



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

# Walk & Roll Truckee Meadows

**Community Meeting #1 | May 24<sup>th</sup> 2023**

**RTC Washoe Active Transportation Plan**





# PROJECT TEAM INTRODUCTIONS



# AGENDA

- Project Overview
- Draft Vision & Goals
- Preliminary Existing Conditions
- Public Involvement Opportunities
- Project Next Steps
- **BREAK OUT ROOMS!**



# PROJECT OVERVIEW



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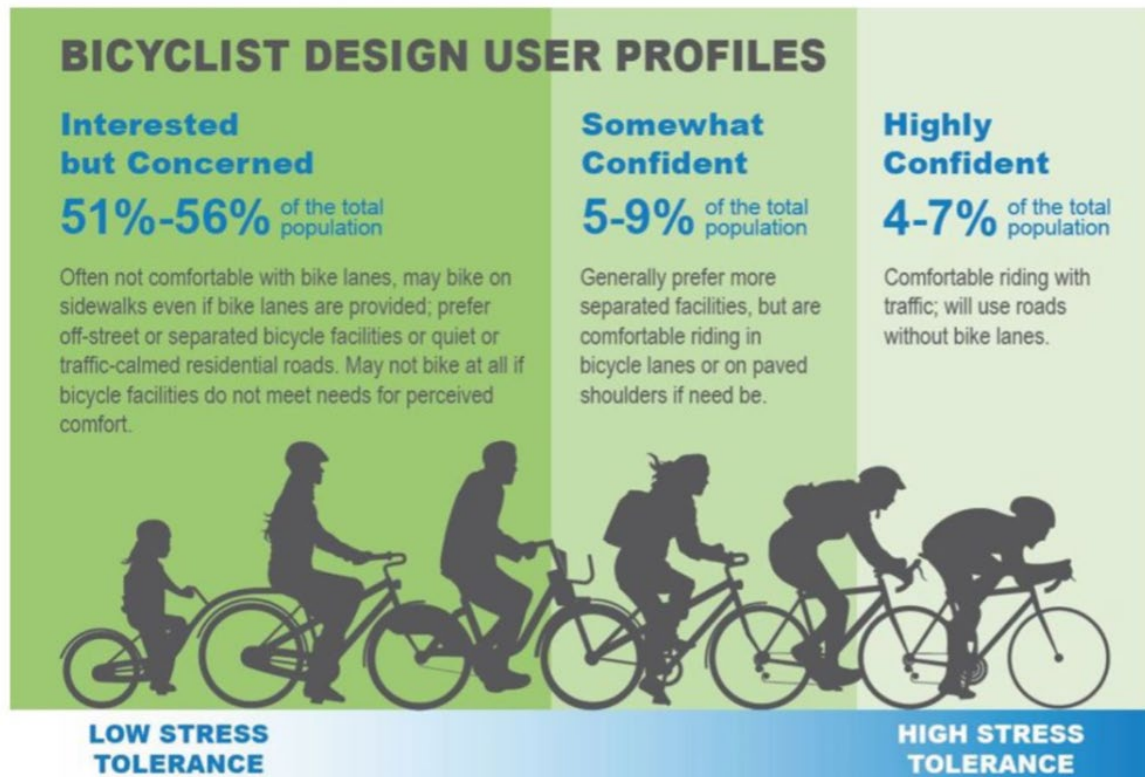
- Active Transportation Plan
- Component of the Regional Transportation Plan





# PROJECT PURPOSE

- All Ages & Abilities – 8 to 80
- Focus on the “Interested but Concerned”
- Bicyclists & Pedestrians





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- All Ages & Abilities – 8 to 80
- Focus on the “Interested but Concerned”
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# PROJECT OVERVIEW



- Plan Review
- Draft Vision & Goals
- Update Existing Data
  - Sidewalks
  - Bicycle Facilities





# PROJECT OVERVIEW



- Data-Driven Existing Conditions Analysis
  - Transit
  - Equity
  - Safety
  - Bicycle Level of Traffic Stress
  - Pedestrian Experience Index



# PROJECT OVERVIEW

- Community Engagement
  - RTC Project Website
    - [WalkAndRoll@rtcwashoe.com](mailto:WalkAndRoll@rtcwashoe.com)
  - Community Survey
  - Parent & Student Focused Survey
  - Focus Groups
  - Agency Meetings
  - RTC-led pop-ups
  - Virtual Community Meetings





# PROJECT OVERVIEW

- Data collection methodology recommendations
- Facility selection best practices
- Project prioritization framework
- Recommendations for planned projects





# PROJECT OVERVIEW

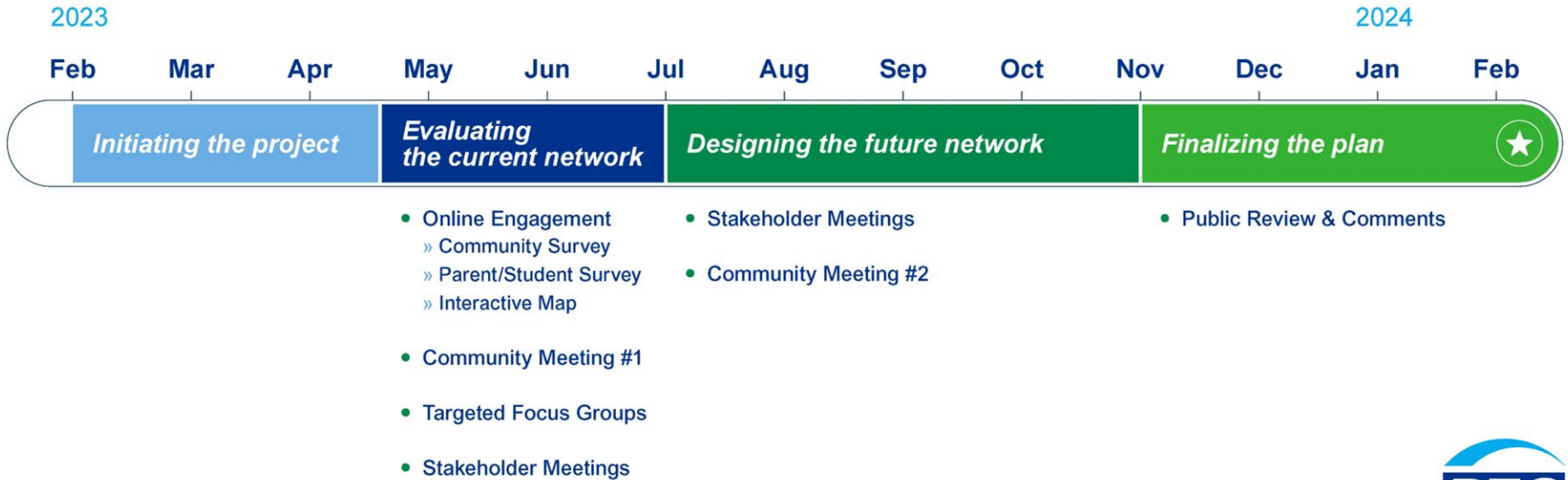


- Regional Roadway Typologies
  - Urban Arterial
  - Suburban Arterial
  - Rural Arterial
  - Urban Collector
  - Suburban Collector
  - Rural Collector
- Cost Estimates



## *Walk & Roll Truckee Meadows*

Active Transportation Plan





# DRAFT VISION & GOALS



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



## GOALS

- **Increase Connectivity** - Identify and close existing gaps in the bicycle and pedestrian networks while prioritizing connections with public transportation and key destination corridors.
- **Expand Accessibility** - Focus active transportation facility planning and design on those with limited abilities and on either end of the age spectrum while prioritizing equity and environmental justice during project selection. Ensure that infrastructure is safe, reliable, comfortable, and innovative.
- **Leverage Secondary Benefits** – Leverage secondary benefits of walking and biking facilities in order to enhance placemaking, sustainability, public health, and economic development efforts.
- **Improve Safety** - Reduce crashes which cause a serious injury or fatality involving people walking, biking, or rolling on a mobility device through a data-driven and proactive approach to applying countermeasures.
- **Expand Mode Share** - Develop and implement education, encouragement, and infrastructure programs that will increase the share of active transportation users (bicycle, pedestrian, scooter, etc.) each year with findings supported by a commitment to robust and frequent data collection.
- **Streamline Implementation & Funding** - Identify and pursue funding for on-going and project specific bicycle and pedestrian transportation improvements and identify synergies with existing programs to increase active transportation improvements across all transportation projects.
- **Maintain the System Sustainably** - Establish sustainably funded programs for existing and planned infrastructure which incorporates ongoing maintenance and rehabilitation efforts.





# VISION & GOALS

## **Vision**

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

## **Goals**

- Increase Connectivity
- Expand Accessibility
- Leverage Secondary Benefits
- Improve Safety
- Expand Mode Share
- Streamline Implementation & Funding
- Maintain the System Sustainably

***You will be ranking project goals in break-out rooms***



# PRELIMINARY EXISTING CONDITIONS ANALYSIS



# Connections with Existing Transit

## Opportunities for Multi-modal connections:

### RIDE and RAPID (Fixed Route)

- Top 7 RIDE routes account for **50.5%** of ridership.
- Services on the Virginia Street corridor account for **20%** of boardings.

### RTC FlexRIDE Microtransit

- Represents **1.4%** of boardings, showcasing its capacity.





## Why Equity?

Transportation planning practice has a legacy of neglecting to question whether the benefits and burdens of transportation investments are distributed equitably. By focusing on equity, we can begin to address the disparities in our communities and ensure that the benefits of our investments reach everyone.

## How do we measure Equity?

There are many definitions of equity, and therefore many ways to measure it. We've identified six dimensions of equity wherein health, socioeconomic, and environmental data can inform the transportation decision-making process.



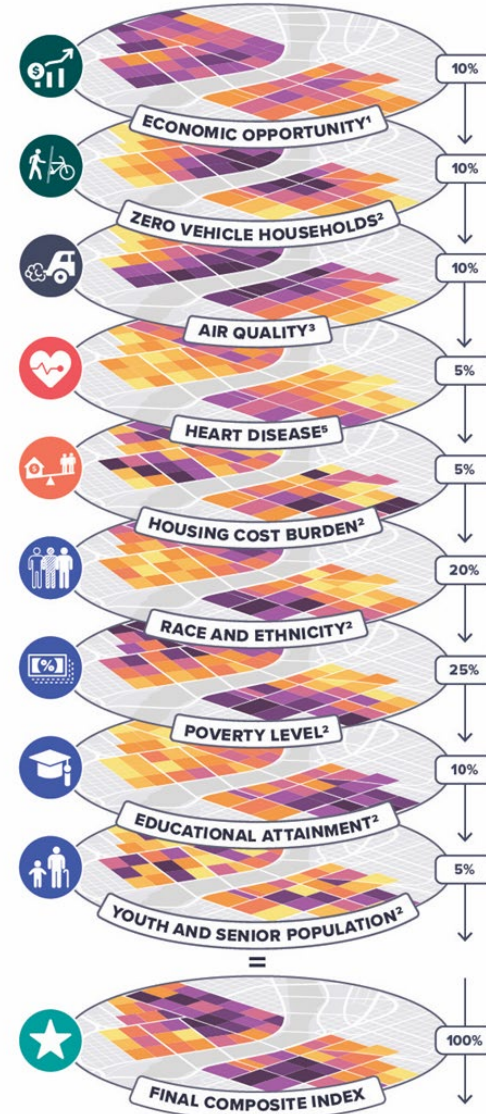


## How is the index weighted?

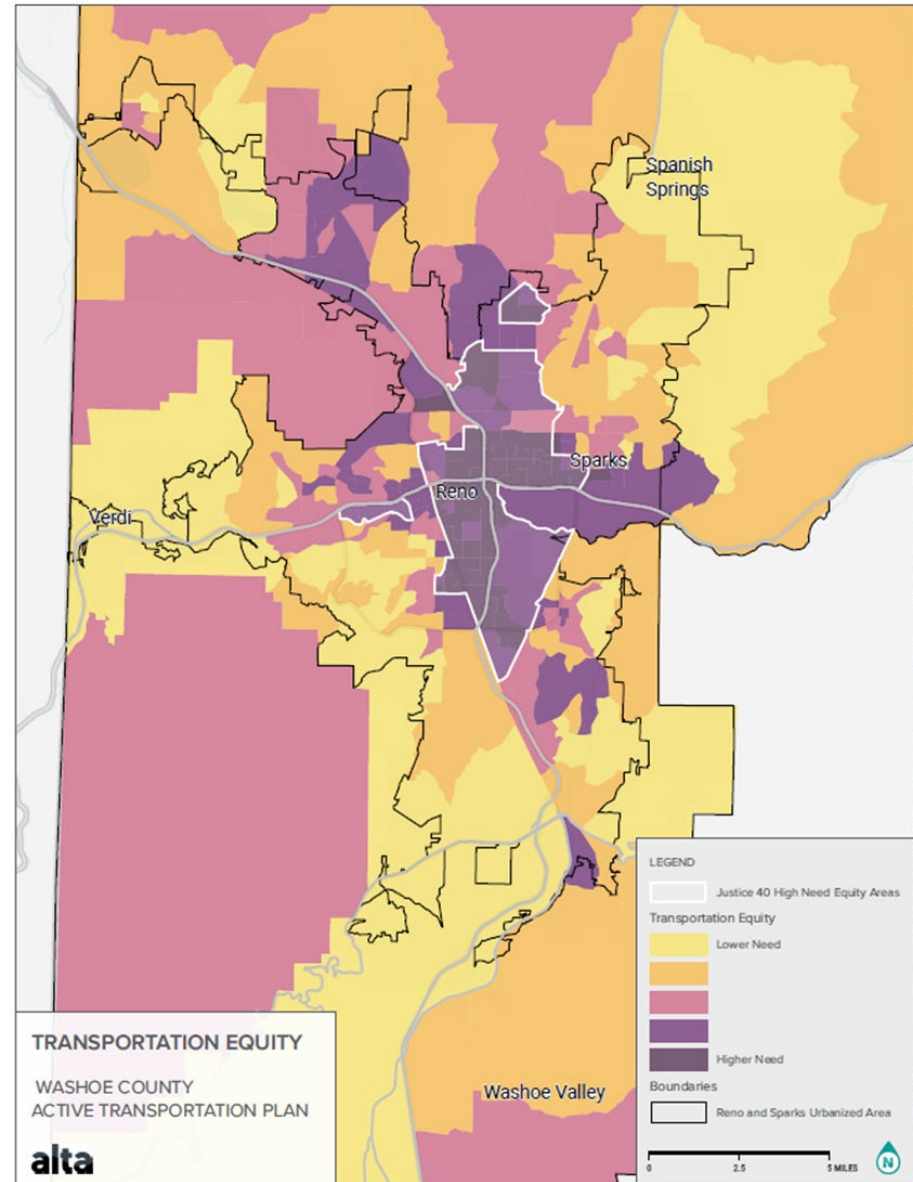
Each of the variables is assigned a percentile rank relative to all the census block groups in Washoe County and then multiplied by the weight assigned to it.

## The final composite index?

This results in a map that highlights high-priority equity areas. The quantitative equity analysis should supplement, not replace, meaningful community engagement with historically excluded groups during planning.



- Geographic Distribution of high-need equity areas (top quintile)
  - Downtown Reno
  - Between Virginia Street and the Airport in Reno
  - Sun Valley
  - Central Sparks
  - Surrounding the Lemmon Drive and N Virginia Street intersection





## High Equity Areas compared to Washoe County average:

### Higher Levels of Poverty

- Percent of people living at 200% the poverty level or below
  - 30% (Washoe County) vs **57%** (High Equity Need Areas)

### Minority Concentration

- Percent of population that is Hispanic
  - 23% (Washoe County) vs **45%** (High Equity Need Areas)

### Higher Proportion of Renters

- Percent owner vs renter
  - 60% Owner vs 40% Renter (Washoe County)
  - **28% Owner vs 72% Renter** (High Equity Areas)



## High Equity Areas compared to Washoe County average:

### Less Physical Activity

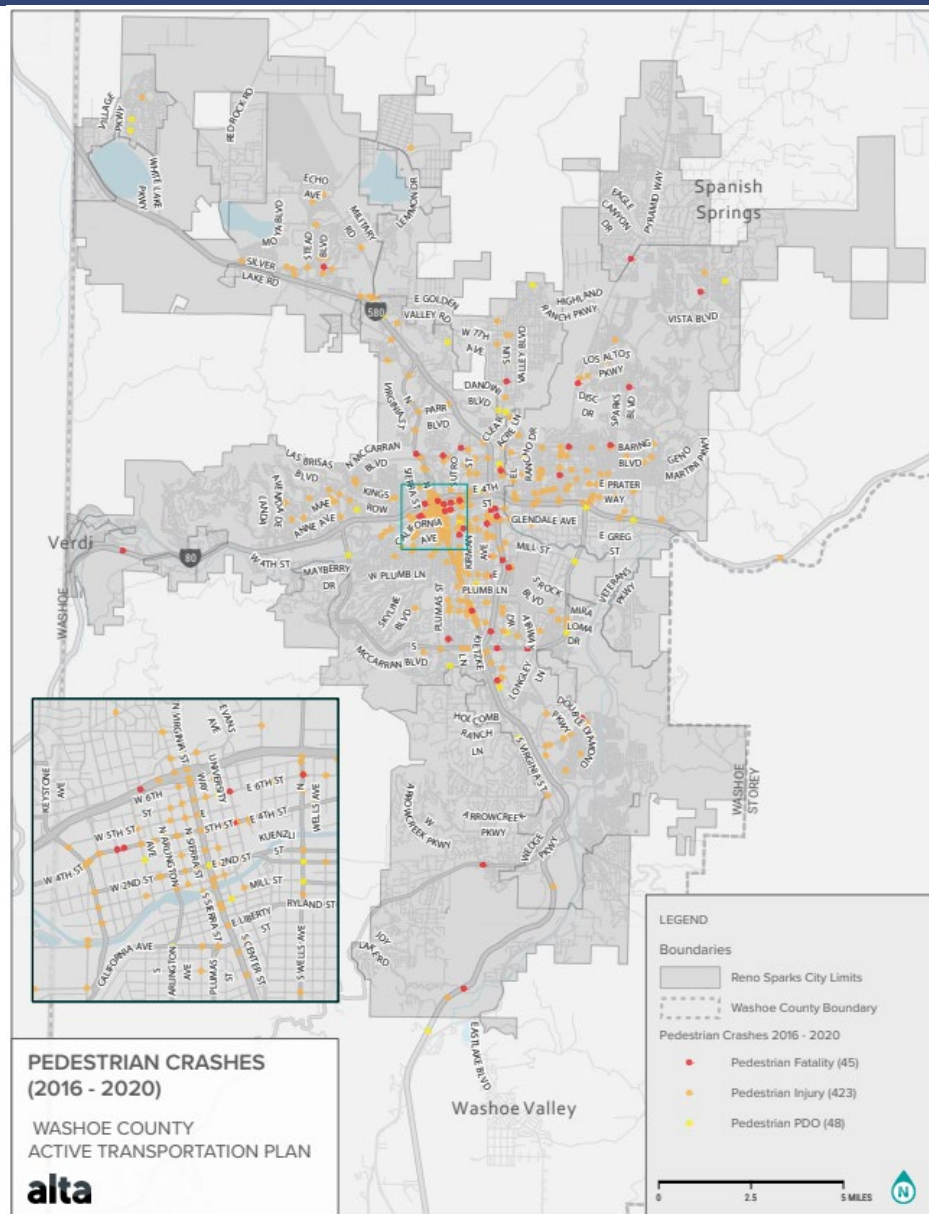
- Percent of population reporting 'Lack of physical activity'
  - 21% (Washoe County) vs. **29%** (High Equity Need Areas)

### Fewer Families with Access to Vehicles

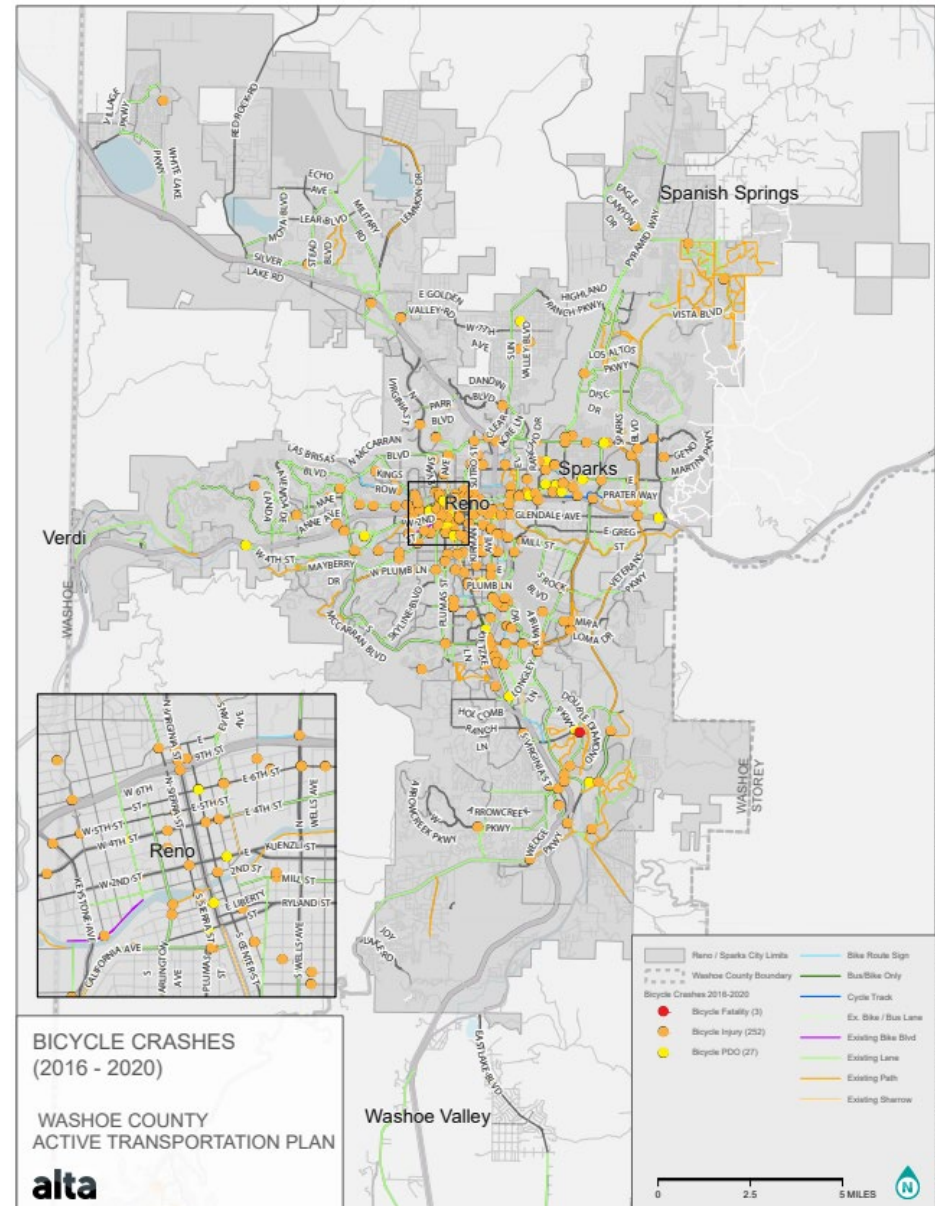
- Percent of people WITHOUT access to a vehicle
  - 7% (Washoe County) vs **17%** (High Equity Need Areas)



- Pedestrians
  - 516 Total crashes
  - 1.4% of all reported crashes;
  - 22% of all fatal crashes (45 total)



- Bicyclists
  - Total of 287 bicyclist involved crashes
  - 257 Injury crashes (89.5% injury)
  - 3 fatal crashes





## OVERARCHING TRENDS

- Bicycle and pedestrian crashes occur on arterials disproportionately
  - 74% of bicycle crashes
  - 79% of pedestrian crashes
  - 13% of total roadway network
- Bicycle & ped crashes occur disproportionately on medium volume roads
  - 24% bicycle crashes and 22% of pedestrian crashes on roads with 10k-15k AADT
  - 2% of total road network
- Pedestrian crashes are disproportionately high on 35 mph roads
  - 32% occur on 35 mph roadways; just 5% of the network



## OVERARCHING TRENDS

- Half of bicycle and pedestrian crashes occur at intersections
  - Of those, 77% bicycle and 82% pedestrian crashes occur at arterial intersections
- Emergency Routes have a high proportion of crashes
  - 80% of bicycle crashes & 85% of pedestrian crashes
  - Majority of crashes (66%/70%) on non-emergency vehicle routes are on 25 mph roads
- Better data is needed to determine the pedestrian & bicyclist actions
  - Half of pedestrian and bicycle crash records had zero data for non-motorist action



# BICYCLE LEVEL OF TRAFFIC STRESS

- Quantitatively identify stress level of roadway for average adult bicyclist
- Updated Local Bicycle Facility Data
- Analysis Elements
  - Facilities
  - Speed Limit
  - On-Street Parking
  - Number of Lanes
  - Presence of Trails / Shared Use Paths

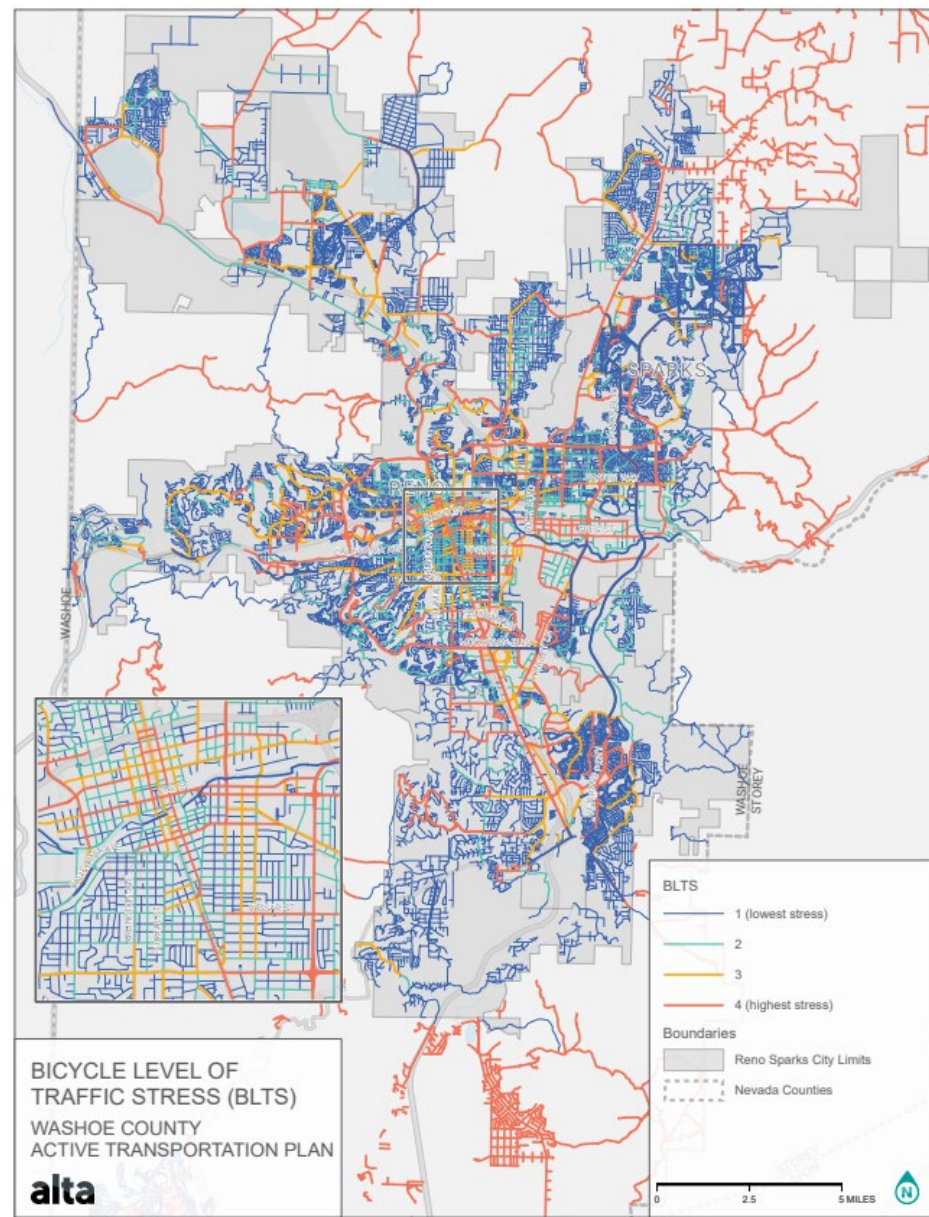




# BICYCLE LEVEL OF TRAFFIC STRESS

## Takeaways

- High-speed & high-volume roads with zero or minimal facilities are stressful
- Islands of 'low-stress' networks within neighborhoods





# PEDESTRIAN EXPERIENCE INDEX

- Similar methodology to BLTS
- Updated sidewalk location & width data (In-Progress)
- Analysis Elements
  - Sidewalk Presence
  - Sidewalk Width
  - Sidewalk Buffer Width & Type
  - Number of Lanes





# PROJECT NEXT STEPS





# PROJECT NEXT STEPS

- Complete existing conditions analysis
- Public Meeting #1
  - **TODAY**
- Complete first round of outreach
  - June
- Draft recommendations and public meeting
  - August / September





# BREAK-OUT ROOMS



# BREAK-OUT ROOMS

- Three Break-Out Rooms
  - 2 English
  - 1 Spanish
- Three phases
  - Rank Goals & Identify Challenges
  - Roadway Thought Experiment
  - Interactive map

## Ground Rules:



**Respect** competing views



**Make space** for alternative perspectives



**Recognize** differences



Acknowledge that **compromise will be essential**



**No profanity** or vulgar language



# BREAK-OUT ROOMS

- Mentimeter Polling
  - Go to menti.com
  - Enter the code provided when you enter the breakout room
  - Results will show on the screen
  - Raise your hand if you have any questions

## Ground Rules:



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**Make space** for alternative perspectives



**Recognize** differences



Acknowledge that **compromise will be essential**



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# BREAK-OUT ROOMS

- Roadway Thought Experiment
  - Turn up your volume!
  - We will have audio of the roadways considered to get a better sense of the roadway context

## Ground Rules:



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**Recognize** differences



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# BREAK-OUT ROOMS

- Interactive Map
  - Focused time for mapping exercise
  - Tutorials included in the tool
  - Demonstration of tool in breakout room
  - Raise hand if you have a question

## Ground Rules:



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# BREAK-OUT ROOMS

## Breakout Room 1:

- Cole Peiffer + Sara Going

## Breakout Room 2:

- Dan Doenges + Marquis Williams + Charlie Simpson

## Breakout Room 3:

- Paulo Aguilera + Maria Davis

### Ground Rules:



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THANK YOU

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**Building A Better Community Through Quality Transportation**  
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