



NOTICE OF MEETING OF THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (RTC)

Day: Wednesday
Date: February 10, 2021
Time: Begins immediately after the adjournment of the Carson Area Metropolitan Planning Organization meeting that begins at 4:30 p.m.
Location: Community Center, **Robert “Bob” Crowell Board Room (previously called the Sierra Room)**, 851 East William Street, Carson City, Nevada

AGENDA

NOTICE TO PUBLIC: The State of Nevada and Carson City are currently in a declared State of Emergency in response to the global pandemic caused by the coronavirus (COVID-19) infectious disease outbreak. In accordance with the Governor’s Declaration of Emergency Directive 006, which has suspended the provisions of NRS 241.020 requiring the designation of a physical location for meetings of public bodies where members of the public are permitted to attend and participate, public meetings of Carson City will NOT have a physical location open to the public until such time this Directive is removed.

Members of the public who wish only to view the meeting but do NOT plan to make public comment may watch the livestream of the RTC meeting at:

<https://www.carson.org/transparency/meeting-agendas-minutes-and-recordings>

The public may provide public comment in advance of a meeting by written submission to the following email address: lmaloney@carson.org. For inclusion or reference in the minutes of the meeting, your public comment must include your full name and be submitted via email by not later than 3:00 p.m. the day before the meeting.

Members of the public who wish to provide live public comment may do so during the designated public comment periods, indicated on the agenda, via telephonic appearance by dialing the numbers listed below. Please do NOT join by phone if you do not wish to make public comment.

To join by telephone, you must dial the following number: +1-408-418-9388 (Meeting ID: 146-373-2050).

To videoconference, you must have access to an Internet connection and a computer equipped with a camera and microphone with which you can join a meeting at the following link:

<https://carsoncity.webex.com/carsoncity/onstage/g.php?MTID=e7924767e1481f8969ceaba9f396a7f54>

AGENDA NOTES: The Carson City Regional Transportation Commission (RTC) is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting via video conference or telephonic appearance, or who wish to make written submissions to RTC. If special arrangements are necessary, please notify RTC staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or LMaloney@carson.org, or call Lucia Maloney at (775) 887-2355 at least 24 hours in advance of the meeting.

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Lucia Maloney, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted under the RTC at www.carson.org/agendas, or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

1. ROLL CALL AND DETERMINATION OF A QUORUM

2. AGENDA MANAGEMENT NOTICE: The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

3. DISCLOSURES: Any member of the RTC Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the RTC's official business. Such disclosures must also be made at such time the specific agenda item is introduced.

4. PUBLIC COMMENT:** The public is invited at this time to comment on and discuss any topic that is relevant to, or within the authority of this public body. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future RTC meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

5. APPROVAL OF MINUTES:

5-A For Possible Action – Discussion and possible approval of the January 13, 2021 draft minutes.

6. PUBLIC MEETING ITEM(S):

6-A For Discussion Only - Discussion and presentation of a status update on the Kings Canyon Road and Trailhead Project.

Staff Summary: This is a Federal Lands Access Program (FLAP) grant project for trailhead, roadway, and storm water improvements between the Kings Canyon trailhead and just east of the Canyon Drive and Kings Canyon Road intersection. The designer, Central Federal Lands, has completed the 95% design plan set of the Kings Canyon Road and Trailhead Project and has submitted them to the City for review and comment. Staff will present a status update of the project and will provide a summary of past comments received outlining how they have been incorporated into the 95% plan set.

6-B For Discussion Only - Discussion and presentation regarding public outreach efforts for the Colorado Street Corridor Project, between S. Carson Street and Saliman Road and the design of future improvements to the corridor.

Staff Summary: In preparation of design for the Colorado Street Corridor Project, residents in the vicinity of Colorado Street were informed about the project and were solicited for comments regarding transportation needs and preferences regarding potential roadway design options. Staff will present the results of the response received from the outreach and discuss the design of possible future improvements to the corridor.

6-C For Possible Action – Discussion and possible action to recommend a moratorium on bicycle and scooter share programs in Carson City to the Carson City Board of Supervisors.

Staff Summary: Staff will provide a summary of information presented to the October 12, 2020 E-Bicycle and E-Scooter working group and the December 1, 2020 joint Parks and Recreation Commission/Open Space Advisory Committee meeting, including applicable regulations, case studies, and recommendations, and seek the RTC’s recommendation to the Carson City Board of Supervisors regarding a moratorium on bicycle and scooter share programs in Carson City.

6-D For Possible Action – Discussion and possible action to reappoint the Transportation Manager as the alternate to Lori Bagwell, RTC Chairperson, to the Tahoe Transportation District Board of Directors.

Staff Summary: The Tahoe Transportation District (TTD) is a multi-state district that serves the transportation needs of the Lake Tahoe area. The TTD receives direction from a twelve-member board of directors comprised of one member appointed from each of the stakeholders. Carson City is a stakeholder in the activities in the Lake Tahoe basin and has a representative that serves on the TTD Board of Directors as a voting member. The Carson City representative must be a member of the Carson City Board of Supervisors, but another individual may be selected as an alternate. The Board of Supervisors has designated the RTC Chair as the representative from Carson City, and the Transportation Manager has previously been designated as the alternate.

6-E For Discussion Only – Discussion and presentation regarding the Jump Around Carson (JAC) Fiscal Year (FY) 2020 Monitoring Report and long-range fiscal outlook.

Staff Summary: The JAC transit system is primarily funded by Federal Transit Administration (FTA) grants and is required to report to the National Transit Database annually by October 31st. Staff will present an overview of the FY 2020 Monitoring Report and will also provide information on long-range projections on the Transit Fund budget.

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - Non-Action Items:

7-A Transportation Manager’s Report

8. BOARD COMMENTS: For Information Only – Status reports and comments from the members of the RTC Board.

9. The Next Meeting is Tentatively Scheduled – 4:30 p.m., Wednesday, March 10, 2021, at the **Robert “Bob” Crowell Board Room (previously called the Sierra Room)** - Community Center, 851 East William Street, immediately after the meeting of the Carson Area Metropolitan Planning Organization.

10. PUBLIC COMMENT:** The public is invited at this time to comment on any matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised under this item of the agenda. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future RTC meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

11. ADJOURNMENT: For Possible Action

****PUBLIC COMMENT LIMITATIONS - Although the RTC often provides an opportunity for additional public comment during each specific item designated for possible action on the agenda, public comment will be temporarily limited to the beginning of the agenda before any action is taken and again at the end before adjournment. This policy will remain effective during the period of time the State of Nevada is under a State of Emergency as declared by the Governor due to the COVID-19 pandemic, and is intended to achieve the efficient conduct of meetings while facilitating public participation via videoconference and telephonic means.**

NOTICE TO PUBLIC: In accordance with the Governor’s Emergency Declaration Directive 006 suspending state law provisions requiring the posting of public meeting agendas at physical locations, this agenda was posted electronically at the following Internet websites:

This notice has been posted at the following locations:

www.carson.org/agendas
<http://notice.nv.gov>

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A regular meeting of the Carson City Regional Transportation Commission (RTC) was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization (CAMPO) meeting on Wednesday, January 13, 2021, in the Community Center Bob Boldrick Theater, 851 East William Street, Carson City, Nevada.

PRESENT: Commissioner Lori Bagwell
 Commissioner Chas Macquarie (via WebEx)
 Commissioner Lisa Schuette
 Commissioner Greg Stedfield
 Commissioner John Terry (via WebEx)

STAFF: Lucia Maloney, Transportation Manager
 Todd Reese, Deputy District Attorney
 Dirk Goering, Senior Transportation Planner
 Chris Martinovich, Transportation/Traffic Engineer
 Kelly Norman, Transportation Planner/Analyst (via WebEx)
 Tamar Warren, Senior Public Meetings Clerk

NOTE: A recording of these proceedings, the commission's agenda materials, and any written comments or documentation provided to the Clerk, during the meeting, are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours. All approved meeting minutes are available on carson.org/minutes.

1. CALL TO ORDER AND DETERMINATION OF A QUORUM

(5:54:15) – Commissioner Bagwell called the meeting to order at 5:54 p.m. Roll was called, and a quorum was present.

2. AGENDA MANAGEMENT NOTICE

(5:54:40) – Ms. Maloney and the Commissioners indicated that they had no modifications to the agenda.

3. DISCLOSURES

(5:54:51) – Commissioner Bagwell introduced the item and noted that Commissioner Schuette would provide disclosures during the discussions of items 6-C and 6-D. She also noted that she would have a disclosure on item 6-C. No other disclosures were announced.

4. PUBLIC COMMENT

(5:55:06) – Commissioner Bagwell introduced the item. Maxine Nietz introduced herself as the Chairperson of Save Open Space Carson City and a civil engineer. Ms. Nietz addressed item 6-D, and recommended having a City Traffic Engineer partner with the traffic engineering firms hired by

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developers while studying traffic impacts for future developments. She believed that out-of-town firms do not understand the vehicle, pedestrian, and bicycle traffic patterns in Carson City.

5. APPROVAL OF MINUTES

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE APPROVAL OF THE DECEMBER 9, 2020 DRAFT MINUTES.

(5:57:28) – Chairperson Bagwell introduced the item.

(5:57:35) – Commissioner Stedfield moved to approve the minutes of the December 9, 2020 meeting as presented. The motion was seconded by Commissioner Macquarie and carried 5-0-0.

6. PUBLIC MEETING ITEMS

6-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION TO NOMINATE AND ELECT A CHAIRPERSON AND VICE-CHAIRPERSON FOR THE CARSON CITY RTC.

(5:58:00) – Commissioner Bagwell introduced the item. Ms. Maloney recommended two-year terms (for calendar years 2021 and 2022) for the Chair and Vice Chair positions to be elected during this agenda item. She also cited NRS 277A.180(3) which stated that the Chairperson must be one of the two members of the Carson City Board of Supervisors appointed to the RTC; however, any member of the RTC could serve as Vice Chair. Commissioner Bagwell entertained nominations.

(5:58:49) – Commissioner Stedfield nominated Commissioner Bagwell to the position of RTC Chair and Commissioner Schuette to the position of RTC Vice Chair for two-year terms each. The nomination was seconded by Commissioner Macquarie and carried 5-0-0.

6-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING SUPPORT FOR THE PLANNED HISTORIC VIRGINIA & TRUCKEE TRAIL ROUTE THROUGHOUT CARSON CITY.

(5:59:39) – Chairperson Bagwell introduced the item. Ms. Norman presented the Staff Report, incorporated into the record. She also introduced Donna Inversin of the Eagle Valley Trail Committee, who gave background, reviewed a map of the trail, incorporated into the record, and responded to clarifying questions. Ms. Norman thanked Ms. Inversin and highlighted the benefits of the trail not just for hikers and bicyclists, but for historians and enthusiasts of the Virginia and Truckee (V&T) route. She explained that Staff was working with Trails Coordinator Gregg Berggren on a proposal to have the trail signage funded by the Redevelopment Authority Citizens Committee. Ms. Maloney clarified for Commissioner Terry that “there is precedent with RTC approving or supporting route designations for bicycle and pedestrian routes in Carson City.” Commissioner Macquarie wished to ensure that the trail route can be “adjusted later on.” Chairperson Bagwell recommended amending the recommended motion to approve the designation of a planned historic V&T route. Ms. Inversin clarified for

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Commissioner Stedfield that they were planning a support organization to raise funds in support of items such as interpretive signs and historic markets.

(6:17:24) – Juan Guzman, also with the Eagle Valley Trail Committee, noted that they have created a coalition of partners, including the [Nevada State] Train Museum, that are interested in the historic aspect of the Trail. Vice Chair Schuette was in favor of the project to showcase “what Carson City has to offer” to bicycle tours. Chairperson Bagwell entertained a motion.

(6:19:02) – Commissioner Schuette moved to support the Planned Historic Virginia & Truckee Trail route throughout Carson City. The motion was seconded by Commissioner Stedfield and carried 5-0-0.

6-C FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A SURFACE TRANSPORTATION BLOCK GRANT (STBG) APPLICATION BY THE PUBLIC WORKS DEPARTMENT TO THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) SEEKING \$1.2 MILLION FOR THE DISTRICT 3 E. 5TH STREET RECONSTRUCTION PROJECT FROM FAIRVIEW DRIVE TO MARSH ROAD.

(6:20:20) – Chairperson Bagwell introduced the item and read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and noted that she would participate in discussion and action. Vice Chair Schuette also read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in discussion and action.

(6:22:28) – Mr. Martinovich presented the Staff Report and the accompanying map of the project area, both of which are incorporated into the record, and responded to clarifying questions. He also noted that the project would require a five percent local match (\$60,000). Ms. Maloney clarified that based on the earlier discussion in the CAMPO meeting, Staff had proposed requesting \$1.2 million, half of the funds available to CAMPO in the Call for Projects, in order to share the available funds with Douglas and Lyon Counties. She reminded the Commission that the 2019 Lyon County apportionment of the grant had been given to Carson City as Lyon County had been unable to use the funds at the time, adding that to date, CAMPO Staff had not been made aware of either county’s intent to request funds. Chairperson Bagwell was in favor of asking for the entire amount (\$2.4 million) as additions had been proposed to the project scope, and because no funds should be “left on the table.” Commissioner Macquarie also wished to request the full amount, noting that Staff should investigate extending the multiuse path from the south side of the Fifth Street roundabout to Carson River Road. There were no additional comments; therefore, Chairperson Bagwell entertained a motion.

(6:29:30) – Commissioner Stedfield moved to approve the submission of the grant application, with the amendment to increase the requested amount from \$1.2 million to \$2.4 million. The motion was seconded by Vice Chair Schuette and carried 5-0-0.

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6-D FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING OPTIONS TO MODIFY TRAFFIC IMPACT STUDY REQUIREMENTS TO ADDRESS TRANSPORTATION RELATED IMPACTS ASSOCIATED WITH DEVELOPMENT.

(6:30:04) – Chairperson Bagwell introduced the item and entertained disclosures. Vice Chair Schuette indicated that the disclosure statement she had read during the discussion of item 6-C also applied to this item. Mr. Martinovich noted that this item was agendaized to discuss and receive input from the RTC on new or alternative traffic impact study processes to better address transportation related impacts resulting from development projects. He reviewed a presentation titled *Traffic Impact Study Considerations*, incorporated into the record, and responded to clarifying questions.

(7:30:35) – Ms. Maloney summarized the Commission’s discussion and next steps as follows:

- *Further discussion on the need for developer contribution, not necessarily more than what they contribute now, but an agreement on the need for clarity and consistency in the goals presented by Mr. Martinovich.*
- *Direction to continue looking into options four and five, but without ruling out the other options, should options four and five not deem feasible by the stakeholders.*
- *Continue to pursue the work program with the schedule outlined in the presentation, and build on it with discussion in upcoming meetings.*

(7:33:35) – Based on a suggestion from Commissioner Stedfield, the Commission instructed Staff not to pursue Option Three. Chairperson Bagwell entertained a motion.

(7:33:42) – Commissioner Macquarie moved to direct staff to continue investigation of the traffic impact study options and to proceed with the proposed work plan as discussed on the record except Option Three. The motion was seconded by Commissioner Stedfield and carried 5-0-0.

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - NON-ACTION ITEMS:

7-A TRANSPORTATION MANAGER’S REPORT

(7:34:46) – Ms. Maloney welcomed the new Commissioners and expressed appreciation for their patience and engagement as “this was a heavy agenda.” At Ms. Maloney’s request, Mr. Martinovich provided an update on the installation of snow occlusion devices on LED traffic signals, noting that 60 had been purchased, the installation of which will make the red traffic lights more visible at intersections. Chairperson Bagwell advised informing the public that the full light may not be visible during a snow/wind event. Ms. Maloney stated that the next meeting’s agenda will focus on capital project updates such as a corridor study on Colorado Street. She also believed that the 95 percent design for the Kings Canyon Project will be ready for discussion in February. Ms. Maloney invited the Board Members to bring the public’s feedback to Staff.

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7-B STREET OPERATIONS ACTIVITY REPORT

(7:39:03) – Ms. Maloney reviewed the Street Operations Activity Report as of November 2020, incorporated into the record.

7-C TRANSPORTATION PROJECTS STATUS REPORT

(7:40:02) – Mr. Martinovich reviewed the Carson City Regional Transportation Commission Capital Projects Status Report, incorporated into the record, and responded to clarifying questions.

8. BOARD COMMENTS: FOR INFORMATION ONLY – STATUS REPORTS AND COMMENTS FROM THE MEMBERS OF THE RTC BOARD.

(7:46:34) – Chairperson Bagwell entertained comments from the Commissioners and welcomed the new members. Commissioner Schuette thanked Staff for their willingness to answer her questions prior to the meeting.

9. THE NEXT MEETING IS TENTATIVELY SCHEDULED – 4:30 P.M., WEDNESDAY, FEBRUARY 10, 2021, AT THE ROBERT “BOB” CROWELL BOARD ROOM (PREVIOUSLY CALLED THE SIERRA ROOM) - COMMUNITY CENTER, 851 EAST WILLIAM STREET, IMMEDIATELY AFTER THE MEETING OF THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION.

(7:47:26) – Chairperson Bagwell read the agenda item into the record.

10. PUBLIC COMMENT

(7:47:39) – Chairperson Bagwell entertained public comments; however, none were forthcoming.

11. ADJOURNMENT: FOR POSSIBLE ACTION

(7:47:53) – Chairperson Bagwell adjourned the meeting at 7:47 p.m.

The Minutes of the January 13, 2021 Carson City Regional Transportation Commission meeting are so approved this 10th day of February, 2021.

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STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: February 10, 2021

Staff Contact: Chris Martinovich, Transportation/Traffic Engineer

Agenda Title: For Discussion Only - Discussion and presentation of a status update on the Kings Canyon Road and Trailhead Project.

Staff Summary: This is a Federal Lands Access Program (FLAP) grant project for trailhead, roadway, and storm water improvements between the Kings Canyon trailhead and just east of the Canyon Drive and Kings Canyon Road intersection. The designer, Central Federal Lands, has completed the 95% design plan set of the Kings Canyon Road and Trailhead Project and has submitted them to the City for review and comment. Staff will present a status update of the project and will provide a summary of past comments received outlining how they have been incorporated into the 95% plan set.

Agenda Action: Other/Presentation

Time Requested: 20 minutes

Proposed Motion

N/A

Background/Issues & Analysis

The Carson City Regional Transportation Commission (RTC) Board of Commissioners authorized Carson City Public Works to submit a Federal Lands Access Program (FLAP) grant application for this project in November 2017. On July 25, 2018, the RTC, the U.S. Forest Service (USFS) and the Federal Highway Administration (FHWA) signed a Memorandum of Agreement to move forward with this project to make improvements to the Kings Canyon Road and the trailhead area. The total grant amount awarded for the project is \$3,707,000 and includes a minimum 5% local match. Additional project funding, including the 5% match, is funded jointly by Regional Transportation Funds and through a partnership with the City's Open Space Division.

The trailhead parking area is significantly undersized for current levels of use, creating roadway obstructions and delays to emergency responders. This section of Kings Canyon Road is in very poor condition, with a pavement index ranging from 5 to 20 on a 100-point scale (100 being the best). Additionally, in the winter of 2017 and in prior years, dangerous flooding conditions existed near the trailhead and along Kings Canyon Road. Project improvements include roadway reconstruction, the expansion of the trailhead parking area for recreational access, and storm water and culvert improvements along the roadway.

Below is a timeline of events:

- The grant application was submitted in 2017, with support from the Carson City Regional Transportation Commission (RTC), the Carson City Open Space Advisory Committee, and the Parks and Recreation Commission.
- In August 2018, the Carson City RTC approved a Memorandum of Agreement with Central Federal Lands.
- In September 2018, the City sent a letter to 93 property owners who use this portion of Kings Canyon as access – the letter introduced the project and informed residents that survey teams may be on site.
 - The letter noted that a public meeting would be scheduled in the beginning of 2019 to share the preliminary design and take comments
 - The letter provided staff contact information and encouraged folks to meet and discuss the plans.
- In April 2019, the City received 30% design plans.
 - A second letter was sent to the same 93 property owners inviting the residents to meet with staff
 - Design plans were placed in the library and at public works
 - 30% design plans remain available online at the link below:
 - <https://www.carson.org/government/departments-g-z/public-works/transportation/documents1>
- In October 2019, the Open Space Committee and Parks Commission provided comments on the design of the trailhead
- In January 2020, staff received 70% plans for review. Due to the number of concerns from staff, a revised 70% plan set was requested
- On May 13, 2020, the revised 70% plans were received
- On May 22, 2020, revised 70% design plans were placed online and letters announcing the 70% plans were sent out
 - <https://www.carson.org/government/departments-g-z/public-works/transportation/documents1>
- On June 10, 2020, the Regional Transportation Commission met and provided comments on the 70% plans
- On June 15, 2020, the Open Space Committee and Parks Commission (joint meeting) met and provided comments on the 70% plans
- On January 28, 2021, 95% design plans were received and placed online and letters announcing the 95% plans were sent out. Letters to property owners were distributed.
- Coordination with property owners adjacent to Kings Canyon Road has been occurring throughout this period to obtain the necessary permissions and agreements to construct the project and rebuild the driveway approaches.

Next Steps:

Following presentation to the RTC, staff will provide any final comments to Central Federal Lands. Comments are anticipated to be limited to driveway approaches and utility coordination. Central Federal Lands will finalize the 100% plan set and prepare the project for bidding. The project is anticipated to be bid for construction later this spring. Staff are working with Central Federal Lands to update the Memorandum of Agreement to account for updated right-of-way, engineering, and construction costs. A revised Memorandum of Agreement will be presented to the RTC for approval at a future meeting.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: N/A

Alternatives

N/A

Supporting Material

- Exhibit-1: Selected plans sheets – The full plan set can be found on the Transportation Division’s website
- Exhibit-2: Kings Canyon Project Information Sheet
- Exhibit-3: Summary of Public Comments and Responses
- Exhibit-4: Draft Presentation

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6-D Exhibit 1

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	A1

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

PROJECT LOCATION
NV FLAP 39(1)

PLANS FOR PROPOSED
NV FLAP 39(1)
KING'S CANYON ROAD
HUMBOLDT-TOIYABE NATIONAL FOREST
CARSON CITY, NV
LENGTH 0.81 miles

INDEX TO SHEETS	
SHEET	DESCRIPTION
A1	TITLE SHEET
A2-A3	CONVENTIONAL PLAN SYMBOLS AND ABBREVIATIONS
A4	SITE MAP
A5	SURVEY CONTROL SHEET
A6-A9	TYPICAL SECTIONS MAINLINE/PARKING LOT
A10	TYPICAL SECTIONS APPROACH ROADS
B1-B3	SUMMARY OF QUANTITIES - SCHEDULE A
B4-B7	MISCELLANEOUS SUMMARIES
C1-C5	PLAN AND PROFILE - MAINLINE
D1-D3	PARKING LOT LAYOUT
D4	PLAN AND PROFILE - TRAIL
D5-D35	PLAN AND PROFILE - APPROACH ROADS
G1	C251-50: PLACED RIPRAP AT CULVERT OUTLETS DETAIL
K1	401-A: PAVEMENT TRANSITIONS
R1-R2	MINOR CONCRETE PAVEMENT DETAILS
S1	STA 108+66.71 DRAINAGE PLOT
S2-S3	STORM DRAIN PLAN/PROFILE SHEETS
S4	STA 141+34.61 HEADWALL LAYOUT
T1	601-4: CONCRETE HEADWALL FOR SMALL PIPE CULVERT STANDARD
T2	601-A: BOX CULVERT HEADWALLS AND WINGWALLS
T3-T6	602-1, 2, 3, 4: METAL PIPE DETAILS
T7	604-A: MANHOLE
T8	604-B: MANHOLE COVER
T9	609-A: CURB DETAILS
T10	615-A: SIDEWALK
T11	615-B: ACCESSIBILITY RAMP
T12	619-A: METAL GATE 30FT
T13	C629-50: ROLLED EROSION CONTROL PRODUCTS ON SLOPES
T14	C629-51: ROLLED EROSION CONTROL PRODUCT IN CHANNEL
T15	633-A: SIGN INSTALLATION
T16	633-B: SPECIAL SIGNS
T17	C634-50: CENTERLINE STRIPING AND TOP LIFT PAVEMENT JOINT
T18	634-A: PAVEMENT MARKINGS SYMBOLS AND WORDS
T19	634-B: GUIDE POST
T20-T24	SIGNING AND STRIPING SHEETS
T25-T30	635-1, 2, 3, 6, 13, 14: TEMPORARY TRAFFIC CONTROL STANDARDS
T31	646-A: PEDESTRIAN RAILING
T32	646-B: VAULT TOILET
X1-X50	MAINLINE CROSS SECTIONS
Z1-Z4	DRAINAGE CROSS SECTIONS

KEY MAP OF NEVADA

TYPE OF CONSTRUCTION:
Road reconstruction, drainage repairs, parking lot construction

DESIGN DESIGNATIONS:
ADT (2021) ----- 452
ADT (2041) ----- 674
DHV ----- 75
D ----- 50%
T ----- 2%
V ----- 30 mph
e(max) ----- 2%

U.S. CUSTOMARY DIMENSIONS:
Slopes are expressed as RISE:RUN

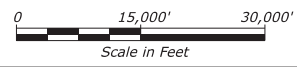
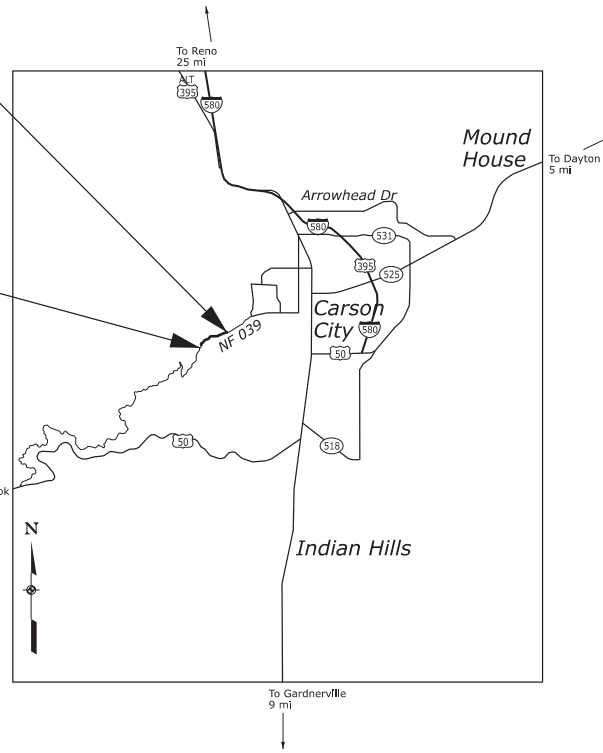
SPECIFICATIONS:
"STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS, FP-14"



95% SUBMITTAL
1/19/21
NOT FOR CONSTRUCTION

End Project
STA 143+00
NV FLAP 39(1)
Schedule A

Begin Project
STA 100+00
NV FLAP 39(1)
Schedule A



PLANS PREPARED BY
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
DENVER, COLORADO

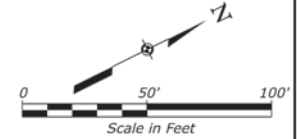
APPROVED: _____ DATE: _____
CHIEF OF ENGINEERING
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

\$USERS
\$TIMES
\$DATES

PROJECT MANAGER	LEAD DESIGNER
EMILIO BURGOS	THOMAS MCCRARY

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	C1

APN 00707102
STOKES, KENNETH D & KRISTIN D
4400 KINGS CANYON RD



Start Project
Station 100+00.00
N: 14728384.1193
E: 2275264.7322

APN 00707201
WALSH FAMILY TRUST
5149 KINGS CANYON RD

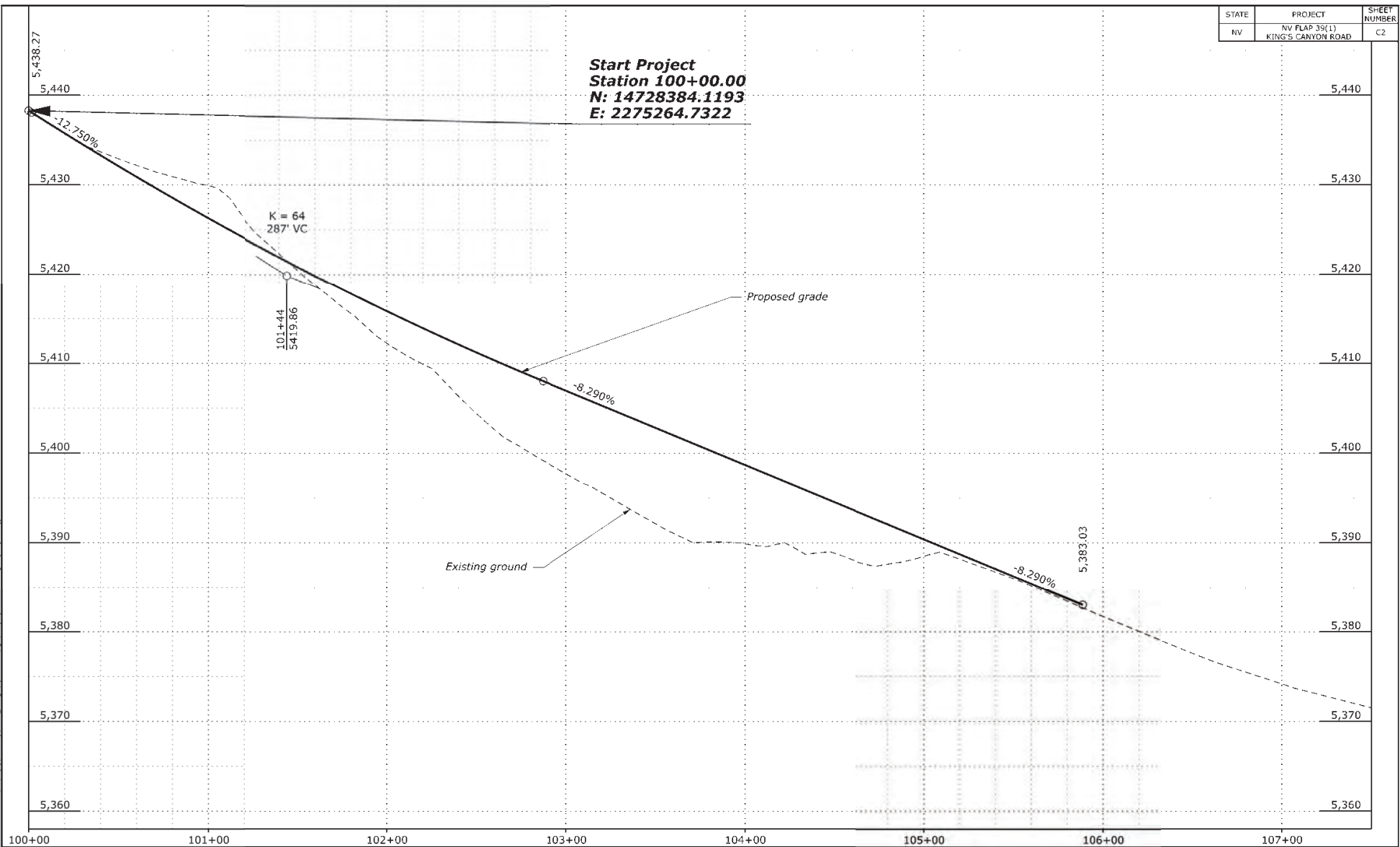
PI 102+24.03	PI 104+87.32
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R = 167.00'	R = 167.00'
T = 67.52'	T = 126.73'
L = 128.33'	L = 216.81'
e = 2%	e = 2%

HUMBOLDT-TOiyABE
NATIONAL FOREST

KING'S CANYON ROAD
PLAN SHEET
100+00.00 to 106+50.00

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	C2

Start Project
Station 100+00.00
N: 14728384.1193
E: 2275264.7322



C:\NW\3011\Roadway\CADD_Design\OpenRoads\Plan\Plot\New - 85% plot - C2 [Sheet1]
 24 January 2021 9:35 AM

KING'S CANYON ROAD
PROFILE SHEET
100+00.00 to 106+50.00

APN 00707102
STOKES, KENNETH D & KRISTIN D
4400 KINGS CANYON RD

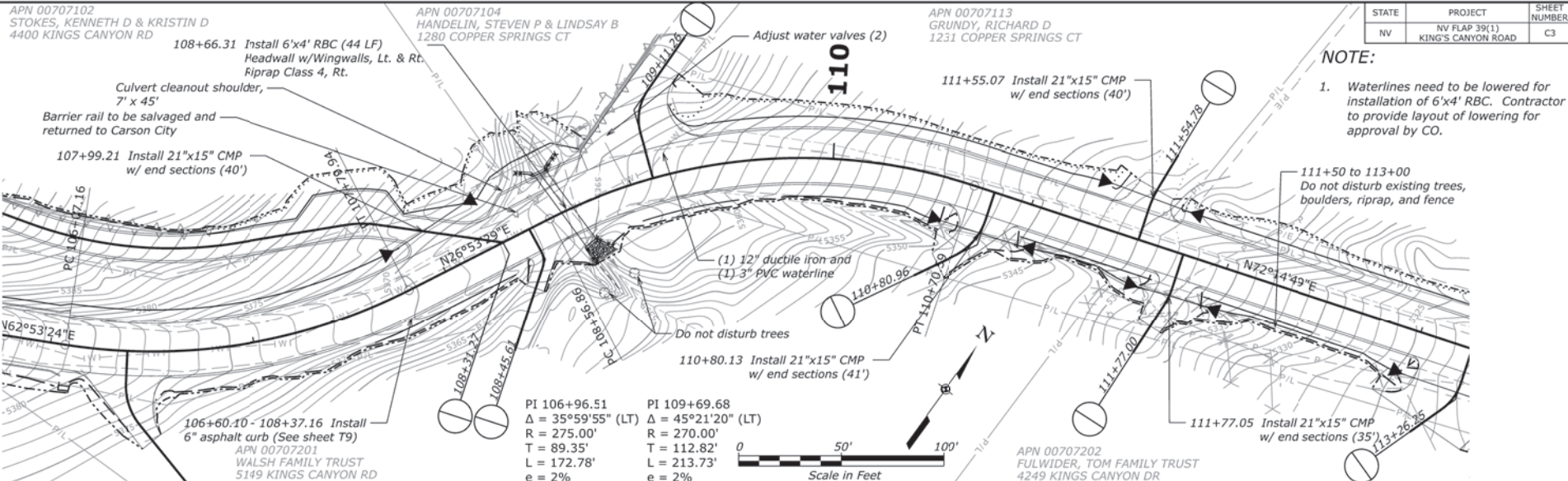
APN 00707104
HANDELIN, STEVEN P & LINDSAY B
1280 COPPER SPRINGS CT

APN 00707113
GRUNDY, RICHARD D
1231 COPPER SPRINGS CT

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	C3

NOTE:

1. Waterlines need to be lowered for installation of 6"x4" RBC. Contractor to provide layout of lowering for approval by CO.



APN 00707123
LONG, DONALD E & MARY B
4240 KINGS CANYON RD

PI 114+88.17
 $\Delta = 31^\circ 32' 06''$ (LT)
R = 380.00'
T = 107.30'
L = 209.15'
e = 2%

118+41.90 Install 21"x15" CMP w/ end sections (65')

117+38.75 Install 21"x15" CMP w/ end sections (36')

115+81.12 Install 21"x15" CMP w/ end sections (62')

113+56.89 Install 21"x15" CMP w/ end sections (86')

APN 00707203
RE' FAMILY TRUST
4198 KINGS CANYON RD

115+22.31 Install 21"x15" CMP w/ end sections (28')

APN 00707204
PIERCY, WILLIAM M
4137 KINGS CANYON RD

116+49.31 Install 21"x15" CMP w/ end sections (32')

PI 119+03.10
 $\Delta = 43^\circ 33' 42''$ (RT)
R = 275.00'
T = 109.89'
L = 209.08'
e = 2%

119+61.09 Install 21"x15" CMP w/ end sections (42')

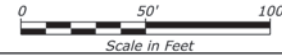
APN 00707210
CARLSON LIVING TRUST
4081 KINGS CANYON RD

Install Rolled Erosion Control Product, see Sheet T14

Remove existing culvert

Do not disturb trees. Trim branches if needed for access.

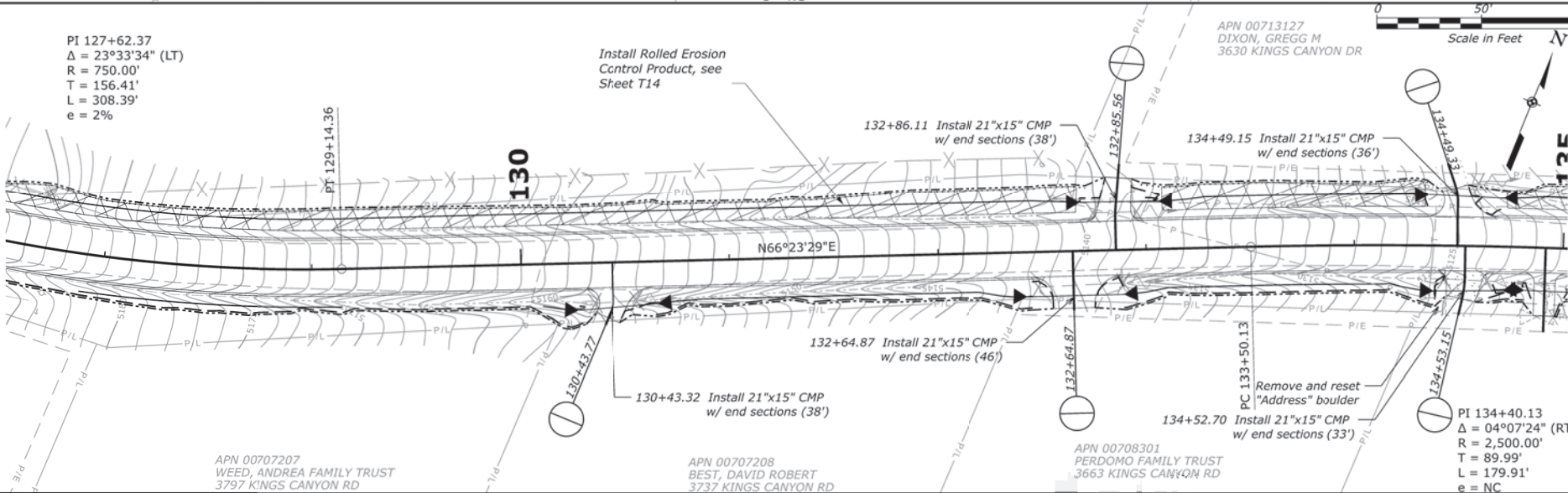
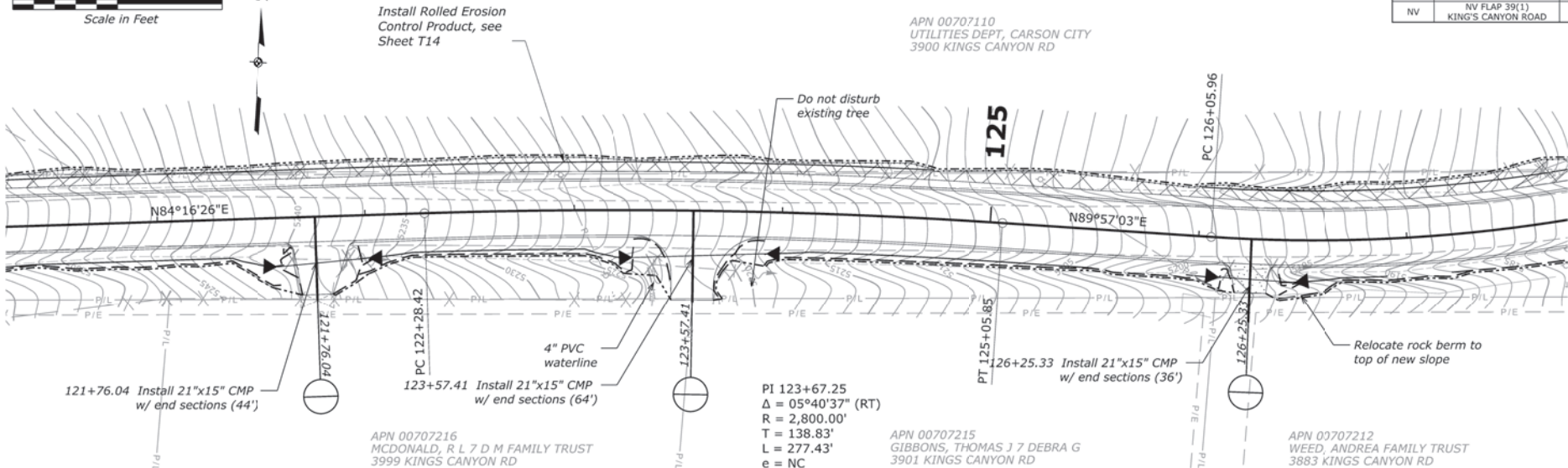
Relocate rocks around existing culvert inlet



**KING'S CANYON ROAD
PLAN SHEET
106+50.00 to 120+35.00**

24 January 2021, 9:35 AM C:\MS\301\Boulder\CADD\Desktop\Drawings\Plan\39-Flap-C3 (2)sheet1.dwg - 15% plot - C3 (2)sheet1

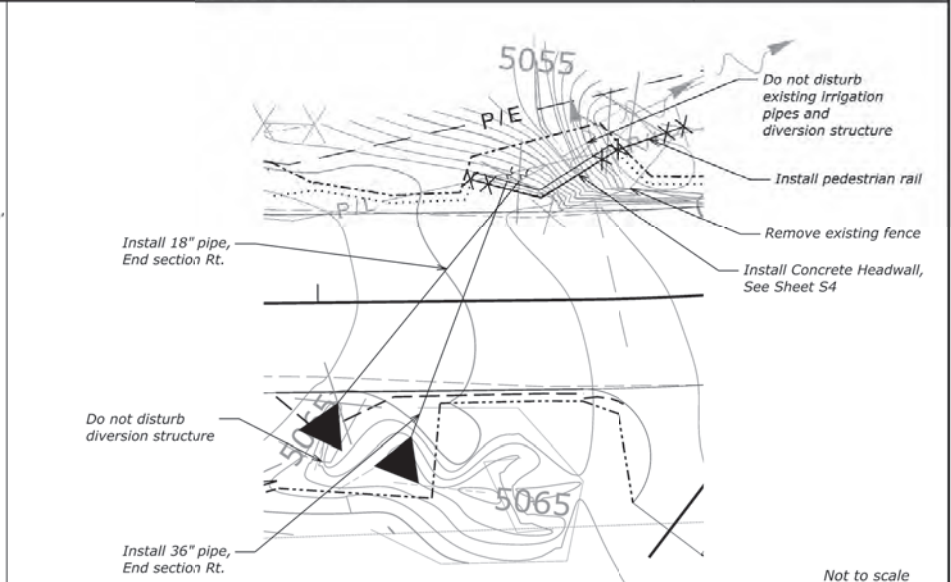
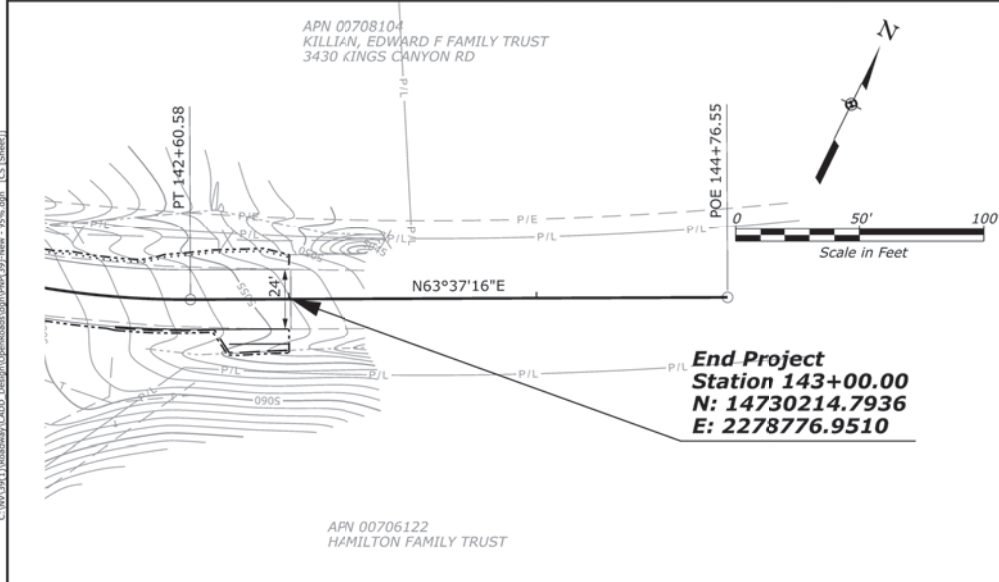
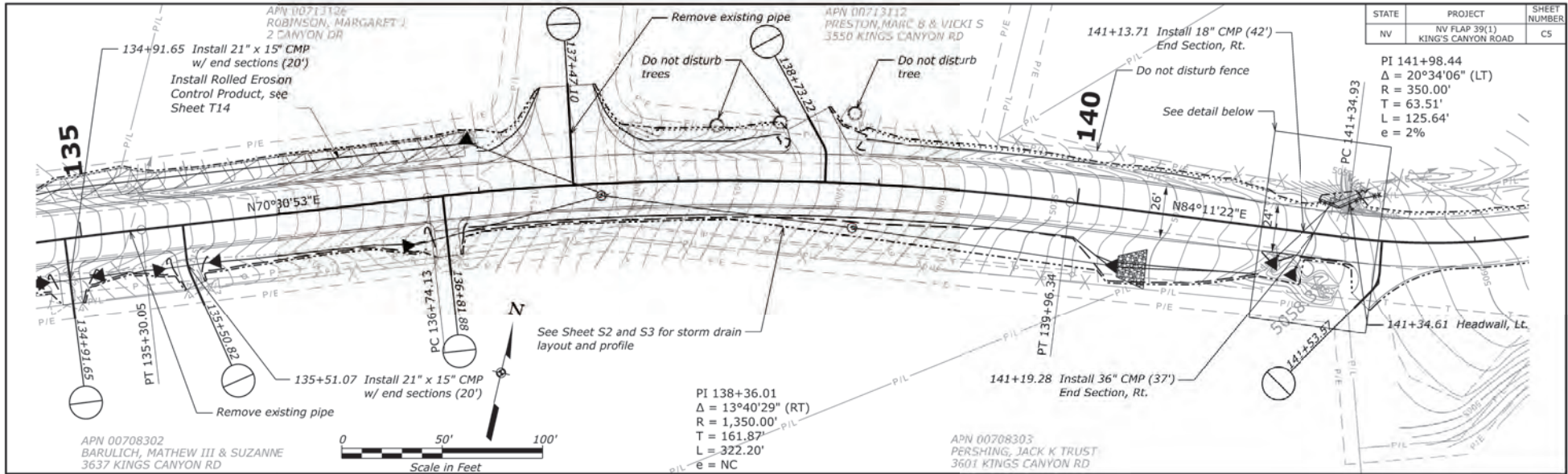
STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	C4



**KING'S CANYON ROAD
PLAN SHEET
120+35.00 to 134+90.00**

24 January 2021 9:35 AM C:\MS\3011\Roadway\CADD\Desktop\Drawings\Plan\03-New_10%_plan_C4.dwg (C4.dwg)

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	C5



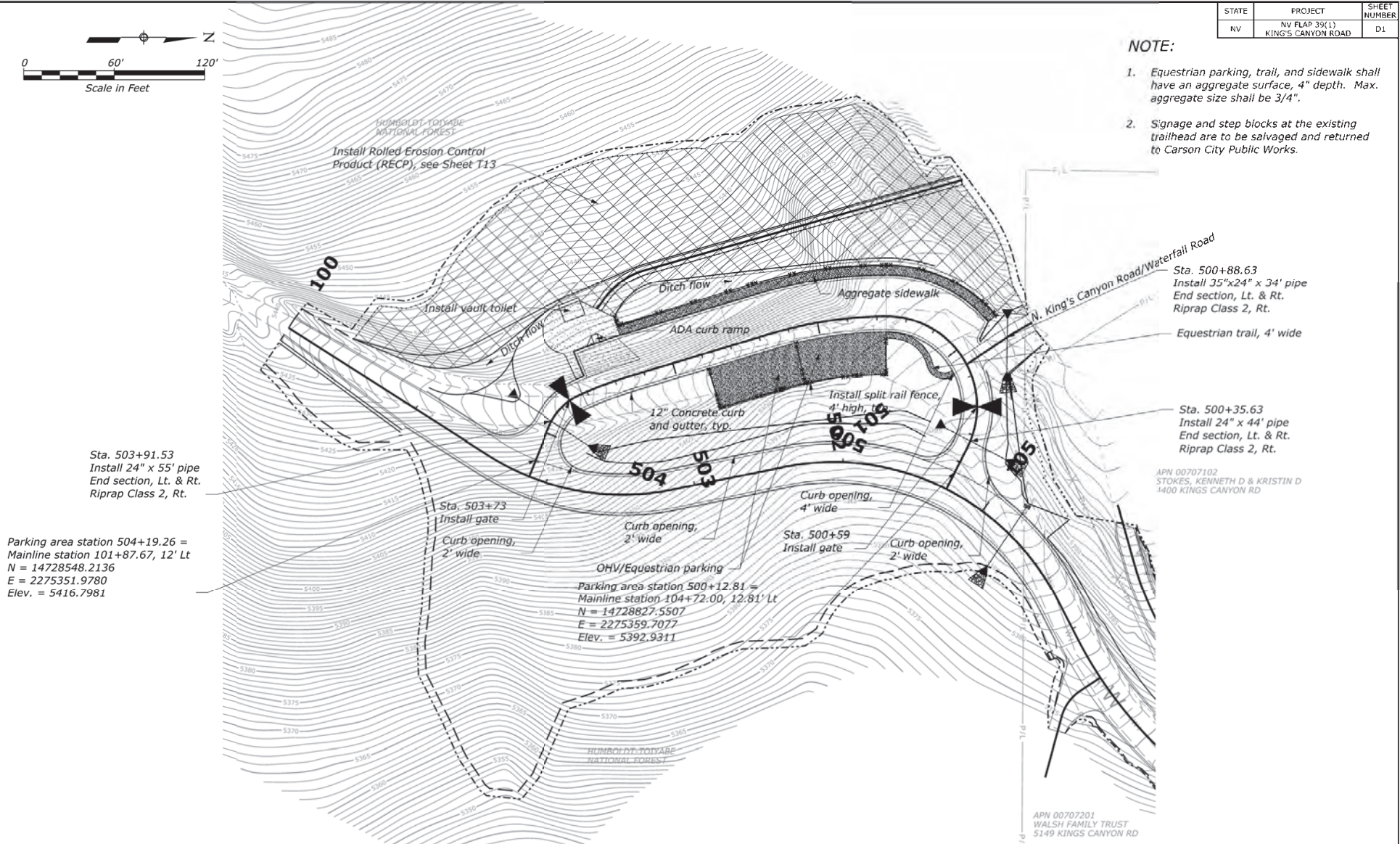
**KING'S CANYON ROAD
PLAN SHEET
134+90.00 to 143+00.00**

24 January 2021 9:36 AM C:\MS\301\Bentley\CADD_Corps\05\Drawings\Plan\134-143.dwg - P18.dwg - (CS) (Sheet)

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	D1

NOTE:

- Equestrian parking, trail, and sidewalk shall have an aggregate surface, 4" depth. Max. aggregate size shall be 3/4".
- Signage and step blocks at the existing trailhead are to be salvaged and returned to Carson City Public Works.



Sta. 503+91.53
Install 24" x 55' pipe
End section, Lt. & Rt.
Riprap Class 2, Rt.

Parking area station 504+19.26 =
Mainline station 101+87.67, 12' Lt
N = 14728548.2136
E = 2275351.9780
Elev. = 5416.7981

Sta. 503+73
Install gate
Curb opening,
2' wide

OHV/Equestrian parking
Parking area station 500+12.81 =
Mainline station 104+72.00, 12' Lt
N = 14728627.5507
E = 2275359.7077
Elev. = 5392.9311

Sta. 500+59
Install gate
Curb opening,
2' wide

Sta. 500+88.63
Install 35"x24" x 34' pipe
End section, Lt. & Rt.
Riprap Class 2, Rt.

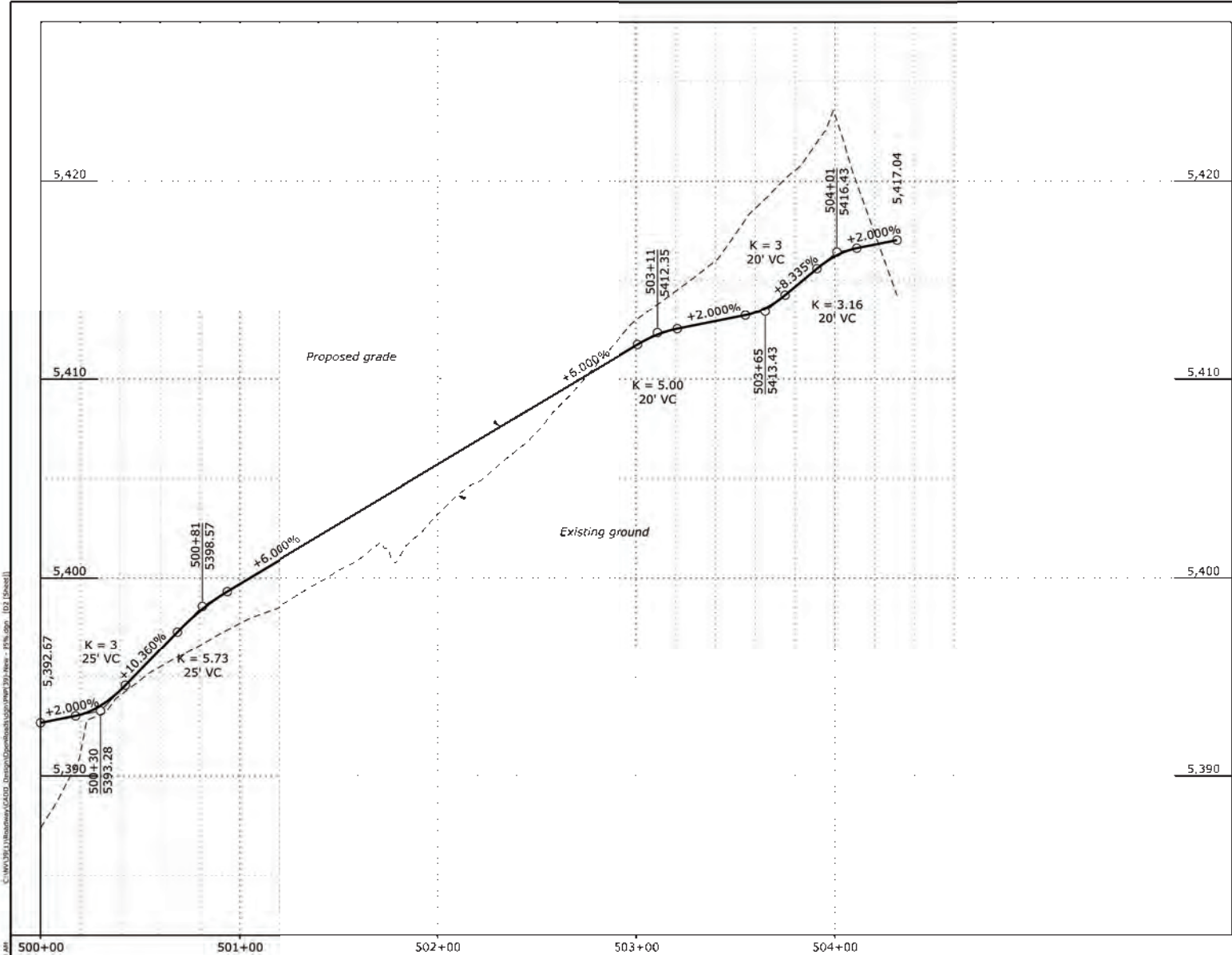
Equestrian trail, 4' wide

Sta. 500+35.63
Install 24" x 44' pipe
End section, Lt. & Rt.
Riprap Class 2, Rt.

APN 00707102
STOKES, KENNETH D & KRISTIN D
3400 KINGS CANYON RD

APN 00707201
WALSH FAMILY TRUST
5149 KINGS CANYON RD

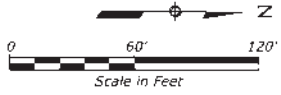
**KING'S CANYON ROAD
PARKING LOT
LAYOUT**



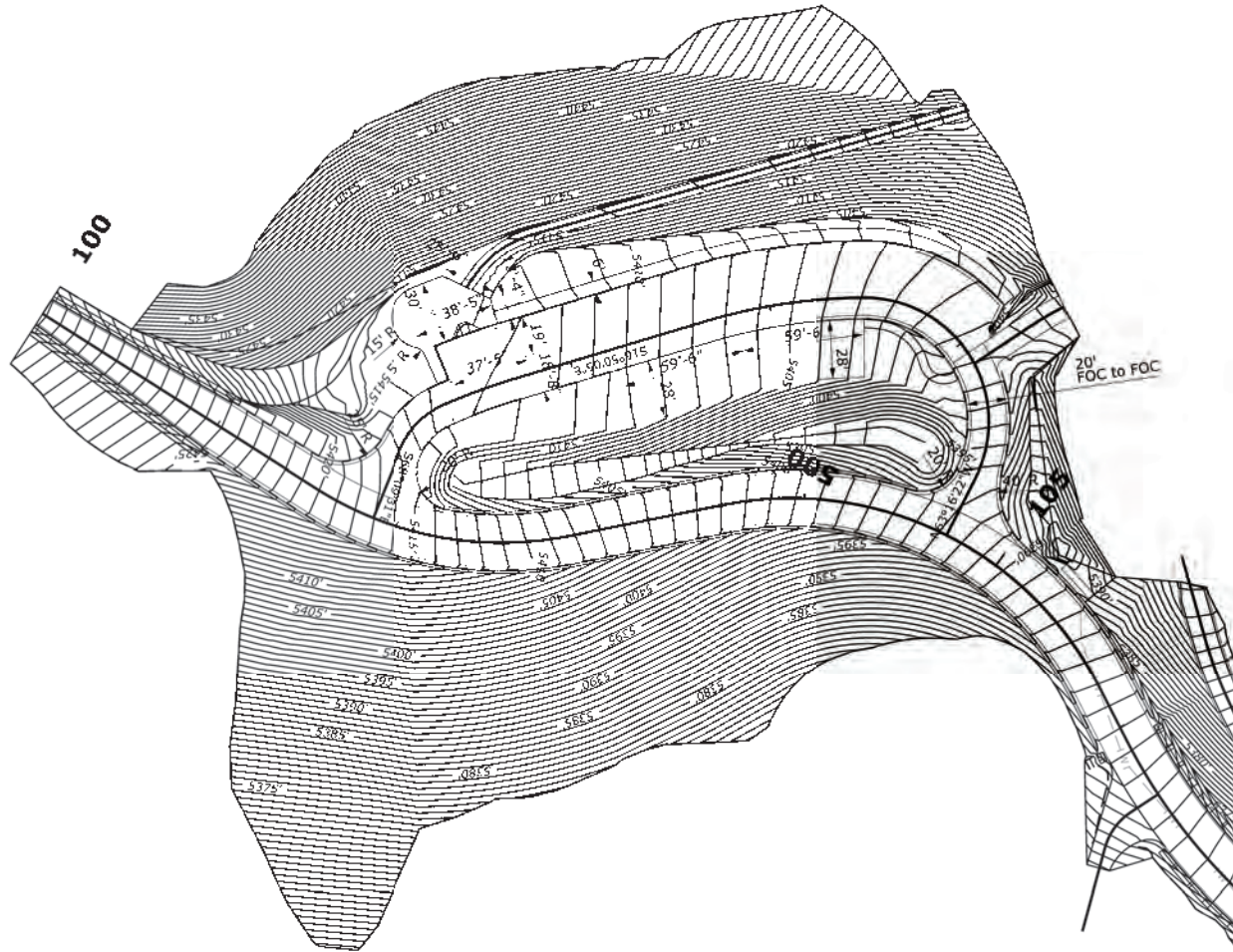
19 January 2011 7:54 AM C:\MK\311\N\state\c100\Design\Drawings\plan\p12.dwg - P12.dwg (B3 (Sheet))

**KING'S CANYON ROAD
PARKING LOT PROFILE**

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(L) KING'S CANYON ROAD	123



PI 503+81.64 $\Delta = 43^{\circ}52'28''$ (LT) R = 40.00' T = 16.11' L = 30.63'	PI 503+47.68 $\Delta = 07^{\circ}26'58''$ (LT) R = 275.00' T = 17.90' L = 35.75'	PI 501+93.37 $\Delta = 16^{\circ}25'58''$ (LT) R = 275.00' T = 39.71' L = 78.87'	PI 501+29.17 $\Delta = 117^{\circ}07'44''$ (LT) R = 60.00' T = 98.16' L = 122.66'
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**KING'S CANYON ROAD
PARKING LOT GEOMETRIC
LAYOUT**

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19 January 2024 8:00 AM

Information Sheet for the Kings Canyon Road & Trailhead Project

What is the Kings Canyon Road and Trailhead Project?

The Kings Canyon Road and Trailhead Project is a federally funded project to reconstruct approximately 1-mile of roadway and to design and construct a formal trailhead to improve the access and management of the existing trailhead.

How is the project funded?

- In 2018, Carson City was awarded a Federal Lands Access Program (FLAP) grant for \$3,700,000
- Grants are highly competitive, and to be eligible, access improvements to federal lands must be incorporated

Why is the roadway and trailhead being improved?

The Kings Canyon trailhead provides access to public lands that are managed by both the U.S. Forest Service and Carson City. The existing dirt parking area which accommodates 6-8 cars is inadequate. Trailhead usage regularly exceeds 20 vehicles. The trailhead provides access to several trails nearby, including the Waterfall Trail, North Kings Loop, Upper Waterfall Loop, Ash-to-Kings Trail, and the section of Kings Canyon Road leading into U.S. Forest Service land.

The roadway and trailhead are in a state of disrepair. The roadway pavement is deteriorating due to old age and erosion from inadequate roadside drainage, creating safety concerns, and routine maintenance needs. The current trailhead is undersized, lacks access control and amenities, and is rapidly deteriorating due to stormwater erosion and parking along the shoulder. These issues are creating chaotic conditions which could hinder first responders, and are having a negative impact to the quality of life for residence along Kings Canyon Road.

What improvements are included with the roadway reconstruction?

- The roadway will be widened slightly to meet current day engineering standards
- A new 4-foot paved shoulder will be provided in the uphill direction to create an area for non-motorized users
- A 2-foot shoulder will be provided in the downhill direction
- Stormwater improvements which include roadside drainage facilities and driveway culverts will be properly aligned and sized to meet larger flood events and protect the integrity of the roadway
- The roadway will be designed for a speed limit of 30 MPH, resulting in a reduction from the current posted speed limit of 35 MPH
- A new box culvert is being installed at the upper creek crossing to help keep stormwater in the existing creek channel, reducing the potential for stormwater to spill over the road

What improvements are included with the trailhead reconstruction?

- Trailhead parking will be separated from Kings Canyon Road, creating safer unloading and loading conditions
- Trailhead parking will be paved and the number of spaces will increase to 25 vehicles, plus two trailer parking spaces
- A two-stall ADA compliant vault toilets for improved sanitation (toilets are vandal resistant and odorless)
- An informational kiosk and other signage to raise awareness related to wildfires, water pollution, and trail etiquette
- One-way trailhead parking area will be gated to allow for evening closures, mitigating opportunity for vandalism and crime
- A management agreement between the Forest Service and Carson City will be executed, allowing the City more autonomy to manage the trailhead
- A bear resistant trash container will be installed
- The roadway below the parking lot will be designated as NO PARKING with curb and gutter
- Parking lot design will allow for turn-arounds and potential staging for emergency vehicles
- Trailhead will be relocated further away from existing homes



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Item 6A: Exhibit 3 Kings Canyon Road and Trailhead Project Public Comment and Responses

TOPIC	NO.	COMMENT	RESPONSE
General	1	Desire for a project which facilitates access without increasing harm for all users and inhabitants of our community and the canyon. A safer road (parking area to Longview Drive) must be the major component in the equation.	We agree. It is the desire of the City and Central Federal Lands as well. Carson City will make improvements to the lower (eastern) portion of Kings Canyon Road between the end of this project and Longview Way as funding allows.
General	2	Revise the schedule for implementation of this project until current safety issues at the trailhead can be addressed.	This project is meant to better manage the current parking issues, including those associated with safety at the trailhead. The current schedule is to construct the project in 2021.
General	3	Provide a water storage tank near the parking area for use by the fire department in an emergency.	While not part of this project, the City has investigated potential tank options and sources. Funding has not been identified at this time to purchase, transport, or install the tank; however, the City would be willing to partner with residents in the area to facilitate installation of the tank.
General	4	The initial grant application was submitted without notice or consultation to the property owners.	The initial grant application was presented to, and approved by, the RTC Board of Commissioners in November 2017. The Memorandum of Agreement (MOA) was executed by the RTC Board in August 2018.
General	5	There has been a lack of public input on this project.	A summary of the public notices is as follows: - September 2018, the City sent a letter to 51 property owners who use this portion of Kings Canyon as access to their homes. The letter introduced the project, informed residents that survey teams may be on site, and solicited comments and feedback. - In October 2018, Public Works and Open Space staff met with the two property owners abutting the trailhead. - In April 2019, the City received 30% design plans, a second letter was sent to the same property owners, informing the public that plans are online and available at the library and at public works. The letter invited the residents to meet with staff. - Plans were presented to the RTC, Park Commission, and Open Space Advisory Committee in October and November in 2019. - February 11, 2020, a third Letter was sent regarding stakes being placed on property. - May 22, 2020, a fourth letter was sent to abutting properties and surrounding properties regarding 70% design plans informing residents that plans are available online and that staff was happy to meet on site or virtually. - August to January, coordination with individual property owners related to right-of-way. - January 27, 2021, letter was sent to abutting and surrounding properties regarding 95% design plans.
Parking Area	6	Move the trailhead parking area farther south into Forest Service land.	The location of the parking lot is extending to the south from its current location to accommodate additional parking area. The area will be within the jurisdiction of Carson City, allowing the City to enforce parking restrictions and limit nighttime uses through a management agreement with the US Forest Service. Currently, the City does not have an agreement with the US Forest Service and has limited enforcement power.
Parking Area	7	Prevent parking along the road for 1000 feet prior to the parking area with signage and tow-away zones to ensure access for emergency vehicles.	The City has coordinated with Central Federal Lands to include curbing, steeper roadside slopes, and additional "NO PARKING" signs along both sides Kings Canyon Road leading up to the parking area.
Parking Area	8	Make the trailhead parking lot one-way.	The City has coordinated with Central Federal Lands to refine the design, making the parking lot one-way.
Parking Area	9	The traffic controls are insufficient to support the current usage of the trail. Additional parking and perhaps other facilities are needed.	This project will improve the existing constraints at the trailhead by providing a designated parking area that allows for the management of vehicles, pedestrians, and emergency activities.
Parking Area	10	Once there is a formal parking lot, then please enforce no parking along the road.	Agreed. The Parks Department and the Sherriff's Office will work to enforce the planned 'NO PARKING' areas.
Parking Area	11	30 parking spaces is too many parking spaces for the trailhead parking area. People only park for a short time to visit the waterfall.	The number of parking spaces was based on typical observed and anticipated use of the existing trailhead area, prior to COVID-19. The parking area not only serves the Waterfall Trail, but also provides parking for other trails that start at this location as well as additional backcountry access into Forest Service public land. The revised design reduces the parking lot to approximately 25 parking spaces.
Parking Area	12	15 parking spaces is all that is needed.	Please see previous comment number 11 regarding the number of parking spaces.
Parking Area	13	Provide area for two trailers to park.	A parking area for OHV trailers or other trailers is being provided.

Item 6A: Exhibit 3 Kings Canyon Road and Trailhead Project Public Comment and Responses

Parking Area	14	There is no need for restrooms or vault toilets at the parking area.	Some residents have expressed concern that with current visitation numbers, there could be a health risk associated with lack of restrooms. The addition of restrooms addresses this concern. The restrooms are also being requested/required by the USFS as standard practice based on the visitation numbers to the trailhead.
Parking Area	15	Vehicles are parking on the side of the Kings Canyon Road and blocking the road creating an unsafe situation.	Agreed. The parking area will provide a larger, designated area for vehicles to park. 'NO PARKING' signs will be placed along the sides of Kings Canyon Road near the parking lot.
Parking Area	16	There is no supervision or enforcement of the current parking area to protect adjacent landowners.	See responses to comments number 6 and 10.
Parking Area	17	Equestrians rarely use the road. Why are we providing parking for equestrian trailers?	The trailer parking area will accommodate all types of trailers including OHV trailers, not just equestrian.
Roadway	18	Resurface the road using the same 24' width to keep the driver's attention elevated to pedestrians and bicycles on the road.	The roadway will be fully reconstructed with new aggregate base and pavement. The pavement width will be 26' in accordance with nationally accepted design standards as developed by the American Association of State Highway and Transportation Officials (AASHTO). A width of 26' is a reduction of 2' from what was shown on the 70% plans.
Roadway	19	The proposed roadway width of 28' is wider than the lower (eastern) portion of Kings Canyon Road creating a dangerous bottleneck between two wider sections.	The roadway width will be changed to 26', which is only about 2' wider than the existing roadway section and 2' wider than the lower (eastern) portion of Kings Canyon Road between the end of the project and Longview Way. Roadway improvements to this lower section will be considered as part of Carson City's Pavement District projects listed in the CAMPO 2050 Regional Transportation Plan and 5-year Capital Improvement Program (CIP).
Roadway	20	Vehicles are less likely to move over and generally provide less passing distance on roads with centerline striping as compared to roads with no centerline striping.	<p>Some studies do appear to indicate a decrease in the space a vehicle provides when passing a bicycle. These same studies, along with other research have shown that buffered or protected bike lanes are safer for the cyclist than a conventional bike lane; however, there are other benefits to providing some form of bicycle facility along a roadway, including a paved shoulder. These include:</p> <ul style="list-style-type: none"> - Creating a more predictable traffic environment by reducing conflicts. - Improving safety for the cyclist by reducing the chances of being impacted from the rear. - Increasing the bicycle rider's comfort. - Visually alerting drivers to the presence of bicycles. <p>The National Association of City Transportation Officials (NACTO) <i>Urban Bikeway Design Guide</i>, and the AASHTO <i>Guide for the Development of Bicycle Facilities</i> each describe the benefits and typical application for bicycle facilities.</p> <p>Given the concerns related to the bike lane, and the current lack of bicycle facilities between the project limits and Longview Way, the City has directed Central Federal Lands to <u>not</u> stripe the 4' shoulder as a designated bike lane at this time. The shoulder area can be used by bikers, walkers, or equestrian users; however, Carson City is committed to improving bicycle access to all areas of the City for all types of users.</p>
Roadway	21	If stripped, the road will be less comfortable for most bicyclists.	The proposed striping and will provide additional space for other road users outside of the vehicle travel lanes.
Roadway	22	Do not stripe the road.	Central Federal Lands requires the road to be striped. The roadway will be striped with centerline and edge line striping. Striping increases safety and provides additional guidance to drivers when visibility is poor such as at night or in bad weather.
Roadway	23	Current design steepens the existing driveways.	We have worked with Central Federal Lands to ensure that driveways are not being made excessively steeper than the existing, pre-project condition.
Roadway	24	How will my driveway and driveway culvert be effected?	All the driveways along Kings Canyon will be reconstructed, pending right-of-way agreements. Driveways will either be asphalt or concrete depending on the existing pavement material. All gravel driveway approaches will be paved, unless otherwise requested by the property owner. Each driveway will get a new culvert where drainage flows.
Roadway	25	Please provide a turnaround at the end of the paved road to enable fire trucks to turn around.	We have coordinated with the Fire Department to ensure they can turn around. They will always have access to the parking area, even after hours when the gates are closed.

Item 6A: Exhibit 3 Kings Canyon Road and Trailhead Project Public Comment and Responses

Roadway	26	Please look at ways to limit impacts to existing trees and other features along my property.	We have worked with Central Federal Lands to limit impacts to specific trees or other features located within City right-of-way. Additional coordination is anticipated to occur during construction.
Roadway	27	This is a scenic road and the turns prevent cars from going any faster. Straightening the road will increase speeds.	The roadway alignment is not changing significantly. None of the curves are being straightened.
Roadway	28	The lower portion of Kings Canyon Road between the end of this project and Longview is unsafe and improvements are needed before completing this project.	The lower (eastern) portion of Kings Canyon Road between the end of the project and Longview Way will be considered as part of Carson City's Pavement District projects listed in the CAMPO 2050 Regional Transportation Plan and 5-year Capital Improvement Program (CIP).
Roadway	29	Coordination with the Carson City School District is needed regarding school bus access.	Carson City staff discussed the project with the School District in 2018. At that time it was identified that buses turned around at the paved loop area near 4902 King Canyon Road. Subsequent conversations with the school district in June 2020 indicate that access into Kings Canyon is difficult for a variety of reasons including snow, the narrowness of the road, and the lack of a turn-around at the top of the road. The loop area is being repaved to allow a bus to turn-around. Should buses continue to the top of the road, they will be able to utilize the parking area when the gates are open. If the gates are not open, sufficient space is provided in accordance with the Fire Code to perform a three-point turn.
Speed	30	Vehicle Speeds on Kings Canyon Road are too high. They will continue to increase once the project is completed.	Speeding is a concern all around Carson City. The posted speed limit will be 30 mph, a reduction of 5 mph from the existing condition. Vehicle speeds are a concern on this road because of the steep gradient of the road. Striping and the installation of guideposts will have some minor effect on reducing speeds.
Speed	31	Provide ways to slow vehicles, including installing a speed feedback sign on Kings Canyon Road.	Additional signing and striping will be provided. Installation of speed tables or rumble strips are effective at reducing speeds, but always cause additional noise and associated complaints. Placement of roadway obstructions such as median islands will require additional right-of-way and will increase the cost of maintaining the road. Providing parking along the sides of the road is another method used for reducing speeds; however, there is not a need for parking along most of the road and it would require additional widening the road.
Creek	32	The upper creek crossing culvert is too large.	The culvert being proposed at the upper creek crossing is designed to minimize the potential of water from overtopping the roadway, washing out the roadside ditches, and flooding adjacent properties. The culvert is sized to keep water in the existing creek channel for the designed storm event.
Creek	33	The lower creek crossing is a pinch point and it is difficult to see other vehicles, pedestrians, bicycles, and deer.	The proposed design slightly alters the roadway alignment and widens the pavement to better match the proposed section. Through the construction, many of the bushes will be removed at the creek crossing increasing sight distance around the curve.
Creek	34	Why is the City reconstructing the lower creek crossing if they just did it a couple of years ago?	The work a couple of years ago installed a 4'x4' concrete bypass channel to accommodate higher flows in the creek. That channel will remain and not be reconstructed.
Visitors	35	There is a general lack of enforcement of the trail and trail system. People are littering and carrying out other activities that harm the environment and creek.	While the City cannot control the numbers of people who are using a public road to access public lands, we can, and are, committed to management and maintenance of both the trailhead and the trail. Recently the Parks Department completed trail maintenance including widening of the trail, decommissioning of social trails, and construction of a rock wall near the waterfall in order to complete safety enhancements. In November we will be decommissioning the social trail adjacent to Kings Creek, replacing missing signage, and repairing fencing. Further, we are working on a future installation of a surveillance camera at the waterfall so that we can have 24/7 real-time visual of activities at that location. The planned trailhead improvements will organize what is currently a somewhat chaotic parking situation, and the City will have the ability to close gates at night. A well-managed and maintained trailhead/parking lot tends to affect behavior in a positive way. Lastly, The Parks Department received approval to hire a third Park Ranger which will give the City additional patrolling ability.
Visitors	36	Increased visitation to the area and backcountry use will increase the risk of fire.	Public lands are open for the public's use. Providing a larger, dedicated, paved parking area will assist in the management of vehicles and limit the potential for vehicles looking for places to park off the road in vegetated areas.

Item 6A: Exhibit 3 Kings Canyon Road and Trailhead Project Public Comment and Responses

Visitors	37	Increasing the size of the parking lot will increase the use of the trail.	The parking area serves and provides access to public lands. The area is well known to the residents of Carson City and open for the public's use. City staff and nearby residents have observed that the number of cars currently parking in the area exceed the available parking. Providing a new parking area will assist with the management of vehicles and provide safer access for all open space users.
Visitors	38	Provide a JAC bus route from Carson Middle School or other community facility in Carson City to the parking area.	The RTC completed and approved the Transit Development and Coordinated Human Services Plan in 2019. Demand for additional service up Kings Canyon did not arise as a critical service need, so was not included as either a short- or long-term transit need. Transit services accessing federal land is an eligible use of FLAP funding, and a future FLAP grant funding could potentially be applied for, should this become a priority for the City. There are other considerations to take into account, including: transit bus noise impacts, water quality impacts of additional trail use, ability of Parks Dept. to manage additional use and large groups.
Visitors	39	The City's drinking water quality is being effected by people walking along and into the water of the creek near the waterfall.	With more traffic, both human and domestic animals, it will become more imperative that we more closely monitor the activities in and around the waterfall area. More education is needed for public awareness of the sensitivity of this area. We are currently working on a Watershed Control Plan that address and protects the Ash and King's Creek drinking water intakes as part of our continued compliance with the Nevada Division of Environmental Protection.
Visitors	40	The number of visitors are effecting the condition of the waterfall trail and the environment around the waterfall trail.	The City has hired a contractor to make some improvements to the upper portion of the trail, including construction of a short section of wall in order to stabilize the upper-most portion of the trail. Work will also include placement of large rocks on the north side of the waterfall to help stabilize that slope and decommission social trails. Public Works is also working with Carson City IT Department to identify the feasibility of placing a camera at the waterfall.




Kings Canyon Road and Trailhead FLAP Project

Carson City Regional Transportation Commission (RTC)

February 10, 2021

1

PROJECT LIMITS



Begin Project at existing trailhead

End Project

2

PROJECT PURPOSE & FLAP GRANT

Purpose

- ▶ Improve access to public lands
- ▶ Improve trailhead parking
- ▶ Reconstruct the roadway
- ▶ Enhance stormwater conveyance

FLAP Grant

- ▶ Carson City submitted and awarded Federal Lands Access Program Grant in 2018.
- ▶ Grant amount is \$3,707,000.
- ▶ Design is being completed by Central Federal Lands Highway Division

3

PREVIOUS COMMENTS

Comments made at 75% have been Incorporated into Plans by CFL.

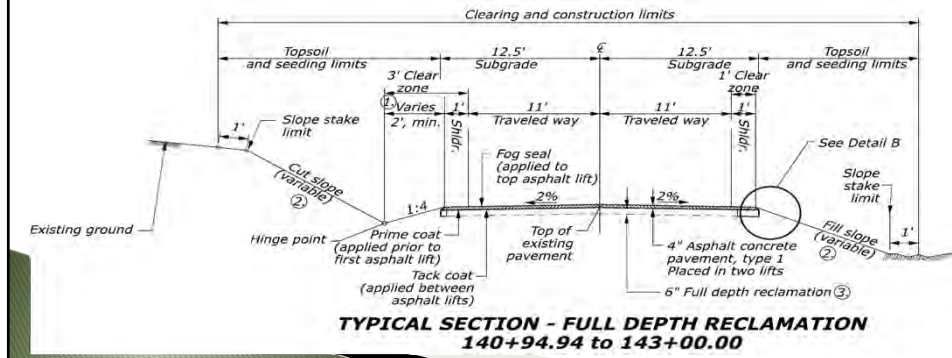
Public Comments and Responses

- ▶ A general summary of the public comments received at the 75% have been included as an exhibit to this Staff Report (Exhibit 3).

4

PROJECT ELEMENTS & CONCERNS

- ▶ Roadway Width
 - Existing is generally between 18–24 feet
 - Proposed pavement to be 26 feet
 - Two 10-foot travel lanes
 - 4-foot shoulder on the left/uphill side
 - 2-foot shoulder on the right/downhill side



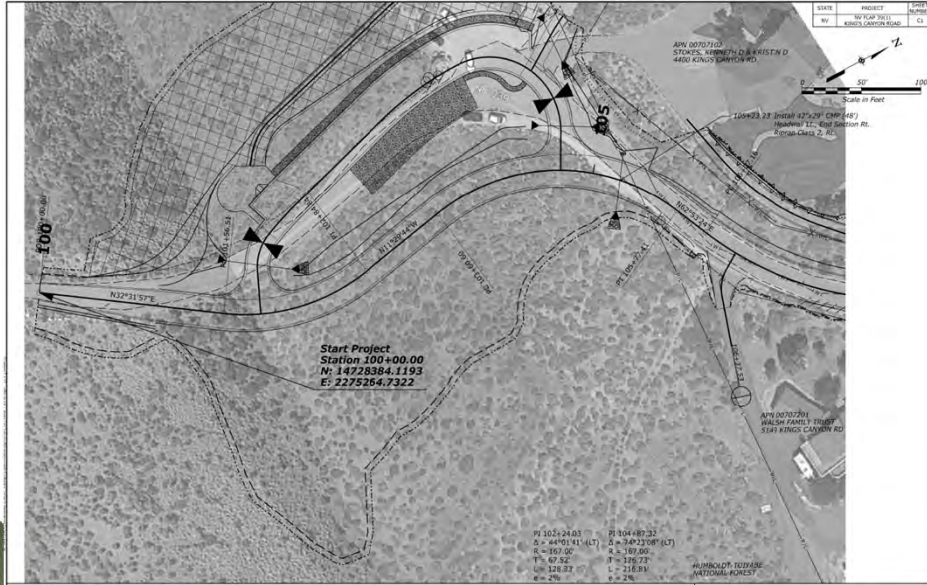
5

PROJECT ELEMENTS & CONCERNS

- ▶ Driveways
 - Additional design information provided for driveways
- ▶ Speed
 - To be posted at 30 mph
- ▶ Environmental
 - Categorical Exclusion
 - Permitting from NDEP
- ▶ Drainage
 - New roadside ditches and driveway culverts
- ▶ Creek Crossings
 - New box culvert
 - New headwall and pedestrian railing
- ▶ Trailhead Parking
 - Gated, One-way with 25 parking spots, trailer parking
- ▶ Trail
 - New kiosk, trailhead location cut in slope, bathroom

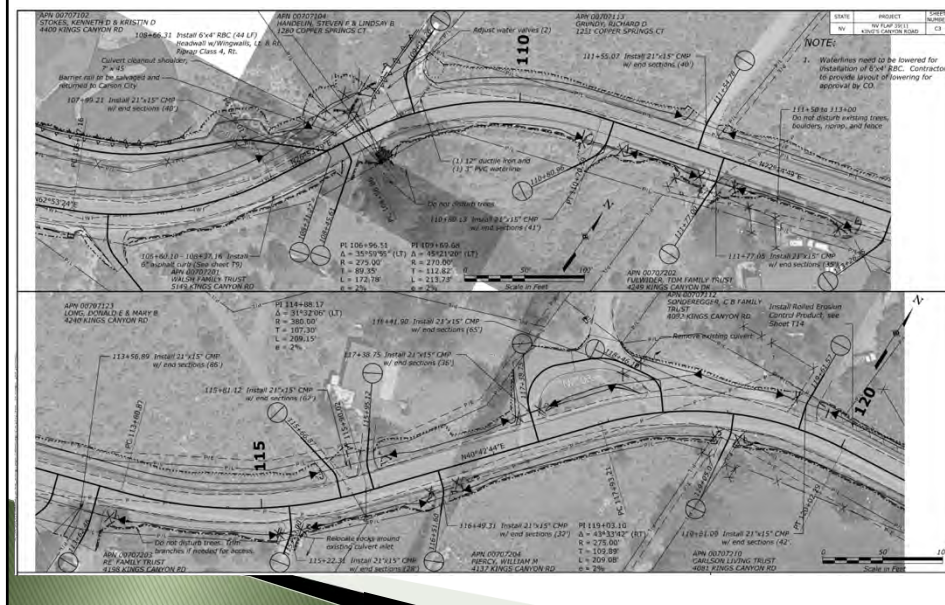
6

TRAILHEAD PARKING AREA



7

PLANS



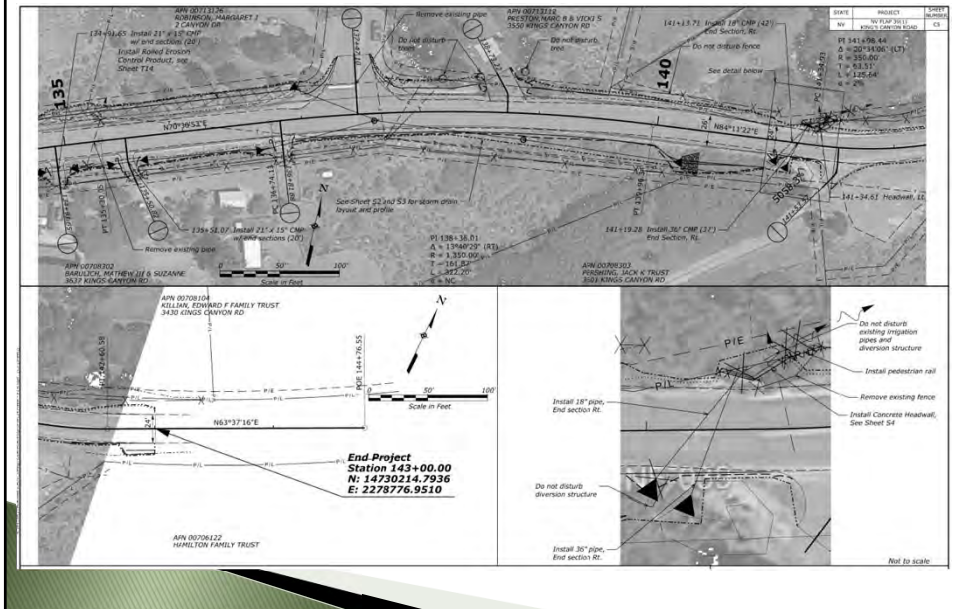
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PLANS



9

PLANS



10

ONGOING ACTIVITIES

- Obtain easements from property owners.
- Agreement with NV Energy for pole relocations.
- Revised Memorandum of Agreement with Central Federal Lands with updated project costs.
- Following comments, complete the 100% Bid Ready Design Plans and bid the project.



STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: February 10, 2021

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: For Discussion Only - Discussion and presentation regarding public outreach efforts for the Colorado Street Corridor Project, between S. Carson Street and Saliman Road and the design of future improvements to the corridor.

Staff Summary: In preparation of design for the Colorado Street Corridor Project, residents in the vicinity of Colorado Street were informed about the project and were solicited for comments regarding transportation needs and preferences regarding potential roadway design options. Staff will present the results of the response received from the outreach and discuss the design of possible future improvements to the corridor.

Agenda Action: Other/Presentation

Time Requested: 15 minutes

Proposed Motion

N/A

Background/Issues & Analysis

Over the past two years, the Regional Transportation Commission has approved the submission of grant applications for Community Development Block Grant funds (\$472,505) for ADA sidewalk improvements and the allocation of Surface Transportation Block Grant Funds (~\$741,000) for general road improvements. As a result of these federal funds, Carson City is able to improve the Colorado Street corridor.

Funding for Colorado Street has been prioritized for the following reasons:

- **Pavement Condition:** This section of road serves approximately 2,900 vehicles per day and is in poor condition (Pavement Condition Index of 54). Colorado Street is in Performance District 4, as provided in the approved 2019-2023 Pavement Management Plan.
- The improvements would improve pedestrian travel for children and families walking to and from Al Seeliger Elementary School.
- The immediate area includes a range of high and medium density residential uses.
- The project will include ADA improvements and increase pedestrian connectivity to commercial land uses on both South Carson Street and Fairview Drive.
- A portion of Colorado Street and California Street resides on Jump Around Carson's Bus Route 3.

In October 2020, mailers were sent out to 947 residents in the vicinity of Colorado Street (those residents residing within approximately 1,300 feet of Colorado Street). The mailers provided information on the upcoming capital project and advised residents on a Needs Assessment being conducted for the corridor. As part of the Needs Assessment, residents were able to submit comments via traditional mail (47 comments were received) or participate in an online survey (67 surveys were completed). Additional details on this outreach effort are provided in Exhibit 1, Attachment 1.

Community input as part of the Needs Assessment, provided the following insights on corridor priorities:

- Pavement Rehabilitation
- Traffic Calming
- Pedestrian Safety Enhancements
- Corridor Lighting Enhancements

In December 2020, a second round of mailers were sent out to the same 947 residents to solicit comments on potential design improvements aimed at addressing the corridor priorities above. Residents submitted comments via traditional mail (94 comments were received) and participated in an online survey (142 surveys were completed). Additional details on the second outreach effort are provided in Exhibit 1, Attachment 2. Participation levels in this outreach effort were very high and public input was valuable.

The second outreach effort asked residents if they Liked, Liked Moderately, Disliked Moderately, or Disliked, six types of potential design improvements. The results of this effort are summarized in the table below.

Potential Design Improvements	Results Summarized
Enhanced Pedestrian Crossings and Connectivity	78% - 83% of Liked or Liked Moderately
Enhanced Street Lighting	88% - 90% of Liked or Liked Moderately
Bulb-Outs	56% - 74% Disliked or Disliked Moderately
Reducing Travel Lane Widths	52% - 67% Disliked or Disliked Moderately
Center Median	Mixed results between online survey and paper mailer -Online Survey: 54% Liked or Liked Moderately -Paper Mailer: 62% Disliked or Disliked Moderately
Buffered Bike Lanes	76% - 79% Liked or Liked Moderately

The final corridor design will be a balance between the input provided by the public, the known corridor needs such as safety, pavement condition and ADA compliance, and the available funding. This balanced approach will be necessary to distribute the limited funding among all the identified needs. Staff plans to review possible ways to incorporate pedestrian crossing and connectivity enhancements, provide street lighting at select intersections, and add buffered bike lanes as elements into the design while still ensuring the best long-term investment in the corridor given the funding limitations. These funding limitations mean that certain project elements or segments may be limited, or reduced, to the areas of most critical need to stretch funding resources and provide benefit to a variety of users. Staff plans to further evaluate the potential benefits and maintenance costs associated with incorporating a center median into the design.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Alternatives

N/A

Supporting Material

- Exhibit-1: Colorado Street Rehabilitation Project Public Outreach Documentation

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Date: January 27, 2021

To: Dirk Goering, AICP, Senior Transportation Planner, Carson City Public Works Department

From: Cole Peiffer, AICP, Senior Planner, Headway Transportation

Subject: ***Colorado Street Rehabilitation Project Outreach Support – Executive Summary***

OVERVIEW

In order to ensure the design for the Colorado Street Rehabilitation Project addresses local safety and operational concerns, the Carson City Public Works department initiated two rounds of public outreach targeted toward local residents within approximately 1,300 feet of Colorado Street between the project limits (Saliman Road and California Street). The Public Works staff used traditional outreach (mailers & door hangers) to guide respondents to a brief online survey during both rounds of outreach. Respondents were also able to provide mail-in public comments by completing and returning the mailer to Carson City Public Works. During the second round of outreach, respondents were also provided a condensed version of the online survey which could be completed and returned to Carson City Public Works. Results from the first and second rounds of outreach are summarized in detail in the **Attachment 1 & Attachment 2**, respectively.

First Round

The first round of outreach focused on identifying safety and operational issues using comments received from local residents. The submitted online surveys (67 total) and public comment forms (47 total) utilized in this round of outreach helped identify the following four focus areas to be considered in the project design:

- Pedestrian Safety Enhancements – improve sidewalk conditions & connectivity
- Pavement Rehabilitation & Preservation Improvements – improve pavement conditions
- Corridor Street Lighting Enhancements – improve nighttime visibility
- Traffic Calming – reduced vehicle speeds and influence driver behavior

For a more detailed breakdown of results from the first round of public outreach, refer to **Attachment 1**.

Second Round

Design Options

Based on the four focus areas, the project team identified six potential design options which address the four focus areas for consideration along the Colorado Street corridor. The design options under consideration along Colorado Street are:

- Enhanced Pedestrian Crossings
- Enhanced Street Lighting
- Center Median
- Reducing Travel Lane Widths
- Bulb-Outs (at major and minor streets)
- Buffered Bike Lanes

Public Outreach Results

The second round of public outreach was intended to identify local preferences for each design option. All six design options were described on the mailer and in the online survey, including pictures of each option, in order to provide respondents with a deeper understanding of each option. Respondents were asked to select whether they 'Like', 'Moderately Like', 'Moderately Dislike', or 'Dislike' each option. Based on the submitted surveys (142 total) and received short surveys (94 total), the majority of respondents 'Like' or 'Moderately Like' the following design options:

- Enhanced Pedestrian Crossings
- Enhanced Street Lighting
- Buffered Bike Lanes

It is important to note that the major intersections (Saliman Rd / Colorado St and Roop St / Colorado St) were the preferred locations for enhanced pedestrian crossings and enhanced street lighting. The Baker St / Colorado St intersection was the preferred minor intersection for both enhanced pedestrian crossings and enhanced lighting compared to the Kansas St / Colorado St intersection.

Preferences for the center median option were mixed with 55% of online survey respondents selecting 'Like' or 'Moderately Like' and 62% of short-survey respondents selecting 'Dislike' or 'Moderately Dislike' for this design option.

Reducing travel lane widths and bulb-outs (at major & minor intersections) were both disliked by a majority of respondents.

For a more detailed breakdown of results from the second round of public outreach, refer to **Attachment 2**.



Attachment 1
Technical Memorandum #1
First Round



December 21, 2020

Dirk Goering, AICP
Senior Transportation Planner
Carson City Public Works Department
3505 Butti Way
Carson City, NV 89701

Colorado Street Rehabilitation Project – Public Outreach Results (First Round)

Dear Mr. Goering,

This letter summarizes the first round of public outreach efforts conducted for the Colorado Street Rehabilitation Project and provides a summary of public comments received regarding the project. A second round of public outreach is anticipated to occur between January – February 2021 which will focus on identifying the priority locations for specific project amenities (i.e. lighting, bulb-outs, sidewalks) which may address the concerns and issues summarized below.

PUBLIC OUTREACH METHODS

This first round of public outreach was geared towards identifying the most important safety and operational issues for local residents in order to prioritize the inclusion of project amenities during the design process and maximize the benefit provided through the project budget. Public outreach efforts were primarily online and focused geographically to the neighborhood surrounding the Colorado Street corridor. This first round of outreach consisted of the following elements:

- ▶ Targeted Mailers
- ▶ Online project information page
- ▶ Supplemental door hangers
- ▶ Online survey
- ▶ Mail-in public comment forms

A total of 947 one-page mailers were sent to residences surrounding Colorado Street, highlighted in **Figure 1**, on October 22nd 2020 that included a description of the project, a link to the project information page (www.CarsonProud.com/ColoradoSt), and a link to an online survey through SurveyMonkey. The mailer (see **Appendix A**) also included a detachable public comment form and a pre-addressed envelope which could be mailed back to the Carson City Public Works Department. This mail-in public comment form helped to gather supplemental comments regarding the project and Colorado Street generally. Furthermore, the targeted mailers were supplemented by door hangers delivered along Colorado Street a week after the mailers were distributed. Door hangers provided the same information and the same

detachable public comment form as the targeted mailers. In total, 67 online surveys were collected and 47 mail-in public comment forms were returned. A summary of the key findings from the online survey and mail-in public comment forms follows. Full survey results are included in **Appendix B** and public comments are included in **Appendix C**.

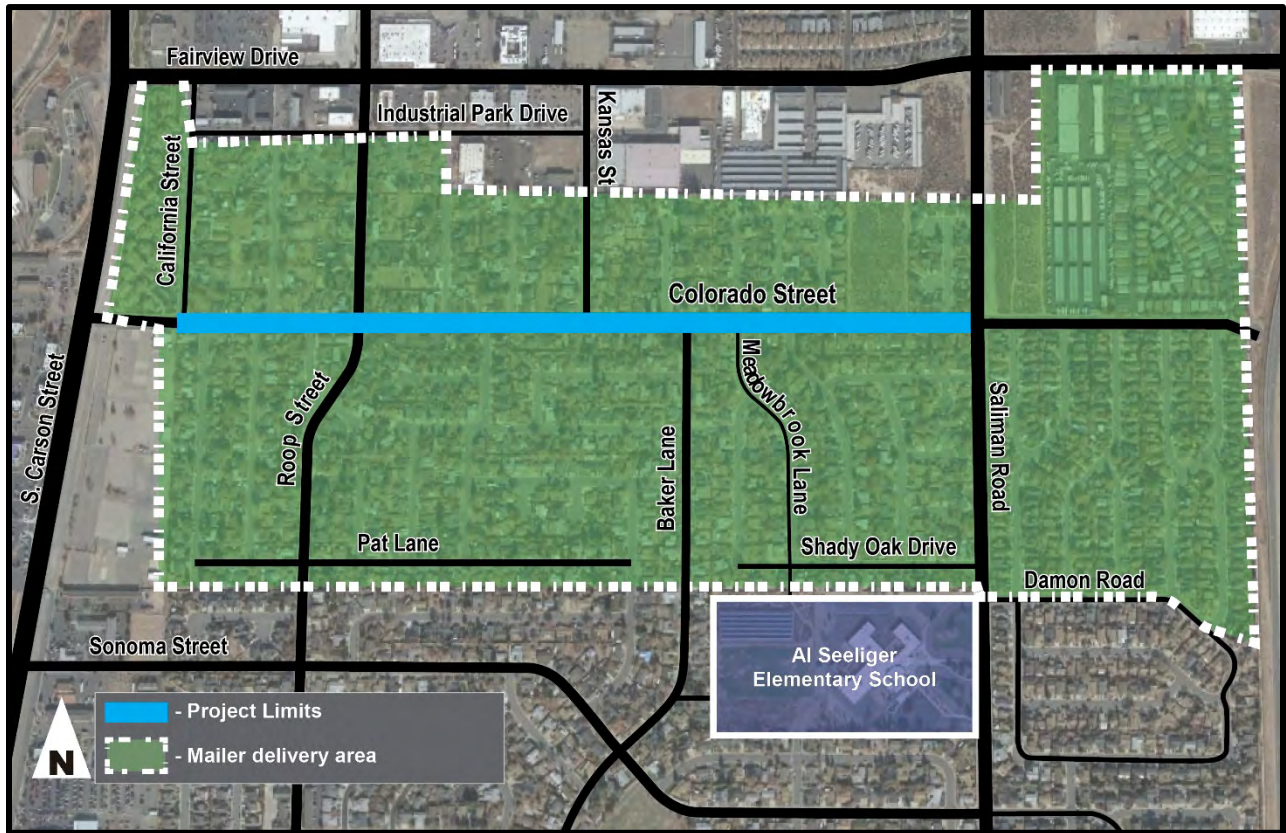


Figure 1. Project Limits & Mailer Delivery Area



Online Survey Results

The online public survey was made available through SurveyMonkey and consisted of eight questions intended to help Carson City Public Works staff gain a deeper understanding of safety concerns and operational issues on Colorado Street from local residents and to establish a vision for the corridor to help guide the development of design alternatives. Of the eight questions, responses to Question 5 best reflect the feelings of the public regarding the current condition of Colorado Street and the improvements that would be most desired by residents. Question 5 results are detailed below and Questions 1 – 4 & 6 – 7 are summarized below. Question 8 provided respondents an opportunity to receive project updates by entering their email address; responses to this question were provided to Carson City Public Works staff and are not summarized in this report. See **Appendix B** for a full copy of the survey and results to Questions 1 – 7. The key findings from the 67 surveys submitted online are:

- ▶ Question 1
 - » Over 92% of respondents live within the neighborhood surrounding Colorado Street.
- ▶ Question 2
 - » Driving is the dominant mode for travel along the corridor with over 70% percent of respondents using that mode daily.
 - » Walking and biking are used less frequently, but consistently along the corridor, with 53% of respondents walking along the corridor at least once a week and approximately 35% of respondents biking along the corridor at least once a week.
- ▶ Question 3
 - » The most frequently visited destinations for driving, walking, and biking are generally north and west including the Fairview Drive commercial corridor, S. Carson Street commercial corridor, and downtown Carson City.
- ▶ Question 4
 - » Al Seeliger Elementary School was identified as the most frequently visited destination for respondents when traveling by foot or bike. This school is primarily accessed via Meadowbrook Lane, Baker Lane, and Saliman Road from the Colorado Street corridor (**Figure 1**).



► Question 5

- » The approximately two-thirds or more of respondents strongly or somewhat agree that sidewalks are in poor condition, the roadway needs more street lighting, and vehicles travel too fast on Colorado Street. Full table of results to Question 5 are shown in **Table 1** below.

Table 1. Percentage of Respondents who agree with Question 5 statements

Statement	Percent of Respondents who Strongly Agree	Percent of Respondents who Somewhat Agree	Total Percent of Respondents who Agree
Sidewalks are in poor condition	25.37%	50.75%	76.12%
Colorado Street needs more street lighting	31.34%	37.31%	68.66%
Vehicles travel too fast	22.39%	41.79%	64.18%
On-street parking makes it difficult to see potential roadway hazards	22.39%	37.31%	59.70%
Colorado Street is unsafe for bicyclists	11.94%	43.28%	55.22%
Colorado Street, except for the pavement condition, is fine the way it is.	23.88%	29.85%	53.73%
Drivers do not slow down or stop for pedestrians / bicyclists	16.42%	34.33%	50.75%
Vehicles accessing a driveway make Colorado Street less safe	10.45%	38.81%	49.25%
Vehicle noise is a problem	10.45%	37.31%	47.76%
Colorado Street is unsafe for pedestrians	16.42%	28.36%	44.78%
Drivers are distracted when driving on Colorado Street	10.45%	34.33%	44.78%
Drivers do not slow down or stop for other drivers	8.96%	35.82%	44.78%
I don't like walking or biking along Colorado Street	10.45%	23.88%	34.33%
Side streets intersecting Colorado Street make Colorado Street less safe	8.96%	19.40%	28.36%

► Question 6

- » The top three words or phrases which describe respondents' vision for the future of Colorado Street are:
 - Sidewalks
 - Lighting
 - Roadway Maintenance
- » Responses regarding the vision for the future of Colorado Street were grouped into categories based on their content. Categories are displayed proportionally in **Figure**



2 based on the number of times each word was identified in a response to question 6 of the survey; the most frequently identified categories are displayed by the largest word in the wordcloud.



Figure 2. Wordcloud of responses to Question 6 by category

► Question 7

- » Additional comments regarding the current condition of Colorado Street were largely centered around three main subjects:
 - Reducing vehicle speeds
 - Improving pavement conditions
 - Providing sidewalks & crosswalks

Mail-In Public Comments Summary

A total of 47 individuals filled out and returned the detachable public comment card from the mailer to Carson City Public Works. Comments provided through mail-in public comment cards are intended to supplement the results of the online survey. Issues identified in the mail-in public comment cards were



categorized based on their content (see **Figure 3**). Issue specific public comments or comments identified by only one public comment form are grouped in the “Other – Single Public Comments” category in **Figure 3**. The majority of public comments received focused on three main issues:

- ▶ Improving the current roadway condition
- ▶ Improving sidewalks and sidewalk connectivity
- ▶ Reducing vehicle speeds

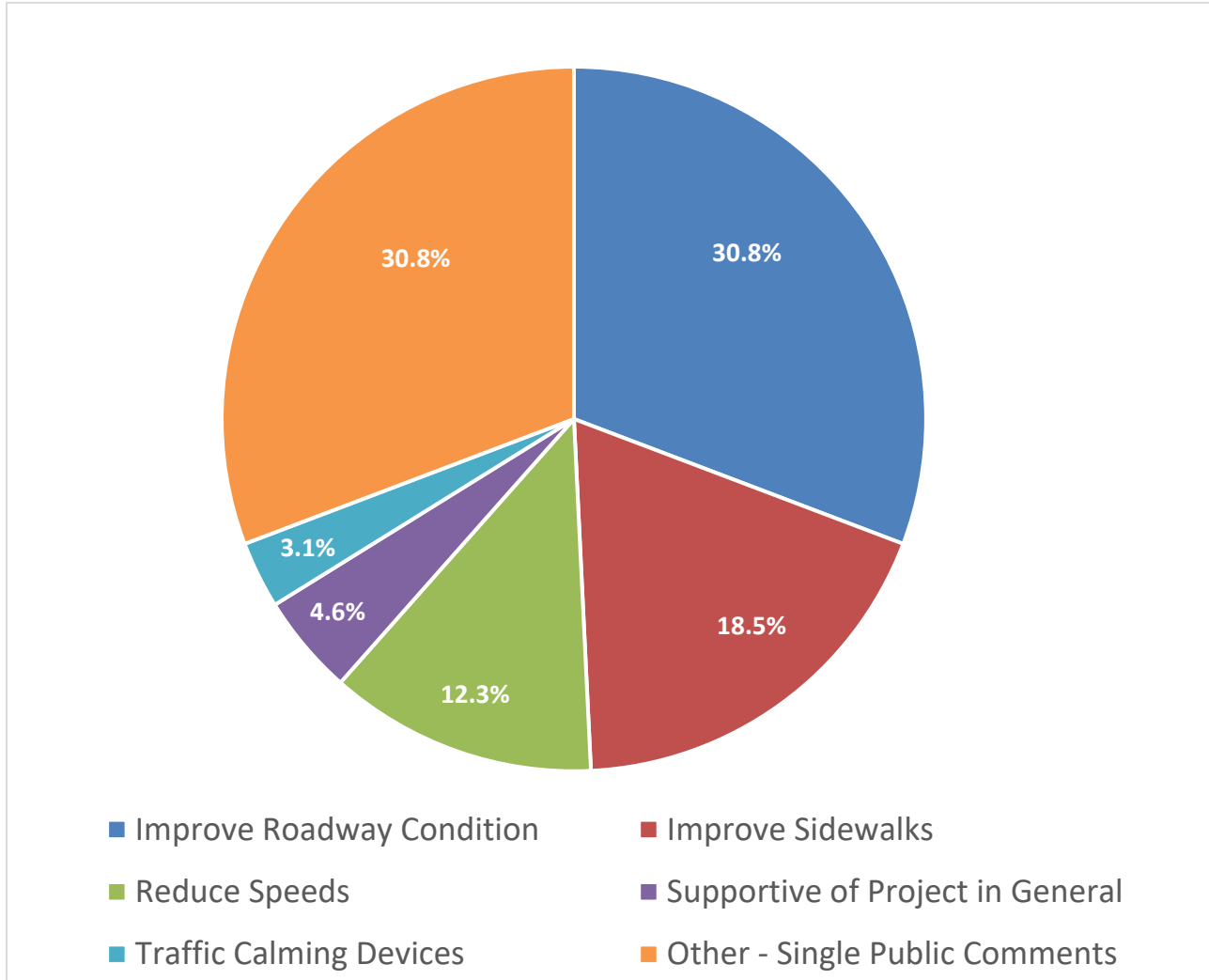


Figure 3. Mail-In Public Comments by Category

Refer to **Appendix C** for all mail-in public comments received.



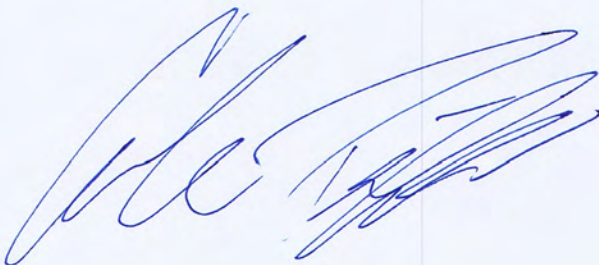
CONCLUSION

The first round of public outreach efforts indicates that residents in the neighborhood surrounding Colorado Street are primarily interested in addressing the following focus areas as part of the Colorado Street rehabilitation project:

- ▶ Pedestrian Safety Enhancements – improve sidewalk conditions & connectivity
- ▶ Pavement Rehabilitation & Preservation Improvements – improve pavement conditions
- ▶ Corridor Street Lighting Enhancements – improve nighttime visibility
- ▶ Traffic Calming – reduced vehicle speeds and influence driver behavior

We appreciate this opportunity to assist Carson City with this effort. Please do not hesitate to contact us at (775) 322-4300 with any questions or concerns.

Sincerely,
Headway Transportation, LLC



Cole Peiffer, AICP
Senior Planner

Attachments: Appendix A – Outreach Mailer
 Appendix B – Survey & Survey Results
 Appendix C – Mail-In Public Comments



Appendix A

Outreach Mailer



CARSON CITY NEVADA
Consolidated Municipality and State Capital
PUBLIC WORKS

Please provide your input on the Colorado Street Rehabilitation Project

The Carson City Public Works Department will redesign and reconstruct Colorado Street from Carson Street to Saliman Road between Fall 2020 and Spring 2022 through the Colorado Street Rehabilitation Project. This project will rehabilitate the road and incorporate complete street improvements in line with Carson City’s ADA Transition Plan and Carson City’s Safe Routes to School Master Plan. In order to ensure that Colorado Street serves the needs of residents now and into the future, ***we need your input regarding existing safety and operational issues on Colorado Street*** as well as your vision for the future of Colorado Street. Your comments will help guide roadway design decisions and is of the utmost importance for the success of this project.

To provide comments, please complete one of the following:

1. Complete the online Survey using the link below or QR code by October 31st.
2. Complete the comment card on the bottom of this page and return to using the pre-addressed envelope by October 31st.
3. Submit public comments at an upcoming RTC Board Meeting by emailing your comments and full name to lmaloney@carson.org by 3pm the day before the meeting.



Survey QR Code

Survey Link: <https://www.surveymonkey.com/r/ColoradoStRehab>

For more information on the project, please visit: www.CarsonProud.org/ColoradoSt

Please complete the comment card below and return to 3505 Butti Way, Carson City, NV 89701 using the enclosed envelope by October 31, 2020

Colorado Street Rehabilitation Project – Public Comment Card

Name: _____ Address: _____

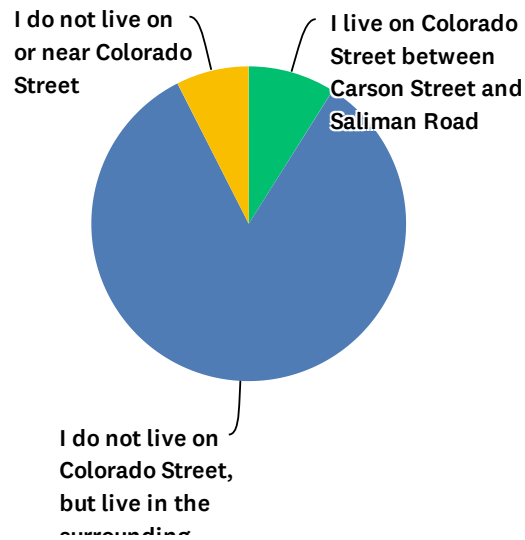
Comment: _____

Appendix B

Survey & Survey Results

Q1 Select which best describes your current residence.

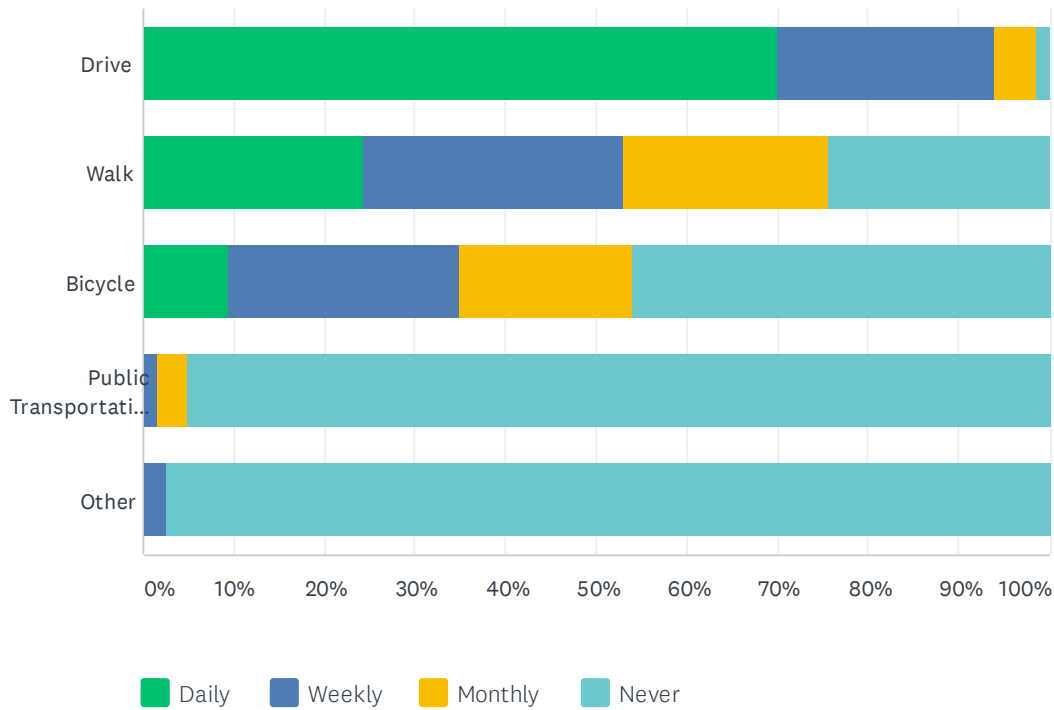
Answered: 67 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live on Colorado Street between Carson Street and Saliman Road	8.96%	6
I do not live on Colorado Street, but live in the surrounding neighborhood	83.58%	56
I do not live on or near Colorado Street	7.46%	5
TOTAL		67

Q2 When you travel on Colorado Street, how often do you use the following means of travel?

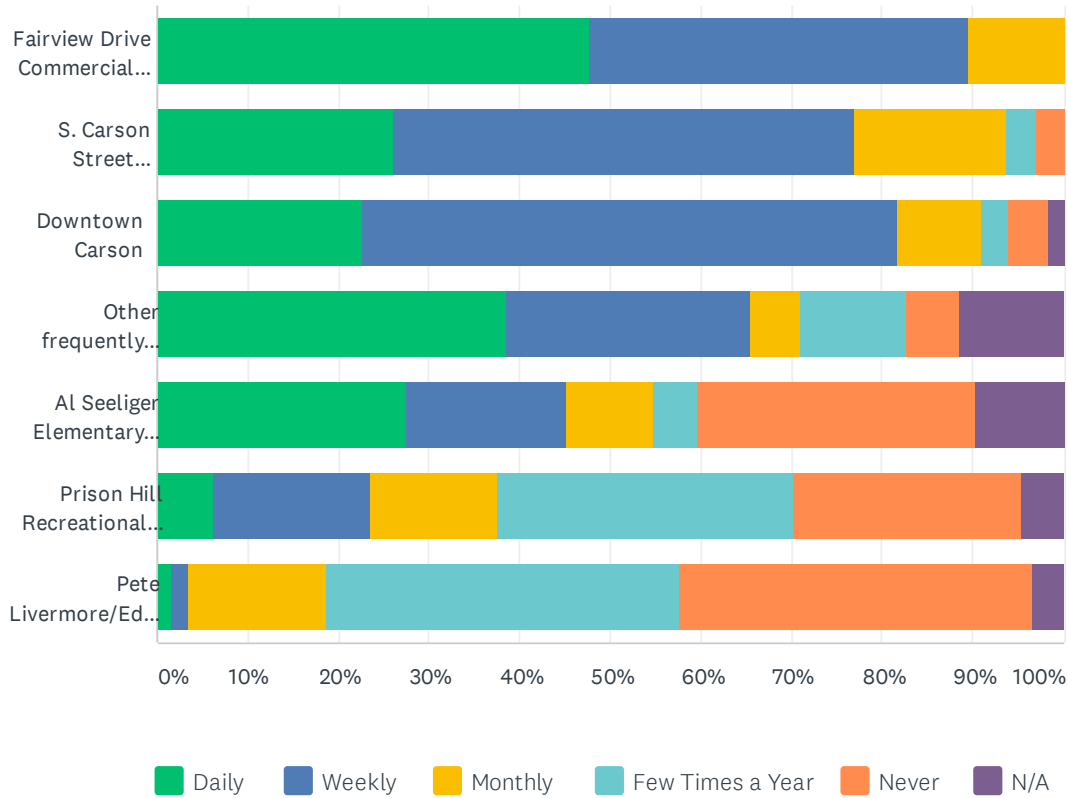
Answered: 67 Skipped: 0



	DAILY	WEEKLY	MONTHLY	NEVER	TOTAL	WEIGHTED AVERAGE
Drive	70.15% 47	23.88% 16	4.48% 3	1.49% 1	67	1.40
Walk	24.24% 16	28.79% 19	22.73% 15	24.24% 16	66	2.95
Bicycle	9.52% 6	25.40% 16	19.05% 12	46.03% 29	63	3.94
Public Transportation (bus, taxi, or similar)	0.00% 0	1.64% 1	3.28% 2	95.08% 58	61	5.84
Other	0.00% 0	2.56% 1	0.00% 0	97.44% 38	39	5.90

Q3 When driving, how often do you travel to the following destinations?

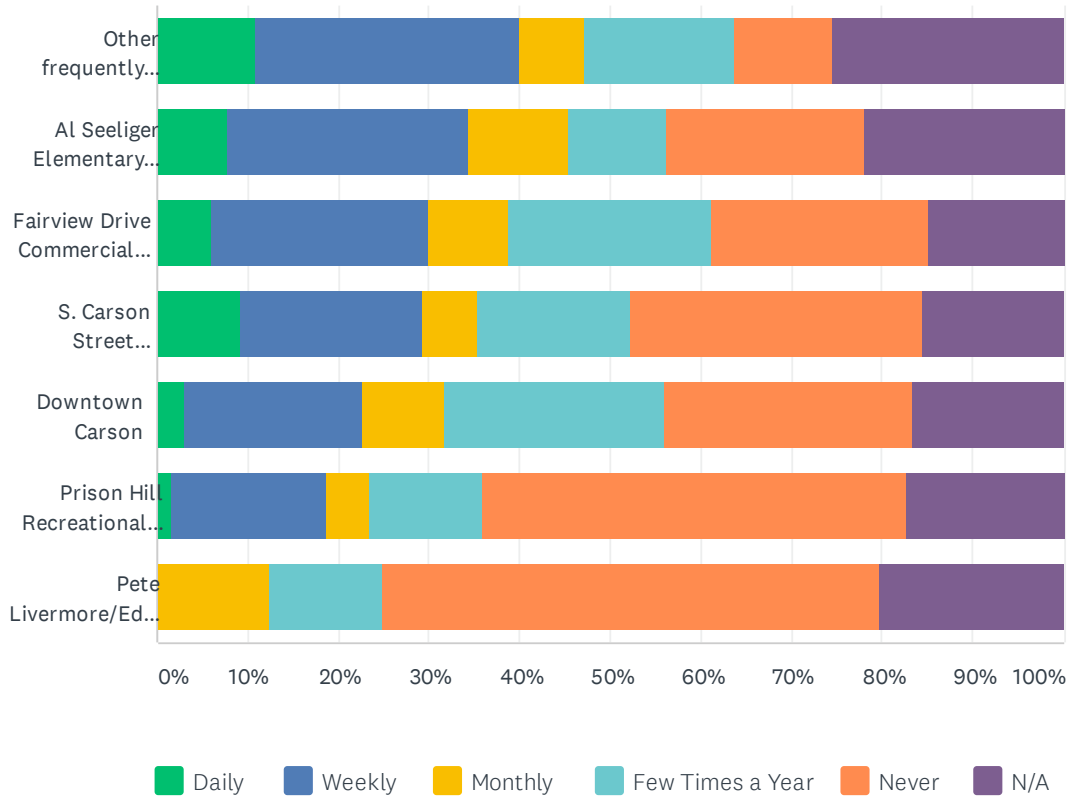
Answered: 67 Skipped: 0



	DAILY	WEEKLY	MONTHLY	FEW TIMES A YEAR	NEVER	N/A	TOTAL	WEIGHTED AVERAGE
Fairview Drive Commercial Corridor (ex: Lowes, CVS)	47.76% 32	41.79% 28	10.45% 7	0.00% 0	0.00% 0	0.00% 0	67	1.63
S. Carson Street Commercial Corridor (ex: Kohls, Raley's)	26.15% 17	50.77% 33	16.92% 11	3.08% 2	3.08% 2	0.00% 0	65	2.06
Downtown Carson	22.73% 15	59.09% 39	9.09% 6	3.03% 2	4.55% 3	1.52% 1	66	2.06
Other frequently visited locations nearby (within 1-mile)	38.46% 20	26.92% 14	5.77% 3	11.54% 6	5.77% 3	11.54% 6	52	2.09
Al Seeliger Elementary School	27.42% 17	17.74% 11	9.68% 6	4.84% 3	30.65% 19	9.68% 6	62	2.93
Prison Hill Recreational Area	6.25% 4	17.19% 11	14.06% 9	32.81% 21	25.00% 16	4.69% 3	64	3.56
Pete Livermore/Edmonds Sports Complex	1.69% 1	1.69% 1	15.25% 9	38.98% 23	38.98% 23	3.39% 2	59	4.16

Q4 When walking or biking, how often do you travel to the following destinations?

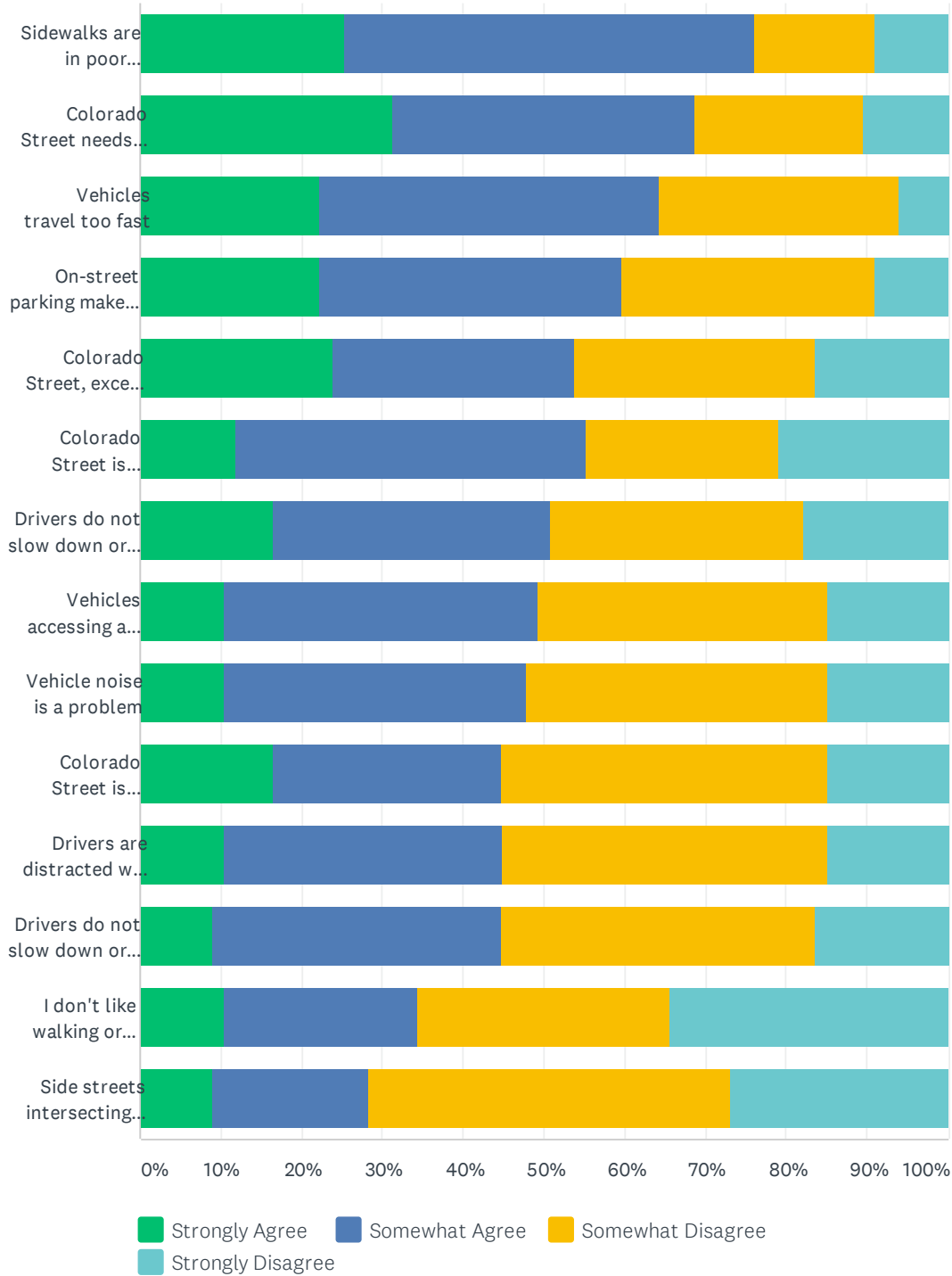
Answered: 67 Skipped: 0



	DAILY	WEEKLY	MONTHLY	FEW TIMES A YEAR	NEVER	N/A	TOTAL	WEIGHTED AVERAGE
Other frequently visited locations nearby (within 1-mile)	10.91% 6	29.09% 16	7.27% 4	16.36% 9	10.91% 6	25.45% 14	55	2.83
Al Seeliger Elementary School	7.81% 5	26.56% 17	10.94% 7	10.94% 7	21.88% 14	21.88% 14	64	3.16
Fairview Drive Commercial Corridor (ex: Lowes, CVS)	5.97% 4	23.88% 16	8.96% 6	22.39% 15	23.88% 16	14.93% 10	67	3.40
S. Carson Street Commercial Corridor (ex: Kohls, Raley's)	9.23% 6	20.00% 13	6.15% 4	16.92% 11	32.31% 21	15.38% 10	65	3.51
Downtown Carson	3.03% 2	19.70% 13	9.09% 6	24.24% 16	27.27% 18	16.67% 11	66	3.64
Prison Hill Recreational Area	1.56% 1	17.19% 11	4.69% 3	12.50% 8	46.88% 30	17.19% 11	64	4.04
Pete Livermore/Edmonds Sports Complex	0.00% 0	0.00% 0	12.50% 8	12.50% 8	54.69% 35	20.31% 13	64	4.53

Q5 Please select whether you agree or disagree with the following statements regarding Colorado Street:

Answered: 67 Skipped: 0



Colorado Street Rehabilitation Project - Needs Assessment Survey

	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Sidewalks are in poor condition	25.37% 17	50.75% 34	14.93% 10	8.96% 6	67	2.31
Colorado Street needs more street lighting	31.34% 21	37.31% 25	20.90% 14	10.45% 7	67	2.42
Vehicles travel too fast	22.39% 15	41.79% 28	29.85% 20	5.97% 4	67	2.55
On-street parking makes it difficult to see potential roadway hazards	22.39% 15	37.31% 25	31.34% 21	8.96% 6	67	2.67
Colorado Street, except for the pavement condition, is fine the way it is.	23.88% 16	29.85% 20	29.85% 20	16.42% 11	67	2.85
Colorado Street is unsafe for bicyclists	11.94% 8	43.28% 29	23.88% 16	20.90% 14	67	2.99
Drivers do not slow down or stop for pedestrians / bicyclists	16.42% 11	34.33% 23	31.34% 21	17.91% 12	67	3.00
Vehicles accessing a driveway make Colorado Street less safe	10.45% 7	38.81% 26	35.82% 24	14.93% 10	67	3.06
Vehicle noise is a problem	10.45% 7	37.31% 25	37.31% 25	14.93% 10	67	3.09
Colorado Street is unsafe for pedestrians	16.42% 11	28.36% 19	40.30% 27	14.93% 10	67	3.09
Drivers are distracted when driving on Colorado Street	10.45% 7	34.33% 23	40.30% 27	14.93% 10	67	3.15
Drivers do not slow down or stop for other drivers	8.96% 6	35.82% 24	38.81% 26	16.42% 11	67	3.18
I don't like walking or biking along Colorado Street	10.45% 7	23.88% 16	31.34% 21	34.33% 23	67	3.55
Side streets intersecting Colorado Street make Colorado Street less safe	8.96% 6	19.40% 13	44.78% 30	26.87% 18	67	3.61

Q6. Identify up to three words or phrases that represent your vision for the future of Colorado Street (Fill in the blank)			
No.	1	2	3
1	be more car friendly	More sheriff patrols would be good	develop the National Gaurg site
2	too wide	poor pavement	noisy
3	nice to walk or bicycle	more shade	commerical establishes need bike racks
4	kid-safe	beautiful	
5	Lighting	Lighting	Lighting
6	Repaving	Repaving	Repaving
7	Re-grade	Level all service pipe lids	Don't waste money.
8	Signal light at Seeliger	Signal light at Carson Street	No snow plow berms left on sidewalks and driveways
9	SAFE for cars, bikes and pedestrians	GOOD VISIBILITY for cars, bike and pedestrians	ATTRACTIVE with sidewalks along entire corridor
10	Safe	Inviting	Beautiful
11	road improvement	street lighting on side streets as well	radar detector for speed
12	smoother road	no pot holes	even sidewalks
13	finish sidewalks	smoother roads	
14	Resurfaced not patched		
15	New Pavement	Sidewalks/Bike lanes	More Crosswalks/lighting
16	nice sidewalks	decent lighting	safe
17	Better pavemen	Better lighting	Better sidewalks
18	Safe	Clean	Maintained
19	SOME SIDEWALK REPAIR		
20	None	Waste of money	Spend the money on Koontz and Clearview
21	slower	safe	comfortable
22	safe	clean	lighted pedestrian crosswalks
23	sidewalk improvement	safer for walking	safer for bicyclist's
24	REPAIRED AND REPAVED	SPEED BUMPS	MORE LIGHTING
25	Level sidewalks	Uniform bike lanes	Street lights
26	New pavement is needed	Some sections don't have sidewalks which is needed	
27	safe sidewalks	less vehicle traffic	
28	Useful	Quiet	Safe
29	Safe	Clean	Light
30	Cut back trees and brush	Fix sidewalks	Limit parking near intersections
31	sidewalks wide enough for wheelchairs/strollers	vehicle lane, bike lane, parking and sidewalk	
32	Sidewalk Repair	Better/More Lighting	Lighting at Crosswalks
33	Beautiful	Fun	Sunshiny
34	just fix it	the surrounding streets are just as bad	fix Arizona street
35	Streetlights	Speedbumps	Lower speed limit
36	Slower speed limit 25		
37	Resealed	Connects to Edmonds Dr	Better sidewalks
38	Lighting		
39	more inviting	too wide	

Q6. Identify up to three words or phrases that represent your vision for the future of Colorado Street (Fill in the blank)			
No.	1	2	3
40	Safer for Pedestrians	Less Speeders	More Crosswalks
41	Biker friendly	Bigger sidewalks	Slower speed
42	Bike friendly	Nice thoroughfare	Smooth roads
43	better marked curbs	improved sidewalks	weed abatement on empty lots
44	Smooth pavement no cracks	Smooth sidewalks both sides	Nice bike lanes both sides
45	signal at colorado/395	lighting	better sidewalks at colorado / saliman
46	Bike lane without potholes	Better sidewalk	Narrow the road so it doesn't seem like a freeway
47	no opinion		
48	No roundabouts		
49	Stop Patching and Redo the pavement on Colorado	Stop Patching and Redo the pavement on Saliman	Stop Patching and Redo the pavement on Jodi
50	It's fine		
51	Fine	Side-street	Afterthought
52	Safer for vulnerable users	Well-lit	Return to traffic patterns for residential area
53	Better lighting		
54	Multimodal	landscaping	connectivity for sidewalks

No.	Q7. Please share any additional comments you have regarding the current condition or functionality of Colorado Street.
1	why doesn't the City give back some of the right of way to adjacent property owners? If you did that you could narrow the roadway and make it more friendly for everyone.
2	I walk there alot. Idaho and Californai Streets are the worst in Carson. There are no sidewalks, peopels ropety come out into teh rosad, the orad itself gets narrow because there is not sidewalk. I have been nearly hurt while doing this. Please put in sidewalks on California and IDAHO streets..people use it as a parking area for their junky cars. Put in good sidewalks quickly...on IDAHO And CALIFORNIA.
3	I use the 4 way stop at Colorado and Saliman multiple times a day. It is VERY dark over there at night, and you cannot see people in the crosswalks. It would be very beneficial to have street lights put up over there. As well as possibly flashing crosswalks for people to use.
4	The road itself is fine. Nothing but paving needs to be done
5	I commute daily on Colorado St. Hardly ever an issue, some visibility issues when turning on Colorado. Everyone goes slow enough to merge every morning. People stop for School Busses. Just needs to be re-graded and to not be torn up immediately after for more repair.
6	Larger cross street name signs would help drivers. Homeowners and businesses trim hedges and other vegetation for pedestrian access and traffic visibility.
7	It would be great to have a couple of flashing pedestrian crossings with center island and traffic calming before and after approach, especially between Roop and Colorado.
8	Yes please put slow signs for safety.
9	1102 Colorado St.
10	2694 Fieldcrest Drive
11	The size of the street is perfect regarding the amount of vehicle traffic and pedestrian traffic however, the condition of the road (i.e. potholes, cracks, ruts) makes the road unbearable to drive and enjoy. Lack of sidewalks on one side to the street is a nuisance and would be nice to have additional lighting specifically around crosswalks and school designated bus stops.
12	Rehabilitation on Colorado is wasted money! You should be widening Koontz and Clearview and putting sidewalks in! Those 2 streets are very dangerous for walking and biking! I can't believe you're spending money on a street that is in good shape! Public Works priorities are wrong! Who decided this? They must be blind in one eye and can't see out of the other!
13	SOUTH OF SALIMAN, ON COLORADO, PEOPLE DRIVE TOO FAST AS WELL. IT WOULD BE NICE IF THIS AREA WERE INCLUDED. WE LIVE ON ONE OF THE CORNERS OF COLORADO AND IT IS RIDICULOUS HOW FAST PEOPLE DRIVE.
14	Adjoining streets in the neighborhood off of Colorado street also need to be repaved. I live on Shady Oak and the pavement is very rough.
15	improvements should extend beyond Saliman to the end of Colorado to the eastern terminus.
16	Cars parking on Colorado are parked too close to the corner making it difficult to see when turning off of the side roads onto Colorado.
17	None

No.	Q7. Please share any additional comments you have regarding the current condition or functionality of Colorado Street.
18	The Street itself is not that bad, but the sidewalks are in a very poor state, and there is little to no lighting after dark.
19	Its somewhat ok as is.
20	trim the existing trees that cover street signs, stops signs, and other similar signs.
21	Drivers do not yield to pedestrians and travel much faster than they should down Colorado Street
22	I would like to see Colorado Street reconnected to Edmonds as it was before the completion of the freeway.
23	2214 Meadowbrook Lane
24	Turning left onto Carson St from Colorado is even more challenging now with all the freeway traffic turning onto Fairview. Not enough crosswalks by Baker St and Meadowbrook intersections. Anything we can do to make it safer for pedestrians and bicyclist having to cross Colorado on the way to Sonoma Park. Too much through traffic speeding. Lower to 25mph.
25	We use Colorado street frequently and have waited patiently for it to come up on the schedule for repaving/redesign. We are happy to see this is now in the works and appreciate that, despite the budgeting challenges, this will be done within the next couple of years. The only other thing I would like to propose is that the project go all the way to the east end where the street terminates next to the highway, if possible. Thank you for starting this process and we look forward to the completion some time in 2022.
26	Just wish Colorado at 395 would get a signal . Trying to make a left from colorado to 395 is very dangerous
27	Don't put in bright street lights except at crosswalks - dark skies are important. Please address the speeding situation on Baker between Colorado and Sonoma.
28	I think it's fine the way it is.
29	It needs a paving upgrade and maybe extending some sidewalks, but otherwise it's fine. More concerned with the Fairview commercial area and the Koontz commercial area. Perhaps you should focus on those. Not that Dirk Goering ever listens anyway.
30	Colorado, Saliman and Jodi Land have not been redone in over 20+ years. Every street around them have been done atleast 2-3 times in that time. The roads are in disrepair.
31	Put the money elsewhere. Colorado Street is barely used
32	Fix neighborhood streets too

Appendix C

Mail-In Public Comments

Name	Comment
Pat Little	No comment.
David Telling	I'm all for this, as Colorado (and the streets in the area, like Heather Way) can cause your fillings to fall out when you drive over the cracks. A bicycle ride on these streets is torture!
Phyllis Whited	I have lived in my home since 1975, you are past due to fix our sidewalks and street. I have a chain link fence installed to keep my yard free of trash and dogs. Will the fence be o.k.? How much will you change? My neighbors have a running joke about which home will fall in the crack first.
Carol Bader	I would like our street to be called Silver Sage Circle. I've seen Emergency equipment confused by the street sign when 911 has been called. Also, we got a lot of traffic turning around in our cul-de-sac- maybe we could have a "not thru street" sign. Also we have small children on our street, and I worry about them getting hit.
Joseph Horvath	Please re-pave Colorado Street and add sidewalks to the entire length of Colorado Street. It is very hard to walk safely on our side of the street.
Mike Fetic	We have lived on Birch St. for almost 45 years. Colorado is in bad shape. Driving on it is like driving on a washboard dirt road. Try it for yourself. It needs repaving not cracks filled with oil!!!
William Martinez	No comment. Do what you have to do.
Ralph Lindsey	Since Colorado Street is a snow street, it is important to keep Colorado Street in good condition year round.
David & Jackie Ramer	We totally agree. Colorado Street as well as all of the south end of Carson Streets are breaking up. The sidewalks are also falling apart. There are streets with no sidewalks such as Kansa & others. Vallerie Way by the Appeal Newspaper is probably the worse street in town.
Evelyn Grime	<ul style="list-style-type: none"> •Likes center turn lane (may help with turning out of driveway, example is on Roop where there is no on-street parking and road is busy) •Consider chicanes •Supportive of Bike lanes. •Use street scape to say slow and down pay attention. •Constrict road visually •See about 30 non-motorized uses on Roop between Fairview and Colorado, has increased since covid •Salvation Army moved past year, prior to move there was homeless traffic •Plan to support additional material
Nick Kever	I hope the project is larger than just Colorado St. My street looks like little chicklets. All of the streets around here look that way. BTW- who is the genius that sloped the new Carson St. to the west? Now my truck pulls to the left going north.
Tim Clark	First and foremost: DO NOT NARROW COLORADO STREET! Repair sidewalks and curbs AS NEEDED ONLY! Repave the entire street. Don't overthink what needs to be done, and waste tax dollars! Like what has been done on past projects!

Name	Comment
John Warne	Colorado may be a problem, no one uses it. Roop and Silver get ALL the traffic, speed. Large tractor-trailer trucks come from the post- office night and day, trucks off the freeway, have found a way to get away from the main highway and all the HEAVY traffic. There are 25mph post. (40-45mph normal) work traffic in the morning, lunchtime and evening. Speed signs posted for trucks- joke to them. This is also a main route for police/fire/ambulance. There is a (daycare) little kids out front often. I could go on and on- I don't care what you do to Colorado St. as long as you fix our streets, sidewalks, and enforce the traffic laws. Don't mean to you about Roop St. I thank you for reaching out, glad to hear someone cares. But they do need to address Roop- the sidewalks are bad. Tree across the street lift the street and is pounding of vehicle all the time. Silver Sage needs to be repaired in front of each house and was (sewer work). I think and the contractor left it half-paved- not smooth.
Thomas L. Barnes	Yes, go ahead, please. Thank you.
Brian Fidler	We are very concerned about the potential excavation impact on our 6 old elm trees. I spoke with Dirk about "bulbout intersection". Also; the 30mph signs are not helping slow down traffic.
Rex Reed	We moved out of Carson City seven years ago. I have no comments regarding the Colorado Street Project.
Joan Tierney	I think it's a wonderful idea! Colorado Street from Carson St. to Saliman St. is in bad shape now, mostly cracks. It will affect many drivers including me, but I'll find a new route via Fairview to go north. Maybe do a 1/2 section at a time or one side (of the road) at a time. Good luck!
Rich Elmquist	Thank you! I appreciate the decision to rehab Colorado St. It's so nice to see Carson City give some love to the south side. That being said, there are quite a few other streets that are 30-40 years old that could use some repaving. Mostly I'm referring to the streets north of Colorado; i.e. Birch St., Utah St., and Kansas St. These streets have poor asphalt and more importantly have disjointed sidewalks. These streets also have just gravel as a driving surface on both sides of the road. Just a suggestion. Once again, thank you for making the S. Carson area safer and more beautiful. We appreciate your effort. My wife also says more walking paths and trees :).
Richard Berke	I can't believe the city idiots put all this money into S. Carson St. and not put in a traffic light at S. Carson and Colorado. It's been needed for years.
Lorenda Lee	Please fill the big cracks that make my car bump heavily. They are extreme enough to rattle bolts loose on the vehicles, cars and motorcycles.
Lauren Hamlin	Yes, Colorado Street is a bumpy mess. I think the priority should be re-paving the road. The sidewalks seem to be ok and you rarely see people walking on them. The road is definitely wide enough. Why waste money where you don't need to? We have lived at this address for over 40 years. You never have put street lights on Merrit or Lewis. This should be part of your plan.
Betty Owen	Looks like it needs it.
Toni M. Gonzales	I have none. Let the young people decide what is needed as they are the ones who will use it the most. I will be 85 years old when you start the project!
Cindy Silva	My main concern on Colorado St. is the speed of the cars and the people not making a complete stop on the side streets making it hard to back out of driveways. My resolution to this problem is a few stop signs like they have on E. Robinson St. and the bus stops.
Richard Thoracce	Please complete this project on Colorado St. Safety reasons for the residents living there.
Mitch Sarmento	The more upgrades the better. It would be nice if our neighborhood streets could be cleaned up with new asphalt and sidewalks.
Kress K. Cave	Idaho St. near Colorado is falling in (pot holes) in the middle of the street. If you get near Colorado & Idaho Streets, consider fixing them if working nearby.

Name	Comment
Susan Jesch	I walk daily and am mostly concerned about: 1051 and 915 Colorado St.- sidewalks in poor condition 801 Colorado St.- sidewalks in poor condition There are no sidewalks on Colorado between Birch and between Roop and Carson. Roop also has no sidewalks. Thank you.
Margaret Helton	California is part of the bus route. The street needs to be completed. It has not been fixed at least since 1995. One vehicle has to pull over to let the other coming in opposite direction to pass through. California ends at Colorado St.
H.A. Mushkin	Colorado Street needs repaving especially between Roop & 395.
Mary Luster	Please include a pedestrian crosswalk at Meadowbrook and Colorado Street. School children from Seeliger cross Colorado at this location. And while at it, include an activation warning light. Also drainage should be improved at Baker and Colorado.
Mary C. Adams	I agree. The Colorado Street sidewalks and route do need work. Surely it can't be any more disrupting that this year's S Carson and Fairview and Roop St. intersection work. Your completed work looks good, but it has been a challenge to find an intersection or street outlet not blocked by cones.
Alice Magdaleno	It's about time! The east side of Carson St. has been treated like a bastard child. How about giving free wheel alignment to residents of Colorado St.
Stephen Fischer	I have lived off Colorado for 25 years. This street is a mess from S. Carson St. to Saliman. Every year band-aid after band-aid is applied for a quick fix with no end in sight. Nothing short of a complete overhaul and tear out would be acceptable. I hope the city is serious about this eye sore and does it the way it should be- a complete tear out the whole way!!
Caron	Too many drivers operating east on Colorado charge the stop sign, over shooting the limit line, and not even stopping at times. Myself, personally, have almost been t-boned by drivers in a hurry, or inattentive. Perhaps another stop sign prior to Saliman, to slow and space cars some.
Mark Lunstrum	Yes, Colorado Street is in a bad way. However, it would be great if there were more sidewalks everywhere. We live next to Carson Middle School and the students walk to school in the streets!
The Salvation Army	Drivers do not yield to pedestrians and travel much faster than the posted speed limit on Colorado St.

Name	Comment
Colleen Schiller	<p>I called last Thursday, 29 October 2020 requesting a meeting with you re this project. I have not received a return call or email so perhaps you are on vacation. I had completed the survey online that day, but the electricity went off and dumped my survey while I was correcting my comment length.</p> <p>In any case, I have spoken with neighbors and there are a number of concerned residents of Colorado St. We would appreciate a date in the not to distant future when the working crowd can attend. Even though postmarked on the 22nd, most did not receive their surveys until the 26th. As you are well aware, we had Nevada Day, Halloween, and Election Day all during the shutdowns and pandemic...(not to mention the volumes of junk and political mail that may have obscured your survey). I am confident you can accommodate an extended comment period as I am sure you realize six working days is not adequate for a good response. For those of us with jobs, children, or appointments to add to the last two weeks schedule, it is near impossible. Please allow us to meet with you. It seems that you are rushing to begin design with minimal input from residents. We are worried about possible loss of property values, most definitely the continued loss of the quiet enjoyment of our homes, and the ability to safely walk and cycle Colorado St. We don't need more light; we are the one's that feel unsafe entering and exiting our driveways; we pay taxes and deserve to be given serious consideration before anything is decided.</p> <p>Please let me know where we can view all the documentation to date so that we can be informed. Speed studies; environmental impact studies of current road, tire, and engine noise; fumes from passing traffic; crime; traffic accidents; property damage; animals injured and killed; these are of serious concern to those on Colorado and in the surrounding neighborhoods.</p> <p>We want to have a say in the future of our neighborhood. We are tired of the nightly drag racing, loud music and exhaust pipes disturbing our peace and quite. Please work with us to make our neighborhood a nice place to live, enjoy walking and cycling, and play. We are tired of being used as the "Fairview Bypass". The Colorado half-mile drag strip needs to close and be treated as a residential street again.</p>
Sharon Donaldson	<p>Colorado is in dire need of repair; the sooner, the better. My real concern on Colorado is the speeding. I walk two miles most every day and use the two (why only 2?) crosswalks regularly. Very few drivers stop, even though I'm standing in the travel lane, waving my arms. Yesterday two drivers whizzed past me, the first one glanced my way, while the second WAVED! There are a number of children who cross Colorado heading to/from school, as well as walkers/ runners/dog walkers. It seems nothing gets done until there's a serious/ tragic accident. Feel free to contact me.</p>
Sandra Ellis	<p>Red curb on all corners would be great. Have to now pull out onto Colorado from most side streets to see if anyone is coming- vehicles, especially SUV's or trucks block visibility when parked next to the corner.</p>
Bill Petersen	<p>Hello! We should remove street parking on one side of the street, and extend that sidewalk into a real two-lane bicycle and dog path, protected from the street by trees. Then we could remove the bike lane on the other side and extend a tree-lined verge between the sidewalk and the street. This easy improvement could lower noise, add greenery, protect pedestrians from traffic, encourage bike and outdoor tourism, increase property value and most importantly keep our city growing in a beautiful and vibrant way. Thanks for all your hard work.</p>
Virginia Franke	<p>Except for occasional or regular road maintenance and perhaps the widening of the sidewalks for school kids safety and walkers who exercise at night. Aside from these, Colorado St. is just perfect evidenced by the fact that hardly any accidents occur on Colorado St. No "Round-About" please.</p>
Miguel Loza	<p>They would do a very good job fixing the street to improve it...</p>

Name	Comment
Arlene Larson	The traffic sometimes is too fast. Reduce speed limit to 15-20mph. Also, installing stop signs would help the residents on Colorado St be able to get in and out of their driveways more easily and safely.
Harriett Reed	A light at the end of Colorado would be a great access to 395. Colorado is otherwise good, no problems.
Felipe Vicki Quintana	It's all about safety. Wish it could be started sooner.
Lynn Farrer	I use Colorado Street frequently- both to drive on and to walk on "some places" sidewalks- at least two times daily to drive- once to walk my dog. As a result, the rough ride for my car is obviously very wearing. I'll need a new car soon. I have also tripped on uneven sidewalk. Please repave! Soonest is best!

Attachment 2
Technical Memorandum #2
Second Round



January 27, 2021

Dirk Goering, AICP
Senior Transportation Planner
Carson City Public Works Department
3505 Butti Way
Carson City, NV 89701

DRAFT Colorado Street Rehabilitation Project – Public Outreach Results (Second Round)

Dear Mr. Goering,

This letter summarizes the second round of public outreach efforts conducted for the Colorado Street Rehabilitation Project and provides a summary of public comments received regarding the project. The first round of public outreach was conducted between October and November 2020 and summarized in Technical Memorandum #1. The key findings from the first round of public outreach are summarized below. The design options presented to the public in the second round of public outreach were a direct response to the focus areas identified through the first round of outreach. This stepped process has helped identify local preferences to help inform the Colorado Street Rehabilitation Project design.

FIRST ROUND KEY FINDINGS

The first round of public outreach efforts indicated that residents in the neighborhood surrounding Colorado Street are primarily interested in addressing the following focus areas as part of the Colorado Street Rehabilitation Project:

- ▶ Pedestrian Safety Enhancements – improve sidewalk conditions & connectivity
- ▶ Pavement Rehabilitation & Preservation Improvements – improve pavement conditions
- ▶ Corridor Street Lighting Enhancements – improve nighttime visibility
- ▶ Traffic Calming – reduced vehicle speeds and influence driver behavior

For a more detailed breakdown of results from the first round of public outreach, refer to Technical Memorandum #1, included in **Attachment 1**.

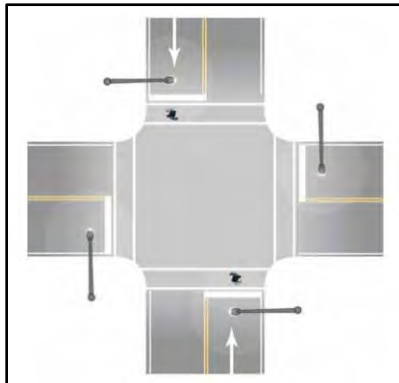
SECOND ROUND

Design Options

Based upon the focus areas identified through the first round of public outreach, the project team identified multiple design options for further consideration on Colorado Street. The design options include:

Enhanced Pedestrian Crossings and Connectivity

This strategy improves the safety of intersections for non-motorized users by enhancing street crosswalk striping, adding pedestrian refuge islands where appropriate, and potentially incorporating a pedestrian activated crossing flasher such as a Rectangular Rapid Flashing Beacon (RRFB). All project designs will include constructing sidewalk where it is missing or severely deteriorated.



Enhanced Street Lighting

This strategy adds or enhances street lighting at high priority intersections to improve visibility for motorized and non-motorized users. This strategy is intended to provide focused lighting but does not include lighting the entire corridor.

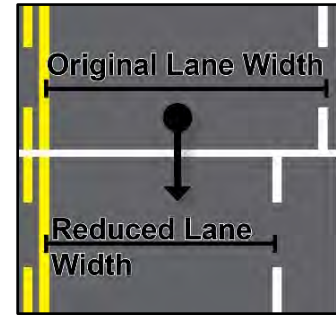
Center Median

A center median helps reduce vehicle speeds through the creation of a narrower roadway, increases safety by reducing the number of conflict points, and facilitates safer pedestrian crossings by allowing pedestrians to cross one travel lane at a time. A center median would reduce long-term maintenance costs through the reduction of pavement area. This strategy would impact left-turn opportunities for minor side streets and result in more U-turns at intersections. The center median would use drought resistant plants and rocks to reduce long-term landscaping costs.



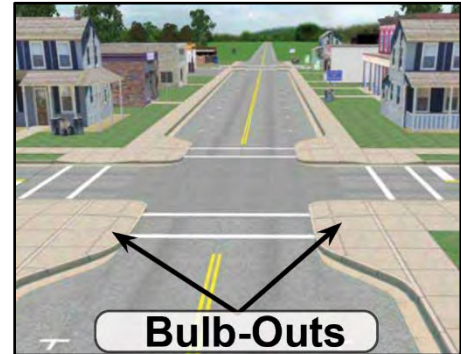
Reducing Travel Lane Widths

This strategy helps to reduce vehicle speeds by creating a narrower roadway which encourages lower speeds. This strategy does not actively eliminate or prevent high speeds. Current lane widths on Colorado Street are between 11-12 feet and would be reduced to 10 feet under this strategy.



Bulb-Outs

This strategy improves visibility of pedestrians and reduces the total crossing distance for pedestrians. Bulb-outs can help to reduce vehicle speeds, especially for turning vehicles due to a more compact curb radius. This treatment also reduces the potential right-of-way constraints for ADA improvements.



Buffered Bike Lanes

This bicycle facility type increases safety for bicyclists by adding separation from vehicles, which can also increase safety for pedestrians and vehicles by improving visibility at driveways.



PUBLIC OUTREACH METHODS

The project team repeated a similar outreach approach as the first round which was primarily online and focused geographically to the neighborhood surrounding the Colorado Street corridor (see, **Figure 1**). Similar to the first round of outreach, the second round of outreach consisted of the following elements:

- ▶ Targeted Mailers
- ▶ Online project information page
- ▶ Online survey (142 completed)
- ▶ Mail-in public comment / survey forms (94 completed)

A total of 947 one-page mailers were sent to the same residences surrounding Colorado Street as the first round of outreach. On December 31st, 2020 residences within the area highlighted in **Figure 1**, were sent a mailer that included a description of the project, a link to the project information page (www.CarsonProud.com/ColoradoSt), and a link to the second online survey hosted on SurveyMonkey.



The online public survey consisted of seven questions focused on identifying preferences of local residents on the six design options. Questions 1 – 6 provided respondents with information about each design option being considered and the locations under consideration. Question 7 provided respondents an opportunity to receive project updates by entering their contact information; responses to this question were provided to Carson City Public Works staff and are not summarized in this report. Responses to Questions 1 – 6 are summarized below. All completed survey records have been archived by Carson City Public Works and are not detailed in this memorandum. The mailer (see **Appendix A**) also included a short version of the online survey and public comment form with a pre-addressed envelope which could be mailed back to the Carson City Public Works Department. The short version of the survey allowed residents the opportunity to provide general support for or against all design options considered by circling ‘Like’, ‘Moderately Like’, ‘Moderately Dislike’, or ‘Dislike’.

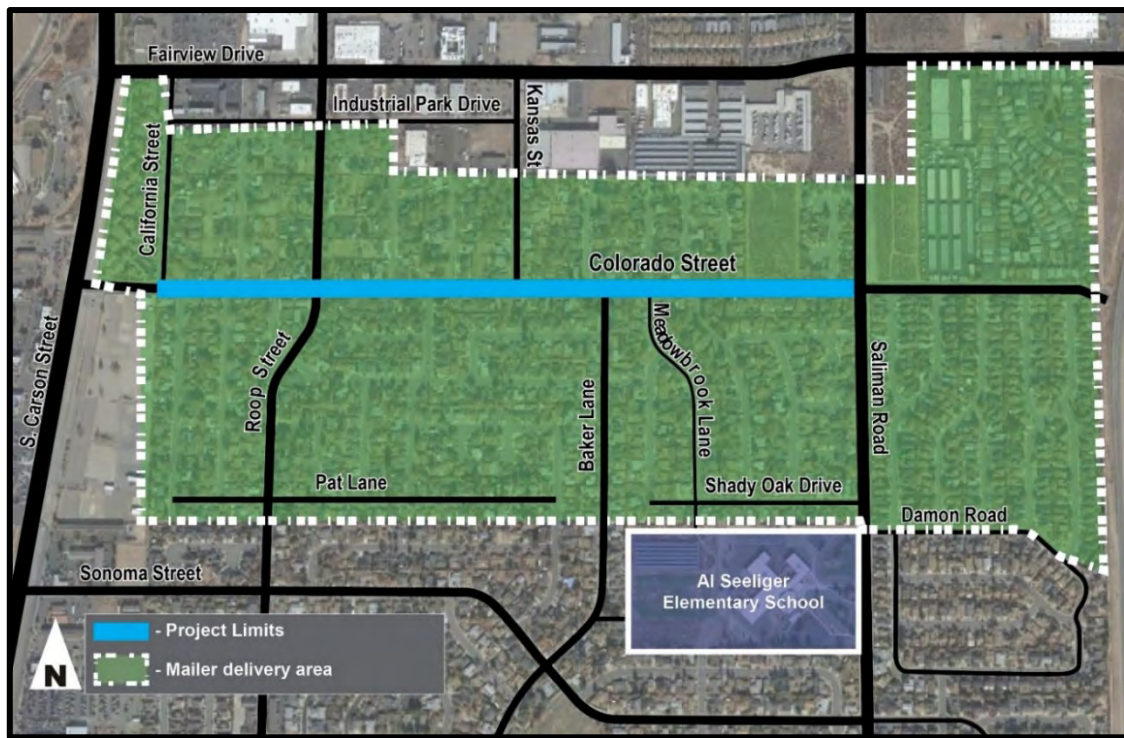


Figure 1. Project Limits & Mailer Delivery Area

In total, 142 online surveys were collected and 94 mail-in public comment forms were returned. This represents over twice the response compared to the first round of public outreach which had 67 online surveys and 47 mail-in public comment forms.

With the total completed online surveys (142) and received mail-in short-surveys (94) there are 238 total responses from local residents which provide insights into general support for and against the design options under consideration. A summary of the key findings from the second round of outreach including both the online survey and mail-in short survey is included below followed by tables and graphs detailing the results of both the online surveys and short-surveys separately.



SURVEY RESULTS

The key findings from the 142 online surveys and 94 short-surveys received are:

1. The two major intersections (Roop Street & Saliman Street) were the preferred locations for enhanced pedestrian crossing treatments and enhanced lighting; approximately 90% of respondents 'Like' or 'Moderately Like' enhanced pedestrian crossing treatments and 93-94% of respondents 'Like' or 'Moderately Like' enhanced lighting treatments at these intersections.
2. Of the minor intersection locations considered for enhanced pedestrian crossings and enhanced lighting, Baker Street was the most preferred location for improvements with 81% and 86% of respondents selecting 'Like' or 'Moderately Like' for these options, respectively.
3. Preferences for the center median design option were mixed between results from the online survey and short-survey: 55% of online respondents indicated that they liked ('Like' or 'Moderately Like') this option while 62% of short survey respondents selected 'Dislike' or 'Moderately Dislike' for this option along all roadway segments.
4. Reducing travel lane widths was disliked by the majority of respondents: 52% of online respondents and 67% of short survey respondents selected 'Dislike' or 'Moderately Dislike' for this option.
5. Bulb-outs at major and minor streets were not desired by the majority of respondents: 56% of online respondents and 74% of short survey respondents selected 'Dislike' or 'Moderately Dislike' for this option across both intersection types.
6. Buffered bike lanes were highly supported by online and short survey respondents: 79% of online survey respondents and 76% of short survey respondents selected 'Like' or 'Moderately Like' for this option.



Survey Analysis

The following section includes graphs and data tables summarizing the responses to both the online survey and short-survey regarding each design option. Blank responses were omitted from the analysis and the summary tables and graphs included below.

Question 1: Enhanced Pedestrian Crossings

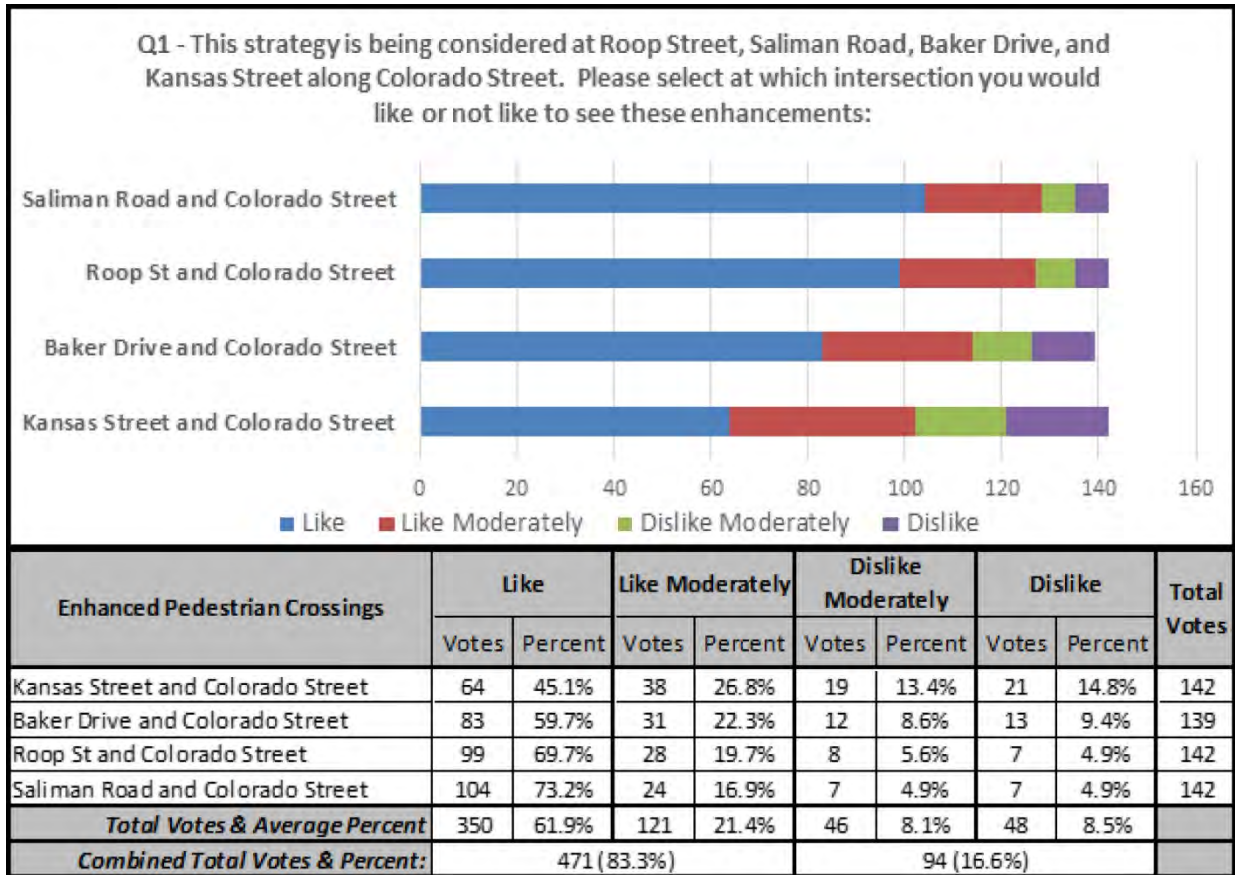


Table 1. Online Survey Results (Enhanced Pedestrian Crossings)

Enhanced Pedestrian Crossings

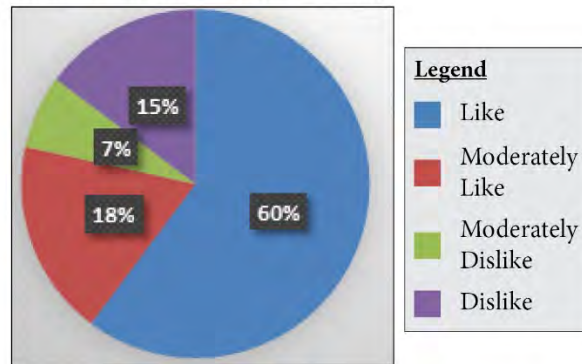


Exhibit 1. Short-Survey Results (Enhanced Pedestrian Crossings)



Question 2: Enhanced Lighting

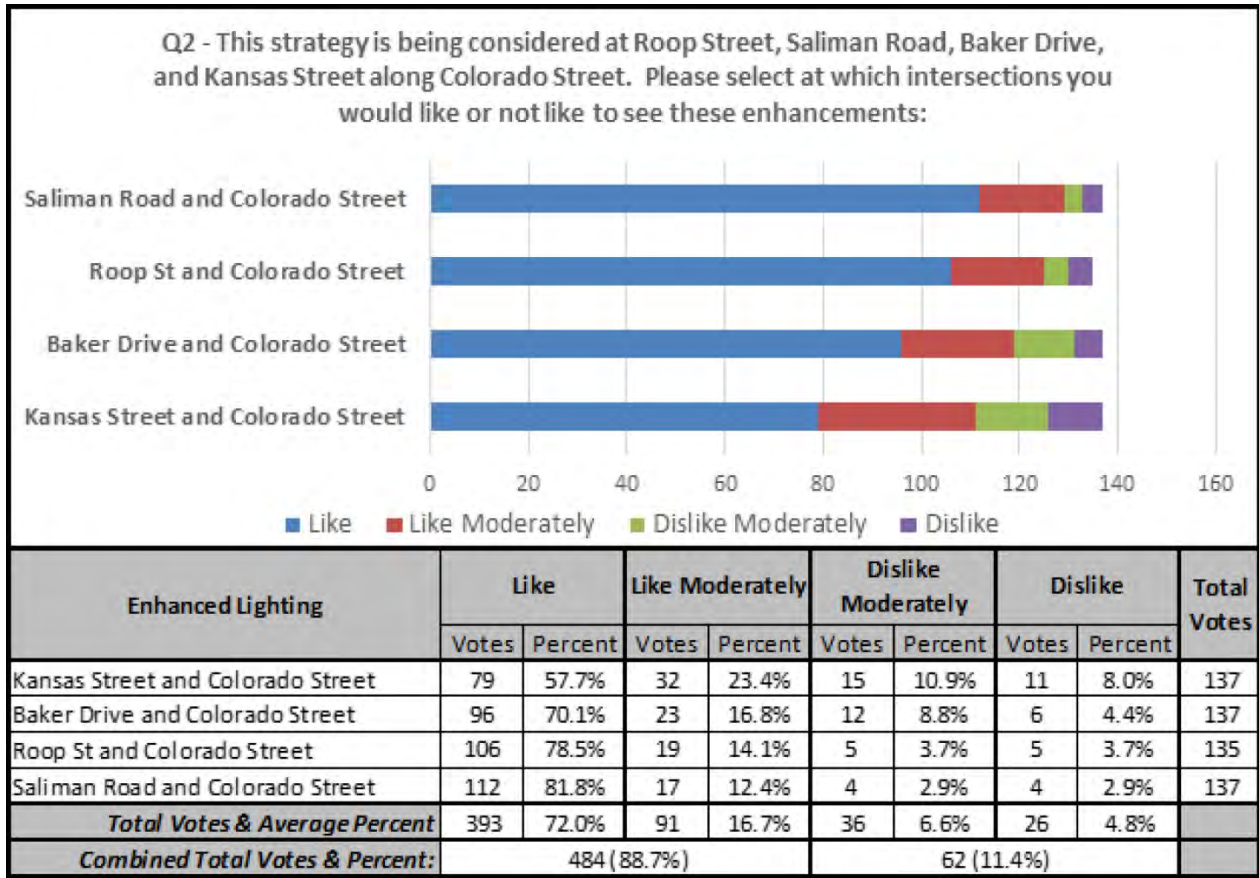


Table 2. Online Survey Results (Enhanced Lighting)

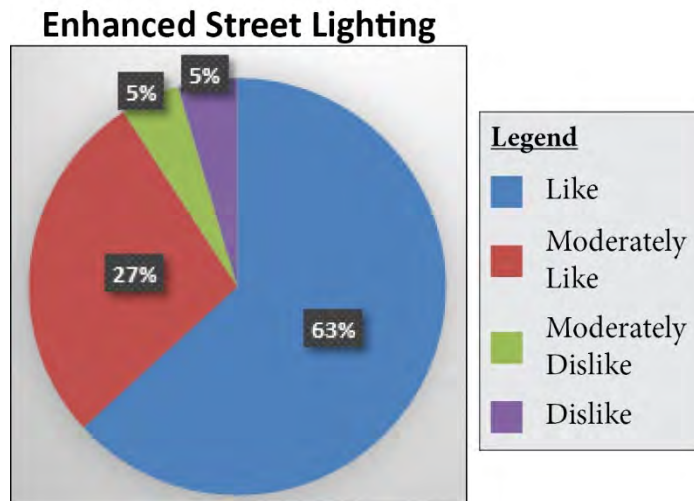


Exhibit 2. Short-Survey Results (Enhanced Lighting)



Question 3 – Center median

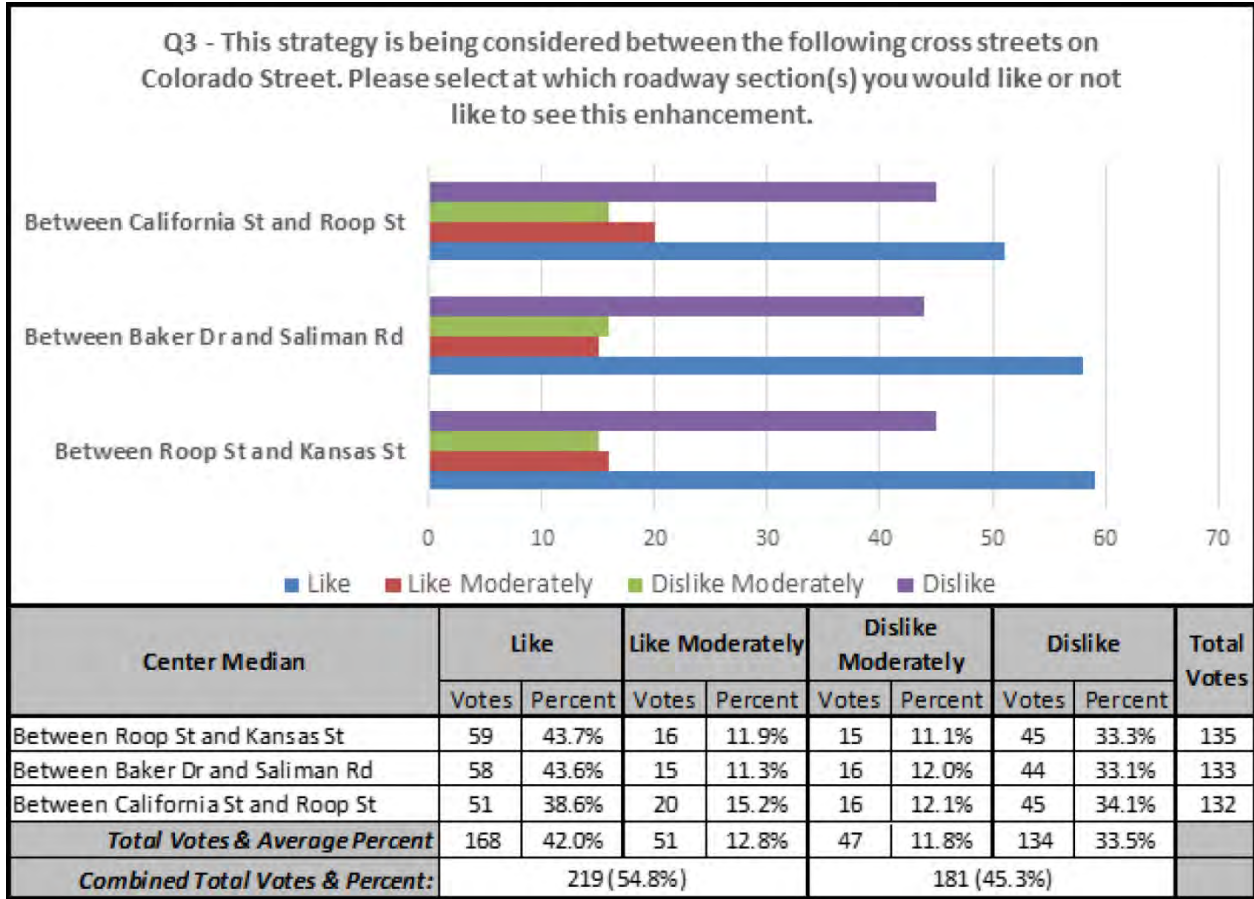


Table 3. Online Survey Results (Center Median)

Center Median

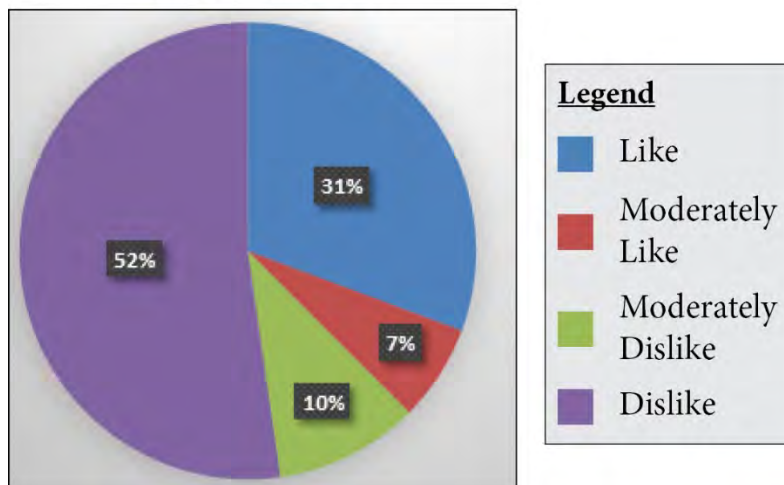


Exhibit 3. Short-Survey Results (Center Median)



Question 4 – Reduced travel lane widths

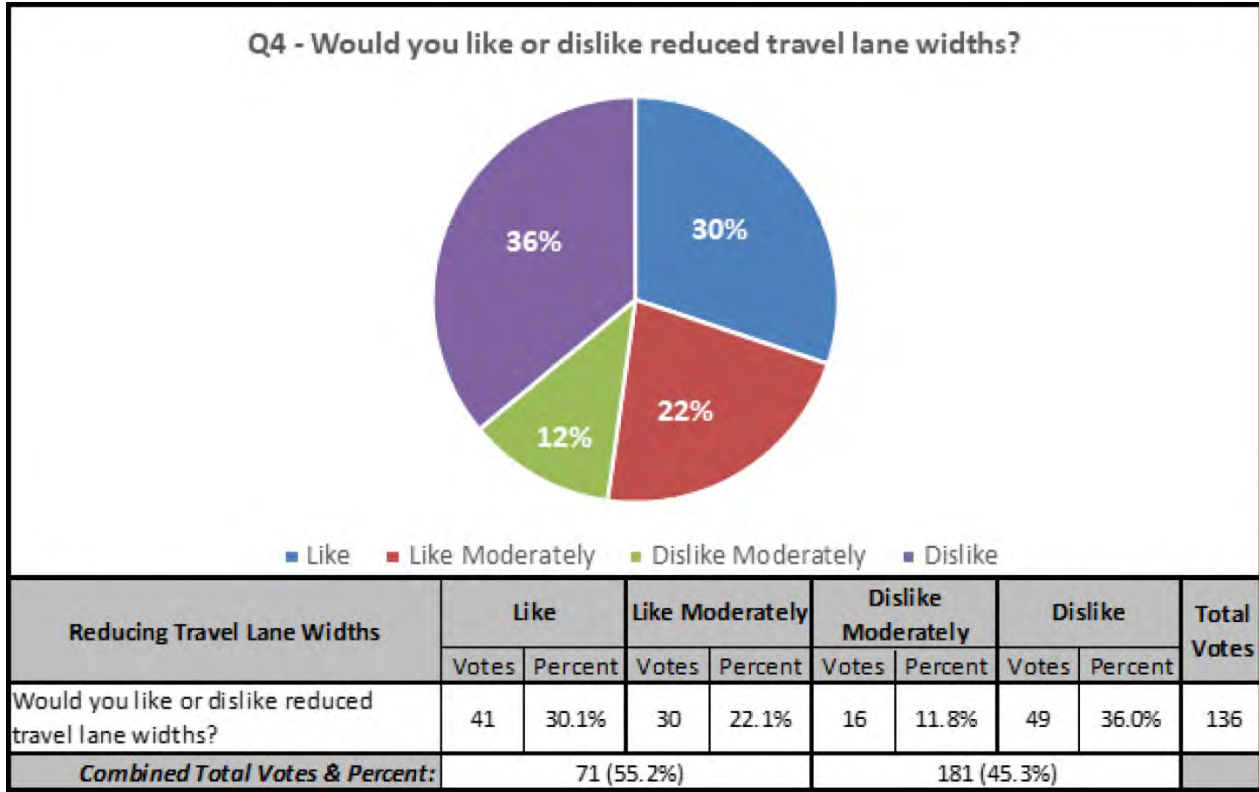


Table 4. Online Survey Results (Reduced travel lane widths)

Reducing Travel Lane Widths

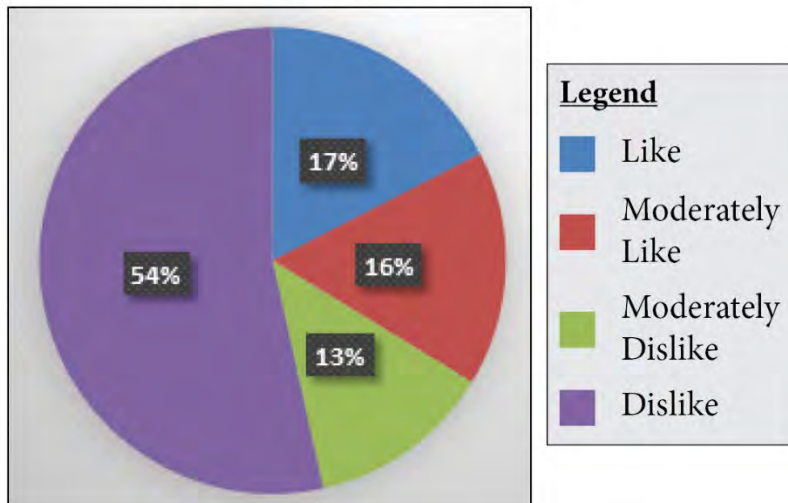


Exhibit 4. Short-Survey Results (Reducing travel lane widths)



Questions 5 – Bulb-Outs

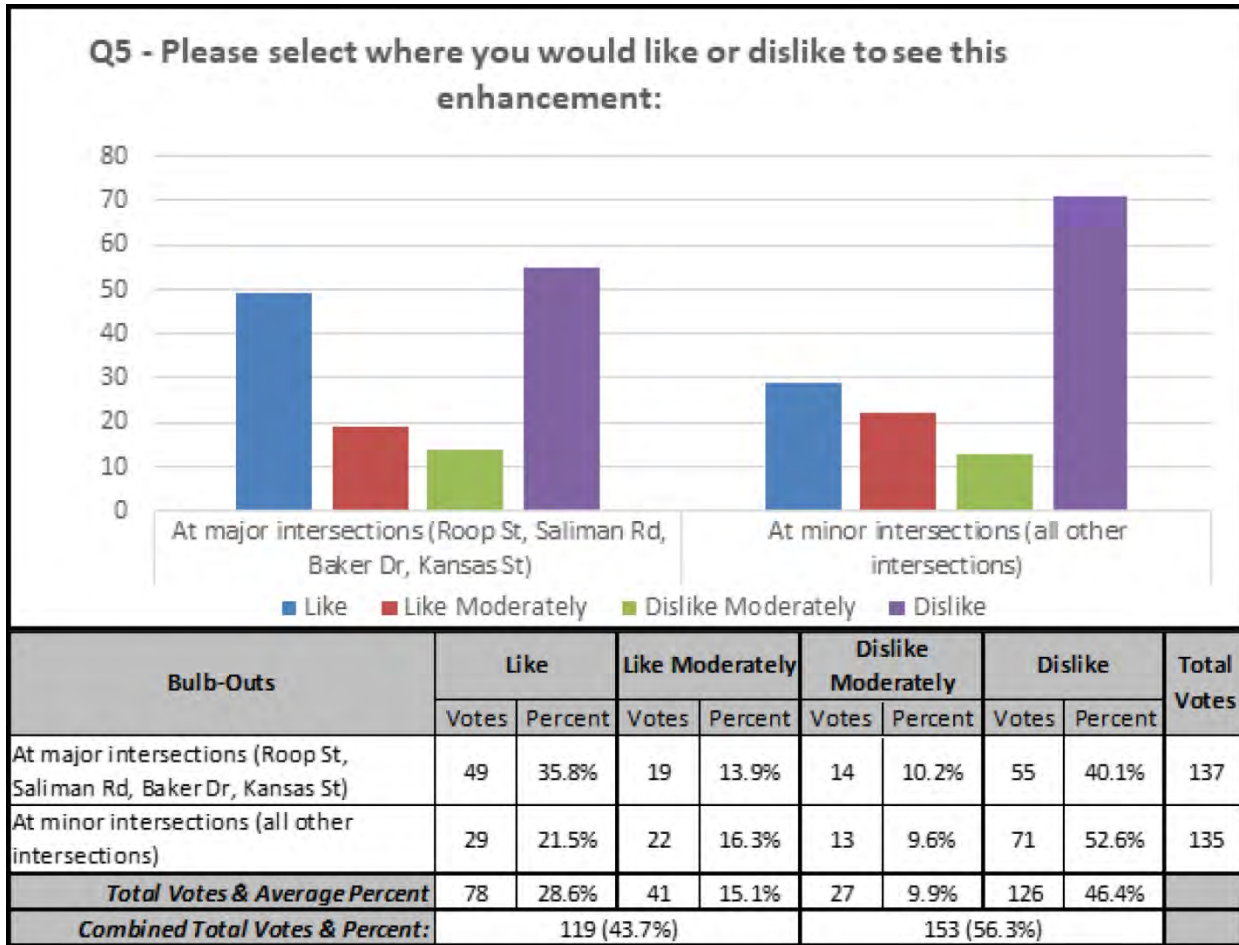


Table 5. Online Survey Results (Bulb-Outs)

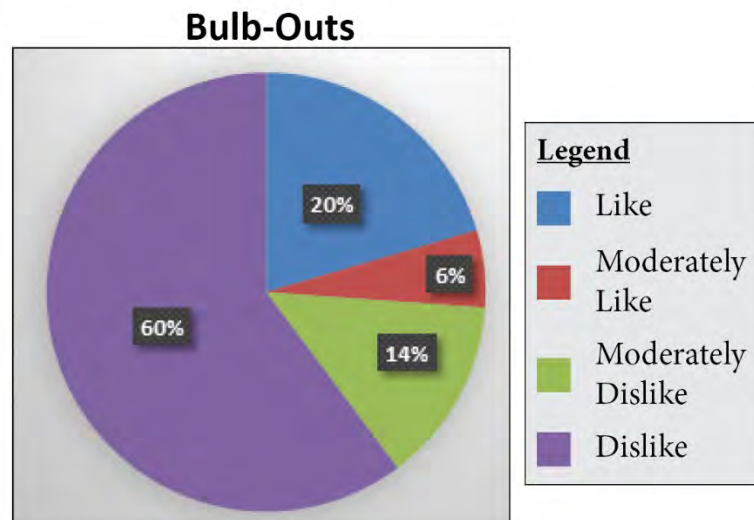


Exhibit 5. Short-Survey Results (Bulb-Outs)



Question 6 – Buffered Bike Lanes

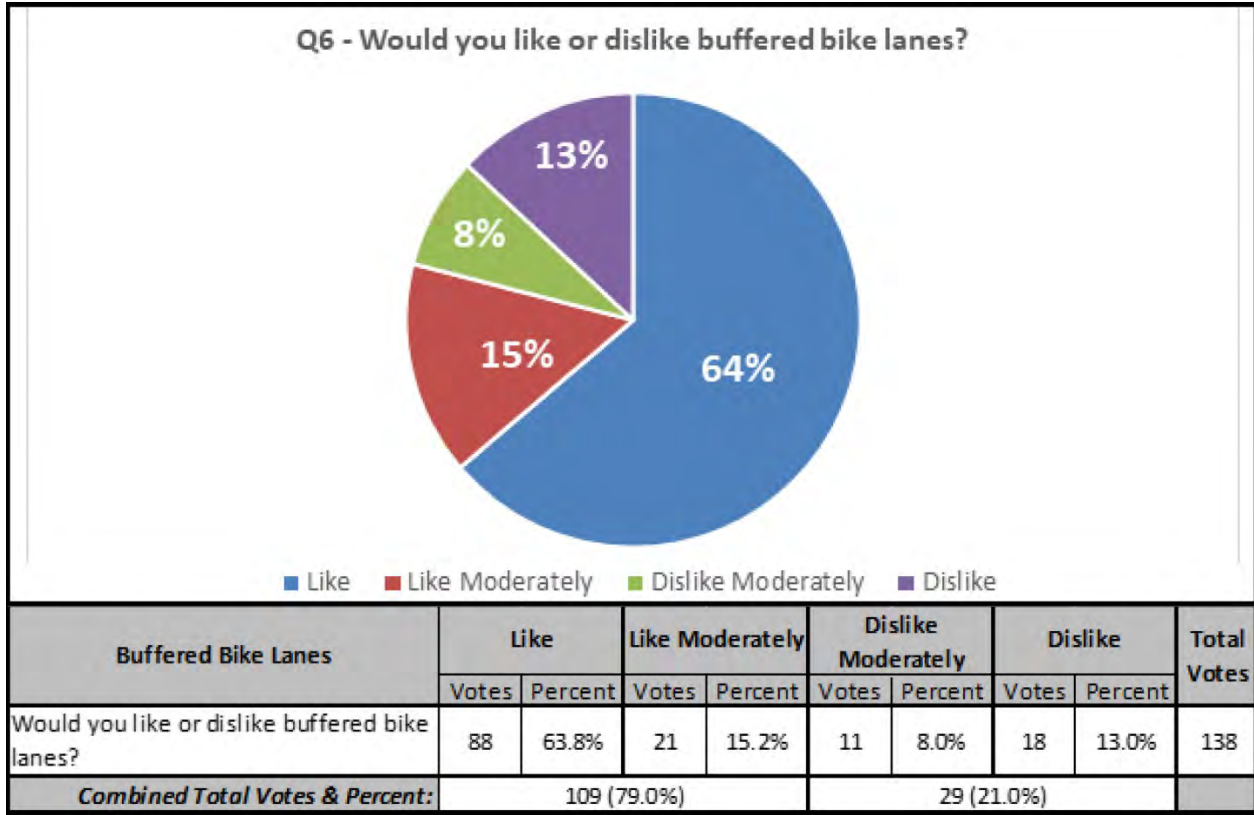


Table 6. Online Survey Results (Buffered Bike Lanes)

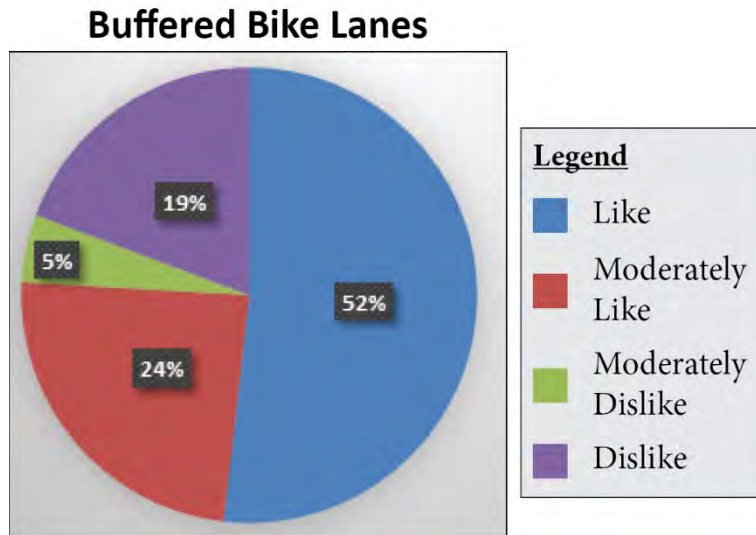


Exhibit 6. Short-Survey Results (Buffered Bike Lanes)



Mail-In Public Comments

The mailer sent to local residents also included a section for open ended public comments regarding the project. A total of 54 general comments were received and categorized based on their content. **Table 7** highlights the comment categories which were included in more than one comment. The top three comment categories were ‘Sidewalk repair / gap closure’, ‘Improve pavement conditions’, and ‘Improve lighting’.

Table 7. Public Comment Categories

Comment Category	Category Count
Sidewalk repair / gap closure	14
Improve pavement conditions	11
Improve lighting	10
Reduce speeding	4
General support for project	4
Bike Safety	2
Colorado / Carson Signal	2

Refer to **Appendix B** for a table containing all received open ended public comments.

CONCLUSION

This extensive public outreach process has helped identify local preferences for a variety of design options and will help guide the design of the Colorado Street Rehabilitation Project. Over half of all respondents through the online and short-survey ‘Like’ or ‘Moderately Like’ the following design options:

- ▶ Enhanced Pedestrian Crossings
- ▶ Enhanced Street Lighting
- ▶ Buffered Bike Lanes

It is important to note that the major intersections (Saliman Rd / Colorado St and Roop St / Colorado St) were the preferred locations for enhanced pedestrian crossings and enhanced street lighting. The Baker St / Colorado St intersection was the preferred minor intersection for both enhanced pedestrian crossing and enhanced lighting compared to the Kansas St / Colorado St intersection.

Preferences for the center median option were mixed with 55% of online survey respondents selecting ‘Like’ or ‘Moderately Like’ and 62% of short-survey respondents selecting ‘Dislike’ or ‘Moderately Dislike’ for this design option.

Reducing travel lane widths and bulb-outs (at major & minor intersections) were both disliked by a majority of respondents.



We appreciate the opportunity to assist Carson City with this effort. Please do not hesitate to contact us at (775) 322-4300 with any questions.

Sincerely,
Headway Transportation, LLC

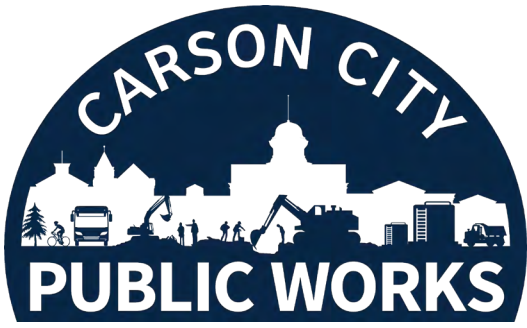
Cole Peiffer, AICP
Senior Planner

Attachments: Appendix A – Outreach Mailer
 Appendix B – Mail-In Public Comments



Appendix A

Outreach Mailer



CARSON CITY NEVADA
Consolidated Municipality and State Capital
PUBLIC WORKS

Please provide your input on the Colorado Street Rehabilitation Project

In October of 2020, Carson City Public Works distributed a Needs Assessment survey to residents in the vicinity of Colorado Street. A summary of the results is available online at: <http://carsonproud.com/coloradost/>. This is the **second round** of public outreach to collect additional public comment on corridor improvements being considered to address the focus areas from the Needs Assessment Survey (highlighted on the back of this page).

Project Information: The Colorado Street roadway and sidewalk infrastructure, between S. Carson Street and Saliman Road, is in poor condition. The Carson City Regional Transportation Commission has allocated funding to make improvements and needs your help to ensure future improvements to Colorado Street serve the needs of residents now and into the future. The project is scheduled to begin design this Winter (2020-21) and construction is anticipated to begin in Spring of 2022.

To provide comments, please complete one of the following:

1. Complete the online Survey using the link below or QR code by January 8th, 2021.
Survey Link: <https://www.surveymonkey.com/r/ColoradoSt>
2. Review the potential design strategies on **the back of this page** and select which design treatments you like or dislike. Send your completed form back using the pre-addressed envelope by January 8th, 2021.
3. Submit comments to Carson City Public Works by emailing your comments to Dirk Goering, Senior Transportation Planner (dgoering@carson.org) or requesting an appointment to meet with staff, in person or virtually. Please call 775-283-7431.



Survey QR Code

Colorado Street Rehabilitation Project – Public Comment Card (Round 2)



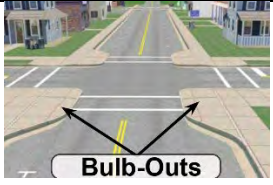
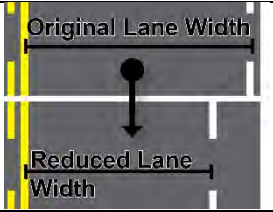


Name: _____ Address: _____

Comment: _____

The October 2020 Needs Assessment Survey identified the following focus areas for the Colorado Street Rehabilitation Project:

- **Pedestrian Safety Enhancements** – improve sidewalk conditions and connectivity
- **Pavement Rehabilitation & Preservation Improvements** – improve pavement condition
- **Corridor Street Lighting Enhancements** – improve visibility
- **Traffic Calming** – reduce speeds and influence driver behavior

To address each focus area, a balanced approach between pavement rehabilitation and safety enhancements will be necessary to distribute the limited funding among all needs. Below is information on design strategies being consider, please select which treatments you like or dislike (you may like all, some, or none).

Potential Design Improvements	Example	Circle One
<p>Enhanced Pedestrian Crossings – This strategy improves the safety of intersections for non-motorized and motorized users by enhancing street lighting, crosswalk striping, and adding pedestrian refuge islands. This strategy is being considered at the intersection of Baker Drive and Colorado Street due to its connection with Al Seeliger Elementary School and at the intersection of Kansas Street and Colorado Street due to its connection with Fairview Drive.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p>Rectangular Rapid Flashing Beacons (RRFBs) – This strategy uses flashing amber-LED lights to alert drivers a pedestrian is present and wants to cross the roadway. This technology is proven to make drivers significantly more likely to yield to a pedestrian waiting to cross. This strategy is being considered at the intersection of Baker Drive and Colorado Street due to its connection with Al Seeliger Elementary School and at the intersection of Kansas Street and Colorado Street due to its connection with Fairview Drive.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p>Bulb-Outs - This strategy improves visibility for pedestrians and vehicles and reduces the crossing distances for pedestrians. Bulb-outs can help reduce vehicle speeds, especially for turning vehicles. This treatment reduces right-of-way constraints for ADA improvements.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p>Reducing Travel Lane Widths - This strategy is proven to help reduce overall vehicle speeds by making the roadway appear narrower. This strategy encourages lower speeds and helps reduce long-term roadway maintenance costs.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p>Center Median - A center median helps reduce vehicle speeds through creation of a narrow roadway, increases safety by reducing the number of conflict points, and facilitates safer pedestrian crossings by allowing pedestrians to cross one travel lane at a time. A center median would reduce long-term maintenance costs through the reduction of pavement area. This strategy would impact left-turn opportunities for minor side streets and result in more U-turns at intersections.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p>Buffered Bike Lanes – Buffered bike lanes improve safety for bicyclists by increasing separation from vehicles, which can increase reduce vehicle speeds by narrowing the roadway and may increase visibility at intersections and driveways.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>

Appendix B

Mail-In Public Comments

Colorado Street Rehabilitation Project Outreach - Second Round (Mail-in Public Comments)	
No.	Comment
1	No center median- too difficult to back up a trailer/car into the driveway. Please do not narrow the street- improve lighting sidewalks and repave. Thank you
2	Street maintenance and lighting most important. Completing work in a timely manner would be greatly appreciated. Speed limit is fine, people that speed do not follow rules. Additional enforcements not needed.
3	Do fix the sidewalks, lights and bumps in the road. These "busy", unattractive and inconvenient "improvement" ideas spoil the neighborhood's beauty, and/or provide impediments to bicycle and vehicular travel.
4	Street lights. Very dark nights.
5	Please after improvements pave, not slurry the street. There are cracks near my house that grow major weeds. So PAVE not SLURRY.
6	I believe that a combination of enhanced street half of lighting and enhanced crossing on Baker & Roop crosswalk would slow down traffic. This will slow down traffic for school children riding busses and slow speeders. The lighting will help law enforcement to see speeders and drivers to see on icy streets that are so dark!
7	It would be nice if this could extend from Saliman to the end of Colorado.
8	Great looking improvements!

**Colorado Street Rehabilitation Project Outreach - Second Round
(Mail-in Public Comments)**

No.	Comment
9	<p>Dear Public Works Staff, I am writing to your department as an enhancement to my short answers I provided to the Public Works Dept. through the survey portal provided by Survey Monkey. Since the on-line survey did not provide a section for comments, I feel this written response is necessary to provide a complete and accurate survey response. I would start off by noting that I am 100% in favor of <u>all</u> the improvements that are proposed within the survey no. 2 Documentation. Being the Resident Engineer for the City of South Lake Tahoe Public Works Engineering Department I am very familiar with the processes that the Department goes through for the design and permitting that is required to get a project like this through as well as the need for such improvements within a residential corridor. In assisting with the permitting, design and finally performing the full-time construction observation/inspection as well as the project management during the construction of several complete streets projects within South Lake Tahoe and other cities, I have a greater knowledge of just how well these projects work. Not only for the residents within the project boundary but for the overall traffic flow and calming affect that a complete streets project provides, not to mention the value it can bring by upgrading the roadway to a more scenic corridor. With that being said, I am also compelled to respond as not only a Resident Engineer but more importantly as a 27-year resident of Carson City that lives on Silver Sage Drive, south of Colorado Street (2512 Silver Sage Dr.). I think this project is not only necessary, but long overdue and for many reasons. I have witnessed many damaging things during my 27 years on Silver Sage which include, but are not limited to the City's decision to remove all parking within the front of all houses on Silver Sage Drive. That decision has eliminated a "forced" calming/slowing effect that has not created a GARGANTUAN increase in daily traffic movement and noise. My observation and calculations are showing not only an average of 10,000 +/- cars travelling up and down Silver Sage Drive daily but now and for several years an increase in average speeds nearing 35mph and some upper speeds nearing 45 mph. Not only is this dangerous for pedestrians that still walk this corridor it has decreased the residential usage of the front yards and has significantly increased noise pollution by increasing the decibel range. Note: a forced calming/slowing effect really does help the Sheriff's Dept perform traffic control which seems to elude them for several years. With the numerous construction projects performed by the City and by NDOT over the past decade traffic patterns have ultimately shifted, increasing traffic travel onto Colorado Street and causing even higher</p>
10	<p>What needs help mainly is the entry from 395. The federal land where the old armory stood. Put tate offices there. That would buffer traffic noise. There are breaks in the asphalt virtually every ten feet heading east. Streets like California, Kansas, etc. need sidewalks. Cars are parked out into the street. The streets are breaking up on the entire south end of Carson City from Fairview heading south.</p>
11	<p>I think all is well, actually. It really doesn't need improvements at all. But if you are going to improve anyway, the circled ones I agree with.</p>
12	<p>This project is long overdue. But the portion of Colorado from Saliman to end is also in poor condition and needs to be addressed also.</p>
13	<p>1. Don't forget the Police and Fire on Emergency cars on all these narrowed- slowed lanes. 2. Vehicle's will ride your bumper to go faster- which will create more accidents. That's what our police are for, to target speeders, instead of handling accidents.</p>
14	<p>I am very concerned for the children who live in the cul-de-sac. Cars do not realize there's no outlet and come in here for a "short-cut". I would like to see a sign that says " no outlet", and also a children at play sign. I would also like to see our cul-de-sac called "Silver Sage Circle".</p>

Colorado Street Rehabilitation Project Outreach - Second Round (Mail-in Public Comments)	
No.	Comment
15	Mr. Goering, I am sure your department will do an outstanding job on Colorado Street. When Winter is here and there is snow on Colorado Street, it is only pushed to the curb, where ONLY the weather will melt it. This causes the neighborhood problems: people have problems accessing their property as well as departing. This causes traffic distractions. When the City moves the snow to the curb blocking property owners driveways, most property owners shovel snow right back into the traffic lane, resulting in drivers having to swerve in the traffic lane. If the City could check access from Colorado Street to side streets as well. Example I live on Arizona Circle and the "No Outlet" sign is not visible from Colorado Street, resulting in a lot of traffic just driving and making a u-turn at the dead-end. Thanks for your time, Jim
16	I think the area needs to be well-lit for pedestrians to cross the street.
17	How about just a good paving and some striping and save some money for other roads that need it. This road works, don't over think it. Thank you.
18	Appreciate the effort to engage the public and solicit more opinions. Anything that improves/encourages bicycling in these Covid times is good. Bike path between Colorado and Fairview along the freeway was a nice touch. Thank you.
19	With the recently completed access to the linear ditch bike trails at the far east end of Colorado, all efforts to increase bike safety on Colorado needs to be addressed! Thanks for all that you do to enhance vulnerable user safety.
20	Looking forward to the growth. We are becoming a city with sidewalks. Trees would be nice. I believe a 2-car police micro station would enhance the security of the area and afford safety to a fleeing victim.
21	We need new sidewalks and street drains. Also new driveway entrances at each home. Change speed back to 25 mph. Slow busses down and remove large trucks from the street because they all speed.
22	Fix Sidewalks. Curbs, gutters, sidewalks where missing. Repair concrete where it has decomposed. Several bike riders use Colorado. Bulb-outs, reduced lane widths and center medians make it <i>more dangerous</i> !!! Spend the extra money on sidewalks for the side streets.
23	I am in the elderly category and try to walk each day. Due to poor and lack of sidewalks I usually walk on the edge of Colorado. It is smoother than the sidewalks and the street is wide.
24	There does need to be sidewalk additions on the west side of Colorado (west of Roop) as they are non-existing there. The rest of Colorado seems fine to me. I am a walker and a biker with no problems on this road.
25	Make it safe and useable for every user. Thanks!
26	Previously took this survey. This street appears to be a "cut-through" from 395 to get over to Fairview and bypass traffic to the freeway. Colorado does not deserve this much attention. Do not recall pedestrian or auto incidents on this street. Only Speed issues. Maybe undulations.

Colorado Street Rehabilitation Project Outreach - Second Round (Mail-in Public Comments)	
No.	Comment
27	Colorado Street does not have a high volume of vehicle or pedestrian traffic. The proposed plans would be more appropriate for a commercially zoned or high end neighborhood. Besides better pedestrian crossings, all that is needed is re-paving and sidewalk construction/repair. Some of the money could then be used for repairing other streets in Carson.
28	We need a light at Colorado and S. Carson Street more than anything else.
29	Improvements best left to complete after Covid situation well behind us.
30	On street parking? Anything to slow down the "drag strip". I like the shorter crosswalks. Thank you.
31	Leave Colorado Street the same. All Colorado Street needs is resurfacing and a crosswalk at around California Street so people can easily cross Colorado Street and you will make the local people happy.
32	Some of the ideas adding concrete narrowing the streets and adding another medium is absolutely asinine (asinine). How much money do you have to spend!! I've been driving down Colorado for forty years and hardly ever see a pedestrian. Spend, spend, spend!! Fix the potholes first!!
33	1. New re-pave and stripe. 2. Enhance ped crossings for school drop-offs. 3. Enhance street lighting where necessary. 4. No bulb-outs- none! 5. Do not reduce lane width. Leave 30mph limit. 6. No center median- expensive, too much water!. 7. No buffered bike lanes. Very few bikes use Colorado- most use Saliman.
34	What is also desperately needed is a signal light at Colorado & 395. Everyone has to fight to get across. Why have them all go to Fairview and up 395? That Roop & Fairview is dangerous and congested.
35	Cars drive really fast through Colorado. Improvements for this are needed. Too dark at night. Lights would help.
36	I want all improvements to be completed. Especially safety for pedestrians and bicyclists. The only one is the center median would make it difficult for residences to be able to go the direction they need.
37	Any improvements will be welcome. Colorado Street is a mess and unsightly. We like the center median approach the best,
38	The sidewalks at Baker & Colorado are in bad shape. More lighting at Roop & Colorado would be good for pedestrian safety.
39	As I mentioned previously, a stop sign, or some sort of traffic calming needs to occur just prior to Colorado/ Saliman as a great many speed east on Colorado, overshoot the limit line and just shoot through stop sign not stopping at all. But all modifications that are made, there still needs to be increased policing to catch problem drivers; it's getting worse.
40	What are the reasons for the bulb-outs? Why bike lanes? There is very little bike traffic on this road. When will Public Works start neighborhood Rehabilitation Projects? Like Sidewalks and curb and gutters?
41	I do believe all city streets should have sidewalks, lights and be safe for all residences, however you all make those decisions for homeowners.
42	Just make necessary repairs and repave the damn street. Stop wasting tax dollars!

Colorado Street Rehabilitation Project Outreach - Second Round (Mail-in Public Comments)	
No.	Comment
43	Great ideas.
44	My comments and 2 drawings on back side of the page.
45	The corner of Colorado & California Streets need to be wider to make it safer for cars and pedestrians. Sidewalks need to be completed on both sides of the street along with lighting. A center median would be a huge inconvenience for those of us with trailers.
46	Your going to do whatever you want! How many times have medians, bulb-outs, etc, have been installed and removed? Suggestion; go with cobblestones!
47	The street intersection at Colorado & Carson Street is too wide- turning onto Colorado St. from Carson St. Don't think there needs to be a right turn lane there.
48	Sidewalks all along Colorado are crumbling. Some sections have no sidewalk surface. Walking will be much safer if these conditions are remedied. Terrill V Ozawa, Walking for health. Thank you.
49	Manhole/handhole covers need to be raised to grade as part of any paving project. That has not been completed on some paving projects. The sinking pavement south of Colorado Street on the south bound lane of Roop/Silver Sage needs to be addressed.
50	As I have reiterated before, the city has treated the eastside of Carson as a bastard child. The condition of Colorado is appalling. The neglect by City officials has reduced property values. I expect material inspections with quality assurances that poor quality material is not used. This city has been known for graft and corruption with regard to granting contracts with subpar agreements. This happened with Arrowhead/ Airport Road in conjunction with Eagle Valley Construction or other projects with American Genozel Contractors.
51	Thanks, we are happy with the decision.
52	Let's get this done!
53	I feel the center median will be a bad idea. People living on Colorado will have to travel further down the street to make a turn and come back. The disadvantages far outweigh the advantages. People on the side streets will have the same problem depending on which way they are going.



STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: February 10, 2021

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action to recommend a moratorium on bicycle and scooter share programs in Carson City to the Carson City Board of Supervisors.

Staff Summary: Staff will provide a summary of information presented to the October 12, 2020 E-Bicycle and E-Scooter working group and the December 1, 2020 joint Parks and Recreation Commission/Open Space Advisory Committee meeting, including applicable regulations, case studies, and recommendations, and seek the RTC's recommendation to the Carson City Board of Supervisors regarding a moratorium on bicycle and scooter share programs in Carson City.

Agenda Action: Other/Presentation

Time Requested: 30 minutes

Proposed Motion

I move to recommend a moratorium on e-bicycle and e-scooter share programs to the Carson City Board of Supervisors, as presented.

Background/Issues & Analysis

As E-Bicycles and E-Scooters become more popular on our pathways, Carson City should be proactive in reviewing and addressing user conflicts and potential challenges and opportunities related to E-Bicycle and E-Scooter Share Programs. As a follow-up action item to the October 12, 2020 E-Bicycle and E-Scooter Working Group meeting, staff provided this presentation to the joint meeting of the Parks and Recreation Commission and Open Space Advisory Committee on December 1, 2020. Staff will provide a similar presentation to the RTC and will define E-Bicycles and E-Scooters, explain share programs, discuss current Nevada Revised Statutes, and show what other local jurisdictions are doing. Staff will provide working group, Parks and Recreation Commission, and Open Space Advisory Committee recommendations, including to consider a moratorium on share programs.

Applicable Statute, Code, Policy, Rule or Regulation

NRS Chapters 484A and 484B

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Supporting Material

-Exhibit-1: October 12, 2020 E-Bicycle & E-Scooter Working Group Agenda Packet

Alternatives

Do not recommend a moratorium and provide alternative direction to staff.

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

2020 E-Bicycle/E-Scooter Working Group

October 12, 2020, 3:00 – 5:00 pm

Join Microsoft Teams Meeting

[Learn more about Teams](#) | [Meeting options](#)

Attendees

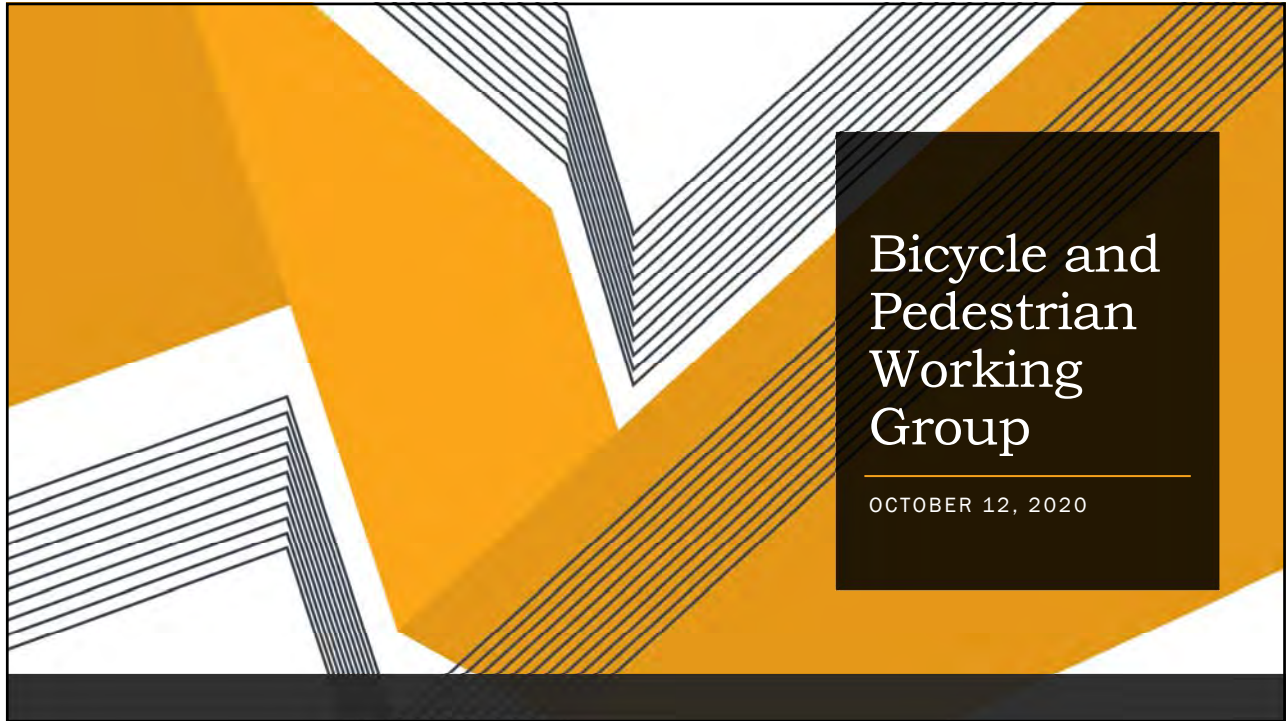
- | | |
|--|--|
| <input type="checkbox"/> Brad Bonkowski | <input type="checkbox"/> Kelly Norman |
| <input type="checkbox"/> Christopher Martinovich | <input type="checkbox"/> Kurt Meyer |
| <input type="checkbox"/> Dan Stucky | <input type="checkbox"/> Lee Plemel |
| <input type="checkbox"/> Dirk Goering | <input type="checkbox"/> Lucia Maloney |
| <input type="checkbox"/> Gregg Berggren | <input type="checkbox"/> Lyndsey Boyer |
| <input type="checkbox"/> Jennifer Budge | <input type="checkbox"/> Stephanie Hicks |
| <input type="checkbox"/> Jerome Tushbant | <input type="checkbox"/> Todd Reese |

Agenda Items

- (1) Purpose and Objectives (L. Maloney)
- (2) Overview of E-Bicycles/E-Scooters: What are they? Where can they go? (G. Berggren)
- (3) Overview of AB485/NRS 484A and Opportunities/Challenges (L. Maloney)
- (4) Staff Preliminary Recommendations
- (5) Discussion and Recommendations to Staff on E-Bicycles/E-Scooters (Working Group)
- (6) Summary and Action Items (L. Maloney)

Supplemental Materials

- October 12, 2020 Working Group Presentation
- Nevada Assembly Bill (AB) 485
- Nevada Revised Statutes (NRS) 484A
- Lake Tahoe Pathway Partnership: *Share the Path* Educational Materials
- Carson City: *Share the Trail* Educational Materials



1



2

Purpose and Objectives: Meeting Roadmap



WHAT ARE THEY?



WHERE CAN THEY
GO?



WHAT ARE
OTHERS DOING?



BIKE/ SCOOTER-
SHARE?



WHAT'S BEST FOR
CARSON CITY?

3



Electric Bicycles

WHAT ARE THEY?

4

Federal Law Regarding Manufacture and First Sale



15 USC § 2085 (Consumer Product Safety Act) Low-Speed Electric Bicycles, Part (b): The term “low-speed electric bicycle” means a two-or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 hp), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.

5

California Motorized Vehicle Types

Manufacturers also use this classification

Class I E-bike	Class II E-bike	Class III E-bike
Pedal-assisted electric bicycle (assistance only when rider is pedaling) with a max. assisted speed of 20 mph.	Throttle-assisted electric bicycle (used to propel bicycle up to 20 mph).	Speed-pedal-assisted electric bicycle (only when rider is pedaling), max. speed of 28 mph & equipped w/ speedometer

California’s Class 1 and 2 e-bike definitions align with Nevada’s definition of an electric bicycle. California e-bike classes and definitions are used to effectively relate allowable e-bikes between each jurisdiction and the two states.

6



Electric Bicycles Defined in Nevada

NRS 484B.017

“a device upon which a person may ride, having two or three wheels, or every such device generally recognized as a bicycle that has fully operable pedals and is propelled by a small electric engine which produces not more than 1 gross brake horsepower and which produces not more than 750 watts final output, and:

1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and
2. Powered solely by such a small electric engine, is capable of a maximum speed of not more than 20 miles per hour on a flat surface while carrying an operator who weighs 170 pounds. The term does not include a moped”

7



Electric Scooters

NO FEDERAL REGULATIONS.

8



Electric Scooters Defined in Nevada

NRS 484B.018

“Electric scooter” means a vehicle with handlebars and an electric motor that is designed to be ridden on in an upright or seated position and propelled by its electric motor or by propulsion provided by the rider. Such a vehicle:

1. Must not weigh more than 100 pounds without a rider; and
2. Must have a maximum speed of not more than 20 miles per hour when powered solely by its electric motor.

9

Electric Bicycles: Where can they go?

23 USC § 217 Federal Funded Transportation Facilities

Bicycle Transportation and Pedestrian Walkways: (h) Use of Motorized Vehicles – Motorized vehicles **may not be permitted on trails and pedestrian walkways** under this section, **except for:**

- (1) maintenance purposes;
- (2) When snow conditions and State or local regulations permit, snowmobiles;
- (3) Motorized wheelchairs;
- (4) **when State or local regulations permit electric bicycles;** and
- (5) such other circumstances as the Secretary deems appropriate.



10



Nevada E-Bicycles & E-Scooters: Where can they go?

NRS 484B.760

Electric Foot Scooters and Class 1 and Class 2 E-bikes and are allowed where traditional bikes are allowed unless where prohibited locally.

NRS 484B.785

1. Except as otherwise provided in an ordinance enacted pursuant to NRS 484A.469, an **electric scooter** may be operated:

- (a) On a roadway, bicycle lane, path or route at a **speed of not more than 15 miles per hour**; and
- (b) **On a sidewalk and other pedestrian areas at a speed that does not exceed the limit set in an ordinance** enacted pursuant to NRS 484A.469, if any.

11

E-Bikes: What are others doing?

US Forest Service (Dept. of Agriculture)

E-bikes defined as motorized vehicles and are **permitted only on motorized trails**.

BLM, BOR, NPS (Dept. of Interior)

Since October 2019, Class 1 E-bikes **permitted wherever traditional bikes are permitted**.

California State Parks

Class 1 and Class 2 E-bikes permitted wherever traditional bikes are permitted, but **only on paved surfaces**.

California

Class 1 and Class 2 E-bikes permitted on all bike route classes. Class 3 E-bikes not permitted on shared use paths.

12

E-Bikes: What are others doing?

Nevada State Parks

No specific policy, however, Lake Tahoe Nevada State Park permits Class 1 E-bikes on **all bike trails, including in the backcountry.**

Douglas County

No specific E-bike regulations, but **County prohibits motorized vehicles on paths and trails** set aside for bicycling, walking, horseback riding.

Tahoe City Public Utility District (PUD)

Defers to California regulations, but posts “Share the Path” signage.

13

E-Bikes: What are others doing?

Washoe County

WCC, 2016 95.365 – Unauthorized use of bicycle trails

It shall be **unlawful for any person to:**

- (1) Operate any motorized vehicle, including, without limitation, motorcycles, trail bikes, or **motorized bicycles upon any bicycle trail** except as necessary to cross a street, driveway or access road intersection without authorization from the director;
- (2) Hold any competitive event on any bicycle trail without authorization from the director or **ride a bicycle on a designated off-street bicycle trail in excess of 15 miles per hour**, except during authorized competitive events, or in a manner which is unsafe or which may be injurious to the rider or other persons.

14

E-Scooters: What are others doing?

California

Riders of motorized scooters on a street must:

- Be 16 years of age or older,
- Have a valid driver's license,
- Wear a bicycle helmet,
- Have no passengers, and,
- Follow the rules of the road the same as cars do.

The motorized scooter must have brakes, may not have handlebars raised above the operator's shoulders, and if ridden at night must have a headlight, a taillight, and side reflectors.

A motorized scooter may not be operated on sidewalks or on streets if the posted speed limit is over 25 mph (40 km/h) unless in a Class II bicycle lane. (leginfo.ca.gov/calaw.html)



15

E-Scooters: What are others doing?

South Lake Tahoe

South Lake Tahoe is in the process of developing an ordinance for E-Scooters following a series of related injuries involving children.

Reno

Ordinance regulating e-scooters is under development. Council voted "no action", Feb 2020.

Others

In general, where they are legal, *most* jurisdictions are starting to regulate them in the same manner as bicycles. They generally must be ridden on the street or in bike lanes and are forbidden from riding on the sidewalk or pedestrian pathways.



16

Carson City

CCMC contains no specific e-bike/e-scooter regulations. Riders are subject to Nevada State laws.

17

NRS 484A.469 Local Regulation of E-Scooters & Scooter-Share Programs

1. A local authority may adopt, to protect the health and safety of the public, an ordinance which regulates the time, place and manner of operation of electric scooters in the jurisdiction of the local authority in a manner that is generally consistent with such regulation of bicycles and electric bicycles and which may, without limitation:

(a) Prohibit the use of an electric scooter in a specified area or areas of the jurisdiction; or

(b) Establish a speed limit for electric scooters operating on sidewalks in the jurisdiction.

2. A local authority may by ordinance regulate the operation of a scooter-share program in the jurisdiction of the local authority as provided in this section.

4. An ordinance enacted pursuant to subsection 2 may not, except as required to protect the health and safety of the public as provided in subsection 1, subject customers of a scooter-share program to requirements more restrictive than those applicable to riders of bicycles or electric bicycles, except those requirements which by their nature only apply to electric scooters.



See additional handout for full NRS

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Opportunities & Challenges with Share Programs

Pros

- First/Last-mile Micromobility
- Possibility to reduce traffic in congested urban areas
- Sustainability

Cons

- Visual Pollution / Right-of-Way Clutter
- Abandonment
- Injury Potential / Safety Concerns
- Infrastructure Availability

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Staff Recommendations

1. No additional local regulation on E-Bicycles
2. Education Campaign Building on Tahoe Pathways Partnership
3. Discuss Speed Limits on pathways
4. Discussion/Consideration of Ordinance adoption
 - Prohibition of e-bike/e-scooter share program unless or until an Ordinance is adopted with a framework for permitting such a program.
 - Prohibition of e-scooters on sidewalks.

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Carson City Issues and Concerns

**WORKING GROUP DISCUSSION &
DIRECTION TO STAFF**

NEXT STEPS:

Dec. Joint OSAC/PRC Meeting

Dec. RTC Meeting

Assembly Bill No. 485–Committee
on Growth and Infrastructure

CHAPTER.....

AN ACT relating to electric scooters; enacting certain provisions relating to the operation of electric scooters; authorizing certain local authorities to regulate scooter-share programs whereby electric scooters are made available for hire; authorizing such local authorities to impose a fee for such scooter-share programs; providing a penalty; and providing other matters properly relating thereto.

Legislative Counsel’s Digest:

Under existing law, persons riding bicycles and electric bicycles are provided with certain protections and subject to certain duties and responsibilities when operating on the highways of this State. (NRS 484B.760-484B.783) **Sections 35-44** of this bill add to those provisions “electric scooters,” which are defined in **sections 1, 15 and 23** of this bill as a vehicle with handlebars and an electric motor that is designed to be ridden in an upright or seated position and propelled by its electric motor or by propulsion provided by the rider. Such a vehicle: (1) must not weigh more than 100 pounds without a rider; and (2) must have a maximum speed of not more than 20 miles per hour when powered solely by its electric motor.

Section 9 of this bill exempts electric scooters from the requirements for a motor vehicle to be registered with the Department of Motor Vehicles, and **sections 10-13** of this bill exempt the rider of an electric scooter from the requirement for a driver’s license. **Section 24** of this bill provides that the rider of an electric scooter has the same rights and duties as the rider of a bicycle or electric bicycle, and that an electric scooter is subject to all the provisions of law applicable to bicycles and electric bicycles except those provisions which by their nature can have no application.

Section 16 of this bill authorizes local authorities in this State to adopt ordinances regulating the time, place and manner of operation of electric scooters. **Section 16** also authorizes those local authorities to adopt ordinances to allow and regulate the operation of a scooter-share program for electric scooters by a scooter-share operator. Such ordinances may, without limitation: (1) impose a reasonable fee on a scooter-share operator; (2) subject the scooter-share programs and scooter-share operators to various obligations, requirements and restrictions; and (3) require the local authority to undertake certain obligations and duties. Certain data provided to the local authorities is confidential, as proprietary or a trade secret, and **section 48** of this bill makes a conforming change to the public records provision in existing law. (NRS 239.010) **Section 16** also prohibits a scooter-share operator or any person from allowing a person who is under 16 years of age to operate a shared scooter. A violation is punishable by the imposition of a civil penalty of \$250. **Section 16** also requires the operator to maintain certain insurance coverages.

Sections 6, 8, 13, 19 and 20 of this bill exclude electric bicycles from certain definitions, and **sections 27, 30, 31, 33 and 34** of this bill add electric bicycles and electric scooters to certain provisions that provide enhanced penalties for a driver who is the proximate cause of a collision with a pedestrian or a person riding a bicycle. The remaining sections of this bill make various conforming changes and add electric scooters to various provisions concerning bicycles and electric bicycles.



THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 482 of NRS is hereby amended by adding thereto a new section to read as follows:

“Electric scooter” means a vehicle:

1. With handlebars and an electric motor that is designed to be ridden on in an upright or seated position and is propelled by its electric motor or by propulsion provided by the rider;

2. That does not weigh more than 100 pounds without a rider; and

3. That has a maximum speed of not more than 20 miles per hour when powered solely by its electric motor.

Sec. 2. NRS 482.010 is hereby amended to read as follows:

482.010 As used in this chapter, unless the context otherwise requires, the words and terms defined in NRS 482.0105 to 482.137, inclusive, *and section 1 of this act* have the meanings ascribed to them in those sections.

Sec. 3. NRS 482.0287 is hereby amended to read as follows:

482.0287 “Electric bicycle” means a device upon which a person may ride, having two or three wheels, or every such device generally recognized as a bicycle that has fully operable pedals and is propelled by a small electric engine which produces not more than 1 gross brake horsepower and which produces not more than 750 watts final output, and:

1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and

2. Powered solely by such a small electric engine, is capable of a maximum speed of not more than 20 miles per hour on a flat surface while carrying an operator who weighs 170 pounds.

↪ The term does not include a moped ~~H~~ *or an electric scooter.*

Sec. 4. NRS 482.069 is hereby amended to read as follows:

482.069 “Moped” means a motor-driven scooter, motor-driven cycle or similar vehicle that is propelled by a small engine which produces not more than 2 gross brake horsepower, has a displacement of not more than 50 cubic centimeters or produces not more than 1500 watts final output, and:

1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and



2. Is capable of a maximum speed of not more than 30 miles per hour on a flat surface with not more than 1 percent grade in any direction when the motor is engaged.

→ The term does not include an electric bicycle ~~+~~ *or an electric scooter.*

Sec. 5. NRS 482.070 is hereby amended to read as follows:

482.070 "Motorcycle" means every motor vehicle designed to travel on not more than three wheels in contact with the ground, except any such vehicle as may be included within the term "electric bicycle," *"electric scooter,"* "tractor" or "moped" as defined in this chapter.

Sec. 6. NRS 482.075 is hereby amended to read as follows:

482.075 "Motor vehicle" means every vehicle as defined in NRS 482.135 which is self-propelled. *The term does not include an electric bicycle or an electric scooter.*

Sec. 7. NRS 482.087 is hereby amended to read as follows:

482.087 "Passenger car" means a motor vehicle designed for carrying 10 persons or less, except a motorcycle, an electric bicycle, *an electric scooter* or a moped.

Sec. 8. NRS 482.135 is hereby amended to read as follows:

482.135 Except as otherwise provided in NRS 482.36348, "vehicle" means every device in, upon or by which any person or property is or may be transported or drawn upon a public highway. The term does not include:

1. Devices moved by human power or used exclusively upon stationary rails or tracks;
2. Mobile homes or commercial coaches as defined in chapter 489 of NRS; ~~or~~
3. Electric *bicycles*;
4. *Electric* personal assistive mobility devices ~~+~~; *or*
5. *Electric scooters.*

Sec. 9. NRS 482.210 is hereby amended to read as follows:

482.210 1. The provisions of this chapter requiring the registration of certain vehicles do not apply to:

- (a) Special mobile equipment.
- (b) Implements of husbandry.
- (c) Any mobile home or commercial coach subject to the provisions of chapter 489 of NRS.
- (d) Electric bicycles.
- (e) Golf carts which are:
 - (1) Traveling upon highways properly designated by the appropriate city or county as permissible for the operation of golf carts; and



(2) Operating pursuant to a permit issued pursuant to this chapter.

(f) Towable tools or equipment as defined in NRS 484D.055.

(g) Any motorized conveyance for a wheelchair, whose operator is a person with a disability who is unable to walk about.

(h) Electric scooters.

2. For the purposes of this section, "motorized conveyance for a wheelchair" means a vehicle which:

(a) Can carry a wheelchair;

(b) Is propelled by an engine which produces not more than 3 gross brake horsepower, has a displacement of not more than 50 cubic centimeters or produces not more than 2250 watts final output;

(c) Is designed to travel on not more than three wheels; and

(d) Can reach a speed of not more than 30 miles per hour on a flat surface with not more than a grade of 1 percent in any direction.

→ The term does not include a tractor.

Sec. 10. NRS 483.067 is hereby amended to read as follows:

483.067 "Electric bicycle" means a device upon which a person may ride, having two or three wheels, or every such device generally recognized as a bicycle that has fully operable pedals and is propelled by a small electric engine which produces not more than 1 gross brake horsepower and which produces not more than 750 watts final output, and:

1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and

2. Powered solely by such a small electric engine, is capable of a maximum speed of not more than 20 miles per hour on a flat surface while carrying an operator who weighs 170 pounds.

→ The term does not include a moped ~~§~~ or an electric scooter, as defined in section 1 of this act.

Sec. 11. NRS 483.088 is hereby amended to read as follows:

483.088 "Moped" means a motor-driven scooter, motor-driven cycle or similar vehicle that is propelled by a small engine which produces not more than 2 gross brake horsepower, has a displacement of not more than 50 cubic centimeters or produces not more than 1500 watts final output, and:

1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and

2. Is capable of a maximum speed of not more than 30 miles per hour on a flat surface with not more than 1 percent grade in any direction when the motor is engaged.



↪ The term does not include an electric bicycle ~~and~~ *or an electric scooter, as defined in section 1 of this act.*

Sec. 12. NRS 483.090 is hereby amended to read as follows:

483.090 "Motor vehicle" means every vehicle which is self-propelled, and every vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails. "Motor vehicle" includes a moped. The term does not include an electric bicycle ~~and~~ *or an electric scooter, as defined in section 1 of this act.*

Sec. 13. NRS 483.190 is hereby amended to read as follows:

483.190 "Vehicle" means every device in, upon or by which any person or property is or may be transported or drawn upon a public highway, except:

1. Devices moved by human power or used exclusively upon stationary rails or tracks; ~~and~~

2. Electric *bicycles*;

3. *Electric* personal assistive mobility devices as defined in NRS 482.029 ~~and~~ *;* ~~and~~

4. *An electric scooter, as defined in section 1 of this act.*

Sec. 14. Chapter 484A of NRS is hereby amended by adding thereto the provisions set forth as sections 15 and 16 of this act.

Sec. 15. *"Electric scooter" means a vehicle with handlebars and an electric motor that is designed to be ridden on in an upright or seated position and propelled by its electric motor or by propulsion provided by the rider. Such a vehicle:*

1. *Must not weigh more than 100 pounds without a rider; and*

2. *Must have a maximum speed of not more than 20 miles per hour when powered solely by its electric motor.*

Sec. 16. 1. *A local authority may adopt, to protect the health and safety of the public, an ordinance which regulates the time, place and manner of operation of electric scooters in the jurisdiction of the local authority in a manner that is generally consistent with such regulation of bicycles and electric bicycles and which may, without limitation:*

(a) *Prohibit the use of an electric scooter in a specified area or areas of the jurisdiction; or*

(b) *Establish a speed limit for electric scooters operating on sidewalks in the jurisdiction.*

2. *A local authority may by ordinance regulate the operation of a scooter-share program in the jurisdiction of the local authority as provided in this section.*

3. *An ordinance enacted pursuant to subsection 2 may:*



(a) *Require a scooter-share operator to pay a reasonable fee for the privilege of operating a scooter-share program, provided that such fee does not exceed the cost to the local authority for regulating the scooter-share program.*

(b) *Require a scooter-share operator to indemnify the local authority against claims, losses, liabilities, damages, costs and attorney's fees arising out of any negligent act, error, omission or willful misconduct by a scooter-share operator or its officers or employees, except for those claims, losses, liabilities, damages, costs and attorney's fees which arise out of the negligence or willful misconduct of the local authority.*

(c) *Except as otherwise provided in subsection 1, designate locations where a scooter-share operator may not stage shared scooters, provided that at least one such staging location must be allowed on each side of each city block in any commercial zone or business district in the jurisdiction of the local authority where use of electric scooters is allowed, provided that such a staging location does not impede the normal and reasonable movement of pedestrians at the location.*

(d) *Except as otherwise provided in subsection 5, enact or identify moving or parking violations specific to shared scooters and assessing penalties for such violations, provided that such penalties do not exceed those imposed, if any, for similar violations by the rider of a bicycle.*

(e) *Require a scooter-share operator to provide to the local authority trip data for all trips starting or ending in the jurisdiction of the local authority on each shared scooter of the scooter-share operator or any person or company controlled by, controlling or under common control with the scooter-share operator. To ensure privacy, such trip data must be:*

(1) *Provided via an application programming interface, subject to the scooter-share operator's license agreement for the interface;*

(2) *Subject to a publicly available privacy policy of the local authority or a designee of the local authority, disclosing what data is collected and how the data is used or shared with third parties;*

(3) *Safely and securely stored by the local authority, which must implement reasonable administrative, physical and technical safeguards to protect, secure and, if applicable, encrypt or otherwise limit access to the data;*

(4) *Except as otherwise provided in subparagraphs (5) and (6), treated by the local authority as personal, proprietary business information and trade secret of the scooter-share operator, exempt*



from public disclosure pursuant to any public records request, deemed confidential and not a public record for the purposes of chapter 239 of NRS and not considered property of the local authority;

(5) Shared with law enforcement agencies only pursuant to valid legal process; and

(6) Shared with third parties only with the consent of the scooter-share operator, except that, for the purposes of subparagraph (1), the local authority may, upon a showing of legitimate necessity, designate a third party to receive trip data from the scooter-share operator if the third party is in privity with the local authority and agrees to the requirements of this section.

4. An ordinance enacted pursuant to subsection 2 may not, except as required to protect the health and safety of the public as provided in subsection 1, subject customers of a scooter-share program to requirements more restrictive than those applicable to riders of bicycles or electric bicycles, except those requirements which by their nature only apply to electric scooters.

5. An ordinance enacted pursuant to subsection 2 must:

(a) Prohibit a scooter-share operator from knowingly allowing a person who is under 16 years of age to operate a shared scooter.

(b) Prohibit a person from knowingly allowing a person who is under the age of 16 to operate a shared scooter.

(c) Provide that a violation of paragraph (a) or (b) is:

(1) Not a misdemeanor; and

(2) Punishable by the imposition of a civil penalty of \$250.

(d) Require a scooter-share operator to maintain insurance coverage that must include, without limitation:

(1) Commercial general liability insurance in an amount of not less than \$1,000,000 for each occurrence and \$5,000,000 in the aggregate;

(2) Motor vehicle insurance with a combined single limit of not less than \$1,000,000;

(3) Umbrella or excess liability coverage with a limit of not less than \$5,000,000 for each occurrence and \$5,000,000 in the aggregate; and

(4) If the scooter-share operator has employees, industrial insurance as required pursuant to chapters 616A to 617, inclusive, of NRS.

6. As used in this section:

(a) "Scooter-share operator" means a person offering shared scooters for hire through a scooter-share program.



(b) *“Scooter-share program” means the offering of shared scooters for hire.*

(c) *“Shared scooter” means an electric scooter offered for hire as part of a scooter-share program.*

(d) *“Trip data” means any data elements related to the use of a shared scooter by a customer of a scooter-share program, including, without limitation, route data, GPS information and timestamps.*

Sec. 17. NRS 484A.010 is hereby amended to read as follows:

484A.010 As used in chapters 484A to 484E, inclusive, of NRS, unless the context otherwise requires, the words and terms defined in NRS 484A.015 to 484A.320, inclusive, *and section 15 of this act* have the meanings ascribed to them in those sections.

Sec. 18. NRS 484A.125 is hereby amended to read as follows:

484A.125 “Moped” means a motor-driven scooter, motor-driven cycle or similar vehicle that is propelled by a small engine which produces not more than 2 gross brake horsepower, has a displacement of not more than 50 cubic centimeters or produces not more than 1500 watts final output, and:

1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and

2. Is capable of a maximum speed of not more than 30 miles per hour on a flat surface with not more than 1 percent grade in any direction when the motor is engaged.

➤ The term does not include an electric bicycle ~~and~~ *or an electric scooter.*

Sec. 19. NRS 484A.130 is hereby amended to read as follows:

484A.130 “Motor vehicle” means every vehicle which is self-propelled but not operated upon rails. *The term does not include an electric bicycle or an electric scooter.*

Sec. 20. NRS 484A.320 is hereby amended to read as follows:

484A.320 “Vehicle” means every device in, upon or by which any person or property is or may be transported or drawn upon a highway, except:

1. Devices moved by human power or used exclusively upon stationary rails; ~~and~~

2. Electric *bicycles*;

3. *Electric* personal assistive mobility devices as defined in NRS 482.029 ~~and~~;

4. *An electric scooter.*

Sec. 21. NRS 484A.420 is hereby amended to read as follows:

484A.420 1. Except as otherwise provided in subsection 3, a local authority may adopt, by ordinance, regulations with respect to



highways under its jurisdiction within the reasonable exercise of the police power:

(a) Regulating or prohibiting processions or assemblages on the highways.

(b) Designating particular highways as one-way highways and requiring that all vehicles thereon be moved in one specific direction.

(c) Designating any highway as a through highway, requiring that all vehicles stop before entering or crossing the highway, or designating any intersection as a stop or a yield intersection and requiring all vehicles to stop or yield at one or more entrances to the intersection.

(d) Designating truck, bicycle , ~~and~~ electric bicycle *and electric scooter* routes.

(e) Adopting such other traffic regulations related to specific highways as are expressly authorized by chapters 484A to 484E, inclusive, of NRS.

2. An ordinance relating to traffic control enacted under this section is not effective until official devices for traffic control giving notice of those local traffic regulations are posted upon or at the entrances to the highway or part thereof affected as is most appropriate.

3. An ordinance enacted under this section is not effective with respect to:

(a) Highways constructed and maintained by the Department of Transportation under the authority granted by chapter 408 of NRS; or

(b) Alternative routes for the transport of radioactive, chemical or other hazardous materials which are governed by regulations of the United States Department of Transportation,

↳ until the ordinance has been approved by the Board of Directors of the Department of Transportation.

4. As used in this section, "hazardous material" has the meaning ascribed to it in NRS 459.7024.

Sec. 22. Chapter 484B of NRS is hereby amended by adding thereto the provisions set forth as sections 23 and 24 of this act.

Sec. 23. *"Electric scooter" means a vehicle with handlebars and an electric motor that is designed to be ridden on in an upright or seated position and propelled by its electric motor or by propulsion provided by the rider. Such a vehicle:*

- 1. Must not weigh more than 100 pounds without a rider; and*
- 2. Must have a maximum speed of not more than 20 miles per hour when powered solely by its electric motor.*



Sec. 24. 1. *Except as otherwise provided in an ordinance enacted pursuant to section 16 of this act, an electric scooter may be operated:*

(a) *On a roadway, bicycle lane, path or route at a speed of not more than 15 miles per hour; and*

(b) *On a sidewalk and other pedestrian areas at a speed that does not exceed the limit set in an ordinance enacted pursuant to section 16 of this act, if any.*

2. *Except as otherwise provided in a specific statute or an ordinance enacted pursuant to section 16 of this act:*

(a) *An electric scooter is subject to all the provisions of law applicable to bicycles and electric bicycles except those provisions which by their nature can have no application; and*

(b) *A person operating an electric scooter has the same rights and duties as a person operating a bicycle or an electric bicycle, except for those rights and duties which by their nature can have no application.*

Sec. 25. NRS 484B.003 is hereby amended to read as follows:

484B.003 As used in this chapter, unless the context otherwise requires, the words and terms defined in NRS 484B.007 to 484B.077, inclusive, *and section 23 of this act*, have the meanings ascribed to them in those sections.

Sec. 26. NRS 484B.017 is hereby amended to read as follows:

484B.017 "Electric bicycle" means a device upon which a person may ride, having two or three wheels, or every such device generally recognized as a bicycle that has fully operable pedals and is propelled by a small electric engine which produces not more than 1 gross brake horsepower and which produces not more than 750 watts final output, and:

1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and

2. Powered solely by such a small electric engine, is capable of a maximum speed of not more than 20 miles per hour on a flat surface while carrying an operator who weighs 170 pounds.

↪ The term does not include a moped ~~{}~~ *or an electric scooter.*

Sec. 27. NRS 484B.270 is hereby amended to read as follows:

484B.270 1. The driver of a motor vehicle shall not intentionally interfere with the movement of a person lawfully riding a bicycle, ~~{or}~~ an electric bicycle ~~{}~~ *or an electric scooter.*

2. When overtaking or passing a bicycle ~~{or}~~, *an electric bicycle or an electric scooter* proceeding in the same direction, the driver of a motor vehicle shall exercise due care and:



(a) If there is more than one lane for traffic proceeding in the same direction, move the vehicle to the lane to the immediate left, if the lane is available and moving into the lane is reasonably safe; or

(b) If there is only one lane for traffic proceeding in the same direction, pass to the left of the bicycle, ~~{or}~~ electric bicycle *or electric scooter* at a safe distance, which must be not less than 3 feet between any portion of the vehicle and the bicycle, ~~{or}~~ electric bicycle *or electric scooter* and shall not move again to the right side of the highway until the vehicle is safely clear of the overtaken bicycle, ~~{or}~~ electric bicycle *or electric scooter*.

3. The driver of a motor vehicle shall yield the right-of-way to any person riding a bicycle, ~~{or}~~ an electric bicycle *or an electric scooter* or a pedestrian as provided in subsection 6 of NRS 484B.297 on the pathway or lane. The driver of a motor vehicle shall not enter, stop, stand, park or drive within a pathway or lane provided for bicycles, ~~{or}~~ electric bicycles *or electric scooters* except:

- (a) When entering or exiting an alley or driveway;
- (b) When operating or parking a disabled vehicle;
- (c) To avoid conflict with other traffic;
- (d) In the performance of official duties;
- (e) In compliance with the directions of a police officer; or
- (f) In an emergency.

4. Except as otherwise provided in subsection 3, the driver of a motor vehicle shall not enter or proceed through an intersection while driving within a pathway or lane provided for bicycles, ~~{or}~~ electric bicycles *or electric scooters*.

5. The driver of a motor vehicle shall:

- (a) Exercise due care to avoid a collision with a person riding a bicycle, ~~{or}~~ an electric bicycle *or an electric scooter*; and
- (b) Give an audible warning with the horn of the vehicle if appropriate and when necessary to avoid such a collision.

6. If, while violating any provision of subsections 1 to 5, inclusive, the driver of a motor vehicle is the proximate cause of a collision with a person riding a bicycle, *an electric bicycle or an electric scooter*, the driver is subject to the additional penalty set forth in subsection 4 of NRS 484B.653.

7. The operator of a bicycle, ~~{or}~~ an electric bicycle *or an electric scooter* shall not:

- (a) Intentionally interfere with the movement of a motor vehicle;
- or



(b) Overtake and pass a motor vehicle unless the operator can do so safely without endangering himself or herself or the occupants of the motor vehicle.

Sec. 28. NRS 484B.297 is hereby amended to read as follows:
484B.297 1. Except as otherwise provided in subsection 6, where sidewalks are provided, it is unlawful for any pedestrian to walk along and upon an adjacent highway.

2. Except as otherwise provided in subsection 6, pedestrians walking along highways where sidewalks are not provided shall walk on the left side of those highways facing the approaching traffic.

3. A person shall not stand in a highway to solicit a ride or any business from the driver or any occupant of a vehicle. A person shall not, without a permit issued pursuant to NRS 244.3555 or 268.423, solicit any contribution from the driver or any occupant of a vehicle.

4. It is unlawful for any pedestrian who is under the influence of intoxicating liquors or any narcotic or stupefying drug to be within the traveled portion of any highway.

5. The provisions of this section apply to riders of animals, except that the provisions of subsections 1, 2 and 3 do not apply to a peace officer who rides an animal while performing his or her duties as a peace officer.

6. A pedestrian walking or otherwise traveling on a sidewalk who encounters an obstruction to his or her mobility on the sidewalk, including, without limitation, a short section of the sidewalk that is missing or impassable, may proceed with due care on the immediately adjacent highway to move around such an obstruction. Such a pedestrian:

(a) Must walk or otherwise travel as far to the side of the highway near the sidewalk as possible;

(b) May walk or otherwise travel on the highway in the direction he or she was walking or traveling on the sidewalk, regardless of the direction of traffic;

(c) May walk or otherwise travel in a lane provided for bicycles, ~~foot~~ electric bicycles *or electric scooters* if the area between the lane and the sidewalk is impassable; and

(d) Must return to the sidewalk as soon as practicable.

7. A person who violates the provisions of this section is guilty of a misdemeanor.

Sec. 29. NRS 484B.307 is hereby amended to read as follows:
484B.307 1. Whenever traffic is controlled by official traffic-control devices exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination as declared in



the manual and specifications adopted by the Department of Transportation, only the colors green, yellow and red may be used, except for special pedestrian-control devices carrying a word legend as provided in NRS 484B.283. The lights, arrows and combinations thereof indicate and apply to drivers of vehicles and pedestrians as provided in this section.

2. When the signal is circular green alone:

(a) Vehicular traffic facing the signal may proceed straight through or turn right or left unless another device at the place prohibits either or both such turns. Such vehicular traffic, including vehicles turning right or left, must yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited.

(b) Pedestrians facing such a signal may proceed across the highway within any marked or unmarked crosswalk, unless directed otherwise by another device as provided in NRS 484B.283.

3. Where the signal is circular green with a green turn arrow:

(a) Vehicular traffic facing the signal may proceed to make the movement indicated by the green turn arrow or such other movement as is permitted by the circular green signal, but the traffic must yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection at the time the signal is exhibited. Drivers turning in the direction of the arrow when displayed with the circular green are thereby advised that so long as a turn arrow is illuminated, oncoming or opposing traffic simultaneously faces a steady red signal.

(b) Pedestrians facing such a signal may proceed across the highway within any marked or unmarked crosswalk, unless directed otherwise by another device as provided in NRS 484B.283.

4. Where the signal is a green turn arrow alone:

(a) Vehicular traffic facing the signal may proceed only in the direction indicated by the arrow signal so long as the arrow is illuminated, but the traffic must yield the right-of-way to pedestrians lawfully within the adjacent crosswalk and to other traffic lawfully using the intersection.

(b) Pedestrians facing such a signal shall not enter the highway until permitted to proceed by another device as provided in NRS 484B.283.

5. Where the signal is a green straight-through arrow alone:

(a) Vehicular traffic facing the signal may proceed straight through, but must not turn right or left. Such vehicular traffic must yield the right-of-way to other vehicles and to pedestrians lawfully



within the intersection or an adjacent crosswalk at the time the signal is exhibited.

(b) Pedestrians facing such a signal may proceed across the highway within the appropriate marked or unmarked crosswalk, unless directed otherwise by another device as provided in NRS 484B.283.

6. Where the signal is a steady yellow signal alone:

(a) Vehicular traffic facing the signal is thereby warned that the related green movement is being terminated or that a steady red indication will be exhibited immediately thereafter, and such vehicular traffic must not enter the intersection when the red signal is exhibited.

(b) Pedestrians facing such a signal, unless otherwise directed by another device as provided in NRS 484B.283, are thereby advised that there is insufficient time to cross the highway.

7. Where the signal is a flashing yellow turn arrow, displayed alone or in combination with another signal:

(a) Vehicular traffic facing the signal is permitted to cautiously enter the intersection only to make the movement indicated by the arrow signal, or other such movement as is permitted by other signal indications displayed at the same time. Such vehicular traffic must yield the right-of-way to pedestrians lawfully within the intersection or an adjacent crosswalk and yield the right-of-way to other traffic lawfully within the intersection.

(b) Pedestrians facing such a signal, unless otherwise directed by another device as provided in NRS 484B.283, are thereby advised that there may be insufficient time to cross the highway, but may proceed across the highway within the appropriate marked or unmarked crosswalk.

8. Where the signal is a steady red signal alone:

(a) Vehicular traffic facing the signal must stop before entering the crosswalk on the nearest side of the intersection where the sign or pavement marking indicates where the stop must be made, or in the absence of any such crosswalk, sign or marking, then before entering the intersection, and, except as otherwise provided in paragraphs (c) and (d), must remain stopped or standing until the green signal is shown.

(b) Pedestrians facing such a signal shall not enter the highway, unless permitted to proceed by another device as provided in NRS 484B.283.

(c) After complying with the requirement to stop, vehicular traffic facing such a signal and situated on the extreme right of the highway may proceed into the intersection for a right turn only



when the intersecting highway is two-directional or one-way to the right, or vehicular traffic facing such a signal and situated on the extreme left of a one-way highway may proceed into the intersection for a left turn only when the intersecting highway is one-way to the left, but must yield the right-of-way to pedestrians and other traffic proceeding as directed by the signal at the intersection.

(d) After complying with the requirement to stop, a person driving a motorcycle, moped or trimobile or riding a bicycle , ~~or~~ an electric bicycle *or an electric scooter* may proceed straight through or turn right or left if:

(1) The person waits for two complete cycles of the lights or lighted arrows of the applicable official traffic-control device and the signal does not change because of a malfunction or because the signal failed to detect the presence of the motorcycle, moped, trimobile, bicycle , ~~or~~ electric bicycle ~~or~~ *or electric scooter*;

(2) No other device at the place prohibits either or both such turns, if applicable; and

(3) The person yields the right-of-way to pedestrians and other traffic proceeding as directed by the signal at the intersection.

(e) Vehicular traffic facing the signal may not proceed on or through any private or public property to enter the intersecting street where traffic is not facing a red signal to avoid the red signal.

9. Where the signal is a steady red with a green turn arrow:

(a) Except as otherwise provided in paragraph (b), vehicular traffic facing the signal may enter the intersection only to make the movement indicated by the green turn arrow, but must yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection. Drivers turning in the direction of the arrow are thereby advised that so long as the turn arrow is illuminated, oncoming or opposing traffic simultaneously faces a steady red signal.

(b) A person driving a motorcycle, moped or trimobile or riding a bicycle , ~~or~~ an electric bicycle *or an electric scooter* facing the signal may proceed straight through or turn in the direction opposite that indicated by the green turn arrow if:

(1) The person stops before entering the crosswalk on the nearest side of the intersection where the sign or pavement marking indicates where the stop must be made or, in the absence of any such crosswalk, sign or marking, before entering the intersection;

(2) The person waits for two complete cycles of the lights or lighted arrows of the applicable official traffic-control device and the signal does not change because of a malfunction or because the



signal failed to detect the presence of the motorcycle, moped, trimobile, bicycle, ~~for~~ electric bicycle ~~{}~~ or electric scooter;

(3) No other device at the place prohibits the turn, if applicable; and

(4) The person yields the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(c) Pedestrians facing such a signal shall not enter the highway, unless permitted to proceed by another device as provided in NRS 484B.283.

10. If a person violates paragraph (d) of subsection 8 or paragraph (b) of subsection 9 and that violation results in an injury to another person, the violation creates a rebuttable presumption of all facts necessary to impose civil liability for the injury.

11. If a signal is erected and maintained at a place other than an intersection, the provisions of this section are applicable except as to those provisions which by their nature can have no application. Any stop required must be made at a sign or pavement marking indicating where the stop must be made, but in the absence of any such device the stop must be made at the signal.

12. Whenever signals are placed over the individual lanes of a highway, the signals indicate, and apply to drivers of vehicles, as follows:

(a) A downward-pointing green arrow means that a driver facing the signal may drive in any lane over which the green signal is shown.

(b) A red "X" symbol means a driver facing the signal must not enter or drive in any lane over which the red signal is shown.

13. A local authority shall not adopt an ordinance or regulation or take any other action that prohibits vehicular traffic from crossing an intersection when:

(a) The red signal is exhibited; and

(b) The vehicular traffic in question had already completely entered the intersection before the red signal was exhibited. For the purposes of this paragraph, a vehicle shall be considered to have "completely entered" an intersection when all portions of the vehicle have crossed the limit line or other point of demarcation behind which vehicular traffic must stop when a red signal is displayed.

14. A person who violates any provision of this section may be subject to the additional penalty set forth in NRS 484B.135.

Sec. 30. NRS 484B.350 is hereby amended to read as follows:
484B.350 1. The driver of a vehicle:



(a) Shall stop in obedience to the direction or traffic-control signal of a school crossing guard; and

(b) Shall not proceed until the highway is clear of all persons, including, without limitation, the school crossing guard.

2. A person who violates subsection 1 is guilty of a misdemeanor.

3. If, while violating subsection 1, the driver of a motor vehicle is the proximate cause of a collision with a pedestrian or a person riding a bicycle, *an electric bicycle or an electric scooter*, the driver is subject to the additional penalty set forth in subsection 4 of NRS 484B.653.

4. As used in this section, "school crossing guard" means a volunteer or paid employee of a local authority, local law enforcement agency or school district whose duties include assisting pupils to cross a highway.

Sec. 31. NRS 484B.363 is hereby amended to read as follows:

484B.363 1. A person shall not drive a motor vehicle at a speed in excess of 15 miles per hour in an area designated as a school zone except:

(a) On a day on which school is not in session;

(b) During the period from a half hour after school is no longer in operation to a half hour before school is next in operation;

(c) If the zone is designated by an operational speed limit beacon, during the hours when the pupils of the school are in class and the yellow lights of the speed limit beacon are not flashing in the manner which indicates that the speed limit is in effect; or

(d) If the zone is not designated by an operational speed limit beacon, during the times when the sign designating the school zone indicates that the speed limit is not in effect.

2. A person shall not drive a motor vehicle at a speed in excess of 25 miles per hour in an area designated as a school crossing zone except:

(a) On a day on which school is not in session;

(b) During the period from a half hour after school is no longer in operation to a half hour before school is next in operation;

(c) If the zone is designated by an operational speed limit beacon, during the hours when the pupils of the school are in class and the yellow lights of the speed limit beacon are not flashing in the manner which indicates that the speed limit is in effect; or

(d) If the zone is not designated by an operational speed limit beacon, during the times when the sign designating the school zone indicates that the speed limit is not in effect.



3. The driver of a vehicle shall not make a U-turn in an area designated as a school zone or school crossing zone except:

- (a) When there are no children present;
- (b) On a day on which school is not in session;
- (c) During the period from a half hour after school is no longer in operation to a half hour before school is next in operation;
- (d) If the zone is designated by an operational speed limit beacon, during the hours when the pupils of the school are in class and the yellow lights of the speed limit beacon are not flashing in the manner which indicates that the speed limit is in effect; or
- (e) If the zone is not designated by an operational speed limit beacon, during the times when the sign designating the school zone or school crossing zone indicates that the speed limit is not in effect.

4. The driver of a vehicle shall not overtake and pass another vehicle traveling in the same direction in an area designated as a school zone or school crossing zone except:

- (a) On a day on which the school is not in session;
- (b) During the period from a half hour after school is no longer in operation to a half hour before school is next in operation;
- (c) If the zone is designated by an operational speed limit beacon, during the hours when the pupils of the school are in class and the yellow lights of the speed limit beacon are not flashing in the manner which indicates that the speed limit is in effect; or
- (d) If the zone is not designated by an operational speed limit beacon, during the times when the sign designating the school zone or school crossing zone indicates that the speed limit is not in effect.

5. The governing body of a local government or the Department of Transportation shall designate school zones and school crossing zones. An area must not be designated as a school zone if imposing a speed limit of 15 miles per hour would be unsafe because of higher speed limits in adjoining areas.

6. Each such governing body and the Department of Transportation shall provide signs to mark the beginning and end of each school zone and school crossing zone which it respectively designates. Each sign marking the beginning of such a zone must include a designation of the hours when the speed limit is in effect or that the speed limit is in effect when children are present.

7. With respect to each school zone and school crossing zone in a school district, the superintendent of the school district or his or her designee, in conjunction with the Department of Transportation and the governing body of the local government that designated the school zone or school crossing zone and after consulting with the principal of the school and the agency that is responsible for



enforcing the speed limit in the zone, shall determine the times when the speed limit is in effect.

8. If, while violating any provision of subsections 1 to 4, inclusive, the driver of a motor vehicle is the proximate cause of a collision with a pedestrian or a person riding a bicycle, *an electric bicycle or an electric scooter*, the driver is subject to the additional penalty set forth in subsection 4 of NRS 484B.653.

9. As used in this section, "speed limit beacon" means a device which is used in conjunction with a sign and equipped with two or more yellow lights that flash alternately to indicate when the speed limit in a school zone or school crossing zone is in effect.

Sec. 32. NRS 484B.450 is hereby amended to read as follows:

484B.450 1. A person shall not stop, stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or official traffic-control device, in any of the following places:

(a) ~~On~~ *Except as otherwise provided in subsection 3, on a sidewalk;*

(b) In front of a public or private driveway;

(c) Within an intersection;

(d) Within 15 feet of a fire hydrant in a place where parallel parking is permitted, or within 20 feet of a fire hydrant if angle parking is permitted and a local ordinance requires the greater distance;

(e) On a crosswalk;

(f) Within 20 feet of a crosswalk;

(g) Within 30 feet upon the approach to any official traffic-control signal located at the side of a highway;

(h) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone;

(i) Within 50 feet of the nearest rail of a railroad;

(j) Within 20 feet of a driveway entrance to any fire station and, on the side of a highway opposite the entrance to any fire station, within 75 feet of that entrance;

(k) Alongside or opposite any highway excavation or obstruction when stopping, standing or parking would obstruct traffic;

(l) On the highway side of any vehicle stopped or parked at the edge of or curb of a highway;

(m) Upon any bridge or other elevated structure or within a highway tunnel;



(n) Except as otherwise provided in subsection 2, within 5 feet of a public or private driveway; and

(o) At any place where official traffic-control devices prohibit stopping, standing or parking.

2. The provisions of paragraph (n) of subsection 1 do not apply to a person operating a vehicle of the United States Postal Service if the vehicle is being operated for the official business of the United States Postal Service.

3. *A person may park a bicycle, an electric bicycle or an electric scooter on a sidewalk provided that the bicycle, electric bicycle or electric scooter does not impede the normal and reasonable movement of pedestrians on the sidewalk.*

4. A person shall not move a vehicle not owned by the person into any prohibited area or away from a curb to a distance which is unlawful.

~~4~~ 5. A local authority may place official traffic-control devices prohibiting or restricting the stopping, standing or parking of vehicles on any highway where in its opinion stopping, standing or parking is dangerous to those using the highway or where the vehicles which are stopping, standing or parking would unduly interfere with the free movement of traffic. It is unlawful for any person to stop, stand or park any vehicle in violation of the restrictions stated on those devices.

Sec. 33. NRS 484B.600 is hereby amended to read as follows:

484B.600 1. It is unlawful for any person to drive or operate a vehicle of any kind or character at:

(a) A rate of speed greater than is reasonable or proper, having due regard for the traffic, surface and width of the highway, the weather and other highway conditions.

(b) Such a rate of speed as to endanger the life, limb or property of any person.

(c) A rate of speed greater than that posted by a public authority for the particular portion of highway being traversed.

(d) In any event, a rate of speed greater than 80 miles per hour.

2. If, while violating any provision of subsection 1, the driver of a motor vehicle is the proximate cause of a collision with a pedestrian or a person riding a bicycle, *an electric bicycle or an electric scooter*, the driver is subject to the additional penalty set forth in subsection 4 of NRS 484B.653.

3. A person who violates any provision of subsection 1 may be subject to the additional penalty set forth in NRS 484B.130 or 484B.135.



Sec. 34. NRS 484B.653 is hereby amended to read as follows:
484B.653 1. It is unlawful for a person to:

(a) Drive a vehicle in willful or wanton disregard of the safety of persons or property.

(b) Drive a vehicle in an unauthorized speed contest on a public highway.

(c) Organize an unauthorized speed contest on a public highway.

➔ A violation of paragraph (a) or (b) of this subsection or subsection 1 of NRS 484B.550 constitutes reckless driving.

2. If, while violating the provisions of subsections 1 to 5, inclusive, of NRS 484B.270, NRS 484B.280, paragraph (a) or (c) of subsection 1 of NRS 484B.283, NRS 484B.350, subsections 1 to 4, inclusive, of NRS 484B.363 or subsection 1 of NRS 484B.600, the driver of a motor vehicle is the proximate cause of a collision with a pedestrian or a person riding a bicycle, *an electric bicycle or an electric scooter*, the violation constitutes reckless driving.

3. A person who violates paragraph (a) of subsection 1 is guilty of a misdemeanor and:

(a) For the first offense, shall be punished:

(1) By a fine of not less than \$250 but not more than \$1,000;
or

(2) By both fine and imprisonment in the county jail for not more than 6 months.

(b) For the second offense, shall be punished:

(1) By a fine of not less than \$1,000 but not more than \$1,500; or

(2) By both fine and imprisonment in the county jail for not more than 6 months.

(c) For the third and each subsequent offense, shall be punished:

(1) By a fine of not less than \$1,500 but not more than \$2,000; or

(2) By both fine and imprisonment in the county jail for not more than 6 months.

4. A person who violates paragraph (b) or (c) of subsection 1 or commits a violation which constitutes reckless driving pursuant to subsection 2 is guilty of a misdemeanor and:

(a) For the first offense:

(1) Shall be punished by a fine of not less than \$250 but not more than \$1,000;

(2) Shall perform not less than 50 hours, but not more than 99 hours, of community service; and

(3) May be punished by imprisonment in the county jail for not more than 6 months.



(b) For the second offense:

(1) Shall be punished by a fine of not less than \$1,000 but not more than \$1,500;

(2) Shall perform not less than 100 hours, but not more than 199 hours, of community service; and

(3) May be punished by imprisonment in the county jail for not more than 6 months.

(c) For the third and each subsequent offense:

(1) Shall be punished by a fine of not less than \$1,500 but not more than \$2,000;

(2) Shall perform 200 hours of community service; and

(3) May be punished by imprisonment in the county jail for not more than 6 months.

5. In addition to any fine, community service and imprisonment imposed upon a person pursuant to subsection 4, the court:

(a) Shall issue an order suspending the driver's license of the person for a period of not less than 6 months but not more than 2 years and requiring the person to surrender all driver's licenses then held by the person;

(b) Within 5 days after issuing an order pursuant to paragraph (a), shall forward to the Department any licenses, together with a copy of the order;

(c) For the first offense, may issue an order impounding, for a period of 15 days, any vehicle that is registered to the person who violates paragraph (b) or (c) of subsection 1 if the vehicle is used in the commission of the offense; and

(d) For the second and each subsequent offense, shall issue an order impounding, for a period of 30 days, any vehicle that is registered to the person who violates paragraph (b) or (c) of subsection 1 if the vehicle is used in the commission of the offense.

6. Unless a greater penalty is provided pursuant to subsection 4 of NRS 484B.550, a person who does any act or neglects any duty imposed by law while driving or in actual physical control of any vehicle in willful or wanton disregard of the safety of persons or property, if the act or neglect of duty proximately causes the death of or substantial bodily harm to another person, is guilty of a category B felony and shall be punished by imprisonment in the state prison for a minimum term of not less than 1 year and a maximum term of not more than 6 years and by a fine of not less than \$2,000 but not more than \$5,000.

7. A person who violates any provision of this section may be subject to any additional penalty set forth in NRS 484B.130 or



484B.135 unless the person is subject to the penalty provided pursuant to subsection 4 of NRS 484B.550.

8. As used in this section, "organize" means to plan, schedule or promote, or assist in the planning, scheduling or promotion of, an unauthorized speed contest on a public highway, regardless of whether a fee is charged for attending the unauthorized speed contest.

Sec. 35. NRS 484B.760 is hereby amended to read as follows:

484B.760 1. It is a misdemeanor for any person to do any act forbidden or fail to perform any act required in NRS 484B.768 to 484B.783, inclusive, ~~and~~, *and section 24 of this act.*

2. The parent of any child and the guardian of any ward shall not authorize or knowingly permit the child or ward to violate any of the provisions of chapters 484A to 484E, inclusive, of NRS.

3. The provisions applicable to bicycles, ~~and~~ electric bicycles *and electric scooters* apply whenever a bicycle, ~~or~~ an electric bicycle *or an electric scooter* is operated upon any highway or upon any path set aside for the exclusive use of bicycles, ~~or~~ electric bicycles *and electric scooters* subject to those exceptions stated herein.

Sec. 36. NRS 484B.763 is hereby amended to read as follows:

484B.763 Every person riding a bicycle, ~~or~~ an electric bicycle *or an electric scooter* upon a roadway has all of the rights and is subject to all of the duties applicable to the driver of a vehicle except as otherwise provided in NRS 484B.767 to 484B.783, inclusive, *and section 24 of this act* and except as to those provisions of chapters 484A to 484E, inclusive, of NRS which by their nature can have no application.

Sec. 37. NRS 484B.767 is hereby amended to read as follows:

484B.767 1. Except as otherwise provided in this section, a peace officer, a firefighter, an emergency medical technician, an advanced emergency medical technician or a paramedic certified pursuant to chapter 450B of NRS or an employee of a pedestrian mall, who operates a bicycle, ~~or~~ an electric bicycle *or an electric scooter* while on duty, is not required to comply with any provision of NRS or any ordinance of a local government relating to the operation of a bicycle, ~~or~~ an electric bicycle *or an electric scooter* while on duty if he or she:

(a) Is responding to an emergency call or the peace officer is in pursuit of a suspected violator of the law; or

(b) Determines that noncompliance with any such provision is necessary to carry out his or her duties.

2. The provisions of this section do not:



(a) Relieve a peace officer, firefighter, emergency medical technician, advanced emergency medical technician, paramedic or employee of a pedestrian mall from the duty to operate a bicycle , ~~{or}~~ an electric bicycle *or an electric scooter* with due regard for the safety of others.

(b) Protect such a person from the consequences of the person's disregard for the safety of others.

3. As used in this section, "pedestrian mall" has the meaning ascribed to it in NRS 268.811.

Sec. 38. NRS 484B.768 is hereby amended to read as follows:

484B.768 1. Except as otherwise provided in subsection 2, an operator of a bicycle , ~~{or}~~ an electric bicycle *or an electric scooter* upon a roadway shall not turn from a direct course unless the movement may be made with reasonable safety and the operator gives an appropriate signal. The operator shall give the appropriate signal at least one time but is not required to give the signal continuously.

2. An operator of a bicycle , ~~{or}~~ an electric bicycle *or an electric scooter* is not required to give a signal if:

(a) The bicycle , ~~{or}~~ electric bicycle *or electric scooter* is in a designated turn lane; or

(b) Safe operation of the bicycle , ~~{or}~~ electric bicycle *or electric scooter* requires the operator to keep both hands on the bicycle , ~~{or}~~ electric bicycle *{ } or electric scooter*.

Sec. 39. NRS 484B.769 is hereby amended to read as follows:

484B.769 An operator of a bicycle , ~~{or}~~ an electric bicycle *or an electric scooter* upon a roadway shall give all signals by hand and arm in the manner required by NRS 484B.420, except that the operator may give a signal for a right turn by extending his or her right hand and arm horizontally and to the right side of the bicycle , ~~{or}~~ electric bicycle *{ } or electric scooter*.

Sec. 40. NRS 484B.770 is hereby amended to read as follows:

484B.770 1. A person propelling a bicycle or an electric bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

2. No bicycle , ~~{or}~~ electric bicycle *or electric scooter* shall be used to carry more persons at one time than the number for which it is designed and equipped.

Sec. 41. NRS 484B.773 is hereby amended to read as follows:

484B.773 No person riding upon any bicycle, electric bicycle, *electric scooter*, coaster, roller skates, sled or toy vehicle shall attach the same or himself or herself to any vehicle upon a roadway.



Sec. 42. NRS 484B.777 is hereby amended to read as follows:
484B.777 1. Every person operating a bicycle , ~~or~~ an electric bicycle *or electric scooter* upon a roadway shall, except:

(a) When traveling at a lawful rate of speed commensurate with the speed of any nearby traffic;

(b) When preparing to turn left; or

(c) When doing so would not be safe,

→ ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

2. Persons riding bicycles , ~~or~~ electric bicycles *or electric scooters* upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles , ~~or~~ electric bicycles ~~and~~ *and electric scooters*.

Sec. 43. NRS 484B.780 is hereby amended to read as follows:

484B.780 No person operating a bicycle , ~~or~~ an electric bicycle *or an electric scooter* shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handle bars.

Sec. 44. NRS 484B.783 is hereby amended to read as follows:

484B.783 1. Every bicycle , ~~or~~ electric bicycle *or electric scooter* when in use at night must be equipped with:

(a) A lamp on the front which emits a white light visible from a distance of at least 500 feet to the front;

(b) A red reflector on the rear of a type approved by the Department which must be visible from 50 feet to 300 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle; and

(c) Reflective material of a sufficient size and reflectivity to be visible from both sides of the bicycle for 600 feet when directly in front of the lawful lower beams of the headlamps of a motor vehicle, or in lieu of such material, a lighted lamp visible from both sides from a distance of at least 500 feet.

2. Every bicycle , ~~or~~ electric bicycle *or electric scooter* must be equipped with a brake which will enable the operator to make the wheels skid on dry, level, clean pavement.

Sec. 45. NRS 486.038 is hereby amended to read as follows:

486.038 "Moped" means a motor-driven scooter, motor-driven cycle or similar vehicle that is propelled by a small engine which produces not more than 2 gross brake horsepower, has a displacement of not more than 50 cubic centimeters or produces not more than 1500 watts final output, and:



1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and
2. Is capable of a maximum speed of not more than 30 miles per hour on a flat surface with not more than 1 percent grade in any direction when the motor is engaged.

→ The term does not include an electric bicycle as defined in NRS 483.067 ~~f~~ or an electric scooter as defined in section 1 of this act.

Sec. 46. NRS 486.041 is hereby amended to read as follows:

486.041 "Motorcycle" means every motor vehicle equipped with a seat or a saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, excluding an electric bicycle as defined in NRS 483.067, *an electric scooter as defined in section 1 of this act*, a tractor and a moped.

Sec. 47. NRS 486A.110 is hereby amended to read as follows:

486A.110 "Motor vehicle" means every vehicle which is self-propelled, but not operated on rails, used upon a highway for the purpose of transporting persons or property. The term does not include:

1. An electric bicycle as defined in NRS 483.067;
2. *An electric scooter as defined in section 1 of this act;*
3. A farm tractor as defined in NRS 482.035;
- ~~f~~ 4. A moped as defined in NRS 482.069;
- ~~f~~ 5. A motorcycle as defined in NRS 482.070; and
- ~~f~~ 6. A vehicle having a manufacturer's gross vehicle weight rating of more than 26,000 pounds, unless the vehicle is designed for carrying more than 15 passengers.

Sec. 48. NRS 239.010 is hereby amended to read as follows:

239.010 1. Except as otherwise provided in this section and NRS 1.4683, 1.4687, 1A.110, 3.2203, 41.071, 49.095, 49.293, 62D.420, 62D.440, 62E.516, 62E.620, 62H.025, 62H.030, 62H.170, 62H.220, 62H.320, 75A.100, 75A.150, 76.160, 78.152, 80.113, 81.850, 82.183, 86.246, 86.54615, 87.515, 87.5413, 87A.200, 87A.580, 87A.640, 88.3355, 88.5927, 88.6067, 88A.345, 88A.7345, 89.045, 89.251, 90.730, 91.160, 116.757, 116A.270, 116B.880, 118B.026, 119.260, 119.265, 119.267, 119.280, 119A.280, 119A.653, 119B.370, 119B.382, 120A.690, 125.130, 125B.140, 126.141, 126.161, 126.163, 126.730, 127.007, 127.057, 127.130, 127.140, 127.2817, 128.090, 130.312, 130.712, 136.050, 159.044, 159A.044, 172.075, 172.245, 176.01249, 176.015, 176.0625, 176.09129, 176.156, 176A.630, 178.39801, 178.4715, 178.5691, 179.495, 179A.070, 179A.165, 179D.160, 200.3771, 200.3772, 200.5095, 200.604, 202.3662, 205.4651, 209.392, 209.3925, 209.419, 209.521, 211A.140, 213.010, 213.040, 213.095, 213.131,



217.105, 217.110, 217.464, 217.475, 218A.350, 218E.625, 218F.150, 218G.130, 218G.240, 218G.350, 228.270, 228.450, 228.495, 228.570, 231.069, 231.1473, 233.190, 237.300, 239.0105, 239.0113, 239B.030, 239B.040, 239B.050, 239C.140, 239C.210, 239C.230, 239C.250, 239C.270, 240.007, 241.020, 241.030, 241.039, 242.105, 244.264, 244.335, 247.540, 247.550, 247.560, 250.087, 250.130, 250.140, 250.150, 268.095, 268.490, 268.910, 271A.105, 281.195, 281.805, 281A.350, 281A.680, 281A.685, 281A.750, 281A.755, 281A.780, 284.4068, 286.110, 287.0438, 289.025, 289.080, 289.387, 289.830, 293.4855, 293.5002, 293.503, 293.504, 293.558, 293.906, 293.908, 293.910, 293B.135, 293D.510, 331.110, 332.061, 332.351, 333.333, 333.335, 338.070, 338.1379, 338.1593, 338.1725, 338.1727, 348.420, 349.597, 349.775, 353.205, 353A.049, 353A.085, 353A.100, 353C.240, 360.240, 360.247, 360.255, 360.755, 361.044, 361.610, 365.138, 366.160, 368A.180, 370.257, 370.327, 372A.080, 378.290, 378.300, 379.008, 379.1495, 385A.830, 385B.100, 387.626, 387.631, 388.1455, 388.259, 388.501, 388.503, 388.513, 388.750, 388A.247, 388A.249, 391.035, 391.120, 391.925, 392.029, 392.147, 392.264, 392.271, 392.315, 392.317, 392.325, 392.327, 392.335, 392.850, 394.167, 394.1698, 394.447, 394.460, 394.465, 396.3295, 396.405, 396.525, 396.535, 396.9685, 398A.115, 408.3885, 408.3886, 408.3888, 408.5484, 412.153, 416.070, 422.2749, 422.305, 422A.342, 422A.350, 425.400, 427A.1236, 427A.872, 432.028, 432.205, 432B.175, 432B.280, 432B.290, 432B.407, 432B.430, 432B.560, 432B.5902, 433.534, 433A.360, 437.145, 439.840, 439B.420, 440.170, 441A.195, 441A.220, 441A.230, 442.330, 442.395, 442.735, 445A.665, 445B.570, 449.209, 449.245, 449A.112, 450.140, 453.164, 453.720, 453A.610, 453A.700, 458.055, 458.280, 459.050, 459.3866, 459.555, 459.7056, 459.846, 463.120, 463.15993, 463.240, 463.3403, 463.3407, 463.790, 467.1005, 480.365, 480.940, 481.063, 481.091, 481.093, 482.170, 482.5536, 483.340, 483.363, 483.575, 483.659, 483.800, 484E.070, 485.316, 501.344, 503.452, 522.040, 534A.031, 561.285, 571.160, 584.655, 587.877, 598.0964, 598.098, 598A.110, 599B.090, 603.070, 603A.210, 604A.710, 612.265, 616B.012, 616B.015, 616B.315, 616B.350, 618.341, 618.425, 622.310, 623.131, 623A.137, 624.110, 624.265, 624.327, 625.425, 625A.185, 628.418, 628B.230, 628B.760, 629.047, 629.069, 630.133, 630.30665, 630.336, 630A.555, 631.368, 632.121, 632.125, 632.405, 633.283, 633.301, 633.524, 634.055, 634.214, 634A.185, 635.158, 636.107, 637.085, 637B.288, 638.087, 638.089, 639.2485, 639.570, 640.075, 640A.220, 640B.730, 640C.400, 640C.600, 640C.620, 640C.745, 640C.760, 640D.190,



640E.340, 641.090, 641.325, 641A.191, 641A.289, 641B.170, 641B.460, 641C.760, 641C.800, 642.524, 643.189, 644A.870, 645.180, 645.625, 645A.050, 645A.082, 645B.060, 645B.092, 645C.220, 645C.225, 645D.130, 645D.135, 645E.300, 645E.375, 645G.510, 645H.320, 645H.330, 647.0945, 647.0947, 648.033, 648.197, 649.065, 649.067, 652.228, 654.110, 656.105, 661.115, 665.130, 665.133, 669.275, 669.285, 669A.310, 671.170, 673.450, 673.480, 675.380, 676A.340, 676A.370, 677.243, 679B.122, 679B.152, 679B.159, 679B.190, 679B.285, 679B.690, 680A.270, 681A.440, 681B.260, 681B.410, 681B.540, 683A.0873, 685A.077, 686A.289, 686B.170, 686C.306, 687A.110, 687A.115, 687C.010, 688C.230, 688C.480, 688C.490, 689A.696, 692A.117, 692C.190, 692C.3507, 692C.3536, 692C.3538, 692C.354, 692C.420, 693A.480, 693A.615, 696B.550, 696C.120, 703.196, 704B.320, 704B.325, 706.1725, 706A.230, 710.159, 711.600, *and section 16 of this act*, sections 35, 38 and 41 of chapter 478, Statutes of Nevada 2011 and section 2 of chapter 391, Statutes of Nevada 2013 and unless otherwise declared by law to be confidential, all public books and public records of a governmental entity must be open at all times during office hours to inspection by any person, and may be fully copied or an abstract or memorandum may be prepared from those public books and public records. Any such copies, abstracts or memoranda may be used to supply the general public with copies, abstracts or memoranda of the records or may be used in any other way to the advantage of the governmental entity or of the general public. This section does not supersede or in any manner affect the federal laws governing copyrights or enlarge, diminish or affect in any other manner the rights of a person in any written book or record which is copyrighted pursuant to federal law.

2. A governmental entity may not reject a book or record which is copyrighted solely because it is copyrighted.

3. A governmental entity that has legal custody or control of a public book or record shall not deny a request made pursuant to subsection 1 to inspect or copy or receive a copy of a public book or record on the basis that the requested public book or record contains information that is confidential if the governmental entity can redact, delete, conceal or separate the confidential information from the information included in the public book or record that is not otherwise confidential.

4. A person may request a copy of a public record in any medium in which the public record is readily available. An officer, employee or agent of a governmental entity who has legal custody or control of a public record:



(a) Shall not refuse to provide a copy of that public record in a readily available medium because the officer, employee or agent has already prepared or would prefer to provide the copy in a different medium.

(b) Except as otherwise provided in NRS 239.030, shall, upon request, prepare the copy of the public record and shall not require the person who has requested the copy to prepare the copy himself or herself.

Sec. 49. NRS 205.2741 is hereby amended to read as follows:
205.2741 1. It is unlawful for any person:

(a) To throw any stone, rock, missile or any substance at any bicycle, *electric scooter as defined in section 1 of this act*, or at any motorbus, truck or other motor vehicle; or

(b) Wrongfully to injure, deface or damage any bicycle, or any motorbus, truck or other motor vehicle, or any part thereof.

2. Any person who violates any of the provisions of subsection 1 is guilty of a public offense, as prescribed in NRS 193.155, proportionate to the value of the property damaged and in no event less than a misdemeanor.

Sec. 50. This act becomes effective upon passage and approval.



NRS 484A.469 Local authority may regulate operation of electric scooters and scooter-share program; requirements for and limitations on scooter-share program.

1. A local authority may adopt, to protect the health and safety of the public, an ordinance which regulates the time, place and manner of operation of electric scooters in the jurisdiction of the local authority in a manner that is generally consistent with such regulation of bicycles and electric bicycles and which may, without limitation:

- (a) Prohibit the use of an electric scooter in a specified area or areas of the jurisdiction; or
- (b) Establish a speed limit for electric scooters operating on sidewalks in the jurisdiction.

2. A local authority may by ordinance regulate the operation of a scooter-share program in the jurisdiction of the local authority as provided in this section.

3. An ordinance enacted pursuant to subsection 2 may:

(a) Require a scooter-share operator to pay a reasonable fee for the privilege of operating a scooter-share program, provided that such fee does not exceed the cost to the local authority for regulating the scooter-share program.

(b) Require a scooter-share operator to indemnify the local authority against claims, losses, liabilities, damages, costs and attorney's fees arising out of any negligent act, error, omission or willful misconduct by a scooter-share operator or its officers or employees, except for those claims, losses, liabilities, damages, costs and attorney's fees which arise out of the negligence or willful misconduct of the local authority.

(c) Except as otherwise provided in subsection 1, designate locations where a scooter-share operator may not stage shared scooters, provided that at least one such staging location must be allowed on each side of each city block in any commercial zone or business district in the jurisdiction of the local authority where use of electric scooters is allowed, provided that such a staging location does not impede the normal and reasonable movement of pedestrians at the location.

(d) Except as otherwise provided in subsection 5, enact or identify moving or parking violations specific to shared scooters and assessing penalties for such violations, provided that such penalties do not exceed those imposed, if any, for similar violations by the rider of a bicycle.

(e) Require a scooter-share operator to provide to the local authority trip data for all trips starting or ending in the jurisdiction of the local authority on each shared scooter of the scooter-share operator or any person or company controlled by, controlling or under common control with the scooter-share operator. To ensure privacy, such trip data must be:

(1) Provided via an application programming interface, subject to the scooter-share operator's license agreement for the interface;

(2) Subject to a publicly available privacy policy of the local authority or a designee of the local authority, disclosing what data is collected and how the data is used or shared with third parties;

(3) Safely and securely stored by the local authority, which must implement reasonable administrative, physical and technical safeguards to protect, secure and, if applicable, encrypt or otherwise limit access to the data;

(4) Except as otherwise provided in subparagraphs (5) and (6), treated by the local authority as personal, proprietary business information and trade secret of the scooter-share operator, exempt from public disclosure pursuant to any public records request, deemed confidential and not a public record for the purposes of [chapter 239](#) of NRS and not considered property of the local authority;

(5) Shared with law enforcement agencies only pursuant to valid legal process; and

(6) Shared with third parties only with the consent of the scooter-share operator, except that, for the purposes of subparagraph (1), the local authority may, upon a showing of legitimate necessity, designate a third party to receive trip data from the scooter-share operator if the third party is in privity with the local authority and agrees to the requirements of this section.

4. An ordinance enacted pursuant to subsection 2 may not, except as required to protect the health and safety of the public as provided in subsection 1, subject customers of a scooter-share program to requirements more restrictive than those applicable to riders of bicycles or electric bicycles, except those requirements which by their nature only apply to electric scooters.

5. An ordinance enacted pursuant to subsection 2 must:

(a) Prohibit a scooter-share operator from knowingly allowing a person who is under 16 years of age to operate a shared scooter.

(b) Prohibit a person from knowingly allowing a person who is under the age of 16 to operate a shared scooter.

(c) Provide that a violation of paragraph (a) or (b) is:

(1) Not a misdemeanor; and

(2) Punishable by the imposition of a civil penalty of \$250.

(d) Require a scooter-share operator to maintain insurance coverage that must include, without limitation:

(1) Commercial general liability insurance in an amount of not less than \$1,000,000 for each occurrence and \$5,000,000 in the aggregate;

(2) Motor vehicle insurance with a combined single limit of not less than \$1,000,000;

(3) Umbrella or excess liability coverage with a limit of not less than \$5,000,000 for each occurrence and \$5,000,000 in the aggregate; and

(4) If the scooter-share operator has employees, industrial insurance as required pursuant to [chapters 616A](#) to [617](#), inclusive, of NRS.

6. As used in this section:

(a) "Scooter-share operator" means a person offering shared scooters for hire through a scooter-share program.

(b) "Scooter-share program" means the offering of shared scooters for hire.

(c) "Shared scooter" means an electric scooter offered for hire as part of a scooter-share program.

(d) "Trip data" means any data elements related to the use of a shared scooter by a customer of a scooter-share program, including, without limitation, route data, GPS information and timestamps. (Added to NRS by [2019, 1882](#))

LAKE TAHOE SHARE THE PATH EDUCATION CAMPAIGN

VISUAL STYLE GUIDE



Created by the Lake Tahoe Pathway Partnership and prepared by TRPA and NDOT

visual identity

- 01. contents
- 02. about the campaign
- 03. campaign identity
- 04. typefaces
- 05. colors
- 06. icons

applications

- 08. trailhead signage
- 09. site specific signage
- 10. pathway graphics
- 11. etiquette icons

education & outreach

- 13. banner
- 14. etiquette icons
- 15. poster
- 16. stickers
- 17. flyers
- 18. social media
- 19. questions

**SHARE THE
PATH**

**be kind.
be safe.
take care.**

Trailhead Signage

Trailhead signage with the campaign header and etiquette icons should be permanently installed at trailheads and major path intersections to effectively communicate trail etiquette to users entering the path. Permanent trailhead signs are metal, 18 x 24 in. rectangles with rounded corners.

Trailhead signs are intended to signal users at the beginning of their trip and provide quick information on desired trail etiquette.



18"X 24" metal sign

Lake Tahoe's Share the Path campaign poster features etiquette tips and messaging and can be posted in offices, at trailheads, on bulletin boards, near parks, and at schools. The poster features a brief description of the shared-use path network at Lake Tahoe and encourages residents and visitors to abide by etiquette tips while they are on the paths.

Share the Path

be kind. be safe. take care.

Lake Tahoe's Trail Safety Etiquette Campaign
For more information, visit: www.laketahoe.org/xxx

Share the Path

Lake Tahoe has an exceptional network of shared-use paths and a plan to build a connected path around the entire lake. The path system is for everyone to enjoy and use for commuting and recreating. Follow these six easy etiquette tips to keep you and your fellow path users safe.





LAKE TAHOE
Pathway Partnership

Etiquette Tips

- 

SLOW DOWN

Use safe speeds. People travel at different speeds, in different directions, and in different ways. Make sure your speed allows you to maneuver safely by others.
- 

PASS SAFELY

Alert when passing. Slow down and allow enough time for others to make space for you to pass.
- 

USE LIGHTS

Always use a light at night. Make sure you are visible to others by using lights and reflectors.
- 

KEEP RIGHT

Keep right, pass left when safe. Stay to the right and let people moving faster pass safely on your left.
- 

BE KIND

Blaze a trail of kindness. The path is for everyone and should be a fun experience for all.
- 

LOOK LISTEN

Look, listen, and be respectful. Pay attention to your surroundings, listen for others approaching, and give people space to pass.

18"X24"

Share the Path be kind. be safe. take care.



LAKE TAHOE
Pathway Partnership



Keep right, pass left when safe.



Blaze a trail of kindness.



Alert when passing.



Use safe speeds.



Always use a light at night.



Look and listen, be respectful.



Speed limit 15 mph.



Class 1 and 2 E-Bikes permitted.



Bikes yield to pedestrians.



Keep dogs on a short leash.



www.tcpud.org/biketrails

Trails marked as yellow are not operated by the TCPUD. Other trail rules may apply.

V&T Trail

Open Daily Dawn to Dusk



Share the Trail

Respect others

Use safe speeds

“Go Slow and Say Hello”

Clean-up after your pet

Enjoy!

V&T Trail



CARSON CITY

Trail Difficulty Rating System

- Trail Rating: 1.0, 2.0, 3.0, 4.0, 5.0
- V&T Trail: 0.9 Miles
- V&T Trail Rating
- Route of Historical V&T Railroad

MOTORIZED VEHICLES PROHIBITED

Violations are punishable by fine per CCMC Title 13



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STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: February 10, 2021

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action to reappoint the Transportation Manager as the alternate to Lori Bagwell, RTC Chairperson, to the Tahoe Transportation District Board of Directors.

Staff Summary: The Tahoe Transportation District (TTD) is a multi-state district that serves the transportation needs of the Lake Tahoe area. The TTD receives direction from a twelve-member board of directors comprised of one member appointed from each of the stakeholders. Carson City is a stakeholder in the activities in the Lake Tahoe basin and has a representative that serves on the TTD Board of Directors as a voting member. The Carson City representative must be a member of the Carson City Board of Supervisors, but another individual may be selected as an alternate. The Board of Supervisors has designated the RTC Chair as the representative from Carson City, and the Transportation Manager has previously been designated as the alternate.

Agenda Action: Formal Action/Motion

Time Requested: 5 Minutes

Proposed Motion

I move to reappoint the Transportation Manager as the alternate to Lori Bagwell for the Tahoe Transportation District Board of Directors.

Background/Issues & Analysis

- June 19, 2014 Carson City Board of Supervisors – As provided in Exhibit-1, the Carson City Board of Supervisors took action at their June 19, 2014 meeting to establish the RTC Chair as the Tahoe Transportation District Board of Directors Representative.
- September 13, 2017 RTC – The RTC took action at their September 13, 2017 meeting to establish the Transportation Manager as the Alternate to the BOS member. As provided in Exhibit-2, when a new chair is appointed to the RTC, an item will be brought before the RTC to confirm/revisit the appointment of the Transportation Manager as the alternative.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number:

Is it currently budgeted? Yes No

Financial Explanation:

Supporting Material

- Exhibit-1: Carson City Board of Supervisors Agenda, June 19, 2014

- Exhibit-2: Carson City Regional Transportation Commission Agenda, September 13, 2017

Alternatives

Do not appoint the Transportation Manager as the alternate and provide alternative direction to staff.

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

**City of Carson City
Agenda Report**

Date Submitted: June 5, 2014

Agenda Date Requested: June 19, 2014
Time Requested: 5 minutes

To: Mayor and Supervisors

From: Public Works Department (Patrick Pittenger)

Subject Title: For Possible Action: To appoint the Chair of the Carson City Regional Transportation Commission (RTC) as the designated representative to serve on the Tahoe Transportation District (TTD) Board of Directors and determine that the Regional Transportation Commission will select an alternate member to the TTD from its other members.

Staff Summary: As a stakeholder in the activities in the Lake Tahoe Basin, Carson City has a representative that serves on the TTD Board as a voting member. The Carson City representative must be a member of the Carson City Board of Supervisors, but another individual may be selected as an alternate.

Type of Action Requested: (check one)
 Resolution Ordinance
 Formal Action/Motion Other

Does This Action Require A Business Impact Statement: Yes (XX) No

Recommended Board Action: I move to appoint the Chair of the Carson City Regional Transportation Commission (RTC) as the designated representative to serve on the Tahoe Transportation District (TTD) Board of Directors and determine that the Regional Transportation Commission will select an alternate member to the TTD from its other members.

Explanation for Recommended Board Action: The Tahoe Transportation District (TTD) is responsible for facilitating and implementing transportation plans, programs and projects for the Lake Tahoe Basin, including transit operations. TTD may also acquire, own and operate public transportation systems and parking facilities serving the Tahoe region and provide access to convenient transportation terminals outside of the region.

TTD bylaws state that the representative for Carson City shall be a member of its Board of Supervisors. The appointed member shall serve for a one-year term to commence on the date of the appointment. The term shall roll-over for another one-year term unless the appointed member resigns or the Board appoints a different transportation system as a member of the Board.

If this action is approved, no future action by the Board would be required unless other circumstances change. The City's representative will be determined by the Board's regular appointment of its members to the RTC and the RTC's selection of one of those members as its chair. The RTC will need to act to select one of its other members to serve as the alternate.

Applicable Statue, Code, Policy, Rule or Regulation: N/A

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Alternatives: N/A

Supporting Material: N/A

Prepared By: Patrick Pittenger, AICP – Transportation Manager

Reviewed By: [Signature] Date: 6/10/14

(Department Head)

Concurrences: [Signature] Date: 6/10/14

(City Manager)

[Signature] Date: 6/10/14

(District Attorney)

[Signature] Date: 6/10/14
(Finance Director)

Board Action Taken:

Motion: _____

- 1) _____
- 2) _____

Aye/Nay

(Vote Recorded By)



STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: September 13, 2017

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: (For Possible Action) To appoint the Transportation Manager to serve on the Tahoe Transportation District Board of Directors as an alternate to Brad Bonkowski, RTC Chair.

Staff Summary: As a stakeholder in the activities in the Lake Tahoe Basin, Carson City has a representative that serves on the TTD Board as a voting member. The Carson City representative must be a member of the Carson City Board of Supervisors, but another individual may be selected as an alternate.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to appoint the Transportation Manager to serve on the Tahoe Transportation District Board of Directors as an alternate to Brad Bonkowski, RTC Chair.

Background/Issues & Analysis

The Tahoe Transportation District (TTD) is responsible for facilitating and implementing transportation plans, programs, and projects for the Lake Tahoe Basin, including transit operations. TTD may also acquire, own, and operate public transportation systems and parking facilities serving the Tahoe region and provide access to convenient transportation terminals outside of the region.

TTD bylaws state that the representative for Carson City shall be a member of its Board of Supervisors. At their June 19, 2014 meeting, the Board of Supervisors appointed the RTC Chair as the designated TTD representative and also authorized the RTC to appoint an alternate member of their choosing at a future meeting. In the event of the election of a new RTC Chair, action will be taken at the immediate subsequent meeting of the RTC to select an alternate representative to the TTD. Likewise, if the alternate to the TTD ceases to serve on the RTC, the RTC shall take action to select a new alternate.

Historically, Patrick Pittenger, former Transportation Manager, had served on the TTD Board of Directors. In August 2014, RTC acted to appoint Mark Kimbrough as alternate to the Chair on the TTD Board. Mark has served as the TTD Board of Directors alternate since August 2014. Lucia Maloney was recently hired as the new Transportation Manager for Carson City. Mark, after discussions with RTC Chair, Brad Bonkowski, recommended that Mrs. Maloney assume the appointment to the TTD. This assignment will allow her to represent Carson City alongside other transportation managers in the Region. Mrs. Maloney will be able to build relationships with nearby transit providers and

transportation managers to ensure ongoing and enhanced interregional transit services and transportation opportunities for Carson City residents.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: To be determined.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: N/A

Alternatives

N/A

Supporting Material

N/A

Board Action Taken:

Motion: _____

- 1) _____
- 2) _____

Aye/Nay

(Vote Recorded By)



STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: February 10, 2021

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Discussion Only – Discussion and presentation regarding the Jump Around Carson (JAC) Fiscal Year (FY) 2020 Monitoring Report and long-range fiscal outlook.

Staff Summary: The JAC transit system is primarily funded by Federal Transit Administration (FTA) grants and is required to report to the National Transit Database annually by October 31st. Staff will present an overview of the FY 2020 Monitoring Report and will also provide information on long-range projections on the Transit Fund budget.

Agenda Action: Other/Presentation

Time Requested: 20 minutes

Proposed Motion

N/A

Background/Issues & Analysis

Fiscal Year 2020 was a challenging year for the entire country and its transit systems. On March 13, 2020 the President declared a National Emergency due to the Coronavirus pandemic, followed by Nevada's Governor ordering a closure of nonessential businesses on March 17th. These orders had a profound effect on transportation in Nevada and the Carson City area. The U.S. Department of Transportation reported a 73% decline in national transit ridership for fixed route buses for the month of April in 2020 compared to 2019, and ridership went from 397 million unlinked passenger trips nationally (Federal FY 2019) to a low of 109 million. Jump Around Carson was not immune to ridership declines. Jump Around Carson fixed route experienced monthly ridership declines from 15,035 unlinked passenger trips in April 2019 to 9,142 in April 2020, a 39% decrease. The phased Nevada reopening announced for May of 2020 allowed transit ridership to begin to recover.

Throughout the COVID-19 pandemic, Jump Around Carson staff and customers have been agile and resilient. Jump Around Carson shifted to temporary free fares in March 2020 to keep both riders and drivers safe. There has been no loss in service. Increased sanitation protocols, installation of mask dispensers, and distribution of face coverings at no cost to riders have successfully resulted in no known positive cases of COVID-19 amongst either our drivers or riders. Jump Around Carson is positioned well to continue to provide service to Carson City, but will need to be efficient to continue to operate within limited local funding levels, and creative to continue to grow the ridership numbers within its limited market.

As discussed within Exhibit-1: FY 2020 Monitoring Report for Jump Around Carson (JAC) Transit, JAC's future will be challenged by limited local match funding. Continuation of existing local funding levels may result in future FTA apportionment reductions. Further, if local funding levels are not increased by FY 2023, it is expected that available FTA revenue will outpace available local match, resulting in grant funds reverting to FTA for use by other agencies/jurisdictions when funds aren't utilized within each FTA program's required timeframes.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: N/A

Supporting Material

- Exhibit-1: FY 2020 Monitoring Report for Jump Around Carson (JAC) Transit



Jump Around Carson (JAC) Transit System

Carson City Fiscal Year 2020

Monitoring Report



INTRODUCTION: COVID-19 CONTEXT-SETTING

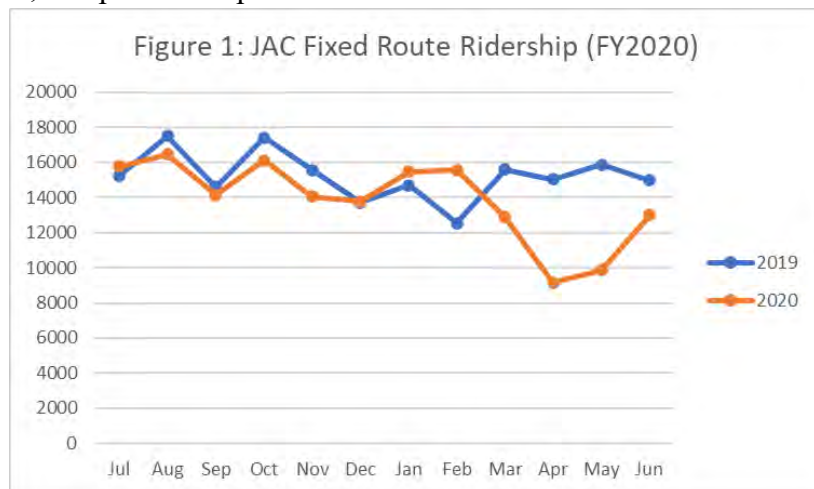
Fiscal Year 2020 was a challenging year for the entire country and its transit systems. On March 13, 2020 the President declared a National Emergency due to the Coronavirus pandemic, followed by Nevada's Governor ordering a closure of nonessential businesses on March 17th. These orders had a profound effect on transportation in Nevada and the Carson City area. The U.S. Department of Transportation reported a 73% decline in national transit ridership for fixed route buses for the month of April in 2020 compared to 2019, and ridership went from 397 million unlinked passenger trips nationally (Federal FY 2019) to a low of 109 million. Jump Around Carson was not immune to ridership declines. Jump Around Carson fixed route experienced monthly ridership declines from 15,035 unlinked passenger trips in April 2019 to 9,142 in April 2020, a 39% decrease. The phased Nevada reopening announced for May of 2020 allowed transit ridership to begin to recover.

Throughout the COVID-19 pandemic, Jump Around Carson staff and customers have been agile and resilient. Jump Around Carson shifted to temporary free fares in March 2020 to keep both riders and drivers safe. There has been no loss in service. Increased sanitation protocols, installation of mask dispensers, and distribution of face coverings at no cost to riders have successfully resulted in no known positive cases of COVID-19 amongst either our drivers or riders. Jump Around Carson is positioned well to continue to provide service to Carson City, but will need to be efficient to continue to operate within limited local funding levels, and creative to continue to grow the ridership numbers within its limited market.

FISCAL YEAR 2020 RIDERSHIP

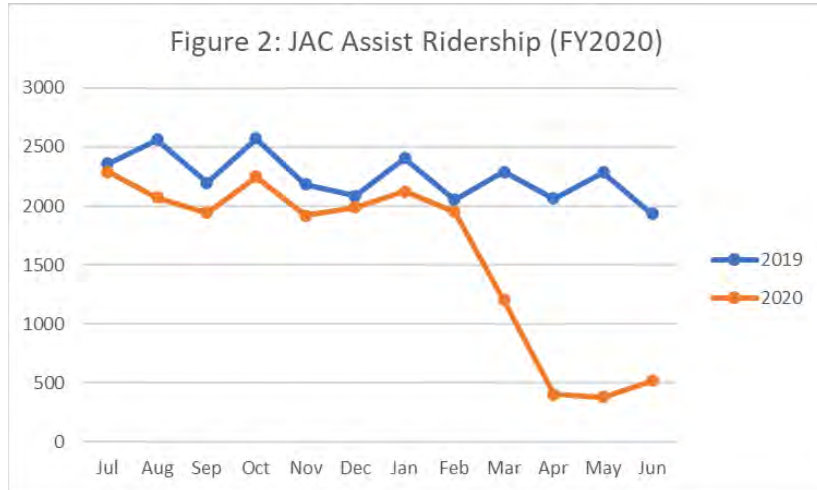
As shown in Figure 1, fixed route ridership at the beginning of FY 2020 was roughly in line with ridership from FY 2019. However, steep ridership declines occurred with the closure of non-

essential businesses in March 2020. Despite declines, JAC continued to operate without any service reductions or disruptions. JAC fixed route provided 166,286 unlinked passenger trips during Fiscal Year (FY) 2020, as compared with 169,067 in FY 2019; a 2 percent decline. August 2019 had the highest monthly ridership at 16,449 trips. April 2020 saw the lowest ridership of the year, with fixed route providing just 9,142 unlinked passenger trips. 13,012 rides were provided in June, indicating a start to the recovery. June 2020 ridership was down only 13% from June 2019, while nationally, transit ridership was down 62% from February 2020 to June 2020 (source: <https://transitapp.com/APTA>).



As provided in Figure 2, monthly ridership for JAC Assist went from a high of 2,289 in July 2019 to a low of 380 in May 2020. JAC Assist provided 2,283 unlinked passenger trips in May of 2019, an 83% drop from May 2019 to May 2020. JAC Assist ridership started seeing initial recovery, with 516 trips in June 2020, but the ridership is anticipated to rebound slowly, as implemented safety protocols put into place continue to affect the reopening of employment and other travel destinations.

Overall, JAC Assist provided 19,032 unlinked passenger trips in FY 2020, down 29 percent from the 26,973 trips provided in FY 2019. Despite free fares, staff have observed that JAC Assist's ridership is much more dependent on medical business types, including dialysis centers, and ridership declines were attributed to closing of those facilities to pandemic safety concerns. When compared with national statistics, the effectiveness of safety protocols and the essential services that JAC provides for its customers is clear.



OPERATIONAL EFFICIENCY

JAC's revenues and expenditures can be compared with other transit agencies through an analysis of the Cost per Revenue Hour statistic. Vehicle Revenue Hours account solely for the hours a vehicle is in revenue service and excludes time while traveling for administrative purposes, including maintenance, fueling, and driver training. JAC fixed route service reported 14,930 Vehicle Revenue Hours and \$1,167,535 in operations costs in FY 2020, for a cost per revenue hour of \$78.20, while the National Transit Database shows a national average of \$136.40 in 2018 (the latest available data). JAC Assist reported 6,045 Vehicle Revenue Hours and \$222,680 in operations costs in FY 2020, resulting in a cost per vehicle revenue hour of \$36.84 compared to the national average of \$72.88 in 2018. While comparing JAC FY 2020 data to FY 2018 national data is not ideal, it does provide context that would otherwise be unavailable. The comparison illuminates JAC's operational efficiency, keeping costs at roughly half of the national average.

In FY 2020 JAC drove 228,452 Vehicle Revenue Miles: 172,492 miles for fixed route service and 55,960 for JAC Assist (ADA Paratransit) service. JAC fixed route cost per revenue mile was \$6.77 and JAC Assist was \$3.98. There was no available NTD data to provide a comparison between JAC and the national average. The Actual Vehicle miles for FY 2020 were 215,295 miles for fixed route service and 66,385 for ADA Paratransit service for a total of 281,680 miles.

JAC spent \$141,988 in maintenance costs including parts and labor in FY 2020. The Jump Around Carson bus fleet currently consists of 14 revenue vehicles, with an average of \$10,142 of maintenance costs per vehicle. Additional statistics are provided within the National Transit Database reports that have been compiled and included in the Appendix of this report.

FUNDING AVAILABILITY: OPPORTUNITIES AND CHALLENGES

The FTA provides annual funding apportionments that are used for funding operations and capital purchases for the JAC transit system. Apportionment funding is available through various funding types including the FTA's Section 5307, 5310, and 5339 programs. These funds are apportioned directly to the Carson Area Metropolitan Planning Organization (CAMPO) and are formula based. A local match is required for each of these funding sources, which is provided through a transfer from Carson City's General Fund. These funds make up the Transit Fund budget, which includes the City's "225" accounts. The match share for an individual expenditure can range from 15% to 50% depending on the project and funding program. Typically, 15% is required for bus purchases, 20% for other capital purchases, and 50% for operating expenditures. FTA grant funds must be allocated to specific activities/projects at the time the grant application is submitted in the federal electronic grant award system. This often results in a fund balance for some projects, which can remain unused until a future need arises, at which time a grant amendment may be requested from FTA, allocating funds to another transit project when needed.

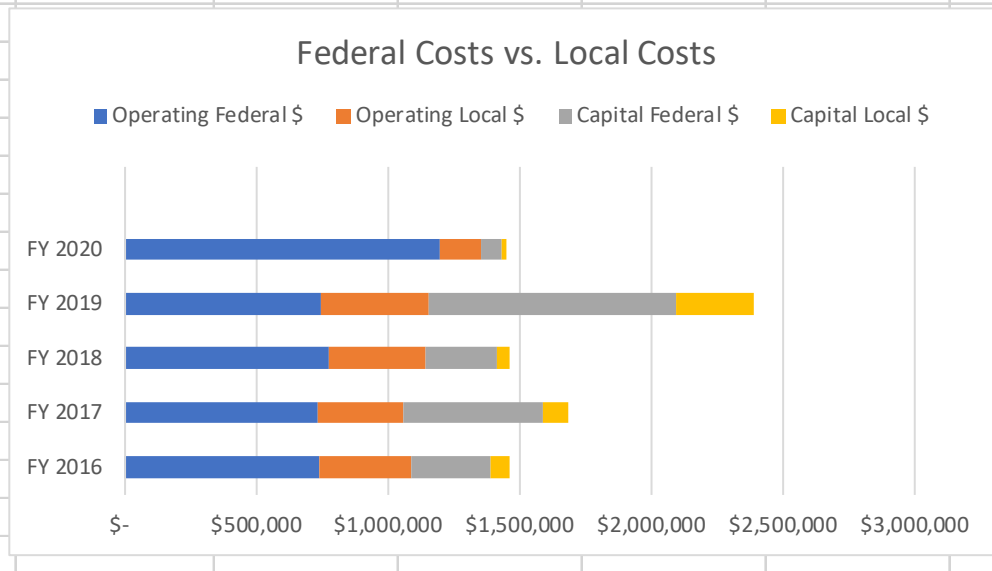
JAC expenditures can be categorized into Operating expenses and Capital expenses. Capital expenses consist of large purchases, including rolling stock. Operating expenses include all other purchases necessary for JAC operations and includes maintenance on the buses and the operations contract. While occurrence of capital expenses can fluctuate and be planned for, operating expenses are more frequent and consistent. Operating expenses are expected to continue to increase over time.

In FY 2020, JAC spent \$1,481,632 on both operations and capital purchases, with \$177,514 of that being local match. The local match spent was unusually low due to the \$730,960 of CARES Act funds that were spent, which required no local match. JAC spent \$700,213 in local match in FY 2019 and \$415,645 in FY 2018. JAC's spending will continue to increase due to factors that include the new JAC Operations contract and rolling stock purchases in conformance with JAC's adopted Transit Asset Management (TAM) Plan.

Provided in Figure 3, Jump Around Carson has operated with fairly stable expenditure levels from 2016 to 2020 (source: National Transit Database, <https://www.transit.dot.gov/ntd>). As mentioned previously, FY 2020 experienced lower than typical local match requirements due to availability and utilization of CARES Act funding.

Figure 3: JAC Expenditures by Category (FY 2016 – FY 2020)

	Operating		Capital		Total Expenditures	
	Federal \$	Local \$	Federal \$	Local \$	Federal \$	Local \$
FY 2016	\$ 737,347	\$ 352,096	\$ 296,890	\$ 74,223	\$ 1,034,237	\$ 426,319
FY 2017	\$ 731,768	\$ 324,098	\$ 532,500	\$ 93,970	\$ 1,264,268	\$ 418,068
FY 2018	\$ 770,929	\$ 367,406	\$ 273,356	\$ 48,239	\$ 1,044,285	\$ 415,645
FY 2019	\$ 745,985	\$ 406,413	\$ 938,878	\$ 293,800	\$ 1,684,863	\$ 700,213
FY 2020	\$ 1,193,326	\$ 160,671	\$ 74,574	\$ 16,843	\$ 1,267,900	\$ 177,514



With stagnant local and state funding to serve as local match, availability of federal grant funds is currently outpacing JAC’s ability to spend those federal dollars. In order to respond to, prevent, and prepare for COVID-19, CAMPO was apportioned over \$3.7 million through the CARES Act. This funding came at a 100% federal share, requiring no local match.

The FY 2020 CARES Act apportionment of \$3,725,309 has been a boost to the medium-term health of Carson City’s Transit Fund budget, allowing the City’s annual General Fund transfer to be preserved until needed. There is \$2,603,600 remaining in the CARES Act apportionment as of January 25, 2021, with remaining funds budgeted and programmed for operations, purchases of rolling stock, and rehabilitation & renovation of facilities and equipment. The CARES funding was provided as a one-time apportionment.

At the same time, annual apportionments of federal grant funds continue to be available to CAMPO and JAC. With the 5307, 5310, and 5339 grant funding, JAC must include a local share ranging from 15% for rolling stock purchases, to 20% for bus maintenance, to 50% on operations. Apportioned funding is further distributed into categories called Activity Line Items (ALI). The ALIs include categories such as preventative maintenance, operations, and facility rehabilitation and restoration. The distribution of available grant funding and their ALI distributions is provided in Table 1, below.

Jump Around Carson typically relies heavily on FTA 5307 (Urbanized Area Formula Program) funding. JAC currently has three open grants with funds available (NV-2017-002-00, NV-2018-007-02, NV-2020-

002-00) and two available apportionments – Federal FY 2020 and 2021 – that have not yet been budgeted or programmed due to lack of available local match. There is \$1,856,464 in FTA 5307 funds available now, with \$1,238,816 local match required and another \$2,635,327 in new FTA funding with \$1,317,663.50 in required local match.

FTA 5310 funding is aimed at the enhanced mobility of seniors and people with disabilities. JAC has \$51,702 in FTA funds available in one grant, with another \$12,925 of local match required. There is also \$143,900 of 5310 funds available through CAMPO’s Federal FY 2019 apportionment that has yet to be submitted to FTA for approval due to lack of available local match; this grant would require a local match of \$35,975. CAMPO also has apportionments for Federal FY 2020 and 2021 of \$292,044 with a required local match of \$73,011 that are also awaiting submission to FTA due to lack of available local match.

Bus and Bus Facilities funding is captured under FTA’s Section 5339 program. Jump Around Carson currently has two open grants with \$231,593 in FTA share funding that requires \$40,869 in local share. There are two grants that have not yet been submitted to the FTA. One –Section 5339(b) grant – was a competitive discretionary grant. With availability of the CARES Act funding, staff have waited to formally submit the grant award through the FTA. The second grant requires \$21,601 in local match that is not currently available. There are two FTA apportionments for Federal FY 2020 and 2021 that total \$244,817 that will also require \$73,011 in local match.

Table 1: Transit Fund Grant Summary (as of January 2021)

FTA Fund	Grant Name	Grant Description	Activity Line Item	Original Budget Amount	Total Spent FTA	Total Spent Local	Total Remaining FTA	Total Remaining Local
5307		FY2021 Apportionment Ops/PM/Capital Items	Operating	\$1,977,234	\$0	\$0	\$1,318,156	\$659,078
			Total	\$1,977,234	\$0	\$0	\$1,318,156	\$659,078
5310		FY2021 Apportionment Capitalized Operating	Operating	\$179,339	\$0	\$0	\$143,471	\$35,868
			Total	\$179,339	\$0	\$0	\$143,471	\$35,868
5339		FY2021 Apportionment Replacement Vehicle Purchase	Operating	\$135,033	\$0	\$0	\$117,420	\$17,613
			Total	\$135,033	\$0	\$0	\$117,420	\$17,613
5307		FY2020 Apportionment Ops/PM/Capital Items	Operating	\$2,315,354	\$0	\$0	\$1,317,171	\$998,183
			Total	\$2,315,354	\$0	\$0	\$1,317,171	\$998,183
5310		FY2020 Apportionment Capitalized Operating	Operating	\$185,716	\$0	\$0	\$148,573	\$37,143
			Total	\$185,716	\$0	\$0	\$148,573	\$37,143
5339		FY2020 Apportionment Replacement Vehicle Purchase	Operating	\$146,507	\$0	\$0	\$127,397	\$19,110
			Total	\$146,507	\$0	\$0	\$127,397	\$19,110

FTA Fund	Grant Name	Grant Description	Activity Line Item	Original Budget Amount	Total Spent FTA	Total Spent Local	Total Remaining FTA	Total Remaining Local
5339		FY19 5339 Apportionment Replacement Vehicle Purchase	Bus Rolling Stock	\$144,006	\$0	\$0	\$122,405	\$21,601
			Total	\$144,006	\$0	\$0	\$122,405	\$21,601
5310		FY19 5310 Apportionment Capitalized Operating	Capitalized Operating	\$179,875	\$0	\$0	\$143,900	\$35,975
			Total	\$179,875	\$0	\$0	\$143,900	\$35,975
5339(b)		FY19 5339(b) Bus & Bus Facilities, Bus Replacement	Bus Rolling Stock	\$422,500	\$0	\$0	\$227,500	\$195,000
			Total	\$422,500	\$0	\$0	\$227,500	\$195,000
CARES	NV-2020-007-00	FY2020 CARES Act Apportionment Ops/PM/Capital Items	Operating	\$1,966,894	\$890,110	\$0	\$1,076,784	\$0
			Other Capital Items (Bus)	\$308,475	\$196,086	\$0	\$112,389	\$0
			Rehab/Renovate Admin Facility	\$405,000	\$33,763	\$0	\$371,237	\$0
			Rehab/Renovate Bus Station	\$200,000	\$1,750	\$0	\$198,250	\$0
			ADP Software	\$45,000	\$0	\$0	\$45,000	\$0
			Bus Support Equip/Facilities Fare Collection (mobile)	\$50,000	\$0	\$0	\$50,000	\$0
			Rolling Stock (Three 24 Footers)	\$413,964	\$0	\$0	\$413,964	\$0
			Rolling Stock (Mini Van)	\$60,000	\$0	\$0	\$60,000	\$0
			Rolling Stock (Two 35 Foot to 24 Foot)	\$275,976	\$0	\$0	\$275,976	\$0
			Total	\$3,725,309	\$1,121,709	\$0	\$2,603,600	\$0
5307	NV-2020-002-00	FY2019 Apportionment Ops/PM/Capital Items	Operating	\$2,116,110	\$0	\$0	\$1,058,055	\$1,058,055
			Capital Assistance - Preventive Maintenance	\$225,000	\$0	\$0	\$180,000	\$45,000
			Capital Non-Fixed Route ADA Paratransit	\$193,550	\$0	\$0	\$154,840	\$38,710
			Rehab/Renovate Admin/Maintenance Facility (Safety & Security)	\$19,355	\$0	\$0	\$15,484	\$3,871
			Rehab/Renovate Bus Station	\$125,000	\$0	\$0	\$100,000	\$25,000

FTA Fund	Grant Name	Grant Description	Activity Line Item	Original Budget Amount	Total Spent FTA	Total Spent Local	Total Remaining FTA	Total Remaining Local
			ADP Software	\$50,000	\$0	\$0	\$40,000	\$10,000
			Total	\$2,729,015	\$0	\$0	\$1,548,379	\$1,180,636
5310	NV-2019-008-00	FFY 2018 5310 Full Apport. - Capitalized Operating	Capitalized Operating	\$169,581	\$83,963	\$20,991	\$51,702	\$12,925
5339	NV-2019-007-00	FFY 2018 5339 Full Apport. - Replacement Vehicle Purchase	Bus Rolling Stock	\$157,207	\$0	\$0	\$133,626	\$23,581
5307	NV-2018-007-02	FY 2017 5307 Apportionment Ops/PM/Capital Items	Operating	\$600,000	\$299,677	\$299,677	\$323	\$323
			Capital - Prev Maint.	\$250,000	\$200,000	\$49,999	\$0	\$0
			Capital - Non-Fixed	\$150,970	\$120,776	\$30,194	\$0	\$0
			Rehab/Reno - Yard/Shop (Safety & Security)	\$15,098	\$1,826	\$457	\$10,252	\$2,563
			Rehab/Reno - Admin Facility	\$100,000	\$54,656	\$13,665	\$25,344	\$6,335
			ADP Software	\$62,500	\$6,000	\$1,500	\$44,000	\$11,000
			Bus Stop Amenities	\$56,135	\$34,322	\$8,580	\$10,586	\$2,647
			Bus Rolling Stock	\$470,588	\$199,904	\$35,277	\$200,096	\$35,311
			Total	\$1,705,291	\$917,161	\$439,349	\$290,601	\$58,180
5339	NV-2017-008-01	FFY 2017 5339 Apportionment - Replacement Vehicle Purchase	Bus Rolling Stock	\$115,255	\$0	\$0	\$97,967	\$17,288
5307	NV-2017-002-00	FY 2017 5307 Apportionment Ops/PM/Rolling Stock	Operating	\$1,039,696	\$519,848	\$519,848	\$0	\$0
			Capital - Prev. Maint.	\$269,779	\$215,823	\$53,956	\$0	\$0
			Capital - Non-Fixed	\$122,326	\$97,860	\$24,466	\$1	\$0
			Rehab/Reno - Yard & Shop	\$12,233	\$9,786	\$2,446	\$0	\$0
			Bus Rolling Stock	\$159,169	\$117,810	\$27,047	\$17,484	\$0
			Total	\$1,603,203	\$961,127	\$627,763	\$17,485	\$0

JAC's future will be challenged by limited local match funding. Continuation of existing local funding levels may result in future FTA apportionment reductions. Further, if local funding levels are not increased by FY 2023, it is expected that available FTA revenue will outpace available local match, resulting in grant

funds reverting to FTA for use by other agencies/jurisdictions when funds aren't utilized within each FTA program's required timeframes.

CONCLUSION

Jump Around Carson has been able to withstand a difficult period in transit history through the diligence of the JAC staff and being efficient with available resources. 61% of transit agencies surveyed by the American Public Transportation Association (APTA) in September of 2020 stated that they were considering cutting service due to lack of available funding as a result of COVID-19 (source: <https://www.apta.com/wp-content/uploads/APTA-Brief-Agency-Survey-Sept-2020.pdf>), while JAC has continued to operate without service reductions, interruptions, or proposed service cuts. JAC is poised to continue as a reliable transportation option for the many residents and visitors that rely upon the services provided. However, adequate local funding and the need to continue to modernize both its fleet and services to keep up with changing demographics and technology must be monitored in order to successfully serve the riding public and meet federal requirements for service.

APPENDIX A: National Transit Database Submittals (FY 2018-2020)

NTD ID	90215
Reporter Name	Carson Area Metropolitan Planning Organization
Report	2018 (Revision: 1)

Reduced Reporting (RR-20) - Small Systems

Expenses by Type

Mode	Funds Expended on Operations	Funds Expended on Capital
DR PT	\$453,695	\$0
MB PT	\$857,614	\$321,595
Total	\$1,311,309	\$321,595

Fare Revenues

Mode	Revenues	Funds Expended on Operations	Funds Expended on Capital
DR PT	Passenger-Paid Fares	\$25,304	\$0
	Organization-Paid Fares	\$0	\$0
	Fare Revenues	\$25,304	\$0
MB PT	Passenger-Paid Fares	\$77,304	\$0
	Organization-Paid Fares	\$0	\$0
	Fare Revenues	\$77,304	\$0
Total		\$102,608	\$0

Other Directly Generated Funds

Field	Funds Expended on Operations	Funds Expended on Capital
Other Directly Generated Funds	\$12,461	\$0

Revenues Accrued Through a PT Agreement

Agreement Type	Funds Expended on Operations	Funds Expended on Capital
With an NTD Reporting Agency	\$0	\$0
With a non-NTD Reporting Agency	\$0	\$0
Total	\$0	\$0

Non-Federal Data

Funding Sources	Funds Expended on Operations	Funds Expended on Capital
Local Funds	\$367,406	\$48,239

Funding Sources	Funds Expended on Operations	Funds Expended on Capital
State Funds	\$55,000	\$0
Other	\$2,905	\$0
Total	\$425,311	\$48,239
Describe Other Funding Sources	sale of retired vehicle	

Federal Government Funds

Funding Sources	Funds Expended on Operations	Funds Expended on Capital
FTA Metropolitan Planning (5303)	\$0	\$0
FTA Urbanized Area Formula Program (5307)	\$326,720	\$177,817
FTA Urbanized Area Formula Program: Capital Assistance Spent on Operations (5307)	\$334,080	\$0
ARRA Urbanized Area Program Funds (5307)	\$0	\$0
Capital Assistance Spent on Operations (5307)	\$0	\$0
FTA Clean Fuels Program (5308)	\$0	\$0
FTA Capital Investment Grants (5309)	\$0	\$0
ARRA Major Capital Investment (New Starts) Funds (5309)	\$0	\$0
FTA Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (5310)	\$0	\$0
Capital Assistance Spent on Operations (5310)	\$110,129	\$0
FTA Formula Grants for Rural Areas (5311)	\$0	\$0
Capital Assistance Spent on Operations (5311)	\$0	\$0
FTA ARRA Other than Urbanized Area (5311)	\$0	\$0
Capital Assistance Spent on Operations (5311)	\$0	\$0
FTA Tribal Transit Funds (5311)	\$0	\$0
ARRA Tribal Transit Funds (5311)	\$0	\$0
FTA Job Access and Reverse Commute Formula Program (5316)	\$0	\$0
FTA New Freedom Program (5317)	\$0	\$0
Capital Assistance Spent on Operations (5317)	\$0	\$0
FTA Transit in Parks (5320)	\$0	\$0
FTA State of Good Repair Program (5337)	\$0	\$0
FTA Bus and Bus Facilities (5339)	\$0	\$95,539
ARRA TIGGER (Greenhouse Gas and Energy Reduction) Funds	\$0	\$0
Other FTA Funds	\$0	\$0
Capital Assistance Spent on Operations	\$0	\$0
Funds Received from Other USDOT Grant Programs	\$0	\$0
ARRA TIGGER Multimodal Discretionary Program	\$0	\$0
Other Federal Funds	\$0	\$0
Total	\$770,929	\$273,356

Service Data

Modes	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Annual Unlinked Passenger Trips	Annual Vehicles of Maximum Service	Sponsored Services UPT
DR PT	88043	8220	28188	5	9647
MB PT	178612	14990	195160	4	

Modes	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Annual Unlinked Passenger Trips	Annual Vehicles of Maximum Service	Sponsored Services UPT
Total	266655	23210	223348	9	9647

Safety Data

Safety Data	Reportable Incidents	Fatalities	Injuries
	0	0	0

NTD ID	90215
Reporter Name	Carson Area Metropolitan Planning Organization
Report	2019 (Revision: 3)

Reduced Reporting (RR-20) - Small Systems

Expenses by Type

Mode	Funds Expended on Operations	Funds Expended on Capital
DR PT	\$502,113	\$0
MB PT	\$776,126	\$1,232,678
Total	\$1,278,239	\$1,232,678

Fare Revenues

Mode	Revenues	Funds Expended on Operations	Funds Expended on Capital
DR PT	Passenger-Paid Fares	\$17,488	\$0
	Organization-Paid Fares	\$0	\$0
	Fare Revenues	\$17,488	\$0
MB PT	Passenger-Paid Fares	\$46,971	\$0
	Organization-Paid Fares	\$0	\$0
	Fare Revenues	\$46,971	\$0
Total		\$64,459	\$0

Other Directly Generated Funds

Field	Funds Expended on Operations	Funds Expended on Capital
Other Directly Generated Funds	\$8,382	\$0
Describe Other Directly Generated Funds	Revenue from advertising sold on buses and bus shelters.	

Revenues Accrued Through a PT Agreement

Agreement Type	Funds Expended on Operations	Funds Expended on Capital
With an NTD Reporting Agency	\$0	\$0
With a non-NTD Reporting Agency	\$0	\$0
Total	\$0	\$0

Non-Federal Data

Funding Sources	Funds Expended on Operations	Funds Expended on Capital
Local Funds	\$406,413	\$293,800
State Funds	\$50,000	\$0
Other	\$3,000	\$0
Total	\$459,413	\$293,800
Describe Other Funding Sources	Donation for Rotary Club of Carson City for local match to support purchase of five (5) JAC bus shelters.	

Federal Government Funds

Funding Sources	Funds Expended on Operations	Funds Expended on Capital
FTA Metropolitan Planning (5303)	\$0	\$0
FTA Urbanized Area Formula Program (5307)	\$461,010	\$491,398
FTA Urbanized Area Formula Program: Capital Assistance Spent on Operations (5307)	\$236,790	\$0

Funding Sources	Funds Expended on Operations	Funds Expended on Capital
ARRA Urbanized Area Program Funds (5307)	\$0	\$0
Capital Assistance Spent on Operations (5307)	\$0	\$0
FTA Clean Fuels Program (5308)	\$0	\$0
FTA Capital Investment Grants (5309)	\$0	\$0
ARRA Major Capital Investment (New Starts) Funds (5309)	\$0	\$0
FTA Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (5310)	\$0	\$0
Capital Assistance Spent on Operations (5310)	\$48,185	\$0
FTA Formula Grants for Rural Areas (5311)	\$0	\$0
Capital Assistance Spent on Operations (5311)	\$0	\$0
FTA ARRA Other than Urbanized Area Program Funds (§5311)	\$0	\$0
FTA ARRA Capital Assistance Spent on Operations (including maintenance expenses) (§5311)	\$0	\$0
FTA Tribal Transit Funds (5311)	\$0	\$0
ARRA Tribal Transit Funds (5311)	\$0	\$0
FTA Job Access and Reverse Commute Formula Program (5316)	\$0	\$0
FTA New Freedom Program (5317)	\$0	\$0
Capital Assistance Spent on Operations (5317)	\$0	\$0
FTA Transit in Parks (5320)	\$0	\$0
FTA State of Good Repair Program (5337)	\$0	\$0
FTA Bus and Bus Facilities (5339)	\$0	\$447,480
ARRA TIGGER (Greenhouse Gas and Energy Reduction) Funds	\$0	\$0
Other FTA Funds	\$0	\$0
Capital Assistance Spent on Operations	\$0	\$0
Funds Received from Other USDOT Grant Programs	\$0	\$0
ARRA TIGER Multimodal Discretionary Program	\$0	\$0
Other Federal Funds	\$0	\$0
Total	\$745,985	\$938,878

Service Data

Modes	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Annual Unlinked Passenger Trips	Annual Vehicles of Maximum Service	Sponsored Services UPT
DR PT	81720	8378	26973	5	10154
MB PT	173684	14972	169067	4	
Total	255404	23350	196040	9	10154

Safety Data

Safety Data	Reportable Incidents	Fatalities	Injuries
	0	0	0

NTD ID	90215
Reporter Name	Carson Area Metropolitan Planning Organization
Report	2020 (Revision: 1)

Reduced Reporting (RR-20) - Small Systems

Expenses by Type

Mode	Funds Expended on Operations	Funds Expended on Capital
DR PT	\$251,300	\$0
MB PT	\$1,237,602	\$91,417
Total	\$1,488,902	\$91,417

Fare Revenues

Mode	Revenues	Funds Expended on Operations	Funds Expended on Capital
DR PT	Passenger-Paid Fares	\$14,448	\$0
	Organization-Paid Fares	\$0	\$0
	Fare Revenues	\$14,448	\$0
MB PT	Passenger-Paid Fares	\$39,107	\$0
	Organization-Paid Fares	\$0	\$0
	Fare Revenues	\$39,107	\$0
Total		\$53,555	\$0

Other Directly Generated Funds

Field	Funds Expended on Operations	Funds Expended on Capital
Other Directly Generated Funds	\$15,000	\$0
Describe Other Directly Generated Funds	Revenue from advertising sold on buses and shelters.	

Revenues Accrued Through a PT Agreement

Agreement Type	Funds Expended on Operations	Funds Expended on Capital
With an NTD Reporting Agency	\$0	\$0
With a non-NTD Reporting Agency	\$0	\$0
Total	\$0	\$0

Non-Federal Data

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Funding Sources	Funds Expended on Operations	Funds Expended on Capital
Local Funds	\$160,671	\$16,843
State Funds	\$66,350	\$0
Other	\$0	\$0
Total	\$227,021	\$16,843

Federal Government Funds

Funding Sources	Funds Expended on Operations	Funds Expended on Capital
FTA Metropolitan Planning (5303)	\$0	\$0
FTA Urbanized Area Formula Program (5307)	\$250,809	\$67,374
FTA Urbanized Area Formula Program: Capital Assistance Spent on Operations (5307)	\$87,936	\$0
ARRA Urbanized Area Program Funds (5307)	\$0	\$0
Capital Assistance Spent on Operations (5307)	\$0	\$0
CARES Act Urbanized Area Program Funds (§5307)	\$770,618	\$7,200
FTA Clean Fuels Program (5308)	\$0	\$0
FTA Capital Investment Grants (5309)	\$0	\$0
ARRA Major Capital Investment (New Starts) Funds (5309)	\$0	\$0
FTA Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (5310)	\$0	\$0
Capital Assistance Spent on Operations (5310)	\$83,963	\$0
FTA Formula Grants for Rural Areas (5311)	\$0	\$0
Capital Assistance Spent on Operations (5311)	\$0	\$0
FTA ARRA Other than Urbanized Area Program Funds (§5311)	\$0	\$0
FTA ARRA Capital Assistance Spent on Operations (including maintenance expenses) (§5311)	\$0	\$0
FTA Tribal Transit Funds (5311)	\$0	\$0
ARRA Tribal Transit Funds (5311)	\$0	\$0
CARES Act Rural Area Program Funds (§5311)	\$0	\$0
CARES Act Public Transportation on Indian Reservations Program Funds (§5311)	\$0	\$0
FTA Job Access and Reverse Commute Formula Program (5316)	\$0	\$0
FTA New Freedom Program (5317)	\$0	\$0
Capital Assistance Spent on Operations (5317)	\$0	\$0
FTA Transit in Parks (5320)	\$0	\$0
FTA State of Good Repair Program (5337)	\$0	\$0
FTA Bus and Bus Facilities (5339)	\$0	\$0
ARRA TIGGER (Greenhouse Gas and Energy Reduction) Funds	\$0	\$0
Other FTA Funds	\$0	\$0
Capital Assistance Spent on Operations	\$0	\$0
Funds Received from Other USDOT Grant Programs	\$0	\$0
ARRA TIGGER Multimodal Discretionary Program	\$0	\$0
Other Federal Funds	\$0	\$0
Total	\$1,193,326	\$74,574

Service Data

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Modes	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Annual Unlinked Passenger Trips	Annual Vehicles of Maximum Service	Sponsored Services UPT
DR PT	55960	6045	19032	5	7423
MB PT	172492	14930	166286	4	
Total	228452	20975	185318	9	7423

Safety Data

Safety Data	Reportable Incidents	Fatalities	Injuries
	0	0	0