



## 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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## Contents

1.0	PROJECT DESCRIPTION AND SCOPE .....	3
2.0	PROJECT TEAM MEMBERS AND CONTACT INFORMATION.....	5
3.0	PUBLIC INVOLVEMENT PLAN GOALS AND OBJECTIVES.....	6
4.0	STAKEHOLDERS.....	7
5.0	PUBLIC INFORMATION WORK PLAN.....	8
Appendix 1: East William Complete Streets Public Survey.....		10
Appendix 2: East William Complete Streets Interactive Map Comments.....		20
Appendix 3: Press Release of Carson High School's Winning East William Complete Streets Logo.....		32
Appendix 4: East William Complete Streets FAQ and Project Description.....		34

# 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 east 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:

<b>Name</b>	<b>Title</b>	<b>Role and Responsibilities</b>
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

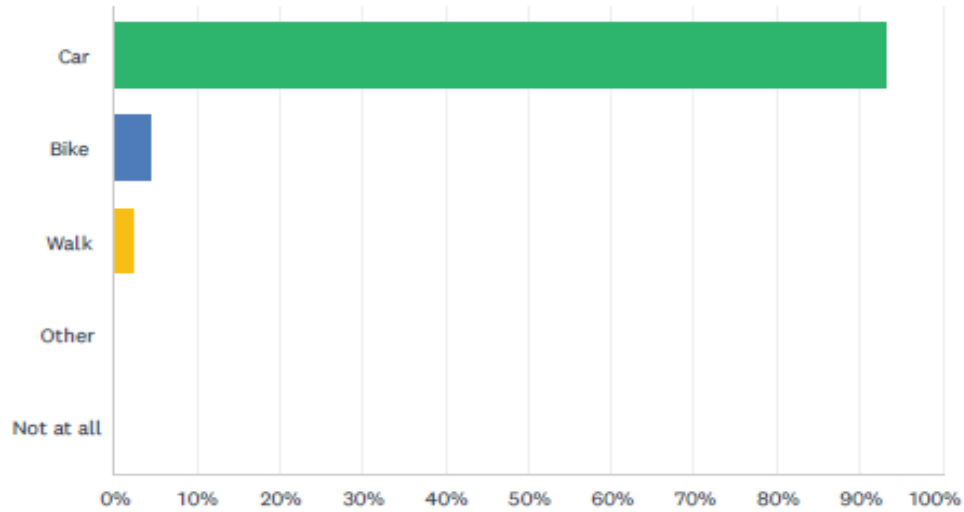
<b>Tactic</b>	<b>Description</b>	<b>Target Stakeholders</b>	<b>Implementation Timeframe</b>	<b>Responsible Party(s)</b>
Public Meetings	Host on-going community open houses to provide project updates	All Stakeholders	30% Design & Prior to Construction	Carson City, TMS, Engineer and Project Manager
Public 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?

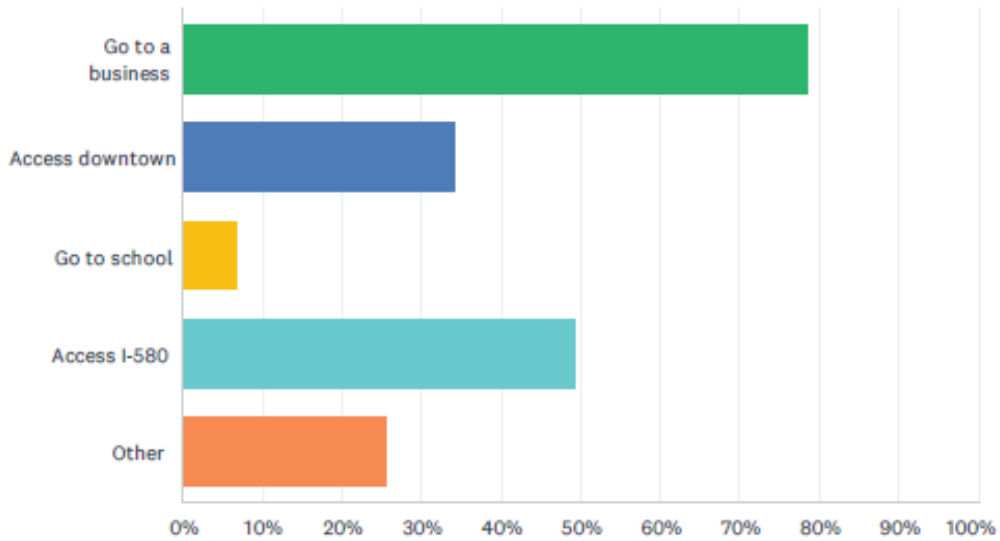
Answered: 219 Skipped: 2



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
<b>TOTAL</b>		<b>219</b>

## Q2 I travel on East William Street to:

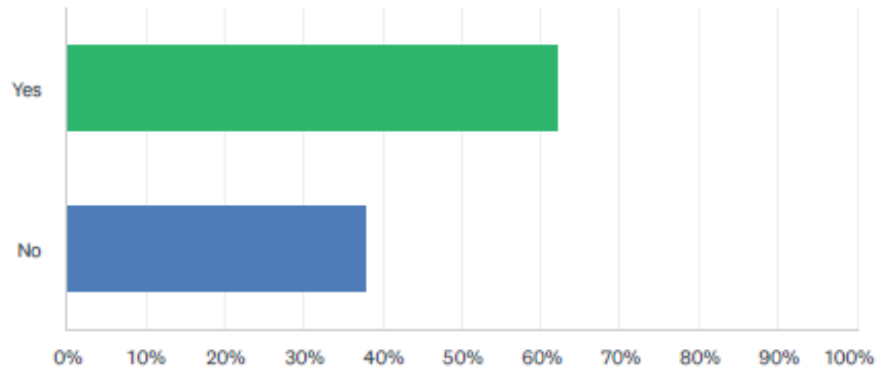
Answered: 219 Skipped: 2



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

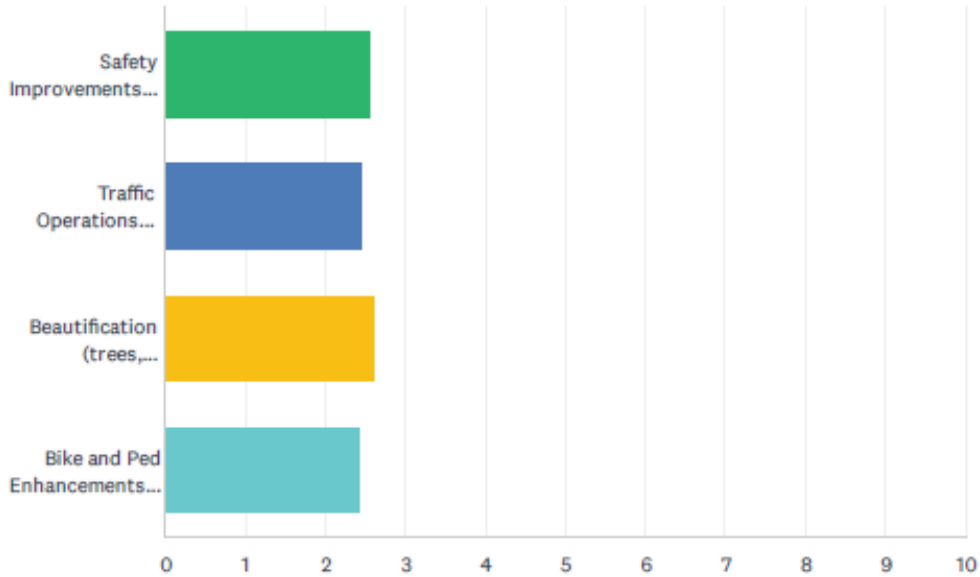
Q4 What are three words to describe East William Street TODAY?

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

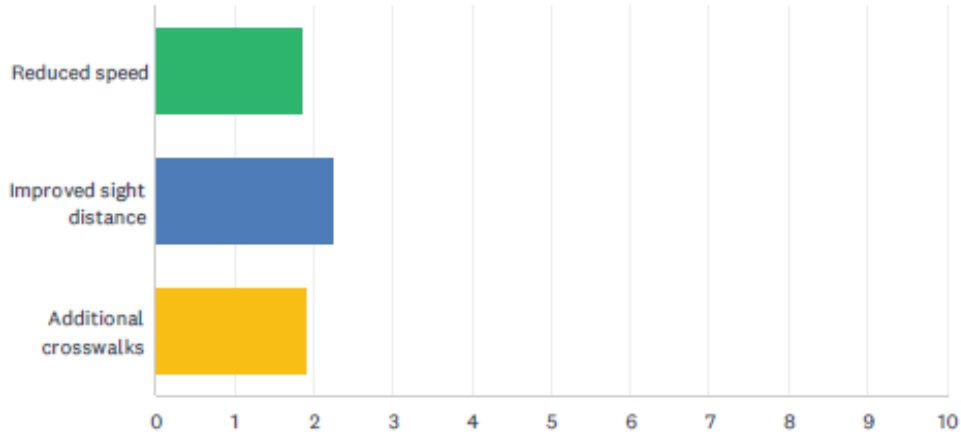


	1	2	3	4	TOTAL	SCORE
Safety Improvements (reduced speed, crosswalks and improved sight distance)	28.10% 59	23.81% 50	24.29% 51	23.81% 50	210	2.56
Traffic Operations (access improvements, more street parking, traffic signal modifications, reduce congestion)	27.10% 58	22.90% 49	17.76% 38	32.24% 69	214	2.45
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



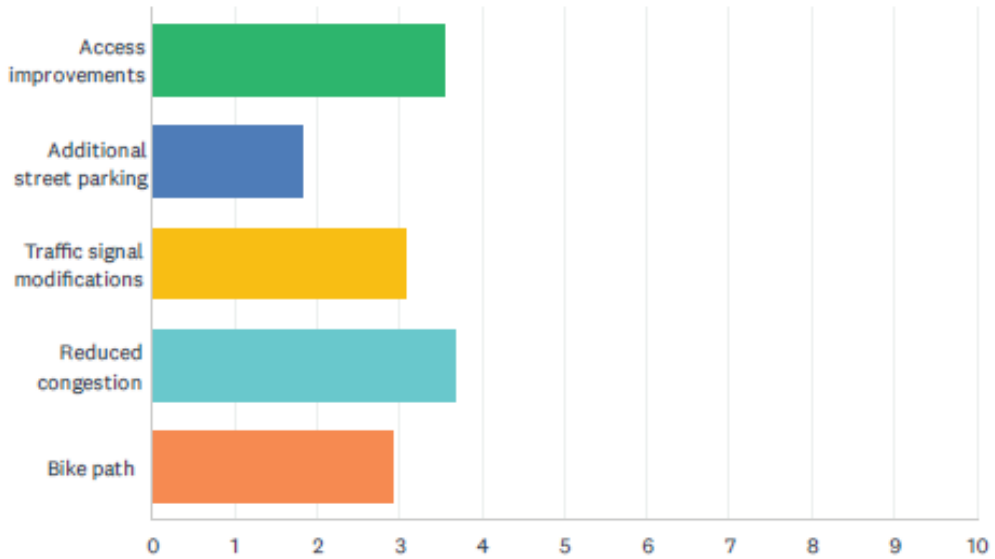
	1	2	3	TOTAL	SCORE
Reduced speed	28.86% 58	27.36% 55	43.78% 88	201	1.85
Improved sight distance	48.02% 97	28.22% 57	23.76% 48	202	2.24
Additional crosswalks	23.88% 48	44.28% 89	31.84% 64	201	1.92



Carson City East William Complete Streets Project

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

Answered: 212 Skipped: 9

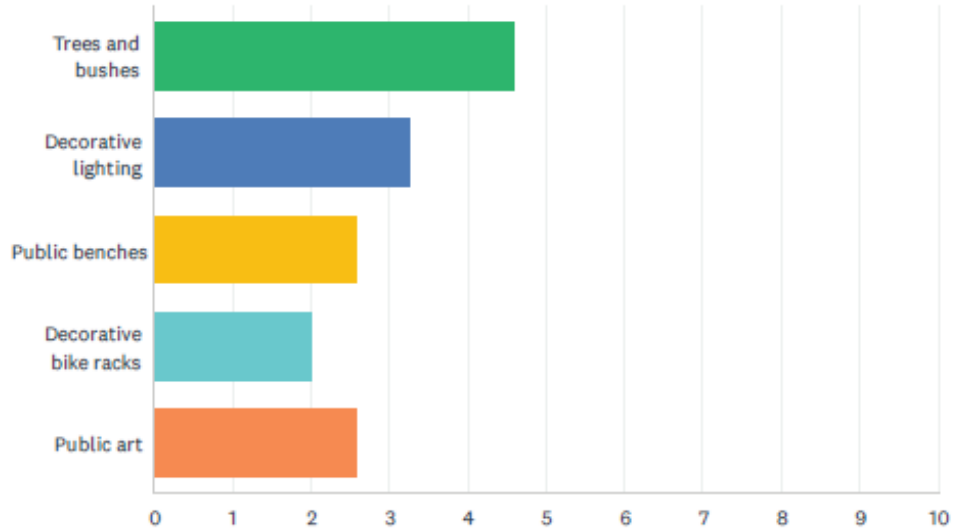


	1	2	3	4	5	TOTAL	SCORE
Access improvements	24.39% 50	30.24% 62	26.34% 54	16.10% 33	2.93% 6	205	3.57
Additional street parking	4.50% 9	6.00% 12	11.00% 22	26.50% 53	52.00% 104	200	1.84
Traffic signal modifications	10.58% 22	23.56% 49	35.10% 73	22.60% 47	8.17% 17	208	3.06
Reduced congestion	35.89% 75	26.79% 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).

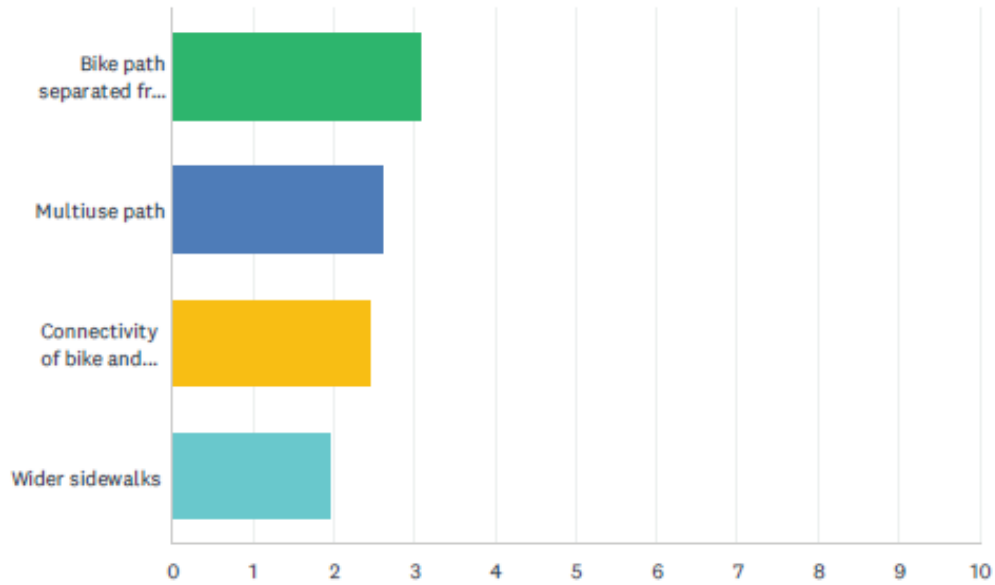
Answered: 207 Skipped: 14



	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)..
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.
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.

<b>Intersection</b>	<b>Type</b>	<b>Comment</b>
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.

<b>Intersection</b>	<b>Type</b>	<b>Comment</b>
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 ( <a href="https://www.carson.org/government/departments-g-z/parks-recreation-open-space/parks-and-places/trails">https://www.carson.org/government/departments-g-z/parks-recreation-open-space/parks-and-places/trails</a> ) 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.

<b>Intersection</b>	<b>Type</b>	<b>Comment</b>
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.

<b>Intersection</b>	<b>Type</b>	<b>Comment</b>
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 a 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 sizes 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

<b>Intersection</b>	<b>Type</b>	<b>Comment</b>
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](http://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](https://carsonproud.com) and select the "Subscribe" button on the main page
- Email us at [info@carsonproud.com](mailto:info@carsonproud.com)
- For text notifications, text Carson Proud to (775) 522-5722
- Call or contact the Project Manager or City Engineer:



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## 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](http://CarsonProud.com) to provide your input!