



Sun Valley & Panther Valley

Neighborhood Network Plan

October 2026



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1. Introduction

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

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

The NNPs will address these concerns by developing specific project concepts tailored to the needs of each neighborhood with the goal of improving safety and creating a comfortable experience for everyone. 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, cycling, rolling (skateboarding, scooters), and using a wheelchair. By investing in active transportation, RTC and partner agencies can take direct steps toward creating a healthier, more sustainable, and vibrant place to live, work, and play.

ACTIVE TRANSPORTATION IS:



1.1 Planning Context

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

2050 Regional Transportation Plan

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

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

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



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

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

Active Transportation Plan

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

Other RTC Initiatives

RTC implements the following initiatives that support AT mobility:

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

1.2 Vision and Goals

The following is the vision statement for the Sun Valley and Panther 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, cycling, and rolling, by making these modes a viable and attractive alternative to driving.
- **Maintain the System Sustainably:** Identify long-term maintenance and repair strategies to ensure the network remains functional and appealing for years to come.
- **Enhance the Community:** Foster a healthier, more sustainable, and more vibrant community by promoting active transportation as a way to connect with neighbors, enjoy the outdoors, and integrate physical activity into daily life.

1.3 Plan Process

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

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

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

Figure 1. Sun Valley and Panther Valley Neighborhood Network Area





2. Neighborhood Profile

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

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

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

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

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

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

2.1 Key Destinations

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

Schools and Colleges

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

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

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

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

Parks

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

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

Services

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

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

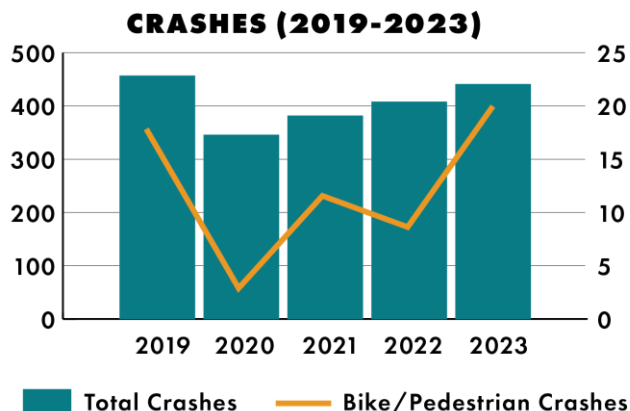
Figure 2. Major Destinations



2.2 Safety

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

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



2,034 TOTAL CRASHES
(2019-2023)

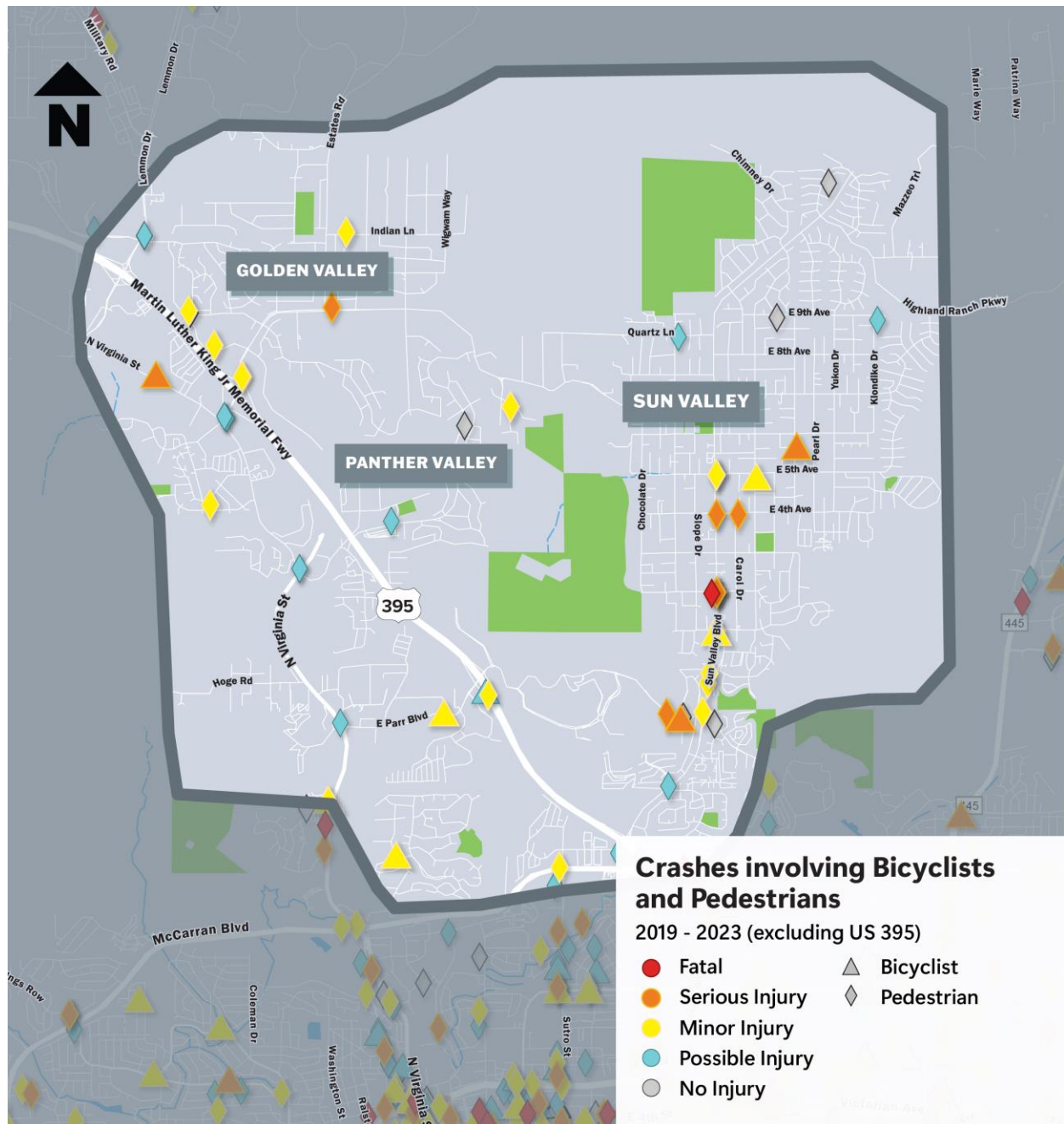
62 active transportation crashes
(53 pedestrian, 9 bicyclist)

14 total fatalities
(2 pedestrian)

52 serious injuries
(5 pedestrian, 3 bicyclist)

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

Figure 3. Active Transportation Crashes



2.3 Transportation Network, Conditions, and Trends

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

Pedestrian Infrastructure

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

Bikeways

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

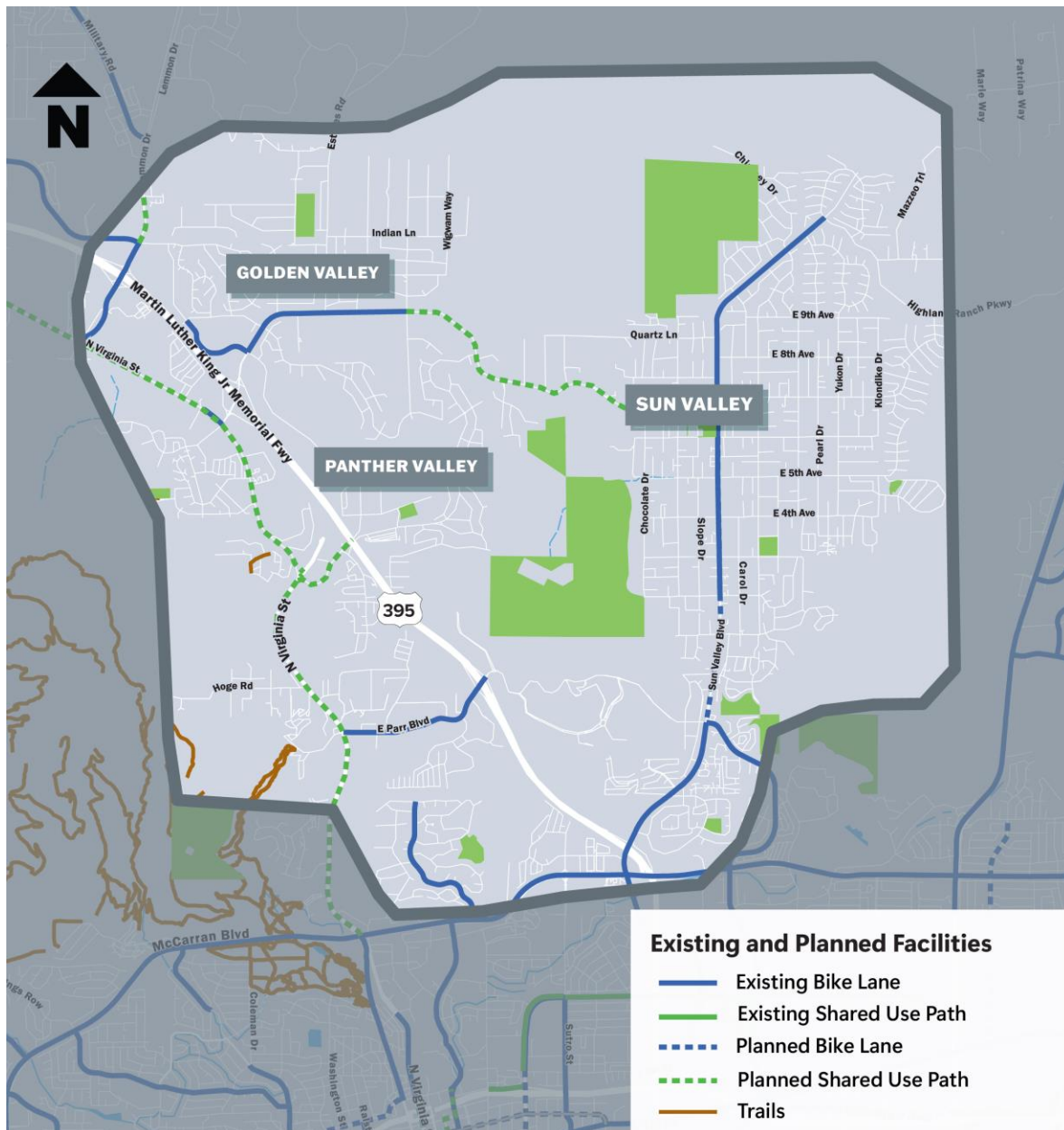


Planned projects aim to improve connectivity within the neighborhood bicycle network. As mentioned in the previous section, future bike facilities are proposed to close an existing gap along Sun Valley Boulevard and to connect with the shared use path along Golden Valley Road, improving access for bicyclists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



Bicycle Lane on El Rancho Drive

Figure 4. Existing and Planned Bike Facilities





Transit

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



3. Understanding Community Experiences

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

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

Table 2. Engagement Activities

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

3.1 In-Person Engagement

Agency Coordination Meetings

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



Neighborhood Network Plan Steering Committee

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



NNP Steering Committee on November 6, 2025

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

Community Workshop

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

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



Community workshop held at Hug High School

Pop-Up Event

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

Stakeholder Meetings

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

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



Pop-up event at Hug High School

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



Sun Valley Elementary School meeting and site visit

3.2 Digital Engagement

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

Web Page

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

Social Media

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



Survey Questionnaire

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

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



Discussion with students at North Valleys High School

Map Survey

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

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

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

Figure 5. Location of NNP Public Comments



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



4. Developing and Evaluating Alternatives

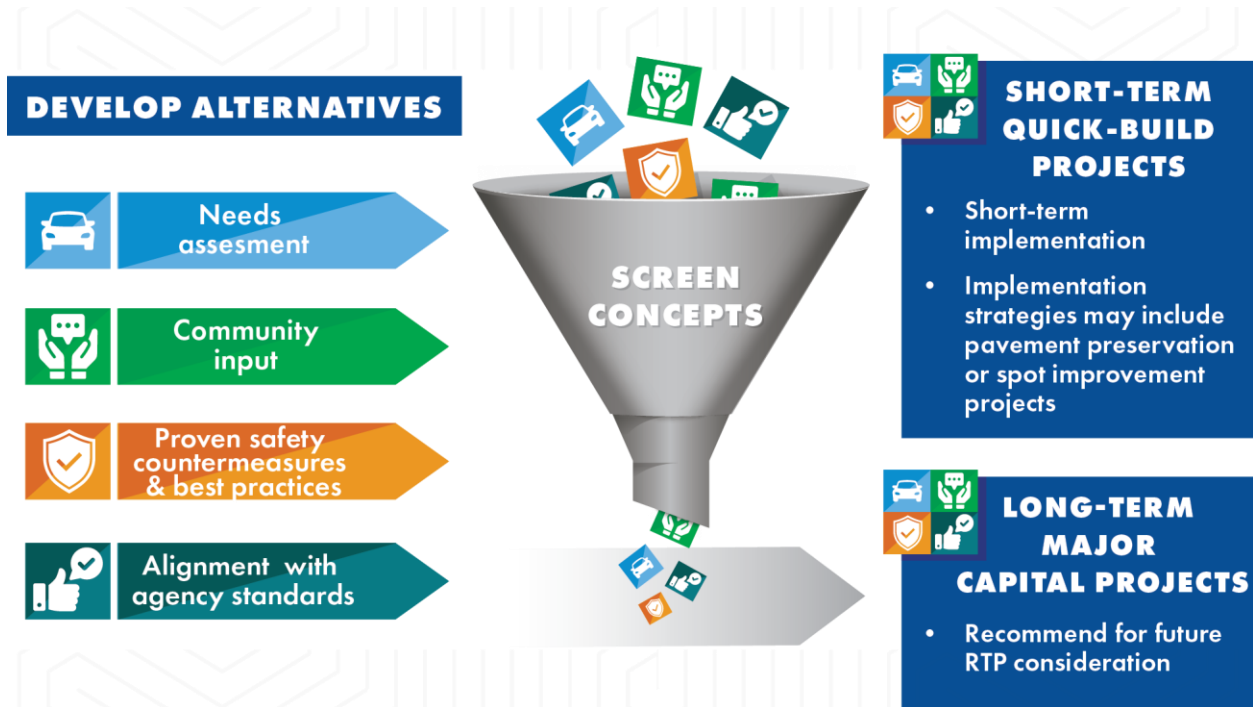
This study developed and evaluated alternative concepts using a collaborative and data-driven process. Key elements included existing conditions analysis, incorporation of community input, identification of appropriate best practice solutions, and alignment with agency and community input.

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

- **Screen potential improvements according to whether they are short-term quick-build projects or longer-term major capital projects.** Quick-build projects generally include pavement striping, signage, and smaller-scale installations such as speed tables. Projects that would involve impacts to right-of-way or larger-scale construction activities were considered to be major capital projects for purposes of this study.

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

Figure 6. Project Development and Evaluation Process



4.1 Prioritization Process

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

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

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

4.2 Low-Cost Near-Term Improvements Considered

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

SAFETY



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

INFRASTRUCTURE CONDITION



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

ACCESS



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

CONNECTIVITY



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

COMMUNITY INPUT



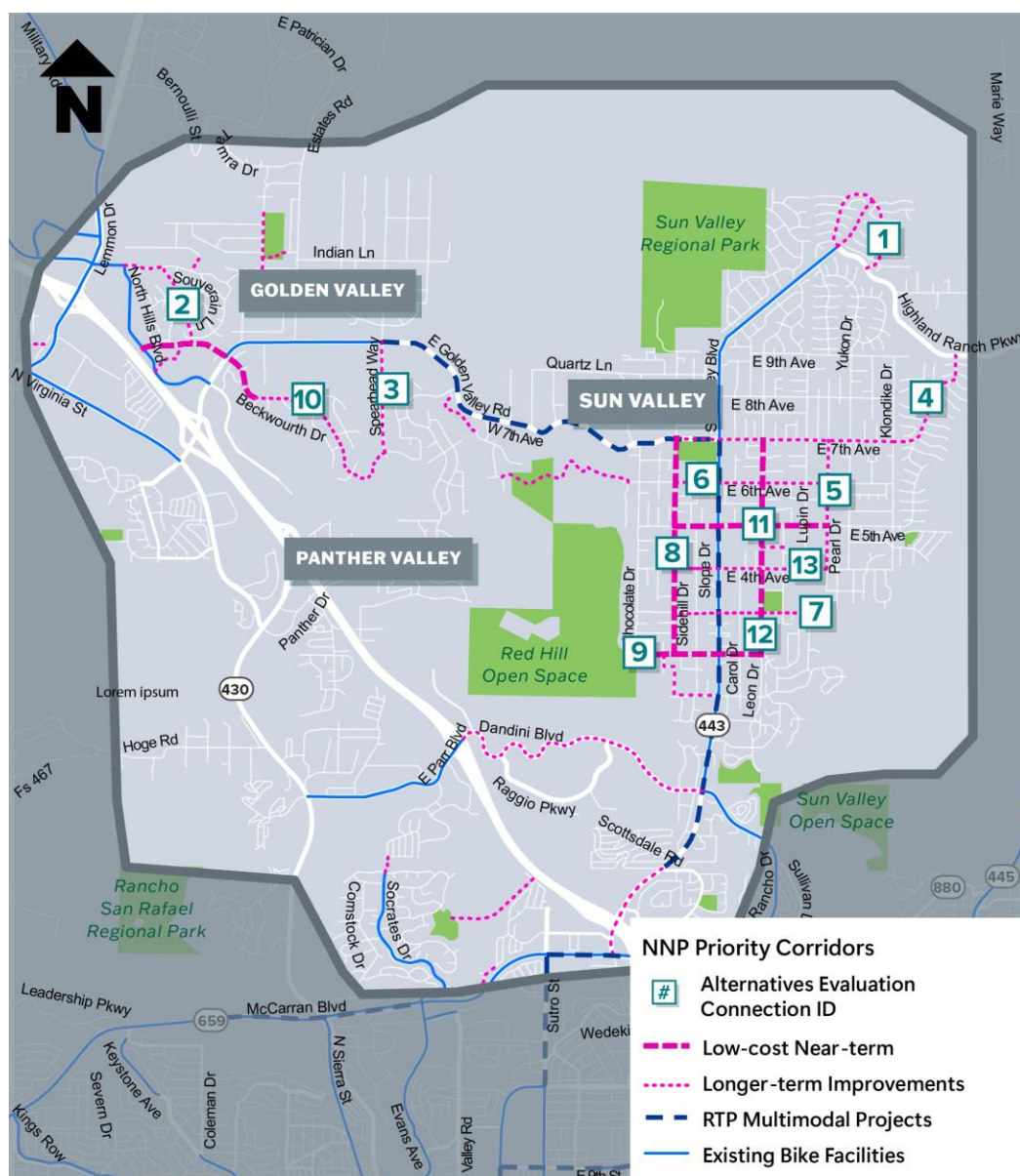
Incorporate public comments, survey results, and agency input.

Table 3. Low-Cost Near-Term Improvements Considered

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

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

Figure 7. Low-Cost Near-Term Improvements Considered



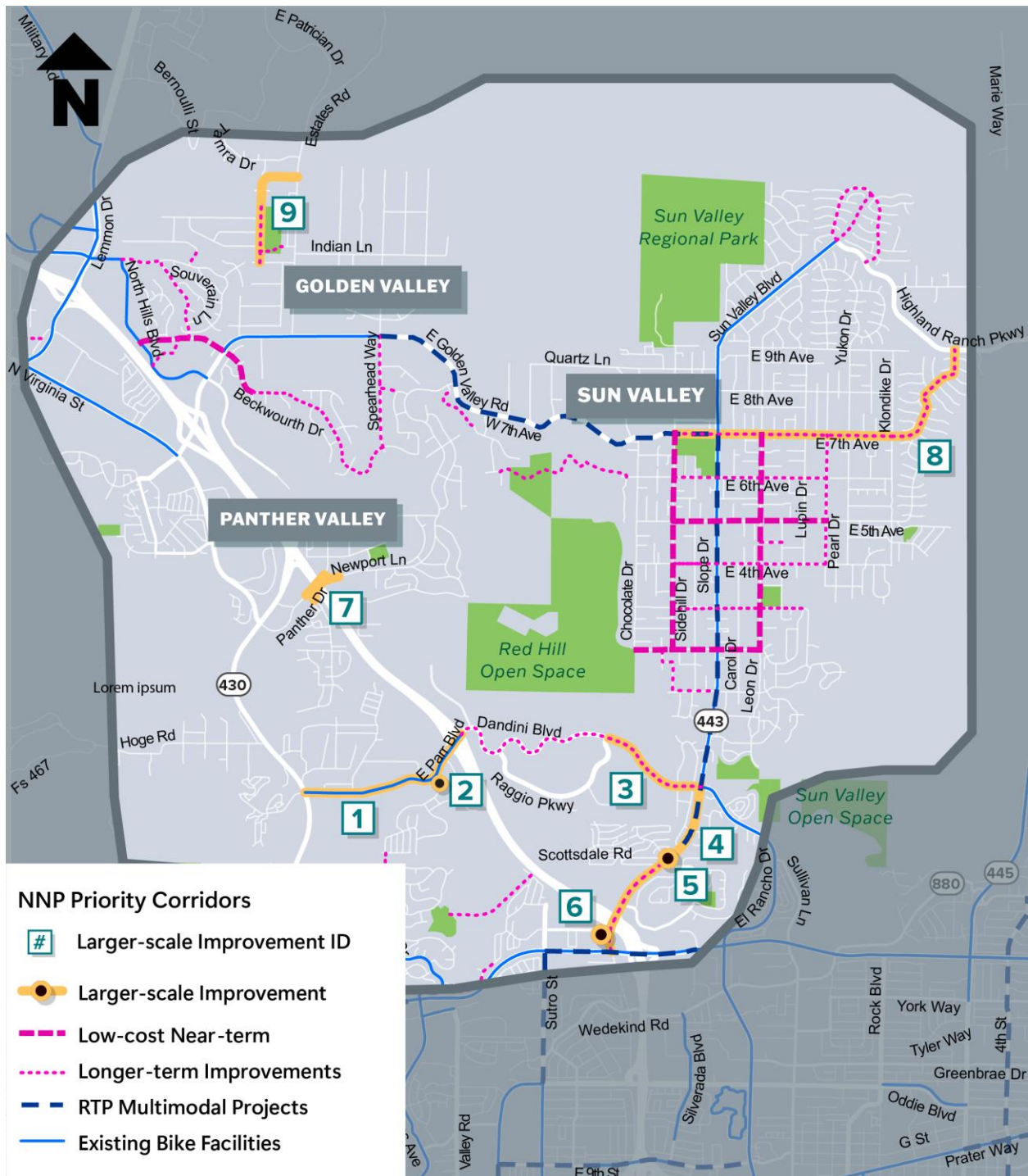
4.3 Larger-Scale Improvements Considered

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

Table 4. Larger-Scale Improvements

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

Figure 8. Larger-Scale Improvements Considered



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

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

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

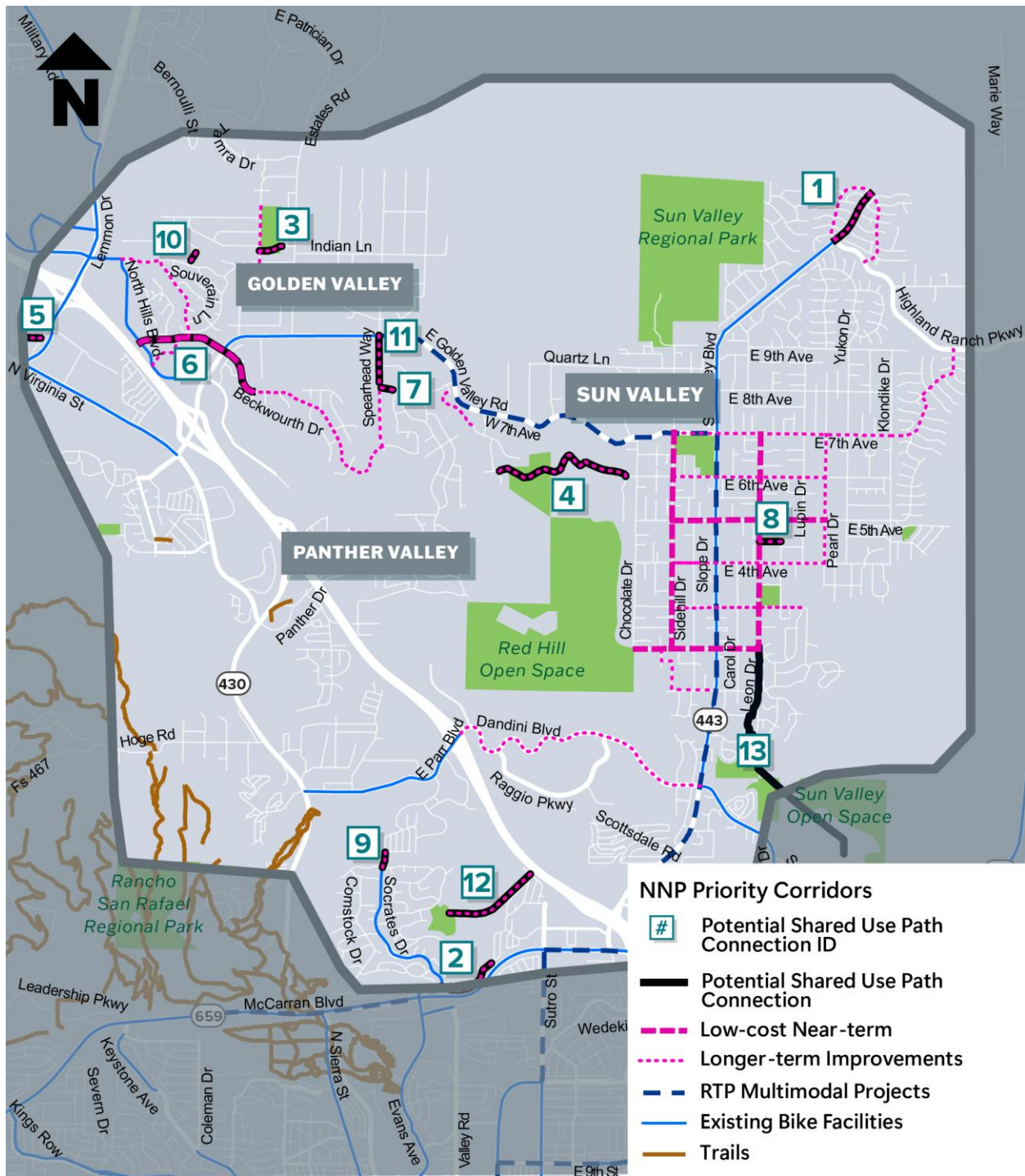


Families walking along School Lane to Sun Valley Elementary School.

Table 5. Potential Shared Use Path Connections

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

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 Sun Valley, Golden Valley, and Panther 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 proposed quick-build projects as well as a planning-level cost estimate. Figure 11 shows recommendations in the Golden Valley and Panther Valley area. Thermoplastic crosswalks and striping should be installed on a milled surface so that the striping is flush with the street. Figure 12 shows recommendations in the Sun Valley area. Cost estimates are based on recent construction costs in the region and include a 30% contingency.

Figure 10. NNP Area Proposed Improvements

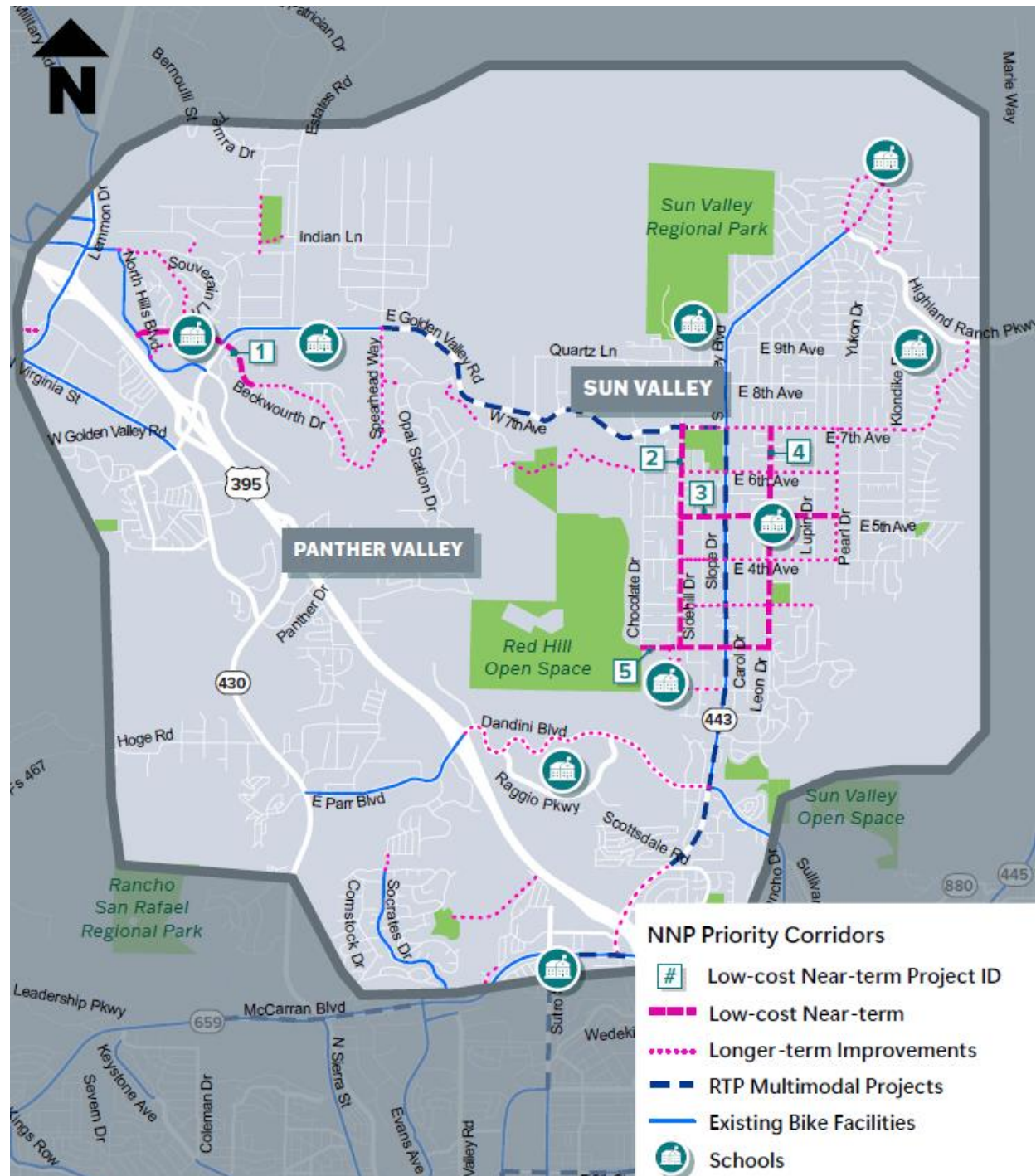


Figure 11. Detail of Golden Valley and Panther Valley Area Improvements

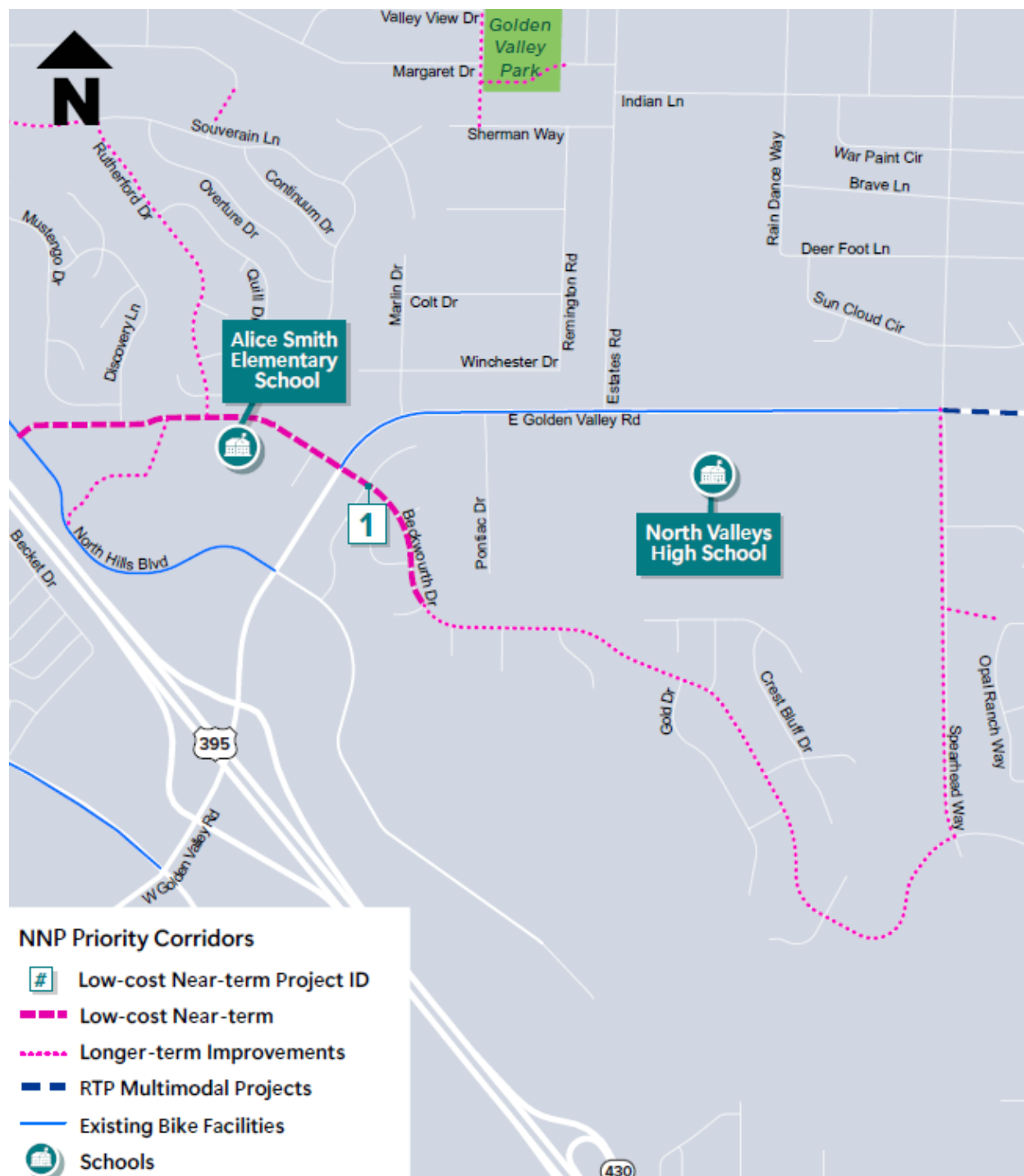


Figure 12. Detail of Sun Valley Area Improvements



Table 6. Sun Valley and Panther Valley Area Improvements

Project Name and Location	Length (Mi.)	Bike Facility Type	Description	Preliminary Cost Estimate
1. Beckwourth Drive N Hills Boulevard to Stonegate Ct	.5	Bike lane	Striped bike lanes and bulbouts	\$410,000
2. Sidehill Drive 2 nd Avenue to 7 th Avenue	1.25	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, high visibility crosswalks, and segment of pedestrian lane	\$460,000
3. 5th Avenue Sidehill Drive to Pearl Drive	.9	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, high visibility crosswalks, and segment of pedestrian lane	\$620,000
4. Leon Drive 2 nd Avenue to 7 th Avenue	1.25	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, and high visibility crosswalks	\$530,000
5. 2nd Avenue Chocolate Drive to Leon Drive	.7	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, and high visibility crosswalks	\$480,000

5.2 Implementation

The projects recommended by this plan will be considered for implementation using AT Program funds and are intended to be implemented quickly across the neighborhood. RTC will conduct project design for identified quick-build improvements in 2026 and 2027, with a goal to begin construction in 2028. Projects will be constructed based on AT Program fund availability.

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

Federal Funding (Formula and Discretionary Grant Programs)

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

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

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

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

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

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

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

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

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

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

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

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

State Funding

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

Regional/Local Funding

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

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

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

5.3 Monitoring Progress

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

5.4 Quick-Build Featured Projects

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

AT A GLANCE

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

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

Cost: \$460,000

Length: 1.25 miles

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
SCHOOL ACCESS



IMPROVE
PARK ACCESS



PROJECT MAP

NNP Priority Corridors

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



Proposed view toward the south
on Sidehill Drive near 7th Avenue

PROJECT DETAILS



Existing view toward the south
on Sidehill Drive near 7th Avenue

PROJECT DESCRIPTION

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

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

AT A GLANCE

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

Cost: \$530,000

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

Length: 1.25 miles

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



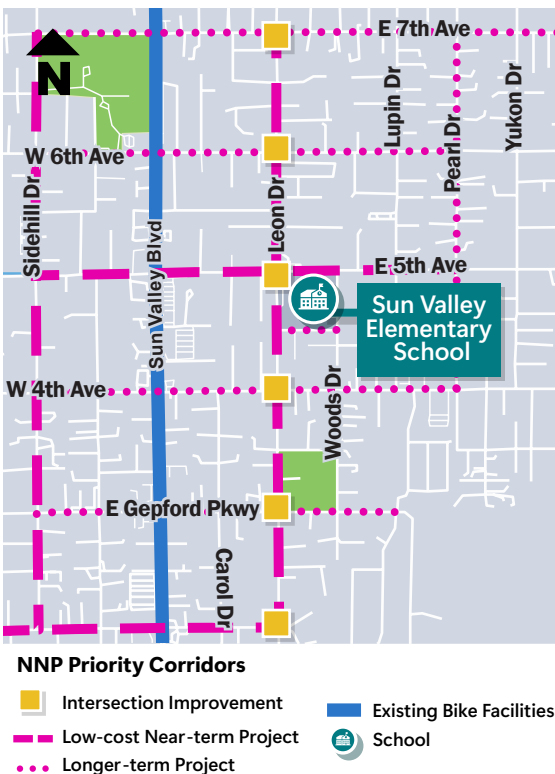
IMPROVE
SCHOOL ACCESS



IMPROVE
PARK ACCESS



PROJECT MAP



PROJECT DETAILS



PROJECT DESCRIPTION

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

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

AT A GLANCE

Location: 5th Avenue from Sidehill Drive to Pearl Drive

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

Cost: \$620,000

Length: 0.9 mile

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
SCHOOL/PARK ACCESS



IMPROVE
TRANSIT ACCESS



PROJECT DESCRIPTION

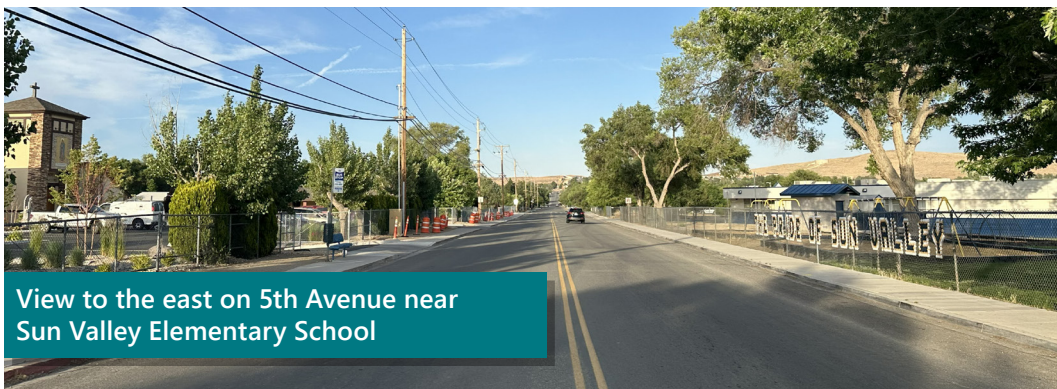
5th Avenue provides east-west access across Sun Valley. It connects to RTC Route 5 transit service as well as the shopping and employment opportunities on Sun Valley Boulevard. Sun Valley Elementary School is located on 5th Avenue and experiences challenges for students walking to school and crossing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

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



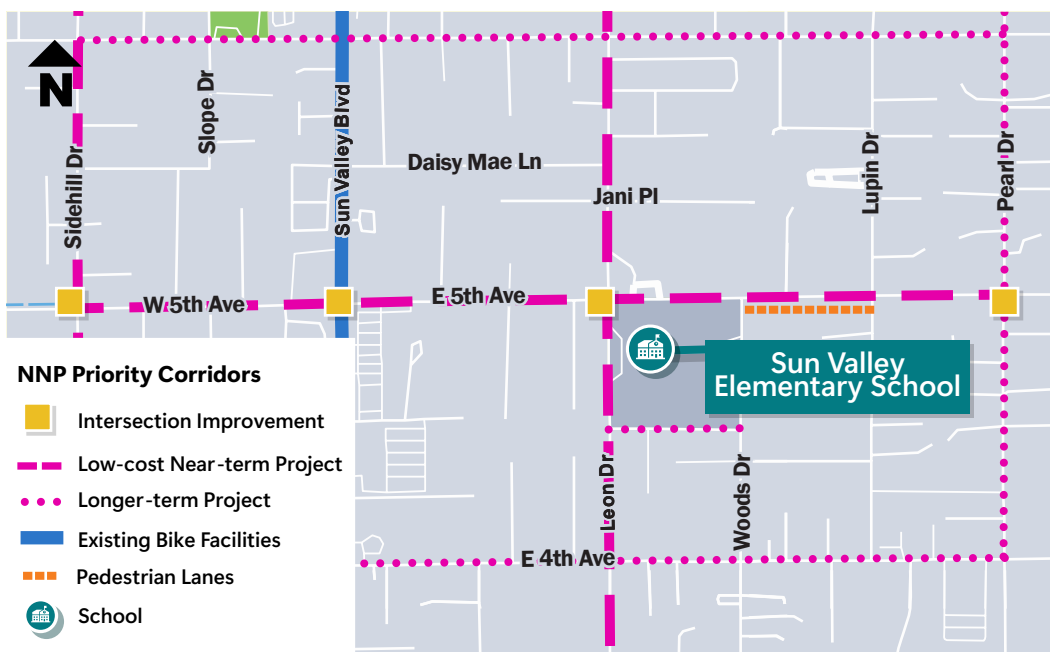
Proposed view to the east on 5th Avenue near Sun Valley Elementary School

PROJECT DETAILS



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

PROJECT MAP



AT A GLANCE

Location: 2nd Avenue from Chocolate Drive to Leon Drive

Cost: \$480,000

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

Length: 0.7 miles

GOALS/BENEFITS

IMPROVE BIKE & CROSSWALK SAFETY



IMPROVE SCHOOL ACCESS



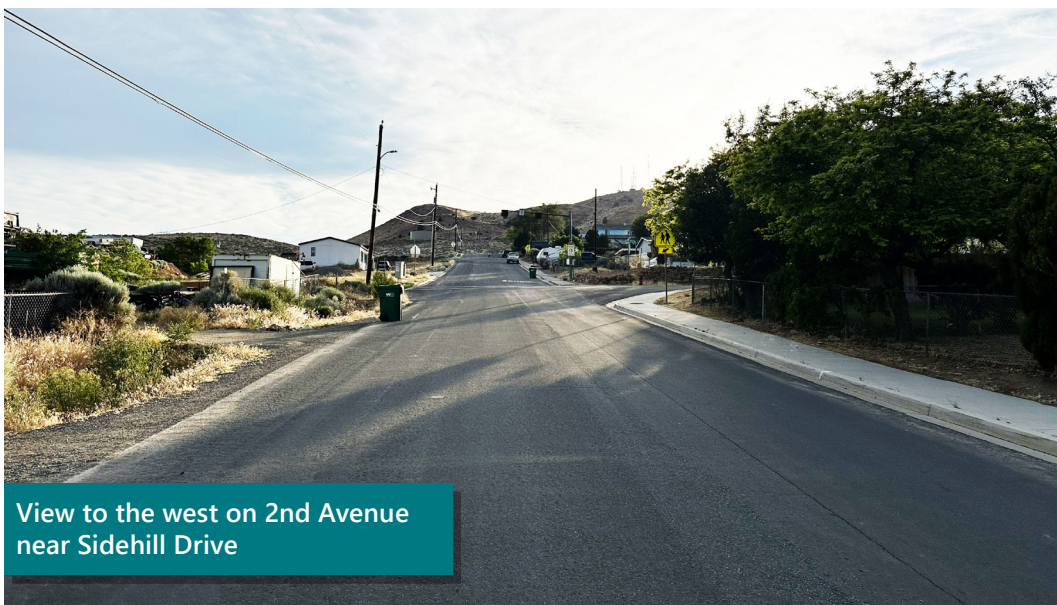
IMPROVE TRANSIT ACCESS



PROJECT DESCRIPTION

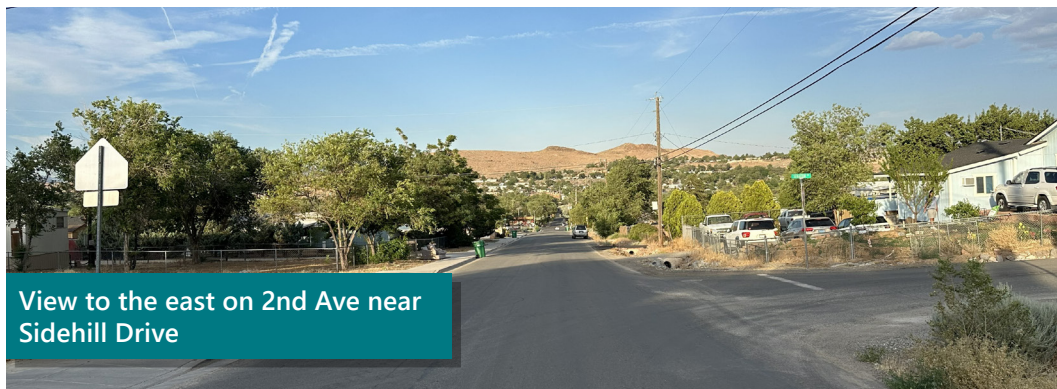
2nd Avenue provides east-west access across sun Valley. It provides a connection to RTC Route 5 transit service as well as the shopping and employment opportunities on Sun Valley Boulevard. Lois Allen Elementary School is located just south of 2nd Avenue and experiences challenges for students walking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

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



View to the west on 2nd Avenue near Sidehill Drive

PROJECT DETAILS



View to the east on 2nd Ave near Sidehill Drive

PROJECT MAP



AT A GLANCE

Location: North Hills Boulevard to Stonegate Court

Cost: \$410,000

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

Length: 0.7 miles

GOALS/BENEFITS

IMPROVE BIKE &
CROSSWALK SAFETY



IMPROVE
SCHOOL ACCESS



IMPROVE
BIKE CONNECTIVITY



PROJECT DESCRIPTION

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

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



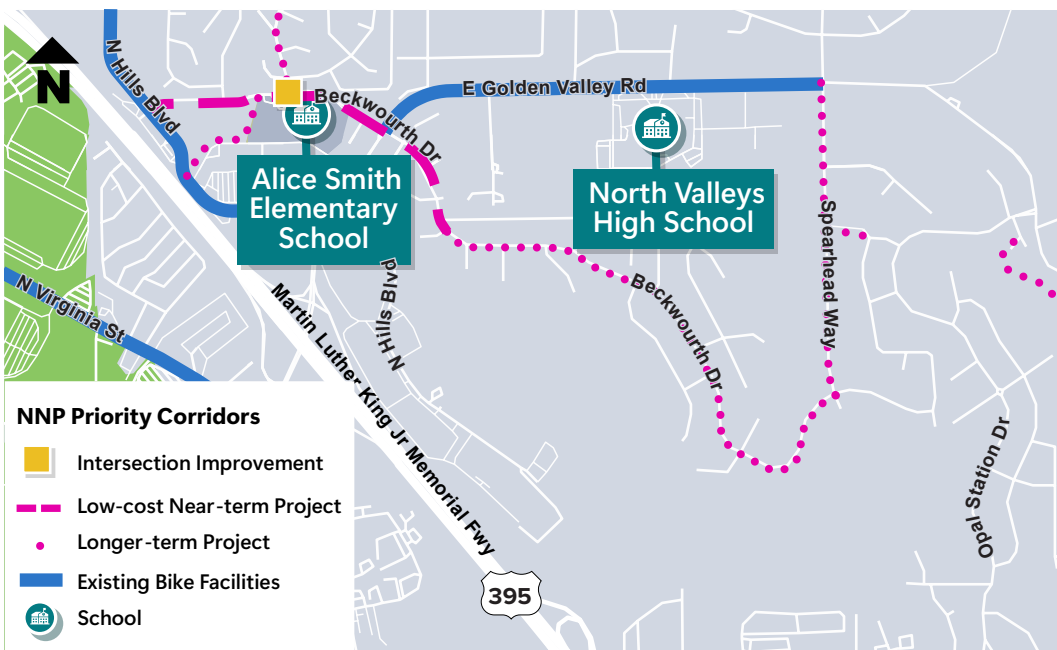
Beckwourth Drive Shared Use Path

PROJECT DETAILS



View to the east on Golden Vista Court

PROJECT MAP



Appendix A: Supplemental Existing Conditions Information

Existing Conditions

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

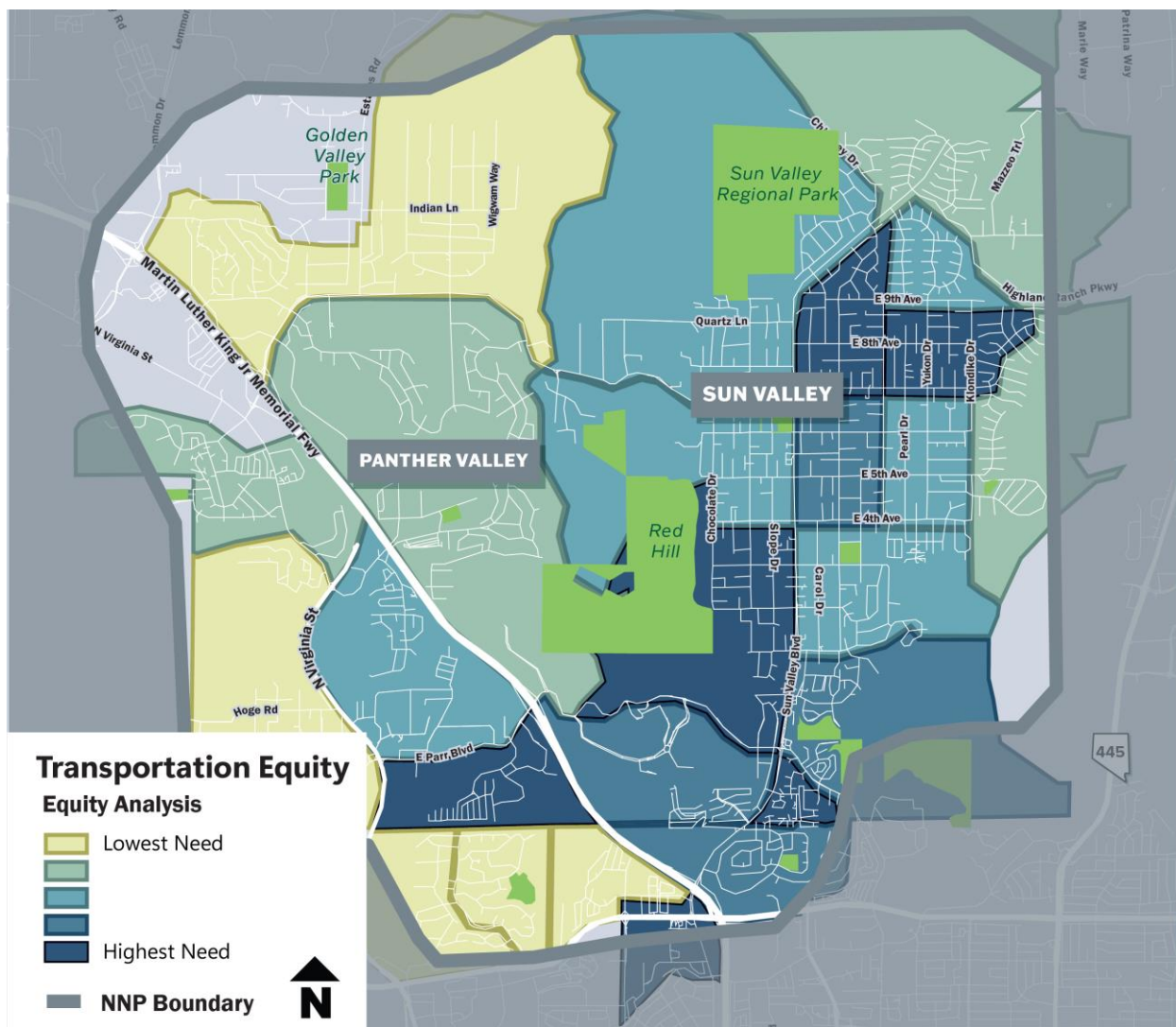
Table A-1. Comparison of Population Characteristics

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

Source: American Community Survey, 2023

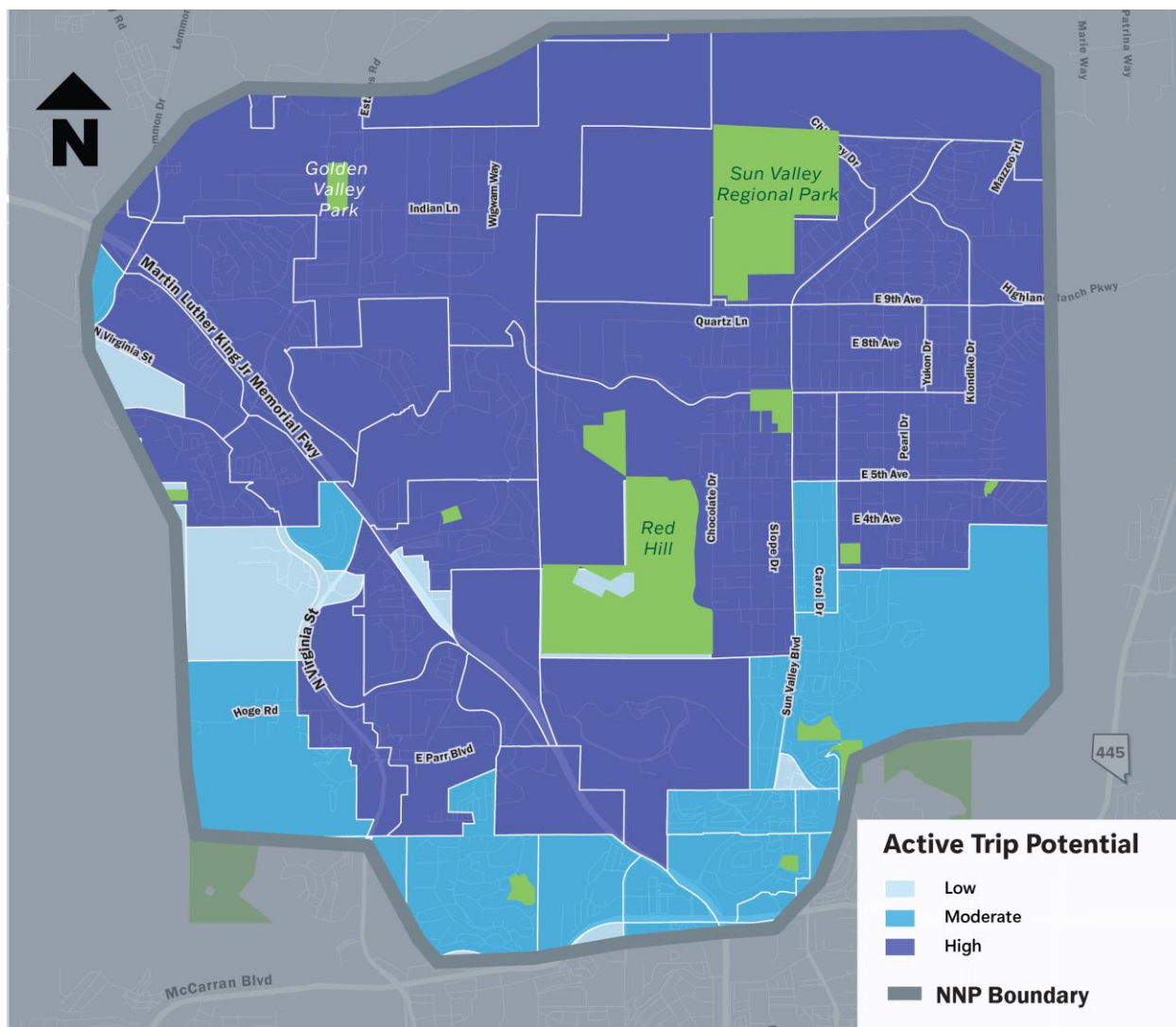
Figure A-1 provides an overview of areas with higher needs, based on demographic characteristics, where a higher number represents an area of greater need, as documented in the AT Plan. Areas of greater need indicate the potential demand for affordable active transportation options.

Figure A-1. Transportation Equity Analysis



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

Figure A-2. Active Trip Potential



Safety Needs

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

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

Figure A-3. Crash History

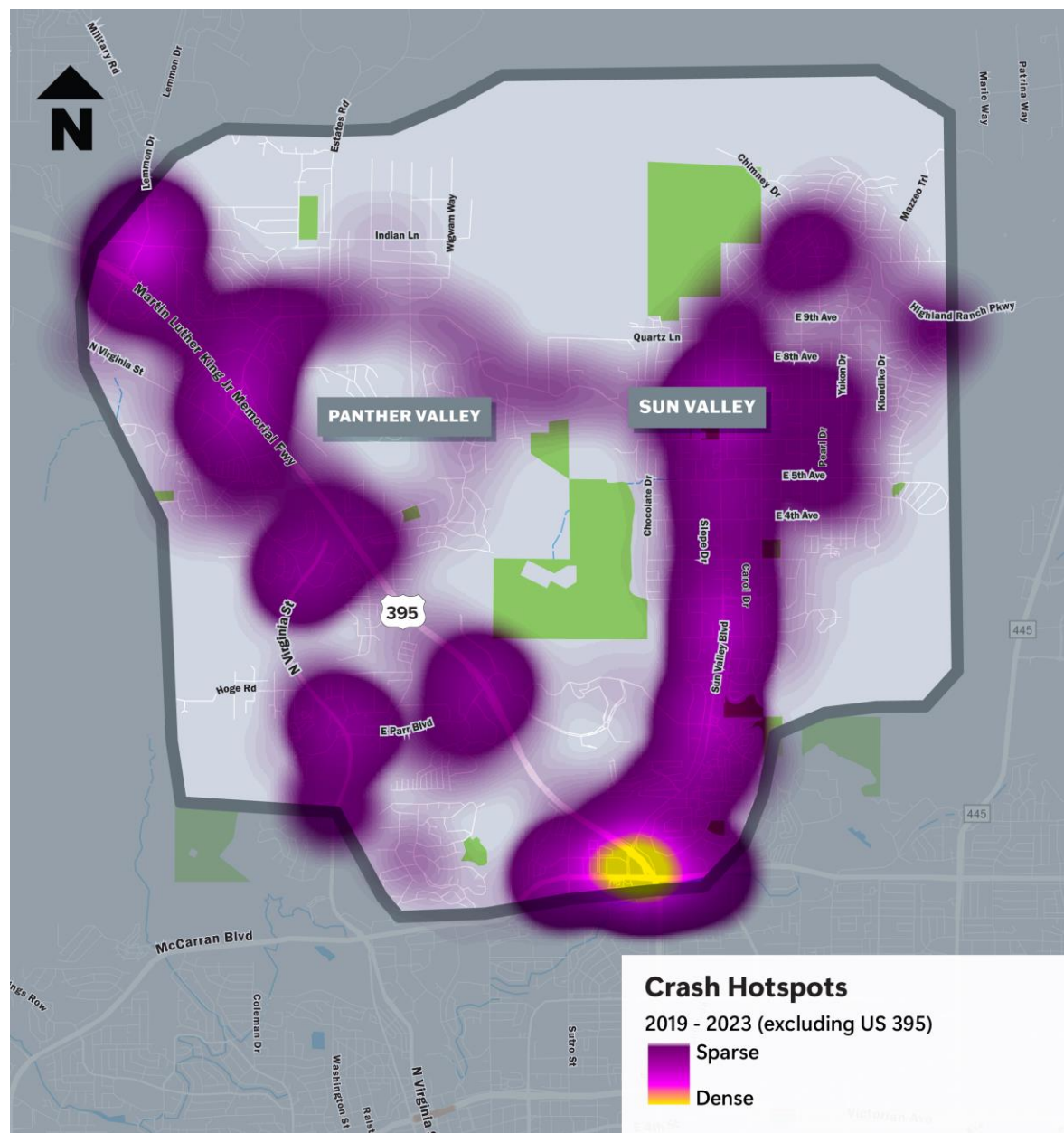
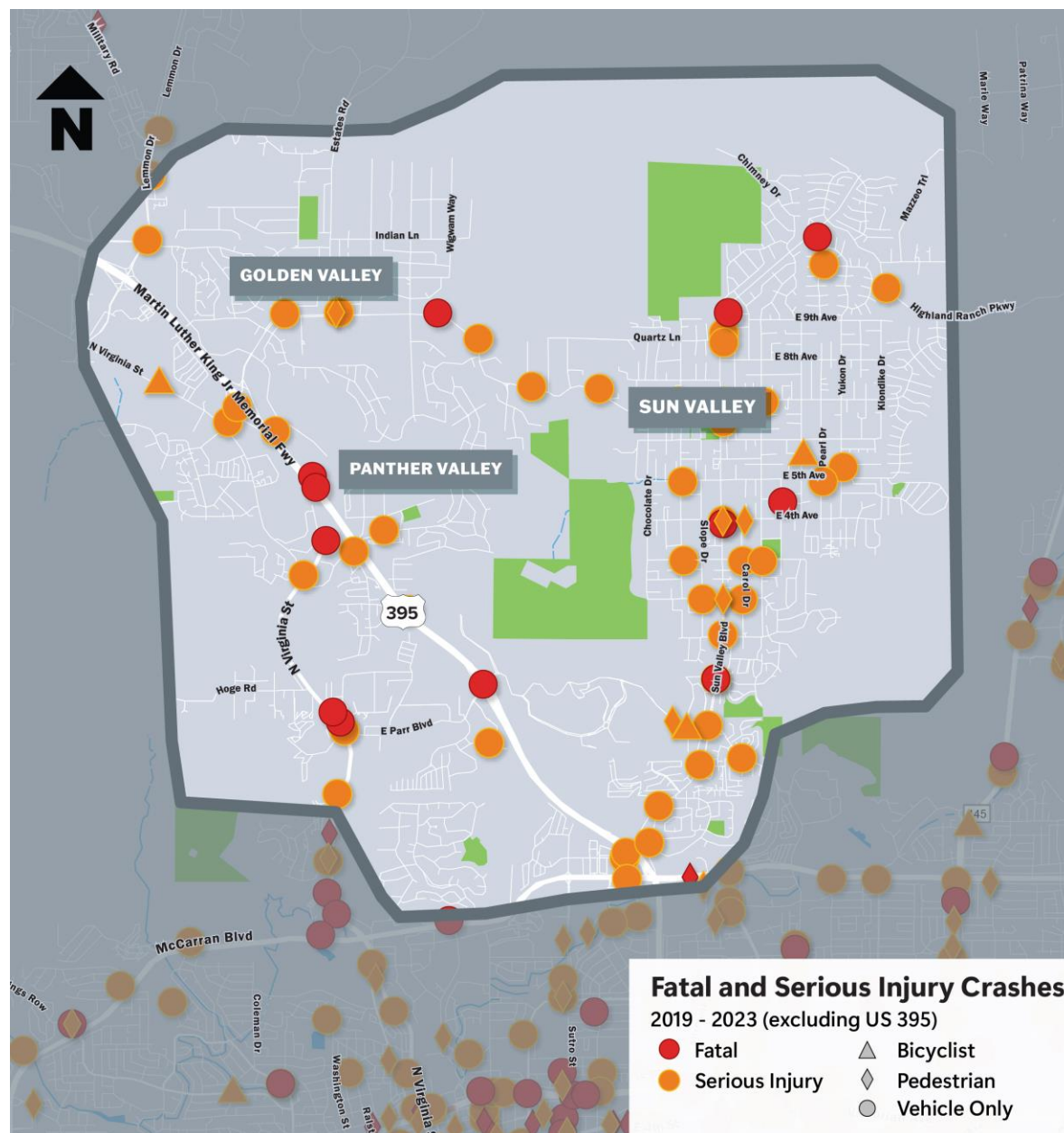


Figure A-4. Fatal and Serious Injury Crashes



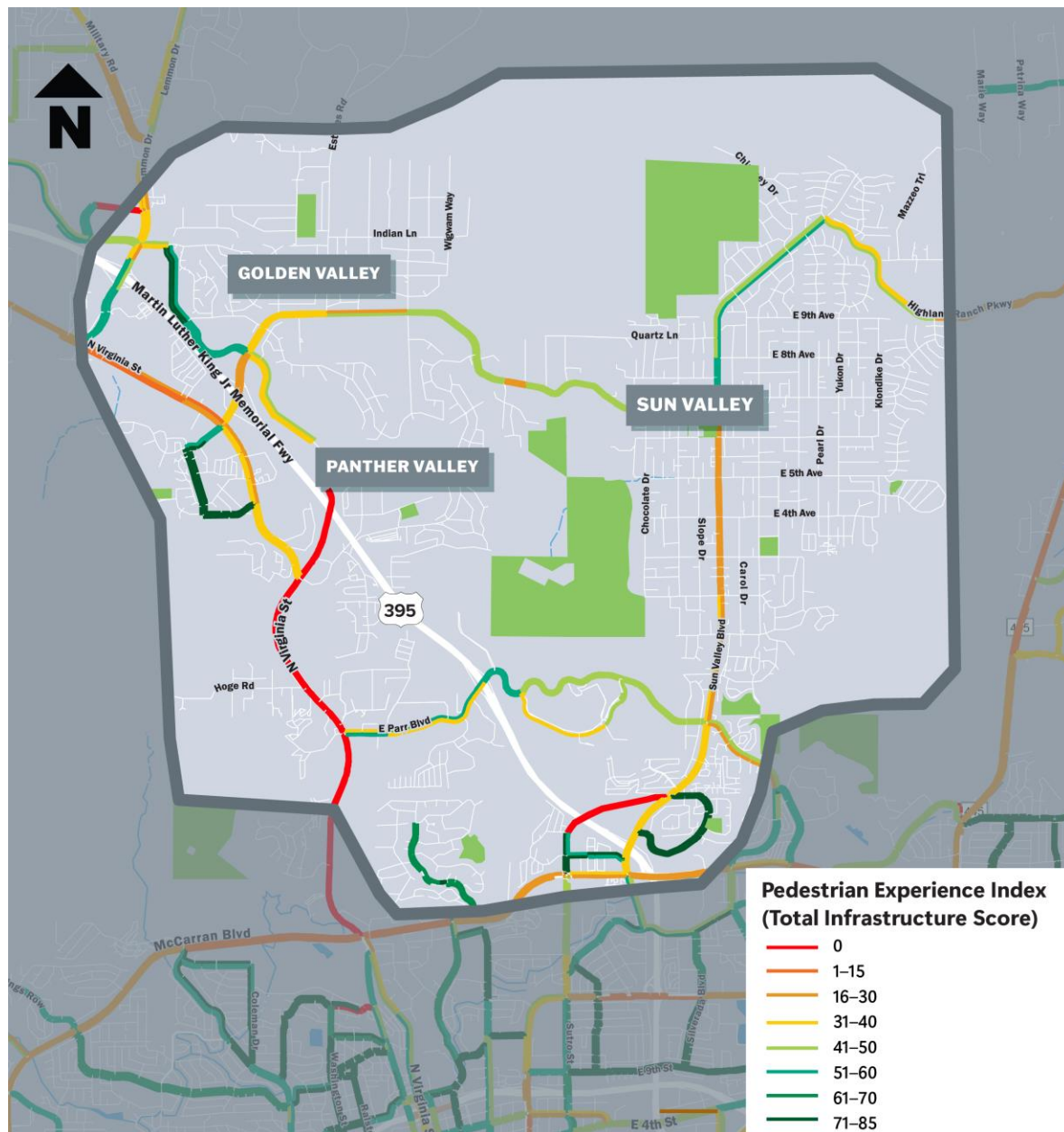
Pedestrian Experience Index

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

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

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

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 accounts for factors such as traffic volumes, posted speed limits, and the presence or absence of bicycle facilities such as bike lanes and separated paths, as shown in the illustration below. Scores are assigned on a 1-4 scale with higher scores indicating roads that are more stressful to ride on, as shown in Figure A-6.

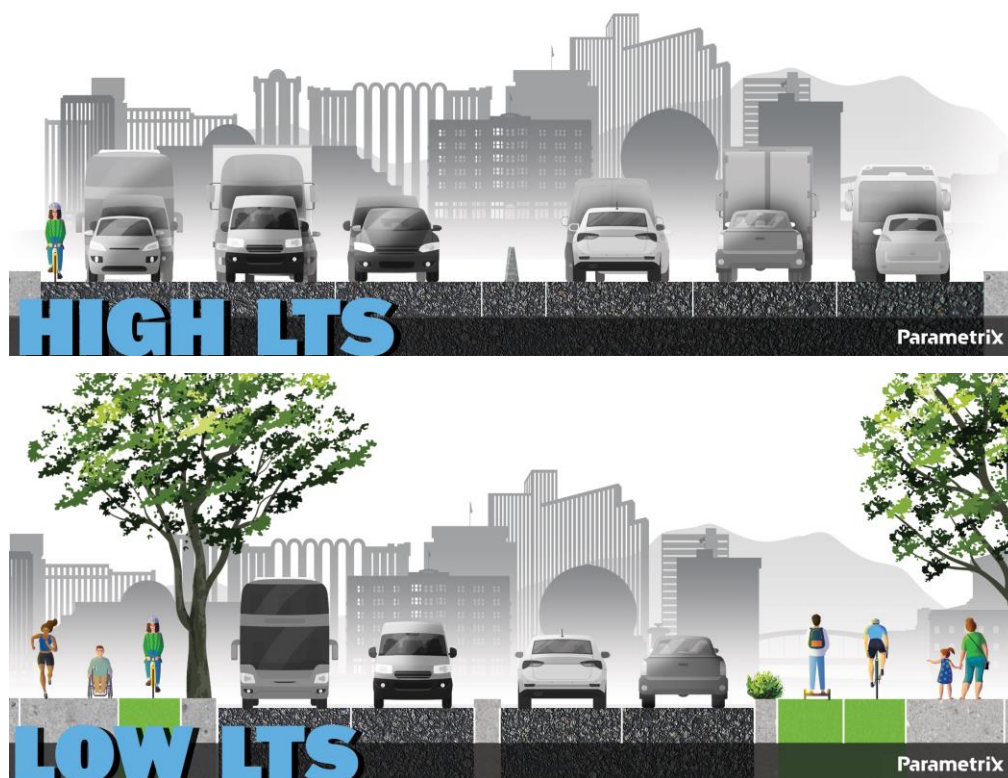
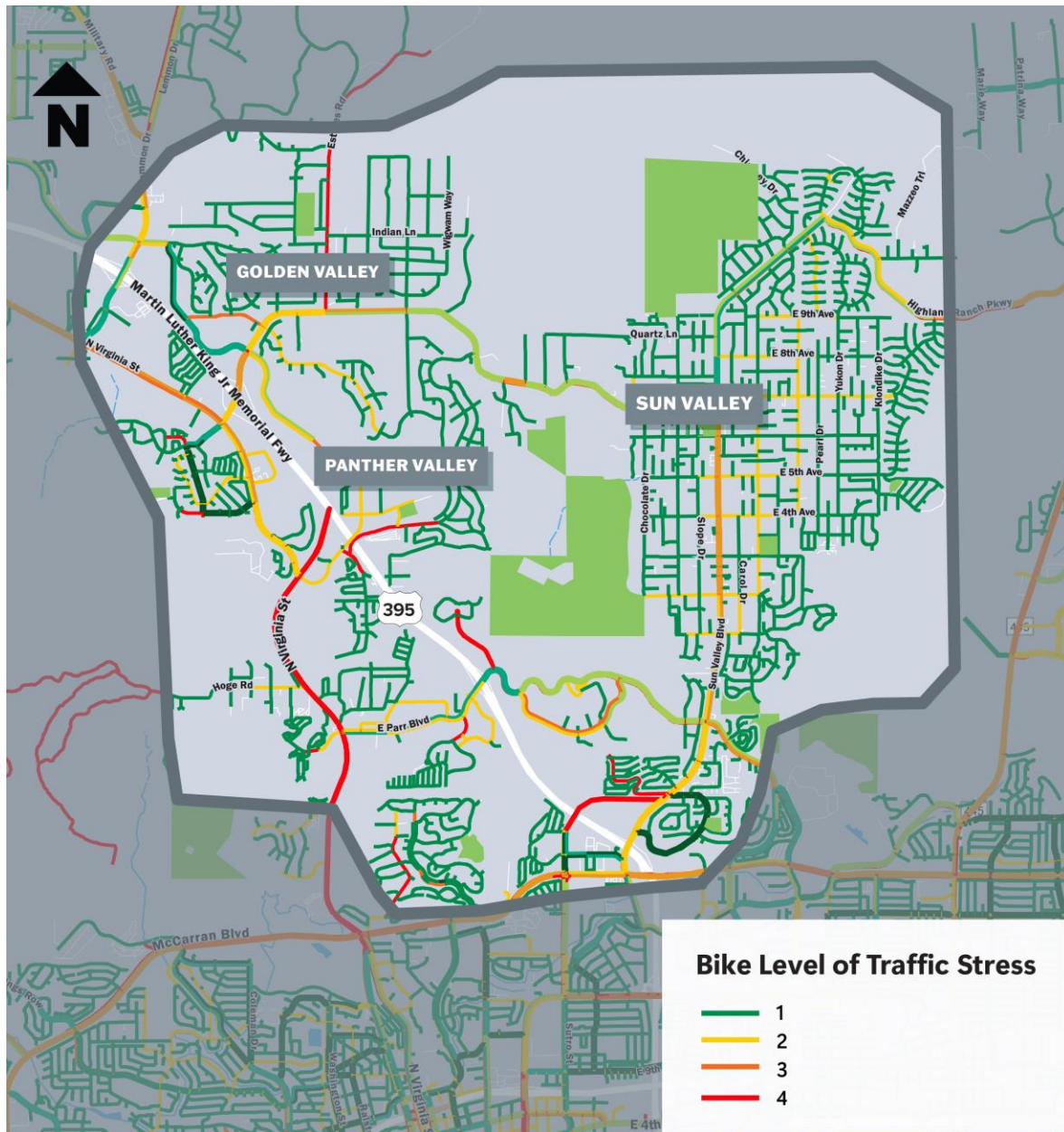


Illustration of Bicycle Level of Traffic Stress

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

Figure A-6. Bike Level of Traffic Stress



Transit

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

Table A-2. Transit Service

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

Source: RTC

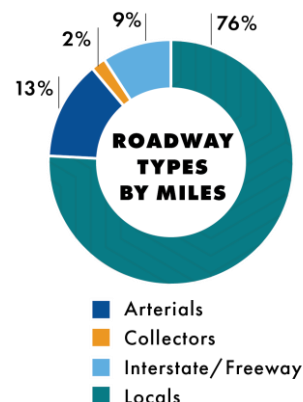
Figure A-7. Transit Service



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



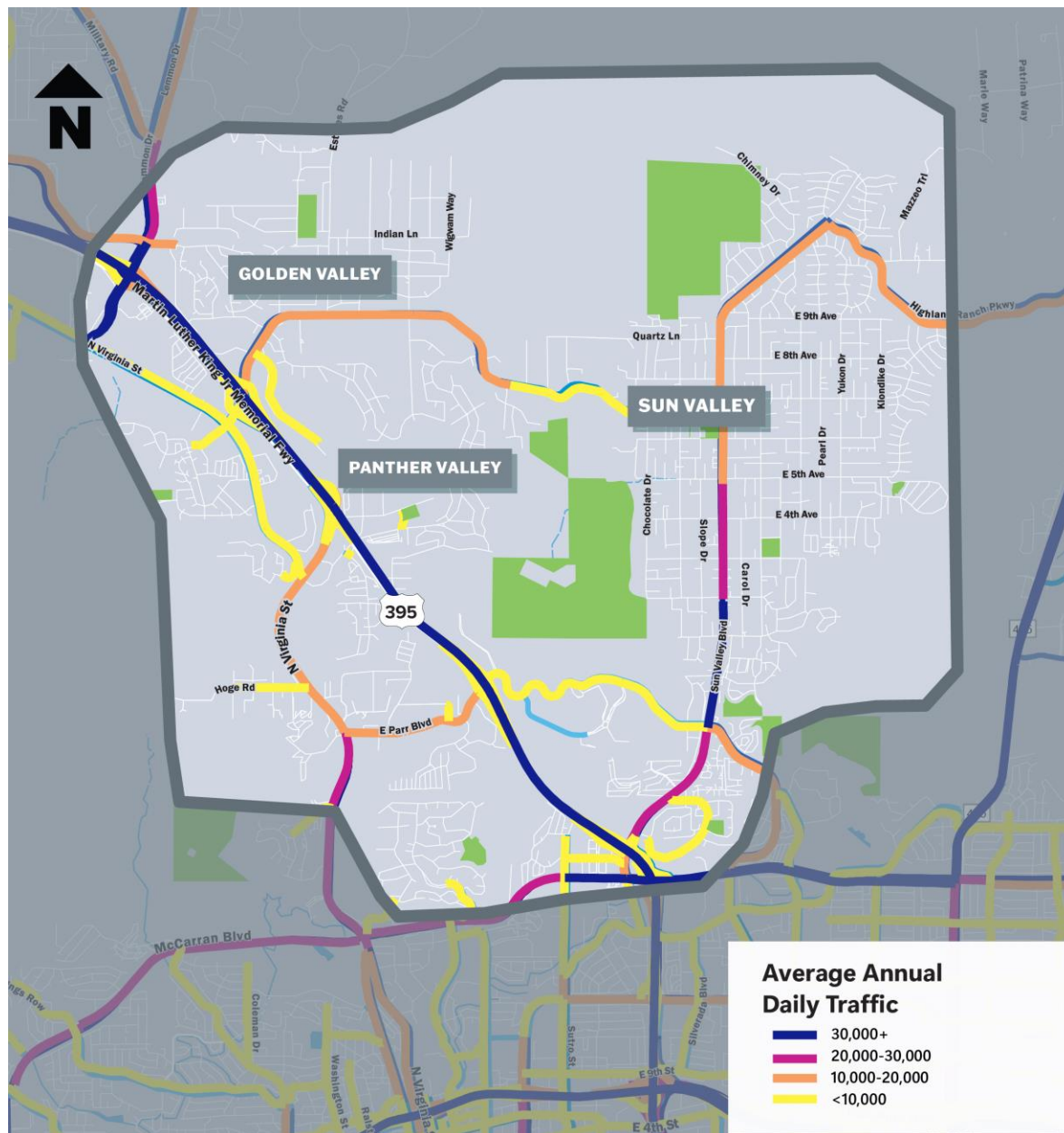
Traffic Growth along Major Roads (2014-2024)

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

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

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

Figure A-8. Traffic Volumes





Appendix B: Outreach Documentation



SUN VALLEY & PANTHER VALLEY NEIGHBORHOOD NETWORK PLAN

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

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

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



Get involved with the project by:

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

**SEPTEMBER-
NOVEMBER
2025**

Assess existing conditions

**DECEMBER
2025**

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

**DECEMBER
2025-
MARCH 2026**

Develop and refine improvement concepts

**APRIL-
MAY
2026**

Community meetings

**MARCH-
JULY
2026**

Develop Neighborhood Network Plan

**AUGUST
2026**

Neighborhood Network Plan finalized

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





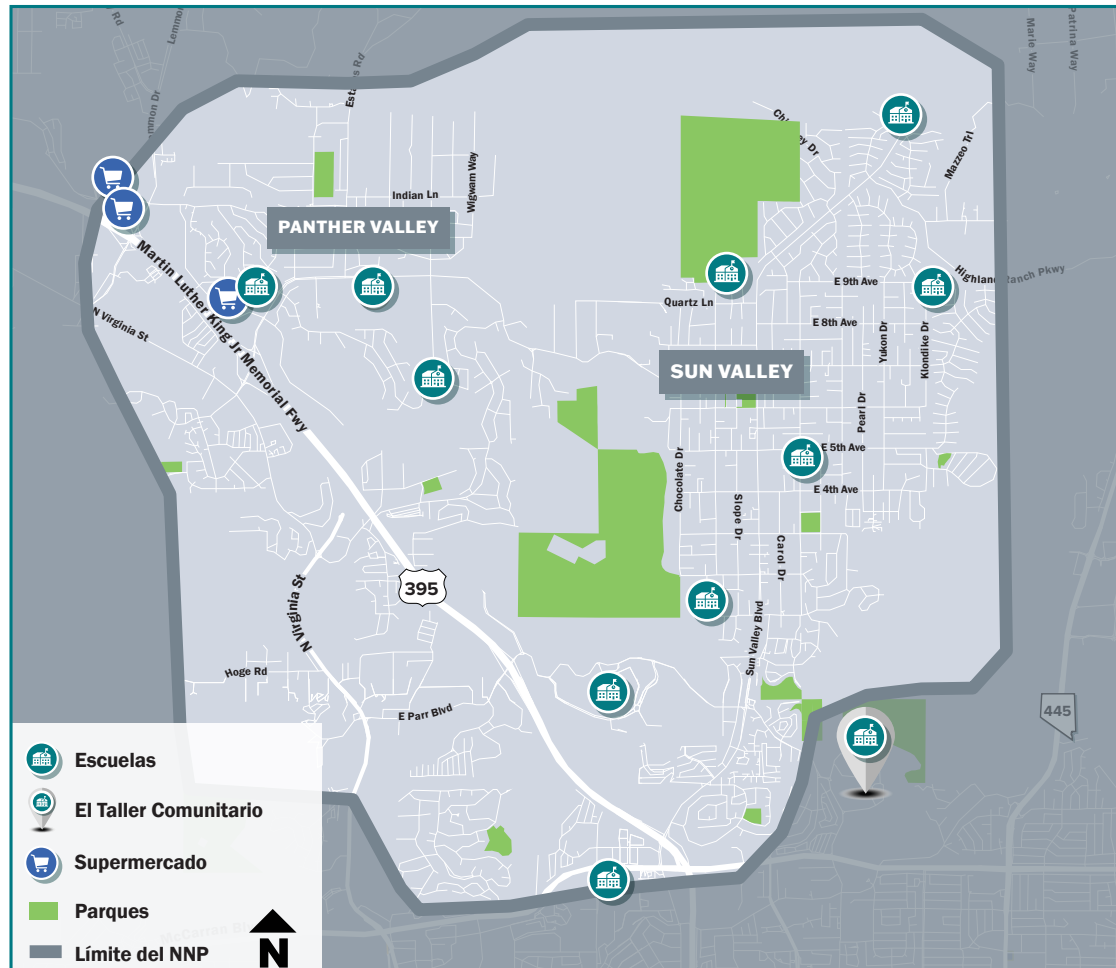
SUN VALLEY Y PANTHER VALLEY

PLAN DE RED PARA LA VESINDAD

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

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

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



El Taller Comunitario De Sun Valley Y Panther Valley Es:



El 9 de diciembre del 2025



5-6:30 p.m.



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

**SEPTIEMBRE-
NOVIEMBRE
2025**

Evaluar las
condiciones
actuales

**DICIEMBRE
2025**

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

**DICIEMBRE
2025-
MARZO 2026**

Crear y mejorar
conceptos

**ABRIL-
MAYO
2026**

Reuniones
comunitarias

**MARZO-
JULIO
2026**

Desarrollar el plan
de red de vecindad

**AGOSTO
2026**

Finalizar el plan de
red de vecindad

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





December 2025

WELCOME!

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

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

Ways to Participate

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

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

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

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

Sincerely,

Marquis Williams
RTC Project Manager
www.rtcwashoe.com





Welcome to the Neighborhood Network Plan Survey



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

Which neighborhood do you live in?

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

Other _____

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

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

Other _____

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

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

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

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

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

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

Other (please specify) _____

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

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

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

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

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

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

Other (please specify) _____

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

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

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

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

Other _____

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

What is your ZIP code? (optional) _____

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

Example: S. McCarran Blvd & Longley Ln



Welcome to the Neighborhood Network Plan Survey



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

¿En qué area vive?

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

Otro _____

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

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

Otro _____

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

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

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

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

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

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

Otro (especifique) _____

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

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

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

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

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

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

Otro (especifique) _____

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

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

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

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

Otro _____

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

¿Cuál es su código postal? (opcional) _____

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: Sun Valley/Panther Valley Neighborhood Network Plan Steering Committee Meeting

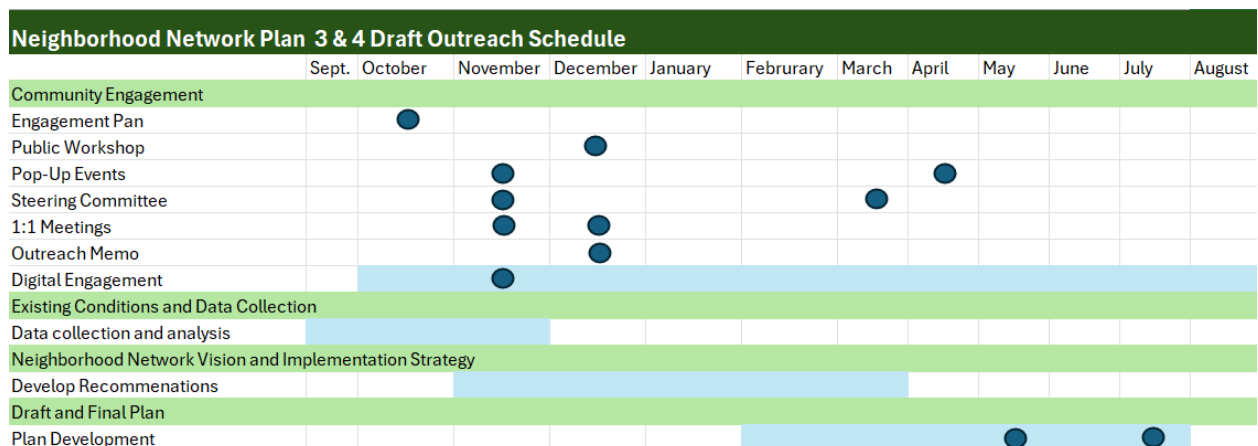
Welcome and Introductions

- RTC: Marquis Williams, Graham Dollarhide, Alex Cruz, Sara Going, Josh MacEachern, LaShonn Ford, Thomas Tsunemoto
- City of Reno: Tara Smaltz
- Washoe County: Mariam Ahmad, Michon Reede
- Washoe County School District: Robbie Pape (SRTS), Jennifer Iverson (SRTS), Tomas Macaluso (North Valleys HS), 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 Sun Valley/Panther Valley. Support stronger communities through transportation investments that:
 - Improve safety,
 - Expand active transportation mode share,
 - Maintain the system sustainability, and
 - Enhance the community.

Schedule



Previous Efforts

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

Engagement

- Steering Committee
- Community Workshop

- 1:1 Meetings
- Flyer
- Website/Digital
- Pop-ups
- **Survey/Discussion: What organizations/people should we contact?**
 - Washoe County Sheriff's Office
 - Sun Valley GID
 - Desert Research Institute (DRI)
 - UNR
 - NABs
- **Active Transportation Comments**
 - Concerns about lack of sidewalks and bike facilities, especially near schools
 - Requests for improved pedestrian crossings
 - Concerns about driver behavior
- **Safety**
 - 2,034 crashes reported in the study area, based on NDOT's 2019-2023 crash data
 - 52 serious injury crashes, including 5 pedestrian and 3 bicyclist-involved crashes
 - 14 fatal crashes, including 2 pedestrian fatalities
 - Hotspots
 - Sun Valley Blvd
 - McCarran Blvd
 - Common crash types
 - Angle (39%)
 - Rear end (28%)
 - Non-collision (17%)
- **Traffic**
 - Volumes differ depending on corridor type. Sun Valley Boulevard, Golden Valley, East Parr and North Virginia have the highest traffic volumes
 - *Numbers on 395 seem higher than expected*
 - *Sheriff's data is not incorporated into TRINA, but should be looked at, as it may be more accurate for this area, especially on Sun Valley.*
- **Transit**
 - Three bus routes traverse this area and serves major employment centers (Routes 5, 7, and 15); Route 7 (North Virginia) and Route 5 (Sun Valley) are two of RTC's highest performing routes
- **Active Transportation Infrastructure**
 - Planned improvements on Sun Valley Blvd and Golden Valley Rd/W 7th
 - Limited facilities on neighborhood streets
 - Maps show the RTC data for Pedestrian Experience Index and Bicycle Level of Stress

- **Land Use and Development**

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

- **Needs and Opportunities**

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

- **ATP Vision**

- We envision a connected network of comfortable, convenient, and consistent facilities for people of all ages and abilities walking, bicycling, and rolling on a mobility device that prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails within the Truckee Meadows.

- **Is this still appropriate for the NNP?**
 - *Recommend clarifying that “facilities” means transportation infrastructure and adding “transit” to access priorities.*
- **ATP Goals**
 - Improve Safety
 - Expand Mode Share
 - Maintain the System Sustainably
 - Enhance the Community
 - **Is this still appropriate for the NNP?**
 - Yes
- **Next Steps**
 - Needs analysis
 - *Comment was made regarding potential recommendations specifically for e-bikes*
 - *Question was asked about potential pedestrian counts for some locations*
 - Community workshop
 - Develop concept alternatives
 - Opportunities for pop-up meetings:
 - *Basketball season/sporting events at high schools*
 - *TMCC campus*

Location: Teams

Meeting Date: July 23, 2026

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

- **Welcome and Introductions**

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

- **Review Planning Process**

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

- **Review Proposed Recommendations**

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

- **Discussion**

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



Appendix C: Walk Audit



Walk Audit Assessment Sun Valley

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

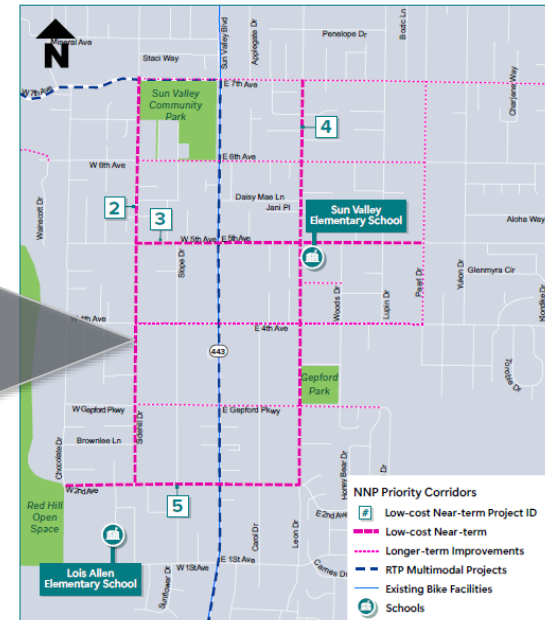
Opportunity for intersection and crosswalk improvements

Crosswalk improvements and traffic calming needed at and around the school. Some sidewalks present.

High visibility intersection markings needed

Crosswalk improvements needed at and around the school. Some sidewalks present.

Sun Valley



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



Summary Comments and Observations



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

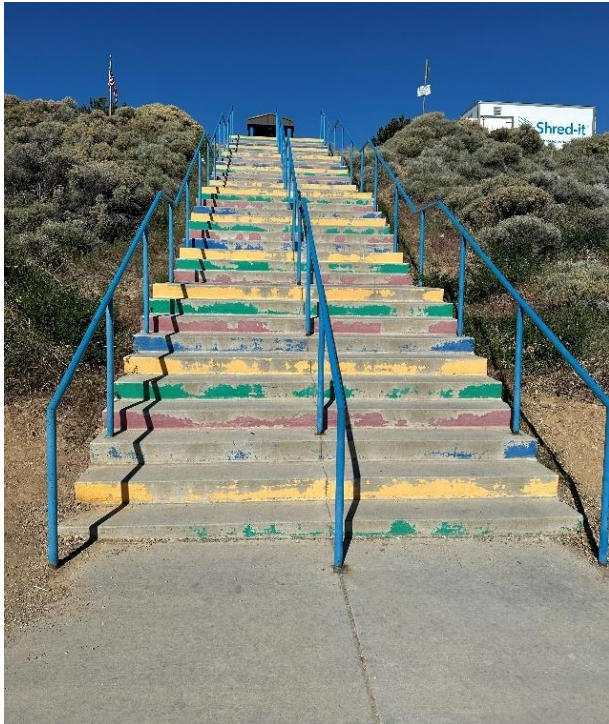


Sidehill Drive intersections – The intersections between 2nd Avenue and 7th Avenue lack clear pavement markings. Higher visibility treatments such as stop bars and solar powered flashing stop signs would be beneficial. Streetlights are mounted on power poles at one corner of most intersections.

Summary Comments and Observations



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



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

Summary Comments and Observations



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



Summary Comments and Observations



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



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

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

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

Pedestrian and Cyclist Infrastructure



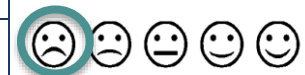
Are there sidewalks?	☒ Yes ☐ No		Overall, the quality and safety of the sidewalk infrastructure is: (circle your choice)
If yes, select all that apply.	☒ The sidewalk is not continuous. There are sections missing.		
	☐ The sidewalk is too narrow to accommodate pedestrians.		
	☐ The sidewalk is blocked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

Street Crossings and Intersections



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

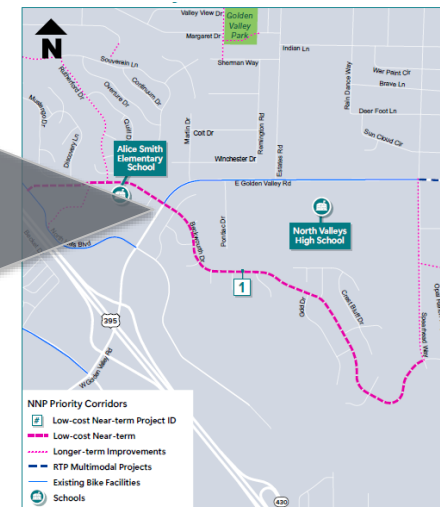
Overall, the quality and safety of street crossings and intersections are:
(circle your choice)





Walk Audit Assessment Beckwourth Drive

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





Summary Comments and Observations



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



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

Audit Information

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

Environment

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

Pedestrian and Cyclist Infrastructure



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

Pedestrian and Cyclist Infrastructure



Other observations:

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

Street Crossings and Intersections



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

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

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

☐ Pedestrian crossings do not have pushbuttons.

☐ Pedestrian pushbuttons are not close to the crosswalk.

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

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

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

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

☐ Crosswalks are poorly lit.

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

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



Appendix D: Concept Development and Prioritization Process

Quick-Build Improvements Toolkit

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

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

Table D-1. Roadway Segment Treatments

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

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

Treatment	Example / Illustration	Description
High-Visibility Crosswalk		This crosswalk type includes thick white bars to increase driver awareness of the crossing. This crosswalk design has been shown to increase driver awareness compared to the standard crosswalk design with two parallel white lines on the outside of the crosswalk.
Quick-Build Curb Extension / Painted Bulbouts with Delineators		This improvement reduces the total crossing distance for people walking, reduces speed of turning vehicles and increases pedestrian visibility at the crosswalk. These may be implemented with delineators to offer more visual and physical separation.
Intersection Daylighting		Daylighting refers to improving visibility at intersections by not allowing vehicles to park in areas that block sight lines.
Conflict Striping		This describes green pavement markings that show where bicycles should ride to cross intersections. It is recommended at signalized intersections and other appropriate locations.
Raised Crosswalk		This improvement brings the crosswalk up to sidewalk level to increase pedestrian visibility and reduce vehicle speeds as they travel over the raised crosswalk. These are typically installed on lower volume/lower-speed roadways.

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

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

