

Group Level of Support for Plan Options

The following documents the responses from workshop participants working in 11 small groups to review and rate a slate of options for possible inclusion in the North Nevada Renewal Plan. Because of existing conditions, different options were presented for the southern zone of the project area and the central area zone.

Each group was asked to agree on a numerical rating of each option. The rating system was: 1 = really like; 2 = like; 3 = neutral; 4 = dislike; 5 = really dislike. The numerical responses from all groups were added and the mean (average) score and the median (middle value) score were calculated for each. It's important to note that the lowest cumulative numerical scores indicate the highest level of support by the groups. The scores are listed in descending level of support.

CENTRAL ZONE OPTIONS	MEAN	MEDIAN	COMMENTS
<b>STREET</b>			
F. Off-street bike trail	1.45	1.00	- Yes, more connectivity
D. Narrow median	2.80	2.50	- Where are turn lanes? - Include bike lanes
E. Wide median	2.80	2.50	- Include bike lanes and left-turn cut-outs
A. Minimal improvements/street width	3.09	3.00	- Add parallel parking - Option A over B
C. On-street bike lane	3.27	4.00	- Prefer closed median - Add parallel parking - No improved trail system/connectivity
B. On-street parking	4.54	5.00	- Angle - Add parallel parking - Parking at businesses
<b>TRANSIT</b>			
B. Separate transit corridor	2.72	3.00	- Good idea. Better access to businesses
A. On-street with through traffic	2.81	2.00	- Recommend pull-out area for bus stops - Like it. Problem with snow-plowing - Bus pull-outs
C. Separate on-street transit lane	3.60	4.00	
D. Separate transit corridor with Parking	4.20	5.00	
<b>STREETScape</b>			
B. Semi-urban	2.10	1.50	
A. Urban	2.70	3.00	- Prefer no on-street parking - Good walkability, good for business
C. Suburban	3.00	3.00	
<b>EXCESS RAILROAD RIGHT-OF-WAY</b>			
C. Hybrid: City sells right-of-way with incentives to provide public benefits	2.40	2.00	- Aware of type of business
A. City keeps right-of-way and uses for public purposes	2.60	2.50	
B. City sells right-of-way to adjacent land owners	2.80	2.50	

SOUTH ZONE OPTIONS	MEAN	MEDIAN	COMMENTS
<b>STREET</b>			
D. Off-street bike trail	1.54	1.00	- Safest. Should not exclude on-street bike lanes - Yes, more connectivity
C. On-street bike lane	3.09	3.00	- Prefer no on-street parking - Protected by curb and parking - No improved trail system
A. Minimal improvements/street width	3.27	3.00	- Parallel parking – stops traffic - Option A over Option B
B. On-street angled parking	4.00	5.00	- Reverse parking - Parking should be incorporated into commercial building development plans - Most did not want angled parking - Angled - Hate angled parking
<b>TRANSIT</b>			
B. Separate transit corridor	2.72	3.00	- Good idea. Better access to businesses - Trolley or light rail – group rate of “1”
A. On-street with through traffic	3.09	3.00	- Recommend pull-out area for bus stops - Stops traffic - Like it. Problem with snow-plowing - Bus pull-outs
<b>STREETScape</b>			
A. Urban	2.10	2.50	- Prefer no on-street parking - Good visibility, good for business
B. Semi-urban	2.80	3.00	- Not as visually appealing
<b>EXCESS RAILROAD RIGHT-OF-WAY</b>			
A. City keeps right-of-way and uses for public purposes	2.20	2.00	
C. Hybrid: City sells right-of-way with incentives to provide public benefits	2.70	2.50	- Aware of type of business - Use for trolley, bus, monorail!
B. City sells right-of-way to adjacent land owners	3.20	3.50	

Additional group comment

- Intersections need to meet ADA standards for pedestrians. Add audio to crosswalks.