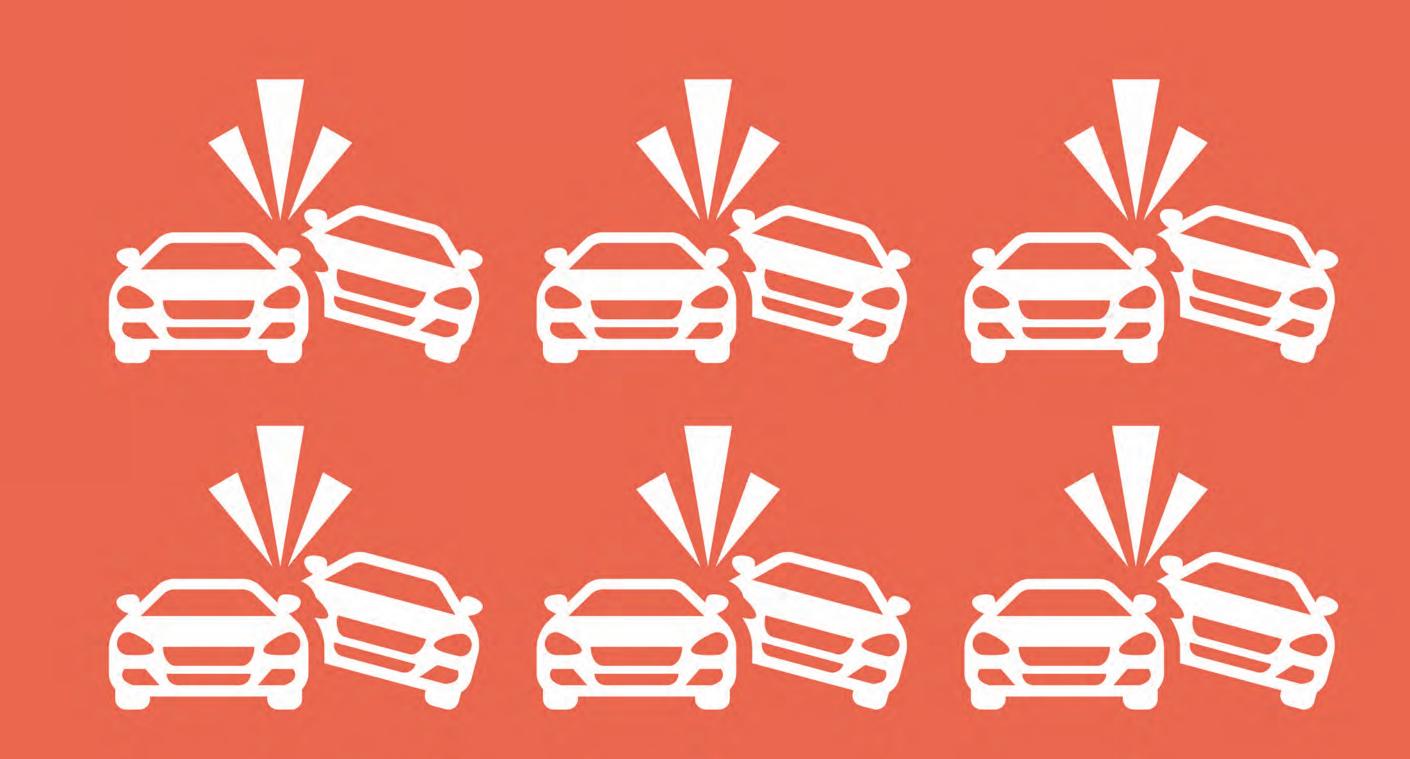
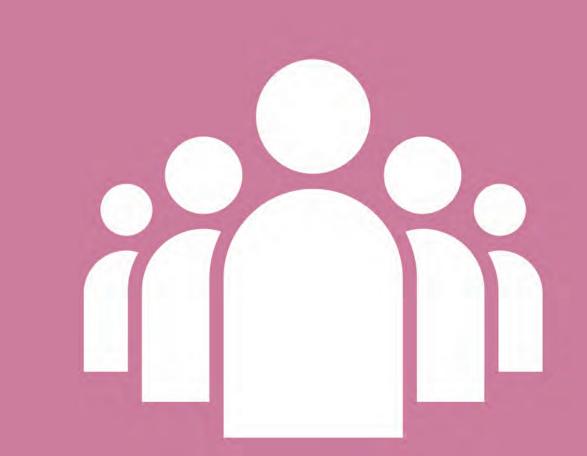


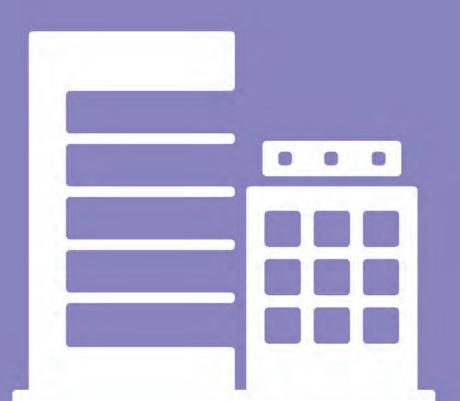
Issues and Opportunities



In 2019 six fatal crashes occurred in the high crash rate areas.



The Reno-Tahoe International
Airport and University of
Nevada, Reno are the **two**largest trip generators along
the corridor.



Proposed development plans include a 350-unit apartment complex and 1.2 million square feet of warehouse space.



13 transit routes intersect with or run parallel to McCarran Boulevard. There are 12 transit stops along the corridor.



Underserved communities include higher concentrations of low-income and minority residents than the rest of the region. These residents may be more likely to walk, bicycle, or rely on transit.

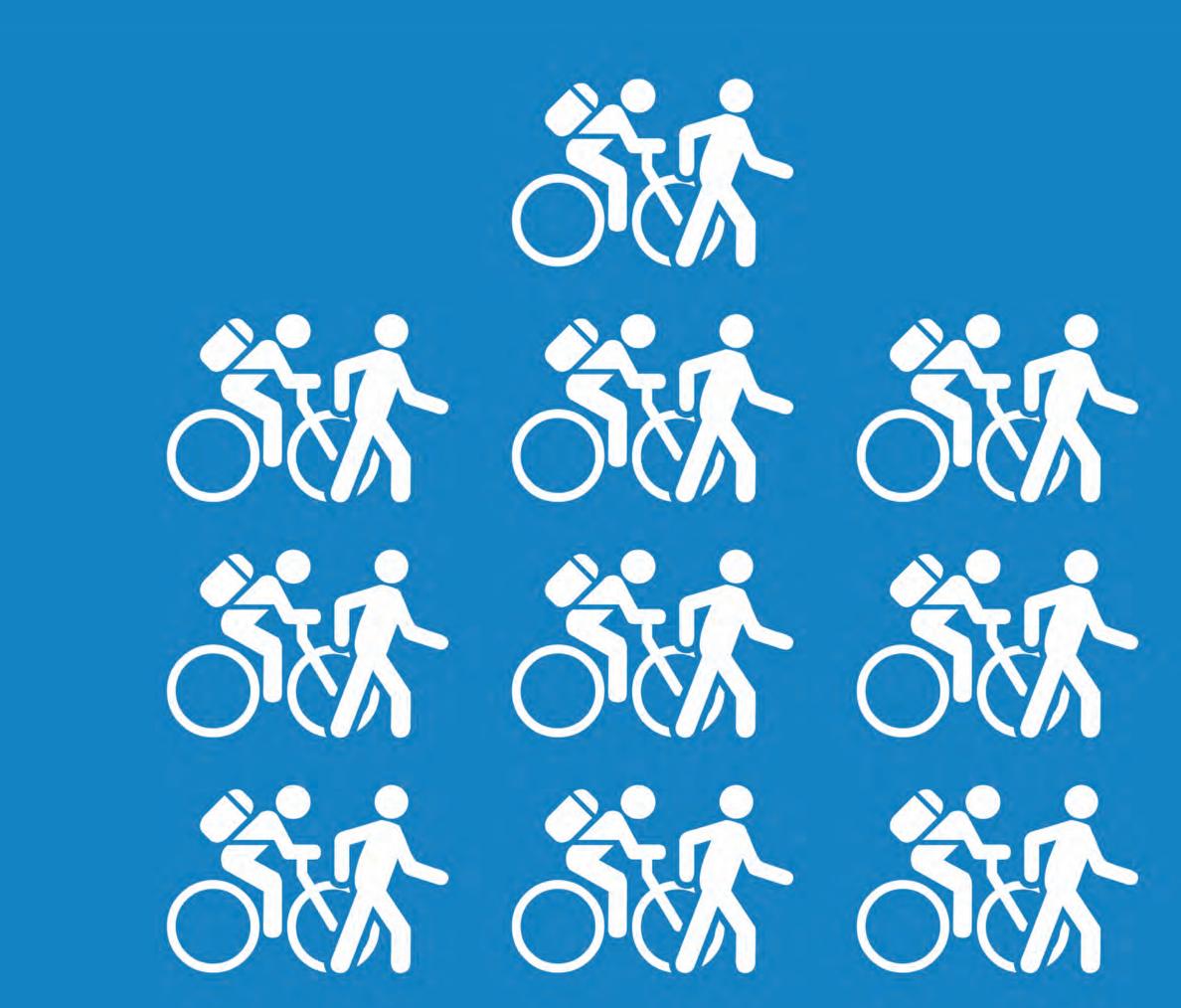
There are higher concentrations of underserved communities in the northeastern portion of the study area, near major freeways.



There is one notable bike
facility gap along the
McCarran Boulevard
corridor. There are plans in
the RTC Regional
Transportation Plan to
complete this gap.



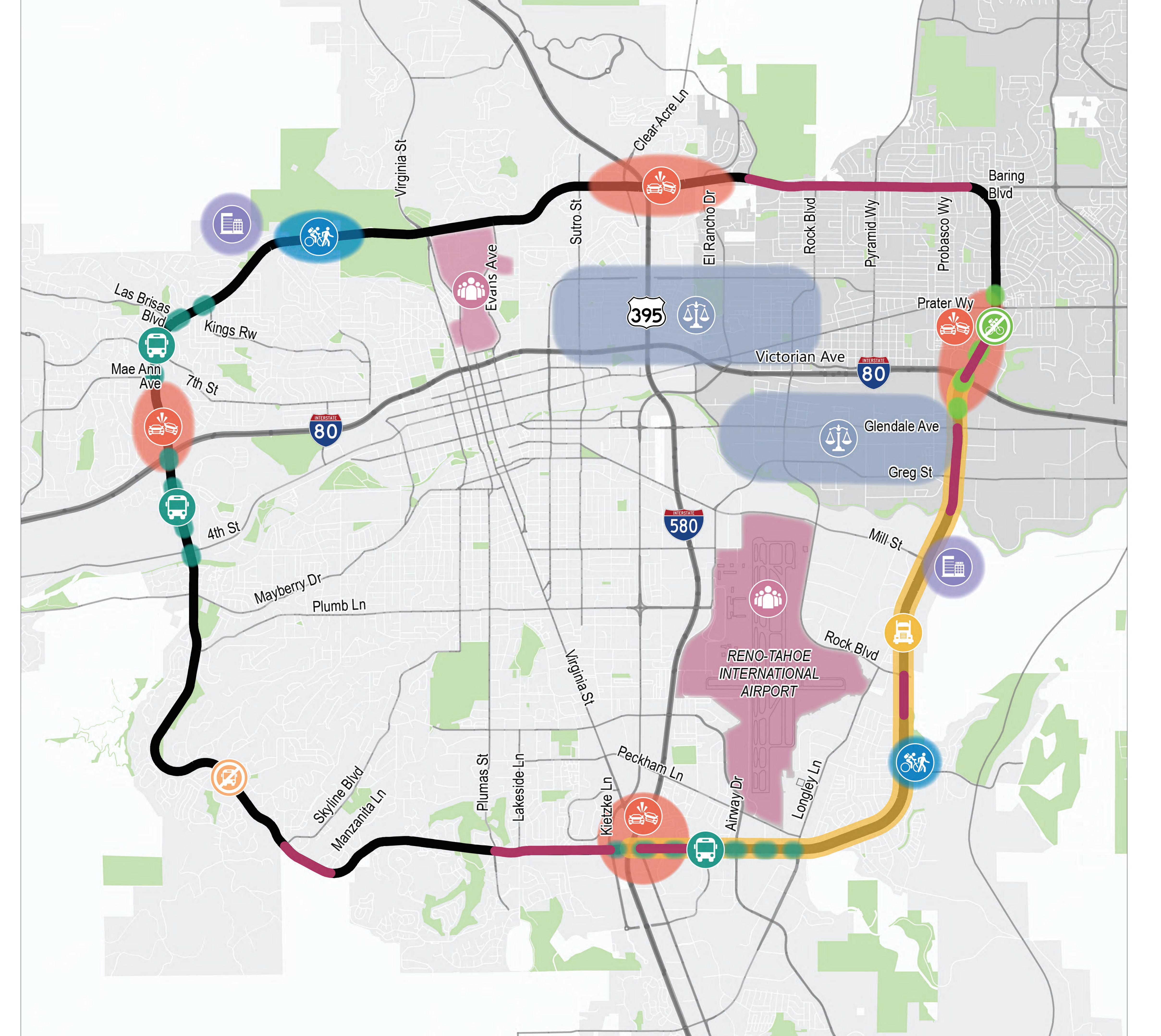
Transit service along some segments of the McCarran loop is not feasible due to lower density residential or other land uses that do not support this service.



McCarran Boulevard provides access to 10 different parks and open space areas, including the Rancho San Rafael Regional Park and Huffaker Hills, which are popular among multi-modal users.



The presence of large trucks can impact safety and the flow of traffic along a roadway. Trucks make up between **4.8 and 6.4 percent of total traffic** along these segments of the corridor, which is considered relatively high for an urban area.



McCarran Blvd

City of Reno

City of Sparks

— Freeway

— Major Street

Parks

Transit Interface

No Existing Transit

High Crash Rate

High Truck Traffic

Proposed Development

Bike Facility Gap

Major Trip Generator/ Attractor

Underserved Communities

Multi-modal Users

Constrained Right-of-Way

0 0.5 1 2 Miles

