

MEMORANDUM

Date: April 21, 2023
To: Darren Anderson, Carson City Public Works
From: NCE
Subject: East William Complete Streets and Utility Undergrounding Project:
Purpose and Need Memo

Carson City has retained NCE on behalf of the East William Complete Streets and Utility Undergrounding (project) to inform a future National Environmental Protection Act (NEPA) action. The area of focus for this technical memorandum is purpose and need, as described below.

Need for the Project

East William Street is the primary east-west corridor connecting downtown Carson City with US Highway 50 and auxiliary Interstate 580. Numerous issues along the corridor define the overall need for improvements, including addressing the lack of sidewalks, Americans with Disabilities Act (ADA) access, bike lanes, and transit access, and utility poles that restrict ADA access. The current road network does not support safe multi-modal transportation, and deficient bike, pedestrian, and transit facilities throughout the corridor limit access to nearby community resources and essential goods and services.

Purpose of the Project

The purpose of the project is to reconfigure and rehabilitate the corridor into a safe, sustainable, and accessible transportation facility for all users, regardless of mode of travel, income, or race.

Project Description

The project is located in Carson City County, Nevada, south of Reno and Washoe Lake (**Figure 1**, figures are provided in **Appendix A**). The project area established for the project runs along roughly 1.5 miles of East William Street for a total size of roughly 29.5 acres (**Figure 2**).

The project will be mostly located within the existing Carson City right-of-way. Some permanent and temporary easements will be required for construction of the project. This road segment was formerly part of US 50 and was relinquished to Carson City by NDOT in 2009.

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The project specifically includes pavement rehabilitation and reconstruction treatments throughout the corridor, access management infrastructure to improve safety and circulation for commercial driveways and side streets, enhanced street lighting, a signalized pedestrian crossing, bus stop amenities to support a planned transit line along the corridor, electric vehicle charging stations at Mills Park, sidewalk infrastructure to establish compliance with the Americans with Disabilities Act (ADA), traffic signal infrastructure upgrades, added bike facilities, landscaping and streetscape beautification, undergrounding of overhead power and communication lines and upgrades to water, sewer, and storm water utility systems, including low-impact-development (LID) storm water infrastructure.

The construction schedule will be determined by the contractor in coordination with Carson City closer to the start of work. The project is expected to take about 12 months to complete.

The project will address the needs of the project by improving bike, pedestrian, and transit facilities. The project will install bike lanes, new sidewalk and multi-use paths, and bus stop amenities to support a planned transit line along the corridor. Pedestrian facilities will be reconstructed to comply with ADA accessibility requirements. Improvements will include removal of obstructions, widening of sidewalks, installation of ramps and bulb-outs, additional crosswalks, and other pedestrian improvements, all intended to provide a more inviting and safer walking environment. The project includes dedicated bicycle lanes throughout the project area. Medians will be installed throughout the corridor where restricting movements is recommended in the traffic analysis, to promote traffic calming, and improve safety and access management. A signalized pedestrian crossing and refuge will be installed at Mills Park. In addition, driveway accesses may be consolidated to reduce friction with the vehicular traffic in the travel lanes. Street lighting will be enhanced improving safety.

Independent Utility and Logical Termini

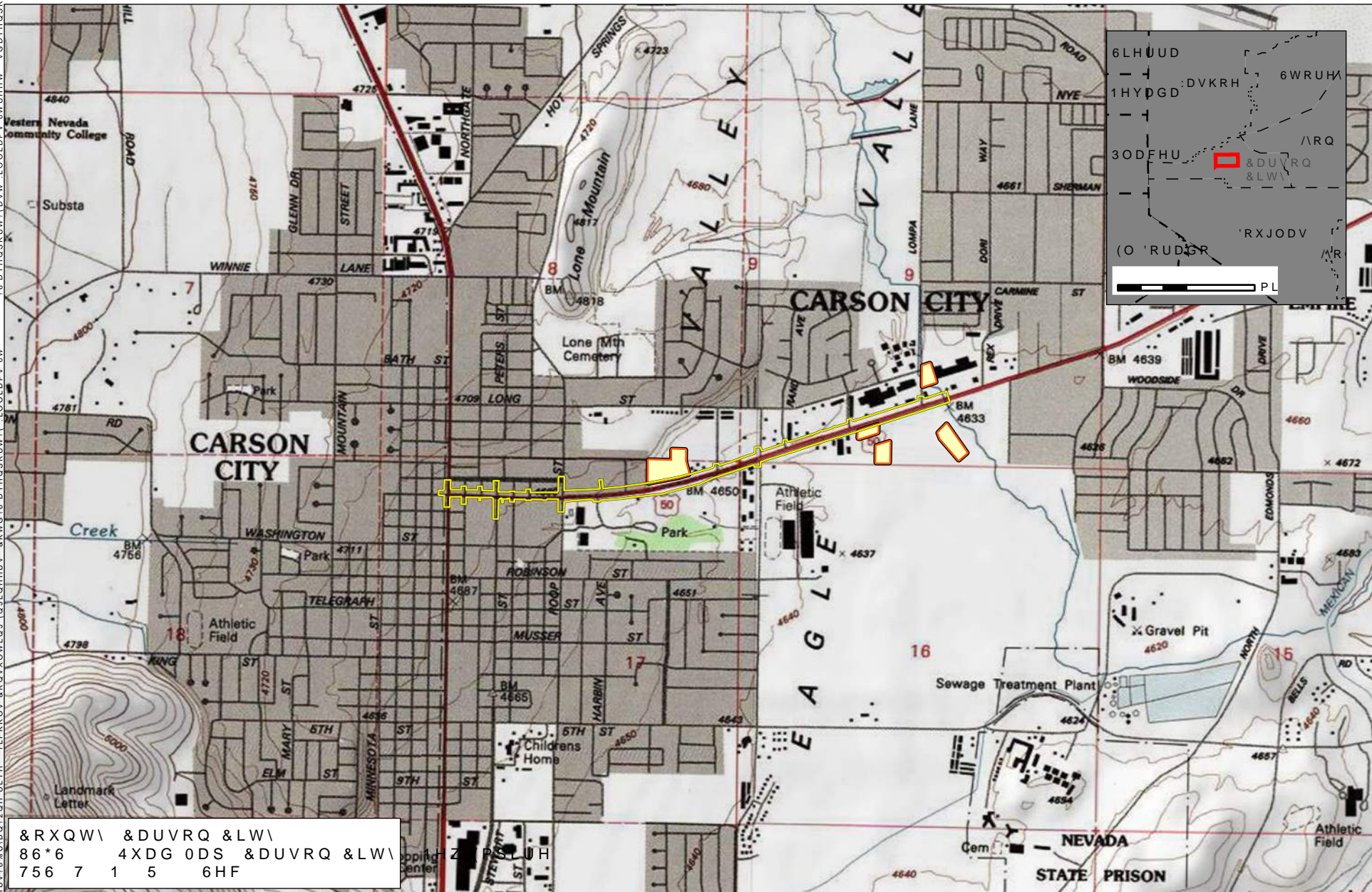
The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). [23 CFR 771.111(f)]

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Appendix A Figures

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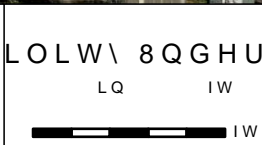
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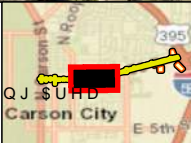
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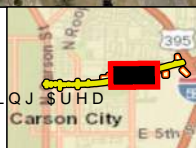
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