

**VIRGINIA STREET BUS RAPID TRANSIT EXTENSION PROJECT****Community Working Group Meeting #1****March 23, 2015, RTC Board Room****Meeting Summary****1. Welcome and Introductions**

RTC, Lee Gibson, welcomed all meeting attendees. Self-introductions were made by meeting attendees.

**2. Project Presentation**

RTC, Howard Riedl, gave a PowerPoint presentation describing the overall project.

- Special emphasis was placed on dynamic transit routes – transit routes are being updated as necessary per advancement of project design and routes shown in presentation differ from routes shown on the exhibits.

**3. Questions & Comments**

The following questions and comments were voiced during and after the presentation.

- Portions of the storm sewer in Midtown are inaccessible.
- NV Energy has an upcoming project in Midtown.
- The Project Team should talk to utility companies regarding utility company future projects and needs and the timing of these relative to Virginia Street construction.
- Will the construction be phased? How will construction impact businesses?

*RTC: This phase is focused on completing preliminary design to obtain a Federal Transit Authority (FTA) grant. The next phase (final design) will determine construction phasing. Construction phasing can be addressed utilizing a traditional Design/Bid/Build methodology or potentially a Construction Manager At Risk (CMAR) methodology which would bring a contractor into the project to participate during final design.*

- Developers are investigating potential trolley/street car/light rail options in Reno.

**4. Presentation of Alternatives**

NCE, Angie Hueftle, presented exhibits of the Midtown project area overview. CA Group, Chad Anson, presented exhibits of the University of Nevada, Reno (UNR) project area alternatives. The following questions and comments were voiced during and after the presentation.

**Midtown Exhibits Questions & Comments**

- How were Midtown side streets selected for inclusion in the project?

*RTC: City of Reno Public Works requested specific streets be included for consideration in this project. The Project Team is investigating potential 1-way street circulation, existing driveway accesses, etc on these side streets.*

- What is the minimum sidewalk width being considered on the Midtown side streets?

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*RTC: 6' sidewalks are being considered. City of Reno code requires 5' minimum.*

- Will additional right of way (ROW) be acquired to construct this project?

*RTC: The project will likely require obtaining construction access easements.*

- What materials are being considered for use on the sidewalks?

*RTC: Midtown is not subject to the Downtown Redevelopment District Streetscape Master Plan. The Project Team is working with the disabled community to determine acceptable sidewalk materials. Alternative concrete colors are also being considered.*

*CWG: The Project Team should keep materials basic, not cute and trendy.*

### **UNR Exhibits Questions & Comments**

- Are the RAPID station locations being coordinated with the UNR bus routes?

*RTC: Yes. We are coordinating in attempt to share bus stops.*

- Travel lane reduction near the Lawlor Events Center seems like a bad idea.

*RTC: UNR would like to promote a more pedestrian friendly corridor.*

- Why not have the RAPID southbound route utilize Sierra Street instead of building a roundabout at the north end of the project to utilize Virginia Street as the southbound route?

*RTC: Utilizing Virginia Street for the northbound and southbound transit routes allows for co-locating of transit stations and keeps the transit stations closer to the UNR campus core.*

- Why are you considering restricting a travel lane for bus only use?

*RTC: Bus only lanes are being considered to promote RAPID efficiency and schedule.*

- Move the potential north roundabout further north.

- Special events will create delays due to a 1-lane roundabout.

*RTC: A multi-lane roundabout can be considered for the north roundabout.*

- Can a right-turn bypass be incorporated in the proposed north roundabout?

*RTC: A right-turn bypass can be considered for the north roundabout.*

- Has UNR seen the proposed alternatives? Project needs UNR input.

*RTC: RTC is meeting with UNR regularly to discuss this project. Don't think of the project as 2 separate projects, one in Midtown and one in UNR. The project is facilitating a connection between UNR, Downtown, Midtown, and South Virginia Street.*

- Have you considered putting a roundabout at the 15<sup>th</sup> Street intersection and removing the traffic signal instead of putting a roundabout at the parking garage intersection? How would the pedestrians cross at 15<sup>th</sup>?

*RTC: A roundabout at the 15<sup>th</sup> Street intersection was vetted during the development of the Virginia Street Corridor Investment Plan. Traffic flow through the intersection will be better facilitated by moving the roundabout further north per the exhibits.*

- Keep the roundabout geometry consistent at 9<sup>th</sup> Street and the north end to make it easier for users to navigate.

#### Additional Comments

- Currently the east side of Midtown has 2 routes delineated for bicycles, Holcomb Avenue and Wells Avenue, and the west side of Midtown only has 1, California Avenue. Another route should be considered on the west side to bring cyclists into the center of Midtown.
- The proposed improvements through Midtown do not include bike lanes on Virginia Street, and it seems cyclists will feed in from the east/west side streets. Bike racks should be added on the side streets near the intersections with Virginia Street. Bike rack visibility should be emphasized.
- It is not necessary to consider shared bus/bicycle only lanes through UNR. The grade of Virginia Street and frequency of buses would make those lanes very uncomfortable for cyclists.
- Most pedestrian and bicycle activity at UNR is through the core of campus and there doesn't seem to be as great a need for these facilities on Virginia Street.
- Pedestrians need more frequent and better crossings between the west side of Virginia Street and the core of campus.
- If roundabouts are constructed through UNR, efforts should be made to educate pedestrians, cyclists, and UNR commuters regarding how to traverse the roundabouts which will ultimately make the roundabouts safer.

#### 5. Next Steps

Meeting was adjourned and attendees were invited to April 29<sup>th</sup> CWG Meeting #2.

#### 6. Adjourn

##### Attendees:

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