



Attachment E – Public Involvement Plan

East William Complete Streets Feasibility Study



Public Involvement Plan

December 2021

Prepared for:



Carson City Public Works Department

Prepared by:



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1.0 PROJECT DESCRIPTION AND SCOPE

Project Description

The Nevada Department of Transportation (NDOT) transferred East William Street to Carson City after the completion of the I-580 Freeway in 2009. Before the freeway was built, East William Street was a state highway (US Highway 50) serving as a major roadway to move vehicle traffic quickly through Carson City. The current roadway is wide, with traffic moving at higher speeds, and there are few bicycle or pedestrian amenities. In some sections, there are no sidewalks. While traffic has decreased since the completion of the freeway, crashes have increased. The amount of travel lanes remain the same with four west of North Carson Street, and six lanes at I-580. Blocks are long, and intersections with protected pedestrian crossings are infrequent. The result is a vehicle focused corridor with only minimal accommodations for pedestrians and bicyclists.

Now under Carson City ownership, City planners and engineers are working to transform the corridor between N. Carson Street and the I-580 interchange from a high-speed vehicle thoroughfare to a destination roadway shared by all users including drivers, cyclists, and pedestrians; otherwise known as a Complete Street. Recent Carson City Complete Street projects include the Downtown Carson Street Project, the South Carson Street Project, and the Colorado Street Project (currently in design). The benefits of Complete Streets projects include:

- Provide easy and safe access to cross the street and walk/bike to shops, work and transit stations.
- Provide safety improvements and access for all persons.
- Support economic growth.
- Provide multi-modal alternatives.
- Reduce congestion and improve air quality.
- Offer aesthetic and drainage improvements.

The first step to the complete street transformation of East William Street is the completion of a Feasibility Study to determine what improvements can be made. The Feasibility Study will examine features including safety, beautification, traffic operations, and bicycle and pedestrian enhancements. The Feasibility Study limits begin at North Carson Street and continue east to the interchange of I-580, approximately 1.5 miles. Carson City is asking for community input to determine the future of the corridor.

Project Benefits and Goals

Carson City is researching more productive uses that; facilitate comfortable, convenient, and safer travel for pedestrians and cyclists; increase driver safety; improve vehicular access to abutting businesses; spur private investment in this important and vibrant commercial corridor; and prepare Carson City for future Smart City advancements.

The project goals include:

- Review the number of travel lanes due to traffic reducing in the corridor.
- Improve safety for pedestrians, cyclists and automobiles.
- Improve accessibility for disabled persons along the corridor.
- Support land use plans and economic development.
- Increase multimodal travel capacity to accommodate growing population and employment.
- Improve utility infrastructure to alleviate flooding and maintain reliable water and sewer services to citizens and businesses.

2.0 PROJECT TEAM MEMBERS AND CONTACT INFORMATION

The primary members of the Project who provide public involvement direction, management, planning, implementation and support include the following individuals:

| Name | Title | Role and Responsibilities |
|-------------------|--------------------------------|--|
| Darren Schulz | Public Works Director | Agency Oversight |
| Dan Stucky | Deputy Public Works Director | Project Oversight |
| Randy Rice | City Engineer | Project Oversight |
| Chris Martinovich | Transportation Manager | Project Oversight |
| Darren Anderson | Project Manager | Project Management |
| Marquis Williams | Transportation Planner/Analyst | Project Input and Planning Expertise |
| Kelly Norman | Transportation Planner/Analyst | Project Input and Planning Expertise |
| James Salanoa | PIO | Agency public involvement management and media/community liaison |
| Angela Hueffle | Principal/ Project Manager | Project Design, NCE |
| Kathleen Taylor | Public Outreach Lead | Community outreach/public involvement manager and implementation |

3.0 PUBLIC INVOLVEMENT PLAN GOALS AND OBJECTIVES

The goals and objectives of this public involvement plan provide the overall desired outcome of the public involvement effort.

Specific goals pertaining to public involvement include:

1. To build and maintain positive public relations throughout the feasibility study through continuous, effective two-way communication.
2. To effectively communicate the study benefits to the public: reduced traffic volumes; efficient planning; upgraded stormwater infrastructure; beautify the corridor; and safety.
3. To provide valuable opportunities for dialogue between the public and Carson City and encourage public engagement before and during preliminary design.
4. To provide accurate and timely information to stakeholders and the interested public.
5. To engage project stakeholders throughout the study.

Specific measurable objectives pertaining to the public involvement include:

1. Develop a Public Involvement Plan to guide, inform, and assist in the effective implementation of the East Williams Street public outreach efforts.
2. Develop and provide Carson City with information collateral materials including FAQ, project description, fliers/posters and content for press releases.
3. Establish community partnerships with corridor users and partners: Carson High School, Carson City Parks and Recreation Department, Carson Senior Center and corridor businesses.
4. Develop a project survey and corridor map to determine stakeholder's attitudes and collect comments on the corridor.
5. Coordinate, assist, facilitate and document up to three (3) community events during initial design. Meetings will include opportunities for stakeholders to provide information on priorities and improvements prior to design.
6. Coordinate, assist and document one community open house to provide survey results and 15 percent design.
7. Identify and create an accurate and comprehensive database including residents, commuters and businesses within the project area.
8. Identify, address and document stakeholders' input (needs and priorities) regarding the project corridor.
9. Provide project content for the project website (maintained by Carson City).
10. Develop updates for public email distribution, text and posting on website and social media.

4.0 STAKEHOLDERS

East Williams Street Feasibility Study Stakeholders are any individual or entity that may be directly or indirectly impacted by future improvements. Stakeholders also include elected officials who represent constituents within the corridor, residents along the corridor, commuters and businesses.

- Elected officials
- Corridor businesses
- Partner agencies
 - Carson City
 - FHWA
 - NDOT
 - CAMPO
 - RTC
 - Carson City Chamber of Commerce
 - Carson City School District (Transportation)
 - Carson High School
 - Law enforcement
- Carson City Parks and Recreation
 - Aquatic Facility
 - Mills Park
 - Community Center
- Groups
 - Carson City Visitors Bureau
 - Carson Rotary
 - South Carson Advisory Group
 - Nevada Bicycle Coalition, Nevada Bicycle Advisory Board
 - Carson City Railroad Association
 - Carson City Senior Center
 - Muscle Powered
 - Western Nevada Safe Routes to School
 - Historic Virginia & Truckee Trail Steering Committee
- Public
 - Business and property owners
 - Residents
 - Transit Users
 - Bicyclers
 - Commuters
 - Pedestrians

5.0 PUBLIC INFORMATION WORK PLAN

The following work plan will be implemented throughout the project. Responsible parties are listed for each step. Coordination and communication among Carson City, TMS, and NCE is essential. This work plan will be updated and revised as needed.

| Tactic | Description | Target Stakeholders | Implementation Timeframe | Responsible Party(s) |
|--------------------------------|---|--|-----------------------------|--|
| Study Surveys | Develop digital and hard copy surveys to engage stakeholders during the Study and determine their input on corridor improvements: safety, traffic operations, beautification and bike and ped enhancements. | All Stakeholders | January prior to field tour | Carson City, TMS |
| Project Input Map | Develop a digital project location map for stakeholders to provide comments on specific corridor locations. The map will reside on the project website. | All Stakeholders | January prior to field tour | Carson City, MBI |
| Stakeholder Canvass/Field Tour | Introduce project team members and provide information to stakeholders along the project corridor to establish database. Inform them of survey and encourage participation. | Corridor businesses, property owners. | January 2022 | Carson City, TMS |
| Carson High Logo Partnership | Work with Carson High art students to design a project logo. | Carson High | January 2022 | Carson City, TMS |
| Leave behind for field tour | Create a leave behind (magnet, sticker, poster) for stakeholders along the corridor during field tour. The leave behind will provide easily accessible project contact and survey/website information. | Corridor businesses, property owners and residents | January 2022 | Carson City, TMS |
| Community Partnership Events | Engage corridor stakeholders to provide input on study improvements and options at three community events: Carson City Community Center. | All Stakeholders | February 2022 | Carson City, TMS |
| Government Affairs (Briefings) | Regularly brief elected officials and local public works officials throughout the design process. | Government officials | Ongoing | Carson City Engineer and Project Manager |
| Collateral Material | Develop project fact sheets for use at public presentations including: Frequently Asked Questions, Project Description, Contact Info and Project Status. | All Stakeholders | Ongoing | TMS |
| Public Meetings | Host a community open house to provide results of survey and outreach efforts. | All Stakeholders | May 2022: 15% design | Carson City, TMS, Engineer and Project Manager |

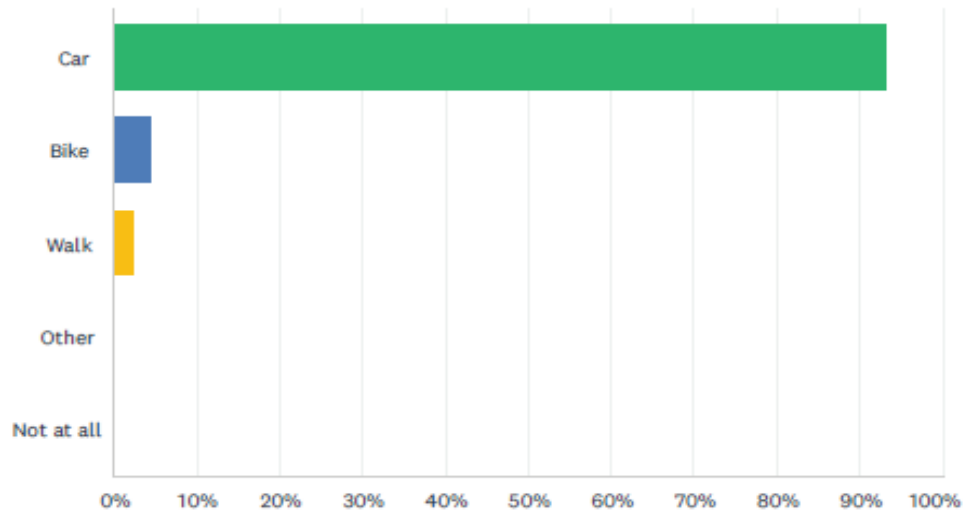
| Tactic | Description | Target Stakeholders | Implementation Timeframe | Responsible Party(s) |
|---|--|----------------------------|------------------------------------|---|
| Public Meetings | Host on-going community open houses to provide project updates | All Stakeholders | 30% Design & Prior to Construction | Carson City, TMS, Engineer and Project Manager |
| Public Meetings | Host on-going community open houses to provide project updates | All Stakeholders | 60% Design & Prior to Construction | Carson City, TMS, Engineer and Project Manager |
| Responses to Inquiries and Questions | Develop standard written responses to inquiries from the project web site, phone calls and email. Responses will include personalization. | | Ongoing | TMS with Carson City Project Manager approval of standard responses |
| Database Development | Maintain an updated database of stakeholders, and public who are interested in the development of the East William Complete Streets Project. | | Ongoing | TMS |
| Advertising Need for Carson City Outreach | Place advertisements in Nevada Appeal and or Carson NOW for survey launch, community events and open house. | All Stakeholders | Ongoing | TMS in coordination with Carson City |
| Stakeholder Updates | Develop and distribute stakeholder updates to inform project stakeholder of upcoming events including initial mailer. | All Stakeholders | Ongoing | TMS to provide content, Carson City to distribute |
| Website Support Social Media | Update, host, and maintain a specific project webpage under CarsonProud with sign up capabilities. | All Stakeholders | January 2022 | Carson City |
| | Distribute text messages with study updates. | | Ongoing | TMS to provide content, Carson City to distribute |
| | Distribution of updates and announcements through social media sites. | | Ongoing | Carson City with support from TMS |

Appendix 1: East William Complete Streets Survey Results

Carson City East William Complete Streets Project

Q1 How do you mostly travel on East William Street?

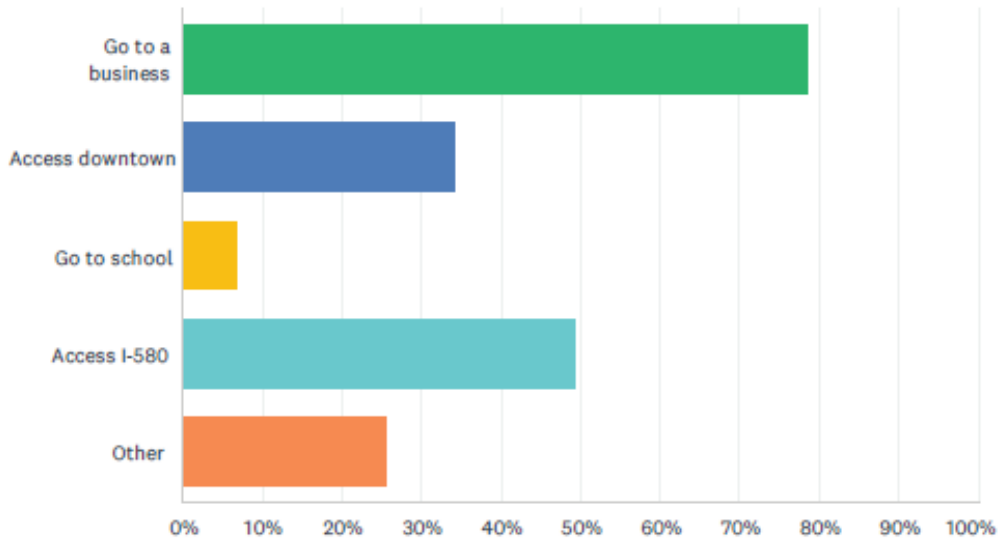
Answered: 219 Skipped: 2



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Car | 93.15% | 204 |
| Bike | 4.57% | 10 |
| Walk | 2.28% | 5 |
| Other | 0.00% | 0 |
| Not at all | 0.00% | 0 |
| TOTAL | | 219 |

Q2 I travel on East William Street to:

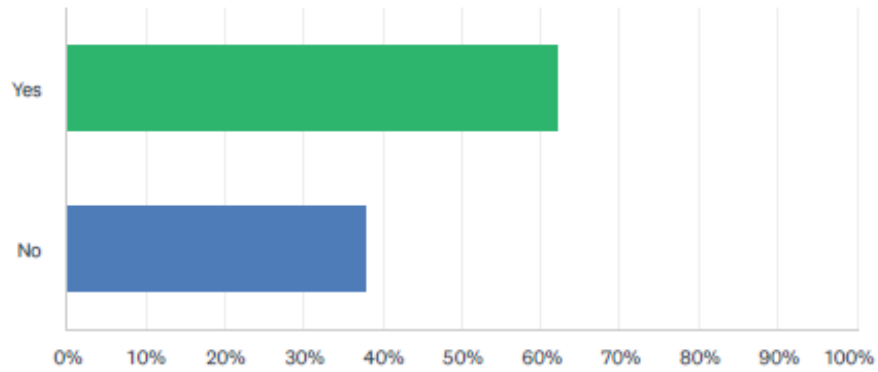
Answered: 219 Skipped: 2



| ANSWER CHOICES | RESPONSES |
|------------------------|------------|
| Go to a business | 78.54% 172 |
| Access downtown | 34.25% 75 |
| Go to school | 6.85% 15 |
| Access I-580 | 49.32% 108 |
| Other | 25.57% 56 |
| Total Respondents: 219 | |

Q3 I am familiar with the goals and objectives of Carson City Complete Streets projects.

Answered: 216 Skipped: 5



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 62.04% | 134 |
| No | 37.96% | 82 |
| TOTAL | | 216 |

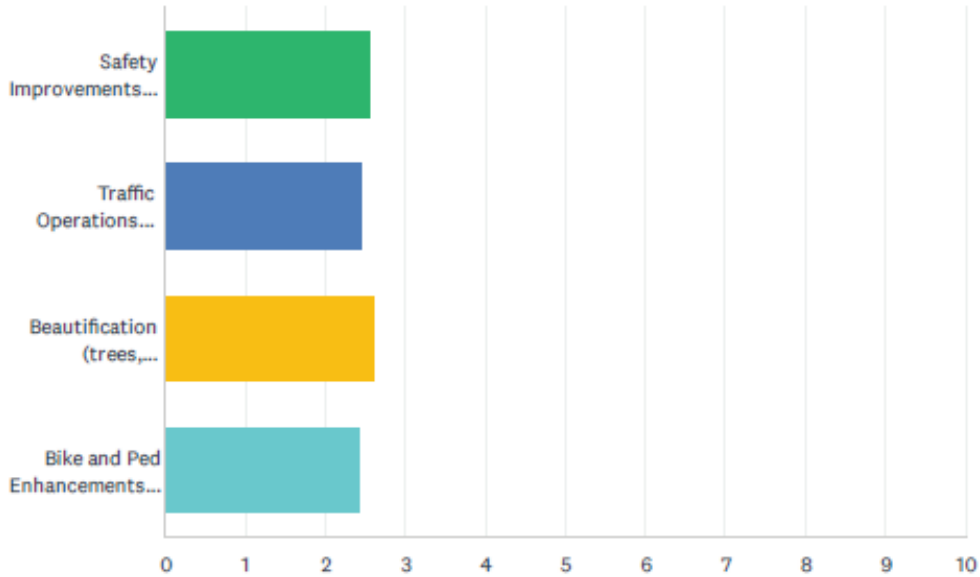
Q4 What are three words to describe East William Street TODAY?

dirty sidewalks speed industrial crowded unwelcoming functional
dangerous pedestrians unfriendly pedestrians Unattractive fast
ugly Old congested cluttered Busy business
traffic run dangerous access unsafe Hectic wide long
Needs blight bikes lanes slow uninviting

Carson City East William Complete Streets Project

Q5 Please rank your priorities for East William Street with 1 as the highest.

Answered: 216 Skipped: 5

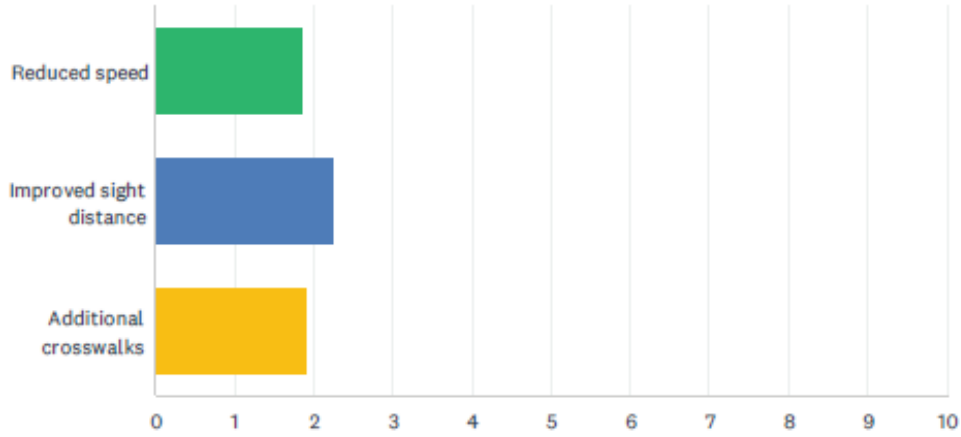


| | 1 | 2 | 3 | 4 | TOTAL | SCORE |
|--|--------------|--------------|--------------|--------------|-------|-------|
| Safety Improvements (reduced speed, crosswalks and improved sight distance) | 28.10% 59 | 23.81% 50 | 24.29% 51 | 23.81% 50 | 210 | 2.56 |
| Traffic Operations (access improvements, more street parking, traffic signal modifications, reduce congestion) | 27.10% 58 | 22.90% 49 | 17.76% 38 | 32.24% 69 | 214 | 2.45 |
| Beautification (trees, decorative lighting, benches, public art, bike racks) | 25.84% 54 | 27.75% 58 | 28.71% 60 | 17.70% 37 | 209 | 2.62 |
| Bike and Ped Enhancements (wider sidewalks, bike paths, crosswalks, multiuse paths, connectivity) | 21.43% 45 | 25.71% 54 | 28.10% 59 | 24.76% 52 | 210 | 2.44 |

Carson City East William Complete Streets Project

Q6 Please rank your safety priorities (1 = most important).

Answered: 206 Skipped: 15

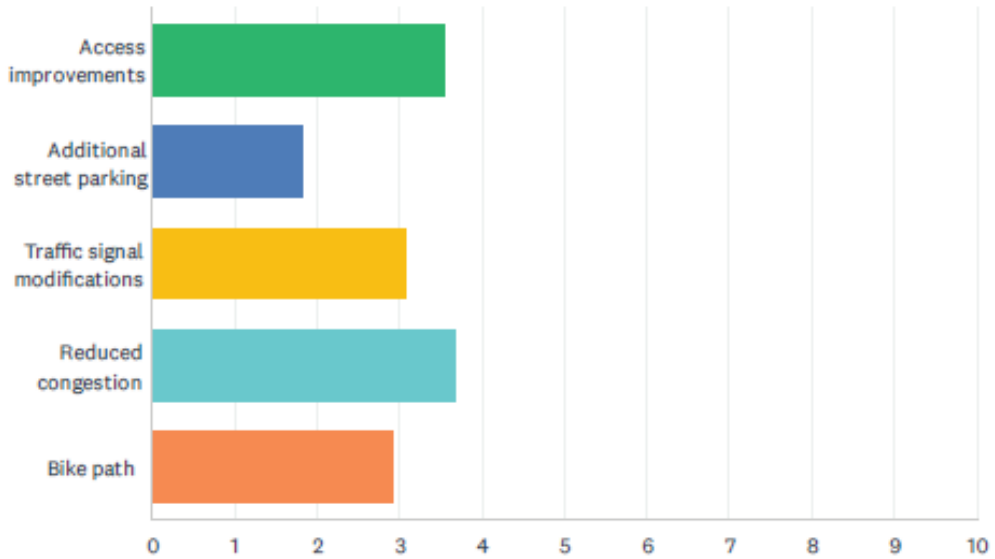


| | 1 | 2 | 3 | TOTAL | SCORE |
|-------------------------|--------------|--------------|--------------|-------|-------|
| Reduced speed | 28.86% 58 | 27.36% 55 | 43.78% 88 | 201 | 1.85 |
| Improved sight distance | 48.02% 97 | 28.22% 57 | 23.76% 48 | 202 | 2.24 |
| Additional crosswalks | 23.88% 48 | 44.28% 89 | 31.84% 64 | 201 | 1.92 |

Carson City East William Complete Streets Project

Q7 Please rank your traffic operation priorities (1 = most important).

Answered: 212 Skipped: 9

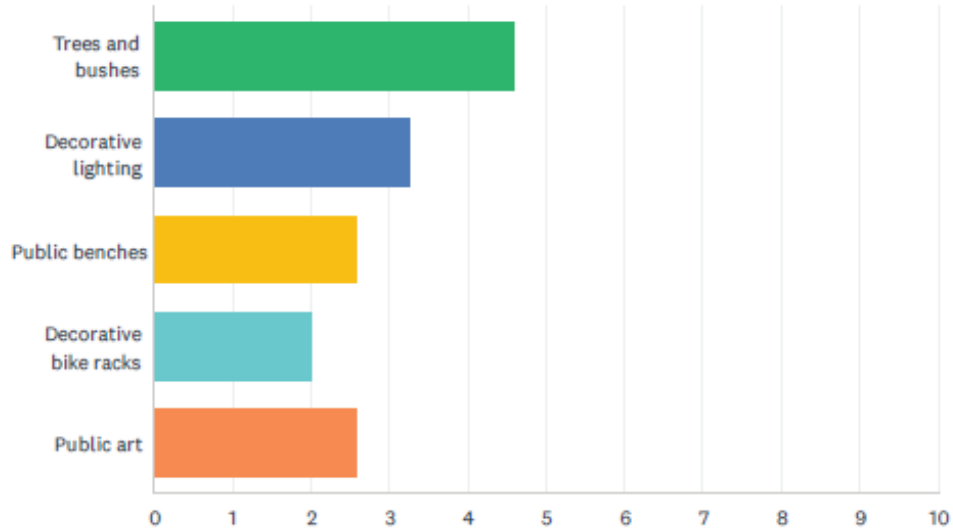


| | 1 | 2 | 3 | 4 | 5 | TOTAL | SCORE |
|------------------------------|--------------|--------------|--------------|--------------|---------------|-------|-------|
| Access improvements | 24.39% 50 | 30.24% 62 | 26.34% 54 | 16.10% 33 | 2.93% 6 | 205 | 3.57 |
| Additional street parking | 4.50% 9 | 6.00% 12 | 11.00% 22 | 26.50% 53 | 52.00% 104 | 200 | 1.84 |
| Traffic signal modifications | 10.58% 22 | 23.56% 49 | 35.10% 73 | 22.60% 47 | 8.17% 17 | 208 | 3.06 |
| Reduced congestion | 35.89% 75 | 26.79% 56 | 15.79% 33 | 13.88% 29 | 7.66% 16 | 209 | 3.69 |
| Bike path | 27.18% 56 | 14.08% 29 | 11.17% 23 | 19.42% 40 | 28.16% 58 | 206 | 2.93 |

Carson City East William Complete Streets Project

Q8 Please rank your beautification priorities (1 = most important).

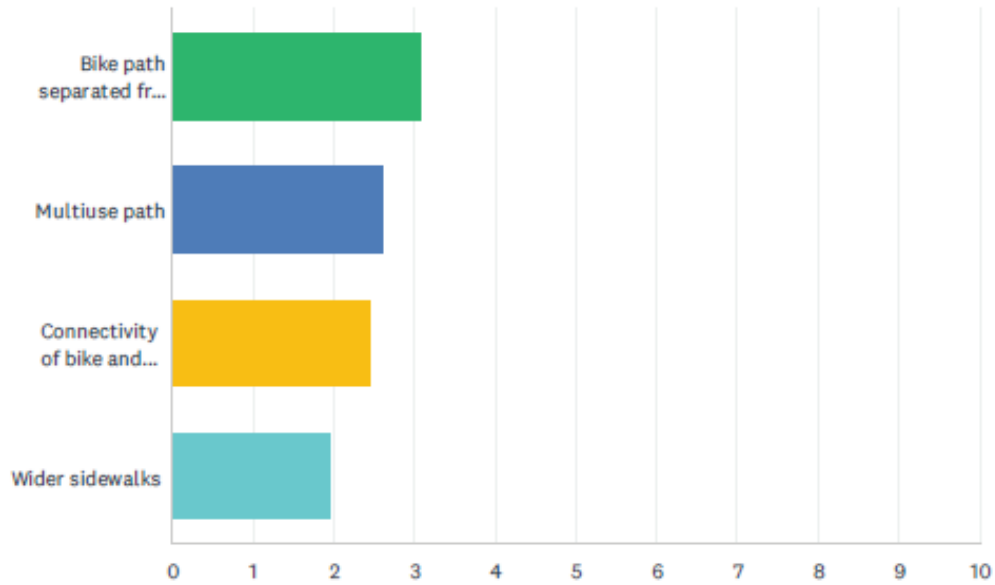
Answered: 207 Skipped: 14



| | 1 | 2 | 3 | 4 | 5 | TOTAL | SCORE |
|-----------------------|---------------|--------------|--------------|--------------|--------------|-------|-------|
| Trees and bushes | 77.34% 157 | 12.81% 26 | 4.93% 10 | 2.96% 6 | 1.97% 4 | 203 | 4.61 |
| Decorative lighting | 12.32% 25 | 41.38% 84 | 20.20% 41 | 11.82% 24 | 14.29% 29 | 203 | 3.26 |
| Public benches | 3.52% 7 | 15.08% 30 | 34.17% 68 | 30.15% 60 | 17.09% 34 | 199 | 2.58 |
| Decorative bike racks | 4.04% 8 | 5.05% 10 | 17.17% 34 | 35.86% 71 | 37.88% 75 | 198 | 2.02 |
| Public art | 3.98% 8 | 25.37% 51 | 23.38% 47 | 18.91% 38 | 28.36% 57 | 201 | 2.58 |

Q9 Please rank your bike and pedestrian priorities (1 = most important).

Answered: 210 Skipped: 11



| | 1 | 2 | 3 | 4 | TOTAL | SCORE |
|---|---------------|--------------|--------------|--------------|-------|-------|
| Bike path separated from travel lane | 50.25% 102 | 23.65% 48 | 11.82% 24 | 14.29% 29 | 203 | 3.10 |
| Multiuse path | 23.50% 47 | 28.50% 57 | 32.00% 64 | 16.00% 32 | 200 | 2.60 |
| Connectivity of bike and pedestrian paths | 16.24% 32 | 32.49% 64 | 32.49% 64 | 18.78% 37 | 197 | 2.46 |
| Wider sidewalks | 14.36% 29 | 15.35% 31 | 22.77% 46 | 47.52% 96 | 202 | 1.97 |

Q10 What are three words to describe a transformed East William Street?

safe accessible south Carson flowing improved slower paths less
Waste money easy safety Efficient street traffic use bike
appealing friendly pleasing green uncongested safe
pretty Beautiful community inviting connected
Welcoming trees Accessible bike path Attractive travel
clean Faster functional pedestrian access lanes

Appendix 2: East William Complete Streets Interactive Map Comments

| Intersection | Type | Comment |
|---|-------------------|---|
| William between Rand & Humboldt | Park/ Landscaping | Add trees walkways, public art here. Consider ways to incorporate artistic features that share Carson City's history. |
| William between Saliman & I-580 | Road | Saliman to I-580 should be 2 lanes in each direction with center turn lane. Improve sidewalks/ multiuse path with vegetated parkway strips to separated pedestrian/ bicycle from auto traffic. Overall reduce lane width to slow traffic. Install roundabouts @ Carson, Roop & Saliman. |
| William between Carson & Saliman | Road | Carson to Saliman should be 1 lane in both directions with vegetated median and left turn pockets. Sidewalks should be minimum 10' with tree/ vegetated parking strips. |
| Mills Park | Other | With more EV expected, charging stations have been discussed, but is there a CC policy for adding solar panel installations? The State of Nevada and the CC School District have them. Any discussion of wind turbines along the corridor, or elsewhere. Wind spinner art may be appropriate, but an overall goal should be to minimize ongoing maintenance. |
| William St between Oxoby Loop & N State St. | Road | Mid block ped crossings, and raised medians can help - it is a long way between crossings now. Keep a balance between bike/ped and vehicular needs. I expect that two through lanes will be needed in each direction for almost all of the project. Maybe just one lane eastbound from Carson Street to Stewart, with turning lanes. The traffic forecasts should focus on trucks too - and be sure the turning radii are adequate. At least one twelve foot lane for them. You may have good input from South Carson on lane widths and other details. Bus stop design for turnouts and shelters is probably already expected - and perhaps the location of the new transit terminal (the one at the Federal Building is not safe).. |
| William & Saliman | Traffic/Transit | It is not easy to cross East William, even at the traffic signals. Signal timing and progression should be checked - not sure if any new equipment is needed, such as traffic cameras. The new fire station and EOC next to your office could be a traffic management center too? |
| Mills Park | Pedestrian | There is a need to fill the sidewalk gaps, and hopefully keep them further from actual traffic lanes. You do notice the difference when walking - the sidewalk adjacent to the pavement is not as inviting as the paths further away. |

| Intersection | Type | Comment |
|---|------------------|---|
| William St between Oxoby Loop & N State St. | Road | Mid block ped crossings, and raised medians can help - it is a long way between crossings now. Keep a balance between bike/ped and vehicular needs. I expect that two through lanes will be needed in each direction for almost all of the project. Maybe just one lane eastbound from Carson Street to Stewart, with turning lanes. The traffic forecasts should focus on trucks too - and be sure the turning radii are adequate. At least one twelve foot lane for them. You may have good input from South Carson on lane widths and other details. Bus stop design for turnouts and shelters is probably already expected - and perhaps the location of the new transit terminal (the one at the Federal Building is not safe).. |
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| Mills Park | Pedestrian | There is a need to fill the sidewalk gaps, and hopefully keep them further from actual traffic lanes. You do notice the difference when walking - the sidewalk adjacent to the pavement is not as inviting as the paths further away. |
| Mills Park | Park/Landscaping | Bury the power lines, especially at Mills Park. Plant as many trees there as you can. No power poles means no tree trimming, with more shade - which could make the parking spaces there more useful. More spaces could be added to the east end of the park, if the little railroad tracks are moved a bit. |
| William & Saliman | Other | Need to design for consistent lighting level for users of the corridor. Keep pedestrians in mind. |
| William St between Gold Dust West Way & Russell Way | Other | NDOT could help with a Road Safety Audit, if that is not part of the design scope. The RSA is a good idea - and it looks at the corridor with a multidisciplinary team - day, and night field reviews. I only walked during the morning. |
| William St between Gold Dust West Way & Russell Way | Road | Where will the Lompa Ranch connection be, near Gold Dust West? It gets added, eventually. Plan for it now, as well as other access requests. Does CC need access control standards, like NDOT has? Good ones prevent crashes - safety is about preventing crashes too - not just reacting to crash history. |

| Intersection | Type | Comment |
|----------------------------------|---------------------|---|
| William & Russell | Road | Current and future land use should help determine the number of through lanes. Lots of new residential units coming in the corridor. The traffic projections in the RTP show red in some parts of town, but not here - yet. I-580 will someday be six lanes, not four, which is why East William is six lanes now at the interchange. |
| Mills Park | Park/Landscaping | The V&T tracks and historic trail could be part of the design - the NDOT Landscape and Aesthetics Master Plan could help - and assist in developing a consistent theme all the way to the depot. The original plan was to have the depot off Deer Run. Mills Park was deeded from a railroad too - maybe Southern Pacific?. The roundhouse arch idea fits right in with a railroad theme. |
| N Anderson & William | Stormwater/Flooding | Water puddles at pedestrian ramp |
| William between Russell & 580 | Traffic/Transit | The existing multi-use path should be earmarked for future use as the right of way for a single track light rail system on the V&T roadbed. An ideal bike lane would be separate from this right of way, with one lane in each direction of opposite sides of the street. The alignment of the light rail would then correspond with the 580 overpass. |
| Russell & William | Other | Please extend this another few miles so the folks that live as far as Deer Run Road also have some of the niceties planned. |
| N Saliman & William | Pedestrian | I suggest adding a Pedestrian Bridge. |
| William between Russell & 580 | Road | Need more vehicle lanes. No bikes on road. |
| N Saliman & William | Other | Increase traffic speed. |
| William between N Roop & N State | Pedestrian | Please consider alternates to get peds accross hwy 50/williams to Mills park from north side of Williams - during events and at times community crossing 5 lanes to get to the park and skate park. Was on the original stakeholder group for this project discussing this problem and later while on RTC board tried to get a solution like the fence on McCarran Blvd for the Mira loma for the skatepark in Reno at Mira Loma Park before this grant was awarded. Not the prettiest solution but works - looking for a better solution. Maybe a mid block ped crossing ? But physical barrier should be a part of any alternative. Public works did do a short observed look if high school students leaving to getting to school jay walked. No data after study for this problem to be make change. New construction is bringing in more chances of jay walking. |

| Intersection | Type | Comment |
|--|---------------------|--|
| N Roop & William | Pedestrian | Hello I work on the Southwest corner of E. William and N. Roop Street. Many people who are poor, seniors, or homeless walk along East William to get to Smiths. I think it would be helpful to improve sidewalks from Carson Street east on both sides of the road so pedestrians and bicyclists can safely navigate in this area. Keeping these pathways clear in winter is also a priority. I bring a snow shovel to work to clear to the corner. If keeping sidewalks clear is responsibility of owner, perhaps the city could conduct a campaign to inform business owners it is their responsibility. It's heartbreaking to see a disabled person try to navigate a walker through the snow to get to Smiths. |
| William between Rand & Humboldt | Pedestrian | Could we add a crosswalk in this area so that people can stop playing frogger getting between the car wash and the restaurants across William? |
| N State & William | Stormwater/Flooding | stormwater from the street floods the path in this area. |
| Plaza & William | Pedestrian | Please construct ramps at this intersection |
| William between Humboldt & Gold Dust Way | Pedestrian | Please consider a pedestrian crossing in this area. |
| N Carson & William | Pedestrian | Extend sidewalk |
| William between N Roop & N State | Other | Please improve the multi-use path from Roop to Saliman St. |
| William between N Carson & Plaza | Stormwater/Flooding | institute Low Impact Development standards throughout the project |
| William between N Roop & N State | Bicycle | I ride my bike and see others from Carson St to Saliman. There are places where there is no bike lane and drivers are not careful when rounding corners from Hwy 50. Good well marked bike lanes need on this hwy. Good job on Carson Street between Clearview and Fairview |
| Russell & William | Traffic/Transit | Please install a light for left turns onto the highway to save drivers from going through the shopping center parking lot to make a left. |
| William between Rand & Humboldt | Bicycle | Safe bike lanes/multi use path is needed with a safer barrier to the traffic than a green painted line. This comment applies to the entire length. |
| William between Rand & Humboldt | Bicycle | The existing bike path is dangerous because it crosses so many driveways and drivers who are dodging heavy traffic aren't paying attention to bikes and pedestrians. |

| Intersection | Type | Comment |
|--|---------------------|--|
| N Roop & William | Pedestrian | This giant control box makes it hard for drivers who are heading north on Roop to see pedestrians who are stepping into the crosswalk. |
| Rand & William | Stormwater/Flooding | During the heavy rains, the gutters on Rand are overflowing and they create large puddles at this intersection. |
| N Anderson & William | Pedestrian | The sidewalk is so narrow here and there isnt a buffer between you and the speeding cars! It feels really unsafe! |
| William between N Roop & N State | Other | Would be great to have some additional Electric Car Chargers here, I use the two by the community center but often time they are full. |
| N State & William | Pedestrian | I'd love for a crosswalk right here. Especially with the only nearby coffee shop to the park being here! |
| William between N Roop & N State | Pedestrian | Please plan for a pedestrian/ bike connection to connect US-50E with E-Corbett St and Molly Drive to the North. Currently you'd need to cut down through the parking lot to get to the Park from the houses/apts north of here. |
| William between N Roop & N State | Pedestrian | Crosswalk |
| William between Russell & 580 | Traffic/Transit | As this is likely one of the most commonly experienced "entrances/gateways" into Carson City for those coming off the freeway/ US 50 this area is pretty barren and uninspired visually. It functions well for vehicular traffic which should be maintained given its importance for regional transportation flow. However Better landscaping, some sort of "welcome to heart of Carson City etc" and safety improvements for other users would go along way here. |
| William between Humboldt & Gold Dust Way | Park/Landscaping | There are zero trees in this area. Its very unpleasant to walk/ or bike through this section when its really hot or sunny out. Plus the parking lot isnt much to look at. |
| N Fall & William | Road | The gutters at this location are very deep/steep and cause lower clearance cars to bottom out frequently when turning right here. Impedes smooth traffic flow |
| N Valley & William | Pedestrian | Add a marked crossing. |
| William between N Roop & N State | Park/Landscaping | Propose adding in median landscaping, shortening center turn lanes. |
| N Saliman & William | Pedestrian | Suggest bring sidewalk further back from the roadway as possible for safety, pedestrian comfort at this busy intersection. |

| Intersection | Type | Comment |
|--|------------------|--|
| N Saliman & William | Park/Landscaping | Please plant some trees on this north side of highway. |
| William between Rand & Humboldt | Pedestrian | Can we get rid of the parking lot/ sorta a sidewalk combo? This area is very confusing as a pedestrian. |
| William between Russell & 580 | Other | I feel this should be carried further down 50. Please consider |
| Gold Dust Way & William | Road | Please, please, please do not remove traffic lanes. Traffic counts support having these lanes. |
| William between N Roop & N State | Pedestrian | During carnivals and large events at Mill's park, people have to park across the street in this dirt lot. Additional parking for special events (paved) would be a nice feature here as well as a flashing pedestrian walking sign with a crosswalk. |
| N Roop & William | Traffic/Transit | The turn lane to turn left onto East William Street from Roop Street is chopped off and will only fit about 2 cars in it. Please fix this to improve traffic flow. |
| William between N Roop & N State | Park/Landscaping | Complete sidewalk with landscaping |
| William between N Roop & N State | Pedestrian | Complete sidewalk |
| William between N Roop & N State | Traffic/Transit | This can be dangerous without a turn lane for the car wash. Sometimes the car wash line is full and if you want to turn in you have to stay in the right lane on William Street. |
| William between Humboldt & Gold Dust Way | Traffic/Transit | Turn into Tractor Supply is very inconspicuous and almost miss it every time. |
| Russell & William | Other | Please consider moving all power lines and cables underground (no more telephone poles/power lines). Due to this, this entire corridor is unsightly and outdated. |
| William between N Roop & N State | Park/Landscaping | Would it be possible to put the utility/electrical polls underground? I think it'd help de-clutter the landscape and make it look better. |
| N Roop & William | Road | Please mitigate the dip in the road here. I understand that the dip exists to help guide water away from the main part of the roadway, but perhaps other options can be explored than what currently exists. As it is, vehicles traveling at the posted speed limit bottom out when they hit the dip. Breaking at the last minute to avoid hitting the dip at higher speeds impedes the flow of traffic in a very busy intersection. |
| N Anderson & William | Traffic/Transit | Make this a right turn only onto Williams. This came become a very scary area when vehicles are trying to cross traffic to enter the turn lane to go left at the same place where vehicles are entering the turn lane to turn left from Smith's. Similarly, do not allow left turns from the Smith's driveway. Those wanting to turn left from Smith's can exit onto Valley street and turn left onto Williams from there. |

| Intersection | Type | Comment |
|----------------------------------|-----------------|--|
| William between N Roop & N State | Pedestrian | Paved sidewalks that connect to the other sections of Roop and E. William would make it easier to walk and bike without stepping into the street/traffic. This corner has a section that is just gravel on a hill. |
| Gold Dust Way & William | Other | Correct the issue with the traffic light cycles. traffic that is moving at full speed has to stop for side street traffic that has been waiting for a couple of seconds not a couple of minutes. Wait time is entirely too long. Running red lights are common. |
| N Saliman & William | Pedestrian | Pedestrian bridge or tunnel could be beneficial. With the high foot traffic for students it would be safer. |
| William between N Saliman & Rand | Traffic/Transit | Westbound left hand turn lane needs to be longer. Close access to Rand Street for Eastbound left hand turns. Traffic can use Humboldt Lane for access. |
| N State & William | Traffic/Transit | The Starbucks is in a terrible location. Needs a turn lane for the high traffic. |
| N Roop & William | Traffic/Transit | Needs its own dedicated right hand turn lane to keep traffic flowing easier. |
| Rand & William | Traffic/Transit | This driveway and the following are extremely busy for the businesses here. Turn lanes would be a nice addition. |
| Russell & William | Road | Needs a right hand turn lane for cars and trucks with trailers. Eastbound traffic has to slow or come to a stop for traffic making a right hand turn into this driveway. |
| William between N Roop & N State | Pedestrian | Those people keep crossing here to go to the park to do their parks. We need some sort of vendor here to keep people from crossing. |
| William between Russell & 580 | Bicycle | |
| William between Russell & 580 | Bicycle | Please consider connecting the multi-use path Route 1 which runs adjacent to 580 to this project. Access to Route 1 is at the end of N Lompa Lane which is just beyond the scope of this project but connecting this project to the rest of the Carson City Trail System seems logical and worth the effort. Something as simple as surface signage to direct bicyclists would work. In general, please consider the entire Carson City Trail System (https://www.carson.org/government/departments-g-z/parks-recreation-open-space/parks-and-places/trails) and how well it will connect and integrate with this project. |

| Intersection | Type | Comment |
|---------------------------------|------------------|--|
| Russell & William | Bicycle | Please consider the existing shoulders on Russell Way as a connection between this project and the "Stagecoach Monk Trail" segment of the multi-use path Route 1 which begins at the intersection of Russel Way and Northridge Dr. Additionally, please consider how to use this project to connect Route 1 from the end of N Lompa Ln to the intersection of Russel and Northridge. Safe and convenient crossing of Williams St is needed to accomplish this, which may be difficult to accomplish due to the vicinity of highway on/off ramps. |
| William between Rand & Humboldt | Park/Landscaping | Lack of vegetation and shade along the paved path from N Salmon Rd to Gold Dust Way makes use of the path less appealing. |
| N Saliman & William | Road | Maintain speed reduction and consider extending the lower speed limit further east. People familiar with Williams St and the speed limit increase going east are already increasing their speed and going over the speed limit by the time they reach this intersection. The nearby high school and related pedestrian activity heavily rely on this intersection as well as the paved path that runs along Williams St. |
| William between Rand & Humboldt | Pedestrian | Motorists turning into the businesses here do not check to see if pedestrians are on the sidewalk. Often at high speeds to make a break in traffic. Very dangerous! |
| N Stewart & William; SE corner | Pedestrian | Cars turning right from N Stewart (NB) to E-Williams (EB) always cut me off while I'm walking across the street here. Please reduce the size of this intersection so people at least slow down a bit. |
| Plaza & William | Traffic/Transit | motorists always last minute merge to get on N Carson St going North. Could signage indicating the lane splits be pushed south? Also the big freeway overhead sign is very ugly |
| N Roop & William | Park/Landscaping | plant some trees! It gets super hot here and theres no shade! |
| William between Russell & 580 | Road | Signage altering drivers they are exiting a highway and entering a "complete street" environment such as "share the road" signs or flashing yellow lights altering of pedestrian activity at the off-ramp. |
| William between Rand & Humboldt | Other | Lack of shade makes this paved path unappealing. While an addition of trees along Williams street would be very welcome, trees may not be viable due to the high desert environment. Perhaps look into other productive structures that provide shade along the path, such as raised solar panels that would provide relief from the high desert sun while also producing electricity. A combination of trees and raised solar panels would be interesting to see. |

| Intersection | Type | Comment |
|----------------------------------|---------------------|--|
| Humboldt & William | Traffic/Transit | Turning left from any of the businesses on US 50 requires some wait time with the heavy traffic flows, there also isn't a safe way to turn left into El Pollo Loco without having to do a U-turn. |
| N Saliman & William | Other | I LOVE the idea of a pedestrian bridge at this intersection, there are a lot of students crossing here and the bridge would make it so that drivers do not get stuck behind hoards of students walking home or to the Starbucks. |
| William between N Carson & Plaza | Traffic/Transit | Need extensive traffic calming along the entire length of the project, actual speeds through here are normally significantly higher than posted speed limits. Narrower and fewer lanes, wide and protected bike/ped lanes, trees close to the road, planted medians, all would be a good start. Nobody pays attention to speed limits, street design needs to be updated to reality. |
| Gold Dust Way & William | Traffic/Transit | Eliminate right turn lanes and eliminate right turn on red along the entire stretch of the project. Both are dangerous to pedestrians and ONLY serve the convenience of drivers. |
| William between Russell & 580 | Bicycle | This is a terrible intersection for cyclists. The bike lane ends and turns into a high speed turn lane for freeway entrance. Something significant needs to be done to make this a safe passage for cyclists. Reducing three lanes to two lanes may help slow traffic at least. |
| William between Russell & 580 | Bicycle | Would be nice for the shared use path that parallels the freeway past College to have a sensible transition here, it would really help move along the connection from NW Carson to SE Carson. |
| William between N Roop & N State | Traffic/Transit | Along the entire length of the project it is very difficult to make left turns from business on the North because traffic is so fast, normally well above the posted speed limit. Need some protected center lanes for turns or significant traffic calming along the length. |
| N Anderson & William | Traffic/Transit | No Left turns from Anderson St onto E William. |
| N Anderson & William | Pedestrian | I have pedestrian safety concerns at this intersection. |
| N Saliman & William | Traffic/Transit | This is one of the most dangerous intersections along this corridor for vehicles, pedestrians and bicyclists. |
| William between Russell & 580 | Stormwater/Flooding | Historically, there has been flooding in this area. |
| N Anderson & William | Park/Landscaping | Several places in this area have bushes and trees that obstruct view of on coming traffic and you have to pull way out into intersection to see. |

| Intersection | Type | Comment |
|--|---------------------|--|
| N Anderson & William | Park/Landscaping | view obstruction |
| William between N Stewart & N Anderson | Park/Landscaping | view obstruction |
| William between N Stewart & N Anderson | Park/Landscaping | |
| Gold Dust Way & William | Traffic/Transit | many accidents here from people doing U turns should make this light a turn on green only and have it green arrow not turn if you can. designate if you can make a U turn here or not |
| Gold Dust Way & William | Traffic/Transit | these lanes are not clearly marked and people are sitting in the left turn lane and then they drive straight thru, Have had many close calls at this intersection. |
| William between Rand & Humboldt | Other | Creating left hand turn lanes for the businesses would be beneficial. Drivers slow down to make left hand turns and ultimately slow or stop traffic to make a turn possible. Remove the river rock, no need for it. |
| N State & William | Stormwater/Flooding | Flooding at this intersection is a big problem. |
| N State & William | Road | With the high vehicle traffic from State street, please consider painting left and right turn lanes. Vehicles that approach William Street on State Street have the option of turning left or right. The street entrance is wide enough to paint left and right hand turn lanes. There has been countless errors with drivers making a left hand turn from the far right side of the State Street onto William Street. |
| William between Humboldt & Gold Dust Way | Other | Is it possible to continue this third travel lane? Drivers treat it as an acceleration opportunity, drive recklessly and beat traffic to make it to Starbucks before work. With the entrance to a parking lot there I have seen some close calls. |
| N Carson & William | Traffic/Transit | This wall in front of Plumas Bank gets hit by cars several times per year. Suggest ped protection/bulb out or pork chop. |
| William between N Carson & Plaza | Traffic/Transit | gas station driveway is too close to intersection of N Carson St and E William. Unsafe |
| William between N Plaza & N Fall | Park/Landscaping | Entire stretch of E William is devoid of character and trees. Plant trees every 40' on center or in clusters in appropriately sized planters. Preserve existing trees where possible. |
| William between N Roop & N State | Road | pocket geometry is inadequate. curb gets hit a lot. pull the median island back 5' or change the curb radius |
| William between N Roop & N State | Pedestrian | pedestrian path is unprotected. Separate from roadway with trees, rocks, landscaping etc |
| William between N Roop & N State | Road | provide ingress/egress from parking lot off Williams. Current circulation pattern is odd. |
| N Saliman & William | Pedestrian | the angle of this crosswalk is not ideal |

| Intersection | Type | Comment |
|----------------------------------|------------------|--|
| William between N Roop & N State | Traffic/Transit | Surf Thru needs to eliminate this entrance and use the common one with United Federal. There would be a lot more stacking room if they did that. |
| Russell & William | Park/Landscaping | Nice trees on both sides of the street. |
| William between N Roop & N State | Park/Landscaping | Please preserve existing trees and plant more landscaping and shade trees. |
| N Saliman & William | Park/Landscaping | This is the eastern gateway to our city and should look much better. The entire corridor lacks landscaping and needs to be beautified. Please plant a lot of shade trees and landscaping like the South Carson project. |
| William between N Roop & N State | Park/Landscaping | Shade or solar panel cover here would be good as people often wait in lines for things. Also an outdoor water fountain or water access for people that are escaping tahoe fires or the homeless. |
| William between N Roop & N State | Traffic/Transit | It's really hard to turn left here as relatively blind spot and traffic from R is coming fast. Would be a nice place for a traffic circle because pedestrians could also pause on it while crossing to swim and could be a good place for a big piece of public art that would be super visible. |
| Oxoby Loop (inside Mills Park) | Bicycle | Bike cage with card access somewhere here? I can't leave my 3K bike anywhere because no lock is strong enough, but if I could pay for a cage spot, I'd use it. |
| William between N Roop & N State | Traffic/Transit | Electric car charging stations here would bring a lot of business from the highway and support local restaurants which would improve the street life on this section. |
| William between N Roop & N State | Other | This is obviously really ugly. Can the city buy this land? There is no zoo in northern NV and it would be interesting to have a petting zoo/history of ranching life in NV here where Carson city kids could learn 4H skills and on weekends kids could come get pony rides and milk a cow, and buy local produce sometimes. It is important to preserve this heritage which is disappearing in Carson City with all the new development erasing the final ranch lands. Putting such an animal-life site here would be a big draw for kiddies and birthday parties, tying the area together, and could be staffed like the train museum by volunteers. |
| Field east of Carson High School | Bicycle | Could a bike path cut in from 50 and hug this field, then split and hug 580 to tie into existing bike trails but also cross over 580 and stay pretty close to 50 on some of the housing streets so people could get back out to 50 if they want to but not be exposed to the high speed traffic, and then wind its way to the river (I don't know which streets would work best Woodside?) |

| Intersection | Type | Comment |
|----------------------------------|------------|--|
| William between N Roop & N State | Pedestrian | Add lighting to improve safety at this crosswalk, especially in winter months |
| N Saliman & William | Pedestrian | Agree with others, this intersection is terrible for anyone not in a vehicle. consider bridges or other safer walking/biking paths. Aligns with Safe Routes to Schools initiative as many HS youth must cross here to get to/from school |
| Russell & William | Bicycle | Just want to add my support for connecting the Stagecoach project bike trail connection. I would love to be able to get around Carson easily/safely without a vehicle. |

Appendix 3: Press Release of Carson High School's Winning East William Complete Streets Logo

Carson High School Student Earns Award for Designing Carson City Public Works Logo

View [View items](#)

Submitted by Kelsey Penrose on Fri, 02/04/2022 - 12:22pm

 Like 90



Dan Davis, Carson City School District

Carson City Public Works has recognized Tierney Frost, a junior at Carson High School (CHS), with an award for designing the logo that will brand the East William Street Complete Streets Project.

The project will include a transformation of the corridor between North Carson Street and the Interstate-580 interchange from a high-speed vehicle thoroughfare to a destination roadway shared by all users including drivers, cyclists and pedestrians alike.

More than 50 CHS students participated in the logo project contest from Ms. Patricia Ababio's levels 2, 3 and 4 Graphic Design classes. Of those, 23 designs were sent forward for evaluation. Frost's chosen logo "Connecting with the Capitol" will help brand the project and will be included on all project materials.

Frost, a level 2 graphic design student, will receive a \$100 Amazon gift card, and all participating students will receive a breakfast for their efforts.

The East William Street Complete Streets Project was 1 out of 90 projects awarded across the United States. The funding will be part of an estimated \$17.4 million construction project used to transform East William Street from a former, state-owned highway into an efficient, multimodal street. The first step to the complete street transformation of East

William Street is the completion of a Feasibility Study to determine what improvements can be made. For more information about the project, go to <https://CarsonProud.com/east-William-complete-streets-project/>

ABOUT Carson City School District

Located in Nevada’s capital, Carson City School District offers public education to approximately 7,600 students throughout Carson City. The district includes 6 elementary schools, 2 middle schools, 1 alternative high school and 1 comprehensive high school. Carson City School District boasts many successes including impressive graduation rates, strict safety measures, programs for gifted students and advanced-placement classes, among several others. In a joint venture with Western Nevada College, the Carson City School District Jump Start College program allows students to complete their senior year of high school and freshman year of college simultaneously. For more information, visit carsoncityschools.com.

Appendix 4: East William Complete Streets FAQ and Project Description



Carson City's East William Complete Streets Project

Frequently Asked Questions

1 Why is Carson City researching improvements to East William Street?

The Nevada Department of Transportation (NDOT) transferred East William Street to Carson City once I-580 was extended to the US Highway 395 / US Highway 50 Interchange. The City would like to transform the street from a vehicle dominated, high-speed corridor to a greener, more pedestrian and bicycle-friendly, complete street. The City is in the process of gathering information and input from stakeholders through a feasibility study.

2 What is the East William Street Complete Streets Project?

Carson City planners and engineers are researching potential improvements to East William Street. During the study they will gather information from the community to provide feedback on potential alternatives. Improvements could include enhancements to roadway geometrics, signals, lighting, landscaping, aesthetics, safety, multimodal use, business access, and sidewalks. Information received will be used to develop a preliminary design of a future project on East William Street.

3 How are traffic impacts being considered in the Project?

Carson City has hired a consultant to collect and analyze traffic volume data to help determine the appropriate lane configurations and to obtain an appropriate level of service for the project. Data will be collected on vehicles and pedestrian at various times of the day. Additionally, traffic volume projection calculations will be performed to account for changes in future traffic volume.

4 What other improvements are planned besides traffic related improvements?

In addition to vehicular, pedestrian, and bicycles improvements; underground and overhead utilities improvements are also planned. The project team is working closely with all utilities and partner agencies including NV Energy, AT&T, Charter, and Southwest Gas to help coordinate a "dig once" approach and replace aged underground and overhead infrastructure where necessary. This approach will limit the number and duration of disruptions needed to make the improvements.

5 What are the limits of the East William Complete Streets Project?

The study limits are along East William Street between North Carson Street and the interchange of I-580, approximately 1.5 miles.

6 What is the project schedule?

The project team is gathering community input to develop preliminary design anticipated to be complete in Spring 2022. After the preliminary design is complete, the project will progress through final design and ultimately to construction. The earliest construction will take place in Spring 2023. Community engagement and stakeholder outreach will continue throughout design and construction.

7 What is the project cost and how is it being funded?

The total project cost including construction, design, permitting, and construction management is approximately \$19.3 million. In November 2021, Carson City received a \$9.3 million federal grant from the Rebuilding America with Sustainably and Equity (RAISE) grant. The rest of the project will be funded from several sources including utility funds, redevelopment funds, sales tax, and other grants.

8 How can I stay involved and learn more about the project?

To ensure East William Street serves the needs of residents now and into the future, we need your input on existing safety and operational solutions. There are several opportunities to provide input including interactive surveys, community events and partnerships, study website and stakeholder updates.

- Sign up to receive project updates at: CarsonProud.com and select the "Subscribe" button on the main page
- Email us at info@carsonproud.com
- For text notifications, text Carson Proud to (775) 522-5722
- Call or contact the Project Manager or City Engineer:



Darren Anderson, PE
Carson City Public Works Senior Project Manager
Direct: 775-283-7584 | Email: danderson@carson.org

Randall Rice, MSc, PE
Carson City Public Works City Engineer
Direct: 775-283-7378 | Email: rrice@carson.org



Carson City's East William Complete Streets Project

The Nevada Department of Transportation (NDOT) transferred East William Street to Carson City after the completion of the I-580 Freeway. Before the freeway was built, East William Street was a state highway (US Highway 50) serving as a major roadway to move vehicle traffic quickly through Carson City. The current roadway is wide, with traffic moving at higher speeds, and there are few bicycle or pedestrian amenities. In some sections, there are no sidewalks. While traffic has decreased since the completion of the freeway, crashes have increased. The amount of travel lanes remain the same with four west of North Carson Street, and six lanes at I-580. Blocks are long, and intersections with protected pedestrian crossings are infrequent. The result is a vehicle focused corridor with only minimal accommodations for pedestrians and bicyclists.

Now under Carson City ownership, City planners and engineers are working to transform the corridor between N. Carson Street and the I-580 interchange from a high-speed vehicle thoroughfare to a destination roadway shared by all users including drivers, cyclists, and pedestrians; otherwise known as a Complete Street.

The first step to the complete street transformation of East William Street is the completion of a Feasibility Study to determine what improvements can be made. The Feasibility Study will examine features including safety, beautification, traffic operations, and bicycle and pedestrian enhancements. The Feasibility Study limits begin at North Carson Street and continue east to the interchange of I-580, approximately 1.5 miles.



East William Complete Streets Project Benefits and Goals

-  Review the number of travel lanes due to traffic reducing in the corridor.
-  Improve safety for pedestrians, cyclists and automobiles.
-  Improve accessibility for disabled persons along the corridor.
-  Support land use plans and economic development.
-  Increase multimodal travel capacity to accommodate growing population and employment.
-  Improve utility infrastructure to alleviate flooding and maintain reliable water and sewer services to citizens and businesses.



We Want to Hear From You!

Carson City is asking for community input to determine the future of the corridor. Please participate in a brief survey at CarsonProud.com to provide your input!