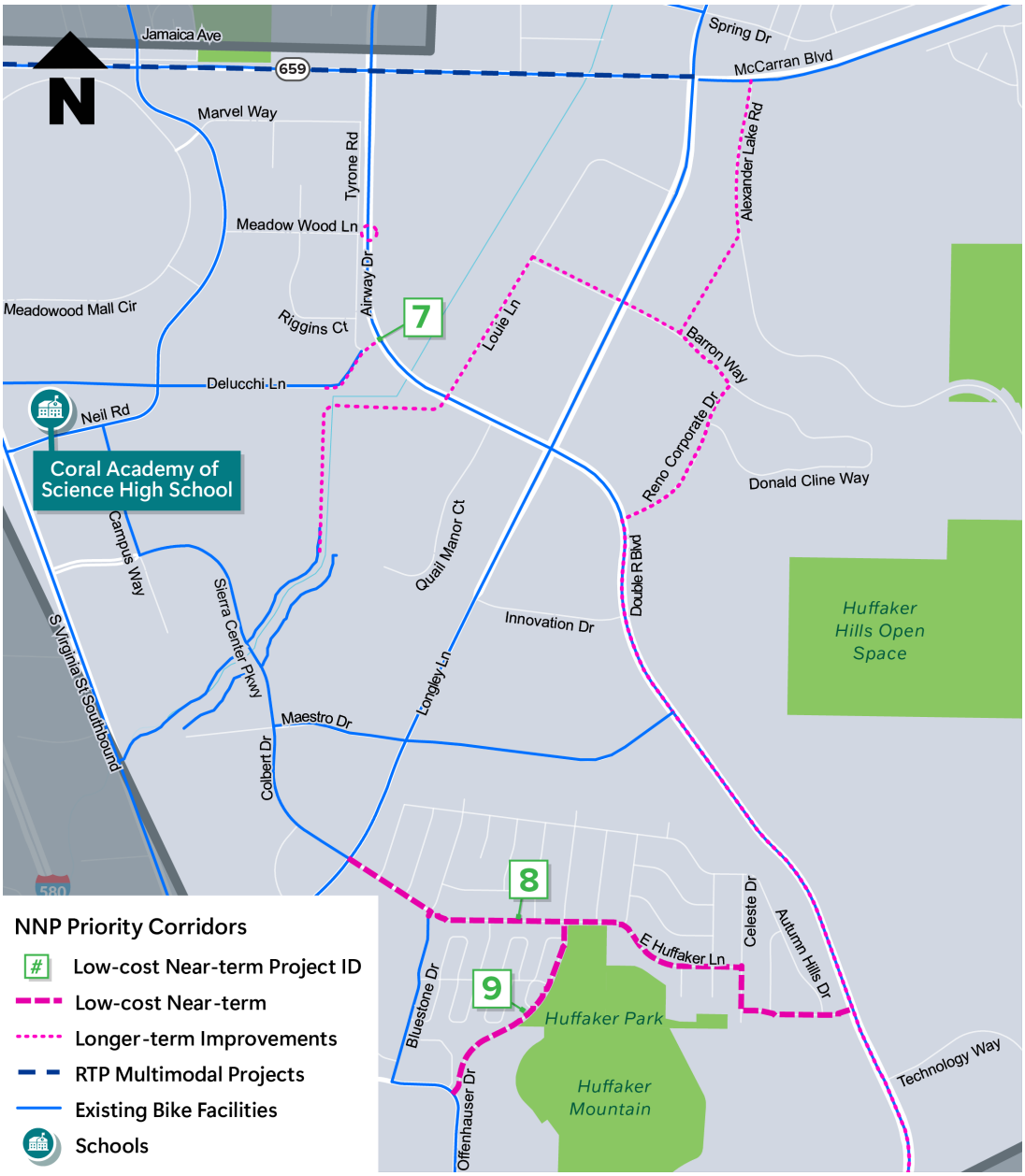


Table 7. Meadowood Area Improvements

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	Neighborhood Byway	Painted bulbouts to be included at the beginning and end of the corridor, with additional painted bulbouts for potential mid-block opportunities. High visibility crosswalks at intersections. Bike lane will extend west on Portman Avenue and operational improvements will be evaluated and implemented at the intersection with Offenhauser Drive.	$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.

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 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 that 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. As an example, on roadway segments with sufficient width, RTC may consider adding striped buffers to improve separation between vehicles and cyclists.

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.

NEIGHBORHOOD NETWORK PLAN

MEADOWOOD & HIDDEN VALLEY

Rio Poco Drive & Sierra Madre Dive | Reggie Road

RTC

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 at painted bulbouts are planned for Sierra Madre Drive and Reggie Road.



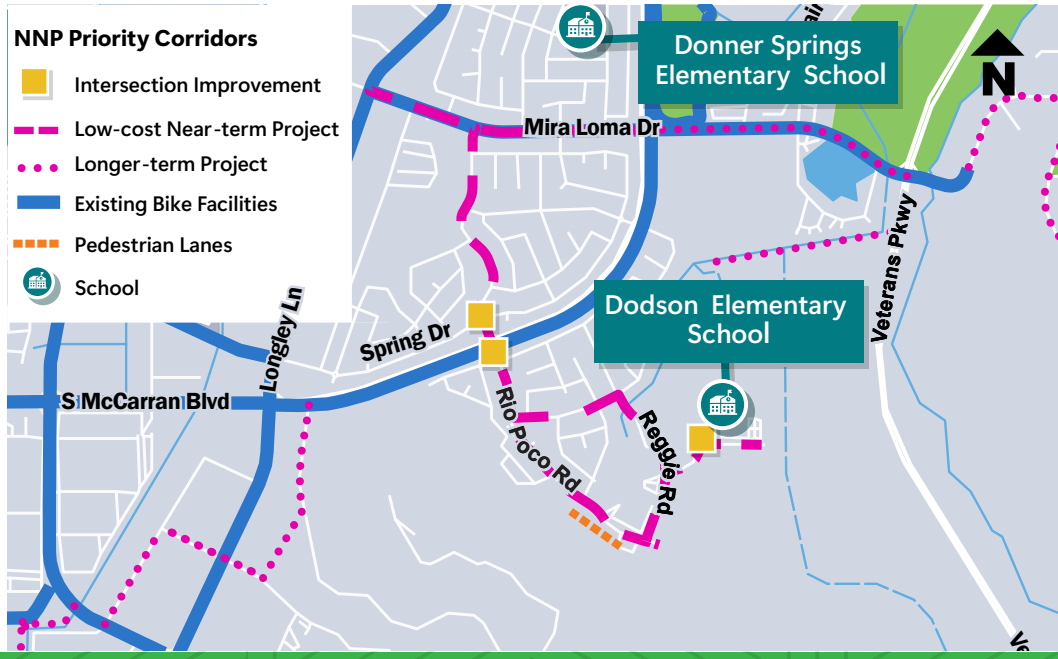
Proposed view toward the east on Rio Poco Drive near Sierra Madre Drive

PROJECT DETAILS



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

PROJECT MAP



NEIGHBORHOOD NETWORK PLAN

MEADOWOOD & HIDDEN VALLEY

Mira Loma Drive

RTC

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.



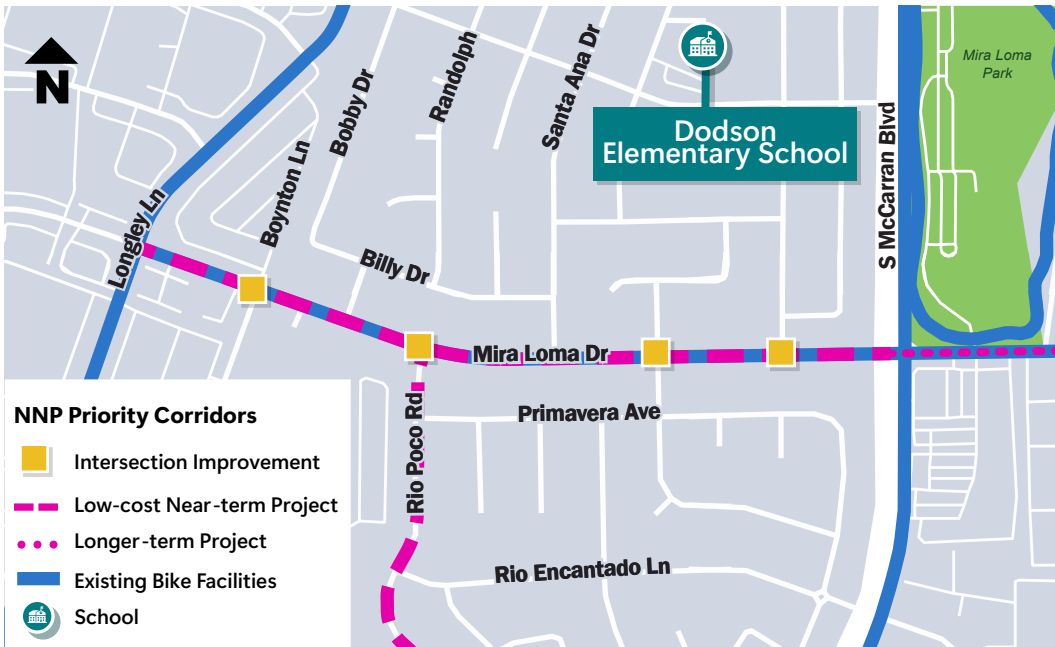
Proposed view toward the east from Mira Loma Drive

PROJECT DETAILS



Existing view toward the east from Mira Loma Drive

PROJECT MAP



MEADOWOOD & HIDDEN VALLEY

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 Aveune

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

Cost: $140,000

Length: 0.9 mile

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.



View toward the south from Huffaker Lane and Offenhauser Drive

PROJECT DETAILS



Example of a high visibility crosswalk with painted bulbouts and delineators

PROJECT MAP



MEADOWOOD & HIDDEN VALLEY
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.



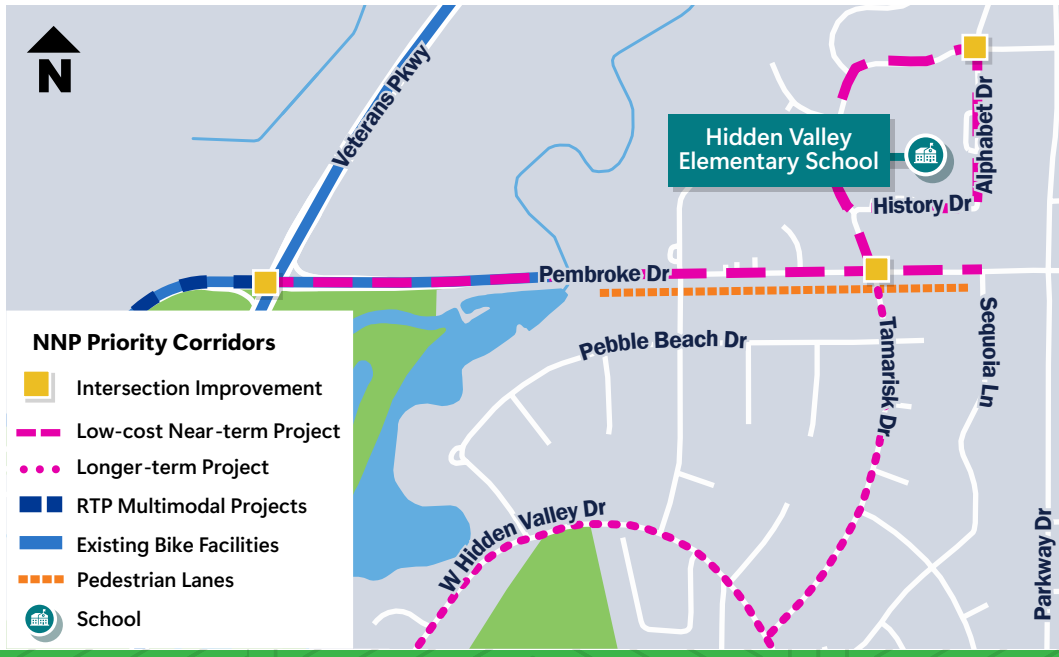
Proposed view to the east from Pembroke Drive

PROJECT DETAILS



Existing view to the east from Pembroke Drive

PROJECT MAP



NEIGHBORHOOD NETWORK PLAN

MEADOWOOD & HIDDEN VALLEY

Tamarisk Drive | Alphabet Drive | History Drive

RTC

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.



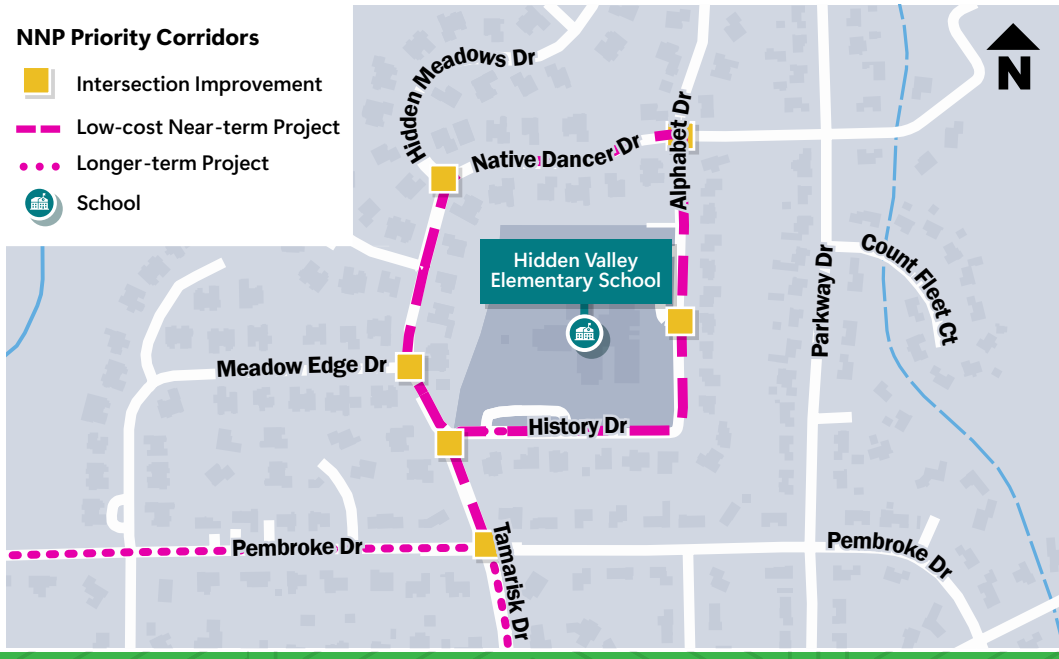
Existing view to the southeast at the Tamarisk Drive and History Drive

PROJECT DETAILS



Example of a high visibility crosswalk with painted bulbouts and delineators

PROJECT MAP



Appendix A: Supplemental Existing Conditions Information

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.

Figure A-1. Transportation Equity Analysis

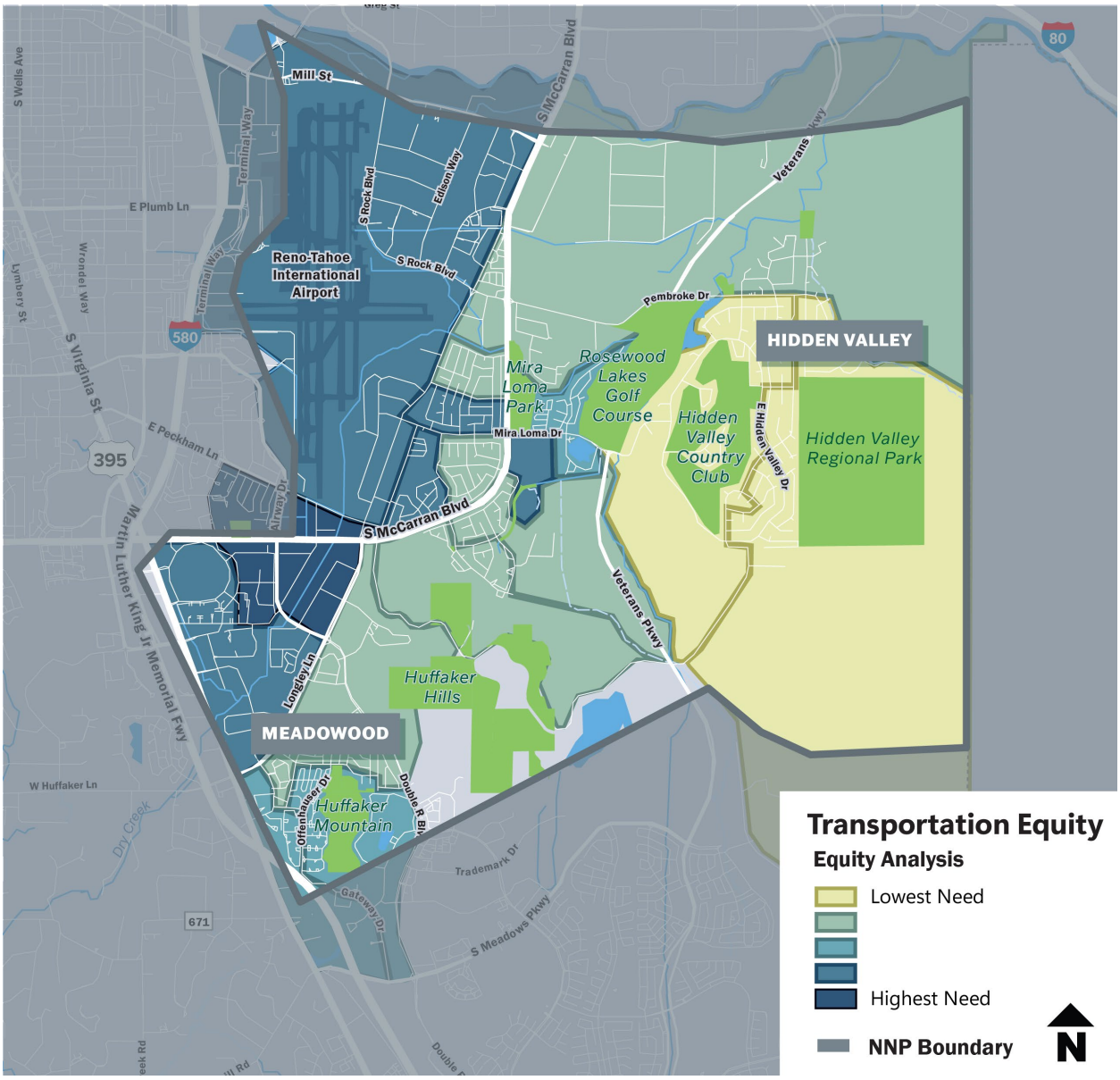
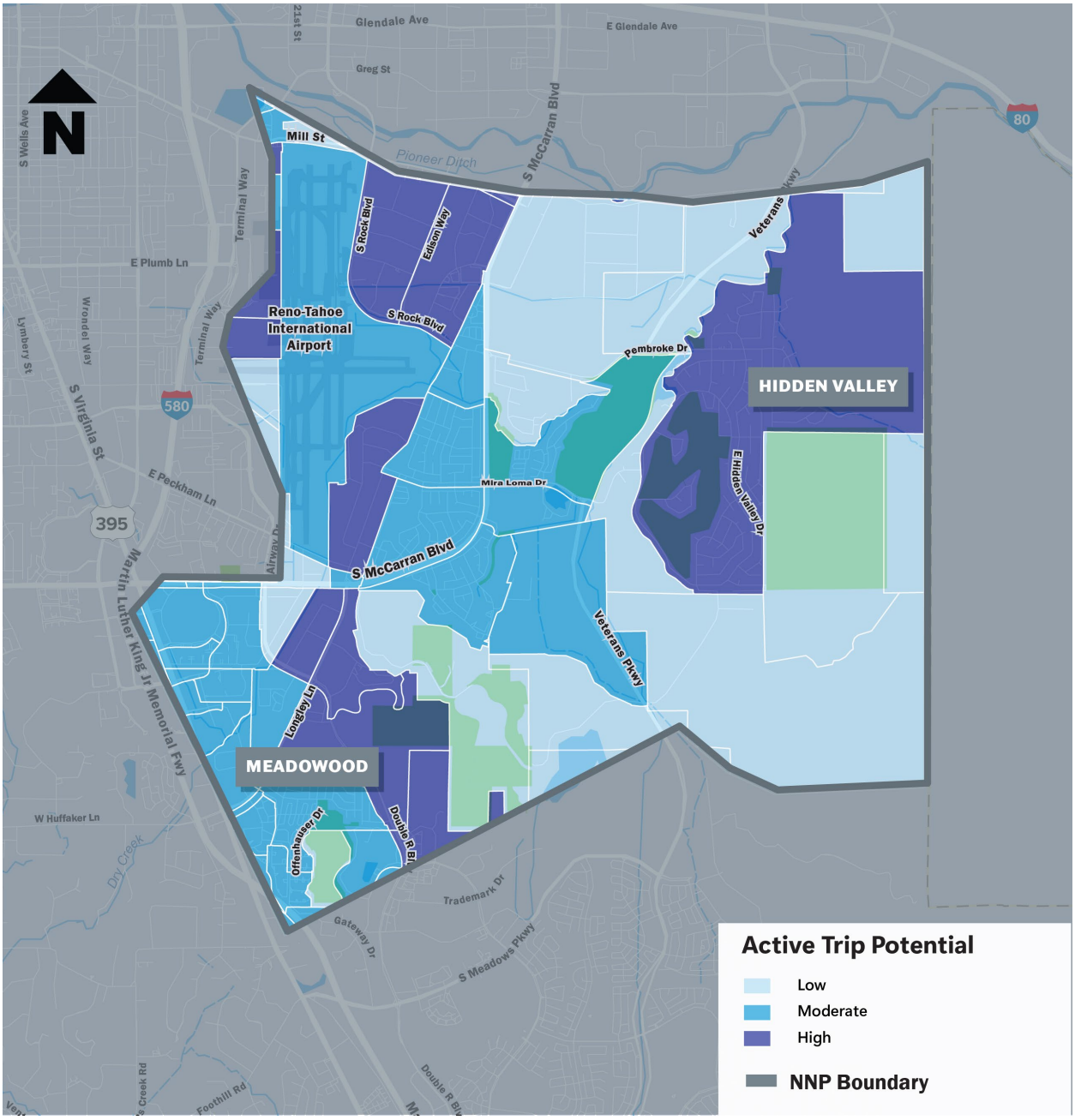


Figure A-2. Active Trip Potential



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.

Figure A-3. Crash History

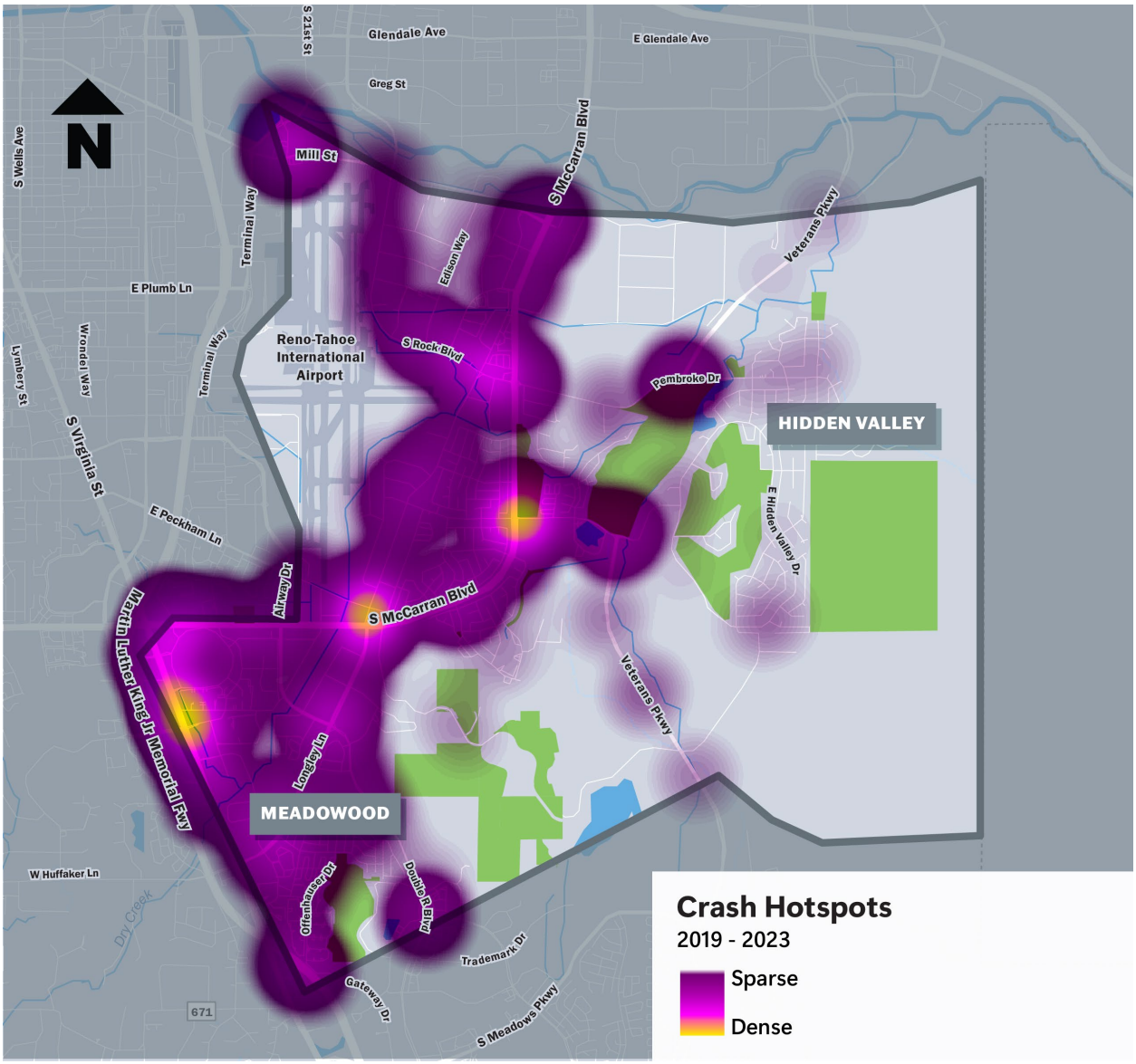
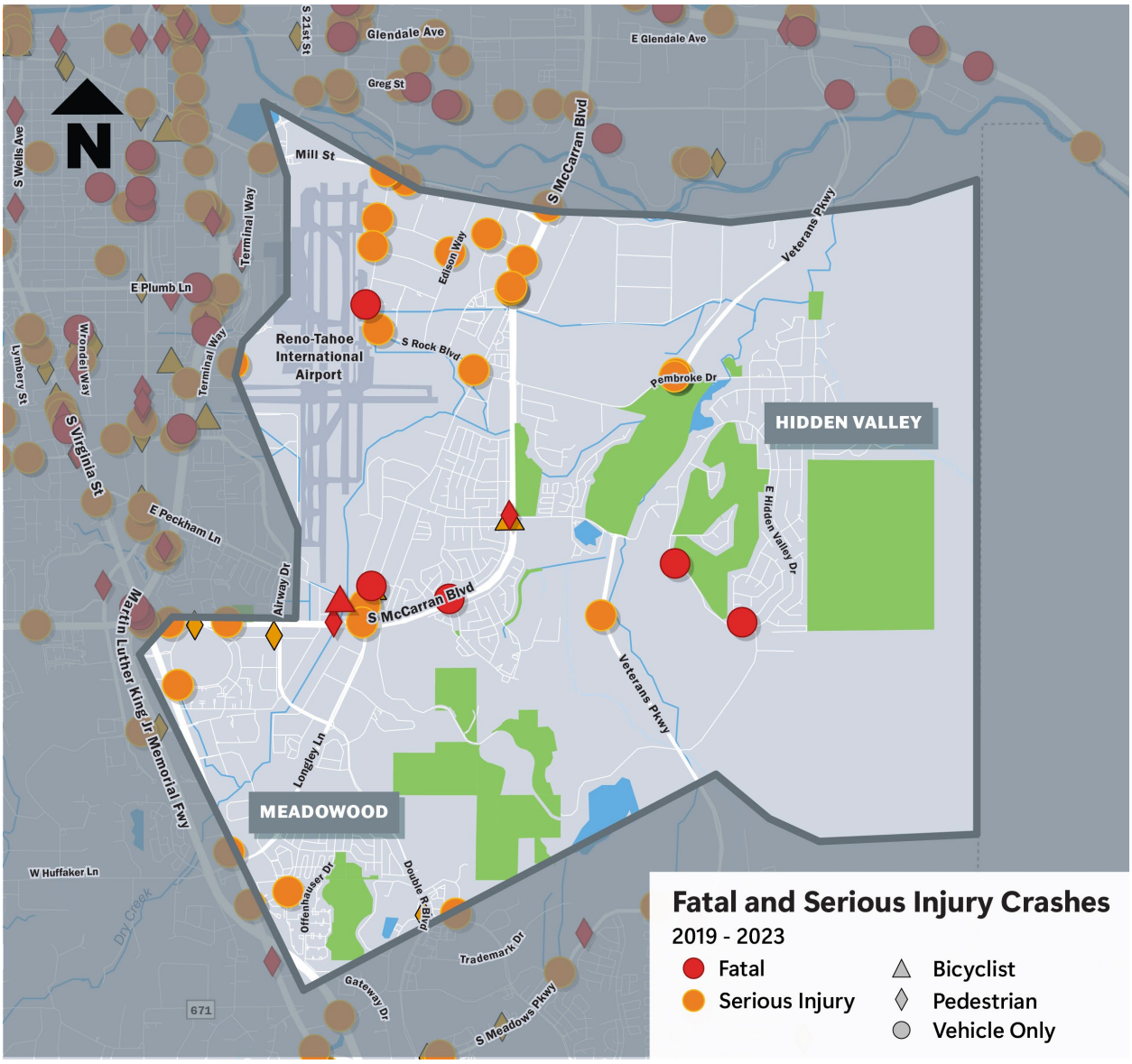


Figure A-4. Serious and Fatal Crashes



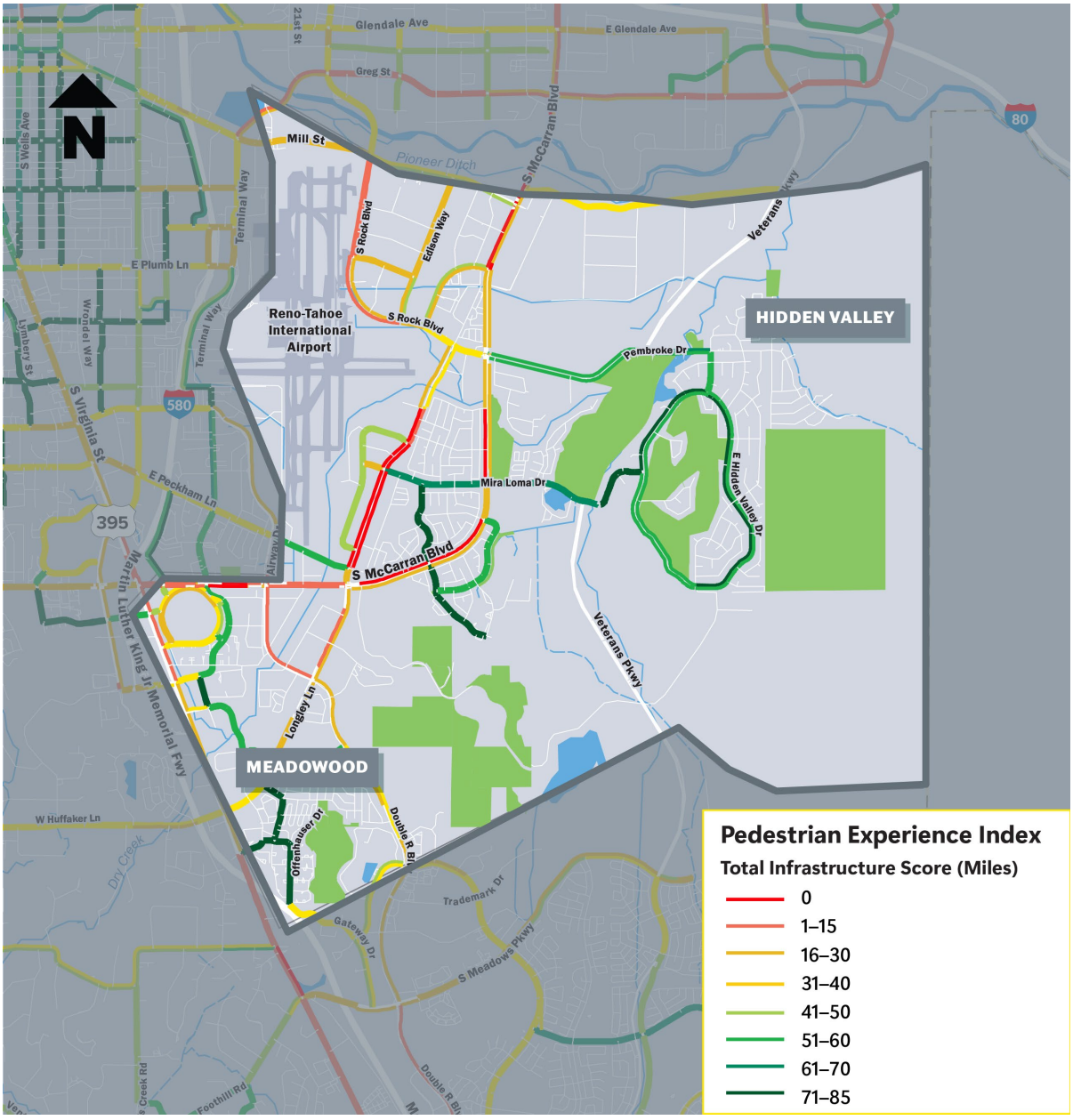
Pedestrian Experience Index

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.

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



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.

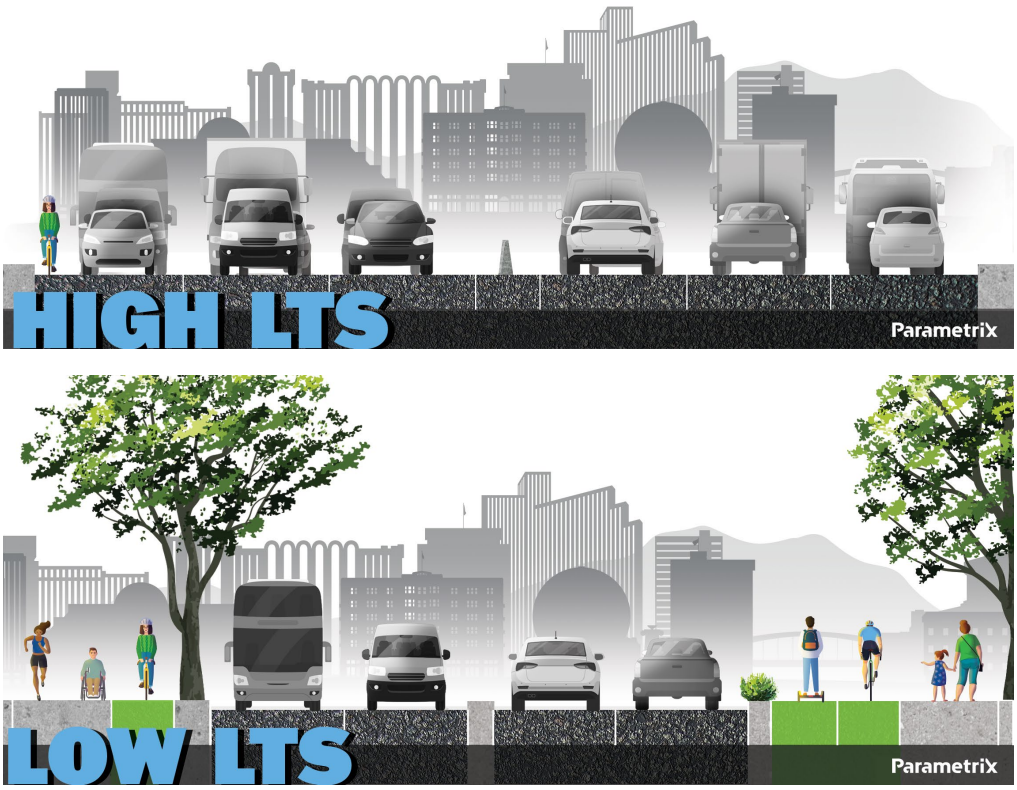
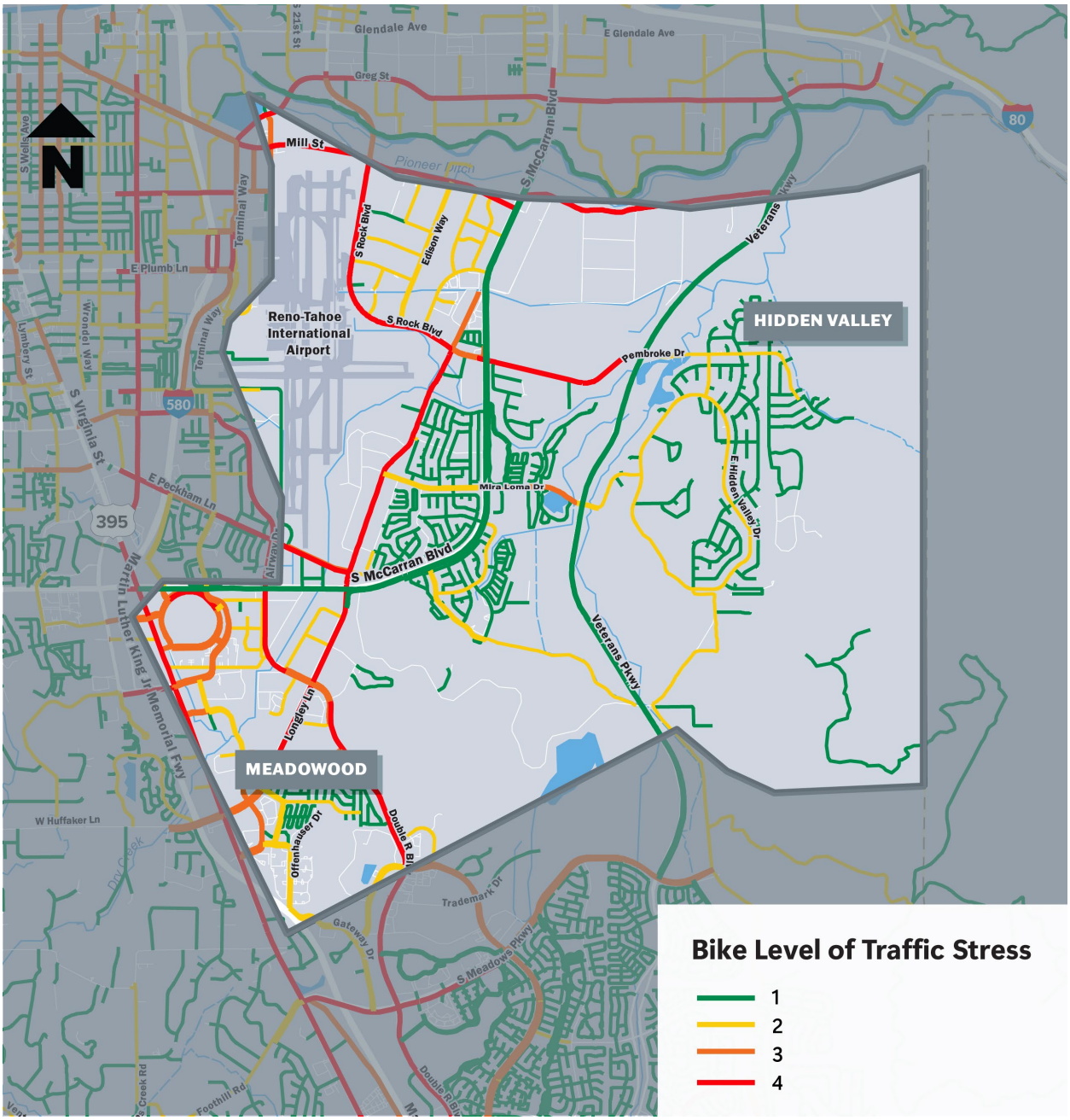


Illustration of Bicycle Level of Traffic Stress

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.

Figure A-6. Bicycle Level of Traffic Stress



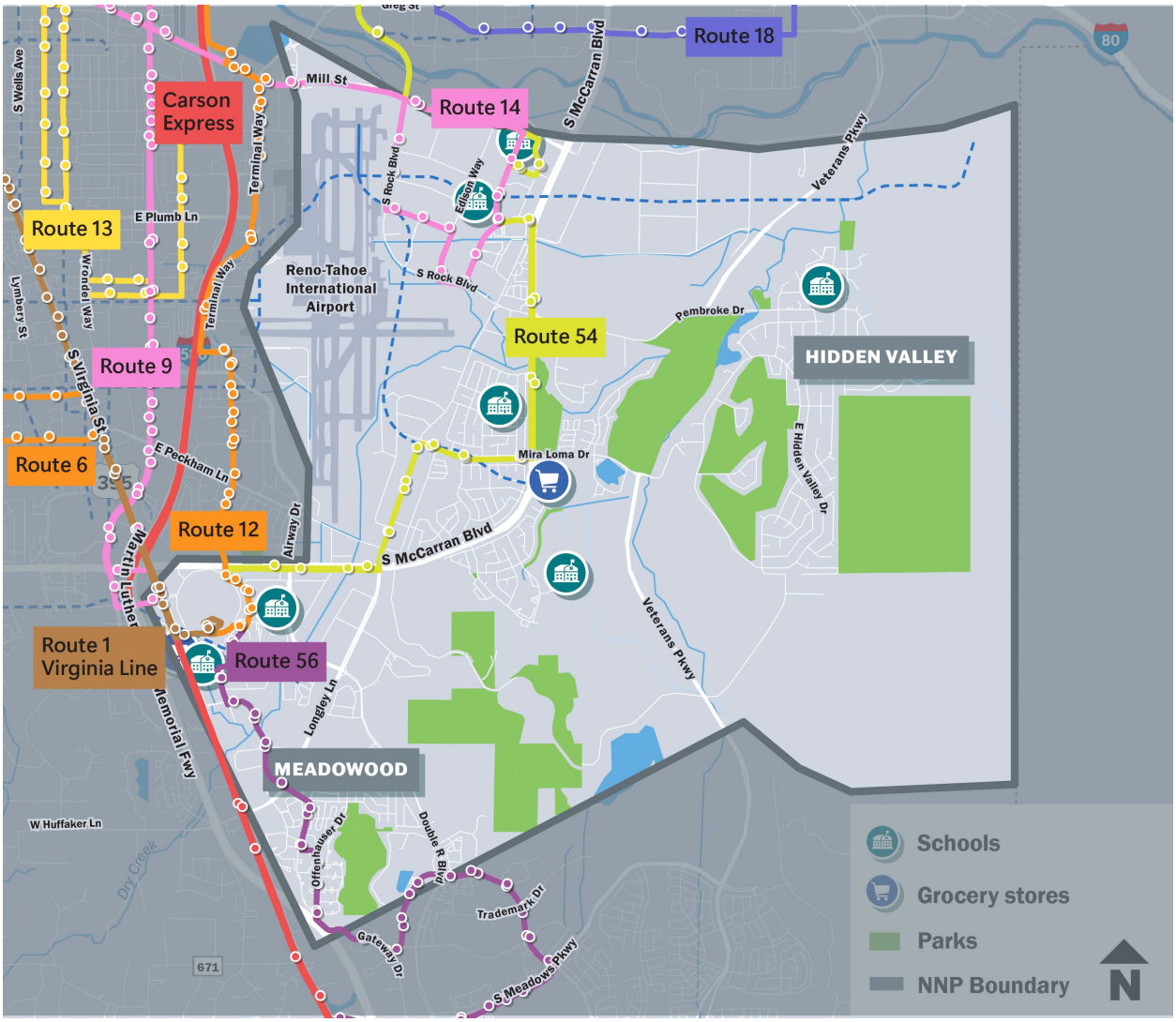
Transit

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 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 **Route 1**	10 minutes 30 minutes	• Downtown Reno, Midtown • Meadowood Mall • UNR • Atlantis Casino, Peppermill Resort • Reno Public Market • Federal Court Building	86,100 35,600

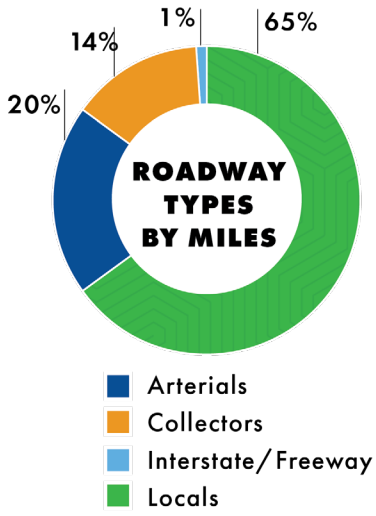
Figure A-7. Transit Service



Roadways

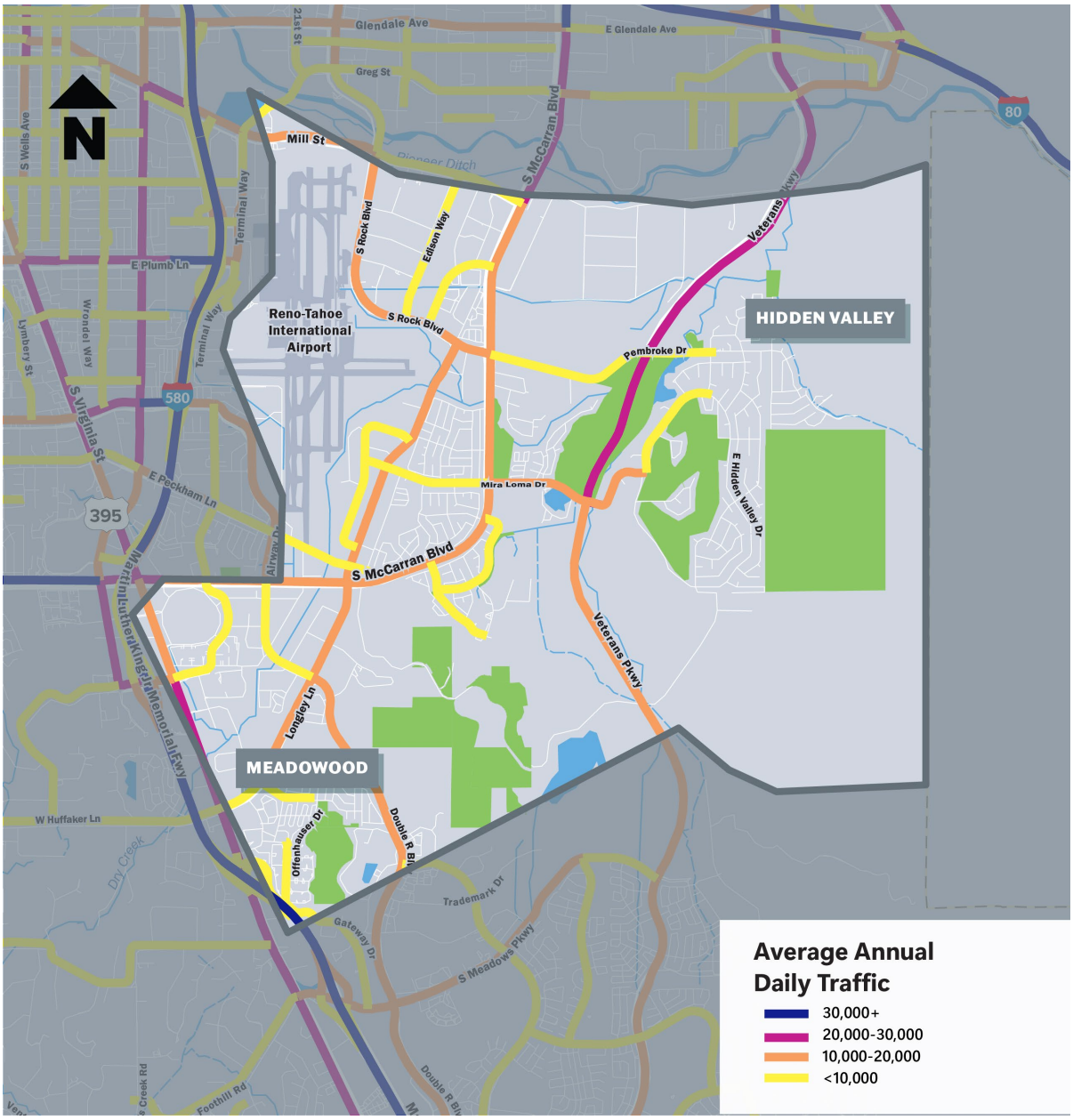
Functional classification categorizes roadways based on how they move people and vehicles and provide access to adjacent land uses. Four functional classes can be found within the study area:

- **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.

Figure A-8. Traffic Volumes



Appendix B: Outreach Documentation

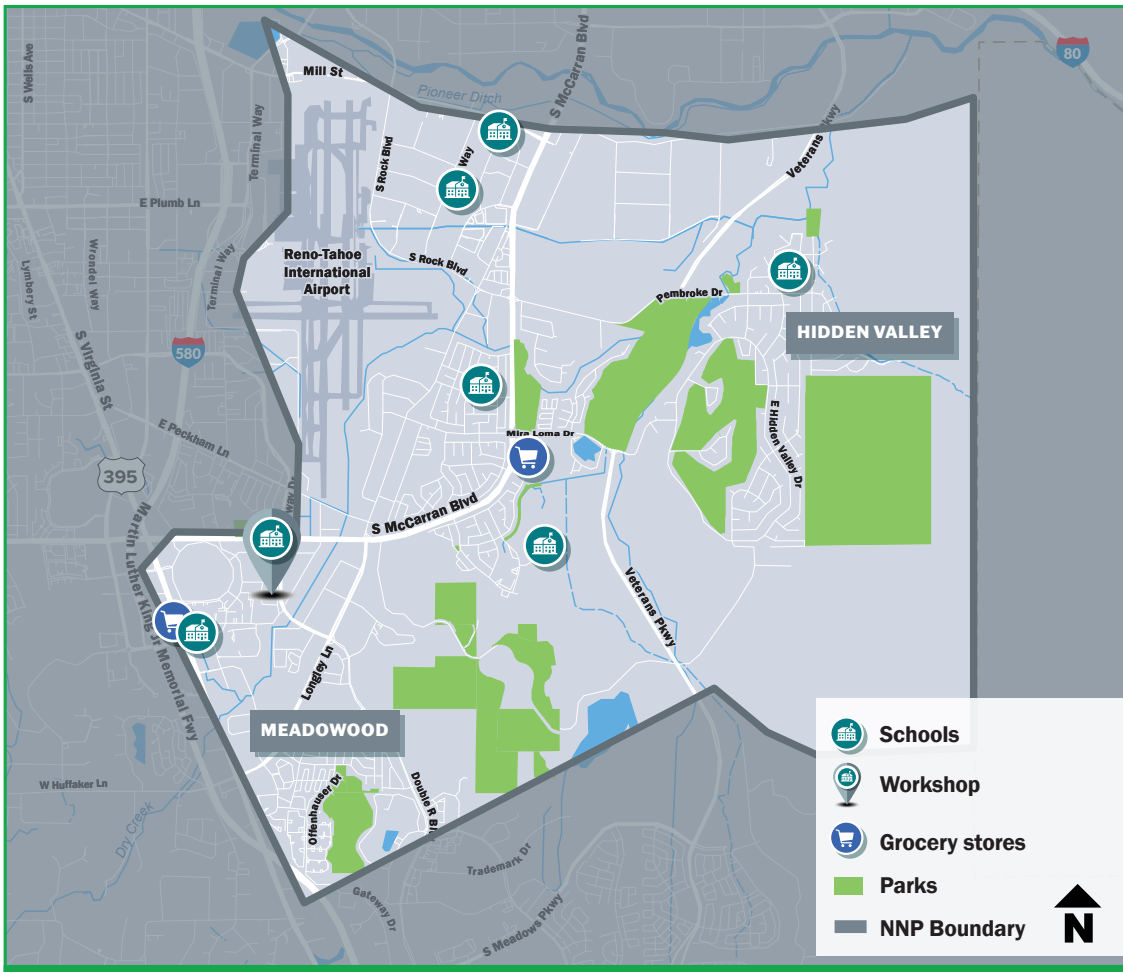
NEIGHBORHOOD NETWORK PLAN
MEADOWOOD & HIDDEN VALLEY

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
Commmunity 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

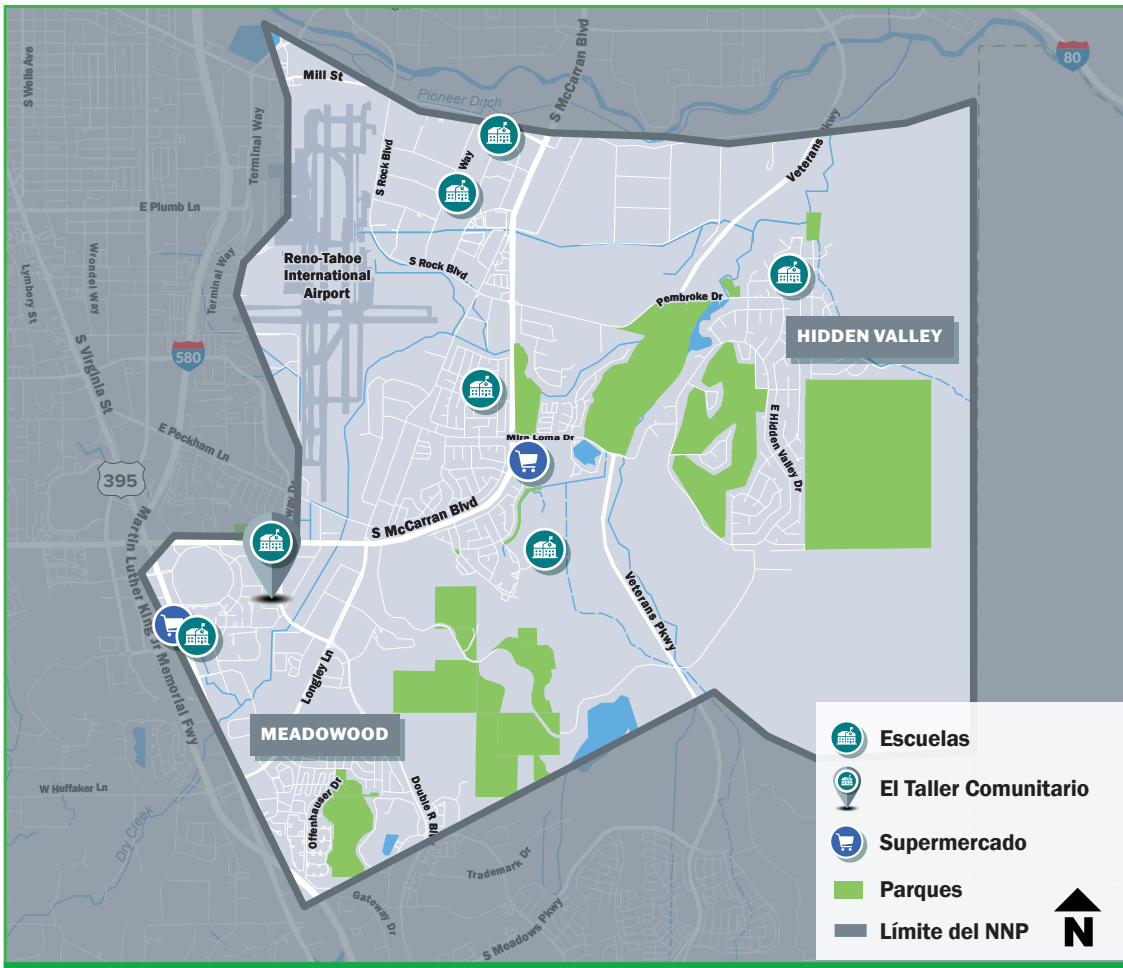
NEIGHBORHOOD NETWORK PLAN
MEADOWOOD & HIDDEN VALLEY

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 comoda 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 comunitatio 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

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
- ☐ Walk
- ☐ Bicycle/E-Bike
- ☐ Scooter/E-Scooter
- ☐ Transit
- ☐ 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
- ☐ Weekly
- ☐ Monthly
- ☐ A few times per year
- ☐ Rarely / Never

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

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

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

- ☐ Lack of sidewalks
- ☐ Crossing the street does not feel safe
- ☐ Not enough street lighting
- ☐ 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
- ☐ Weekly
- ☐ Monthly
- ☐ A few times per year
- ☐ Rarely / Never

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
- ☐ Crossing the street does not feel safe
- ☐ Not enough street lighting
- ☐ 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
- ☐ School
- ☐ Grocery/shopping
- ☐ Dining/entertainment
- ☐ Parks/recreation areas

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

¡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
- ☐ Caminando
- ☐ En bicicleta/bicicleta eléctrica
- ☐ En patinete/patinete eléctrico
- ☐ En transporte público
- ☐ 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
- ☐ Semanalmente
- ☐ Mensualmente
- ☐ Unas pocas veces al año
- ☐ Rara vez/Nunca

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

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

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

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

Otro (especifique) _____

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

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

¿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 senderos o carriles separados para bicicletasNot enough street lighting
- ☐ Cruzar la calle no se siente seguro
- ☐ Falta de iluminación en las calles
- ☐ Demasiado tráfico / los vehículos van demasiado rápido

Otro (pespecifique) _____

¿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
- ☐ Escuela
- ☐ Supermercado / compras
- ☐ Restaurantes / entretenimiento
- ☐ Parques / áreas recreativas

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) _____

W¿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

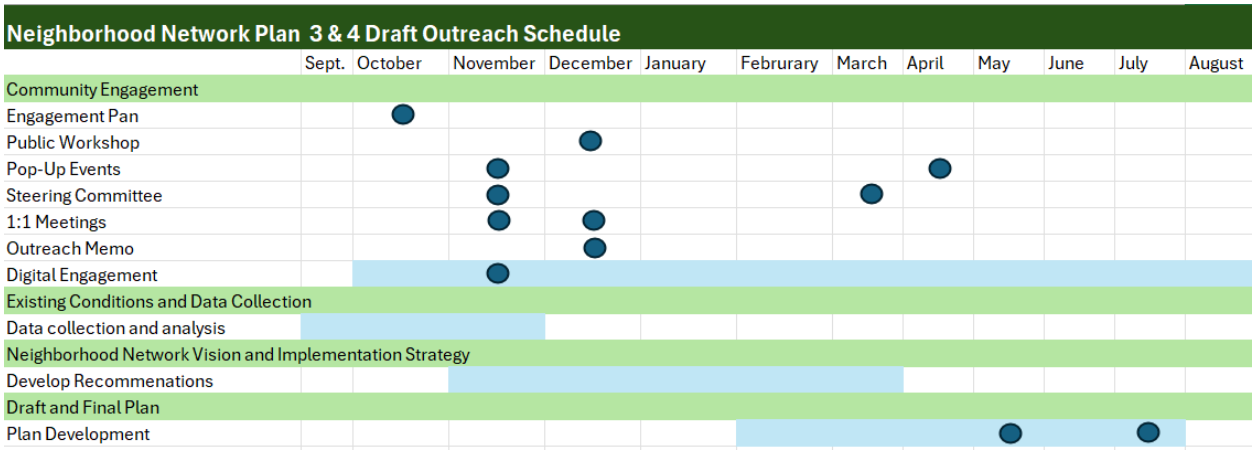
Welcome and Introductions

- 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)
- NDOT: Laura Wise, Mat Morris
- 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*
- **Survey/Discussion: What organizations/people should we contact?**
  - *Reno PD*
  - *Hidden Valley HOA*
  - *Hamilton Medical*
  - *Northern Nevada Health (Hospital on Longley)*
  - *UNR co-op on Energy Way*
  - *Reno Accessibility Board (Tara to provide contact)*
  - *Reno emergency responders*
  - *Reno-Tahoe Airport Authority*
- **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 Blvd
  - 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 Viriginia Line)
  - Meadowood Transfer Station located within neighborhood

- **Active Transportation Infrastructure**
  - Planned multi-use path on Pembroke
  - Planned sidewalks and bike lanes on Rock Boulevard
  - Segments of multi-use path planned on South McCarran
  - 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 experiencing transient population issues, particularly at bus stops, TMCC restrooms 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 and Pembroke*
  - *There are a lot of wide roads with space for improvements within Hidden Valley neighborhood*
  - *Pending new roadway connection from Rio Poco Lane to South Meadows Pkwy for the Talus Valley development*
  - *Question between City and County as to whether Alexander Lake Road will remain open or gated, ATP comments indicated desire for bike access along road*
  - *Lack of connectivity between neighborhood areas*
  - *Coral Academy on Neil Rd 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 Dr as well as Mira Loma Dr*
  - *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

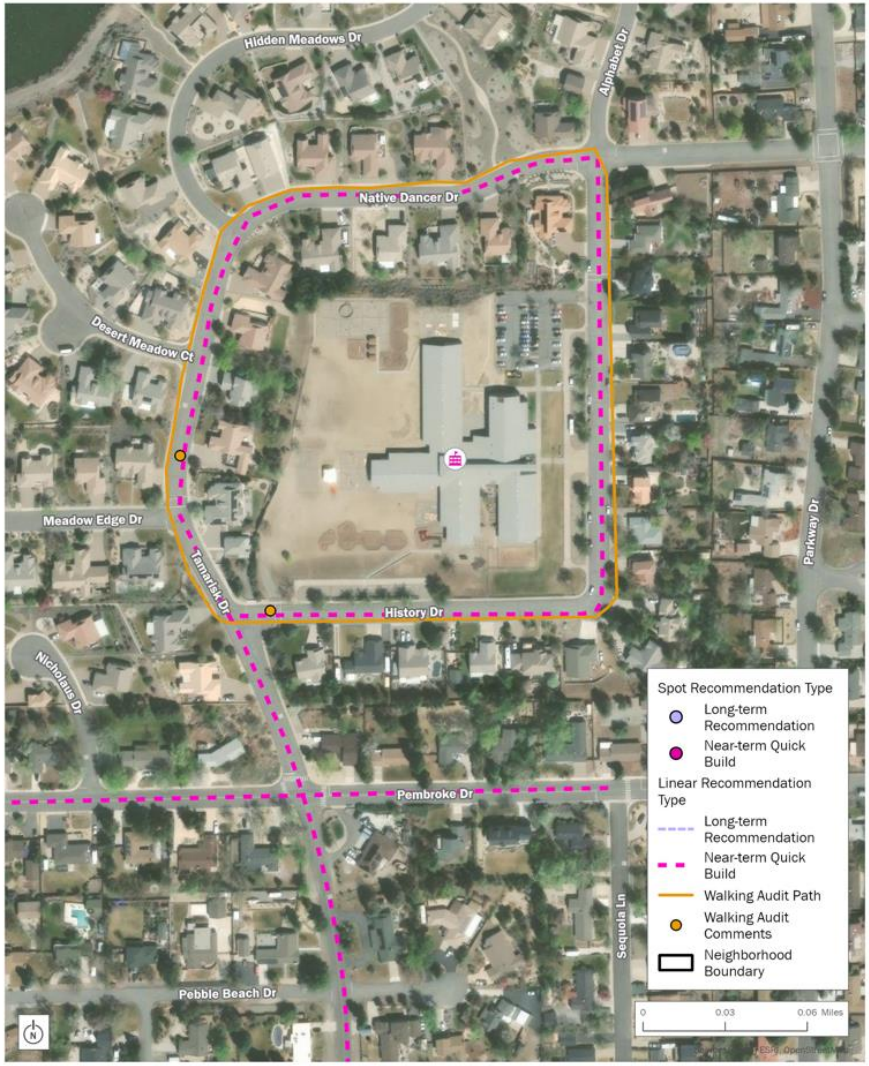
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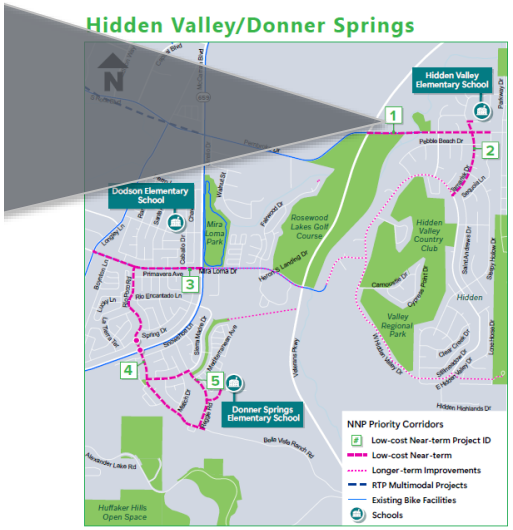
- **Welcome and Introductions**
  - RTC: Marquis Williams, Alex Cruz, Josh MacEachern, LaShonn Ford
  - City of Reno: Tara Smaltz
  - Washoe County: Michon Reede, Kat Oakley
  - Washoe County School District: Jennifer Iverson (Safe Routes to School (SRTS)), Kyle Chisholm, Tom Macaluso
  - Nevada Department 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.

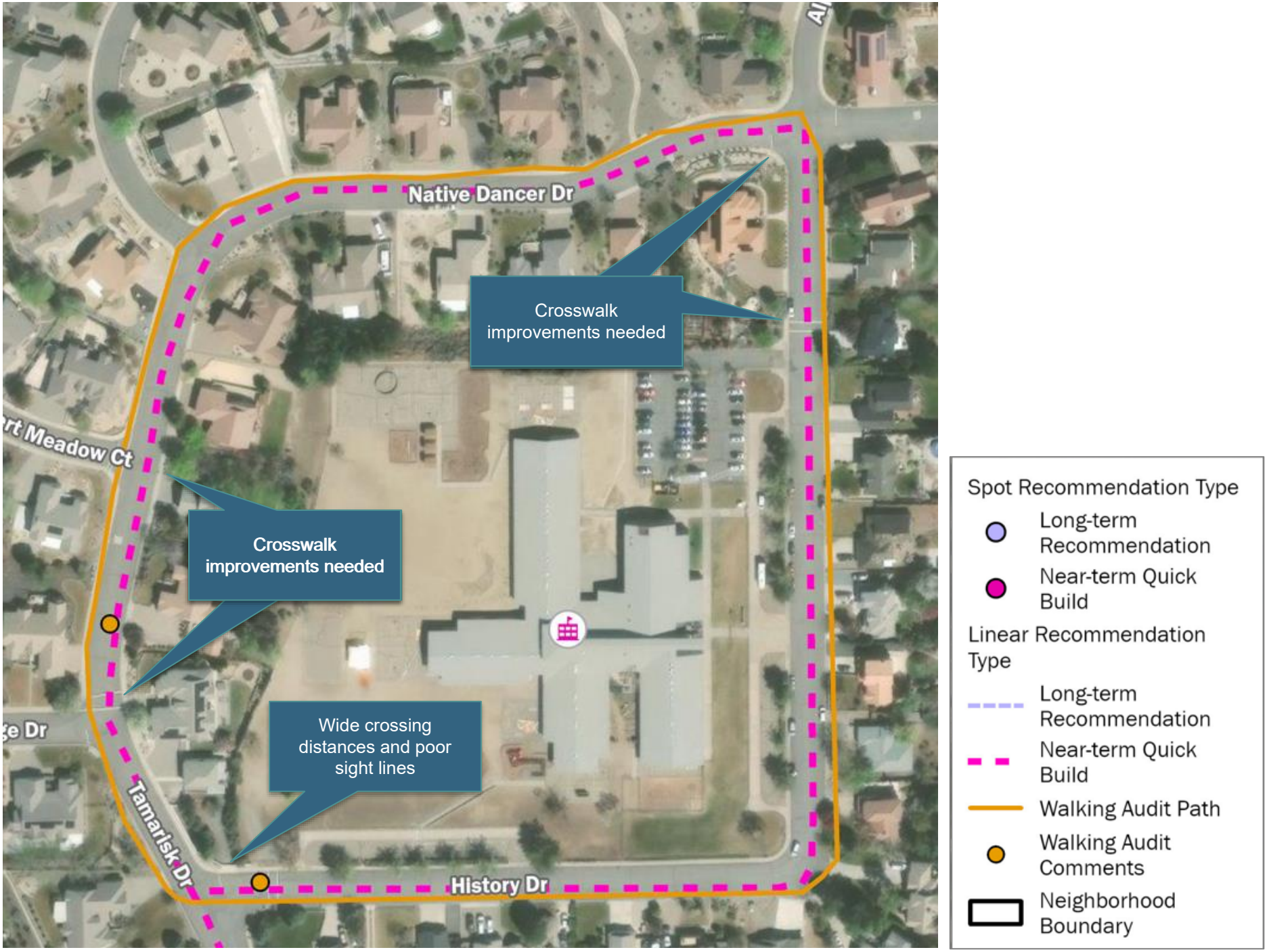
Appendix C: Walk Audit

Walk Audit Assessment
Hidden Valley

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






Native Dancer Dr
Crosswalk improvements needed
rt Meadow Ct
Crosswalk improvements needed
ge Dr
Wide crossing distances and poor sight lines
Tamarisk Dr
History Dr
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		

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



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 bicycle infrastructure is: (circle your choice)



Pedestrian and Cyclist Infrastructure		
Other observations:		

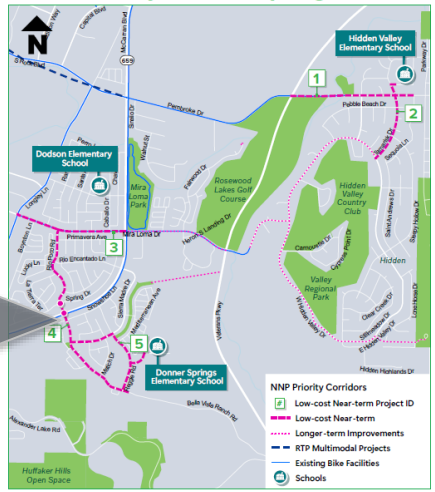
Street Crossings and Intersections		
☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice) 
☐ Street names, route names, and walking paths are not clearly labeled.		
☐ 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.		

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



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)

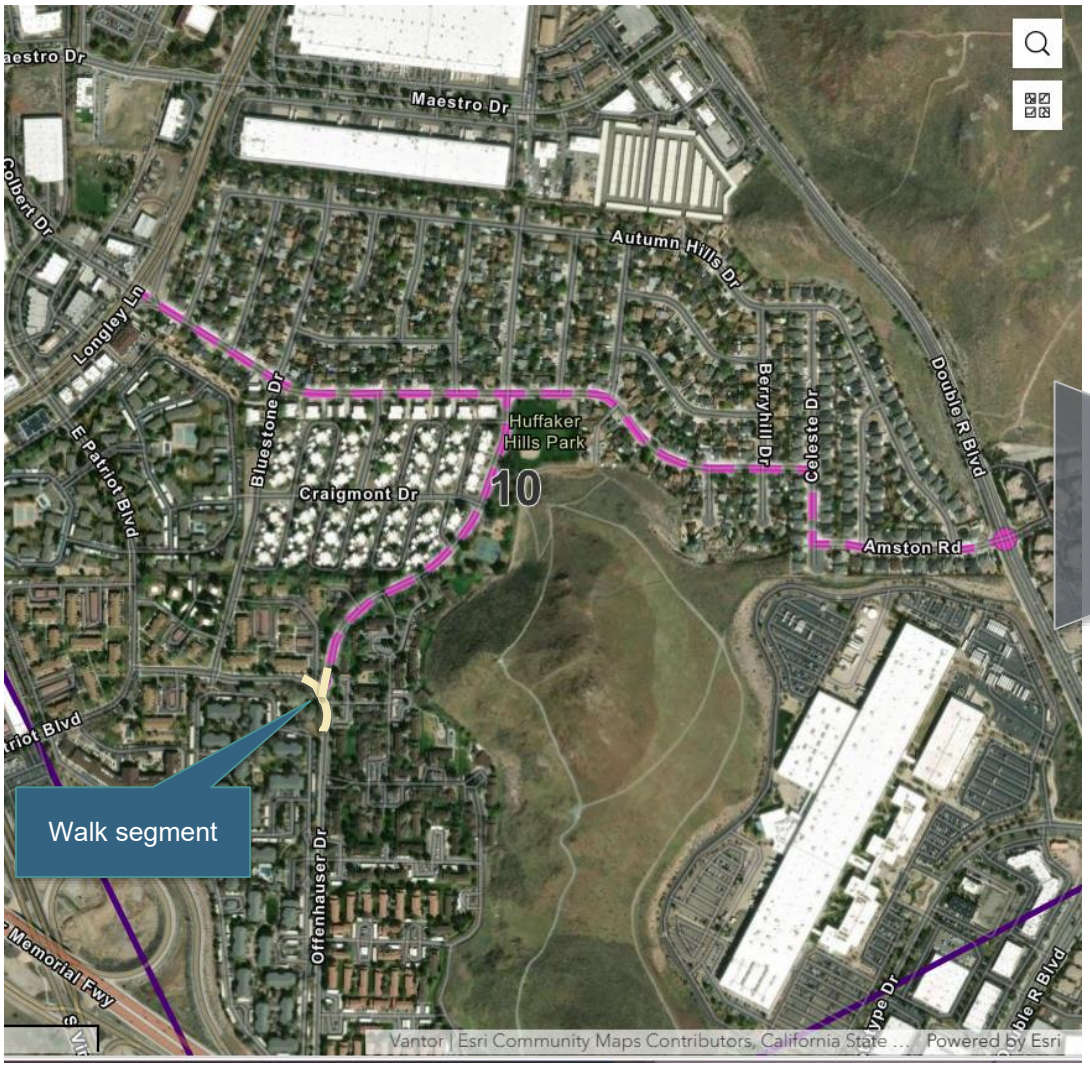


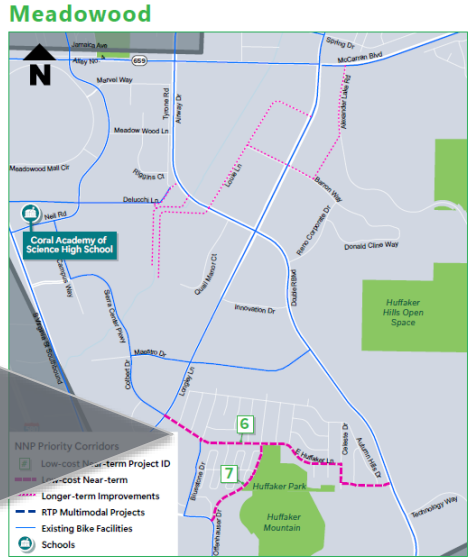
Pedestrian and Cyclist Infrastructure		
☒ There are no designated locations to park and lock bicycles along the route.		
Other observations:		

Street Crossings and Intersections		
☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		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:		

Walk Audit Assessment Huffaker Area

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






Barclay Ct
Offenhauser Dr
No bike facilities
Portman Ave
10
Left turn pocket
Sharrows
Bike lanes
end/begin
Offenhauser Dr

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		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.		
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		
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.			

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.		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:		

Appendix D: Concept Development and Prioritization Process

Quick-Build Improvements Toolkit

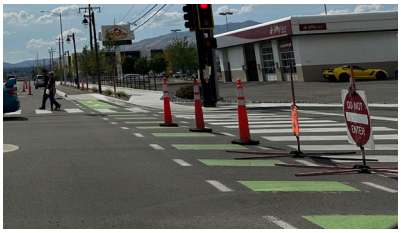
The following types of improvements provide an overview of the type of short-term quick-build improvements considered in the AT Program. Table D-1 describes improvements on roadway segments and Table D-2 highlights options for intersections. This toolkit was considered as potential design solutions were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

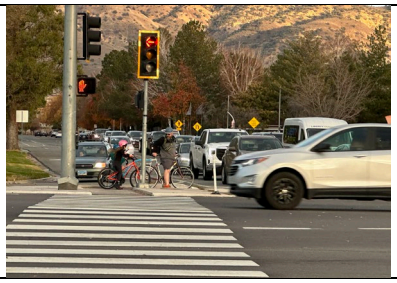
Table D-1. Roadway Segment Treatments

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.

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.

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.

- **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.

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

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

LEVEL OF NEED
LOW >>>>>>>>>>>>>>>>>>>>>>>> HIGH