

Pyramid Highway/US 395 Connection Study Sun Valley Community Workshop Summary

ATTENDEES: **Members of the Public**

RTC and Consultant Staff:

Doug Maloy/RTC

Lee Gibson/RTC

Jeff Hale/RTC

Michael Moreno/RTC

Amy Cummings/RTC

Tom Greco/RTC

Roger Hanson/RTC

Bryan Gant/Jacobs

Steve Oxoby/Jacobs

Chris Primus/Jacobs

Christopher Martinovich/Jacobs

Ben Taylor/Jacobs

Cindy Tibbs/Jacobs

Cindy Potter/CH2M HILL

David Dodson/CH2M HILL

Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL
Cindy Potter/CH2M HILL

MEETING DATE: January 19, 2011

On Wednesday, January 19, 2011, the Regional Transportation Commission of Washoe County (RTC) hosted a Community Workshop for the Pyramid Highway/US 395 Connection Study held at the Sun Valley Neighborhood Center, 115 West 6th Avenue, Sun Valley, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods used.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Sun Valley Community Workshop was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 5:30 p.m. and 8:00 p.m. The purpose of the workshop was to provide information on the Study's progress and potential connector alignment and interchange alternatives currently being considered within the Sun Valley area. The workshop also provided an opportunity for the Study Team to obtain vital public feedback prior to moving forward into the next phase of analysis.

An updated fact sheet handout, including an alternative alignments overview map, was made available to all attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given

contact information for submitting written comment via U.S. mail, e-mail, and fax and through the study website.

Spanish language interpreters were on-hand to assist Spanish speaking attendees and Spanish language meeting agendas and fact sheet handouts were also made available.

A light meal and refreshments were provided.

Approximate public attendance – 118.

2. Presentation Content

Display Board Summary

Displays and maps were divided between six (6) stations providing information on various study elements. Each station was manned by RTC and Study Team representatives with expertise and in-depth knowledge of the information provided at the various stations. Flip charts were utilized at each station to document questions, comments, concerns, and ideas provided by workshop attendees during discussions.

The following is a list of the display boards presented, by station, during the meeting and a brief synopsis of the content for each board.

STATION 1: STUDY INTRODUCTION

- **Purpose and Need Elements:** A list of transportation needs that were used as a basis for the development of evaluation criteria.
- **Public Outreach Activity:** Overview of public meetings and additional outreach and community involvement activities to-date.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the study is currently in relation to these steps.
- **Screening Process Workflow:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and depicting those elements that have been completed to-date.
- **Future Travel Time from Sun Valley to Representative Destinations:** Map showing anticipated travel times in the year 2030 from Sun Valley to various locations within the region with and without the proposed east/west connector. The map also provided information on various planned street and intersection improvements included in the traffic model.
- **Users of the East-West Connector:** Map with graphic overlay showing projected number of trips per day at various locations along the proposed connector and the origins/destinations of these trips.
- **Population/Employment Growth Traffic Demand 2008-2030:** Graphic showing historical and projected population growth and employment growth within the region with comparative travel demand at various segments along the proposed improvements.

STATION 2: ALIGNMENT ALTERNATIVES

- **South Crossing Conceptual Alternative:** Map showing the conceptual alternative alignment crossing just north of the Dandini/El Rancho/Sun Valley Boulevard intersection.
- **Southern Crossing Conceptual Mainline Profile:** Graphical display of proposed mainline profile and various cross section locations for the alternative alignment crossing just north of Dandini/El Rancho/Sun Valley Boulevard intersection.
- **North Crossing Conceptual Alternative:** Map showing the conceptual alternative alignment crossing in the area of Rampion Way.
- **Northern Crossing Conceptual Mainline Profile:** Graphical display of proposed mainline profile and various cross section locations for the alternative alignment crossing in the area of Rampion Way.
- **Study Alternatives January 2011:** Map showing overview of the study area and alternatives currently being studied.

STATION 3: INTERCHANGE ALTERNATIVES

- **North Crossing Conceptual Alternative Interchange – Sun Valley Boulevard:** Map showing the northern crossing with a conceptual interchange layout at Sun Valley Boulevard including potential changes to local access.
- **South Crossing Conceptual Alternative Interchange – Sun Valley Boulevard:** Map showing the southern crossing with a conceptual interchange layout at Sun Valley Boulevard including potential changes to local access.
- **North Crossing Conceptual Alternative Interchange – West Sun Valley:** Map showing the northern crossing with a conceptual interchange layout west of Sun Valley in the area of the future West Sun Valley Arterial including potential changes to local access.
- **South Crossing Conceptual Alternative Interchange – West Sun Valley:** Map showing the southern crossing with a conceptual interchange layout west of Sun Valley in the area of the future West Sun Valley Arterial including potential changes to local access.
- **Aerial Overview of Sun Valley:** Aerial photo of Sun Valley with major landmarks and streets labeled for reference.

STATION 4: COMMUNITY EFFECTS & CHANGES

- **Potential Economic Effects and Changes:** Graphic showing the potential temporary and long-term economic effects and changes within the proposed project corridor.
- **Sun Valley Area Future Land Use:** Map displaying the future land use/zoning within Sun Valley as shown in Washoe County Planning documents.
- **Sun Valley Area Environmental Resources:** Map identifying environmental resources within the Sun Valley area and potential environmental impacts from the project.
- **Gateway Rendering:** Artistic rendering showing the proposed connector freeway as it crosses Sun Valley Boulevard with conceptual bridge and landscape elements. Rendering perspective is heading northbound from Clear Acre to Sun Valley Boulevard.

STATION 5: TRANSIT CHALLENGES AND OPPORTUNITIES

- **Existing Transit Services:** Map showing existing transit service routes within the study area.
- **Supplemental Transit Alternatives:** Map showing potential new transit routes being studied as part of the Pyramid Highway/US 395 Connection Study.
- **Transit Funding Challenges:** Board providing information on transit funding sources and the impacts of the economic downturn on funding and transit services levels.

STATION 6: NEXT STEPS

- **Upcoming Involvement Opportunities:** Schedule graphic providing approximate timeframes for major milestones, future public meetings, and other opportunities for public involvement as the study progresses.
- **Study and Project Roadmap:** Graphic showing approximate timelines of past and future milestones in overall project development.

3. Public Comment Summary

See Attachment 1 for a summary of written public comment received during the workshop as well as a summary of comments noted on flip charts during the workshop.

4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

Direct Mail

- Notification via Sun Valley GID Billing inserts to all SVGID customers.
- Supplemental direct mail notification distribution to Sun Valley residents outside of the SVGID service area.
- Door hanger meeting notification distributed to residents of Sierra Point Apartments, 4400 El Rancho Drive, Sun Valley, NV.

Web Site Postings

- www.pyramidus395connection.com
- www.rtcwashoe.com
- www.sunvalleynevada.us

Public Posting Locations

Meeting notices were provided for posting and/or distribution at the following locations:

- Sun Valley GID, 5000 Sun Valley Blvd., Sun Valley, NV 89433
- Sun Valley Neighborhood Center, 115 West 6th Street, Sun Valley, NV 89433

- Scolari's Food & Drug, 5430 Sun Valley Blvd., Sun Valley, NV 89433
- Rainbow Market, 4696 Sun Valley Blvd., Sun Valley, NV 89433
- Dollar Loan Center, 5105 Sun Valley Blvd., Sun Valley, NV 89433
- The House of Realty, 5442A Sun Valley Blvd., Sun Valley, NV 89433
- Hobey's Restaurant & Casino, 5195 Sun Valley Blvd., Sun Valley, NV 89433
- Valley Jewelry & Loan, 4880 Sun Valley Blvd., Sun Valley, NV 89433

Local Publications

- The Sun Valley Voice (English language posting only)

Pre-Workshop Outreach

RTC and Study Team representative also engaged in additional pre-workshop outreach activities to raise project awareness and encourage workshop participation including visits with local businesses and outreach to local community organizations. The following is a list of organizations, community groups, and businesses that were contacted and/or visited prior to the workshop:

- Sun Valley Citizen's Advisory Board
- Spanish Springs Citizen's Advisory Board
- Sun Valley Elementary School Parent-Teacher Association
- Lois Allen Elementary School Parent-Faculty Organization
- Rainbow Market
- Scolari's Food & Drug
- Hobey's Casino & Restaurant
- Valley Jewelry & Loan
- The House of Realty
- Sierra Point Apartments
- Dollar Loan Center
- La Gloria Market
- CVS Pharmacy
- Creaciones Vecis Dress Shop
- La Panaderia y Jalisco Bakery

Unsuccessful attempts were made to contact the following businesses regarding the project and to provide an opportunity to meet with project representatives prior to the workshop:

- Wells Fargo Bank
- Super Buy Market
- Quality Motors
- Easy Living Realty
- Norma Fink Inc. Realtors
- Sun Valley Smoke Shop

Attachment 1

Public Comment Summary



Sun Valley Workshop, January 19, 2011 Comment Summary

COMMENT CARDS

General meeting/study comments:

Nice gathering.

Keep up the good work.

I think you are putting a lot of thought into this. Thank you.

Well done – excellent! You all were good listeners, polite, and informative. Thank you.

Crossing location comments:

I believe either of the proposed crossings through Sun Valley being a viable route.

Disc Drive to US 395 (northern Sun Valley crossing) sounds like a great area to have a connection.

Take El Rancho Drive and close to local traffic, improving the road to freeway level and using the existing road easement – run the connector to US 395 North with current plans.

To lessen the impact, swing this highway south towards the golf course.

It would be more cost effective to use the proposed route at the north end of Sun Valley. Less residences to take out and a shorter route to US 395. I can see no good reason for this. [*In reference to another project, the North Connector (Golden Valley to Spanish Springs)*]

It seems to me with all I have heard about this that the southern crossing would disturb less of Sun Valley. That crossing would be my preference.

After looking at both west to east possible routes through Sun Valley, the more southern route seems to displace the fewest homes and people.

Interchange location comments:

I prefer the option at station 2 (more away from Sun Valley Boulevard). It seems to be less of a hassle for traffic. [*Reference to West Sun Valley Interchange option?*]

Transit comments:

Spanish Springs shopping center needs bus service.

Mass transit is a better solution.

This area needs a light rail or a monorail or a tram (long distance mass transit).

Miscellaneous comments:

Please keep me informed.

Name the streets directly impacted by this project so we can make decisions.

If one of these alternatives is approved, the residents of Sun Valley will want every mitigation available including soundwalls, low impact lighting, landscaping improvements, and work on local roadways impacted to include sidewalks, proper drainage, landscaping, and other community improvements that will help mitigate the impact of losing residents' homes and properties.

All I can say is that we Nevadans need progress and especially employment. I have seen many great improvements from RTC. Keep up the great work.

Build us a middle school and we will approve your road!

Staying away from traffic areas and the golf course look good to me.

More north of the golf course is better in any case.

Questions:

If we go to sell, do we have to disclose this proposal?

Will a sound barrier be built?

Where is the money coming from?

What are the names of the streets that will be affected?

STATION FLIPCHART NOTES

STATION 1:

Concerned with extra traffic in my neighborhood post-project

Golden Valley Road school-zone 15 mph, slows down travel times – but people routinely ignore speed limit on Golden Valley Road

US 395 congestion, it's bad now, how much worse will it get when you add this E/W connector?

Pyramid intersection, is it part of this project? Do either of them stand alone?

US 395 Connection – Parr interchange is a problem now, will it get worse?



Concern with Spanish Springs, one way in/one way out via the Pyramid Highway – build alternate routes and/or service roads first, before you begin work on Pyramid Highway

There is enough time spent at intersection signals. No more signals between Clear Acre and Sun Valley

Epley Lane – access unsafe

Displaced homes – how many, when?

Adamantly opposed to another wall across Sun Valley, concerned with ghetto-izing Sun Valley a la Oakland, CA

Can't stand numbers without backup [*in reference to traffic board that shows numbers of vehicles using each facility*]

First promised ring road (of McCarran) to route traffic around Sparks. Use McCarran for the traffic demand!

Consider tunneling/underpass at Sun Valley Boulevard

Sparks population's traffic should be routed through Sparks! Vista, Sparks, etc.

County traffic on Winnemucca Ranch Road to Constantia (?) (19th century road)

Like "on-alignment," cross Pyramid Highway at Disc Drive

Put in West Sun Valley arterial first – will solve 90% of the problem right away

No more traffic on Sun Valley Boulevard

Don't increase ADT on Sun Valley

The US 395 Dandini roundabout needs help

Effect on Sullivan Lane and El Rancho? And why Road diets?

Socioeconomic disconnect, most business owners in Sun Valley don't realize that we need more traffic to support more businesses in the Sun Valley downtown area.

Golden Valley Road – bikes, buses – hazard, add bike lane/paths or shoulders

We need this project

Traffic safety on Highland Ranch Road is a problem, no shoulders

Needed this study 10 years ago

Would like to see less traffic on Sun Valley Boulevard

Not concerned about travel time. More concerned with safety and congestion on Sun Valley Boulevard.

Noise could be a problem, we moved out here because it is quiet

Big travel time delays on Sun Valley Boulevard, fix it

Highland Ranch Road – no shoulders

Sun Valley Boulevard needs sidewalks

West Sun Valley Arterial – better placed on the west side of ridge (Red Mountain), that will keep the impacts out of Sun Valley

Concerns with noise and air quality

Prefers east/west crossing south of DRI

Agrees with east/west least impacts

Agrees with east/west to reduce Highland Ranch Road/Sun Valley Boulevard cut through traffic

Don't hit the L.B. Church at Lupin/4th

STATION 2

Suggestion was made to make the connector a toll road so that those who actually use it would pay for the cost of construction and maintenance

Concern regarding noise impacts to surrounding residences *[most people with noise concerns lived in the developments to the east of Sun valley Boulevard and north of both crossing locations. All of these people seemed to prefer the southern crossing because it was further away from them.]*

Access from freeway – Concern that access at US 395/Clear Acre is already a challenge at peak hour and connector would negatively impact operations at this location

Any planned improvements to US 395 would need to be addressed at the same time or prior to construction of the connector

Neighborhood access concerns regarding the solutions for accesses affected by the crossings. Some of the access routes proposed to existing residential communities were not looked upon favorably.

Southern crossing preferred – primarily due to noise concerns

Concern that the travel demand model used to evaluate performance of alternatives was not accurate and that the Study Team should do more polling to determine the true origins/destinations

Concern that a grade separated interchange would create a walled-off section of the Community which could become run-down with increased crime rates *[Examples were cited in the Bay area where this has*

occurred –comment was made that with earthquake and some of these grade separations being destroyed those communities have since been revitalized]

Suggestions were made to widen Sun Valley Boulevard to accommodate future traffic needs

Congestion at Sun Valley Boulevard and Clear Acre

Would Saguaro Drive be extended south to the connector to accommodate construction traffic?

Would be concerned about the dust that would be caused during construction

Concern regarding the need for safety improvements along Sun Valley Boulevard

Many expressed the need to fully develop Sun Valley Boulevard with sidewalks, curb & gutter, and lighting to provide better safety

Was felt project would increase traffic volumes on Sun Valley Boulevard necessitating additional safety improvements [*Recent death of little girl on Sun Valley Boulevard cited*]

Make Sun Valley Boulevard mixed-use high density commercial/residential – want to see Sun Valley Boulevard developed with urban high density commercial properties

Pointless not to provide access to connector from Sun Valley – whether at Sun Valley Boulevard or at future West Sun Valley Arterial, access should be provided to connector

Having no interchange access at Sun Valley Boulevard is undesirable

Off-alignment preferred [Pyramid]

STATION 3

Prefer southern route (appeared to be the preference of many attendees)

Noise/soundwalls

Sun Valley Boulevard improvements – sidewalks, community development

Traffic congestion on US 395 with tie-in – need to address

What will happen to the power line if the freeway goes through this location? Can those poles be moved?

Is West Sun Valley Arterial still being built? When?

Air pollution

Wildlife impacts

More connection options to the connector

Build middle school and we will accept the road

Build north valley arterial and the connector is not needed

Ask people if they will use West Sun Valley Arterial versus connector (don't just depend on the model)

Mass transit

Sun Valley Boulevard improvements – lighting, sidewalks

Why not build West Sun Valley Arterial instead

No impacts to my neighbors I would be totally in favor. Neighborhoods are the oldest established. Moving them to equal in the community would help.

Noise from Sun Valley Boulevard is a concern now, so will new freeway be even noisier?

This is the fifth east/west alternative; project is being done only to keep engineers busy

West Sun Valley is big, but it touches fewer homes so that is good

Improve the local streets, too much mud

How do I get to the college with West Sun Valley?

STATION 4

Limited access options

Light rail

Parks

Property values – adverse impacts that could occur

Noise impacts – concerns about noise impacts to nearby homes

Reduced congestion on Sun Valley Boulevard could be a project benefit

Build wide enough for long-term traffic needs

More northern east/west connection

Induced growth, don't want additional growth in Sun Valley

Access/circulation impacts – concerns about accessing residential and commercial properties



Impacts to US 395, will this project cause additional congestion?

STATION 5

Reintroduce bus service to north Sun Valley

Why are bus stops right next to stop lights? (Northbound 1st street in Sun Valley)

This project will open up the north area to development

Reintroduce bus service to back side of Lemmon Valley

Reintroduce bus service to north side of Sun Valley

Hard for casino swing shifts to use bus to return at night (need service until after 3:00 A.M.)

Need late night service

Reintroduce bus service to north Sun Valley

A bus needs to go to Spanish Springs shopping center

Mass transit would solve problem

Reno needs long-term, permanent transit like monorail

Bus service on Disc Drive to serve shopping area is needed

Should have bus service to Summit Mall and connect to Meadowood bus serving downtown Reno

STATION 6

Phasing – build US 395 connector first, would relieve Pyramid/McCarran intersection

Look at service road along Pyramid – helps with MOT and saves money