

Welcome

What is a corridor study?

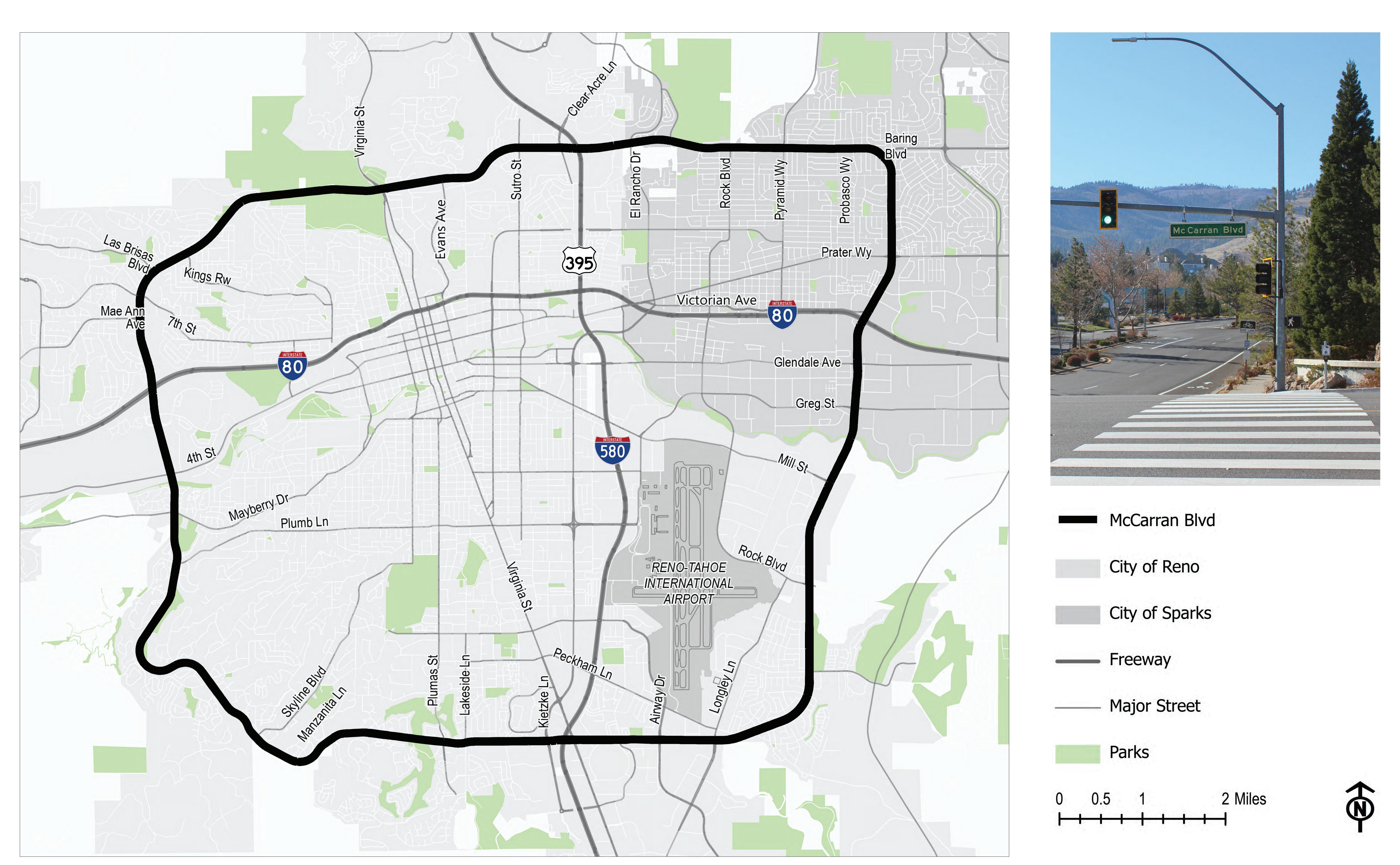
A corridor study is a transportation planning study that takes an indepth look at a roadway and its surroundings. The end result is a set of recommendations to help the corridor operate more safely and efficiently, and better meet the community's vision.

Why study McCarran?

McCarran Boulevard is a 23-mile ring road encircling the Reno-Sparks urbanized area. This roadway has some of the highest traffic volumes in the region and provides access to a large number of employers. As the area continues to grow, traffic congestion and safety concerns will need to be addressed more strategically.

Rey Steps:

- Review existing conditions along the corridor, including traffic volumes, pedestrian and bicycle facilities, transit service, safety, and land use.
- Identify a vision for the corridor based on community and stakeholder input.
- Identify different types of transportation needs, based on a combination of technical analysis and community/stakeholder outreach.





Vision and Approach

Developing a Vision:

Before we can decide how to best invest in McCarran Boulevard, we must first develop a vision for how the corridor will look, feel, and function in the tuture.

Our Approach:

The first step in developing a vision for McCarran's future is understanding what's working well along the corridor, and what needs improvement.

- We will use a data-driven approach to identify the most critical needs along the corridor.
- Recommended improvements will be context-sensitive and purposeful (i.e., they will address a clearly identified need).
- The level of investment in different modes will vary depending on surrounding land uses and the function of the roadway in different locations.



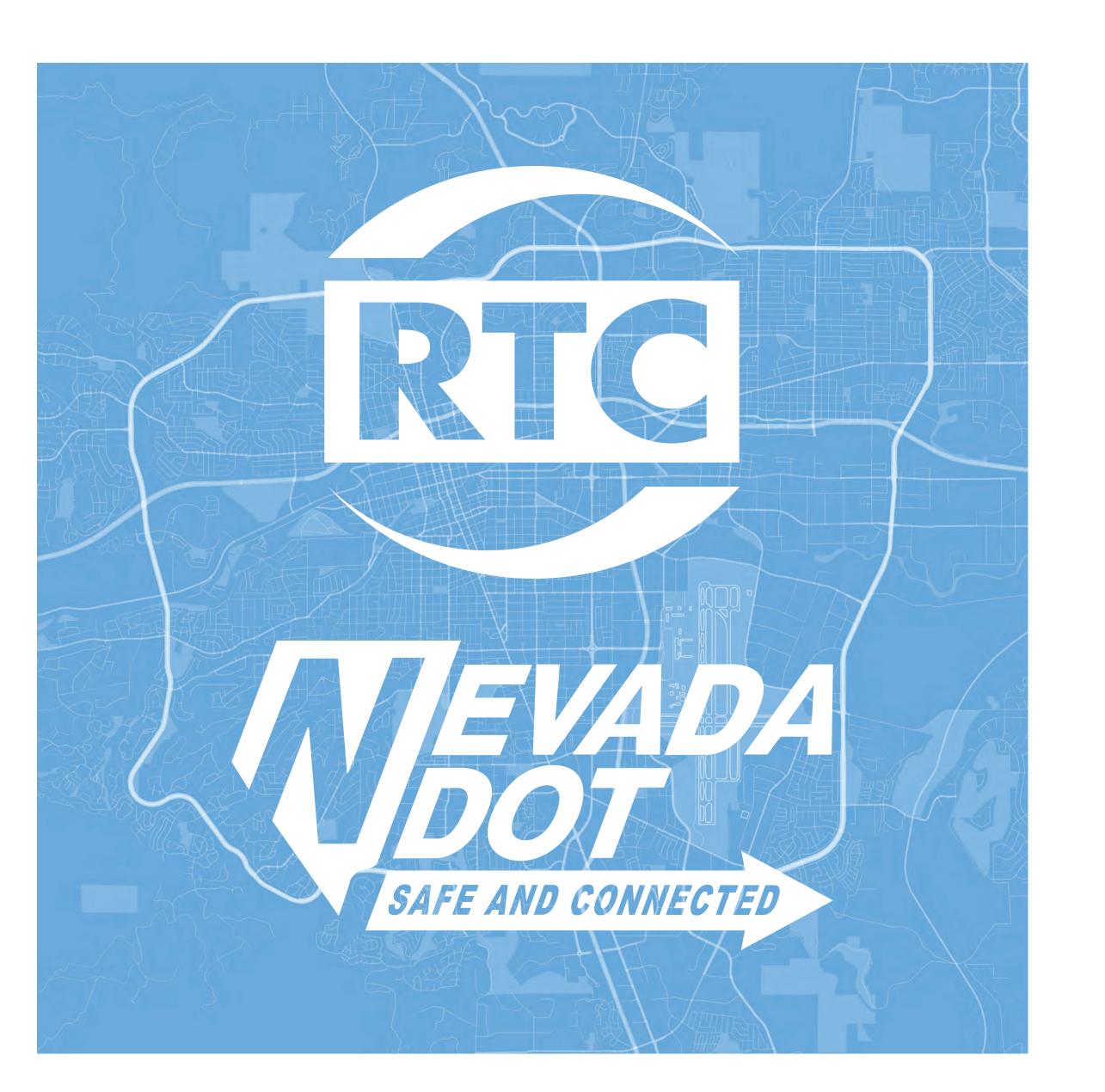
More walking and bicycling is expected due to mixed land uses and transit stops along the route. These sections of the corridor have:

- Narrower vehicular lanes and slower travel speeds.
- Wider sidewalks with greater separation from vehicles and additional pedestrian amenities.
- Marked bike lanes or shared use paths, ideally with separation from vehicular traffic.



These sections of the corridor are more focused on moving vehicular traffic quickly and efficiently. They tend to have:

- Wider vehicular lanes with higher travel speeds.
- Minimal sidewalks, pedestrian amenities, and separation from vehicles.
- Minimal bike lanes or shoulders, usually lacking separation from vehicular traffic.



Rice McCarran Today, WEVADA VIDOT SAFE AND CONNECTED MCCCarran Tomorrow

Existing Land Use:

Currently, much of the land use along McCarran Boulevard is single family homes and commercial development. There are also industrial, multi-family residential, agricultural, parks, and vacant areas present.

Future Land Use and Growth:

We use information about planned developments combined with land use modeling to help predict how the corridor will look in the future. Knowing when and how different areas might develop helps us plan for increased traffic and the need for new or expanded facilities.

Note: although RTC and NDOT do not approve development, these agencies proactively engage with local jurisdictions in an effort to anticipate potential issues arising from expected growth.





Safety

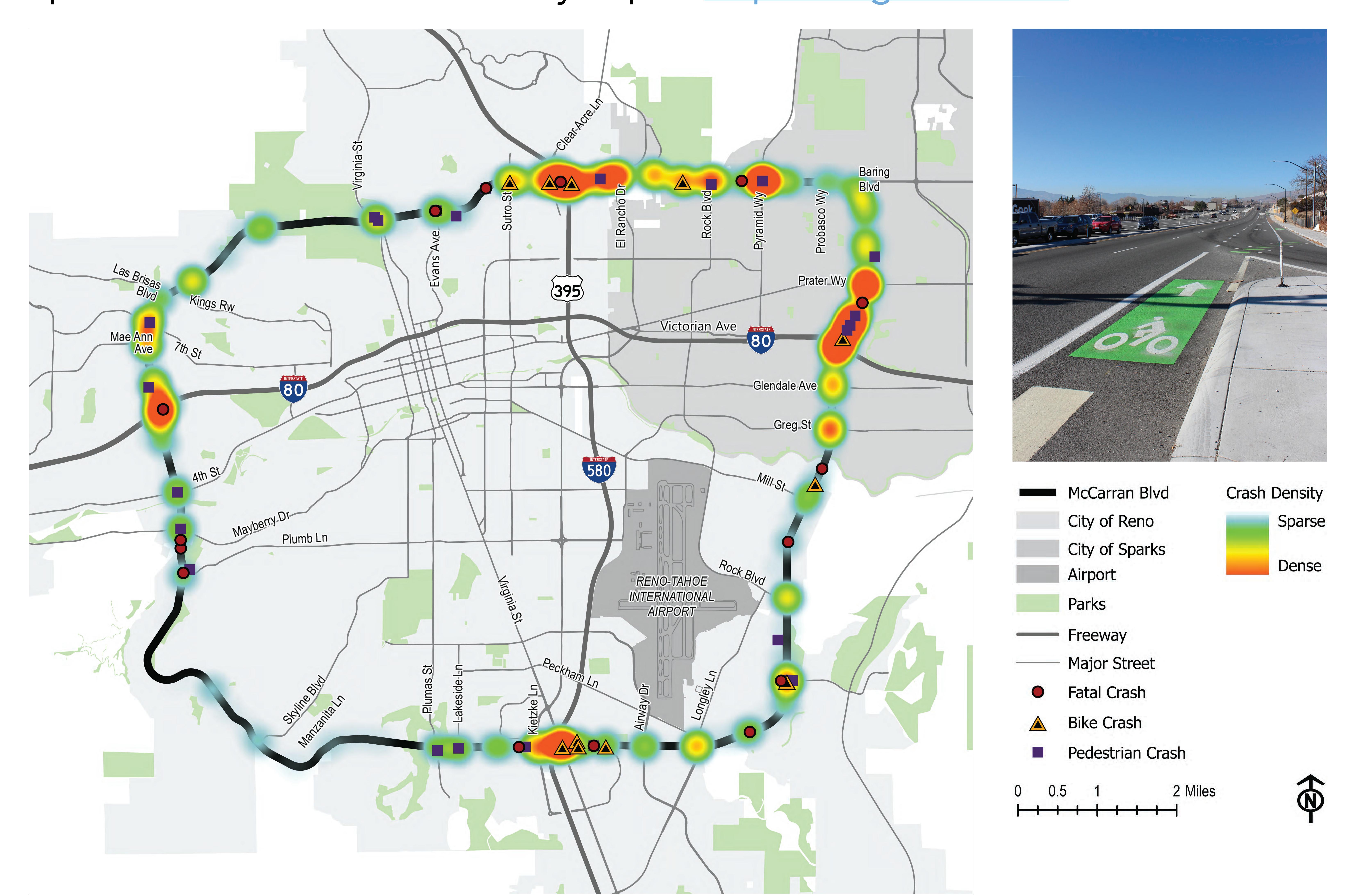
Safety Data:

Reviewing historical crash data is one of the best ways to identify safety hot spots along a corridor. We can quickly spot areas with higher-than-average crash rates, fatal crashes, and pedestrian and bicycle-related crashes. This data helps us prioritize investments in the areas that need them most.

Safety Hot Spots:

- Along McCarran Boulevard, areas with higher traffic volumes, a greater number of business access points, and denser development patterns have higher crash rates.
- Crash rates are especially high near the corridor's intersections with I-80, I-580, and US 395, including pedestrian and/or bicycle-related crashes.
- There are also a number of pedestrian and/or bicycle-related crashes along north McCarran (near the University) and southeast McCarran (near Mira Loma Park and shopping areas).

For more detailed information about safety along McCarran Boulevard, please visit the interactive StoryMap at https://arcg.is/1nXeuG.





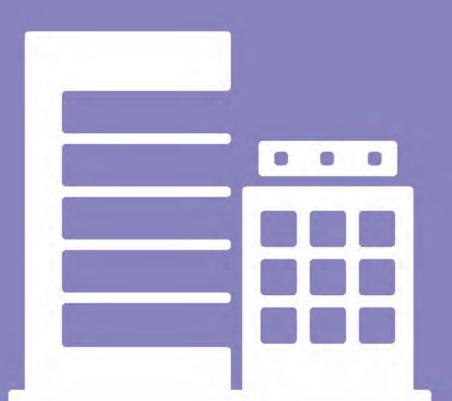
Issues and Opportunities



In 2019 six fatal crashes occurred in the high crash rate areas.



The Reno-Tahoe International Airport and University of Nevada, Reno are the two largest trip generators along the corridor.



Proposed development plans include a 350-unit apartment complex and 1.2 million square feet of warehouse space.



13 transit routes intersect with or run parallel to McCarran Boulevard. There are 12 transit stops along the corridor.



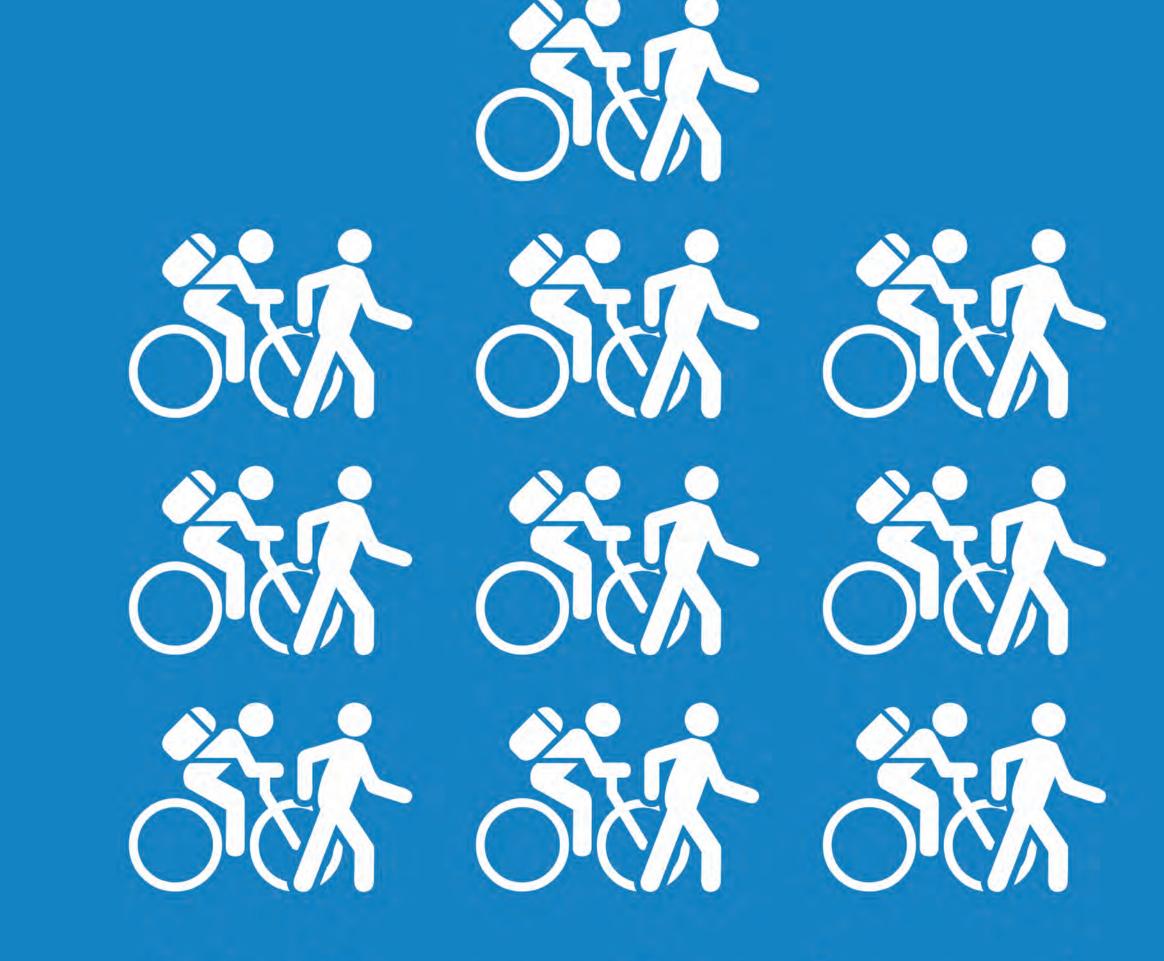
Underserved communities include higher concentrations of low-income and minority residents than the rest of the region. These residents may be more likely to walk, bicycle, or rely on transit. There are higher concentrations of underserved communities in the northeastern portion of the study area, near major freeways.



There is one notable bike facility gap along the McCarran Boulevard corridor. There are plans in the RTC Regional Transportation Plan to complete this gap.



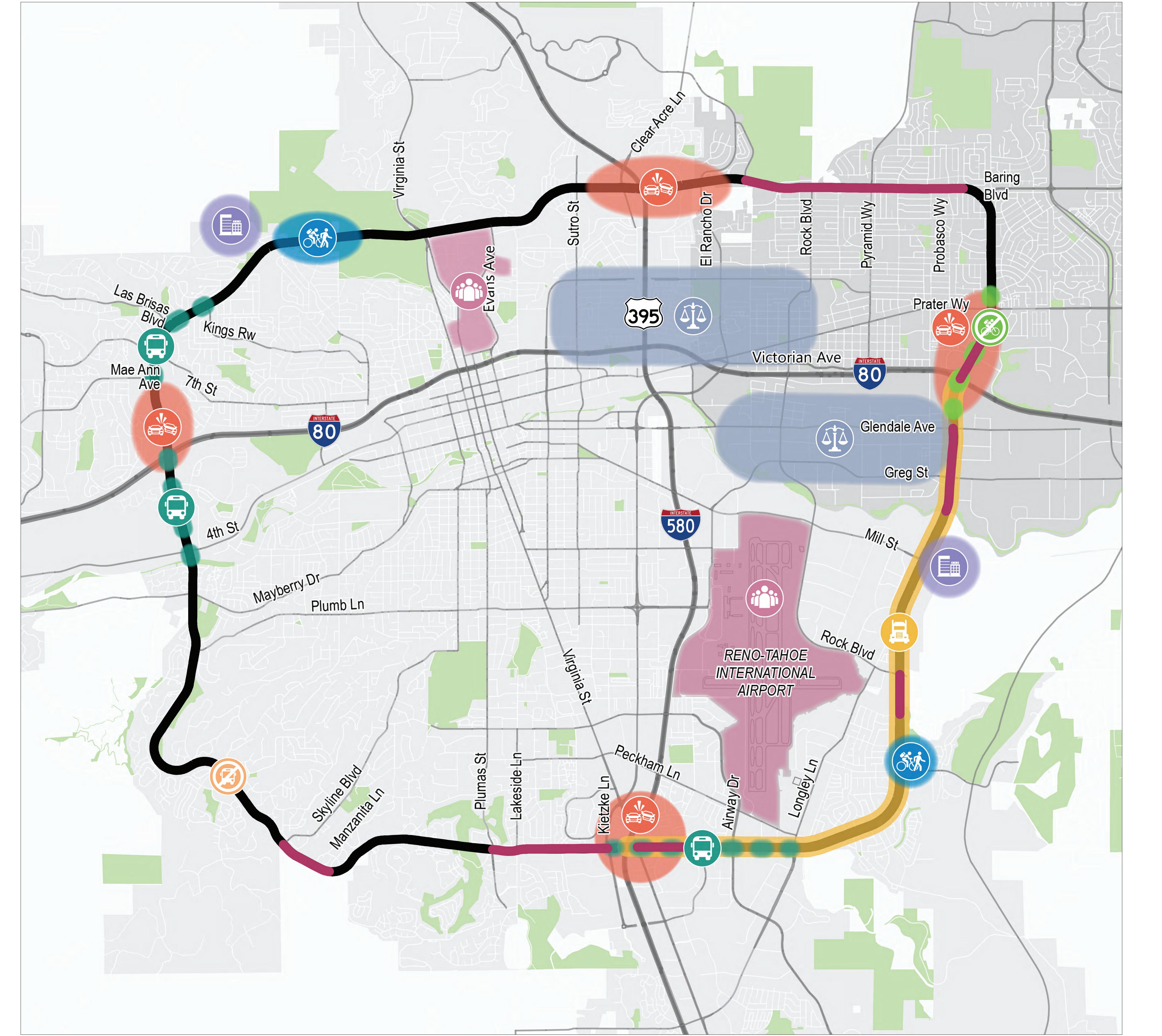
Transit service along some segments of the McCarran loop is not feasible due to lower density residential or other land uses that do not support this service.



McCarran Boulevard provides access to 10 different parks and open space areas, including the Rancho San Rafael Regional Park and Huffaker Hills, which are popular among multi-modal users.



The presence of large trucks can impact safety and the flow of traffic along a roadway. Trucks make up between 4.8 and 6.4 percent of total traffic along these segments of the corridor, which is considered relatively high for an urban area.



McCarran Blvd City of Reno

City of Sparks

Freeway

Major Street

Parks

Transit Interface

No Existing Transit

High Crash Rate

High Truck Traffic

Proposed Development

Bike Facility Gap

Multi-modal Users

Major Trip Generator/ Attractor

Underserved Communities

Constrained Right-of-Way





What Happens Next?

Identify Specific Needs:

- We will develop a list of place types and determine the expected/desired characteristics of each.
- Example place types could include residential, industrial, and commercial areas, among others.
- Key characteristics of each place type could include posted speed limit, truck traffic, surrounding land use, pedestrian environment, etc.
- These place types will help us determine the appropriate level of investment for each mode of travel, in different types of environments along the corridor.

McCarran Boulevard Zone Characteristics:



Your Input:

- After we develop a list of potential improvements for McCarran Boulevard, we will hold another round of public and stakeholder outreach to ask for your input.
- For more detailed information about McCarran Boulevard, please visit the interactive StoryMap at https://arcg.is/1nXeuG.