

5/10/2023 - Reno City Council Meeting - Item #D.1 RTC

[illegible]



Public Comment <publiccomment@reno.gov>

Item D1 and micromobility in Reno

1 message

Alisa Kader <alisa.kader@gmail.com>
To: Publiccomment@reno.gov

Sun, May 7, 2023 at 9:42 PM

Hello, my name is Alisa Kader.

Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1.

One: All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.

Two: The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority.

The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road.

Thank you,

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—

Alisa Kader
alisa.kader@gmail.com



Public Comment <publiccomment@reno.gov>

Agenda Item D.1

1 message

Catherine Schmidt <cathsch120@gmail.com>

Sun, May 7, 2023 at 7:56 PM

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

Hello, my name is Catherine Schmidt and I am a resident of Reno. Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1.

One: All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.

Two: The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road. Thank you.

Catherine Schmidt



Revise Bike Plan to provide really safe bike lanes from UNR to midtown

2 messages

Dorothy Hudig <hudig@sbcglobal.net>

Tue, May 9, 2023 at 8:30 AM

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

Cc: Dorothy Hudig <hudig@sbcglobal.net>

Hello, fellow residents of Reno and concerned citizens.

With the road revision, please do an optimal job of creating safe, distinct and separate bike lanes from UNR to midtown. For me this means lanes with gutters or blocks to protect the riders, and avoiding parked cars that pull into riders or hit them with open car doors. Main corridors should be safe for all. I surely would not want to hit someone and currently view it as WAY to dangerous to bicycle downtown.

Dorothy Hudig
[15 Hastings Dr.](#)
[Reno 89503](#)

Terry woodin <terrywoodin123@gmail.com>

Tue, May 9, 2023 at 10:19 AM

To: Dorothy Hudig <hudig@sbcglobal.net>

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

Thanks for sharing! especially CONSIDERING THE PILE ALREADY ON YOUR PLATE. LET ME KNOW IF YOU HAVE RECEIVED THE EMAIL RE CELESTE.

[Quoted text hidden]



Public Comment <publiccomment@reno.gov>

Opposition to Item D1 and Recommended Amendment

1 message

Joel Scheingross <jscheingross@gmail.com>
To: Publiccomment@reno.gov

Mon, May 8, 2023 at 10:51 AM

Dear Reno City Council,

Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1.

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Thank you,
Joel Scheingross (resident in 89503)



Public Comment <publiccomment@reno.gov>

Bike safety

1 message

Kristine Bokelmann <k.bokelmann@charter.net>
To: Publiccomment@reno.gov

Thu, Apr 27, 2023 at 8:31 PM

Hello, my name is Kristine Bokelmann 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.

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!
Kris Bokelmann
Sent from my iPad

Comment on Item D1

1 message

Ky Plaskon <ky@nevada.unr.edu>

Tue, May 9, 2023 at 12:44 PM

To: Public Comment <publiccomment@reno.gov>

Hello City of Reno,

Please replace my previous comment for tomorrows item with the one below. Thank you!

Ky Plaskon, Truckee Meadows Bicycle Alliance. Thank you Vice Mayor Reese and Councilwoman Naomi Duerr – You are big supporters of safety for children in our community and the Bike Alliance. Because of your support Vice Mayor Reese, we have enough funds to make a generous offer to the City of Reno and RTC staff related to micro-mobility education. I hope you will give me a little more time if necessary to get to that.

Item D1 is a federal grant application for Safe Streets for All and micro-modal improvements. We signed a letter of support for the same grant for RTC last year. We asked for details, but we never received them. So, we said, do your magic RTC. Here is the support letter.

(Show Highlighted Letter).

September 15, 2022

Honorable Pete Buttigieg
Secretary of the US Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Dear Secretary Buttigieg:

On behalf of _____, I am writing in support of the Regional Transportation Commission of Washoe County (RTC) application for Safe Streets and Roads for All (SS4A) Grant Program. Funding made available through this program will enhance the safety for all users of the roadway network in the underserved communities of the City of Reno, City of Sparks, and unincorporated areas of Washoe County, collectively known as the Truckee Meadows.

The proposed Implementation Grant application will address a wealth of policies and plans that have been identified to improve transportation safety in the region. The coordination effort to establish the Vision Zero Truckee Meadows Task Force and develop the Vision Zero Truckee Meadows Action Plan in 2019 was truly exemplary. The Task Force, comprised of several stakeholders in local government; law enforcement; school district; Federal, state, and regional transportation agencies; public health; university; and non-profit entities was the first of its kind in the State of Nevada. The Task Force continues to meet regularly and advance safety initiatives in the region.

Like many communities, the Truckee Meadows experienced an increase in crashes leading to fatalities and serious injuries in 2019 and 2020, specifically for pedestrians, the most vulnerable road users. Unfortunately, this largely occurred in areas with high pedestrian activity such as health clinics and school zones, disproportionately impacting seniors and children. Thankfully, infrastructure improvements and safety campaigns as a result of the work of the Vision Zero Task Force have appeared to turn this trend around in 2021. However, there is much work to be done to reach the goal of zero fatalities, and the SS4A program would make a significant impact.

Sincerely,

As you can see, it focused on schools and hospitals. The RTC's application for \$50 million was denied.

Since the City of Reno is applying for the same grant for micromodal improvements we thought we better take a closer look and offer some recommendations so we don't lose out again. The City and RTC have not asked bike advocates for input so we are coming to you with what we see as areas for improvement.

The City's grant application is for \$62 million. I looked at some of the 511 awards that were issued nationwide in the last round of the grant. 400 of the awards were \$1m or less and only two applications were for \$50 million or more. So that could be the first problem, we may be asking for too much money.

Second, what are we asking for? Many of the grant awards were for Comprehensive Safety Action Plans – we need that in Reno for schools. But in this D1 proposal in front of you today, staff are asking for 9 bike paths at a cost of about \$9 million per mile. Center Street was originally estimated to cost 4 million per mile and the city has

increased it to 11 million for one mile. We recently learned that 9 million is way above the cost for most protected bike paths.

(Show protected two-way paths on one-way streets in Washington DC).



We visited Washington DC this year and took a tour of micro-modal projects with the Department of Transportation. You can see really simple designs here that cost \$650,000 - \$1 million per mile. They can be quickly installed in just months and removed when streets need to be resurfaced. So let's compare.

WHAT IS THE BETTER DEAL?

Jurisdiction	Cost	Miles of Micromodal
City of Reno proposal	\$62 million	9 miles
Washington DC	\$50 million	100 miles

DC has installed their entire bike network - 100 miles for less than 50 million. They report the following benefits:

Community Benefit in DC of more Micromodal Lanes

- Increase in female ridership by 20%
- Nearly half of all riders are women
- 10% of all trips in the city core are micro-modal
- Reduced traffic and parking problems
 - Improved health and safety

DC has shown us that we can stretch \$62 million dollars really far – to every school for instance - but a Comprehensive Safety Study like other cities would be a good start.

Here is the next problem

(Show Circulation Study)



The City's proposal doesn't address the most dangerous streets in downtown that were identified in the Downtown Circulation Study in the Regional Transportation Plan: Sierra, Virginia, and Center. Here is what students are dealing with every day as a result.

(Show pic of student on bike in front of truck on Univ. Way)



Now, City Council Meetings are not the place to debate which streets or what should be part of a grant application, how they should be done, or what cost. The application should be a partnership between bike advocates, RTC, and City of Reno. That is the bike-friendly way. The proposal isn't due until June 10th so we have time. *Please postpone Item D1 and ask City and RTC staff to make University Way priority number one and work with us so that we can come back to you with a joint plan that we can all stand behind, is fiscally responsible and is more likely to be accepted.*

So, that is our ask. We also have an offer for City and RTC staff today. Because of the generosity of donors to TMBA, facilitated by the Aces, Bird, and Councilmember Reese, we would like to offer to sponsor a trip for 4 City and RTC staff to visit Davis, California right down the hill – one of the most bike-friendly cities in America. If you want to take us up on that offer, just give me a call. We can do these projects quickly, easily and cheaply, and cooperatively for amazing community safety benefits. And that is worth millions. I am available for questions.

Thank you!

Ky Plaskon
President of the Truckee Meadows Bicycle Alliance

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*More people will ride if we make micro-modal paths DAPPER
Direct, Accessible, Protected, Presentable, Equitable, and Responsible*

Founder: [Bike Life Radio](#) on [KWNK 97.7 FM Reno](#)
President: [Truckee Meadows Bicycle Alliance](#)
Author: [Silent Heroes of the Cold War](#)
[KyPlaskon.com](#) 775-287-0302



Public Comment <publiccomment@reno.gov>

Opposition to Item D1 and Recommended Amendment

1 message

Mark <medina112794@gmail.com>
To: Publiccomment@reno.gov

Sun, May 7, 2023 at 6:48 PM

Dear Reno City Council, Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1. One: All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.

Two: The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road. Thank you so much for your time.



Public Comment <publiccomment@reno.gov>

Opposition to Item D1 and Recommended Amendment

1 message

Megan Holland <meganrae.holland@gmail.com>
To: Publiccomment@reno.gov

Sun, May 7, 2023 at 7:36 PM

Dear Reno City Council,

Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1:

1. All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.
2. The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road.

Thank you,

Megan Holland

Sent from my iPhone



Public Comment <publiccomment@reno.gov>

Opposition to Item D1 and Recommended Amendment

1 message

Melissa Fant <melissaottfant@gmail.com>
To: Publiccomment@reno.gov

Mon, May 8, 2023 at 5:16 AM

Dear Reno City Council,

Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility.

However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno: safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1.

1. All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.
2. The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement.

In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority.

Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars.

I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road.

Thank you.

Melissa Fant
[2357 Crestone Dr](#)
[Reno, NV 89523](#)

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Melissa Fant

Be the change you wish to see in the world. -- Gandhi



Public Comment <publiccomment@reno.gov>

Opposition to Item D1 and Recommended Amendment

1 message

Melissa Gilbert <melissagilbert550@gmail.com>
To: Publiccomment@reno.gov

Mon, May 8, 2023 at 9:05 AM

Dear Reno City Council,

Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility.

However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown.

Please make the following amendments so I can support Item D1. One:

1. All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.
2. The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids.

The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road. Thank you.

Melissa Gilbert



Public Comment <publiccomment@reno.gov>

Opposition to Item D1 and Recommended Amendment

1 message

peter kostan <pkostan@yahoo.com>

Sun, May 7, 2023 at 5:59 PM

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

Dear Reno City Council, Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1. One: All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide. Two: The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road. Thank you.



Public Comment <publiccomment@reno.gov>

Protected Bike Lane through Downtown

1 message

R. Quam <quam_1@hotmail.com>

Mon, May 1, 2023 at 3:46 PM

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

Hello,

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

First, I 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.

In addition, I support item D.2. A clean city gives all residents something to be proud of. Heck, maybe we could also purchase brooms and give our hungry neighbors a meal in exchange for cleaning the spaces they inhabit.

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

With sincere respect,

Rebecca Quam



Opposition to Item D1 and Recommended Amendment

1 message

Sarah Krings-Lien <sarahkringslien@gmail.com>
To: Publiccomment@reno.gov

Mon, May 8, 2023 at 8:45 PM

Dear Reno City Council,
My name is Sarah and I live near downtown Reno and use its bike paths regularly.

Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1. One: All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide. Two: The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road. Thank you.

--

Sarah Krings-Lien
(760) 552-3689



Public Comment <publiccomment@reno.gov>

Opposition to Item D1 and Recommended Amendment

1 message

Dr Sher Todd <doctortodd@gbis.com>
To: Publiccomment@reno.gov

Sun, May 7, 2023 at 7:58 PM

Dear Reno City Council,

Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1.

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Thank you.

Dr. Sher Todd (UNR Alumna)
4610 Aberfeldy Road
Reno, NV 89519-0944



Public Comment <publiccomment@reno.gov>

Down Town Micromobility

1 message

talía eve <bickernatalia@gmail.com>
To: PublicComment@reno.gov

Sun, May 7, 2023 at 8:30 PM

Hello, my name is Natalia Miller. Thank you for working to secure \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I oppose item D.1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1.

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Consideration by City Council of use of Federal Funds for micromobility. CHANGES NEEDED

1 message

Terry woodin <terrywoodin123@gmail.com>
To: PublicComment@reno.gov

Tue, May 9, 2023 at 11:36 AM

Hello. My name is Terry Woodin and I am a resident of District 3, zip code 89502. Congratulations on securing \$62 million dollars in federal funding for improving safety for all of downtown Reno with micromobility. However, I think item D.1 in your proposed actions needs reform because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and Midtown. Please make the following amendments so I can support Item D1.

One: All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.

Two: The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. **Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority.** The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road. Thank you.

Phone number: 917752403785

Hello, my name is Catherine Schmidt and I am a Reno resident. Thank you for working to secure 62 million dollars in federal funding for improving safety in all of downtown Reno with micro mobility. However I oppose item D1 because it doesn't fix the biggest problem in downtown Reno, safety on streets between UNR and midtown. Please make the following amendments so I can support item D.1:

1. All proposed micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide
2. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way, Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way, Center Street and Sierra Street safety projects for far too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for kids. The Reno City Council has the opportunity to send a message: Safety is the top priority. Please add University Way, Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a top priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the leftover \$50 million dollars. I believe that all the multimodal improvement projects can be completed for less than \$62.5 million if City of Reno Staff stop insisting that entire streets need to be resurfaced every time a bike path is painted on the road.

Thank you.



Public Comment <publiccomment@reno.gov>

Voice Message From: Cisco Unity Connection Messaging System (917752403785)

1 message

publiccomment@reno.gov <publiccomment@reno.gov>

Mon, May 8, 2023 at 11:18 AM

Reply-To: DonomaUnity@reno.gov

To: publiccomment@reno.gov

Voice Message delivered by Donoma Unify

From: 917752403785

Click to Call 917752403785

Unable to transcribe the voice message

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VoiceMessage.wav

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Amendments to Item D1

1 message

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

Tue, May 9, 2023 at 7:10 AM

Dear Reno City Council,

My name is Zoe Bray and I am a resident of downtown Reno who uses cycling as a main mode of transportation for daily activities, including work, shopping, pleasure and mobility with the family.

I want to thank you for working to secure \$62 million dollars in federal funding to improve the safety of micromobility in downtown Reno. However, I oppose item D.1 because it doesn't fix the biggest problem in the area, namely safety on the streets between UNR and Midtown. Please make the following amendments so I can support D1:

- 1: All micromodal projects in the Interlocal Agreement should follow the Federal Highway Administration's Bikeway Selection Guide.
- 2: The Interlocal Agreement falls short on connectivity between UNR and Midtown. Please add University Way/Center Street and Sierra Street to the list of projects in this Interlocal Agreement. In 2019, University Way/Center Street and Sierra Streets were the best options to improve safety and Virginia Street was not because it closes for special events. City of Reno staff have stalled the University Way/Center Street and Sierra Street safety projects for way too long, prioritizing parking, loading zones, and high-speed, high-volume car traffic and sacrificing safety. Businesses on Center Street including the Discovery Museum and Library need safety now for everyone, and especially children.

The Reno City Council has the opportunity to send a clear positive message: Safety and sustainable micromobility are paramount. Please add University Way/Center Street and Sierra Street to this Interlocal Agreement in item D.1 and make those streets a priority. The other 9 lower-priority streets in the Interlocal Agreement including Virginia Street can be completed with the left-over \$50 million dollars. All the multimodal improvement projects can be completed for less than \$62.5 million without the need to resurface streets.

Thank you
Zoe Bray

USA: +1 775 4095344