Prioritizing Complete Streets – Master Planning

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RTC Kimley-Horn
Purpose of Study

- Develop a long-range strategy for implementing Complete Streets treatments
- Address concerns about the impact to traffic capacity as a result of Complete Streets
- Engage the community
What is a Complete Street?

- Complete Streets are for everyone and they enhance safety
  - Users of all ages & abilities
  - Provide multimodal choices
    ▪ Pedestrians
    ▪ Bicyclists
    ▪ Motorists
    ▪ Transit riders

- Complete Streets make it easy to:
  - Cross the street
  - Walk to shops
  - Bicycle to work
  - They make it safe for people to walk to and from transit stations
Benefits of Complete Streets

- Safety Improvements
- Improved Mode Choice
- Economic Growth
- Public Health
- Reduced Congestion
- Improved Air Quality
- Aesthetic Improvements
Recently Completed Complete Streets Projects

- Growing bicycle & pedestrian activity
- Proven safety benefits

<table>
<thead>
<tr>
<th>Location</th>
<th>% Reduction in Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wells Avenue</td>
<td>31%</td>
</tr>
<tr>
<td>California/Mayberry</td>
<td>42%</td>
</tr>
<tr>
<td>Arlington Avenue</td>
<td>46%</td>
</tr>
<tr>
<td>Mill Street</td>
<td>43%</td>
</tr>
<tr>
<td>Sutro Street</td>
<td>38%</td>
</tr>
<tr>
<td>Plumas Street</td>
<td>41%</td>
</tr>
<tr>
<td>Sierra Street</td>
<td>31%</td>
</tr>
<tr>
<td>Victorian Avenue</td>
<td>35%</td>
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</tbody>
</table>
Well then…

Shouldn’t EVERY Street be a Complete Street?!
PRIORITIZING COMPLETE STREETS

Master Planning
Public Outreach Summary

- **Public Meetings:**
  - September 29 (Sparks)
  - October 13 (Reno)

*(130 public comments received)*

- February 17 (Dilworth Middle School, Sparks)
- February 23 (The Discovery Museum, Reno)
Map of Recommendations

Legend

- Complete Streets
  - Recommended Complete Street (Potential Lane Reduction)
  - Recommended Complete Street
  - Existing Complete Streets
  - Complete Street Projects already in the RTP

Bike Facilities

- Existing

North Valleys

South Reno
Washoe Valley

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Questions?

- Of course we have questions!
- How did you get to the recommendations?!
- Good Question!
Project Selection and Prioritization

- Bikeability Score
  - Existing facilities
- Walkability Score
  - Sidewalk width
- Transit Access
  - Bus Routes, stops, ridership
  - AADT, crash rate, pedestrian and bike crashes
  - Employment/Population/Public Facilities
    - Employment density, population density, social services, parks, schools, low income
- Bonus
  - Comment from public meeting
Evaluation Score
Potential Road Diets?
Put it all together…

- **Evaluation Score**
  - Criteria developed by the technical advisory committee

- **Potential 4-lane to 3-lane Conversions**
  - Threshold level decided based on research and the technical advisory committee

- **Public Comment**
  - Filtered through the technical advisory committee

- **Preliminary Results**
  - Reviewed by technical advisory committee and public

- **Final recommendations**
Summary

- Great to have a sound, data driven process
- Need to have agency and public buy-off
- Great planning tool for future projects

- Over 4,600 “segments” analyzed
- 56 Prioritized Complete Streets Projects
- 85 total miles (including 11.3 miles of 4 to 3-lane conversions)
Map of Recommendations

QUESTIONS?

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Bike Facilities
- Existing

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Source: Kimley-Horn Inc. & Ward小姐n Geography (NDL & City of NV) 2015. All information is preliminary and subject to final analysis.