

TECHNICAL MEMORANDUM #3: PUBLIC TRANSPORTATION SERVICE GOALS, OBJECTIVES, AND IMPROVEMENT ALTERNATIVES FOR

INTER-COUNTY AND REGIONAL TRANSIT PLAN

Prepared for:



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EXECUTIVE SUMMARY

With a growing economy, increased development activity, and employment growth in Northern Nevada, the Nevada Department of Transportation (NDOT) is developing a plan to explore transit options to address inter-county commuting needs in Northern Nevada. Technical Memorandum #3 summarizes public transportation service goals, objectives and improvement alternatives for the five-county area, with a specific focus on the Tahoe Reno Industrial Center (TRIC).

E.1. Goals and Objectives

Transportation plans and Master Plans within the five-county region were reviewed by the project team to identify existing, local transit-related policy direction. This Technical Memorandum responds to existing policy direction and integrates it with the focus of the inter-county and regional transit plans by identifying four sets of inter-county and regional transit goals and objectives. These four sets of goals and objectives complement, support, and are supported by existing transit-related policies and goals in the region. **Table E.1** presents the goals and objectives developed by the project team for the Inter-County and Regional Transit Plan.

All the major themes related to public transportation identified within this Technical Memorandum are represented by the four goals developed for this plan. These themes, goals, and objectives, along with stakeholder input, help guide identification of feasible near-term transit improvement alternatives.

Table E.1 – Inter-County and Regional Transit Goals and Objectives

Goal 1 – Enhance regional access to activity centers						
	Goal 1 Objectives					
Α	Maximize transit access to housing, employment, and the number of potential transit passengers					
В	Provide fast and reliable travel alternatives to delay caused by highway congestion					
С	Align with and promote local and regional economic development					
D	Increase the number of options for when and how to travel					
G	oal 2 – Contribute to a cost-effective and economically viable transit system					
	Goal 2 Objectives					
Α	Expand use of emerging technologies					
В	Minimize public capital and operating costs					
С	Maximize flexibility to efficiently adjust the transit investment to accommodate changes in demand					
Go	al 3 – Effectively integrate into the existing and planned transportation system					
	Goal 3 Objectives					
Α	Leverage existing public transportation right-of-way and services					
В	Expand accessible multimodal options for moving people					
С	Improve connectivity between all modes of passenger transportation					

Table E.1 – Inter-County and Regional Transit Goals and Objectives (Continued)

Goal 4 – Support safe and healthy communities and sound environmental practices					
Goal 4 Objectives					
А	Avoid or minimize impacts on sensitive natural, historic, and cultural resources				
В	Avoid or minimize short- and long-term impacts on property, property access, and on-street parking				
С	Maximize pedestrian and bicycle connections to transit				
D	Avoid or minimize disproportionately high and adverse impacts on minor and/or low-income communities				
E	Minimize traffic impacts				

E.2. Public Transportation Improvement Options

Improvement options for inter-county and regional transit in the five-county area were reviewed by the project team for industry best practices, applicability to the region's existing transit-related policy, and input from stakeholders. **Table E.2** provides a summary of the public transportation options considered by the project team.



Table E.2 – Summary of Inter-County and Regional Transit Improvement Options

Transit Improvement Type	Transit Improvement			
Mobility Service	Carpooling			
	Vanpooling			
	Shuttle			
	Fixed Route Bus			
	Bus Rapid Transit (BRT)			
	Express Bus			
	Span and/or Frequency of Service			
Mobility Service, Vehicle Infrastructure, and Propulsion Infrastructure	Light Rail Transit (LRT)			
Mobility Service and Vehicle Infrastructure	Commuter Rail			
Vehicle Infrastructure	Highway Shoulder Operations			
	Dedicated Bus Lane			
	High Occupancy Lane			
	TRIC Access Points			
Customer Infrastructure	Park-and-Ride			
	Transit Center			
	Station			
	Stop			
Coordination, Marketing, and Communication	Transportation Management Association (TMA)			
	Employer subsidies for transit and ridesharing			

E.3. Results of Inter-County Public Transportation Alternatives Evaluation

The transit improvement options were reviewed by the project team for consistency with industry best practice, existing policy, project goals and objectives, and stakeholder input. The following options are recommended for further review and consideration in future phases of this study or as stand-alone studies:

- Carpooling
- Public and private vanpooling
- Shuttle circulation within TRIC with bus stops
- Express bus service
- Transit advantages on I-80 (highway shoulder operations or high occupancy lanes, bidirectional or contraflow)
- Dedicated bus or high occupancy lanes improving access to and within TRIC
- Park-and-rides
- Transit center in TRIC
- Transportation Management Association (TMA)

Employer subsidies for transit and ridesharing

E.4. Recommended Next Steps

These recommendations are presented as a menu of transit improvement options. Local partners should work together to advance these recommendations into implementable projects, including developing and implementing funding and governance approaches.

Recommended next steps, including typical lead implementing agencies, include completing the follow-up initiatives summarized in **Table E.3**.

Table E.3 – Recommended Next Steps and Typical Lead Organizations

Recommended Next Step	Typical Lead Organization
Organize a 5-County Transit Task Force consisting of economic development, transportation, transit, business, and land use authority (city and county) representatives to maintain and build additional momentum for improving transit and ridesharing in the 5-County area, including the work plan items that follow	Regional community and/or economic development organization with support from transportation planning experts
Develop a 5-County park-and-ride expansion implementation plan leading to design process(es), property acquisition (if needed), and construction (if needed)	Transit authority or land use authority (city and/or county)
Develop a Transportation Management Association Implementation Plan	Regional community and economic development organization with support from transportation planning experts
Perform TRIC transit center and commuter shuttle study and design process(es), property acquisition, and construction.	Transit authority or land use authority (city and/or county)
Perform an Express Bus study and design process.	Transit authority
Perform a travel time reliability study to identify where travel time reliability issues exist on I-80 and access to/from TRIC, and where highway transit advantages would provide significant benefit. Seek legislative approval for bus shoulder operations (if needed).	State department of transportation



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LIST OF ACRONYMS

CAMPO	Carson Area Metropolitan Planning Organization
EDAWN	Economic Development Authority of Western Nevada
MPO	Metropolitan Planning Organization

MPO Metropolitan Planning Organization
NDOT Nevada Department of Transportation

RTC Regional Transportation Commission of Washoe County

TMA Transportation Management Association
TMO Transportation Management Organization

TRIC Tahoe Reno Industrial Center

1. Introduction

With a growing economy, increased development activity, and employment growth in Northern Nevada, NDOT is developing a plan to explore transit options to address inter-county commuting needs in Northern Nevada.

1.1. Project Background and Study Area

The development of the Inter-County and Regional Transit Plan specifically focuses on cross-county commuter travel within the five-county region of Washoe, Storey, Carson City, Lyon, and Churchill counties along the following corridors of interest:

- Interstate-80 (I-80) between Reno/Sparks and TRIC
- USA Parkway between TRIC and Silver Springs
- US-50 between Silver Springs and Carson City
- Interstate-580 (I-580) between Carson City and Reno/Sparks

Special consideration is being given to commute trips between Reno/Sparks and TRIC, as I-80 is physically constrained, employment opportunities at TRIC are increasing, and congestion during commute hours occurs frequently. **Figure 1.1** illustrates TRIC with respect to major roadways and the surrounding population centers of Reno/Sparks, Carson City, Silver Springs, Fernley, and Fallon. In addition to this transit plan, NDOT is currently studying traffic along I-80 in this area to identify potential capacity improvements.

1.1.1. Tahoe Reno Industrial Center (TRIC)

TRIC is located within Storey County, Nevada. According to the Economic Development Authority of Western Nevada (EDAWN) and the TRIC website (tahoereno.com), the industrial center has grown over the past 20 years to employ approximately 10,000 workers in manufacturing, distribution services, data storage, and warehousing. TRIC is a 107,000-acre industrial park that contains approximately 11 million square feet of industrial space housing over 125 companies. For the past two decades businesses have been relocating to TRIC and the number of employees at TRIC is anticipated to grow to 25,000 within the next ten years. Per EDAWN, with an estimated 75 percent of TRIC employees living north of I-80 in Reno/Sparks, growth at TRIC is expected to continue to add to the congestion along I-80 during commute hours.

Inter-County and Regional TRANSIT PLAN

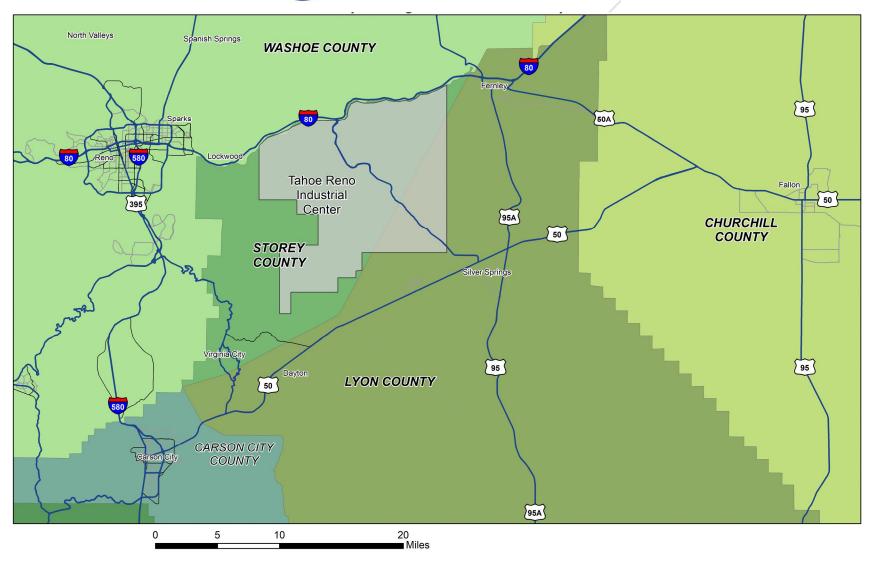


Figure 1.1 – Inter-County and Regional Transit Plan Study Area

1.2. Purpose

The purpose of Technical Memorandum #3 is to present the goals and objectives of an intercounty transit system. Technical Memorandum #3 also presents the alternatives, evaluation criteria, and results of the evaluation of conceptual alternatives. Stakeholder input relevant to this evaluation process is also included.

This study will not present goals or alternatives for intra-county transit needs because they are addressed through county and Metropolitan Planning Organization (MPO) transit planning processes. In addition, NDOT is addressing human services transit planning in another separate statewide planning study. This inter-county transit plan will complement the MPO, county, and statewide transit planning processes. The goal of the study is to identify options to address the needs of inter-county commuter transit needs in the five-county Northern Nevada Region with a specific focus on commute trips to and from TRIC.

1.3. Document Organization

Technical Memorandum #3 is organized into the following sections:

- Section 1 contains an introduction to the project and purpose of the Technical Memorandum.
- Section 2 provides a review of existing transit policy as it relates to the goals and objectives of an inter-county transit system.
- **Section 3** provides an overview of best practices and service types and options available in the transit industry, as well as transit options identified in stakeholder engagement.
- **Section 4** presents a menu of inter-county public transportation options for TRIC and the five-county area for consideration, based on the analysis and stakeholder input to-date.
- Section 5 includes concepts and conceptual capital and operating costs based on existing services in the area for the recommendations presented in Section 5.
- Section 6 provides a summary, conclusions and next steps.
- **Appendices** include an existing policy review, a summary of the stakeholder input on potential transit improvement options, and supporting documentation.

2. GOALS AND OBJECTIVES FOR INTER-COUNTY PUBLIC TRANSPORTATION

To guide the process of identifying and implementing solutions to address public transportation needs in the five-county area, a set of goals and objectives were developed in coordination with NDOT. These goals and objectives were informed by a review of relevant, existing public transportation policies.

The sections that follow provide a summary of findings from the review of existing policies and plans, and present the inter-county and regional transit goals and objectives. A more detailed compilation of the relevant material reviewed is provided in **Appendix A**.

2.1. Plans Reviewed

The project team reviewed the following plans to identify existing, local transit-related policy direction.

2.1.1. Transportation Plans

- One Nevada Transportation Plan, Nevada Department of Transportation, adopted November 2018. The statewide transportation plan is a comprehensive transportation plan that provides strategic direction and actions to meet Nevada's current and future transportation needs.
- 2040 Regional Transportation Plan, Regional Transportation Commission (RTC) Washoe, adopted May 2017, amended August 2018. The region's metropolitan transportation plan defines the long-range policies and priorities for Washoe County's future transportation system.
- 2040 Regional Transportation Plan, Carson Area Metropolitan Planning Organization (CAMPO), adopted in August 2016, amended February 2018. The region's metropolitan transportation plan defines the long-range transportation system policies and priorities for the area including Carson City, northern Douglas County, and western Lyon County.

2.1.2. Master Plans

The project team reviewed the following county master plans. These plans describe the vision and goals for how and where the region's counties will grow.

- Carson City Master Plan, adopted in April 2006
- 2015 Churchill County Master Plan, adopted in December 2015
- Lyon County Master Plan, adopted in December 2010
- Storey County Master Plan, adopted in July 2016

In addition to these plans, the project team noted that RTC Washoe adopted its 2018-2022 Short Range Transit Plan in March 2017 and CAMPO is developing its short-range transit plan as of May 2019. These short-range plans serve as the five-year element of the 2040 regional transportation plans and communicate the five-year operating and capital plan for public transportation within each system's service area.

2.2. Summary of Existing Transit-Related Policy Direction

All plans reviewed support transit in some way. Some plans include specific transit improvements (see listing in **Section 3.2**) while others support transit more generally by including transit-supportive concepts and themes. **Table 2.1** identifies the transit-supportive themes drawn from the plan review, and **Table 2.2** describes the themes as they apply to transit.

Table 2.1 – Transit-Supportive Themes from Five-County Area Plan Review

	Plan and Goal							
Transit Theme	One Nevada	2040 RTP Washoe	2040 RTP Carson	Carson Master Plan	Churchill Master Plan	Lyon Master Plan	Storey Master Plan	Washoe Master Plan
	Enhance safety	Improve safety	Increase safety				Enhance safety	
Safe	Preserve infrastructure		Maintain sustainable system					
	Optimize mobility – safe, efficient, reliable		Increase mobility and reliability for all					
Coordinated with economic development	Transform economies through innovation		Maintain and develop multi-modal system that supports economic vitality				Support development at McCarran and TRIC	
Sustainable	Sustainability – natural resources and costs	Promote healthy communities and sustainability					Orderly, efficient, safe, and sustainable transportation	Reduce dependence on automobiles
	Connect communities	Focus on regional connectivity						
Connected		Integrate land use and transportation						
		Manage existing systems efficiently						



Table 2.1 – Transit-Supportive Themes from Five-County Area Plan Review (Continued)

	Plan and Goal							
Transit Theme	One Nevada	2040 RTP Washoe	2040 RTP Carson	Carson Master Plan	Churchill Master Plan	Lyon Master Plan	Storey Master Plan	Washoe Master Plan
Integrated multimodal system		Integrate all types of trans- portation	Provide an integrated trans-portation system	Establish integrated multimodal system	Explore and evaluate alternatives modes	Cohesive trans- portation system		Trans- portation systems are seamless and efficient
Integrated		Promote equity and environment al justice						
Fiscally feasible		Invest strategically				Cost- effective, public trans- portation within and between population centers	Develop financial plan	

Table 2.2 – Description of Transit-Supportive Themes from Five-County Area Plan Review

	· ·
Theme	Description
Safe	Public transit is one of the overall safest means of travel in the United States. Transit uses professional drivers to operate vehicles while moving large numbers of people. Transit also provides higher-risk drivers (for example, people with medical conditions preventing them from driving or people who have been drinking) an alternative to driving themselves.
Coordinated with Economic Development	Transit can support economic development by helping to concentrate groups of people and business clusters, by providing visible and ongoing investment in a community, by attracting talent and residents that value transportation options, and by reducing transportation costs for customers and allowing them to invest in other ways while participating in the economy.
Sustainable	Transit can reduce single-occupant vehicle trips and the resulting demand for highway capacity, demand for parking, and greenhouse gas and particulate emissions.
Connected	Transit encourages inter-county movements and collaboration. It can connect people across communities, employees to jobs, and people to other life-enriching opportunities in regional activity centers.
Integrated Multimodal System	Effective transit systems connect with other modes and networks of transportation to provide customers with convenient access between land uses.
Fiscally Feasible	Transit options range greatly in capital and operational costs; a well-designed transit service and system productively meets transit demands while fitting within local capital and operating budgets.

2.3. Inter-County and Regional Transit Goals and Objectives

This transit plan responds to existing policy direction and integrates it with the focus of the intercounty and regional transit plans by identifying four sets of inter-county and regional transit goals and objectives. These four sets of goals and objectives complement, support, and are supported by existing transit-related policies and goals in the region.

Table 2.3 – Inter-County and Regional Transit Goals and Objectives

	Goal 1 – Enhance regional access to activity centers				
	Goal 1 Objectives				
Α	Maximize transit access to housing, employment, and the number of potential transit passengers				
В	Provide fast and reliable travel alternatives to delay caused by highway congestion				
С	Align with and promote local and regional economic development				
D	Increase the number of options for when and how to travel				
G	oal 2 – Contribute to a cost-effective and economically viable transit system				
	Goal 2 Objectives				
Α	Expand use of emerging technologies				
В	Minimize public capital and operating costs				
С	Maximize flexibility to efficiently adjust the transit investment to accommodate changes in demand				
Go	al 3 – Effectively integrate into the existing and planned transportation system				
	Goal 3 Objectives				
Α	Leverage existing public transportation right-of-way and services				
В	Expand accessible multimodal options for moving people				
С	Improve connectivity between all modes of passenger transportation				
Goal	4 – Support safe and healthy communities and sound environmental practices				
	Goal 4 Objectives				
Α	Avoid or minimize impacts on sensitive natural, historic, and cultural resources				
В	Avoid or minimize short- and long-term impacts on property, property access, and on-street parking				
С	Maximize pedestrian and bicycle connections to transit				
D	Avoid or minimize disproportionately high and adverse impacts on minor and/or low-income communities				
Е	Minimize traffic impacts				

All the major themes related to public transportation identified in **Section 3.2.1**. are represented by the four goals developed for this plan, as shown in **Table 2.4**. These themes, goals, and objectives, along with stakeholder input, help guide identification of feasible transit improvement alternatives.



Table 2.4 – Links Between Existing Policy Transit-Supportive Themes and Inter-County and Regional Transit Plan Goals

Goal	Safe	Reliable	Coordinated	Sustainable	Connected	Integrated	Feasible
Enhance reliable access to regional activity centers		√	✓		✓	✓	
Contribute to a cost-effective and economically viable transit system				√			*
Effectively integrate into the existing and planned transportation system					•	_	
Support safe and healthy communities and sound environmental practices	✓			√			

3. INTER-COUNTY PUBLIC TRANSPORTATION IMPROVEMENT OPTIONS

The universe of potential public transportation services is large. Public transportation services vary according to what types of vehicles are utilized in the service, how frequently the service runs, when service is available, and what types and lengths of trips are intended to be served.

Table 3.1 provides an overview of the fundamental service types in the transit industry. Each of these service types addresses a different demand and/or land use context, and many urban areas provide more than one of the service types.

Table 3.1 – Fundamental Transit Service Types

Transit Service Type	Vehicle	Frequency & Span of Service	Trips Best Served	Typical System Length
CARPOOLING Ridesharing using a privately owned or leased, personal vehicle.	Personal automobile	On-Demand & All-Day	Long, door-to- door trips	Varies
VANPOOLING Ridesharing using an agency owned or leased and branded vehicle.	Branded or marked vehicle	On-Demand & All-Day	Longer trips to consistent destinations	Varies
FLEX SHUTTLE SERVICE Shuttle service to a set geographic area, sometimes providing door-to-door service.	Branded or marked van or cutaway bus	On-Demand & All-Day	Varies	10-20 miles
FIXED ROUTE BUS Bus service in mixed traffic on a designated route with frequent, low amenity stops.	Transit bus	Varies & All-Day	Local, short trips	5-15 miles
BRT Bus service in mixed traffic or exclusive bus lanes, on a designated alignment, with infrequent, high amenity stations.	Specialized & branded transit bus	7-15 minutes & All-Day	Local, short- medium trips	5-15 miles
LRT Train service in exclusive right-of-way, on a designated alignment, with infrequent, high amenity stations	Light rail train car	7-15 minutes & All-Day	Local, short- medium trips	10-20 miles
EXPRESS BUS Bus service during the peak hour(s) operating in mixed traffic or in exclusive bus lanes on high-speed roadways, serving commuters.	Coach bus	Varies & Rush Hour	Long, peak hour commutes	10-20 miles
COMMUTER RAIL Train service during the peak hour(s) operating in exclusive right-of-way serving commuters.	Heavy rail train car	Varies & Rush Hour	Long, peak hour commutes	20-50 miles

3.1. Industry Best Practices for Commuter Transit

The national average trip length, passengers per hour (a measure of the productivity of the service) and estimated capital and operating costs per fundamental service type is listed in **Table 3.2**. While LRT and Commuter Rail have the highest national average passengers per hour, these two service types also have the highest capital and operating costs.

Table 3.2 – National Statistics for Fundamental Transit Service Types

Service Type	Average Trip Length (miles) ¹	Average Passengers Per Hour ²	Capital Costs ³	Operating Costs⁴
Carpooling	N/A	N/A	\$0	\$200K/year
Vanpool	35.8	2.4	varies - depends on subsidy	\$750K/year
Flex Service Shuttle	9.2	0.2	\$2M/mile	\$4/revenue mile
Fixed Route Bus	3.8	31.6 ⁵	\$400K-800K/mile	\$10/revenue mile
BRT	2.8	31.6 ⁵	\$3-30M/mile	\$10/revenue mile
LRT	5.1	71.4	\$100-125M/mile	\$18/revenue mile
Express Bus	25.4	31.6 ⁵	\$10-150M/new Park- and-Ride	\$10/revenue mile
Commuter Rail	24	45.9	\$250M/mile	\$17/revenue mile

3.1.1. Transit Infrastructure

Intentional transit infrastructure can make transit more efficient, but transit infrastructure can be costly and time-consuming to plan, construct, and maintain. The various transit service types have different purposes. Some of the service types are intended to accommodate local, short trips in urban areas that require access to a diversity of locations at varying times of the day; these service types require a different operating plan and base infrastructure than the service types that are intended for longer trips between specific regional destinations or trip generators. For discussion in this Technical Memorandum, transit infrastructure is discussed in two categories:

- Highway Transit Advantages: Infrastructure that enables the transit vehicle to bypass congestion.
- Boarding Amenities: Infrastructure that provides access to the transit service.

3.1.1.1. Highway Transit Advantages

Some of the service types intended for longer, targeted trips (such as commuter trips) will utilize freeways or exclusive right of way to travel long distances relatively fast. Highway Transit

¹ APTA. 2017 Public Transportation Fact Book, page 9

² APTA. 2017 Public Transportation Fact Book, Adapted from Table 1

³ Recent Kimley-Horn projects

⁴ APTA. 2017 Public Transportation Fact Book, page 24

⁵ Includes all bus modes, including Fixed Route, BRT, and Express Bus

Advantages is the name given to the infrastructure that enables the transit vehicle to bypass congestion.

There is a spectrum of highway transit advantages that have been applied nationally.

Highway Shoulder Operations – the transit vehicle operates on the highway shoulder. This is one of the more cost-effective highway transit advantages because the only certain capital cost is signage indicating that buses may use the shoulder. However, some non-interstate shoulders may not be suitable for transit operations and would therefore require additional widening or other improvements to enable safe operations on the shoulder. Another implementation challenge is that through-moving transit vehicles will need to negotiate traffic at entrance and exit ramps in both interstate and non-interstate conditions.



Figure 3.1 - Bus on Interstate Shoulder in Minneapolis, MN

Dedicated Bus Lane – the transit vehicle has a designated lane for operations. This highway transit advantage has significant capital cost and implementation implications because right-of-way would need to be made available and designed for transit-specific use. This additional capital cost can result in more reliable travel times for transit (as compared to mixed-traffic or shoulder operations); however, depending on the location of the dedicated bus lane relative to general purpose traffic and the transit service type using the lane, new boarding platforms and/or transit specific access ramps may be required for operation to truly realize the travel time savings. Dedicated bus lanes designs can be bi-directional (i.e., one lane in each direction) or contraflow (i.e., one lane that serves one direction of bus traffic at a time and can change direction at different times of the day).



Figure 3.2 – Bus Only Lane in New Jersey

• High Occupancy Lanes – transit vehicles and high-occupancy vehicles (i.e. carpools and vanpools) use designated lane for operations. This highway transit advantage can result in significant travel time savings for transit and for other high-occupancy vehicles. Similar to the exclusive bus lane, right-of-way would need to be made available and access points designed for both transit and high-occupancy vehicle traffic. This form of highway transit advantage would require additional enforcement and/or infrastructure to ensure that general purpose vehicles using the lane are indeed high-occupancy (or permitted for another reason, e.g. tolling). High occupancy lane designs can be bi-directional (i.e., one lane in each direction) or contraflow (i.e., one lane that serves one direction of HOV traffic at a time and can change direction during different times of the day).



Figure 3.3 - HOV Lane in Seattle, WA

Highway transit advantages are best suited for the transit service types that serve mobility-based trips, or commuter trips. **Table 3.3** details which highway transit advantage types are typically used for each transit service type.

Table 3.3 – Typical Highway Transit Advantages by Fundamental Transit Service Type

Transit Service Type	Highway Shoulder Operations	Exclusive Bus Lane	High Occupancy Lane
Carpooling	No	No	Yes
Vanpool	Yes	Yes	Yes
Flex Service Shuttle	Yes	Yes	Yes
Fixed Route Bus	Yes	Yes	Yes
BRT	Yes	Yes	Yes
LRT	No	No	No
Express Bus	Yes	Yes	Yes
Commuter Rail	No	No	No

3.1.1.2. Boarding Amenities

The transit vehicle needs to be accessed by passengers, and how passengers access the transit service varies by transit service type. Boarding amenities is the name given to the infrastructure that enables a passenger to access the transit service.

There is a spectrum of boarding amenities that have been applied nationally.

Park-and-ride: passenger vehicles drive to a designated parking area, park their vehicle, and use transit to get to a regional destination or employment concentration. Park-and-rides vary in scale and types of services sharing the parking capacity. Some park-and-rides include above ground structured parking, while some are simple surface parking lots. All park-and-rides need to include circulation for transit vehicles, personal automobiles, pedestrians, boarding and alighting areas, and parking capacity.



Figure 3.4 - Kenrick Park-and-Ride in Minneapolis, MN

Transit center: while a station typically only serves one or two local routes, a transit center is the compilation of several stations and stops and many times includes several transit service types. Transit centers can have buildings with public seating, restaurants, and bathrooms to accommodate passengers with long transfers. Sometimes transit centers have parking availability (and could therefore act as a parkand-ride). Transit centers are typically where intercity transit transfers occur.



Image Source: Google Maps

Figure 3.5 - Chicago-Lake Transit Center in Minneapolis, MN

• Station: an enhanced boarding facility that requires more space than a traditional bus stop or platform for amenities, such as ticket vending machines, vehicle arrival and schedule information, benches, etc. The necessary space depends on the vehicles and transit service types using the station. An LRT station, for example, accommodates several train cars and could be several hundred feet long, while a station that only serves buses may not require as much space.



Figure 3.6 – METRO A Line Station in Saint Paul, MN

Stop: the foundational transit boarding amenity that can be as simple as a curb adjacent pole and sign indicating the route(s) serving the stop. Many bus stops also include a small bus shelter and additional boulevard or sidewalk space to create a more comfortable waiting environment. Typically curb space is reserved, but not modified, for bus stops.



Figure 3.7 - Bus Stop in Saint Paul, MN

Boarding amenities are necessary for all transit service types, as detailed in **Table 3.4**. **Table 3.4** lists the infrastructure associated with getting passengers on and off the vehicle.

Table 3.4 – Typical Boarding Amenities by Fundamental Transit Service Type

Service Type	Park-and-ride	Transit Center	ansit Center Station	
Carpooling	Yes , may be informal	No	No	No
Vanpool	Yes	Possible, not typical	Possible, not typical	Possible, not typical
Flex Service Shuttle	Possible, not typical	Possible, not typical	Possible, not typical	Possible, not typical
Fixed Route Bus	No	Yes	No	Yes
BRT	Possible, not Typical	Yes	Yes	No
LRT	Possible, not Typical	Yes	Yes	No
Express Bus	Yes	Yes, as a part of the park-and-ride	Yes, as a part of the park-and-ride	Possible, not typical
Commuter Rail	Yes	Yes	Yes	No

3.1.2. Peer Regions

Not all fundamental services types are applicable for every setting or region. While only the largest, most dense urban areas have heavy rail systems (such as the "L" in Chicago or the subway in New York City), many communities (including rural and suburban areas) have flex service or fixed route bus. **Table 3.5** describes the typical metropolitan areas and travel conditions associated with each of the fundamental service types.

Table 3.5 – Service Type Peer Review

Service Type	Typical Metro Area	Smallest Metro Area/Exception	Example System
Carpooling	Impl	emented formally and informally i	n all community types
Vanpool	Large metros like Los Angeles, Seattle, or Houston use it to supplement other transit services	Rural communities use as primary transit service	Image: Ben Franklin Transit Vanpool (Kennewick, WA)
Flex Service Shuttle	Large metros like New York, Chicago, and Los Angeles use as last- mile and suburban transit solutions	Rural communities use as primary transit service	Image: CART cutaway bus



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Table 3.5 – Service Type Peer Review (Continued)

Service	Typical Metro Area	Smallest Metro	Example System
Type Fixed Route Bus	Most fundamental transit type: accounts for 50% of transit trips nationally	Area/Exception Used in many different contexts; frequency of service tailored to community size and travel needs	Image: Bus stop (Minneapolis)
BRT	Common in larger metro areas like Los Angeles, Cleveland, and Kansas City	Varieties of BRT are common in 'college towns' where large numbers of people rely on transit (Eugene, OR; Fort Collins, CO)	Image: Silver Line BRT (Grand Rapids)
LRT	Most common in metro areas with several million people like Los Angeles, Boston, San Francisco, Portland	Also in metro areas with at least 1M people: Buffalo, NY (1M people) Virginia Beach (1.7M people) St. Louis (2.8 M people)	Image: UTA Green Line LRT (Salt Lake City)
Express Bus	Larger cities use to supplement all-day service to a concentrated employment destination	Medium and small cities, and suburban or ex-urban communities use to access regional hubs	Image: Gwinnet County coach bus (Georgia)
Commuter Rail	In largest metro areas: New York, Washington DC, Chicago, Boston, San Francisco	Anchorage, AK Albuquerque, NM Minneapolis, MN	Image: BART commuter rail (San Francisco)

3.1.3. Transportation Management Association (TMA)

Transportation Management Associations (TMAs, also called TMOs, for Transportation Management Organizations) are legally constituted groups, often led by the private sector or a nonprofit organization, that facilitate the movement of people within an area. There are hundreds of TMAs in the United States, each of which is unique in structure, funding, and programming. Some TMAs focus on resolving congestion in a specific corridor, some focus on multi-modal or non-motorized improvements, some focus on funding.

Common services of a TMA include:

- First/last mile shuttling
- Rideshare matching and vanpooling
- Commuter assistance and incentives, or commuter trip reduction strategies
- Travel and parking demand management
- Marketing and promotion

According to a MassCommute report (prepared by the Eastern Research Group in 2015), TMA annual budgets range from less than \$50,000 to more than \$5,000,000, and more than half of TMAs reported an annual budget between \$100,000 and \$499,999. The most common funding streams for TMAs include membership dues, governmental grants, service fees or agreements, and taxing districts.

3.2. Transit Improvement Options in Adopted Plans

Table 3.6 summarizes transit improvements identified in existing policy direction, their source, and indicates the number of times they are mentioned by a check mark.

Table 3.6 – Inter-County Transit Improvements in Existing Policy Direction

				Р	lan			
Transit Service Type	One Nevada	2040 RTP Washoe	2040 RTP Carson	Carson Master Plan	Churchill Master Plan	Lyon Master Plan	Storey Master Plan	Washoe Master Plan
General	11		✓	✓			11	✓
Carpooling								
Vanpooling		✓					✓	
Employer Shuttles								✓
Bus						✓	44	
LRT							44	
Express Bus		✓						✓ ✓
Commuter Rail		✓			✓			
Park-and-Ride Facilities		✓			~			✓
Transit Lanes								✓
Carpool Lanes								✓
Employer- Subsidized Bus Passes/Market Incentives for Transit								444
Employer Incentives for Carpooling								✓
Transportation Demand Management Programs and Policies								√

In addition to these plans, RTC Washoe adopted its 2018-2022 Short Range Transit Plan in March 2017 and CAMPO is developing its short-range transit plan as of May 2019. These short-range plans serve as the five-year element of the 2040 regional transportation plans and communicate the five-year operating and capital plan for public transportation within each system's service area. The RTC Washoe 2018-2022 SRTP does not identify potential inter-county transit improvements.

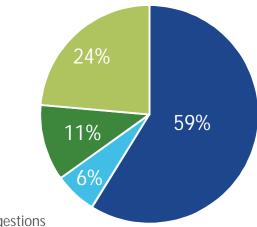
3.3. Transit Improvement Options from Stakeholder Engagement

To supplement industry best practices and existing policy direction, the project team reviewed stakeholder input collected through the 2018 TRIC Employer Interviews (available in Technical Memorandum #2 Appendix B), 2018 TRIC Employee Survey (available in Technical Memorandum #2 Appendix C), and Inter-County and Regional Transit Plan Stakeholder Meeting Minutes. The text that follows summarizes inter-county transit improvements suggested by stakeholders. More detailed analysis of the stakeholder input is available in Appendix B.

- **Provide an alternative route to I-80** between Reno and TRIC to allow people using ridesharing services to avoid congestion caused by crashes and weather.
 - The railway parallel to I-80 was noted several times as a possibility for a new road and/or rail-based transit option along the I-80 corridor.
 - Additional lanes on I-80 were requested. Most comments were regarding general purpose traffic, but some were regarding transit-specific lanes or carpool lanes. Trains were frequently cited in conjunction with the idea that "we need more lanes" (i.e. capacity) and "alternative routes" are necessary.
- Improve access into and out of Tesla to address the gridlock that people perceive before and after shifts. USA Parkway was cited numerous times as the slowest part of the drive. People recommended more access points, revising access point control (e.g., revise from signal control to interchange/flyover), and provide more variable shift times.
- Increase span and frequency of the existing shuttle and bus services to help TRIC employees give up the freedom of driving alone. Increasing the frequency of the shuttle or bus services in conjunction with more variable shift times was recommended several times
- In general, having more options was the overall theme of the comments. More options were sometimes referred to as:
 - more driving routes to take than just I-80.
 - more access points to TRIC from I-80.
 - more modes to choose from (in the case of weather or schedule).
 - more schedule options/frequency of existing transit services.
 - more transparent/real-time carpool options through a rideshare app, etc.

Quantitively, the interviews, survey, and stakeholder input showed the following:

• **Figure 3.8** shows that over half of the comments were about increased modal options and expanding services or routes (Category: Mode and Facilities Selection).



- Mode & Facility Suggestions
- TDM Suggestions
- Operations & Streamlined Communication Suggestions
- Other Suggestions

Figure 3.8 – Inter-County and Regional Transit Improvement Stakeholder Comment Categories

• Figure 3.9 shows stakeholders suggested a variety of ways to improve the available options with comments split between modes, adding lanes, etc. The single more common comment was regarding access into the TRIC site specifically, with traffic operations and gridlock into and out of TRIC mentioned 94 times.



Figure 3.9 – Stakeholder Suggestions for Inter-County and Regional Transit Improvements (Comment Content)

4. SCREENING INTER-COUNTY AND REGIONAL TRANSIT IMPROVEMENT OPTIONS

The following sections summarize inter-county and regional transit improvement options as well as screening considerations and recommendations for options to be removed from further screening.

4.1. Inter-County and Regional Transit Improvement Options

Through the industry best practices, review of existing transit-related policy, and input from stakeholders, the project team has identified the following near-term improvement options for inter-county and regional transit in the five-county area are summarized in **Table 4.1**.

Table 4.1 – Universe of Inter-County and Regional Transit Improvement Options

Transit Improvement Type	Transit Improvement	Typical Implementation Leader
Mobility Service	Carpooling	Individual
Mobility Service	Vanpooling	Individual in coordination with public or private sector host agency
Mobility Service	Shuttle	Public or private sector host agency
Mobility Service	Fixed Route Bus	Local government
Mobility Service	Bus Rapid Transit (BRT)	Local government
Mobility Service, Vehicle Infrastructure, and Propulsion Infrastructure	Light Rail Transit (LRT)	Local or regional government
Mobility Service	Express Bus	Local or regional government
Mobility Service and Vehicle Infrastructure	Commuter Rail	Local or regional government
Mobility Service	Span and/or Frequency of Service	Public or private sector host agency
Vehicle Infrastructure	Highway Shoulder Operations	Roadway authority
Vehicle Infrastructure	Dedicated Bus Lane	Roadway authority
Vehicle Infrastructure	High Occupancy Lane	Roadway authority
Vehicle Infrastructure	TRIC Access Points	Transportation authority in coordination with land owners
Customer Infrastructure	Park-and-Ride	Local, regional, or state government in coordination with land owners
Customer Infrastructure	Transit Center	Local or regional government in coordination with land owners
Customer Infrastructure	Station	Local or regional government in coordination with land owners
Customer Infrastructure	Stop	Local government in coordination with land owners

Transit Improvement Type	Transit Improvement	Typical Implementation Leader
Coordination, Marketing, and Communication	Transportation Management Association (TMA)	TMA supported by local, regional, and state government, and business community
Marketing and Communications	Employer subsidies for transit and ridesharing	Public- or private-sector employers

4.2. Screening Considerations

Table 4.2 summarizes results for each potential near-term inter-county and regional transit improvement option for the five-county area based on evaluation for consistency with industry best practice, existing policy, project goals and objectives, and stakeholder input. The project team recommends removing several transit service and infrastructure improvement options from further consideration. These are noted in **Table 4.2**.

Table 4.2 – Results from Inter-County and Regional Transit Improvement Screening

		·
Transit Improvement Type	Transit Improvement	Screening Considerations
Mobility Service	Carpooling	 Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Mobility Service	Vanpooling	Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Mobility Service	Shuttle	Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Mobility Service	Fixed Route Bus	 Consistent with existing policy and stakeholder input
	**Recommendation: Remove from further	 Not consistent with industry best practice and project goals and objectives. Considerations:
	consideration as a near- term improvement	 Locations and levels of existing and anticipated future population, employment, and activity center densities (Goal 1)
		 Operating costs (Goal 2)
Mobility Service	Bus Rapid Transit (BRT)	Consistent with existing policy and stakeholder input
	**Recommendation: Remove from further	 Not consistent with industry best practice and project goals and objectives. Considerations:
	consideration as a near- term improvement	 Locations and levels of existing and anticipated future population, employment, and activity center densities (Goal 1)
		o Capital costs (Goal 2)
		 Operating costs (Goal 2)



Table 4.2 – Results from Inter-County and Regional Transit Improvement Screening (Continued)

Transit Improvement Type	Transit Improvement	Screening Considerations
Mobility Service, Vehicle Infrastructure, and Propulsion Infrastructure	Light Rail Transit (LRT) **Recommendation: Remove from further consideration as a near- term improvement	 Consistent with existing policy and stakeholder input Not consistent with industry best practice and project goals and objectives. Considerations: Locations and levels of existing and anticipated future population, employment, and activity center densities (Goal 1) Capital costs (Goal 2) Operating costs (Goal 2)
Mobility Service	Express Bus	 Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Mobility Service and Vehicle Infrastructure	**Recommendation: Remove from further consideration as a near- term improvement	 Consistent with existing policy and stakeholder input Not consistent with industry best practice and project goals and objectives. Considerations: Locations and levels of existing and anticipated future population, employment, and activity center densities (Goal 1) Capital costs (Goal 2) Operating costs (Goal 2)
Mobility Service	Span and/or Frequency of Service	Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Vehicle Infrastructure	Highway Shoulder Operations	Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Vehicle Infrastructure	Dedicated Bus Lane	Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Vehicle Infrastructure	High Occupancy Lane	Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input
Vehicle Infrastructure	TRIC Access Points	 Consistent with industry best practice, existing policy, and stakeholder input Explore consistency with project goals and objectives. Considerations: Capital cost (Goal 2) Integration with existing transportation system (Goal 3) Impacts on private property (Goal 4)



Table 4.2 – Results from Inter-County and Regional Transit Improvement Screening (Continued)

Transit Improvement Type	Transit Improvement	Screening Considerations	
Customer Infrastructure	Park-and-Ride	 Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input 	
Customer Infrastructure	Transit Center	 Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input 	
Customer Infrastructure	**Recommendation: Remove from further consideration as a near- term improvement	Consistent with existing policy Not consistent with industry best practice, project goals and objectives, and stakeholder input. Considerations: Locations and levels of existing and anticipated future population, employment, and activity center densities (Goal 1) Capital costs (Goal 2) Operating costs (Goal 2) Integration with existing and planned transportation system (Goal 3) Impacts on private property (Goal 4)	
Customer Infrastructure	Stop	 Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input 	
Coordination, Marketing, and Communication	Transportation Management Association (TMA)	 Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input 	
Marketing and Communications	Employer subsidies for transit and ridesharing	Consistent with industry best practice, existing policy, project goals and objectives, and stakeholder input	

5. RESULTS FROM INTER-COUNTY AND REGIONAL TRANSIT IMPROVEMENT OPTION SCREENING

The following sections include transit improvement considerations along with an example application of a TMA along the I-494 Corridor in the Twin Cities, Minnesota.

5.1. Menu of Transit Improvement Options

The transit options presented in **Table 5.1** address the immediate and anticipated near-term future inter-county and regional transit needs identified through this planning process. Some options function in tandem with others, independently of each other and could be adopted as stand-alone (a-la-carte) solutions, or phased improvements over time. All options directly improve access to inter-county and regional transit in the five-county area.

Table 5.1 – Improvement Considerations

Consideration	Characteristics/Support	Example	
Carpooling	 Effective and already working for many TRIC employees Currently the only option for getting to work for some TRIC employees (based on 2018 TRIC employee survey) 	Image: Private car Source: Kimley-Horn	
Public and Private Vanpooling	 Effective and already working for many TRIC employees Currently the only option for getting to work for some TRIC employees (based on 2018 TRIC employee survey) Could continue to expand span of service 	Image: RTC VANPOOL (Reno, NV) Source: RTC Washoe	
Shuttle circulation within TRIC with bus stops	 "First-" and "last-mile" connections Flex service or microtransit service have potential to serve this need well Could serve locations by request Microtransit software platforms provide on-demand dispatching Could scale operations based on demand Could serve public and private stop locations throughout TRIC 	Image: CART cutaway bus Source: Churchill Area Regional Transportation	



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Table 5.1 – Improvement Considerations (Continued)

Consideration	Characteristics/Support	Example
Express Bus Service	 Could provide a connection to communities with housing surrounding TRIC Could connect Reno, TRIC, and Fernley Supplement to My Ride to Work would offer comparable service for workers at all TRIC employers Supported by the peaking of shift times at TRIC 	Image: RTC REGIONAL CONNECTOR Source: RTC Washoe
Transit Advantages on I-80 (Highway Shoulder Operations or High Occupancy Lanes)	 Perception that congestion is becoming worse and crashes are becoming more frequent along I-80 Land use constraints along I-80 limit expansion options for consideration Could provide an incentive for more TRIC employees to start utilizing ridesharing 	Image: Bus traveling on Highway Shoulder Source: Washington State DOT
Dedicated Bus or High Occupancy Lanes improving access to and within TRIC	 Perception that access into and out of TRIC is congested and some identify it as the most time-consuming part of their work commute Could be added at a new or modified TRIC access point to I-80 Could be added within TRIC to give transit or ridesharing advantages at congested locations on the internal road network 	Image: Image: Bus Only Lane (New Jersey) Source: Planetizen.com



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Table 5.1 – Improvement Considerations (Continued)

Consideration	Characteristics/Support	Example
Park-and-Rides	 Additional park-and-ride facilities could provide capacity for additional vanpooling and future bus service Some larger employers are already leasing park-and-ride lots for their employees to gather for service to TRIC My Ride to Work highlighted that the lack of park-and-ride facilities and parking resources is limiting growth of ridesharing 	
		Image: Mt. Rose Highway Park-and- Ride Facility Source: RTC Washoe
Transit Center in TRIC	 TRIC is a large area and traveling between all employers is travel time prohibitive A transit hub could provide a central location for coordination amongst VANPOOLs or express bus service with first- and last-mile connections This improvement has received support from TRIC employers Could be coordinated with Emerald Lake Town center or similar initiative 	Image: Transit Center Source: Kimley-Horn
Transportation Management Association	 Could coordinate amongst all employers within TRIC Could actively promote transportation options for commuting to TRIC, including coordination with private ridesharing applications (My Ride to Work, Scoop, etc.) Idea is supported by TRIC employers 	Image: RTC SMART TRIPS Web Banner Source: RTC Washoe
Employer subsidies for transit and ridesharing	 Effective and already working for many TRIC employees Could work with TRIC employers to expand subsidy program to additional employers 	Today's business environment is competitive. Employee transportation to and from work is a growing concern recognized by many companies. To attract and retain qualified employees, employers large and small are implementing RTC SMART TRIPS programs. Source: RTC SMART TRIPS Employer Brochure Source: RTC Washoe

5.2. Example Application: I-494 Corridor Commission

Interstate 494 is a suburban commuter freeway on the south side of the Twin Cities metropolitan area that provides regional access to more than 300,000 corporate and retail/industrial jobs, the Minneapolis-Saint Paul International Airport, and the Mall of America. Interstate 494 has some of the heaviest traffic volumes in the Twin Cities region outside of downtown Minneapolis and

experiences traffic congestion daily. The central part of the I-494 corridor has entirely built-up land uses with auto-oriented land use patterns including big box retail, corporate offices with free employee parking, auto dealerships, and manufacturing plants; subsequently the interstate has limited right-of-way for general purpose traffic lane expansion. Transportation efficiency in this corridor is complicated, and the complication is furthered by continual land use changes and many inter-connected long-term transportation projects. **Figure 5.1** shows the transitway, interchange, and roadway projects surrounding the I-494 Corridor in the Twin Cities.

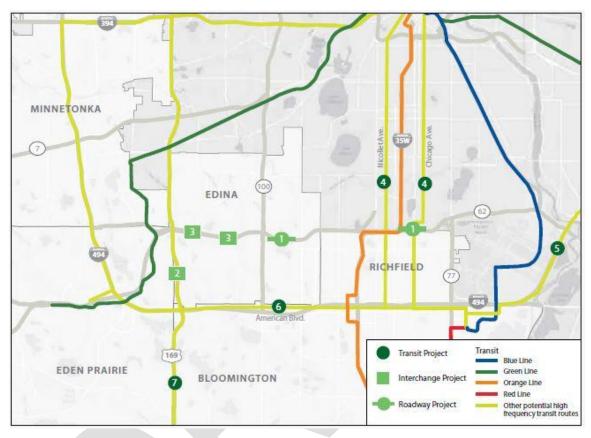


Figure 5.1 - Transit, Interchange, and Roadway Projects near the I-494 Corridor

Interchange improvements, access revisions, transit enhancements, transportation demand management programs, and increasing non-motorized travel are seen as some of the most feasible ways to add capacity and/or ease traffic congestion in this vital economic corridor. The I-494 Corridor Commission was formed in 1986 to address concerns about increasing congestion along the I-494 Corridor, and to implement and coordinate this inter-related system of improvements. Specifically, "the Commission has been a leader in helping commuters find more efficient means of getting to work and school, in working with businesses and residents to ease the pain of road construction projects, and in encouraging economic growth and regional prosperity through improved transportation options along I-494." The board of the I-494 Corridor Commission includes representatives from each of the five corridor-adjacent cities, the Minnesota Department of Transportation, the Metropolitan Council (regional planning agency, including federal MPO), and the private business community. By including broad representation, the Corridor Commission can make decisions on multi-jurisdictional transportation goals and policies. The support of the I-494 Corridor Commission has been critical for large-scale regional

transportation improvements through the corridor, such as implementing the METRO Orange Line (bus rapid transit service), several interchange improvements, and many roadway improvement projects.

The outreach arm of the I-494 Corridor Commission is called I-494 Commuter Services. Commuter Services is one of five Transportation Management Organizations (TMOs) in the Twin Cities metropolitan region (TMO is another name for a TMA). Commuter Services staff work closely with employers and managers of multi-tenant office buildings to promote alternatives to the drive-alone commute. Some day-to-day activities that I-494 Commuter Services coordinates include:

- Finding a carpool partner individuals with a similar work trip who are interested in sharing the ride can contact Commuter Services to be paired together
- Understanding transit information personalized trip plans, pocket schedules for buses or trains, and a How To Ride Guide are all available to residents of member communities
- Bicycling Commuting Resources maps showing recommended on-street bike routes and off-road bike trails, tips for biking to work, and Minnesota bike laws are all distributed to interested businesses and persons

Commuter Services also hosts annual events to raise awareness of commute options among employees working in the I-494 corridor. Together, the Corridor Commission and the Commuter Services are working toward both near-term and long-term transportation solutions for the vital I-494 Corridor.

5.3. Stakeholder Input

Project stakeholders reviewed the draft recommendations at their May 29, 2019 meeting and offered the following comments:

- Support for the recommendations.
- Request to include acknowledgement that high occupancy lanes and bus lanes can be bidirectional (i.e., one lane in each direction) or contraflow (i.e., one lane that serves one direction of bus/HOV traffic at a time and can change direction at different times of the day).
- Request for continued coordination of land use and transportation decisions in the 5-County area.
- Request for identification of lead implementing organizations for recommended next steps.

6. SUMMARY, CONCLUSIONS, AND NEXT STEPS

These recommendations are presented as a menu of near-term transit improvement options. Local partners should work together to advance these recommendations into implementable projects, including developing and implementing funding and governance approaches.

Recommended next steps, including typical lead implementing agencies, include completing the follow-up initiatives summarized in **Table 6.1**.

Table 6.1 – Inter-County and Regional Transit Plan Recommendations and Typical Lead Organizations

Recommended Next Step	Typical Lead Organization
Organize a 5-County Transit Task Force consisting of economic development, transportation, transit, business, and land use authority (city and county) representatives to maintain and build additional momentum for improving transit and ridesharing in the 5-County area, including the work plan items that follow	Regional community and/or economic development organization with support from transportation planning authority
Develop a 5-County park-and-ride expansion implementation plan leading to design process(es), property acquisition (if needed), and construction (if needed)	Transit authority in cooperation with land use authority (city and/or county) and potential property owners
Develop a Transportation Management Association Implementation Plan	Regional community and economic development organization with support from transportation planning authority
Perform TRIC transit center and commuter shuttle study and design process(es), property acquisition, and construction.	Transit authority in coordination with land use authority (city and/or county) and potential property owners
Perform an Express Bus study and design process.	Transit authority in coordination with land use authority (city and/or county) and businesses
Perform a travel time reliability study to identify where travel time reliability issues exist on I-80 and access to/from TRIC, and where highway transit advantages would provide significant benefit. Seek legislative approval for bus shoulder operations (if needed).	Roadway authority in coordination with transit providers

APPENDIX A

SUMMARY OF EXISTING POLICY DIRECTION FOR INTER-COUNTY AND REGIONAL TRANSIT

To guide the process of identifying and implementing solutions to address public transportation needs in the five-county area, the planning team reviewed relevant, existing public transportation policy. The sections that follow provide a compilation of findings from the review of existing policy and plans. The following documents were reviewed by the project team as part of this Technical Memorandum.

Transportation Plans

- One Nevada Transportation Plan, Nevada Department of Transportation, adopted November 2018. The statewide transportation plan is a comprehensive transportation plan that provides strategic direction and actions to meet Nevada's current and future transportation needs.
- 2040 Regional Transportation Plan, RTC Washoe, adopted in May 2017, amended August 2018. The region's metropolitan transportation plan defines the long-range policies and priorities for Washoe County's future transportation system.
- 2040 Regional Transportation Plan, CAMPO, adopted in August 2016, amended February 2018. The region's metropolitan transportation plan defines the long-range transportation system policies and priorities for the area including Carson City, northern Douglas County, and western Lyon County.

Master Plans

The following county master plans were reviewed by the project team. These plans describe the vision and goals for how and where the region's counties will grow.

- Carson City Master Plan, adopted in April 2006
- 2015 Churchill County Master Plan, adopted in December 2015
- Lyon County Master Plan, adopted in December 2010
- Storey County Master Plan, adopted in July 2016

In addition to these plans, RTC Washoe adopted its 2018-2022 Short Range Transit Plan in March 2017 and CAMPO is developing its short-range transit plan as of May 2019. These short-range plans serve as the five-year element of the 2040 regional transportation plans and communicate the five-year operating and capital plan for public transportation within each system's service area. The RTC Washoe 2018-2022 SRTP does not identify potential inter-county transit improvements.

ONE NEVADA TRANSPORTATION PLAN, NEVADA DEPARTMENT OF TRANSPORTATION, NOVEMBER 2018

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: https://www.nevadadot.com/home/showdocument?id=16388. The planning team added emphasis to highlight more specific transit improvements.

Chapter 2 Nevada's Transportation Vision and Goals

Vision: Nevada's transportation vision is for a safe and connected multimodal transportation system that links Nevadans and supports the state's economic vitality.

Goals and Guiding Principles

- VEVADA DOT SME AND CONNECTED
- Goal: Enhance safety by building, maintaining, and operating the safest transportation system possible.
- Goal: Preserve infrastructure to support economic vitality, visitor experience, and travel safety.
- Goal: Optimize mobility to deliver people and goods more safely, efficiently, and reliably.
 - Guiding principle: Minimize growth in future delay through targeted investments and strategies for addressing bottlenecks, incidents, special events, and other sources of recurring and non-recurring delay.
 - Guiding principle: Expand multimodal options for moving people, including walking, bicycling, and transit.
 - Guiding principle: Improve connectivity between all modes of Nevada's transportation system, including highways, rail, transit, and airports.
 - Guiding principle: Expand use of emerging technologies to improve the management and operation of the transportation system, including considering the implications of autonomous, connected, and alternatively fueled vehicles when designing and operating the transportation system.
- Goal: Transform economies by supporting an innovative transportation framework.
 - Guiding principle: Strengthen partnerships between NDOT and state and regional economic development agencies.
 - Guiding principle: Promote state and regional economic development goals by aligning transportation and economic development goals, strategies, and investments.
 - Guiding principle: Continue to position Nevada as a leader in emerging transportation technologies.
 - Guiding principle: Provide reliable and accessible transportation options to get people to work and customers and supplies to businesses.
- Goal: Foster sustainability by minimizing impacts to our natural resources and reducing long-term maintenance costs.
 - Guiding principle: Enhance the performance of the transportation system while protecting and enhancing the natural environment.
 - Guiding principle: Secure sustainable and reliable funding to support the preservation, management, and expansion of Nevada's transportation system.
 - Guiding principle: Promote fiscal responsibility and financial sustainability of state funded investments.
- Goal: Connect communities to local resources and amenities, and collaborate with partners to best serve our communities
 - Guiding principle: Coordinate transportation services across the public and private sectors to deliver programs and services effectively and responsively.
 - Guiding principle: Ensure integrated and seamless multimodal transportation choices locally and regionally.
 - Guiding principle: Strengthen and modernize transportation systems through investments in new technologies.
 - Guiding principle: Provide accessibility to all users of the transportation system.
 - Guiding principle: Foster inclusive, long-term relationships with regional and local planning partners to ensure transportation is coordinated with regional and community visions.

2040 REGIONAL TRANSPORTATION PLAN, RTC WASHOE, MAY 2017, AMENDED AUGUST 2018

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: https://www.rtcwashoe.com/mpo-projects/rtp/. The planning team added emphasis to highlight more specific transit improvements.

Guiding Principles

- Safe and healthy communities
- Economic development and diversification
- Sustainability
- Increased travel choices

Goals

- Improve safety
- Integrate land use and economic development
- Promote healthy communities and sustainability
- Manage existing systems efficiently
- Integrate all types of transportation
- Focus on regional connectivity
- Promote equity and environmental justice
- Invest strategically

Unfunded vision includes

- More VANPOOLs to Tahoe Regional Industrial Center and Carson City
- Commuter transit service from Reno and Sparks to Tahoe Regional Industrial Center (express bus or commuter rail) and Fernley
- Plan mentions that RTC is exploring park-and-ride facilities beyond what NDOT currently provides

Performance Measures

- Preventive maintenance of transit rolling stock and facilities
- Maintain industry standard vehicle life cycle
- Transit passengers per service hour performance target: RTC RIDE system-wide average of 30 passengers per service hour
- Travel time reliability
- Transit system on-time performance
- Transit fleet mix performance target: 100% on cost-effective alternate fuels such as electric by 2035
- Alternative mode share in the transit service area performance target: 15% by 2040

2040 REGIONAL TRANSPORTATION PLAN, CARSON AREA METROPOLITAN PLANNING ORGANIZATION, AUGUST 2016, AMENDED FEBRUARY 2018

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: https://carson.org/home/showdocument?id=65348. The project team added emphasis to highlight more specific transit improvements.

Goals and Objectives

- Goal: Increase the safety of the transportation system for all users
- Goal: Maintain a sustainable regional transportation system
- Goal: Increase the mobility and reliability of the transportation system for all users
 - Objective: Increase the number of ADA compliant transportation facilities
 - Objective: Improve transit system efficiencies and accessibilities
 - Performance Measure: The number of passengers per revenue hour/mile/day for Jump Around Carson and RTC Intercity
 - Performance Measure: The cost per revenue hour/mile/trip for Jump Around Carson and RTC Intercity
 - Performance Measure: The number of passengers per day for Jump Around Carson and RTC Intercity
 - Performance Measure: Monthly ridership for Jump Around Carson (fixed route and paratransit) and RTC Intercity
 - Performance Measure: Farebox recovery rate for Jump Around Carson and RTC Intercity
 - Performance Measure: On-time performance (departure from a time point between zero and five minutes is considered on time) for Jump Around Carson's fixed route and RTC Intercity
 - Objective: Maintain or improve travel times
- Goal: Maintain and develop a multi-modal transportation system that supports economic vitality
 - Objective: Foster quality of life in the CAMPO boundary by increasing transportation choices and access to transportation services for all users
- Goal: Provide an integrated transportation system
 - Objective: Accommodate additional modes of transportation on existing transportation facilities

Unfunded Vision Includes

 No expansion of existing transit services noted - NDOT notes CAMPO Transit Plan scope of work for Carson City/county and urbanized portions of Lyon and Douglas County that are in the CAMPO boundary.

CARSON CITY MASTER PLAN, APRIL 2006

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: https://carson.org/government/departments-a-f/community-development/planning-division/master-plan. The project team added emphasis to highlight more specific transit improvements.

Guiding Principal 11: A Safe, Efficient, Multi-Modal Transportation System – Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes.

Goal 11.1 – Establish an Integrated Multi-Modal Transportation System

11.1a – Plan Consistency

- "... Continue to coordinate with the Carson Area Metropolitan Planning Organization (CAMPO), Nevada Department of Transportation, Regional Transportation Commission, adjacent counties, and other partners on transportation issues."
- 11.2b Regional Coordination "Maintain an active presence in regional and state-level transportation planning activities (such as the completion of the Carson City Freeway) to identify opportunities for joint planning/construction efforts, enhanced levels of service, and to monitor the impacts of potential projects on the community. ..."
- 11.3c Plan Overlap/Implementation

Seek opportunities for coordination in the implementation of the City's Transportation, Transit, and Unified Pathways Plans. Actively encourage ridership of the City's *transit system*.

2015 CHURCHILL COUNTY MASTER PLAN, DECEMBER 2015

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: http://www.churchillcounty.org/DocumentCenter/View/8884. The project team added emphasis to highlight more specific transit improvements.

GOAL T 1: Continue to explore and evaluate alternative modes of transportation.

 Policy T 1.1 Continue to explore the possibility of commuter rail service to Reno with a commuter parking area at Trento Lane.

LYON COUNTY MASTER PLAN, DECEMBER 2010

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: https://www.lyon-county.org/773/Comprehensive-Master-Plan. The project team added emphasis to highlight more specific transit improvements.

Goal TR 1: Cohesive Transportation System – Lyon County's transportation system will provide transportation options where residents and goods can move safely and efficiently, including during peak travel times.

Policy TH 1.3: Alternative Modes – Lyon County will encourage and enable the use of transportation alternatives to cars, such as bicycling, walking, or *riding a bus*

Goal TR 3: Public Transportation – Lyon County will pursue cost-effective, public transportation for travel within and between population centers.

Policy TR 3.1: Identify Public Transportation Options - Lyon County will identify potential public transportation options that may be feasible in the context of our population demographics and distribution.

STOREY COUNTY MASTER PLAN, JULY 2016

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: https://www.storeycounty.org/292/Master-Plan. The project team added emphasis to highlight more specific transit improvements.

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

- Objective 1 To facilitate pedestrian-friendly communities
 - Policy 4 By separating walkways, pathways, and access roads from collector, arterial, and other high-speed traffic route
- 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 3 Enhance public safety

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

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 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 2 By continuing to promote and coordinate with regional entities to enhance vanpool and other shared commuter systems at McCarran
- 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

WASHOE COUNTY MASTER PLAN, ADOPTED SEPTEMBER 2011

The text that follows is a compilation of relevant text from the document and is not intended to be comprehensive. As of May 2019, the full plan is available online at: https://www.washoecounty.us/csd/planning_and_development/master_plan.php

Inter-County Transit-related Goals and Policies

- Goal 29: Transportation systems are seamless and efficient
 - Policy LUT.29.2 Direct public transportation to the core of an area or to areas with more intense development
 - Policy LUT.29.4 Minimize travel times for daily commuters within suburban areas
 - Policy LUT.29.7 The addition of new lanes for transit will be promoted without eliminating existing lanes for auto traffic
 - Policy LUT.29.9 Employ Transportation System Management (TSM) strategies such as minor widening, improved channelization, improved signage, traffic signals, and other low-cost mitigation measures whenever warranted and possible. *Encourage* carpool lanes and work times to be staggered to allow fewer individuals from utilizing the road network during peak commute times.
- Goal 30: Transportation systems reduce dependence on automobile
 - Policy LUT.30.1 Promote and create incentives for alternative modes of transportation before expanding the roadway network through the construction of new roads.
 - All commercial development proposals that generate over 750 average daily trips should offer transportation services such as:
 - i. Park-and-ride programs;
 - ii. Employer-sponsored shuttles;
 - iii. Employer-subsidized bus passes;
 - iv. Employer incentives for carpooling;
 - v. Requiring employees to pay for parking, or
 - vi. Similar transportation demand management programs or policies.
 - Encourage existing employers to develop and implement transportation demand management programs and policies.
 - Require development of area public transportation services in the unincorporated portions of Washoe County to the maximum extent that is financially and operationally feasible.
 - Explore and encourage options to increase pedestrian facilities.

- Promote the develor
- Promote the development of market incentives for transit and vehicle reduction opportunities.
- Explore the creation of express buses during peak hours from unincorporated Washoe County employment centers.
- Policy LUT.30.2 Encourage the reduction of the proportion of trips made in single occupancy vehicles.
 - Promote transit-oriented development in suburban areas.
 - Transit-oriented development is a mixed-use community within walking distance of a transit stop that mixes residential, retail, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.
 - Explore and encourage options to increase and connect bikeways.
 - Explore and encourage options to increase and connect pedestrian facilities.
 - Require the development of market incentives for transit and vehicle reduction opportunities.
 - Explore connectivity between bicycle lanes and pedestrian paths with transit.
- Policy LUT.30.3 Maximize connectivity of all transportation modes to enhance internal movement within and between individual neighborhoods, including appropriate connections to the regional circulation system.

APPENDIX B

SUMMARY OF STAKEHOLDER INPUT ON POTENTIAL INTER-COUNTY AND REGIONAL TRANSIT IMPROVEMENT ALTERNATIVES

		Walmart	AUECC	Intellisource	PPG	Zulily	Tesla	Total
MODE/Facility Options	Alternate Route	1			1	1	1	4
	Carpooling	1		1				2
	Vanpooling	1		1	1			3
	Shuttles	1		1		1	1	4
	Bus							
	Light Rail	1			1			2
	Express Bus							
	Commuter Rail							
	Park-and-Ride					1		1
	Add Lane/Transit or Carpool Lanes	1					1	2
	TDM Policies (Shift structure [to disperse] or to gather							
TDM OPTIONS	[for transit])						1	1
	TDM Policies (Employer Subsidized Transit Pass/Market							
	Incentives)							
	TDM Policies (Others)							
OPERATIONS & Communications	HIGHWAY INCIDENT CLEARANCE		1					1
	Transportation Communication/App/Board between							
	employees to coordinate real-time changes			1			1	2
OTHER	General/Other							

Comment	Alternate	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Commuter Rail	Park-and-	Add Lane/Transit	Shift Working	Employer Subsidized	Highway Incident	Transportatio n Communicati	General/Othe	Maintenance	Access Management and/or	Bicycle
	Route						·	каш	Ride	or Carpool Lanes	Hours	Transit Pass or Plan	Clearance and Patrolling	on/ App/ real- time changes	r		Operation Concerns	Parking
Comment Type	MODE/ Facility Options	MODE/ Facility Options	Facility	Facility	Facility	MODE/ Facility Options	Facility	Facility	Facility	MODE/ Facility Options	TDM OPTIONS	TDM OPTIONS	OPERATI ONS & Communi cations	OPERATI ONS & Communi cations	OTHER	OTHER	OTHER	OTHER
Summary	39	15	10	90	65	50	17	52	20	75	33	13	75	8	49	21	94	10
180 is the only connection to reno that is feasible in the winter and there is no contingency for issues.	1															1		
The amount of accidents on the highway between Reno Tahoe industrial center have become increasingly disturbing. Two lane Highway for all that traffic is causing horrible gridlock to say the least. Not to mention on a daily basis I see unsafe driving there are not enough police patrolling that area to keep people from driving on safely. Also when you exit exit the highway from the Patrick exit and proceeded to USA Parkway quite frequently there are drivers that will pass or drive down the turning lane because other drivers are actually following the speed limit and again there are no police officers to stop these people. The highway needs to be widened and better patrolled I'm tired of seeing my coworkers and myself in danger on the way to my job. I speak for myself here I drive safely and I have a family that wants me to come home to them but just because I Drive Safely doesn't mean that the people around me are doing the same this needs to be addressed quickly.										1			1					
I-80 needs to be widened with access on side of road for accidents to be able to pull off. Better egress at I-80 & USA Parkway.													1					
Freeway should be 3 travel lanes both directions from Sparks/Reno. Buses should run from a central location in Reno and/or Sparks directly to Industrial Area - no stops except at businesses in Industrial Park. Most employees living outside central Reno or central Sparks have no option, except to drive alone to work. Carpooling does not work, since employees are so wide-spread from each other.	1			1														
Please address the I 80 westbound on ramp accessibility issue. Get a light rail or Monorail						1											1	
Have we explored the idea of a light rail?						1												
Does this survey consider housing options? Will be quitting soon because of hazardous traffic conditions													1		1			
at time when there are accidents on the interstate traffic can become gridlocked for hours. although it does not happen very regularly the issue is when people are stuck on a bus for a few hours they need access to a bathroom. which the shuttles do not have. It would be nice if the shuttles had a bathroom for when there are situations like that, other than that I love the shuttle system We need more lanes on I-80. How about double deck I-80 between Vista Blvd. and USA Pkwy. That would be 4 lanes each way. That				1									·		·			
would leave no congestion.										1								
It would be nice and appropriate if carpool transportation had it's own lane to bypass the greedy drivers that prevent access to move forward.		1								1								
Not sure if this is the place to put this but the lines in the road going from the building to USA parkway badly need restriping! Gonna have an accident when things get wet! Also, it's too dark coming around the curve leading out of the facility going down the hill													1		1			
Would electric rail be an efficient way to improve? Getting on I80 West when the shifts at Tesla and other local businesses are out is a big problem, and with the future expansion of Tesla and the industrial area a much wider access will be needed						1		1			1						1	
A more regular shuttle service would be great. Iesla & Panasonic provide shuttles, but they are tuned to the hourly workers' shift schedules (early in the morning). I would consider taking a shuttle that is more in line with my arrival time. I would also like to have a covered bike locker at the shuttle stop available for rent to solve the first-mile/last-mile problem. Seattle has these at their park & ride and transit hubs.				1							1							1
Something needs to be done to address the congestion in the area.															1			
Any consideration for a train system to bypass the high ways altogether? Weather causes issues while travelling on the highway. Would be great to have an option for biking to work						1		1										1
We need a separate bus from Fernley, by the time it arrives from Fallon it is full and we have people stranded.				1	1													
My Ride to Work is great, except when 1 of 3 drivers is continually late to pick up and makes up the time by speeding! That and that coworkers that show up after you cut the line to get on the shuttle!				1														
Fernley and Fallon each need their own designated shuttles. Some days there have not been enough room and had to turn away riders.				1														
More lanes on the highways and better on/off ramps for our drivers who don't seem to know what they are doing Depending on what time you leave for work USA Parkway is really backed up. The on ramp from USA Highway to i80 Westbound could										1	1						1	
be redone. The on ramp has a traffic signal, and you have to cross over exiting traffic from the freeway. Shuttles from Reno with bike racks on the shuttles or secure bike parking at shuttle stops would be awesome! There's a ton of traffic on				1							1						I	1
Electric and USA pwky, this would help a lot. Departure time between 8 and 9 AM would be ideal. Thanks!																		

								1									
										Add		Employer	Highway	Transportatio		Access Management	
Comment	Alternate	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Commuter	Park-and-	Lane/Transit	Shift Working	Subsidized	Incident	Communicati	General/Othe Maintenan	J	Bicycle
	Route					3	·	Rail	Ride	or Carpool Lanes	Hours	Transit Pass or Plan	Clearance and Patrolling	on/ App/ real-	- r	Operation	Parking
														time changes		Concerns	
I find that a majority of the issues for transportation and road rage in this city is due to severe congestion and limited road travel																	
options. The town is too big for the small highways and roads connecting the suburbs to downtown. Las Vegas and Phoenix are																	
enormous cities, but if you take a look at their road design and major expanded arteries to get to the opposite side of town, you will	1									1						1	
find that it takes 30 minutes to get anywhere in Vegas. To drive from Spanish Springs to South Reno, it takes 45 minutes, when this																	
should typically take 20. Way too much time spent on trying to get a large workforce and travelers through a 2 - 3 lane freeway. There																	
are also waaaaaaaaay too many merge lanes. If a driver doesn't know one is coming, this can create a domino affect of panic.																	
A bike route from Sparks to USA parkway would be great. From what I can tell, there is a route most of the way, less a 2 or so mile																	1
stretch between sparks and Lockwood.																	'
Is there or will there be available any sort of discounted room rate from the hotels that the shuttles pick up from to go out to many of				1													
the businesses in the industrial center during inclement weather?																	
It is great to have the option to take the shuttle, thankful!				1													
More buses					1												
would help to have a alternitive	1																
It's gotten better since I started to work out here, but the commute is influenced by the shear number of people attempting to arrive or										1	1						
leave work at any given time.											'						
Widen interstate 80 before it gets worse. If you look at it, it's not that hard to do.										1							
I wish there was a regular bus service to and from the area to local Reno destinations or specific park and ride points										1							
It would be great to have a shuttle service for south Reno area.				1													
Make more access to 180																1	
If there were more shuttles that left Reno, they take freeway and it's right as people in Reno are going home, so very congested if they				1							1						
would leave earlier maybe traffic won't be as bad.				Į							I						
The school does the West Heart House of Scientis Court Day (I consent a scientis C. Day and drive to the Court star). Market																	
1. There should be a shuttle pick-up/drop-off point in South Reno (I currently reside in S. Reno and drive to the Sparks stop). Most of																	
the stops are central to the 80 corridor. The opening of the southeast connector would be beneficial to others that live in the south				1													
meadows/south Reno area. 2. Rules of common courtesy should be practiced on all shuttles i.e. use of headphones, no																	
eating/drinking on any of the shuttles, keep the tone of conversations to minimum, no crosstalk between aisles, prohibit FaceTime																	
conversation and use of speakerphones, etc. Practice common courtesy and respect consistently as in GF1.	1																
less traffic and more snow plows as wells as better maintained roads													1		1		
Wish that a more accessible to and from Hwy to Tesla. Large congestion on arrival and leaving all the way to Hwy															1		
Would really like more service in east Sparks. I currently work gor Tesla and the only Sparks bus option is centennial plaza. I can't park																	
there and the Vistas community where I live does not have any public transportation. Of a viable option was out there I would ride the				1	1												
bus for sure.		1		_													
It would be nice to have a shuttle out of stagecoach or silver springs.				1													
We need a hyper loop!						1		1									
The traffic lights/signals on USA Parkway have improved traffic flow and my work commute tremendously. Will there be snow															1 1	1	
plowers clearing USA Parkway once there is snowfall? Thank you.		1															
Light at the on ramp to I-80 West causes lots of accidents and causes traffic to back up. Recommend a stop/go light to help with issue.																1	
3 1 1 3 3 1		-														1	
Need better access off of the interstate 80																I	
Another bus for the Fallon/Fernley shuttle to Tesla.					1												
Do you take a company recommend shuttle service?															1		
Would love to see some sort of public transit or shuttle option from Stagecoach/Dayton/Silver Springs area.	1	ļ		1													
I think it could help out if companies staggered their start and stop times. This way it could break up the traffic flow to acomodate all											_						
all the traffic coming in and out of the area. It can be a simple change such as changing the start and stop times by 30 min just to stagger the follow of traffic.											1						
180 is not wide enough to handle the volume of traffic at shift change times, in the interests of safety 180 should be 4 lanes each way	+	1			1		1	1		1					 	_	
between Fernley and Sparks. I don't see traffic decreasing to TRIC in the future and truck traffic on 180 has increased as the economy										1	1						
has increased.										'	'						
Split start times at Tesla, an additional exit only lane one mile out from Exit 32 off I-80, coordination between companies on USA	†				†		†										
Parkway										1	1					1 1	
The commute is depiorable, not only do drivers not adhere to speed limits, they also do not care about traffic laws and/or rules.	1																
Additionally, the planning for traffic in the Tahoe Reno Industrial Center is an absolute failure now, and will be more so with each																	
additional month that passes and more people travel to and from work. Also, there are no provisions for the Wild Horses that have													1		1		
lived in this area for longer than anything has been built/planned-why not??? Does anyone care about anything anymore or is money																	
so much more important??? It appears to be																	
USA Parkway will not be able to support any increase in vehicle traffic. The 12 hour shifts mixed with heavy traffic make for a very]						1				
dangerous commute. There seems to be an accident 2 times a week. I am afraid for my life.	ļ												!				
It would be nice if the busses left sooner after my shift ended. When 6 PM comes around, I'm ready to GO, and so is everyone else. No				1													
one wants to wait 20 minutes for the bus to leave.	1	1	-					1		1							
Having a pick up location in Dayton NV would be great, the bus to and from Carson City passes right by my town. If the bus would stop at the Smiths in Dayton on its way peopme, myself included, would certainly use it.					1					1							
at the shifting in payton of its way peophie, myself included, would certainly use it.		1	1	l													

													Transportatio		Access	
Commont	Alternate	Carpooling	Vannaaling	Shuttles	Bus	Light Rail Ex	wproce Pue	Commuter	Park-and-	Add Lane/Transit	Shift Working Subsidi		n Communicati	Maintenance	Management and/or	Bicycle
Comment	Route	Carpooling	Vanpooling	Shuttles	bus	Light Rail (E)	xpress bus	Rail	Ride	or Carpool Lanes	Hours Transit or Pla		on/ App/ real- time changes	ivialiteriance	Operation Concerns	Parking
Employer Tesla shifts are from 6 to 6. Huge crews arriving and leaving at same time periods. With no staggering there is bad congestion											1					
mostly at shift end when entire crew departs at same time. Staggering shifts for parts of the crew would be a big help.																
The traffic inside the Gigafactory gatr ih s the worst													1			
Complex needs a second way in from I80 east. Or a long 2 lane dedicated turn on I80 E. Increased speed limit on Watham way. No															1	
penalty for using a gravel road. Yield instead of stops on remote intersections (so cops stop harassing us for rolling stops).																ļ
The bus drivers we have is a concern about the road conditions during the snow. Most of them are never driven in snow or ice and this is not a good thing to share with the riders on the bus.														1		1
It's good													1			
takes too long to get from electric avenue through the gate. Shuttle is stressful since almost never made it to work by 5:15				1									1			
Expansion is required not a possibility. This industrial center needs more than one way in and out from the Reno/Sparks area. This road has tripled in traffic and is only going to grow as new business's come in and existing ones expand. One accident coming eastbound that																
shuts the freeway down to a single lane or none at all ends up causing lost hours of production and loss of revenue. Not to mention the increased possibility of fatal crashes due to increased traffic.										1		1			1	
Could we have more law enforcement officers to enforce the speed limits on the highway and the streets of TRIC?												1				
Need south Reno shuttle please.				1												-
There us a huge need for transportation shuttles in the north vallys area as there is currently no options north of downtown Reno. There is a perfect location for pick up and drop off at the Walmart on Vista Knolls 89506. This would help 100s of people a daygith				1												ĺ
transportation. Thank you		<u> </u>	<u> </u>	<u> </u>												<u> </u>
I am concerned about the winter weather and how it will effect my ride to work shuttles														1		
As far as I know, there's no public transportation between Fernley and TRIC. There should be some public transportation option.				1	1											
Wider lanes on freeways, more signs for safety. Brighter lights.						1			1	1				1	<u> </u>	
Light Rail would allow all of us to travel back and forth from a parking area and reduce 180 traffic We should built another route to connect Tahoe Reno Industrial to Reno/Sparks beside 180.	1					1			1						-	
Traffic is very bad and to many wrecks on I-80 because of this.	l I											1				
Shuttle options, to Carson, for those leaving work at 4:30 p.m. would be ideal				1								'				
It's been getting more and more dangerous each week it seems to drive out nere. Just yesterday driving nome someone almost ran into																ĺ
me twice. There are far too many drivers on that section of 80 for it to only be two lane on each side. Everytime I drive to work or home from work I stress out and wonder if it will be my last time. Honestly people drive way to fucking fast on the stretch from sparks to USA												1				ĺ
pkwy. I'll be in the slow lane going 75 and there are always a multitude of drivers screaming past me, its ridiculous. There needs to be												'				İ
more highway patrol officers.																ļ
Maybe a parking garage closer to the TRIC entrance at I80 could help with congestion exiting the highway and at Tesla gate. Employees									_							ĺ
of companies located at TRIC could use this parking garage and then take smaller shuttles to their place of employment. Who knows				1		1		1	1							İ
maybe sometime in the future hyperloops could be built from this parking garage to each factory/warehouse. As more businesses expand to USA Parkway, so does the traffic. A straight shot foll highway to the parkway separate from the																
interstate would not only pay for itself through the tolls but also provide a safer option to work. Two lanes at 80 mph through the Reno					_					_						ĺ
canyon is dangerous at the hours we drive to work, a separate highway seems the best option in my opinion aside from making all workers ride shuttles or buses.	1			1	1					1						
Please get ride of the traffic light or make the transition change faster. The light is located at the end of the off ramp when getting on to																ĺ
80 west from USA parkway. 80 needs to have a third lane now with all the congestion. Speed limit needs to be 80 too and police need to be more of an enforcement to drivers that drive slow in the fast lane, tailgate, and drive with there high beams on. There also needs																ĺ
to be a faster response and clean up time on the highways when there are accidents the cops are taking to long when dealing with										1		1			1	ĺ
accidents because it creates a MASSIVE build up of traffic which is even more unsafe. I was in traffic for an hour and a half because of a																ĺ
simple fender bender, and because 80 is a two lane highway and it was EXTREMELY congested officers couldn't respond to the																ĺ
accident in time which made us wait even longer Not enough options	1	1		1					1		+ +		+	1	 	
A significant investment in a commuter rail service between Reno/Sparks and TRIC would go a long way in reducing highway	'							1	1		1	1		1		
congestion, traffic accidents, and productivity disruptions due to wild fires or weather conditions. The roads get really slow soonest there is a small accident. Maybe try to increase the road size where it gets more congested with traffic								1	ļ			1		'		
also.										1		1				
Route 80 is a very dangerous drive (In between Reno and USA parkway) People are exceeding the posted speed limit. Many drive above												1				1
80 MPH, zig zaging around normal traffic. And also very rude behavior, getting cut off and flipped the middle finger are common place.		<u> </u>	<u> </u>						<u> </u>			'				<u></u>
Many bottlenecks, and ridiculously dangerous drivers.	-				_			-		1		1				
I want a shuttle or bus from cold springs Nevada to the gigafactory I WAS TOLD THERE WILL BE A ROUTE FOR A SHUTTLE BUS THROUGH DAYTON, HOPE THAT STILL HAPPENS ESPECIALLY WITH WINTER				1	1									1		
COMING.				1	1											ļ
people drive very fast and dangerously. We need a larger NHP presence Needs more access routes in and out of area built.		-							-			1		1	1	
needs more access routes in and out or area built.									<u> </u>						1	,

	Alternate							Commuter	Park-and-	Add Lane/Transit	Shift Working	Employer Subsidized	Highway Incident	Transportatio n	al/Othe		Access Management	Piguelo
Comment	Route	Carpooling	Vanpooling	Shuttles	Bus	Light Rail Exp	press Bus	Commuter Rail	Ride	or Carpool	Hours	Transit Pass	Clearance and	Communicati on/ App/ real-	r	Maintenance	and/or Operation	Bicycle Parking
										Lanes		or Plan	Patrolling	time changes			Concerns	
The question about what would change my commuting habits is a bit over-constrained. I'm not so much interested in a faster option, so																		
much as a more flexible option. My hours fluctuate day-to-day, so fixed commuting options that only depart at set times, or regular ride-											1				1			1
shares that require a regular schedule don't work for me. The question doesn't allow me to provide a true answer.	1																	
Alternative routes for whenever there is an accident													1					1
Need another on/off ramp to the industrial park and maybe convince the state to make I-80 a six lane highway from Fernley to Reno to relieve some congestion that the increase of trucks and commuters have put on the highway. We need to be looking to the future so	1																	1
maybe increasing to an eight lane hwy would be more advisable as more companies come into industrial center the congestion grow	1									1							1	i
exponentially.	1																	1
I would have been more likely to have tried the shuttle bus if I didn't have to download an app to find out when and where they leave				1													1	1
as I don't have any more room on my phone.	 			'														
At traffic light by the Gas Station on USA Parkway. When turning onto USA Parkway from Electric Ave, the solid line goes way too far,	1																	1
which makes people who obey the law passed the line of cars already waiting to get on the freeway, most people will not let you in It	1																	1
causes people to try and jump in, causing them to plow into the back of the car they are trying to get behind. I only notice this situation	1												1				1 1	1
on the peek in and out times. If the line was shortened (broken sooner) them maybe people would not feel as if they can't let anyone in I'm one of those people who leaves plenty of room between me, and the next car to allow others to get in safely. But am scared	1												!				'	1
that I will be the next one hit, daily. Hope this makes sense not sure of how else you could handle it.:) Wish I could just tell	1																	1
everyone, be kind to one another smile have a Happy Thanksgiving!!	1																	1
expand the general area (high ways, roads etc)										1								
Transportation between the TRIC area and Reno is only going to get worse. Road rage is common and that makes the commute																		
dangerous. This is a golden opportunity to be a pioneer in transportation by investing in Loop and HyperLoop. I view expanding other	1					1		1					1					1
options instead of investing in one that is revolutionary as acceptance that people will die in preventable road crashes. Please consider	1					ı		'					'					1
this option seriously.	 																	
Your almost going to need a 4 lane route into industrial complex other than 180 in 5 or 6 years. Because of increased development.	1									1								i
highway staff should control car moving around accidents, they sit at the incident and cause the back up, they do not assit during													_				 	
accidents.	1												1					1
more ways to exit with less congestion																	1	1
I feel safer in the bus provided by Tesla, My company has record that I made every attempt to get to work, I save Money and get a little					1							1						1
down time on the bus. I believe that to reduce congestion on USA Parkway overpass, there needs to be 3 lanes going northbound - 1 lane to I-80 eastbound	 				<u> </u>													
and 2 to 1-80 westbound. Having only a merge lane is causing constant back-ups.	1									1							1	1
shuttle parking closer to pick-up and a later timemore road to get into the job site to congested when everyone is trying to get to work																		
at the same time.	1			1							1							i
	1																	' <u>'</u>
I am very grateful for Tesla provided shuttles. Because our work shift is so long, however, having an extra hour each way on commute	1																	i
makes having a family very difficult. Being away 14 hours a day is too much. Please allow for housing options in the TRIC, light rail, and	1																.	1
for Tesla to be able to install its own dedicated highway exit like at DisneyWorld. The traffic problems all revolve around out of date	1																	I
county roads, some of which are not even 2 lanes at times. To handle current volume at least 4 lanes are needed in all bottleneck roads/turnsAND we're only at 30% hiring capacity. Please take drastic measures about traffic here; commute time is the worst part of	1																	1
this already difficult job schedule. If it gets worse my family and I may have to relocate elsewhere. A lot of my coworkers feel the same.	1			1						1	1	1					1	I
THANK YOU for your efforts like this survey to change the very outdated roads between Reno and the gigafactory! Another helpful	1																	I
option would be to double the shuttle options and stagger them, so half the workforce arrives at 5:30 am± and the other half	1																	1
arrives at 6:30am&pm. I understand this issue is much bigger than Tesla, and that there are multiple high ranking employers setting up	1																	I
in TRIC. But as the most established and highest volume traffic producer, there really needs to be creative and drastic solutions, like a	1																	1
dedicated highway exit straight to the Tesla gates/parking, with added lanes on all access roads, and added lanes on I-80. Thanks again traffic and congestion is so backed up during the times of shift changes, accidents are a requiar occurrence, to get out the exit traffic is	 																	
usually backed up all the way to the intersection, there needs to be a better flow of exiting traffic off of USA pkwy at specific times of	1																	i
the day like from 5:45-6:30 am/pm. the amount of time just waiting for the light to change at the exit ramp and people to start moving	1										1		1				, 1	i
takes at least an extra 15 minutes to my commute home. and god forbid there is an accident, youll be there for at least 30 mins before	1										'		'				, '	i
u can get on the 80W.																		
They need a transit/train that can avoid traffic. Its BAD.						1		11		1							ļ	ı————
I want scoop or something similar to start offering night shift routes that way I could carpool with others.		1															<u> </u>	ı————
there are bus routes to my job but not close to me	 				1									ļ				
We need to get to work earlier. Too many late shuttles				1					ļ									1
need shift offsets to help congestion									1		1							1
One of the biggest time limiters for the commute to Tesla Gigafactory is the Security Gate congestion. It would be highly efficient for	1								1								,	i
Tesla to add a third lane at the Security Gate to help reduce the congestion. There is nothing short term that we can do about the one	1																1	i
way road to the Gigafactory (I 80), especially when there are accidents. Upsetting, but unavoidable.	1																,	i
The roads get very congested due to everyone arriving and leaving work at the same time. If there were staggered shifts it would help	Ī										1						1	·
some of the flow in and out.	L										'							<u> </u>

					1											
										Add		Employer	Highway	Transportatio		Access
Comment	Alternate	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Eynress Rus	Commuter	Park-and-	Lane/Transit	Shift Working	Subsidized	Incident	n Communicati	General/Othe Maintenance	Management Bicycle
Comment	Route	our pooling	varipooning	Silutties	Bus	Light Rail	Express bus	Rail	Ride	or Carpool Lanes	Hours	Transit Pass or Plan	Clearance and Patrolling	on/ App/ real	r	Operation Parking
										Laties		OI FIAII	rationing	time changes		Concerns
Do something about all the traffic now and think ahead. Traffic will only get worse with companies growing.															1	
Not enough presence from Highway Patrol to stop people from speeding that cause accidents by riding everyone's rear ends and													1			
causing pile ups or accidents trying to pass and dangerously merge.																
The transporation connecting me to the Tahoe Reno Industrial Center is the most deadly and dangerous transit I have ever had to															1	
endure on my way to and from work. It is very frightening, at the least. The roadway and exits between sparks and the USA parkway exit should be made a priority. Any accident sharis these areas. Even																
worse- there are sections with no guardrail in the middle of I-80. Two lanes eastbound and westbound need to be expanded to at least																
three lanes. Another improvement needs to be made on highway 50 where cars left turn onto Ramsey Week's cutoff. There is no left										1			1		1	1 1
turn lane and cars stop westbound traffic dangerously. Lastly any and all horse abatement fencing should be added immediately along										-			•			
Highway 50.																
USA parkway seems to have the highest amount of congestion both coming into shift and leaving																1
as the commute continues to get worse, it will directly effect my decision to stay in northern nevada															1	
										1			1			
Penalties for bad drivers need to be increased. Encounter extremely bad drivers. Expansion of freeway better flow to traffic	-					4		-					•		1	
A personal rapid transit (PRT) would be wonderful on elevated rail like the one for Microsoft campus	1					1		 								1
Can there be more than one access to I-80 than just USA Parkway?	1							1								
The east bound offramp from I-80 to USA park way needs two exit lanes, one dedicated, and one optional, as we have at McCarran																
Blvd. More care needs to be given to snow and ice removal on I-80 between the Truckee Meadows TRIC and on USA Pkwy. The high																
influx of out-of-state workers, unfamiliar with winter driving, coupled with their aggressive and poor driving skills creates a traffic													1		1	1
nightmare under poor driving conditions. A better alternative is needed for eastbound I-80 traffic entering USA Pkwy. The traffic light,																
and corresponding traffic back-ups it creates during peak times encourages those poorly skilled and aggressive drivers to attempt to cut																
in front of those waiting in traffic. This causes numerous accidents and increases the congestion.															1	
The roads suck! Seemingly infinite un-repaired potholes and faded lines make driving at night or dusk incredibly unsafe.															1	1
Build an on ramp to 80 at the back of Tesla for east bound only. Relieving congestion on Electric ave and usa parkway																1
Would be nice to have a little compensation I wish that the schedule would be a little more predictable and if the bus is full, we could omit the next stop and just head to work.												ı				
There are empty buses behind us and we cant hold anymore anyway. Also, for new people from orientation without badges, there																
should be a better way to verify their employment at security without making all riders late for work, just to tell them the same thing				1	1											
each time.																
Why is there only one exit to get in and out of tric?																1
There should be more than one exit to leave Tahoe Reno Industrial Center that goes to Reno																1
Take the shuttle because the drive there is very risky due to road conditions speed and other drivers in Nevada. The shuttle also helps																
me rest from work before I need to drive. I feel like its very unsafe crowded with parking and expensive to drive up there on a regular												1				
basis.																
I wish there were more shuttles throughout the area. Like one in south reno because I still need to travel a bit to get to a shuttle stop.				1												
Get Elon to build a tunnel from Reno/Sparks to USA Pkwy!																1
Of there was another possible shuttle stop for south reno, it would be highly appreciated				1												
Will there be additional transportation support during the winter/snow season		İ													1	
Tive in Dayton and there is a company commuter bus that goes right through our city from Carson City area. I would have to drive 20																
minutes the wrong direction to catch that bus and it would ultimately make my commute closer to 2 hours each way. If there was a				1												
way to have that bus/shuttle stop in Dayton (maybe near Smiths market) then I would be more than happy to take the bus to work each				•												
day The infrastructure needs a lot of work		1													1	
Fernley and Fallon need separate shuttles. People get left behind.	 			1				 							1	
Would love to see a train or hyper loop to a central station in TRIC connecting to a central station in Reno.	1			ı		1		1								
Some type of bus from Dayton, NV to the Gigafactory					1	ı		'								
I thought of van pool but heard there is a 6 mo waiting list shortening that time would help		1	1		'											
Always on time, great job!			'	1								1			1	
Gas is too high along with rent prices which keeps me on a treadmill which stops me from getting a different vehicle with better												•			<u> </u>	
mileage.		<u>L</u>							<u></u>					<u> </u>	1	
Great improvement with the light on USA Parkway and Electric Avenue. Please think of the future of the road conditions and layout															1	
over the coming years. Tesla alone will double their workforce. More congestion is to come if actions are not taken sooner than later. I think more street lights along US Parkway all the way along the over pass down to at least the recharge cate or whatever would be	ļ															
helpful, along with more Electric Ave. The other thing would be to have a bypass for those leaving or arriving to Tesla from Sparks to																
have a direct route without stop lights to and from I80, this I know would be extremely expensive however it would allow for a steady																1
flow of nonstop traffic.								L								<u> </u>
A rail line to from USA Parkway for commuting hours would be great								1				·				
Can we have a metro-rail?								1								

														Transportatio			A 00000	
	Alternate							Commuter	Park-and-	Add Lane/Transit		' '	Highway Incident	Transportatio n Ge	eneral/Othe		Access Management	Bicycle
Comment	Route	Carpooling	Vanpooling	Shuttles	Bus	Light Rail E	Express Bus	Rail	Ride	or Carpool Lanes	Hours Tra	nsit Pass Cle	earance and Patrolling	Communicati on/ App/ real-	r	Maintenance	and/or Operation	Parking
Need DEAL on left ramps this aliminates the peed for traffic lights while marging onto 00 DMV, wide larger for the trucks, enforce angel.										Laties		i riali	rationing	time changes			Concerns	
Need REAL on/off ramps this eliminates the need for traffic lights while merging onto 80 FWY, wide lanes for the trucks, enforce speed limits.													1					1
need to work on alternatives for when i80 is closed	1																	
With the increase in traffic, there should be incentives for more people to ride the bus. I would recommend a bus lane for a faster	<u> </u>									1								
commute and to avoid heavy traffic!					I					I								
If I chose your transportation can I drink in the ride home?															1			
Currently I get to work almost an hour early to avoid traffic (5pm) and I rarely get out right at 6am, more like 620am. The thought of a				1														1
shuttle is nice however the time limits just don't work for me at this time				1														
Offer more shuttle service from Cold Spring, NV				ı														
I would ride the shuttle but there are so many people that want to ride and not enough space. Fernley riders are turned away most of																		1
the time and there is no guarantee I can get a ride home if I'm late trying to get on shuttle. We should have a fallon shuttle and Fernley				1												1		1
shuttle so everyone gets a chance for a spot. Would be nice with the coming season of bad weather coming up.																		1
I live in Sparks and I would take the bus if it were not for the mile walk from designated parking to the bus stop				1	1				1									
Bridge that cross Carson River After Dayton bridge will be considered?																	1	
The stoplight when going from 439 to W bound 80 backs traffic up, need to improve flow there.																	1	
Revolving bullet trains would be incredibly helpful and well work the investment being as how many company's and people are moving						1		1										
to the area. A train entire would be preferred.	-	-				1		1	1	1	 							
A train option would be preferred.	-	-						I	1	1	 							
A second route between Reno/Sparks to TRIC would be highly useful in major traffic situations (accident, fire, snow, etc.). The delays	1												1					
from traffic have a major impact on the businesses in TRIC and the employees/families of employees of TRIC companies.	'																	1
Need a public transportation facility that gets you there.				1	1	1	1	1										
With the new traffic lights installed and turn only lane off Electric Ave., the traffic is better.																	1	
Why is my 27 min drive take 40+ min on my commute home? No stops.															1			
180 in both directions is terrible. The average speeds of most drivers are over 80+ mph and people with be less than one car length																		
behind you. Something needs to be done asap by either widening the freeway, or possibly something like BART in California. Tesla								1		1	1		1					1
could also add additional shifts instead of the most common 6am-6pm or the evening shift same hours. Suggestion would be to ask for volunteers to work as example, (4am-4pm) which would eliminate some traffic.													•					1
My current employer has shuttle service but its from certain places and only certain times. If there was a regular bus service (similar to														-				\vdash
public transportation system) with set routes that came to my workplace, I'd prefer taking that as a bus service at regular intervals helps					_													1
me manage irregular hours and its cheaper to travel in a bus (hopefully) than gas requirement and it helps the environment too as I					l													1
travel alone right now.																		1
They should really come up with a officiant way To make the traffic less hectic in the mornings and afternoon															1			
The traffic getting out of work every day is atrocious															1			
High speed rail to the Gigafactory would be awesome. I would stop driving alone if that could happen.								1										
Would be nice if the shuttle arrived at work a little earlier. Something needs to be done about the traffic when the shuttles are leaving the factory.				1							1			1			1	1
the factory.																		
The main issue comes from traffic lights regularly taking up to 2 minutes to change even without traffic in the intersecting lanes. On																		1
Pyramid by Sinclair there's typically very heavy traffic cashed by this issue. Once on I-80 semis can be found passing on the left going 5																		1
under the speed limit. This causes massive heavy breaking in the left lane dropping average speeds of 80 to, at times, 65 MPH. There's a lack of consequence for slow traffic to use the left lane. Until parkway there should be no passing by semis starting at the sparks exit.													1				1	1
Also the sparks offcoming traffic regularly blocks the intersection. This is due to the lights not being sequenced together to allow traffic																		1
to flow. Oncoming traffic trying to get to I-80 typically is then stuck through multiple light changes.																		1
will there be added routes in the future?	1									1								
Either expand the highway or make it into a two tiered road or get some form of mass transit going. It's rediculous now and it's only										1								
going to get worse.										ı								
It would be great if there was more signage telling slower traffic to keep right. There are a lot of cars and trucks that go BELOW the										1			1					1
speed limit, and they drive in both lanes, which causes tons of unnecessary congestion.										1			•		+			\vdash
remove light at i-80 and usa parkway intersection for i-80 west onramp, or create a jug-handle so offramp commuters can merge with																		
traffic rather than involve a light. or i-80 off-ramp for access to usa parkway could just be a stop sign. 99% of time no one uses the									1	1								
light, and it backs up traffic during shift changes leaving the complex around 6:10. or at least make the light heavily favored for traffic											1						1	
exiting usa parkway onto i-80, so if someone happens to be taking i-80 off ramp onto usa parkway, they should sit for a while after 6:00 to favor the thousands of employees leaving at that time. making usa parkway 2 lanes for i-80 westbound onramp would help traffic as																		
well, which currently backs up well onto electric avenue at shift change.																		
Need to reevaluate speed limit on USA parkway from McCarran to silver springs	1	1							 								1	
There needs to be more than 2 lanes between Sparks and the TRIC									1	1							l l	
Treel that the van rides need to be re-assessed as many ride them by them selves a majority of the time. If the shuttles are used maybe										'								
the v-rides need to be eliminated. The shuttles have a badging system to make sure who is or isn't riding them. The v-rides should have			1	1														
this as well if they are to be continued to be used. Otherwise without the money spent on these the company could afford to get			'						1	1								1
shuttles to other areas that are in high demand.										<u> </u>								

														Transportatio			Access	
Comment	Alternate	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Commuter	Park-and-	Add Lane/Transit	Shift Working	Employer Subsidized	Highway Incident	n	neral/Othe	Maintenance	Management and/or	Bicycle
	Route							Rail	Ride	or Carpool Lanes	Hours	Transit Pass or Plan	Clearance and Patrolling	on/ App/ real- time changes	Γ		Operation Concerns	Parking
The traffic is not a problem yet but it will be when Tesla finishes the buildingperhaps now is the time to start looking into estimated											1							
time of completion and who or what other companies are coming to the Tahoe Industrial Center in the near future.											·							
Traffic into the factory is already bad, sometimes have too wait for 40 minutes. This is not good specially when arriving too work late when all preparation too arrive early was in-vain.											1						1	
I think a light rail system with park n ride options would be amazing for TRIC.						1			1									
Having a shuttle bus with frequent pick up times would work best because I usually do not know exactly what time I will leave work.				1		1												
This is why I drive myself - to provide flexibility on when I can leave.				Į		!												
The traffic in the parking lot of the Tesla Giggafactory 1 is beyond horrible. I think if there was another entrance/exit that went to I80 it would make traffic so much better.																	1	
Please build a bike path connecting Sparks to the TRIC.																		1
Ultimately, a rail-based transport system would be best and would be the most likely form of public transport that I would use. A line that runs from Reno/Sparks to Fernley would be great to see and would reduce strain on the I-80 corridor.						1		1										
We have much traffic during shift change time.											1							
When are you going to build a monorail system? Could the Sparks bus stop be at Scheels or somewhere with closer parking?						1		1	1									
The intersection and on ramp from US parkway to 80 west bound needs to change to handle the traffic volume.																	1	-
Hate working here.															1			
More lanes in the exit towards u.s.a parkway										1								
I would prefer public transportation if 1) had more central/secure parking locations, 2) modes were more environmentally friendly, and																		
3) modes were quicker and more efficient than car travel. Solutions: 1. More frequent bus transportation throughout the day/night																		
from ride-share/public transportation secure parking lots in Reno/Sparks. This would allow me to drive from my home to the pick up					1	1		1	1	1								
location. 2. Environmentally conscious modes of transportation. Examples: Electric buses and rail transport from the Industrial park to Reno/Sparks. 3. Rail transport is more efficient than automotive travel and can scale easier than interstate traffic flow. I think there is						'		'	1	!								
value in have a rail transport system as it would relieve traffic/accidents along I-80 and create job growing infrastructure that can																		
expand with the Northern Nevada industries.																		
We need additional routes to get to and from work. Also, driving lessons for all Reno natives. At least a sign that tells them to get out of the fast lane or to not do 15 under the speed limit.	1														1			
I only wish there was another option to getting to work then USA pkwy. There are too many vehicles merging into on street															1		1	
Make trucks use the right lane exclusively, they cause way too much backup.										1								
I-80 Extension The speed limit from Sydney drive to Silver Springs on the USA parkway is at least 20 MPH too slow. 55 MPH on a 2 lane highway is silly,										1								
especially when it is the best road in Nevada.																	1	
Parking within my work needs shuttles to relive the incoming and outgoing traffic, its a bottleneck.				1					1								1	
I need to drop off/pick up my daughter at daycare. I also need to be able to drive home immediately in the event of an emergency.										1					1			
An alternative route would be a great help, in case of an accident or road closure, it takes an additional 2 hours at least, to reach the																		
destination.	1												1					
concerned with winter weather over USA Parkway																1		
Would consider riding a bus if one picked-up and dropped off at Summit Mall, South Virginia, Meadow Wood Mall or South Park Meadows.				1	1													
I sometimes take the shuttle from downtown sparks but they move the location farther from the parking spot so now I park and have to at least a half a mile to the shuttle I just wish there was somewhere closer to park.				1					1									
Electric ave needs 3 lanes going into the plant so security has 3 lanes for entry										1							1	
Any delays or interruptions to normal traffic flow make I-80 almost unusable at times. This needs to be addressed as soon as possible to													1					
make the TRIC more reliably accessible.													ı					
More conveniently located shuttles for the north mccarren area would be nice. Too much treffig. Takes to long to get into work.				1											1			
Too much traffic. Takes to long to get into work. I would love to switch from Vanpool to a Shuttle or a Bus, if there was one available off Vista Blvd. Right now, the closest one is															1			
McCarran so I would be driving backwards to take a shuttle, which doesn't make sense.				1	1													
More public transit infrastructure and/or lanes please				1	1	1	1	1		1								
More stops would always be a benefit.				1	1													
I would like more information on the transportation options available to me. I keep getting the run around.														1	1			
Will there be dedicated lines that come out to the Tahoe Reno Industrial Center - example in Colorado was the Frequent Flyers that were morning buses located on the bus lines and function only during busy commuter hours 6am -9am and then 5pm - 8pm.					1										1			

														Transportatio		Accord	
Commont	Alternate	Carpooling	Vannaaling	Shuttles	Bus	Light Rail	Everoce Bue	Commuter	Park-and-	Add Lane/Transit	Shift Working	Employer Subsidized	Highway Incident	Transportatio n General/Othe	Maintenance	Access Management and/or	Bicycle
Comment	Route	Carpooling	Vanpooling	Shuttles	Bus	Light Raii	Express bus	Rail	Ride	or Carpool Lanes	Hours	Transit Pass or Plan	Clearance and Patrolling	Communicati r on/ App/ real- time changes	iviairiteriance	Operation Concerns	Parking
We have a perfectly viable way to add a train that can do Fernley-TR Industrial Center-Sparks-Reno. Why are we not taking advantage																	
of the existing railroads and adding a commuter train? This train could run every 15 min during rush hours. It would not only save gas,																	
but would also help during winter season and snow hazards and over all diminish driving accidents (which happen EVERY DAY). Is it								1							1		,
economically viable? Can it be electrified? As more and more companies are coming to TRIC, this idea (at least to me) becomes more interesting. I know many people who would bike to the train and use it as the main commuting medium. Hope somebody takes a look																	
a this survey and may be i can get a response on whether this is even being considered at rav.vidal@gmail.com Thanks.																	
Traffic on 180 can be terrible, I intentionally leave work late at night to avoid traffic, especially if there is an accident on the highway.																	
also ride a motorcycle most of the time to help battle traffic, Nevada defiantly needs to allow lane splitting, my motorcycle and car																	
often overheat in the traffic. my car overheated and ruined the engine in the stop and go traffic on I-80 so 99% of the time I ride my														'			
motorcycle. If employer would stagger start times instead of 6-6 things would be less congested											1						
Make it like Texas highways. Big with 4 lanes each direction there are more companies moving into the industrial section and its gonna										1							
bring more workers which means more drivers on the road. With more space and bigger roads its gonna be safer and fast for everyone	 	1													1		
TRAFFIC!!!! Need service road or alternate roads that roughly parallell I-80 between Patrick & Vista Blvd, accidents impact every mode of	 													1			
transportation in this section multiple times a month and when there is winter weather. Another major improvement would be to	1					1				1			1		1		
introduce light rail service between Reno/Sparks & TRIC.	'					!				'			'		'		
RAIL ACCESS WOULD BE AMAZING omg commuter rail bulk chemical rail outbound products rail like wow we are right on a railroad																	
why don't we have rail access???? Please also push the government to expand I-80, 2 lanes each way is not going to be enough in 5-10 years!!)					1		1		1							
Years:: I'd like to see a shuttle to Tesla in Dayton, NV 89403. Panasonic has one that picks people up at Smiths so it would be nice if we could																	
get one for Tesla employees				1								1					
The only detours to Sparks/Reno from USA PKWY are through Carson, Virginia, and Pyramid Lake. If we could get an actual detour from																	
Waltham, Mustang, and Lockwood that doesn't get blocked by the people who own the private property that road goes through and																	
was accessible to non-off road vehicles would be extremely helpful when everyone gets off work at the same time a fire starts or there	1			1	1	1	1	1					1		1		
is a car accident on the 80. I would be more open to taking the shuttles in the morning if there was an emergency transportation system to get back to my car if something happened at home that I needed to attend to immediately. Better public transportation in general)																
would be nice in the Reno/Sparks area to assist in getting to shuttle locations in case of POV issues.																	
Widen the freeway and increase the infrastructure. If you want to build a world class industrial center, you have to have the infrastructure for it.										1						1	
Many systems have been put in place but none for people who work graveyard which is incredibly frustrating.				1													
Think a great addition to transportation would be a bullet train! There's already tracks laid, and Tesla is all about sustainable energy,																	
but most of its employees drive a gas powered car to and from work every day. That seems hypocritical to me. Having a bullet train with stops in different parts of California and Nevada would allow more people to work at Tesla, and it would significantly reduce the								1									
amount of gas vehicles going to and from Tesla.																	
If there is a way I could get to Milan facility from GF1 and viceversa, I would leave my car at home.				1	1												
An electric train to the industrial center would be nice.								1									
Increase shuttle frequency from / to Sparks / Reno to fulfill not just 6 am and 6 pm shift time but also normal office hours of 8 am to 6 pm.				1													
I used to take the bus to work. I had to start driving, because my work schedule is irregular. I would commute to work if there were					1												
more time options for people that took the bus.				4	1					4							
Need fast, convenient, cost effective options. The biggest issue is that there is only 1 road between Reno and TRIC. If there is a bad accident on interstate 80, there are no good				1	1					1							
options to avoid the congestion. It would be great if there was another major road connecting Reno to the area	1												1				
It is a very big challenge to get thru the front gate at Tesla ontime unless you leave 30 minutes earlier. It is terrible trying to get out of																1	
our parking lot to get to USA Parkway. We really need another road to get out to the freeway.																!	
Another Shuttle option 1/2 before reg pick up and 1/2 later to go home. For HR/PAYROLL ETC access				1													
More Lanes please. The Gigafactory is not going to get smaller. The shortest leg of my commute takes the longest to complete. An alternate direct route from Fernly/Fallon that dioesn't involve USA parkway would be even better.										1							
I would recommend a shuttle service to Los Altos Parkway because 75% of the people who live in High rock 5300 and Canyon Vista	†	<u> </u>													<u> </u>		
apartments are the employees in Tesla.				1													
Options for what would change my driving preference doesn't list my option and the answer is wrong. Should add a box for other or none of the above apply														1			
Widen I-80 or possible alternate corridor between Reno/Sparks and the Industrial Center	1									1							
Road issues need to be adressedunsafe conditions														1			
TI - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -				1	1	1	1	1									
There should be public transportation available between TRIC and Sparks/Reno. The shuttles the employers provide are not enough. Add a lane blocked by a barrier or solid white line on the USA parkway so people stop cutting off others and causing accidents and	1	-			•										-		
ruining innocent people's lives.	1									1			1				
Are there plans to have extensions/off ramps from I80 in to the TRIC so we can more directly route traffic while avoiding the hazards at	1															1	
intersections?	<u> </u>															1	

										Add		Employer	Highway	Transportatio n			Access Management	
Comment	Alternate Route	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Commuter Rail	Park-and- Ride	Lane/Transit or Carpool	Shift Working Hours	Subsidized Transit Pass	Incident Clearance and	Communicati	eneral/Othe r	Maintenance	and/or	Bicycle Parking
										Lanes		or Plan	Patrolling	on/ App/ real- time changes			Operation Concerns	J
Can we utilize the railways that run parallel to the 80? It seems like a good fit for the needs here.	1					1		1										
Need to have more north 395 connections there are currently. No other options there than driving my self	'							'							1			
Would be great if we had an alternate route to sparks that doesn't involve I-80	1														·			
Improving, Still backup to West bound 80 at night goes from Electric Av to 80. I go East bound yet people wait till last second to get in																	4	
lane to Reno.																	1]
Congestion is my main concern. It has been getting worse it recently. If the trend continues, I will really consider the idea of using mass				1	1													
transportation instead.					•									-				
I would like more shuttle times in the later morning to the Tesla				1														
Would like to have a shuttle pick up drop off in yerington				ı						1					1			<u> </u>
Car Pool lane would be awesome! Add a flyover from I-80 directly to Electric Avenue in the short term. Long term - build a multi-level parking garage at Legends Outlet										l					1			<u> </u>
and GET HYPERLOOP from there to TRIC with an employee payroll deduction for cost.								1	1			1					1	1
People drive to fast on 80 and there are more accidents where I work													1					
I would like to see the option for a Tesla bus route from South Reno to Gigafactory					1								-					
One nignway is toxic. When there is an accident, rether take a zhr detour, or wait in tramic for shirs, kamp to 180W from OSAA Parkway																		. <u> </u>
is too small. The cars gets lined up all the past electric ave. Overall, the worst part about working here is definitely the traffic and													1				1	i
transportation, almost makes me consider leaving this area. Improvements have been made, but traffic flow in and out of the Tahoe Reno Industrial center needs to be improved as there are more						-			1		-							
and more employees driving here for work. Additionally the on/off ramps driving through Reno are ridiculous and need to be improved																	_	i
to help overall traffic (i.e. interstate speed traffic needs to merge with a short on-ramp traffic within a few hundred feet in multiple																	1	i
locations is ridiculous)																		1
need additional methods beside I-80 to reach TRIC, light rail, bike path, hyperloop.	1			1	1	1	1	1		1								I
There has been a tan of assistants out aget of analysis Doople disjust to just to and from work. I think public transportation would															4			1
There has been a ton of accidents out east of sparks. People die just trying to get to and from work. I think public transportation would be a huge help getting people to and from work and also free up the interstate for semi trucks and travelers from everywhere.															1			1
Is there a plan to have a regularly scheduled bus route?					1													
I would be very interested in travelling by bus if there were more options. Ideally, there would be a bus getting to Gigafactory every					'		_							+				I
hour from 7am to 10am and a bus leaving Gigafactory every hour from 5pm to 8pm					1		1											1
It would be good if buses traveling to the Gigafactory could pick up from multiple bus stop locations based on employees addresses and				1	1		1											1
Interest in riding buses				ļ.	'		'											1
How about a Trolley down the center of I-80 or Subway or a Tunnel from the Tahoe Reno Industria Center to Sparks Outlet Mall and other various locations that have ample parking in Reno. I have seen alot of accidents and traffic on I-80 between Sparks and the																		I
Industrial Center in the last year and a half. Or 2 right hand turn lanes into the Industrial center from a mile back from the turn. Thank				1	1	1	1	1	1	1			1				1	1
you,																		1
Parking lot is hard to exit																	1	
Transit with WIFI					1	1	1	1										1
If there were buses that 1) made stops where there was ample parking 2) arrived at work at 5:30am, not 5:40-5:50am.					1													1
Widening the freeway would be a huge help, or creating an alternate route when the freeway is shut down. Public transportation out	1					1		1		1								1
here (train) would be a great idea to help solve for traffic.	'					'		'		'								
It is a deathrace to work and to leave. It is getting worse																	1	
Work start times need to be staggered. The commute currently is literally killing people Need to assess getting to USA parkway. Currently the only way to/from TRIC is I-80. If there is an accident or event (fire) this route									-		1							i
becomes impassable. Should look at where people are living/moving and adjust transportation from those areas (i.e. road from													1				1	i
Spanish springs / vista blvd to USA parkway or a road from south Reno to USA parkway).													'				'	i
Build hyperloop								1										
need an alternate route than I-80	1																	·
Coming and going to Fernley has much less traffic, but congestion within and around USA Parkway affects everyone.																	1	·
Would love light rail commuter option that had more time options for morning and evening commutes. Or a shuttle service that				1	1	1												1
serviced south reno along veterans parkway.				•		<u> </u>												1
I think everyone would benefit from more access roads to get to the Tahoe Reno Industrial Center, or more lanes on the highway.										1							1	1
Safety is a huge concern. I think we need more police to ensure that people are motivated to drive safer.						1							1					1
on and off ramps to 180 should be fly overs not stop lights.						1							1				1	·
Thave cumulatively spent days of my life gridlocked on I-80 commuting to and from work in the last year and a half. I would love to see														+			1	
a viable alternative route between Reno/Sparks and the TRIC that could be used whenever the frequent severe accidents temporarily	1												1					i
shut down I-80																		<u> </u>
The busses are filling up fast and people are regularly being turned away. More busses are needed. And maybe a second stop at				1	1													1
gigafactory 1. I have almost missed the bus trying to walk across the plant to reach the bus area. I would be interested in rides when the weather is bad and my car may be unable to make the drive. My concern there is still				•	<u>'</u>				1									1
transportation to the pickup location and the time difference of taking public transit				1	1								1					i
More police activity to reduce speeders													1					
more pende dentity to reduce specialis	I				l	I .]		l	i	1	i .	'					

														Transportatio		Aggegg	
	Alternate				_			Commuter	Park-and-	Add Lane/Transit	Shift Working	Employer Subsidized	Highway Incident	Transportatio n General/Othe		Access Management	Bicycle
Comment	Route	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Rail	Ride	or Carpool Lanes	Hours	Transit Pass or Plan	Clearance and Patrolling	Communicati on/ App/ real- time changes	Maintenance	and/or Operation Concerns	Parking
Please provide Public transportation during Winter times especially around High rock, vista, Los altos parkway because there are lot of				1	1	1	1	1							1		
people who works for Tesla				'	ı	ı	'								'		
1. There should be more traffic light at the intersections in the Tahoe industrial center. 2. There must be more Id check station. So that we do not have to waist 20 minutes everyday																1	1
Electric Avenue must be expanded to more than its current capacity. Speed limits need to be increased on Electric avenue as well as USA Parkway. 35mph is ridiculous, and seems to primarily function as a speed trap. There needs to be more than one road leaving the																	1
business park In general, I-80 needs to be expanded to accommodate accidents. it's taken more than 3hrs to get to Reno in the last 6	1									1			1			1	1
months because of a car accident or fire. there needs to be more exits, more ways to get in to Reno in case something happens on I-80.																	1
I don't know many others that commute from Carson City to Sparks. If there were many others that I knew of, I would network and		1												1			
consider carpooling.		'												'			
If there was a bus/ride share that would arrive before 0515 I would use the service. Primary hours for myself and others are 0515 to 1815.		1	1	1	1									1			
Alternative routes when there is a wreck would have a huge impact. Most daycares don't open until 6:30am and close by 6pm in our																	
area. If there is a wreck on my way home and there isn't an alternative route (once on 80W) then I am late picking up my daughter and																	
charged for every minute late. If I know about the wreck before leaving then I will head towards Pyramid Lake and head into Sparks the	1													1		1	1
back way which can take over an hour. Having a quicker route in and out of Sparks would be extremely helpful. My overall commute is																	1
70+ miles which has not only devalued my vehicle because of all the extra miles I've put on it in 3 years, but it takes out a huge chunk of my day that could be used with family, gym time, errands, etc.																	1
Need some more traffic control on USA parkway during high volume times (typically at 5:30-6:30pm). HIGH incidence of collisions or																	
near-misses due to stop & go conditions and short merge window for those getting to 80 west. Unsafe due to aggressive drivers and													1			1	1
visibility/conditions.																	
More options/stops for Ride share and Lyft would be great. Perhaps vouchers would help. This way, rides are guaranteed and not left up to a matching system.		1	1									1					1
Getting on the interstate needs improvement, that now seems to be the biggest congestion point.																1	
There is no transportation from Silver Springs to Tesla or the Industrial Center.	1																
Light Rail Options to GF1 would be awesome. Or a Direct Bus from Spark(with Safe Parking) to GF1.	-				1	1											
Need more transit in and out of Fallon!					1	1	1	1									
It takes a very long time getting from tesla to USA parkway. Need more of an organizational traffic flow to try to make better times																	
getting home. Takes about an hour to get from tesla parking lot to Fernley after work. Having just shuttles to and from work is very inconvenient. Like having my own vehicle in case of emergency or take pto.																1	1
Open the rest of the Tahoe-Pyramid Bikeway. Several of us have tried to bike to work, but traveling through private property makes																	
that a bummer for everyone.																	1 1
If there were a more direct route from Sparks/Spanish Springs to the I80 that would be very ideal	1															1	
What is plan when Tesla is complete														1			
I think having a passenger train option from the Reno/Sparks area to TRIC and buses to the various buildings would be an excellent way of reducing congestion and traffic on the freeway and on USA Parkway.								1									1
I think NDOT should be proactive about installing alternate route for traffic between Reno/Sparks and TRIC to prevent severe and																	
unavoidable congestion when I-80 is blocked.		1											1				
I would love to have a shuttle for travel to and from the Fernley area.				1													
The intersection between 80 and 439 needs to be modified. At the moment, in order to access i80 west from 439, we have a stoplight to turn left. Is there a possibility a road could be built to turn right and loop into i80 heading west? Looks like there might be enough space																1	1
to do the loop.																ı	1
When will 80 be improved past two lanes? It definitely needs it at least to USA Pkwy.										1							
need to improve access to WB-80 from SB-USA parkway																1	
Can we work on getting showers at Giga and a method to bypass the highway on bicycle between Sparks and Lockwood? Totally ridable																	1
the rest of the way, and I'd do it everyday if I could.																	<u> </u>
I find this particular stretch highway of I- 80 from Reno to USA Parkway highly dangerous and difficult to drive. My daily commute to													1				1
and from work gives me anxiety, fearing an accident that is highly likely given the road and high traffic conditions.																	
If transportation was a similar commute time and offered more frequent departures I would certainly change commute options - my				1	1	1											1
biggest complaint with my current method of transportation is the EXTREMELY limited departure times. More carpooling would cut down on the traffic allowing for a safer/faster commute.		1		<u> </u>	· ·	<u> </u>											
Another way out of the parking lot of the Gigafactory other than through the roundabout.	1	'		 	1		1	 		 				+ +		1	
High Speed Bus Service From South Reno to Tesla	'	<u> </u>		 	1		1	 								'	
Need more connecting roads thru to I 80.	1				<u> </u>		<u> </u>							1		1	
I would like more options for getting from the Tesla parking lot to Electric Ave. (or to USA). Exiting our parking lot is the most time-	· ·								1							1	
consuming part of my evening commute.									'							1	
More bus schedules					1		ļ	ļ									
I would love more shuttle options.		-		1	1		 	 									
I would love a shuttle in Dayton as would every person I know that lives in Dayton and works at Gigafactory 1.						1			1						l		1

Alternate Carpooling Vappooling Shuttles Bus Light Rail Express Bus Commuter Park-and- Lane/Transit Shift Working Subsidized Incident Communicati General/Othe Maintenance and/or Bicy															T				
Section Control of the Control of th												01.50.147			Transportatio n	1,011		Access Management	D: 1
Labelity contractions could the matter than the contraction of the con	Comment		Carpooling	Vanpooling	Shuttles	Bus	Light Rail E	xpress Bus				9			Communicati	eneral/Othe r	Maintenance		Bicycle Parking
record time record contractives control in the company of the control in the cont											Lanes		or Plan	Patrolling				•	
interpretation flower and experimental production and experimental programments and experiments and experimental programments and experiments and experimental programments and experiments and	If a shuttle was available I would ride it rather than drive				1														
Waster from the company to the product of the company of the product of the company of the compa						1													
International to the proposal in the pass in the control or things of the part of the part of the pass	, ,					'													ļ
The continuation composition due in insufficient moves of a large great the highways place investors of the continuation of th	Would love to take public transit / workplace shuttle if offered at times that better meet my schedule.				1	1	1												
The continuation composition due in insufficient moves of a large great the highways place investors of the continuation of th	I attempted to do a vanpool in the past, however living in Lyon county. It would have been more expensive due to lack of subsidies.			1									1						
minimizations. 1																		1	
International Association of the Early Programmed Standards and program	Not enough on / off ramps from I-80. Shuttles would be improved by better parking where the shuttles pick up an drop off in the Reno				1					1								1	
Transfer contails fight below the project contails and section for the company of the first own of the project of the first own of the project of the first own of the project of the first own o	metro area.				'					'								'	
Transfer contails fight below the project contails and section for the company of the first own of the project of the first own of the project of the first own of the project of the first own o	Need a secondary route for when 80 has issues. Police should have less speed traps writing tickets to people trying to get to work.	1												1					l
resident in the part of the Chancey. Recal at place and the protection of the Chancey. Recal at place and the part of the Chancey of the Chancey of the Chance of the Ch																		1	
picting words by the words. And office the year stand and on multi-line suggestion of IBU And office the year stand and on multi-line suggestion of IBU And office to the paragraphs of these that lines. And office the year stand and on the international due to surface States conjugation. If it very suggestion of these that lines can go in the international due to surface States conjugation. If it is very suggestion of the tenth can go in the paragraphs and the standard and the standard st																		ı	ł
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would love to see and line Press create another tool from 1961 to the renor/parks area. e.g. commet USA parkway to La Possda Dr. 1		1		-		-					1				+				
Please create another rock from IRID to the renor/guistic same, a gonnest LINA parkway by talk Pload Dr. 1 Inversel displayed to have refit Eastly, and the less refit the another refit Eastly, and the refit Eastly and	31	<u>'</u>		1			1		1		'				 				
The servery comparement to have terrate bases upon the interstant during the surface street congestion Indeed to drive to the piskup location for box shufflith my work provides. The uncomfort biskol new policy in production was color to my home so to an avail included of drive. Indeed to drive to the piskup location for box shufflith my work provides. The uncomfort biskol new policy in the		1		 					<u> </u>									1	 I
In read to drive to the pickap location for the shuttle my work provides. The unconflortable leaving my car outside in a public area for the entire day, it would be ideal if the pickap location was closer to my home so I can walk instead of drive. Saggest a wider ready support and a support of the pickap location was closer to my home so I can walk instead of drive. The cartific signals are a joint of the pickap location was closer to my home so I can walk instead of drive. The traffic signals are a joint of the from the pickap location was closer to my home so I can walk instead of drive. The traffic signals are a joint of the from the pickap location was closer to my home so I can walk instead of drive. The traffic signals are a joint of the from the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I can walk in the pickap location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location when the way home so I was a location when the way home so I was a location was closer to my home so I was a location when the way home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was closer to my home so I was a location was																		1	
entro day. It would be label if the pickup location was closer for my home so I can walk instead of drive. It suggest a water most space or side an additional tame in licentific Annues congestion in bound and outbound ways griding to work. In the traffic space is a water most space or side an additional tame in licentific and see picks. Specifically the temporary own when trying to get onto the freeway thich back laps ratific. It's almost impossible to get in the flexible and onto 180 wetbound because the traffic backs up the filter in the specific property which had ships ratific. It's almost impossible to get in the flexible to be 2 tames to place the flexible to the specific property which had ships ratific. It's almost impossible to get in the flexibility to leave the flexibility to leave the flexibility to leave the specific property which had ships ratific allows a specific property which had ships ratific allows a specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific property with the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships	Reduce traffic time at the Gigafactory after work!!!															1			
entro day. It would be label if the pickup location was closer for my home so I can walk instead of drive. It suggest a water most space or side an additional tame in licentific Annues congestion in bound and outbound ways griding to work. In the traffic space is a water most space or side an additional tame in licentific and see picks. Specifically the temporary own when trying to get onto the freeway thich back laps ratific. It's almost impossible to get in the flexible and onto 180 wetbound because the traffic backs up the filter in the specific property which had ships ratific. It's almost impossible to get in the flexible to be 2 tames to place the flexible to the specific property which had ships ratific. It's almost impossible to get in the flexibility to leave the flexibility to leave the flexibility to leave the specific property which had ships ratific allows a specific property which had ships ratific allows a specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific backs up and I flexible that the specific property with the side of the very which had ships ratific property with the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships ratificated by the side of the side of the very which had ships																			·
In suggest a wider road space or add an additional lane in Electric Avenue. This causes congestion in bound and outbound ways going to work. The traffic signals are a jobs - specifically the temporary one when trying to get onto the freeway. He have step to the first cause of the following the specific or the freeway which back-logs traffic. It's almost increase and out-following the part of the freeway which had-up traffic. It's almost the traffic and onto 1-80 westbound goes of the freeway which had-up traffic. It's almost transpose to get of the freeway to the state of the following traffic and onto 1-80 westbound goes of the freeway to the freeway to the following the following traffic and onto 1-80 westbound goes of the freeway to the freeway to the freeway to the first blood on 180 Westbound goes of the freeway to the freeway to the freeway to the first blood on 180 Westbound goes of the freeway to the freeway to the freeway to the first blood on 180 Westbound goes of the freeway to the freeway to the freeway to the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood on 180 Westbound goes of the first blood goes of the first blood goes of the first blood goes of the first goes of the first goes of the first goes of the first goes of the first goes of the goes of					1					1									l
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Springs-Hidden Valley/Minghia City to 1-80. If other routes are not available, perhaps widening 1-80 to three lanes each direction. The combination of free trusk traffic along with TRIC expansion causes the freeway to become clogged with traffic. It is especially terrible when an accident occurs. Think the existing rideshare services are great. I just prefer to have the flexibility to leave whenever I need to and be able to make stops in Dayton. Need to have a stop in Dayton. Need to have a stop in Dayton. Need to have a stop in Dayton. Need to have a stop in Dayton. Need to have a stop in Dayton. Need to have a stop in Dayton. Think the entire occurred in the time we are able to park. Most of the time is 25 minutes, this results in me having to leave an hour early for what should be a 20 minute commute MAX. There have been someonoon many accidents in the last year, some have even been flash. No job is worth a life, we have to do something. The wave an entergency your out of lack, I gave a guy a ride home a few weeks ago who had been stuck at work for over an hour after being sent home early, he to a shuttle in and had to vail on it. Luckly I carea along and offered thin ar ride, otherwise he would have been stuck for another 24 hours! If you are encouraging "sustainable transportation" we need to know we have options in case of emergency, along with enough buses to a solid with a supplier of the employees. Solid plus employees and a handful of buses does not work! Feel free to call me with any questions or a follow up 417-254-3913 Staggered shifts for employees would reduce congestion and not make me feel like I take my life in risk every time I drive to work The irregular hours! work is the main impediment to using a different method of travel. Additionally, I live in the Spanish Springs area because of the quality of education available for my children. Unfortunally by main area on public transit stops in the area. If there were a park and ride option and light rail of a businel wower because of th																			
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pri no mas a san assistant, it assisting takes i 2 mount to got norme and this is no alternative way. Other whole is a large out.		1	-	-		1	+							1	+				1
Concern would be salting and plowing for the winter			-											Į.	+		1		
Tesla shuttles do save on cost of gas.	0 1 0				1														
A commuter train option would be amazing and free up a lot of congestion and traffic.	·				· ·				1										

	Alta								Davida and	Add	Employer	Highway	Transportatio		Access Management	Discola
Comment	Alternate Route	Carpooling	Vanpooling	Shuttles	Bus	Light Rail E	xpress Bus	Commuter Rail	Park-and- Ride	Lane/Transit or Carpool	Shift Working Subsidized Hours Transit Pass	Incident Clearance and	d Communicati General/Othe	Maintenance	and/or	Bicycle Parking
										Lanes	or Plan	Patrolling	on/ App/ real- time changes		Operation Concerns	
We need more large. There is not enough large for the amount of nearly driving out there. Traffic is humans to humans the entire year																
We need more lanes. There is not enough lanes for the amount of people driving out there. Traffic is bumper to bumper the entire way there, there are accidents and deaths every single day. There needs to be more lanes or a second route to stop this. Thousands of	1															Í
people with 2 lanes does not work. And I would like a shuttle from south Reno to Tesla, as it takes me 2 hours to get to work because I	1															f
have to drive all the way downtown to get to the shuttle. I leave my house an hour before the shuttle gets there, and then it is another	1															1
hour to get to work because of traffic. It is insane. More lanes and more routes! A side road would be great so people can opt to stay off	1															Í
of the freeway and avoid the accidents that always happen. I would much rather drive to work on a side road than risk dying by going	1 1			1						1		1		1		1
on the freeway, especially in winter. Last year there was a 30 car pile up on 2 freeways out there at the same exact time. There were	1															Í
people in ditches every single time it snowed. There were not enough lanes for people to pass others, which resulted in people sliding	1															Í
into eachother. I work graveyard and the snow plow did not show up after I got off work at 6am, which resulted in having to drive home	1															Í
in inches of snow. There was no plow on the freeway or on USA Parkway. There is no excuse.	1															Í
The freeway needs to be widened and the spaghetti bowl needs fly overs. USA pkwy needs overpasses build for continuous flow of										1					1	ĺ
traffic. 15-30 minutes to get to the freeway is ridiculous.	1									I					I	Í
Need more lanes. possibly look into a train, train track come right by here						1		1		1						ĺ
	1														1	ĺ
The fact that there is suck a limited way to leave the complex makes the drive home take a hour or more due to the lack of exits.															l	ļ
I would use a ride share program if I could find a ride anytime. I start work anywhere from 7-9am and finish anywhere from 5-8pm.	1	1				[1 1			1
Current ride share makes me schedule to far ahead of time and I don't have that flexibility.		ļ '	1									1	<u> </u>			+
I-80 has no alternate surface streets - so a single crash between the industrial center and Reno blocks everything. Having a backup plan	1											1				1
(even a dirt road) would be a huge benefit.	 	<u> </u>				-										
Please invest more in the driver education programs in Nevada. I am embarassed to have to put a Nevada license plate on my car.	1												1			i
Shuttle in the Spanish springs/ sunvalley area			+	1		+							+			1
The issue is leaving TESLA parking lot. They require thousands of people to clock out and leave at the exact same time. Causes way too	 		1	1		-										
much traffic, sometimes can take 20-30 minutes just to leave the parking lot. It's unsafe, people run to their cars and speed because we	1															Í
all want to get home after already being here for 12 hours, being stuck in the parking lot for 30 extra minutes is not fair and not safe to	1										1				1	Í
have that many people leave at the same time	1															Í
High speed rail or tell Elon to give me a model X with autopilot.								1								ĺ
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Question number 9 missed a very important point. Only "Faster" transportation was mentioned. More frequent transportation would	1			1												Í
really be the only way I would take transit to work. Running lines at greater frequency would allow for flexibility. Right now, shuttles	1			'												Í
run once an hour. That is not nearly frequent enough to cause most people to change their commuting habits. Thave significant concerns about the proposed Biockchains LLC development and its impact on traffic on 180. The traffic situation has																—
continually worsened as the Tesla Gigafactory expands and it takes just a single accident on the highway to bring traffic to a halt. I'm	1															Í
seriously concerned about the impact on the roads with the additional freight traffic coming from Tesla heading toward California in	1											1			1	Í
terms of traffic flow and road conditions.	1															Í
Have Tesla shuttle at Stead area.				1												Ī
Widen the road way on electric to 3 or 4 lanes per. The N. Gate would follow suite. Traffic backing and gridlocking the site is										_					_	
imperative to production.	1									1					1	i
																i
I used to live in South Reno and there was no easy option for getting to work other than driving alone. I now live downtown and can	1			1	1											1 1
walk ~1 mile to a work shuttle. There needs to be something that I can either walk, bike, or drive a very short distance and park for free	1			'	'											1 '
that will leave a home location ~30min from 5:30AM-9:00AM and location of employment every ~30 minutes between 4 and 8 PM.																
It's a hot mess. Several accidents												1				
Interstate 80 needs three lanes each direction between Sparks and USA Parkway	—									1						+
It's ridiculous that there is no reliable, high frequency transit from town to TRIC. Driving out to USA Parkway is very dangerous during traffic hours. Accidents are very common. Also, driving out there and back	—				1	1	1									+
everyday is so costly transportation wise considering the amount of miles put on your car, the amount of gas used, weather conditions	1															i
while driving and the constant wear and tear on the tires. Not to mention the fact that it is free range for the horses so avoiding hitting	1											1		1		Í
them is a constant challenge when entering and leaving work during dark hours.	1															ĺ
My biggest concern is the speed limit not being enforced on I-80.			1			 						1				1
Every company should have shuttles to help minimize traffic		-	+	1								 '	+ + + + + + + + + + + + + + + + + + + +			ĺ
Carpooling needs to be not only recommended but enforced as it helps everyone out. I sincerely would like to see this being pushed		<u> </u>	1	- '		+						1	+ + + + + + + + + + + + + + + + + + + +			1
harder.	1	1														ĺ
Somewhat educated guess on number of employees. No diversion options when accidents occur. Would like some other option, but	1			4							1		 			ĺ
don't see how that would work with irregular hours.	<u></u> '											<u> </u>				<u></u>
It can be frightening and frustrating with the traffic	1											1				
Put in a commuter train!	ĺ							1								
More control at exit 32	ĺ														1	1
	1	1														1
The commute to tesla gigafactory is terrible. We need more roads. If we had more roads maybe there would be less accidents.		'														ļ
Add more bus routes include my zipcode 89502					1											ļ
I use USA parkway from Silver Springs and I LOVE it!!!	<u> </u>														1	<u> </u>

										Add		Employer	Highway	Transportatio			Access	
Comment	Alternate	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Commuter	Park-and-	Lane/Transit	Shift Working	Subsidized	Incident	Communicati Gener	ral/Othe	Maintenance	Management and/or	Bicycle
- Commons	Route					9		Rail	Ride	or Carpool Lanes	Hours	Transit Pass or Plan	Clearance and Patrolling	on/ App/ real-	r		Operation	Parking
										Laries		OI FIAII	rationing	time changes			Concerns	
Traffic from Tesla and erratic drivers on I 80													1					1
A light rail that went to a central location within the Center would be a good idea, as people could then be distributed by the						1												
companies						1												Į.
we really need a light rail system to go from sparks to USA Parkway! The infrastructure should have been thought or before USA																		i
Parkway became so congested. For some reason EDAWN wants to continue to add more companies in an area when there are too																		1
many problems with the infrastructure to accommodate the growth. EDAWN is on a mission to make this the biggest biggest city and is						1												i
destroying the way of life so many of us have enjoyed for a long time. If you want to be a big city, it's time to start acting like it. Learn																		i
from Sacramento, San Jose, Las Vegas, etc., and put a light rail system in. Nothing really with the transportation. The condition of the road once passed the gas station going up toward the Silver Springs needs																		
to be worked on. Also it is a very dark drive, street lights along the way would be better to see wild life.															1			ı
a train stop-tric Commuter Rail						1		1										
Any plans for alternate routes?	1					'		'										
Any plans for alternate routes:	I		-						-					<u> </u>				
The bottle neck coming in from the valleys is an absolute hazard during the winter due to the amount of traffic and accidents													1			1	1	i
I'd love a bus that went to and from TRIC every hair hour. I could make that work. I don't have a set schedule, so it's difficult to use the																		
commuter buses that are already set up. I'd recommend working with the city planning agencies to encourage higher density housing															_			ı .
options that can help sustain mass transit. Abolish single family zoning. Encourage developments that allow people to walk to school,					1										1			1
groceries and other non-commute destinations.																		i
we need a bus route out here and more ways to get out there. more lanes on i80 too					1					1								
A bus service would be great. Stopping at central office locations.					1													·
Waltham Way becomes treacherous during icing and there are very few ice trucks working it.				Ì				İ		İ						1		1
Build new apartments near USA pkwy. This is a housing problem, not a traffic problem.			1												1			
just started with V ride should be changing my mode of transportation in the next week			1												-			
Create a public rail system that leaves Reno & Sparks and stops near the industrial center and then has buses that deliver you from a																		
train station to businesses in the Tahoe Reno Industrial Center.						1		1										1
I am very blessed to have the vanpool as a option! It helps me and others a lot. To be able to help others get to work is awesome! Thank			1															
you!			'															1
You guys are already diong a jod job to help employees to get to our job faster, easier and cheaper by providing a vehicle that our		1	1									1						i
employer pays for it and with the vanpool subsidy that provides by your organization thanks keep up the good job																		h
Wider roads and alternate routes since the Tahoe Reno Industrial Center is growing and getting a lot of employee	1									1								1
If transportation to and from TRIC is to improve, NDOT and other agencies must take the lead because by this point, I think virtually																		i
everyone has realized that the top brass at Tesla could not care less about this issue and many others that relate to employee safety																		ı
and wellness. In the two years that I have been at GF1, Tesla has NEVER shown any real interest in providing adequate facilities for their																		ı
workers, whether it is toilets, break rooms, or parking, and that includes back in the old days when there were 400-500 total employees															1			ı
at GF1. There weren't enough toilets or parking spaces back then and there still aren't now. A significant portion of the demoralization																		ı
that characterizes so many Tesla workers is a result of standing in line for bathrooms at work and being stuck in a ridiculous parking lot																		ı
for 30+ minutes after every twelve-hour shift. Asinine, ridiculous, preposterous upper management.																		ı
Tesla traffic is awful. Exiting the parking lot just to get on Electric Avenue can take up to an hour . More exit routs could help traffic																	1	1
congestion .																	ļ	ı
I-80 really needs to be more lanes if possible, also the on and off ramps need to be a longer for ease of getting on the interstate. I also										1							1	ı
think the speed limit on I-80 needs to be 70 MPH.										'							'	h
When will we get a reliable regional train system that goes from Reno to the Tahoe-Reno industrial center? The public transportation in						1		1										ı
this region is mediocre at best. We need a wider overpass for USA parkway and better onramps. I'm all for sustainable transportation but not at the expensive of																		
punishing those who drive. People on shuttles or vanpools suffer too as they sit in traffic. Tesla should be required to pay for some of																		i
this construction as they are the biggest contributor to the traffic. Tesla should also be required to stagger shifts. Having thousands of			1	1						1	1	1					1	ı
people all leave at 6:00 is ridiculous.																		i
Possibly make it 3 lanes instead of 2 for slower vehicles/semitrucks										1								
Build a bike path. I'll ride my bike to work year round																		1
No comment on the transportation topic, but there is TOO much congestion for such a small road way. Need better solution to traffic				<u> </u>		+								 	_ +			
that consists thousands of employees in one area.															1			1
looking for something that is much more flexible than currently. More similar to an uber pool driving system that can be quickly called		-1		1		†		1						1				·
or signed up for last minute. No waiting.	<u></u>	_ '		<u>L</u>				<u>L</u>						<u> </u>				<u>ı</u>
A regular bus or train would be nice					1	1		1										 I
it would be a smoother commute if there were more police presence on I 80. People constantly drive 80 mph or more, cut others off,													1					·
and are going to hurt someone			<u> </u>		<u> </u>			<u> </u>	<u> </u>	<u> </u>								<u></u>
Would like to see a bus route end at a park and ride in TRIC. Distribution by carpool from inside TRIC would decrease freeway					1]								
congestion. Any options on the table such as this?			ļ		'				1									1
More incentives to carpool such as the ride share app scoop. Would be helpful in reducing congestion		1	1						1			1						1
Why not using the Rail Road to commute people from Reno and Sparks to Reno Industrial Center.						1		1										<u> </u>
TOO MUCH TRAFFIC			<u> </u>			<u> </u>		<u> </u>		<u> </u>					1			

										Add		Employer	Highway	Transportatio		Access Management	
Comment	Alternate Route	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Commuter	Park-and- Ride	Lane/Transit or Carpool	Shift Working Hours	Subsidized Transit Pass	Incident Clearance and	Communicati General/Othe	Maintenance	and/or	Bicycle Parking
	Noute							Kan	Nuc	Lanes	riours	or Plan	Patrolling	on/ App/ real- time changes		Operation Concerns	1 di Kirig
Toome early because traffic is awful in the morning, when I try to go nome at hight I am just sitting in traffic. This is unacceptable for														time changes		COLICETTS	
this area and something needs to be done to alleviate the issues especially because it is only going to get worse. We either need to																	I
expand the highway, make the highway a two-tiered sort of road where one direction is on top and the other direction is underneath or								1		1							i
we need mass transit like a train or subway. It is upsetting to work in an area that you can drive to in 20 minutes but end up getting										•							i
stuck in traffic for an additional 25+.																	1
																	1
I'd either like to see some kind of public transportation of some kind to assist people with the commute on I80. As the bad weather																	1
approaches my commute typically changes from 1 hour to 2+ hours each way on top of a 12 hour work day. Which really makes for a																	1
long stressful day for everyone involved. Either there needs to be a meeting set up with employers to have them alternate possible																	i
start and stop times or maybe more public transportation allowing people to have a different option for commuting to and from work.																	i
The business park was a great idea however the though wasn't thought through very well with how much traffic and congestion it will																	i
bring to the area. With more and more people coming into the area it will only get worse. Possibly teaming up with major companies					_		4		1			_					1
and offering them a deal of discounted rides for their employees via charter buses might be a better idea. I currently live in the Stead/					1	1	1	1	1		1	1					i
Lemmon Valley/ North Valleys area and there is NO FORM of commuter bus/shuttle that leaves from that AREA! This is NEEDED as there are a lot of employees that live out that way even as far as Boarder town. I hear from many people that if there was a commuter																	i
bus going to and from that area they would use the commuter bus. A simple expansion of commuter buses could really help out. It																	i
only takes a simple Poll to employees such as this that can give answers for all the craziness that people are feeling and going through																	i
on a daily basis. As a regular employee I propose this 1 question How would you feel if you had 15 hour work days and a family at																	ı
home to take care of? I am a dedicated employee to Tesla and I wont leave my job due to commuting however I think that there																	i
definately needs to be some kind of solution to this matter and it needs to happen now rather than later.																	i
Reno is growing and the roads where outdated 15 years ago. the speed limits are lower than most cities of similer size e.g. Salt lake 70 -										_							
80 mph. The roads and freeways need to be upgraded and light rail should be used.						1				1							1
A train or high speed gondola from high density parking in Sparks would be super convenient						1		1	1								
People speeding in and out of traffic, swerving, getting too close to accidents.													1				
Additional lanes are need in time of an accident the freeway is completely blocked. 30 min drive turns into 3 hours.										1							
Make semi trucks stay in only the right lanes on i-80 between USA parkway and Reno. It would prevent the majority of accidents and													4				
help traffic flow!!!!													1				1
Option: Boring company in Reno and hyperloop to USA Parkway!								1									1
Accidents almost every week on the way to and from work. Absolutely dangerous to drive to work													1]
A 24 hrs bus line every 2 hours?					1		1										l
prioritize commuter train options to the industrial park, extend the 6 lane I -80 from sparks to USA parkway								1		1							I
I have lived in northern Nevada since 1985. The spaghetti bowl has been redesigned at least 4 times during that time frame. I have																	1
absolutely zero confidence that anybody will be alleviate the current transportation problems on Interstate 80 within the next century.																	i
Bad designs to begin with compounded by good money chasing the next bad solution. Try to pull out of Pittsburgh Ave on USA Parkway																	i
some time. Limited visibility in both directions yet someone approved this design? Twenty years ago the NHP had planes in the air just													1				i
about every day to control the speed. There was hardly any traffic then. Now that there is non-stop traffic there is not a sheriff or state																	1
trooper anywhere in sight. Until the government agencies can figure out how to take advantage of their current resources there is no																	1
hope for the future. Thirty years from now someone else will be taking another survey asking for input as they continue to try to																	1
repair the damage that isn't being fixed now. The traffic on 1.90 is supplied to what I heard from people. Even at exactly 4 pm the freeway still moves at least at																	
The traffic on I-80 is suprisingly minimal compared to what I heard from people. Even at exactly 6 pm the freeway still moves at least at the speed limit.														1			1
I am not sure how this pathetic survey is going to help get me public transportation from Reno to the Center.					1	1	1	1	1								. <u> </u>
					•		•	† 	<u> </u>								·
why isn't there more HP officers on I80? there is some crazy drivers and truckers out there tailgating and cutting people off everyday.													1				1
also I am sure everyone knows, one way in and one way out is terrible when there are problems on highway.								1									i
Where I live is starting to get terrible driving to work. In time it will be bad like Reno.								1						1			
Lower speed limit on 180 to 65mph and increase enforcement. The speed differential is the greatest cause of congestion. Semi going 60								1					1				i
versus cars going 85.			-	-				1	-	1							
widen Interstate 80 now!!! 4 lanes each way minimum. The ride share is interesting to my organization.			-	-			1	1	1								
Pittburgh ave. Still dose not go threw, we have one way in and one way out and now we can only make a rt turn.(away from I-80)and			+	1			I							+ + +			
still can not see Safely down USA Parkway to enter the street so it is very unsafe. now with snow coming we will have to drive on solid																1	i
ice again on the freeway because they are not getting worked																'	i
Tarive in the am from virginia city Highianas oŭtside virginia city to work via Hwy 34 i to 580/395 to 1-80 to USA Parkway. To come								1									
home, I drive USA Parkway to Hwy 50 to Six Mile Canyon to Hwy 341 to VC Highlands. The route home in the afternoon usually takes																	1
me about 5 extra minutes than I would spend driving I-80, but there is less congestion, fewer bad drivers, and less chance of an													1			1	1
accidentor somethingcausing a traffic slowdown or stop. In other words, I drive a "loop" of sorts for my daily commute and take the																	i
longer route on the way home to avoid "drama".		ļ		-					1								1
Alternative routes into Tahoe Reno Industrial Center			+	1				1		4						1	
Need more lanes at choke points. Is better than a year ago so good progress.										l							

Comment	Alternate Route	Carpooling	Vanpooling	Shuttles	Bus	Light Rail	Express Bus	Commuter Rail	Park-and- Ride	Add Lane/Transit or Carpool Lanes	Shift Working Hours	Employer Subsidized Transit Pass or Plan	Incident Clearance and Patrolling	portatio n municati .pp/ real- changes	General/Othe r	Maintenance	Access Management and/or Operation Concerns	Bicycle Parking
I would use public transportation if it was easy to use and reliable. A commuter train would be nice. Since the majority of traffic								_										1
appears to be going to/from the Tesla facility, it could be the first station. Or, Elon Musk could work with his Boring Co to bring his employees to the Gigafactory after it's successfully implemented in LA.								1										
As a manager, my times vary greatly for start and end times. It was impossible to do any of the shared driving that was set up because of the varied time.											1							
build a public parking lot at Larkin or behind Woodspring Hotel so that we can take the bus to work at TRI. The best alternation is to build 6 lanes freeway. OR at least for the meantime build 6 lanes in certain areas (easily accessible) so that we all can pass the trucks or slow moving vehicles. The best is to build a 4 lanes from Mustang all the way to prater which is near Northern Nevada Hospital (this is very feasible in 2 reasons - A: easy access for ambulance from TRI and Fernley to go to the hospital B: it provide the alternative routes should the freeway closed between mustang and Vista blvd - it happened many times since I worked here only few months. The 3rd reason is this is going to take many cars off the I-80 from Mustang to Vista blvd. Another thing is it will not affect the flow of traffic now during the construction since it is a brand new road. When that is done then we can started widening 6 lanes from Vista to Mustang. By looking at google maps (we will cross the KVRX-FM Sparks tower). This 4 lanes is need in the future to access the Copper Canyon project too which is coming to the loop Rd and the Jeep Trail or Copper canyon parkway or Salomon Cir for now. I don't mind put my email address on here jonnylau88@gmail.com									1	1							1	
Any alternative transportation would need to have flexible schedules at numerous locations (IE: BART). Also, we need something that																		
would go door to door. Walking in the winter here any distance is dangerous.					1						1							
180 needs to be 3 lanes each direction but until NHP starts issuing tickets for cars traveling slowly in the left lane. Three lanes or 12										1			1					
won't matter! Or build planned route from I 80 to La Posada in Spanish Springs.										I			I					1
It is getting to be a very dangerous trip It had taken as long as 2 hours to travel 20 miles. We have had to go around pyramid to get home													1					
Something needs to be done to prevent accidents. More police officers out the to prevent speeding, careless driving and people just being unsafe.													1					
More control over the "crazy young and some older drivers."													1					
My employer provides bus transportation but it is for the production staff so the hours do not match up to my work schedule.											1							
I've worked at PetSmart DC for 7 years and am considering quitting due to traffic, due to both congestion and danger.													1					
Weekdays it is like Death Race. A LOT of people going 80 MPH+, including big rigs. Crazy dangerous!!!. Help, NHP!													1					
There should be an alternate route from sparks to the industrial complex that doesn't include going to Virginia City.																	1	
More lanes!										1								
You need a Bi-pass that connects Fallon to I-80 without going through Fernley. There is to much congestion there, trying to get on the Freeway.																	1	
Fixed route would not work for me. A shuttle going from a park and ride to place of employment would be better. Vanpool would work well too.					1				1									
Although I have been with my employer in excess of 5 years, my answer needs to be caveated. We only just started construction in the TRIC and I've only been commuting here for less than a month. I'd be very interested to know how long it will be until add a second on ramp to I-80 West bound from USA Parkway. This is the most congestion for me. Minimizing commute time is very important to me, as is stewarding the environment. I have a diesel Jetta TDI so I get about 38 mpg and I choose to live in location that minimizes distance to my employer's job-site. I'd be interested in transit/ carpool options, but only if they don't significantly increase my overall door-to-door commute time. Thanks for your efforts on this issue!																		