



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Public Information Meeting #2

Lemmon Drive Traffic Improvements and Resiliency Project



Presentation will begin at 6:00pm

August 21, 2024



- Welcome and Opening Remarks
- Study Area
- Project Purpose and Need
- Response to Public Meeting #1 General Comments
- Alternatives Analysis
- Proposed Build Alternative
- Study Process
- Next Steps
- Providing Feedback

- Lemmon Drive from Fleetwood Drive to Ramsey Way
- Pedestrian improvements along Patrician Drive to Lemmon Valley Elementary



- NEPA is the National Environmental Policy Act (1969), requiring federal agencies to assess the environmental effects of proposed actions before making decisions
- Using the NEPA process, agencies evaluate the environmental, social, and economic effects of proposed actions. Agencies also provide opportunities for public involvement through the process
- \$29 million in Federal funds are being used for the project
- Federal land will be granted for a right of use of the new Lemmon Drive right-of-way

In 2017, Lemmon Drive was overtopped by floodwaters, resulting in emergency closures and an extensive mitigation response which disrupted the community's access, highlighting the need for a more resilient roadway.



Since 2017, Washoe County continues to expend significant financial resources on monitoring and controlling flooding from impacting private parcels and existing Lemmon Drive which is not a long-term sustainable solution.



In addition, multimodal enhancements were identified as a community need in the RTC's North Valleys Regional Transportation Study.

- Provide a safe and reliable regional road with at least one dry lane in each direction of travel during a 100-year flood event. (Determined by FEMA Base Flood Elevation).
 - 1% yearly chance of roadway being under water
- Provide safe access for all multi-modal users with enhanced shared use path opportunities and safer pedestrian crossings.
- Reconstruct Lemmon Drive to meet current design standards, 2050 RTP regional needs, and address any deficiencies or safety concerns in the existing roadway alignment.
- Reduce maintenance costs and burdens on Washoe County and City of Reno during flooding events.





What Has Been Done Since the February Public Meeting?



Our team heard the community's concerns regarding the project. While some comments are outside the RTC's jurisdiction or project purpose and need, our team has continued evaluating project related concerns. Since February, our team has accomplished the following:

- Conducted additional evaluation of raising existing Lemmon Drive
- Evaluated increasing access points/routes and impacts to traffic
- Continued coordination, research, and discussions regarding PFAS
- Continued overall environmental evaluation of the project
- Continued working on obtaining environmental clearance to begin geotechnical activities
- Provided additional outreach through “pop-up” meetings to provide initial results of additional evaluation and on-going activities

Public Comment: The Project is going to increase flooding

Project will provide one dry-lane in each direction without additional protection to allow County forces to focus on private parcels.

Project will mitigate at 1.3 cubic yard excavation for 1.0 cubic yard fill placement within floodplain per Washoe County Development Code Section 100, Article 430 Flood Hazards to provide no adverse flooding impacts.

Project will design and construct drainage culverts to replicate existing conditions of water moving from west to east around the existing berm to avoid altering 100-year flood elevations on either side of the existing berm.

Public Comment: The Project is being done to allow more development in our community. Prado Ranch should be paying for this project. Moving the road opens up more land for development.

The realigned Lemmon Drive would require acquisition of private property from a major developer in the area, however, the project is not being altered to accommodate their needs. The land acquired would be used for flood mitigation basins and could not be developed in the future.

Realigning Lemmon Drive does not provide additional land for development. The existing Lemmon Drive will remain public right-of-way to provide access to existing utilities and multi-modal facilities

Public Comment: Moving the roadway closer to Swan Lake doesn't make sense wouldn't that mean it would increase chance of flooding?

Relocating Lemmon Drive to higher existing ground closer to Swan Lake, will make the new Lemmon Drive higher than the current roadway and above the 100-year flood level.

Constructing roads on poor soils related to dry lake beds is not uncommon. Special geotechnical design and recommendations may be required such as soil-mixing or use of engineered geotechnical materials.

Many of Nevada's state highways are built across dry lake beds that receive runoff.

*US 50 east of Fallon
Source: Google Maps*

An extensive and detailed geotechnical exploration will be conducted once initial environmental clearances are received (anticipated Fall 2024).





General Responses to February Public Meeting Comments - Environmental



Public Comment: We are concerned about the environmental impacts. Swan Lake is a nature preserve and there are a lot of waterfowl and other birds. We are also concerned about contamination of the soil and water of Swan Lake.

As part of the NEPA process RTC is conducting field surveys and conducting impact assessments with resource agencies including US Fish and Wildlife Service, NDOW, and NDOT regarding migratory birds and overall biological impacts. No adverse impact has been identified and construction of the facility will take into consideration nesting season.

The Project team is evaluating the presence of potential hazardous materials, how the project may impact or disturb them, and appropriate public health measures to provide a safe environment for both construction workers and the general public during construction and after the project.



General Responses to February Public Meeting Comments - Additional Capacity



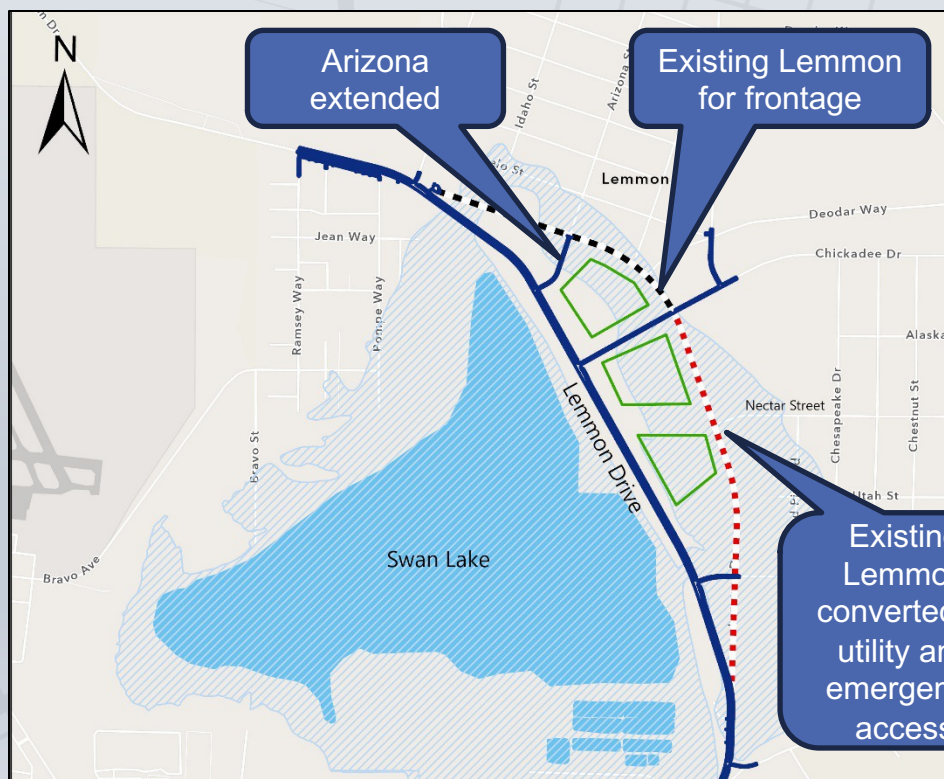
Public Comment: Can the project provide an additional lane in each direction?

The project evaluation includes predicting traffic up to the year 2050, based on current land-use plans and the overall growth model for Washoe County. This evaluation shows that only one lane in each direction is needed to meet acceptable traffic standards.

Adding unnecessary extra lanes could lead to problems like higher average vehicle speeds.

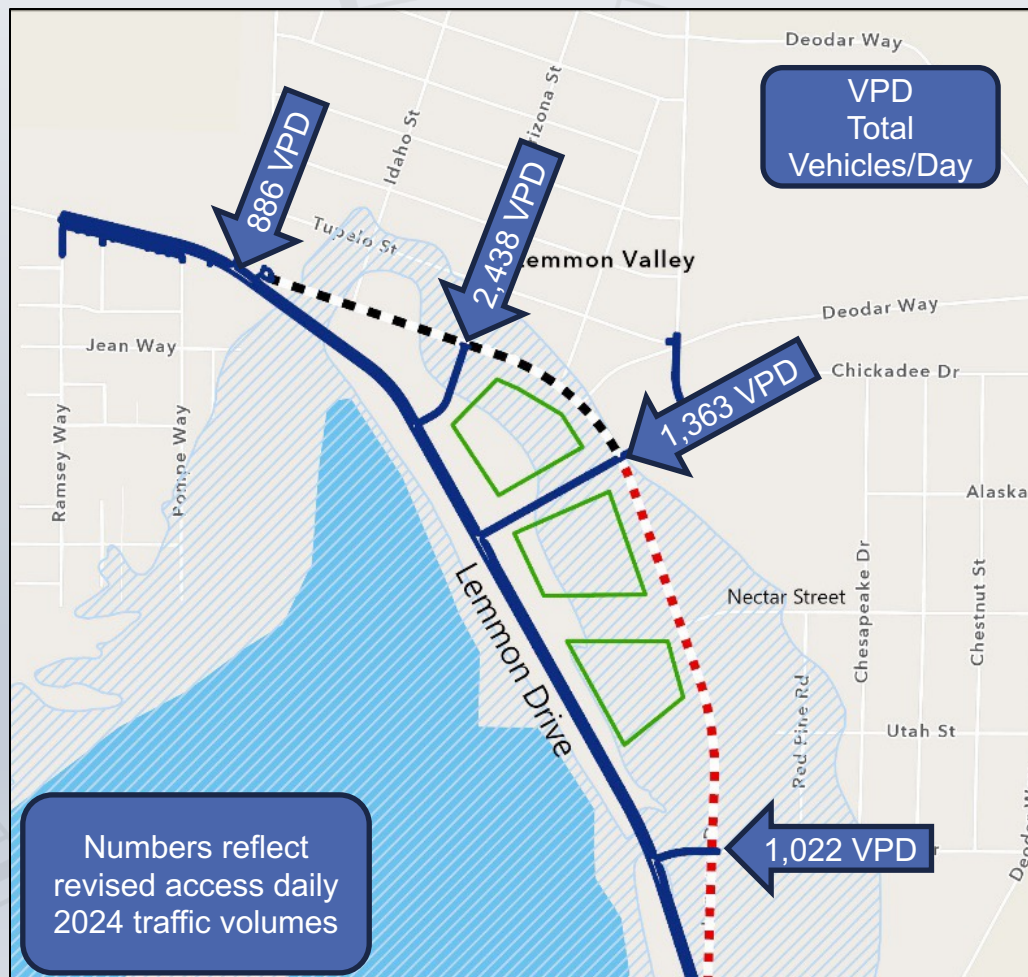
Comment: There needs to be additional connections to realigned Lemmon Drive, not just Chickadee Drive and Arkansas Drive. Consider additional access points at Idaho Street or Arizona Street. Consider access at Nectar Street for the fire station.

Nectar Street was evaluated but not extended as the fire station on Nectar Street is a wildland volunteer fire station not providing emergency medical or residential fire responses. Emergency medical and structure fire responses come from the Stead fire station.



Public Comment: Removing access will significantly increase traffic on those roads providing access to the new Lemmon Drive

Waterash Street – It is anticipated all Matterhorn Boulevard traffic would now stay on Matterhorn Boulevard to get to Chickadee Drive thus removing all Matterhorn Boulevard traffic from Waterash Street.



Cross Street	Number of More Vehicles per Minute in Peak Hour (4-6 PM)
Oregon Blvd	<1 VPM
Arizona Street	2 VPM
Chickadee Drive	2 VPM
Arkansas Street	1 VPM



General Responses to February Public Meeting Comments - Existing Lemmon Dr



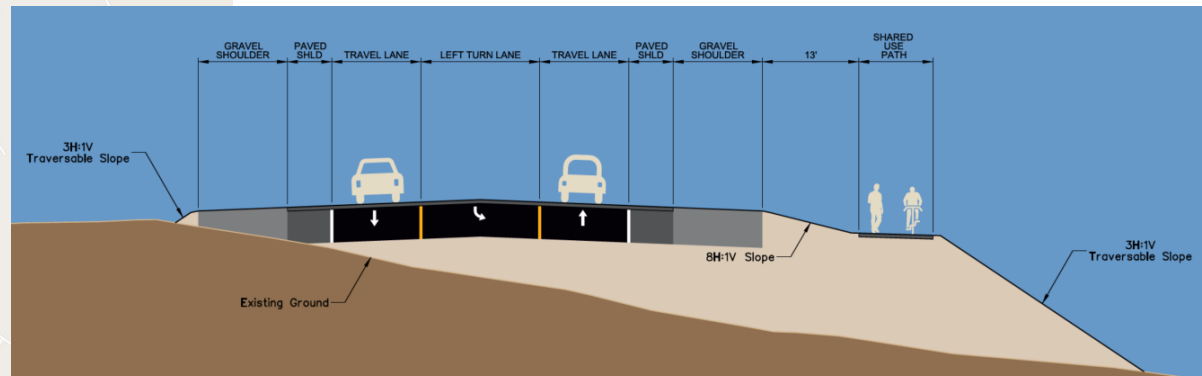
Public Comment: Why can't RTC raise the existing Lemmon Drive alignment

Raising the existing Lemmon Drive alignment was evaluated early in the alternatives development process. Based on feedback the team went back and reevaluated this alternative.

	Raise Existing Lemmon	Realigned Lemmon
Right of Way Impacts	Potential for impacts on developed private developed parcels	Roadway and volumetric mitigation impacts on vacant land within floodplain
Access Management	Potential for negative impacts such as driveway slopes (10%+) on numerous private properties	Reduction of intersection conflicts and operational impacts. Traffic diversion within neighborhoods
Volumetric Mitigation	Would require mitigation of an additional 1.6 miles (add'l 100,000 cuyd) of embankment	-
Construction Impacts	Significant impact to existing traffic or costs to maintain existing lanes	Majority of project to be constructed offline
Utilities	Potential impact to TMWA lines and other existing utilities	One TMWA crossing to be evaluated
Drainage/Flooding	Potential for significant drainage facilities from Waterash St. to Oregon Blvd.	Two equalization culvert locations to maintain east/west flows



- New connection at Arizona
- Frontage road from east of Oregon to Chickadee
- 1.3 cubic yard out for every 1 cubic yard in floodplain mitigation
- Maintain existing speed limits
 - 35 MPH south of Deodar
 - 45 MPH north of Deodar
- 6' paved shoulder plus 13' gravel shoulder providing 19' of corrective area
- Less than one minute impact to travel time
- No change to emergency evacuation constraints



Note: Base Flood Elevation line not shown as it is several feet below realigned Lemmon Drive across the existing berm

01



ALTERNATIVES ANALYSIS AND NEPA STUDIES

- Refine agency-endorsed alternatives.
- Establish Area of Potential Effect (APE)
 - Conduct field surveys and environmental studies.
- Conduct tribal and resource agency consultations.
- Develop preliminary cost estimates.
 - Conduct additional outreach.

SEP 2023 -
SEP 2024

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02



PREPARE ENVIRONMENTAL DOCUMENT

- Identify preferred alternative.
- Identify potential environmental impacts and associated mitigations.
- Identify right-of-way impacts.
 - Identify potential phasing.
- Develop 30% design plans for the preferred alternative.
 - Conduct Public Hearing.

SEP 2024 -
MAY 2025

03



ENVIRONMENTAL APPROVAL

- Submit and/or secure resource agency permits.
- Approval from Federal Highway Administration (FHWA)
- Provide preliminary design for preferred alternative.
- Allows project to continue moving forward.

MAY 2025 -
JULY 2025

04



FINAL DESIGN AND RIGHT-OF-WAY ACQUISITION

- Conduct right-of-way setting.
- Conduct right-of-way and easement acquisitions.
 - Final permitting.
- Prepare final plans, specifications, and estimate.
 - Advertise for construction.

JULY 2025 -
JULY 2026



How Do I Provide Comments?



- Fill out a comment form included in your handout packet and place it in the comment box or provide verbal comments to the court reporter
- Submit your comment form by mail
Bryan Byrne, PE, RTC Project Manager
1105 Terminal Way, Reno, NV 89501
- Send an email to bbyrne@rtcwashoe.com
- Comments accepted until 5:00 pm September 6th, 2024

Project Website:

www.northvalleysimprovements.com

Email:

bbyrne@rtcwashoe.com to be added
to the contact list

Early 2025 Public Hearing

- Please state your first and last name prior to your question or statement
- You will have one opportunity of up to three-minutes to deliver your question or statement
- We have a countdown timer positioned at the front of the room for your reference
- A court reporter will record the presentation and the Q&A period and is available to take individual comments

**NOTICE: The information you provide becomes a public record subject to disclosure (NRS 239.0107)*



THANK YOU



Bryan Byrne, PE
Project Manager

Regional Transportation Commission
of Washoe County

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