

4/26/2023 - Reno City Council Meeting - Item # D.1 Micromobility Project

[illegible]

Prioritize Micromobility

1 message

Anna Miller <annamiller882@gmail.com>
To: PublicComment@reno.gov

Tue, Apr 25, 2023 at 8:26 AM

Hello, my name is Anna. I am a UNR graduate and now faculty, and I am commenting regarding Items D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment. I support item D.2 and ask for an amendment to the approval of item D.1 for staff to begin to work on a priorities list per a request by the Regional Transportation Commission to the City of Reno at the last City Council meeting. The priority list should include Center Street and it should be number one on that list. The downtown micromobility study failed to consider this important element of the downtown micromobility network. At the same time the City has proposed projects on Evans, 5th, Vine, and Virginia. I encourage the council to agendaize discussion and approval of a list of micromobility priorities. For the record, I support the following priorities:

Priority Number 1 - Lift the pause on the University Way/Center Street Cycletrack so the community can consider the entire project before moving forward with this important connection to central UNR, used by students daily.

Priority Number 2 - 5th Street protected path - it is already installed and needs minimal adjustments.

Priority Number 3 - Evans - The existing improvements connecting to the east side of UNR include a stop sign and beacon. Additional improvements are seriously needed to access and cross the bus station. The [Dutch Cycling Embassy report](#) designed a safety project for Evans St to Lake Street that should be closely looked at and potentially installed.

Priority Number 4 - Virginia Street. This can be quickly installed with paint to connect to the west side of UNR.

Priority Number 5 - Vine and/or Washington Street to complete the network to 7th and Rancho San Rafael Park.


Thank you for working to improve the safety of downtown Reno for all people.



Cyclists on University Way/Center St. are in mortal danger daily. A protected path here was originally slated to be completed in spring last year but city staff urged the RTC to stop the project and refused to move forward with public engagement, favoring a casino-backed path on Virginia instead of looking at both projects as important parts of the larger network as recommended in RTC studies.

Thank you,

Anna Miller
Ecology, B.S. and Spanish, B.A.
University of Nevada, Reno
Class of 2019
annamiller882@gmail.com

 (775) 846-0814

 [LinkedIn](#)



Public Comment <publiccomment@reno.gov>

Comment for item D4. Center Street Cycle Track

1 message

Corby Cobb <corbycobb@gmail.com>

Mon, Apr 17, 2023 at 10:54 AM

To: "publiccomment@reno.gov" <publiccomment@reno.gov>

I am writing to express my enthusiastic support for the proposed cycle track plan on Center Street. As a resident of this community, I believe that this project would be an incredible step forward in making our streets safer and more accessible for all members of our community.

The benefits of a cycle track are clear. They provide a dedicated space for bicyclists, separate from motor vehicle traffic, which can significantly reduce the risk of accidents and improve overall safety. Additionally, cycle tracks encourage more people to bike, which can have a positive impact on public health and the environment.

I also believe that the proposed location of the cycle track on Center Street is an ideal choice. This street is a major thoroughfare in our community, with many local businesses and amenities located along its route. A cycle track would make it easier for people to access these destinations by bike, which can help to reduce congestion and make the area more pedestrian-friendly. There is no safe way to ride a bike, to commute, to shop, to get to UNR for classes or sporting events, to get to the Aces stadium from midtown. This is a significant barrier that will ultimately create a stranglehold on the economic future of Downtown and Midtown.

I understand that there may be concerns about the potential impact of this project on traffic flow and parking in the area. However, I believe that these concerns can be addressed through careful planning and community engagement. With the right approach, we can create a cycle track that works for everyone and benefits our community as a whole.

In summary, I urge you to support the proposed cycle track plan on Center Street. This project has the potential to make our streets safer, healthier, and more accessible, and I believe that it is an investment in the future of our community.

Thank you for your consideration.

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Thank you,
Corby Cobb



Micromobility Safety in Reno

1 message

thepiv515@aol.com <thepiv515@aol.com>

Tue, Apr 25, 2023 at 8:31 AM

Reply-To: thepiv515@aol.com

To: "Publiccomment@reno.gov" <Publiccomment@reno.gov>

: Hello, I am commenting regarding Items D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment. I support item D.2 and ask for an amendment to the approval of item D.1 for staff to begin to work on a priorities list per a request by the Regional Transportation Commission to the City of Reno at the last City Council meeting. The priority list should include Center Street and it should be number one on that list. The downtown micromobility study failed to consider this important element of the downtown micromobility network. At the same time the City has proposed projects on Evans, 5th, Vine, and Virginia. I encourage the council to agendaize discussion and approval of a list of micromobility priorities. For the record, I support the following priorities:

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Priority Number 4 - Virginia Street. This can be quickly installed with paint to connect to the west side of UNR.

Priority Number 5 - Vine and/or Washington Street to complete the network to 7th and Rancho San Rafael Park.

Thank you for working to improve the safety of downtown Reno for all people.

David Pivnick
[1350 Davidson Way](#)
[Reno 89509](#)
7757371020



Item D.1 Micromobility Report

1 message

dacdv@aol.com <dacdv@aol.com>

Tue, Apr 25, 2023 at 9:29 AM

Reply-To: dacdv@aol.com

To: "publiccomment@reno.gov" <publiccomment@reno.gov>

To Whom It May Concern,

I am writing in general regarding micro-mobility in downtown Reno, specifically cycle tracks and bicycle lanes. As an avid cyclist who puts in hundreds of miles around Reno and specifically downtown and midtown, I am in favor of bicycle lanes and not in favor of cycle tracks or protected bicycle lanes especially when they veer behind parking spaces. I would like a northbound bicycle lane on Center St and a southbound bicycle lane on Sierra St. I feel that a cycle track placing bicycles/e-scooters traveling against traffic is unsafe.

First, it would place bicycles/e-scooters only inches away from one another traveling in the opposite direction on the two-way cycle track. A bicycle/e-scooter traveling 15 MPH hitting another bicycle/e-scooter traveling 15 MPH would result in a 30 MPH collision, and cyclists and e-scooter riders often do not wear helmets which would result in a serious injury.

Second, auto vehicles traveling north on Center and turning to a side street, would not expect a bicycle/e-scooter traveling in the opposite direction. They would be more concerned with a bicycle/e-scooter traveling northbound. As they make their turn watching for bicycles and e-scooters behind them, they could be dangerously cutting off a bicycle/e-scooter traveling southbound.

Third, cycle tracks and protected bicycle lanes cannot be cleaned with regular street-cleaning equipment. Special equipment is required, and this also requires special scheduling that may not be as frequent as street cleaning. Often I find that protected bicycle lanes are not safe to operate a bicycle on with all the glass, debris, and gravel, so I ride in the auto lane, and without a shoulder or bicycle lane, I am in greater danger of being struck by an auto vehicle.

I truly appreciate the work you have embarked upon to make downtown Reno a multi-modal-friendly environment. I would just like to impress upon you the fact that not all cyclists or for that matter pedestrians are in agreement about all facets of a multi-modal plan. Some cyclists like cycle tracks and protected bicycle lanes, while others don't. Thank you for your consideration.

Ed Park
Reno, NV



D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment.

1 message

GERARDO RODRIGUEZ <gdrodriguez1@sbcglobal.net>
To: Publiccomment@reno.gov

Tue, Apr 25, 2023 at 3:30 AM

PublicComment@reno.gov

Hello, my name is Gerardo Rodriguez and I am commenting regarding Items D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment. I support tem D.2 and ask for an amendment to the approval of item D.1 for staff to begin to work on a priorities list per a request by the Regional Transporation Commission to the City of Reno at the last City Council meeting. The priority list should include Center Street and it should be number one on that list. The downtown micromobility study failed to consider this important element of the downtown micromobility network. At the same time the City has proposed projects on Evans, 5th, Vine, and Virginia. I encourage the council to agendize discussion and approval of a list of micromobility priorities. For the record, I support the following priorities:

Making Ryland St , Liberty Street and Mill street safe for bikers. I have commuted to work using my bicycle for 15 years but recently stoped, and now I drive a car to work, due to the growing danger of riding the streets of Reno. Thank you for working to improve the safety of downtown Reno for all people



support of micromobility

1 message

Mark W Nichols <mnichols@unr.edu>

Tue, Apr 25, 2023 at 2:19 PM

To: "PublicComment@reno.gov" <PublicComment@reno.gov>

Dear City Council,

My name is Mark Nichols and I am a resident of Reno, Nevada and regular bicycle commuter. I am commenting regarding Items D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment. I support item D.2 and ask for an amendment to the approval of item D.1 for staff to begin to work on a priorities list per a request by the Regional Transportation Commission to the City of Reno at the last City Council meeting.

In particular, I think bicycle facilities should be prioritized in the following order:

Number 1 – Move forward on the Center Street/University Way cycle track. Cycle tracks work in many communities and this project has been thoroughly thought out and designed. This will be a great way to enhance the connection between UNR and downtown and midtown. It is time to move forward with this.

Number 2 - 5th Street protected path - it is already installed and needs minimal adjustments. I ride a section of this daily on my commute to UNR. It does need to be maintained, however. At a minimum it should be swept from time to time (hence my support for D.2) and it would be nice to have it clear of snow in the winter. I frequently had to ride in the traffic lane this winter because snow and ice were not removed from the path. In some cases businesses piled up snow from their parking lots into the path blocking it for weeks.

Number 3 - Vine and/or Washington Street to complete the network to 7th and Rancho San Rafael Park. Having a connected network of bicycle facilities (bike lanes, paths, etc.) is critical for cycling safety. One of the main obstacles for many people riding a bicycle is the fact that they do not feel safe. Switching back and forth between roads that have a bike lane and roads without a bike lane is nerve rattling, particularly for less experienced cyclists. This would enhance connectivity.

Number 4 - Virginia Street should be considered carefully. Personally, I am not convinced that the bike lanes in downtown Reno were necessary. The Cycle Track on Center/University Way is much preferred and safer in my opinion. A bike lane on Sierra would be a nice addition as well but I personally use and prefer Arlington just a few streets over—as a cyclist I have learned that going out of my way a few blocks is frequently safer and more enjoyable, even if it is not the most direct or shortest route. Not every street needs bike lanes. What is needed is a connected set of bike routes that cyclists can safely use and I urge the city council to consider this when prioritizing projects.

Thank you for serving our city and your consideration of my comments.

Regards,

Mark



New form response notification

1 message

Reno City Council Online Public Comment Received <cityclerk@reno.gov>

Fri, Apr 21, 2023 at 11:15 AM

Reply-To: cityclerk@reno.gov

To: publiccomment@reno.gov

Your form has a new entry. Here are all the answers.

Your Name (First and Last)	Michael Gawthrop-Hutchins
Email Address	mgawthrop1@gmail.com
Address	1690 Carlin St , Reno, NV, 89503
Phone Number	7756570264
Which City of Reno Ward do you reside?	Ward 5
Council Meeting Date	Apr 26, 2023
Do you wish to speak in person at the meeting?	No (Digital comment only)
Agenda Item	D1
Please state if you are in favor or in opposition of the agenda item in which you are commenting:	In favor
Your Comment	<p>The micromobility project should be seen as a massive success (with the exception of removing northbound traffic on Virginia St). The only caveat that really should be applied to the data is that the feedback from car drivers should be greatly discounted on the impact of these micro mobility projects. There is a bit of a crass attitude among cyclists that the only thing that would make motorists happy is for all cyclists to be lined up against a wall and shot and for every open inch of every city to be paved over and made free for the use of cars, and that is clearly hyperbole. However, there is a small basis of truth in it, there have actually been studies done (albeit in the UK, link provided) that have shown that people's morals and ethics do radically shift as soon as the context becomes cars. Also, there needs to be much more transparent, and aggressive communication from the city (and county and state, but the city has no control over that) about the fact that our streets aren't funded only by fuel tax and car registration fees. In the most recent RTC meeting, during their budget discussion, they practically swept under the rug that half of their sales tax revenue went to road maintenance. Something like that should be front and center to remind people that our streets are for everyone, not just people operating very expensive, very heavy, and yes, very dangerous, steal boxes.</p> <p>Study referenced above:</p>

Do you wish to sign-up for Reno Connect e-newsletters?

Yes

By checking the "Yes" below, you understand, acknowledge, and expressly agree that: (1) all information submitted by you will be entered into the public record, made available for public inspection, and freely disseminated without restriction; and, (2) any contact, personal, financial, or medical information intentionally or inadvertently submitted by you will not be maintained in a confidential manner, or subsequently exempted from public inspection.

Yes

By checking the "Yes" below, you agree that all the information above is true and accurate. For additional information, please refer to the agenda for today's meeting.

Yes

Items D.1 and D.2 -- Micromobility

1 message

Paul Malikowski <nvlawcom@nvgbell.net>
Reply-To: paul@nvlaw.com
To: Publiccomment@reno.gov
Cc: Jenny Brekhus <brekhusj@reno.gov>

Tue, Apr 25, 2023 at 7:04 AM

Hello Mayor Schieve and Council:

My name is Paul Malikowski and I am commenting regarding Items D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment.

I support item D.2 and ask for an amendment to the approval of item D.1 for staff to begin to work on a priorities list per a request by the Regional Transportation Commission to the City of Reno at the last City Council meeting. The priority list should include Center Street and it should be number one on that list. The downtown micromobility study failed to consider this important element of the downtown micromobility network. At the same time the City has proposed projects on Evans, 5th, Vine, and Virginia. I encourage the council to agendaize discussion and approval of a list of micromobility priorities. For the record, I support the following priorities:

Priority Number 1 - Lift the pause on the University Way/Center Street Cycletrack so the community can consider the entire project before moving forward with this important connection to central UNR, used by students daily. I was a Washoe RTC Citizens Multimodal Advisory Committee public Member when the Center Street cycletrack was being considered, and it was then, as now, abundantly clear that this project should proceed (scheduled for completion this year when initially rolled out) as the widely considered best alternative bike travel design through Midtown, Downtown and the University area.

Priority Number 2 - 5th Street protected path - it is already installed and needs minimal adjustments.

Priority Number 3 - Evans - The existing improvements connecting to the east side of UNR include a stop sign and beacon. Additional improvements are seriously needed to access and cross the bus station. The [Dutch Cycling Embassy report](#) designed a safety project for Evans St to Lake Street that should be closely looked at and potentially installed.

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Priority Number 5 - Vine and/or Washington Street to complete the network to 7th and Rancho San Rafael Park. Thank you for working to improve the safety of downtown Reno for all people.

Paul J. Malikowski
[4755 Cedarhill Lane](#)
[Reno, Nevada 89519](#)
(Ward 1)

Micro Mobility Momentum - Keep it up!!

1 message

Richie Bednarski <alostpeace@gmail.com>
To: Publiccomment@reno.gov

Tue, Apr 25, 2023 at 7:59 AM

Good Morning,

Hello, my name is Richard Bednarski and I am commenting regarding Items D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment. I support item D.2 and ask for an amendment to the approval of item D.1 for staff to begin to work on a priorities list per a request by the Regional Transportation Commission to the City of Reno at the last City Council meeting. The priority list should include Center Street and it should be number one on that list. The downtown micromobility study failed to consider this important element of the downtown micromobility network. At the same time the City has proposed projects on Evans, 5th, Vine, and Virginia. . I encourage the council to agendize discussion and approval of a list of micromobility priorities. For the record, I support the following priorities:

Priority Number 1 - Lift the pause on the University Way/Center Street Cycletrack so the community can consider the entire project before moving forward with this important connection to central UNR, used by students daily. **I use this corridor daily on my bike and would love for it to become safe for me.**

Priority Number 2 - 5th Street protected path - it is already installed and needs minimal adjustments.

Priority Number 3 - Evans - The existing improvements connecting to the east side of UNR include a stop sign and beacon. Additional improvements are seriously needed to access and cross the bus station. The [Dutch Cycling Embassy report](#) designed a safety project for Evans St to Lake Street that should be closely looked at and potentially installed.

Thanks

Richard Bednarski

Avid Cyclist/Father/Commuter/Journalist

comment on D.1 Micromobility Report and D. 2 purchase of multi-use lane street sweeping equipment

1 message

ZoeBray Art <zoebrayart@gmail.com>
To: Publiccomment@reno.gov

Tue, Apr 25, 2023 at 7:27 AM

Hello, my name is Zoe Bray, resident of downtown Reno. I am commenting regarding Items D.1 Micromobility Report and D.2 purchase of multi-use lane street sweeping equipment. I support item D.2 and ask for an amendment to the approval of item D.1 for staff to begin to work on a priorities list per a request by the Regional Transportation Commission to the City of Reno at the last City Council meeting. The priority list should include Center Street and it should be number one on that list. The downtown micromobility study failed to consider this important element of the downtown micromobility network. At the same time the City has proposed projects on Evans, 5th, Vine, and Virginia. . I encourage the council to agendize discussion and approval of a list of micromobility priorities. For the record, I support the following priorities:

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