

Corridor Plans 4th/Prater & Virginia Street



Working toward the Vision for Transit

- Extend RAPID
- Support TODs & economic development
- Sidewalk connectivity & accessibility



Legend

- Existing RTC RAPID Route
- Suggested RTC RAPID Routes
- University and College Campuses
- Freeways
- Regional Roadways
 - Existing
 - Planned
- Airports
- Transit-Oriented Development Corridors
- Regional Centers

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Corridor Studies 4th/Prater & Virginia Street



Working toward Complete Streets

- Context sensitive design
- Tailored to meet adjacent land use & traffic needs
- May include:
 - Safety enhancements
 - Improved signal technology & traffic flow
 - Enhanced bus stops
 - Pedestrian & bicycle facilities

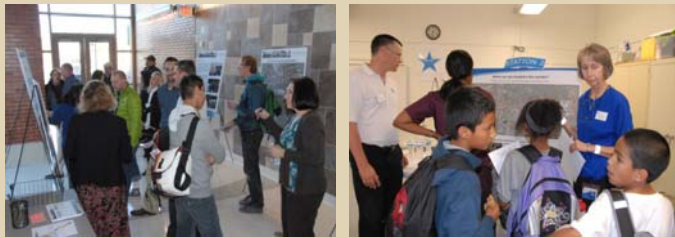



Attachment: RTC Corridor Studies Presentation (2792 : Presentation from RTC re: Virginia & 4th Street Corridor Plans)

4th Street/Prater Way Evans to Pyramid



- Extensive community outreach
- Corridor study completed 2012
- NEPA & PE to be completed 2013
- Final design & ROW in 2014-2015
- Utilities & construction in 2016-2017



4th Street/Prater Way




Design Concept

- 8 RAPID stations (4 eastbound & 4 westbound)
 - Sutro, Galletti, El Rancho & 15th
 - Integrate local history into station design
 - Build on iron works & auto history themes

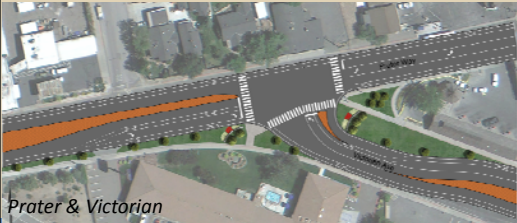


4th Street/Prater Way




Design Concept

- Wider sidewalks (6-8 ft) & bicycle lanes
- 2 eastbound and 1 westbound lane from Evans to Sutro
- 1 lane in each direction & center turn lane from Sutro to Pyramid



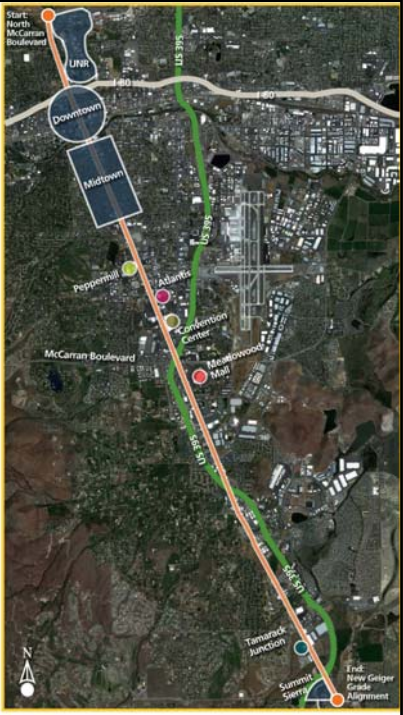
Prater & Victorian



4th & Sutro



Virginia Street Corridor Plan

- Routing & station options for RAPID extension to UNR
- Design concepts for Midtown roadway improvements
- Safety & traffic flow throughout the corridor
- Community outreach



RAPID Extension to UNR

- Partnering with Reno & UNR
- Connect UNR to Downtown, Midtown & Meadowood
- Develop stations, gateway designs, & road improvements in coordination with UNR master plan

Midtown Roadway Improvements

- Wider sidewalks that meet ADA requirements
- Traffic calming
- Identify off-street parking sites
- Limited right-of-way
- Ongoing coordination with local stakeholders