

## City of Carson City Agenda Report

**Date Submitted:** October 28, 2014

**Agenda Date Requested:** November 6, 2014

**Time Requested:** 2 hours

**To:** Mayor and Supervisors

**From:** Community Development and Public Works

**Subject Title:** For Possible Action: To approve the conceptual design for the Downtown Carson Street project and direct staff to continue to implement the project design schedule including working with downtown property owners to establish a Commercial Area Vitalization District. (Lee Plemel and Darren Schulz)

**Summary:** The Downtown Carson Street project includes streetscape improvements to Carson Street from Fifth Street to William Street. The purpose of the conceptual design approval is to establish the basic street alignment—including lane configuration, bike lanes, and parking—before moving on to more detailed design elements. The Board of Supervisors adopted the Plan of Expenditure on April 17, 2014, for proposed capital improvement projects including the Downtown Carson Street project. The Board of Supervisors previously directed staff to include the establishment of a Commercial Area Vitalization District in the process, by which the cost of ongoing sidewalk and landscaping maintenance would be offset by property owner assessments.

**Type of Action Requested:**

Resolution  
 Formal Action/Motion

Ordinance—First Reading  
 Other (No Action)

**Does This Action Require a Business Impact Statement:**  Yes  No

**Recommended Board Action:** I move to approve the conceptual design for the Downtown Carson Street project and direct staff to continue to implement the project design schedule including working with downtown property owners to establish a Commercial Area Vitalization District.

**Prior Advisory Board Actions:** The Regional Transportation Commission recommended approval of the conceptual plan on October 8, 2014, by a 4-0 vote. The Redevelopment Authority Citizens Committee conducted a public hearing on October 6, 2014, and took public comment but took no action regarding the conceptual plan.

**Explanation for Recommended Board Action:** The Board of Supervisors adopted the Plan of Expenditure for the proposed projects on April 17, 2014, and adopted the ordinance imposing the one-eighth percent sales tax on May 1, 2014, to pay for the projects within the Plan. The sales tax proceeds may only be used on those projects identified in the Plan of Expenditure.

Following is the Downtown Carson Street project description from the adopted Plan of Expenditure:

**Downtown Carson Street**

*The downtown corridor segment would be developed generally in accordance with the Downtown Envision Plan prepared in 2006 and extend along the corridor from Fifth*

*Street to William Street, which could include reducing Carson Street to one through lane in each direction, adding bike lanes, and adding a turn lane at intersections. The parallel parking originally proposed would be significantly reduced in scope and generally limited to handicap parking and loading, which would reduce traffic conflicts and allow for better traffic flow. As a result, wider sidewalks would be constructed allowing business access to the area for outside seating for cafes, displays, and public events. Another component of the downtown project would include improvements to Curry Street from Musser to Washington and include improved parking, improved pedestrian access, street furniture such as benches, themed lighting, and directional signage.*

On May 15, 2014, the Board approved the project schedule that included a public process to review a conceptual downtown design concept and bring the comments and recommendations to the Board of Supervisors for approval before proceeding with construction design drawings. City staff conducted a public open house on September 16 to present the design concepts, answer public questions regarding the project, and solicit public comments. Written comments collected since that date are attached. Staff has also considered those comments and created a “Frequently Asked Questions” sheet (also attached) that addresses most of the questions and comments from the public.

Attached to this report are the graphics showing the conceptual project design. The purpose of the conceptual design approval is to establish the basic street alignment—including lane configuration, bike lanes, and parking—before moving on to more detailed design elements. This was identified as a Board of Supervisors “check-point” in the planning and design process.

The graphics focus on the core area between Musser and Telegraph Streets to show the general concepts that will be applied from Fifth Street to William Street. This design concept would continue to the south of Musser Street on the west side of Carson Street and transition back to five lanes (four lanes plus turn lane) south of Fifth Street. New sidewalk improvements are not anticipated on the east side of Carson Street in front of the Capitol Building and Legislative Building, though City staff will work with the applicable State agencies to develop a plan for improvements in front of the Capital grounds.

The proposed three lane concept would continue north of Telegraph Street to Washington Street. Carson Street would transition from three lanes back to five lanes between Washington Street and William Street. Details of these designs will be worked out in the next phase of design.

As of the preparation of this report, written comments from a total of 90 people were received and are attached to this report. Eighty of those comments were submitted at the public open houses on September 16, with the remainder of the comments submitted since then. Of the 90 comments, approximately 60 (67%) of them can be characterized as in favor of the plan or supportive of the plan with minor modifications. Approximately 23 (26%) of the comments are against the plan, with the primary stated reason for opposition split approximately 50/50 between traffic concerns and cost- or expenditure-related concerns.

**Applicable Statute, Code, Policy, Rule or Regulation:** N/A.

**Fiscal Impact:** Cost of project will be approximately \$6,850,000 (sales tax) plus approximately \$2,110,000 in underground utility work (Utilities funds).

**Explanation of Impact:** The project will be funded with the approved one-eighth percent sales tax, with any replacement of underground utilities paid for with Utilities funds.

**Funding Source:** One-eighth of one percent sales tax on all taxable sales in Carson City and Utilities funds budget.

**Alternatives:**

- 1) Provide staff with additional direction regarding the conceptual design or other elements of the project.
- 2) Do not approve the conceptual design.

**Supporting Material:**

- 1) Conceptual Downtown Graphics
- 2) Frequently Asked Questions
- 3) General project Schedule
- 4) Public comments

**Prepared By:** Lee Plemel, Community Development Director; Darren Schulz, Public Works Director

**Reviewed By:** Nicholas Marano

(City Manager)

Date: 10/28/14

District Attorney's Office

(Finance Director)

Lee Plemel  
(Community Development Director)

D. Schulz  
(Public Works Director)

Date: 10/28/14

Date: 10/28/14

Date: 10/28/14

Date: 10.28.14

Date: 10/28/14

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

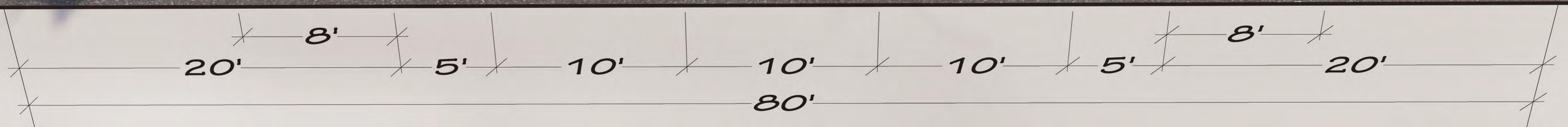
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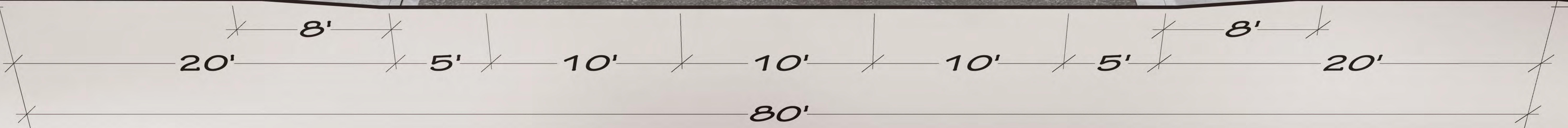
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(Vote Recorded By)

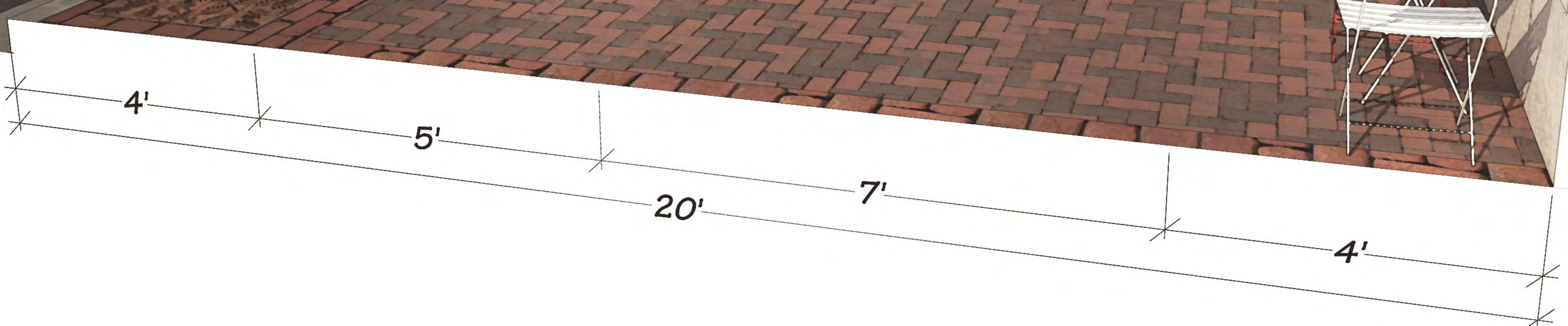


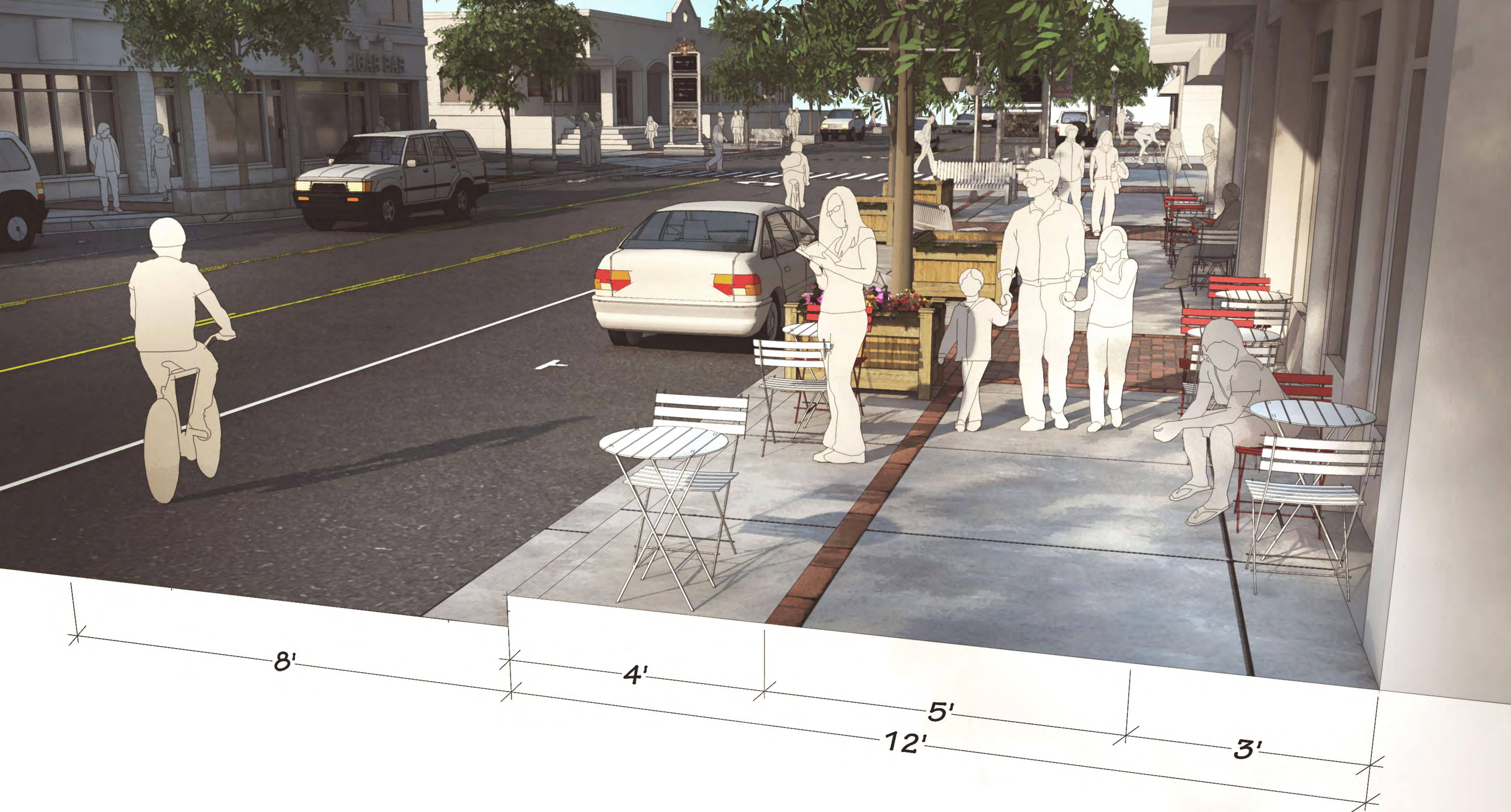


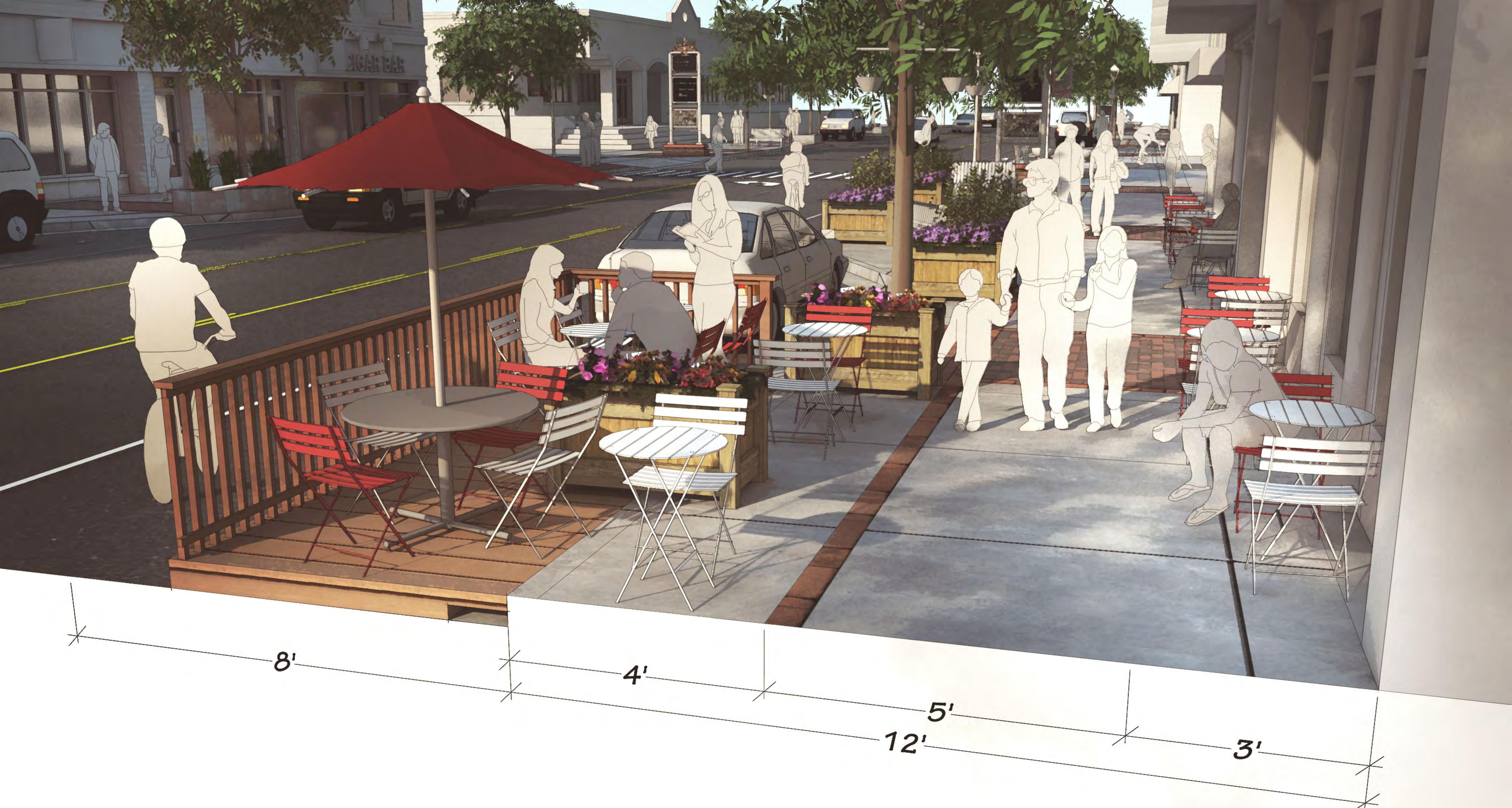




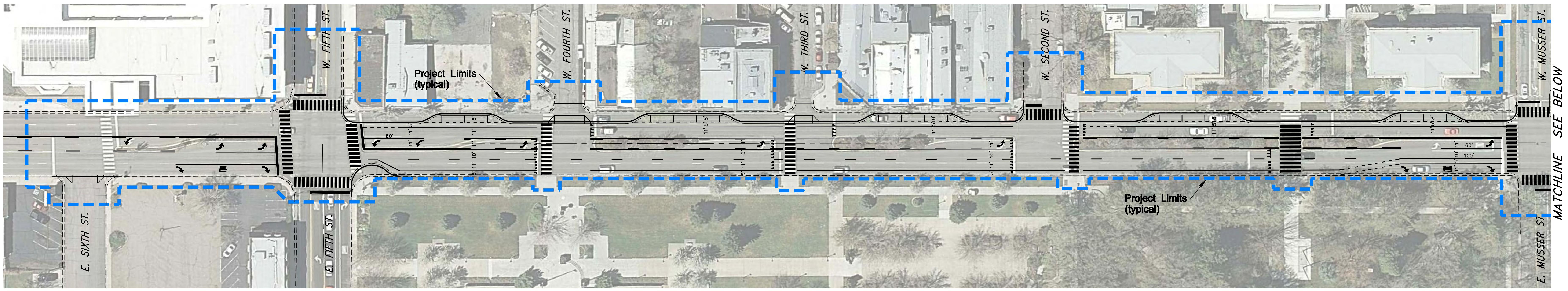






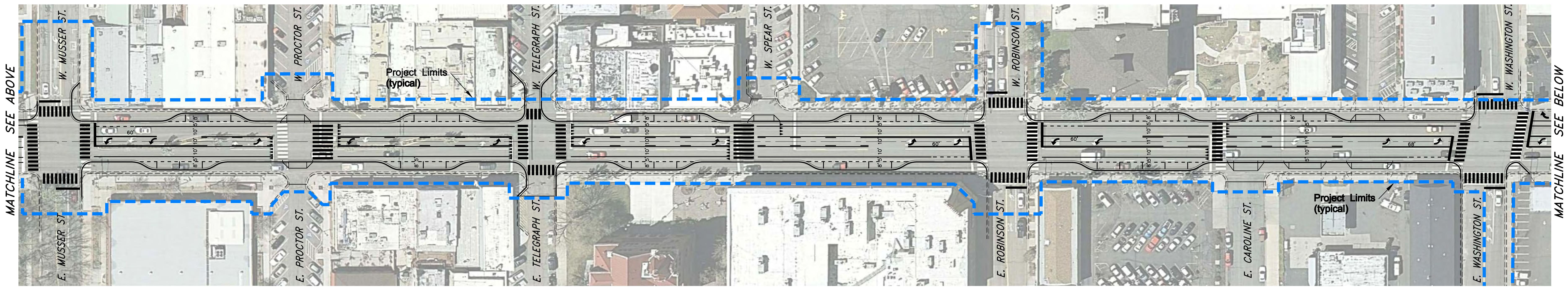






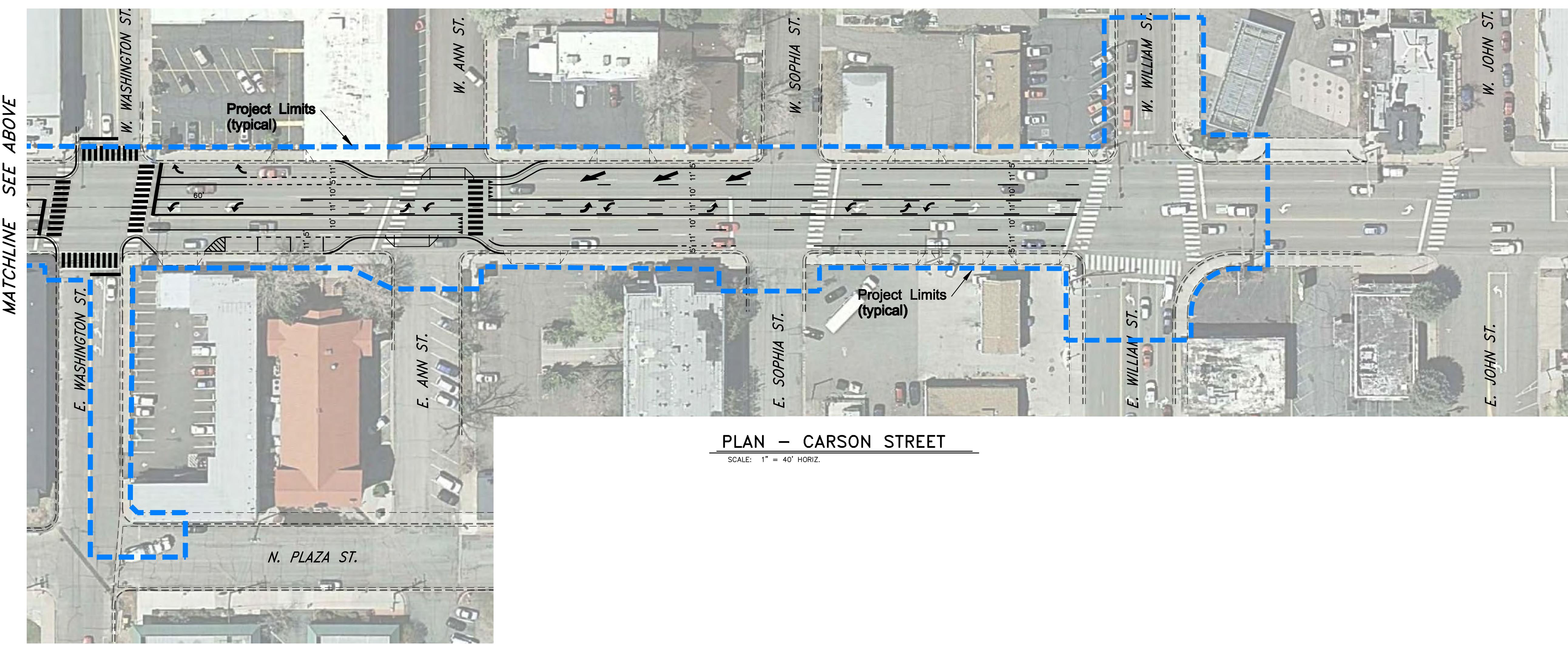
PLAN - CARSON STREET

SCALE: 1" = 40' HORIZ.



PLAN - CARSON STREET

SCALE: 1" = 40' HORIZ.



PLAN - CARSON STREET

SCALE: 1" = 40' HORIZ.

Refresh Carson City  
Downtown Corridor

Draft 9-2-14

# **Downtown Carson Street Project**

## **Frequently Asked Questions**

### **1. What are the limits of the Downtown Carson Street project area?**

The project includes improvements to Carson Street from Fifth Street to William Street. The conceptual plan is to have three lanes (one lane each direction plus a continuous center turn lane) between Musser Street and Washington Street, transitioning back to five lanes between Washington Street and William Street. Between Musser Street and Fifth Street, improvements on the west side of the street will be consistent with the downtown core area, with two north-bound travel lanes remaining as is in front of the State Capital and Legislative grounds.

### **2. Has there been an analysis of the anticipated impact that the redesigned Carson Street will have on traffic around Carson City?**

Yes, multiple analyses were conducted over the past several years (2007, 2012, 2013) as it relates to the project. Analyses were conducted for existing (base year) traffic conditions as well as forecast years 2020 and 2035 with projected growth. All of the analyses indicated that a redesigned Carson Street could function well at today's traffic volumes and in future conditions.

### **3. Won't a reduction in through lanes on Carson Street cause traffic volumes to exceed available capacity?**

No, current traffic volumes on Carson Street are at historically low levels not seen since the early 1970's. Traffic volumes are now less than half of what they were in the early 2000's. Much of the traffic has already been diverted to the Carson City Freeway as evidenced by a decrease in traffic on Carson Street and an increase in traffic on the freeway over the past several years.

### **4. Doesn't the freeway need to be completed before the Carson Street project is built?**

No, the traffic analyses that have been conducted, in conjunction with the declining traffic volumes over the past few years, indicate that the project could be implemented today without any significant adverse effects to the traffic flow through downtown. However, it is expected that the freeway will be completed within approximately a year of the Carson Street project.

### **5. What if Carson City experiences significant growth in the coming years, won't the additional traffic cause congestion downtown?**

No, the City has made substantial improvements on many parallel facilities to Carson Street including Stewart Street and Roop Street as well as Curry Street further south. These roadways have ample capacity to absorb potential growth in north-south traffic and will have reduced traffic levels upon freeway completion. Additionally, any growth will be incremental and changes to traffic patterns as a result of the Carson Street project will be well established by that time.

6. Will there be bike lanes on Carson Street?

Yes, bike lanes are included throughout the entire Carson Street design on both sides of the street from Fifth Street to William Street. This provides extra maneuvering space and buffers for cars and pedestrians in addition to providing dedicated lanes for bikes.

7. Will traffic be diverted to west side streets like Division Street?

Yes, but the diversion is expected to be minimal, resulting in approximately a 10 percent increase to existing traffic on Division Street and well within capacity levels of the parallel streets.

8. What will the speed be on Carson Street?

The speeds of vehicles on Carson Street are expected to decrease, though the posted speed limit is expected to remain at 25 MPH. The decrease is expected with the design and the reduction of lanes. This is desirable from a safety perspective and also for encouraging a business-friendly environment. It has a minimal impact on the overall vehicle travel time through the downtown.

9. With wider sidewalks as part of the design, will there be parking on downtown Carson Street?

Yes, the design provides for pockets of parallel parking throughout downtown Carson Street in addition to the parking that is available now on most of the east-west intersecting streets. The additional parking is being designed to provide sufficient space for large vehicles with easy access and could also be used to accommodate potential JAC transit service or deliveries.

10. How will the Carson Street design impact the traffic signals?

The signal timing and coordination between traffic signals on Carson Street is expected to improve. There is already significantly less traffic on Carson Street than in previous years and the new design provides for shorter pedestrian crossing distances, reducing the amount of time necessary for pedestrians to safely cross the street.

11. Will Regional Transportation Commission (RTC) funds be used to finance the project?

No, the project will be financed with a combination of revenues from the recently approved one-eighth-percent sales tax and utility funds.

12. What will be achieved with the redesign of Carson Street from a transportation perspective?

The Carson Street project will provide for a much safer and accessible environment for pedestrians and bicyclists with wider sidewalks, a decrease in street crossing distance, and dedicated bike lanes. It will transform Carson Street into a truly multi-modal facility with the inclusion of the bike lanes and the potential to accommodate transit service in the future. Operationally, traffic will flow more efficiently under the improved design with recalibrated signal timing and coordination to better reflect the scale and traffic patterns of the roadway.

13. Will turn lanes be provided at every cross street?

Yes, a left-turn lane will be provided at every cross street, and right turns may be made freely at every cross street. Dedicated right turn lanes will be provided at the north and south ends of the project where the street transitions from four to two lanes.

14. Do the medians and mature trees in the medians have to be removed for the Carson Street project?

There are several reasons to remove the medians as part of the Carson Street reconstruction:

- The medians currently provide the majority of landscape space on Carson Street north of Musser Street. With the wider sidewalks, the trees will be removed from the center medians—where they only shade cars—and replaced with trees in the sidewalks on both sides of the street where they will shade pedestrians.
- With the reduction in travel lanes from four to two, the medians pose a barrier to emergency services vehicles as they travel down Carson Street as vehicles pull over or in the event of a traffic accident. The continuous turn lane down the center of the street allows emergency vehicles to move freely down the street, or allows other vehicles to continue in the event of an accident or vehicle breakdown in the travel lane. The City's emergency services departments support the concept with the continuous turn lane down the center of Carson Street.
- The addition of medians to the current design would reduce the sidewalk widths by the corresponding width of the median, reducing the ability to place amenities within the sidewalk area.
- The existing trees in the medians are near the end of their expected life span for urban street trees in their environment in the center medians. Urban trees in such environments typically do not reach full maturity and have a limited lifespan.
- The medians and landscaping will need to be torn out whenever water and sewer line replacements occur within Carson Street, which could be at any time due to line breakage regardless of any improvements to Carson Street. The water and sewer lines in Carson Street are more than 50 years old and are overdue for replacement as part of regular system maintenance.
- Any rebuilding of Carson Street, regardless of lane and sidewalk configuration, will require the medians and landscaping to be removed. While they could be rebuilt in such a scenario, the grades of the street will need to be modified whenever the street is rebuilt due to decades of pavement buildup. The removal of the medians during construction will also provide additional roadway space allowing for Carson Street to remain open during construction, which will allow continued business access during construction, and will accommodate easier snow removal.

15. How are pedestrian and vehicle safety issues being addressed?

The three lane design greatly improves pedestrian safety in the downtown area. To cross the street, a pedestrian currently has to cross a distance of approximately 65 feet and would only have to cross a distance of 40 feet in the proposed plan. The reduced number of travel lanes also makes crossing much safer for pedestrians. The shorter crossing distance—therefore shorter pedestrian crossing time—also allows more flexibility in the timing of light signals to accommodate vehicular

traffic going both north-south and east-west. The proposed design will have minimal impact on vehicular safety.

16. What are the economic benefits of the project?

Similar projects to reduce vehicle travel lanes and widen sidewalks in downtown areas have occurred throughout the country over the last decade in communities of varying sizes and continue to be implemented and expanded. Though economists cannot predict specific impacts on any given project, such projects have been documented to result in economic benefits in many communities, including decreased commercial vacancy rates, increased retail sales revenues, increased tourism, increased property values, and the public investment has led to private investment well beyond the public investment. Studies have shown that business generally benefit from such improvements with two exceptions: gas stations and fast food restaurants, for which sales are correlated with traffic volumes. However, traffic volumes on Carson Street have already gone down significantly and will continue to go down once the freeway is completed regardless of any improvements made or not made to Carson Street. The purpose of the proposed improvements is to create a destination to attract potential customers to businesses.

17. Will the proposed improvements cost the City more to maintain than existing improvements?

Long-term maintenance of the vehicle travel lanes would be reduced due to the reduction in travel lanes. Regular maintenance of the additional sidewalk area, e.g. sidewalk cleaning and landscape maintenance, will increase. The Board of Supervisors has indicated that they expect downtown property owners who will benefit from the improvements to help pay for the maintenance of the improvements so the general Carson City taxpayer does not have to pay any increased maintenance costs. Once a general project concept is approved, more detailed design work will begin to develop maintenance cost estimates. The City will then work with the property owners to develop a maintenance plan that they agree to, possibly through a Commercial Area Vitalization District that assesses the property owners for the costs. How maintenance costs are going to be paid must be worked out before the project is approved by the Board of Supervisors.

18. Will the State pay their fair share of the sidewalk and landscaping maintenance costs?

Approximately 30 percent of the Carson Street frontage between Fifth Street and William Street is abutting State property. The conceptual plan does not include additional sidewalk improvements in front of the Capital and Legislative grounds, but the City will work with the State to determine appropriate improvements in front of State properties. The City cannot assess the State for any maintenance. However, the State has always provided a high level of maintenance for landscaping and sidewalks in front of their properties and it is expected that will continue. Private property owners will not be expected to pay for the State's or City's share of improvements.

19. What sidewalk furnishings are included in the plan? Will art be included?

Street trees are included in the plan along the length of the corridor. The number of furnishings that can be provided with the project depends on more detailed design considerations to stay within the allotted budget, but it is generally expected that benches and/or planter walls for sitting will be part

of the amenities, along with lighting. No art is included in the plan, though the design will provide space for future art as funding is raised through various arts organizations.

20. How much will the project cost Carson City residents?

The Carson Street improvements are to be paid with the one-eighth-percent sales tax adopted in April 2014. The one-eighth-percent sales tax costs a household \$12.50 for every \$10,000 in taxable purchases. It is estimated that approximately 40 percent of all sales tax revenues is paid by non-Carson City residents. Water and sewer lines in Carson Street—which are more than 50 years old and overdue for replacement—will be replaced using Utility funds that are budgeted for such projects.

21. Are improvements to Curry Street in the downtown area being proposed?

Yes, pedestrian improvements on Curry Street will follow completion of the Carson Street improvements so that construction is not occurring on both streets at the same time. The Curry Street project will be smaller in scope than the Carson Street project, and a separate design process will occur after the Carson Street project is completed.

22. Why is the City only improving the downtown area when other commercial areas could use improvements, as well?

Plans for commercial corridor improvements include the entire length of Carson Street from the north end at the freeway to Spooner Junction at the south, as well as William Street and Highway 50 East from Carson Street to College Parkway/Fairview Drive. The downtown project is just the first of several corridor improvement projects. The downtown project will include the most “intensive” reconstruction and improvements. Other corridor improvements will be broken into specific project segments and will generally include sidewalk connections, bike lanes, and landscaping. The remainder of the corridor improvements will be phased over several years.

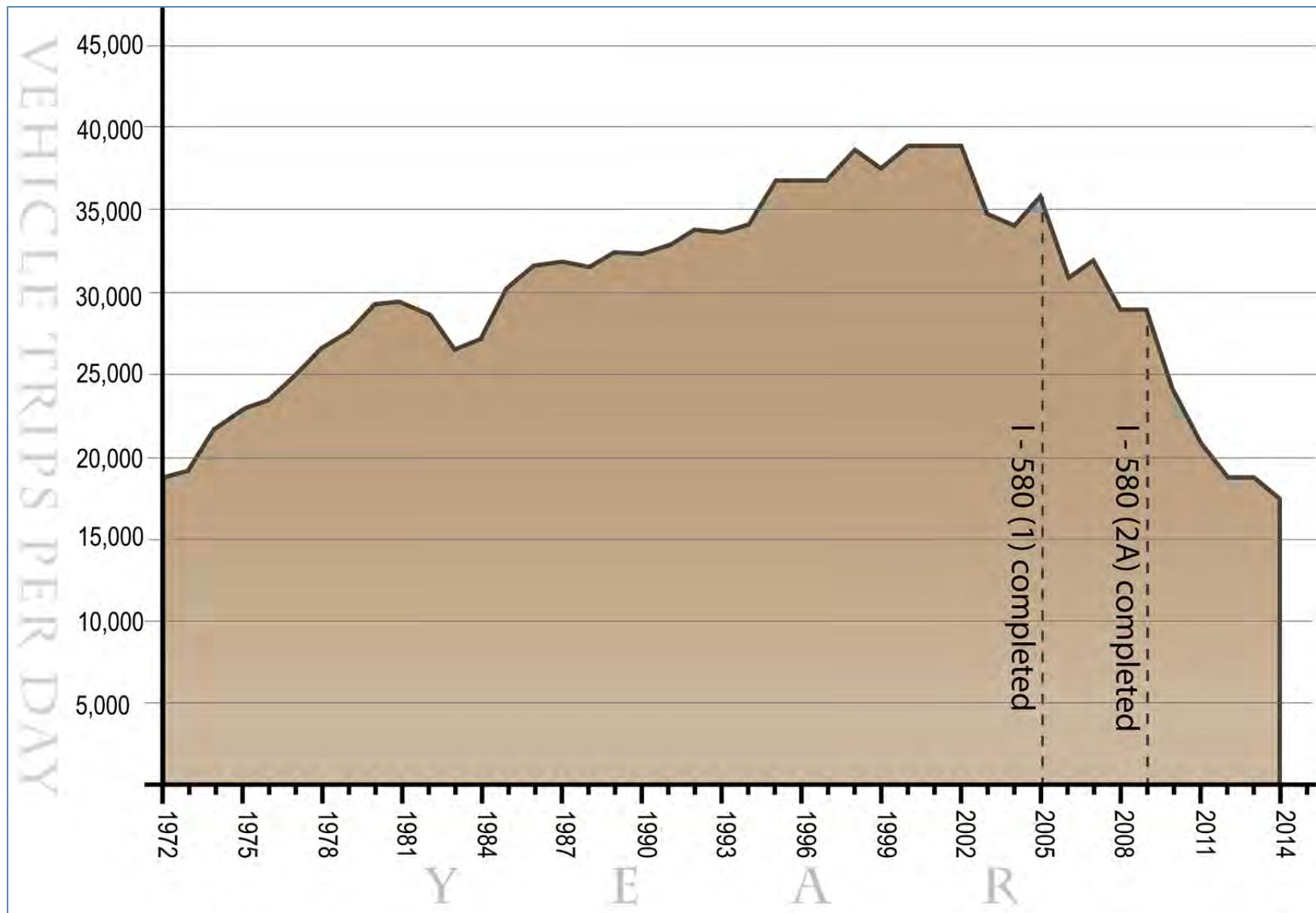
23. Will the public have any other opportunities to provide input on the design?

Yes, this phase of conceptual planning is just the beginning of the design process on which the City will be seeking input. Once a conceptual design is approved, more detailed design will begin. This will include looking at sidewalk paving treatments, tree placement, parking placement, and other specific design elements. City staff will work with individual property owners and businesses to identify specific needs on a block-by-block basis. Plans will also be brought to various public forums throughout the design process.

24. What is the benefit of having parking on Carson Street?

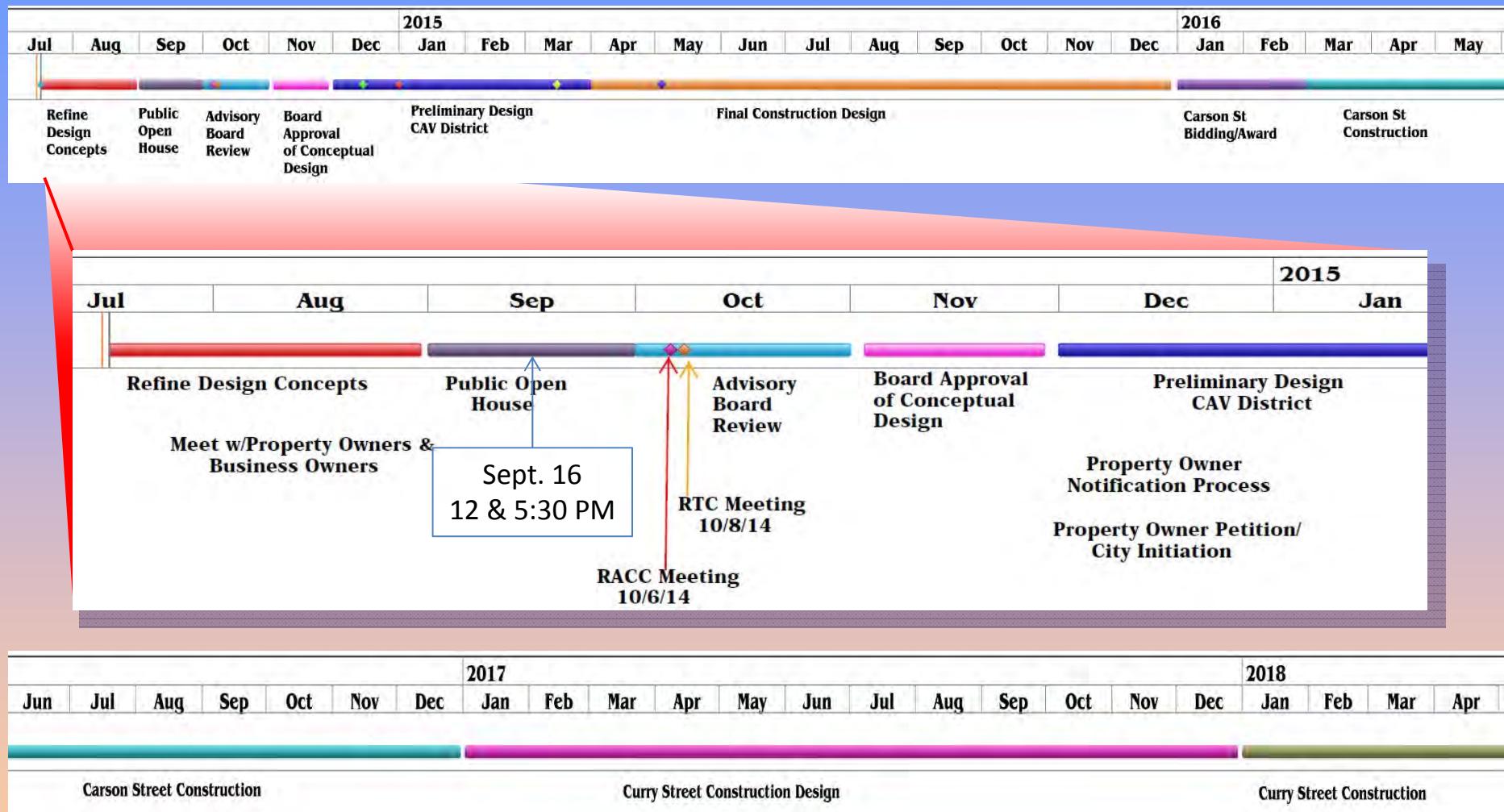
Parking in a downtown area not only provides additional parking spaces for potential customers, it helps show visitors that there is activity in the area to encourage visitors to stop and check things out. The parking spaces can also be used for loading zones, passenger drop off, or seasonal “parklets” depending on the specific needs on any given block.

## Carson Street Historic Average Daily Traffic Counts



Measured 150 feet north of Ann Street

# Downtown Streetscape Project



- Sales Tax Funds: \$6,850,000      Utilities: \$2,110,000
- Oversight: Regional Transportation Commission (RTC) & Redevelopment Authority Citizens Commission (RACC)

## **Susan Dorr Pansky**

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**From:** Jenny Scanland <no-reply@completestreetscarson.com>  
**Sent:** Wednesday, October 15, 2014 5:21 PM  
**To:** Planning Department  
**Subject:** New submission from General Contact Form

**Name**

Jenny Scanland

**Email**

[Jscanland@charter.net](mailto:Jscanland@charter.net)

**Your Thoughts**

I am so very IN FAVOR of this! Please don't let the small amount of loud hindsighted folks stop CC from moving forward!!

## Lee Plemel

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**From:** Planning Department  
**Sent:** Tuesday, October 14, 2014 4:44 PM  
**To:** Lee Plemel  
**Subject:** FW: New submission from General Contact Form

**From:** David Granish [<mailto:no-reply@completestreetscarson.com>]

**Sent:** Tuesday, October 14, 2014 4:28 PM

**To:** Planning Department

**Subject:** New submission from General Contact Form

### Name

David Granish

### Email

[dgranish@pacbell.net](mailto:dgranish@pacbell.net)

### Your Thoughts

My wife and I just recently revisited Carson City after many years...we were impressed with the revitalization already done in the downtown area and were very pleased to see how clean this area is now. We walked from the Capital area up to Williams and our immediate thought was that the traffic was moving at a pretty good clip and the sidewalks seemed a bit narrow. Upon hearing of your impending improvements and seeing the plan, we are very impressed with the improvements to be made, especially utilizing ped and bike friendly plans, wider sidewalks, slowing traffic. These are similar to those designs done by the community in which we presently reside. Actually, our plans are to relocate to CC next year and are excited to eventually be a part of all of this great work. We congratulate you on your foresight and efforts to make CC a really great place to live, shop and visit.

## Lee Plemel

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**From:** Edwin James <jamesclan5@sbcglobal.net>  
**Sent:** Wednesday, September 17, 2014 11:05 PM  
**To:** Lee Plemel  
**Cc:** CCEO; Nick Marano  
**Subject:** Downtown plan

Dear Lee,

I was not able to attend this week's presentations about the downtown corridor improvements, so I'd like to re-state my thoughts here. Basically, I'd like to make sure that the idea of landscaped medians along Carson Street is not abandoned. Our downtown is both beautiful and historic, leading travelers to gawk at the view. The landscaped medians provide a buffer and give drivers an extra space before distraction becomes disaster. The medians separate the traffic and keep distracted drivers safe, as well as bringing charm and warmth to our downtown. In a region known for it's heat and cold, the landscaping and vegetation on our main drag create an oasis and add charm to our historic city.

I understand a middle turn lane is being added to the traffic plan. I'd like to suggest that, rather than having a big yellow double line painted the whole way down the middle of Carson Street like on the north end of town, that landscaped medians be designed, incorporating turn lanes at each end. This will give us the beauty and uniqueness of Small Town USA, while offering the safety needed while tourists check out the sights.

Thank you for involving the community in this decision making process. As I drove down Roop tonight, I imagined the paved part of Carson looking like that, with concrete and paint from curb to curb, and was very sad. That would be a mistake. Please maintain the beauty of Carson Street, not only for the shoppers, but for the sightseers and commuters too.

Sincerely,

Christie James  
2588 Simons Ct.  
Carson City, NV 89703  
841-6239  
[jamesclan5@sbcglobal.net](mailto:jamesclan5@sbcglobal.net)

## **Susan Dorr Pansky**

---

**From:** Maxine Nietz <nevadamax@sbcglobal.net>  
**Sent:** Wednesday, September 17, 2014 12:44 PM  
**To:** Planning Department  
**Subject:** Downtown

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Lee,

Just want to be sure I get my comments on record.

I agree with Ande Engleman that bicycles vs opening car doors may become an issue, but I'm not sure what can be done about it.

I've also mentioned the pedestrian issue (between parked cars) and hope the appropriate departments are aware of the danger and prepared to patrol it, especially at the beginning of the new layout.

When the project recognizes historical values, don't forget Lincoln Highway. As you probably know, there is a national organization that may be able to help publicize and bring events to Carson Street.

Re: the parklets, if restaurants are going to put tables & chairs there or anywhere on the public sidewalk, they should have to pay a small fee.

Thanks for hearing me out,

Maxine Nietz

887-1294

[nevadamax@sbcglobal.net](mailto:nevadamax@sbcglobal.net)

# COMPLETE STREETS CARSON

## Comments

Have pedestrian lights at crossing where there are no traffic lights. Shops be able to put signs for additional parking for tourists.

(tear here)

## Project Information

[completestreetscarson.com](http://completestreetscarson.com)



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# COMPLETE STREETS CARSON



## Comments

I like the center lane.

the parklets & Decks

feaser parking

interposed red brick

raised planters

(tear here) -----

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# COMPLETE STREETS CARSON

## Comments

love the conceptional  
drawings. Well miss  
the medians by the  
Capitol. Really  
like the wide  
sidewalks. Hoping  
the planters will be  
well taken care  
of and full of color.

— — — — —  
(tear here)

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# COMPLETE STREETS CARSON



## Comments

I asked Lavoy Layne if there was any chance he'd be interested in helping establish a "Mark Twain Experience" on the empty lots across from the State Assembly.

He said yes. So we should get him together with the

(tear here) -----

Property owner and Gary Schmidt, who has experience doing projects like that. I envisage "a family-oriented attraction along the lines of Disney land's Hall of Presidents.

It would be a huge draw if done right.

*Richard Dunn*

Rich Dunn, 230 498

[richdunn@aol.com](mailto:richdunn@aol.com)

## Project Information

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# COMPLETE STREETS CARSON



## Comments

Great Project concept! I am very much in favor of Carson City implementing the 2014 plan. We already have items to draw tourists to downtown (Capitol, museum, etc.). This project would encourage visitors and residents to stay, stroll, eat, shop, etc. I am sure it would draw me and out-of-town visitors to my home to come down and enjoy our city. Let's do it!!

Ron McHenry, Lakeview resident. (28 years)

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Joel Rose Kinsley

887-0360

the CC plan's look great, were in favor for the plans. "Let's get started

Ojo

(tear here)

## Project Information

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# COMPLETE STREETS CARSON



## Comments

Very Cool!

Please - no piped in music.

Please - talk to the arts community

Chris Bayer-BAC

291-7014

(tear here)

## Project Information

[completestreetscarson.com](http://completestreetscarson.com)



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# COMPLETE STREETS CARSON

## Comments

Rough surface planter boxes along wide parts of sidewalk to diffuse car sound

Moveable with end seals

CHARLES DAYER  
291-7014

no pyed on music

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

PUBLIC  
TOILETS  
- think events

Chris 291-7014

(tear here) -----

### Project Information

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# COMPLETE STREETS CARSON



## Comments

Loved all of it.

Good use of my tax \$\$\$

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Great changes from 2005.

Love the two lanes with middle lane, bike paths (lanes), ability to have outdoor seating in summer etc.

Good Work

(tear here)

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# COMPLETE STREETS CARSON



## Comments

Any change would  
be wonderful! Carson  
City needs a face lift  
downtown —

*Plan C*  
Westside Pourhouse  
Downtown Carson City

~~Thank~~

Resident for  
40 yrs =

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Anything that can encourage multi-use, particularly downtown residences, would make me & Jane Jacobs happy!

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Must keep historic look & theme in design, materials & colors

Make parking limited in time & more of a drop off zone  
Linea pavers <sup>interlocking</sup> good for all seasons & <sup>Pebblestone look + historic</sup> simple look

Love the parklets, outside dining & activities, seating & landscape

Design with sustainability standards look historic but think futuristic

Its Time

Thoughts –

- I rode everywhere on a bike when I was a child (and still ride but to a lesser degree). The bike paths create a welcoming environment for kids and bikes. We can't and shouldn't attempt to recreate the downtown of the 1950's. But we can create an environment that is safe and welcoming for kids, as well as adults. *Like the redo of the lanes + parking.*
- Many of the downtown buildings are occupied by state and/or city government. Vibrant downtowns depend on street level activity – that includes being able to look into buildings and see people engaged in activity and enjoying themselves. Office space on the street level or a business that has a closed-in façade does not create a welcoming environment for passers-by. There are too many "blank walls" that offer no visual appeal. Compare the blank walls with the activity at Comma Coffee, Firkin & Fox, Adele's, the skating rink in the winter-time and other such places. We need that type of activity to make people want to be downtown. It's a food and entertainment area. Let's bring more food downtown (Butler Meats, L.A. Bakery, etc.). If there are not people on the street, it's because the businesses are not performing (or there aren't enough businesses to create a niche market).
- There are a lot of "blank walls" and/or not consumer-friendly buildings downtown. All property owners - both public and private - need to be brought into this development process to make the downtown more vibrant. This is our State Capitol! Recently we had out-of-state visitors; they liked the nice building behind the trees but didn't realize it was the State Capitol.
- We need to establish design standards before signage is created for the downtown corridor and Highway 50.
- Because I enjoy arts and culture and often plan vacations around such events (and know others do also), I would like to see the street closing that was approved for the BAC (between the Brewery Building and St. Teresa's). A city park area there would create a wonderful space for events such as Jazz and Beyond.
- I still believe the price tag is too high for the animal shelter. We certainly need a new facility but a facility can be green without being a LEED certified facility.

# COMPLETE STREETS CARSON



## Comments

thought needs to be given to streamlining  
Curry St since people living on the  
west side of town are going to  
lose efficiency (North/South) on Carson St

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

I love the concept -  
I have concerns about senior parallel parking  
Can emergency vehicles really get thru?  
I've lived other places where this type of change  
has revitalized the downtown ☺

Safe access is critical  
The sidewalks will allow for more  
Community events downtown

Kudos to all of you for a  
great presentation

# COMPLETE STREETS CARSON



## Comments

VERY IMPRESSED!!

+++ street scapes

+++ traffic flow

Reminds us of progressive downtowns such as San Luis Obispo, CA; Sioux Falls SD; Lincoln NE — cities that have acted on their vision and made quality of life amazing! It will give people a place to be, a destination for CC, which will only benefit CC economically, socially & reputation as a draw for new-comers!! Tim & Betsy Kosier

(tear here)

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# COMPLETE STREETS CARSON

## Comments

Look at narrowing the parklets and deck width by a foot so that the parked cars can have full visual of traffic coming down behind them

(tear here)

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# COMPLETE STREETS CARSON



## Comments

You need a water  
sport to short up  
for children to  
run in and out of in  
the summer time.  
I am so excited about  
the plans!

NEED LIGHTING

(tear here) -----

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# COMPLETE STREETS CARSON

## Comments

Posters should be displayed  
at downtown businesses  
to reach a broader audience

(tear here)

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# COMPLETE STREETS CARSON



## Comments

Any restrictions on business owners or employees parking for extended amount of time or frequency

What are the plans for keeping banners, flags signs, patio material from being ripped into the street or sidewalks during storms

Renting or leasing out ends or sides of the planters for 3 month durational advertising

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Parade? will Parade still be on Carson  
Lighted? → is there going to be <sup>Street</sup> lighting  
cross walk 40 ft to 68 ft    
for  crosswalk

Good Presentation

Thank You

# COMPLETE STREETS CARSON



## Comments

love the themed art concepts, plus the interactive sculpture and the natural-formative seating. Very glad to see the art aspects planned from the beginning.

Safety aspects to me are one of the most important reasons also.

I'm not a bit worried about traffic - we humans will figure it out!

# COMPLETE STREETS CARSON



## Comments

① Pretty pictures - can't wait to sit @ a table w/ a cool drink

② Does it pencil?

(tear here) -----

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# COMPLETE STREETS CARSON

## Comments

I like the overall design - some parking, bike lanes, ect.

Are there going to be pedestrian cross lights similar to library ~~one~~

Are you working with local businesses to improve their parking lots?

Is anyone going to repave "Robinson St" next to the Nugget?  
it's the worst street in the city.

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# COMPLETE STREETS CARSON



## Comments

Good presentation - well done

solid compromise re parking, traffic flow and  
flexibility for sidewalk use,

Good plan for street crossing

Flexibility for dining, merchandising, at displays  
on sidewalks is EXCELLENT !!

— (tear here) — — — — —

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# COMPLETE STREETS CARSON



## Comments

A great Concept! Keep up the good work.  
I like the moveable planter idea. The balance between car lanes, bike lane, parking and pedestrian space is good.

The one concern I have is by bicyclists getting "doored" - with the bike - One tweak might be to give 1' less sidewalk; 1' more parking bay width at the parking bays to give more space between the bike lane and parked cars to minimize the "dooring" risk.

I fully support the concept. We need to do something to bring locals and visitors back (over)

— — — — —  
(tear here)

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## Comments (continued)

to downtown and I think this will do it.  
Similar concepts have worked in many  
other communities.

Chas MacQuarrie

Thanks for coming!  
We appreciate your input!

# COMPLETE STREETS CARSON

## Comments

I Really like the new design of the street - With parking spaced out the way it is.

The flexible benches and planters are a great idea - More versatility for special events like Nevada Day, Beer Fests, etc

PLEASE have Bike lanes ON Carson St. Don't push bikes onto the side streets - too many stop signs! Let Bikes flow with traffic!

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

LOVE THE CONCEPT!

CONSIDER BIKE RACKS AREAS

CONSIDER CONCRETE PAVEMENTS (STREET)

\* LESS ROUTINE MAINTENANCE

\* REFLECTS BRIGHTER STREET  
@ NIGHT

\* COOLER AMBIENT HEAT

REFLECTION

\* IGNORE STREET FURNITURE POLICY KEEPS A CLEAR ADA  
PEDESTRIAN PATHWAY

TAKE DOWN THE VLT/INTERSTATE THEME (TOO MUCH  
ON FREEWAY)

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Since you are cutting down the capacity sooo much  
You should least use a standard 12' lane and  
Cut down that sidewalk  
a little

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

I think of the section of Curry St. that is one-way northbound should be changed to southbound one-way before Carson St. construction begins. This will allow southbound traffic to use Curry St. while construction is underway.

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Per Open House Boards 1, 3, 4 & 5  
the building are all the same  
color, if am not mistaken,  
these structures would need  
to be painted.

If skateboarding isn't  
prohibited, then the  
planters would require  
"trick" deterrents.

— — — — —  
(tear here)

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# COMPLETE STREETS CARSON



## Comments

Excellent design concept. I like the wider sidewalks and that offer the chance for more street life, and pedestrian safety.

This will really enhance the business climate downtown. I also think it will attract younger people and tourists.

(tear here) -----

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# COMPLETE STREETS CARSON

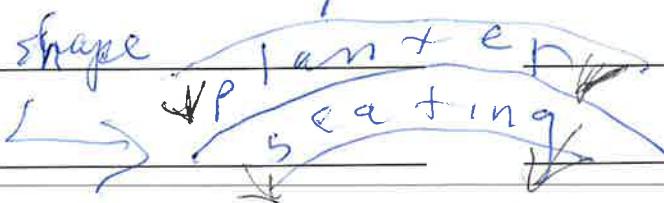


## Comments

landscape (trees + flowers) small green spaces  
public art - not an afterthought, funding source  
performance areas - different sizes - with  
electric outlets lighting, seating  
(pocket parks)

sidewalk stumps in cement - as in Reno  
so of River

funds for flexibility + maintenance (repair)  
improvements

planter shape  allows communication + focus

This development will define the downtown area,  
so include concept of future N+S extensions  
(tear here)  
don't let theming get too "kitchy" - use qualified  
Project Information artists in planning

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# COMPLETE STREETS CARSON



## Comments

Everytime I have seen/heard about the current plans for Carson St. (from 5th St to William) is quite good. The movable planters/ seating areas are especially good as they allow for greater flexibility. The only concern I still have is for the ability of a big rig truck to be able to turn left onto William (from southbound North Carson) and then be able to make a right turn onto Stewart so they can bypass downtown. This is a very small point as most big rigs will not be going down Carson anyway (most will use the freeway), and the few that do mean to stay in town will be able to easily negotiate downtown Carson as a straight through route.

## Comments (continued)

(cont.)

HOWEVER, IT WOULD BE NICE TO PERMANENTLY MAKE STANWELL  
AS THE EASIER FAVORED THRUWAY ROUTE FOR BOTH CARS  
AND TRUCKS. DOING SO WOULD ALSO DROP THE NON-  
ESSENTIAL THRUWAY TRAFFIC, MAKE THE DOWNTOWN  
MORE PEACEFUL, BUT STILL BE TRAFFIC FLOWING ENOUGH  
TO BRING PEOPLE INTO THE DOWNTOWN.

# COMPLETE STREETS CARSON



## Comments

On the plan for Carson Street, too many parallel parking pull-outs have been drawn in. These should be used only to allow people access in spots where other entrances to buildings are not accessible. Example: the block from Robinson St North to Washington St, the west curb does not need a pull-out. There is parking available on Curry St with access to the museum by way of the west entrance, plus a side entrance to businesses on the corner of Washington & Carson & Curry.

It has come to my attention that new businesses

(tear here) -----

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## Comments (continued)

are being established on Curry Street. I suggest welcoming new businesses by improving Curry Street first, before disrupting Carson St.

Thanks for coming!  
We appreciate your input!

# COMPLETE STREETS CARSON



## Comments

I don't care for moveable plant and Tree Planters, they look very tacky!

Have a time limit for parking. Maybe 1 hour. Maybe mutual parking.

We only have about 5 months of nice Weather here in Nevada. What happens to all the Tack and Chairs the rest of the Ninth Months?

I think you should

— — — — —  
(tear here)

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# COMPLETE STREETS CARSON



## Comments

I like what I have seen so far. One way to slow traffic while keeping it running smoothly and accentuate the "arrival downtown" is "roundabouts". It will be good idea to have two roundabouts. One North side and one South side. One can emphasize Carson City as crossroads of sorts. Built Brick Round structure where you can have depiction of the historic figures of Carson (like Kit Carson, Fremont Curry, Mark Twain etc) and have sound effects system where from time to time it imitate train motion and whistle. On the other roundabout have small sized Ferris wheel and small reproduction of historic landmarks (like Capitol, Museum, etc...) with some lights strips and water fountain. This will summarize what Carson City is about.

(tear here)

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# COMPLETE STREETS CARSON



## Comments

I think this is a great idea and will work out just fine. Don't listen to the nay sayers.

My only comment (worry) - and it really applies all over town is bikes. I ride a bike all over town. I follow the rules, i.e. don't ride on sidewalks. BUT a lot of people don't follow the rules & they will end up on the sidewalks if they don't feel safe on the street. Not sure a bike lane next to people parallel parking & pulling into traffic is terribly safe. ~~and look after one takes~~  
(tear here)

I'd rather ride my bike in the car lane I think.

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Elayn Brig  
Elayn Way  
4 Granite  
62 N  
Elaynmarie@charter

BUT - it's All looks Great elaynmarie@charter

# COMPLETE STREETS CARSON



## Comments

- Ten minute drop off for passengers in the "indented" areas
- I love the "historic bench with Mark Twain" could we raise private money for more benches with historic figures?
- Are those traffic lights out of the way of the occasional food delivery truck or other high profile vehicle?
- What about snow removal on streets and sidewalks? Will it all be plow-friendly with areas to deposit the snow?
- Decorative street lights (perhaps "historic") would add to the ambience. →

(tear here)

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## Comments (continued)

- Visitors who want to just drive by the capitol should not have their view blocked by parked cars.

Thanks for coming!  
We appreciate your input!

# COMPLETE STREETS CARSON



## Comments

Bus stops on CARSON ST

NO 12hr PARKING MAKE IT

PICKUP & DROPOFF

(tear here)

*Adex BACA*  
1800 Russel Way 114 Project Information  
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# COMPLETE STREETS CARSON



## Comments

PLEASE leave the medians in the "middle" of the block. That would:

- 1) Provide a pedestrian "Safety area"
- 2) Prevent U-turns by "parked cars" who want to return the way they came.
- 3) leave some "beaters" in the downtown area
- 4) Provide "safe" left turn areas (less chance of being hit by someone trying to pass a slow moving vehicle)

# COMPLETE STREETS CARSON



## Comments

Great idea

Will create a "real" downtown

This idea has been used in larger cities  
and has worked.

With our standard 25-mph speed limit traffic  
will flow as speedily as now -- and  
the middle lane will prevent congestion

(tear here)

*Robert Parvin*

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# COMPLETE STREETS CARSON



## Comments

Bob Alderbeard  
dpreh@sbcglobal.net

Retired NDOT Chief Safety Engr.

What are local business's

doing to improve  
downtown Picture?

Any commitment from  
new business's?

There is no way to determine  
% of vehicles stopping in  
Carson as a destination.

Traffic Signal Phasing such  
now - What will be done  
to improve it?

Widening Sidewalk - Great

Bike Lanes - Great

Who is behind this insane  
compulsion for Parking  
on Carson Street? It's  
killing the wide sidewalk  
and squeezing Pedestrian  
traffic back to narrow  
sidewalks.

How far will this  
extend from 50 to ???

~~Timeline to completion?~~

(tear here) -----

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COMPLETE  
STREETS

CARSON



## Comments

Thought needs to be given  
as to types of shops  
and restaurant  
available to attract  
particularly visitors  
to our town.

At crosswalks have a  
barrel of flags on poles for  
pedestrians to use as they  
cross the street.

— (tear here) — — — — —

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# COMPLETE STREETS CARSON



## Comments

### Streetscape :

- With street plantings, I suggest a mix of trees planted in ground with grates, and the moveable planters → Truckee has a version of these, using ore carts in summer months. While large planters w/ seating is attractive, sometimes they get filled w/ trash.

Additional streetscape elements

- We need more art → the more colorful, the better! The large corner areas of sidewalks could be used. I would like to see permanent installations, along w/ one or two "rotating" exhibits to showcase local talent → I urge you to look @ Grand Junction, CO's website that has photos of sidewalk sculpture in a historic



(tear here) -----

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## Comments (continued)

downtown setting. Contemporary & historic does mix well. Grand Junction also has "Art on the Corner" in their main downtown core w/ rotating exhibits.

P.S. No more stationary art, please! That's what Legislative Plaza is for - But small insets in sidewalks might be cool.

If we make sidewalks more attractive, we might see more outdoor dining + cafe tables; great for our wonderful climate!

And the outdoor dining then attracts more + more people, in a sort of synergy.

Thanks for coming!  
We appreciate your input!

# COMPLETE STREETS CARSON



## Comments

I love the overall concept  
Implement it from 10<sup>th</sup> to Willow to include  
the OH and Red's old 395

Minimize the "Cowboy" content of the art work

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

I LIKE THE COMPLETE STREET PROJECT. RIGHT NOW HAVING 305 RUN THROUGH TOWN IS LIKE HAVING A SEWER OF TRAFFIC BPOULING THE DOWNTOWN EXPERIENCE.

AS A RETIRED AIRLINE PILOT I HAVE HAD THE OPPORTUNITY TO WITNESS THE DEVELOPMENT OVER TIME OF DOWNTOWN AREAS THROUGHOUT THE US AND CANADA. THE CONCEPT FOR CARSON CITY IS EXCELLENT. SPECIFICALLY, THE MOBILE TREE PLANTERS AND THE MOBILE AND STORABLE PATIOS ARE GREAT IDEAS. I CAN'T WAIT UNTIL THEY ARE IMPLEMENTED.

— — — — — (tear here) — — — — —

## Project Information

[completestreetscarson.com](http://completestreetscarson.com)



Carson City  
Planning Division  
108 E. Proctor St.  
Carson City, Nevada 89701  
(775) 887-2180 | Fax: (775) 887-2278  
planning@carson.org



# COMPLETE STREETS CARSON



## Comments

If the street must be narrowed to 2 lanes, I agree a left hand turn lane is necessary. I prefer NO parking and if parking is absolutely a done deal, it should be limited to 15 minutes. There is plenty of parking behind the businesses.

Prior to going forward with the plan, put up orange pylons to narrow the street, leaving only the center lanes with their left turn areas and determine the actual impact on traffic.

— — — — —  
(tear here)

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# COMPLETE STREETS CARSON



## Comments

### Re: Theming Concepts/Streetscape:

We really appreciate the themed vignettes done as part of the freeway project (thank you GROW, City parks, State, Harry Reid, federal monies) so, of course see the benefit of this in our streetscape!

### Re: trees:

the downtown medians are such a visual asset to downtown! I will grieve their loss at the same time as looking forward to the finished current project with its widened sidewalks & planters. Hopefully, the new trees will be given plenty of fertilizer & water, to hasten their growth.

Thank you for your efforts!!

Jackie & Stan Field  
4214 Northgate Lane  
Carson City, NV 89706

888-9093

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

- Who cleans the sidewalks? Especially in front of eateries
- Who will educate bike riders on traffic laws?
- Who determines "art"? Suggest all be related to CC history. Nothing that could be controversial -

(tear here) -----

Jan Francit  
841-5847

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# COMPLETE STREETS CARSON



## Comments

① THE INSTALLATION OF  
INTERESTING ART WORK,  
SCULPTURES WILL BE  
VERY WELL RECEIVED.

② THE BUILDINGS ALONG  
CARSON STREET NEED  
TO HAVE A COMPLETE  
AND UNIFORM FACE-LIFT.  
CARSON STREET IS CURRENTLY  
SOMETHING THAT NO ONE  
WILL REMEMBER.

THE BUILDING OWNERS NEED

(tear here)

TO AGREE TO REFACE/  
REMODEL THEIR BUILDINGS.

③ WHERE ~~WILL~~ ALL THE  
BICYCLIST PARK THEIR  
BIKES IF THEY WANT TO  
SHOP OR EAT ??

~~THE~~ A BIKE RACK WILL  
~~REDUCE~~ THE FRIZ  
AREA FOR PEDESTRIANS.  
GET RID OF THE  
BIKE LANES —

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# COMPLETE STREETS CARSON



## Comments

For Vern:

I would like to see community gardens + parks. I know there is one near the cemetery, but I would like to see others in vacant city land, state land, old hospital etc. There could be one at the BAC that is an ART Garden or for the kids.

Cindy Brennenman  
Bliss Mansion  
775 887 8988

heart-of-a-gypsy@att.net

— (tear here) — — — — —

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# COMPLETE STREETS CARSON



## Comments

This is an absolutely beautiful concept. Just what we need to get downtown to be a destination point.

Once you have this under way so that business people can see the potential there should be more businesses to shop at. Louver +

The like should be on second floor. Boutiques, art galleries, ice cream shop, etc at street level,

Great job - Hope you can make it work and give Carson City a very positive, tourist friendly reputation!

— — — — —  
(tear here) — — — — —

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# COMPLETE STREETS CARSON



## Comments

Parking = Remember The Aged - have a LOT of handicapped parking. THAT plus short term (5-10 min.) loading should TAKE ALL shown available parking.

Overall - Good Job! But - what are the boundaries? 5th North to John?

— — — — —  
(tear here)

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# COMPLETE STREETS CARSON



## Comments

like planters  
not sure of patio area as it needs  
to be maintained by business in order  
to be attractive. — Concept looks nice but  
can't see it working — waste of tax payer  
dollars.

Extra sidewalk area is great. Parking  
should probably be designated loading  
or unloading zone.

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

OUT DOOR DINING DURING GOOD WEATHER IS GREAT

THANKS FOR THE CONCEPTS AND OPPORTUNITY TO  
PARTICIPATE

BOULDER, COLORADO

TEMPE, ARIZONA } ARE GREAT EXAMPLES OF THE

CARMEL, CA }

CHARLESTON, SC }

ARE GREAT EXAMPLES OF THE

RESULTS YOU ARE PROPOSING

YES - BIKES AND PEDESTRIANS EMPHASIS IS GREAT

- COMPLETE STREETS MAKE SENSE

MOVABLE PLANTERS IS GREAT - SCULPTURE BENCHES GREAT IDEA

TRAIN - MINING - MARK TWAIN KIT CARSON

BRING HISTORY TO LIFE

(tear here)

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# COMPLETE STREETS CARSON



Great ideas

## Comments

less parking -

works in Charlottesville  
Va

creative sitting

" in Carmel

planters

" " Boulder

larger sidewalks

eating & visiting areas on sidewalks

larger like lanes

decorations around tree way

upgrade of utilities

art work

3 lanes

add band stand

add to illustration RED CARS

(tear here)

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## Lee Plemel

---

**From:** Planning Department  
**Sent:** Monday, October 13, 2014 12:19 PM  
**To:** Lee Plemel  
**Subject:** FW: New submission from General Contact Form

**From:** David Partee [<mailto:no-reply@completestreetscarson.com>]

**Sent:** Monday, October 13, 2014 12:16 PM

**To:** Planning Department

**Subject:** New submission from General Contact Form

### Name

David Partee

### Email

[dlpartee@charter.net](mailto:dlpartee@charter.net)

### Your Thoughts

-this appears to only benefit a few downtown businesses since most of the adjacent property is state and city offices. what is the business contribution to this project? if they are not willing to help out, this should not happen. a few are going to benefit from the many!

-the cost estimates for improvements to the downtown corridor, which are very likely to be underestimated, would be better spent on keeping our current roads maintained.

- as stated by one of the cities representatives at the public meeting there is plenty of parking on the sidestreets to handle parking needs. keep parking off of main street. the minimal number of spaces the will be generated by this project, will cause more issues than it will solve.

- to talk about any impacts, or reduction of traffic due the completion of the carson city freeway will have on downtown is disingenuous. most, if not all impacts have been felt since the freeway traffic has been on fairview drive.

- the downtown looks good already. leave it alone! spend the available funds on more important projects and road improvements. if you want to improve an area, fix the blight on north carson street by the old K-mart.

## Lee Plemel

---

**From:** George Wooster <wooster.george@gmail.com>  
**Sent:** Monday, September 22, 2014 5:20 PM  
**To:** Lee Plemel  
**Subject:** downtown sidewalk changes

Mr Lee Plemel

Community Development Director

108 E. Proctor St

Carson City, NV

[lplemel@carson.org](mailto:lplemel@carson.org)

Dear Mr Plemel,

In addition to writing a letter to the editor of the Nevada Appeal we are sending you our (expanded) comments on the downtown sidewalk changes that are under consideration. These comments boil down to: we feel that the proposed sidewalk and street changes on Carson Street are a terrible idea.

A downtown improvement project very similar to this proposal was implemented in a city where we lived, the words that keep surfacing in our minds are: "lengthy", "expensive", "boondoggle" and "failure". Please note that the words "revitalizing" and "energizing" did not apply to the finished project.

The project was implemented in Redwood City, CA, a town of about 70,000 near San Francisco. In our personal experience restaurants on Middlefield Road, Main Street, and Broadway Street encroached on the sidewalk, making pedestrian use impossible for strollers, wheel chairs, and dog walkers. These people then began using the bike lane as a sidewalk.

As taxpayers we resented paying for 'improvements' that were useful in expanding the dining area of restaurants and driving out the existing businesses during the lengthy construction process. This did not seem to be good use of taxpayer's money for negligible benefit to the local population.

We challenge anyone to show data from cities where this type of project has been implemented that show there is an increased business revenue due to bike lane, sidewalk improvements and slowing traffic. We have seen firsthand the effects of slowing traffic and impeding flow on one street, it diverts flow onto parallel streets.

I'm sure the increased dining space increased the receipts of the restaurants mentioned above but it is impossible to determine if their business increased because the lengthy renovation project caused all businesses to relocate and these restaurants began operation after the sidewalk was completed.

What drew us to Carson City is what is already here, not what people want to change it into. This is a bit of social engineering that has failed in other places where we have seen it tried.

The idea that people will like it once it is built is strikingly similar to the statement that 'we must pass the bill to find out what's in it'. Slowing traffic does not mean that people will get out of their cars and walk, nor will installing bike lanes magically increase the number of bicyclists downtown. Perhaps this project could work if it is part of a larger project that includes increasing public transportation so that a trip downtown does not require use of a car, but we have not been informed if this is the case.

If we had a business on Curry, Stewart or Roop streets we would strongly support implementing this project on Carson Street

George Wooster

Kathleen Wooster

133 Prospector Rd

Dayton, NV 89403

775-241-2258

# COMPLETE STREETS CARSON



## Comments

We object to narrowing Carson Street, and feel it is an unnecessary use of money. Narrowing the main street from 2 lanes to 1 in each direction will create a large bottleneck where the narrowing begins. The result will be drivers and passengers will be delayed, sometimes significantly, and likely will be upset with the situation, and not drive on downtown Carson Street again. We also have enjoyed the

medians and their plantings on Carson St. They make the city look more appealing, and like Carson City cares. What about handicap parking? What about snow plowing and the resulting snow piles possibly forcing vehicle traffic on icy roads even closer to each other. Having brighter street lighting, downtown will need to be addressed, it looks dark and deserted now.

## **Susan Dorr Pansky**

---

**From:** D M Aunkst <agctry.a3@hotmail.com>  
**Sent:** Thursday, September 18, 2014 5:18 PM  
**To:** Planning Department  
**Subject:** Carson Downtown Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

After attending one of the recent workshops on the Downtown plan, I have serious concerns about reducing the traffic from four lanes to two lanes with a center lane. There is too much traffic to reduce any lanes.

Carson Street is the only through, straight north-south route; none of the side streets go all the way through. It's just like Medical Marijuana, we are asking for trouble.

David Aunkst  
Carson City/Ward 2

## **Susan Dorr Pansky**

---

**From:** shellie shannon <sh\_shannon@yahoo.com>  
**Sent:** Monday, September 22, 2014 2:26 PM  
**To:** Planning Department; Lee Plemel; Darren Schulz  
**Subject:** Downtown Carson

The website “completestreetscarson.com” does not come up on search engines. When I keyed it in the search engine, the “Muscle Power” site does. I looked at Muscle Powers blog and at the time they were wondering how people were upset at the estimated \$30,000 cost...This is why! That \$30,000 is now \$27 MILLION! And what, if anything, are the business' benefiting from all this contributing? The higher rents they will get? And when did it go from Robinson St to William? What about the “Back on Track Inn” or “City Center Motel” is in the vision of downtown? It is WAY TOO BIG, and TOO EXPENSIVE. And it should definitely NOT extend past Robinson. If anything is to be known, it should be on Curry St, where we all go now for events. Better signage directing the public would be needed, but it would not cost as much or destroy the medians. The shops are on Curry too, and it could be all you envision, just less expensive.

Shellie Shannon  
Carson City

# COMPLETE STREETS CARSON



## Comments

IT SEEMS AS IF THE WHOLE PREMISE IS TO PROVIDE MORE PARKING FOR BUSINESSES. WHEN ONE LOOKS AT THE BUSINESSES ON THE EAST SIDE FROM WILLIAM TO 5TH, THERE IS ESSENTIALLY ONE BLOCK THAT WOULD BENEFIT, THE ONE BLOCK PAST THE NUGGET TO THE SOUTH. THE BUSINESSES ON THE EAST SIDE ONLY HAVE ABOUT 3 BLOCKS. WHY DONT WE CONSIDER THIS FOR CURRY ST, & LEAVE CARSON THE WAY IT IS.

(tear here) -----

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# COMPLETE STREETS CARSON

## Comments

**Comments**

How much is this project? \$ 6,850,000  
Why? \$ 2,000,000 for Utility Improvement is needed and understandable. The 3 lane concept is fine, who owns all this property along Carson Street? Why these businesses get up grades. How much sales tax does Carson City receive from these businesses in this 10 blocks? South, North, and East Carson all they get is a few plants and a sidewalk? I live on the East side, and there are national companies ~~looking~~ locating there. (Please see back page)

(toor horo)

## Comments (continued)

People move here for many reasons.

- ① jobs. — unless you work for government, jobs are low paying
- ② schools. — needs improving
- ③ low crime — drugs are on the rise

Downtown is nice. I just wish  
Carry Street could be main focus.

I'm originally from Sacramento.

Old Sacramento, is a place for  
the city planners should visit,  
along with Folsom, Auburn, Grass Valley,  
etc. . . . My name is Connie Merkley.  
I am a home owner and voter. \$16,850,000  
really?

# COMPLETE STREETS CARSON



## Comments

Does Angel/park strip

Take more length

Parcell parking accommodates

3 cars as opposed

It does not seem to give

day/less usage for

ambiance if parked

on a 2 way street would

block area for a long

time causing a traffic

pile up

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Taking out the median with all the trees & flowers will take away the charm of Carson st. Adding a bike lane will cause traffic to slow because Nevada law requires 3ft to go around a bike. What if a Emergency vehicle is coming down the middle lane Head on collision? I'm totally against this project!!

Mary Reiley 882 8641  
J. L. Reiley

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Since this is such a hotly contested issue why is it not being put up for a public vote? Why not have the people who have to pay for it have a say?

Will have to pay for maintenance!  
What % of the proposed land is government or state owned? They won't be taxed!  
Leaving the business to foot the bill.

What percent of downtown business owners (not land owners) want this? Since they

What will be done to update trashy buildings  
Putting in new sidewalks etc.. won't help if

## Comments (continued)

1/2 of the downtown  
businesses look  
trashy!

of downtown business  
owners want it?

How will this increase  
to occupancy rate  
in downtown when  
all (or 99%) of it is  
currently occupied?

It was stated  
this is occurring  
because of a push  
from downtown business  
owners - What %

# COMPLETE STREETS CARSON



## Comments

If appears some businesses will benefit considerably by sidewalk treatments. They should pay a share of the cost. Also, I am opposed to increasing utility costs to pay for the project. It was my understanding the tax increase would pay for it.

I don't see the development for Hwy 50 section. I think that should be the priority. Downtown can be done later if it's fine now.

There isn't any indication when traffic (time of day, dates) will be stopped to obtain estimates.

I'm not in favor of the downtown changes in traffic

(tear here)

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# COMPLETE STREETS CARSON



## Comments

Carson City Voters said no to two lane, Carson ST.

Nevada Appeal Survey Shows C.C. residents oppose two lane Carson ST. by 63%.

There is no reason to do this plan before the freeway is finished.

There are no data showing current or future pedestrian/bicycle use of the project area.

Please explain the full cost of the overall project- the relocation of infrastructure and future maintenance and so forth

It is not proper to use tax payer dollars to build a sidewalk and then allow a private for profit entity to use it. (Restaurants and Pawn Shop)  
(NHD)

## Comments (continued)

Please make public the happenings of the business meetings  
Bartkowski and Abowd forced onto the Corridor businesses.  
How many businesses attended and were invited to these meetings?

(over.)

# COMPLETE STREETS CARSON



## Comments

Slow Down on Spending  
our tax paying credit card

Waste of Money <sup>not</sup> needed

(tear here) -----

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## Comments

I don't  
like it!

(tear here)

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# COMPLETE STREETS CARSON

## Comments

I do not think this is the best use of our limited fund. The science systems need the attention as well as the other less obvious infrastructure. I do not believe that we can bring back the nuclear facilities. The business must be able to see that they can make money and I don't see any business people stepping up with their money for this project.

# COMPLETE STREETS CARSON



## Comments

↓ don't believe that "if you build it they will come" is the answer to bringing businesses downtown. It is not a good use for Carson City's limited resources. Most of downtown is government buildings, not the same as some other cities that have been used as examples. Downtown is just fine now.

and shouldn't be changed to please the more vocal businesses currently making all the noise.

There is plenty of parking on side streets and we don't need any on Carson itself. The 25 mph speed limit lets anyone coming from town see everything that we have to offer.

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Not much information on the actual costs for future maintenance. The city has not had an adequate CIP budget for 10 years and is taking on projects it has not resources to fund. The city cannot afford to do nothing and continue with

this project, it should be studied and scaled back. Carson street should not ~~be~~ have a reduction in lanes and the medians should be kept.

# COMPLETE STREETS CARSON

16 SEPT '14  
1:00 PM +/-

## Comments

FIRST, I/we don't care how you did this in CALIFORNIA--"THIS IS NEVADA!"  
SECOND, DON'T "UN-FIX" WHAT IS NOT BROKEN.  
I/we like down town the way it is,  
simply, leave it alone!  
THIRD THE VOTER'S SHOULD HAVE VOTED THE 1/8¢ SALES TAX - NOT THE MAJORITY OF THE BOGUS CITY COUNCIL.  
FOURTH, CURRY STREET SHOULD BE PRIORITY #1 NOT CARSON- DITTO STEWART.  
FIFTH, NOT A DAM SHOVEL OR PENNY OF THIS PROJECT SHOULD START UNTIL AFTER THE BY PASS IS COMPLETED--"HALF ALREADY NOT"  
(tear here) — — — — —

VOTER

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## Comments (continued)

SIXTH

IF YOU WANT TEMPORARY ISLANDS, ETC  
THEN ~~TAKE~~ BUILD THEM AND REMOVE  
SUCH IN WINTER

SEVENTH GET THOSE GOD DAM ~~BICYCLES~~  
OFF CARSON STREET, PUT THEM ON  
CURRY AND STEWART WHERE THEY  
CAUSE ENOUGH PROBLEMS ALREADY.

EIGHT THE "END-CAP" DESIGN FOR INGRESS-  
EGRESS OFF-OF AND ON-TO CARSON IS  
AN IMPEDIMENT AND TRAFFIC DETRIMENT.

NINE NICE TRY ON CURRY STREET LATER  
PROJECT AND FUNDING SOURCE.

#10 THE UTILITIES RATE INCREASES ARE NOTED  
AND REMEMBERED BY RESIDENTS AND VOTERS

#11 "I HAVE A KICK AND QUICK TRIP BACK TO CALIFORNIA, I STAY THERE,  
FISHIN CARSON CITY, NV - BRING BACK MAYOR MARV!"

Thanks for coming!  
We appreciate your input!

# COMPLETE STREETS CARSON



## Comments

This "workshop" was designed to inhibit public input by ensuring questions were not asked in a public forum but individual. "Complete streets" is not the success the briefers claim. Many communities have had problems but there was not one comment on this.

Constructing Carson St with design dictates that traffic wishing to avoid the "15-20 MPH" slow (Pittenger stated this) means that side roads have to accommodate new traffic. The slow numbers are built on current roads not restricted.

-----  
(tear here)

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# COMPLETE STREETS CARSON



## Comments

With all the money spent on DIVIDERS PLANT & TEARING DOWN FENCES You Are PROPOSING Cost which will not last, ING I AM NOT IN FAVOR OF THE EXPENDITURES AS PROPOSED

However, if you Do Go ahead & Do WHAT You Are Proposing IT SHOULD BE CONTINUED IN THE SOUTH DIRECTION to STUART STREET INTERSECTION. I LIVED IN CARSON FOR OVER FIFTY YEARS AND EVERY TIME THERE IS A NEW CITY MANAGER OR CHANGE OF SUPERVISORS THEY Come up With "SUPER IDEAS THAT DON'T WORK" AND THEN ARE DISCONTINUED



— — — — — (tear here) — — — — —

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## Comments (continued)

Take for the iron fences. A good question  
is where are they ~~such~~ Rusting away in  
some City lot SEE WHAT I MEAN.

Thanks for coming!  
We appreciate your input!

# COMPLETE STREETS CARSON



## Comments

Why not let us comment  
verbally as a community?  
2005 Vision plan? "Dives already  
Proof of ↑ property value?  
↑ memories of downtown?  
Really?  
I like the fence we used to  
have - The one example of an outdoor  
dining shaded + fence  
Curly st? separate funding  
more taxes + community  
approval?

Traffic impacts - difficult to  
see by video advantage for  
East West traffic  
Ouch! I didn't realize  
this Carson street change  
went beyond "downtown" +  
5th st, + beyond  
Buses are shown as traffic  
impact - I've been on buses  
which could not negotiate  
turns such as Carson (Nugget)  
Southbound  
turning as to Robinson (eastbound)  
(tear here) - - - - -

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planning@carson.org



# funding source?? Comments (continued)

Who takes care of  
\$ for infrastructure

1/8 percent not approved

by tax payer,  
more taxes

You state this is first  
stage of "project"

"funding & representation)  
travel lanes, bike lanes, 7 ft. six  
street reconstruction  
part of project,

Where are the bike lines

how does it work @ night  
c. ~~narrowed road~~

width helps

on street bike line - does not

work? most bikes noncompliant?  
if less parking? more bikes  
usually on sidewalk - Why bother  
Cars have to give 3ft for bikes  
I recommend no bike lines

**Thanks for coming!  
We appreciate your input!**

## Carson Street Downtown Development

Cities such as Monterey California are vacation destinations with different traffic patterns than most cities. People go to these cities to explore, shop, and sight-see. They leave their hotels and vehicles to casually tour an area.

Carson City is not a tourist destination city. I believe people largely want to travel to their destination, complete their business, and leave for another destination. Obstructing the traffic flow by pinching Carson Street to a two lane road will result in traffic jams and deter them from traveling to the city downtown. Maintaining the traffic artery into and from the downtown will keep people coming there.

The city should not be subsidizing businesses wishing to develop sidewalk café atmospheres. The cafés should be developed by the businesses on private property and at their expense.

I oppose the reduction of Carson Street to a two lane street, and the removal of parking spaces.

If a test of this concept is tried it should be done with traffic cones at minimal cost.

Roger Haynes  
4600 Numaga Pass  
Carson City, NV 89703

BIKE LANES SHOULD NOT BE ON ALL STREETS. IN THIS SITUATION THEY ARE BETTER ON SIDE STREETS & NOT ON CARSON.

# COMPLETE STREETS CARSON



## Comments

- (1) The traffic through down town won't appreciatively decrease even with the opening of the 580 extension. People working in the town will shop and continue to use the streets as they now do.
- (2) Providing tables and rest areas is great except the weather will preclude use for the majority of the year except maybe in April & May or October. Wind, heat & snow is not good for socializing outside a store.
- (3) If you want an esthetic appearance continue with the median from the capitol (ours)

(tear here) -----

## Project Information

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## Comments (continued)

down to Hy 50.

I hear that a median intersects with the Nevada Day Parade (it is for one day)

I thought the fence was an asset and made the town look like a frontier town (Wasn't that the purpose?)

I can see many problems with traffic slowdown, stopping & waiting.

I visualize more disruptions and people avoiding downtown than bringing in more people.

I find no reason to visit downtown now and don't expect that to change.

Thanks for coming!  
We appreciate your input!

# COMPLETE STREETS CARSON



## Comments

① UNTIL YOU GET THE OWNERS  
OF ALL THE BUILDING ALONG  
THE DOWNTOWN CORRIDOR,  
THE PICTURE OF DOWNTOWN  
WILL BE "SHABBY".

② SINCE 2005, WHEN THE  
CHARLIE WAS HAD, NOT  
ONE OF THE BUILDING  
OWNERS HAVE IMPROVED  
THEIR PROPERTY.

③ IT IS NICE TO BE BICYCLE  
FRIENDLY, HOWEVER, UNTIL  
THE SHERIFF ENFORCES  
THE REGULATIONS CONCERNING  
THE OPERATION OF BICYCLES  
ON PUBLIC STREETS - CARSON  
IS A DANGEROUS PLACE FOR  
BICYCLERS AND AUTOMOBILE  
DRIVERS

— (tear here) — — — — —

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## Comments (continued)

④

WHY IS THE CITY

RELUCTANT TO CONE

OFF ONE LANE IN EACH

DIRECTION AND SEE WHAT

IT WILL BE LIKE TO HAVE

ONE LANE IN EACH DIRECTION??

Thanks for coming!  
We appreciate your input!



## Comments

Why not Curry St first - It is used a lot more now than Main St - even minimal improvements (benches, more trash containers - landscaping would help) it is already a happening place and there are new businesses in process there.

Question - where are all these new businesses on Main St going to be - there is no vacancies now.

(tear here)

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# COMPLETE STREETS CARSON



## Comments

What will the speed limit be, 15 mph?

How badly will the de-construction, construction affect the downtown area?

Will upgrades be made to the fronts of several businesses in the downtown area, ~~especially~~ specifically the wings?

Will something be done to the Nugget's asphalt jungle of parking lots?

(tear here) -----

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# COMPLETE STREETS CARSON



## Comments

Fix Curry Street first while  
waiting for Freeway to close.

(tear here)

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# NOTABLE

To:

From: RALPH BUSCHER

Date: 9-16-14



1. LOSS BENEFITS ?
2. WHO WILL USE IT.
3. FIXED POPULATION = <sup>NOT MUCH</sup> GROWTH
4. BIKES on SIDE WALKS ? ? Dmv
5. Fence Project up then Down \$
6. LOOK AT OTHER ~~CITY~~ CITYS

Success & failures ROLLA Iowa

MESA AZ

7. ADT AND PEAK FLOWS - ACROSS  
SHORTEST  
ROUTE S. IS  
CARSON ST.
8. NOT A MAJOR DRAWING FEATURE
9. Snow Removal & STACKING
10. EMG VEHICLE CLEARANCE



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# COMPLETE STREETS CARSON



## Comments

This project seems to have a "build it and they will come" philosophy. Currently, there are not many businesses on that section of main street to attract people.

It is a shame to remove the beautiful islands in the center, although I understand the emergency services reasoning. Now there will be no barrier to stop someone from making a u-turn to grab that parking spot on the opposite side of the street.

— (tear here) — — — — —

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# COMPLETE STREETS CARSON



## Comments

- 1) Please! When in the world will the Ormsby House be forced to finish? Fourteen years or so now. It's a joke and eyesore at the entrance to our city. Missed several sessions of the legislature. No other city would allow this. It would do more than any one other thing for our city.
- 2) Our inner city streets are in bad shape - eg. West Washington and many others.

Sincerely,  
A citizen for 50 years