

CAMPO

Item 4-A

Transportation Alternatives Program

(TAP) Applications

Letters of Support



To: Carson Area Metropolitan Planning Organization
From: Muscle Powered, Citizens for a Bikeable and Walkable Carson City
Re: Support for Carson City Freeway Multi-Use Trail and South Carson Street Project
Date: July 15, 2016

Dear CAMPO members:

Muscle Powered, Citizens for a Walkable and Bikeable Carson City, is a non-profit organization committed to enhancing pedestrian and cyclist infrastructure and safety in the Capitol City. We were formed in 1998 in response to development of the Carson City Bypass. At that time, we were working to support inclusion of a multi-use trail adjacent to the freeway. Since then we have worked to improve infrastructure, support safety legislation and education programs for walking and biking, and to build multi-use trails to improve the quality of life in Carson City.

We are writing you today in support of grant applications for two TAP funded projects presently before the CAMPO. One is the Carson City Freeway Multi-Use Path, to design and construct a multi-use path along I-580 from Colorado Street to connect to the existing Linear Ditch Path. The project includes traffic signs and markings to improve safety when the path interfaces with roadways. The project will expand an existing network of multi-use paths that improve regional connectivity and accessibility for non-motorized users. The path is identified in the City's Unified Pathways Master Plan, the City's Master Plan, and CAMPO's 2040 Regional Transportation Plan.

The project will continue the path of the current multi-use trail, which provides access from a busy area adjacent to Fremont School, a major casino area for workers on east Highway 50, a low-income neighborhood, the Eagle Valley Middle School and the Silver Saddle Ranch area which provides multi-use trails for walking and biking. These trail systems are frequently used by families, walkers, state and city workers commuting to work, bird watchers, casino workers, and dog walkers. Continuation of the trail southward from its current terminus to Colorado Street is essential to effectively connect the north end of town to the south end of Carson City. This project is the top priority for Muscle Powered.

Secondly, we support Carson City's application for TAP funding to construct safety and mobility improvements, such as raised intersections and crossings, median refuges, safety lighting, sidewalks, bicycle lane improvements, and pavement markings, as part of a Complete Streets Project along South Carson Street from Fairview Drive to south of Appion Way. This project will continue the improvement efforts currently under way in downtown

Carson City which will make the city more walkable and bikeable. It will support pedestrian improvements that we hope will rectify the current situation, which is nearly impassable for pedestrians for many long blocks. Two pedestrian fatalities have occurred there in recent years, and these improvements will enhance safety for the seniors who live in the apartment complex at Fairview and Carson Street, as well as the residents in the mobile home areas and apartments adjacent to Carson Street.

However, while we strongly support both projects, due to the timeline for the Carson Street Project, we believe it is a lower priority than the Multi-Use Trail. Since the Carson Street improvements are not planned to be constructed for a couple of years, we would encourage CAMPO to set a top priority for the Freeway Multi-Use Trail. Timing would allow Carson City (if unsuccessful with both current applications) to make a second TAP application next year for the Carson Street Project.

We thank you for consideration of these comments.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Clark". The signature is written in black ink and is positioned above the printed name.

Kelly Clark

Muscle Powered President

Historical Society of Dayton Valley

P.O. Box 485; Dayton, Nevada 89403
www.daytonnvhistory.org

16 August 2016

Carson Area Metropolitan Planning Organization
3505 Butti Way
Carson City, Nevada 89701

Dear members of the CAMPO Board:

I appreciate the chance to represent the application by Lyon County and the Historical Society of Dayton Valley for NDOT TAP funding toward Restoration of Dayton's 1881 Carson & Colorado Railroad Depot.

I admit that our proposal is quite different from the usual NDOT TAP funding proposal. We are aiming to restore a Victorian-era railroad depot to her appearance and configuration when she was built. I'm sure you have realized how many valuable historic transportation resources have been lost in the Carson area over the decades. In many cases the remarkable transportation history of the area is being lost to future generations when, in fact—as the reconstruction of the V&T RR has shown—it could be used to enhance the area for both residents and visitors. Dayton is lucky enough to have one of the rare Victorian-era railroad depots and because it was turned into a residence it is one that has been remarkably preserved until vinyl siding, galvanized roofing, and knotty pine paneling.

In the 1950s the depot had to be moved about a block out of the route of U.S. Hwy 50E to its location today at the corner of Main Street and Hwy 50E, at the stoplight. In 2007 and thanks to NDOT TEA-21 funding Lyon County, again working in partnership with the historical society, was able to purchase the depot and property. Under a stewardship agreement with Lyon County the historical society has been raising money, clearing the property, laying display and small-equipment track, starting deconstruction, and working very hard to make restoration a reality. In April we were awarded the second round of funding from the State Commission on Cultural Centers and Historic Preservation to finish deconstruction of residential additions and move the depot to a new foundation oriented parallel to its original orientation a block away.

However, the project is a large one and, in spite of hundreds of volunteer hours and many donations, there is a long path to go to achieve a historically accurate Victorian-era restoration. If funded our NDOT TAP proposal will bring the actual restoration to or near completion and allow the depot to be opened to the public. Once restored the depot will add to the "railroad destination" attraction for the Carson era as well as attracting visitors into Old Town Dayton. We have the opportunity to offer visitors an accurate view of an era long gone, and an active, hands-on experience of the railroad era and the importance of the mills it served. Your support for this project would be greatly appreciated.

Linda L. Clements
Webmaster and Program Manager, C&C Depot Restoration
P.O. Box 1089
Dayton, NV 89403
(775) 246-0505, Fax (775) 246-0550
clements@775.net