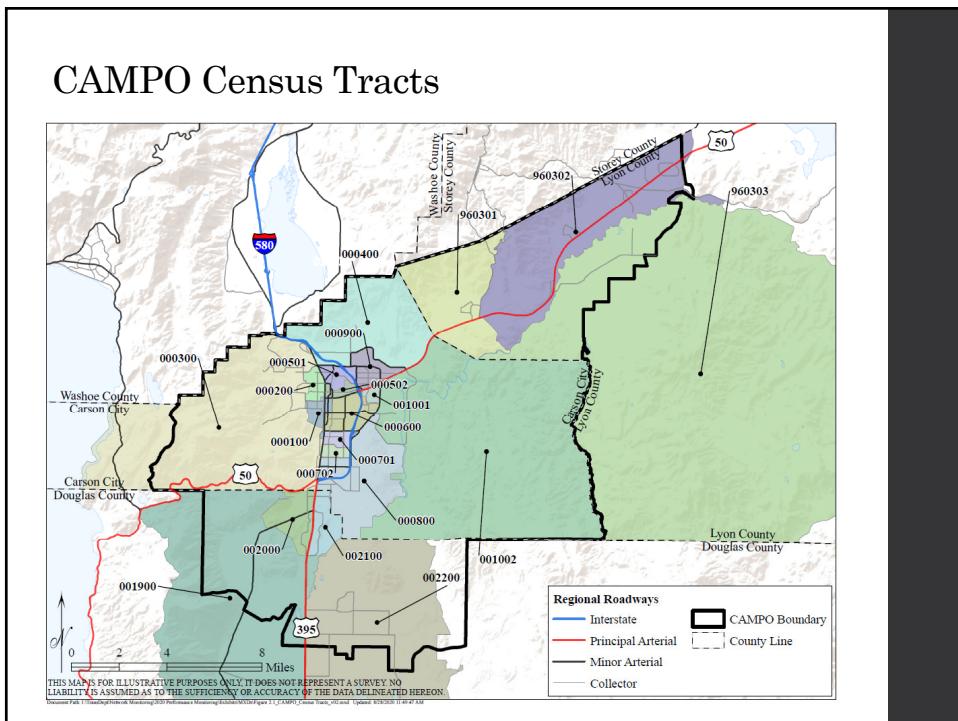


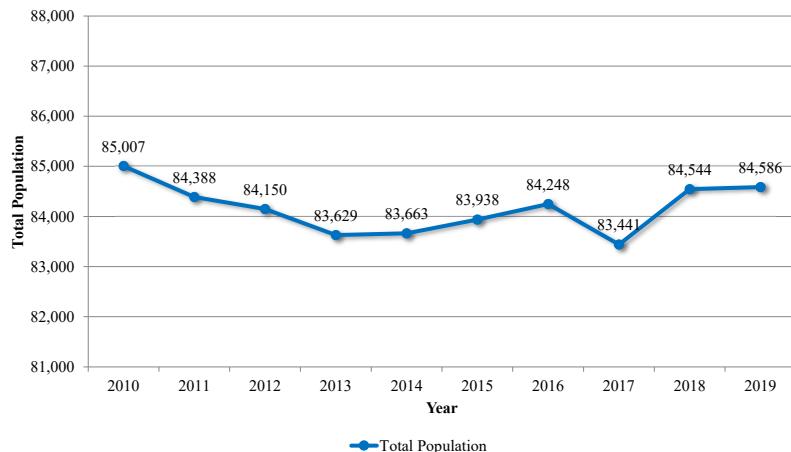


1



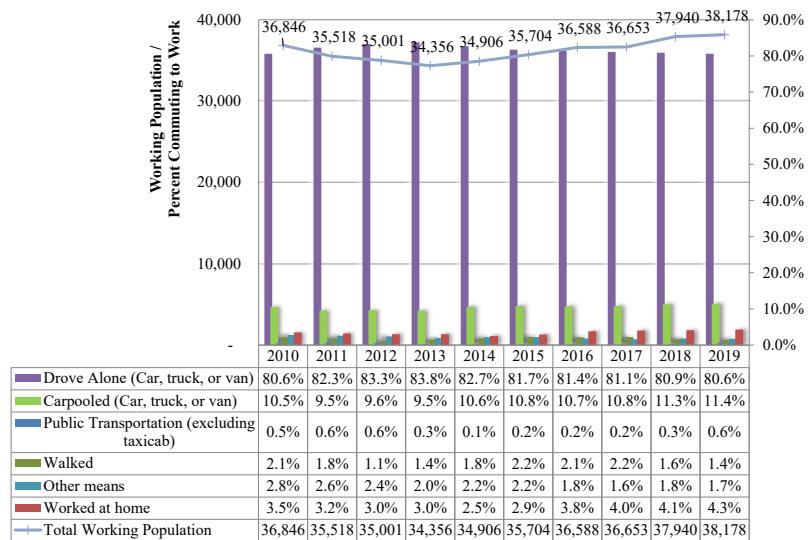
2

Figure 2.2: Population (2010-2019)



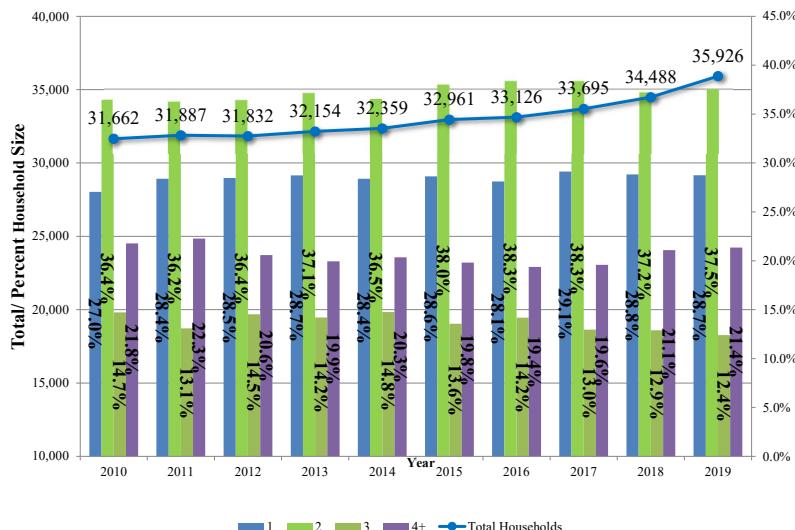
3

Figure 2.4: Mode to Work (2010-2019)



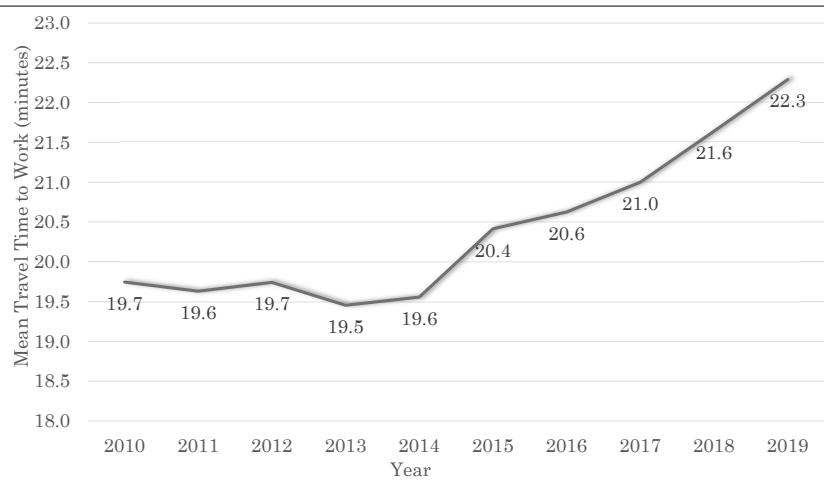
4

Figure 2.8: Household Size (2010-2019)



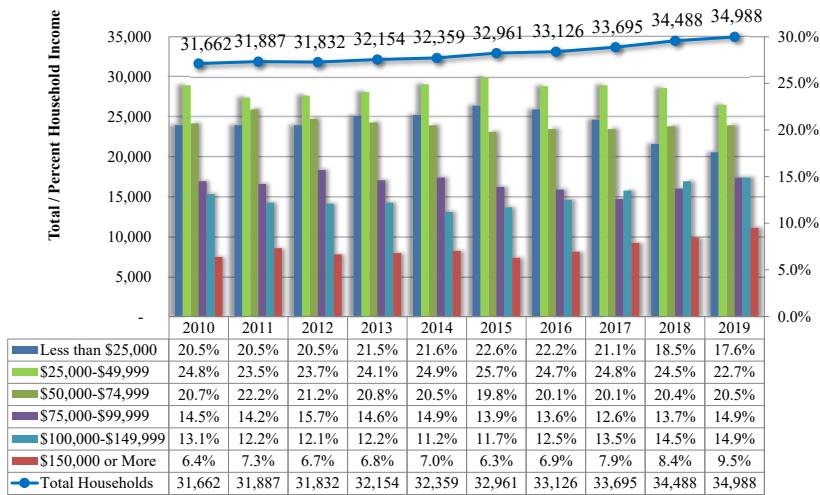
5

Figure 2.5: Mean Travel Time to Work (2010-2019)



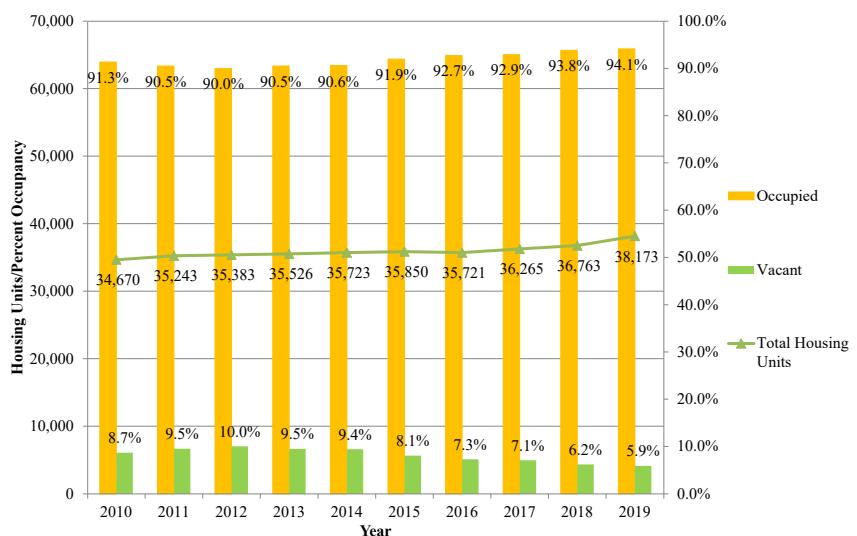
6

Figure 2.6: Household Income (2010-2019)



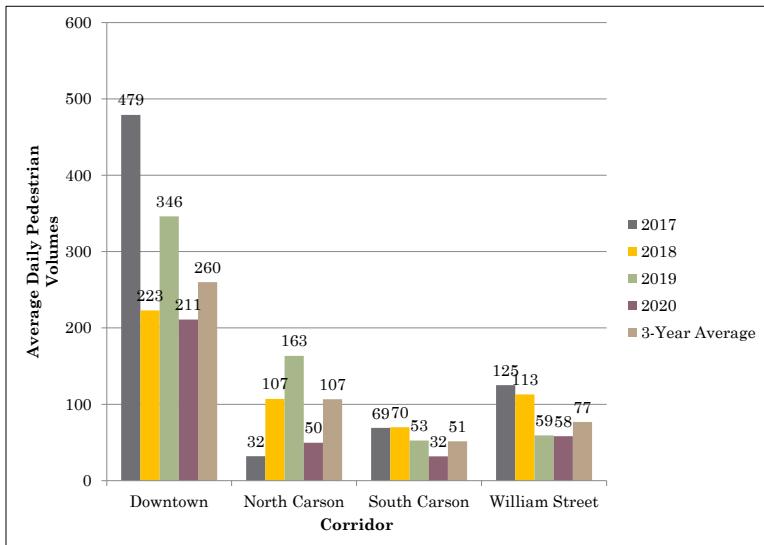
7

Figure 2.9: Unit Occupancy Status (2010-2019)



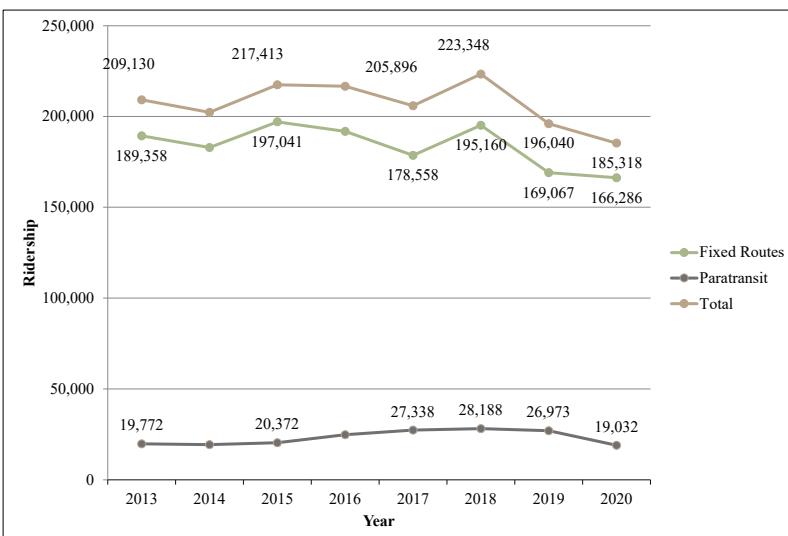
8

Figure 4.22: Average Daily Pedestrian Volumes by Corridor (2017-2020)



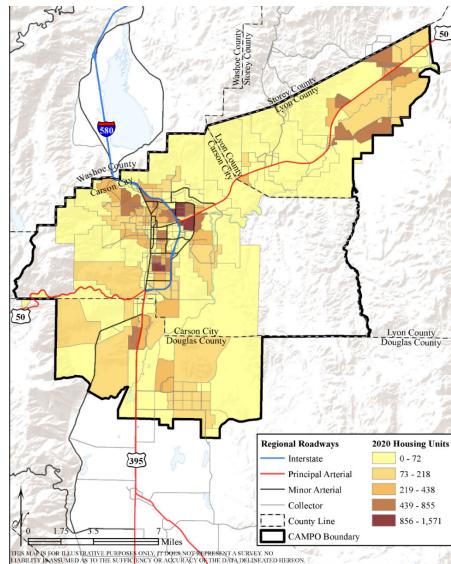
9

Figure 4.24: JAC Ridership (FY 2013-FY 2020)



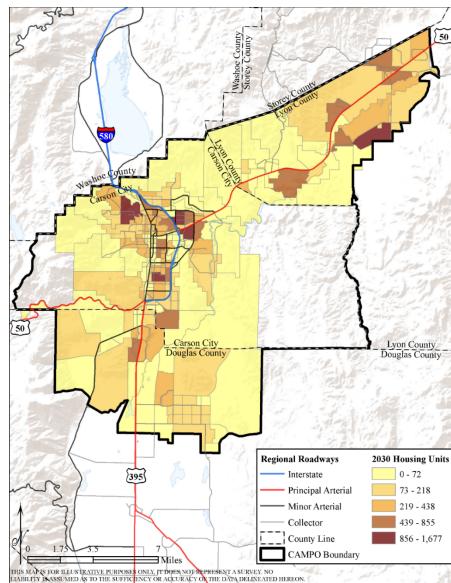
10

Figure 3.2: 2020 Housing Units by Transportation Analysis Zone (TAZ)



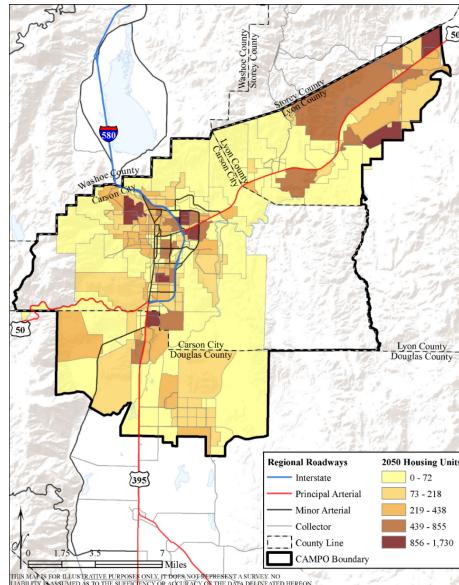
11

Figure 3.3: 2030 Housing Units by Transportation Analysis Zone (TAZ)



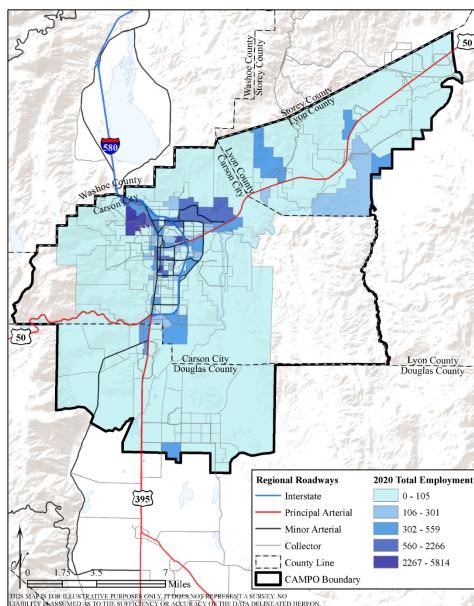
12

Figure 3.4: 2050 Housing Units by Transportation Analysis Zone (TAZ)



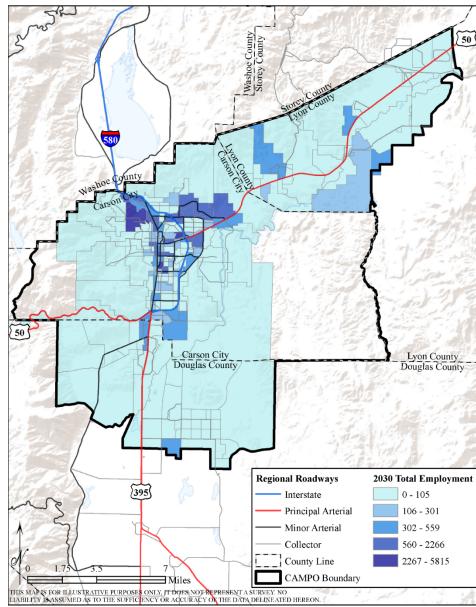
13

Figure 3.5: 2020 Commercial Employment by Transportation Analysis Zone (TAZ)



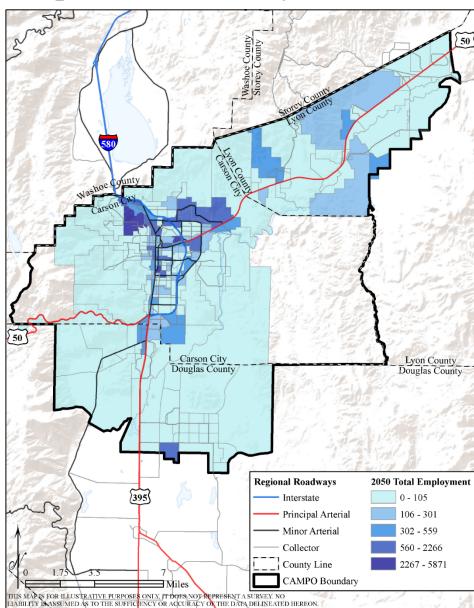
14

Figure 3.6: 2030 Commercial Employment by Transportation Analysis Zone (TAZ)



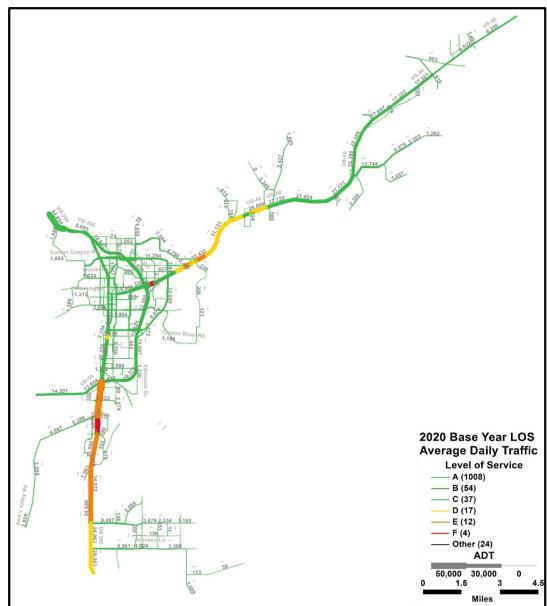
15

Figure 3.7: 2050 Commercial Employment by Transportation Analysis Zone (TAZ)



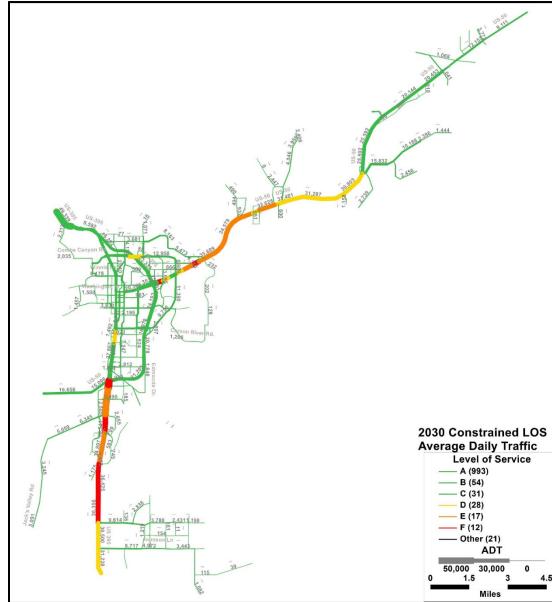
16

Figure 4.8: 2020 Base Year Conditions:
Roadway Level of Service (LOS)



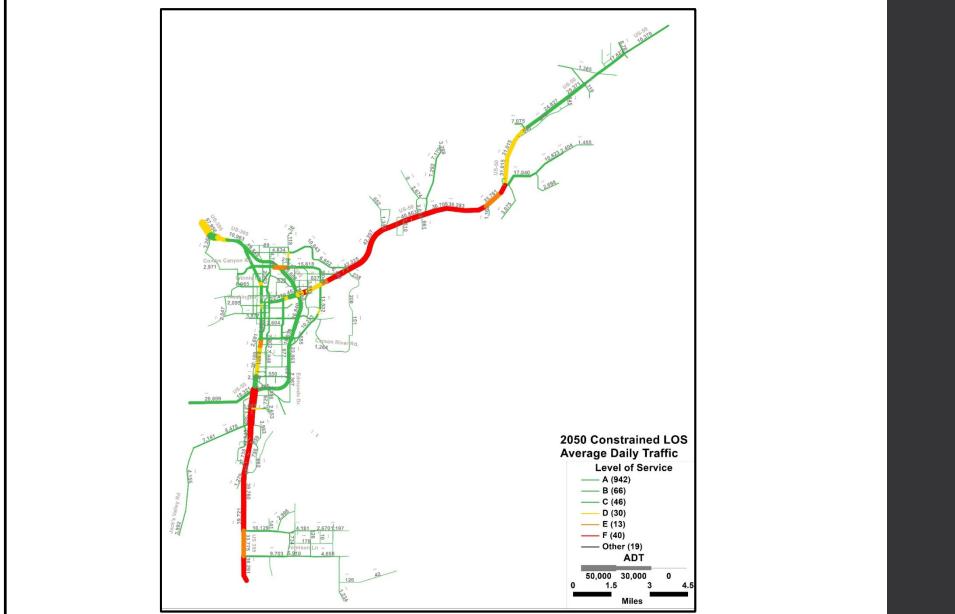
17

Figure 4.9: 2030 Near-Term Conditions:
Roadway Level of Service (LOS)



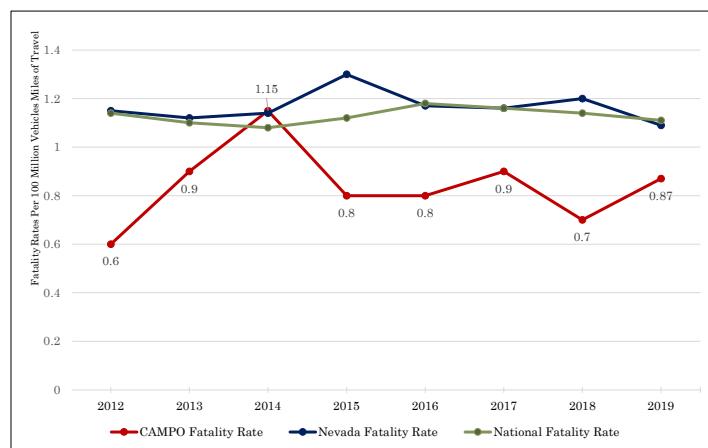
18

Figure 4.10: 2050 Long-Range Conditions:
Roadway Level of Service (LOS)



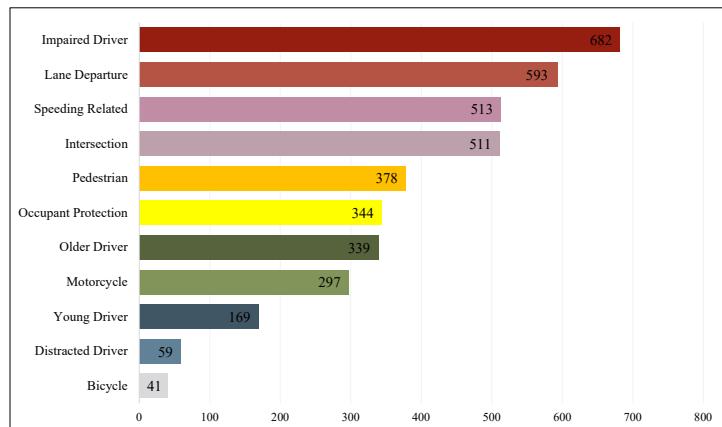
19

Figure 4.14: Comparative Fatality Rates (2012-2019)



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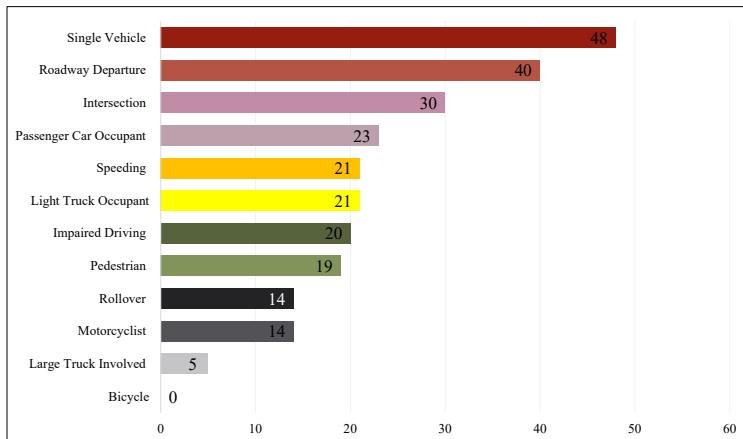
Figure 4.15: Nevada Total Fatalities by Emphasis Area (2015-2019)



*A crash may be categorized in more than one emphasis area, e.g., an impaired motorcyclist at an intersection. Therefore, the values exceed the total number of fatalities

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Figure 4.16: Carson City, Douglas County and Lyon County Fatalities by Emphasis Area (2015-2019)



*A crash may be categorized in more than one emphasis area, e.g., an impaired motorcyclist at an intersection. Therefore, the values exceed the total number of fatalities

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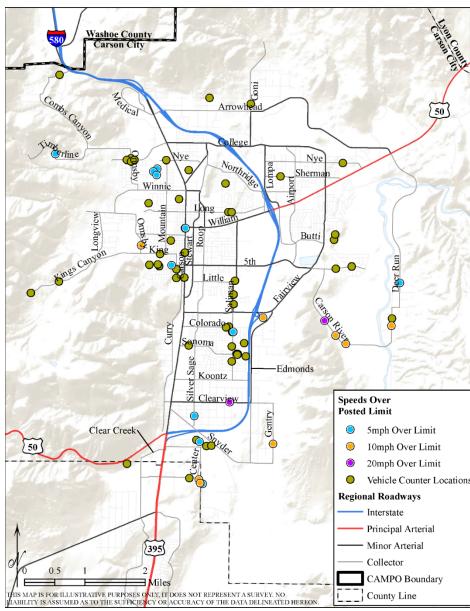
Table 4.4: Safety Performance Measure Data and Targets

Year	Fatalities			Serious Injuries			Fatalities and Serious Injuries Non-Motorized			Rate of Fatalities		Rate of Serious Injuries		Vehicles Miles Traveled (VMT)
	Target	#	Rolling Average	Target	#	Rolling Average	Target	#	Rolling Average	Target	Rate	Target	Rate	
2008	-	1	-	-	12	-	-	6	-	-	-	-	-	-
2009	-	2	-	-	7	-	-	2	-	-	-	-	-	-
2010	-	6	-	-	8	-	-	1	-	-	-	-	-	-
2011	-	5	-	-	8	-	-	0	-	-	-	-	-	458,370,939
2012	-	1	3.00	-	7	8.40	-	5	2.80	-	0.64	-	1.79	470,558,752
2013	-	9	4.60	-	11	8.20	-	7	3.00	-	0.94	-	1.68	487,520,736
2014	-	8	5.80	-	12	9.20	-	12	5.00	-	1.19	-	1.89	487,200,339
2015	-	3	5.20	-	8	9.20	-	5	5.80	-	0.91	-	1.61	571,234,641
2016	-	7	5.60	-	10	9.60	-	8	7.40	-	0.90	-	1.55	619,768,739
2017	-	6	6.60	-	2	8.60	-	6	7.60	-	0.97	-	1.27	677,473,469
2018	5.57	5	5.80	9.55	11	8.60	7.36	4	7.00	0.90	0.83	1.54	1.24	696,272,881
2019	6.57	8	5.80	8.56	13	8.8	7.56	3	5.2	0.97	0.87	1.26	1.32	665,777,895
2020	5.77				8.56			6.97			0.83		1.23	
2021	*		*			*					1.036			3.239*

1. Targets for all Performance Measures are stated as a five-year rolling average
2. Rolling averages consist of five-year rolling average, which includes the reporting year
3. Serious Injuries are when an injured person is unable to leave the accident scene without assistance
4. Rate of Fatalities and Serious Injuries are per 100 million Vehicle Miles Traveled (VMT) and use the five-year rolling average
5. Green shading denotes target was met; red shading denotes target was not met.
* In February 2021, CAMPO decided to support the State's safety targets in lieu of using CAMPO-specific targets. Targets for statewide fatality and serious injury rates are listed here. Number targets will be calculated by using rates and CAMPO VMTs, which are not yet available for 2021. Therefore, the targets for Fatalities, Serious Injuries, and Fatalities and Serious Injuries Non-Motorized are blank.

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Figure 4.7: Vehicle Counter Deployment Locations with Speed Variance (2016-2020)



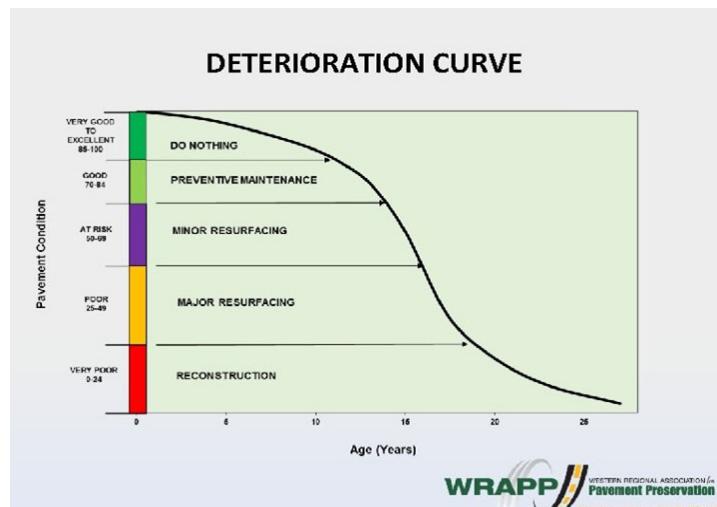
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Table 4.2: Carson City Pavement Condition Index – Annual Report Card

Facility Type	Estimated PCI						Percent Change 2019 to 2020	Percent Change 2015 to 2020
	2015	2016	2017	2018	2019	2020		
City-wide	Regional Roads	68	68	67	68	67	67	1%
	Local Roads	63	62	61	59	57	53	-6%
	All Roads	65	64	63	62	60	58	-3%
Performance District 1	Regional Roads	68	67	67	66	66	62	-3%
	Local Roads	62	62	62	60	56	52	-6%
	All Roads	64	64	64	62	59	55	-6%
Performance District 2	Regional Roads	74	74	73	72	70	71	1%
	Local Roads	70	67	64	60	58	54	-6%
	All Roads	71	70	67	65	62	60	-3%
Performance District 3	Regional Roads	75	74	72	74	74	71	-4%
	Local Roads	53	53	57	57	57	54	-5%
	All Roads	60	60	62	62	62	59	-5%
Performance District 4	Regional Roads	58	59	61	64	62	75	20%
	Local Roads	60	59	58	56	52	49	-6%
	All Roads	59	59	59	59	56	58	4%
Performance District 5	Regional Roads	68	67	64	63	62	58	-6%
	Local Roads	70	68	66	64	61	57	-6%
	All Roads	69	68	65	64	61	57	-7%

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Figure 4.11 : Relationship between Road Pavement Condition (PCI) and Deterioration Rates



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Table 4.3: Pavement Condition Index –
Carson City & Douglas County

	Pavement Condition Index by Jurisdiction*			
	Carson City		Douglas County	
	2016 (2040 RTP)	2020 (2050 RTP)	2016 (2040 RTP)	2020 (2050 RTP)
Average Pavement Condition Index (PCI)** rating for collector and arterial roadways within the CAMPO boundary by jurisdiction	68	67	76	72
Percentage of all roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction	24%	44%	30%	45%

*CAMPO currently does not have any pavement condition data for Lyon County
**Pavement Condition Index (PCI) is a scale of 0 to 100, 100 being the best

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Conclusion & Ongoing Efforts

- Continuously monitoring changing socioeconomical factors and mobility needs of CAMPO residents and stakeholders.
- Improving bicycle/pedestrian methodologies.
- Analyzing changes in road vehicle volumes.
- Resources include:
 - 2020 Census
 - 2021 Growth Management Report
 - Updated Traffic Analysis Zones (TAZ)
 - Pavement Condition Index survey data

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