Carson City

Safe Routes to School Action Plan DRAFT

October 2025

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0 Executive Summary

Executive Summary

The Carson City Safe Routes to School (SRTS) Action Plan is an update to the City's SRTS Master Plan, focused on improving student safety and promoting walking and biking as viable modes of transportation to and from school. Building upon the foundation of the previous plan—which included six elementary schools and two middle schools—this update expands the scope to include Stewart Headstart Washoe Tribe, Carson High School, and Carson High – Silver Campus (formerly Pioneer High School).

To inform the development of this plan, in-person site assessments were conducted at the newly added schools to better understand travel behaviors, identify safety challenges, and document infrastructure and programmatic needs. Additional data sources—including crash reports, student mode share statistics, and feedback from school staff—were used to shape the recommendations.

To focus improvements in areas with the greatest need and those that benefit multiple schools, the project team applied a weighted prioritization process based on previous data analysis findings. This approach enables the City to identify the most critical projects and phase implementation over time. Prioritization criteria included the following:

- Socioeconomics
- School proximity
- Community facility proximity
- Safety
- Active transportation barriers
- Cost per mile

Using the six E's of Safe Routes to School planning—Engineering, Education, Encouragement, Engagement, Equity, and Evaluation—the plan includes multidisciplinary recommendations that build upon existing efforts by the school district (including teachers and parents) and Carson City Public Works staff. These strategies provide a comprehensive road map for improving safety, accessibility, and confidence for students traveling to and from school.

Engineering Recommendations

Recommendations were developed through a collaborative and data-informed process that included input from the Vulnerable Road User Task Force committee meetings, site observations, and analysis of existing crash data. Feedback from school staff, parents, students, community members, and Carson City Public Works staff was also incorporated for a holistic and community-driven approach. Engineering projects were categorized into three tiers based on planning level cost estimates, available funding, and anticipated implementation timelines. Recommended projects in Tiers 1 and 2 are shown in **Figure ES-1**. Tier 3 projects are shown in **Figure ES-2**. **Table ES 1** presents the total estimated costs for all projects by tier.

Tier 1 – Quick Win Projects: This tier includes 28 low-cost projects designed to deliver immediate safety benefits and that can be implemented quickly. Tier 1 projects are intended to be carried out as soon as possible, ideally in coordination with other ongoing City projects and programs. The total estimated cost for

all Tier 1 projects is $729,060. These quick wins focus on high-impact improvements such as installing pedestrian refuge islands, adding marked crosswalks, upgrading intersections to all-way stops, and implementing curb extensions (**Table ES-2**). These types of enhancements are listed in the Quick Wins table below and represent practical steps toward creating safer routes for students walking and biking to school.

Tier 2 – SRTS Core Projects: This tier includes 72 projects categorized into four key focus areas: Bicycle Network Enhancements, Corridor Enhancements, Crossing Safety Enhancements, and Walk Zone Connectivity Enhancements. These projects are planned for medium- to long-term implementation, depending on available funding, coordination, and design complexity.

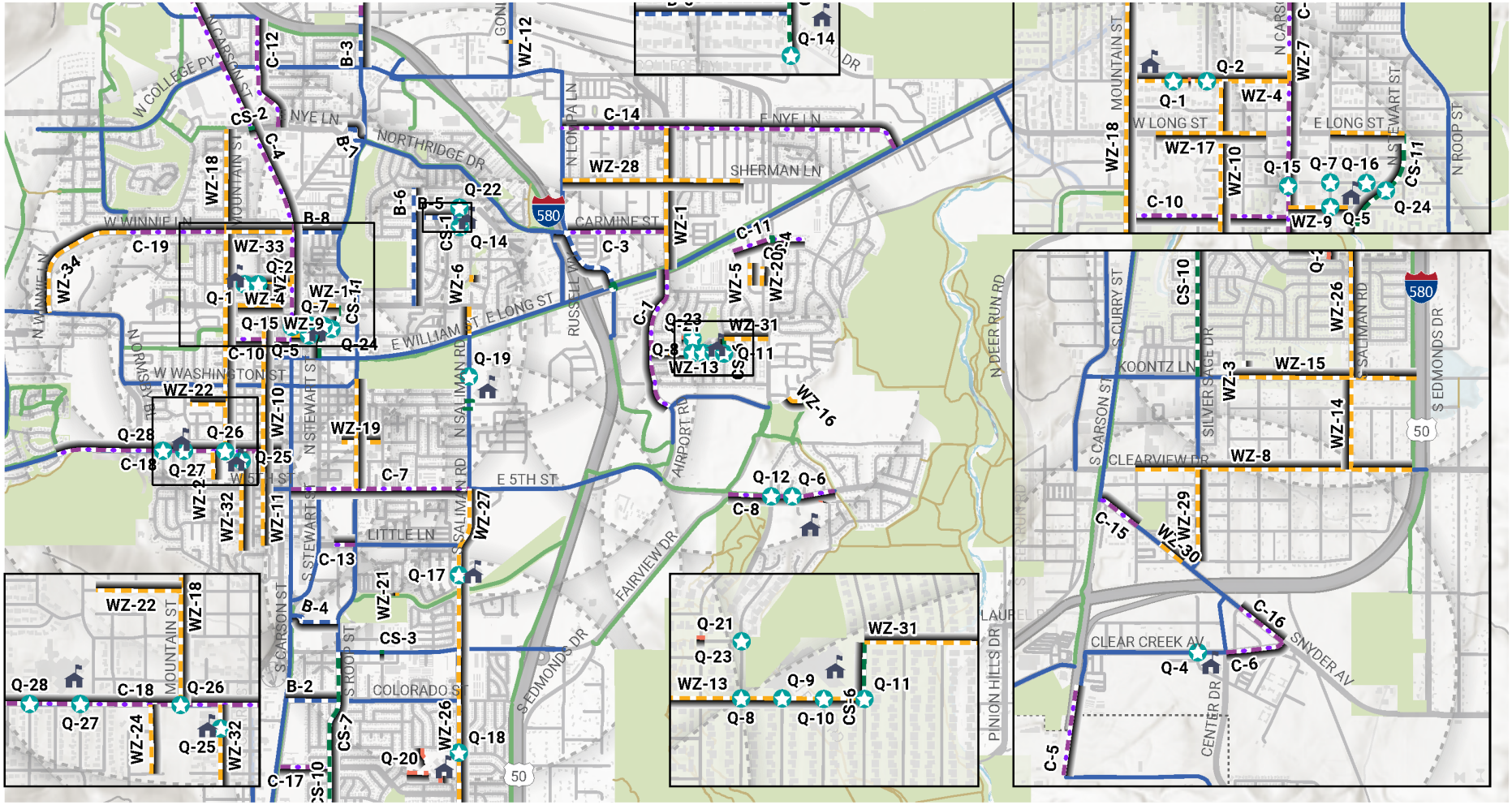
Tier 2 recommendations include a variety of impactful improvements such as connecting pathways, constructing buffered bike lanes, creating neighborhood byways, and closing sidewalk gaps. These projects aim to strengthen the active transportation network and improve safety and accessibility for students across Carson City. A detailed list of these projects can be found in **Table ES-3** through **Table ES-6**. The total estimated cost for all Tier 2 projects is $50,515,156. This includes over $400,000 in short-term improvements, $17 million in medium-term improvements, and $21 million in long-term improvements.

Tier 3 – Aspirational Projects: This tier includes 22 projects that are considered long-range or visionary improvements. These projects currently do not have an associated timeline for implementation, but represent important opportunities to further enhance safety, connectivity, and access for students walking and biking to school (**Table ES-7**). Tier 3 recommendations may require substantial planning, funding, or coordination with regional partners, and are intended to guide future investments as Carson City continues to expand its Safe Routes to School efforts. These aspirational projects reflect the community's long-term commitment to creating a safer and more inclusive transportation network. The total estimated cost for all Tier 3 projects is $21,711,970.

Table ES 1: Engineering Recommendations Cost by Project Tier

Engineering Recommendation Tier	Total Estimated Costs (2025)
Tier 1 – Quick Win Projects	**$729,060**
Tier 2 – SRTS Core Projects	**$50,515,156**
Short Term	*$409,329*
Medium Term	*$17,068,121*
Long Term	*$23,623,138*
Tier 3 – Aspirational Projects	**$21,711,970**
Total	**$72,956,186**

Figure ES-1: Tier 1 & 2 SRTS Recommendations



Tier 1 & 2 Recommendations SRTS Action Plan

SRTS Recommendations

- Quick Wins
- Bicycle Network Enhancement
- Corridor Enhancement
- Crossing Safety Enhancement
- Walk Zone Connectivity Enhancement
- Quick Win

Existing Facilities

- Study Schools
- Paved Trail (off-street)
- Unpaved Trail (off-street)
- Bike Lane (on-street)
- Parks
- Railway

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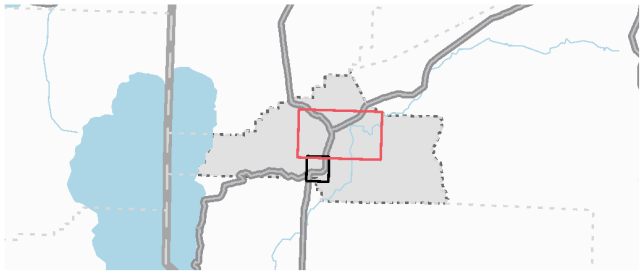


SRTS Quick Wins Recommendations

Table ES-2: Tier 1: Quick Wins

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-1	Bath St.	Midblock crossing	Install curb extensions	Quick Win	$
Q-2	Bath St.	Division St.	Install curb extensions	Quick Win	$
Q-3	Bath St.	At FrES ES parent exit	Extend existing red curb by 20 feet to the east	Quick Win	$
Q-4	Clear Creek Ave.	Silver Sage Dr.	Upgrade to all-way stop control, or curb extensions	Quick Win	$
Q-5	Corbett St.	Fall St.	Upgrade to all-way stop control	Quick Win	$
Q-6	E. 5th St.	Regent Ct.	Install S1-1 signs for both directions	Quick Win	$
Q-7	Fall St.	Park St.	Upgrade to all-way stop control	Quick Win	$
Q-8	Gordonia Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	$
Q-9	Gordonia Dr.	Cascade Dr.	Install curb extensions	Quick Win	$
Q-10	Gordonia Dr.	Glacier Dr.	Install curb extensions	Quick Win	$
Q-11	Gordonia Dr.	Monte Rosa Dr.	Upgrade to all-way stop control	Quick Win	$
Q-12	Hells Bells Rd.	E. 5th St.	Install S1-1 for westbound traffic	Quick Win	$
Q-13	Hidden Meadows Dr.	Eagle Valley bus entrance	Install marked crosswalk	Quick Win	$
Q-14	Mountain Park Dr.	Carriage Crest Dr.	Add S1-1, add curb extensions	Quick Win	$
Q-15	N Carson St.	Park St.	Restrict northbound left, add pedestrian refuge island, add S1-1s, R1-5s at yield teeth	Quick Win	$
Q-16	Park St.	Peters St.	Upgrade to side-street stop control	Quick Win	$
Q-17	Saliman Rd.	Midblock crossing (south lot exit)	Add pedestrian refuge and R1-5 signs at yield teeth	Quick Win	$
Q-18	Saliman Rd.	Damon Rd.	Restrict southbound left, install pedestrian refuge, add R1-5 signs at yield teeth	Quick Win	$
Q-19	Saliman Rd.	Seely Loop (Mills Park crosswalk)	Add R1-5 signs at yield teeth	Quick Win	$
Q-20	Seeliger Paths	Footpaths to Al Seeliger from: Cortez St., Schell Ave., and off Shady Oak Dr.	Repave paths and extend pavement to school grounds	Quick Win	$
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	$
Q-22	Slide Mountain Dr.	Carriage Crest Dr.	Add S1-1s for northbound and southbound, add curb extensions	Quick Win	$
Q-23	Stanton Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	$
Q-24	Stewart St.	Park St.	Upgrade to S1-1 signs	Quick Win	$
Q-25	Thompson St.	W 2nd St.	Install curb extensions	Quick Win	$
Q-26	W King St.	Mountain St.	Install curb extensions	Quick Win	$
Q-27	W King St.	S Richmond Ave.	Install curb extensions	Quick Win	$
Q-28	W King St.	Tacoma Ave.	Install curb extensions	Quick Win	$

SRTS Bicycle Network Enhancement Recommendations

Table ES-3: Tier 2: Bicycle Network Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
B-1	Carmine St. and Lompa Ln.	US 50 to Russel Wy.	Add shared-use path	Bicycle Network Enhancement	Short	$$$
B-2	Colorado St.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to existing bike lanes or similar multimodal improvement	Bicycle Network Enhancement	Short	$
B-3	Emerson Dr.	College Pkwy. to Mark Wy.	Add bike lanes with bulb-outs at key intersections	Bicycle Network Enhancement	Short	$
B-4	Green Belt Multi-Use Path	Roop St. to Carson St.	Add a multi-use path connecting Linear Ditch Trail with Carson St. Multi-Use Path, Americans with Disabilities Act sidewalks	Bicycle Network Enhancement	Medium	$$$
B-5	Lindsay Ln.	Carriage Crest Dr. to Marian Ave.	Neighborhood byway — corner bulb-outs, wayfinding, hardened centerlines	Bicycle Network Enhancement	Short	$$
B-6	Marian Ave.	Long St. to Rolling Hills Dr.	Neighborhood byway — add traffic calming, hardened centerlines, speed humps, corner bulb-outs	Bicycle Network Enhancement	Short	$$
B-7	Roop St. to Hot Springs Rd. (new path)	Roop St./Northridge Dr. and Hot Springs Rd./Valley Springs driveway	Path connection to link with Nye Ln.	Bicycle Network Enhancement	Long	$$
B-8	Winnie Ln.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to Roop St. or similar multimodal improvement	Bicycle Network Enhancement	Short	$$

SRTS Corridor Enhancement Recommendations

Table ES-4: Tier 2: Corridor Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-1	Airport Rd.	Hwy. 50 to E. 5th St.	A. Construct bike lane Butti Wy. to Hwy. 50 or similar multimodal improvement B. Add intersection crossing enhancements at Airport Rd./Douglas Dr. and Airport Rd./Menlo Dr.	Corridor Enhancement	Medium	$$
C-2	Arrowhead Dr.	Between roundabouts	Add sidewalk/path on north side, add shared lane markings in the roundabout	Corridor Enhancement	Medium	$
C-3	Carmine St.	Airport Rd. to Lompa Ln.	A. Close sidewalk gaps between Airport Rd. & Dori Wy. B. Intersection crossing enhancements at Dori Wy., Lompa Ln., and Airport Rd. to reduce crossing distances and visibility issues	Corridor Enhancement	Medium	$$$$
C-4	Carson St.	Medical Pkwy. to Williams St.	Add multi-use path, enhance crosswalks with activated flashers, include landscaped buffer	Corridor Enhancement	Medium	$$$$$
C-5	Carson St.	Topsy Ln. to 500 ft. south of Clear Creek Ave.	A) Add sidewalk on one side B) extend multi-use path	Corridor Enhancement	Medium	$$
C-6	Clear Creek Ave.	Snyder Ave. to Center Dr.	Close sidewalk gaps, enhance bus stop	Corridor Enhancement	Short	$$
C-7	E. 5th St.	Saliman Rd. to I-580	A. Enhance existing sidewalks B. Widen existing bike lane to 5 ft.	Corridor Enhancement	Short	$$$$
C-8	E. 5th St.	Fairview Dr. to Mexican Ditch Trail	A. Bike lanes Fairview Dr to Carson River Rd. or similar B. Marked Crosswalk with Ped Refuge at Parkhill Dr D. Ped Refuge at Regent Ct	Corridor Enhancement	Medium	$$$$
C-9	Emerson Dr.	Mark Wy. to Arrowhead Dr.	Build sidewalks, add bike lanes, add curb ramps at Mark Wy.	Corridor Enhancement	Short	$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-10	Fleischmann Wy.	Carson St. to Mountain St.	Bulb-outs and daylighting at intersections, address sidewalks gaps, traffic calming	Corridor Enhancement	Short	$$
C-11	Gordon St.	Full extent	Address sidewalk gaps, consider curb bulb-outs, update crosswalk to high visibility, increase corner daylighting	Corridor Enhancement	Medium	$$
C-12	Imperial Wy.	Nye Ln. to Silver Oak Dr.	Add bulb-outs and traffic calming	Corridor Enhancement	Medium	$$
C-13	Little Ln.	Roop St. to 90 ft. west of Oregon St.	Add sidewalk on north side	Corridor Enhancement	Medium	$
C-14	Nye Ln.	Lompa Ln. to Hwy. 50	Construct bike lanes and close sidewalk gaps	Corridor Enhancement	Long	$$$$$
C-15	Snyder Ave.	Carson St. to Appion Wy.	Bike lanes, close sidewalk gaps, curb ramps, stripe in crosswalks	Corridor Enhancement	Short	$$
C-16	Snyder Ave.	Dat So La Lee Wy. to Clear Creek Ave.	Add sidewalk, add high-visibility crosswalk with ped activated flasher	Corridor Enhancement	Medium	$$
C-17	Sonoma St.	Carson St. to Silver Sage	A. Construct bike lanes or similar multimodal improvement B. Add intersection crossing enhancement at Silver Sage Dr.	Corridor Enhancement	Short	$
C-18	W. King St.	Thames Ln. to Curry St.	A. Multi-Use Path Thames Ln. to Canyon Park Ct., or similar multimodal improvement B. Add physical buffer for bike lane at Carson Middle School & Bordewich-Bray Elementary School. Close sidewalk gaps between Curry St. and Ormsby Blvd. D. Install intersection crossing enhancements at Tacoma	Corridor Enhancement	Long	$$$$
C-19	Winnie Ln.	Ormsby Blvd. to Mountain St.	A. Add bike lanes Mountain St. to Ormsby Blvd. B. Add wayfinding signage at Victoria Ave.	Corridor Enhancement	Medium	$$

SRTS Crossing Safety Enhancement Recommendations

Table ES-5: Tier 2: Crossing Safety Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-1	Carriage Crest Dr.	Slide Mountain Dr. to Mountain Park Dr.	A. Add intersection crossing enhancements at Mountain Park Dr. and Slide Mountain Dr. intersections B. Add center median from 70 ft. south of Slide Mountain Dr. to drop-off loop entrance C. Consider parking restrictions or removal on east side	Crossing Safety Enhancement	Medium	$$
CS-2	Carson St.	Nye Ln.	Construct rectangular rapid flashing beacon (RRFB) add associated crossing enhancements or alternatively a traffic signal	Crossing Safety Enhancement	Long	$$
CS-3	Fairview Dr.	Kansas St. to Kansas St.	Consider installing pedestrian activated flasher to increase pedestrian crossing opportunities	Crossing Safety Enhancement	Long	$
CS-4	Fairview Dr.	Fairview Dr. at Gordon St.	Consider right in/right out and pedestrian activated flasher	Crossing Safety Enhancement	Long	$$
CS-5	Hwy. 50	Hwy. 50 at Lompa Ln.	Add median pedestrian refuge island, add leading pedestrian interval (LPI), add bicycle signal detection	Crossing Safety Enhancement	Short	$
CS-6	Monte Rosa Dr.	Stanton Ave. to Gordonia Ave.	Add intersection crossing enhancements to Stanton Dr. and Gordonia Ave. intersections, including striping to prohibit parking close to existing crosswalks	Crossing Safety Enhancement	Short	$
CS-7	Roop St.	Fairview Dr. to Sonoma Ave.	Add intersection crossing enhancements at minor side-street approaches south of Fairview Dr.	Crossing Safety Enhancement	Medium	$$
CS-8	Saliman Rd.	Robinson St. and Saliman Rd.	Add crossing guards during peak hours, future traffic signal will help intersection operations	Crossing Safety Enhancement	Short	$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-9	Saliman Rd.	Saliman Rd. at Mills Park	Add crossing guards during peak hours	Crossing Safety Enhancement	Short	$
CS-10	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	A. Add crosswalk at Pioche St. B. Add intersection crossing enhancements at Koontz Ln. intersection and minor side-street approaches	Crossing Safety Enhancement	Long	$$$$
CS-11	Stewart St.	Williams St. to Long St.	Add RRFB at Park St.	Crossing Safety Enhancement	Short	$

SRTS Walk Zone Connectivity Enhancement Recommendations

Table ES-6: Tier 2: Walk Zone Connectivity Enhancements

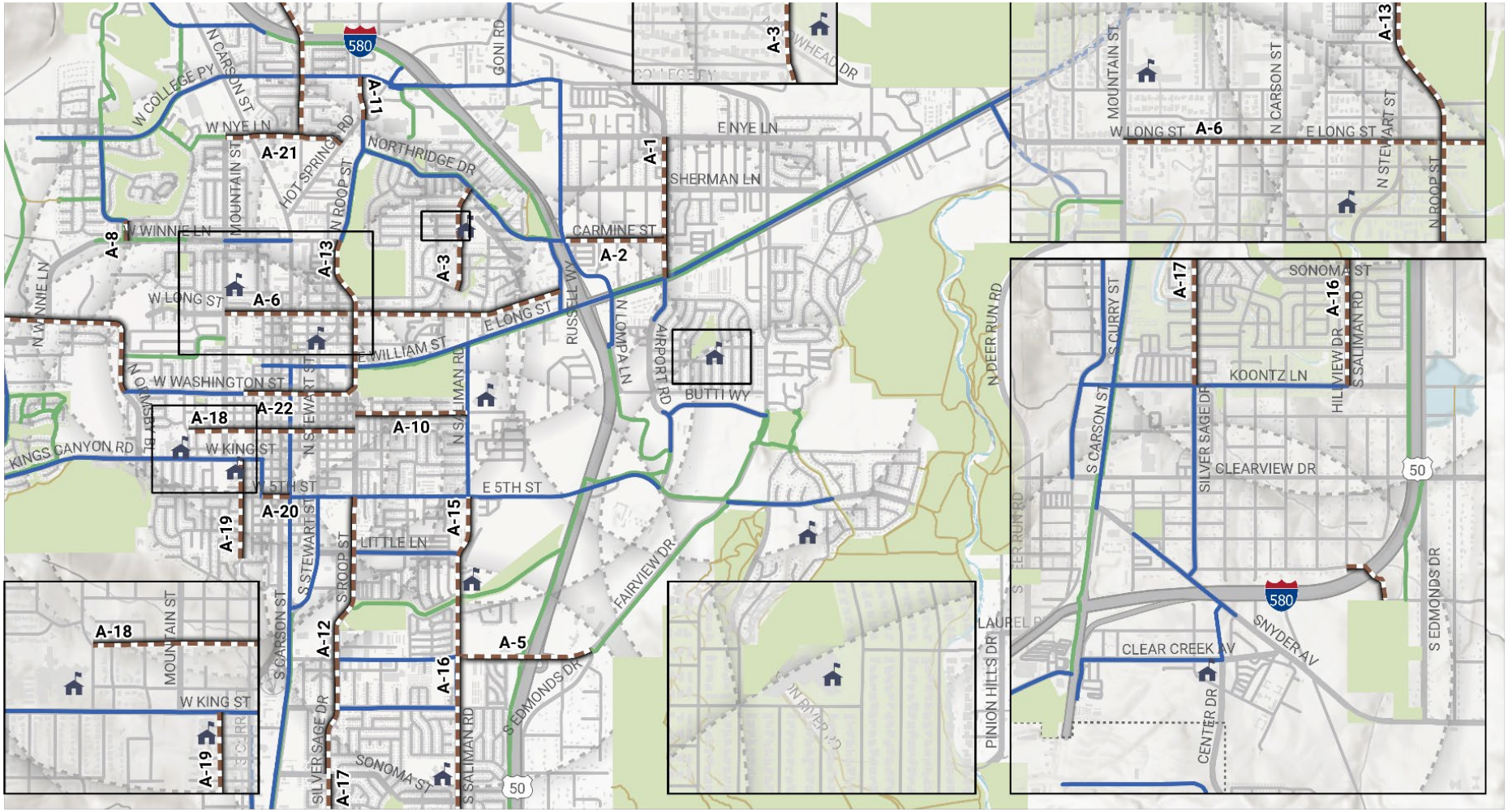
Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Close sidewalk gaps B. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	$$$$$
WZ-2	Arrowhead Dr.	Imus Rd. to Goni Rd.	Add sidewalks	Walk Zone Connectivity Enhancement	Medium	$$$
WZ-3	Baker Dr.	Koontz Ln. to 175 ft. S. of Kerinne Cir.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$
WZ-4	Bath St.	Mountain St. to Carson St.	A. Close sidewalk gap between Curry and Mountain St. B. Add intersection crossing enhancement at midblock crosswalk and Division St. crosswalks C. Add missing and damaged ADA Ramps D. Repair and enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	$$$
WZ-5	Brown St.	420 ft. N. of Reeves St. to 170 ft. S. of Reeves St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	$$
WZ-6	Camille Dr.	Sunland Dr.	Install staircase/ramp for multi-use connectivity	Walk Zone Connectivity Enhancement	Long	$$
WZ-7	Carson St.	Bath St. to 420 ft. N. of Bath St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$
WZ-8	Clearview Dr.	Oak St. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Short	$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-9	Corbett St.	Carson St. to school	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Short	$
WZ-10	Division St.	Bath St. to W. 5th St.	A. Add intersection crossing enhancements at minor side streets B. Enhance and upgrade existing crosswalks including Musser St., Telegraph St., and Long St. C. Close sidewalk gaps with wide sidewalks as possible	Walk Zone Connectivity Enhancement	Short	$$$$$
WZ-11	Division St.	5th St. to southern terminus	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Long	$$
WZ-12	Goni Rd.	Hot Springs Rd. intersection	Consider pedestrian hybrid beacon (PHB) or RRFB	Walk Zone Connectivity Enhancement	Medium	$$
WZ-13	Gordonia Ave.	Airport Rd. to Monte Rosa Dr.	A. Widen existing sidewalks on northside of roadway B. Add center median from Monte Rosa Dr. to La Loma Dr.	Walk Zone Connectivity Enhancement	Long	$$
WZ-14	Hillview Dr.	Kingsley Ln. to Clearview Dr.	Construct paved shoulder or multi-use path to connect with existing multi-use path on Saliman at Kingsley	Walk Zone Connectivity Enhancement	Long	$$
WZ-15	Koontz Ln.	Center Dr. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Long	$$$
WZ-16	Lepire Dr.	Snake Mountain MUP to Cassidy Ct.	Construct sidewalk from Snake Mountain MUP to the existing sidewalk on the north side of Lepire Dr.	Walk Zone Connectivity Enhancement	Long	$$
WZ-17	Long St.	Curry St. to Sierra Cir. and Fall St. to Stewart St.	A. Close sidewalk gaps (Curry St. to Sierra Cir. and Fall St. to Stewart St.) B. Crosswalks and intersection enhancements at Division St., Curry St., and Marian Ave.	Walk Zone Connectivity Enhancement	Short	$$$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-18	Mountain St.	Nye Ln. to King St.	A. Close sidewalk gaps and enhance existing sidewalk where possible B. Add intersection crossing enhancements at Long St., Washington St., Telegraph St., Musser St.	Walk Zone Connectivity Enhancement	Long	$$$$$
WZ-19	Musser St.	Harbin Ave. to Anderson St.	A. Close sidewalk gaps B. Enhance sidewalk where possible	Walk Zone Connectivity Enhancement	Long	$$
WZ-20	N. Edmonds Dr.	320 ft. N. of Reeves to 100 ft. N. Brown St.	Construct sidewalk on west side of roadway	Walk Zone Connectivity Enhancement	Medium	$$
WZ-21	Reavis Ln. to Evalyn Dr (new path)	Create pedestrian connection to multi-use path	Construct multi-use bridge between existing multi-use trail and sidewalk on south side of Reavis Ln.	Walk Zone Connectivity Enhancement	Medium	$$
WZ-22	Robinson St.	Richmond Ave. to Mountain St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$$
WZ-24	S. Iris St.	4th St. to King St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$$
WZ-25	Saliman Rd.	US 50 to Long St.	Add buffers to bike lane, consolidate southbound lanes, add curb extensions at Long St. and US 50	Walk Zone Connectivity Enhancement	Short	$
WZ-26	Roop St.	Washington St. to E. 5th St.	A. Close sidewalk gap (Telegraph St. to E. 5th St.) B. Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	$$$
WZ-26	Saliman Rd.	Fairview Dr. to Koontz Ln.	A. Intersection crossing enhancements at Sonoma St. B. RRFB at Damon Rd. crosswalk C. Sidewalk eastside Colorado to Fairview Dr. D. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Short	$$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-27	Saliman Rd.	E. 5th St. to Fairview Dr.	Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	$$$
WZ-28	Sherman Ln.	Lompa Ln. to Chanel Ln.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	$$$$$
WZ-29	Silver Sage Dr.	Roland St. to Clearview Dr.	Add sidewalk to one side of the street	Walk Zone Connectivity Enhancement	Medium	$$
WZ-30	Snyder Ave.	Isabell Dr. to Roland St.	Close sidewalk gap	Walk Zone Connectivity Enhancement	Medium	$
WZ-31	Stanton Ave.	Monte Rosa Dr. to Fairview Dr.	Widen existing sidewalk on south side	Walk Zone Connectivity Enhancement	Medium	$$
WZ-32	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	A. Close sidewalk gaps on east side (King St. to 5th St.) B. Close sidewalk gaps on west side (5th St. to San Marcus Dr.) C. Create intersection crossing enhancements at existing W. 2nd St., 3rd St., and 4th St. crosswalks	Walk Zone Connectivity Enhancement	Long	$$$
WZ-33	Winnie Ln.	Mountain St. to Ormsby Blvd.	Enhance existing sidewalks where possible	Walk Zone Connectivity Enhancement	Long	$$
WZ-34	Winnie Ln.	Ash Canyon to Ormsby Blvd.	Extend multi-use path on north side to Ash Canyon	Walk Zone Connectivity Enhancement	Medium	$$

Figure ES-2: Tier 3 SRTS Recommendations



Tier 3 Recommendations SRTS Action Plan

SRTS Recommendations
- Aspirational Projects

Existing Facilities
- Study Schools
- Paved Trail (off-street)
- Unpaved Trail (off-street)
- Bike Lane (on-street)
- Parks
- Railway

0 3,000 6,000 FEET

SRTS Aspirational Project Recommendations

Table ES-7: Tier 3: Aspirational Projects

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Construct buffered bike lanes or similar multimodal improvement B. Protected intersection at Airport Rd./Hwy. 50 or similar multimodal improvement	Aspirational Project	$$$$$
A-2	Carmine St.	Airport Rd. to Lompa Ln.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	$$
A-3	Carriage Crest Dr.	Northridge Dr. to Sunland Ave.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	$
A-4	Edmonds Sports Complex	Hillview Dr. to Edmonds Sports Complex	Construct multi-use bridge over I-580 from the southeastern corner of Appion Wy./Hillview Dr. intersection to the Edmonds Sports Complex	Aspirational Project	$$$$$
A-5	Fairview Dr.	Edmonds Dr. to Saliman Rd.	Construct protected cycle track/multi-use path or similar multimodal improvement	Aspirational Project	$$$
A-6	Long St.	Mountain St. to Russell Wy.	A. Buffered bike lane from Mountain St. to Saliman Rd. or similar multimodal improvement B. Bike Lane from Saliman Rd. to Russell Wy. or similar multimodal improvement	Aspirational Project	$$$
A-7	Northgate Ln.	Arrowhead Dr. to Nye Ln.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	$$
A-8	Ormsby Blvd.	Oak Ridge Dr. to Winnie Ln.	Construct bike lanes or similar multimodal improvement	Aspirational Project	$
A-9	Ormsby Blvd./Ash Canyon Rd.	Longview Wy. to Washington St.	Construct multi-use path from Washington St. to Longview Wy. or similar multimodal improvement	Aspirational Project	$$$
A-10	Robinson St.	Roop St. to Saliman Rd.	Construct bike lanes or similar multimodal improvement	Aspirational Project	$
A-11	Roop St.	College Parkway to Bernhard Wy.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-12	Roop St.	5th St. to Fairview St.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	$$
A-13	Roop St.	Winnie Ln. to Washington St.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	$$$$
A-14	Roop St./Silver Sage Dr.	5th St. to Sonoma Ave.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	$$
A-15	Saliman Rd.	E. 5th St. to Fairview Dr.	Upgrade bike lane to cycle track with protected intersection at Fairview Dr. or similar multimodal improvement	Aspirational Project	$$$$
A-16	Saliman Rd.	Fairview Dr. to Koontz Ln.	Buffered bike lane with potential lane reduction or similar multimodal improvement	Aspirational Project	$$
A-17	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	$$
A-18	Telegraph St.	Richmond Ave. to Roop St.	Bike boulevard consider diverters at Mountain St., Division St., Stewart St., and Roop St, or similar multimodal improvement	Aspirational Project	$$$$
A-19	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	Bike boulevard or similar multimodal improvement	Aspirational Project	$$$
A-20	W. 5th St.	Division St. to Carson St.	A. Bike lanes Richmond Ave. to Minnesota St. or similar multimodal improvement B. Buffered bike lane Minnesota St. to Carson St. or similar multimodal improvement, C. Curb extension at Telegraph St.	Aspirational Project	$$$
A-21	W. Nye Ln.	Hot Springs Rd. to Mountain St.	A. Construct bike boulevard or similar multimodal improvement B. Intersection bulb-outs C. Median islands D. Speed cushions	Aspirational Project	$$
A-22	Washington St.	Phillips St. to Roop St.	A. Construct bike lane Minnesota St. to terminus or similar multimodal improvement B. Buffered bike lane Philips St. to Minnesota St. or similar multimodal improvement	Aspirational Project	$

SRTS Programmatic Recommendations

Engineering

Designing safer school travel routes through infrastructure planning helps reduce risk and improve accessibility for students walking and biking. Tools like route maps and designated drop-off zones support safer navigation and reduce traffic conflicts near school campuses.

Table ES-8: Engineering Programmatic Recommendations

Name	Description	Resource
Safe Routes to School Maps (New)	Developing school-specific route maps would give families clear guidance on the safest ways to walk or bike to school. Maps could highlight recommended crossings, signalized intersections, stop signs, estimated travel times, and visibility tips. These maps not only reduce uncertainty for families but also encourage students to choose safer, designated routes.	SRTS Safe Route Maps and How to Create Them
Park + Walk & Walking School Bus Zones (New)	To reduce traffic congestion directly at school entrances, Carson City could designate Park + Walk zones—off-site drop-off locations where students join supervised walking groups for the final few blocks to school. These zones decrease chaos at the curb, reduce vehicle-pedestrian conflicts, and give students an easy way to add daily physical activity to their routine.	SRTS Walking School Bus Guide

Education

Bicycle and pedestrian education help those who are interested in active transportation feel more comfortable, safe, and confident navigating streets and shared-use paths.

Table ES-9: Education Programmatic Recommendations

Name	Description	Resource
Back-to-School Safety Assemblies (Expanded)	The start of each school year offers a powerful opportunity to set norms for safe travel. Back-to-school safety assemblies deliver age-appropriate guidance on walking and biking rules, route planning, and visibility. By presenting this information early—when travel routines are first forming—assembly safety messages can reach nearly all students, including those who may not be enrolled in formal bike education classes. With assistance from schools, the SRTS program could expand the number of these assemblies across more schools and grade levels to amplify their reach, ensuring consistent, repeated exposure to safety guidance. With wider implementation, assemblies become an even more efficient and effective tool for instilling safe habits across the district.	Music Notes SRTS
Bicycle Safety Education (Expanded)	Carson City has an opportunity to strengthen its bicycle safety education by expanding programming for 3rd–5th grade students. By providing each class at least two dedicated sessions per year, students will have more time to practice core skills such as braking, signaling, and scanning for cars at intersections. Updated curriculum, combined with the provision of bicycles and helmets, will help students whose families may not have access to safe equipment at home. Extending the program to Stewart Community Schools and pairing it with a community bicycle equipment initiative will further broaden access, making sure more children and families can build lasting, hands-on skills for safe travel.	Sonoma SRTS Bicycle Safety / Skills Curriculum
School Bus Stop Awareness (Expanded)	Many school bus stops are dispersed throughout neighborhoods, where drivers may not expect children to be waiting or crossing. A School Bus Stop Awareness campaign would deploy temporary warning signs at high-risk stops, supported by outreach and driver education campaigns. Partnering with University of Northern Nevada to collect near-miss and speed data using LiDAR would provide valuable insights to guide adjustments. By increasing visibility and driver awareness, the program would reduce close calls and improve safety for students boarding or exiting buses.	School Zone Speed Study from the Nevada Department of Public Safety

Encouragement

Events and activities such as Walk and Roll to School Days, incentive programs, and school-wide challenges help build enthusiasm and normalize walking and biking as fun and healthy ways to get to school.

Table ES-10: Encouragement Programmatic Recommendations

Name	Description	Resource
Walk/Ride Punch Card Program (New)	Introducing a punch card system would gamify walking and biking, making it fun for younger students while tracking progress over time. Each time a student walks or rides to school, a teacher marks their punch card, working toward milestones that are celebrated with recognition or small prizes. A QR code could also be scanned to allow students to track progress on their phones. This program not only motivates individual students but also gives schools a tangible way to measure and display participation. Over time, the punch card system could help turn occasional participation into a consistent habit.	Walk Bike & Roll to School Punch Cards and Certificates
Student Poster Contest (New)	A student poster contest would invite children to use their creativity to promote safe walking and biking. Contest themes could include helmet use, visibility, or sharing the road. Winning posters would be displayed in schools, libraries, and other community spaces, giving students ownership of the message while spreading peer-to-peer reminders about safe behavior. This approach harnesses student voice, reinforces learning through creative expression, and contributes to a broader culture of safety.	Vision Zero Truckee Meadows SRTS Poster Contest
Walking Wednesday & Annual Campaigns (Expanded)	Expanding Walking Wednesday into a citywide tradition would help normalize walking and biking to school as part of the weekly routine. With branded yard signs along key routes, small incentives for participating students, and links to national events like Walk to School Day in October and Bike to School Month in May, the program would send a visible signal to both students and drivers. These regular campaigns keep safe travel top-of-mind, encourage families to try active modes, and create predictable days when drivers expect to see more children walking and biking.	"Move a Little, Live a Lot" High School Campaign | Massachusetts SRTS Program

Engagement

Engaging families, school staff, and community partners means SRTS efforts will reflect local needs and values. Outreach activities like surveys, workshops, and student-led projects foster shared ownership and support.

Table ES-11: Engagement Programmatic Recommendations

Name	Description	Resource
School Safety Champions (Expanded)	Grow the School Safety Champions program to include one or two middle schools in Carson City during May is Bike Month. Continue organizing parent and community volunteers to supervise Walking School Buses and Bike Trains at elementary schools, providing younger students with safe, reliable group travel options. Use available funding to provide training, resources, and modest compensation for volunteers, sustaining participation and expanding the program's reach.	Walking School Bus Guide from the National Center for SRTS
Vision Zero SRTS Subcommittee (Expanded)	Formalizing a Vision Zero Safe Routes to School Subcommittee would bring parents, teachers, and City staff together to coordinate audits, speed checks, and other safety activities quarterly. By creating a standing group within the larger Vision Zero framework, Carson City would consistently address school-area issues alongside citywide safety goals. This governance model reduces duplication of effort, accelerates decision-making, and keeps school-specific concerns aligned with broader traffic safety strategies.	Vision Zero and SRTS Partners in Safety- SRTS National Partnership
School Speed Zone Engagement (Expanded)	Conduct targeted, high-visibility enforcement campaigns at elementary, middle, and high schools during arrival and dismissal times to reinforce compliance with school zone speed limits. Coordinate closely with law enforcement to focus on specific problem areas and times when risks are highest. Pair enforcement with "Slow Down in School Zones" flyers, signs, public service announcements, and Safe Driver Pledges directed at parents and teen drivers. This combined approach creates immediate visibility while also fostering long-term habit change, so that safer driving behaviors continue even after enforcement presence decreases.	School Speed Zone Safety Program from the Sarasota Police Department

Equity

Safe Routes to School initiatives benefit all demographic groups, with particular attention to providing safe, healthy, and fair outcomes for low-income neighborhoods, communities of color, and others.

Table ES-12: Equity Programmatic Recommendations

Name	Description	Resource
Crossing Guard Support (New)	Crossing guards are often the first line of defense for students navigating busy intersections. A crossing guard support program would include standardized training for all guards—whether staff, contractors, or volunteers—alongside a public awareness campaign to build respect for their role. By strengthening coordination with the district's existing training program and promoting consistent practices, Carson City can enhance the visibility and effectiveness of crossing guards, improving compliance at key crossings and protecting students at high-risk locations.	Crossing Guards Save Lives - Traffic Safety Resource Center

Evaluation

Tracking participation, travel behavior, and safety outcomes helps measure the impact of SRTS programs and guide future improvements. Tools like student tallies and parent surveys provide valuable feedback for ongoing planning.

Table ES-13: Evaluation Programmatic Recommendations

Name	Description	Resource
SRTS Report Card (Expanded)	An annual Safe Routes to School Report Card would compile survey and tally data alongside program highlights, campaign outcomes, and next steps. This clear, public-facing document would provide accountability, build trust with families, and demonstrate progress to potential funders. A consistent reporting framework also helps align partners and keeps the program moving toward long-term goals. The SRTS team will work in conjunction with the school principal and District Crossing Guard Coordinator to compile the annual report card.	Safe Routes Partnership - Making Strides 2024 State Report Card
Annual Parent Surveys (Expanded)	Collecting annual parent surveys on travel mode, safety concerns, and demographics provides critical insight into family experiences year over year. Tracking these trends helps identify what interventions are working, and guide future messaging. Survey data can also be used to strengthen grant applications by showing community need and progress over time. Surveys will be in both English and Spanish.	Joseph L. Bowler Sr. Elementary School SRTS Annual Parent Survey

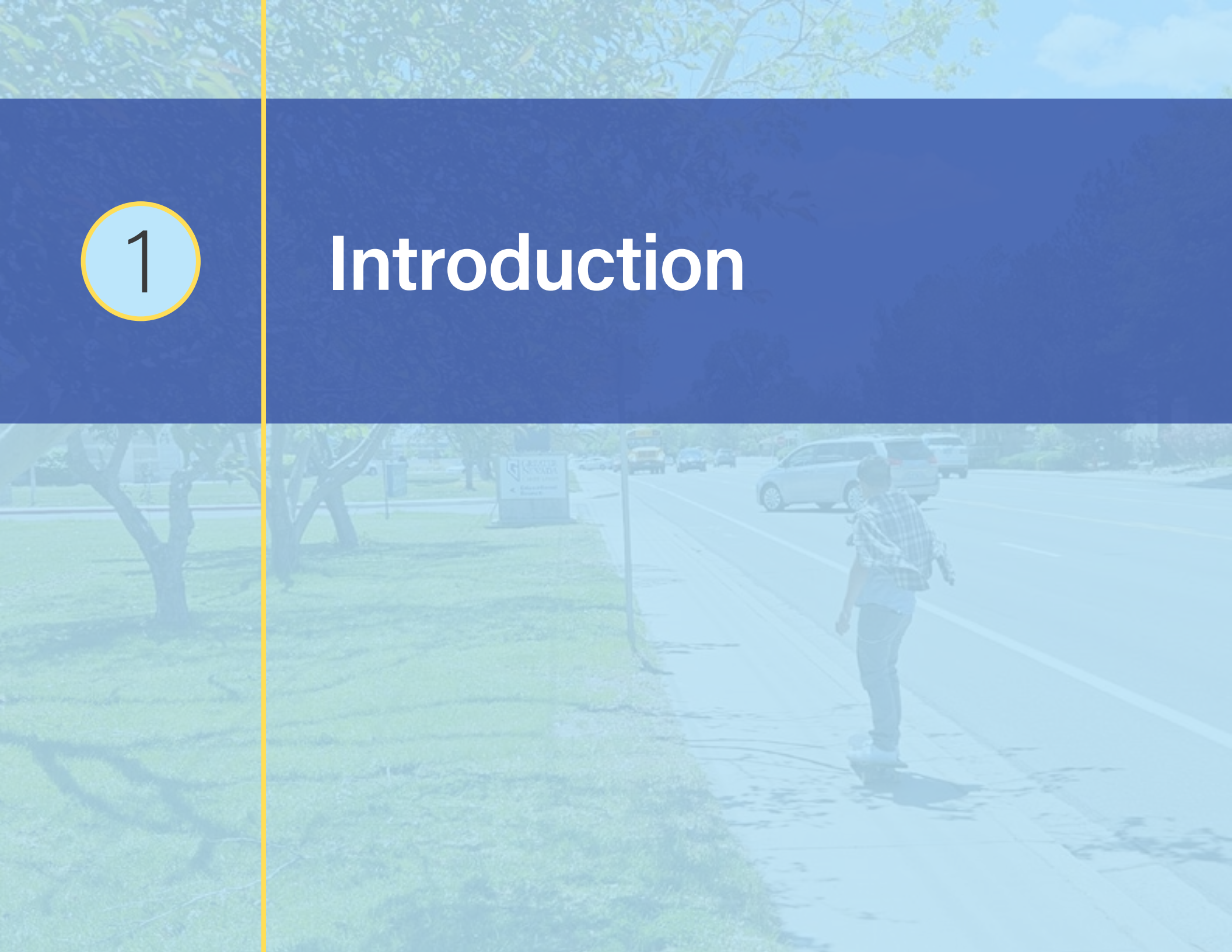
Long-Term Recommendations

Table ES-14: Long-Term Programmatic Recommendations

Type	Name	Long-Term Recommendation Description
Engineering	Sidewalk Gap Closures (Long Term)	Prioritizing the closure of sidewalk gaps within 1/4 mile of schools would create continuous, connected routes for students. Even short missing segments can force children into the street, greatly increasing risk. By focusing on high-priority corridors first, Carson City can build a safer walking environment that encourages more families to consider active travel.
Education	E-Bike Training & Licensing Program (Long Term)	The rising popularity of e-bikes among youth brings both benefits and challenges. To address safety concerns, Carson City could establish an e-bike training program based on Nevada Department of Transportation (NDOT) and Nevada State e-bike rules. Students would complete a short safety course covering speed control, safe passing, and responsible riding behavior, followed by a quiz to demonstrate their knowledge. Upon completion, they would receive a certificate of completion. This approach not only promotes safe habits but also provides schools with a clear and consistent policy for managing e-bike use.
Education	Community Mapping Projects (Long Term)	Community mapping projects would invite students and their families to chart their daily school routes and identify barriers such as missing sidewalks, unsafe crossings, or speeding traffic. This activity not only engages families in problem-solving but also produces detailed, ground-level data that can inform engineering fixes and enforcement priorities. By directly involving students in documenting their experiences, the project builds ownership and trust while ensuring future improvements reflect real community needs.
Encouragement	Walking and Biking Clubs (Long Term)	After-school walking and biking clubs, offered in partnership with local nonprofits, would provide students with more time to build confidence in their skills outside of the classroom. These clubs could combine group rides with basic bike maintenance workshops, giving students both the knowledge and the independence to travel safely on their own. Regular practice builds lasting confidence, while the group setting fosters friendships and community around active travel.

Type	Name	Long-Term Recommendation Description
Engagement	Parent Barrier Reporting System (Long Term)	Establishing a Parent Barrier Reporting System to create a simple, consistent way for families to raise safety concerns. Integrated into the district's online parent portal, with paper forms available in school offices, the system would make it easy to report issues such as broken sidewalks, unsafe crossings, or aggressive driving. Reports could be tracked and shared with equity and engineering teams, ensuring concerns are addressed in a timely and transparent manner. This district channel for feedback strengthens accountability while improving safety on the ground.
Engagement	Mobile Speed Feedback Trailers (Long Term)	Mobile speed feedback trailers remain a highly effective short-term tool for influencing driver behavior. Placing them in school zones during the first month of the school year—when families are setting travel routines— positions them to be most effective in shaping safe travel habits. When combined with enforcement campaigns, these trailers not only alert drivers in the moment but also reinforce expectations about safe travel near schools.
Evaluation	Student Hand Tallies (Long Term)	Expanding hand tally data collection to middle and high schools would provide a more complete picture of how student travel changes with age. Capturing shifts from family drop-off to self-transport offers valuable information about when and where interventions are most needed. With this data, programs can be better tailored to meet the needs of students at different stages of independence.

1 Introduction



1 Introduction

What Is Safe Routes to School?

Safe Routes to School (SRTS) is a strategy that makes it safer, easier and more appealing for students of all ages and abilities to walk, bike, or roll to school. In Carson City, SRTS is led by the Western Nevada Safe Routes to School (WNSRTS) program that aims to foster healthier, more connected communities through active school travel. WNSRTS collaborates with K–12 schools in Carson City, Douglas, Lyon, and Storey Counties to enhance safety, eliminate obstacles to walking and biking, and promote a culture of active transportation.

Engineering

Design, implement, and maintain infrastructure that improves safety along school commute routes.

Education

Equip students and families with the skills they need to travel safely whether walking, rolling, or biking.

Encouragement

Host events and programs that make walking and biking fun and inviting.

Engagement

Meaningfully involve students, families, teachers, school leaders, and community organizations.

Equity

Make sure every student, regardless of background and ability, can benefit from safe, healthy travel options.

Evaluation

Measure what is working, learn what is not, and adjust to better serve the community.

Why Is Safe Routes to School Important?

Many students in the US live within walking or biking distance of school, yet safety concerns and limited infrastructure often prevent them from traveling actively. Safe Routes to School (SRTS) programs address these challenges by combining infrastructure improvements with education, encouragement, and engagement, creating safer and more accessible options for children and families.

Benefits to Safe Routes to School

Safer Travel for Kids

- Improves safety near schools with better crossings, sidewalks, and traffic calming.
- Reduces motor vehicle congestion and air pollution at drop-off and pick-up zones.

Community Connections

- Walking, biking, carpooling, and bus-riding build stronger social bonds.
- Families and law enforcement strengthen relationships, improving public safety.

Health and Independence

- Active travel = healthier lifestyles and lifelong habits.
- Children gain independence through walking, biking, or rolling to school.
- Childhood obesity has tripled since the 1970s—SRTS helps reverse the trend.

Benefits Beyond Students

- Safer school routes also benefit older adults, people with disabilities, and the general public.
- Designing for children creates accessible streets for all ages and abilities.

Safe Routes to School Planning in Carson City

The Safe Routes to School (SRTS) Action Plan is a clear, community-informed road map for improving how students and families safely walk, bike, and roll to school. Developed through robust public engagement, data analysis, and a review of previous planning efforts, this updated document builds upon the foundation of the original Master Plan—expanding its scope to include additional schools and comprehensive strategies. Replacing the previous Master Plan, the Carson Safe Routes to School Action Plan highlights priority next steps for Carson City to enhance safe, healthy, and accessible school commutes.

While the primary focus of this plan is improving walking and biking within one mile of Carson Silver Campus and Carson High School, many recommendations also extend benefits to the larger community—particularly seniors, people with disabilities, and the general public.

Action Plan Development

The Carson Safe Routes to School Action Plan was created in close collaboration with the Carson City Vulnerable Road User Task Force, which included representatives from the Carson City School District, principals, school resource officers, crossing guards, volunteers, parents, the School District Risk Manager, and Carson City Public Works staff. The project team conducted in-person site assessments at each of the study schools to better understand travel behavior, identify safety challenges, and document infrastructure and programmatic needs.

Project team conducting site assessments at Carson High Silver Campus (above) and Carson High (left)

Action Plan Development

Since the City's SRTS Master Plan, significant progress has been made in both programmatic and infrastructure initiatives. The City has completed or begun all programmatic recommendations from the Master Plan with 13 programmatic recommendations being fully implemented and six more partially completed. These activities span across the six E's of SRTS implementing a school speed zone standard to increase driver awareness, providing bicycle safety education for elementary schools, and conducting a regular Walking Wednesday program at participating schools to encourage parents and students to walk and bike with the help of Safety Sally, the SRTS mascot.

On the infrastructure side, the City has implemented a variety of projects across the city and has numerous more programmed to be completed in the coming years. The eight completed projects from the Master Plan included curb extensions to reduce crossing distances, high-visibility crosswalks, pedestrian-scale lighting, rectangular rapid flashing beacons (RRFBs) to enhance crossing safety, and the filling of critical sidewalk gaps to create continuous pedestrian pathways.

These SRTS improvements complement other public works projects such as the Colorado Street Complete Streets Project, which added buffered bike lanes and enhanced crossings with pedestrian refuge islands (shown to the right). Further, the City is currently working on implementing three additional projects from the Master Plan with 12 more programmed for implementation in the next few years. The completed SRTS Master Plan projects reflect a total investment of $1,365,750, underscoring the City's ongoing commitment to creating safer, more accessible routes for students traveling to and from school.

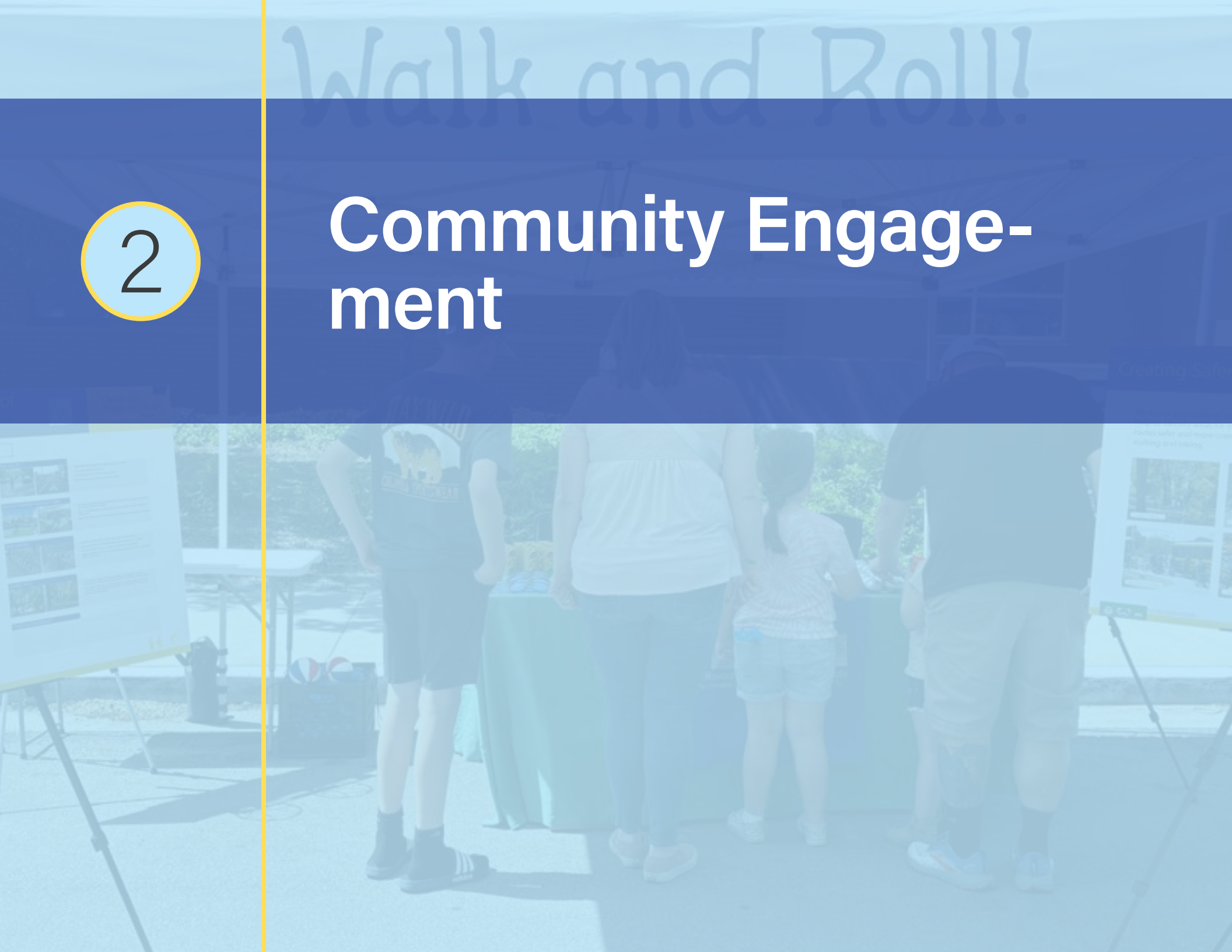
Together, these completed, active, and planned efforts demonstrate steady and strategic progress toward realizing the community's long-term vision for a safer and more connected network for students walking and biking to school.

Safety Sally engaging with students

Colorado Street Complete Street project

2

Community Engagement



2 Community Engagement

A central component of the Carson Safe Routes to School Action Plan was a robust community engagement process designed to gather meaningful input from students, families, and community members. Outreach combined both digital and in-person strategies to solicit broad participation. The school district distributed surveys and an interactive online map through parent/caregiver emails, while pop-up events across the community provided additional opportunities for input. There were four pop-up events throughout the month of May including:

- Cinco De Mayo Festival (May 4, 2025)
- Walk Us Home (Fun & Family Fair) (May 10, 2025)
- Carson City Public Works Open House (May 17, 2025)
- Cops and Kids (May 31, 2025)

More than 290 parents, children, and community members engaged with project staff across these events. At these events, residents could scan QR codes to access the online survey or complete printed versions on site. This blended approach allowed for both convenience and inclusivity and captured a wide range of perspectives.

Families asking questions about SRTS Action Plan

Child enjoying the basketball hoops

Pop-up at the Cop and Kids event

Key Findings

Schools Mentioned Most: Carson High, Eagle Valley Middle, Empire Elementary, and Seeliger Elementary.

Distance to School: Most students live **more than two miles away**, limiting walking and biking options.

Main Travel Modes:

- Family vehicle (most common)
- School bus (second)
- Walking and biking (smaller share)

Travel Times: Most trips to and from school take **5 to 20 minutes**.

Child enjoying the basketball hoops

Interactive Map Feedback

Feedback from the interactive map revealed key concerns from community members, including **speeding vehicles**, **inattentive drivers at intersections**, and **poor compliance at four-way stops and crosswalks**. These issues underscore strong community support for implementing **traffic calming measures**, **enhancing pedestrian crossings**, and **increasing driver awareness** to better protect students on their routes to school.

Family learning about the SRTS Action Plan

Walk Us Home (Fun & Family Fair) event

3

Existing Conditions

3 Existing Conditions

The existing conditions analysis provides a foundational understanding of safety trends and transportation conditions for students walking and biking throughout Carson City. At the citywide level, the approach integrated field observations, crash data analysis, policy and plan review, and input gathered through community engagement and school walk audits. This included in-person walking audits at the high school campuses, which enriched the team's understanding of site-specific issues and aligned with similar audits conducted at elementary and middle schools during the Master Plan process. Collectively, these methods offer a comprehensive view of both the physical environment, and the challenges students encounter when traveling to and from school. Additional details on the methodologies and findings are available in **Appendix B**.

Socioeconomic Analysis

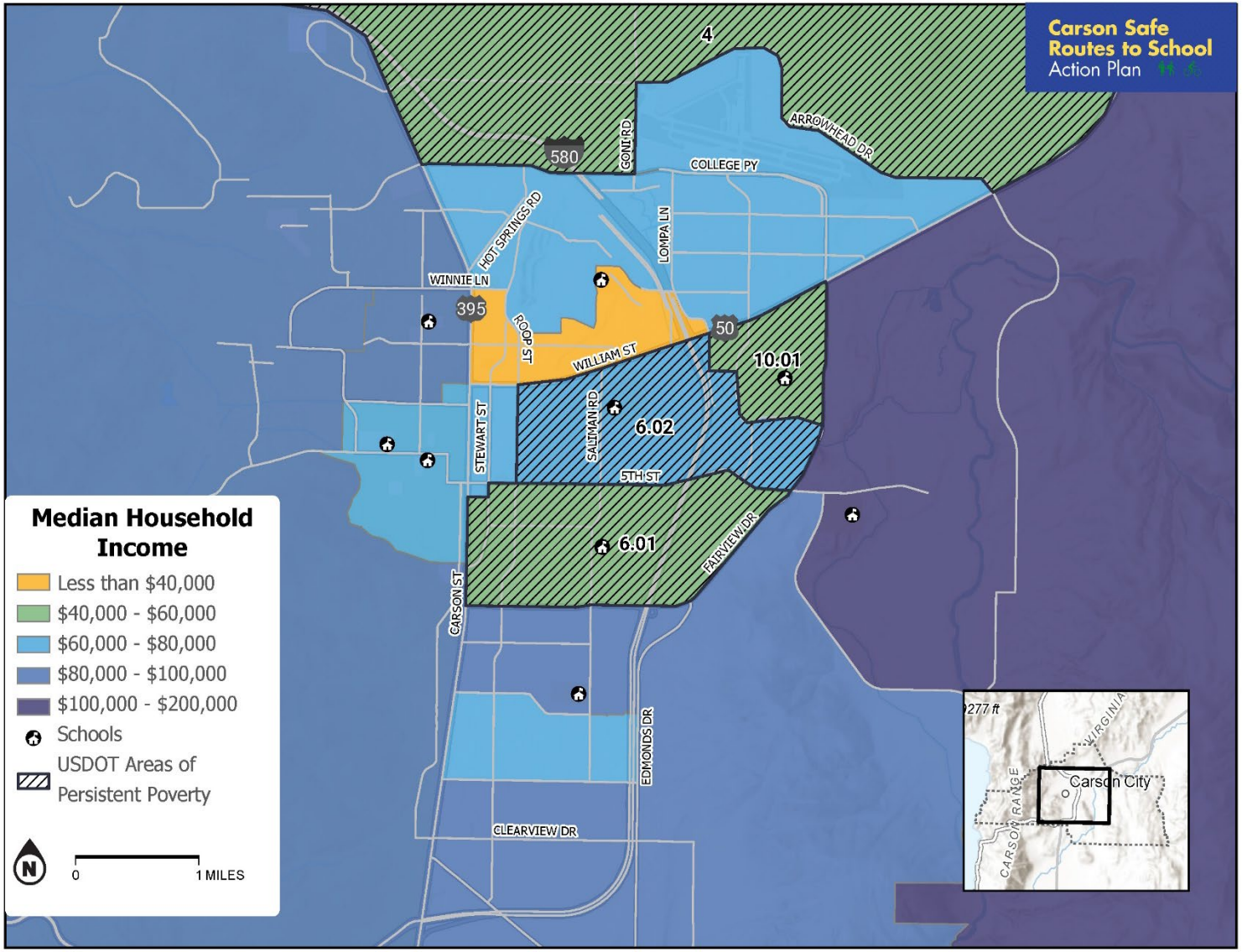
The Carson Safe Routes to School Action Plan presents an opportunity to focus transportation safety investments in areas with the greatest safety needs while also targeting areas with high proportions of people with low incomes or those without a vehicle. The project team conducted a targeted analysis of socioeconomic data to quantify the levels of disparity across areas and the larger Carson City area to best inform the development of recommendations. To best position projects from this plan to be competitive within current federal funding guidelines, the project team leveraged the US Department of Transportation (USDOT) Areas of Persistent Poverty dataset.[1] This dataset was developed by the USDOT to identify areas that have historically been underinvested in and include a large proportion of residents with low income. By focusing on these areas, the Carson Safe Routes to School Action Plan will help target investments in active transportation in areas where they are needed most, helping students who are more likely to rely on walking and biking due to limited transportation options.

Analysis Findings

The disadvantaged areas within Carson City have a significant level of disparity compared to Carson City as a whole (**Figure 3-1**). These areas generally have residents with lower incomes and higher proportions of zero vehicle households, which highlight the increased reliance on public transportation and active transportation in these areas. Furthermore, active transportation can provide additional health benefits in disadvantaged areas, which include large proportions of physically inactive adults. Targeted active transportation investments in these areas are likely to have a larger benefit due to the increased level of reliance on modes other than a private vehicle.

[1] *Persistent Poverty in Counties and Census Tracts (May 9, 2023)*.

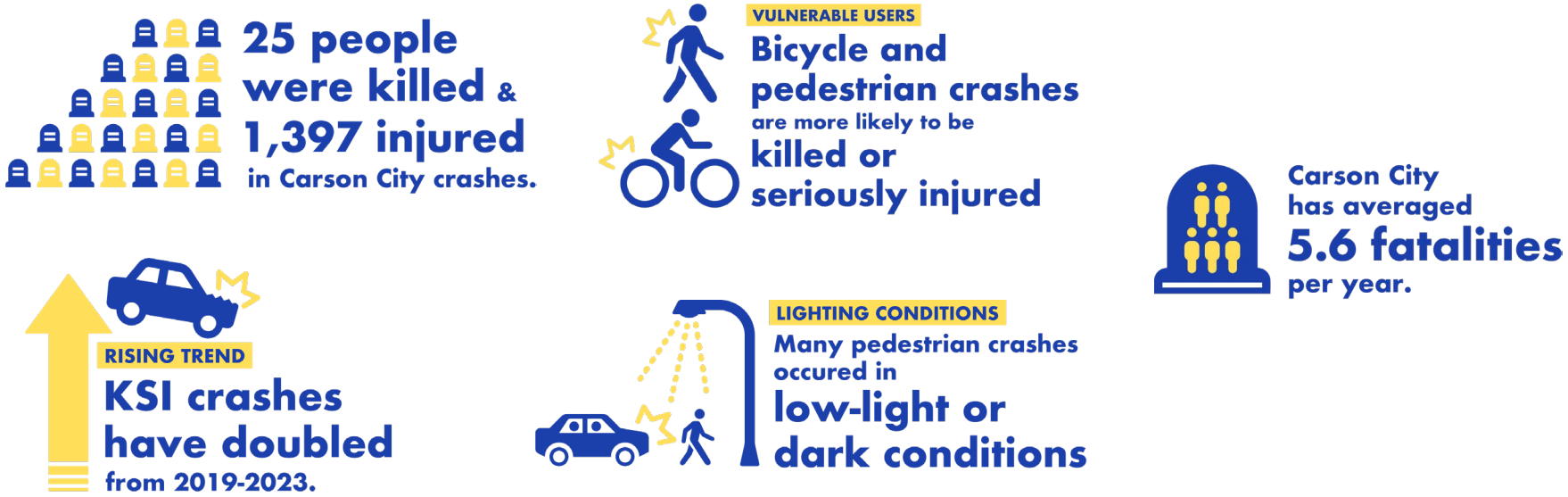
Figure 3-1: Median Household Income in Carson City, NV (Census Tracts)



Safety Analysis

The project team conducted an analysis of crashes from the past five years to identify safety trends for pedestrians and bicyclists within a mile of each school and performed a High Injury Network (HIN) analysis to identify the roadway sections within the city that have the highest crash rates. Crashes where someone was killed or seriously injured (also known as KSI crashes) were the focus of the analysis. This section summarizes the citywide trends and showcases the citywide HIN (**Figure 3-2**). Each school map below highlights the number of miles of HIN roads within one mile of the school. School-specific crash findings, school zones and HIN segments are highlighted in the school profiles located in the **Appendix D**.

Key Findings



**This crash data is from 2019 to 2023.*

Citywide Crash Trends for Bicyclists and Pedestrians

Recent crash data reveals that pedestrians and bicyclists face significantly higher risks of severe injury or death compared to motorists. Nearly half **(45.5%)** of pedestrian-involved crashes results in a fatal or serious injury, making these incidents over **nine times** more likely to cause life altering harm than crashes involving only motorists. Bicyclists involved crashes also show elevated risks, with **22%** resulting in serious injury **4.6 higher** than motorists only crashes. These figures highlight the urgent need for targeted safety measures to protect vulnerable road users.

Lighting conditions play a critical role in crash outcomes, especially for pedestrians. Over a quarter **(27.27%)** of pedestrian crashes occur in dark conditions with only partial roadway lighting, a rate more than three times higher than for motorists. While daylight remains the most common setting for crashes across all modes, the disproportionate number of pedestrian incidents in poorly lit environments underscore the importance of infrastructure improvements such as enhanced lighting, visibility treatments, and traffic calming strategies to reduce risk and improve safety. Crashes surrounding each school are further analyzed in the school profiles later in this section with additional details on analysis methodology and sources available in **Appendix B**.

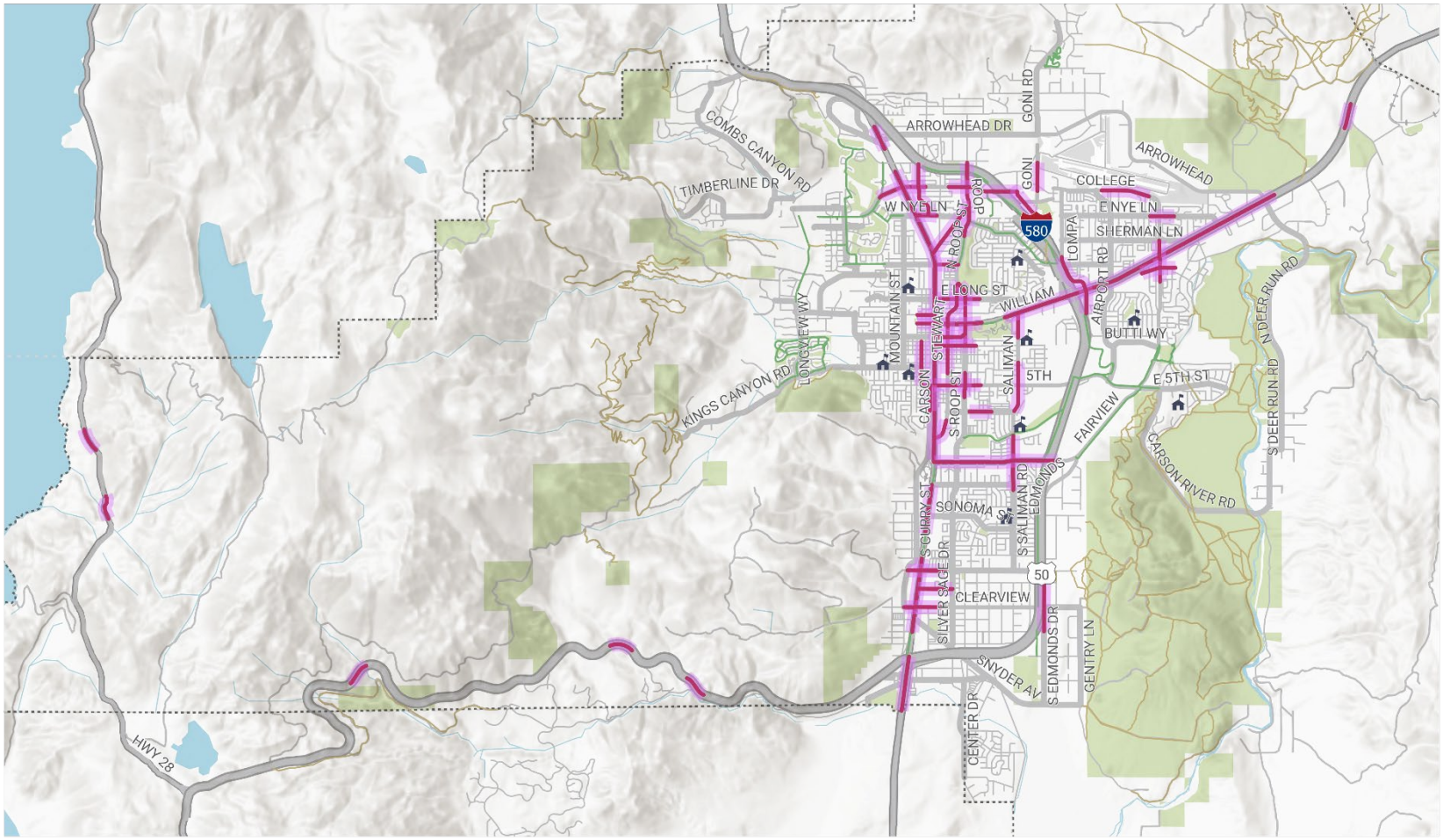
High Injury Network

The project team developed a HIN for Carson City to identify roadways where the most severe crashes occur. The resulting HIN highlights high-crash areas to direct resources where safety improvements can have the greatest impacts. The HIN was based on crash data weighted by crash severity and associated with the roadway centerline. Segments were added to the HIN network based on the crash severity per mile, to capture a high proportion of KSI crashes on a small overall percentage of the road network. **The HIN represents 70% of KSI crashes on just 5% of the road network.** The full methodology can be found in **Appendix C**. There are 26 miles of HIN in Carson City. Of these, 80% (20 miles) are within the one-mile school zones (**Table 1**). The maps included in this section show the HIN locations citywide and within each school study area (one mile). HIN maps for each school also highlight the HIN corridors and their extents that fall within the study area. In the case where no HIN corridors are present within the study area (i.e., Eagle Valley Middle School), this summary table is intentionally omitted as part of the map.

Table 3-1: HIN Mileage by School

School	HIN mileage (within 1 mi.)
Carson High School	7.4
Carson High – Silver Campus	9.1
Carson Middle School	6.4
Eagle Valley Middle School	0.0
Al Seeliger Elementary School	3.0
Bordewich-Bray Elementary School	7.5
Empire Elementary School	3.2
Fremont Elementary School	5.1
Edith Fritch Elementary School	8.0
Mark Twain Elementary School	7.7
Stewart Headstart Washoe Tribe	1.5

Figure 3-2: Carson City High Injury Network



Carson High School

School Information:

Carson High School is located on N. Saliman Road between E. Robinson Street and E. William Street on the east side of Carson City. The school campus is surrounded by commercial areas, Mills Park, residential neighborhoods and open space. The median household income in the area ranges from $60,000 to $80,000, which is similar to the regional average. Additionally, around 5% to 10% of households in the area do not have access to a vehicle, indicating a moderate level of vehicle access. At this time, mode share data specific to students from this school is not available.

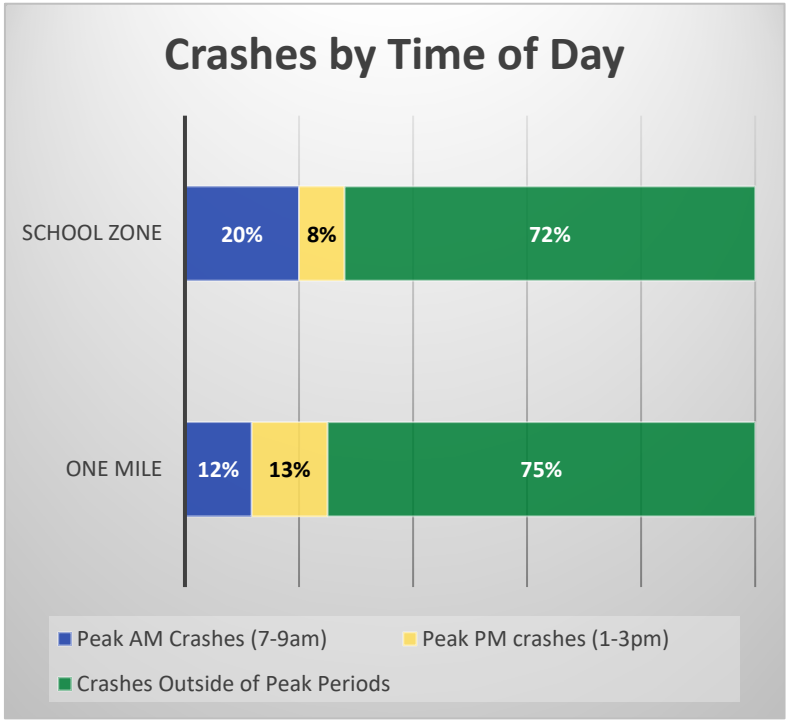


Figure 3-3: Carson High School – Crashes by Time of Day

School Crash Summary:

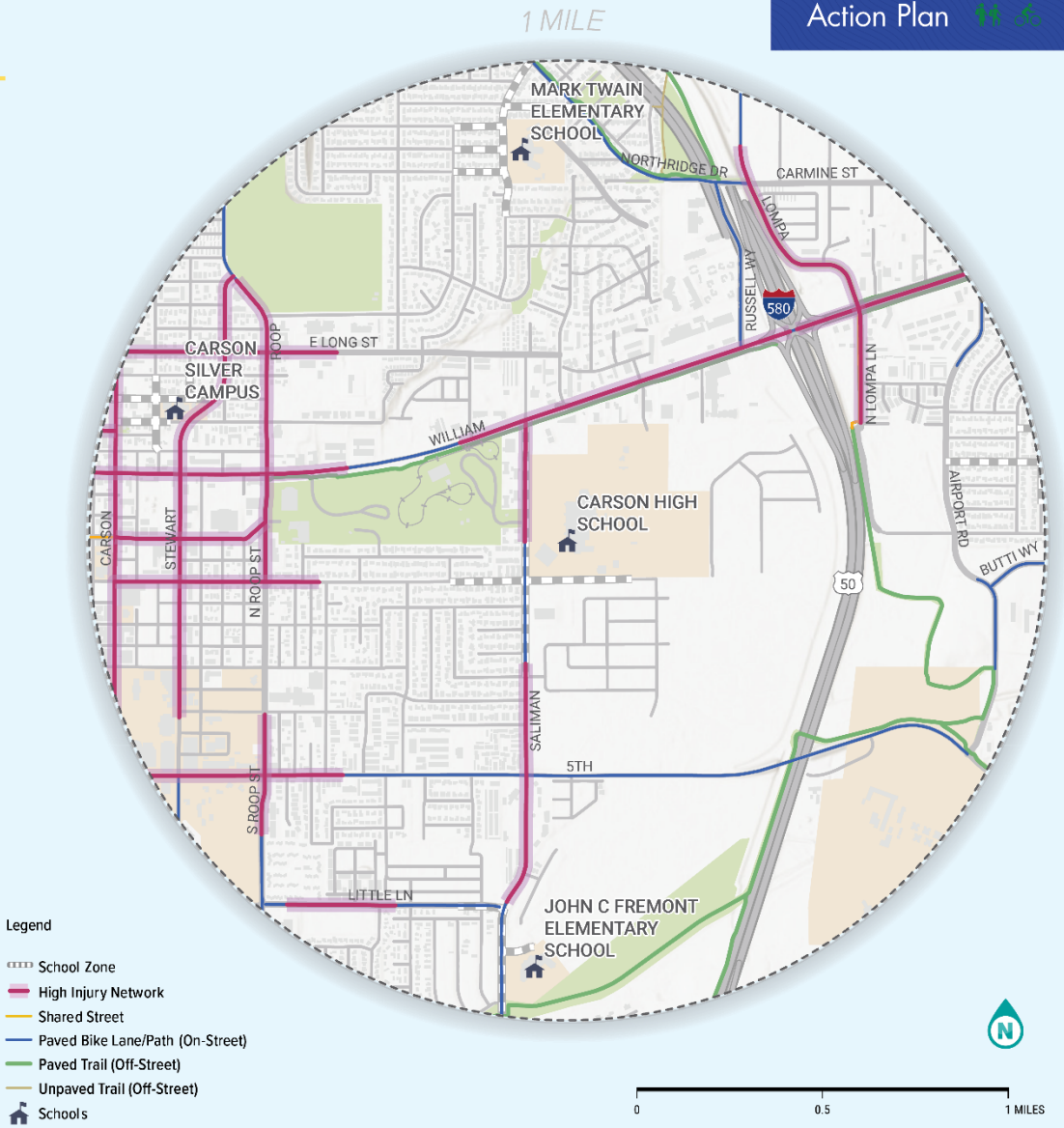
Within a one-mile radius of Carson High School, there were a total of 968 reported crashes making it the second highest crash count among the schools of focus. Of these, 110 crashes occurred during the morning peak (7 to 9 AM) and 125 during the afternoon peak (1 to 3 PM), meaning that 25% of all crashes happened during school commute hours. This concentration of incidents during key travel times highlights the elevated risk students face while commuting. Zooming in on the Carson High School zone itself, there were 25 crashes recorded, also the second highest among the schools analyzed. Of these, five occurred during the morning peak and two during the afternoon peak, indicating that 28% of crashes in the immediate school zone happened during peak school commute hours (**Figure 3-3**). Due to the high level of crashes in the area, there are a total of 7.5 miles of HIN roads within a one-mile radius (**Figure 3-4**).

Figure 3-4: Carson High School High Injury Network Map

Carson High School

Within a 1-mile radius, there are ***7.4*** High Injury Network miles.

Name	Fromstreet	Tostreet
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
E William St	Humbolt Ln	Rand Ave
E William St	Hwy 50	Humbolt Ln
E William St	Rand Ave	State St
Fleishmann St	N Carson St	N Division St
Hwy 50	580 Ramp	Nichols Ln
Hwy 50	Nichols Ln	East Of Airport Rd
Little Ln	Parkland Ave	S Roop St
Long St	N Carson St	N Stewart St
N Carson St	Corbett St	Bath St
N Carson St	W 5th St	E Musser St
N Lompa Ln	Dori Way	S Of Sherman Ln
N Lompa Ln	Hwy 50	N Of Dori Way
N Lompa Ln	W Modoc Ct	Hwy 50
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
N Roop St	E Adams St	N Stewart St
Saliman Rd	Little Ln	E 5th Street
Saliman Rd	North Of E Robinson St	E William St
Saliman Rd	E 5th St	Appaloosa Ct
Stewart	E 2nd St	E Spear St
Stewart	E Park St	N Roop St
Stewart	E William St	E Park St
Stewart	S Spear Street	E William St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St



Carson High – Silver Campus (formally Pioneer High School)

School Information:

Carson High Silver Campus is located on Corbett Street between N. Fall Street and N. Stewart Street on the west side of Carson City. The school campus is surrounded by residential neighborhoods and open space. The area has a median household income of less than $40,000, which is below the regional average. Additionally, vehicle access is limited, with the Carson High Silver Campus community having more than 10% of households lacking access to a vehicle, which is higher than the regional average. At this time, mode share data specific to students from this school is not available.

School Crash Summary:

Carson High Silver Campus has a total of 892 reported crashes within its one-mile radius, with 121 occurring during the afternoon peak period (1 to 3 PM), see **Figure 3-5**. Notably, Carson High Silver Campus has the highest number of crashes during the morning peak (7 to 9 AM), with 115 incidents—indicating a significant concentration of crashes during school commute hours. The area also contains 9.1 miles of HIN roads, the most among the schools studied (**Figure 3-6**). These roads are typically characterized by higher speeds, heavier traffic volumes, and fewer pedestrian safety features, posing elevated risks for students who walk, bike, or are dropped off near school.

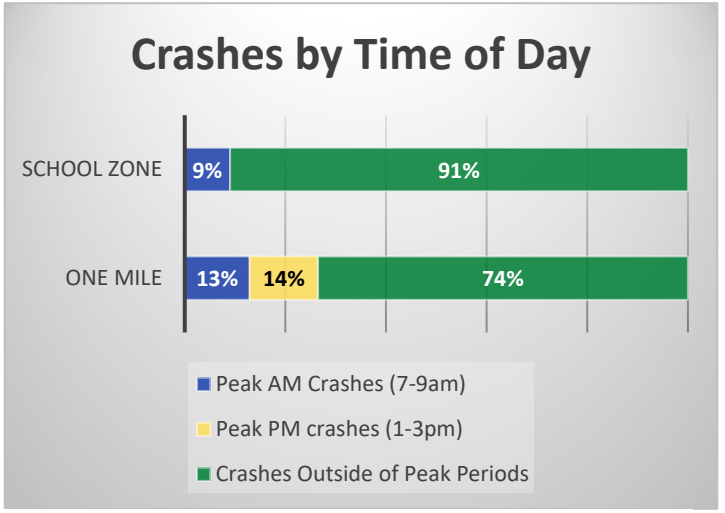


Figure 3-5: Carson High Silver Campus – Crashes by Time of Day

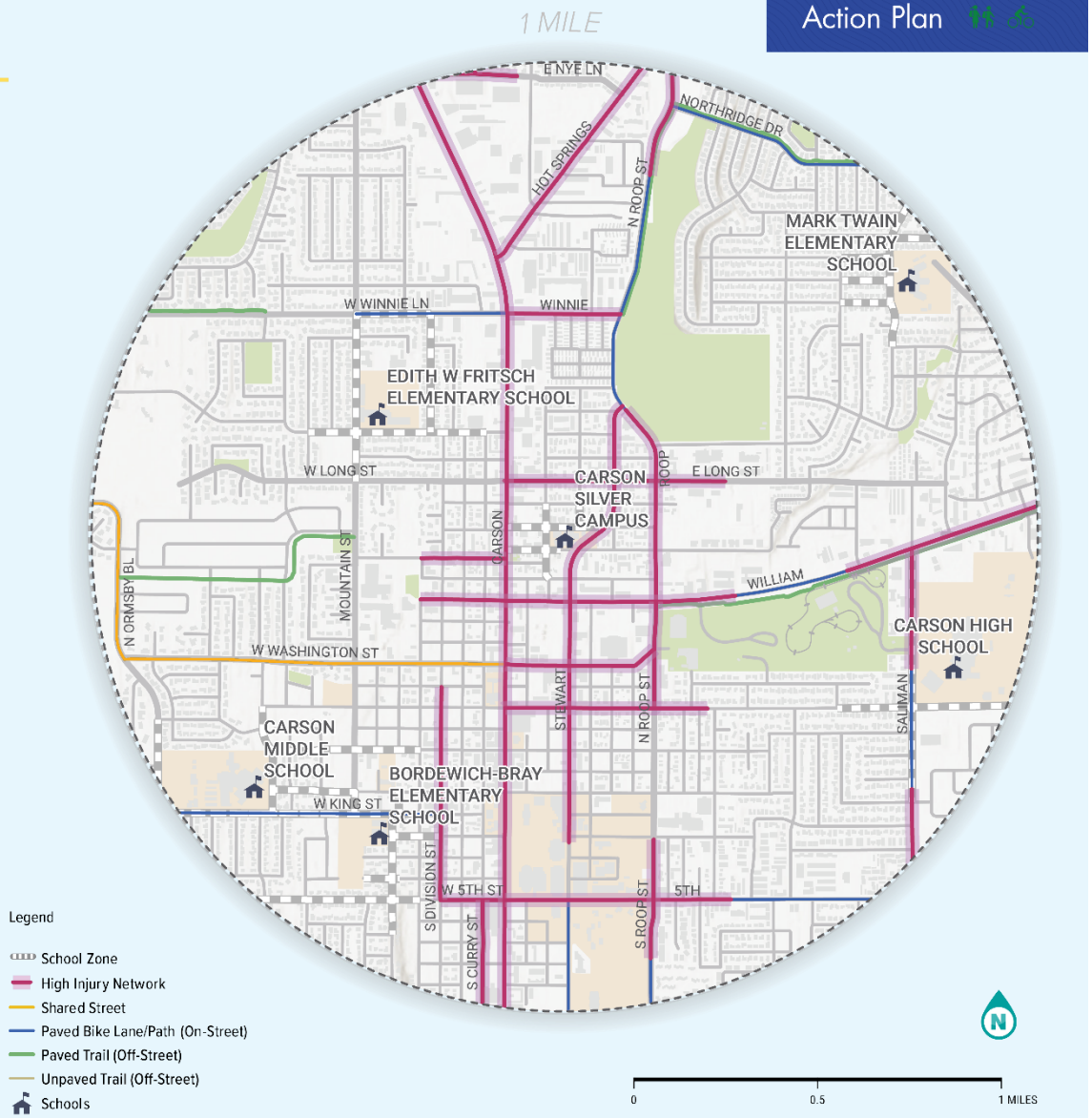
Within the immediate school zone, Carson High Silver Campus has a moderate crash volume, with only one crash occurring during the morning peak and none during the afternoon peak. It is one of four study schools with zero crashes recorded during the afternoon commute period in the school zone itself. While the zone shows relatively low crash activity during peak hours, the surrounding HIN road network and high crash counts during commute times suggest a need for targeted safety improvements on larger roadways surrounding the school area to better protect students traveling to and from school.

Figure 3-6: Carson High School (Silver Campus) High Injury Network Map

Carson High Silver Campus

Within a 1-mile radius, there are ***9.1*** High Injury Network miles.

Street Name	From	To
N Carson St	E Proctor St	E Washington St
N Carson St	E Washington St	Corbett St
N Carson St	N Of Hot Spring Rd	W Nye Ln
Division	W King St	W Caroline St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
E William St	Humbolt Ln	Rand Ave
E William St	Rand Ave	State St
Fleischmann	N Carson St	N Division St
Hot Springs Rd	E Nye Ln	N Carson St
Hot Springs Rd	N Roop St	N Of Tiger Dr
Imperial	E Nye Ln	W Gardengate Wy
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	E Winne Ln	S Of W Nye Ln
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
Roop	E Adams St	N Stewart St
Roop	Northridge Dr	Hot Springs Rd
S Curry St	W 10th St	W 5th St
S Division St	W 5th St	W King St
Saliman	N of E Robinson St	E William St
Saliman Rd	E 5th St	Appaloosa Ct
Stewart	E 2nd St	E Spear St
Stewart	E Park St	N Roop St
Stewart	E William St	E Park St
Stewart	S Spear Street	E William St
W 5th St	S Carison St	S Division St
W Nye Ln	Northgate Ln	N Carson St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St
Winnie	N Roop St	N Carson St



Carson Middle School

School Information:

Carson Middle School is located on W. King Street between Richmond Drive and Ormsby Boulevard on the west side of Carson City. The school campus is surrounded by residential uses on all sides. The median household income in the area ranges from $60,000 to $80,000, which is similar to the regional average. Vehicle access is limited, with more than 10% of households lacking access to a vehicle, which is higher than the regional average. At Carson Middle, 10% of students use walking or rolling to get to school, 25% are driven by car, and 65% take the bus (**Figure 3-7**).

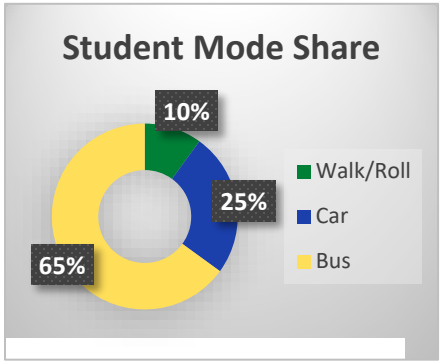


Figure 3-7: Carson Middle – Student Mode Share Data

School Crash Summary:

Carson Middle School has a total of 634 crashes within a one-mile radius, with 173 (27%) occurring during school commute hours—83 in the morning and 90 in the afternoon (**Figure 3-8**). The area includes 6.4 miles of HIN roads, which are typically associated with higher speeds, heavier traffic, and limited pedestrian safety features (**Figure 3-9**). These conditions pose increased risks for students who walk, bike, or are dropped off near school. Within the school zone, 13 crashes were recorded, including 4 during the morning peak and 2 during the afternoon. This represents a higher proportion of crashes occurring in the school zone than within a one-mile radius, which highlights the need for focused safety improvements in the immediate school area.

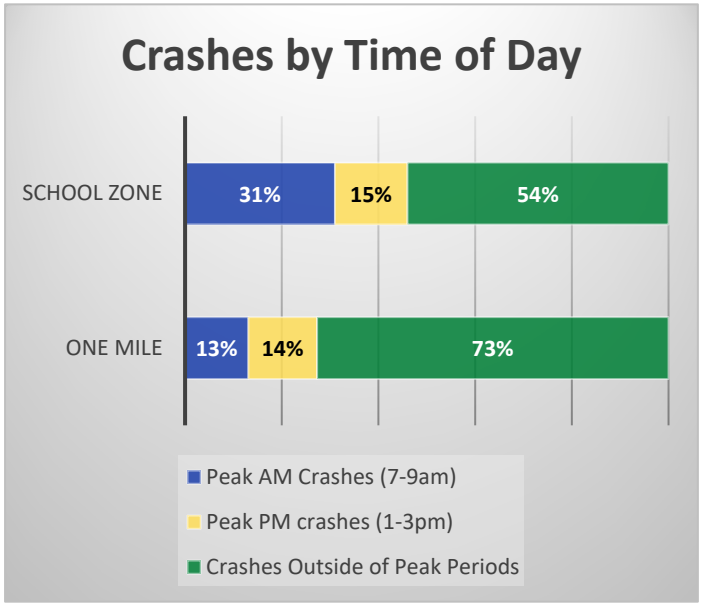


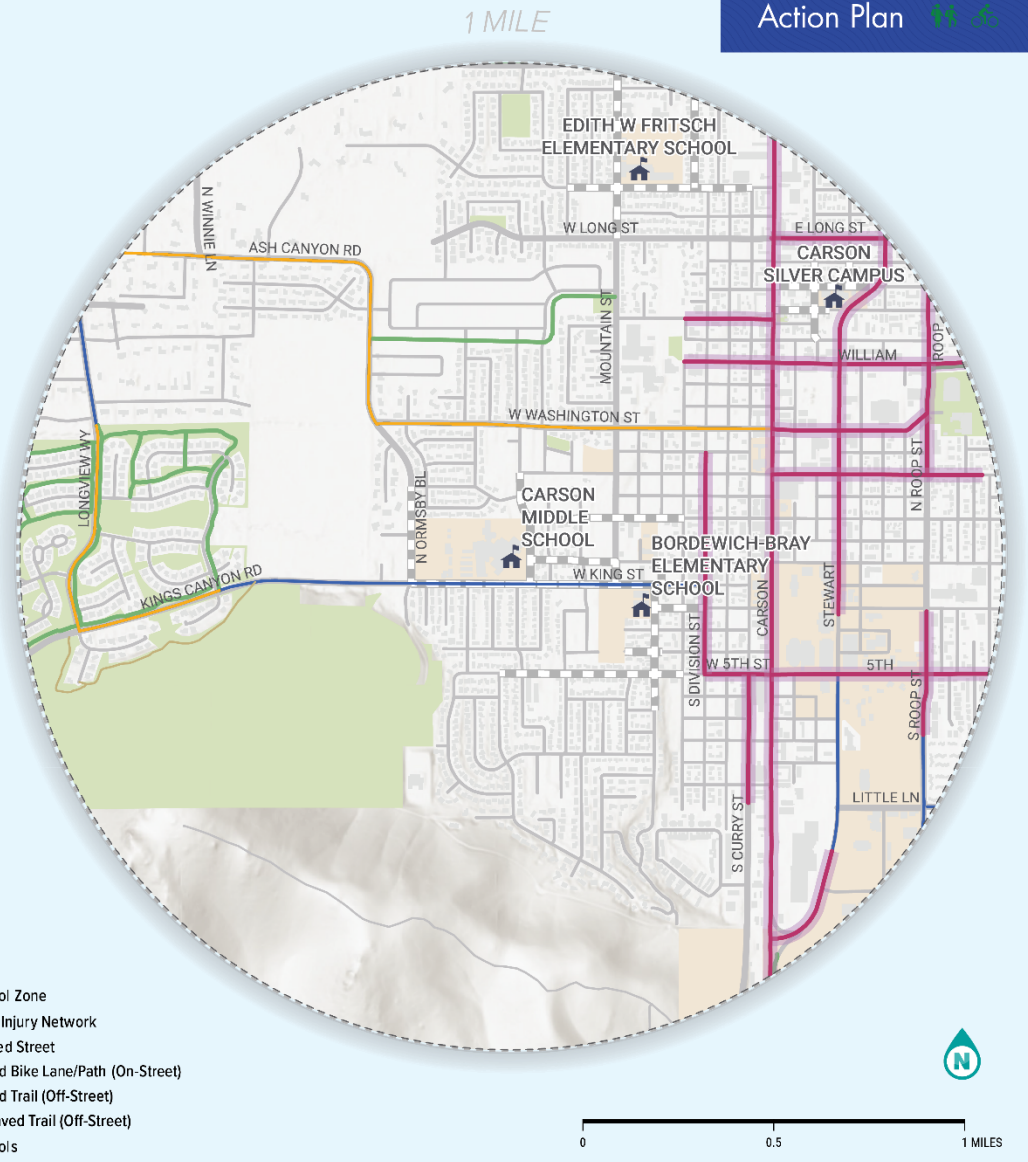
Figure 3-8: Carson Middle – Crashes by Time of Day

Figure 3-9: Carson Middle School High Injury Network Map

Carson Middle School

Within a 1-mile radius, there are ***6.4*** High Injury Network miles.

Street Name	From	To
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
Carson St	S Stewart St	10 10th Street
S Division St	W King St	W Caroline St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
Fleishmann St	N Carson St	N Division St
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
S Carson St	Fairview Dr	S Stewart St
S Curry St	W 10th St	W 5th St
S Division St	W 5th St	W King St
Stewart St	E 2nd St	E Spear St
Stewart St	E Park St	N Roop St
Stewart St	E William St	E Park St
Stewart St	S Spear Street	E William St
Stewart St	Wright Way	S Carson St
W 5th St	S Carison St	S Division St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St



Eagle Valley Middle School

School Information:

Eagle Valley Middle School is located on E. 5th Street between Regent Court and Hidden Meadow Drive on the east side of Carson City. The school campus is surrounded by residential neighborhoods and open space. The area has a median household income ranging from $100,000 to $200,000 and is above the regional average. Additionally, less than 5% of households in the area do not have access to a vehicle, which is lower than the regional average. At Eagle Valley Middle, 14% of students use walking or rolling to get to school, 37% are driven by car, and 49% ride the bus (**Figure 3-10**).

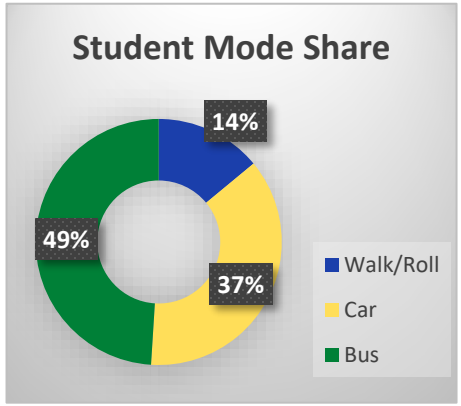


Figure 3-10: Eagle Valley Middle – Student Mode Share Data

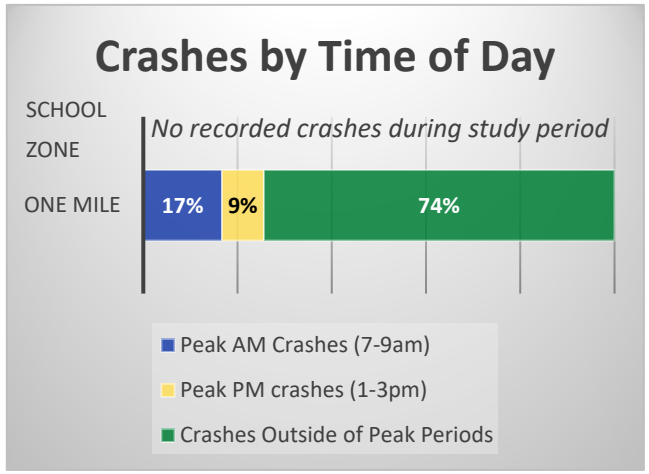


Figure 3-11: Eagle Valley Middle – Crashes by Time of Day

School Crash Summary:

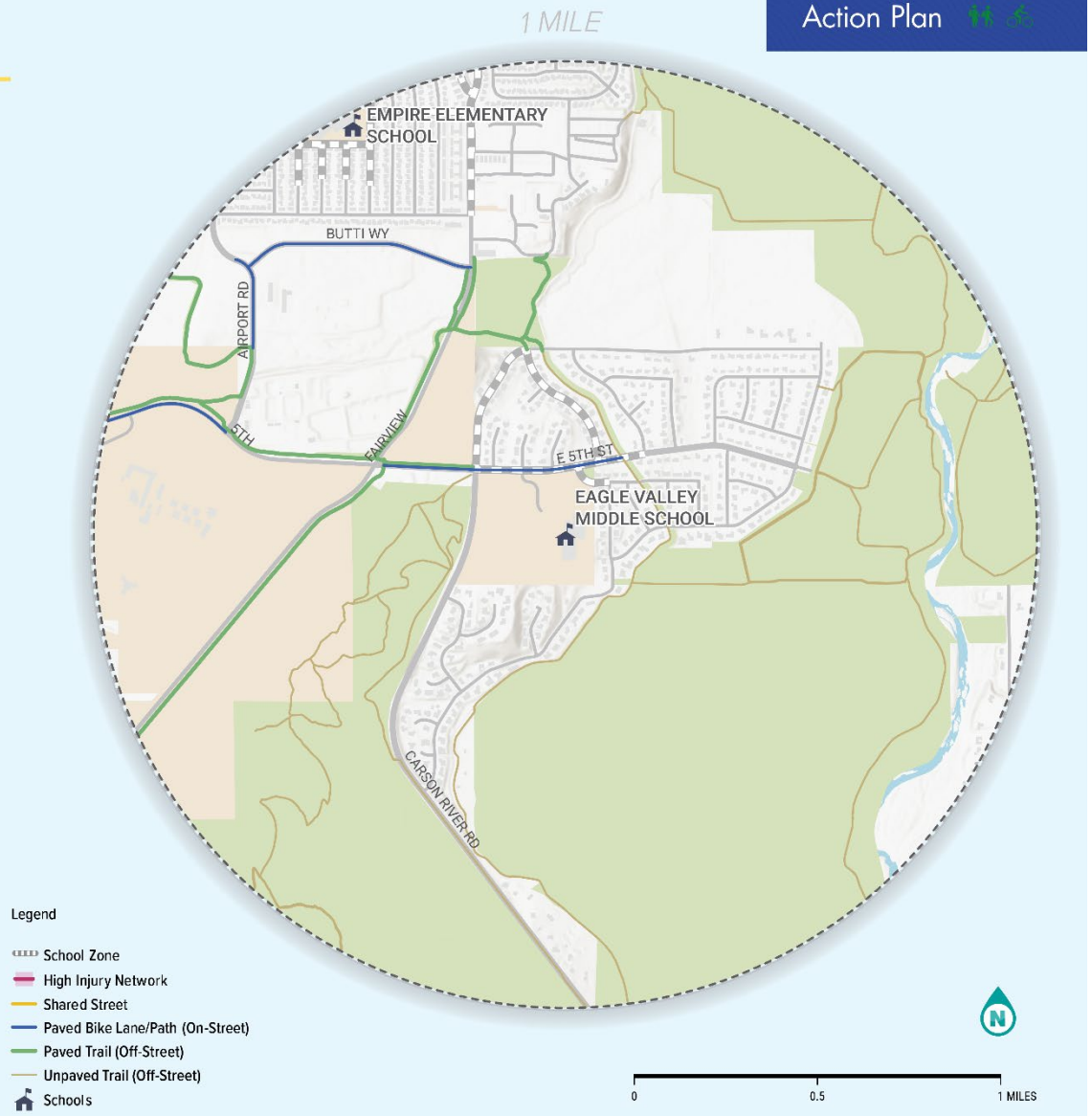
Eagle Valley Middle School has the lowest crash volume among the schools studied, with 90 crashes within a one-mile radius. Of these, 23 occurred during school commute hours—15 in the morning peak (7 to 9 AM) and 8 in the afternoon peak (1 to 3 PM), see **Figure 3-11**. Notably, there are zero miles of HIN roads surrounding the school, likely due to a less complex roadway layout and fewer nearby destinations, which contribute to lower traffic volumes and reduced conflict points (**Figure 3-12**).

Within the school zone itself, there were zero crashes during the morning peak and zero during the afternoon (**Figure 3-11**). The absence of crashes within the school zone suggests that localized safety measures may be effectively protecting students in the immediate vicinity of the school during arrival and dismissal times.

Figure 3-12: Eagle Valley Middle School High Injury Network Map

Eagle Valley Middle School

Within a 1-mile radius, there are ***no*** High Injury Network miles.



Al Seeliger Elementary

School Information:

Al Seeliger Elementary School is located on Saliman Road between Shady Oak Drive and Sonoma Street on the south side of Carson City. The school campus is surrounded by residential uses on all sides. The area has a median household income ranging from $80,000 to $100,000 and is above the regional average. Additionally, less than 5% of households in the area do not have access to a vehicle, which is lower than the regional average. At Al Seeliger, 30% of students use walking or rolling to get to school, 44% are driven by car—which is the highest car drop-off rate among project schools—and 26% ride the bus (**Figure 3-13**).

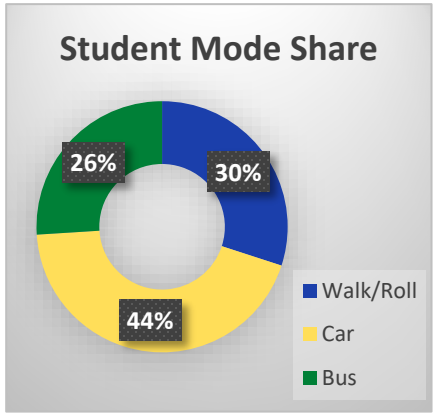


Figure 3-13: Al Seeliger Elementary – Student Mode Share Data

School Crash Summary:

Al Seeliger Elementary School has a total of 291 reported crashes within a one-mile radius, with 22 occurring during the morning peak (7 to 9 AM) and 45 during the afternoon peak (1 to 3 PM), see **Figure 3-14**. This means that 23% of all crashes happened during school commute hours—more than one in every five crashes. The area includes three miles of HIN roads, which are typically characterized by higher speeds, greater traffic volumes, and limited pedestrian safety features (**Figure 3-15**). These conditions can pose significant risks for students who walk, bike, or are dropped off near school. Within the school zone itself, there were zero recorded crashes over the previous five years. Al Seeliger Elementary is one of only two study schools with no crashes reported in the immediate school zone. While the surrounding area presents some safety concerns due to the presence of HIN roads (**Figure 3-15**), the absence of crashes within the school zone suggests that localized safety measures may be effectively protecting students in the immediate vicinity of the school during arrival and dismissal times.

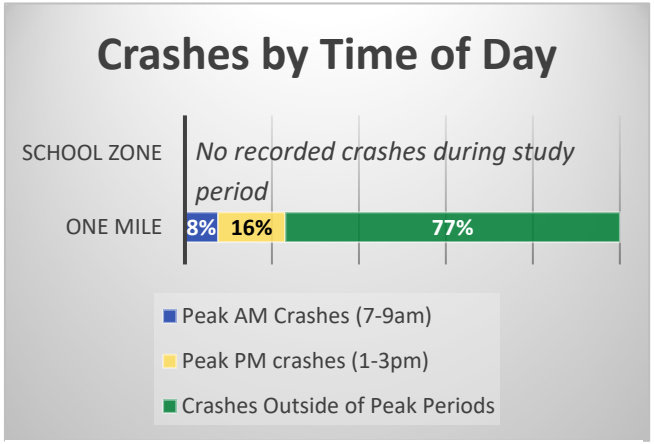


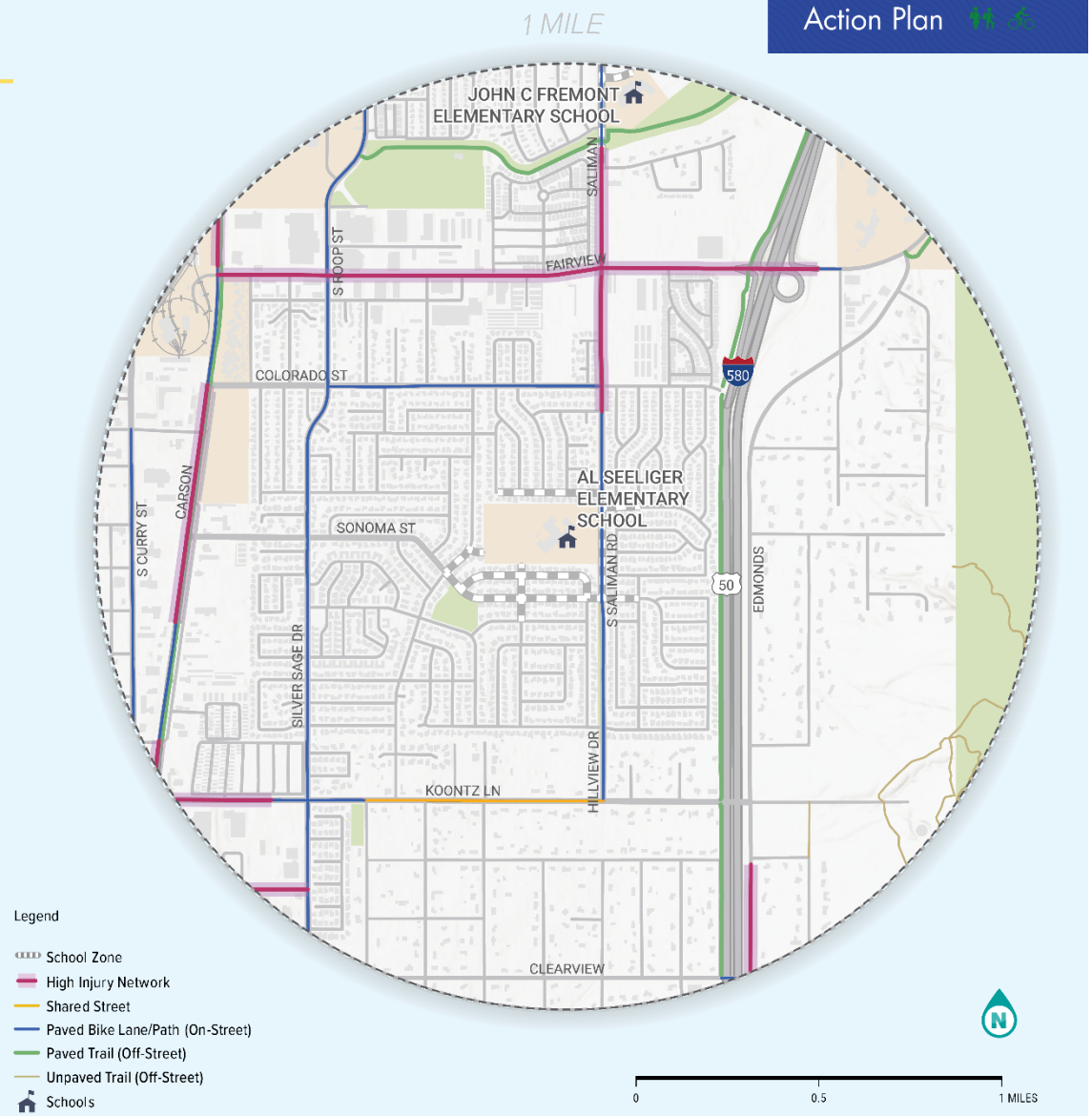
Figure 3-14: Al Seeliger Elementary – Crashes by Time of Day

Figure 3-15: Al Seeliger Elementary School High Injury Network Map

Al Seeliger Elementary School

Within a 1-mile radius, there are ***3.0*** High Injury Network miles.

Street Name	From	To
Carson St	Sonoma St	Colorado St
Carson St	N Of Koontz Ln	Sonoma St
Eagle Station Ln	Silver Sage Dr	S Carson St
Edmonds Dr	Clearview Dr	Valley View Dr
Fairview Dr	Industrial Park Dr	S Roop St
Fairview Dr	S Roop St	S Carson St
Fairview Dr	S Saliman Rd	Industrial Park Dr
Fairview Dr	580 On-Ramp	Saliman Rd
Fairview Dr	S Saliman Rd	S Lompa Ln
Koontz Ln	Silver Sage Dr	S Carson St
S Carson St	Fairview Dr	S Stewart St
S Carson St	Moses St	Eagle Station Ln
S Saliman Rd	Fairview Dr	Railroad Dr
Saliman Rd	Heather Way	Fairview Dr



Bordewich-Bray Elementary School

School Information:

Bordewich-Bray Elementary School is located at the intersection of Thompson Street and W. King Street in a well-established residential neighborhood on Carson City's west side. The campus is primarily surrounded by residential land uses. The median household income in the area ranges from $60,000 to $80,000, which is close to the regional average. However, vehicle access is relatively low, with over 10% of households lacking access to a vehicle. At Bordewich-Bray Elementary, 9% of students use walking or rolling to get to school, 17% are driven by car, and 74% ride the bus, which is the highest bus ridership among all the schools (**Figure 3-16**).

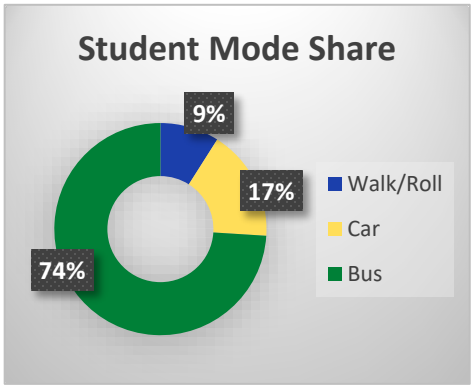


Figure 3-16: Bordewich-Bray Elementary – Student Mode Share Data

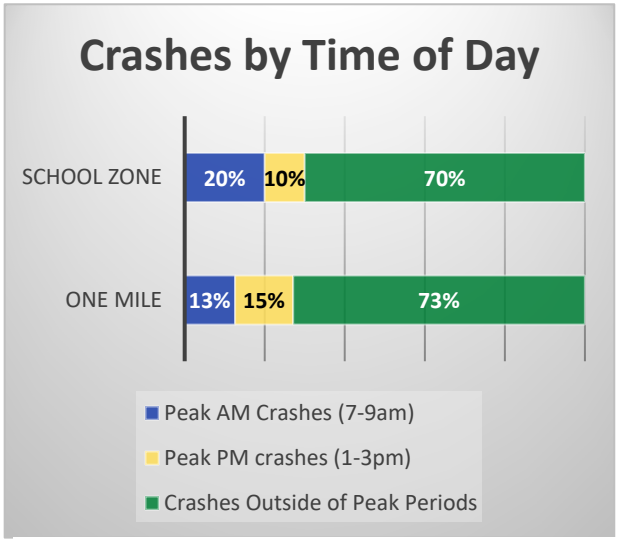


Figure 3-17: Bordewich-Bray Elementary – Crashes by Time of Day

School Crash Summary:

Bordewich-Bray Elementary has a total of 715 reported crashes within a one-mile radius, with 90 occurring during the morning peak (7 to 9 AM) and 104 during the afternoon peak (1 to 3 PM), see **Figure 3-17**. This means that 27.1% of all crashes happened during school commute hours, indicating a high level of student exposure to crash-prone conditions. Within the school zone itself, 20 crashes were recorded, including 4 during the morning peak and 2 during the afternoon (**Figure 3-17**). The area also includes 7.5 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and limited pedestrian safety features—conditions that pose elevated risks for children walking, biking, or being dropped off near school (**Figure 3-18**).

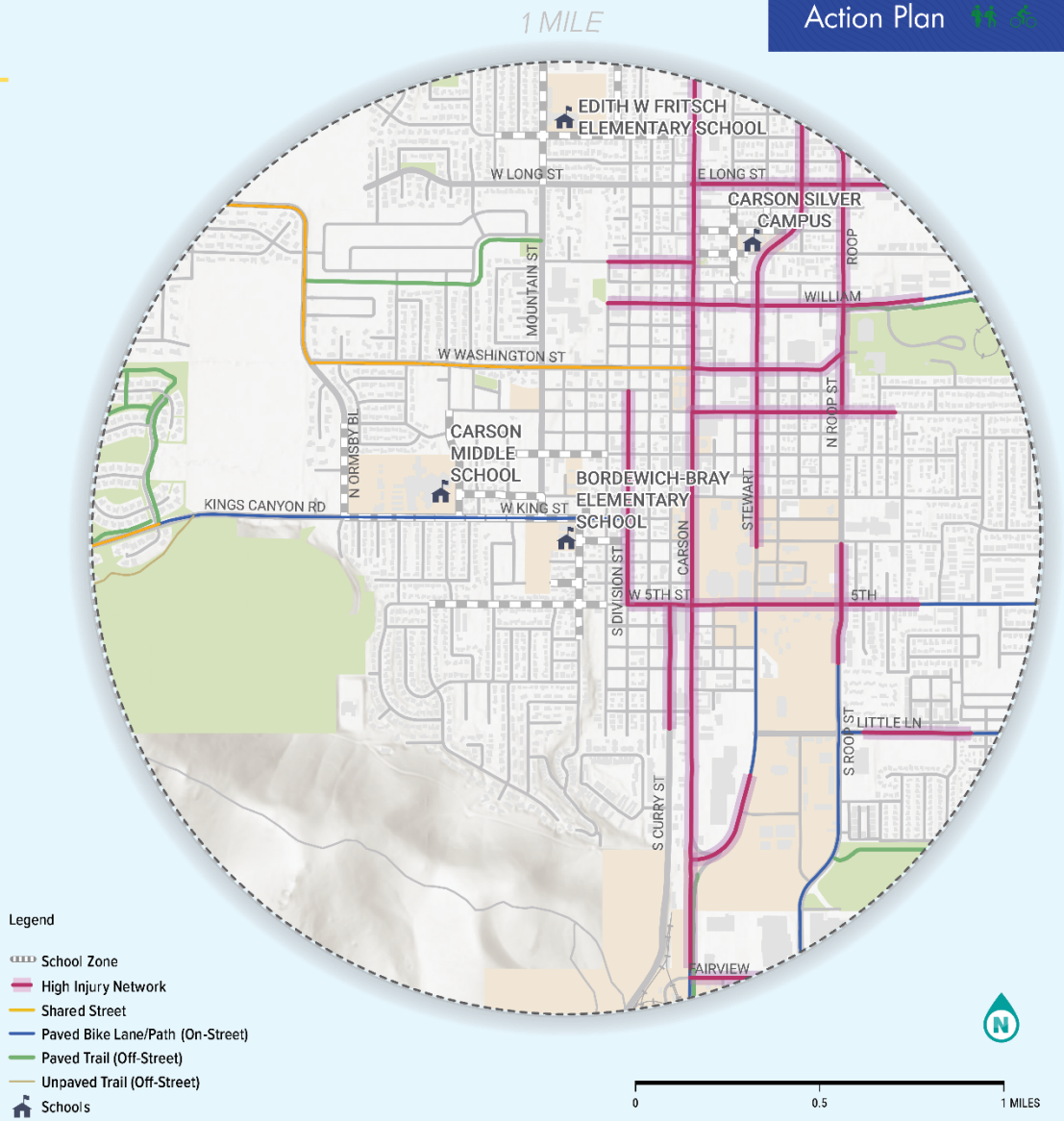
While the crash volume in the immediate zone is lower than the surrounding area, the presence of HIN roads and the high proportion of crashes during commute times suggest a need for targeted safety interventions that could help reduce risks and better protect students during arrival and dismissal periods.

Figure 3-18: Bordewich-Bray Elementary School High Injury Network Map

Bordewich-Bray Elementary School

Within a 1-mile radius, there are **7.5** High Injury Network miles.

Street Name	From	To
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
Carson St	S Stewart St	10 10th Street
Division	W King St	W Caroline St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
Fairview St	S Roop St	S Carson St
Fleishmann St	N Carson St	N Division St
Little Ln	Parkland Ave	S Roop St
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
Roop	E Adams St	N Stewart St
S Carson St	Fairview Dr	S Stewart St
S Curry St	W 10th St	W 5th St
S Division St	W 5th St	W King St
Stewart St	E 2nd St	E Spear St
Stewart St	E Park St	N Roop St
Stewart St	E William St	E Park St
Stewart St	S Spear Street	E William St
Stewart St	Wright Way	S Carson St
W 5th St	S Carison St	S Division St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St



Empire Elementary

School Information:

Empire Elementary School is situated between Gordonia Avenue, Stanton Drive, Monte Rosa Drive, and La Loma Drive in an established residential neighborhood on Carson City's east side. The campus is surrounded by residential housing and borders a local park to the north. Empire Elementary is located within a USDOT-designated area of persistent poverty. The median household income in this area ranges from $40,000 to $60,000, which is below the regional average. Despite this, vehicle access is high, with fewer than 5% of households lacking access to a vehicle. At Empire Elementary, 50% of students use walking or rolling to get to school—the highest percentage of active transportation among the project schools. Only 11% are driven by car and 39% ride the bus (**Figure 3-19**).

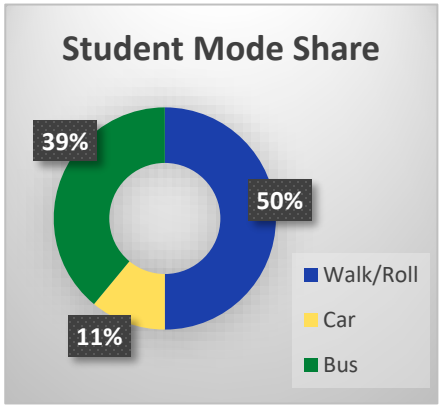


Figure 3-19: Empire Elementary – Student Mode Share Data

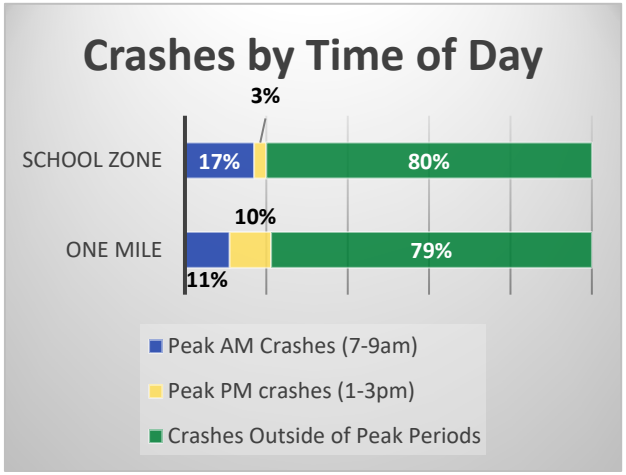


Figure 3-20: Empire Elementary – Crashes by Time of Day

School Crash Summary:

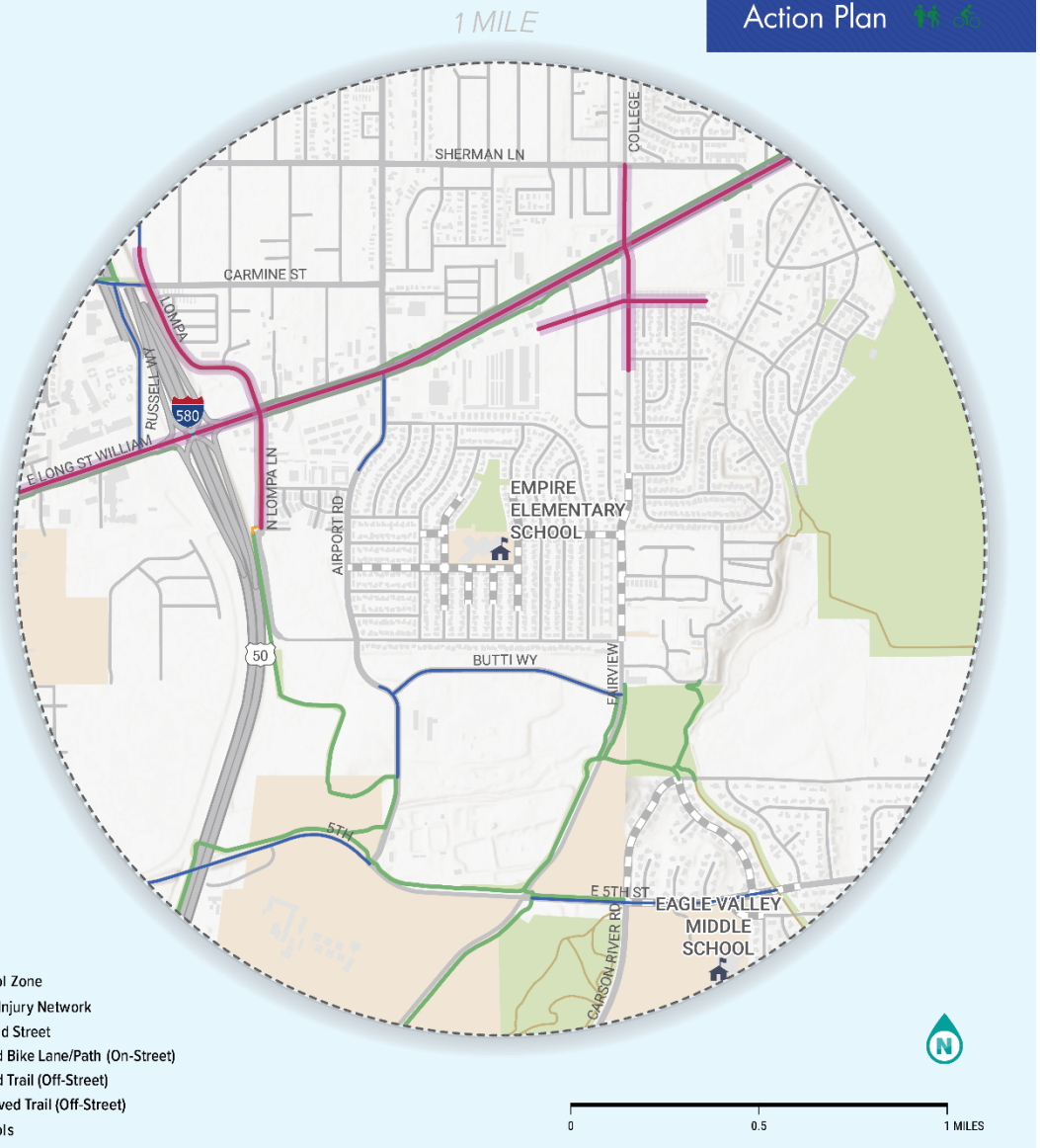
Empire Elementary School has a total of 729 reported crashes within a 1 mile radius, with 80 occurring during the morning peak (7 to 9 AM) and 74 during the afternoon peak (1 to 3 PM), see **Figure 3-20**. This means that 21.1% of all crashes happened during school commute hours—more than one in every five crashes. The area includes 3.2 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and limited pedestrian safety features (**Figure 3-21**). These conditions pose increased risks for students who walk, bike, or are dropped off near school. Within the school zone at Empire Elementary, 36 crashes were recorded, including 6 during the morning peak and 1 during the afternoon. This level of crash activity in the immediate vicinity of the school reflects a pattern of elevated risk during student commute hours. The presence of incidents during these key travel times may indicate underlying safety challenges in the school zone environment that warrant closer attention.

Figure 3-21: Empire Elementary School High Injury Network Map

Empire Elementary School

Within a 1-mile radius, there are ***3.2*** High Injury Network miles.

Street Name	From	To
College Pkwy	Hwy 50	Sherman Ln
E William St	Humbolt Ln	Rand Ave
E William St	Hwy 50	Humbolt Ln
Fairview	Sweetwater Dr	Hwy 50
Gordon St	Walker Dr	Brown St
Hwy 50	580 Ramp	Nichols Ln
Hwy 50	Brown St	College Pkwy
Hwy 50	Carter Ave	Merrimac Way
Hwy 50	Nichols Ln	East Of Airport Rd
Hwy 50	Sherman Ln	College Pkwy
Hwy 50	West Of Brown St	West Of Silver State St
N Lompa Ln	Dori Way	S Of Sherman Ln
N Lompa Ln	Hwy 50	N Of Dori Way
N Lompa Ln	W Modoc Ct	Hwy 50



Fremont Elementary School

School Information:

Fremont Elementary School is located on Saliman Road, between Firebox Road and Railroad Drive. The school is bordered by residential areas to the north, south, and west, with open space to the east. Fremont Elementary is also situated within a USDOT-designated area of persistent poverty. The median household income in the area ranges from $40,000 to $60,000, which is below the regional average. Vehicle access is limited, with more than 10% of households lacking access to a vehicle which is higher than the regional average. At Fremont Elementary, just 4% of students use walking or rolling to get to school, 42% are driven by car, and 54% take the bus (**Figure 3-22**).

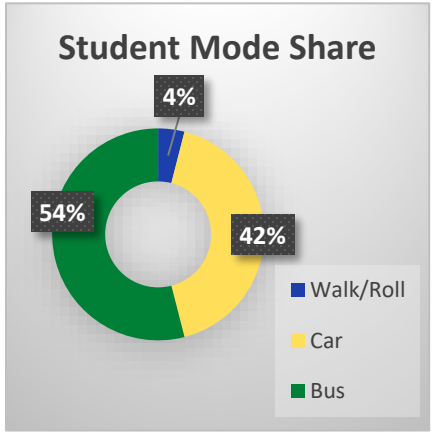


Figure 3-22: Fremont Elementary – Student Mode Share Data

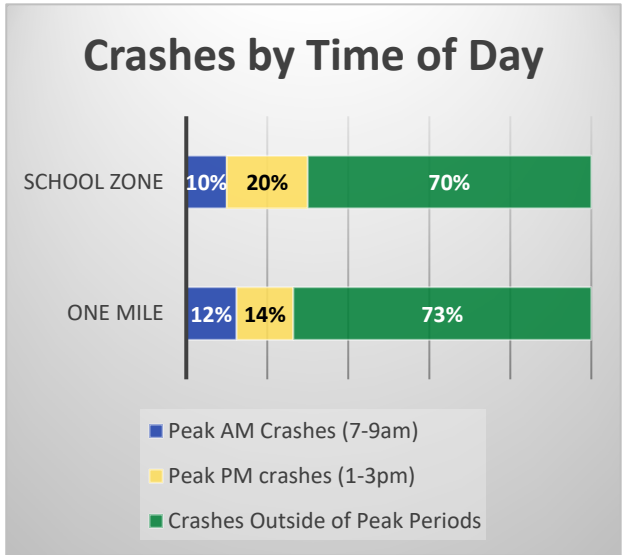


Figure 3-23: Fremont Elementary – Crashes by Time of Day

School Crash Summary:

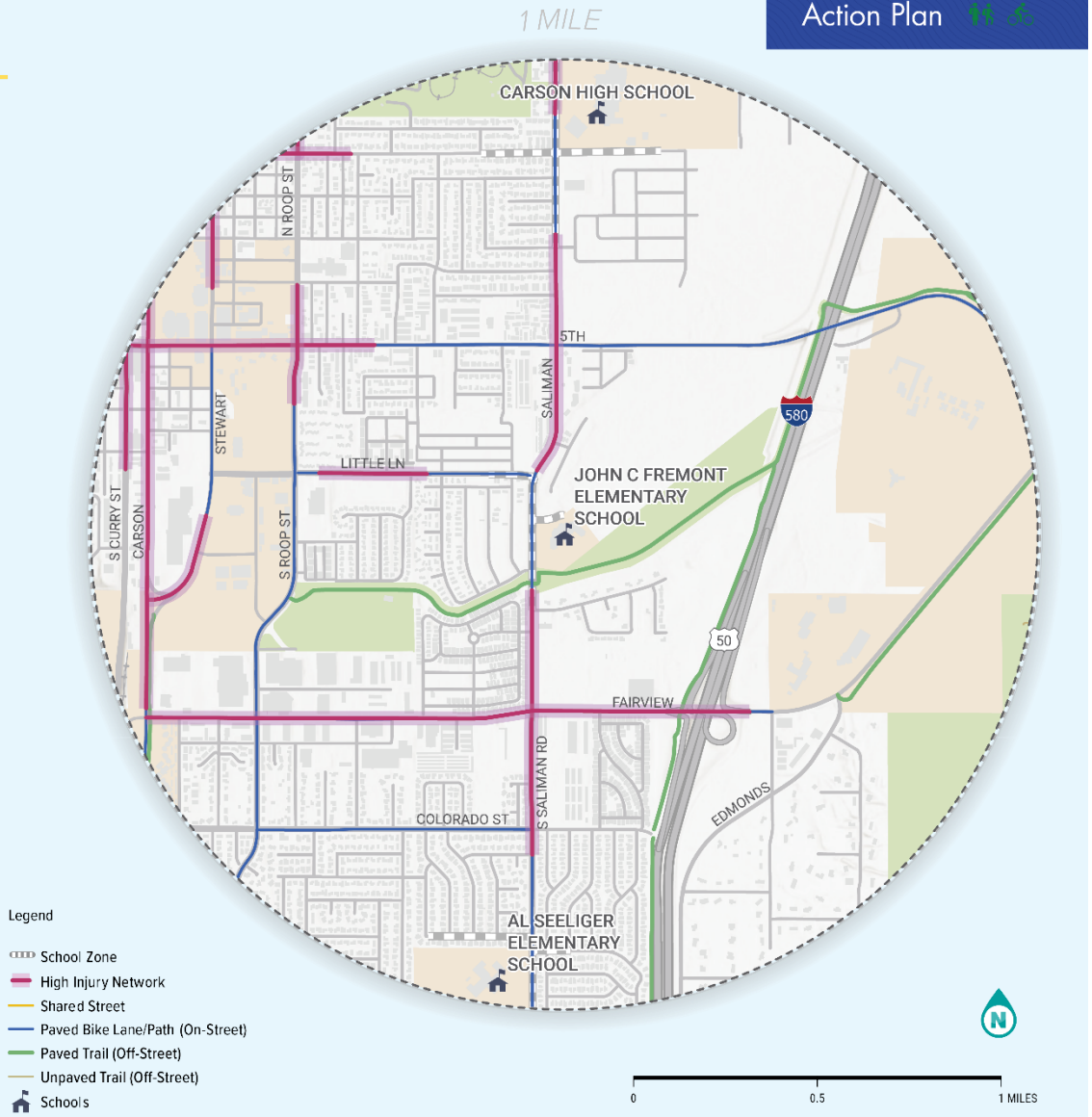
Fremont Elementary School has a total of 443 reported crashes within a one-mile radius, with 55 occurring during the morning peak (7 to 9 AM) and 62 during the afternoon peak (1 to 3 PM), see **Figure 3-23**. This means that 26.4% of all crashes happened during school commute hours—more than one in every four crashes. The area is surrounded by 5.1 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and limited pedestrian safety features (**Figure 3-24**). These conditions can increase the risk for students traveling to and from school, particularly those who walk, bike, or are dropped off nearby. Within the school zone at Fremont Elementary, 10 crashes were recorded, including 1 during the morning peak and 2 during the afternoon. While the number of incidents in the immediate school zone is relatively low, the presence of HIN roads and the concentration of crashes during afternoon commute times suggest broader safety concerns in the surrounding area. These patterns may point to environmental and traffic-related factors that warrant further attention to support safe travel for students.

Figure 3-24: John C Fremont Elementary School High Injury Network Map

John C Fremont Elementary School

Within a 1-mile radius, there are ***5.1*** High Injury Network miles.

Street Name	From	To
Carson St	S Stewart St	10 10th Street
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Robinson St	N Harbin Ave	N Valley St
Fairview	Industrial Park Dr	S Roop St
Fairview	S Roop St	S Carson St
Fairview	S Saliman Rd	Industrial Park Dr
Fairview Dr	580 On-Ramp	Saliman Rd
Fairview Dr	S Saliman Rd	S Lompa Ln
Little Ln	Parkland Ave	S Roop St
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	Little Ln	E 2nd St
S Carson St	Fairview Dr	S Stewart St
S Curry St	W 10th St	W 5th St
S Saliman Rd	Fairview Dr	Railroad Dr
Saliman Rd	Little Ln	E 5th Street
Saliman Rd	North Of E Robinson St	E William St
Saliman Rd	E 5th St	Appaloosa Ct
Saliman Rd	Heather Way	Fairview Dr
Stewart St	E 2nd St	E Spear St
Stewart St	Wright Way	S Carson St
W 5th St	S Carison St	S Division St



Edith Fritsch Elementary School

School Information:

Edith Fritsch Elementary School is located on Bath Street between Mountain Street and Division Street. The school campus is surrounded by residential neighborhoods with Carson Street, a major commercial corridor, approximately 1,000 feet to the east. The area has a median household income ranging from $80,000 to $100,000 and is above the regional average. Additionally, around 5% to 10% of households in the area do not have access to a vehicle, indicating a moderate level of vehicle access. At Edith Fritsch Elementary, 26% of students use walking or rolling to get to school, 40% are driven by car, and 34% ride the bus (**Figure 3-25**).

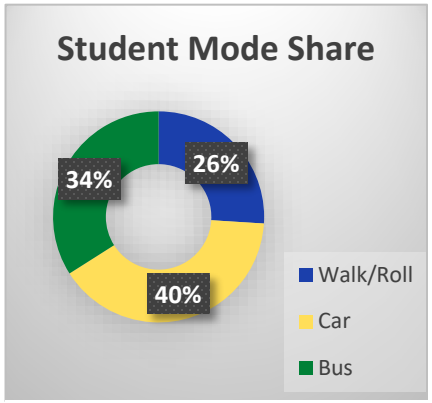


Figure 3-25: Fritsch Elementary – Student Mode Share Data

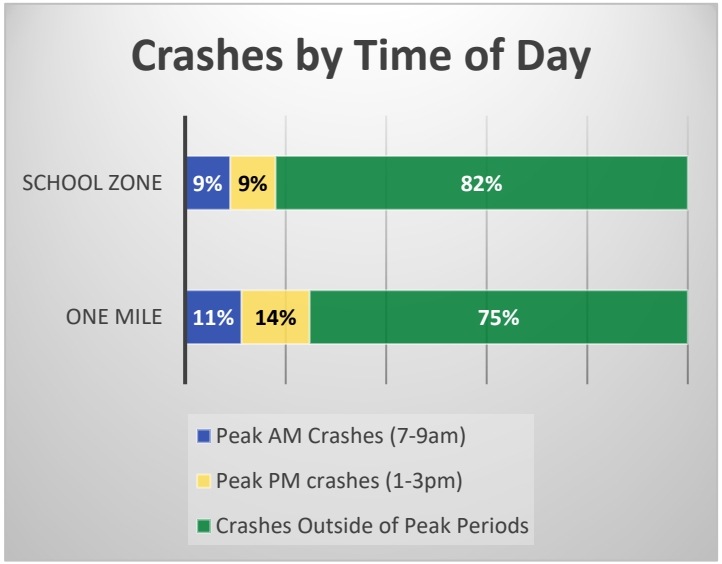


Figure 3-26: Fritsch Elementary – Crashes by Time of Day

School Crash Summary:

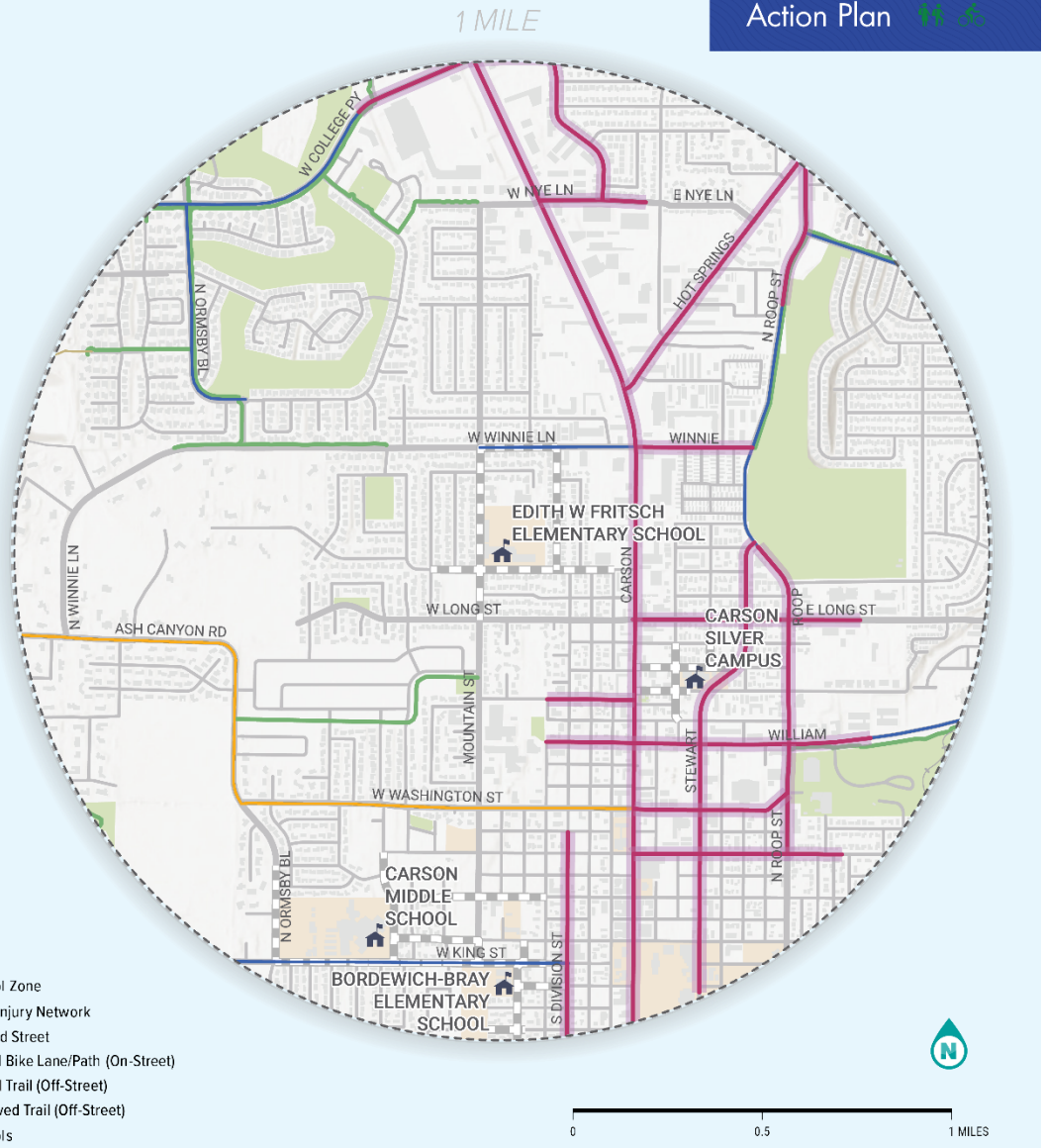
Edith Fritsch Elementary School has a total of 686 reported crashes within a one-mile radius, with 77 occurring during the morning peak (7 to 9 AM) and 93 during the afternoon peak (1 to 3 PM), see **Figure 3-26**. This means that 24.8% of all crashes happened during school commute hours—nearly one in every four crashes. The area includes eight miles of HIN roads, the second highest among the schools studied. While the overall crash volume is moderate, the presence of extensive HIN roadways indicates that students may encounter segments of roadway with comparatively high safety concerns (**Figure 3-27**). Within the school zone at Edith Fritsch Elementary, 11 crashes were recorded, including 1 during the morning peak and 1 during the afternoon. Although the number of incidents in the immediate school zone is relatively low, the surrounding roadway environment presents conditions that may contribute to increased safety concerns. These patterns suggest a need for continued attention to the broader traffic context in which students travel to and from school.

Figure 3-27: Edith W Fritsch Elementary School High Injury Network Map

Edith W Fritsch Elementary School

Within a 1-mile radius, there are ***8*** High Injury Network miles.

Street Name	From	To
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
Carson St	N Of Hot Spring Rd	W Nye Ln
Division	W King St	W Caroline St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
Fleishmann St	N Carson St	N Division St
Hot Springs Rd	E Nye Ln	N Carson St
Hot Springs Rd	N Roop St	N Of Tiger Dr
Imperial	E Nye Ln	W Gardengate Way
Imperial	W Gardengate Way	Alexa Way
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	E Winne Ln	S Of W Nye Ln
N Carson St	W 5th St	E Musser St
N Carson St	W College Parkway	Silver Oak Dr
N Carson St	W Nye Ln	W College Pkwy
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
Robinson	N Valley St	N Carson St
Roop	E Adams St	N Stewart St
Roop	Northridge Dr	Hot Springs Rd
S Division St	W 5th St	W King St
Stewart	E 2nd St	E Spear St
Stewart	E Park St	N Roop St
Stewart	E William St	E Park St
Stewart	S Spear Street	E William St
W College Pkwy	Imperial Way	N Carson St
W College Pkwy	N Clarkson St	Cs Richards Blvd
W Nye Ln	Northgate Ln	N Carson St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St
W Winnie Ln	N Roop St	N Carson St



Mark Twain Elementary

School Information:

Mark Twain Elementary School is located on Carriage Crest Drive between Spooner Drive and Hamilton Avenue. The school campus is surrounded by a residential neighborhood with a commercial corridor along William Street to the south. The area has a median household income of less than $40,000, which is below the regional average. Additionally, vehicle access is limited, with more than 10% of households lacking access to a vehicle, which is higher than the regional average. At Mark Twain Elementary, 31% of students use walking or rolling to get to school, 35% are driven by car, and 34% ride the bus (**Figure 3-28**).

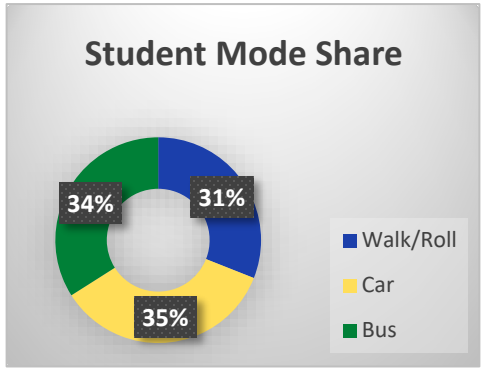


Figure 3-28: Fritsch Elementary – Student Mode Share Data

School Crash Summary:

Mark Twain Elementary School has the highest total number of crashes among all schools studied, with 1,064 reported incidents within a one-mile radius. Of these, 114 occurred during the morning peak (7 to 9 AM) and 119 during the afternoon peak (1 to 3 PM), meaning that 20% of all crashes happened during school commute hours, see **Figure 3-29**. The area includes 5.1 miles of HIN roads (**Figure 3-30**), which are often associated with higher speeds, greater traffic volumes, and fewer pedestrian safety features—conditions that can increase risk for students traveling near the school.

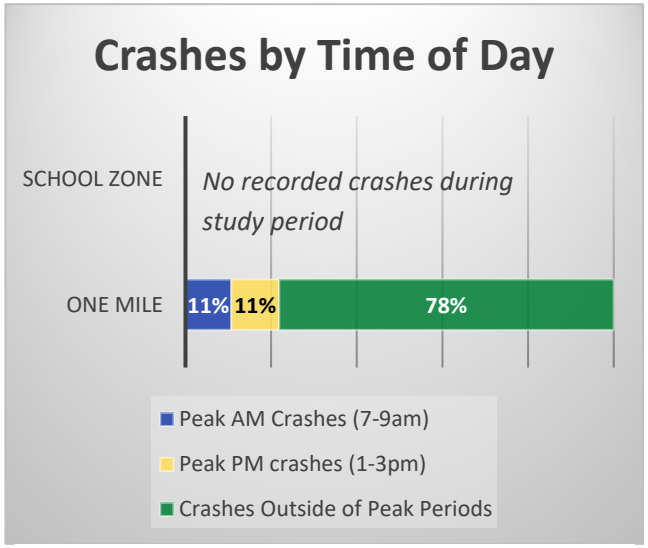


Figure 3-29: Mark Twain Elementary – Crashes by Time of Day

Within the school zone at Mark Twain Elementary, no crashes were recorded during either the morning or afternoon peak periods. Mark Twain is one of the few schools with zero reported crashes in the immediate school zone. While this suggests a relatively safe zone for students during arrival and dismissal, the surrounding crash volume and roadway characteristics point to broader environmental factors that may warrant further monitoring and evaluation.

Figure 3-30: Mark Twain Elementary School High Injury Network Map

Mark Twain Elementary School

Within a 1-mile radius, there are **7.7** High Injury Network miles.

Street Name	From	To
N Carson St	E Washington St	Corbett St
N Carson St	N Of Hot Spring Rd	W Nye Ln
College Pkwy	580 Ramp	Emerson Dr
College Pkwy	Emerson Dr	Cinnabar Ave
College Pkwy	Research Way	Market St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
E William St	Humbolt Ln	Rand Ave
E William St	Hwy 50	Humbolt Ln
E William St	Rand Ave	State St
Emerson Dr	College Pkwy	Mark Way
Goni Rd	College Pkwy	Old Hot Spring Rd
Hot Springs Rd	E Nye Ln	N Carson St
Hot Springs Rd	N Roop St	N Of Tiger Dr
Hwy 50	580 Ramp	Nichols Ln
Hwy 50	Nichols Ln	E of Airport Rd
Imperial	E Nye Ln	W Gardengate Wy
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	E Winne Ln	S Of W Nye Ln
N Lompa Ln	Dori Way	S Of Sherman Ln
N Lompa Ln	Hwy 50	N Of Dori Way
N Lompa Ln	W Modoc Ct	Hwy 50
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Hot Spring Rd	College Pkwy
Research Way	College Pkwy	College Pkwy
Research Way	Goni Drive	College Pkwy
N Roop St	E Adams St	N Stewart St
N Roop St	Northridge Dr	Hot Springs Rd
Saliman	N of E Robinson St	E William St
Stewart	E Park St	N Roop St
N Stewart St	E William St	E Park St
N Stewart St	S Spear Street	E William St
W Nye Ln	Northgate Ln	N Carson St
E Williams St	N Anderson St	N Carson St
E Williams St	Oxoby Loop	N Anderson St
W Winnie Ln	N Roop St	N Carson St

Stewart Headstart Washoe Tribe

School Information:

Stewart Headstart Washoe Tribe is located on De Lah E Deh between Gibson Avenue and Havasupi Drive. The school campus is surrounded by a residential neighborhood. The area has a median household income of $80,000 to $100,000, which is above the regional average. Additionally, vehicle access is high, with less than 5% of households lacking access to a vehicle which is lower than the regional average. At this time, mode share data specific to students from this school is not available.

School Crash Summary:

Stewart Headstart has a total of 482 reported crashes within a one-mile radius, with 22 occurring during the morning peak (7 to 9 AM) and 55 during the afternoon peak (1 to 3 PM). This means that 16% of all crashes happened during school commute hours. The school is surrounded by 1.5 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and fewer pedestrian safety features (**Figure 3-31**). Despite the presence of HIN roads (**Figure 3-32**), the overall crash volume is relatively low, likely due to the school's location within a residential neighborhood characterized by slower streets and reduced traffic complexity.

Within the school zone itself, no crashes were recorded during either the morning or afternoon peak periods. Stewart Headstart is among the few schools with zero reported crashes in the immediate school zone. While this suggests a relatively safe environment for students during arrival and dismissal, the surrounding roadway conditions and commute-hour crash patterns may still warrant ongoing monitoring to ensure continued safety for young travelers.

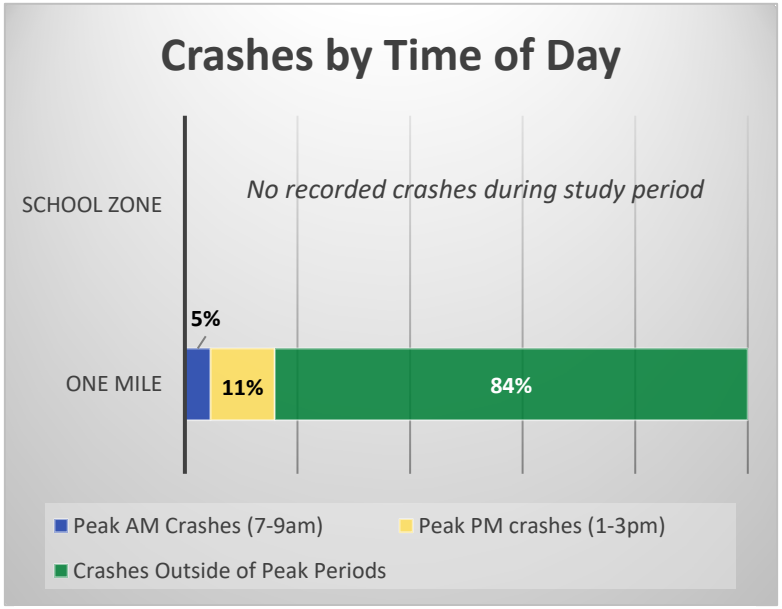


Figure 3-31: Stewart Headstart Washoe Tribe– Crashes by Time of Day

Figure 3-32: Stewart Headstart Washoe Tribe- High Injury Network Map

Stewart Headstart Washoe Tribe

Within a 1-mile radius, there are ***1.5*** High Injury Network miles.

Street Name	From	To
W Clearview Dr	Silver Sage Dr	S Carson St
Eagle Station Ln	Silver Sage Dr	S Carson St
S Carson St	Clearview Dr	Eagle Station Ln
S Carson St	W Appion Way	W Clearview Dr
S Carson Street	Old Clear Creek Road	Warehouse Way
S Carson Street	Route 50	Old Clear Creek Road
W Clearview Dr	S Carson St	Cochise St

Walking and Biking Barrier Analysis

As part of Carson City's SRTS initiative, a detailed barrier analysis was conducted to better understand where the city's active transportation network—such as sidewalks, bike lanes, and trails—may be falling short for students. The goal was to identify areas where walking and biking to school is difficult or not as safe, and to highlight opportunities for future improvements.

Analysis Factors

This analysis focused on the areas surrounding six elementary schools, two middle schools, two high schools, and one Head Start program located in the Stewart community. These schools represent a wide range of student populations and neighborhoods across the city.

To evaluate the network, a scoring system was developed using several key factors (further described in **Table 3-2**):

- Safety
- Socioeconomic Need
- SRTS Master Plan Project Status[2]
- School Proximity
- Public Comments

Table 3-2: Barrier Analysis Factors

Factors	Rationale	Points
Safety	Focusing on roadways where serious injuries are most likely to occur	On a HIN roadway: 40 points
Socioeconomic Need	Prioritizing communities with greater need	Within USDOT Area of Persistent Poverty: 10 points
SRTS Master Plan Project Status	Leverage prior planning efforts and existing projects	• Completed: -10 points • Partially Completed: -5 points • No existing project: 0 points • Unprogrammed: 5 points • Programmed: 10 points
School Proximity	Providing benefits to multiple schools and near school campuses	Distance to each study school: • <0.1 mi = 4 points • 0.1–0.25 mi = 3 points • 0.25–0.5 mi = 2 points • 0.5–1 mi = 1 point • >1 mi = 0 points
Public Comments	Addressing public concerns	Within 250 ft of comment: 5 points

More information about socioeconomics, safety, and the HIN analyses are included in Appendix A, B, and C.

It's important to understand that the roadways identified as barriers in this analysis are not limited to locations lacking sidewalks, trails, or bike facilities. Instead, they represent areas where safety concerns or gaps in connectivity make it more difficult for students to walk or

[2] *Refer to the Carson City Safe Routes to School Master Plan for more information.*

bike to school safely and comfortably. Many of these roadways serve as important corridors that could benefit students attending multiple schools, making them especially impactful targets for future improvements.

Each roadway segment was scored using the criteria above. Segments with the highest scores were categorized as either Primary or Secondary barriers. This classification helps distinguish between the most critical needs and those that are still important but may be less urgent.

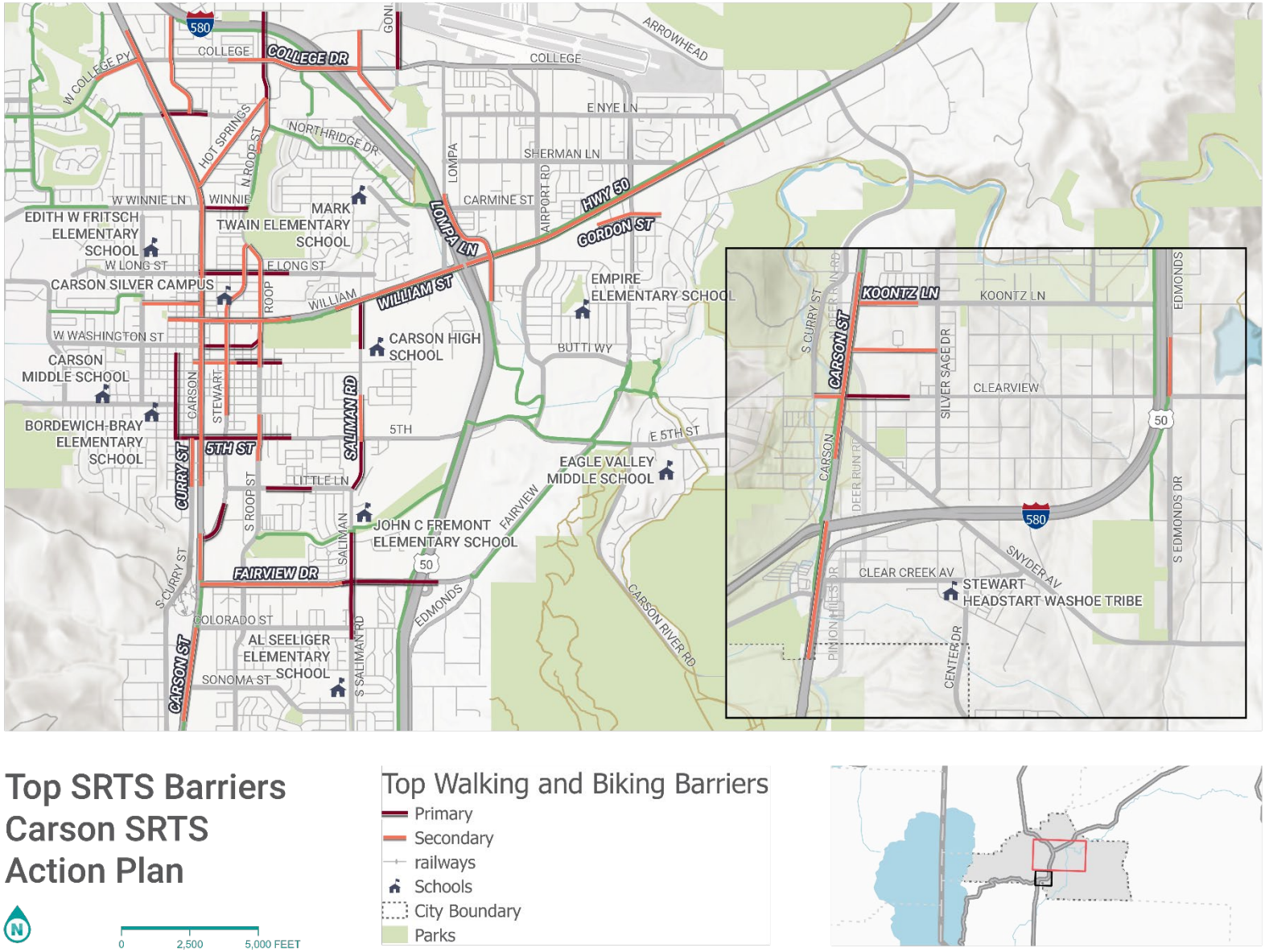
Analysis Results

To keep the analysis focused on areas most relevant to students, only roadways within a one-mile radius of each school were included. Roadways beyond this distance were not evaluated in detail and were automatically assigned the lowest possible barrier score, since they fall outside the typical walking and biking range for school-aged children.

The results of the barrier analysis were presented in two ways:

- All identified barriers (primary and secondary) across Carson City (**Figure 3-33**).
- Individual maps for each school that highlight the primary and secondary barriers within a one-mile radius. These maps provide a clear visual summary of where improvements may be most beneficial and how they relate to school access across the city. The individual school maps are included in the **Appendix D**.

Figure 3-33: Top SRTS Barriers



4

SRTS Engineering Recommendations

4 SRTS Engineering Recommendations

The project team conducted engineering and programmatic reviews of each study school to identify improvements to enhance the walking and biking networks connecting each school. The engineering review included an evaluation of relevant data including recent crash history, crash severity, time of day, and the location of bicycle and pedestrian facilities. The findings from this review and the analysis results informed the development of specific recommendations for each school. Recommended Engineering projects are divided into three tiers:

Tier 1 – Quick Wins

Quick win projects involve minimal capital costs such as changes to signage or adding a painted curb extension. These improvements are anticipated to be implemented as soon as possible to provide immediate benefits for students walking and biking to school.

Tier 2 – SRTS Core Projects

Tier 2 projects are intended to be implemented over the next 20 years. These projects are prioritized based on their proximity to schools and community destinations, crash history on the corridor, and implementation feasibility (see **Table 4-1** for more details). Tier 2 projects are further divided into four categories based on the primary safety issues addressed:

- Bicycle Network Enhancements – Focused on enhancing and expanding the bicycle network.
- Crossing Safety Enhancements – Focused on improving roadway crossings.
- Walk Zone Connectivity Enhancements – Focused on improving pedestrian connectivity within school walk zones (one mile surrounding each school).
- Corridor Enhancements – Focused on improvements to multiple aspects of a specific corridor.

Tier 3 – Aspirational Projects

These projects represent an ideal conceptual network of low-stress bicycle facilities across Carson City. The projects focus on providing students with a safe and comfortable route based on design best practices from around the Country. Designing for “all ages and abilities” would provide students and the large senior population with a safe and comfortable way to travel without a vehicle based on guidance from

the Federal Highway Administration (FHWA) and the National City and Transportation Officials (NACTO).[3,4] These projects are conceptual and require further analysis before being programmed.

Tier 1 and Tier 2 projects are shown spatially in **Figure 4-1**. Tier 1 projects are shown in **Table 4-3**, Tier 2 projects are shown in **Table 4-4** through **Table 4-7** and divided by their project category. Tier 3 projects are shown in **Figure 4-2** and included in **Table 4-8**. Project IDs (example: WZ-2) included in **Table 4-3** through **Table 4-8** are also shown on the corresponding figures to highlight the project locations.

School Profiles

Recommendations specific to each school are highlighted within the school profiles (included in **Appendix E**) later in this section. Each School Profile includes a map and table noting all recommended improvements (Tiers 1, 2, 3) within a mile of the school that will provide a direct benefit to students walking or biking to that school.

[3] FHWA, Bikeway Selection Guide (2019), FHWA, Separated Bike Lanes on Higher Speed Roadways: A Toolkit and Guide (2024).

[4] NACTO, Urban Bikeway Design Guide (2025); NACTO, Designing Streets for Kids (2020).

Prioritization Process

To focus improvements in areas with the greatest needs and those that provide benefits to multiple schools, the project team applied a weighted prioritization process based on previous data analysis findings. This enables the City to identify the most critical projects and phase implementation over time.

Tier 2 projects, which involve more significant capital and infrastructure improvements than Tier 1 projects, were evaluated using the prioritization criteria in **Table 4-1**. Projects received an individual score for each criterion as well as a combined score based on all six metrics. Projects are divided into short-term, medium-term, and long-term implementation timeframes based on the combined total score.

Short-term projects reflect the proposed improvements that scored in the highest third of prioritization process scores. Implementing these high-priority projects first will help the City most directly improve safety and connectivity for students walking and biking to school. These projects are recommended for dedicated resources for design and construction along with additional analysis and community engagement as needed.

Table 4-1: Prioritization Metrics

Prioritization		
Metric	**Point Rankings**	
Socioeconomics	Within disadvantaged tract(s)	5 pts
	Not within disadvantaged tract(s)	0 pts
School Proximity	Within 1/8 mile	10 pts
	Within 1/4 mile	5 pts
	Within 1/2 mile	2 pts
Community Facility Proximity	Within 1/8 mile	6 pts
	Within 1/4 mile	4 pts
	Within 1/2 mile	2 pts
Safety	Reduces vehicle speeds	4 pts
	Improves intersection	4 pts
	Improves/adds new sidewalk or pathway	4 pts
Active Transportation Barrier	Primary barrier	15 pts
	Secondary barrier	10 pts
	Not on barrier roadway	0 pts
Cost Per Mile	< $100,000	10 pts
	$100,001 - $500,000	8 pts
	$500,001 - $1,000,000	4 pts
	$1,000,001+	0 pts

Medium-term projects scored in the middle third and long-term projects in the last third based on the prioritization process. These are recommended to be implemented following the short-term projects; however, implementation opportunities may arise that may include elements of medium- or long-term projects.

Cost Estimates

Planning level cost estimates were developed for each recommended engineering project based on planning level project concepts. These cost estimates include curb ramps and minor modifications to drainage but do not include costs for rights-of-way or major stormwater enhancements. Cost estimates for Tier 1 projects focus on quick build materials where Tier 2 and Tier 3 projects represent permanent installations such as sidewalks and concrete medians. It is important to note that using quick build materials for bicycle facility and intersection improvements in Tier 2 and Tier 3 projects would reduce the overall costs and may help speed implementation of improvements. The City will consider a variety of materials from quick build to permanent during the design phase of funded projects.

Table 4-2: Cost Estimate Ranges

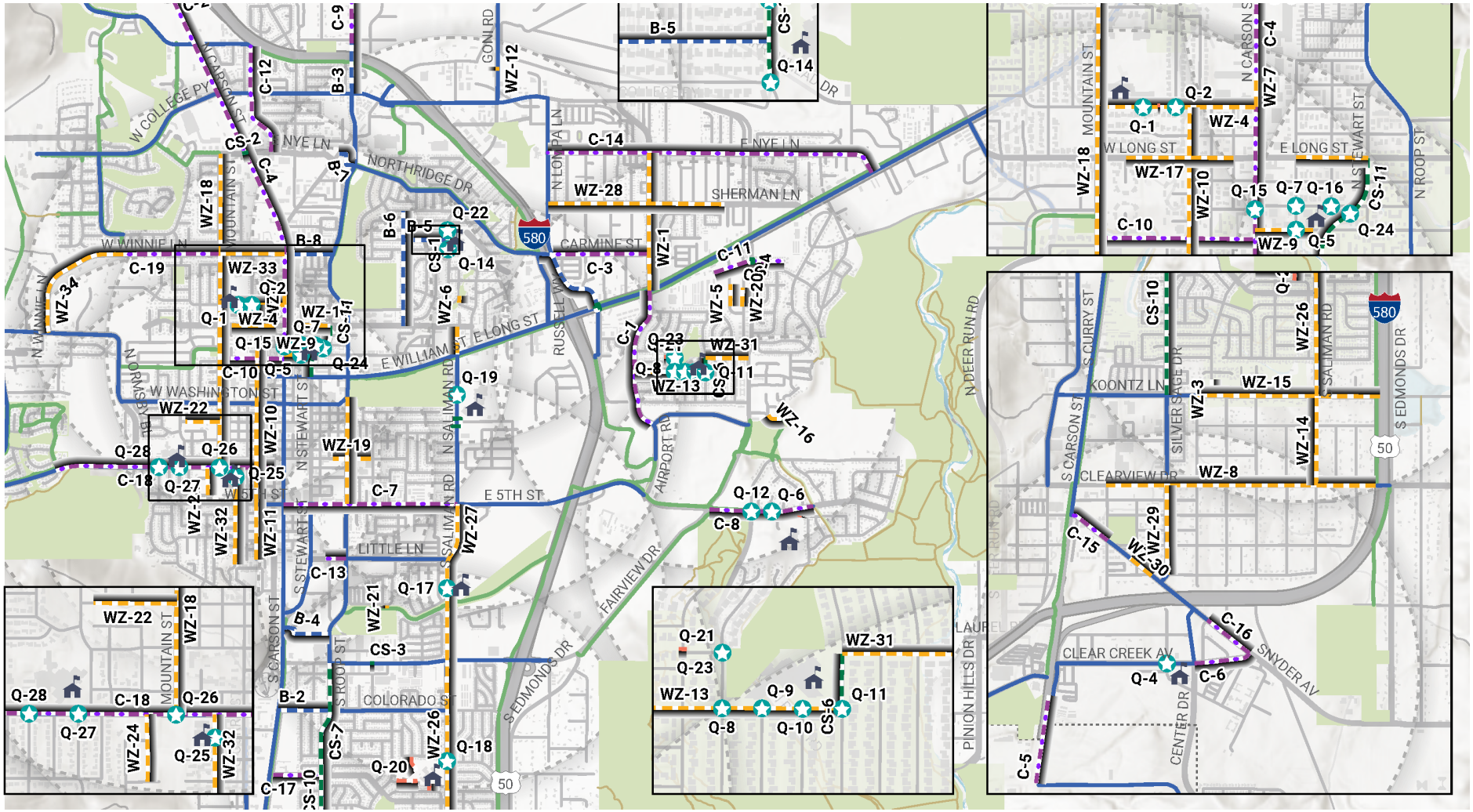
Cost Estimate Symbol	Cost Estimate Range
$	Less than $99,000
$$	$100,000 - $499,999
$$$	$500,000 - $999,999
$$$$	$1,000,000 - $1,999,999
$$$$$	$2,000,000+

Planning level order of magnitude cost estimates for each engineering project are symbolized in **Table 4-3** through **Table 4-8** based on the categories shown in **Table 4-2**.

Safe Routes to School Design Toolbox

The Carson City Safe Routes to School Design Toolbox (**Appendix F**) includes a wide variety of improvement and facility types that may be appropriate at different locations based on roadway conditions, activity levels, and area context. The concepts included in this toolbox will inform the design process for Tier 2 and Tier 3 projects.

Figure 4-1: Tier 1 & 2 SRTS Recommendations



Tier 1 & 2 Recommendations SRTS Action Plan

SRTS Recommendations

- Quick Wins
- Bicycle Network Enhancement
- Corridor Enhancement
- Crossing Safety Enhancement
- Walk Zone Connectivity Enhancement
- Quick Win

Existing Facilities

- Study Schools
- Paved Trail (off-street)
- Unpaved Trail (off-street)
- Bike Lane (on-street)
- Parks
- Railway

0 3,000 6,000 FEET

Table 4-3: Tier 1: Quick Wins

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-1	Bath St.	Midblock crossing	Install curb extensions	Quick Win	$
Q-2	Bath St.	Division St.	Install curb extensions	Quick Win	$
Q-3	Bath St.	At FrES ES parent exit	Extend existing red curb by 20 feet to the east	Quick Win	$
Q-4	Clear Creek Ave.	Silver Sage Dr.	Upgrade to all-way stop control, or curb extensions	Quick Win	$
Q-5	Corbett St.	Fall St.	Upgrade to all-way stop control	Quick Win	$
Q-6	E. 5th St.	Regent Ct.	Install S1-1 signs for both directions	Quick Win	$
Q-7	Fall St.	Park St.	Upgrade to all-way stop control	Quick Win	$
Q-8	Gordonia Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	$
Q-9	Gordonia Dr.	Cascade Dr.	Install curb extensions	Quick Win	$
Q-10	Gordonia Dr.	Glacier Dr.	Install curb extensions	Quick Win	$
Q-11	Gordonia Dr.	Monte Rosa Dr.	Upgrade to all-way stop control	Quick Win	$
Q-12	Hells Bells Rd.	E. 5th St.	Install S1-1 for westbound traffic	Quick Win	$
Q-13	Hidden Meadows Dr.	Eagle Valley bus entrance	Install marked crosswalk	Quick Win	$
Q-14	Mountain Park Dr.	Carriage Crest Dr.	Add S1-1, add curb extensions	Quick Win	$
Q-15	N Carson St.	Park St.	Restrict northbound left, add pedestrian refuge island, add S1-1s, R1-5s at yield teeth	Quick Win	$
Q-16	Park St.	Peters St.	Upgrade to side-street stop control	Quick Win	$
Q-17	Saliman Rd.	Midblock crossing (south lot exit)	Add pedestrian refuge and R1-5 signs at yield teeth	Quick Win	$
Q-18	Saliman Rd.	Damon Rd.	Restrict southbound left, install pedestrian refuge, add R1-5 signs at yield teeth	Quick Win	$
Q-19	Saliman Rd.	Seely Loop (Mills Park crosswalk)	Add R1-5 signs at yield teeth	Quick Win	$
Q-20	Seeliger Paths	Footpaths to Al Seeliger from: Cortez St., Schell Ave., and off Shady Oak Dr.	Repave paths and extend pavement to school grounds	Quick Win	$
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	$
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-22	Slide Mountain Dr.	Carriage Crest Dr.	Add S1-1s for northbound and southbound, add curb extensions	Quick Win	$
Q-23	Stanton Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	$
Q-24	Stewart St.	Park St.	Upgrade to S1-1 signs	Quick Win	$
Q-25	Thompson St.	W 2nd St.	Install curb extensions	Quick Win	$
Q-26	W King St.	Mountain St.	Install curb extensions	Quick Win	$
Q-27	W King St.	S Richmond Ave.	Install curb extensions	Quick Win	$
Q-28	W King St.	Tacoma Ave.	Install curb extensions	Quick Win	$

Table 4-4: Tier 2: Bicycle Network Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
B-1	Carmine St. and Lompa Ln.	US 50 to Russel Wy.	Add shared-use path	Bicycle Network Enhancement	Short	$$$
B-2	Colorado St.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to existing bike lanes or similar multimodal improvement	Bicycle Network Enhancement	Short	$
B-3	Emerson Dr.	College Pkwy. to Mark Wy.	Add bike lanes with bulb-outs at key intersections	Bicycle Network Enhancement	Short	$
B-4	Green Belt Multi-Use Path	Roop St. to Carson St.	Add a multi-use path connecting Linear Ditch Trail with Carson St. Multi-Use Path, Americans with Disabilities Act sidewalks	Bicycle Network Enhancement	Medium	$$$
B-5	Lindsay Ln.	Carriage Crest Dr. to Marian Ave.	Neighborhood byway — corner bulb-outs, wayfinding, hardened centerlines	Bicycle Network Enhancement	Short	$$
B-6	Marian Ave.	Long St. to Rolling Hills Dr.	Neighborhood byway — add traffic calming, hardened centerlines, speed humps, corner bulb-outs	Bicycle Network Enhancement	Short	$$
B-7	Roop St. to Hot Springs Rd. (new path)	Roop St./Northridge Dr. and Hot Springs Rd./Valley Springs driveway	Path connection to link with Nye Ln.	Bicycle Network Enhancement	Long	$$
B-8	Winnie Ln.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to Roop St. or similar multimodal improvement	Bicycle Network Enhancement	Short	$$

Table 4-5: Tier 2: Corridor Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-1	Airport Rd.	Hwy. 50 to E. 5th St.	A. Construct bike lane Butti Wy. to Hwy. 50 or similar multimodal improvement B. Add intersection crossing enhancements at Airport Rd./Douglas Dr. and Airport Rd./Menlo Dr.	Corridor Enhancement	Medium	$$
C-2	Arrowhead Dr.	Between roundabouts	Add sidewalk/path on north side, add shared lane markings in the roundabout	Corridor Enhancement	Medium	$
C-3	Carmine St.	Airport Rd. to Lompa Ln.	A. Close sidewalk gaps between Airport Rd. & Dori Wy. B. Intersection crossing enhancements at Dori Wy., Lompa Ln., and Airport Rd. to reduce crossing distances and visibility issues	Corridor Enhancement	Medium	$$$$
C-4	Carson St.	Medical Pkwy. to Williams St.	Add multi-use path, enhance crosswalks with activated flashers, include landscaped buffer	Corridor Enhancement	Medium	$$$$$
C-5	Carson St.	Topsy Ln. to 500 ft. south of Clear Creek Ave.	A) Add sidewalk on one side B) extend multi-use path	Corridor Enhancement	Medium	$$
C-6	Clear Creek Ave.	Snyder Ave. to Center Dr.	Close sidewalk gaps, enhance bus stop	Corridor Enhancement	Short	$$
C-7	E. 5th St.	Saliman Rd. to I-580	A. Enhance existing sidewalks B. Widen existing bike lane to 5 ft.	Corridor Enhancement	Short	$$$$
C-8	E. 5th St.	Fairview Dr. to Mexican Ditch Trail	A. Bike lanes Fairview Dr to Carson River Rd. or similar B. Marked Crosswalk with Ped Refuge at Parkhill Dr D. Ped Refuge at Regent Ct	Corridor Enhancement	Medium	$$$$
C-9	Emerson Dr.	Mark Wy. to Arrowhead Dr.	Build sidewalks, add bike lanes, add curb ramps at Mark Wy.	Corridor Enhancement	Short	$$
C-10	Fleischmann Wy.	Carson St. to Mountain St.	Bulb-outs and daylighting at intersections, address sidewalks gaps, traffic calming	Corridor Enhancement	Short	$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-11	Gordon St.	Full extent	Address sidewalk gaps, consider curb bulb-outs, update crosswalk to high visibility, increase corner daylighting	Corridor Enhancement	Medium	$$
C-12	Imperial Wy.	Nye Ln. to Silver Oak Dr.	Add bulb-outs and traffic calming	Corridor Enhancement	Medium	$$
C-13	Little Ln.	Roop St. to 90 ft. west of Oregon St.	Add sidewalk on north side	Corridor Enhancement	Medium	$
C-14	Nye Ln.	Lompa Ln. to Hwy. 50	Construct bike lanes and close sidewalk gaps	Corridor Enhancement	Long	$$$$$
C-15	Snyder Ave.	Carson St. to Appion Wy.	Bike lanes, close sidewalk gaps, curb ramps, stripe in crosswalks	Corridor Enhancement	Short	$$
C-16	Snyder Ave.	Dat So La Lee Wy. to Clear Creek Ave.	Add sidewalk, add high-visibility crosswalk with ped activated flasher	Corridor Enhancement	Medium	$$
C-17	Sonoma St.	Carson St. to Silver Sage	A. Construct bike lanes or similar multimodal improvement B. Add intersection crossing enhancement at Silver Sage Dr.	Corridor Enhancement	Short	$
C-18	W. King St.	Thames Ln. to Curry St.	A. Multi-Use Path Thames Ln. to Canyon Park Ct., or similar multimodal improvement B. Add physical buffer for bike lane at Carson Middle School & Bordewich-Bray Elementary School C. Close sidewalk gaps between Curry St. and Ormsby Blvd. D. Install intersection crossing enhancements at Tacoma	Corridor Enhancement	Long	$$$$
C-19	Winnie Ln.	Ormsby Blvd. to Mountain St.	A. Add bike lanes Mountain St. to Ormsby Blvd. B. Add wayfinding signage at Victoria Ave.	Corridor Enhancement	Medium	$$

Table 4-6: Tier 2: Crossing Safety Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-1	Carriage Crest Dr.	Slide Mountain Dr. to Mountain Park Dr.	A. Add intersection crossing enhancements at Mountain Park Dr. and Slide Mountain Dr. intersections B. Add center median from 70 ft. south of Slide Mountain Dr. to drop-off loop entrance C. Consider parking restrictions or removal on east side	Crossing Safety Enhancement	Medium	$$
CS-2	Carson St.	Nye Ln.	Construct rectangular rapid flashing beacon (RRFB) add associated crossing enhancements or alternatively a traffic signal	Crossing Safety Enhancement	Long	$$
CS-3	Fairview Dr.	Kansas St. to Kansas St.	Consider installing pedestrian activated flasher to increase pedestrian crossing opportunities	Crossing Safety Enhancement	Long	$
CS-4	Fairview Dr.	Fairview Dr. at Gordon St.	Consider right in/right out and pedestrian activated flasher	Crossing Safety Enhancement	Long	$$
CS-5	Hwy. 50	Hwy. 50 at Lompa Ln.	Add median pedestrian refuge island, add leading pedestrian interval (LPI), add bicycle signal detection	Crossing Safety Enhancement	Short	$
CS-6	Monte Rosa Dr.	Stanton Ave. to Gordonia Ave.	Add intersection crossing enhancements to Stanton Dr. and Gordonia Ave. intersections, including striping to prohibit parking close to existing crosswalks	Crossing Safety Enhancement	Short	$
CS-7	Roop St.	Fairview Dr. to Sonoma Ave.	Add intersection crossing enhancements at minor side-street approaches south of Fairview Dr.	Crossing Safety Enhancement	Medium	$$
CS-8	Saliman Rd.	Robinson St. and Saliman Rd.	Add crossing guards during peak hours, future traffic signal will help intersection operations	Crossing Safety Enhancement	Short	$
CS-9	Saliman Rd.	Saliman Rd. at Mills Park	Add crossing guards during peak hours	Crossing Safety Enhancement	Short	$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-10	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	A. Add crosswalk at Pioche St. B. Add intersection crossing enhancements at Koontz Ln. intersection and minor side-street approaches	Crossing Safety Enhancement	Long	$$$$
CS-11	Stewart St.	Williams St. to Long St.	Add RRFB at Park St.	Crossing Safety Enhancement	Short	$

Table 4-7: Tier 2: Walk Zone Connectivity Enhancements

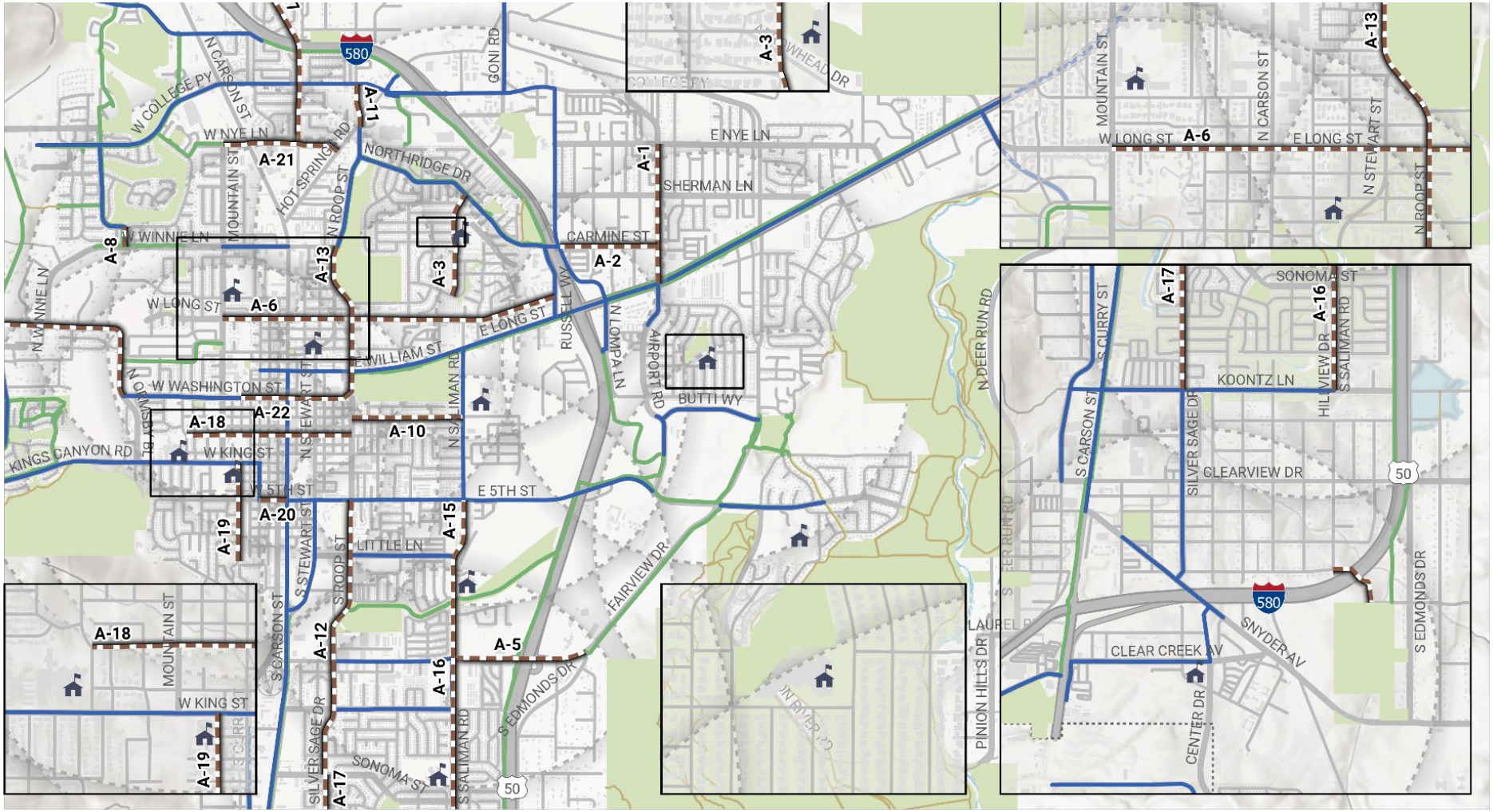
Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Close sidewalk gaps B. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	$$$$$
WZ-2	Arrowhead Dr.	Imus Rd. to Goni Rd.	Add sidewalks	Walk Zone Connectivity Enhancement	Medium	$$$
WZ-3	Baker Dr.	Koontz Ln. to 175 ft. S. of Kerinne Cir.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$
WZ-4	Bath St.	Mountain St. to Carson St.	A. Close sidewalk gap between Curry and Mountain St. B. Add intersection crossing enhancement at midblock crosswalk and Division St. crosswalks C. Add missing and damaged ADA Ramps D. Repair and enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	$$$
WZ-5	Brown St.	420 ft. N. of Reeves St. to 170 ft. S. of Reeves St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	$$
WZ-6	Camille Dr.	Sunland Dr.	Install staircase/ramp for multi-use connectivity	Walk Zone Connectivity Enhancement	Long	$$
WZ-7	Carson St.	Bath St. to 420 ft. N. of Bath St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$
WZ-8	Clearview Dr.	Oak St. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Short	$$
WZ-9	Corbett St.	Carson St. to school	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Short	$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-10	Division St.	Bath St. to W. 5th St.	A. Add intersection crossing enhancements at minor side streets B. Enhance and upgrade existing crosswalks including Musser St., Telegraph St., and Long St. C. Close sidewalk gaps with wide sidewalks as possible	Walk Zone Connectivity Enhancement	Short	$$$$$
WZ-11	Division St.	5th St. to southern terminus	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Long	$$
WZ-12	Goni Rd.	Hot Springs Rd. intersection	Consider pedestrian hybrid beacon (PHB) or RRFB	Walk Zone Connectivity Enhancement	Medium	$$
WZ-13	Gordonia Ave.	Airport Rd. to Monte Rosa Dr.	A. Widen existing sidewalks on northside of roadway B. Add center median from Monte Rosa Dr. to La Loma Dr.	Walk Zone Connectivity Enhancement	Long	$$
WZ-14	Hillview Dr.	Kingsley Ln. to Clearview Dr.	Construct paved shoulder or multi-use path to connect with existing multi-use path on Saliman at Kingsley	Walk Zone Connectivity Enhancement	Long	$$
WZ-15	Koontz Ln.	Center Dr. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Long	$$$
WZ-16	Lepire Dr.	Snake Mountain MUP to Cassidy Ct.	Construct sidewalk from Snake Mountain MUP to the existing sidewalk on the north side of Lepire Dr.	Walk Zone Connectivity Enhancement	Long	$$
WZ-17	Long St.	Curry St. to Sierra Cir. and Fall St. to Stewart St.	A. Close sidewalk gaps (Curry St. to Sierra Cir. and Fall St. to Stewart St.) B. Crosswalks and intersection enhancements at Division St., Curry St., and Marian Ave.	Walk Zone Connectivity Enhancement	Short	$$$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-18	Mountain St.	Nye Ln. to King St.	A. Close sidewalk gaps and enhance existing sidewalk where possible B. Add intersection crossing enhancements at Long St., Washington St., Telegraph St., Musser St.	Walk Zone Connectivity Enhancement	Long	$$$$$
WZ-19	Musser St.	Harbin Ave. to Anderson St.	A. Close sidewalk gaps B. Enhance sidewalk where possible	Walk Zone Connectivity Enhancement	Long	$$
WZ-20	N. Edmonds Dr.	320 ft. N. of Reeves to 100 ft. N. Brown St.	Construct sidewalk on west side of roadway	Walk Zone Connectivity Enhancement	Medium	$$
WZ-21	Reavis Ln. to Evalyn Dr (new path)	Create pedestrian connection to multi-use path	Construct multi-use bridge between existing multi-use trail and sidewalk on south side of Reavis Ln.	Walk Zone Connectivity Enhancement	Medium	$$
WZ-22	Robinson St.	Richmond Ave. to Mountain St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$$
WZ-24	S. Iris St.	4th St. to King St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	$$$
WZ-25	Saliman Rd.	US 50 to Long St.	Add buffers to bike lane, consolidate southbound lanes, add curb extensions at Long St. and US 50	Walk Zone Connectivity Enhancement	Short	$
WZ-26	Roop St.	Washington St. to E. 5th St.	A. Close sidewalk gap (Telegraph St. to E. 5th St.) B. Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	$$$
WZ-26	Saliman Rd.	Fairview Dr. to Koontz Ln.	A. Intersection crossing enhancements at Sonoma St. B. RRFB at Damon Rd. crosswalk C. Sidewalk eastside Colorado to Fairview Dr. D. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Short	$$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-27	Saliman Rd.	E. 5th St. to Fairview Dr.	Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	$$$
WZ-28	Sherman Ln.	Lompa Ln. to Chanel Ln.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	$$$$$
WZ-29	Silver Sage Dr.	Roland St. to Clearview Dr.	Add sidewalk to one side of the street	Walk Zone Connectivity Enhancement	Medium	$$
WZ-30	Snyder Ave.	Isabell Dr. to Roland St.	Close sidewalk gap	Walk Zone Connectivity Enhancement	Medium	$
WZ-31	Stanton Ave.	Monte Rosa Dr. to Fairview Dr.	Widen existing sidewalk on south side	Walk Zone Connectivity Enhancement	Medium	$$
WZ-32	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	A. Close sidewalk gaps on east side (King St. to 5th St.) B. Close sidewalk gaps on west side (5th St. to San Marcus Dr.) C. Create intersection crossing enhancements at existing W. 2nd St., 3rd St., and 4th St. crosswalks	Walk Zone Connectivity Enhancement	Long	$$$
WZ-33	Winnie Ln.	Mountain St. to Ormsby Blvd.	Enhance existing sidewalks where possible	Walk Zone Connectivity Enhancement	Long	$$
WZ-34	Winnie Ln.	Ash Canyon to Ormsby Blvd.	Extend multi-use path on north side to Ash Canyon	Walk Zone Connectivity Enhancement	Medium	$$

Figure 4-2: Tier 3 SRTS Recommendations



Tier 3 Recommendations SRTS Action Plan

SRTS Recommendations
- Aspirational Projects

Existing Facilities
- Study Schools

- Paved Trail (off-street)
- Unpaved Trail (off-street)
- Bike Lane (on-street)
- Parks
- Railway

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Table 4-8: Tier 3: Aspirational Projects

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Construct buffered bike lanes or similar multimodal improvement B. Protected intersection at Airport Rd./Hwy. 50 or similar multimodal improvement	Aspirational Project	$$$$$
A-2	Carmine St.	Airport Rd. to Lompa Ln.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	$$
A-3	Carriage Crest Dr.	Northridge Dr. to Sunland Ave.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	$
A-4	Edmonds Sports Complex	Hillview Dr. to Edmonds Sports Complex	Construct multi-use bridge over I-580 from the southeastern corner of Appion Wy./Hillview Dr. intersection to the Edmonds Sports Complex	Aspirational Project	$$$$$
A-5	Fairview Dr.	Edmonds Dr. to Saliman Rd.	Construct protected cycle track/multi-use path or similar multimodal improvement	Aspirational Project	$$$
A-6	Long St.	Mountain St. to Russell Wy.	A. Buffered bike lane from Mountain St. to Saliman Rd. or similar multimodal improvement B. Bike Lane from Saliman Rd. to Russell Wy. or similar multimodal improvement	Aspirational Project	$$$
A-7	Northgate Ln.	Arrowhead Dr. to Nye Ln.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	$$
A-8	Ormsby Blvd.	Oak Ridge Dr. to Winnie Ln.	Construct bike lanes or similar multimodal improvement	Aspirational Project	$
A-9	Ormsby Blvd./Ash Canyon Rd.	Longview Wy. to Washington St.	Construct multi-use path from Washington St. to Longview Wy. or similar multimodal improvement	Aspirational Project	$$$
A-10	Robinson St.	Roop St. to Saliman Rd.	Construct bike lanes or similar multimodal improvement	Aspirational Project	$
A-11	Roop St.	College Parkway to Bernhard Wy.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	$$
A-12	Roop St.	5th St. to Fairview St.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	$$
A-13	Roop St.	Winnie Ln. to Washington St.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	$$$$

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-14	Roop St./Silver Sage Dr.	5th St. to Sonoma Ave.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	$$
A-15	Saliman Rd.	E. 5th St. to Fairview Dr.	Upgrade bike lane to cycle track with protected intersection at Fairview Dr. or similar multimodal improvement	Aspirational Project	$$$$
A-16	Saliman Rd.	Fairview Dr. to Koontz Ln.	Buffered bike lane with potential lane reduction or similar multimodal improvement	Aspirational Project	$$
A-17	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	$$
A-18	Telegraph St.	Richmond Ave. to Roop St.	Bike boulevard consider diverters at Mountain St., Division St., Stewart St., and Roop St, or similar multimodal improvement	Aspirational Project	$$$$
A-19	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	Bike boulevard or similar multimodal improvement	Aspirational Project	$$$
A-20	W. 5th St.	Division St. to Carson St.	A. Bike lanes Richmond Ave. to Minnesota St. or similar multimodal improvement B. Buffered bike lane Minnesota St. to Carson St. or similar multimodal improvement, C. Curb extension at Telegraph St.	Aspirational Project	$$$
A-21	W. Nye Ln.	Hot Springs Rd. to Mountain St.	A. Construct bike boulevard or similar multimodal improvement B. Intersection bulb-outs C. Median islands D. Speed cushions	Aspirational Project	$$
A-22	Washington St.	Phillips St. to Roop St.	A. Construct bike lane Minnesota St. to terminus or similar multimodal improvement B. Buffered bike lane Philips St. to Minnesota St. or similar multimodal improvement	Aspirational Project	$

5

SRTS Programmatic Recommendations

5 SRTS Programmatic Recommendations

As Carson City continues to advance its SRTS initiatives, there are opportunities to build on existing efforts while introducing new strategies that respond to evolving community needs. The recommended actions reflect a holistic approach to improving safety, accessibility, and confidence for students traveling to and from school. Grounded in the six E's framework – **Engineering, Education, Encouragement, Equity, and Evaluation** - these strategies aim to foster a safer and more supportive environment for students. Each element of the six E's plays a vital role in shaping a comprehensive SRTS program that meets the needs of students, families, and the broader community. Long-term strategies are included in Table 5-7. These are intended to support continued implementation in the event that additional staff and funding resources are available in the future.

Engineering

Designing safer school travel routes through infrastructure planning helps reduce risk and improve accessibility for students walking and biking. Tools like route maps and designated drop-off zones support safer navigation and reduce traffic conflicts near school campuses.

Table 5-1: Engineering Programmatic Recommendations

Name	Description	Resource
Safe Routes to School Maps (New)	Developing school-specific route maps would give families clear guidance on the safest ways to walk or bike to school. Maps could highlight recommended crossings, signalized intersections, stop signs, estimated travel times, and visibility tips. These maps not only reduce uncertainty for families but also encourage students to choose safer, designated routes.	SRTS Safe Route Maps and How to Create Them
Park + Walk & Walking School Bus Zones (New)	To reduce traffic congestion directly at school entrances, Carson City could designate Park + Walk zones—off-site drop-off locations where students join supervised walking groups for the final few blocks to school. These zones decrease chaos at the curb, reduce vehicle-pedestrian conflicts, and give students an easy way to add daily physical activity to their routine.	SRTS Walking School Bus Guide

Education

Bicycle and pedestrian education help those who are interested in active transportation feel more comfortable, safe, and confident navigating streets and shared-use paths.

Table 5-2: Education Programmatic Recommendations

Name	Description	Resource
Back-to-School Safety Assemblies (Expanded)	The start of each school year offers a powerful opportunity to set norms for safe travel. Back-to-school safety assemblies deliver age-appropriate guidance on walking and biking rules, route planning, and visibility. By presenting this information early—when travel routines are first forming—assembly safety messages can reach nearly all students, including those who may not be enrolled in formal bike education classes. With assistance from schools, the SRTS program could expand the number of these assemblies across more schools and grade levels to amplify their reach, ensuring consistent, repeated exposure to safety guidance. With wider implementation, assemblies become an even more efficient and effective tool for instilling safe habits across the district.	Music Notes SRTS
Bicycle Safety Education (Expanded)	Carson City has an opportunity to strengthen its bicycle safety education by expanding programming for 3rd–5th grade students. By providing each class at least two dedicated sessions per year, students will have more time to practice core skills such as braking, signaling, and scanning for cars at intersections. Updated curriculum, combined with the provision of bicycles and helmets, will help students whose families may not have access to safe equipment at home. Extending the program to Stewart Community Schools and pairing it with a community bicycle equipment initiative will further broaden access, making sure more children and families can build lasting, hands-on skills for safe travel.	Sonoma SRTS Bicycle Safety / Skills Curriculum
School Bus Stop Awareness (Expanded)	Many school bus stops are dispersed throughout neighborhoods, where drivers may not expect children to be waiting or crossing. A School Bus Stop Awareness campaign would deploy temporary warning signs at high-risk stops, supported by outreach and driver education campaigns. Partnering with University of Northern Nevada to collect near-miss and speed data using LiDAR would provide valuable insights to guide adjustments. By increasing visibility and driver awareness, the program would reduce close calls and improve safety for students boarding or exiting buses.	School Zone Speed Study from the Nevada Department of Public Safety

Encouragement

Events and activities such as Walk and Roll to School Days, incentive programs, and school-wide challenges help build enthusiasm and normalize walking and biking as fun and healthy ways to get to school.

Table 5-3: Encouragement Programmatic Recommendations

Name	Description	Resource
Walk/Ride Punch Card Program (New)	Introducing a punch card system would gamify walking and biking, making it fun for younger students while tracking progress over time. Each time a student walks or rides to school, a teacher marks their punch card, working toward milestones that are celebrated with recognition or small prizes. A QR code could also be scanned to allow students to track progress on their phones. This program not only motivates individual students but also gives schools a tangible way to measure and display participation. Over time, the punch card system could help turn occasional participation into a consistent habit.	Walk Bike & Roll to School Punch Cards and Certificates
Student Poster Contest (New)	A student poster contest would invite children to use their creativity to promote safe walking and biking. Contest themes could include helmet use, visibility, or sharing the road. Winning posters would be displayed in schools, libraries, and other community spaces, giving students ownership of the message while spreading peer-to-peer reminders about safe behavior. This approach harnesses student voice, reinforces learning through creative expression, and contributes to a broader culture of safety.	Vision Zero Truckee Meadows SRTS Poster Contest
Walking Wednesday & Annual Campaigns (Expanded)	Expanding Walking Wednesday into a citywide tradition would help normalize walking and biking to school as part of the weekly routine. With branded yard signs along key routes, small incentives for participating students, and links to national events like Walk to School Day in October and Bike to School Month in May, the program would send a visible signal to both students and drivers. These regular campaigns keep safe travel top-of-mind, encourage families to try active modes, and create predictable days when drivers expect to see more children walking and biking.	"Move a Little, Live a Lot" High School Campaign | Massachusetts SRTS Program

Engagement

Engaging families, school staff, and community partners ensures that SRTS efforts reflect local needs and values. Outreach activities like surveys, workshops, and student-led projects foster shared ownership and support.

Table 5-4: Engagement Programmatic Recommendations

Name	Description	Resource
School Safety Champions (Expanded)	Grow the School Safety Champions program to include one or two middle schools in Carson City during May is Bike Month. Continue organizing parent and community volunteers to supervise Walking School Buses and Bike Trains at elementary schools, providing younger students with safe, reliable group travel options. Use available funding to provide training, resources, and modest compensation for volunteers, sustaining participation and expanding the program's reach.	Walking School Bus Guide from the National Center for SRTS
Vision Zero SRTS Subcommittee (Expanded)	Formalizing a Vision Zero Safe Routes to School Subcommittee would bring parents, teachers, and City staff together to coordinate audits, speed checks, and other safety activities quarterly. By creating a standing group within the larger Vision Zero framework, Carson City would consistently address school-area issues alongside citywide safety goals. This governance model reduces duplication of effort, accelerates decision-making, and keeps school-specific concerns aligned with broader traffic safety strategies.	Vision Zero and SRTS Partners in Safety- SRTS National Partnership
School Speed Zone Engagement (Expanded)	Conduct targeted, high-visibility enforcement campaigns at elementary, middle, and high schools during arrival and dismissal times to reinforce compliance with school zone speed limits. Coordinate closely with law enforcement to focus on specific problem areas and times when risks are highest. Pair enforcement with "Slow Down in School Zones" flyers, signs, public service announcements, and Safe Driver Pledges directed at parents and teen drivers. This combined approach creates immediate visibility while also fostering long-term habit change, so that safer driving behaviors continue even after enforcement presence decreases.	School Speed Zone Safety Program from the Sarasota Police Department

Equity

Ensuring that Safe Routes to School initiatives benefit all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income neighborhoods, communities of color, and others.

Table 5-5: Equity Programmatic Recommendations

Name	Description	Resource
Crossing Guard Support (New)	Crossing guards are often the first line of defense for students navigating busy intersections. A crossing guard support program would include standardized training for all guards—whether staff, contractors, or volunteers—alongside a public awareness campaign to build respect for their role. By strengthening coordination with the district's existing training program and promoting consistent practices, Carson City can enhance the visibility and effectiveness of crossing guards, improving compliance at key crossings and protecting students at high-risk locations.	Crossing Guards Save Lives - Traffic Safety Resource Center

Evaluation

Tracking participation, travel behavior, and safety outcomes helps measure the impact of SRTS programs and guide future improvements. Tools like student tallies and parent surveys provide valuable feedback for ongoing planning.

Table 5-6: Evaluation Programmatic Recommendations

Name	Description	Resource
SRTS Report Card (Expanded)	An annual Safe Routes to School Report Card would compile survey and tally data alongside program highlights, campaign outcomes, and next steps. This clear, public-facing document would provide accountability, build trust with families, and demonstrate progress to potential funders. A consistent reporting framework also helps align partners and keeps the program moving toward long-term goals. The SRTS team will work in conjunction with the school principal and District Crossing Guard Coordinator to compile the annual report card.	Safe Routes Partnership - Making Strides 2024 State Report Card
Annual Parent Surveys (Expanded)	Collecting annual parent surveys on travel mode, safety concerns, and demographics provides critical insight into family experiences year over year. Tracking these trends helps identify what interventions are working, and guide future messaging. Survey data can also be used to strengthen grant applications by showing community need and progress over time. Surveys will be in both English and Spanish.	Joseph L. Bowler Sr. Elementary School SRTS Annual Parent Survey

Long-Term Recommendations

Table 5-7: Long-Term Programmatic Recommendations

Type	Name	Long-Term Recommendation Description
Engineering	Sidewalk Gap Closures (Long Term)	Prioritizing the closure of sidewalk gaps within 1/4 mile of schools would create continuous, connected routes for students. Even short missing segments can force children into the street, greatly increasing risk. By focusing on high-priority corridors first, Carson City can build a safer walking environment that encourages more families to consider active travel.
Education	E-Bike Training & Licensing Program (Long Term)	The rising popularity of e-bikes among youth brings both benefits and challenges. To address safety concerns, Carson City could establish an e-bike training program based on Nevada Department of Transportation (NDOT) and Nevada State e-bike rules. Students would complete a short safety course covering speed control, safe passing, and responsible riding behavior, followed by a quiz to demonstrate their knowledge. Upon completion, they would receive a certificate of completion. This approach not only promotes safe habits but also provides schools with a clear and consistent policy for managing e-bike use.
Education	Community Mapping Projects (Long Term)	Community mapping projects would invite students and their families to chart their daily school routes and identify barriers such as missing sidewalks, unsafe crossings, or speeding traffic. This activity not only engages families in problem-solving but also produces detailed, ground-level data that can inform engineering fixes and equity priorities. By directly involving students in documenting their experiences, the project builds ownership and trust while ensuring future improvements reflect real community needs.
Encouragement	Walking and Biking Clubs (Long Term)	After-school walking and biking clubs, offered in partnership with local nonprofits, would provide students with more time to build confidence in their skills outside of the classroom. These clubs could combine group rides with basic bike maintenance workshops, giving students both the knowledge and the independence to travel safely on their own. Regular practice builds lasting confidence, while the group setting fosters friendships and community around active travel.

Type	Name	Long-Term Recommendation Description
Engagement	Parent Barrier Reporting System (Long Term)	Establishing a Parent Barrier Reporting System to create a simple, consistent way for families to raise safety concerns. Integrated into the district's online parent portal, with paper forms available in school offices, the system would make it easy to report issues such as broken sidewalks, unsafe crossings, or aggressive driving. Reports could be tracked and shared with equity and engineering teams, ensuring concerns are addressed in a timely and transparent manner. This district channel for feedback strengthens accountability while improving safety on the ground.
Engagement	Mobile Speed Feedback Trailers (Long Term)	Mobile speed feedback trailers remain a highly effective short-term tool for influencing driver behavior. Placing them in school zones during the first month of the school year—when families are setting travel routines— positions them to be most effective in shaping safe travel habits. When combined with enforcement campaigns, these trailers not only alert drivers in the moment but also reinforce expectations about safe travel near schools.
Evaluation	Student Hand Tallies (Long Term)	Expanding hand tally data collection to middle and high schools would provide a more complete picture of how student travel changes with age. Capturing shifts from family drop-off to self-transport offers valuable information about when and where interventions are most needed. With this data, programs can be better tailored to meet the needs of students at different stages of independence.