

# SPARKS BOULEVARD

## MULTI-MODAL CORRIDOR STUDY



This is Sparks Boulevard - Providing Safe and Enjoyable Connections to Residents on Two Wheels, Four Wheels, and Their Own Two Feet

February 12, 2015

**Your RTC. Our Community.**

Prepared for:



Prepared by:



In Association With:



## Community guided multi-modal corridor study

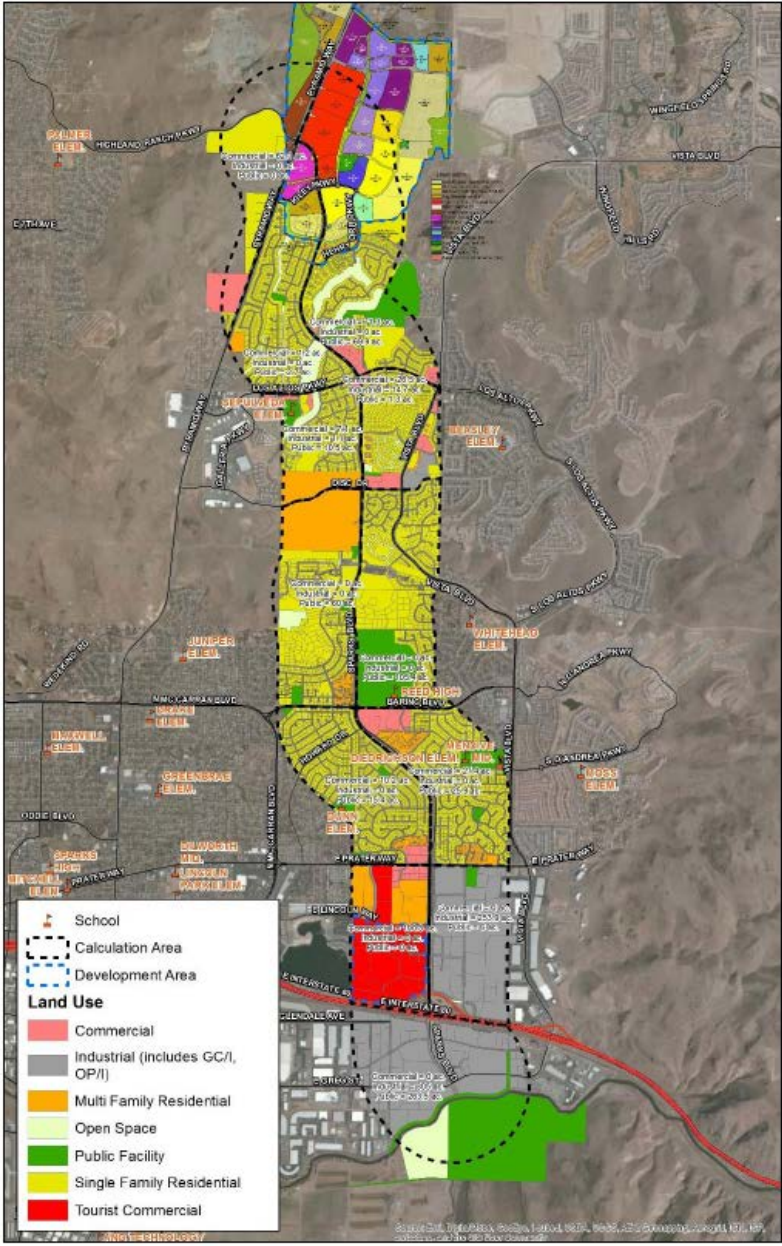
### Purpose & Priorities

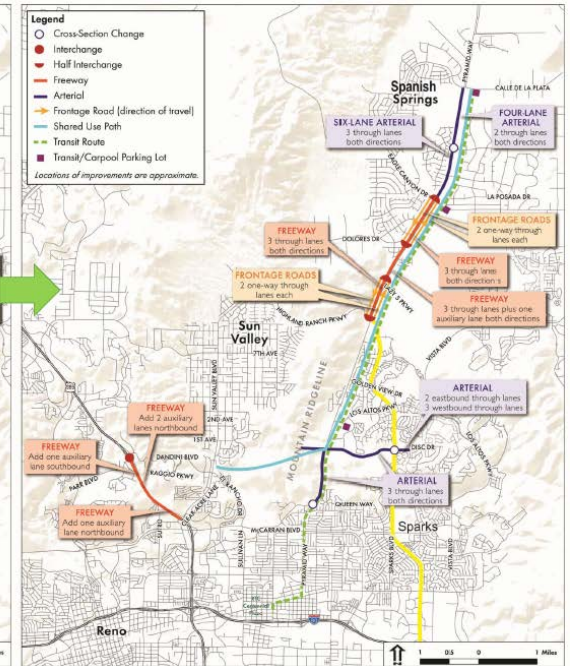
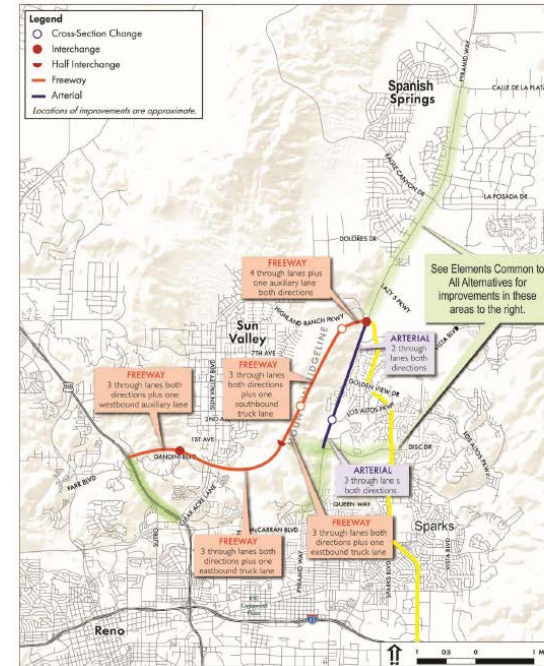
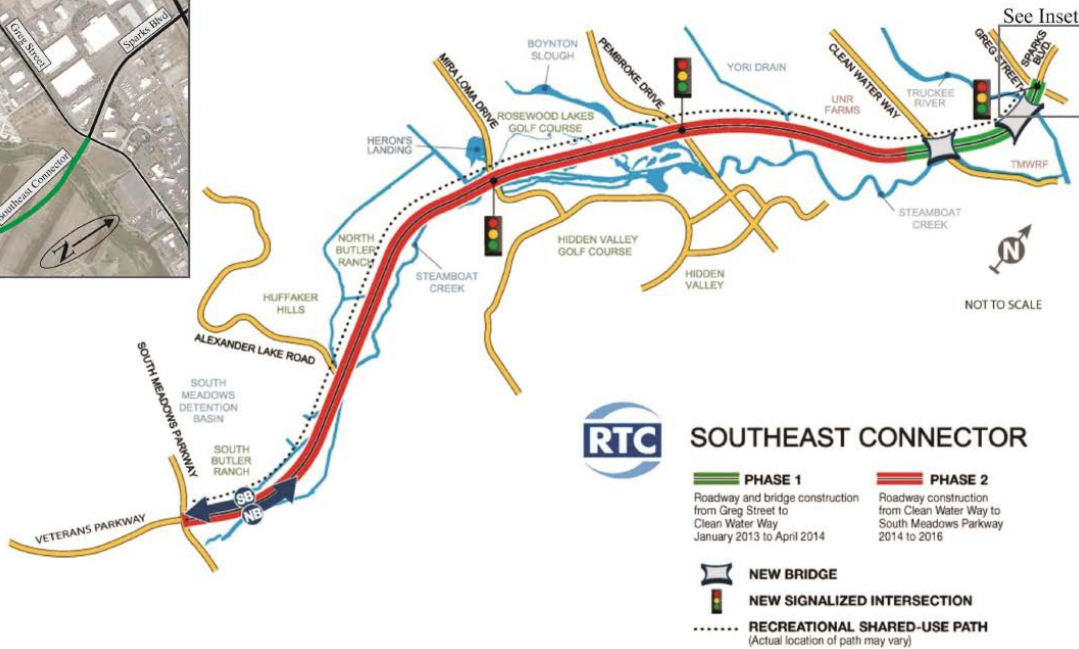
- Manage future traffic volumes
- Improve walking & cycling conditions
- Enhance public transit service
- Improve safety
- Long-term planning and funding strategy



# Key Features

- Shared Use Path w/ benches
- North Truckee Drain
- One of few north-south commute routes
- Reed High School
- Commercial centers
- Regionally important arterial






Pyramid Highway – US 395 Connector



# Public Outreach


- (3) Technical Advisory Committee (TAC) meetings
- (2) Public Meetings
- 20-30 attendees at each public meeting
- Preferred alternative guided by community response






## SPARKS BOULEVARD CORRIDOR STUDY

INVESTING IN YOUR COMMUNITY




### Which two priorities are most important to you?

Safety




Vehicular Safety

Amenities




Better Way-finding Signage

Pedestrian/Bicycle




Improved Connectivity

Roadway




Roadway Capacity


Transit




Transit Amenities




Bike / Pedestrian Safety




Landscaping



Bike/Pedestrian Improvements



Signal Timing



Transit Service

Instructions

Place a token into two baskets that correspond to what is most important to you.

Priority	# Votes
Safety	17
Amenities	2
Bike/Ped	17
Roadway	8
Transit	7

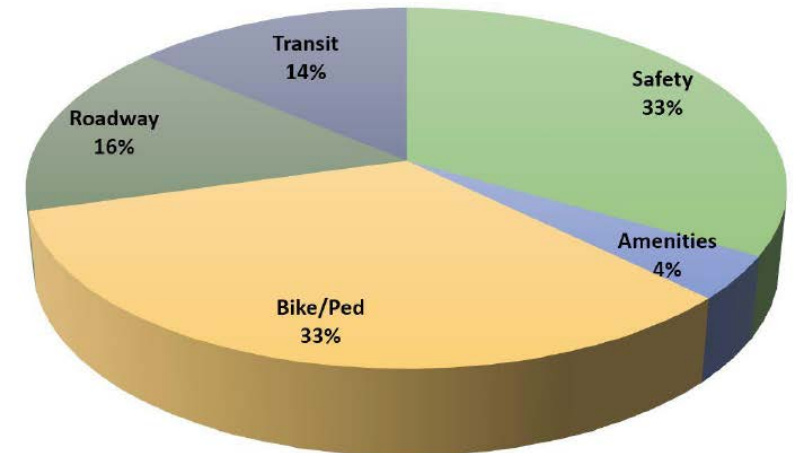


Figure 3-4. Community Priorities Results

Between Greg Street and Baring Blvd, would you like to see:

**Added lanes**

- One new lane in each direction between Greg Street and Springland Drive
- Primarily within existing Right-of-Way
- Estimated travel time of 9 minutes from Greg to Baring

OR

**Keep existing lanes**

- Heavy delays at signalized intersections (up to 2 minutes per vehicle at each intersection)
- Side street queuing
- Estimated travel time of up to 20 minutes from Greg to Baring

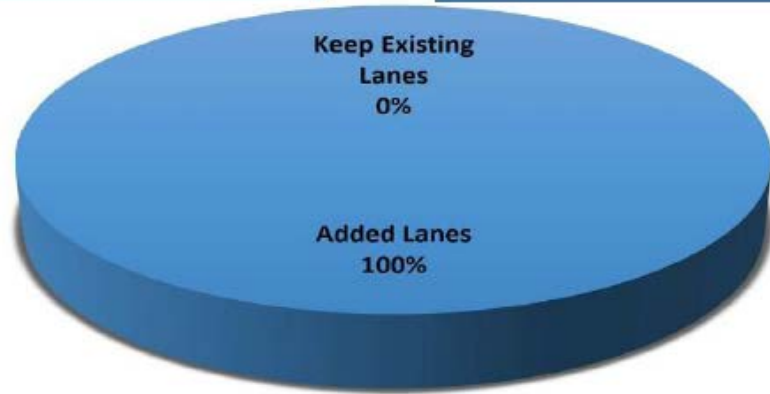
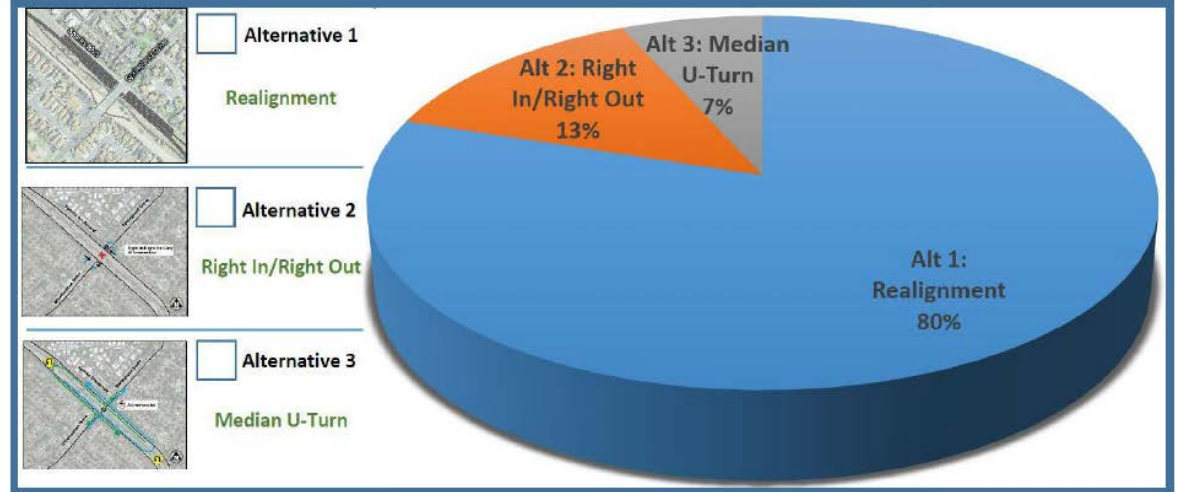


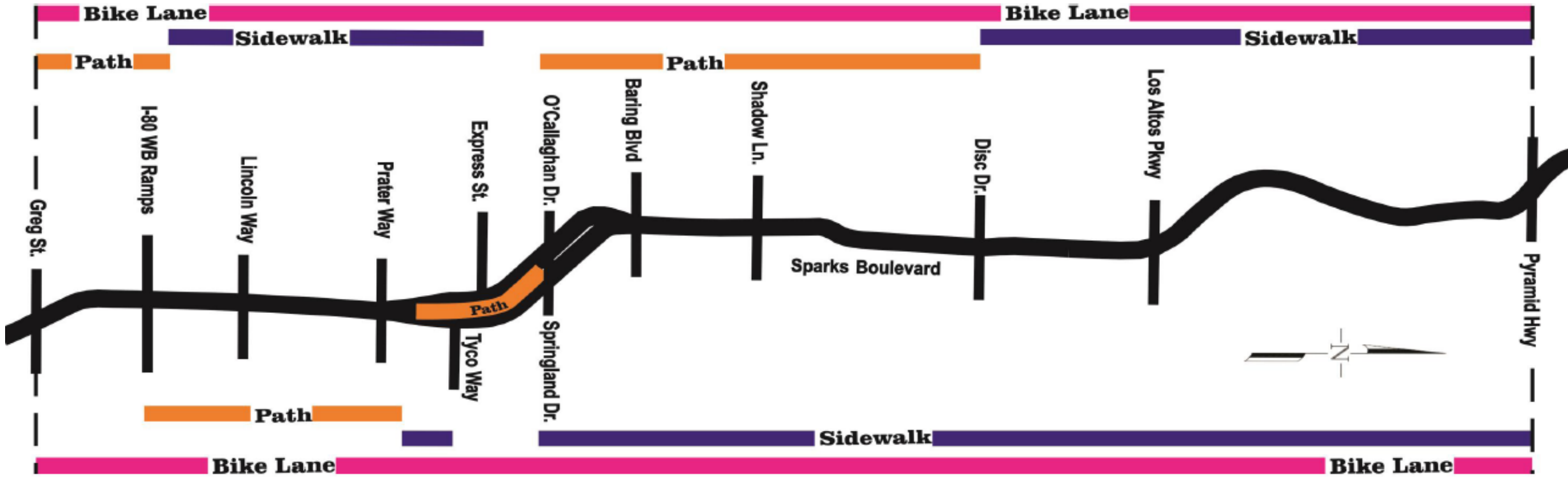
Figure 3-9. Public Preferences for Adding Capacity on Sparks Boulevard

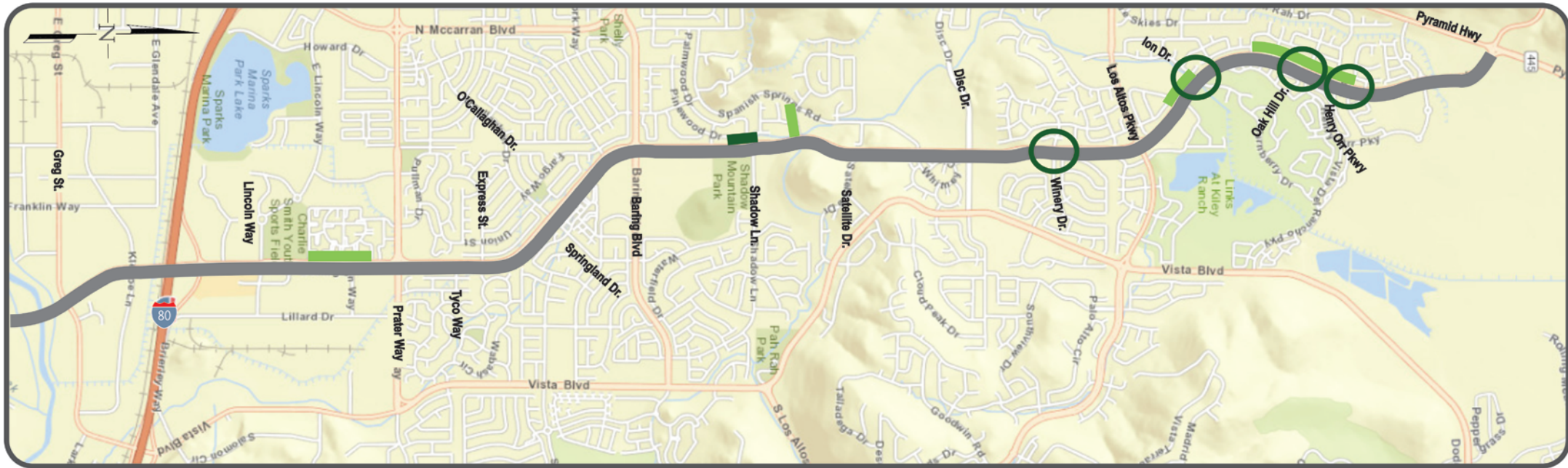
Which alternative would you prefer at the Sparks Blvd/Springland Drive intersection?  
Please check the box.



# Pedestrian & Bicycle Improvements

- Bike lanes full corridor length
- Continuous sidewalk/path full corridor length
- Spot improvements throughout the corridor





**Near-Term 1**

**COST:** \$980,000

**SCOPE:** Includes sidewalk gap closures and upgrade of the Park Vista Apartment transit stop and crosswalk.

**Near-Term 2**

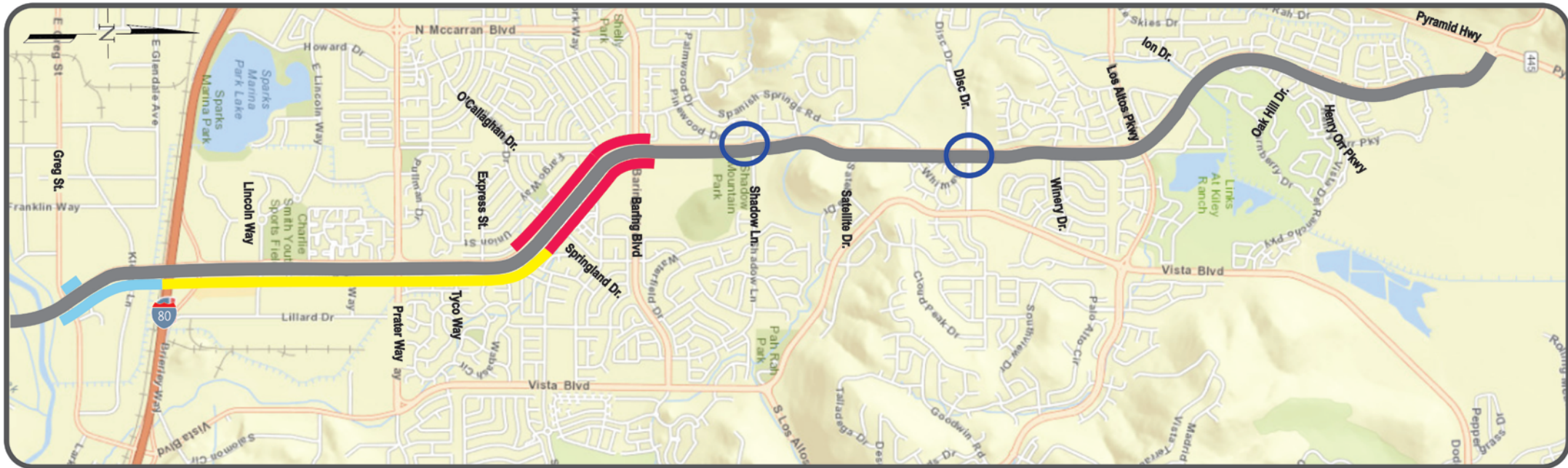
**COST:** \$1,250,000

**SCOPE:** Includes a new pedestrian / bike bridge at Shadow Lane and spot crosswalk improvements.

# Near-Term Improvements

- Relatively lower cost/easiest to implement
- Pedestrian/bicycle connectivity
- Pedestrian safety
- Accessibility improvements





**Mid-Term 1**

**COST:** \$770,000

**SCOPE:** Includes restriping from Greg to I-80 WB Ramps to provide 3 NB lanes and bike lanes. Widen Sparks Blvd just north of Greg to provide proper number of lanes and alignment, widen and improve path this segment.

**Mid-Term 3**

**COST:** \$17,440,000

**SCOPE:** Includes realigning Sparks Blvd and combining the Springland and O'Callaghan intersections. Construct a new section of multi-use path and a section of sidewalk.

**Mid-Term 2**

**COST:** \$17,800,000

**SCOPE:** Includes realigning and widening Sparks Blvd, constructing new multi-use path, adding a section of sidewalk, and intersection modifications at Lincoln Way and Prater Way.

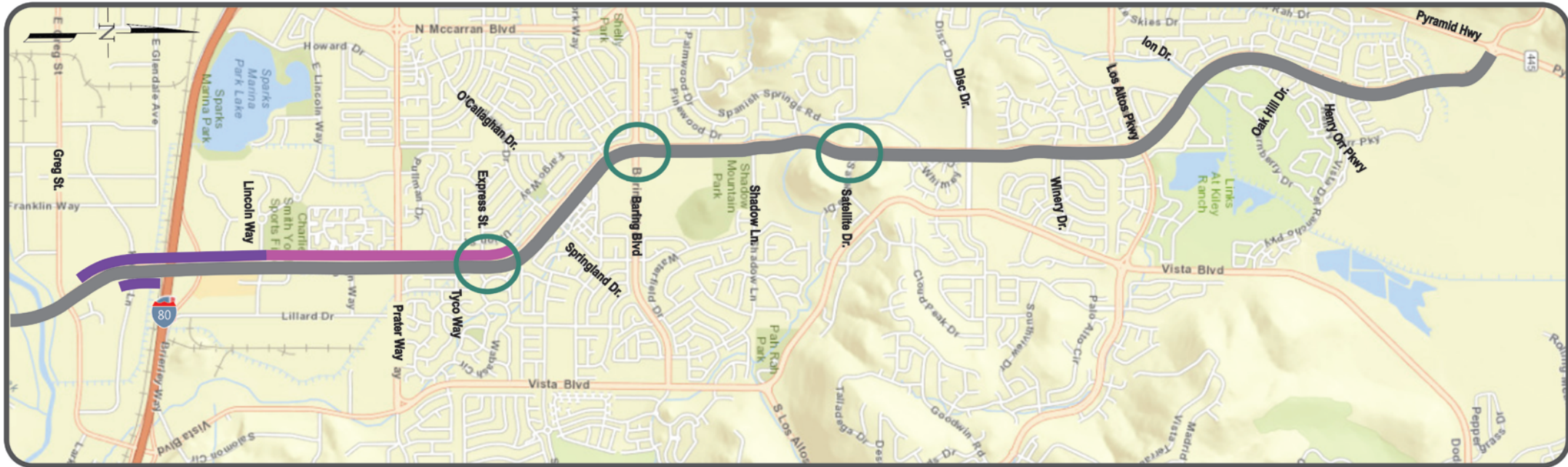
**Mid-Term 4**

**COST:** \$920,000

**SCOPE:** Includes intersection modifications at Disc Drive and Shadow Lane.

# Mid-Term Improvements

- Restriping & minor widening south of I-80
- Major northbound widening
- Springland/O'Callaghan intersection realignment
- Spot intersection improvements



**Long-Term 1**

**COST:** \$4,970,000

**SCOPE:** Includes widening Sparks Blvd in the SB direction to 3 thru lanes and adding a section of sidewalk.

**Long-Term 2**

**COST:** \$27,190,000

**SCOPE:** Includes widening 3 major structures to construct 3 SB thru lanes and modifications of both I-80 ramp terminals.

**Other Improvements**

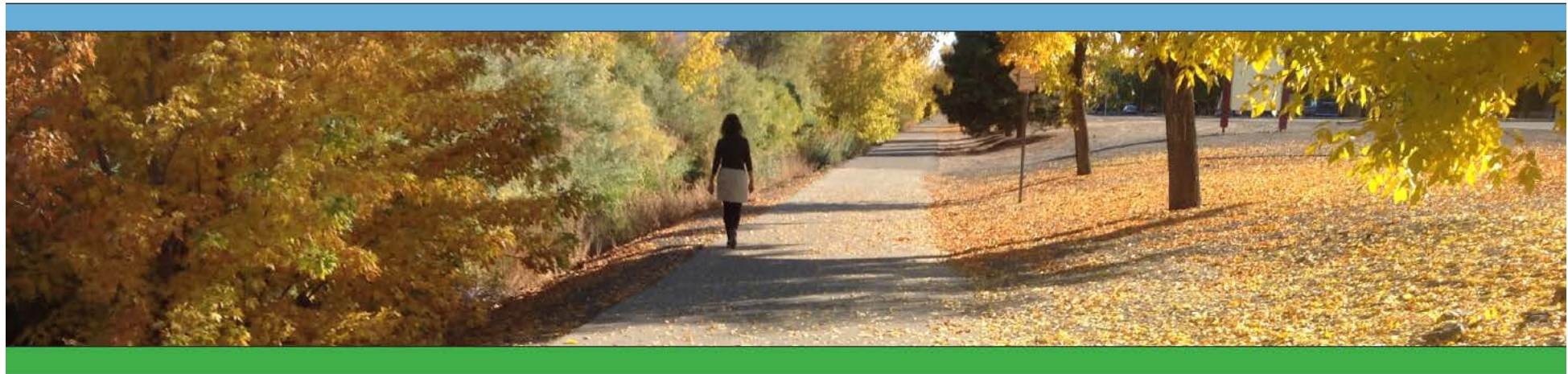
**COST:** \$485,000

**SCOPE:** Safety projects at specific intersections

# Long-Term Improvements

- Major southbound widening
- Widening of I-80 overpass structures
- Spot safety projects

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To learn more, visit:  
[www.rtcwashoe.com](http://www.rtcwashoe.com)  
Planning tab

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