

VERDI AREA MULTIMODAL STUDY



PREPARED BY:



An Employee Owned Company

CA Group, Inc

Parametrix

TABLE OF CONTENTS

Volume 2.1 Traffic Operations Analysis Memo

Volume 2.2 Safety Analysis Memo

Volume 2.3 Public Comment Summary



2.1 TRAFFIC OPERATIONS ANALYSIS MEMO



PREPARED BY:



An Employee Owned Company

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To: RTC Washoe County
Date: June 1, 2023
From: CA Group

Subject: Verdi Area Multimodal Study Traffic Operations Analysis Memo

1.0 Traffic Information

1.1 Summary of Existing Studies

Wood Rogers, November 2020, I-80/Garson Rd. Interchange Traffic Report

- This traffic analysis is an all-inclusive study of other TIAs in the area up to 2020. The traffic volumes used in this study have the highest and most conservative volumes.
- The key intersection of this study was at the I-80 eastbound ramps at Garson Road. The 2040 Build volumes closely match the RTC Washoe 2050 TransCAD model.
- The proposed design for the intersection is a mixture of one- and two-lane roundabouts with a bypass lane northbound to eastbound.
- The roundabouts' level of service (LOS) and Degree of Saturation is within the acceptable range.

Solaegui, June 2020, Gold Ranch RV Storage and Convenience Store TIA

- 2040 growth = 2.3%, matching the RTC Washoe 2050 TransCAD model.
- 2040 Build has the northbound Gold Ranch at I-80 westbound off-ramp (Exit 2) at LOS E (stop condition).

Solaegui, March 2019, Mortensen Ranch Traffic Analysis

- 2039 Build volumes are approximately 10% higher than the RTC Washoe 2050 TransCAD model.
- Intersections of 3rd Street/US 40/SR-425 at Waterville Drive and Edinburgh Drive roundabout still operate at an acceptable LOS.
- It recommends installing an exclusive left-turn lane for both eastbound and westbound at the 3rd Street/US 40/SR-425 and Waterville Drive intersection.
- In summary, perform an exclusive left-turn warrant analysis at the intersection of 3rd Street/US 40/SR-425 and Waterville Drive.

1.2 Traffic Analysis

NDOT's historical Annual Average Daily Traffic (AADT) and Average Daily Traffic (ADT) from the latest RTC Washoe travel-demand model were reviewed to understand the traffic growth along the corridor.

Table 1 shows the historical AADT of all the available NDOT TRINA counters within the project limits. There were 25 counters (the blue highlighted are assumed as the data were unavailable). In the past ten years (2011 to 2021), there was some noticeable growth along the corridor. The average growth on the entire corridor was 1.0% (five years) and 2.7% (ten years).

The RTC Washoe TransCAD data for 2020 and 2050 was reviewed to determine the growth rates. **Table 2** shows the ADT along with growth rates for each corridor segment. Overall, an average annual growth rate of 1.3% (I-80) and 2.2% (SR-425) was determined from the TransCAD data.

Table 1. NDOT Historical AADT

I-80 in Verdi													Annual Growth Rate	
Counter	Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	5-Year	10-Year
311120	ATR - 0.2 mi E of NV/CA Stateline (9/26/2021) plus	27,000	27,500	25,500	26,500	28,500	30,000	27,922	27,000	27,700	28,700	31,886	1.2%	1.7%
310001	W/B on-ramp of the W Verdi Intch 'Exit 2	1,500	1,900	1,000	1,300	1,100	1,300	1,100	1,300	1,300	1,300	1,707	5.6%	1.3%
310002	W/B off-ramp of the W Verdi Intch 'Exit 1'	40	40	30	40	50	50	40	40	40	150	150	24.6%	14.1%
310010	E/B off-ramp of the W Verdi Intch 'Exit 2'	770	800	650	770	800	870	820	900	940	910	659	-5.4%	-1.5%
310004	W/B off-ramp of the W Verdi Intch 'Exit 2'	2,300	1,900	2,300	2,100	2,100	2,100	2,200	2,400	1,350	1,300	874	-16.1%	-9.2%
310009	E/B on-ramp of the W Verdi Intch 'Exit 2'	1,100	1,200	1,200	1,300	1,200	1,200	1,300	970	960	1,300	1,094	-1.8%	-0.1%
310003	660ft E of the W/B off-ramp 'Exit 2'	3,600	3,200	3,500	3,400	3,100	2,900	3,000	3,150	3,150	3,050	2,953	0.4%	-2.0%
310007	975ft W of Tenaya Ln	1,100	1,500	1,500	1,500	1,100	1,400	1,400	1,600	1,550	1,800	1,845	5.7%	5.3%
310804	Btwn the W Verdi Intch 'Exit 2' & the Verdi Intch 'Exit 3'	27,000	26,000	27,500	28,500	30,000	34,000	34,500	36,000	36,500	33,500	33,036	-0.6%	2.0%
310107	40ft E of Quilici Ranch Rd	160	200	300	200	200	280	230	220	250	230	346	4.3%	8.0%
310016	E/B on-ramp of the Verdi Intch 'Exit 3'	250	300	300	250	300	290	270	260	520	500	392	6.2%	4.6%
310011	W/B off-ramp of the Verdi Intch 'Exit 3'	250	300	250	250	300	290	300	270	270	400	444	8.9%	5.9%
310401	0.8 mi W of the Garson Intch 'Exit 4'	28,000	27,000	26,500	29,000	31,000	34,000	35,000	37,000	36,500	35,500	37,536	2.0%	3.0%
310012	155ft W of 2nd St	1,700	1,700	1,700	1,600	1,700	1,800	2,600	2,000	2,000	1,950	2,092	3.1%	2.1%
310110	125ft N of S Verdi Rd at the RxR tracks	520	550	600	510	550	620	710	640	950	900	748	3.8%	3.7%
310919	620ft E of Bridge St	280	300	350	250	250	340	480	360	360	350	422	4.4%	4.2%
310017	E/B off-ramp of the Garson Intch 'Exit 4'	760	900	1,000	650	700	730	850	720	720	740	702	-0.8%	-0.8%
310021	W/B on-ramp of the Garson Intch 'Exit 4'	1,100	1,500	1,100	800	1,100	1,300	1,300	1,200	1,400	1,150	1,344	0.7%	2.0%
310020	W/B off-ramp of the Garson Intch 'Exit 4'	2,800	2,700	3,100	2,500	3,000	2,700	2,600	1,900	1,900	2,100	2,672	-0.2%	-0.5%
310018	E/B on-ramp of the Garson Intch 'Exit 4'	2,300	2,400	2,700	2,100	2,300	2,300	2,300	1,450	1,450	2,400	2,420	1.0%	0.5%
311188	250ft N of Boomtown-Garson Rd	750	750	750	750	750	750	860	970	1,350	1,000	1,431	13.8%	6.7%
310023	880ft W of W/B off-ramp of the E Verdi Intch 'Exit 5'	3,400	3,300	3,500	3,500	3,400	3,500	4,800	4,250	4,000	3,900	4,396	4.7%	2.6%
310022	W/B off-ramp of the E Verdi Intch 'Exit 5'	2,400	2,400	2,700	2,800	3,100	3,400	3,900	3,750	2,650	2,550	3,851	2.5%	4.8%
310024	E/B on-ramp of the E Verdi Intch 'Exit 5'	2,500	2,500	2,800	2,900	2,900	3,400	3,700	3,700	3,750	3,900	3,920	2.9%	4.6%
310671	Btwn the East Verdi Intch 'Exit 5' & the Mogul Intch 'Exit 7'	29,000	32,000	32,500	38,000	44,000	45,000	46,000	46,000	46,000	44,000	46,320	0.6%	4.8%
	Summation of the Area	140,580	142,840	143,330	151,470	163,500	174,520	178,182	178,050	177,560	173,580	183,240	1.0%	2.7%
ATR														

Table 2.

Segment	2020			2050			Growth (2020-2050)	Annual Growth	Avg. Growth By Corridor
	Eastbound	Westbound	Total	Eastbound	Westbound	Total			
I-80 Between NV/CA Stateline to W. Verdi I/C	18,180	16,864	35,044	24,760	23,263	48,023	37%	1.1%	1.3%
I-80 Between W. Verdi I/C to Verdi I/C	19,363	17,660	37,023	24,922	23,302	48,224	30%	0.9%	
I-80 Between Verdi I/C to Garson I/C	19,600	17,854	37,454	26,804	24,634	51,438	37%	1.1%	
I-80 Between E. Verdi I/C to Mogul I/C	24,721	21,667	46,388	44,955	40,210	85,165	84%	2.0%	
SR-425 (3rd St) Between E. Verdi I/C to Waterville			3,920			7,203	84%	2.0%	2.2%
SR-425 (3rd St) Between Waterville to Hansen			2,077			3,909	88%	2.1%	
SR-425 (3rd St) Between Hansen to W. Verdi I/C			464			931	101%	2.3%	

Heavy vehicle/truck traffic was estimated using the 2020 NDOT Vehicle Classification Distribution Report on I-80, shown in **Table 3**. Approximately 22% of traffic on I-80 is heavy vehicle/truck traffic.

Table 3. Heavy Vehicle/Truck Percentage

Segment Description			AADT	Trucks		Total Trucks	Total Truck Percent
Route	From	To		Light	Heavy		
I-80	NV/CA Stateline	Garson Rd	32,567	2,151	5,160	7,311	22.4%

Table 4 shows the forecasted 2050 AM and PM peak-hour traffic volumes along with the LOS for each segment. The 2020 peak-hour traffic volumes were applied with the corridor growth rate to calculate the 2050 traffic volumes. All segments will have enough capacity in 2050 to meet the desired LOS D or better. I-80 eastbound between Verdi and Mogul interchange would be the only segment that would be approaching the capacity (and only during PM).

Table 4. 2050 Traffic Forecast and Level of Service

Segment	2020				2050				Annual Growth Rate by Corridor
	Eastbound		Westbound		Eastbound		Westbound		
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
I-80 Between NV/CA Stateline to W. Verdi I/C	1,057	1,812	1,198	992	1,652	2,832	1,873	1,551	1.5%
I-80 Between W. Verdi I/C to Verdi I/C	1,095	1,710	1,302	1,112	1,712	2,673	2,035	1,738	
I-80 Between Verdi I/C to Garson I/C	1,225	1,982	1,468	1,331	1,915	3,098	2,295	2,080	
I-80 Between E. Verdi I/C to Mogol I/C	1,471	2,380	1,709	1,619	2,299	3,720	2,671	2,531	
SR-425 (3rd St) Between E. Verdi I/C to Watervill	-----		400	505	-----		839	1,059	2.5%
SR-425 (3rd St) Between Waterville to Hansen	102	126	99	96	214	264	208	201	
SR-425 (3rd St) Between Hansen to W. Verdi I/C	81	116	90	81	170	243	189	170	
Freeway capacity is approaching LOS D/E.									
24 hour volumes only breakdown by roadway and not by direction									

From the RTC Washoe TransCAD models, the Boomtown Garson Road structure over I-80 has an ADT of 6,236 (2040) and 13,679 (2050) in the County's Regional Transportation Plan (RTP) and 17,656 (2050) in the updated RTP model that includes the build-out of all Verdi developments. Due to the half-cloverleaf interchange, the directional split between the north and southbound was 15/85 (*Wood Rogers, November 2020, I-80/Garson Rd. Interchange Traffic Report*). The roadway capacity was determined using the Highway Capacity Manual (6th Edition) methodology by multiplying the ADT by a factor of 1.7. The calculated ADT for the RTP 2040 was 10,600, and in 2050 was 23,300. The calculated ADT for the updated model 2050 was 30,015. From Exhibit 16-16 (HCM 6th Edition), the LOS E for a two-lane street had an approximate ADT of 18,000. Based on the linear growth, the ADT will reach the LOS E threshold between 2045-2046 for the 2050 RTP and between 2043-2044 if all the Verdi developments are fully built, as shown in **Table 5**. It is recommended the Garson structure be widened prior to 2044.

Table 5. Anticipated Garson Road Structure Improvements

	ADT	15/85 Split Factor (ADT)	Year ADT Reaches ~18,000
2040 Washoe County RTP	6,236	10,601	-
2050 Washoe County RTP	13,679	23,254	2045-2046
2050 with all Developments in Verdi are Fully Built	17,656	30,015	2043-2044

Verdi Road between Bridge Street and Cabela Drive is classified as a minor collector per NDOT Roadway Functional Classification with an AADT range of 420 vehicles per day (vpd) in 2021 near Bridge Street to 1,450 vpd near Cabela Drive. The traffic in this area had the fastest growth within the last five to ten years, ranging between 50% to 100%, and more developments are coming. It is recommended that this stretch of Verdi Road be improved and widened to accommodate future traffic demand.

2.2 SAFETY ANALYSIS MEMO



PREPARED BY:



An Employee Owned Company

CA Group, Inc

Parametrix

To: RTC Washoe County
Date: June 1, 2023
From: CA Group

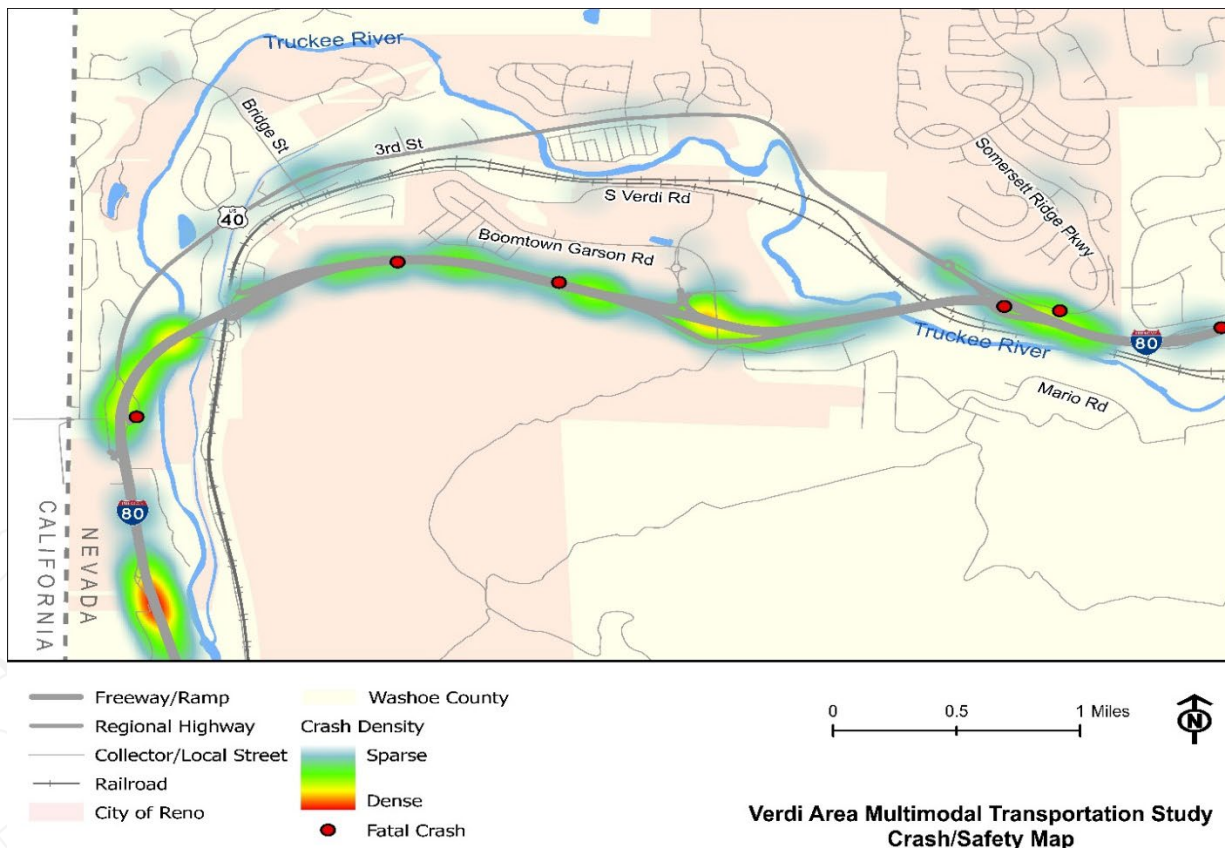
Subject: Verdi Area Multimodal Study Safety Analysis Memo

1.0 Safety Analysis

1.1 Existing Crash Analysis

The study team obtained crash data from NDOT for the study area from January 1, 2015, to January 1, 2020. The Verdi study area crash analysis was performed on the crash data supplied and included all crashes within the study area. Of these crashes most were along the I-80 corridor. **Figure 1** below shows the crash density within the limits of the Verdi study area.

Figure 1



During the crash analysis the following was noted:

- 86% of the crashes were along the I-80 corridor from the Stateline to milepost 7
 - 45% in the eastbound (EB) direction
 - 41% in the westbound (WB) direction
- 14% of the crashes were found off the I-80 corridor
 - 6% were found along SR 425
 - 8% were found on local roadways

- 63% of the crashes were non-collision crashes
 - 61% of the crashes, on I-80 in the EB direction, were non-collision crashes
 - 64% of the crashes, on I-80 in the WB direction, were non-collision crashes
 - 67% of the crashes, off the I-80 corridor, were non-collision crashes
- 73% of the crashes found that the vehicle one driver factor was apparently normal
 - 76% of the crashes, on I-80 in the EB direction, found the vehicle one driver factor was apparently normal
 - 76% of the crashes, on I-80 in the WB direction, found the vehicle one driver factor was apparently normal
 - 52% of the crashes, off the I-80 corridor, found the vehicle one driver factor was apparently normal
- 6% of the crashes found that the vehicle one driver factor had been drinking
 - 6% of the crashes, on I-80 in the EB direction, found the vehicle one driver factor had been drinking
 - 6% of the crashes, on I-80 in the WB direction, found the vehicle one driver factor had been drinking
 - 15% of the crashes, off the I-80 corridor, found the vehicle one driver factor had been drinking

Of the crashes found on the local roadways there were three intersections that had three or more crashes:

1. SR 425 @ Somerset Ridge Parkway – Six crashes: four non-collision crashes, one sideswipe same direction, and one rear-end.
2. I-80/County Road 115 @ Boomtown Garson Road – Three crashes: all angle crashes.
3. Gold Ranch Road at Trelease Lane – Three crashes: one angle crash, two non-collision crashes, (one included a pedestrian [run off road crash to avoid pedestrian]).

There were also 27 crashes involving deer. Of these crashes, nine were along I-80 in the EB direction, 13 were along I-80 in the WB direction, and five were located along SR 425. The crashes involving deer were distributed along the I-80 corridor, as shown below in **Table 1**.

Table 1. Verdi Study Area Deer Crashes

	MP0-MP1	MP1-MP2	MP2-MP3	MP3-MP4	MP4-MP5	MP5-MP6	Total
I 80 - EB	1	0	4	3	1	0	9
I 80 - WB	2	1	4	1	3	2	13

In the five-year study period (from January 1, 2015 to January 1, 2020), the Verdi study area had a total of 346 crashes. Of these crashes, there were six fatal crashes with seven fatalities, four serious injury crashes with 13 serious injuries, and 84 injury crashes with 123 injuries. The predominant crash types, descending by the number of crashes are non-collision crashes (218), sideswipe same direction crashes (42), rear-end crashes (40), angle crashes (30), and head-on crashes (7). **Table 2** supplies the study area crash analysis and a further breakdown of these crashes.

Table 2. Verdi Study Area Crash Analysis

Overall Crashes	<ul style="list-style-type: none"> • 346 total crashes <ul style="list-style-type: none"> ➢ 6 fatal crashes with 7 fatalities ➢ 4 disabling injuries with 13 disabling injuries ➢ 84 injury crashes with 123 injuries
Predominant Crash Types	<ul style="list-style-type: none"> • 218 non-collision crashes – 63% <ul style="list-style-type: none"> ➢ 3 fatal crashes with 3 fatalities ➢ 1 including a pedestrian – improper crossing • 42 sideswipe same direction crashes – 12% • 40 rear-end crashes – 12% • 30 angle crashes – 9% • 7 head-on crashes – 2% <ul style="list-style-type: none"> ➢ 3 fatal crashes with 4 fatalities
Pedestrian Crashes	<ul style="list-style-type: none"> • 3 crashes involving pedestrians
Bicycle Crashes	<ul style="list-style-type: none"> • 1 crash involving bicycles
Motorcycle Crashes	<ul style="list-style-type: none"> • 4 motorcycle crashes <ul style="list-style-type: none"> ➢ 2 fatal crashes with 2 fatalities
Animal Crashes	<ul style="list-style-type: none"> • 27 crashes involving deer • 2 crashes involving cattle • 2 crashes involving dogs/coyotes • 1 crash involving a bear
Weather Conditions	<ul style="list-style-type: none"> • 183 clear – 53% <ul style="list-style-type: none"> ➢ 6 fatal crashes with 7 fatalities • 68 cloudy – 20% • 32 rain – 9% • 30 snow – 9% • 14 blowing snow – 14% • 11 unknown – 3% • 8 fog, smog, smoke – 2%
Lighting Conditions	<ul style="list-style-type: none"> • 181 daylight – 52% <ul style="list-style-type: none"> ➢ 1 fatal crash with 1 fatality • 79 dark-no lighting – 23% <ul style="list-style-type: none"> ➢ 1 fatal crash with 1 fatality • 34 dark-spot lighting – 10% <ul style="list-style-type: none"> ➢ 2 fatal crashes with 2 fatalities • 28 unknown – 8% • 8 dark-continuous lighting – 2% <ul style="list-style-type: none"> ➢ 1 fatal crash with 2 fatalities • 8 dawn – 2% • 4 dusk – 1% • 4 dark-unknown lighting – 1% <ul style="list-style-type: none"> ➢ 1 fatal crash with 1 fatality

In the five-year study period (from January 1, 2015 to January 1, 2020), the I-80 EB direction of the Verdi study area had a total of 157 crashes within the study area. Of these crashes, there were two fatal crashes with three fatalities, two serious injury crashes with nine serious injuries, and 38 injury crashes with 61 injuries. The predominant crash types, descending by the number of crashes are non-collision crashes (96), sideswipe same direction crashes (26), rear-end crashes (18), angle crashes (11), and head-on crashes (4). **Table 3** supplies the study area crash analysis and a further breakdown of these crashes.

In the five year study period (from January 1, 2015 to January 1, 2020), the I-80 WB direction of the Verdi study area had a total of 141 crashes within the study area. Of these crashes, there were two fatal crashes with two fatalities, one serious injury crash with two serious injuries, and 32 injury crashes with 45 injuries. The predominant crash types, descending by the number of crashes are non-collision crashes (90), rear-end crashes (18), sideswipe same direction crashes (15), angle crashes (12), and head-on crashes (1). **Table 3** supplies the study area crash analysis and a further breakdown of these crashes.

Table 3. I-80 Verdi Study Area Crash Analysis

Location	I-80 Eastbound Direction	I-80 Westbound Direction
Overall Crashes	<ul style="list-style-type: none"> 157 total crashes <ul style="list-style-type: none"> ➤ 2 fatal crashes with 3 fatalities ➤ 2 disabling injuries with 9 disabling injuries ➤ 38 injury crashes with 61 injuries 	<ul style="list-style-type: none"> 141 total crashes <ul style="list-style-type: none"> ➤ 2 fatal crashes with 2 fatalities ➤ 1 disabling injuries with 2 disabling injuries ➤ 32 injury crashes with 45 injuries
Predominant Crash Types	<ul style="list-style-type: none"> 96 non-collision crashes – 61% 26 sideswipe same direction crashes – 17% 18 rear-end crashes – 11% 11 angle crashes – 7% 4 head-on crashes – 3% <ul style="list-style-type: none"> ➤ 2 fatal crashes with 3 fatalities 	<ul style="list-style-type: none"> 90 non-collision crashes – 64% <ul style="list-style-type: none"> ➤ 2 fatal crashes with 2 fatalities ➤ 1 involving a pedestrian, improper crossing 18 rear-end crashes – 13% 15 sideswipe same direction crashes – 11% 12 angle crashes – 9% 1 head-on crashes – 1%
Pedestrian Crashes		<ul style="list-style-type: none"> 1 crash involving pedestrians
Motorcycle Crashes		<ul style="list-style-type: none"> 2 motorcycle crashes
Animal Crashes	<ul style="list-style-type: none"> 9 crashes involving deer 2 crashes involving cattle 	<ul style="list-style-type: none"> 13 crashes involving deer 1 crash involving a dog/coyote
Weather Conditions	<ul style="list-style-type: none"> 88 clear – 56% <ul style="list-style-type: none"> ➤ 2 fatal crashes with 3 fatalities 31 cloudy – 20% 13 rain – 8% 12 snow – 8% 6 blowing snow – 4% 5 fog, smog, smoke – 3% 2 unknown – 1% 	<ul style="list-style-type: none"> 68 clear – 48% <ul style="list-style-type: none"> ➤ 2 fatal crashes with 2 fatalities 27 cloudy – 19% 18 rain – 13% 13 snow – 9% 7 blowing snow – 5% 5 unknown – 4% 3 fog, smog, smoke – 2%
Lighting Conditions	<ul style="list-style-type: none"> 82 daylight – 52% 32 dark-no lighting – 20% <ul style="list-style-type: none"> ➤ 1 fatal crash with 1 fatality 16 dark-spot lighting -10% 11 unknown – 7% 8 dark-continuous lighting – 5% <ul style="list-style-type: none"> ➤ 1 fatal crash with 2 fatalities 3 dawn – 2% 3 dark-unknown lighting – 2% 2 dusk – 1% 	<ul style="list-style-type: none"> 77 daylight – 55% 35 dark-no lighting – 25% 15 dark-spot lighting – 11% <ul style="list-style-type: none"> ➤ 1 fatal crash with 1 fatality 10 unknown – 7% 3 dawn – 2% 1 dark-unknown lighting – 1% <ul style="list-style-type: none"> ➤ 1 fatal crash with 1 fatality

2.3 PUBLIC COMMENT SUMMARY



PREPARED BY:



An Employee Owned Company

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Parametrix

Public Information Meeting #1



Verdi Area Multimodal Transportation Survey

30-DAY PUBLIC COMMENT PERIOD:
06.01.2022 - 06.30.2022



A six-question online survey was used to gather public input about multimodal needs and concerns for the Verdi area.

273
RESPONSES RECEIVED

1 What transportation improvements would you like to see made in the Verdi area?



MORE BIKE LANES/PATHS



BETTER FREEWAY ACCESS

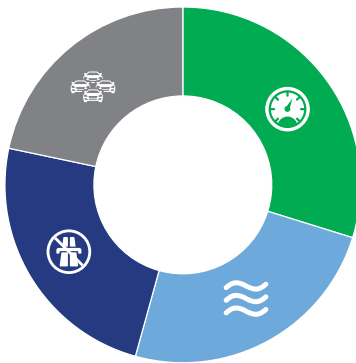


MORE SIDEWALKS



MORE LIGHTING

2 What concerns do you have about vehicular traffic in the area?



People drive too fast



Not enough access across physical barriers



Not enough freeway access



Too much traffic congestion

3 Is there a specific location or locations where you would like to see sidewalks constructed?



TOP RESPONSES:

- US 40
- Downtown Verdi
- Near the school
- Bridge Street
- In neighborhoods
- Verdi Road

4 Is there a specific location or locations where you would like to see bike paths/lanes constructed?



TOP RESPONSES:

- US 40
- Bridge Street
- Verdi Road
- Along the river
- 4th Street
- Near the school

Bike Improvements Needed

Keep Area Rural

Existing Roundabout(s)

Pedestrian Improvements Needed

New Development

More Transit Service Needed

I-80 Back-ups/Closures

Traffic Congestion

Speeding

5 Which type of sidewalk construction would you prefer?



CONCRETE



UNPAVED



ASPHALT

6 Which type of bike lane/path construction would you prefer?



ASPHALT



UNPAVED

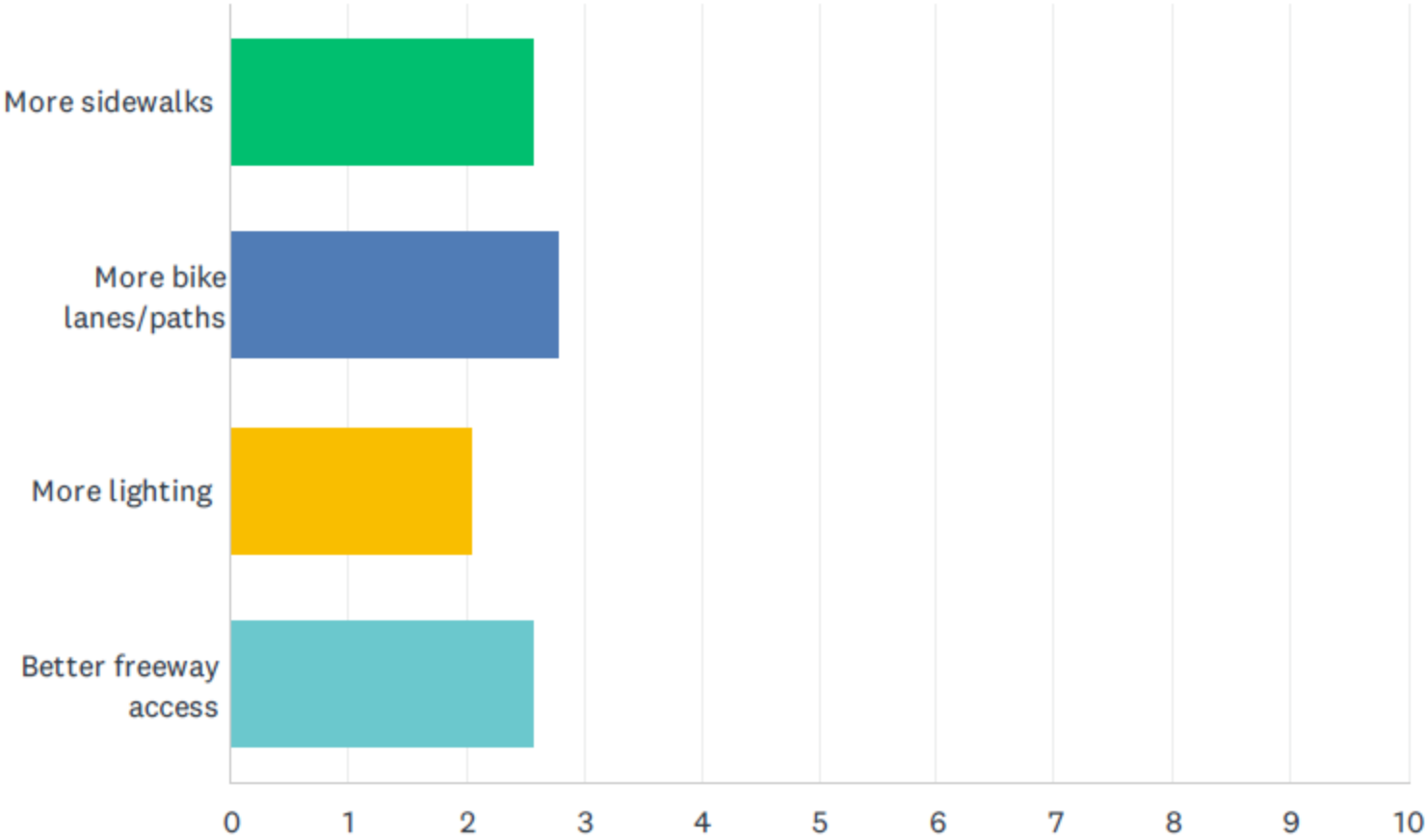


CONCRETE

SURVEY RESPONSE SUMMARY

Q1 What transportation improvements would you like to see made in theVerdi area? (Rank your choices.)

Answered: 271 Skipped: 2



	1	2	3	4	Total	Score
More sidewalks	17.04% 46	40.74% 110	25.56% 69	17.04% 46	270	2.58
More bike lanes/paths	35.42% 96	25.83% 70	25.56% 69	17.04% 46	271	2.79
More lighting	8.52% 23	25.83% 70	25.56% 69	17.04% 46	270	2.05
Better freeway access	39.26% 106	11.48% 31	17.04% 46	17.04% 46	270	2.58

Q2 Do you have any additional concerns not listed in the previous question?

Answered: 208 Skipped: 65

Responses
Speeding
Slow down the cars
I live near Verdi Elementary School, and speeding in the school zone is a constant problem. We badly need enforcement there.
residential area - speeders
More police /fire protection lower speed limit in front of river oak more money for our elementary school more water for the out of growth of our community. Allow verdi residents to vote for the city council members who decide the fate of our community
Lower speed limit
Speeding concerns
Speed limit needs to be lowered
Speed limits are too high between River Belle and Summerset. Its like a drag strip every evening and all weekends. Turn lanes could be added at the community entrances such as Summerset Drive and West Meadows.
Speeding on old 40 when people cut through town to miss a backup on 80.
Speed humps made of asphalt. Speed humps in roads helps to reduce the speed of vehicles to a range between 15-20 mph.various studies have proved that the speed humps reduce volume of traffic. West Meadows development
Speeding cars and tractor trailers in winter conditions exiting after the chain area parking along the road and in the Verdi PO parking lot.
Interstate
We need a ramp towards California and from California at East Verdi
yeah, There is no way to widen HWY-80 for all this new development unless it is ok'd by the federal Gov. So how are you going to make it better?
West on ramp at Verdi exit
Current freeway on/off is inadequate for development, particularly proposed development near Mogul area
So many new homes without easy freeway access. Speed limit is too low through Verdi.
The freeway entrance is so confusing if you go threw the round about you are stuck on the west bound entrance and can turn around til gold ranch and then you have to go 2 miles west to find the east bound ramp there. If you miss that one you are stuck going threw the town of Verdi. Confusing to say the least.
Wild life bridges
Safety for the wildlife.
Widen the Boomtown overpass over I80. Improve Verdi Road from Boomtown down into Verdi.
Unsafe on/off ramps in Verdi/Mogul
The two existing freeway on ramps are incredibly dangerous to use. They are way too short and the freeway traffic cannot see entering cars soon enough. The overpass over 80 is way too narrow, the guard rails are frequently destroyed by large trailers and motor homes. The entire freeway access in Verdi needs to be reviewed and improved

Would like to see a plan which allows for access to WB 80 coming from Somerset (Near Marias) to avoid having to take Old Verdi Road
I-80 interchange is very outdated. Try going west on I80 from the present interchange. Add to this a very dramatic INCREASE in traffic over the years.
Wrong way traffic onto I 80.
Garson overpass MUST be replaced!
A freeway connection at Cabela Drive to S. Verdi Road and Highway 40.
More freeway access to WB80. Currently there is only 1 access point and 3 EB80.
Boomtown interchange is confusing with too many wrong way drivers
freeway access and Garson Overpass are main concerns here in Verdi - we don't want sidewalks, more lighting, because we like the little bit of ruralness left in the area. When I-80 shuts down, there needs to be more attention paid to the Verdi streets being clogged with so much traffic that emergency vehicles can't get through
Measures to stop idling semi trucks from using our community roads as a parking lot when I80/Donner pass close
Local Roadways
Improve Old Verdi road for pedestrian/bike use going from Cabelas down to Verdi.
Wider roads, guard rails, better connectivity
Verdi Road is dangerous as is the west entrance to 80 from Boomtown
Major issue at Mahogany Canyon Court/exit 1 when I-80 is closed or impeded.
Wider roads and speed bumps.....
Get rid of the European circle.
More roads between Mogul, Reno, and Verdi
Dangerous intersection at Boomtown Garson Rd and Boomtown Casino entrance. Too many signs make people think it is a 4 way stop, people get confused, block intersection or even worse go wrong way on one way back towards gas station and highway exit. Reduce pedestrian crossings there, simplify signage, something. Will get exponentially worse with new Toll Bros development.
Painted lane lines on south Verdi road and a guard rail along the ledge. With added housing that tiny road is VERY much in need of up-grades!
You should rehab US 40 with lights and landscaping celebrating it as the Lincoln Highway; from McCarran BLVD to the interchange at Gold Ranch.
Would like to see a bigger roundabout at West Meadows.
The roundabout at West Meadows and highway 40 is too small for semi-trucks and construction equipment. The center has many tire tracks from these vehicles and the curbs are damaged in several locations in and around it.
Verdi road up to cabelas is unsafe
Highway 40 at river bend is protected from cliff rocks via fence and barricade. It is is a tenuous stretch of road where it also narrows and tightens the bike path to commuter traffic as well. There are no real safe options to walk into Verdi's small retail center from the River Bend or West Meadows, beyond the shoulder of the road where traffic flows at 50+ MPH with cyclists as well. Where there is space to place in walkable commuter paths (e.g. using DG or tar asphalt), they should be built.

I think that rtc needs to consider putting in round abouts or slower speed limit in Verdi on old 40. Traffic is very heavy and the area is growing, the roads need to grow with the community. A round about would make a safer means at waterville rd/old highway 40. I also think that a round about would make the community safer at the bridge street intersection, kids cross this street going to school and the old intersection isn't the safest option for our community

Slow traffic down. Bike lanes are needed and slower traffic for the amount of wildlife that roam Hwy 40

Improvements need to be made to the road from Boomtown to Verdi. It is dangerous and there is no guardrail. Bridge over 80 from Boomtown to Belli Ranch needs to be widened and have bike lanes.

Just more lanes in general for traffic.

Traffic is becoming large in volume. We should add lanes before it's too late

Concern over safety at intersections in the Boomtown area as housing expands on the south side of the highway.
Concern that the only access through the Mogul area out to Verdi is the main highway.

Condition of roads and narrowness specifically s Verdi rd below the warehouses down into central Verdi. Many near head on collisions coming around blind corners on what is really only 1.5 lanes. Must drive on shoulders to pass oncoming traffic

People not knowing how to use the roundabouts

Need a turning lane into river oak subdivision now that we have 300 homes across from our entrance on Summerset.

With all of the new developments in Verdi, there's no way old hwy 40 can handle this much traffic. Something catastrophic will happen. There will be a fire and the road will be gridlock.

Improving South Verdi Road!

Why can't there be an access road extending 4th street all the way to Verdi. Bikers and cars wouldn't have to be on freeway.

Given the proposed development around Boomtown and the Meridian 120 project, S. Verdi Road is incredibly narrow and treacherous for cars and bicycle traffic, and will absolutely need to be widened to accommodate future traffic impacts.

Large tractor trailer trucks using US Highway Forty West at a "cut through" road. They are too big for our 2 lane road.

Traffic flow when chain control is in effect.

No more lights. No parking signs on the side of hwy 40. It is very dangerous when hwy 80 shuts down and trucks line the shoulder of our roads.

#1 priority needs to be widening the backroads and reinforcing the shoulders.

Public street areas to be better maintained by city.

Better traffic control

Bicycles/Pedestrians

The Tahoe Pyramid biketrail going through Verdi is life threatening, too narrow, in bad shape, and full with gravel and stones. The roundabout at West Meadows has big concrete pieces broken off, and it has not continuous bikelane (although the roundabout is fairly new!).

As a resident in Verdi, I'd love the town to become more walkable and bikeable. Dedicated paths that are safe would be excellent to see. Paths that cyclists and runners can use would also be beneficial. Verdi has a lot to offer in outdoor recreational activities, and I believe if a circuitous network of bike paths, trails, and walkways were created then the town and the residents would be better able to take advantage of what the geography.

Safe segregated bike and perform lanes that don't disappear at junctions and pinch points creating areas of increased risk
Fix the Bike access the lanes disappear in some place very unsafe. Are you waiting for more people to get killed before you fix this? I don't care what you make the bike path out of gravel or paved gravel is cheaper but make it safer.
Make this work as much to provide safety for bikes and pedestrians.
do not cater to just bike and scooters - remember the elderly, handicapped and small children who can't ride a bike or scooted ot walk long distances
Smooth bike lanes. (No micro surface or chip seal.)
Micromodal paths must be connected and safe in order for people to use them. Rumble strips should be installed on the white lines and at the very least a buffer would make people feel safer. Rumble strips on the outside line and plastic candlesticks on the inside line would make people feel safer on the higher-speed sections of roadway
Safe routes to the elementary school
Improved signage and cross walks, ped/bike right of way access
I'm lumping multi-use paths under "bike lanes/paths"
Crosswalks on Main Street
More Crosswalks on the main street.
No bike lanes!!!! The serious cyclists won't use them and they will be in the vehicle lane creating more of a problem! Right now the vehicular lane is wide enough and the bike lane is also wide enough. There is no problem. Don't fix what isn't broken!! Want to create a situation like we have here on Veterans Parkway? The serious cyclists are on Veterans Parkway, the more pedestrian cyclists are on Erica Greif memorial Bike lane. That is what you are wanting to create in Verdi and it's a real bad idea.
Yes please start considering expanding transportation options beyond automobiles and busses. Can we focus on bringing in safe and functional cycling infrastructure and a light rail system?
Better access to Tahoe Pyramid Bikeway
Bike safety
A separate bike path not lanes
Any separation between bicycles and cars would be great! Especially in high speed limit areas.
"Verdi loop is one of the area's last unencumbered true training route west of Reno and now your agency is certainly going to ruin that now too! Why is it RTC thinks anybody riding a bike wants a ""path"" to do it on? We pay taxes too, and you get federal subsidies to accommodate cycling on our roadways on pavement in clearly defined bike lanes! And the idea of riding on concrete in some places around Reno and Sparks are outright stupid for biking! They beat the crap out of high pressure road bike tired bicycle riders like myself and aren't conducive to our craft whatsoever!
I average well over 5000 miles regionally on my bicycle and watch the greatest spirt, and transportation mechanism utterly destroyed by you, and both The City's of Reno and Sparks! Sad as a rider of over 50 years here too! Terrible! "
Don't want sidewalks
Pedestrian/Bike paths with ADA accessibility divided from road.

Lighting

Keeping this area dark at night is incredibly important for wildlife and dark skies. It would be nice to incorporate alternative style walking paths with low height path lighting instead of standard sidewalks with heavy street lighting.

No additional lighting, it is a nuisance due to pollution at night.

Lighting on highway could be improved

Please don't put in more lighting unless you are going to meet dark sky designation. NDOT is the worst light polluter in the area. Another item is sound ever since the rumble strip was put in on 80 the decibel level within surrounding areas like Mogul exceeds NDOT design standards.

Transit

Bus service to downtown

Bus routes

Serve Verdi with robust public transportation. Bus service! Design at RAPID line for the area.

Public transportation options would be nice

Bus service

Bus service

Public transportation like buses or a shuttle would be extremely helpful.

Why isn't there more reliable public transport to the outer areas of Reno?

Closest bus stop is a 10 minute drive.

We need bus service

Bus service! we have none

Would like a bus route

would like to be considered to have a light rail system

Other

Better access to the river.

Bigger post office, wider main road through town.

We should begin to consider making use of the union Pacific RR Right-of-way for regional rail transit throughout Washoe County

Traffic congestion/impact from proposed housing developments.

Yes! Enough development has been done! The grading of if Mogul area by the train tracks and Truckee river project will be unsafe as it's not made for semi trucks! Please, I don't know how you can help, but can we please keep some areas rural????

How about making the developers pay for new roads and schools before building thousands of new homes. These are the wrong questions.

Less congested home building

No warehouse in the mogul area

Stop changing Verdi! Get the bicyclists to obey the traffic laws. We like it up here just the way it is, that's why we live here. Want sidewalks, go into town!

Stop building houses in Verdi
MORE OHV ROUTES TO ACCESS RECREATIONAL AREAS
No other than will any decisions made me strictly 'City of Reno'? What about us who still live in the county? Keep letting builders build; but when will anyone ever address our crappy USPS facility who keeps their doors locked! I could go one but you don't care
Less traffic
Quaintness of the community appears to be lost when the basic roadway (Hwy 40) is not maintained and where additional ingress vis-a-vis more freeway access, lighting etc are added.
More river access/beaches.
How are the roads going to handle the 635 new homes being built (1200-2400 cars)? Plus the 4000 homes on other side of freeway."
Traffic congestion adjoining the River and dirt bike/mountain bike trail parking and how it affects parking, foot traffic vs road traffic
Do not want commercial or retail development
Restrict ATV and dirt bike travel within neighborhoods. Control excessive speeds and dirt/mud being loosed on neighborhood streets.
Yes. Leave Verdi alone. We like its rural nature and the night sky. We do not want curbs/gutters. The existing lights mess up the night sky (and we have a dark sky policy) Better freeway access will simply empower the developers to cram more crackerbox and uninteresting houses in the area. Frankly, this is a question that is posed by somebody who does not understand the Verdi area. What they should be asking is how to enhance wildlife corridors, decrease ambient light, and foster the existing rural nature of the area.
River access
Wildlife preservation
Traffic congestion, especially at the roundabout.
Keep its rural charm please.
STOP BUILDING VERDI
The City of Reno and their approved developments are providing gigantic increases in traffic in Verdi. It is CRIMINAL that they can take a rigged traffic study and say that NO improvements are needed. Get real - this is simply a way to let the developers off of the hook. Priorities - WIDEN Garson Overpass - promised WHEN the properties were annexed. The freeway ramps were also promised to be widened to 2 lanes - really, 2300 homes, 242 apartments, and umpteen warehouses and Garson overpass is fine - come back from outer space and stop pandering to the selfish developers.
More houses going in South of I80 and Boomtown, and More warehouses north of I80 and west of Cabelas, but no infrastructure improvements.
egress traffic in case of emergency
I feel that the over development of Verdi is a travesty. The city and development should focus on the core zones, with increasing density rather than sprawling out into some of the finest land in the valley
Want to keep Verdi rural
Traffic congestion- both vehicle, bike and foot traffic.

Less traffic

We would like to have ATV access on dog valley road. And for the road to be improved.

Let's keep Verdi rural. Please do not increase freeway/access as this will only bring sprawl and more development. Please develop a public transportation option to and from Reno and Truckee, CA.

If you're going to incorporate new sidewalks and bike lanes, please also consider adding planting - street trees for shades and green infrastructure to filter stormwater and protect the Truckee River.

Major grocery store

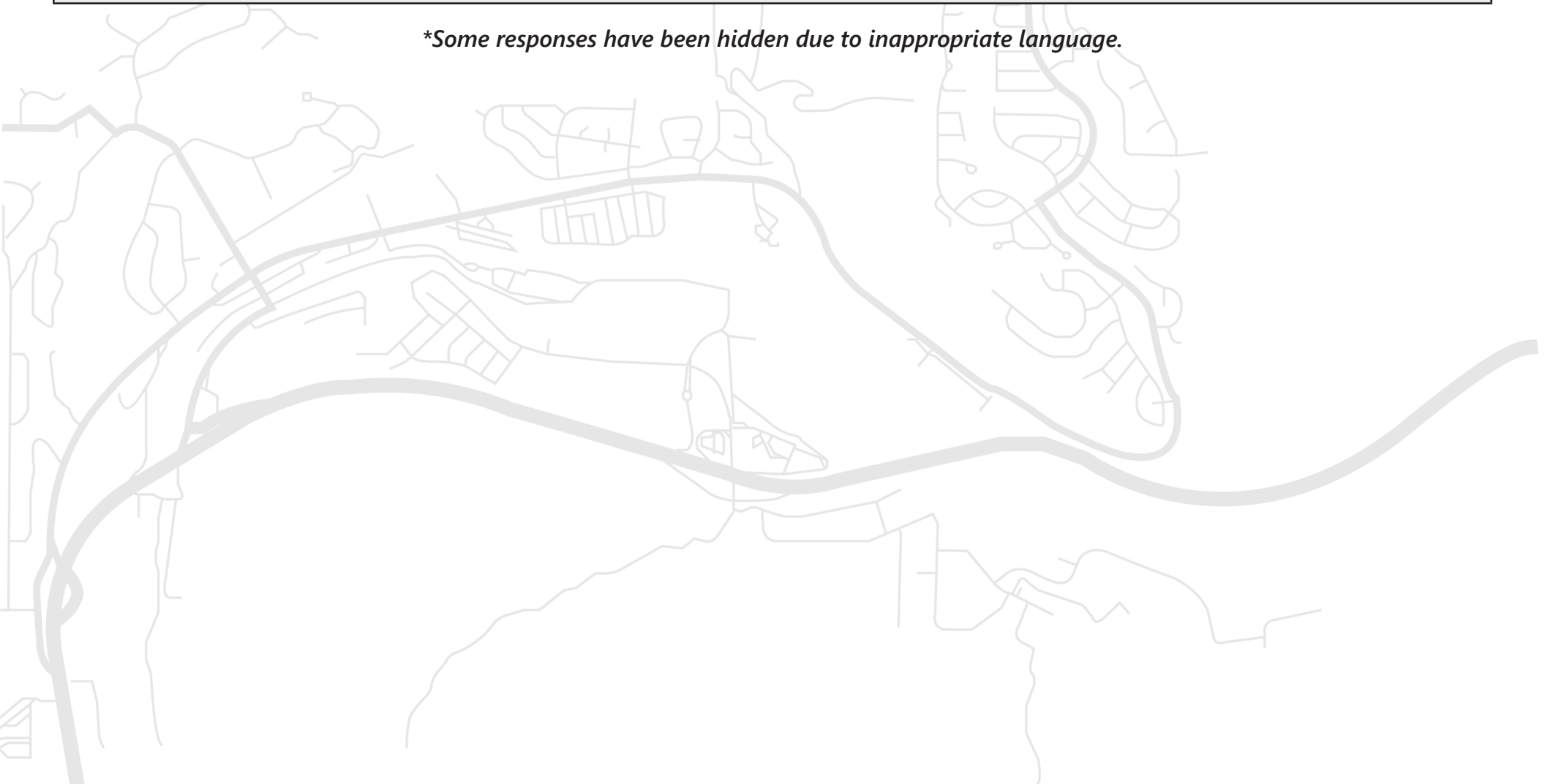
Overdevelopment; loss of Verdi's rural and historic atmosphere.

Why do we need to urbanize?

school bus shortages

Landscaping

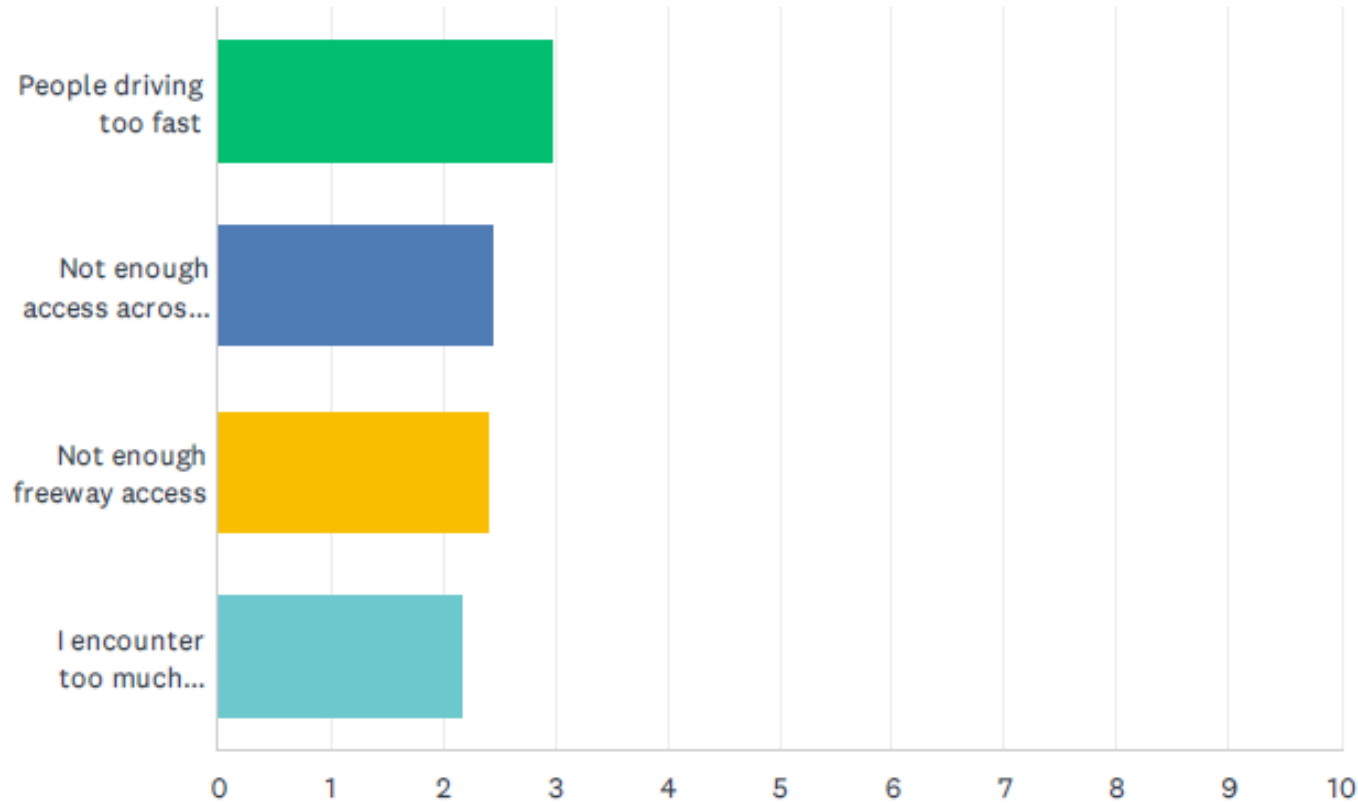
**Some responses have been hidden due to inappropriate language.*



Q3 What concerns do you have about vehicular travel in the area? (Rank your choices.)

Answered: 272

Skipped: 1



	1	2	3	4	Total	Score
People driving too fast	47.43% 129	18.75% 51	18.38% 50	15.44% 42	272	2.98
Not enough access across physical barriers (i.e. Truckee River, UPRR, I-80)	16.67% 45	33.70% 91	27.78% 75	21.85% 59	270	2.45
Not enough freeway access	21.48% 58	24.44% 66	26.67% 72	27.41% 74	270	2.40
I encounter too much traffic congestion	14.81% 40	22.96% 62	27.04% 73	35.19% 95	270	2.17

Q4 Do you have any additional concerns not listed in the previous question?

Answered: 181 Skipped: 92

Responses
Speeding
Drivers exceeding the speed limit.
To many people drive very very fast through Verdi and when I got the speed limit they honk at me and go around when it's not safe
Cars travel very fast
From exit 5 and starting at the second roundabout on old hwy 40 should be a 35 mph speed. From the 2nd roundabout to the Truckee River Bridge is 45 mph then goes into 35 mph. The Verdi area has now more families living here with children along with walkers and bicyclists and the 45 mph is too high of a speed. We've seen too many accidents in the past year or near misses. 35 mph speed would be a blessing.
"Motorcycles and off road vehicles driving through neighborhoods at 50-60 miles an hour .
Waterville Dr."
Need to keep speeds down.
Cars drive too fast very dangerous
Slow people down. This is a small community and it should keep that character!
Speeding traffic is a danger to people walking and biking a long our road
Interstate
People from Somerset coming from California take Exit 7 Mogul and contribute to the dangerous interchange and use the westbound on-ramp in Mogul, which is not long enough, making this even more dangerous of an interchange than it already is (Exit 7 Mogul).
"Garson overpass needs to be replaced.
South Verdi Road needs to be improved."
Short freeway access from Mogul.
There needs to be more lanes all the way to Verdi and maybe even gold ranch to reduce congestion of traffic through Verdi.
Semis damage the roads too fast. Maybe they own lane?
You should build an interchange at I-80 and Maeanne.
Less traffic please. Less people driving through trying to avoid the chain check in bad weather
Access is a problem when chain control is up, Verdi becomes a choke point and bottle neck
When 80 closes, our roads become parking lots
We need a West bound on and off ramp at exit #5. Want to ease the vehicular traffic in Verdi? Put in an on and off ramp at exit #5.
I80 needs 3 lanes from Robb drive to Stateline in both direction.
Truck lane needed on I80 east past Mogul onramp, too many slow semi- trucks trying to pass in left lane!!!!
The merge lane on I-80 west past Robb Drive is too short and dangerous because of the speeding Semi-Trucks!!!!

The freeway overpass at Boomtown is not wide enough to accommodate the thousands of new homes that are proposed to be built in the next 10 years. Developers of Boomtown/Meridian 120 should be responsible in part for widening the bridge for pedestrian/bicycle access, or develop the wildlife under crossing west of Cabelas. Additionally, there should be some type of direct access from Old Hwy 40 near River Bend across the Truckee River and the UPRR tracks, connecting to S. Verdi Road near the KOA campground.

Need to make speed limit 35 all the way through town. People come out here and race around the roundabouts. Also a lot of off hwy vehicles (side by sides and dirt bikes)

The Boomtown Garson overpass is on its last leg and the intersection in front on Boomtown is the worst design Ive ever seen. I see someone drive the wrong way down the off ramp/one way at the Chevron 3-4 times a week.

Need westbound ramp at Exit 5

Local Roadways

Lack of access in case of fire, individual roads as well as Highway 40, Garson overpass is outdated now, and with all the new homes, it is a tragedy.

Quicker access to Boom Town area

Turn lane needed in and out of west meadows

The road coming down from Boomtown into Verdi is dangerous. From blind curves and no railing, it is an accident waiting to happen with more houses planned near Boomtown.

Garson Rd should be improved

More turn lanes into subdivisions and post office. Widen area near West Meadows and River Oak. Bother entrances are at the same location making it hard to see other vehicles. Slow traffic all the way through town

Although hwy 40 is a state route it crosses through the township of Verdi which is more residential in feel. I hate to see this little town encroached upon by tons of traffic, vehicle and commercial trucks with trailers. It's bad enough when chain controls are up and the trucks are parked in the road sides.

Parking

The roundabouts screwed everything up. Please take them out.

The eastern entrance to river oak should be a roundabout

The Boomtown Chevron Road (3 lanes) was designed by someone obviously who bought their Traffic Engineer education - this is a current safety issue and that information has been presented to the Reno City Council on more than one occasion. The speed limit on Garson is too fast - there are simply too many trucks, cars and bikes and this is a Reno Recipe for crashes.

S. Verdi is a nightmare of traffic now.

S Verdi rd on the hill is dangerous due to narrowness lack of visibility and cars going too fast

people use Hill Lane and other Verdi streets as freeways - need speed bumps or traffic calming bumps.

Need a light on Bridge St and Hwy 40

Congestion is only when 80 is backed up or closed.

I would like to see the speed limit 35 in front of west Meadows and River Oak as well.

Roundabouts are ridiculous!

Bicycles/Pedestrians	
Need buffers for bicyclists.	
Make a safer connecting path from Boomtown to Summerset.	
Bike lanes disappearing around freeway access	
Safe Bike lanes	
no crossing access (lights, crosswalk) across the main road in Verdi	
Vehicle/Bike conflict	
Please think about complete streets. There are a number of other entities investing millions in the area for green spaces and trail systems. It would be nice to not be run over from downtown Verdi through 4th st to Mayberry. Coordination would definitely be nice.	
Transit	
Bus routes public transportation	
Not enough public bus service	
Individual vehicular travel should be limited. A public transportation option should be offered to Reno and to Truckee, CA during commuting hours.	
No Bus servise	
Other	
"again How are you going to alleviate all the new traffic from CA and from the new developments?	
"	
Traffic is ruining the community. We must reduce the amount of auto and truck traffic.	
Again, stop building more houses and re-inventing Verdi. Those of us who've lived here a long time don't want it changed!	
Leave Mogul and Verdi alone; enough already!	
We need a better plan to deal with winter access issues, specifically surrounding big rigs. Local traffic isn't typically a problem, although speeding is a concern. But truck traffic and detour traffic is a major concern.	
The NHP & WCSD have been doing great slowing these newcomers down. Watch them pulling over 2 at a time. Our deer herd was here first	
Again, I think the focus should be on safety.	
The exit off of the I80 eastbound on to 4th has no stop sign and drivers carry their freeway speed onto 4th street. This needs a stop light. RTCs development of micromodal and multi use paths often end abruptly. They must be connected to other paths. We do not end roads abruptly because drivers would not use them. These standards of connectedness need to apply to all modes of transportation, not just drivers.	
Don't expand verdi	
Wildfire evacuation is problematic for people in somersett if I 80 is jammed as there is no other state road out of verdi	
More police presence	
Just handling all new homes approved to be built	

The parking area at the bend in the river where people fish should be paved. Also, better care should be taken to keep boulders off the road when it rains heavily.
Semis need more parking on 80 so they don't have to park in Verdi when weather closes 80.
Stop the unbridled growth of the Verdi area. It's one of the last, relatively untouched areas of the Truckee Meadows. Unfortunately, it's only a matter of time that city planners will ruin the area.
Again, this query is posited by somebody who does not understand the area. People drive their side-by-sides on the street (including Old 40) in the evenings down to the post office. To ask about river crossings and freeway access is simply out of touch.
Safe parking at recreation hot spots
Yes, the rapid development in Verdi and Mogul has drastically interrupted historic deer and other wildlife paths to and from the river. There needs to be a major, 4 or more lane wildlife overpass built over I-80. This will only become more of an issue with the Quilcy Ranch project. Do it now prior to those 2500 homes coming on line.
Drunk or impaired drivers, no NHP officer presence or other enforcement.
Deer crossings are a huge concern
My concerns are how this would impact the unique character of Verdi and how RTC is going to pay for these so called improvements
Too many new people in Verdi
Too many people
Unqualified drivers on the roads
Too much traffic
Our roads don't get plowed soon enough. Usually by the time the plow makes it over to us, the road is already iced over. They also don't plow the on ramp! I fish tailed last winter trying to get on the highway. It's on a curved hill with NO guard rail! I could've driven off the hill.
Too much traffic with all these houses coming in. It's a small town becoming a city.
Incase of an evacuation event, access to I 80 from Summersett and verdi is lacking
Chain control congestion.
I live near Verdi School, and speeding/cell phone use are big problems every morning. More law enforcement would be a big help.
Evacuation due to fire. We should have drills
To much growth for the area and you wouldn't have a traffic problem!
Traffic congestion- both vehicle, bike and foot traffic.

**Some responses have been hidden due to inappropriate language.*

Q5 Is there a specific location or locations you would like to see sidewalksconstructed?

Answered: 273 Skipped: 0

Responses
Specific Location Not Listed
No (80 Responses)
No Where (20 Responses)
Unsure (8 Responses)
3rd Street and 4th Street
Shared use path along all of 4th street.
Along old 40
Between Truckee River on the East to Crystal Peak Park on the West.
Along the Old Highway 40 stretch from Somerset to Gold Ranch through Verdi.
From sommersett to the California border
Off of 3rd street
US 40 should be sidewalked from McCarran all the way to Gold Ranch.
Hiway 40
Along Business 80 (US 40, 3rd street, whatever you call it).
Along US 40 from the roundabout at Edinburgh Drive to the River.
The entire length of 4th street
Hwy 40
Highway 40
Along US-40 thru Verdi
Along old 40 from west meadows to crystals peak park
I would like to see sidewalks and paths all along the main road. There are plenty of places to eat and drink in walking distance, but there is no safe place to walk.
Along the whole Hwy 40 from Somerset Ridge Pkwy to Gold Ranch.
On both sides of hwy 40 from the exit by Maria's trough Verdi proper.
To be able to walk down 40 safely.
Old 40
US 40
I-80 Business, from River Bend to Crystal Peak Park
ALONG OLD HIWAY 40
From the roundabout thru Verdi.

Main road
US 40
US 40
Hwy 40
Walking path all along Hwy 40 since the traffic is crazy busy and a lot of people speeding
Old 40
Business 80
On the business loop, between the roundabout (closest to the neighborhoods) and the park.
From the roundabout to the Verdi downtown
From the traffic circle at the new development heading into Verdi.
Along highway 40 you have bike lines and no sidewalks
Business 80 - too many ppl walking on the side of the road for early shifts
On old highway 40
From the roundabout off the freeway to Verdi
All the roundabouts
3rd st
Along old 40
S. Verdi Road
Old Verdi road from cabelas to Verdi.
All of downtown verdi/hwy 40
S Verdi Dr.
S Verdi Rd from Boomtown down to center of town. Or separate walking/bike path to get from Meridian housing down.
South Verdi Road
Bridge Street
Yes, all around Verdi Elementary school there's a lack of sidewalk for kids to safely walk to school. Also, connecting new neighborhoods (for example West Meadows) with existing (or non-existing!) infrastructure to walk to the center of Verdi would help connecting communities.
Along the business corridor just east of the smoke shop.
By the elementary school and bridge to dog valley
Bridge St. and Old US 40.
Around the school along Bridge Street
I'm front of Verdi Elementary school. Kids have to walk in street or in bushes alongside cars after and before school

too the school and main town area
Near Verdi Elementary. It's narrow and dangerous walking in that area with kids.
Along Bridge St from H40 up past the elementary school. Parents and kids both have no where to park and no safe place to walk around the school
On the way to the elementary school from... everywhere
Near the school
By library/school
Close to the elementary school
On the main portion to downtown Verdi and to the elementary school
To provide walkable routes to the school and library. It would be nice if more children could walk to school.
On Bridge street by the school and library, as well as along old 40.
Along Bridge Street from Hwy 40 to the Truckee River bridge.
By the school and along hwy 40
All of 425 and bridge street to the elementary school
A sidewalk from the neighborhoods to the Verdi school would be great for families to walk the kids to school.
By the school
Downtown Area
Town center.
downtown Verdi
Main street Verdi and in front of Verdi Elementary
downtown main street Verdi
south verdi road, bridge street, along hwy 40 which access many of verdi businesses
North side From the first bridge to the post office
Through town
Up to post office
All the way through town. Lots of kids walking to school. Better locations for kids to wait for bus instead of in a highway
In front of businesses
Main Street of Verdi and bridge street near elementary school
Chop 40 to the Sasquatch
main area by the schools and town - restaurants
Along third street. Around the elementary school and library. In the areas leading to Crystal Peak park.

Near bridge street and the restaurants.
Downtown Verdi
By the post office and the little store
"Downtown " area
US 40 in the "downtown" area. Sasquatch to Truckee River
Along downtown
Downtown
Main Street, outside chop, Sasquatch etc.
The intersection of Highway 40 and Bridge st.
From west meadows to Verdi proper/school
Downtown Verdi
Bridge st. And 3rd St
Other
Near Riverbend
Garson overpass needs replacement including a new sidewalk.
No, but scattered streetlights in upper and lower Mogul are needed.
Along the Truckee river, as in a river walk
Around the new developments, especially Santera Quilici, where the traffic will impact the adjoining existing homes.
Verdi along main thoroughfairs
on the south side of the highway leading to and from Somerset toward Verdi.
Connection to all amenities
Not concerned about the sidewalks. I am more concerned about traffic.
Anywhere
Join existing sidewalks
Make sure bus stops have good sidewalks.
McCarran and Mayberry
The other side of Mill Street
The other side of Mill Street
Make multi use path for Bicycle and pedestrians
From river oak west to crystal peak park
beside the Truckee River and along any remaining green spaces

all along verdi, and street trees we need more trees.
Around Cristal Park
From West Meadows to Bridge street
From exit 5 down to the west Meadows development.
Do not want concrete sidewalks. DG paths would fit better in Verdi. Access from rom home developments to Verdi's center. moving along Truckee River would be amazing.
no sidewalks.. maybe walking paths.
Along and near the Truckee River.
Nothing specific just seems there is a lot of opportunity to improve bicycle and pedestrian paths, trails, sidewalks, etc. to make safer.
Near the bike paths
As long as walking/bike path, doesn't need to be a sidewalk
Between 1-80 and bridge street
Both sides of the street in neighborhoods
To begin with, the new developments in Verdi only put sidewalks on one side of the street, a huge mistake they should be on both sides. In addition, the new developments are built with garages that cannot handle a truck and many cars in addition to short driveways that don't allow for off street parking. This should never be allowed, it forces on street parking all year in when the roads need to be cleared of snow. These designs should never have been approved and future developments should required to provide adequate driveway lengths and large enough garages to park cars and trucks off the street along with sidewalks on both sides of the streets.
Between River Oak/ West Meadows and Verdi Elementary
In and out of our neighbor hood
The 80 overpass near Boomtown
No, a bike path through Verdi or larger bike lane.
I would like to see the damaged existing sidewalks in neighborhoods repaired.
In front of River Oak or along River Osk frontage to the post office.
The new himes
The road shoulder is wide enough to walk on but SW from town center (post office/restaurants) to the developments east of it could be beneficial.
From Entrance of Somersett to Verdi
Along the main roads
Garson Overpass - bikes and pedestrians currently use. The developers agreed to widen it, why should they be let off of the hook?
The Garson Overpass should be widened and have pedestrian sidewalks.
No!! They will only be a huge problem for cyclists. There is plenty of room today for vehicles, cyclists and pedestrians. Cyclists are very respectful of pedestrians and there is never a problem. Vehicles are generally pretty respectful of cyclists in Verdi. There is no problem. Don't fix what isn't broke!!

Anywhere the speed limit is above 30 MPH on non-arterial streets.
Across I80 Boomtown bridge
only within housing developments - keep Verdi feeling rural
On the sides of hill Ln. Lots of people walking in the road.
Up to exit 2
How about everywhere? This is the 21st Century and you still have dirt paths or sidewalks are completely non-existing between business and housing?
Maybe in the new subdivision
Riveroak to post office
Extend 4th St access road beyond Mogul with sidewalks
All over Riveroak
Boomtown/S. Verdi Road area and from Sommerset at the roundabout all the way into Verdi proper through the new West Meadows roundabout. Both roundabouts currently have "dead end" sidewalks on either side of the roundabouts
Along bridges
Old 40; Bridge Street; Hill Ln
On the Boomtown Garson overpass. 25 People walk across it everyday and there is 1' between the line and railing on each side.
Neighborhoods
Maybe near the market
Silva ranch road
Between river bend and the elementary school/bridge street
Silvia Ranch Rd in Mogul
everywhere
near residential areas
Sidewalks would not work in the open spaces of Verdi in my opinion.
Path connecting to Reno-Tahoe Bike Path and Verdi to downtown Reno.
From the crystal peak park to proposed Washoe County open space Washoe lot 038-100-34, 038-112-12, 038-112-02 (contact Washoe for property adjustment data) this would allow sidewalk and separated bike lanes. The TMWA lot at 038-112-07 is also in this discussion. This would allow a more safe connection to Verdi with right away on public property. The developer at this location is also involved.
Wverywhere
Yes - test location

**Some responses have been hidden due to inappropriate language.*

Q6 Is there a specific location or locations you would like to see bike paths/lanes constructed?

Answered: 273 Skipped: 0

Responses
Specific Location Not Listed
No (72 Responses)
No Where (24 Responses)
Unsure (4 Responses)
3rd Street and 4th Street
Shared use path along all of 4th street.
Old Verdi road from cabelas down to Verdi
A designated bike lane needs to be added to the roundabout in front of West Meadows (old Highway 40)
I am mainly concerned about widening bike paths. For example, along West 4th Street the lanes are very narrow and this sometimes leads to bicyclists using the roadway, which is unsafe for them and for vehicular traffic.
along highway 40
Between Mogul and Verdi - more clear and wider bike lanes
Along 3rd St/ US-40
on the north side of the highway leading in and out of Verdi toward Somerset.
Along the Old Highway 40 stretch from Somerset to Gold Ranch through Verdi.
Also off of 3rd and the Verdi Rd
Along highway 40
Bridge Street, Old Hwy 40 between Exit 5 and Gold Ranch.
The entire Verdi to Reno corridor
Yes from 4th to Verdi Go get on a bike and ride and see just how screwed up it is. It can be gravel if need be but give us a safe place to ride and access from Reno to Verdi.
Hiway 40 and also all all along Hill srreet
Along Business 80 (US 40, 3rd street, whatever you call it).
Fourth St, 3rd St, Verdi Rd
Along the entire main road through Verdi - a bike path that is separated from the main road would be best because this is a popular bike route
Highway 40
The entire length of 4th street
Highway 40
Hwy 40

Highway 40
Bike paths should be all along the main road and on bridge street. Also, it should be easier for bikes and cars to share the roundabouts
Same as the sidewalks, Hwy 40 from Somerset Ridge Pkwy to Gold Ranch
All the way through town and out towards freeway on east side of town up towards Summerset. Very popular bike route
Improvement surrounding the roundabouts where the bike riders are forced into the traffic lanes.
Along old us 40
All along old HWY 40. It is dangerous in certain areas when 2 cars are approaching each other in opposite directions and there are bicyclists on the road as well
Along Business 80/Hwy 40
Old 40
Off the main road
All along 3 rd street to Gold Ranch
ALONG OLD HIWAY 40 FROM EXIT 5 TO GOLD RANCH
The entire length of Highway 40 in Verdi should have designated bike paths. The roundabouts should be modified so bikes and cars don't have to use the same area when transiting through the roundabouts.
Between the roundabout by Maria's/ Somerset and the tahoe pyramid bike path AND to Gold Ranch.
Exit 5 to Gold Run
From roundabout thru town
Larger path along the main road through Verdi to give a greater space from cars.
Main road
Thru Hwy 40 and along Bridge Street to the river
Main roads
Through Verdi
Garson Overpass - the ENTIRE idea of going 1 mile out of your way to experience the disgusting, filthy and muddy freeway under crossing was created by someone mentally unstable - a greedy developer.
US 40, S Verdi Road
US40
Along 40
Along Hwy 40
Up to exit 2
Entire length of Verdi- Mogul freeway path- through lower Summersett all along US40 to the Gold Ranch. There is a small path currently, but the traffic is moving fast and there isn't much space.
Along Highway 40.

Along the old Highway 40.
Bike paths are marked along 40 in Verdi so not sure if more are needed. Lots of bikers ride in our area.
Along old 40 up to Gold Ranch
From west meadows to Verdi proper/school
Along Old 40; Bridge St, Hill Lane
Along HWY 40
Business 80
On old highway 40
Along the main road
Separated cycle tracks/bike path along old 40
S. Verdi Road
Along the road from Verdi to Cabella's
Verdi Rd
S Verdi rd
Boomtown down to center of town on or next to S Verdi rd
south verdi road-with new secondary access egress from the santerra project, south verdi road from crystal peak road to hwy 80 is a major concern. proper walk/bike path connecting qulici road to bridge street area will be needed.
South Verdi Road from Quillici Ranch Road to Boomtown Garson Road. With the new warehouses, houses, and Cabelas, South Verdi Road traffic has increased.
S Verdi Road from Boomtown into Verdi proper, and connection between Old Hwy 40 at River Bend over to Boomtown area. Any new roads development (EG: Meridian 120 development) should include both bike lanes and sidewalks
The Verdi loop needs a dedicated bike lane the whole way
Bridge Street
Bridge street
school area
Verdi Elementary
Main Street and bridge street near elementary school
Along third street. Around the elementary school and library. In the areas leading to Crystal Peak park.
Bridge street, road up to boomtown
Bridge st, the highway
Bridge st through the esses and hill lane
Bridge Street
Anywhere close the the elementary school

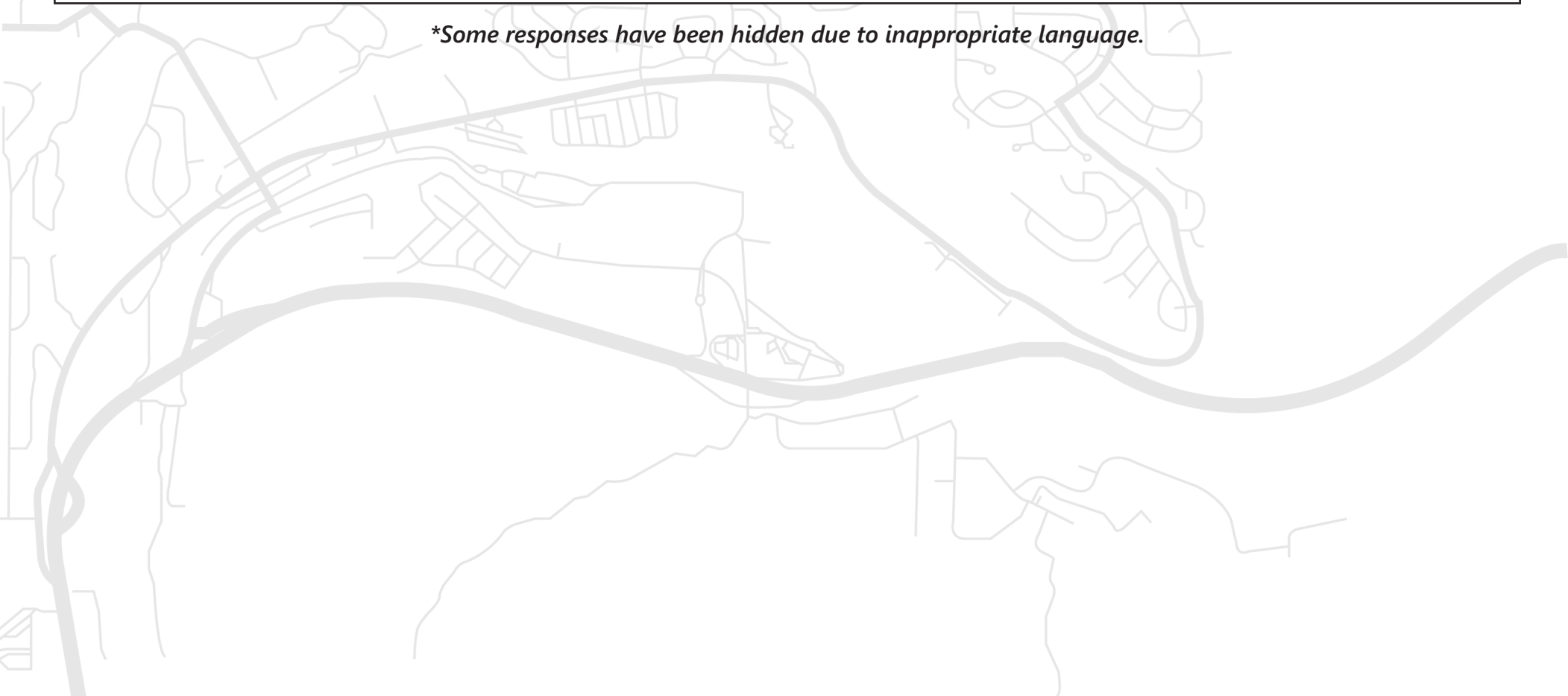
On Bridge Street
Bridge st
To provide bikeable routes to the school, library and post office.
Perhaps along Bridge Street from Old Hwy 40 to the bridge. Otherwise, there's really no need (I'm a longtime cyclist and ride there almost daily).
3rd st
Other
Near Riverbend
Along river.
More lanes enabling E/W bike traffic safely between Reno/verdi
Verdi and Sumersett
See above mentioned comments concerning sidewalks. Around schools, restaurants, markets, and between neighborhoods would be a desirable place to put sidewalks AND bike lanes.
No. Prior to installing bike lanes, I'd like to 1. See how many bikers currently use routes which are proposed and 2. Study how many current bikers disregard traffic signs. The newly designated bike paths on 5th street with parking outside them are problematic in that traffic is squeezed outside the bike lane and trash is already collecting in the lanes themselves because street sweepers can't fit in that space to sweep.
West of the bridge towards Gold Ranch.
Along US 40
Again, where all the new development will impact the existing homes, both along highway 40 as well as south of I-80. Who would maintain the unpaved walkway and bikeway?
I'd love to see a network of pathways that loop around Verdi that connect the trails to bikepaths/jogger paths. As more homes are built, these paths will become vital to the future of Verdi. Connecting West Meadows to the other side of town across I80 and back would be great.
All roads
I don't like bike on the street so more bike paths next to the sidewalks would be great.
Every road way
Let the traffic engineers and bike riders figure that one out.
Everywhere but mainly Stoker Avenue between West 7th St and West 4th St
Definitely along the Truckee River.
On Mill Street as well please
On Mill Street as well please
By river
Improve existing lanes/path

No bike lanes in regular streets - make the bike lanes separate from all auto use roadways
A separate bike path like the one between Verdi and Mogul would be nice for everyone.
with in the town so people can feel comfortable when walking that bikes are not making them look behind themselves to feel safe. Bike riders are too fast and often rude to walkers.
Back by River. Keep the Lance Armstrong wanna bees off of our already narrow roads
Through town
Keep paths separated from road wherever possible.
Bike lanes being separate from walking paths. Bikes travel very fast, especially the electric mopeds, they can travel on the existing bike lanes.
AWAY from streets
Along the Truckee River.
More hiking and mountain biking trails. There is a lot of public lands and open spaces to construct new trails and connect to existing trail systems.
1-80 to Gold Ranch
Continue the bike path that ends just past the Truckee river crossing
Along the river. The tahoe pyramid trail should not be traveling on the road
All through Verdi
Along the river
Safer bike lanes
Along the Truckee River
Near the river.
Constructed? NO. Bridge Street/Hill Lane are already principally bike paths and we like it that way. It is a great loop for the recreational biker. If one wants some elevation or to get their heart pumping a bit, we send them up Dog Valley Road.
More the better. Verdi is actually pretty good for biking so wider shoulders for any areas where it narrows
Canal Street
Buffer the existing lanes on I-80 Business
Verdi through mogul and connection to Mayberry park area, 4th street is not very bike friendly
Road from Boomtown to Verdi and bridge across I-80 from Boomtown to Belli Ranch area
Anywhere would be great
Tying into the Verdi Loop and Tahoe Pyramid Bike path
to get to the Pyramid Trail and Crystal Peak Park Area
Any facility should have physical separation from motor vehicle travel lanes.
In higher traffic areas

Garson Overpass
all areas
In Verdi town along more popular residential streets
Verdi is a place where cyclists come to enjoy the scenic views and unique wildlife. Over development is erasing these, so who knows, maybe we won't have cyclists anymore. Widening cycling lanes on highway 40 would do the most to improve cycling flow
Garson Overpass
SILVA RANCH ROAD and west of us 40 past crystal peak park
everywhere
Look at the routes people ride. That's where you need lanes. Separate paths are likely overkill.
Dog Valley (Henness Pass) Road original Donner Trail
Into Reno
Off the free way exits and main street
As many as possible
From downtown Verdi to Goldranch
Somewhere safe not near freeway
Across the train tracks + Truckee River.
Along bridges crossing highway
Off hi way
Along road freeway exit to Mayberry park
All of 425
Everywhere
I would like to see the existing bike lane widened a bit on the corner east of the houses. It feels dangerous and people drive to fast there.
Better marked bike paths
Silva ranch road
Paths away from main roads
Along Silva Ranch in Mogul
From west Meadows thru Verdi
Throughout town. Upper and lower
Anywhere where cyclists are riding on the shoulder and not an actual lane. I'd prefer some like of physical barrier/separation.
Between river bend and the elementary school/bridge street
Along Silvia Ranch road in Mogul

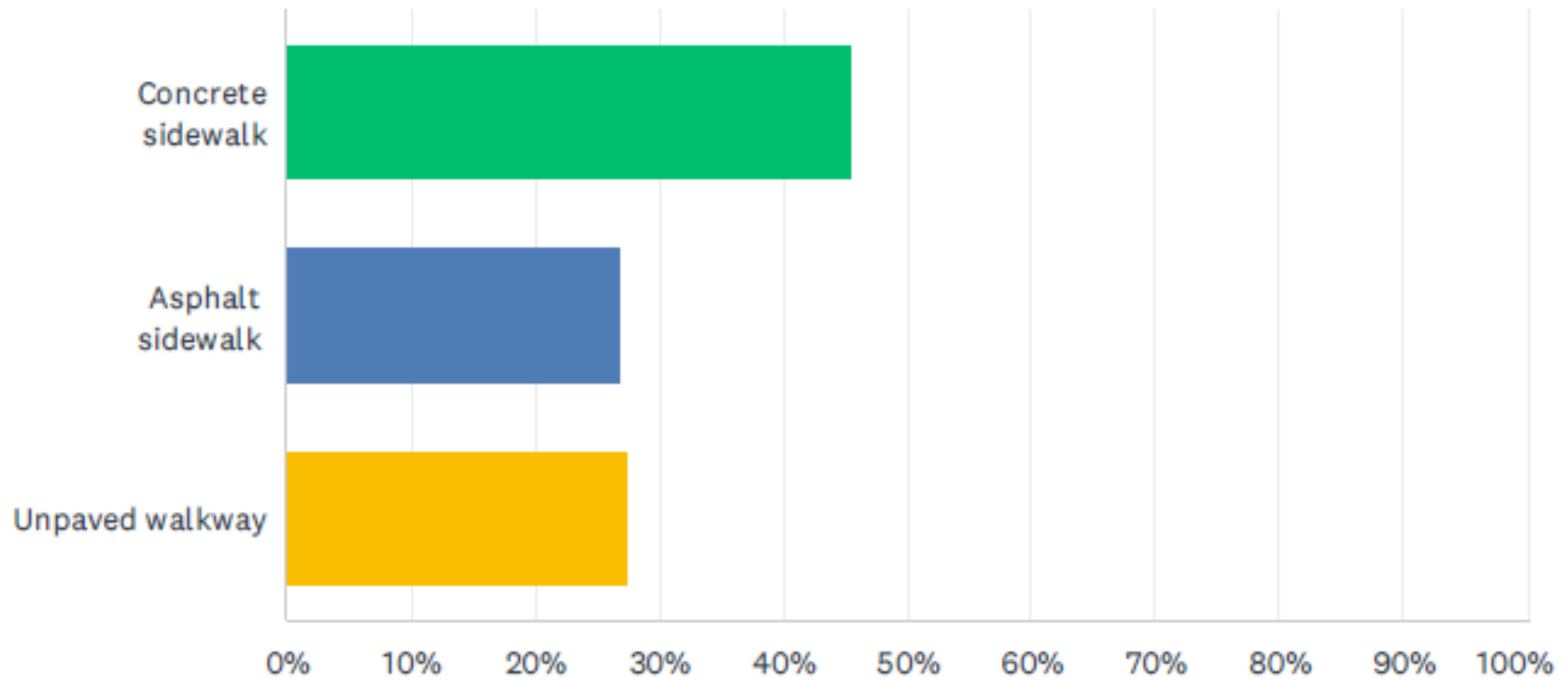
Bike LANES into and out of Verdi that are purposefully built and finished like they once were with a steamroller and not washboarded heavy equipment tire tracks smeared over with a thin coat of pavement!! SMOOTH IS GOOD FOR BICYCLE ENDURANCE RIDER'S!!
all over
near residential areas
Along the river and main roads in the area.
Again Verdi is a quaint rural area with very narrow roads, it is not meant to be heavily populated. Even though Reno has annexed as much of it as it can by taking in the high profit areas (tax wise), and allowed high density residential developments to invade the rural atmosphere, Verdi (what remains) should be preserved as much as possible.
Along river through Verdi
Along the river
Contact your agency partners they are already working on it.
yes - test location
I would like better bike connectivity/bike facilities for recreation purposes so bikes are better separated from cars. Essentially a bike facility from the roundabout to California State line.

**Some responses have been hidden due to inappropriate language.*



Q7 Should the RTC identify areas of new sidewalks, what type of construction would you prefer? (PC: www.pedbikeimages.org/
Dan Burdenand [www.flickr.com/Aaron Volkening](http://www.flickr.com/Aaron_Volkening))

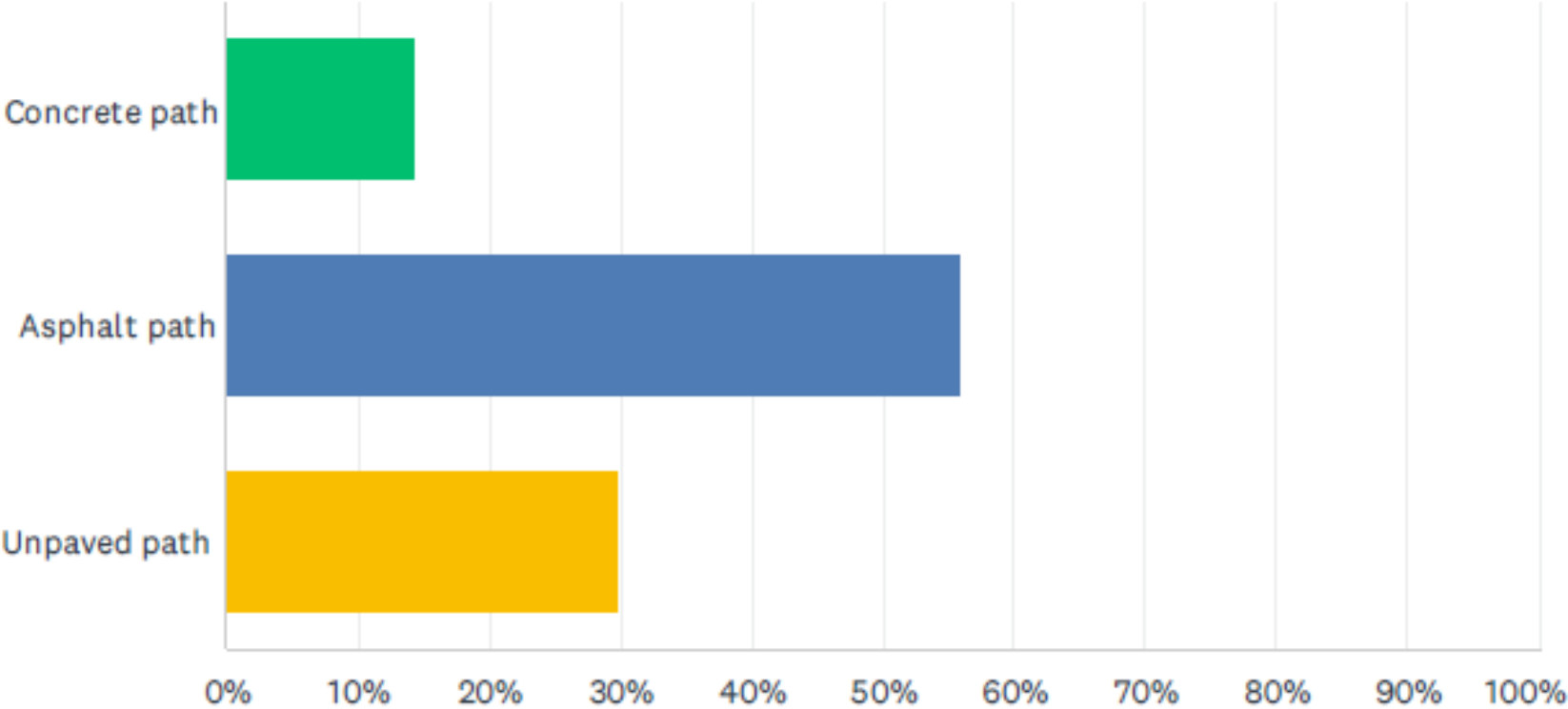
Answered: 272 Skipped: 1



ANSWER CHOICES		
Concrete sidewalk	45.59%	124
Asphalt sidewalk	26.84%	73
Unpaved walkway	27.57%	75
TOTAL		272

Q7 Should the RTC identify areas of new bike lanes/paths, what type of construction would you prefer? (PC: www.pedbikeimages.org/Dan_Burdenand www.flickr.com/Aaron_Volkening)

Answered: 272 Skipped: 1



ANSWER CHOICES		
Concrete sidewalk	14.34%	39
Asphalt sidewalk	55.88%	152
Unpaved walkway	29.78%	81
TOTAL		272

Public Information Meeting #2 Sign-In

Name	Email	Address	Agency/Representing
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Amy Cummings	acummings@parametric.com	-	Parametrix

Comment Summary (Email Submission)

Commentator	Comment	Response
City of Reno	Please define the limits of the study area- All roads north/south between Stateline and Exit 5? Were they included in the Traffic Analysis?	Study limits were confined to Regional Roads between Exit 5 and Gold Ranch. Traffic forecasts were conducted and operations evaluated for major regional road areas. No signalized intersections are present so traffic evaluation was more capacity based.
City of Reno	Not clear which model was used for overall network analysis RTC model or 2039/2040 build volumes used for this analysis? TIA's up to 2020 were included, but Volume 1 gives mention and shows density displays for Meridian 120, etc. Were those included in the analysis and/or RTC model?	Utilized RTC 2050 Transcad model with consideration of future development studies. Also worked with RTC on reviewing full build-out to see if there would be a significant change which there wasn't from 2050 build condition.
City of Reno	Consideration of conducting a speed study analysis?	Worked with UNR on some experimental data collection, however, conducting a speed study was not part of the scope.
City of Reno	Did this study include any proposed new connections to the south to connect into existing road networks? What timeframe are those recommended if so? How does that impact the traffic distribution and congestion? Triggers for intersection/interchange improvements?	No new regional road connections were proposed over I-80, UPRR or Truckee River. Any new connections would have significant right-of-way impacts and where not required from qualitative assessment. Horizon year was at 2050. Due to volatility of future development no exact trigger points were given, however, all study recommendations should be given consideration for inclusion in to the appropriate planning documents.
City of Reno	Consider providing a map for internal stakeholders identifying roadway/infrastructure ownership as well as the champion for each recommendation	Can provide ownership, however champions and agencies responsible for leading will be determined as projects are prioritized.
City of Reno	With the projected traffic, is there a need to upgrade UPRR crossing?	A shared use path is proposed on Bridge Street from 3rd Street to the S. Verdi Road. As this project moves forward UPRR will require a diagnostic review to determine additional upgrades. No champions have been identified or potential agency funding sources.
City of Reno	Mention of wildlife fencing along I-80. Does this necessitate coordinating Planning efforts to establish wildlife corridors in the developed areas or those in the future?	NDOT is already installing the fencing as part of the on-going Contract 3947.
City of Reno	Consider elaboration on bicycle/pedestrian connectivity not only on 3rd street but potential for local street and future connections	Initial public meetings indicated a portion of the residents do not want sidewalks and bike lanes on the local roads.
City of Reno	Consideration of pedestrian/bicycle needs for the north side of Boomtown Garson connective	The study identifies an ultimate Garson Road overpass including sidewalk and bike access. Additional connectivity would be determined by local agencies on non-regional roads and new development requirements.

City of Reno	Throughout Verdi, propose that we look for opportunities for bike/pedestrian connectivity in areas other than arterials and collectors.	Initial public meetings indicated a portion of the residents do not want sidewalks and bike lanes on the local roads.
City of Reno	In particular, is there an opportunity to find a bike/pedestrian connection through the Meridian 120 North development that will connect to the S. Verdi Road?	A trail has been constructed by Meridian 120 North down to S Verdi Road on the west side.
City of Reno	<p>While S. Verdi Road has few ADT's today, once the Santerra and Meridian 120 South residential developments are built out, S. Verdi Road will serve a much bigger role in providing both vehicular and bike/pedestrian connectivity.</p> <p>Houses are anticipated to start being moved into within the next 18-24 months.</p> <p>The City of Reno supports keeping S. Verdi Road as a two-way roadway.</p> <p>Rather than sharrows, we prefer a full physical barrier between the traffic lane and the shared use path.</p>	Based on public feedback the residents themselves are split on S. Verdi improvements. Study recommends should improvements be prioritized, additional stakeholder and public outreach should be conducted to identify if the long-term widening of S. Verdi Road is desired by the stakeholders and residents and should a full physical barrier be installed in lieu of sharrows for the long-term recommendations, costs would be significantly higher for the additional width required.
City of Reno	The Santerra/Meridian 120 South developments are also required to add a secondary access that ties S. Verdi Road to the I-80 Entrance 3 ramp. Upon build out, this will be a heavily used access road to I-80. This street network should be included and anticipated in the full building out plan for the Verdi Study.	RTC ran a full build-out 2050 TransCAD model to see if there would be a significant change from current TransCAD 2050 build condition. No significant change was identified.
City of Reno	<p>This language is already in the City of Reno Zoning Code and should be incorporated in the Verdi Area Plan: In order to facilitate trip reduction, a park and ride facility will be provided when determined feasible by the City of Reno and Regional Transportation Commission (RTC). Such a facility will be placed at the southern end of the employment center located south of I-80. RTC has indicated that 50 parking spaces will be adequate for this facility. An area of approximately 6,000 square feet should accommodate this facility.</p> <p>A temporary parking area will be provided prior to construction of the fire station at this location. With construction of the fire station, a permanent parking area will be provided if warranted.</p>	Will add some additional language to the report noting terminology within City of Reno Zoning Code. Would prefer to mainly refer to the existing code and requirements since RTC cannot dictate developer requirements.

Jenna Raber	<p>I am writing to discuss the potential changes to the Verdi community roadways. Verdi is a small community that has dealt with plenty of change recently but has continued to stay a tight knit community. As I know this has been a record winter and has caused a lot of commotion to the community and the roadways. I have struggled to get my daughter to school because of the semi-trucks stuck on our roadways. I live off hill lane and trelease. Have you driven down our road? If not I suggest you do before you try and implement this project. You will find the roads are narrow but the community is tight I often take my children and dog on walks not worried about traffic. As I reviewed the PowerPoint, I have some major concerns I would like you to address. How are you going to facilitate all of the semi-trucks that will be blocking our roadways? There are no facilities for these drivers. There is no hotel, no gas station that facilitates semi's, and only two small restaurants that cannot facilitate more than they already do on a daily basis. What will you do when emergency vehicles cannot get to our community? A park and ride is not going to fix anything but create a problem with abandoned vehicles and inappropriate loitering. Please take a drive into California and take a peek at the park and rides you will not see it used for commuting as it is designed for. Changing the overpass directly into a residential neighborhood our neighborhood is a terrible idea. What will you do when one gets stuck on our road? We do not have the capacity to facilitate that. What is the benefit of a new overpass? In addition, why would you move it directly into a neighborhood? Have you considered changing the road closer stop to boomtown or robb drive where they have the ability to facilitate the semi-truck drivers with accommodations? Please respond to my concerns and questions.</p>	<p>A study recommendation is for NDOT to continue working on providing additional truck parking east of Verdi to provide parking opportunities prior to Verdi when I-80 is closed. In addition, the potential for utilizing Digital Messaging Signs (DMS's) to notify of the I-80 closure in Reno and east of Reno to encourage trucks to stop prior to the actual closure.</p> <p>The reconstruction of the Gold Ranch interchange is conceptual in nature and a long-term recommendation to address safety concerns with several ramps. As this project moves forward additional concepts will be evaluated in greater detail to determine a final configuration, however, the interchange would need to be close to its current location.</p> <p>As I-80 traffic and the Verdi population increases it is important to provide commuters options to reduce traffic on the Interstate into Reno. The use of Park-n-Rides can aide in reducing traffic and encourage carpooling into Reno and the Truckee area, thus reducing I-80 traffic.</p>
Bryan Gant	<p>I did want to make an observation on the S. Verdi Road options. While the one-way option makes a ton of financial sense, it could be challenging for OHVs. Verdi is extremely popular with OHV riders and there are trails both north and south of I-80. With that, riders travel back and forth along S. Verdi Road to access these trails. If S. Verdi Road goes to one-way, there will not be a way for OHV vehicles to get back and forth to either side of I-80, at least until such time as Quilici is built and the secondary access road to the west is in place. Timing may work out naturally but food for thought for phasing of improvements along S. Verdi Road if the one-way option is the preferred.</p>	<p>As the S. Verdi project moves forward additional alternatives will be reviewed with the public and other agencies as there are many conflicting thoughts on the S. Verdi improvements from both an agency and Verdi resident perspective. This comment is included in the final report so this alternative can be further evaluated as the project moves forward.</p>

Sandy Porter

I am writing on behalf of a very frustrated Verdi Community with regard to the traffic in Verdi on Highway 40 (and our neighborhood streets) when Interstate 80 is either closed or there is a chain control in effect.

First and foremost; an extension of the already posted No Parking signs in the area that is at Gold Ranch to just east of Trelease Lane is sorely needed. These signs were installed to keep trucks from parking in the Gold Ranch area, thus clogging their portion of Highway 40. Now they just park wherever they want on Highway 40 east of the posted No Parking sign(s) area.

These No Parking signs need to be extended to at least Bridge Street..on both sides! When the highway is closed, trucks park wherever they want along our narrow two lane road, effectively reducing it to a one lane road that has double yellow lines down the middle! This poses a very dangerous situation, especially when you have oncoming traffic coming right at each other under icy, snowy and poor visibility conditions. The situation is beyond dangerous; and when an accident does occur (and it will), good luck getting the emergency vehicles to be able to arrive.

The trucks also park in such a manner as to make turning into or out of our active neighborhood streets extremely dangerous. There is no sight path to make these turns; making them impossible to negotiate in any kind of safe manner. We have kids we need to get safely to and from school. We have jobs we must to get to. A delivery vehicle or garbage truck cannot physically make the necessary turn to deliver critical oil, propane or even pick up our garbage. An emergency vehicle, like a fire engine, would have the same result. Not good at all, very very dangerous.

Secondly, I've heard that NHP used to post an officer at the bottom of Exit 5 to turn Non Resident Traffic around. Without that, as you can imagine, Old 40 is choked. Heaven forbid that a vehicle responding to an emergency should have to use Old 40. There's nowhere for cars to pull off to let them through, let alone all the trucks parked impinging on the travel lanes.

An officer, either from the Sheriff's Department or the NHP posted at Roundabout at bottom of Exit 5 would surely be able to reroute all the cars and trucks that use old 40 as a bypass when 80 is closed or there is a chain control. Problem is, there is NO OUTLET that bypasses either the closure or the chain control by Gold Ranch. Traffic backs up all along 40; and in some cases into our neighborhood streets, with motorists trying to bypass even highway 40. This makes it impossible for us to leave or reach our homes with our kids in the car from school or even our own jobs. **(cont.)**

Comments will be passed along to NDOT as both I-80 and old US 40 our NDOT jurisdiction. NDOT does currently utilize the existing Digital Messaging Signs (DMS's) to notify truckers of closures. The study recommends that continue and that NDOT also continue to look for opportunities to provide additional truck parking east of Verdi to encourage truckers not to continue onto the closure point.

Enforcement is out of the jurisdiction of the RTC and NDOT, however, these concerns will be passed along to the Washoe County Sherriff's Office and Nevada State Police Highway Patrol.

	<p>(<i>cont.</i>) A BIG “No Through Traffic” or “Residents Only” or “No Hwy 80 Access” sign posted at or just prior to Exit 5 during a chain control or highway 80 closure would also be of great benefit. That way the officer at the Roundabout at the bottom of Exit 5, can just direct errant motorists back onto EB 80.</p> <p>There are ample “Amber Alert” signs on Highway 80 to warn motorists of any closure, chain requirement, or chain check on Highway 80; how far ahead and where it is. They even notify motorists that, when there is a closure, traffic is being turned. These warnings definitely give them plenty of time to make a safe alternate decision.</p>	
Christine Reynolds & Steve Brochon	<p>The overpass should be located to the west side of Gold Ranch where the new storage company has just opened. A new overpass accommodating both east and west bound travelers at that location would be better than an exit only at Trelease. Also not addressed is the westbound exit at Gold Ranch. There are a lot of accidents at that location. If the newly planned exit is to remain at the Trelease and US 40 location, a stop sign or round-about would be intrusive into the opening of our quiet neighborhood.</p> <p>The area identified for the park and ride (at US 40 & Trelease) wouldn’t accommodate more than half a dozen trucks and we believe it would be a new haven for overnight camping.</p> <p>Traffic should be restricted at the exit 5 offramp when I-80 is closed. The only reason Business 80/US 40 gets congested is because Google/Apple maps routes folks to the fastest route past the traffic. Traffic on I-80 is typically due to chain control checks or accidents further west towards the CA border.</p> <p>Truck parking and a full service truck stop should be set up at the Garson road exit where there is a lot more land and other available services.</p>	<p>The reconstruction of the Gold Ranch interchange is conceptual in nature and a long-term recommendation to address safety concerns with several ramps. As this project moves forward additional concepts will be evaluated in greater detail to determine a final configuration, however, the interchange would need to be close to its current location. Moving the interchange to the south/west does have right-of-way and geometric constraints.</p> <p>As I-80 traffic and the Verdi population increases it is important to provide commuters options to reduce traffic on the Interstate into Reno. The use of Park-n-Rides can aide in reducing traffic and encourage carpooling into Reno and the Truckee area, thus reducing I-80 traffic.</p> <p>Restricting access on a public highway would be outside of RTC’s jurisdiction and need to be discussed with NDOT and Nevada State Police Highway Patrol.</p>
Hudson Stremmel	<p>I don’t take this lightly, but it seems that NDOT, City of Reno, and the RTC are not taking the concerns of how dangerous Exit 2 is and how badly there needs to be change. I own the property that is directly off Exit 2 (APN: 038-230-07). The property is primarily used for astray drivers and truck drivers to turn around before they go the wrong direction on I-80. (<i>cont.</i>)</p>	<p>Project prioritization along I-80 will need to go through NDOT’s OneNevada Plan process. Our team will help facilitate a meeting with NDOT staff.</p>

	<p>(<i>cont.</i>) If my property is not able to be accessed, people will no longer have a spot to turn around and drivers will be forced to put their vehicles in reverse, on the frontage road, until they are able to find a spot to turn around. Needless to say, we're one chain link fence away from this exit being the most dangerous exit in Nevada and becoming a top priority for the State...</p> <p>I'd like to setup a meeting, in person or via phone, to discuss options. Also, if there's a way to work with the state, truck parking, etc, I'm open. I'm also open to barricading the entire property off and not allowing vehicles to turnaround. The problems with this off ramp cannot be pushed aside or kicked down the road any longer.</p>	
Al Rogers	<p>I saw the survey was closed at this point so I will provide a couple of short input ideas to the specific area of South Verdi Road.</p> <p>I would support Option #2 with the road being modified into a shared path with autos on one and multi modal on the other side. I know there are issues and impacted residents and businesses that will have input as to whether that is feasible or not for them and of course the railroad will be a challenge for whatever changes are approved. I would offer another option, while not sure of its viability, that of eliminating any vehicular traffic and making it a shared use path (walking/biking/non-motorized). The start and end point could be the terminus of Cabela Drive and the Bridge St/S. Verdi Road which I would assume might be the same for Option 2?</p> <p>I look forward to the future public meeting and please let me know when it is announced as I have contact with the Meridian 120 North residents and HOA.</p>	<p>As the S. Verdi project moves forward additional alternatives will be reviewed with the public and other agencies as there are many conflicting thoughts on the S. Verdi improvements from both an agency and Verdi resident perspective. This comment is included in the final report so this alternative can be further evaluated as the project moves forward.</p>
NDOT Traffic	<p>It appears that you terminated the suggested shared-use path a little too early. Is it possible to connect to the Tahoe-Pyramid Bike Path?</p>	<p>3rd Street is part of the Tahoe Pyramid Bike Trail per their published maps and extending a shared use path from Edinburgh to Exit 4 would have significant costs due to the terrain.</p>

