



NOTICE OF MEETING OF THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (RTC)

Day: Wednesday
Date: January 12, 2022
Time: Begins immediately after the adjournment of the Carson Area Metropolitan Planning Organization meeting that begins at 4:30 p.m.
Location: Community Center, Robert “Bob” Crowell Board Room
851 East William Street
Carson City, Nevada

AGENDA

NOTICE TO PUBLIC:

The State of Nevada and Carson City are currently in a declared State of Emergency in response to the global pandemic caused by the coronavirus (COVID-19) infectious disease outbreak. In accordance with the applicable Directives issued under authority of the Governor’s Declaration of Emergency, including Directive 045 and 047, and subject to any potential changes in state or federal mandates or guidelines, face coverings are required to be worn when attending this meeting in person.

Members of the public who wish only to view the meeting but do NOT plan to make public comment may watch the livestream of the RTC meeting at www.carson.org/granicus and by clicking on “In progress” next to the meeting date, or by tuning in to cable channel 191. Livestream of the meeting is provided solely as a courtesy and convenience to the public. Carson City does not give any assurance or guarantee that the livestream or cable channel access will be reliable. Although all reasonable efforts will be made to provide livestream, unanticipated technical difficulties beyond the control of City staff may delay, interrupt or render unavailable continuous livestream capability.

The public may provide public comment in advance of a meeting by written submission to the following email address: cmartinovich@carson.org. For inclusion or reference in the minutes of the meeting, your public comment must include your full name and be submitted via email by not later than 3:00 p.m. the day before the meeting.

Members of the public who wish to provide live public comment via telephonic appearance in lieu of physical attendance may do so during the designated public comment periods indicated on the agenda by dialing the numbers listed below. Please do NOT join by phone if you do not wish to make public comment.

Join by phone:
Phone Number: +1-408-418-9388
Meeting Number: 2493 431 6546

1. Call to Order – Regional Transportation Commission

2. Roll Call

3. Public Comment**

The public is invited at this time to comment on and discuss any topic that is relevant to, or within the authority of this public body.

4. For Possible Action: Approval of Minutes – December 8, 2021

5. Public Meeting Item(s):

5-A For Possible Action – Discussion and possible action regarding updating the Carson City Complete Streets Policy (“Policy”).

Staff Summary: The Policy has been in effect since May 2014 and serves as a guide in the development and implementation of Complete Street roadway improvements in Carson City. Nevada Senate Bill (“SB”) 285, passed during the 2021 Legislative Session, requires Complete Street projects to integrate bicycle lanes and facilities into all plans, designs, construction, and maintenance of roads, to the extent practicable. Staff will present amendments to the Policy that incorporate the applicable provisions of SB 285 and other updates. Staff will also present how SB 285 affects future projects in Carson City along with other possible updates to Carson City’s Complete Streets program.

6. Non-Action Items

6-A Transportation Manager’s Report

6-B Street operations activity report for November 2021

6-C Other comments and reports, which could include:

- Future agenda items
- Status review of additional projects
- Internal communications and administrative matters
- Correspondence to the RTC
- Additional status reports and comments from the RTC
- Additional staff comments and status reports

7. Public Comment**

The public is invited at this time to comment on any matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised under this item of the agenda.

8. For Possible Action: To Adjourn

****PUBLIC COMMENT LIMITATIONS** – The RTC will provide at least two public comment periods in compliance with the minimum requirements of the Open Meeting Law prior to adjournment. Public comment will be taken at the beginning of the agenda before any action is taken and again at the end before adjournment. No action may be taken on a matter raised under public comment unless the item has been specifically included on the agenda as an item upon which action may be taken. The Chair may call for or allow additional individual-item public comment at the time of the body’s consideration of the item when:

(1) the comment will be provided from a person who is directly involved with the item, such as City staff or an applicant; or (2) it involves any person's or entity's due process appeal or hearing rights provided by statute or the Carson City Municipal Code. Comments may be limited to three minutes per person or topic, at the discretion of the Chair in order to facilitate the meeting.

Agenda Management Notice - Items on the agenda may be taken out of order; the public body may combine two or more agenda items for consideration; and the public body may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

Titles of agenda items are intended to identify specific matters. If you desire detailed information concerning any subject matter itemized within this agenda, including copies of the supporting material regarding any of the items listed on the agenda, please contact Christopher Martinovich, Transportation Manager, in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by phone at (775) 887-2355. You are encouraged to attend this meeting and participate by commenting on any agenda item.

Notice to persons with disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify RTC staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by calling Christopher Martinovich at (775) 887-2355 at least 24 hours in advance of the meeting

This agenda and backup information are available on the City's website at www.carson.org/agendas and at the office for Carson City Public Works - 3505 Butti Way, Carson City, Nevada, 89701 (775) 887-2355.

This notice has been posted at the following locations:
Carson City Public Works, 3505 Butti Way
www.carson.org/agendas
<http://notice.nv.gov>

This page intentionally left blank.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION**Minutes of the December 8, 2021 Meeting****Page 1****DRAFT**

A regular meeting of the Carson City Regional Transportation Commission (RTC) was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization (CAMPO) meeting (starting at 4:30 p.m.) on Wednesday, December 8, 2021, in the Community Center Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Lori Bagwell
 Vice Chair Lisa Schuette
 Commissioner Robert “Jim” Dodson
 Commissioner Chas Macquarie
 Commissioner Greg Stedfield

STAFF: Darren Schulz, Public Works Director
 Dan Stucky, Deputy Public Works Director
 Chris Martinovich, Transportation Manager
 Adam Tully, Deputy District Attorney
 Kelly Norman, Transportation Planner/Analyst
 Marquis Williams, Transportation Planner/Analyst
 Rebecca Bustos, Grant Analyst
 Alex Cruz, Transit Coordinator
 Tamar Warren, Senior Public Meetings Clerk

NOTE: A recording of these proceedings, the commission’s agenda materials, and any written comments or documentation provided to the Clerk, during the meeting, are part of the public record. These materials are available for review, in the Clerk’s Office, during regular business hours. All approved meeting minutes are available on carson.org/minutes.

1. CALL TO ORDER – REGIONAL TRANSPORTATION COMMISSION (RTC)

(6:02:38) – Chairperson Bagwell called the meeting to order at 6:02 p.m.

2. ROLL CALL

(6:02:46) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(6:03:01) – Chairperson Bagwell entertained public comments. Denis Budge introduced herself and referenced her written comments, incorporated into the record. Ms. Budge expressed concern about speeding vehicles on West Fifth Street, calling it “a freeway,” and noted that sometimes cars would drive at 60 miles-per-hour. She was concerned about the safety of the resident, their pets, and the deer. Ms. Budge believed that the speeders were parents dropping their children at area schools or picking them up, and bus drivers who disobeyed the speed limit. Chair Bagwell thanked Ms. Budge and recommended leaving her contact information with Staff for follow up.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the December 8, 2021 Meeting

Page 2

DRAFT

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – September 8, 2021.

(6:07:35) – Chairperson Bagwell introduced the item and entertained comments and/or corrections.

(6:07:44) – Commissioner Stedfield moved to approve the minutes of the September 8, 2021 meeting as presented. The motion was seconded by Vice Chair Schuette and carried 4-0-1, with Commissioner Macquarie abstaining as he was not present at that meeting.

5. PUBLIC MEETING ITEMS

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING AN AMENDMENT TO COOPERATIVE AGREEMENT PR135-21-063 (“AGREEMENT”), BETWEEN THE CARSON CITY RTC AND THE NEVADA DEPARTMENT OF TRANSPORTATION (“NDOT”) FOR THE COLORADO STREET REHABILITATION PROJECT (“PROJECT”), TO CHANGE THE TOTAL ADDITIONAL FUNDS OUTSIDE THE AGREEMENT FROM \$1,528,568 TO \$2,315,205, AND TO AUTHORIZE THE TRANSPORTATION MANAGER TO SIGN THE PROPOSED AMENDMENT.

(6:08:24) – Chairperson Bagwell introduced the item and entertained disclosures. Vice Chair Schuette read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in discussion and action. Mr. Marinovich summarized the contents of the Staff Report, incorporated into the record, noting that the increase to the Agreement amount would allow utilization of Community Development Block Grant (CDBG), Redevelopment Authority, and Waterline Utility funds. Chairperson Bagwell entertained comments/questions and when none were forthcoming, a motion.

(6:10:01) – Commissioner Macquarie moved to approve Amendment No. 1 as presented and to authorize the Transportation Manager to sign the amendment. The motion was seconded by Commissioner Dodson and carried 5-0-0.

5-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING (1) HIGHWAY AGREEMENT NO. PR585-21-063 (“AGREEMENT”) BETWEEN THE CARSON CITY RTC AND THE NEVADA DEPARTMENT OF TRANSPORTATION (“NDOT”) TO FUND THE DESIGN AND CONSTRUCTION OF A NEW MULTI-USE PATH JUST SOUTH OF THE DMV BETWEEN ROOP STREET AND CARSON STREET AND TO REHABILITATE UP TO 7 MILES OF THE CITY’S EXISTING MULTI-USE PATHS (“PROJECT”) FOR A TOTAL OF \$1,630,000, WITH \$1,548,500 FROM TRANSPORTATION ALTERNATIVE PROGRAM (“TAP”) GRANT FUNDS AND A 5% LOCAL MATCH OF \$81,500; AND (2) AUTHORIZATION FOR THE TRANSPORTATION MANAGER TO EXECUTE THE AGREEMENT AS WELL AS ANY FUTURE AMENDMENTS TO THE AGREEMENT REGARDING EXTENSIONS OF TIME OR CHANGES IN FUNDING AMOUNTS NOT EXCEEDING 10% OF THE PRESENT AMOUNT.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the December 8, 2021 Meeting

Page 3

DRAFT

(6:10:30) – Chairperson Bagwell introduced the item. Vice Chair Schuette read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in discussion and action. Mr. Martinovich presented the Staff Report and accompanying documentation which would authorize the RTC to seek reimbursement, through the Nevada Department of Transportation (NDOT) for the construction of a new multi-use path, extending from the existing Linear Ditch multi-use path at Roop Street to the recently constructed multi-use path along South Carson Street. He also responded to clarifying questions by the Commissioners. Mr. Martinovich informed Commissioner Macquarie that Staff planned to conduct a survey to analyze the prioritization of the paths that would require rehabilitation. Chairperson Bagwell entertained a motion.

(6:14:52) – Commissioner Stedfield moved to approve the Agreement as presented and to authorize the Transportation Manager to execute the Agreement as well as future amendments regarding extensions of time and changes in funding amounts not exceeding 10% of the present amount. The motion was seconded by Vice Chair Schuette and carried 5-0-0.

6. NON-ACTION ITEMS:

6-A TRANSPORTATION MANAGER’S REPORT

(6:15:22) – Mr. Martinovich highlighted receipt of \$9.3 million in federal funding via the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to support the East William Street Corridor Project. He also announced that a feasibility study had begun with NDOT as part of the project. Chairperson Bagwell congratulated Staff and noted that this was a competitive grant. Mr. Martinovich informed the Commission that they had received an award, as part of the Safe Routes to School Program, from the American Planning Association and thanked Ms. Norman for her work on the project.

6-B STREET OPERATIONS ACTIVITY REPORT FOR AUGUST, SEPTEMBER, AND OCTOBER 2021

(6:18:45) – Mr. Martinovich referenced the Street Operations Activity Report for the months of August, September, and October 2021 and offered to respond to clarifying questions; however, none were forthcoming.

6-C OTHER COMMENTS AND REPORTS, WHICH COULD INCLUDE:

- **FUTURE AGENDA ITEMS**
- **STATUS REVIEW OF ADDITIONAL PROJECTS**
- **INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS**
- **CORRESPONDENCE TO THE RTC**
- **ADDITIONAL STATUS REPORTS AND COMMENTS FROM THE RTC**
- **ADDITIONAL STAFF COMMENTS AND STATUS REPORTS**

(6:19:08) – Mr. Martinovich reviewed the Project Status Report, incorporated into the record, and responded to clarifying questions. Chairperson Bagwell received clarification that the Freeway Multi-

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the December 8, 2021 Meeting

Page 4

DRAFT

Use Path to Edmonds Sports Complex Project was being coordinated with the Bureau of Land Management (BLM) as they owned the land and NDOT had an easement for the freeway, adding that the multiuse path had not been part of the original agreement.

(6:22:09) – Commissioner Dodson inquired about the low cost of Kings Canyon Trailhead Improvements and Roadway Reconstruction Project and Mr. Martinovich stated that many of the invoices had not yet been received. Chairperson Bagwell wished to include in the record that when the striping occurs in the next few weeks, the residents “will see the opportunity for the shouldering,” as a response to many inquiries she had received. Mr. Martinovich clarified that the shoulder on the road will be four feet in the uphill direction and two feet in the downhill direction to accommodate a variety of users such as equestrians and bicycle riders. Discussion ensued regarding the speed limit on that road as well, and Mr. Martinovich offered to look into the speed limit review policy to evaluate and propose appropriate measures as needed.

7. PUBLIC COMMENT

(6:40:00) – Chairperson Bagwell thanked Commissioner Stedfield for his valuable service and perspective on the RTC and wished him well. She also entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(6:40:40) – Chairperson Bagwell adjourned the meeting at 6:40 p.m.

The Minutes of the December 8, 2021 Carson City Regional Transportation Commission meeting are so approved this 12th day of January, 2022.



STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: January 12, 2022

Staff Contact: Chris Martinovich, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action regarding updating the Carson City Complete Streets Policy (“Policy”).

Staff Summary: The Policy has been in effect since May 2014 and serves as a guide in the development and implementation of Complete Street roadway improvements in Carson City. Nevada Senate Bill (“SB”) 285, passed during the 2021 Legislative Session, requires Complete Street projects to integrate bicycle lanes and facilities into all plans, designs, construction, and maintenance of roads, to the extent practicable. Staff will present amendments to the Policy that incorporate the applicable provisions of SB 285 and other updates. Staff will also present how SB 285 affects future projects in Carson City along with other possible updates to Carson City’s Complete Streets program.

Agenda Action: Formal Action/Motion

Time Requested: 15 minutes

Proposed Motion

I move to approve the amendment to the Carson City Complete Streets Policy, as presented, and direct staff to pursue other possible revisions and concepts to Carson City’s Complete Streets program, as discussed on the record.

Background/Issues & Analysis

The RTC adopted the Policy in 2014. The Policy lays the groundwork for the development of a comprehensive Complete Streets program to identify potential projects throughout the City, determine the practicality of various Complete Streets treatments, and pursue grant funding for project implementation. The Policy requires the inclusion of multi-modal design elements considering the accessibility and connectivity of the transportation network for all users on all roadway projects.

During the 2021 Legislative Session, the Legislature amended a portion of the Complete Streets statute applicable to Carson City at Section 5 of SB 285 (Exhibit 3), which states “to the extent practicable, projects must integrate bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of roads.” The proposed amendment to the Policy will incorporate the additional bike lane and bike facility requirements described in SB 285 and will make other minor updates to the Policy for clarification.

Staff will present how SB 285 will affect future projects and seek a recommendation from the RTC on possible implementation methods and other possible revisions and concepts related to the Complete Streets program. Staff have developed a preliminary list of concepts for discussion. These preliminary concepts include:

- Further refining and defining the Policy

- Inclusion of specific Complete Street design concepts in a future design manual
- Creation of a Comprehensive Complete Streets Planning document

Applicable Statute, Code, Policy, Rule or Regulation

NRS 277A.240, 277A.285; SB 285, 81st Leg. Session, (2021)

Financial Information

Is there a fiscal impact? ☐ Yes ☒ No

If yes, account name/number: N/A. There is no immediate or direct fiscal impact to the current budget resulting from the Policy amendment. The incorporation of additional bicycle lanes, facilities, and signs required by the legislation may increase the cost of future projects depending on the location and the need. These costs will be budgeted within future project budgets.

Is it currently budgeted? ☐ Yes ☐ No

Explanation of Fiscal Impact:

Alternatives

1. Approve amendment to the Policy as presented without providing further input on additional improvements to the Policy.
2. Do not approve the amendment to the Policy and provide alternate direction to staff.

Supporting Material

-Exhibit 1: Carson City Complete Streets Policy Amended Draft (Track Changes)

-Exhibit 2: Carson City Complete Streets Policy Amended Draft (Final for approval)

-Exhibit 3: SB 285

-Exhibit 4: Draft Complete Streets Policy Presentation

Board Action Taken:

Motion: _____

1) _____	Aye/Nay
2) _____	_____

(Vote Recorded By)



Carson City Public Works

Complete Streets Policy

Adopted May 14, 2014

Amended January 12, 2022

Introduction

What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access and comfortable accommodation for ~~all~~ users of all ages and abilities, including, without limitation, pedestrians, bicyclists, transit bicycle riders, movers of commercial goods, persons with disabilities, vehicles for public transportation and their passengers, older adults, children and motorists of all types. As an added benefit, Complete Streets support economic development and enhance the visual experience for users.

In addition to accommodating motorists on the roadway, Complete Streets focuses on the needs of travelers outside that group, including younger or older people, those with disabilities, and those who travel by transit, bicycle, or on foot, and who have oftentimes been overlooked in the transportation planning process. Many neighborhoods lack safe places to walk or bicycle. Access to key community resources such as parks, shops, grocery stores, and schools, is often limited to automobile traffic.

Complete Streets is about safety and efficiency as well. Many people are injured or killed each year while walking or bicycling, and oftentimes the built environment is a contributing factor. Though Carson City has historically had relatively few accidents involving pedestrians and bicyclists, they have occurred and there is always room for improvement. In terms of efficiency, improvements can be made to the transit infrastructure to better accommodate the movement of buses and ease the transition between modes of travel.

Complete Streets seeks to develop integrated, connected networks of streets that are safe and accessible for all people. Complete Streets makes active transportation such as walking and bicycling more convenient; provides increased access to employment centers, commerce, and educational institutions; and allows more options in traveling so that transportation is less of a financial burden. Complete Streets also improve the quality of life in the community by enhancing the aesthetic environment.

The term Complete Streets means much more than the physical changes to a community's streets. Complete Streets means changing transportation planning, design, maintenance, and funding decisions. A Complete Streets policy ensures that, from the start, projects are planned and designed to meet the needs of every community member, regardless of their age, ability, or how they travel. Doing so allows a community to save money by getting the design right the first time and avoiding costly retrofits, accommodating more people by improving options for those that may be limited by existing mode choices, and creating an environment where every resident can travel safely and conveniently. Complete Streets provides a better quality of life, often through measurable environmental benefits, and can spur economic development.

Jurisdiction

This policy applies to all City-funded projects as well as to all privately funded projects or developments on streets under the jurisdiction of Carson City and the Regional Transportation Commission. To the greatest extent possible, City staff will work with State and Tribal entities to encourage them to implement Complete Streets concepts on projects within their respective jurisdictions.

Vision & Intent

To create a safe and effective transportation network where all users can travel comfortably within the transportation mode(s) of their choice.

The goals of this Complete Streets Policy are:

- 1) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides for livable communities.
- 2) To ensure safety, accessibility, and ease of transfer between modes for all users of the transportation system.
- 3) To provide context sensitive, aesthetic improvements for new and existing roadways that best meet the needs and desires of the community.

All Users/Modes

The need for streets that are designed, built, and operated to accommodate pedestrians and bicyclists of all ages and abilities as legitimate users of the transportation system, in addition to motorized users, cannot be understated. However, this policy must be applied to take into consideration not only various modes, but the needs of the individual and unique users across those modes. Infrastructure improvements must consider the needs of families, youth and the elderly, those with varying physical abilities, diversity of income levels, and cultural identity and values.

Improvements should also accommodate a variety of users within specific modes. For example, where appropriate, accommodations for motorized vehicles include motorcycles, freight, and buses to name a few. In addition to pedestrians and bicyclists, improvements should consider skateboards, strollers, wheelchairs and other means of active transportation. Consideration should be given not only to the types of individual modes, but the ease of transition between them. Oftentimes, people rely on multiple modes to reach their destination which, at a minimum, generally requires some amount of walking.

All Projects and s/PhasesProject Phases

Whether the project is of new construction, major rehabilitation, or significant repair, large or small in scope, Complete Street elements should be an aspect of all projects at all project phases. The entire right-of-way, not just the built roadway, should be included in the analysis for any project.

This policy ~~must apply~~applies to all phases of a project from the initial planning, through design, and during construction. Once a project is constructed, the planned maintenance and operations of facilities should ~~be viewed in light of~~adhere to consider this policy. ~~Whether the project is of new construction or retrofitted, large or small in scope, Complete Streets should be an aspect of the project at all stages. The entire right-of-way, and not just the roadway, should be included in the focus on any project.~~

Funding may be an obstacle to implementing projects and achieving the desired outcome. This policy recognizes that it may not always be feasible to construct an entire project at one point in time that is entirely inclusive of Complete Streets goals. However, a continued effort and commitment must be demonstrated to achieve Complete Streets incrementally through a series of smaller improvements when this is the case.

Exceptions

There may be certain exceptions to implementing Complete Streets on a small number of projects. However, each project should be carefully evaluated and have documented justification as to why it is not feasible or not practicable to implement Complete Streets measures after taking into consideration, cost-benefit, existing technology, existing law, and other logistics in light of overall project purposes. The following is a list of possible exceptions or situations ~~that may be prohibitive~~ where implementing Complete Streets measures are not practicable.

1. 4. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways.

2. On private streets not under the jurisdiction of Carson City or the Regional Transportation Commission.

32. Cost of accommodation is excessively disproportionate to the need and potential benefit of the probable use. A cost-benefit analysis should be applied to reach this determination in situations where there is not a clear benefit.

43. A documented absence of current and future need. The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low that future expected users of the roadway will not include pedestrians, public transportation, or freight vehicles, ~~or bicyclists.~~

54. The project involves only ordinary ~~maintenance~~ repair activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching, and crack filling.

6. The project involves only -and- surface treatment maintenances, such as slurry sealing and micro-surfacing. (This exception does not apply to bicycle facilities.)

Exceptions shall be documented in a memo by the Project Manager or the Transportation/Traffic Engineer and saved in the project file.

Implementation and Network Connectivity

Projects should be implemented so as achieve the Complete Streets goals and to establish connectivity within the existing street network. Implementation methods may include:

- DD Developing connections to existing pedestrian facilities; To the extent practicable, projects must

- ~~Integrating bicycle lanes and bicycle routes, facilities where ever possible is encouraged, and will improve the overall safety signs into all plans, designs, construction and accessibility to those that are dependent on these modes. maintenance of roads, to the extent practicable;~~
- Upgrading infrastructure for ADA compliance;
- Improving or providing new public transit amenities such as passenger shelters, ADA features, and bus pull-out areas;
- Reviewing roadway geometrics to allow for the safe and efficient movement of large/heavy vehicles;

~~Complete Streets concepts need to be applied to private developments as well in an effort to eliminate "islands" with no connection to the outside network. The private sector must be held to City standards and to the essence of Complete Streets concepts for proposed developments to ensure that the intent of this policy carries through approved site plans and the entire development process.~~

Jurisdiction

~~This policy applies to all City-funded projects as well as privately funded projects or developments within Carson City. To the greatest extent possible, City staff will work with State and Tribal entities to encourage them to implement Complete Streets concepts on projects within their respective jurisdictions.~~

Design Recommendations

Carson City will use the best and latest design standards available and will refer to those nationally accepted standards when implementing projects. The following is a list of sources that provide nationally recognized standards:

- The National Complete Streets Coalition – www.CompleteStreets.org
- Institute of Transportation Engineers (ITE) – Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An ITE Proposed Recommended Practice – <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-036A>
www.ite.org/bookstore/RP036.pdf
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide – <http://nacto.org/cities-for-cycling/design-guide/>
- The NACTO Urban Street Design Guide - <https://nacto.org/publication/urban-street-design-guide/>
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities – <https://store.transportation.org/>
<https://bookstore.transportation.org/collection-detail.aspx?ID=116>
- The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities - <https://store.transportation.org/>
- Public ROW Accessibility Guidelines (PROWAG) – <https://www.access-board.gov/prowag/>
~~<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/revised-draft-guidelines>~~

- Federal Highway Administration (FHWA) –
<https://www.transportation.gov/mission/health/complete-streets-policies>
<http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10006/#s3>
- Bike/Ped Level of Service Measures and Calculators and various other technical and educational information – <https://rideillinois.org/blos/blosform.htm>
<http://www.bikelib.org/bike-planning/bicycle-level-of-service/>

Context Sensitivity

Above all, flexibility must be retained when choosing design standards for various elements of a project, realizing that not all standards lend themselves to a “one size fits all” approach. Innovative practices should be researched and considered where appropriate. Public input should be sought from residents and non-residents alike that will be directly affected by a proposed project. A design that might be appropriate for one area of the community may not be acceptable in a different area. The underlying concept behind Complete Streets is to design for the needs of the users of the roadway.

Performance Measures

As this policy is applied, it is imperative that its success is measured in concrete and meaningful ways. This not only serves as a means to log important data, but also serves as a benchmark in identifying strengths and weaknesses going forward. The creation of performance measures will evolve as Complete Streets best practices are established and refined. The following is a list of potential measures to consider during implementation.

- Linear feet of new or reconstructed sidewalks.
- Miles of new or restriped on/off-street bicycle facilities.
- Number of new or reconstructed curb ramps.
- Number of new or repainted crosswalks.
- Number of new street trees.
- Percentage completion of bicycle and pedestrian networks as envisioned by city plans.
- Efficiency of transit vehicles on routes.
- Percentage of transit stops with shelters.
- Percentage of transit stops accessible via sidewalks and curb ramps.
- Decrease in rate of crashes, injuries, and fatalities by mode.
- Rate of children walking or bicycling to school.
- Satisfaction levels as expressed on customer preference surveys.
- Incorporation of public art projects.
- Number of approved exemptions from this policy.

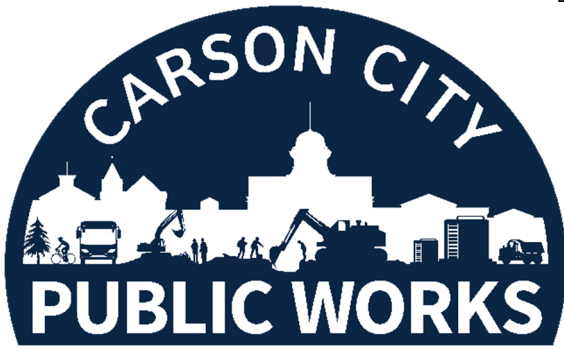
Next Steps

Having a Complete Streets policy is just the beginning toward implementation. There are four steps that are generally recognized elements of Complete Streets policies throughout the country. They are:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project.
2. Develop new integrated design policies and guides or revise existing to reflect the current state of best practices in transportation design, or adopt national or state-level recognized design guidance.
3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision.
4. Develop and institute better ways to measure performance and collect data on how well the streets are serving all users.

There are many ways to go about achieving these four steps and what is right for one city may not work for Carson City. In addition, these four steps can and should be worked on simultaneously. They also require continuous action or refinement as plans, design standards, knowledge, and technology are updated and improved upon. Some possible approaches to addressing these steps are to develop a working committee or a project prioritization process that will ensure that all modes and users are being accommodated throughout project development.

This page intentionally left blank.



Carson City Public Works

Complete Streets Policy

Adopted May 14, 2014

Amended January 12, 2022

Introduction

What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access and comfortable accommodation for users *of all ages and abilities, including, without limitation, pedestrians, bicycle riders, movers of commercial goods, persons with disabilities, vehicles for public transportation and their passengers, older adults, children and motorists.* As an added benefit, Complete Streets support economic development and enhance the visual experience for users.

In addition to accommodating motorists on the roadway, Complete Streets focuses on the needs of travelers outside that group, including younger or older people, those with disabilities, and those who travel by transit, bicycle, or on foot, and who have oftentimes been overlooked in the transportation planning process. Many neighborhoods lack safe places to walk or bicycle. Access to key community resources such as parks, shops, grocery stores, and schools, is often limited to automobile traffic.

Complete Streets is about safety and efficiency as well. Many people are injured or killed each year while walking or bicycling, and oftentimes the built environment is a contributing factor. Though Carson City has historically had relatively few accidents involving pedestrians and bicyclists, they have occurred and there is always room for improvement. In terms of efficiency, improvements can be made to the transit infrastructure to better accommodate the movement of buses and ease the transition between modes of travel.

Complete Streets seeks to develop integrated, connected networks of streets that are safe and accessible for all people. Complete Streets makes active transportation such as walking and bicycling more convenient; provides increased access to employment centers, commerce, and educational institutions; and allows more options in traveling so that transportation is less of a financial burden. Complete Streets also improve the quality of life in the community by enhancing the aesthetic environment.

The term Complete Streets means much more than the physical changes to a community's streets. Complete Streets means changing transportation planning, design, maintenance, and funding decisions. A Complete Streets policy ensures that, from the start, projects are planned and designed to meet the needs of every community member, regardless of their age, ability, or how they travel. Doing so allows a community to save money by getting the design right the first time and avoiding costly retrofits, accommodating more people by improving options for those that may be limited by existing mode choices, and creating an environment where every resident can travel safely and conveniently. Complete Streets provides a better quality of life, often through measurable environmental benefits, and can spur economic development.

Jurisdiction

This policy applies to all City-funded projects as well as to all privately funded projects or developments on streets under the jurisdiction of Carson City and the Regional Transportation Commission. To the greatest extent possible, City staff will work with State and Tribal entities to encourage them to implement Complete Streets concepts on projects within their respective jurisdictions.

Vision & Intent

To create a safe and effective transportation network where all users can travel comfortably within the transportation mode(s) of their choice.

The goals of this Complete Streets Policy are:

- 1) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides for livable communities.
- 2) To ensure safety, accessibility, and ease of transfer between modes for all users of the transportation system.
- 3) To provide context sensitive, aesthetic improvements for new and existing roadways that best meet the needs and desires of the community.

All Users/Modes

The need for streets that are designed, built, and operated to accommodate pedestrians and bicyclists of all ages and abilities as legitimate users of the transportation system, in addition to motorized users, cannot be understated. However, this policy must be applied to take into consideration not only various modes, but the needs of the individual and unique users across those modes. Infrastructure improvements must consider the needs of families, youth and the elderly, those with varying physical abilities, diversity of income levels, and cultural identity and values.

Improvements should also accommodate a variety of users within specific modes. For example, where appropriate, accommodations for motorized vehicles include motorcycles, freight, and buses to name a few. In addition to pedestrians and bicyclists, improvements should consider skateboards, strollers, wheelchairs and other means of active transportation. Consideration should be given not only to the types of individual modes, but the ease of transition between them. Oftentimes, people

rely on multiple modes to reach their destination which, at a minimum, generally requires some amount of walking.

Projects and Project Phases

Whether the project is of new construction, major rehabilitation, or significant repair, large or small in scope, Complete Street elements should be an aspect of all projects at all project phases. The entire right-of-way, not just the built roadway, should be included in the analysis for any project. This policy applies to all phases of a project from the initial planning, through design, and during construction. Once a project is constructed, the planned maintenance and operations of facilities should consider this policy.

Funding may be an obstacle to implementing projects and achieving the desired outcome. This policy recognizes that it may not always be feasible to construct an entire project at one point in time that is entirely inclusive of Complete Streets goals. However, a continued effort and commitment must be demonstrated to achieve Complete Streets incrementally through a series of smaller improvements when this is the case.

Exceptions

There may be certain exceptions to implementing Complete Streets on a small number of projects. However, each project should be carefully evaluated and have documented justification as to why it is not feasible or not practicable to implement Complete Streets measures after taking into consideration, cost-benefit, existing technology, existing law, and other logistics in light of overall project purposes. The following is a list of possible exceptions or situations where implementing Complete Streets measures are not practicable.

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways.
2. On private streets not under the jurisdiction of Carson City or the Regional Transportation Commission.
3. Cost of accommodation is excessively disproportionate to the need and potential benefit of the probable use. A cost-benefit analysis should be applied to reach this determination in situations where there is not a clear benefit.
4. A documented absence of current and future need. The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low that future expected users of the roadway will not include pedestrians, public transportation, or freight vehicles.
5. The project involves only ordinary repair activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching, and crack filling.
6. The project involves only surface treatment maintenance, such as slurry sealing and micro-surfacing. (This exception does not apply to bicycle facilities.)

Exceptions shall be documented in a memo by the Project Manager or the Transportation/Traffic Engineer and saved in the project file.

Implementation and Network Connectivity

Projects should be implemented so as achieve the Complete Streets goals and to establish connectivity within the existing street network. Implementation methods may include:

- Developing connections to existing pedestrian facilities;
- Integrating bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of roads, to the extent practicable;
- Upgrading infrastructure for ADA compliance;
- Improving or providing new public transit amenities such as passenger shelters, ADA features, and bus pull-out areas;
- Reviewing roadway geometrics to allow for the safe and efficient movement of large/heavy vehicles;

Complete Streets concepts need to be applied to private developments as well in an effort to eliminate “islands” with no connection to the outside network. The private sector must be held to City standards and to the essence of Complete Streets concepts for proposed developments to ensure that the intent of this policy carries through approved site plans and the entire development process.

Design References

Carson City will use the best and latest design standards available and will refer to those nationally accepted standards when implementing projects. The following is a list of sources that provide nationally recognized standards:

- The National Complete Streets Coalition – www.CompleteStreets.org
- Institute of Transportation Engineers (ITE) – Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An ITE Proposed Recommended Practice – <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-036A>
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide – <http://nacto.org/cities-for-cycling/design-guide/>
- The NACTO Urban Street Design Guide - <https://nacto.org/publication/urban-street-design-guide/>
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities – <https://store.transportation.org/>
- The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities - <https://store.transportation.org/>
- Public ROW Accessibility Guidelines (PROWAG) – <https://www.access-board.gov/prowag/>
- Federal Highway Administration (FHWA) – <https://www.transportation.gov/mission/health/complete-streets-policies>

- Bike/Ped Level of Service Measures and Calculators + various other technical and educational information – <https://rideillinois.org/blos/blosform.htm>

Context Sensitivity

Above all, flexibility must be retained when choosing design standards for various elements of a project, realizing that not all standards lend themselves to a “one size fits all” approach. Innovative practices should be researched and considered where appropriate. Public input should be sought from residents and non-residents alike that will be directly affected by a proposed project. A design that might be appropriate for one area of the community may not be acceptable in a different area. The underlying concept behind Complete Streets is to design for the needs of the users of the roadway.

Performance Measures

As this policy is applied, it is imperative that its success is measured in concrete and meaningful ways. This not only serves as a means to log important data, but also serves as a benchmark in identifying strengths and weaknesses going forward. The creation of performance measures will evolve as Complete Streets best practices are established and refined. The following is a list of potential measures to consider during implementation.

- Linear feet of new or reconstructed sidewalks.
- Miles of new or restriped on/off-street bicycle facilities.
- Number of new or reconstructed curb ramps.
- Number of new or repainted crosswalks.
- Number of new street trees.
- Percentage completion of bicycle and pedestrian networks as envisioned by city plans.
- Efficiency of transit vehicles on routes.
- Percentage of transit stops with shelters.
- Percentage of transit stops accessible via sidewalks and curb ramps.
- Decrease in rate of crashes, injuries, and fatalities by mode.
- Rate of children walking or bicycling to school.
- Satisfaction levels as expressed on customer preference surveys.
- Incorporation of public art projects.
- Number of approved exemptions from this policy.

Next Steps

Having a Complete Streets policy is just the beginning toward implementation. There are four steps that are generally recognized elements of Complete Streets policies throughout the country. They are:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project.

2. Develop new integrated design policies and guides or revise existing to reflect the current state of best practices in transportation design or adopt national or state-level recognized design guidance.
3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision.
4. Develop and institute better ways to measure performance and collect data on how well the streets are serving all users.

There are many ways to go about achieving these four steps and what is right for one city may not work for Carson City. In addition, these four steps can and should be worked on simultaneously. They also require continuous action or refinement as plans, design standards, knowledge, and technology are updated and improved upon. Some possible approaches to addressing these steps are to develop a working committee or a project prioritization process that will ensure that all modes and users are being accommodated throughout project development.

Senate Bill No. 285–Senator D. Harris

CHAPTER.....

AN ACT relating to transportation; revising the contents of the instruction required to be provided by a school for training drivers; revising provisions relating to a driver's duty of due care owed to bicycles, electric bicycles and electric scooters; revising provisions governing the overtaking and passing of bicycles, electric bicycles and electric scooters by motor vehicles; revising provisions governing the Complete Streets Programs; revising provisions governing certain considerations of the Department of Transportation in the plans, designs, construction and maintenance of highways; and providing other matters properly relating thereto.

Legislative Counsel's Digest:

Under existing law, a person may not operate a school for training drivers, or engage in the business of giving instruction for hire in driving motor vehicles or in the preparation for an applicant for an examination by the Department of Motor Vehicles for a driver's license, unless the person has obtained a license to operate a school for training drivers from the Department. (NRS 483.700) Existing law also requires each course provided by a school for training drivers to include instruction in: (1) motor vehicle insurance; and (2) the effect of drugs and alcohol on an operator of a motor vehicle. (NRS 483.725) **Section 1** of this bill requires the course to also provide instruction on the rules of the road relating to pedestrians and persons riding bicycles, electric bicycles and electric scooters.

Existing law requires the driver of a motor vehicle to exercise due care when overtaking or passing a bicycle, an electric bicycle or an electric scooter and: (1) if there is more than one lane for traffic proceeding in the same direction, move to the lane to the immediate left, if the lane is available and reasonably safe; and (2) if there is only one lane for traffic proceeding in the same direction, pass on the left at a prescribed safe distance and not move to the right side of the highway until the vehicle is safely clear of the bicycle, electric bicycle or electric scooter. (NRS 484B.270) **Section 2** of this bill provides that if there is only one lane for traffic proceeding in the same direction, the driver, if it is safe, may pass at the prescribed safe distance to the left of the center of the highway, even in a no-passing zone, unless limited or prohibited by certain other restrictions or prohibitions on overtaking on the left side.

Under existing law, persons riding bicycles, electric bicycles and electric scooters are subject to certain duties and responsibilities when operating on the roadways of this State. (NRS 484B.760-484B.785) Existing law requires every person operating a bicycle, an electric bicycle or an electric scooter upon a roadway to ride as near to the right of the roadway as practicable except: (1) when traveling at a lawful rate of speed commensurate with the speed of any nearby traffic; (2) when preparing to turn left; or (3) when doing so would not be safe. (NRS 484B.777) **Section 3** of this bill sets forth the conditions under which it is not safe to operate a bicycle, an electric bicycle or an electric scooter as near to the right of the roadway as practicable.

Under existing law, in a county whose population is 100,000 or more (currently Clark and Washoe Counties) and in which a regional transportation commission does not exist, the board of county commissioners may adopt a Complete Streets



Program and plan and carry out projects as part of the Program. (NRS 244.2641-244.2645) In all counties with a regional transportation commission, existing law authorizes the regional transportation commission to adopt a Complete Streets Program and plan and carry out projects as part of the Program. (NRS 277A.285) A board of county highway commissioners may also adopt a policy for a Complete Streets Program and plan and carry out projects as part of the Program. (NRS 403.575) **Sections 4-6** of this bill require, to the extent practicable, any projects of a Complete Streets Program to integrate bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of roads. **Sections 4-6** also expand the definition of “Complete Streets Program” to include various users of roads that are under the jurisdiction of the applicable Complete Streets Program.

Existing law requires the Department of Transportation to, in accordance with appropriate standards of design: (1) integrate the consideration of motor vehicle recovery lanes and bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of highways; and (2) to the extent practicable, integrate the consideration of periodic turnouts for slower vehicles in plans, designs, construction and maintenance of highways that have one lane for traveling in each direction. (NRS 408.321) **Section 7** of this bill expands these requirements by including the consideration of users of roadways of all ages and abilities.

EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~[omitted material]~~ is material to be omitted.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. NRS 483.725 is hereby amended to read as follows:

483.725 1. Except as otherwise provided in NRS 483.727, each course of training provided by a school for training drivers licensed pursuant to NRS 483.700 to 483.780, inclusive, must include, without limitation, instruction in:

(a) Motor vehicle insurance.

(b) The effect of drugs and alcohol on an operator of a motor vehicle.

(c) *Rules of the road relating to pedestrians and persons riding bicycles, electric bicycles and electric scooters.*

2. If a course of training provided by a school for training drivers licensed pursuant to NRS 483.700 to 483.780, inclusive, consists in whole or in part of classroom instruction, that part of the course which consists of classroom instruction may be taught interactively through the use of communications technology so that persons taking the course need not be physically present in a classroom.

3. The Department shall adopt regulations to carry out the provisions of subsection 2. The regulations must include, without limitation:



(a) Provisions for the licensing and operation of interactive courses that use communications technology;

(b) Provisions to ensure that interactive courses which use communications technology are secure, reliable and include measures for testing and security that are at least as secure as the measures for testing and security which would be available in an ordinary classroom; and

(c) Standards to ensure that interactive courses which use communications technology offer a curriculum that is at least as stringent as the curriculum which would be available in an ordinary classroom.

4. As used in this section, "communications technology" means any method or component, or both, that is used by a school for training drivers licensed pursuant to NRS 483.700 to 483.780, inclusive, to carry out or facilitate the transmission of information, including, without limitation, the transmission and reception of information by:

(a) Systems based on the following technologies:

- (1) Video;
- (2) Wire;
- (3) Cable;
- (4) Radio;
- (5) Microwave;
- (6) Light; or
- (7) Optics; and

(b) Computer data networks, including, without limitation, the Internet or its successor, if any, and intranet services.

Sec. 2. NRS 484B.270 is hereby amended to read as follows:

484B.270 1. The driver of a motor vehicle shall not intentionally interfere with the movement of a person lawfully riding a bicycle, an electric bicycle or an electric scooter.

2. When overtaking or passing a bicycle, an electric bicycle or an electric scooter proceeding in the same direction, the driver of a motor vehicle shall exercise due care and:

(a) If there is more than one lane for traffic proceeding in the same direction, move the vehicle to the lane to the immediate left, if the lane is available and moving into the lane is reasonably safe; or

(b) If there is only one lane for traffic proceeding in the same direction, pass to the left of the bicycle, electric bicycle or electric scooter at a safe distance, which must be not less than 3 feet between any portion of the vehicle and the bicycle, electric bicycle or electric scooter, and shall not move again to the right side of the highway until the vehicle is safely clear of the overtaken bicycle,



electric bicycle or electric scooter. *Except as otherwise provided in NRS 484B.213 and 484B.217, when passing to the left of a bicycle, electric bicycle or electric scooter at a safe distance of not less than 3 feet between any portion of the vehicle and the bicycle, electric bicycle or electric scooter, this paragraph authorizes the driver, if it is safe, to pass:*

(1) To the left of the center of the highway.

(2) In a no-passing zone.

3. The driver of a motor vehicle shall yield the right-of-way to any person riding a bicycle, an electric bicycle or an electric scooter or a pedestrian as provided in subsection 6 of NRS 484B.297 on the pathway or lane. The driver of a motor vehicle shall not enter, stop, stand, park or drive within a pathway or lane provided for bicycles, electric bicycles or electric scooters except:

- (a) When entering or exiting an alley or driveway;
- (b) When operating or parking a disabled vehicle;
- (c) To avoid conflict with other traffic;
- (d) In the performance of official duties;
- (e) In compliance with the directions of a police officer; or
- (f) In an emergency.

4. Except as otherwise provided in subsection 3, the driver of a motor vehicle shall not enter or proceed through an intersection while driving within a pathway or lane provided for bicycles, electric bicycles or electric scooters.

5. The driver of a motor vehicle shall:

- (a) Exercise due care to avoid a collision with a person riding a bicycle, an electric bicycle or an electric scooter; and
- (b) Give an audible warning with the horn of the vehicle if appropriate and when necessary to avoid such a collision.

6. If, while violating any provision of subsections 1 to 5, inclusive, the driver of a motor vehicle is the proximate cause of a collision with a person riding a bicycle, an electric bicycle or an electric scooter, the driver is subject to the additional penalty set forth in subsection 4 of NRS 484B.653.

7. The operator of a bicycle, an electric bicycle or an electric scooter shall not:

- (a) Intentionally interfere with the movement of a motor vehicle; or
- (b) Overtake and pass a motor vehicle unless the operator can do so safely without endangering himself or herself or the occupants of the motor vehicle.



Sec. 3. NRS 484B.777 is hereby amended to read as follows:

484B.777 1. Every person operating a bicycle, an electric bicycle or an electric scooter upon a roadway shall, except:

- (a) When traveling at a lawful rate of speed commensurate with the speed of any nearby traffic;
 - (b) When preparing to turn left; or
 - (c) When doing so would not be safe,
- ➔ ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

2. For purposes of paragraph (c) of subsection 1, the conditions under which it is not safe to operate a bicycle, an electric bicycle or an electric scooter as near to the right side of the roadway as practicable include, without limitation:

(a) When fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals or surface hazards impede access to the right side of the roadway.

(b) When a lane is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

~~[2.]~~ 3. Persons riding bicycles, electric bicycles or electric scooters upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles, electric bicycles and electric scooters.

Sec. 4. NRS 244.2643 is hereby amended to read as follows:

244.2643 1. In a county whose population is 100,000 or more and in which a regional transportation commission does not exist, the board of county commissioners may adopt a policy for a Complete Streets Program and may plan and carry out projects as a part of a Complete Streets Program. *To the extent practicable, the projects must integrate bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of roads.*

2. Any money received by a board of county commissioners pursuant to paragraph (b) of subsection 1 of NRS 482.1825 must be used solely for the execution of projects as a part of a Complete Streets Program.

3. A board of county commissioners must not cause or allow any portion of the Complete Streets Fund created pursuant to NRS 244.2645 to be used for a purpose other than those set forth in this section.

4. As used in this section, “Complete Streets Program” means a program for the retrofitting of roads that are under the jurisdiction of the board of county commissioners for the primary purpose of



adding or significantly repairing facilities which provide road access considering all users ~~[] of all ages and abilities~~, including, without limitation, pedestrians, bicycle riders, ~~movers of commercial goods~~, persons with ~~[a disability, persons who use]~~ *disabilities, vehicles for public transportation and their passengers, older adults, children* and motorists. The term includes the operation of a public transit system as part of a Complete Streets Program, but the term does not include the purchase of vehicles or other hardware for a public transit system.

Sec. 5. NRS 277A.285 is hereby amended to read as follows:

277A.285 1. A commission may adopt a policy for a Complete Streets Program and may plan and carry out projects as a part of a Complete Streets Program. *To the extent practicable, the projects must integrate bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of roads.*

2. Any money received by a commission pursuant to paragraph (a) of subsection 1 of NRS 482.1825 must be used solely for the execution of projects as a part of a Complete Streets Program.

3. A commission must not cause or allow any portion of the Complete Streets Fund created pursuant to NRS 277A.240 to be used for a purpose other than those set forth in this section.

4. As used in this section, “Complete Streets Program” means a program for the retrofitting of streets or highways that are under the jurisdiction of the commission for the primary purpose of adding or significantly repairing facilities which provide street or highway access considering all users ~~[] of all ages and abilities~~, including, without limitation, pedestrians, bicycle riders, ~~movers of commercial goods~~, persons with ~~[a disability, persons who use]~~ *disabilities, vehicles for public transportation and their passengers, older adults, children* and motorists. The term includes the operation of a public transit system as part of a Complete Streets Program, but the term does not include the purchase of vehicles or other hardware for a public transit system.

Sec. 6. NRS 403.575 is hereby amended to read as follows:

403.575 1. A board of county highway commissioners may adopt a policy for a Complete Streets Program and may plan and carry out projects as a part of a Complete Streets Program. *To the extent practicable, the projects must integrate bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of roads.*

2. Any money received by a board of county highway commissioners pursuant to paragraph (c) of subsection 1 of



NRS 482.1825 must be used solely for the execution of projects as a part of a Complete Streets Program.

3. As used in this section, “Complete Streets Program” means a program for the retrofiting of roads that are under the jurisdiction of the board of county highway commissioners for the primary purpose of adding or significantly repairing facilities which provide road access considering all users ~~[]~~ *of all ages and abilities*, including, without limitation, pedestrians, bicycle riders, *movers of commercial goods*, persons with ~~[a disability, persons who use]~~ *disabilities, vehicles for public transportation and their passengers, older adults, children* and motorists. The term includes the operation of a public transit system as part of a Complete Streets Program, but the term does not include the purchase of vehicles or other hardware for a public transit system.

Sec. 7. NRS 408.321 is hereby amended to read as follows:

408.321 The Department shall, in accordance with appropriate standards of design:

1. Integrate *the consideration of users of roadways of all ages and abilities, including, without limitation, pedestrians, riders of bicycles, electric bicycles and electric scooters, movers of commercial goods, persons with disabilities, vehicles for public transportation and their passengers, older adults, children and drivers of motor vehicles into all plans, designs, construction and maintenance of highways;*

2. *To the extent practicable, integrate* the consideration of ~~[motor vehicle recovery and]~~ bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of highways; and

~~[2.]~~ 3. To the extent practicable, integrate the consideration of *motor vehicle recovery lanes and* periodic turnouts for slower vehicles into plans, designs, construction and maintenance of highways that have one lane for traveling in each direction.



This page intentionally left blank.

Complete Streets Policy Update

JANUARY 12, 2022



1

January 2022 Policy Amendment

2

Summary of Complete Streets Policy

- ▶ Adopted by RTC in May 2014.
- ▶ Vision & Intent
 - ▶ To create a safe and effective transportation network where all users can travel comfortably within the transportation mode(s) of their choice.
 - ▶ Requires the inclusion of multi-modal "complete streets" design elements on all roadway projects.
 - ▶ Lays groundwork for implementation of comprehensive Complete Streets program which would identify practicality of treatments, funding availability, and prioritization of corridors.
- ▶ Applies to all projects on streets under the jurisdiction of Carson City and the RTC.
- ▶ Collection of DMV fee.

3

The Need for Revision

- ▶ Nevada SB 285 - Act focused on on-street bicycle facilities and multi-modal transportation. Section 5 requires:
 - ▶ *[Consideration of] all users of all ages and abilities, including without limitation, pedestrians, bicycle riders, movers of commercial goods, persons with disabilities, vehicles for public transportation and their passengers, older adults, children and motorists.*
 - ▶ *To the extent practicable, any projects of a Complete Streets Program to integrate bicycle lanes and bicycle routes, facilities and signs into all plans, designs, construction and maintenance of roads.*
 - ▶ Bicycle amenities are the only Complete Streets element required in maintenance projects.

Senate Bill No. 285-Senator D. Harris

CHAPTER.....

AN ACT relating to transportation; revising the contents of the instruction required to be provided by a school for training drivers; revising provisions relating to a driver's duty of due care owed to bicycles, electric bicycles and electric scooters; revising provisions governing the overtaking and passing of bicycles, electric bicycles and electric scooters by motor vehicles; revising provisions governing the Complete Streets Programs; revising provisions governing certain considerations of the Department of Transportation in the plans, designs, construction and maintenance of highways; and providing other matters properly relating thereto.

Legislative Counsel's Digest:

Under existing law, a person may not operate a school for training drivers, or engage in the business of giving instruction for hire in driving motor vehicles or in the preparation for an applicant for an examination by the Department of Motor Vehicles for a driver's license, unless the person has obtained a license to operate a school for training drivers from the Department. (NRS 483.700) Existing law also requires each course provided by a school for training drivers to include instruction in: (1) motor vehicle insurance; and (2) the effect of drugs and alcohol on an operator of a motor vehicle. (NRS 483.725) Section 1 of this bill requires the course to also provide instruction on the rules of the road relating to pedestrians and persons riding bicycles, electric bicycles and electric scooters.

Existing law requires the driver of a motor vehicle to exercise due care when overtaking or passing a bicycle, an electric bicycle or an electric scooter and: (1) if there is more than one lane for traffic proceeding in the same direction, move to the lane to the immediate left, if the lane is available and reasonably safe; and (2) if there is only one lane for traffic proceeding in the same direction, pass on the left at a prescribed safe distance and not move to the right side of the highway until the vehicle is safely clear of the bicycle, electric bicycle or electric scooter. (NRS 484B.270) Section 2 of this bill provides that if there is only one lane for traffic proceeding in the same direction, the driver, if it is safe, may pass at the prescribed safe distance to the left of the center of the highway, even in a no-passing zone, unless limited or prohibited by certain other restrictions or prohibitions on overtaking on the left side.

Under existing law, persons riding bicycles, electric bicycles and electric scooters are subject to certain duties and responsibilities when operating on the roadways of this State. (NRS 484B.760-484B.785) Existing law requires every person operating a bicycle, an electric bicycle or an electric scooter upon a roadway to ride as near to the right of the roadway as practicable except: (1) when traveling at a lawful rate of speed commensurate with the speed of any nearby traffic; (2) when preparing to turn left; or (3) when doing so would not be safe. (NRS 484B.777) Section 3 of this bill sets forth the conditions under which it is not safe to operate a bicycle, an electric bicycle or an electric scooter as near to the right of the roadway as practicable.

Under existing law, in a county whose population is 100,000 or more (currently Clark and Washoe Counties) and in which a regional transportation commission does not exist, the board of county commissioners may adopt a Complete Streets



81st Session (2021)

4

Summary of Carson City Complete Street Policy Revisions

- ▶ Revising language for consistency with SB285.
- ▶ Updating Implementation Methods and Exceptions.
- ▶ Adding Design References and Resources.
- ▶ Minor edits for clarity.

5

What does this mean moving forward?

6

Questions on SB 285 Implementation

Questions:

- 1) Does it change what we are doing?
- 2) Does it apply to slurry projects?
- 3) What does this mean for local roads?
- 4) What does "To the extent practicable" mean?

Recommendations:

- 1) Generally, no. We always consider Complete Street Elements in all of our roadway projects.
- 2) Yes. Recommend signing at a minimum.
- 3) Undefined. Maybe okay since typical section accounts for bike lane widths.
- 4) Exceptions shown in policy.

7

Possible Concepts – Very Preliminary

Goal: To develop a framework to create a comprehensive, integrated, and connected transportation network.

Three Initial Options:

- 1) Further refining and defining the Complete Streets Policy
- 2) Inclusion of specific Complete Street design concepts in a future city design manual
- 3) Creation of a Comprehensive Complete Streets Planning document

Some combination or others?

8

Complete Streets Policy Enhancement

- ▶ Additional information in existing policy related to implementation of complete street elements.
- ▶ High-level guidance to provide to designers and developers
- ▶ Further discussion of monitoring requirements.

9

Complete Street Design Manual

- ▶ Creation of a design manual to inform how complete street elements should be designed and implemented.
- ▶ A technical manual based on the policy.
- ▶ Lists examples of different types of complete street elements to be incorporated and where they may be applicable.
- ▶ Details potential transit enhancements.
- ▶ Includes discussion about monitoring requirements.

10

Comprehensive Complete Streets Document

- ▶ Identifies next list of prioritized complete streets projects after completion of William Street and North Carson Street.
- ▶ Single document to incorporate elements from existing modal plans (RTP, WNSRTS, UPMP*) along specific corridors in Carson City.
- ▶ May eventually replace current policy.
- ▶ Ensures corridor and regional consistency.
- ▶ Incorporates possible transit route revisions and enhancements.
- ▶ Incorporates possible truck route changes.
- ▶ Monitoring and Documenting Complete Streets Projects.
- ▶ CAMPO Support.

*These documents can be found on the CAMPO Website:

<https://www.carson.org/government/departments-g-z/public-works/transportation/campo-carson-area-metropolitan-planning-organization>



Carson City Regional Transportation Commission
Item for Commission Information

RTC Meeting Date: January 12, 2021
To: Regional Transportation Commission
From: Justin Tiearney, Street Supervisor
Date Prepared: January 4, 2021
Subject Title: Street Operations Activity Report
Staff Summary: Monthly Status Report for the Commission's Information

Carson City Public Works, Street Operations Division
Status Report to RTC: Activities of November 2021

Street Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	0	220
Street Patching Operation (tons of asphalt)	34	381
Pot Holes Repaired	0	34

Tree Care and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	0	156
Tree Removal	1	15
Tree Replacement	0	0
Tree Care Chemical Treatment (gallons)	0	0
Tree Work for Other Departments	0	0
Weed Abatement Chemical Sprayed (gallons applied)	0	3,771

Concrete Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	12	176
Curb & Gutter (linear feet)	18	1,386
Sidewalk & Flat Work (sq/ft)	495	5,757
Wheel Chair Ramps	0	2
Misc.		0

Grading and Shoulder Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Dirt Road Work/Misc	0	1066
Shoulder Work on Asphalt Roads (feet)	1,305	4,510
Debris Cleaned	7	145

Storm Water

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	1431	1,951
Lineal foot of ditch cleared	2,073	7,166
Pipe Hydro Flushed (linear feet)	482	3,469

Sweeper Operations

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Curb Miles Swept	696	3,879
Material Picked Up (yards)	681	1,895
City Parking Lots Swept	3	26

Trucking Bins

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	25	141

Bins Hauled for Sweeping Operation (yards)	51	150
Equipment Transported for other Departments	0	0

Banner and Decorations Activities

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	4	20
Changed Lamp Post Banners	0	0
Installed Christmas Decorations	223	223
Removed Christmas Decorations	0	0

Signs and Markings

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	44	100
Signs Replaced	8	45
Sign Post Replaced	1	21
Signs Refurbished/Replaced due to Graffiti Damage	1	10
Delineators Replaced	4	44
Cross Walks Painted	15	104
Stop Bars Painted	14	179
Yield Bars Painted	6	41
Right Arrows Painted	0	2
Left Arrows Painted	0	1
Straight Arrows Painted	0	1
Stop (word) Painted	0	47
Only (word) Painted	0	0
Bike Symbol & Arrow	0	0
Install Street, bicycle, and pedestrian counters	8	13
Curb Painted (linear feet)	0	25

Weather Events

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Snow and Ice Control	0	0
Sand/Salt mixture applied (Yards)	0	0
Brine mixture applied (Gallons)	0	-
Rain Event/Flood Control	0	2
Drainage Inlets Cleared	0	821
Material removed from S/D system	0	128.5
Wind	0	0