

# Study Area



The goal of the RTC University Area Transportation Study is to improve connectivity, safety, mobility, and access for pedestrians, bicyclists, transit users, and auto drivers as development occurs south of the UNR campus.

## Legend

--- Study Focus Area



# Project Process

## PROJECT SCOPE



### Analyze Existing and Future Conditions

- Review Existing Studies
- Analyze Traffic (bicycles, pedestrians, vehicles, trucks)
- Analyze Land Uses
- Analyze Safety
- Analyze Transit



### Public and Agency Involvement

- Technical Advisory Committee Meetings
- Public Information Meetings
- Pop-up Meetings
- Online Engagement
- Stakeholder Meetings



### Develop and Evaluate Alternatives

- Roadway and Traffic Improvements
- Transit Improvements
- Pedestrian and Bicycle Improvements
- Land Use Recommendations



### Scenario Evaluation

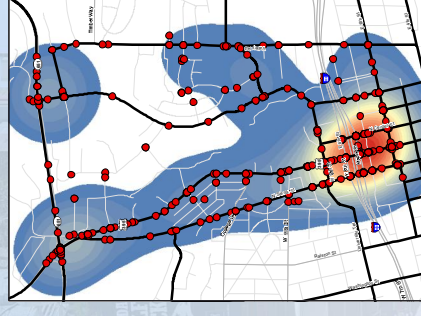


### Report

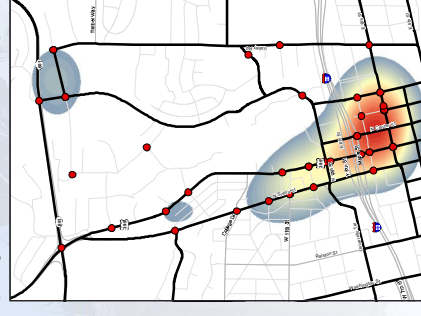
## Major Project Milestones

MARCH	Kick-off Meeting with RTC Data Collection Pop-up Meeting #1
APRIL	LAST DAY OF UNR SPRING CLASSES <i>Tuesday, May 7</i>
MAY	FIRST DAY OF UNR SUMMER CLASSES <i>Monday, May 20</i> Walking Audits Traffic Analysis Land Use/Safety/Transit/ Pedestrian/Bicycle Analysis
JUNE	Public Information Meeting #1 – Visioning Workshop
JULY	RTC TAC #1 and RTC CMAC #1 Pop-up Meeting #2
AUGUST	LAST DAY OF UNR SUMMER CLASSES <i>Thursday, August 15</i> FIRST DAY OF UNR FALL CLASSES <i>Monday, August 26</i> Pop-up Meeting #3
SEPTEMBER	
OCTOBER	
NOVEMBER	Draft Report
DECEMBER	LAST DAY OF UNR FALL CLASSES <i>Tuesday, December 10</i>
JANUARY	RTC TAC #2 and RTC CMAC #2 Public Information Meeting #2
FEBRUARY	Final Report

## University Area Crashes



## University Area Crashes (Bicycle and Pedestrian)



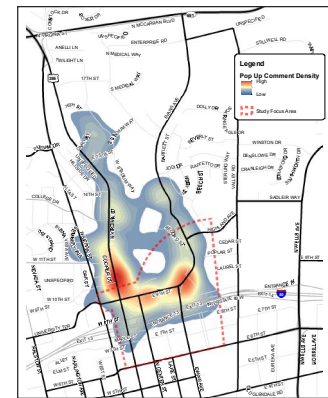
# UNR Pop-Up Meeting

## FACTS

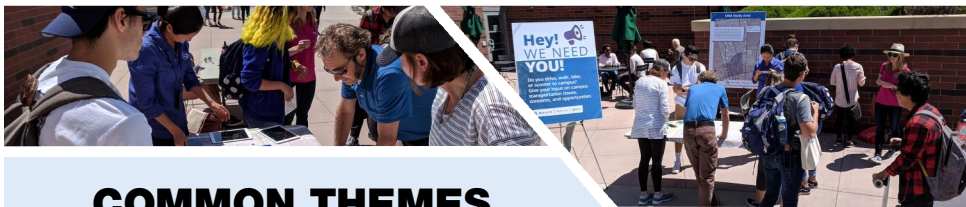
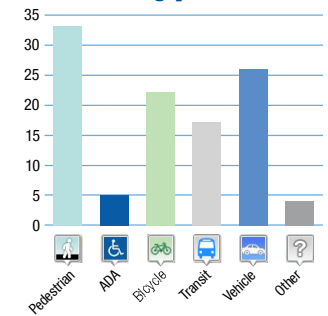
- Staffed booth at the Joe Crowley Student Union May 2, 11am – 1pm
- Over 200 survey cards handed out
- 70 intercept surveys completed
  - The surveys were conducted on ipads
- More than 107 comments recorded
- Comments from students, faculty, and public



## Density of Pop-up Meeting Comments



## Number of Responses by Mode Type



## COMMON THEMES

### ADA

- Access is difficult

### Bicycle

- The new bike lane improvements around campus are good
- Need more bike lanes and bicycle friendly options

### Pedestrian

- Safety concerns with vehicle conflicts
- Safety concerns at night

### Transit

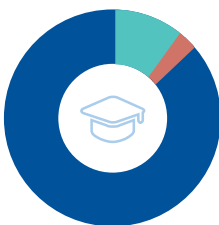
- Would like a better connection to downtown
- Would like more frequent transit

### Vehicle

- Backups during peak hours
- Need for parking on the south side of campus

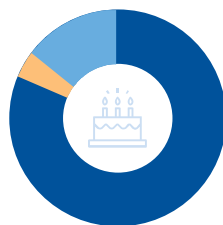
## RESPONDENT DEMOGRAPHICS

### Occupation



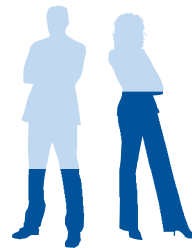
- Student
- Faculty
- Staff/Other

### Age



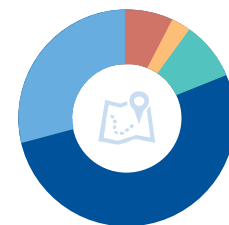
- 18 years of age
- 18 to 24 years of age
- 25 to 55 years of age

### Gender



- 33% MALE
- 67% FEMALE

### Travel Mode

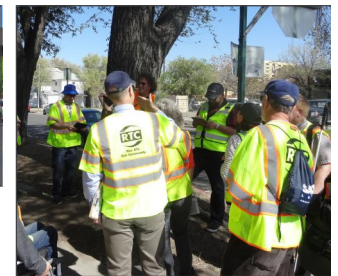


- Vehicle
- Walk
- Bike
- Transit

# What is a Walkability Audit

A walkability audit is a review of actual walking conditions against established principles of what makes a truly Walkable experience. The most successful walkability audits are conducted with diverse groups of people who bring different experiences and perspectives, as these:

1. Allow people to see the environment from different view points... from people with different backgrounds, ages, and mobilities;
2. Help participants understand their many shared values... to be safe, healthy, economically vibrant, socially connected; and,
3. Focus attention on what's really happening on the ground.



## ASSESSMENT QUESTIONS?

### Accessible

- Are the sidewalks and pedestrian ramps level and maintained?
- Could the route accommodate a wheelchair or stroller?
- Do the pedestrian ramps align with the striped crosswalk?
- Are there visual and physical obstructions along the walk?
- Do the traffic control devices at intersections and mid-block crossings provide pedestrian features?

### Connected

- Are the sidewalks continuous?
- Are the crosswalks clearly marked in intersections?
- Is the route available to all modes of transportation?

### Comfortable

- Is the sidewalk wide enough for comfort?
- Are the sidewalks protected from the moving traffic?
- Could a pedestrian, regardless of size, age, or ability, be seen by motorists when crossing a street?
- Do you feel safe crossing the street?
- From a personal security standpoint, how does the route feel? Please explain.

### Convenient

- Did the sidewalk connect directly to your origin and destination? Was there a parking lot or landscaping in the way?
- Are the sidewalks and crosswalks located conveniently to serve your trip? Does their location make you walk out of your way?
- Do the signalized crosswalks make you wait too long before crossing or not give you enough time to cross?

### Engaging

- Is the walk visually interesting?
- Buildings that are designed for the pedestrian open to the sidewalk, offer adequate transparency to allow the pedestrian to see into the building, and provide protection, such as awnings, from the sun or rain?
- Are there businesses using the sidewalk for sales, or dining areas, etc.?
- Which areas along the walk sparked your interest? Could they have engaged a child?
- Were there locations along the walk that encouraged you to linger?

### Vibrant

- Are there people around on the walk? What are they doing?
- Are there locations along the walk with a sponsored event or activity?
- Does the atmosphere excite you, or make you want to return?

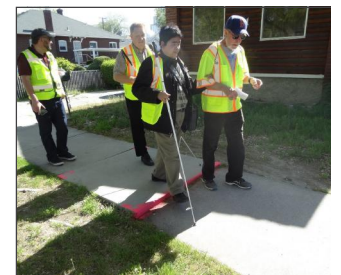
# What is a Walkability Audit

Kimley-Horn and the RTC facilitated four walkability audits for the City of Reno Gateway District. The workshop style audits were completed as part of the University Area Transportation Study to gather valuable public feedback on the quality of the district's pedestrian environment.

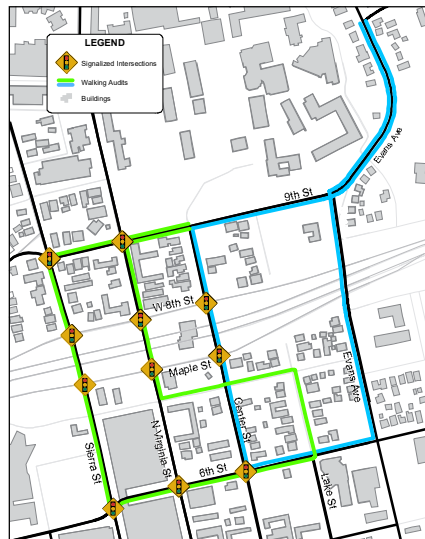
The walkability audits were done to assist the RTC and The City of Reno in their partnership to improve connectivity, safety, mobility, and access for pedestrians, bicyclists, transit users, and auto drivers as development occurs south of the UNR campus.

The four Gateway District Walkability Audits engaged over 20 individuals from the public, UNR, City of Reno, NDOT, bike and accessible advocacy groups, and the RTC. Over 120 specific comments were noted during the audits.

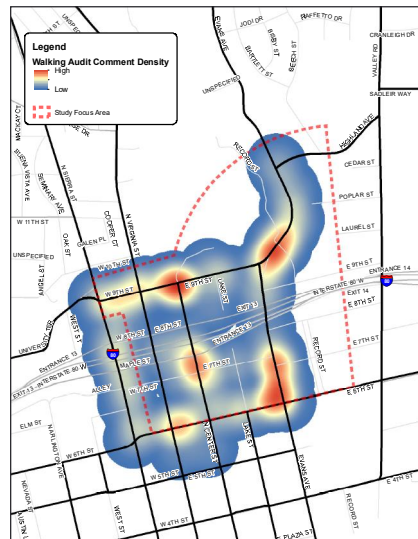
The majority of the comments captured were related to pedestrian and accessibility concerns and opportunities. Vehicle access concerns, and on-street parking challenges were noted, need for transit amenities, bicycle visibility, and bike lanes were recommended. Other comments highlighted landscaping issues and successes, lighting opportunities, and areas for improvement aesthetics.



## Map



## Density of Walking Audit Comments



# Walkable Area Principles and Comments

Participants in walkability audits were given observation sheets with questions about the quality of Downtown Longmont's walking environment. Question were grouped into six categories corresponding to the six principles of a walkable city. The following six principles are regularly identified as essential to a walkable environment.



**Accessible**  
A place that can be enjoyed by people of all ages and mobility levels.



**Comfortable**  
A place where visitors feel at ease with their surroundings and provides a feeling of safety and personal security.



**Connected**  
A place that links multiple routes to multiple activities and resources regardless of individuals arrive by car, transit, or bicycle before they move around on-foot.



**Convenient**  
A place which is easily understood by its residents, employees and visitors by ensuring the walking environment provides visual and physical directness between destinations.



**Engaging**  
A visually rich place with interrelated parts allowing visitors and residents of all ages connect with each other and the environment.



**Vibrant**  
A place that pulsates with life, vigor, and activity.

Over **120** specific comments were recorded

## COMMON THEMES

### ADA

- Curb ramp issues (direction, slopes, vertical gaps)
- Obstructions in sidewalks (i.e., power poles, guidewires, landscaping)

### Transit

- Signs too low at transit stop (already fixed)
- Missing bus pad
- Parking too close to intersection (blocks line of sight)

### Bicycle

- Bike lanes, where they exist are good

### Pedestrian

- Parking blocking sidewalk due to lack of parking bumpers (already fixed)
- Opportunities for bulbouts at locations
- General need for improvement of sidewalks



**4** Walking audits conducted

**21** PARTICIPANTS REPRESENTING:

- Bike and Accessibility Advocates
- City of Reno
- NDOT
- UNR
- RTC
- Public

