

# Downtown Micromobility Network

## 10/11/2023: City Council



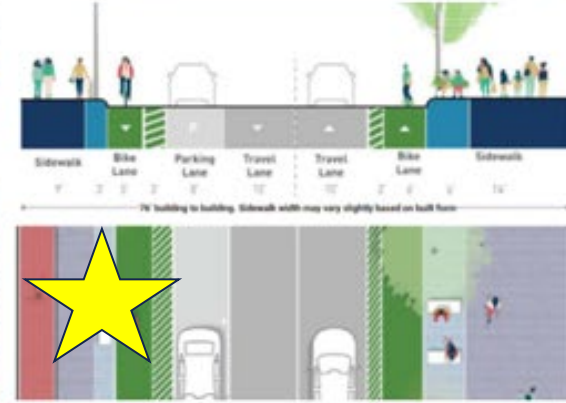
CITY OF  
**RENO**



# Overview

- Council Priorities & Actions
- Growing Micromobility Network
- Corridors Evaluated
- Recommendation
- Funding
- Implementation Steps





# Let's Get Real - What does it take to Grow the Downtown Micromobility Network?

- Low-stress facility requires space in the street.
- Tradeoffs - removed vehicle capacity and on-street parking.
- Changes to maintenance

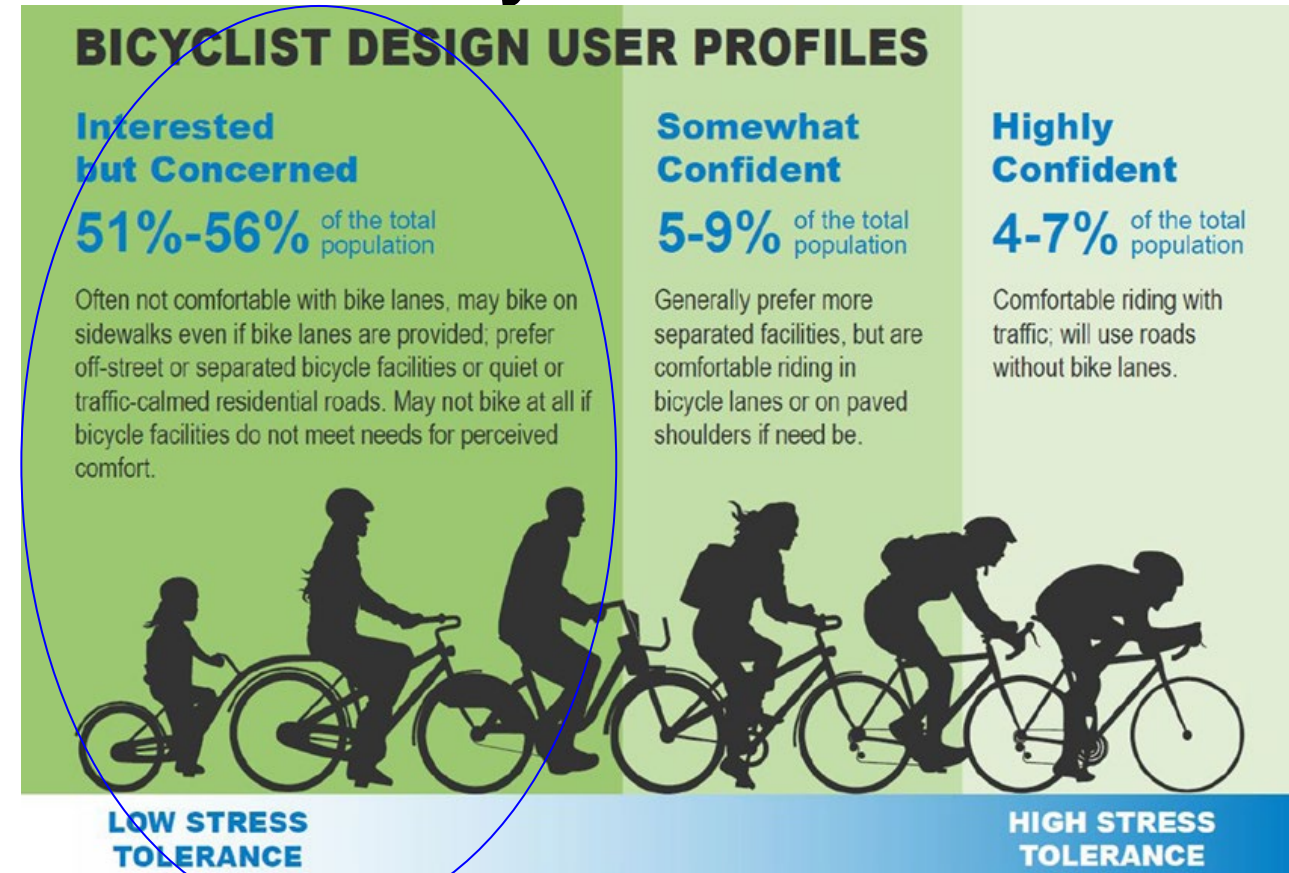


Image Source: FHWA Bikeway Selection Guide, 2019

# Downtown Corridors Evaluated



Sinclair/Lake/Evans St

University Way/Center St

Virginia St

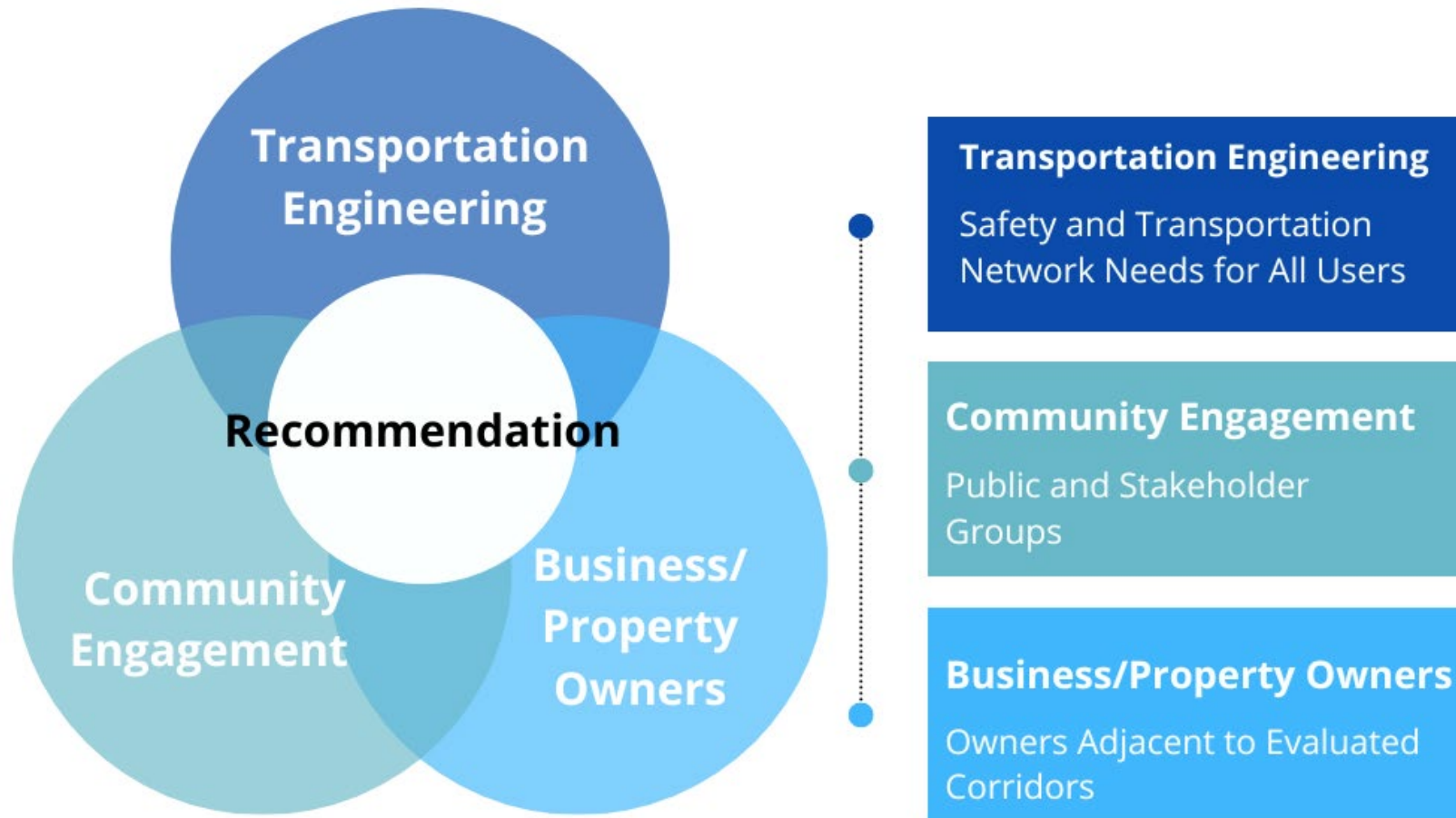
Vine St

6th St

5th St

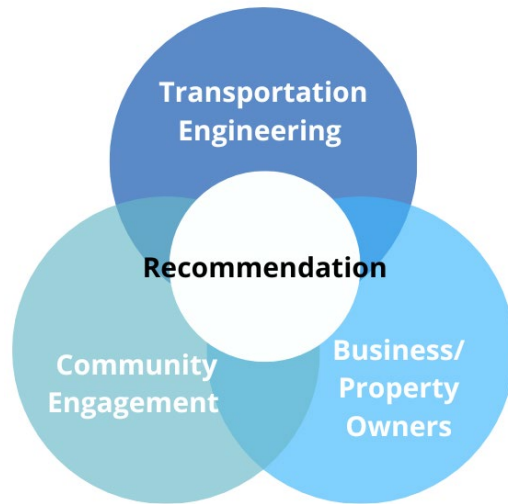
3rd St

# Expanding the Network



# Transportation Engineering

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## Safety

- Vehicle Speeds and Volumes
- Width of Right of Way
- Number of Driveway Conflicts
- Driver Visibility
- Road Intent and Infrastructure
- Expectations of users

## Network Evaluation

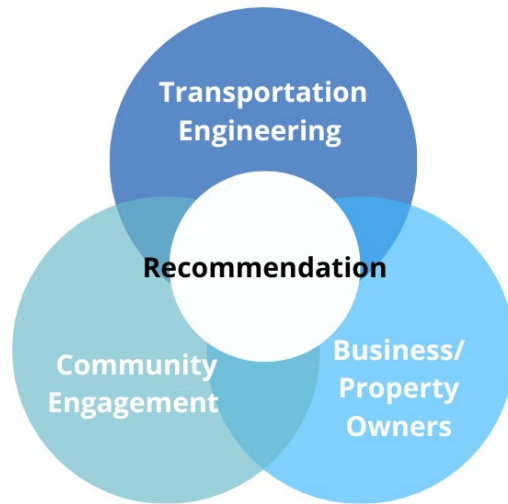
- Every bike plan needs a car plan.

## Cost/Benefit

- What low-stress connectivity yields the greatest benefit to the community.
- RTC has a finite amount of funding.

# Community and Property/Business Owners

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## Community

- Users of the space
- Public Comment Tool  
[downtownrenomicromobility.com](https://downtownrenomicromobility.com)
- Understand needs and objectives
  - Useful and comfortable routes
  - Safe connection between University and Midtown
- Stakeholder Groups

## Property/Business Owners

- Those directly impacted by changes to the space
- Work to enhance and/or mitigate the impact
- Understand needs and objectives
  - (ie. need to preserve loading area or customer parking)

| Micro-Mobility Corridor           | Limits                                | Length (Miles) | Estimate Project Cost | Engineering   | Business | Community |
|-----------------------------------|---------------------------------------|----------------|-----------------------|---|----------|-----------|
| Sinclair/Lake Street/Evans Avenue | 9th Street to Holcomb Ave.            | 1.3            | \$3.3 M               | ✓   | ✓        | ✓         |
| Virginia Street                   | 9th Street to Liberty Street          | 1.01           | \$4 M                 | <div> <div>✓</div> <div>✓</div> <div>✓</div> </div> Support Through Virginia Street Placemaking Council Acceptance of Implementation Plan |          |           |
| University Way/Center Street      | 9th Street to Virginia Street         | 1.5            | \$11.1 M              | ✗   | ✗        | ✓         |
| Vine Street                       | University Terrace to Riverside Drive | 0.86           | \$2.9 M               | ✓   | ✓        | ✓         |
|                                   |                                       |                |                       |   |          |           |
| 3 <sup>rd</sup> Street            | Vine Street to Lake Street            | 0.76           | \$4.4 M               | ✗   | ✗        | ✓         |
| 5 <sup>th</sup> Street            | Keystone Avenue to Evans Avenue       | 0.98           | \$4 M                 | ✓   | ✓        | ✓         |
| 6 <sup>th</sup> Street            | Virginia Street to 4th Street         | 1.17           | \$11 M                | Submitted<br>Safe Streets For All Grant - More Business Outreach Needed   |          |           |

# University Way/Center Street

## Transportation Engineering

### High vehicle speeds

Does not support a low stress facility. Increased chances of serious injury or death for the micromode users.

### Requires travel lane removal

Does not maintaining a network with sufficient vehicle capacity through Downtown.

### High vehicle volumes

Does not support a low stress facility. Increased chances of serious injury or death for the micromode users.

### Limits vehicle access during Special Events

Closure of Virginia Street results in more vehicle capacity needed on adjacent N/S Streets.

### Conflicts with high volume cross-streets & driveways

Contraflow of micromode users creates vehicle driver confusion thus a higher stress facility.

### Cost benefit

Least beneficial due to the high cost to construct.

## Property Owner/Business

### Loss of Parking

Already limited and business do not support removal.

### Loss of vehicle travel lanes

Concerned that if vehicle lanes removed then it will be too difficult to get into and out of downtown.

### Observation

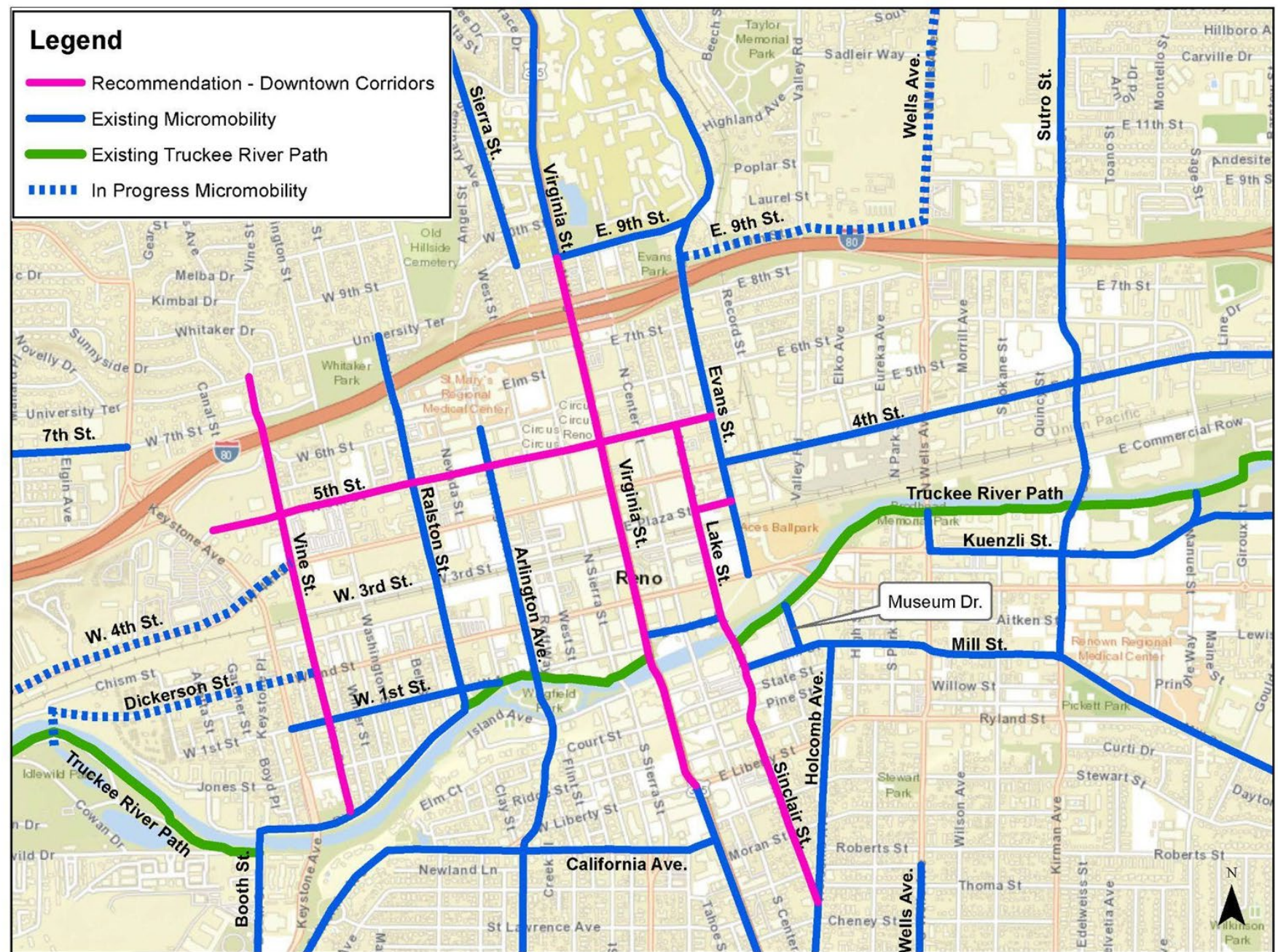
Business owners vocalized concern about increasing conflicts at intersections.

# Funding For Downtown Corridors

| Corridor                             | Limits                                | Corridor Direction | Corridor Length | Estimated Project Cost | % Allocation |
|--------------------------------------|---------------------------------------|--------------------|-----------------|------------------------|--------------|
| <b>Sinclair/Lake St/Evans Ave.</b>   | 9th Street to Holcomb Avenue          | North/South        | 1.30            | \$3.3M                 | 16.5%        |
| <b>Virginia Street</b>               | 9th Street to Liberty Street          | North/South        | 1.01            | \$4.0M                 | 20%          |
| <b>Vine Street</b>                   | University Terrace to Riverside Drive | North/South        | 0.86            | \$2.9M                 | 14.5%        |
| <b>5th Street</b>                    | Keystone Avenue to Evans Avenue       | East/West          | 0.98            | \$4.0M                 | 20%          |
| Contingency                          |                                       |                    |                 | \$3.2M                 | 20%          |
| Design & Construction Administration |                                       |                    |                 | \$2.6M                 | 18%          |
| <b>Total</b>                         |                                       |                    | 4.15            | \$20,000,000           | 100%         |



# Proposed Downtown Micromobility Network Connectivity



# Implementation



# Recommended Motion



I move to approve the staff recommendation of the Downtown Micromobility Network of Streets and request that the Regional Transportation Commission (RTC) include these streets in the Regional Transportation Improvement Plan (RTIP).