

## VIRGINIA STREET BUS RAPID TRANSIT EXTENSION PROJECT

### Community Working Group Meeting #2

April 30, 2015

RTC Board Room

#### 1. Welcome and Introductions

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

#### 2. Project Update

RTC, Howard Riedl, gave a quick summary of public outreach meetings that have taken place since the first CWG meeting. Special note was given to the meeting between the RTC, Great Streets Coalition and Midtown Merchants Association.

#### 3. Design Team Presentation & Concept Discussion

Angie Hueftle of NCE, Brad Van Woert of VWB and Dean Mottram of CA Group presented the following concepts and discussion points were voiced during and after the presentation.

- Midtown Cross Section Options from Liberty Street to Vasser Street
  - Approved Concept as of April 2014 – features one 11' travel lane both northbound (NB) and southbound (SB), on-street parking, 7.5' – 19.5' sidewalks and either a 10' two-way left-turn lane or 10' landscaped median. Special note was given to the width of the sidewalks due to varying building setbacks.
  - Option A – features one 11' travel lane both NB and SB, on-street parking, 6' bike lanes, 6'-18' sidewalks and a 1' median

*There were some concerns expressed with potential conflicts at bulb-outs between bicycles and right-hand vehicle turning movements*
  - Option B – features one 12' shared travel lane both NB and SB, on-street parking, 11'-23' sidewalks and a 1' median
- Midtown Intersection Options – varying intersection layouts were shown to convey how bulb-outs will be used to accommodate ADA compliant curb ramps and how medians would affect sidewalk width and/or parking at intersections
- Midtown Use of Sidewalk Space – an example was shown illustrating how the varying sidewalk widths and bulb-outs could be used to accommodate the required 4' pedestrian clear path in conjunction with trees, street furniture and other furnishings

*The group expressed concern that there may not be enough street landscape. A need for shade was emphasized.*

*Some individuals expressed a concern with vagrancy and requested that the RTC look into the need for street furniture.*

*The group expressed concerns about privately owned furniture being placed on public right of way. This will be looked into by the RTC and the City of Reno.*

- Midtown Character Concepts – three character concepts with associated features and precedent photographs from other cities were presented; “neighborhood,” “main street” and “eclectic”

*Mr. O’Sullivan provided sketches of a potential Midtown arch to be incorporated into the character concepts*

*There was a comment about the comparison of Reno to other communities. They did not want to convert Reno into any other community. The designs must preserve and depict Reno’s own character.*

*The group expressed support for the idea of parklets in occasional parking spaces and a desire to partner that idea with all the themes proposed. The group also asked about City of Reno permitting requirements and what is required to exercise the parklet idea after construction is complete.*

*Would business owners be able to forfeit parking in front of their business for a wider sidewalk and streetscape? The RTC relayed that there may be possibilities, but would look into it further during the final design.*

*Can on-street parking be eliminated adjacent to parking lots in favor of a wider sidewalk and streetscape?*

- Lighting Overview – a summary was given depicting the existing street and pedestrian lighting featured around Reno and goals were cited for future lighting installation including consistency, fewer poles and reduction of light pollution

*The street lights must accommodate banners and be consistent in that accommodation. The group also wanted a power source on the light pole to accommodate decorations such as Christmas lights.*

*The street lights will be researched by the RTC historical liaison to provide a historical context and comparison for street lights selected as part of a locally preferred theme.*

- UNR Intersection Concepts – landscape and aesthetic concepts were shown for both a roundabout and traditional intersection installation at 9<sup>th</sup> Street

- The presentation was cut short due to amount of comments and a lack of interest in the UNR portion of the project.

#### 4. Questions & Comments

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

- Members requested meeting minutes to be sent out to all members
- Members were concerned about the speed limit in the Midtown area; there was discussion on 15mph vs 25 mph. The Design Team relayed that speed and traffic modeling was in process.
- A member recalled mention of decommissioning Pueblo as part of a previous study
- The working group suggested property purchase for parking lots in Midtown
- Some individuals expressed a desire to move parking in Midtown from Virginia Street to the side streets. The city of Reno relayed their experience in regard to diagonal parking on side streets as there was limited value with the addition of few parking spots and also it alters the traffic flows in the area by converting the street to one-way.
- The group suggested holding a Midtown parking specific meeting to discuss ideas and alternatives
- The group was concerned by the amount of driveways in the corridor and asked about City of Reno access management standards
- It was suggested to consider any anticipated growth in the area and that the design be flexible enough to accommodate that growth
- The group would like to see the elimination of billboards throughout the area
- Another suggestion was to install security cameras in the corridor which could be done inconspicuously and with help of the Reno Police Department
- Can the City of Reno revisit the allowance of weekly motel rentals?

#### 5. Midtown Left Turn Access Exercise

The group was led to a roll plot that depicted Midtown with a proposed median island and left turn access at the five existing signalized intersections only. The group was encouraged to write suggestions on required access points and any other concerns through the project area. The following is a brief summary of some of the suggestions:

- Provide left turn access at Saint Lawrence Avenue, Cheney Street, East Taylor Street, La Rue Avenue and Martin Street
- Consider constructing a roundabout at Virginia Street intersection with Mary Street/Center Street

- Increase the number of crosswalks in the area. Cut through the Virginia Street median to locate crosswalks at side street intersections that do not have left turn access.
- Vacant lots were highlighted that could be opportunities for purchase and used as parking lots
- Change existing diagonal parking and propose new side street diagonal parking to focus around access from Virginia Street, as opposed to Center Street or another side street. For example, Thoma Street currently has no access from Virginia Street and must be accessed from Center Street.
- Tahoe Street, parallel to Virginia Street, was highlighted as an opportunity for diagonal parking in conjunction with one-way circulation

## 6. Meeting Adjourn

Meeting was adjourned at 5:00 pm.

### Attendees:

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