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Appendix B: Existing Conditions

To: Scott Bohemier, Project Manager, Western Nevada Safe Routes to School

From: Cole Peiffer, Sierra Rodriguez-Torres, Alta Planning + Design

Date: 8/22/2025

Re: Carson City SRTS Action Plan - Existing Conditions Memo

Carson Safe Routes to School Action Plan - Existing Conditions

Introduction

This memo provides an overview of the current safety trends and transportation infrastructure needs to improve walking and biking conditions for all students. This memo presents the results of a barriers analysis which combines outputs from previous analyses and findings from the public engagement phase. The purpose of this memo is to establish a baseline understanding of the physical environment and identify key barriers to walking and biking for students. Combining these findings with community input and school walk audits will form the basis for identifying new project recommendations or modifying planned projects with additional safety improvements. This analysis is based on field observations, crash data and a review of relevant plans and policies.

Citywide Safety Analysis

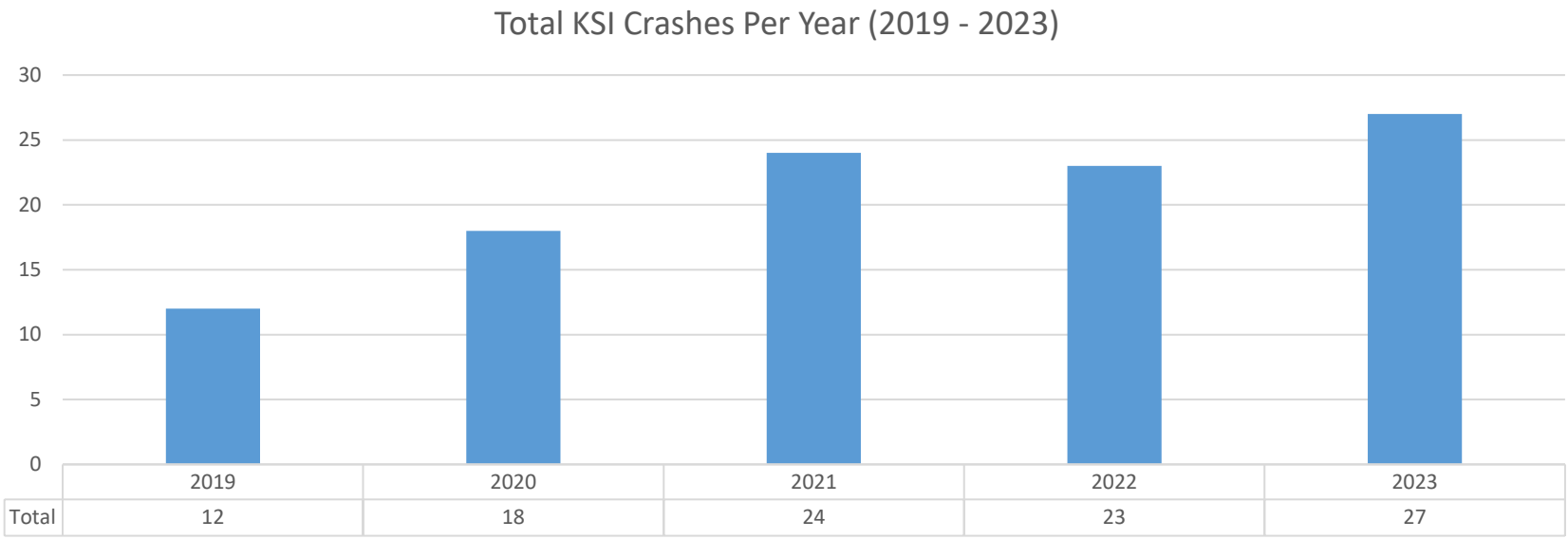
Alta examined the five most recent years of available crash data (2019 – 2023) that occurred on all public roadways in Carson City. Crashes where someone was killed or seriously injured (also known as KSI crashes) were the focus of this analysis. Crashes outside of Carson City were excluded for analysis but are shown for context. Crashes that occurred on the Interstate Highway System (I-580) were excluded from this analysis, unless stated otherwise. Property Damage Crashes, except for bicycle and pedestrian property damage crashes, were generally excluded from this analysis. Motorcycles were included with vehicles for the purposes of this analysis.

Key Overall Findings

- Between 2019 and 2023 25 people were killed and 1,397 people were injured in crashes in Carson City.
- Crashes have been increasing since 2019 (**Figure 1**). There were more than twice as many KSI crashes in 2023 than in 2019.
- Inclusive of interstates, there was an average of 5.6 fatalities per year. Based on 2020 census population data for Carson City (55,639), this is a fatality rate of 9.5 per 100,000 people. This is lower than the state average for Nevada (11.9 per 100,000) and less than the 2023 national average of 12.21..1

[1] *For more information, refer to the Traffic Safety Facts Annual Report, May 2025: https://cdan.dot.gov/tsftables/National%20Statistics.pdf*

Figure 1: Crashes that resulted in a serious or fatal injury (KSI) per year



City-wide crash trends for bicyclists and pedestrians

As shown in **Table 1**, when pedestrians or bicyclists were involved in a crash, they were more likely to be fatal or seriously injured. 45.5% of pedestrian crashes resulted in a fatal or life-altering injury (KSI). Pedestrian-involved crashes were more than 9 times more likely to result in a KSI. Bicyclist-involved crashes were 4.6 times more likely to result in a KSI.

Table 1: Injury crashes, by mode and severity

Crash Severity	Pedestrian Involved	Bicyclist Involved	Motorist-only
Fatal or Serious Injury (K,A)	45.45%	22.00%	4.77%
Minor, Possible or Unknown Injury (B,C,U)	54.55%	78.00%	95.23%
Grand Total	100.00%	100.00%	100.00%

Compared with crashes only involving motorists, crashes involving pedestrians were more likely to occur in dark lighting conditions, with 27% of pedestrian-involved crashes occurring in dark conditions on roads with only partial lighting (**Table 2**). Pedestrian-involved crashes were also more likely to involve somebody under the influence of alcohol (**Table 3**).

Table 2: Lighting conditions at the time of the crash

Lighting Condition	Pedestrian Involved	Bicyclist Involved	Motorist-only
Dark – Continuous Roadway Lighting	6.06%	2.99%	3.77%
Dark - No Roadway Lighting	7.58%	4.48%	7.28%
Dark - Spot Roadway Lighting	27.27%	8.96%	8.45%
Dark - Unknown Roadway Lighting	1.52%	1.49%	0.42%
Dawn	3.03%	1.49%	1.74%
Daylight	48.48%	71.64%	71.94%
Dusk	4.55%	4.48%	3.32%
Other / Unknown / Blank	1.52%	4.48%	3.09%
Grand Total	**100.00%**	**100.00%**	**100.00%**

Table 3: Alcohol involvement, by mode

Alcohol Involved	Pedestrian Involved Crashes	Bicycle Involved Crashes	Motorist-only
No	83.33%	98.51%	93.50%
Yes	16.67%	1.49%	6.50%
Grand Total	100.00%	100.00%	100.00%

School-area Crashes

Crashes within 1 mile of the 11 study-area schools in Carson City were specifically analyzed to determine trends and patterns specific to each school. Overall, crashes near schools account for 73% of all crashes in Carson City (**Figure 2**). Crashes near schools were more likely to involve a person walking (85% of all pedestrian crashes) or biking (94% of all bicyclist crashes) as shown in **Table 4**.

Figure 2: KSI crashes near study-area schools

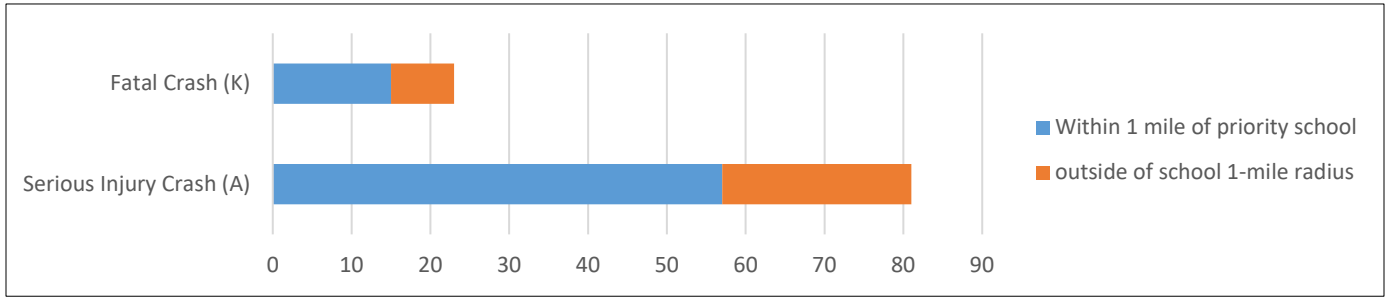


Table 4: Crashes by mode, near study area schools

	Total Crashes	Pedestrian Involved	Bicyclist Involved	Motorist-only
Within a school zone	3.6%	4.5%	13.0%	3.4%
Within 1 mile of priority school	76.70%	84.85%	94.03%	76.19%
Outside of school 1-mile radius	23.30%	15.15%	5.97%	23.81%
Grand Total	100.00%	100.00%	100.00%	100.00%

The portion of crashes that occurred during peak school hours (7-9am, 1-3pm) is key to helping understand which school areas have a higher level of crash risks while students are coming to and from school. As shown in **Table 5**, Mark Twain and Carson High School have the highest total crashes within 1 mile of the school. Carson High-Silver Campus had lower overall crashes, but a higher proportion of crashes during peak hours.

Table 5: Crashes by peak AM/PM school hours within a 1-mile buffer

Study School	Peak AM Crashes (7-9am)	Peak PM crashes (1-3pm)	Crashes Outside of Peak Periods	Total Crashes
Carson High	110	125	703	938
Carson High – Silver Campus	115	121	656	892
Carson Middle	83	90	461	634
Eagle Valley Middle	15	8	67	90
Seeliger Elementary	22	45	224	291
Bordewich-Bray Elementary	90	104	521	715
Fremont Elementary	55	62	326	443
Fritsch Elementary	77	93	516	686
Empire Elementary	80	74	575	729
Mark Twain Elementary	114	119	831	1064
Washoe Headstart	22	55	405	482

Some 1-mile buffers overlap. Crashes are counted for each boundary they fall within. Crash totals include property damage only crashes. Crashes in 1-mile buffer around Washoe Headstart also include crashes outside of Carson City.

Table 6 - Crashes by peak AM/PM school hours within School Zones

Study School	Peak AM Crashes (7-9am)	Peak PM crashes (1-3pm)	Crashes Outside of Peak Periods	Total Crashes
Carson High	5	2	18	25
Carson High – Silver Campus	1	0	10	11
Carson Middle	4	2	7	13
Eagle Valley Middle	0	0	0	0
Seeliger Elementary	0	0	6	6
Bordewich-Bray Elementary	4	2	14	20
Fremont Elementary	1	2	7	10
Fritsch Elementary	1	1	9	11
Empire Elementary	6	1	29	36
Mark Twain Elementary	0	0	6	6
Washoe Headstart	0	0	0	0

Some school zones overlap. Crash totals include property damage only crashes.

High Injury Network

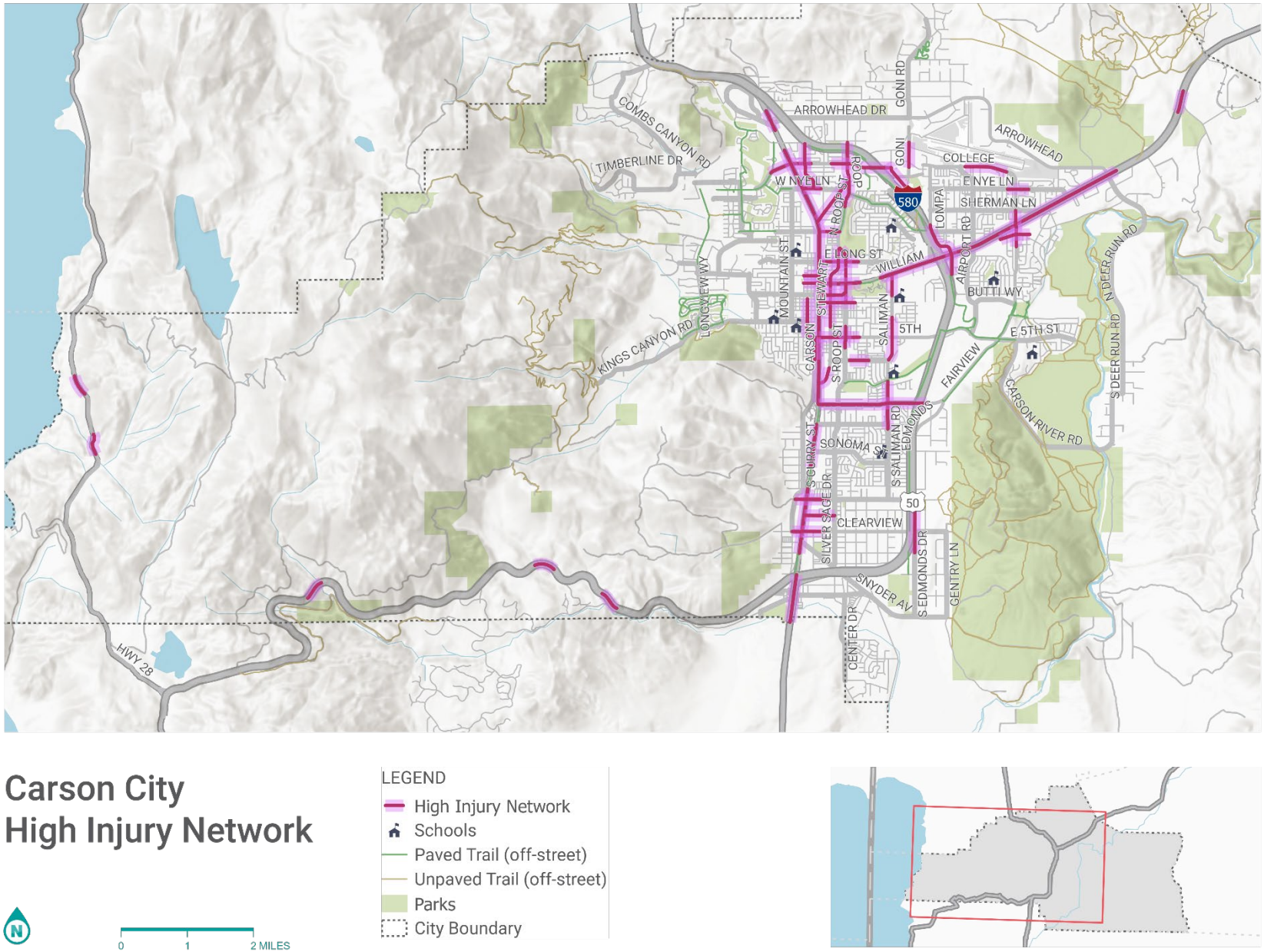
Alta developed a High Injury Network (HIN) for Carson City to identify roadways where the most severe crashes occur. The resulting HIN highlights high-crash areas to focus safety improvements, to direct resources where safety improvements can have the greatest impacts. The high injury network was based on crash data weighted by crash severity and associated with the roadway centerline, using a rolling window analysis. 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 KIS crashes on just 5% of the road network.** The full methodology can be found in Appendix A. There are 26 miles of HIN in Carson City. Of these, 80% (20 miles) are within the 1-mile school zones.

Table 7: HIN mileage by school

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

The maps included in this section show the HIN locations citywide and within each school study-area (1-mile). HIN maps for each school also highlight the HIN corridors and their extents which 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.

Figure 3: Carson City High Injury Network



Carson High

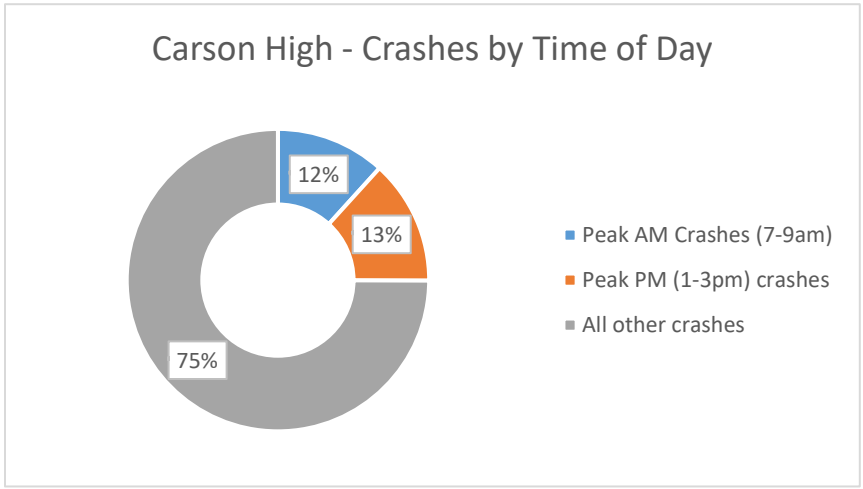
School Information:

Carson High School (CHS) 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 5–10% of households in the area do not have access to a vehicle, indicating a moderate level of vehicle access.

School Crash Summary:

Carson High has a total of 938 crashes within a 1-mile radius, the second highest among the schools of focus. Of these, 90 crashes occurred during the morning peak period (7–9 AM) and 104 during the afternoon peak (1–3 PM), meaning 20% or 1 in every 5 crashes happened during school commute hours. There are 7.5 miles of high injury network (HIN) roads within the 1-mile school radius.

Figure 4: Carson High School – Crashes by Time of Day



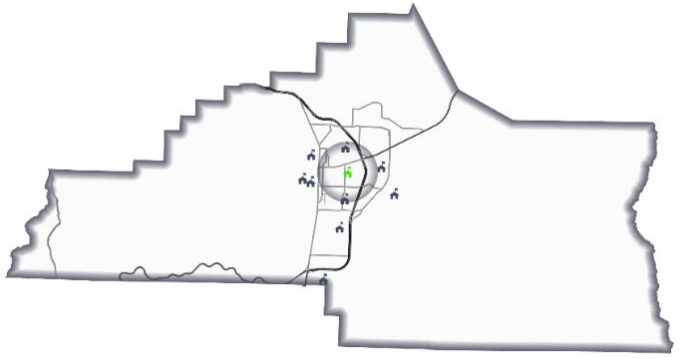
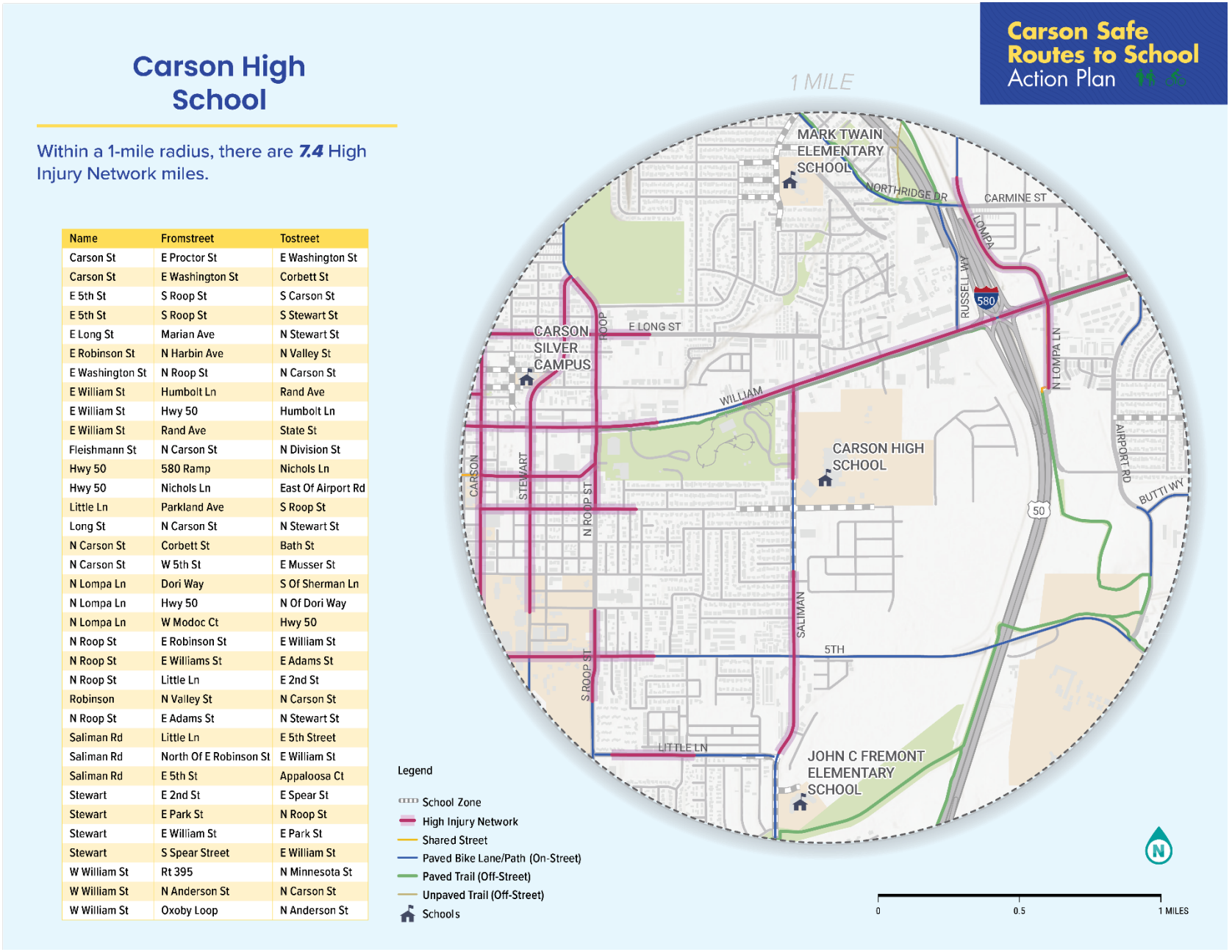


Figure 5: Carson High School High Injury Network Map



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 (formerly Pioneer High School)

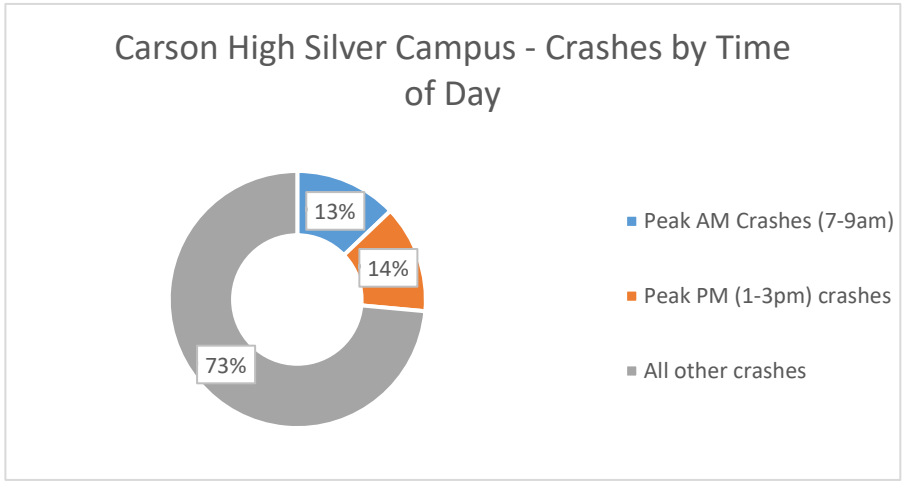
School Information:

Carson High Silver Campus (CHSC) 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 the lowest median household income at $30,000 or more below the regional average. Additionally, vehicle access is limited, with Carson High Silver Campus more than 10% of households lacking access to a vehicle which is higher than the regional average.

School Crash Summary:

Carson High Silver Campus has a total of 892 crashes, with 121 of those occurring during the peak PM period (1-3pm). CHSC has the highest number of crashes that occurred during the peak AM period (7-9am) at 115 crashes. There are 9.1 high injury network miles within the 1-mile school radius. Carson High Silver Campus has a moderate crash volume and has the highest number of HIN roads surrounding the school. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 6: Carson High, Silver Campus – Crashes by Time of Day



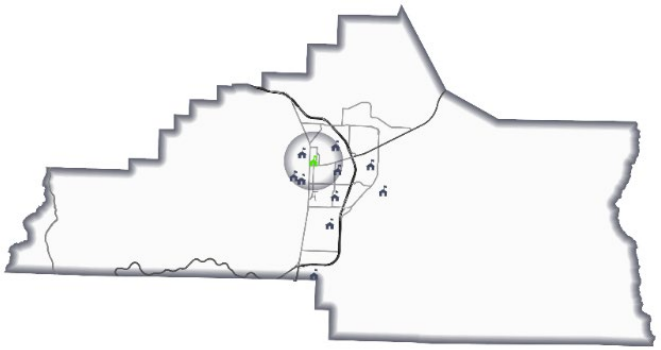
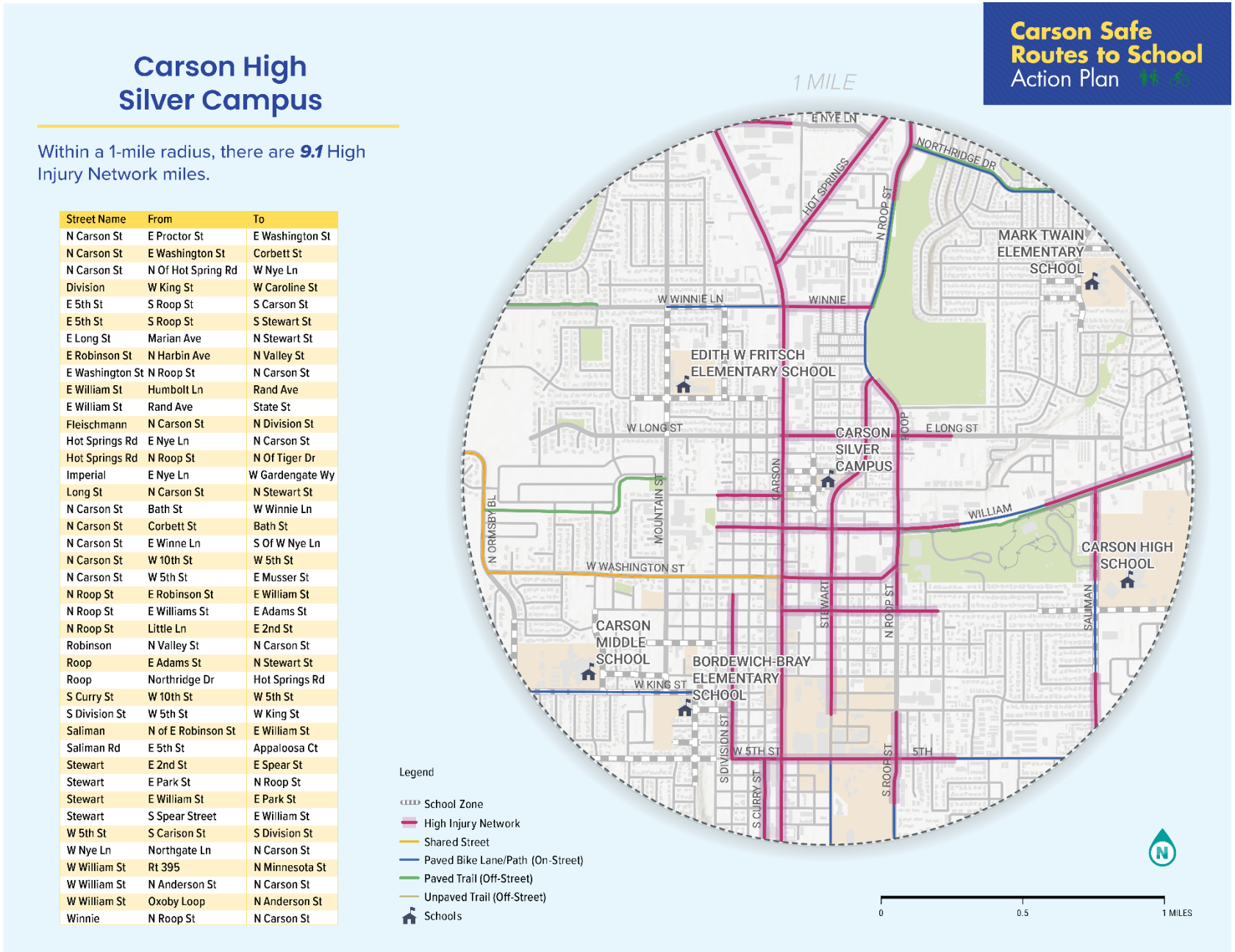


Figure 7: Carson High School, Silver Campus High Injury Network Map

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

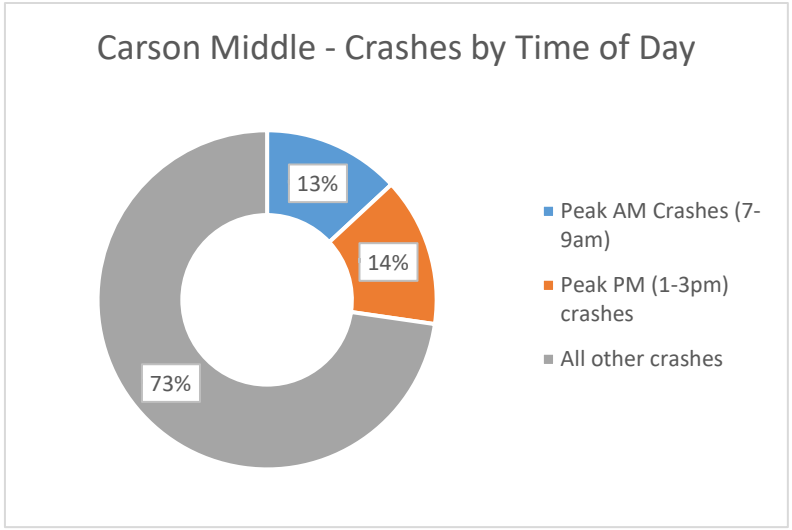
School Information:

Carson Middle School (CMS) 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. Vehicle access is limited, with more than 10% of households lacking access to a vehicle which is higher than the regional average.

School Crash Summary:

Carson Middle has a total of 634 crashes within a one-mile radius, including 83 during the peak AM period (7-9am) and 90 crashes during the peak PM period (1-3pm) totaling 173 (27%) during student commute hours. There are 6.4 high injury network miles within the 1-mile school radius. Carson Middle has a moderate crash volume and is surrounded by a notable number of HIN roads. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 8: Carson Middle – Crashes by Time of Day



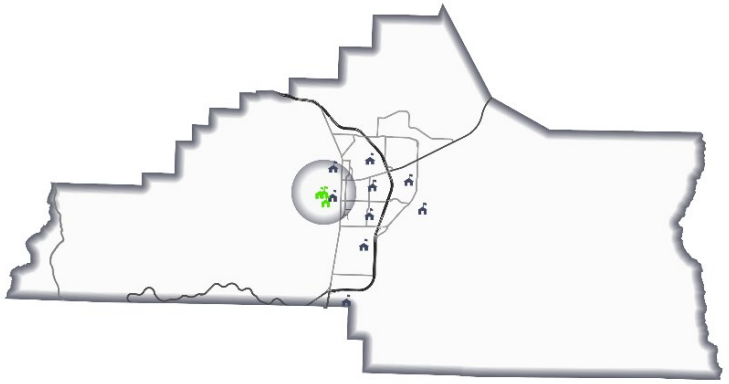
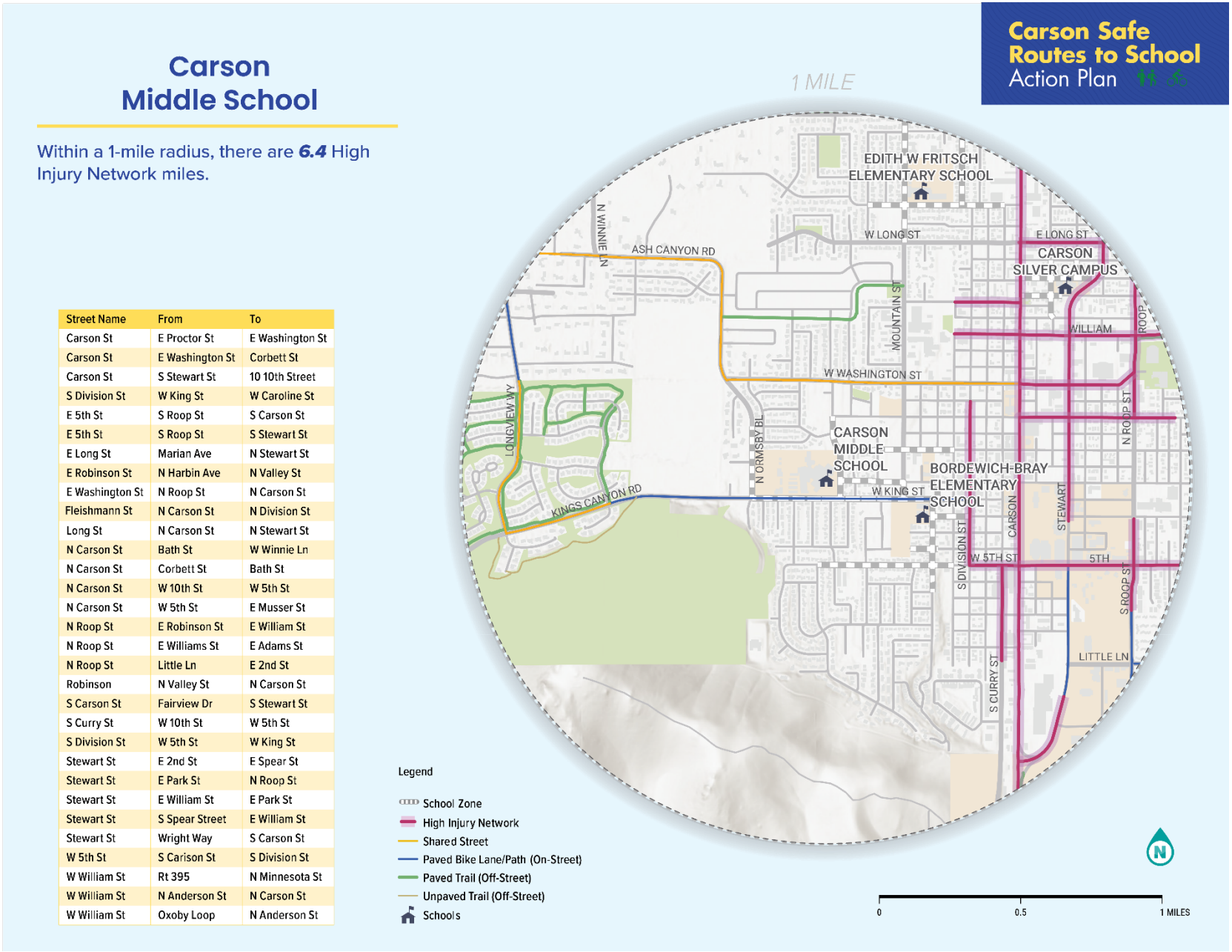


Figure 9: Carson Middle School High Injury Network Map



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 Carlson 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

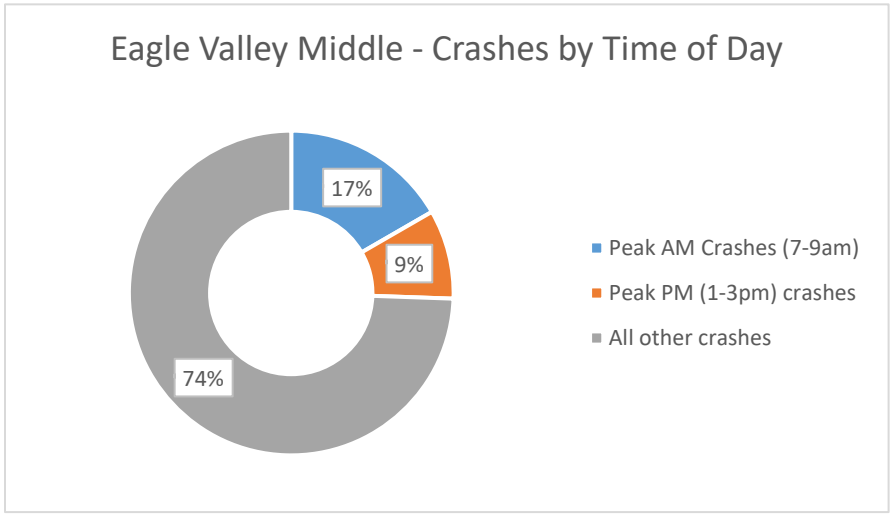
School Information:

Eagle Valley Middle School (EVMS) 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 high median household income, ranging from $30,000 to $130,000 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.

School Crash Summary:

Eagle Valley Middle stands out with the lowest number of crashes within a one-mile radius totaling 90 crashes. Only 15 occurred during the peak AM period (7-9am) and 8 crashes occurred during the peak PM period (1-3pm), totaling just 23 crashes during school commute hours. Notably, there are zero miles of High Injury Network roads in the surrounding area. This is likely due to a less complex roadway network and an overall lack of surrounding destinations besides the school itself, resulting in lower vehicle volumes and fewer conflict points.

Figure 10: Eagle Valley Middle – Crashes by Time of Day



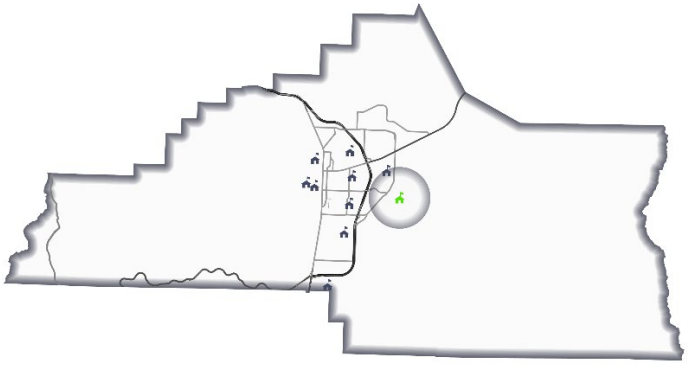
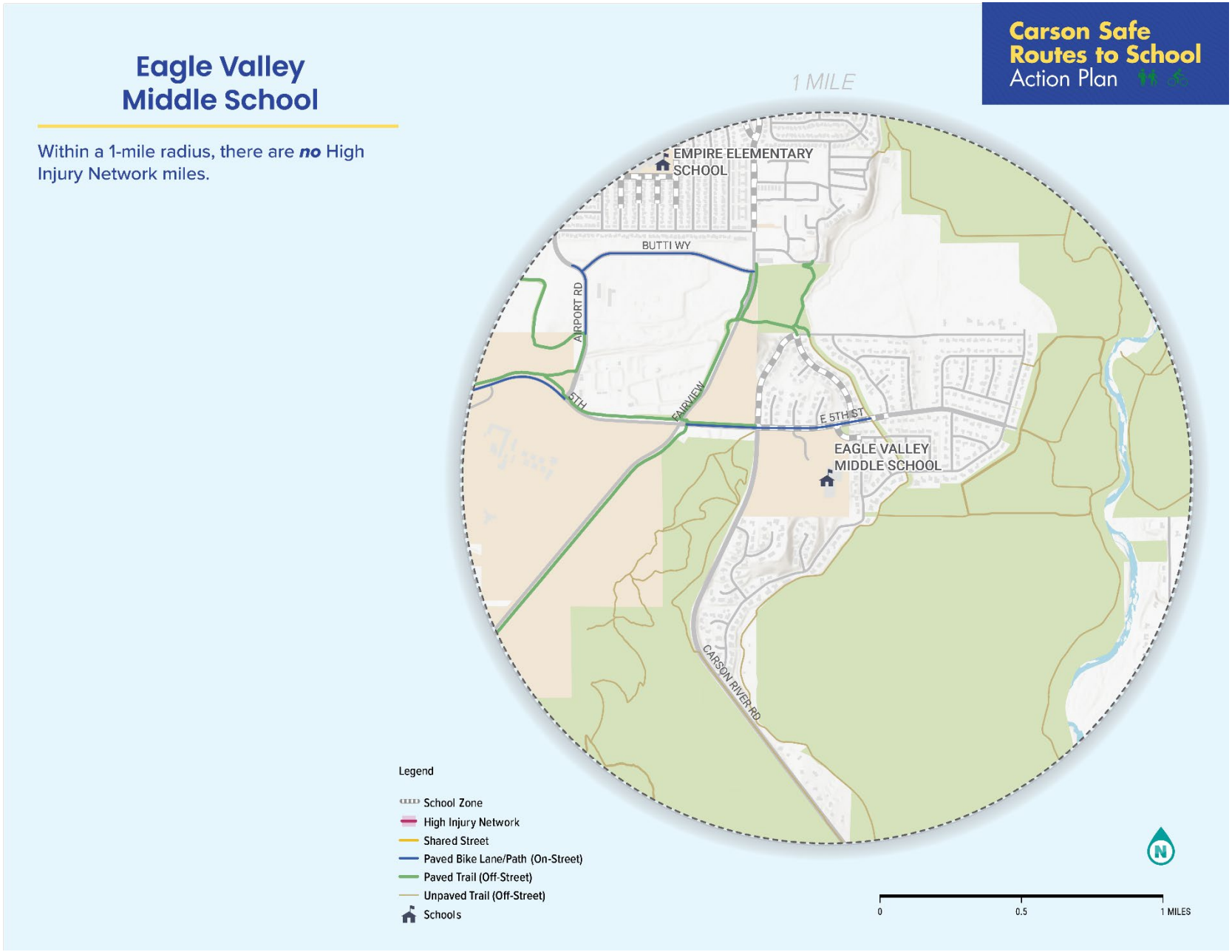


Figure 11: Eagle Valley Middle School High Injury Network Map



Al Seeliger Elementary

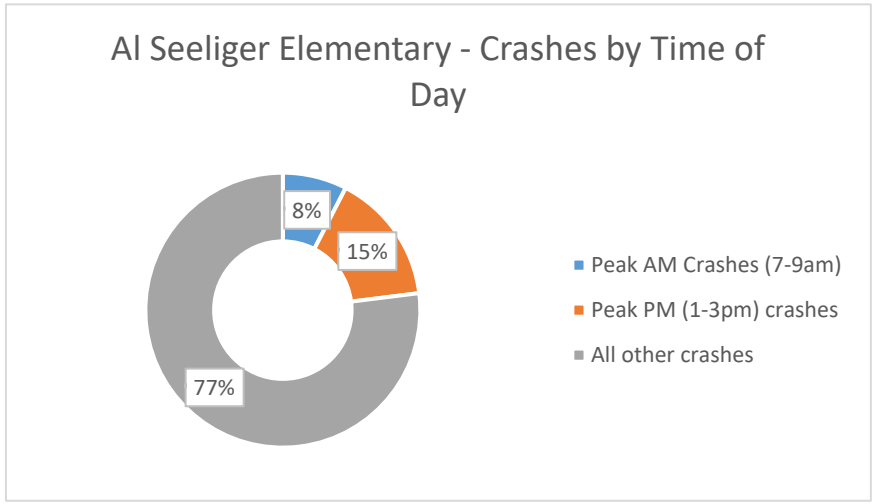
School Information:

Seeliger Elementary School (SES) 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 relatively high median household income, ranging from $10,000 to $30,000 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.

School Crash Summary:

Al Seeliger has a total of 291 crashes, including 22 during the peak AM period (7-9am) and 45 during the peak PM period (1-3pm). Over 1 and every 5 crashes or 23% occurred during peak student travel hours. There are 3 high injury network miles within the 1-mile school radius. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure: 12: Al Seeliger Elementary – Crashes by Time of Day



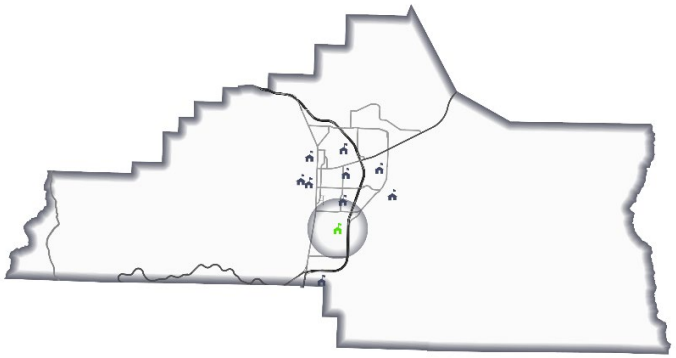
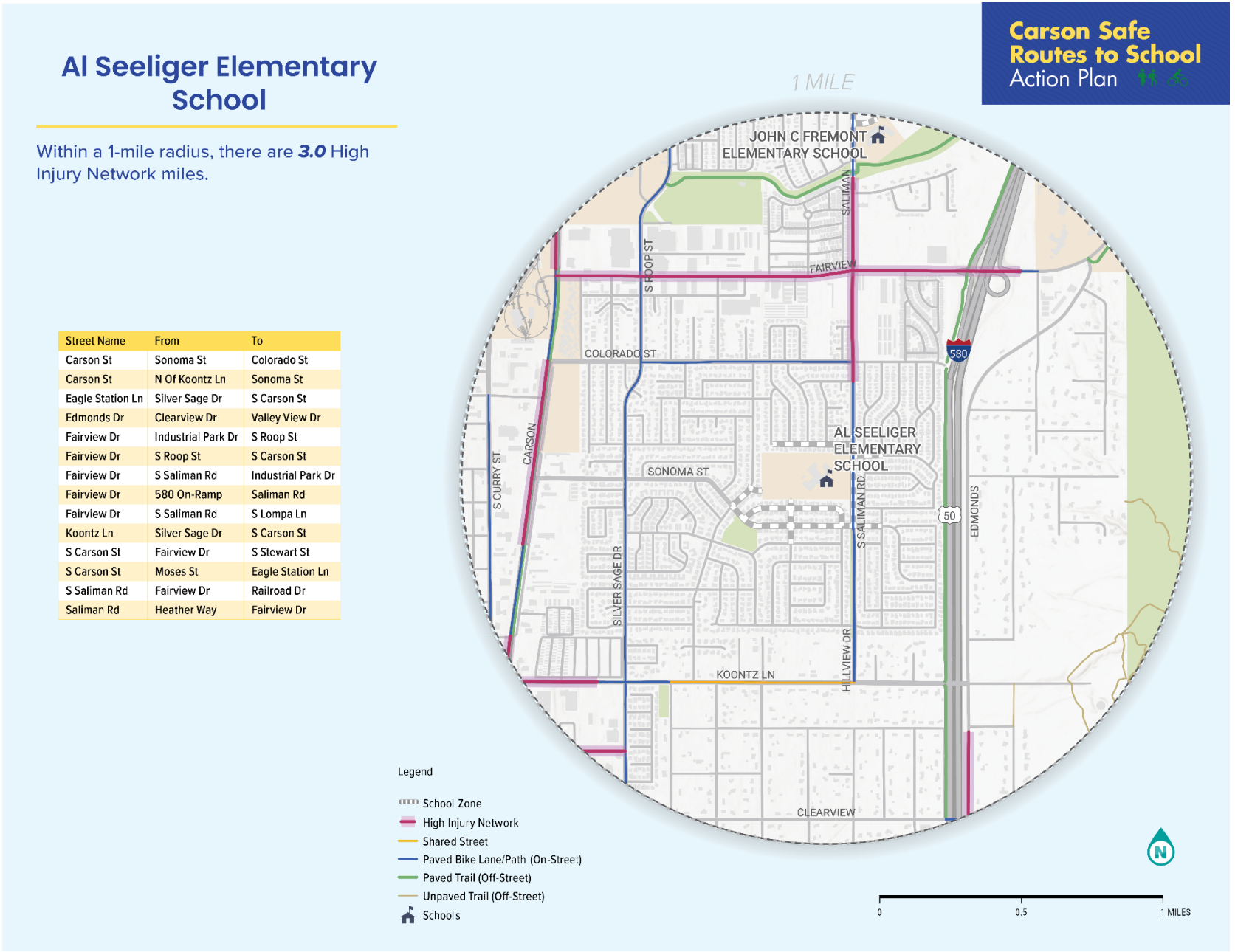


Figure 13: Al Seeliger Elementary School High Injury Network Map

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

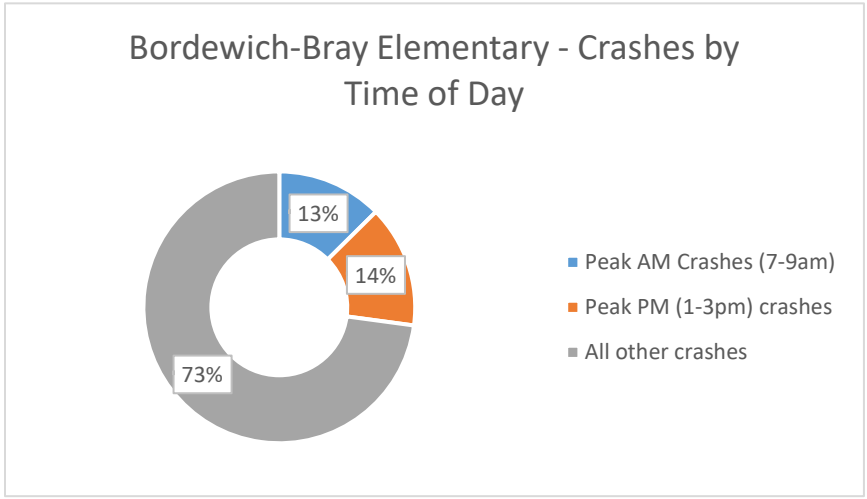
School Information:

Bordewich-Bray Elementary School (BBES) 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.

School Crash Summary:

Bordewich-Bray Elementary School has a total of 715 crashes. Of these, 90 occurred during the peak AM period (7-9am) and 104 crashes occurred during the peak PM period (1-3pm). This means 194 crashes (27.1%) of crashes happened during peak school travel time, indicating a high degree of student exposure to crash prone conditions. There are also 7.5 high injury network miles within the 1-mile school radius. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 14: Bordewich-Bray Elementary – Crashes by Time of Day



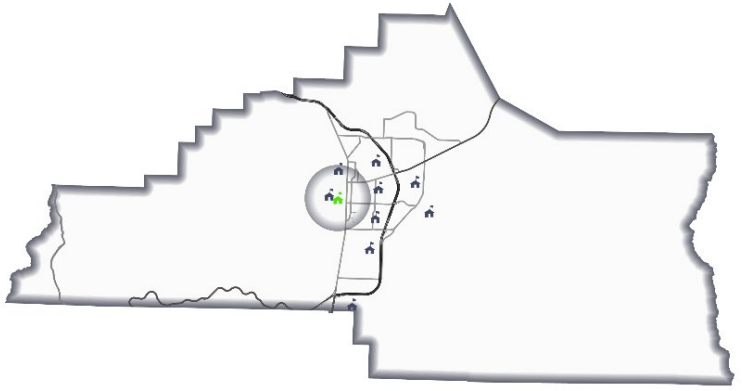
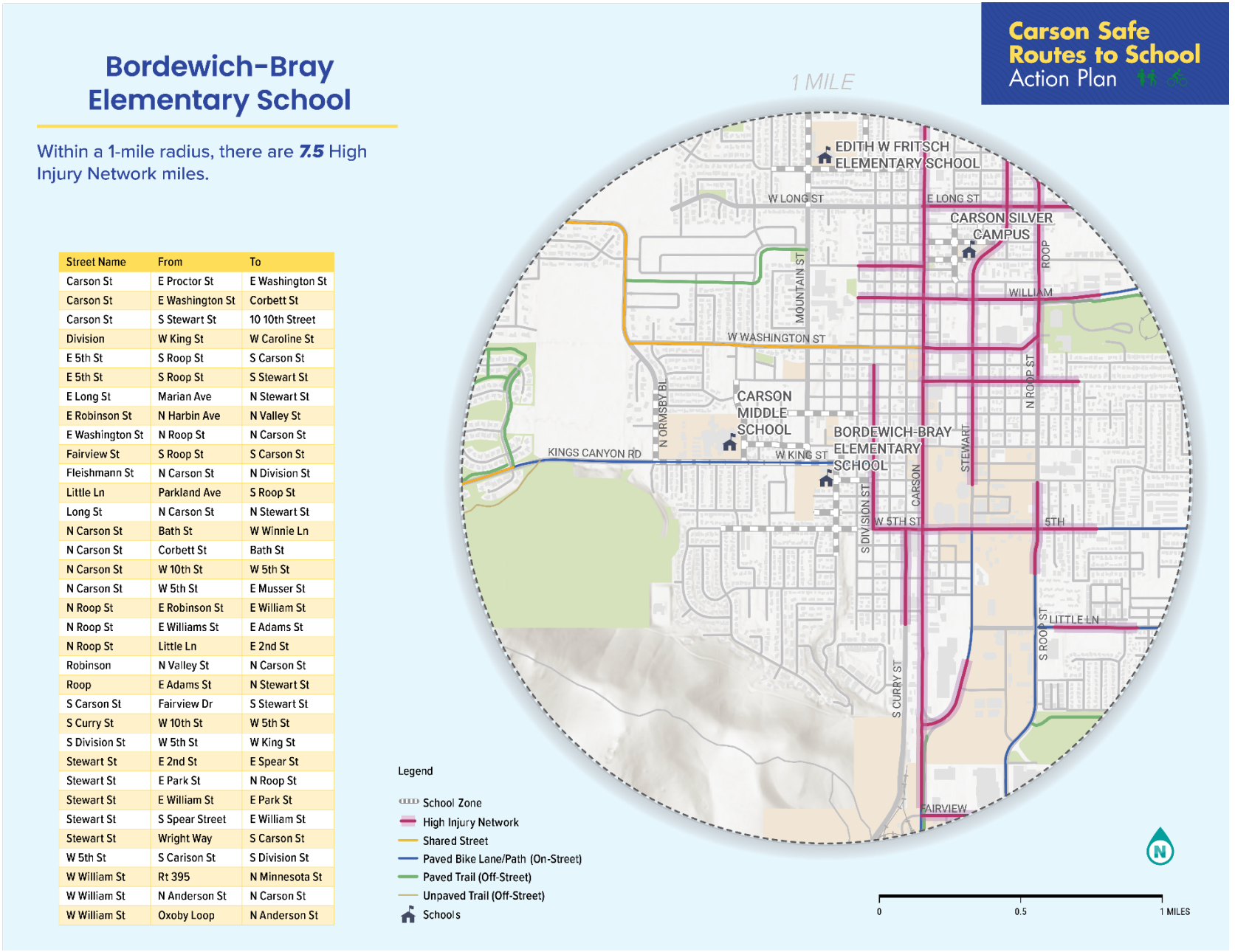


Figure 15: Bordewich-Bray Elementary School High Injury Network Map



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 (EES) 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 is $10,000 to $30,000 below the regional average. Despite this, vehicle access is high, with fewer than 5% of households lacking access to a vehicle.

School Crash Summary:

Empire Elementary has a total of 729 crashes within a one-mile radius. Of these, 80 occurred during the peak AM period (7-9am) and 74 crashes occurred during the peak PM period (1-3pm). Over 1 and every 5 crashes or 21.1% occurred during peak student travel hours. There are 3.2 high injury network miles within the one-mile school radius. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 16: Empire Elementary – Crashes by Time of Day

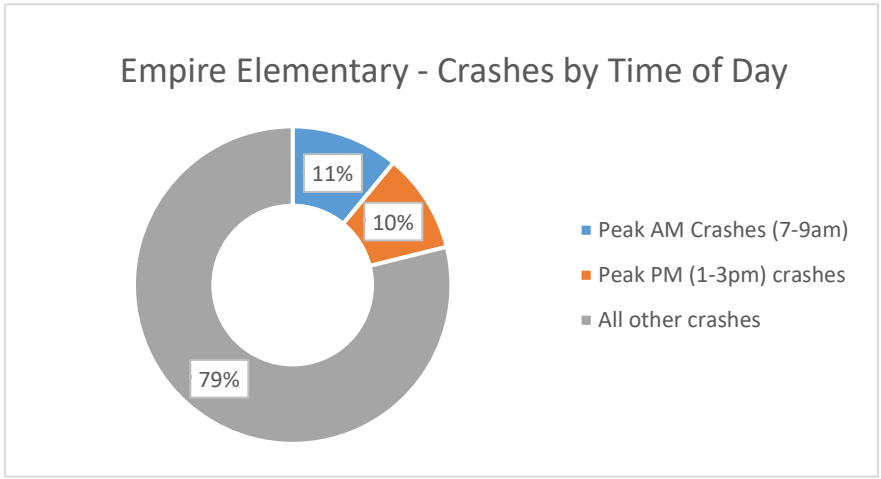
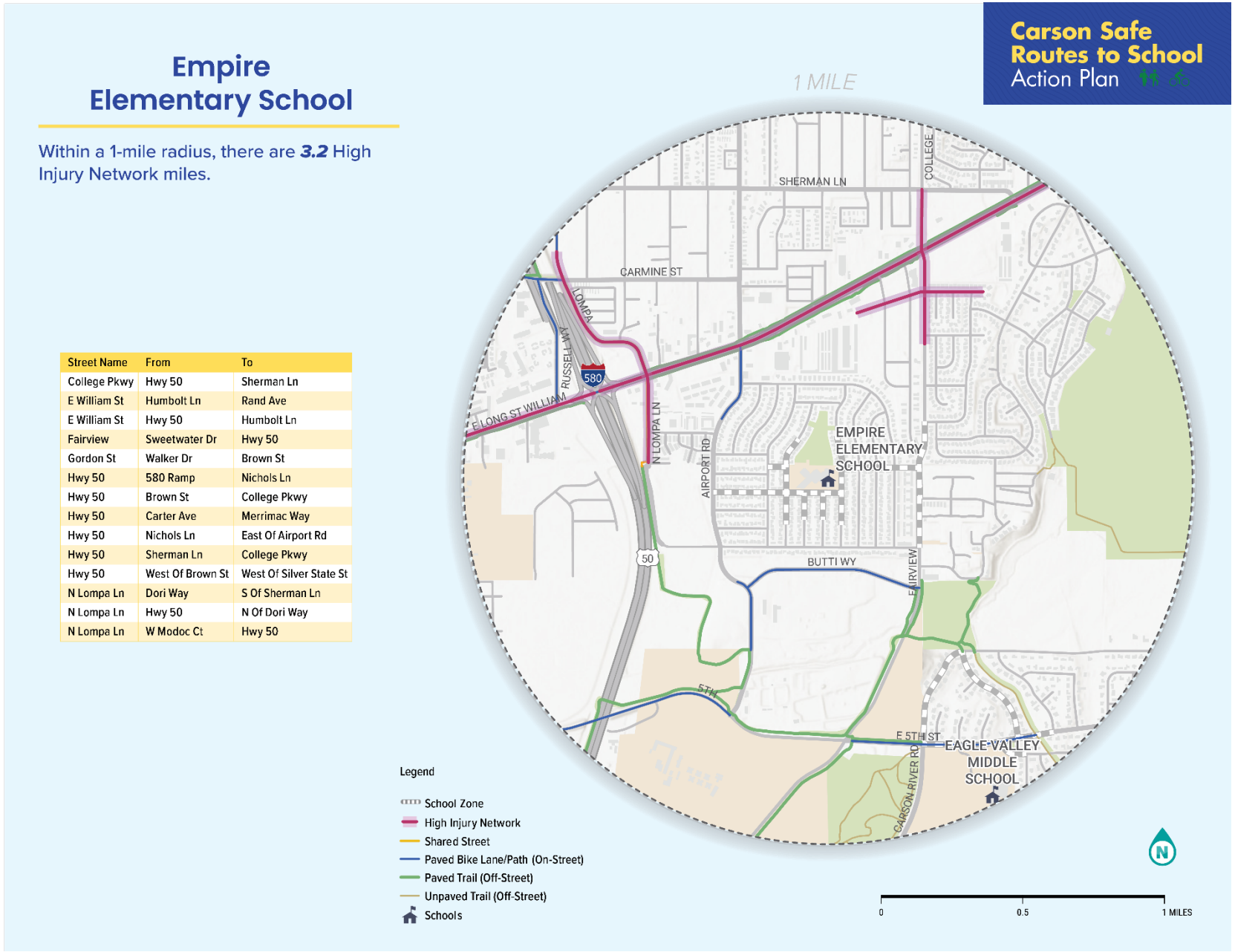


Figure 17: Empire Elementary School High Injury Network Map



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

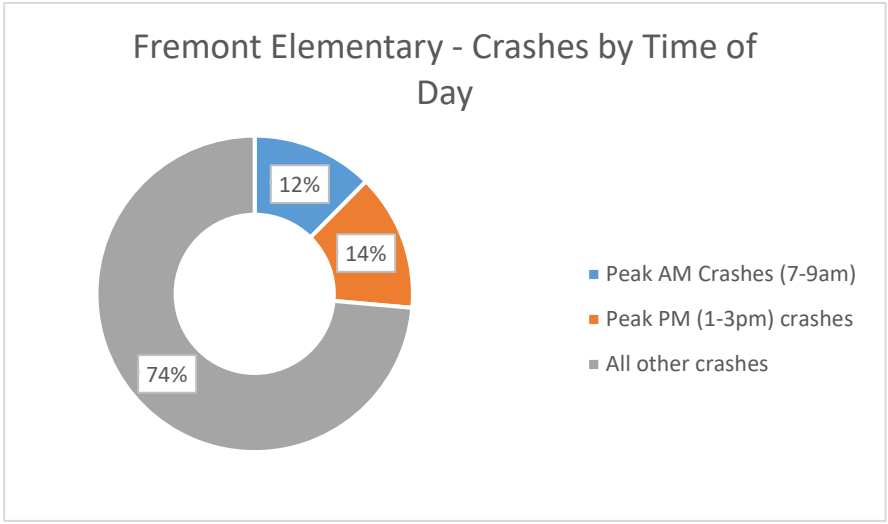
School Information:

Fremont Elementary School (FES) 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 here is $10,000 to $30,000 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.

School Crash Summary:

Fremont has a total of 443 crashes in the area, including 55 in the peak AM period (7-9am) and 62 in the peak PM period (1-3pm). Over 1 and every 5 crashes or 26.4% occurred during peak student travel hours. The school is surrounded by 5.1 miles of high injury network (HIN) roads. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 18: Fremont Elementary – Crashes by Time of Day



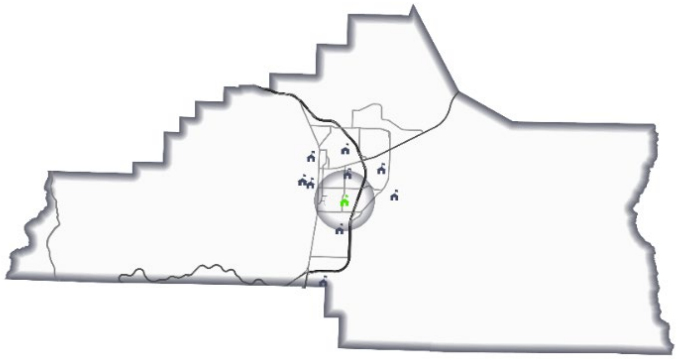
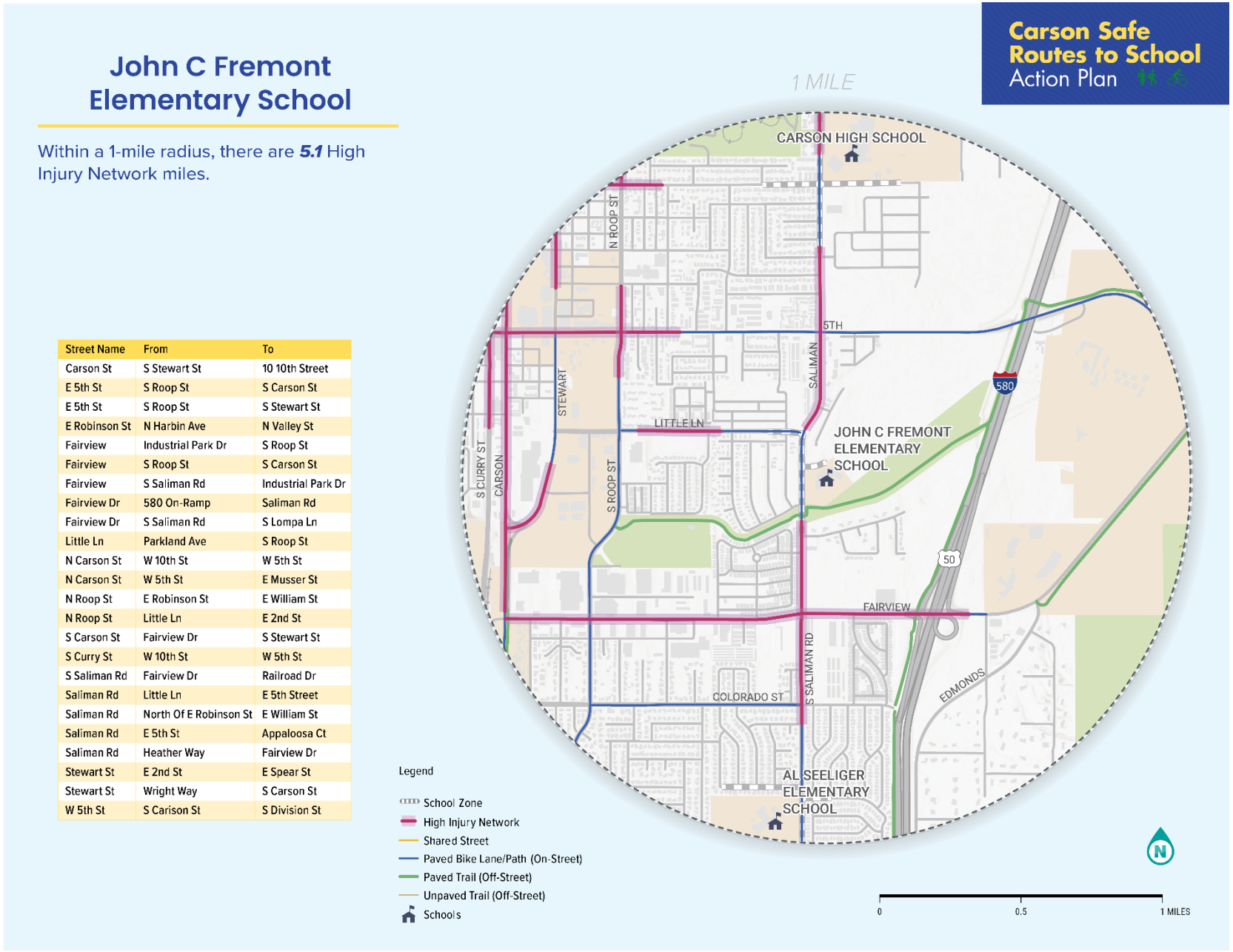


Figure 19: John C Fremont Elementary School High Injury Network Map

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



Fritsch Elementary

School Information:

Edith Fritsch Elementary School (EFES) 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 relatively high median household income, ranging from $10,000 to $30,000 above the regional average. Additionally, around 5–10% of households in the area do not have access to a vehicle, indicating a moderate level of vehicle access.

School Crash Summary:

Edith Fritsch Elementary has a total of 686 crashes within a one-mile radius, with 77 occurring during the peak AM period (7-9am) and 93 of crashes occurring during the peak PM period (1-3pm). Over 1 and every 5 crashes or 24.8% occurred during peak student travel hours. There are 8 high injury network miles within the 1-mile school radius, indicating that while the overall crash volume is relatively low, students are still exposed to segments of roadway with elevated injury risk. Edith Fritsch has the second highest number of HIN roads surrounding the school. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 20: Fritsch Elementary – Crashes by Time of Day

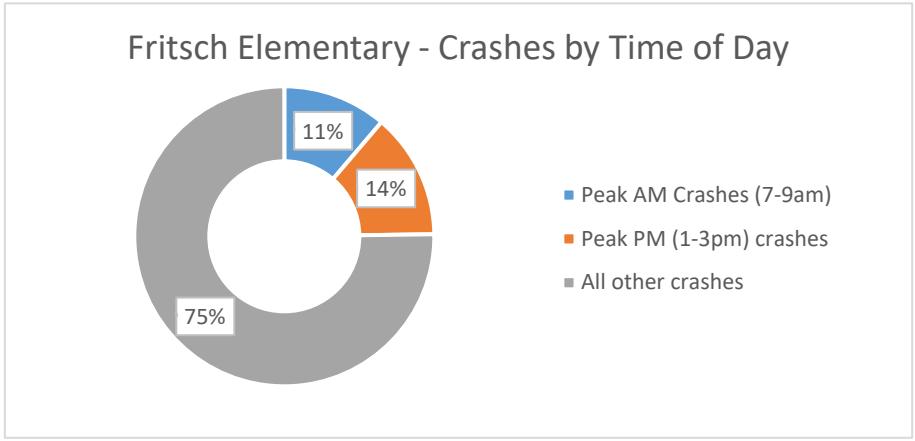


Figure 21: Edith W Fritsch Elementary School High Injury Network Map

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

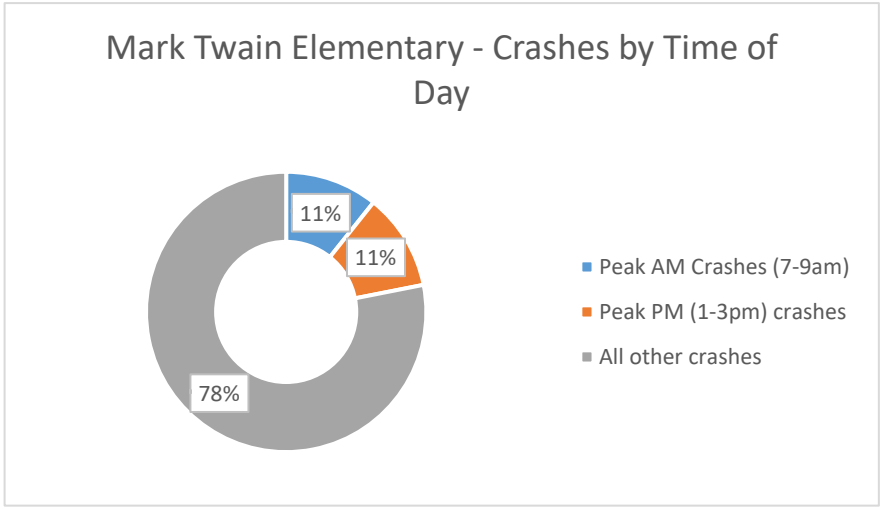
School Information:

Mark Twain Elementary School (MTES) 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 the lowest median household income at $30,000 or more 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.

School Crash Summary:

Mark Twain Elementary has the highest total number of crashes among all schools, with 1064 crashes within a one-mile radius. Of these, 114 occurred during the peak AM period (7-9am) and 119 crashes occurred during the peak PM period (1-3pm). This means 1 and every 5 crashes or 20% of all crashes occur during peak commutes hours. There are 5.1 high injury network (HIN) miles within the 1-mile school radius. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 22: Mark Twain Elementary – Crashes by Time of Day



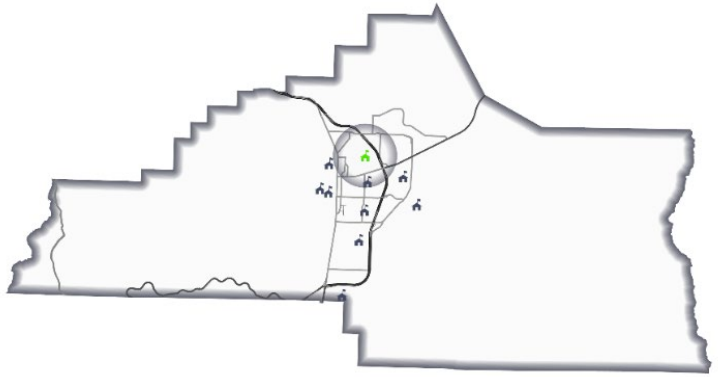
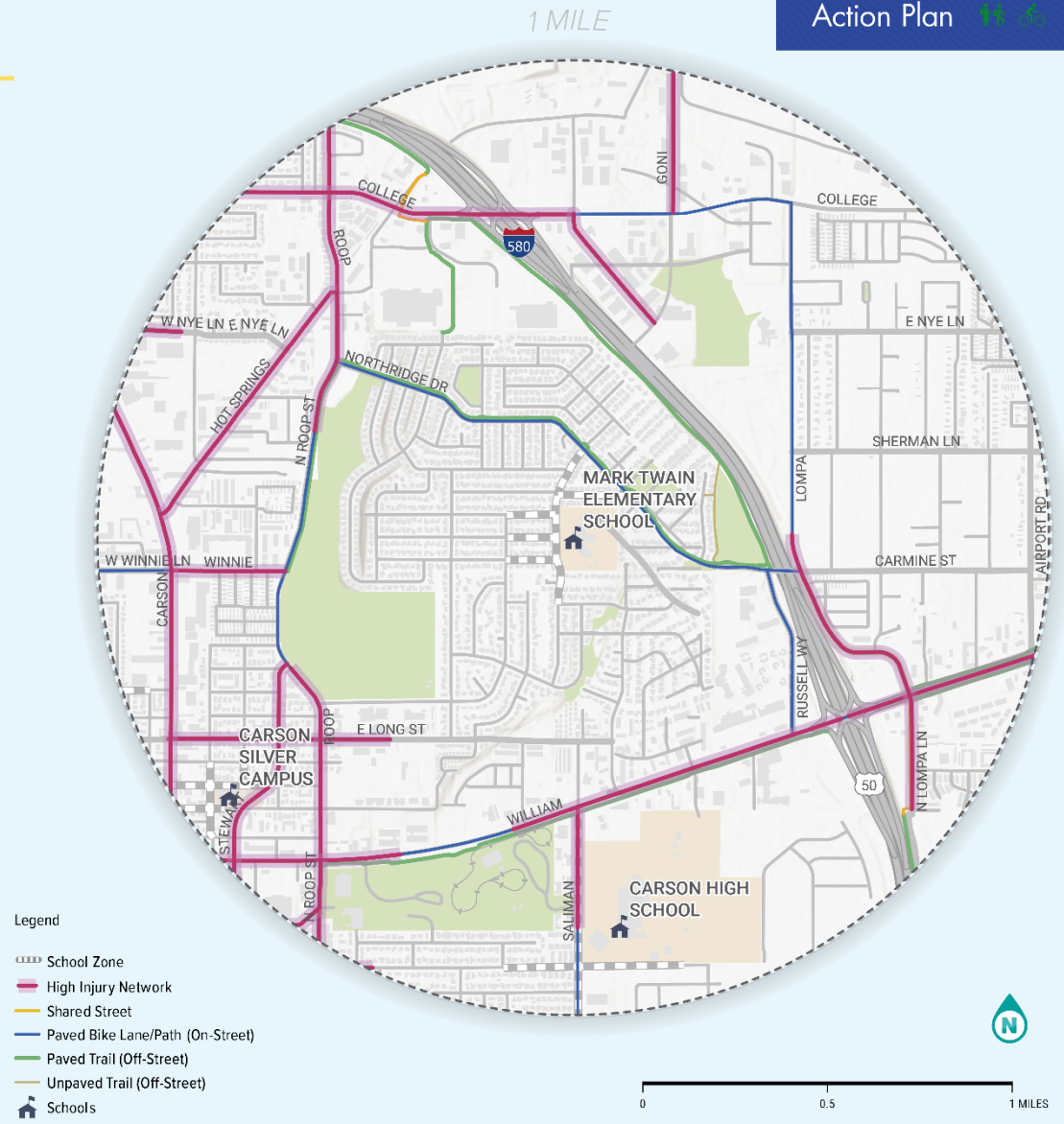


Figure 23: Mark Twain Elementary School High Injury Network Map

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



Washoe Stewart Headstart

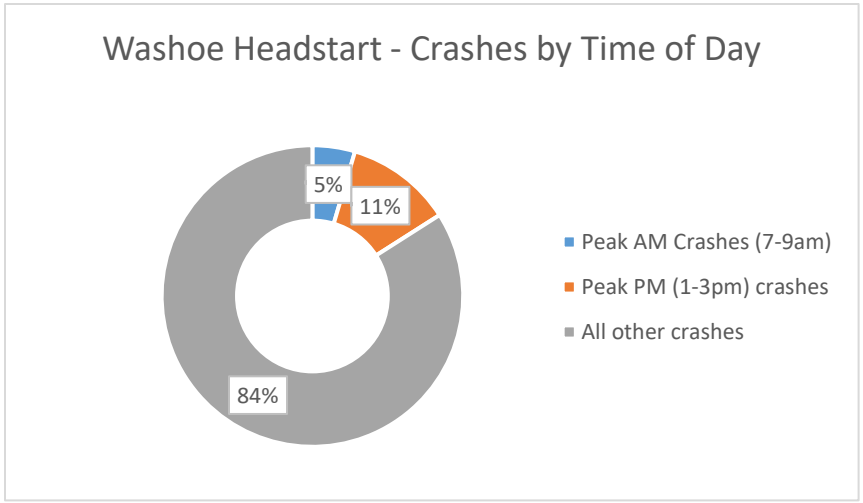
School Information:

Washoe Stewart Headstart 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.

School Crash Summary:

Washoe Headstart has a total of 482 crashes within a one-mile radius, with 22 occurring during the peak AM period (7-9am) and 55 crashes occurring during the peak PM period (1-3pm). This means 16% of crashes occurred during peak commute hours. The low number of crashes is most likely due to the school being surrounded by a residential neighborhood with slower streets. The school is surrounded by 1.5 miles of high injury network (HIN) roads. HIN roads often have higher speeds, more vehicle traffic, and fewer pedestrian safety features, making them especially dangerous for young people who walk, bike, or are dropped off near school.

Figure 24: Washoe Headstart – Crashes by Time of Day



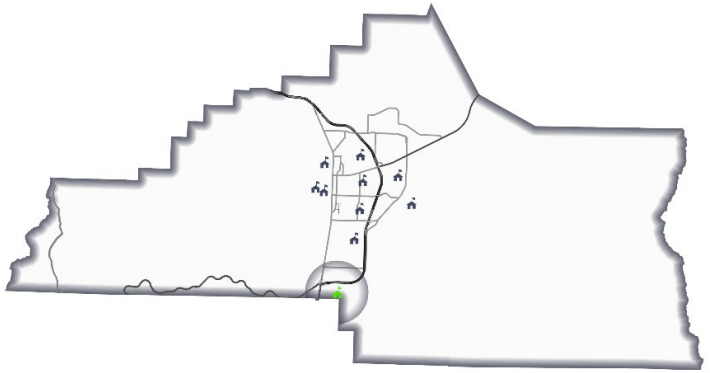
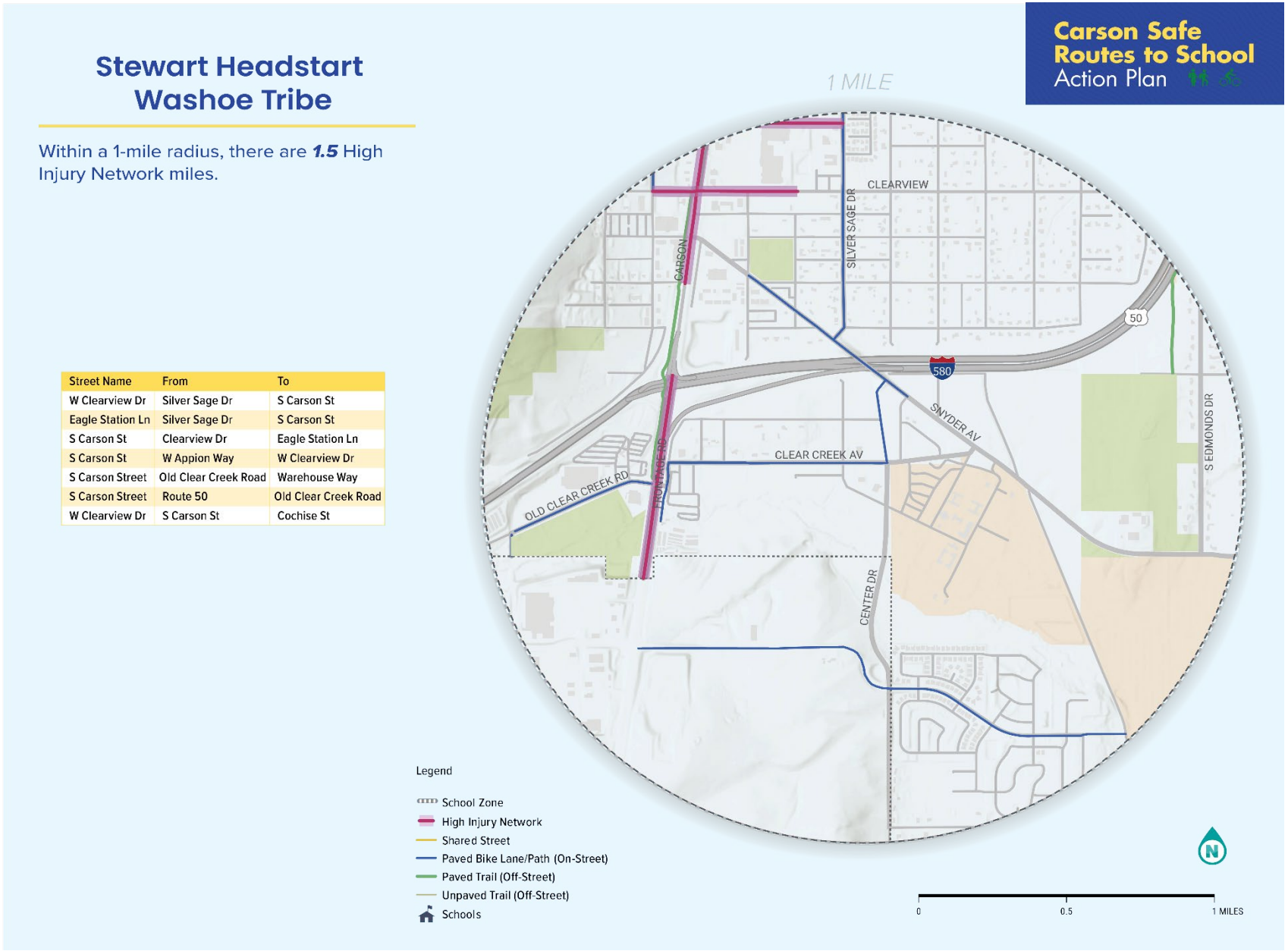


Figure 25: Stewart Headstart Washoe Tribe – High Injury Network Map



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

School Field Reviews

Carson Public Works staff collaborated with school administrators to schedule on-site school reviews at Carson High School and Carson High Silver Campus[2]. The intent of these reviews was to understand travel behaviors, identify infrastructure gaps, and consider potential improvements. The review team included staff from Carson City Public Works, NDOT, and Alta. Prior to each field review, the team met with school administrators to identify focus areas near each school. Each team member received maps of a ¼-mile vicinity around the school, highlighting areas with the highest volume of student travel. The team evaluated crosswalk visibility and location, sidewalk continuity and condition, traffic control measures (e.g., stop signs, school zone signs, crossing guards), curb ramps and ADA compliance, pick-up/drop-off congestion, and speeding. Observations were conducted during both morning arrival and afternoon dismissal periods (Table 7), followed by team discussions to identify traffic circulation issues and infrastructure gaps.

Figure 26: Project team walking in the road due to gaps in sidewalks along N Fall St.

Table 8. Field Review Dates

Location	Arrival Review	Dismissal Review
Carson High School	May 22nd, 2025	May 14th, 2025
Carson High School - Silver Campus	May 7th, 2025	May 6th, 2025

[2] *School reviews were conducted for each elementary school and middle school during the Master Plan process.*

Carson High Field Review Findings

Observation locations at Carson High Silver High campus were selected based on crash data analysis and discussions with school administrators. The intersection of E William St and N. Saliman Rd was observed to assess interactions between students and drivers at this frequently congested location. Traffic flow during drop-off and pick-up times was studied within the school's designated drop-off areas. The intersection of E Robinson St and N Saliman Rd was monitored due to high volumes of both pedestrian and vehicle traffic. This section presents the findings from these field observations.

E Robinson St and N Saliman Rd

- Four marked crosswalks with stop bars and ADA-compliant curb ramps are present.
- As the intersection becomes more active and delays increase for drivers due to the increased number of pedestrians, yield compliance was observed to decrease with some drivers traveling through the intersection while students were still crossing.
- Drivers often enter the intersection before students have completed crossing, blocking traffic and creating conflict points as seen in **Figure 27**.
- Right-turning vehicles frequently conflict with crossing students.
- Parents dropping off students on the corner of E Robinson St block traffic turning onto the street. This causes back-ups into the intersection, causing delays in vehicular and pedestrian movements.
- Sidewalk cracks on Saliman Rd in the northeast corner of the intersection can be hazardous to scooters and skateboards and may cause injury from falls.
- Double parking by students blocks residential driveways on E Robinson St.
- Many students who park off-campus along E Robinson and E Telegraph St, use this intersection to access the school.
- Most students wait to cross in groups.
- Students ride bikes and skateboards on sidewalks to access the intersection due to potential concerns about safety and blocked bike lanes due to parents dropping off or parking in bike lane as seen in **Figure 28.**
- During peak travel times, no vehicles enter the intersection for 30 seconds to 1 minute due to high pedestrian traffic using multiple crosswalks.
- Most students were alert and making eye contact with drivers while crossings; a small portion were observed crossing while distracted and not making eye contact with drivers.

Figure 27: Students crossing N Saliman Rd as cars are entering and leaving the intersection.

Figure 28: Students walking and riding bike along N Saliman Rd.

N Saliman Rd and Mills Park

- A marked crosswalk with a pedestrian refuge island exists for students to cross each direction independently.
- Driver proceeding through crosswalk before students have fully crossed.
- Parents often drop students off in the park, leading to heavy traffic that backs up into the Mills Park parking lot.
- The left-turn lane exiting the school parking lot onto N Saliman Rd also experiences significant backup, especially due to left-turns.
- Vehicles turning into the school campus back-up in northbound and southbound directions. During dismissal periods, vehicles were observed waiting in the bike lane on Saliman Rd for an extended period of time.

N Saliman Rd and William St

- Curb ramps, marked crosswalks, and pedestrian push buttons are used by students.
- Conflicts are common between pedestrians, bicyclists, and right-turning vehicles.
- Due to inconsistent driver yielding, some students pause at the curb to assess whether it is safe to cross, often seeking visual confirmation from drivers.
- The intersection is congested during school dismissal and arrival times. This results in vehicles turning onto Saliman Rd blocking the intersection as they are unable to clear through the intersection with the high volume of traffic during peak periods. This can create conflicts and operational delays.
- Some parents drop off students or allow them to park at the nearby Walgreens, from which students walk to school. There is no marked crosswalk at the Walgreens driveway, but students were observed crossing there.

Carson High Silver Campus Field Review Findings

Observation locations at Carson High Silver High campus were selected based on crash data analysis and discussions with school administrators. The intersection of E John St and N Stewart St was observed to understand the travel patterns of students who park along E John St and those walking to the library using the crosswalk. The intersection at N Fall St and E Park St, the busiest during pick-up and drop-off times, was observed to study students who take the bus, walk home toward N Carson St, or are picked up by parents along E Park St. Observations at E Park St and N Stewart St focused on students walking home toward N Roop St. At E Park St and N Peter's St, the team examined the behavior of students who use the crosswalk and then walk in the street due to the absence of sidewalks on the north side of E Park St. This section outlines the findings from these field observations.

Corbett St and N Fall St

- There are two marked crosswalks with faded paint across N Fall St.
- Three curb ramps are present at the intersection, none of which are ADA compliant.
- The crosswalk on the south side ends in a landscaping strip on the east side of Corbett St as seen in **Figure 29**.
- Sidewalks are missing on both the south side of Corbett St and the southeast side of N Fall St.
- The corner of the intersection lacking a curb ramp is also the one with missing sidewalks.

N Fall St and E Park St

- Two curb ramps are present but are not ADA compliant.
- Two marked crosswalks with faded paint are located across N Fall St.
- The crosswalk on the south side ends in a landscaping strip with no sidewalk. Students who use this crossing are forced to walk in the street. As seen in **Figure 30** and **Figure 31**.
- There is one marked crosswalk and one stop bar with faded paint located on the east side of E Park St.
- This busy intersection creates safety and circulation issues, as school buses on N Fall St and parent pick-up activity on E Park St lead to congestion, reduced visibility, and increased conflict between vehicles and pedestrians.

Figure 29: Missing curb ramps and sidewalks across N Fall St at the intersection of Corbett St.

Figure 30: Missing curb ramps and sidewalks across N Fall St at the intersection of E Park St.

E Park St and Peters St

- A midblock crosswalk across E Park St connects the school to the neighborhood. The paint is faded, and there is no curb ramp or sidewalk on Peters St north of Park St.
- A marked crosswalk with faded paint exists across Peters St. Neither end has curb ramps or sidewalks as seen in **Figure 32.**
- Students frequently use these crossings to walk home or meet their parents who park on Peters St.
- There were two near misses involving vehicles and pedestrians observed during the field review, as cars often do not stop due to the absence of stop signs on Peters St.

E Park St and N Stewart St

- A marked crosswalk across N Stewart St is used by students as seen in **Figure 33**. Some had to stop mid-crossing because cars failed to yield.
- On the north side of E Park St, the sidewalk ends at Peters St and resumes before N Stewart St.
- Across E Park St, there are marked crosswalks with concrete protection in the middle and stop bars at each crosswalk.
- Curb ramps and sidewalks are present at and around this intersection.
- There are no bike facilities on N Stewart St; many cyclists ride in the vehicle lanes or on sidewalks as seen in **Figure 34**.
- The sidewalk on E Park St is inconsistent on both the north and south sides between N Stewart St and N Roop St.

N Stewart St and Corbett St

- A wide sidewalk exists on the west side of N Stewart St between E Park St and Corbett St. Many students use this sidewalk and cross at unmarked locations on Corbett S**t**.
- Elementary students and their parents frequently cross at gaps in the median on N Stewart St where no marked crossings exist as seen in **Figure 35**.

Figure 31: Students walking along E Park St in the road due to gaps in sidewalks.

Figure 32: Crosswalk across E Park St that leads to N Peter's St that has no curb ramps or sidewalks.

N Stewart St and E John St

- Each approach has a marked crosswalk with curb ramps and connecting sidewalks.
- Concrete islands on E John St (east and west of N Stewart St) add a traffic calming element which slows vehicles but can contribute to back-ups or difficult turning movements (**Figure 36**).
- Due to limited on-campus parking, students often park on the south side of E John St and cross mid-block rather than using the designated crosswalk.
- E John St is a wide street that has angled parking that is underutilized. When cars are not parked on this street it makes the roadway appear even wider, which can encourage higher vehicle speeds.

Figure 33: Students using the crosswalk across N Stewart St.

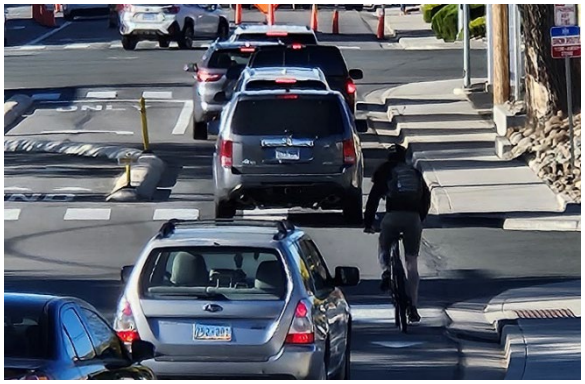


Figure 34: Bicyclist riding with traffic due to lack of bike facilities on N Stewart St.

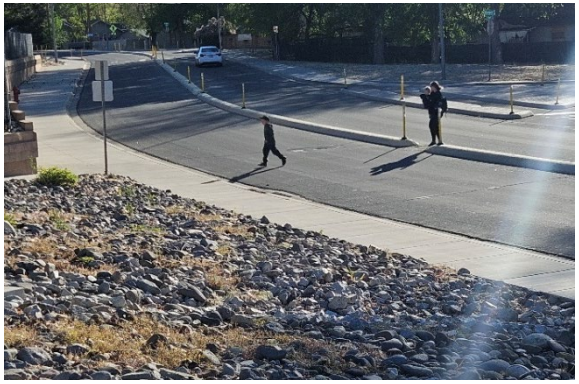


Figure 35: Elementary school student crossing N Stewart St with parent and sibling.

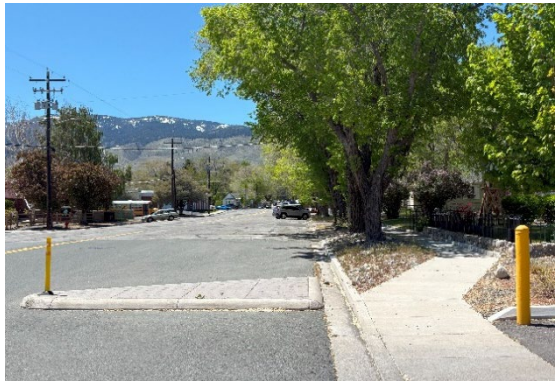


Figure 36: Concrete islands on E John St.

Safe Routes To School (SRTS) Master Plan Projects

As part of the development of the Safe Routes to School (SRTS) Action Plan, we reviewed and categorized projects from the 2020 Carson City SRTS Master Plan to help inform future priorities. This process allowed us to focus funding and planning efforts on projects that had not yet been built, while also recognizing the value of those that had already been reviewed through previous public planning processes. By building on this foundation, the Action Plan was able to advance improvements that were both needed and supported by the community.

Each project from the 2020 Master Plan was assigned to one of three categories based on its status at the time of the analysis:

- **Completed Projects**: These were projects that had been fully constructed and were already in use. They represented successful implementation of the improvements identified in the 2020 plan and were actively benefiting students and the broader community.
- **Partially Completed Projects**: These projects had some components built, but additional work was still needed to complete the full scope. They often included segments of sidewalk, crossings, or other infrastructure that remained unfinished.
- **Programmed Projects**: These projects had secured funding and were either in the design phase or scheduled for construction. While not yet built, they were actively moving forward and expected to be completed in the near future.

These projects are displayed in **Table 9** based on their category. Additionally, the City has implemented many programs from the Master Plan illustrated in **Table 10**. These tables help illustrate where progress has been made and where future improvements are still needed across Carson City.

This classification system provided a clear framework for evaluating progress, setting priorities, and communicating with the public about the status of SRTS improvements across the city.

Table 9. Completed Projects

Corridor	Project Type	Extent	Description	Status
Fairview Drive	Aspirational Project	Nye Lane to Butti Way	Construct Protected Cycle Track with Protected Intersection at Highway 50 or similar multimodal improvement	Programmed possible multi-use improvements the D3 Fairview Project
Little Lane	Aspirational Project	Saliman Road to Roop Street	Construct Buffered Bike Lanes or similar multimodal improvement	Programmed - Providing continuous wide bike lanes
Colorado Street	Bicycle Network Enhancement	Carson Street to Roop Street	Construct Buffered Bike Lanes from Carson Street to Existing Bike Lanes or similar multi-modal improvement	Partially completed. Added buffered lanes from Roop St to Saliman.
Carmine Street	Corridor Enhancement	Airport Road to Lompa Lane	A. Traffic Circle at Dori Way B. Close Sidewalk Gaps between Airport Road & Dori Way C. Intersection crossing enhancements at Dori Way, Lompa Lane, and Airport Road to reduce crossing distances and visibility issues	Programmed

Table 9. Completed Projects

Corridor	Project Type	Extent	Description	Status
E. 5th Street	Corridor Enhancement	Fairview Dr to Mexican Ditch Trail	A. Bike Lanes Fairview Dr to Carson River Rd or similar B. Buffered Bike Lane Carson River Rd to Mexican Ditch or similar C. Marked Crosswalk w Ped Refuge at Parkhill Dr D. Ped Refuge at Regent Ct E. Relocate crosswalk Hells Bells / Carson River Rd	Complete
Winnie Lane	Corridor Enhancement	Carson Street to Mountain Street	A. Enhance existing sidewalks as possible B. Add bike lanes Mountain St to Ormsby Blvd C. Add wayfinding signage at Victoria Ave	Partially Complete - Added sidewalks Carson to Mountain
Carson Street	Crossing Safety Enhancement	Nye Lane	Construct RRFB add associated crossing enhancements or alternatively a traffic signal or lighting	Complete - Added Street lighting

Table 9. Completed Projects

Corridor	Project Type	Extent	Description	Status
Fairview Drive	Crossing Safety Enhancement	Desatoya Drive to Walker Drive	A. Install RRFB at Desatoya Drive B. Install RRFB with Pedestrian Refuge between Walker and Stanton Drive C. Construct Sidewalk on the Westside of Fairview from Walker Drive to Edmonds Drive D. Enhanced existing sidewalk on east side from Lepire Dr *	Programmed
FES Drop-Off Loop	Quick Win	At Existing Sign	Install permanent sign	Complete
Firebox Road	Quick Win	At Saliman Rd	Install in-road message sign stating No Left-Out	Complete
Firebox Road	Quick Win	At Saliman Rd	Update Existing Red Curb along Firebox Road to be more visible	Complete
Hidden Meadows Drive	Quick Win	Eagle Valley Bus Entrance	Install Marked Crosswalk	Programmed
Saliman Road	Quick Win	At Cardinal Way	Install RRFB at existing crosswalk south of Cardinal Way	Complete

Table 9. Completed Projects

Corridor	Project Type	Extent	Description	Status
Telegraph Street	Quick Win	3 Intersections: Telegraph St & Mountain St Telegraph St & Division St Telegraph St & Richmond Ave	Install Marked Crosswalks	Programmed crosswalks at Mountain and Richmond.
Bath Street	Quick Win	At FrES ES Parent Exit	Extend existing red curb by 20 feet to the east	Programmed
Carriage Crest Drive	Quick Win	At MTES Parent Drop Off Exit	Relocate existing No Left-Out signage to more visible location	Complete
Mountain Street	Walk Zone Connectivity Enhancement	Nye Lane to King Street	A. Close Sidewalk Gaps & Enhance existing sidewalk where possible B. Add intersection crossing enhancements at Winnie Ln, Bath St, Long St, Washington St, Telegraph St, Musser St	Partially Complete. Some intersection enhancements made.
Musser Street	Walk Zone Connectivity Enhancement	Richmond Avenue to Winters Drive	Construct Sidewalk	Programmed

Table 9. Completed Projects

Corridor	Project Type	Extent	Description	Status
Roop Street	Walk Zone Connectivity Enhancement	Winnie Lane to E. 5th Street	A. Close Sidewalk Gap (Telegraph St to E. 5th St) B. Enhance existing sidewalks as possible	Programmed
Saliman Road	Walk Zone Connectivity Enhancement	Fairview Drive to Koontz Lane	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	Programmed A and B
Telegraph Street	Walk Zone Connectivity Enhancement	Richmond Avenue to Mountain Street	Construct sidewalk on south side of roadway to eliminate sidewalk gaps and enhance existing sidewalks, as possible	Programmed
W. 5th Street	Walk Zone Connectivity Enhancement	Richmond Avenue to Carson Street	A. Close Sidewalk Gaps and enhance existing sidewalk where possible B. Add intersection crossing enhancements at Thompson St & Division St	Programmed from Richmond to Thompson.

Table 9. Completed Projects

Corridor	Project Type	Extent	Description	Status
Colorado Street	Walk Zone Connectivity Enhancement	Northside Birch Street to 125 ft W. of Utah Street	Construct Sidewalk on north side of roadway	Complete

Table 10. SRTS Programs

Theme	Type	Description	Schools	Implemented
Engineering School Safety	School Speed Zone Standard	Develop standard for School Speed Zone signage, lane markings, and controls which will create a standard look and feel for School Speed Zones across Carson City. This may include installing flashers at all existing "School Zone When Flashing" signs (S5-1) and replacing existing School Zone Time Specific sign combinations (S4-3P, R2-1, S4-1P) with S5- 1 signs. Additionally, a standard may include traffic calming strategies such as in-road message signs (R1-6), intersection bulb-outs, and speed feedback signs.	All	Completed
Engineering School Safety	School Speed Zone Standard	Implement School Speed Zone standard at all eight study schools as funding is available.	All	Completed
Engineering School Safety	School Speed Zone Standard	Ensure that Speed Feedback Signs within a School Zone are programmed to reflect the school zone speed limits during the appropriate hours of the day.	All	Completed

Table 10. SRTS Programs

Theme	Type	Description	Schools	Implemented
Education	Bicycle Safety Education	Develop TA-Set Aside grant application to bolster and expand upon the existing Bicycle Safety Education program at all six elementary schools. Items to include in grant application are new bicycles, easy to use bicycle helmets, funding for on-going maintenance and repairs, and updated curriculum materials.	Elementary	Completed
Education	Bicycle Safety Education	Work with CCSD to expand the total number of days of bicycle education instruction to provide 3rd, 4th, and 5th grade students with at least 2 class periods of experience on a bike each school year.	Elementary	Completed
Education	Student Pedestrian Education	Develop / obtain pedestrian safety education curriculum for elementary school students and incorporate these lessons into an expanded Bicycle Safety Education program.	Elementary	Completed
Education	Student Pedestrian Education	Develop / obtain pedestrian safety education curriculum for middle school students. Disseminate this information to students during the school year or as part of a Bicycle/Pedestrian Safety Program.	Middle	In Process

Table 10. SRTS Programs

Theme	Type	Description	Schools	Implemented
Education	Parent / Caregiver Safety Education	Develop and implement a public messaging campaign to make drivers aware of School Zone laws. This campaign can be reused at the beginning of each school year and following long breaks.	All	Completed
Education	Parent / Caregiver Safety Education	Develop and implement public messaging campaign focused on parents and the importance of teaching safe pedestrian habits to their children.	All	Completed
Encouragement	Walking/Biking Encouragement	Start a Walking Wednesday program at each elementary school focused on encouraging students (and parents) to walk or bike to school every Wednesday in order to receive daily prizes and to compete for a bicycle or scooter at the end of the school year.	Elementary	Completed in most schools
Encouragement	Bicycle Equipment Program	Work with local non-profits and local businesses to create local bicycle donation and rehabilitation program. Program would obtain and repair older bicycles from the community and fix them up to provide them to Carson City students without a bicycle.	All	Completed

Table 10. SRTS Programs

Theme	Type	Description	Schools	Implemented
Encouragement	Walking/Biking Encouragement	Increase number of School Safety Champions to one at each school.	All	In Process
Encouragement	Walking/Biking Encouragement	Work with School Safety Champions and School administrations to create a network of parents who are willing and able to supervise Walking School Buses and/or Bike Trains at each of the six elementary schools. Leverage available funding for compensating volunteers.	All	Completed
Encouragement	Active Transportation Challenges / Competitions	Work with schools to develop a Golden Sneaker Challenge between classrooms at each school during Walk to School Day. Expand the challenge to be community wide (between each school) within three years.	All	Completed
School Zone	School Speed Zone Engagement	Increase SRO or police presence in school zones (as possible) during morning and afternoon peak periods to increase enforcement of School Zone laws. Key areas of focus are MTES (prohibiting left-out turns), FES (prohibiting left-out turns & speeding), and ASES (Speeding).	All	Completed

Table 10. SRTS Programs

Theme	Type	Description	Schools	Implemented
School Zone	School Speed Zone Task Force	Collaborate with local law enforcement and CCSD to develop a School Speed Zone task force. The task force would conduct intermittent and Nearly visible School Speed Zone engagement programs at each study school throughout the school year.	All	Completed
School Zone	Mobile Speed Feedback Trailers	Work with Carson City Sheriff's Office to place mobile speed feedback trailers on school routes at the beginning of the school year and following extended holiday breaks.	All	In Process
Equity	Equitable Program of Projects	All engineering projects were evaluated through the prioritization process based on the benefit provided to economically disadvantaged areas. Projects providing direct benefits to these locations were assigned additional points during prioritization. It is recommended that projects be implemented based on priority ranking, as possible, in order to deliver an equitable program of projects.	All	In Process
Program	Student Hand Tallies	Conduct hand tallies of how students arrived and departed from school during a two to three day period at each school once per year.	All	Completed

Table 10. SRTS Programs

Theme	Type	Description	Schools	Implemented
Program	Parent Surveys	Conduct surveys of parents regarding how their child got to and from school and basic demographic information. It is recommended that this be conducted periodically, potentially every three years.	All	Completed

Walking and Biking Barrier Analysis

As part of Carson City's Safe Routes to School (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 unsafe, 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 8):

- **Safety**
- **Socio-Economic Need**
- **SRTS Master Plan Project Status**[3]
- **School Proximity**
- **Public Comments**

Table 11. Barrier Analysis Factors

Factors	Rationale	Points
Safety	Focusing on roadways where serious injuries are most likely to occur	On a High Injury Network roadway: 40 points
Socio-Economic 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 the methodologies and findings from the safety analysis and socio-economic are included in Appendix A and B.

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 bike to school safely

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

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 are presented in the following section in two ways:

- All identified barriers (primary and secondary) across Carson City are listed in **Table 11**.
- Individual maps for each school, highlighting the primary and secondary barriers within a one-mile radius in included in Figures 38 to 48 below. These maps provide a clear visual summary of where improvements may be most beneficial and how they relate to school access across the city.

Table 12. Primary and Secondary Walking and Biking Barriers

Primary and Secondary Walking and Biking Barriers					
#	Corridor	Type	From	To	Miles
1	5TH ST	Primary	Division St	Harbin Ave	0.61
2	CLEARVIEW DR	Primary	Carson St	California St	0.26
3	DIVISION ST	Primary	5th St	Caroline St	0.45
4	EMERSON DR	Primary	College Pkwy	Mark Way	0.25
5	FAIRVIEW DR	Primary	350 ft W of Saliman Rd	I580 Ramps	0.51
6	GONI RD	Primary	380 ft S of Old Hot Spring Rd	1675 ft N of Old Hot Springs Rd	0.29
7	LITTLE LN	Primary	230 ft E of Janas Way	350 ft E of Roop St	0.23
8	LONG ST	Primary	Carson St	1000 ft E of Roop St	0.47
9	NYE LN	Primary	100 ft W of Carson St	200 ft W of Northgate Ln	0.23
10	ROBINSON ST	Primary	105 ft W of Harbin Ave	80 ft E of Valley St	0.24
11	ROOP ST	Primary	Hot Springs Rd	College Dr	0.21

Primary and Secondary Walking and Biking Barriers					
#	Corridor	Type	From	To	Miles
12	SALIMAN RD	Primary	100 ft N of Little Ln	150 ft S of 5th St	0.25
13	SALIMAN RD	Primary	William St	275 ft S of Seely Loop	0.25
14	SALIMAN RD	Primary	Heather Way	Bike Route 6	0.56
15	STEWART ST	Primary	Carson St	605 ft S of Little Ln	0.24
16	WASHINGTON ST	Primary	Carson St	Roop St	0.33
17	WINNIE LN	Primary	Roop St	Carson St	0.24
18	CARSON ST	Secondary	Stewart St	Fairview Dr	0.25
19	CARSON ST	Secondary	Appion Way	Moses St	0.76
20	CARSON ST	Secondary	Colorado St	Chrysler Dodge Ram	0.51
21	CARSON ST	Secondary	10th St	1200 ft N of College Dr	2.53
22	CARSON ST	Secondary	US 50	Douglas County Border	0.56
23	CLEARVIEW DR	Secondary	Carson St	Curry St	0.12
24	COLLEGE DR	Secondary	Carson St	260 ft W of GS Richards BL	0.26
25	COLLEGE DR	Secondary	Research Way	200 ft E of Cinnabar Ave	0.71
26	CURRY ST	Secondary	5th St	200 ft S of 10th St	0.26
27	EAGLE STATION LN	Secondary	Carson St	Silver Sage Dr	0.36
28	EDMONDS DR	Secondary	Clearview Dr	Valley View Dr	0.24
29	FAIRVIEW DR	Secondary	350 ft W of Saliman Rd	Carson St	0.77
30	FLEISCHMANN WAY	Secondary	Mountain St	Carson St	0.32
31	GORDON ST	Secondary	Full Extent	Full Extent	0.36
32	HOT SPRINGS RD	Secondary	Carson St	Roop St	0.60
33	HWY 50	Secondary	I580	750 ft W of Nye Ln	1.54
34	IMPERIAL WAY	Secondary	Nye Ln	Silver Oak Dr	0.56
35	KOONTZ LN	Secondary	Carson St	Sevenstar St	0.25
36	LOMPA LN	Secondary	Modoc Ct	550 ft N of Carmine St	0.70
37	RESEARCH WAY	Secondary	Old Hot Springs Rd	Goni Rd	0.50
38	ROBINSON ST	Secondary	80 ft E of Valley St	Curry St	0.24

Primary and Secondary Walking and Biking Barriers					
#	Corridor	Type	From	To	Miles
39	ROOP ST	Secondary	Hot Springs Rd	1045 ft S of Northgate	0.30
40	ROOP ST	Secondary	2nd St	850 ft S of 5th St	0.25
41	ROOP ST	Secondary	Stewart St	180 ft S of Robinson St	0.67
42	SALIMAN RD	Secondary	150 ft S of 5th St	150 ft S of Appaloosa Ct	0.25
43	STEWART ST	Secondary	2nd St	Roop St	0.96
44	WILLIAM ST	Secondary	Minnesota St	500 ft E of Oxoby Loop	0.67
45	WILLIAM ST	Secondary	190 ft W of State St	I580	0.73

Figure 37: Carson High School Walking and Biking Barrier Ranking Map

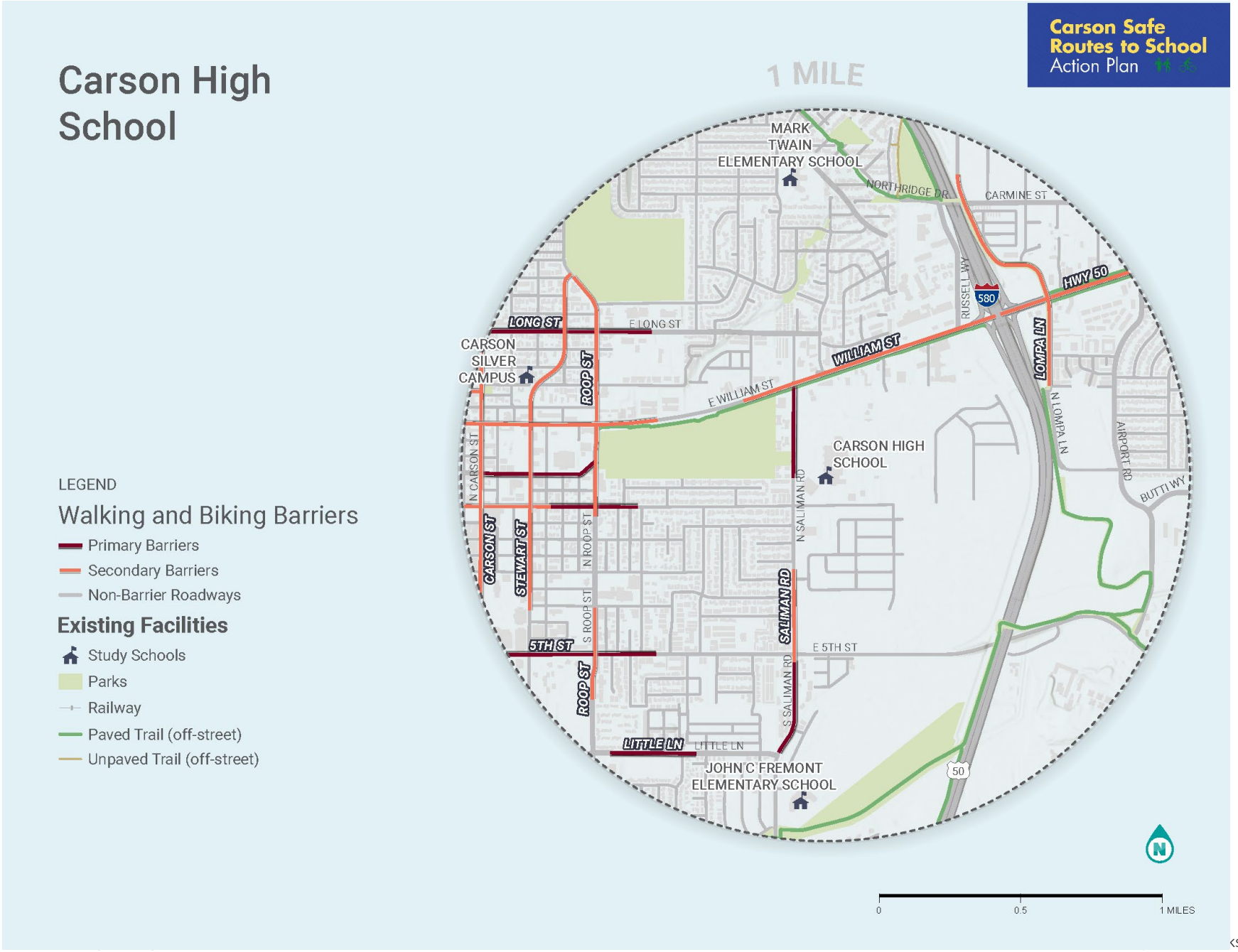


Figure 38: Carson High Silver Campus School Walking and Biking Barrier Ranking Map

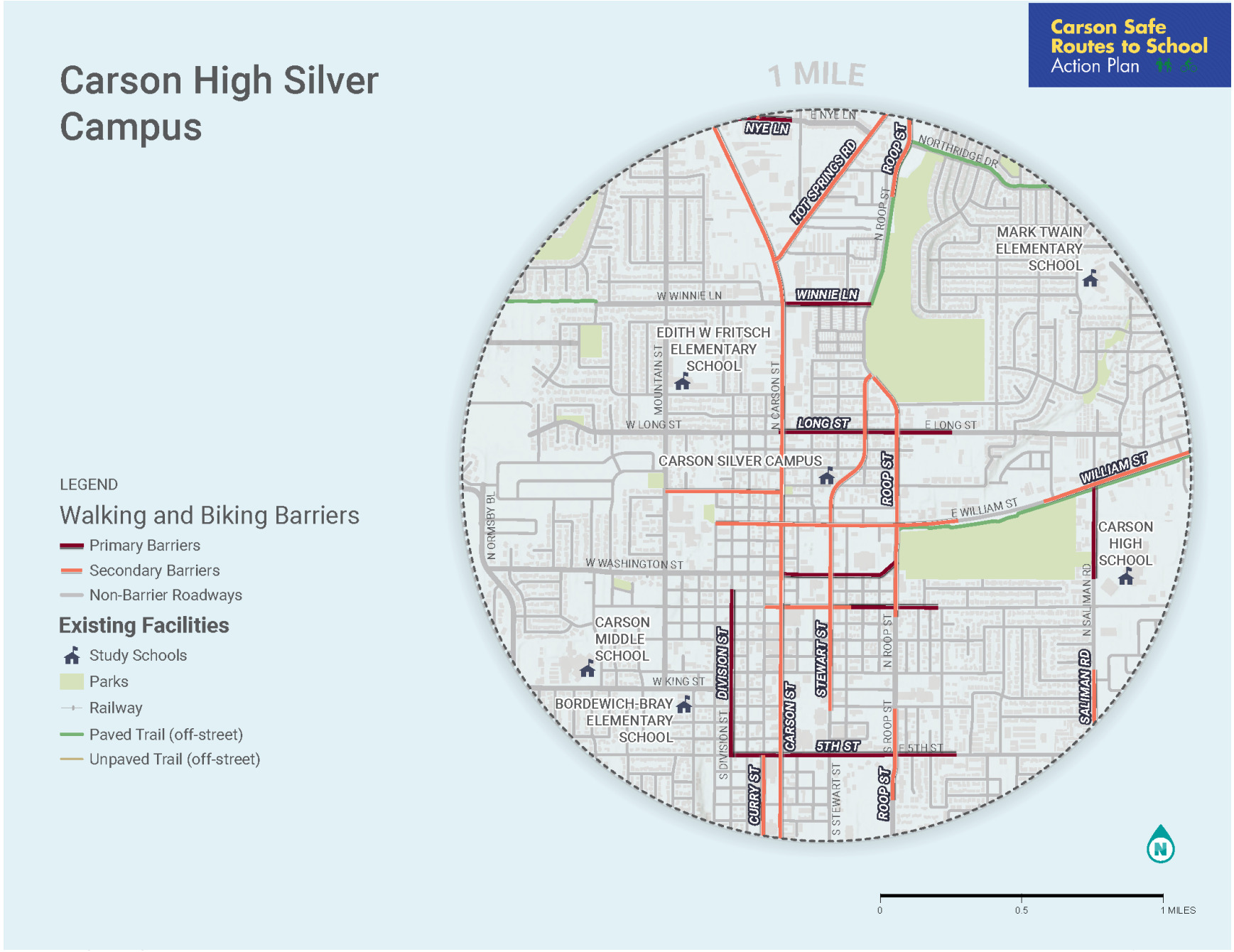


Figure 39: Carson Middle School Walking and Biking Barrier Ranking Map

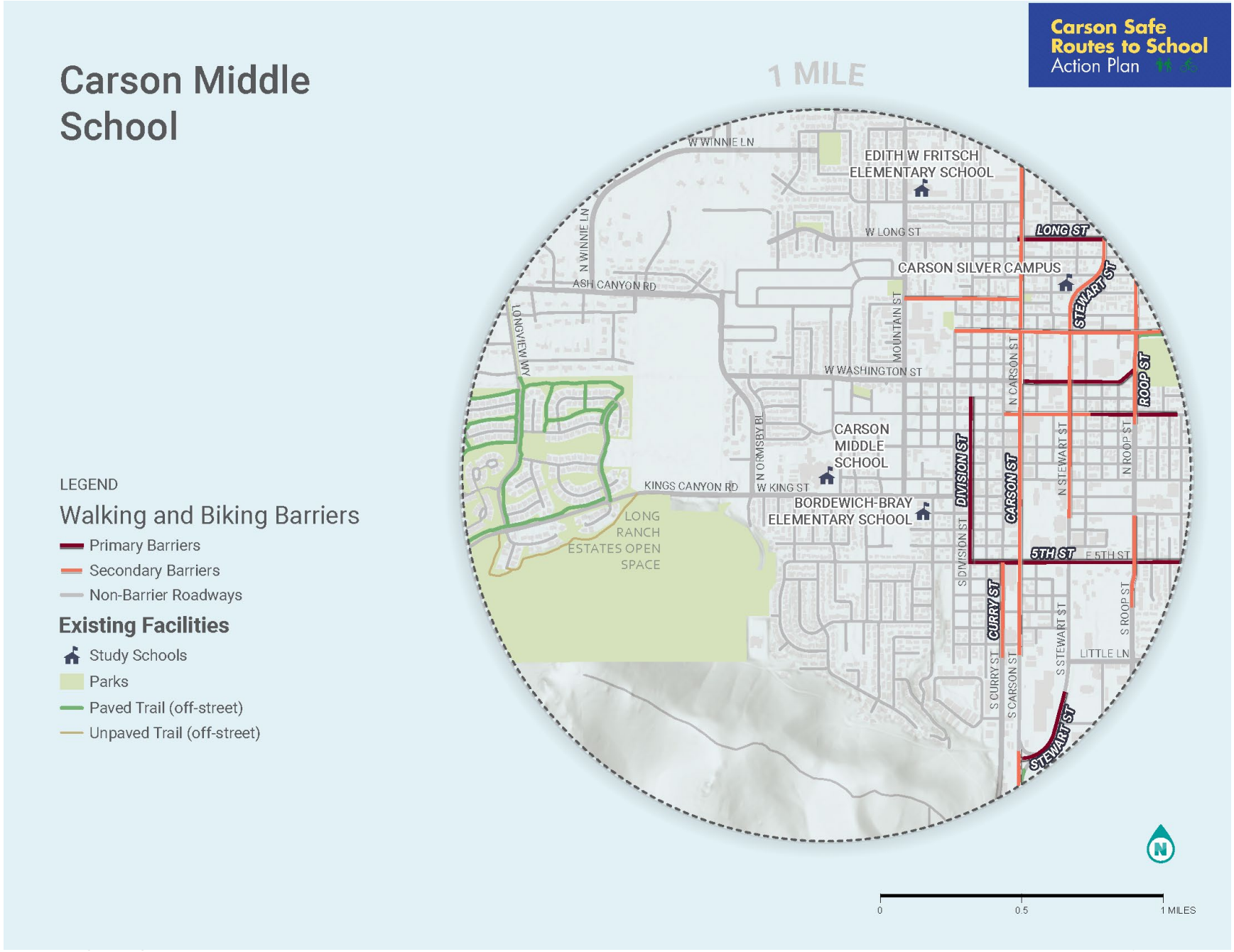


Figure 40: Eagle Valley Middle School Walking and Biking Barrier Ranking Map

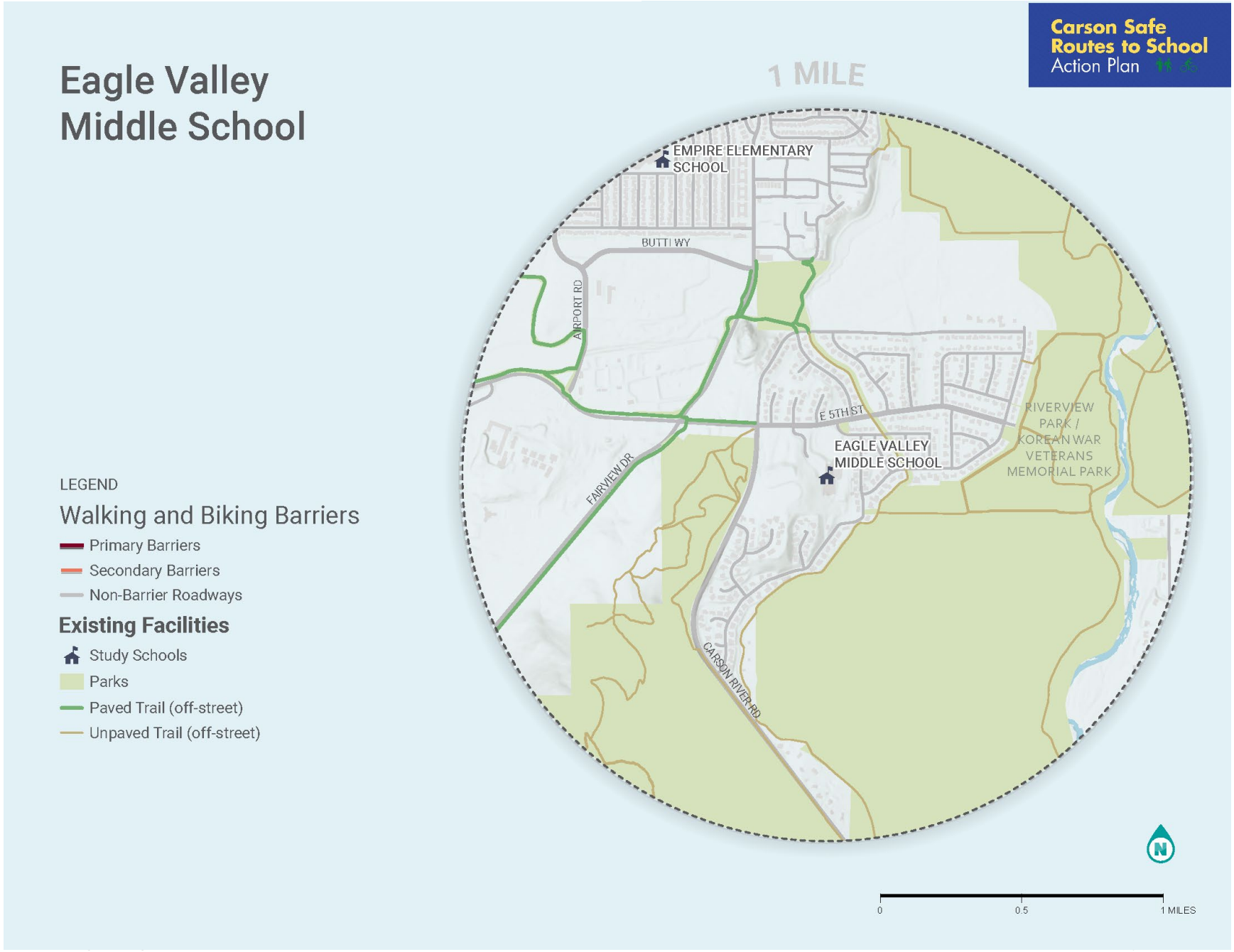


Figure 41: Al Seeliger Elementary School Walking and Biking Barrier Ranking Map

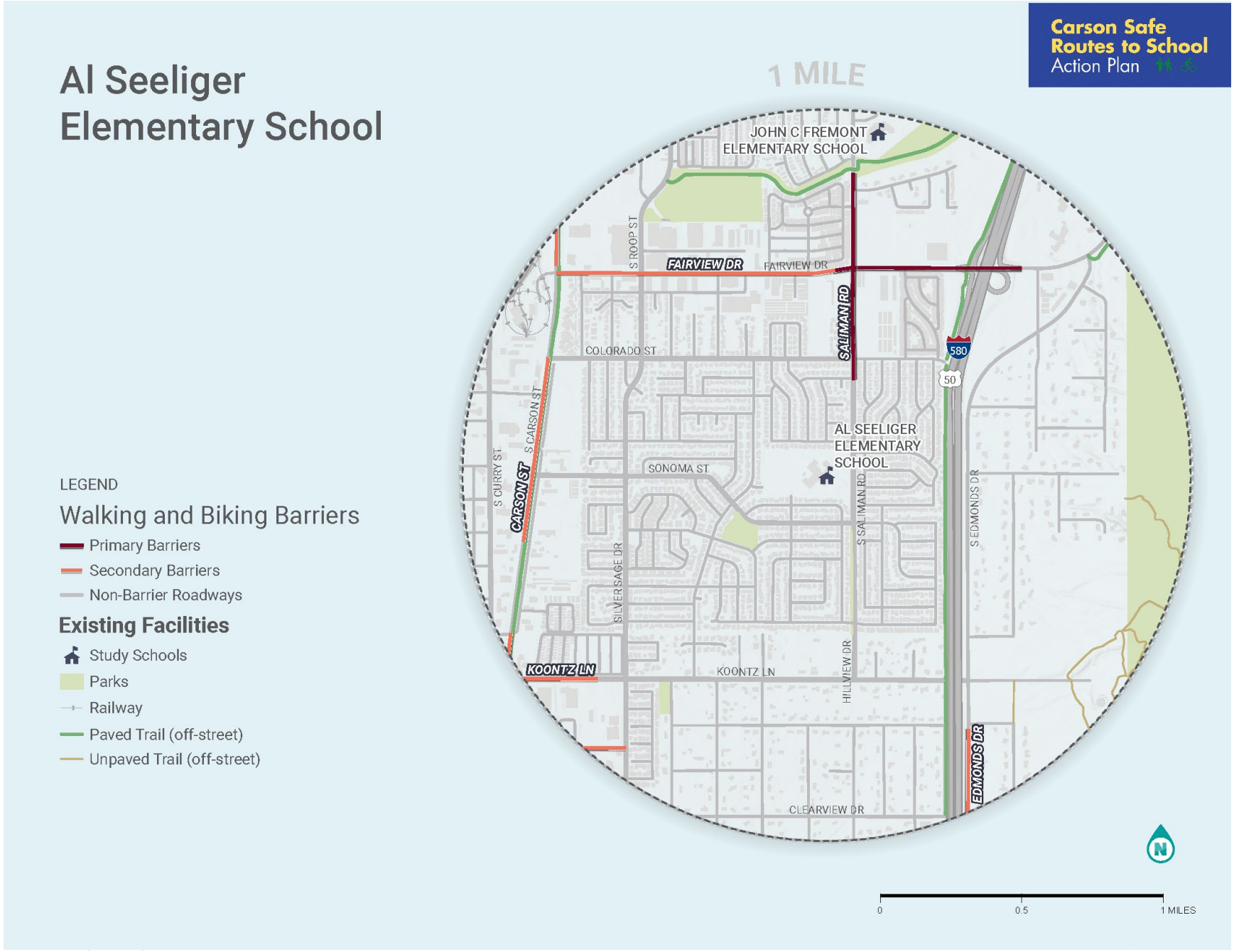


Figure 42: Bordewich-Bray Elementary School Walking and Biking Barrier Ranking Map

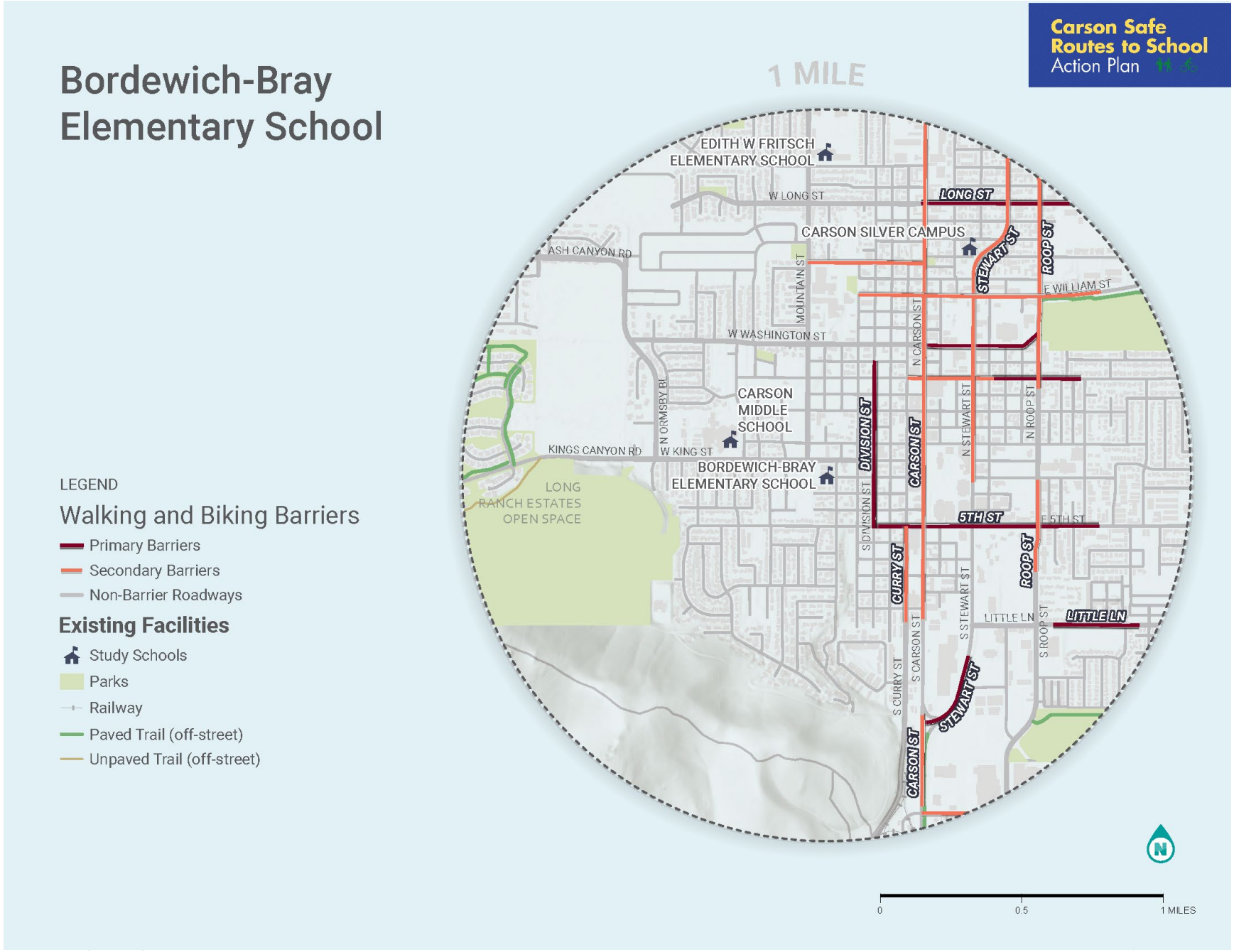


Figure 43: Empire Elementary School Walking and Biking Barrier Ranking Map

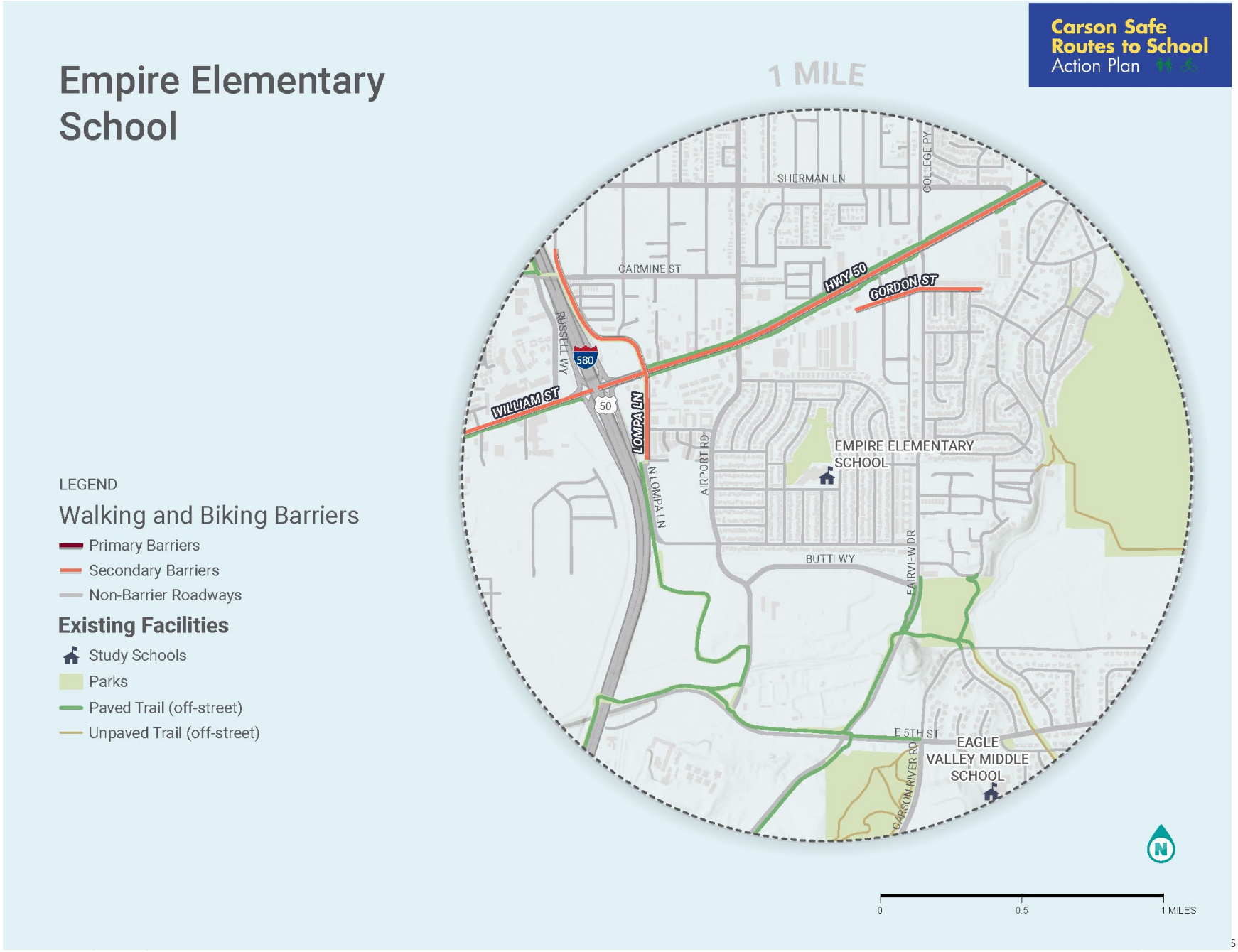


Figure 44: John C Fremont Elementary School Walking and Biking Barrier Ranking Map

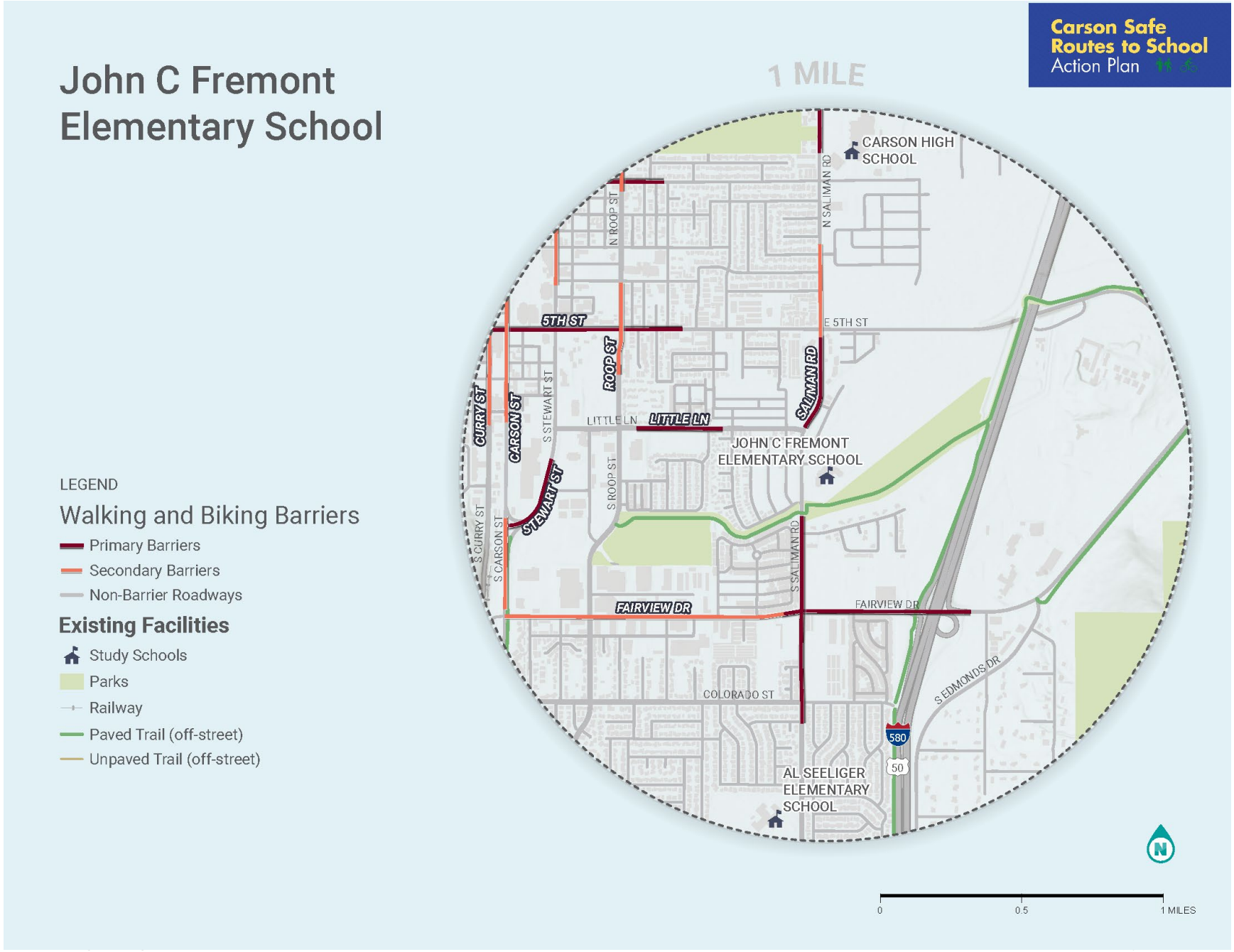


Figure 45: Edith W Fritsch Elementary School Walking and Biking Barrier Ranking Map

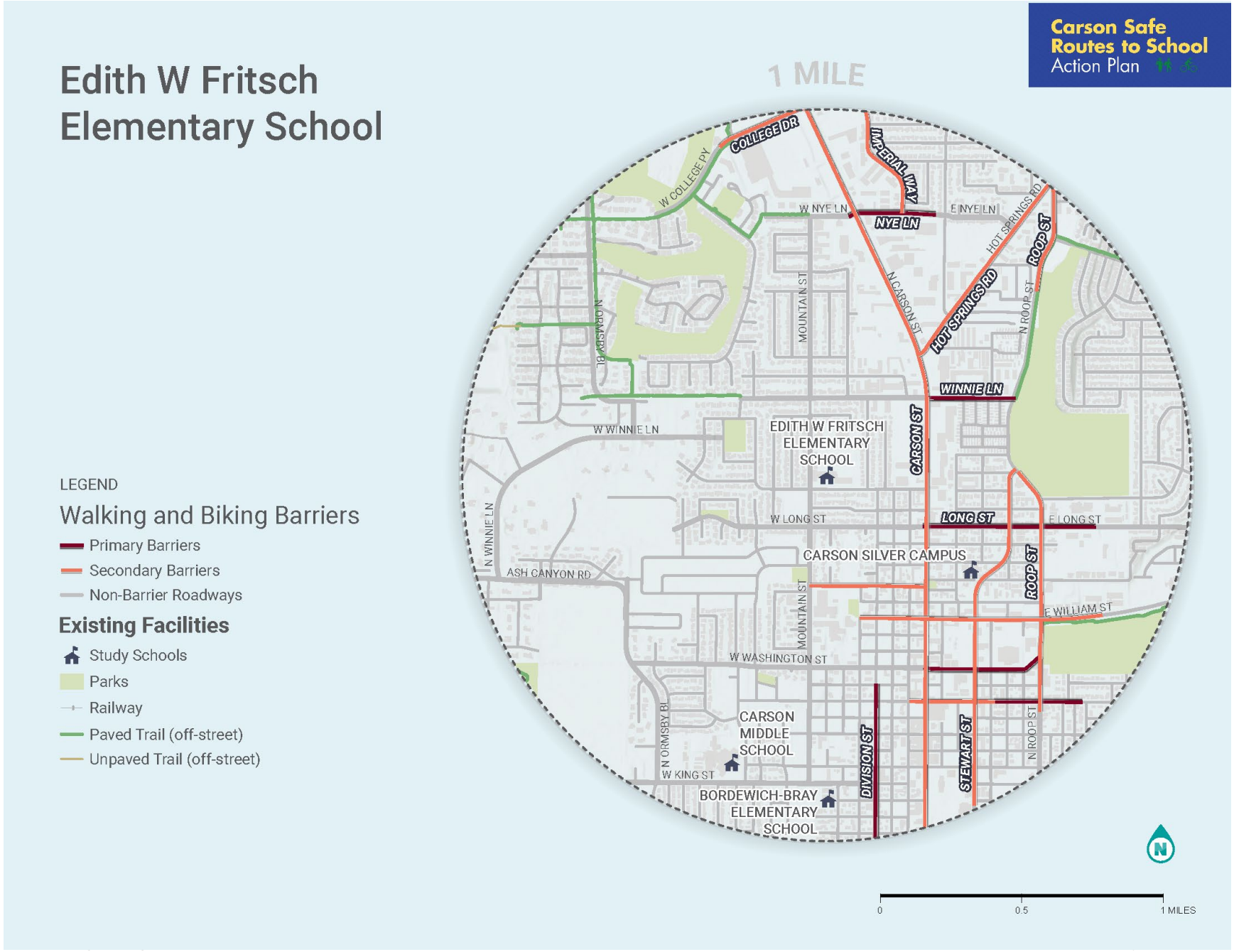


Figure 46: Empire Elementary School Walking and Biking Barrier Ranking Map

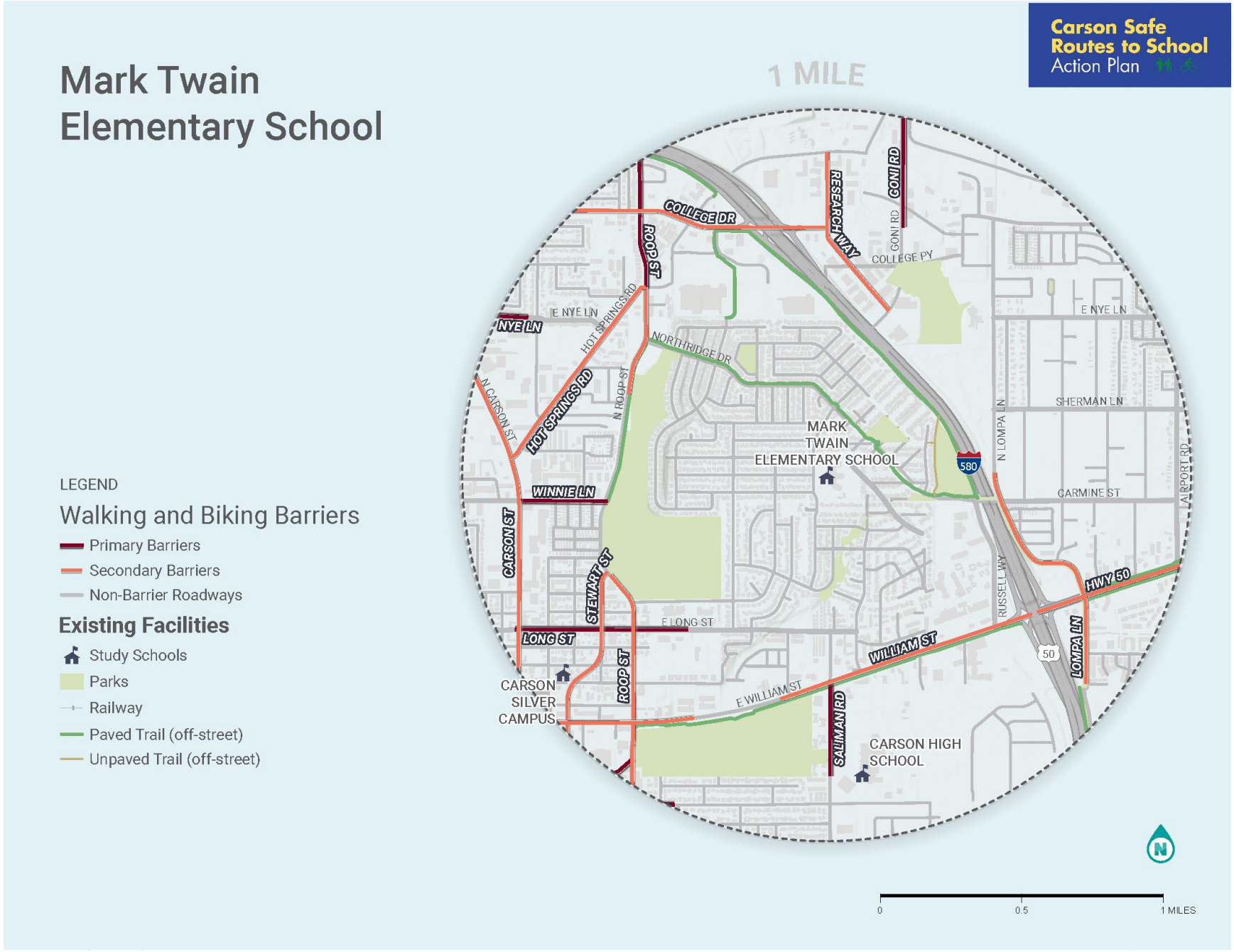


Figure 47: Stewart Headstart Washoe Tribe Walking and Biking Barrier Ranking Map