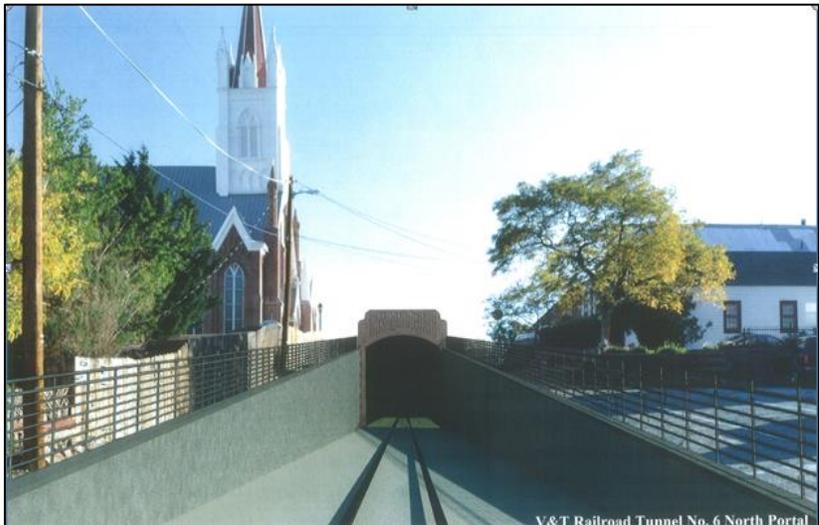


CHAPTER 8

Transportation



V&T Railroad Tunnel No. 6 North Portal

Table of Contents

8.1	Introduction	3
8.2	Transportation Systems and Issues	5
8.2.1	Safety	5
8.2.2	Interconnection	5
8.2.3	Transportation Supporting Resources.....	7
8.2.4	Roads.....	7
	Figures	
8.2-1	Functional class description.....	8
8.2-2	County wide roadway functional classification.....	9-11
8.2-3	Virginia City aerial with lot lines.	13
8.2-4	Intersection of SR 341 & 342	15
8.2-5	Bottleneck by middle school	16
8.2-6	Ideas to reroute traffic off C Street	17
8.2-7	Lockwood Interchange	22
8.3	Other Transportation Modes	23
8.3.1	Railroads and Light Rail.....	23
8.3.2	Bus, Air, and other Transit.....	24
8.3.3	Pedestrian	27
8.3.4	Bicycling	29
	Figures	
8.3-1	Transit article	26
8.3-2	Historic Nevada Trails 1.....	30
8.3-3	Historic Nevada Trails 2.....	31
8.5	Goals, Objectives, Policies	32

8.1 Chapter Introduction

The goal of this Transportation element is to support and enhance the quality of life for Storey County residents. Safety, travel time, operation and maintenance cost, efficiency, mobility, and promoting economic development all support the goal and are all incorporated into this plan.

Areas of growth in the county and the types of growth will put new demands on the existing transportation system. These future demands on the transportation system are considered in order to determine the best course of action, now and in the foreseeable future. As in the case of rural areas such as Storey County, major streets should be re-routed such that they essentially bypass residential areas, and residential streets should be drafted in such a way to discourage through traffic. In a setting like as Virginia City, pedestrian movement should be considered of foremost importance in order to promote safety and mobility in a highly congested mixed-use environment. A parking element in this transportation planning effort is of major importance in Virginia City due to the narrow streets, limited availability of existing facilities, and the area's unique topography.

This chapter inventories existing transportation infrastructure serving county residents and discusses how current and future needs will be met. This chapter also reviews the existing transportation network, new infrastructure necessary for future growth, and special features unique to the county.

Storey County has several distinct areas that have different general transportation needs. While the total population of Storey County is about 4,000, the concentrations are in four general areas including Virginia City/Gold Hill, Highlands, Mark Twain, and Lockwood. There are also unique transportation needs applicable at McCarran, an area reserved almost exclusively for commercial, industrial, and other non-residential uses. Painted Rock could also develop unique transportation needs in relation to a potential future planned unit development (see Chapter 3 Land Use and Chapter 6 Housing).

Virginia City/Gold Hill contains a little over 1,000 people according to the Nevada State Demographer's 2014 estimates. The major economic sector is tourism. Over a million people travel to and from Virginia City each year and growth is expected in the local tourism sector for the future. The transportation connection is critical to the local economy.

The Virginia City Highlands is home to about 1,000 people and Mark Twain is home to roughly 350 people. Both are bedroom communities. Little commerce happens locally for those communities other than small home based businesses such as contractors, daycare, and family agriculture/ranching. Their transportation link is their connection to commerce.

Lockwood is a mixed use community of approximately 1,500 residents. There are several light industrial uses in the area mixed with residences, a school, and county public service facilities. The Lockwood Regional Landfill, which services areas of Nevada and other states, is on the south side of the community and the highway access, Interstate 80, is on the north side.

Painted Rock is located approximately 18 miles east of Sparks and five miles west of Fernley along the south edge of the Truckee River, including the Truckee River riparian lowlands and the northern foothills of the Virginia Range. The area is dominated by agricultural land along the riparian areas of the Truckee River. It includes about a dozen large estate single-family residential dwellings and farms. There are no commercial or industrial uses in this area.

Painted Rock Road serves as the primary road in Painted Rock, and Painted Rock Exit 40 connects this area to interstate 80. The area is remote and largely undeveloped, but has potential to facilitate a planned residential and mixed-use community serving the housing needs of the Tahoe-Reno Industrial Center at McCarran, located approximately six miles to the west.

McCarran is located on the north side of the county between Lockwood and Painted Rock and is home to the Tahoe-Reno Industrial Center, which includes nearly 70,000 acres of light and heavy manufacturing and distribution, commercial energy generation, data management centers, and other industries. USA Parkway (State Route 439) and Waltham Way serve as the major arterial routes connecting the industrial center to Interstate 80 to the north. These links will receive special attention because of their potential impact on Storey County, and northwestern Nevada. A development agreement between Storey County and the Tahoe-Reno Industrial Center reserves the entire industrial center exclusively for commercial and industrial uses, and prohibits residential development. It is found appropriate by this master plan that, due to the intensity of allowed uses in the industrial center, residential development will not encroach anywhere near the industrial center.

The development agreement between Storey County and the Tahoe-Reno Industrial Center stipulates that roads, rail, water, and sewer infrastructure are developed up-front by the industrial center, and that Storey County reimburses all costs over a set period of time and with no-interest costs. The total cost of those improvements to-date exceeds \$50,000,000, or \$12,500 per county resident to-date. For the purpose of this discussion, the size of this investment should be put into perspective. If a county of one million people made an equivalent investment, \$12.5 billion dollars would need to be invested. With this level of investment, Storey County has clearly made economic development a priority. The county needs to continue to align future investments, and administrative processes so maximum return on investment can be realized.

Safety of residents, visitors, and economic partners is the top concern for the transportation system in Storey County. With 40 million miles traveled and about one fatality annually, Storey County believes zero fatalities should be the goal.

8.2 Transportation Systems and Issues

8.2.1 Safety

While Storey County experiences several accidents per year, it averages less than one fatality per year. No fatalities are acceptable, and continued effort should be made to have zero fatalities each year. The partnership with the Nevada Department of Transportation should be maintained to deliver the maximum reasonable safety benefits to the traveling public. Safe Routes to School programs should be better implemented in Storey County to help train the public on safe ways to utilize the transportation network.

8.2.2 Interconnection

The importance of connecting the Lockwood, Mustang, McCarran, and other north communities in the county with Virginia City will become increasingly important as commercial growth and other activity continue to occur in the north parts of the county. Lengthy discussion occurred during the master plan workshops about the potential benefits, adverse impacts, and challenges associated with constructing a north-south arterial route connecting Virginia City to Mustang and the Lagomarsino area (see Lagomarsino Area Plan), as well as an east-west route linking the Lagomarsino area to Mustang, McCarran, and Washoe County.

Connecting Lockwood/Mustang and Geiger Grade via a direct north-south link between Long Valley Road and Mustang Road may be feasible; however, cost-to-benefit analyses needs to be further reviewed. Incorporating a third link between this route and McCarran somewhere toward the center of the county was also discussed. Highlands and Lockwood residents expressed concerns about traffic and adverse human-cause impacts that may occur after connecting the region in this manner. Lockwood residents reminded the planning commission that decades of efforts by area residents and county officials resulted in rerouting Lockwood Regional Landfill truck traffic away from Canyon Way and to Mustang Road, and that connecting Canyon Way to a regional road system (north-south and/or east-west) would return to the center of the Lockwood community unsafe road conditions that once existed. Major roads connecting the south and central parts of the county with the interstate should align with Mustang Road and avoid Canyon Way at Lockwood.

Also considered during the workshops was a north-south connection between McCarran and Virginia City via USA Parkway to Highway 50 and Six Mile Canyon Road, or a potential similar connection, but bypassing Highway 50 through the Mark Twain area. Other north-south connector options were discussed, but were found to be cost-prohibitive or strongly opposed by Highlands and/or Lockwood residents. They include an alignment between Geiger Grade and Lockwood using Lousetown Road and Canyon Way. This route was strongly opposed by Highlands and Lockwood residents due to traffic and other activity that would be concentrated through the approximate center of both residential communities. A direct northerly connection between McCarran and Six Mile Canyon was also considered; however, local topography appears to make such an alignment cost-prohibitive.

The potential for an east-west connector route linking the Lagomarsino area to Mustang, McCarran, and Washoe County was also discussed. Concerns were brought forth, however, that such a roadway may encourage residential sprawl from Washoe County that may threaten the rural

lifestyle of the Highlands and conflict with industrial uses and entitlements existing in the Lagomarsino planning area. Potential traffic and other adverse impacts of an east-west connector to the Lockwood community were also discussed.

Planning Commission Chairman Larry Prater asked that the following statement be added to this chapter. The statement below reflects his opinion on the importance of considering future connection between the norther and southern communities of Storey County.

POTENTIAL INTRA-COUNTY ROAD NETWORK

Sometime in the future Storey County may decide that it would be beneficial to connect Lockwood and TRIC to Virginia City via roads entirely within the county. Factors that may drive such a decision could include increased emergency management requirements, growing traffic congestion in the Reno/Sparks areas and demand by residents and businesses for quicker access to the county seat in Virginia City.

There exists a series of roads, some of which are very primitive, that connect the three areas now and also provide access to potential cultural assets like the petroglyphs and Cottonwood Springs. These roads are as follow.

Leaving Virginia City proceed north on Highway 341 to Lousetown Road (both of which are paved) then northeast to Long Valley Road (graded dirt). Continue northeasterly to where the road turns northwest toward Cottonwood Springs and proceed northeasterly on the jeep trail through the Chalk Hills to the south edge of the relatively flat plateau area referred to as Nevada Uplands. The distance to this point from Lousetown Road is about 10 miles and there is very little change in elevation.

At this point the road divides – northeast to TRIC and northwest to Lockwood. The TRIC road is a jeep trail which skirts the south side of Cinder Mountain, continues down Martin Canyon past the Gooseberry Mine to USA Parkway south of the Bush Industries warehouse. The distance from Nevada Uplands to USA Parkway is about 9 miles with a 1500-foot drop in elevation.

The road to Lockwood is a jeep trail that proceeds 4 miles northwesterly and skirts the petroglyphs (¼ mile to the west). At the northwest corner of the Uplands the jeep trail intersects an improved dirt road with numerous switchbacks that continues northwesterly to Canyon Way, a paved road into Lockwood. Trucks and other heavy vehicles would be required to divert northerly around the Waste Management landfill to the Mustang exit on I-80. The distance from the Uplands to Lockwood is about 7 miles with an elevation drop of about 1700 feet. [Prater, 2016]

While certain regional interconnection may in the future become necessary, the county should work closely with area residents to determine alternatives that are consistent with this master plan and ensure that unintended negative consequences are prevented. The county should also consider future population and other influential factors of Painted Rock before making substantial capital investment in directly connecting Virginia City with the north end of the county.

8.2.3 Transportation Supporting Resources

With only two gas stations in the county, revenue earmarked to address transportation needs are still insufficient to meet transportation infrastructure needs in the county. Each year, the Storey County Public Works requires additional resources from the county to cover the maintenance needs of the county roads. Development trends along Interstate 80 and the Tahoe-Reno Industrial Center, should help as new sources of fuel revenue develop in the years to come. Even with these new sources, it is not expected that this additional revenue will cover maintenance needs.

Gas tax indexing was made available to the counties in the 2015 Nevada legislative session. Historically the gas tax rate was fixed at a number of cents per gallon. The indexing allows the county tax on gasoline to move with inflation. This allows the tax to move with the price of gasoline and is fairer to everyone over time as the users of the transportation system are the ones paying for the roads. The county should consider implementing the indexing as it will help to address the funding deficit for roads, deliver a better product to the public, and show statewide support for transportation and I-11.

8.2.4 Roads

General description of roads in Storey County

Storey County's communities are separated by long distances and extreme mountainous geography. The conditions create fragmented communities and make accessibility to the county seat, Virginia City, difficult for outlying residential and commercial developments. One must currently travel through Washoe County, including Reno and Sparks, or through Lyon County in order to travel between the north and south communities of Storey County. Approximately one hour is needed to travel between Virginia City and Lockwood, and Virginia City and the Tahoe-Reno Industrial Center.

Nevada State Route 341 and State Route 342 are the principal vehicle transportation routes connecting Virginia City and the Highlands with U.S. Highway 395 in Reno and Sparks, and U.S. Highway 50 and 395 in Carson City. Six Mile Canyon Road is a secondary route connecting Virginia City and Mark Twain with U.S. Highway 50 in Dayton, roughly ten miles east of Carson City. Interstate 80 runs mostly along the northern bank of the Truckee River in Washoe County. Interchanges and bridges at Lockwood, Mustang, Patrick, Tracy/Clark, USA Parkway, Painted Rock, and Orchard provide access to communities, ranches and, other areas in the county along the southern bank of the Truckee River which is part of Storey County. Although there are a couple rough, unimproved 4-wheel-drive trails linking the northern county communities to Virginia City and the Highlands, travelers must use Interstate 80, U.S. Highway 395 and Nevada State Route 341 for access to and from Virginia City.

Definition and functional classification

This section describes the functional classification for all major roads in Storey County. The first section provides a definition with illustrations of different functional classifications, including arterial routes, collector routes, and local streets.

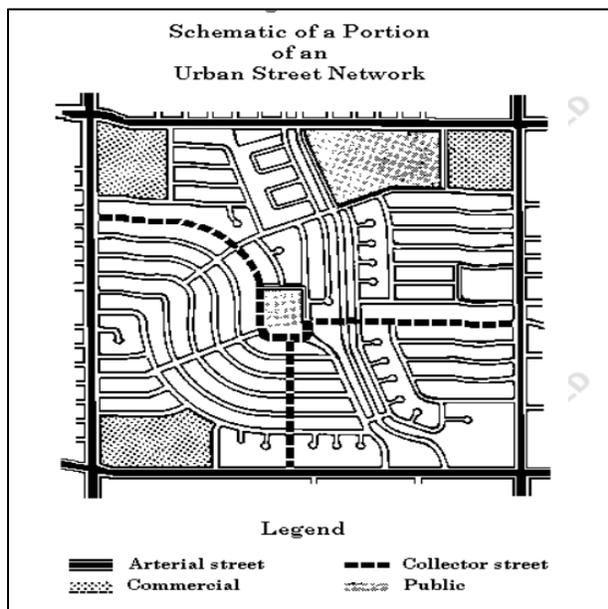
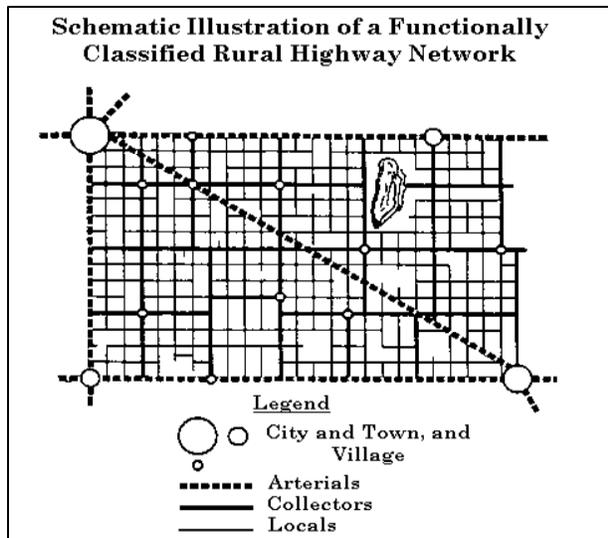
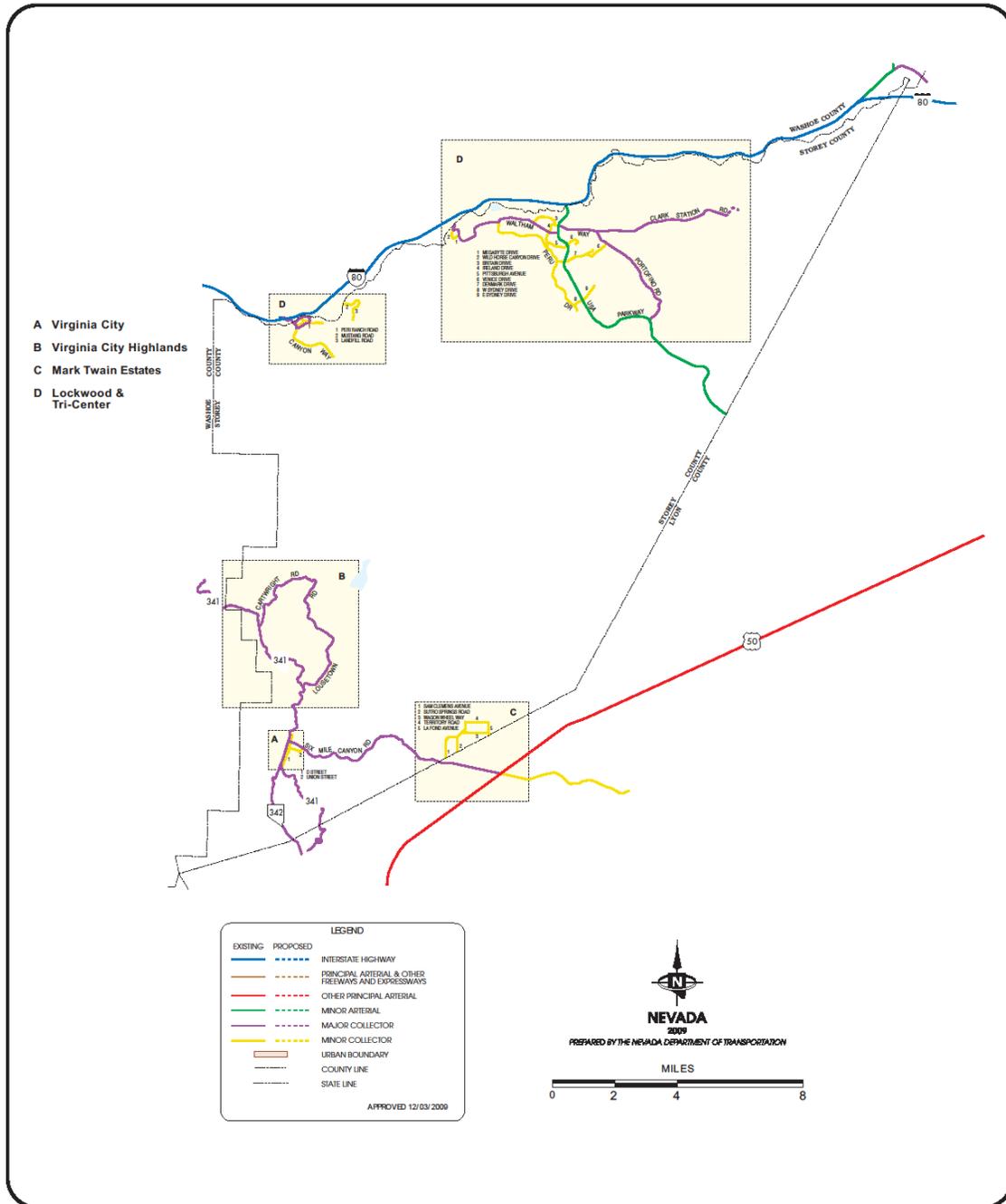
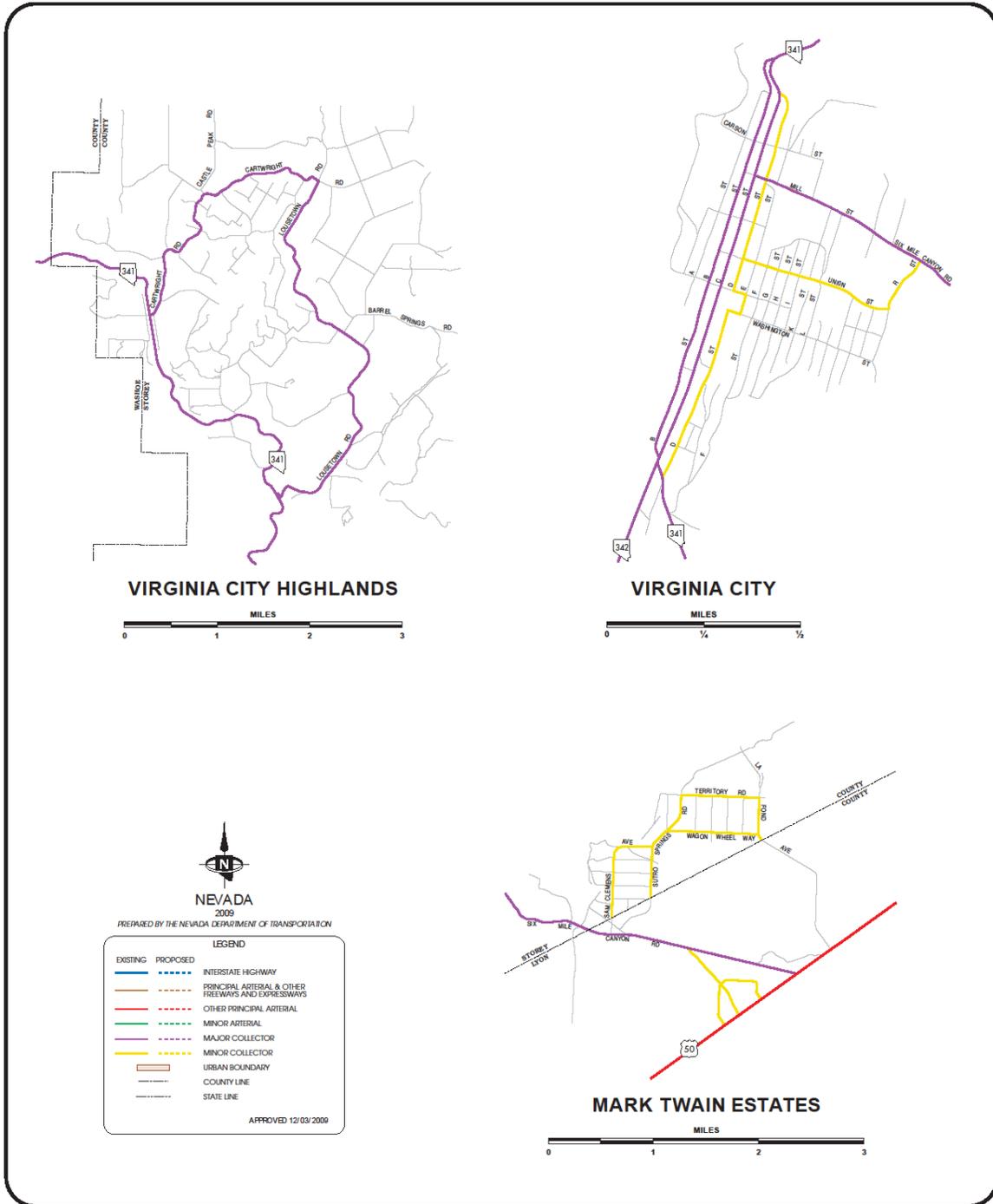


Figure 8.2-1: Functional class description. Although the top example has a rural setting, the same basic concepts apply in urban areas (below). A similar hierarchy of systems can be defined; however, because of the high intensity of land use and travel throughout an urban area, specific travel generation centers are more difficult to identify. In urban areas, additional considerations, such as spacing, become more important in defining a logical and efficient network. A schematic illustration of a functionally classified urban street network is shown in the lower image (Source: Federal Highway Administration, 1989, Figures II-2 and II-3).

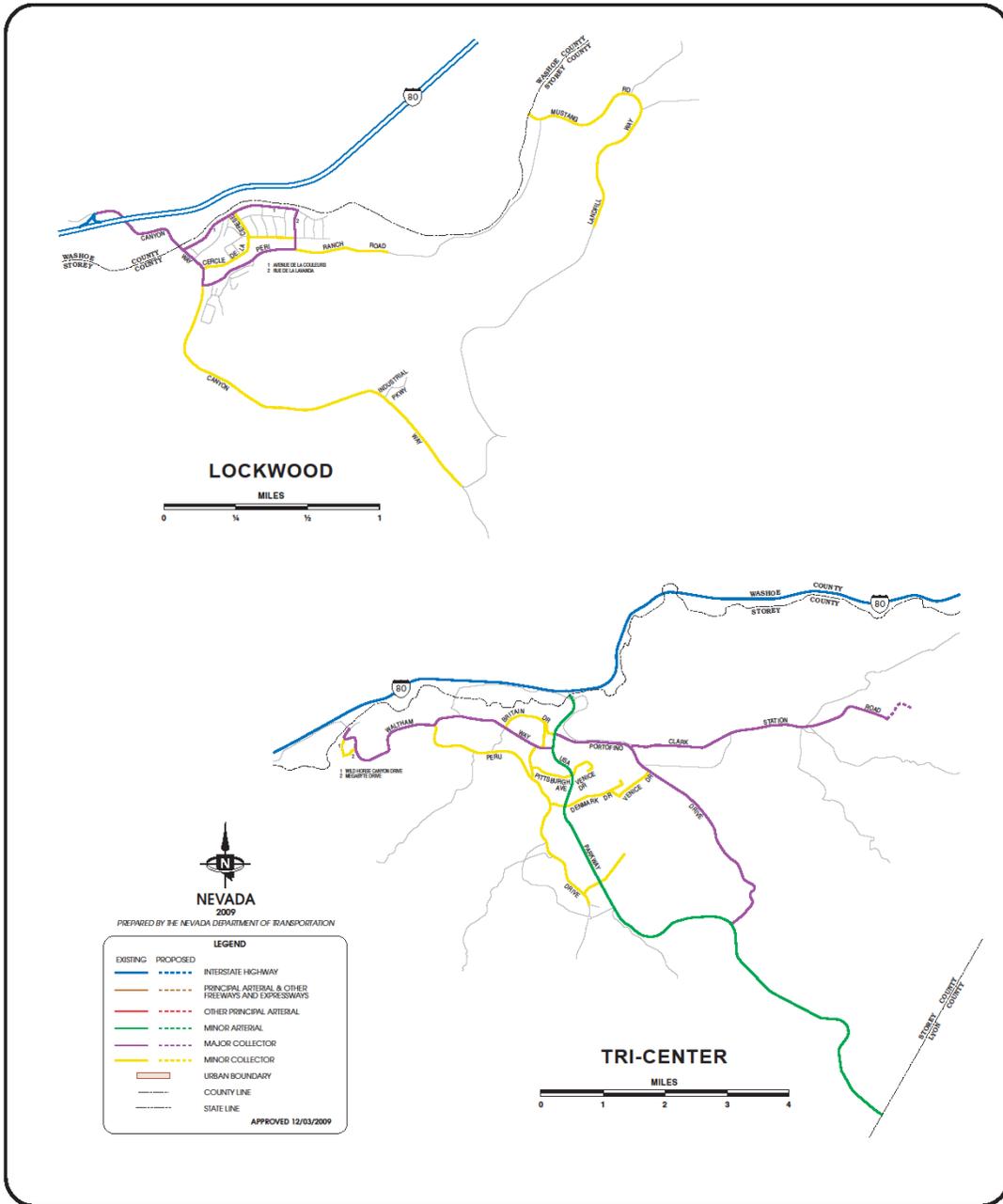


ROADWAY FUNCTIONAL CLASSIFICATION STOREY COUNTY, NEVADA



ROADWAY FUNCTIONAL CLASSIFICATION

VIRGINIA CITY HIGHLANDS, VIRGINIA CITY
 & MARK TWAIN ESTATES
STOREY COUNTY, NEVADA



LOCKWOOD & TRI-CENTER
ROADWAY FUNCTIONAL CLASSIFICATION
STOREY COUNTY, NEVADA

Figure 8.2-2 Countywide roadway functional classification

Comstock Roads

Virginia City is a mixed-use community of low- to medium-density residential uses integrated with commercial, industrial, public, and tourism uses. Single-family and multi-family residences exist in the downtown commercial area and its surrounding neighborhoods. In addition to the approximately 1,200 residents that live in Virginia City and Gold Hill, as well as the abundant local businesses in the area, there are an estimated one-million visitors arriving to the Comstock each year. Accordingly, there are notable transportation challenges in Virginia City and Gold Hill for towns of their population size. Key transportation challenges found on the Comstock, and potential short- and long-term remedies are summarized in the following discussion.

Downtown Virginia City

Vehicle and pedestrian traffic oftentimes overwhelm arterial and collector streets in and around downtown Virginia City. This is especially true during special events that occur nearly every weekend between April and October. Storey County and the Virginia City Tourism Commission conducted preliminary ad-hoc analyses between 2009 and 2015 to determine the feasibility of developing alternative routes that may affectively bypass a significant portion of northbound and southbound traffic around the downtown area. The following concepts were found to warrant further study:

- Motor vehicle access to “C” Street may be removed in the downtown area, and traffic may be directed to bypass this area and onto “B” and “D” Streets, and possibly also portions of “E” and “F” Streets.
- Northbound or southbound traffic may be diverted around “C” Street and the downtown area, and directed to “B” or “D” Street, and possibly “F” Street. This option would allow one-way traffic on “C” Street, and would likely include perpendicular or angled parking in combination with one-way vehicle circulation.
- Both “B” and “D” Streets may be restricted to one-way traffic with the above options, with the goal of creating a “loop” bypassing the downtown area. Parallel, perpendicular, and angled parking would likely be added along this route where needed.

Many obstacles exist along these corridors that may hinder major modifications to existing traffic patterns. They include, but are not limited to, insufficient and irregular street widths, particularly for facilitating combined two-way traffic and on-street parking; irregular street alignment and private properties which encroach well into the existing traveled way; insufficient area and topography for connecting “B” and “D” Streets to State Route 341 at their north terminus; a bottleneck toward the central part of “D” Street caused by the expansion of the Virginia City Middle School building into the street right-of-way; and adverse safety and quality of life impacts to local residential areas caused by high volumes of through traffic.

While geographical and other constraints may inhibit significant improvements to traffic circulation in and around the Virginia City downtown area, many of the physical street characteristics act as traffic calming devices that encourage slower driving and contribute to vehicle and pedestrian safety. Until the comprehensive road improvements summarized above can be made to these entire corridors, it is recommended that the existing constrained conditions facilitating cautious driving remain in place.

Areas Outside of Downtown Virginia City

Many local and collector streets in Virginia City and Gold Hill are currently developed to rural standards with no curb-and-gutter, sidewalks, street lighting, and other such improvements. Most streets toward the eastern residential portions of Virginia City developed slowly over time with local residential development, and today many remain unimproved or graveled. Many streets throughout Virginia City have the following characteristics:

- Terminate with no cul-de-sacs or vehicle turn-arounds;
- Encroached into adjacent private properties or lands believed to be owned by the U.S. Bureau of Land Management;
- Need improvements including gravel base or paving;
- Lack sufficient lighting and signage at intersections;
- Lack pedestrian improvements such as sidewalks and crosswalks; and
- Too narrow for two-way traffic.

Many unimproved right-of-ways also fail to follow local topography. Chapter 3 Land Use suggests that parcel mergers and re-subdivisions should be considered in certain areas in the Comstock in order to better align parcels and local streets with area topography.

Discussed further in Chapter 3 Land Use, parcels and street alignments in Gold Hill appear to have been haphazardly located according to squatters' code of first-come first-serve during the heyday of the Comstock Load. Land plats are riddled with inaccuracies, overlapping ownership, clouded-title, and traveled ways diverging significantly outside of right-of-ways. Mapping and alignment of roads in this area will require determination of proper ownership and extensive cooperate with land owners and surveyors to resolve mapping inconsistencies on a case-by-case basis, mostly initiated by private property interests. County officials should continue to explore options toward resolving this mater community-wide.



Figure 8.2-3: Virginia City aerial with lot lines. This image, also included in Chapter 3 Land Use, illustrates existing traveled ways located significantly outside of right-of-ways, and right-of-ways which conform very little to area topography, railroads, and other ground conditions. (Source: Storey County Assessor's Office, 2015.)

Intersections on “C” Street

Vehicular and pedestrian congestion on “C” Street in Virginia City, especially during regularly occurring special events, can sometimes make navigating intersections in the downtown area challenging. This is especially evident at the intersection of “C” and Taylor Streets. Pedestrian safety is enhanced by narrow roads and factors effectively calming (slowing) area traffic. County officials and the Nevada Department of Transportation, however, should continue to coordinate plans to improve visibility and other safety measures in order to improve these conditions while maintaining necessary parking in the area.

Intersection at the Fourth Ward School

The intersection of State Routes 341 (Truck Route), State Route 342, and “B” Street appears to facilitate existing local and tourism vehicle traffic loads without noticeable issues. Because the Fourth Ward School and other interesting items in the area attract an abundant of tourists to the immediate area, it is suggested that county officials communicate the conditions to the Nevada Department of Transportation so that pedestrian improvements may be considered for the area. Improvements to the area should consider both conventional pedestrians crossing the road as well as tourists who commonly stand on and near the road to view and photograph the immediate area.

The historic Fourth Ward School is considered one of the “crown jewels of the Comstock”. Plans and efforts to protect the building should be of utmost importance, and nothing less should be considered acceptable in planning for the building’s surrounding environment. This master plan recognizes that the adjacent vehicle intersection may one day become overwhelmed as residential, tourism, and other growth occurs in Virginia City, Gold Hill, and outlying communities such as the Highlands. If traffic flows at the intersection one day warrants added traffic control devices, county officials should strongly discourage the installation of a lighted traffic signal, and instead work with the state agency to plan for and develop a round-about, or other such traffic management device that does not detract from the historic integrity of the adjacent Fourth Ward School. Major improvements to this intersection should include landscaping enhancing the “south gateway” to Virginia City as supported by this mater plan (see Chapter 3 Land Use).



Figure 8.2-4: Intersection of State Route 341 Truck Route, State Route 342, and "B" Street adjacent to the historic Fourth Ward School (Source: Storey County Planning Department).



Figure 8.2-5: Bottleneck by middle school. The image illustrates the bottleneck that was created when the addition to the Virginia City Middle School was built in the “D” Street right-of-way. The remaining street width is not sufficient to facilitate regular heavy traffic loads (Source: (top) Storey County Planning Department, 2016; (bottom) Storey County School District, 2016).



School building after addition.



School building before addition.

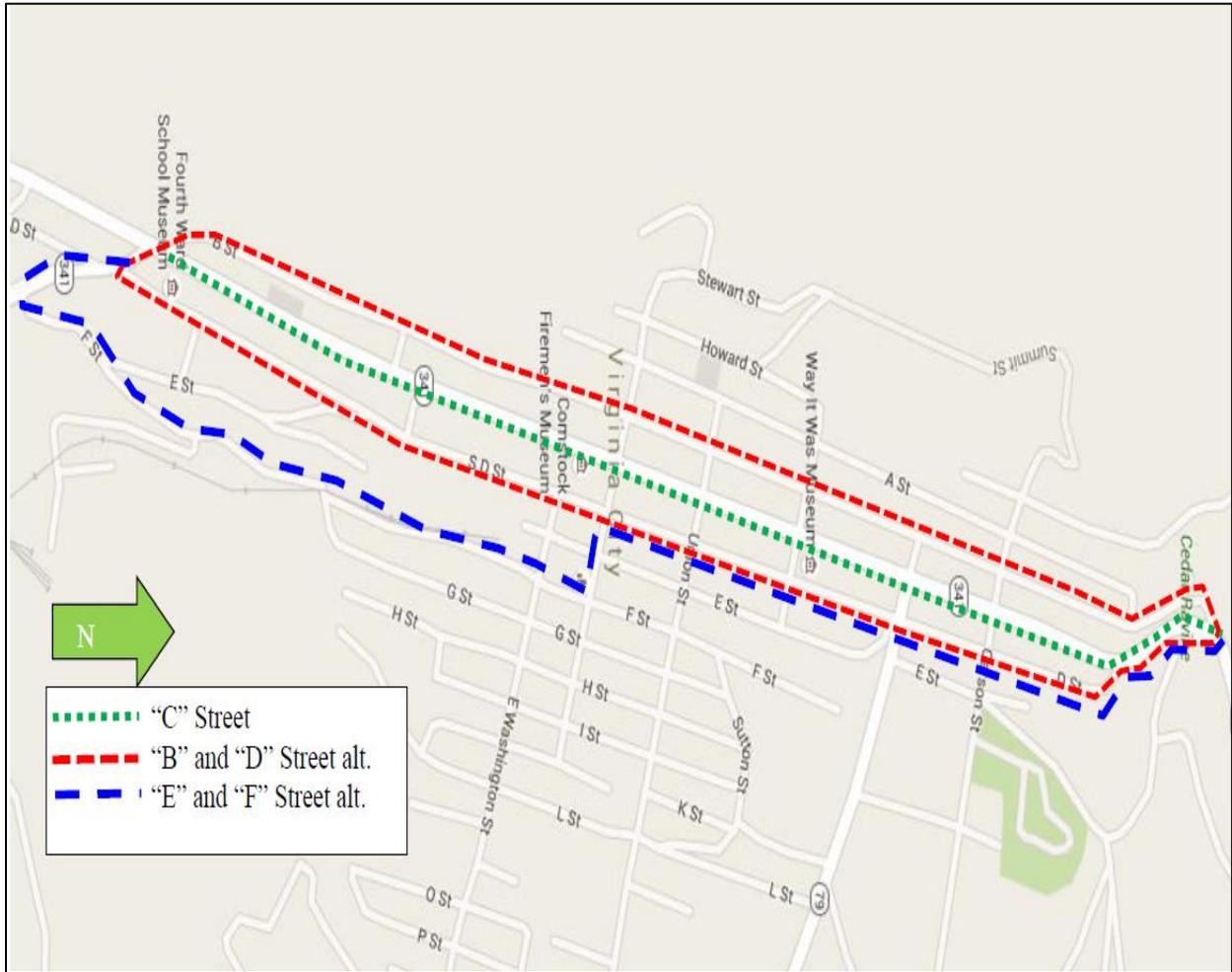


Figure 8.2-6: Ideas to reroute traffic off C Street. The image, also included in Chapter 3

McCarran***USA Parkway (State Route 439) Conditions***

The connection for the Tahoe-Reno Industrial Center is USA Parkway which has an interchange on Interstate 80 on the northern part of the county. USA Parkway is approximately five miles long currently and will be constructed through to Lyon County in the Silver Springs area and connect with US Highway 50 by late 2017. USA Parkway is likely not capable of serving the anticipated future growth at the Tahoe-Reno Industrial Center. The USA Parkway connection with U.S. Highway 50 will offer more, but still insufficient capacity within the industrial center. Waltham Way offers another connection to the interstate through the Patrick Interchange. The existing Patrick Interchange will need to be upgraded to a full interchange within five to ten years in order to service the additional demand for the industrial center. This full interchange will also allow expected commercial development on the south side of Interstate 80 at Waltham Way to include fueling station, truck stops, hotels, restaurants, and other types of traveler and logistics accommodations.

Storey County should continue to work closely with the Nevada Department of Transportation and the Washoe County Regional Transportation Commission in monitoring traffic volumes and patterns as employment and other growth occurs at McCarran. Planning and other preemptive strategies need to be employed to maintain functionality of USA Parkway and Waltham Way, and their connections to the interstate system.

Discussion has occurred at the local, state, and federal level on the future potential for USA Parkway to become part of a regional interstate system, such as, for example, the Interstate 11 project between Mexico and Canada. An interstate designation can only come from Congress. The Fixing America's Surface Transportation Act of 2015 designated Interstate 11 between Las Vegas and Reno. This designation is important as it is a firm demonstration to the importance and the construction of Interstate 11 to the United States. Interstate 5 in California is at full capacity and significant expansion is seen as having too great of an environmental impact on that alignment. This project is expected to significantly influence the western United States and national economy. While the designation from Las Vegas to Reno now exists via US Highway 95, the exact alignment of the future interstate does not.

It may be in Storey County's best interest to support aligning Interstate 11 with USA Parkway. Storey County should actively coordinate communication between the Tahoe-Reno Industrial Center and the Nevada Department of Transportation to evaluate this potential alignment. This alignment may be ideal because the Tahoe-Reno Industrial Center continues to have vacant land, and because there is no residential development in this industrial center. This alignment may help Storey County and the Tahoe-Reno Industrial Center cement northwestern Nevada as the major international economic center for the region.

USA Parkway (State Route 439) Future Capacity

A brief analysis of expected traffic flows in the next 20 years reveals that USA Parkway (State Route 439) is the most likely transportation corridor in the county to experience congestion. The completion of USA Parkway through to Silver Springs will offer traffic relief on USA Parkway, Interstate 80 and local arterial ways, such as Waltham Way, throughout the area. With average

daily traffic counts around 4,000 as of 2013, and 7,500 in early 2015, the congestion delays could increase dramatically when the average daily traffic count hits 10,000 (Highway Capacity Manual methods, 2010). Since employment numbers are growing quickly in the Tahoe-Reno Industrial Center, it is expected that traffic will climb to over 10,000 within five years. Average traffic count numbers and overall traffic efficiency should be watched closely.

Alternative methods for workers to arrive and depart from the Tahoe-Reno Industrial Center should be planned, developed, and ready for deployment. These methods should be car/van pools to and from population centers, other commuter services including buses, and potentially utilizing the rail network in the Tahoe-Reno Industrial Center as a local commuter service. Van pools are currently being utilized in the industrial center and show great promise for efficiently moving employees. The commuter efforts should continue to be coordinated with the Washoe County Regional Transportation Commission and the Nevada Department of Transportation.

Patrick and USA Parkway interchanges

McCarran and the Tahoe-Reno Industrial Center are now principally accessed from Interstate 80 at the Patrick Interchange to the west and USA Parkway interchange to the east.

The USA Parkway interchange was developed in 2005 and generally meets traffic capacity for the area. The Nevada Department of Transportation, however, initiated a traffic capacity analysis in the spring of 2015 to determine what improvements to the interchange may be needed to meet anticipated future traffic loads and patterns.

The Patrick Interchange was constructed long before the McCarran area was developed. Patrick Interchange connecting half of the industrial center to the interstate is substandard for existing traffic loads, and may become a major factor inhibiting further development in the immediate area. A portion of the interchange is located in Washoe County, but its principal function is to provide access to McCarran, located entirely in Storey County. It is recognized that the interchange and associated collector road are under the jurisdiction of the Nevada Department of Transportation. However, county officials are encouraged to collaborate with state transportation officials in order to secure funding and resources necessary to improve the infrastructure.

Road dedication per TRI-Storey County development agreement

As outlined above, Storey County and the Tahoe-Reno Industrial Center entered into a development agreement in 2000. That agreement detailed the process for the developer to devote resources to infrastructure investment in the center. After the infrastructure is constructed, the improvement is dedicated to the county. The county will then own, manage and maintain the facility. The county will then reimburse the developer for the investment once net revenues become available from the infrastructure. The development agreement allows for rapid and efficient public investment. To date, several roads have been constructed and dedicated to the county, including USA Parkway (State Route 439), and Waltham Way.

Highlands

The Highlands residents are five miles north of Virginia City. Access is provided by Nevada State Highway 341 (also called Geiger Grade) on the west side of the community. Within the Highlands area local and collector paved and unpaved roads are maintained privately. Cartwright Road and Lousetown Road are both two lane paved roads that are rural collectors to connect the community to State Highway 341. All of the paved portion of Lousetown Road and about two miles of Cartwright Road are maintained by the county. The rest of the roads in the Highlands area are either maintained by the two property owner associations in the area or are not maintained by any formal organization. There are several jeep trails on the north and eastern part of the Highlands that can offer emergency ingress and egress to the area.

The Virginia City Highlands area is less than half built out. There are many parcels of empty land. While available water to service the potential residential growth is of concern, the status of the roads is also an obstacle to growth. General upgrading of the roads to either better maintained gravel roads or paving more of the roads would increase demand for the properties in the Highlands area and help drive infill.

Steep grades and sharp and blind corners are a problem, especially for school buses, in some sections of the Virginia Highlands. Poor weather conditions can create hazardous driving conditions. Many cul-de-sacs do not have sufficient turn around space for emergency vehicles. There is probably little the county can do policy wise with these issues because many of the roads in the Highlands area are private.

Lockwood-Mustang*Lockwood-Interstate 80 Interchange*

The Interstate 80 to Lockwood Interchange currently provides principal access to Lockwood and portions of the Lagomarsino Area (see Lagomarsino Area Plan). Canyon Way is the main collector route connecting the area to the interchange. This infrastructure serves approximately 1,500 residents and 15 local commercial and light-industrial uses. The connection also provides primary access to a large quarry mine and the Nevada Uplands industrial area, both accessed approximately three miles south of Lockwood toward the south terminus of Canyon Way.

The road infrastructure was constructed long before much of the commercial and residential development found in Lockwood today existed. Nominal improvements have since been made to the interchange and roadway and it remains substandard for existing and anticipated future traffic loads and types. Figure 3.4-32 illustrates where tractor-trailers oftentimes must cross into the oncoming westbound traffic lane when attempting to negotiate the sharp turn on the eastbound lane, and where local residents and commercial drivers report that accelerating to normal interstate traffic speeds is challenging and sometimes impossible with the meager 500 foot westbound on-ramp.

A major reduction in truck traffic on the interchange and Canyon Way resulted in 2009 when Mustang Road, approximately three miles east of Lockwood, was extended to the Lockwood Regional Landfill, and when all truck traffic to and from the landfill was permanently diverted to the Mustang interchange and Mustang Road. The reduction in truck traffic significantly improved safety for children and pedestrians crossing Canyon Way between their residential neighborhoods and the Lockwood Market convenience store.

This master plan supports industrial and other economic activity in the Lagomarsino area. However, it is recognized that under existing circumstances that such activity may increase truck and other traffic on Canyon Way and the Lockwood interchange. Discussed further in Chapter 8 Transportation, it is recommended that county officials collaborate with Lagomarsino area land developers to establish alternative principal access alignments, such as to Mustang Road.

It is recognized that the Lockwood interchange and portions of Canyon Way are located in Washoe County and are under the jurisdiction of the neighboring county and the Nevada Department of Transportation. However, Storey County officials should continue to coordinate with state transportation officials to secure necessary funding and resources to improve this infrastructure for current and anticipated future uses. Land developers causing substantial impacts to these systems should also be required to contribute directly toward improvements needed to support new uses.



Figure 8.2-7: The images depict the existing infrastructure connecting Lockwood to Interstate 80. The image illustrates an on-ramp with substandard length for safe entry onto the interstate (A), and sharp and narrow curvature which inhibits safe two-way vehicle and truck travel (B). (Source: Storey County Planning Department, 2015)



Painted Rock

Interstate 80 serves as the primary access to Painted Rock, and Painted Rock Road from the Painted Rock Exit connects this area to the interstate. The design and condition of local roads, bridges, and other such infrastructures is problematic for this community.

The bridge crossing the Truckee River (Figure 3.4-45) from Washoe County is the only practical access to this area. The bridge is one-lane, antiquated, and below the Federal Emergency Management Agency 100-year base-flood-elevation. Canal Road, serving five local residences, is also problematic. Running along the Truckee Carson Irrigation District Canal, the one-lane road is narrow and windy with no shoulder or barriers between it and the canal.

Secondary access exists over approximately twelve miles of unimproved roads and trails between Painted Rock and Fernley. However, many of these routes are insufficiently mapped, are difficult to navigate, and encroach into private property including into Union Pacific Railroad right-of-ways, and encroach into Pyramid Lake Paiute Tribal lands. Further exacerbating the problem, the Union Pacific Railroad has employed concerted efforts to removing at-grade railroad crossings in the area without providing alternative means of accessing adjacent land.

The county should consider working with land developers, federal grant administrators, the Union Pacific Railroad, and other organizations to improve and provide reliable secondary access to the northern and southern parts of this area. Until improved railroad crossings are developed by the Union Pacific Railroad, the county should strongly protest efforts to bar access over existing at-grade railroad crossings.

8.3 Other Transportation Modes

8.3.1 Railroads and Light Rail

Rail service does exist in McCarran at the Tahoe-Reno Industrial Center via a nine mile long spur connecting properties throughout the industrial center to the Union Pacific transcontinental railroad. This rail system is freight only and provides no passenger service. As the Tahoe-Reno Industrial Center grows, the development agreement between the county and the industrial center dictates that the Tahoe-Reno Industrial Center will build the rail line and Storey County will reimburse the construction costs to the Tahoe-Reno Industrial Center and maintain the rail line in the future. As future traffic loads increase on USA Parkway and Waltham Way, the rail spur may be used to service a passenger transit system for the industrial area. When Painted Rock is developed as a large scale mixed use community, connecting a commuter rail system to the industrial center should be examined.

The restored Virginia & Truckee Railroad in Virginia City is operated solely as a tourist attraction. A recent extension of the rail crosses US Highway 50 in Mound House connects to the communities of Virginia City and Carson City. This extension of this railroad should have an increasingly significant impact on the economies of Gold Hill and Virginia City. The railroad may also have some transit uses someday.

8.3.2 Bus, Air, and other Transit

General local and regional transportation systems

There is currently no bus services provided in Storey County. Major local and inter-local bussing services are provided in Washoe County and Carson City, but none of the services connect into Storey County. A van-based transportation program for senior citizens and people with disabilities is sponsored by the Senior Citizens of Storey County, and it currently operates from the Virginia City Senior Citizens Center.

Storey County does not have an airport or any airstrips. Small non-schedule airports do exist in Carson City and Silver Springs. Reno is home to the Reno-Tahoe International Airport located approximately 20 miles from Virginia City and McCarran. Taxi service is provided in the county, but all taxis are currently home-based in adjacent jurisdictions such as Reno, Sparks, and Carson City. An application submittal is pending for an Uber service based out of Virginia City. Special event transit services in Virginia City, including large-capacity golf carts, wheeled trolleys, and a tractor-trailer passenger trolley, have recently been introduced in order to meet local transportation needs on the Comstock associated with special events and tourism attractions. Chapter 3 Land Use briefly describes long-range concepts for light rail and other systems that should be considered for Painted Rock and Lockwood as those communities grow.

Vanpools

Between 2009 and 2016, Storey County and the Washoe County Regional Transportation Commission have successfully coordinated efforts to provide vanpool transportation options to employees and companies of the Tahoe-Reno Industrial Center. To-date, there are fourteen vans in operation, potentially removing over 160 drivers per day from Interstate 80 between the Tahoe-Reno Industrial Center and neighboring cities of Reno, Sparks, and Fernley. Unlike many fixed route bus systems, the vanpool program provides site-specific scheduling ability and other flexibility needed to meet the demands of companies and their employees. These attributes will likely contribute to the program's long-term success and future expansion.

Bussing

As stated above, there is currently no bussing services provide in Storey County. In 2009 Storey County and the Carson City Regional Transportation Commission piloted an inter-local transit bus system between Carson City and Virginia City. The bus operated two to three days per week. Despite extraordinary efforts by county staff to promote ridership, including the arrangement of a hosted ride-and-learn event for weary riders (see Figure 8.3-1), popularity of the system quickly declined, and one year later it was discontinued. Riders, including over 30 residents who attended the ride-and-learn field trip, cited confusing bus schedules in Carson City and the fear of missing the inter-local connection home as the reasons for not using the service.

County officials should continue to keep open the potential for inter-local transportation between Virginia City and its neighboring counties. However, county officials should be reminded of the reality of limited public transportation services in the connected areas as compared to major-metropolitan areas, and the public perception and anxieties associated with public transportation in planning for future expansion of services.

This master plan recognizes that bus services may become economically and otherwise viable as growth continues to occur at McCarran. With anticipated completion of USA Parkway between Interstate 80 and US Highway 50 in the summer of 2017, and associated growth that it and other infrastructure improvements in the region will cause, the need for transit services between the Tahoe-Reno Industrial Center and the surrounding areas of Fernley, and Silver Springs may become increasingly important. Accordingly, the county is communicating with the Washoe County Regional Transportation Commission in order to determine the feasibility of providing bussing and other public transportation systems to residents and workers at the northern part of the county. Special focus is being directed toward providing this service to workers at the Tahoe-Reno Industrial Center. County officials should recognize and prepare ancillary improvements, such as park-and-rides and bus staging areas, which will support existing and anticipated public transportation systems.

Wednesday route gives access to shopping, movies, doctors

BY JANICE HOKE

The new bus service between Virginia City and Carson City was a big hit with 60 riders on last Wednesday's drive, both Comstock residents and visitors from Carson.

At 9:30 a.m. on Oct. 7, the Storey County Senior Center, 13 enthusiastic riders climbed aboard the 21-passenger bus driven by William Formany of Virginia City, regular driver for Jump Around Carson, the Carson City transit authority.

"Usually I drive to Carson City," Chuck Siefert of Virginia City Highlands said. "This way, I get to look everything and I won't have to do the driving."

At the next stop at the Delta parking lot on C Street, even people from Carson



A full bus pulls into the Delta Parking lot to load more passengers.



Art Kuzniewski, right, gets off the bus and heads across the street to his job at the Delta Saloon.

Photos by Janice Hoke and Angela Mann



City disembarked to visit the Comstock. Last stop was across from the Fourth Ward School, and the bus, now full, veered left to take the truck route to Carson City.

"This is perfect," said Art Kuzniewski, works at Delta. "I'm getting here half an hour early. I'd like to do this

See Bus, page 8

Rosie Conley, left, Mario Montez, Karen and Ben Weener are at their destination for shopping.

Photos by Janice Hoke

novice on transit, but he's smart, not frustrated easily, makes friends with the seniors. He's learning fast, Souza said. "Storey County is demonstrating that it listens to its residents and strives to meet resident needs."

"She said more work is needed, however. "I would love to see the county also make progress on public transportation for Mark Twain and Lockwood residents. We certainly have residents in need of transportation in these communities

planner, who has worked nine months to bring the project to fruition.

In the one-year agreement between JAC and Storey County, JAC supplies the buses, bus drivers, maintenance and scheduling as well as publicity in Carson City. Storey County pays a fee which Osborne said divides out to about \$2 per Storey County citizen per year, which does not include some revenue from fares.

JAC Director Patrick Pittenger first came more than a year ago to propose the arrangement to the Storey County Commission at the prodding of Katherine Souza, a marriage and family counselor at Community Chest Inc.

"Dr. Katherine Souza, she's the one," Pittenger said. "She was the first person to ask the county board to form an RTC (Regional Transportation Commission)."

In March of 2008, Souza published results from a

Karen Esley of Stagecoach will drive the afternoon Virginia City bus.

er her bother her friends for rides. Karen Weener of Gold Hill, who serves on the board of the senior center, came along to learn the routine of changing buses so she can help others, she said. "This is a great idea," Weener said. "A lot of seniors don't have transportation."

Osborne checks with the driver to make sure this bus is going to Wal-Mart.

Figure 8.3-1: Transit article. The article in the *Comstock Chronicle* (Janice, 2009) features a field trip provided to senior citizens of Storey County that was sponsored by Storey County and its planning staff. The purpose of the field trip was to educate local citizens and reduce anxieties associated with navigating sometimes challenging inter-local bus transfer schedules. Participants were guaranteed a ride home by the county – even if they missed a connecting bus. The trip included lunch, and self-guided and hosted errands and other affairs in Carson City using its "Jump Around Carson" (JAC) bus system.

8.3.3 Pedestrian

The most common form of transportation is pedestrian foot traffic. The average American adult walks about 2.5 to 3 miles a day. This form of transportation has been overlooked for decades. With the cost of other forms of transportation, and current health issues facing society, walking has made a comeback in recent years. This plan supports walkable and mixed-use communities through neo-traditional community design.

With the unique topography of Storey County and the desire to promote tourism, there are probably marketable pedestrian opportunities in the county, especially in Virginia City/Gold Hill and potentially Painted Rock. Eco-tourism, fitness fairs, and other recreational events are possible.

Comstock

Storey County has limited pedestrian destinations. Within the Virginia City/Gold Hill area there are many destinations for local and tourist pedestrians to traffic. “C” Street is the most utilized by pedestrians and contains most of the destinations in the area. Pedestrian infrastructure is limited in Virginia City, with almost all being the boardwalk and limited improved sidewalks on C Street. Tourists park in the area of C Street and walk up and down the street using the boardwalk. Locals face an obstacle for walking around town. That is the relatively severe vertical movements going west and east. While it is expected that local pedestrian traffic will increase in years to come, installing and maintaining infrastructure will probably do little to increase usage. Usage will probably increase as locals wish to utilize the town for recreational activities.

The tourist activity in Virginia City along C Street should continue to be strong. Because parking is an issue, there will be pedestrian activity associated with parking further away from the tourist destinations. The boardwalk area of C Street is a terrific attraction for the historic downtown and should be preserved. Sidewalks beyond the boardwalk areas of C Street are a patchwork at best. The existing infrastructure is a problem because of the broken and degraded condition of the curbs along much of C Street. This is a priority to develop the pedestrian infrastructure along C Street to assist with the safe movement of tourists from parking to their destinations and back. The county will coordinate with the Nevada Department of Transportation to try to address this issue.

Furthering the 1993 Parking Inventory Study by Leigh, Scott, and Cleary, Inc. (Appendix C) parking areas should be directed away from Virginia City downtown area, and investments should be made for pedestrian improvements to connect the new parking areas to downtown.

The development of the fair grounds on F Street could present a unique pedestrian issue for Storey County. With hopeful crowds of 4,000 people someday, and very limited onsite parking, pedestrian activity might hold the key to get that many people in and out of this destination. Shuttle services, temporarily infrastructure, public information campaigns, and other such event planning should be examined for each large event.

Highlands and Mark Twain

Within Highlands, Mark Twain, and other rural areas of the county, there are very limited pedestrian destinations. Most of the pedestrian activity is for recreation and fitness. There is no pedestrian infrastructure in these locations. While no need for infrastructure is expected, Storey County should promote health, wellness and recreational activities for the residents.

Lockwood and Mustang

Lockwood contains a few pedestrian destinations including retail, community center, and school. While there is little pedestrian infrastructure in these locations, pedestrian activity should be encouraged and safety maintained. Storey County should promote health, wellness and recreational activities for the residents.

Painted Rock

It is envisioned that the Painted Rock development will be a mixed use development. As the development plan is crafted, there should be a significant pedestrian component to allow for this transportation mode.

McCarran

The Tahoe-Reno Industrial Center does have potential pedestrian destinations and should have more in the years to come. Because it is expected that vehicular demand on USA Parkway (State Route 439) will exceed capacity, traffic management practices will be implemented and demand for other modes will increase. There is no pedestrian infrastructure in the industrial center. It is expected that in years to come, there will be increased pedestrian activity in the industrial center and the demand for infrastructure will increase. The first items of infrastructure should be crosswalks at potential high pedestrian origins and destinations. Further policy should be to maintain any shoulder or clear space for pedestrians on and around roads to utilize as infrastructure and potential future pedestrian improvements. The pedestrian situation in the industrial center should be actively monitored year to year to address any safety situations as they present themselves.

The Tahoe-Pyramid Bikeway is a potential link that could offer additional connections to the Tahoe-Reno Industrial Center. Some of the employees in the industrial center might want trails/multi-use paths as recreation options as well. The county should welcome conversations with the Tahoe-Reno Industrial Center to support such improvements.

8.3.4 Bicycling

Cycling has increased over 100 percent in the last 20 years. Commuters have turned to cycling to avoid congestion, and recreational cycling is growing for all ages. The Nevada Department of Transportation is in the final stages of producing county bicycling plans for each county in the state. This plan for Storey County will identify the county's role in Nevada for bicycling. The Nevada Department of Transportation plan identifies the Interstate 80 corridor as a national cycle touring route. This problematic area of the interstate between Sparks and Fernley exhibits questionable safety levels for bicycle use. An alternative route between Sparks and Fernley is desired.

State Route 341 Geiger Grade is a regional attraction for bicyclists. More advanced riders are attracted to the elevation gains and natural scenery. Bicycle and motor vehicle safety on Geiger Grade is always a concern; however data from the Nevada Department of Transportation suggests that this should not be a large concern and the issue is not expected to worsen in the foreseeable future. Modest economic activity in the region and in Virginia City is associated with these cyclists. There may be an economic opportunity for a mountain climb, downhill race, or related event to be hosted in Virginia City. Currently there are many areas of Storey County that are difficult to access except by Jeep Trail. Again, these areas may be useful for mountain biking ecotourism.

Lockwood, Mustang, and Painted Rock

These areas are just south of I-80 in the northern part of Storey County. While there is little current activity in these areas, there might be in the future. There could be multiuse paths developed through these areas to allow a safe east-west alternative to I-80, and allow commuter traffic to and from TRI. Currently, the development of these paths is not a priority to the county, but it might be in the future. The Tahoe-Pyramid bikeway could be supported in the future.

McCarran

McCarran and the Tahoe-Reno Industrial Center have little cycling traffic. When USA Parkway is completed through to Silver Springs in Lyon County, there could be more commuter traffic living in Silver Springs and working in the Tahoe-Reno Industrial Center. The design and expected construction of USA Parkway should offer wide shoulders and accommodate bicyclists safely.

There may exist an opportunity to connect Lockwood with Sparks with a multiuse path (Incorporate Tahoe-Pyramid bikeway). There may also be an opportunity to connect TRI with Lockwood or Painted Rock areas as commuter routes as well.

Comstock and Highlands

Very modest cycling activities exist in these areas. The significant vertical variations throughout the area present a challenge that is expected to limit cycling growth.

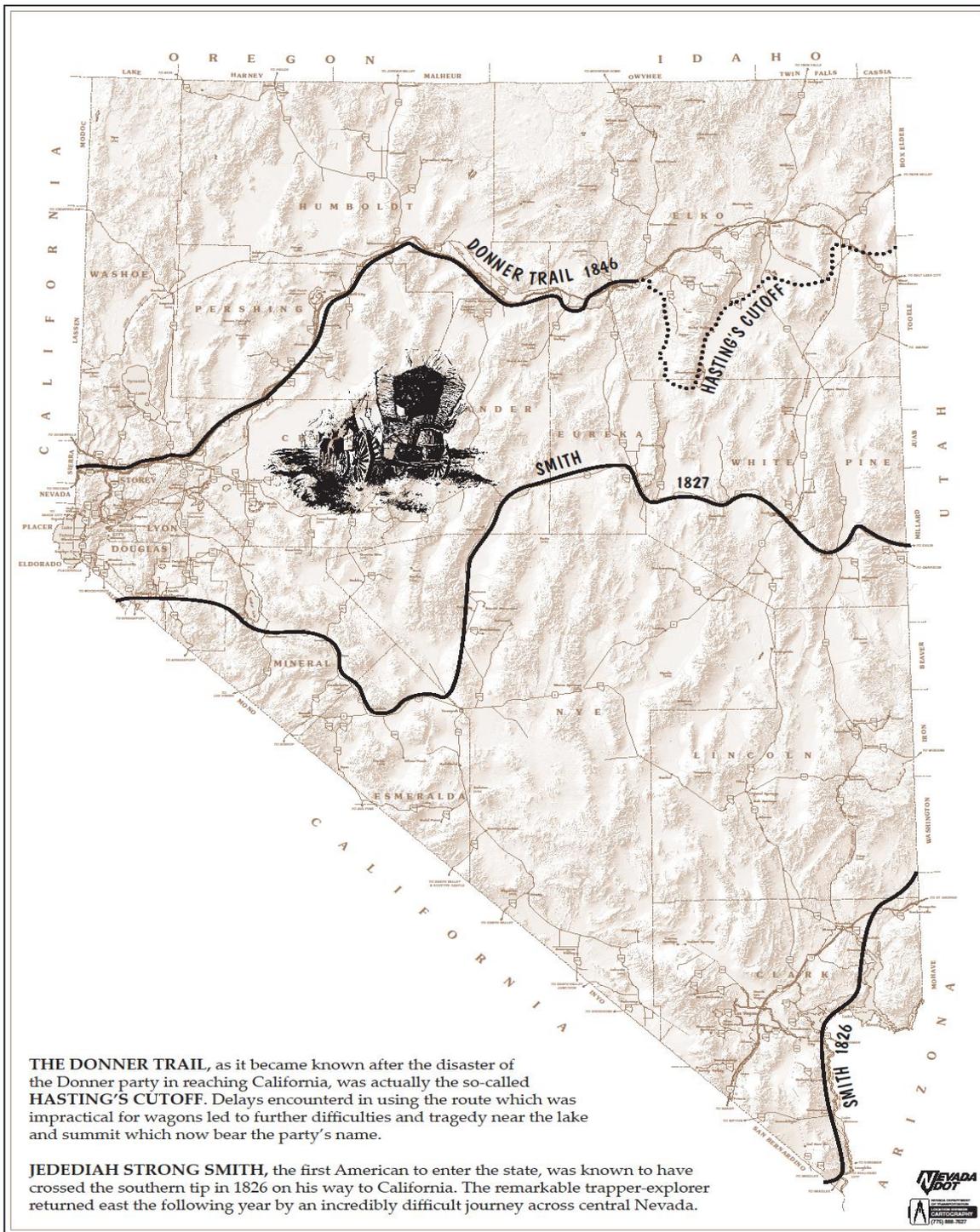


Figure 8.3-2 Historic Nevada Trails 1

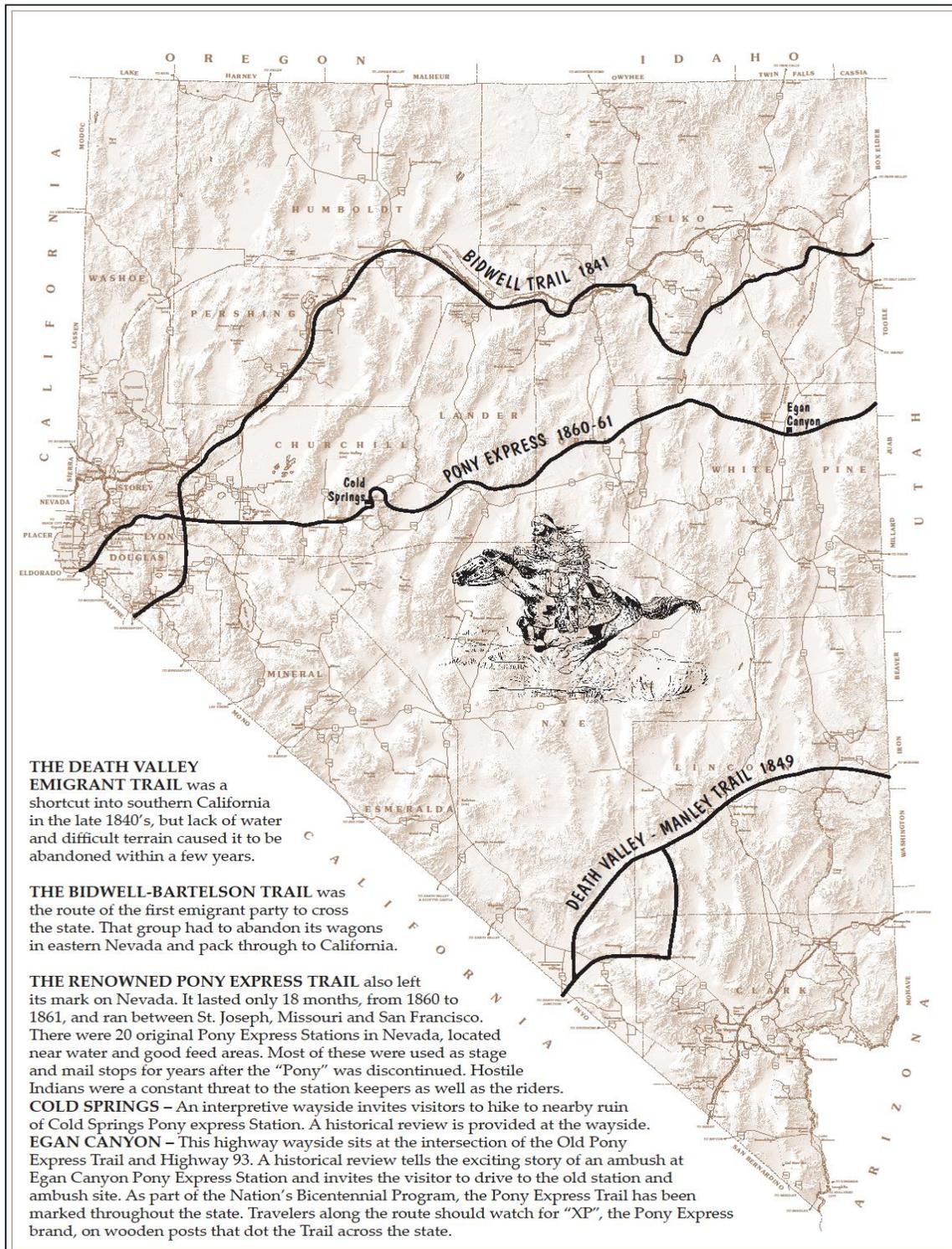


Figure 8.3-3 Historic Nevada Trails 2

8.5 Goals, Objectives, and Policies

Goal 1 Direct and manage development that provides for orderly, efficient, safe, and sustainable transportation

Objective 1 To facilitate pedestrian-friendly communities

Policy 1 By situating new residential developments so that enterprise areas, schools, and public gathering places are in close-proximity and easily accessible to area residents

Policy 2 By implementing walkable systems that connect residential areas with enterprise areas, schools, public gathering areas, and other uses outside of the development

Policy 3 By aligning and designing walkways, roads, and other transportation ways to encourage local trips by foot and bicycle, and as appropriate for the development (e.g., developments with equestrian uses) by horseback

Policy 4 By separating walkways, pathways, and access roads from collector, arterial, and other high-speed traffic route

Policy 5 By avoiding grid-pattern roadways, except in Virginia City, and instead configuring local roads into loops, cul-de-sacs, and circuitous patterns in order to reduce and slow traffic

Policy 6 By designing streets around parks, schools, and other public gathering places to be essentially pedestrian, approximately 20 to 30 feet wide, and with activity areas situated mostly away from vehicle ways

Policy 7 By locating high-speed, collector, and arterial routes toward the edges of the development, or along existing arterial and collector routes, where possible

Policy 8 By situating roads to be circuitous and by implementing traffic calming design and devices to slow traffic where close connection between vehicle and non-motorized ways exist

Objective 2 To facilitate existing and future automobile-alternative transportation systems

Policy 1 By reserving necessary property, right-of-way, and easements in new planned unit developments to support existing and future pedestrian, bicycle, bus, rail, and other transportation systems

Policy 3 By aligning right-of-ways and easements for transit systems with existing transit system right-of-ways, easements, and planned corridors

Policy 4 By connecting bicycle ways in Mustang, McCarran, and Painted Rock to the Tahoe-Pyramid Bikeway alignment, and by coordinating with the Lockwood community in its desires for the bikeway alignment in the Lockwood area

Policy 5 By collaborating with the Union Pacific Railroad, Washoe County Regional Transportation Commission, Tahoe-Reno Industrial Center, and other agencies and entities to assess and consider the feasibility of light-rail commuter systems utilizing new and existing infrastructure along the Truckee River and Interstate 80 corridor

Goal 2 Connect communities in the county**Objective 1 Evaluate alternative means by which to connect the county**

Policy 1 By assessing the benefits and adverse impacts (including traffic, safety, noise, light pollution, wildland fire risk, and attraction of other undesirable development) that a north-south and east-west transportation interconnection may have on the Highlands and Lockwood communities, and allowed uses in the Lagomarsino planning area

Policy 2 By coordinating with Tahoe Pyramid Bikeway to develop multiuse paths along the north end of the county that supports each of the local communities' needs, while also protecting the expressed interests and needs of Lockwood residents

Goal 3 Enhance public safety**Objective 1 To coordinate with the Storey County Fire Protection District, Storey County Sherriff's Office, Storey County School District, Storey County Senior Center, and local social support groups to help ensure that transportation infrastructure supports mobility and maximum practical public safety in accordance with their needs**

Policy 1 By hosting annual field tours with fire, school, law enforcement, and public services departments and agencies and to assess conditions and identify needs

Policy 2 By coordinating with the Nevada Department of Transportation to correct identified safety issues on Interstate 80 interchanges, especially at the Lockwood interchange

Policy 3 By requiring area land developers to develop necessary transportation infrastructure to meet the needs of new developments

Policy 4 By aligning future arterial routes (e.g., north-south or east-west connector) in and around Lockwood, Highlands, and Lagomarsino areas that are aligned with and connected to Mustang Road and the Mustang-Interstate 80 interchange and away from Canyon Way and the Lockwood-Interstate 80 interchange

Goal 4 Develop a partial financial plan for transportation infrastructure, growth, and maintenance

Objective 1 To reconcile countywide policies with expected revenue and expenses in order to maintain and potentially expand and enhance infrastructure as needed

- Goal 5 Enhance and diversify vehicular and multi-modal transportation on the Comstock**
- Objective 1 To continue development patterns that provide for a walkable community**
- Policy 1 By encouraging historically dense mixed-use commercial and residential development in the core areas of Gold Hill, Virginia City, and the Divide
- Objective 2 To acquire necessary property, right-of-way, and easements to develop vehicular parking and multi-modal transportation systems**
- Policy 1 By inventorying vacant land adjacent to the Virginia City downtown area that may facilitate centralized vehicular parking and transit systems
- Policy 2 By considering opportunities to purchase appropriate vacant land to facilitate centralized vehicular parking and transit systems
- Policy 3 By seeking grants and other funding sources to purchase the historic Virginia City Freight Depot and the southern parcels between it and Union Street
- Objective 3 To improve identified properties to facilitate vehicular parking and multi-modal transportation systems**
- Policy 1 By repurposing the historic Virginia City Freight Depot to facilitate train boarding and disembarking
- Policy 2 By repurposing the parcels between the Virginia City Freight Depot and Union Street to facilitate vehicular parking, rail service, bus service, and multi-modal transportation support systems
- Policy 3 By widening and improving “B”, “D”, and “E” Streets to increase vehicular parking and circulation capacity
- Objective 4 To develop alternative transit systems between centralized transit hubs and the downtown area of Virginia City**
- Policy 1 By developing appropriate transit stops to facilitate transit to and from “C” Street
- Policy 2 By developing inclinator between “C” Street and the Virginia City Freight Depot and other centralized transit staging areas
- Goal 6 Facilitate a safe pedestrian-friendly downtown**
- Objective 1 To improve pedestrian corridors including sidewalks and street crossings**
- Policy 1 By relocating a substantial portion of vehicular parking away from “C” Street and toward centralized parking areas
- Policy 2 By enhancing vehicle and pedestrian visibility at key road crossings on “C” Street
- Policy 3 By developing walkways and stairways, and developing visual and other separation between pedestrian and vehicle ways on east-west orientated streets near “C” Street
- Policy 4 By considering revisions to the intersections of Taylor, Union and “C” Streets for safer pedestrian and vehicle crossing

Objective 2 To provide rest areas in key places around pedestrian corridors and parking areas

- Policy 1 By adding sitting benches and tables along the “C” Street boardwalk
- Policy 2 By adding sitting benches between remote vehicle parking areas and “C” Street, and in parking lots
- Policy 3 By securing funds to develop “pocket-parks” on vacant parcels along “C” Street in downtown Virginia City
- Policy 4 By assessing the feasibility of converting several “C” Street parking spaces into “parklets” after sufficient vehicular parking and downtown transportation is completed at the Virginia City Freight Depot multi-modal transit center

Objective 3 To support the safe efficient movement of goods and people throughout the Comstock

- Policy 1 By developing sidewalks and/or boardwalks and repairing curbs and gutters along “C” Street, and otherwise developing stronger pedestrian infrastructure, including safe neighborhood-to-school and community facilities infrastructure
- Policy 2 By improving street lighting and visibility at key roadway and pedestrian intersections
- Policy 3 By developing cul-de-sacs or other vehicle turnarounds at dead-end streets
- Policy 4 By coordinating with private property owners, the U.S. Bureau of Land Management, and other entities to correct encroaching right-of-way conflicts
- Policy 5 By causing the pavement or gravel surfacing of existing unimproved platted streets where residential and other development is occurring
- Policy 6 By widening local streets where two-way traffic is challenging or impossible
- Policy 7 By utilizing Nevada Department of Transportation rural transit planning funds to develop a comprehensive public transit plan that supports local connectivity and tourism needs
- Policy 8 By actively supporting Road Safety Audits and implementing results on State Route 341, State Route 342, and Six Mile Canyon Road
- Policy 9 By evaluating the benefits and limitations of alternative vehicle transportation circulation on “C” Street and in the downtown Virginia City area, including limited and no motor vehicle access on “C” Street, one-way traffic patterns, and bypass “loops” around “C” Street. The purpose of any route should be focused on enhancing pedestrian walkability and local vehicle parking.

- Policy 10 If traffic flows at the intersection of State Route 341 Truck Route, State Route 342, and “C” Street one day warrants added traffic control devices (as determined by the county or by the Nevada Department of Transportation), county officials should strongly discourage the installation of a lighted traffic signal, and instead with the agency of jurisdiction to plan for and develop a round-about, or other such traffic management device that does not detract from the historic integrity of the adjacent historic Fourth Ward School. Major improvements to this intersection should include landscaping enhancing the “south gateway” to Virginia City as supported by this mater plan (see Chapter 3 Land Use), and should be designed to accommodate safe tourist-pedestrian access to the immediate surrounding area.
- Objective 4 To secure local control from the Nevada Department of Transportation portions of State Route 341 (“C” Street) within Virginia City’s downtown area**
- Policy 1 By working with the Nevada Department of Transportation to convey to Storey County State Route 341 right-of-way between north and south intersecting “B” Street
- Policy 2 By not accepting conveyance of portions of State Route 341 to Storey County until curbs, gutters, drainages, and pavement are improved to Storey County standards
- Goal 7 Support the continued orderly development at McCarran and the Tahoe-Reno Industrial Center**
- Objective 1 To actively monitor traffic and congestion levels in and around the Tahoe-Reno Industrial Center
- Policy 1 By applying for TIGER Grant award for planning study in McCarran for anticipated long- term and full buildout
- Policy 2 By continuing to promote and coordinate with regional entities to enhance van-pool and other shared commuter systems at McCarran
- Policy 3 By ensuring new infrastructure connectivity between McCarran and new planned unit developments at Painted Rock
- Policy 4 By coordinating with the Washoe County Regional Transportation Commission; Lyon and Washoe Counties; the City of Sparks; and the Nevada Department of Transportation to model future transportation issues, and develop proactive strategies to mitigate traffic impacts in and around McCarran
- Policy 5 By encouraging the Tahoe-Reno Industrial Center to examine pedestrian infrastructure especially when models and observations confirm demand