

RENO/CARSON CITY METRO AREA REPORT CARD

TRIP has assigned the following grades to the Reno/Carson City metro area highway system.

	GRADE	COMMENT
Roads	F	<i>In 2005 (the latest year for which data is available), 30 percent of major roads in the Reno/Carson City metro area were rated in poor condition and an additional 20 percent were in mediocre condition. Pavement conditions in the region are likely to worsen because funding for the state's pavement repair program since 2004 has not been adequate to keep pace with pavement deterioration.</i>
Bridges	A	<i>Only six of the region's 225 bridges are rated as deficient. Two bridges are rated as structurally deficient and four bridges are rated as functionally obsolete.</i>
Congestion	C	<i>Current traffic congestion levels in the Reno/Carson City area are considered moderate. But without significant transportation improvements, traffic delays in the region will increase eight fold by the year 2030, with rush hours trips expected to take 39 percent longer to complete than during non-rush hours – travel delays similar to present-day Las Vegas. TRIP has provided a list of the most congested sections of roadway in the region.</i>
Safety	D	<i>In 2005, The Reno/Carson City area had a traffic fatality rate of 10.7 fatalities per 100,000 population, lower than the statewide average of 17.4 fatalities per 100,000 population and the national average of 14.7 fatalities per 100,000 population. In 2005 there were 48 traffic fatalities in the Reno/Carson City area. Roadway safety features such as widened lanes, added or improved medians, improved intersection design, paved shoulders and added rumble strips, where appropriate, can reduce traffic fatalities and serious accidents.</i>
Funding	F	<i>A Blue Ribbon Task Force created by Nevada's State Transportation Board of Directors found in December, 2006 that the state faces a \$3.8 billion shortfall in funding through 2015 for highway projects needed to accommodate significant traffic growth in the state. Since last increased in 1992, the buying power of Nevada's 17.65 cents-per-gallon motor fuel tax dedicated to state highway repairs has decreased by 43 percent.</i>

ROADS

Pavement conditions on Reno/Carson City's major roads are below desirable standards, with half of major roads in the Reno/Carson City metro area in poor or mediocre condition.

- Thirty percent of Reno/Carson City's major roads are rated in poor condition, and an additional 20 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county or municipal governments.
- Roads rated in poor condition often have significant rutting, potholes or other visible signs of deterioration. Roads in poor condition typically need to be resurfaced or reconstructed. Roads rated in mediocre condition show signs of significant wear and may also have some visible pavement distress. Most pavements in mediocre condition can be repaired by resurfacing, but some may need more extensive reconstruction to return them to good condition.
- Thirty-three percent of Reno/Carson City's major roads are in good condition. A desirable goal for state and local organizations responsible for road maintenance is to keep 75 percent of major roads in good condition.
- Pavement conditions in Nevada are likely to worsen because since 2004 the state has been unable to fund a pavement preservation program adequately to keep up with pavement deterioration rates. From 2004 to 2009, Nevada is expected to spend \$506 million dollars on pavement preservation, but needs to spend \$1.27 billion to keep pavements in their current condition – a \$768 million shortfall.

BRIDGES

Bridges in the Reno / Carson City region are in good condition.

- Two of the 225 bridges in the Reno/Carson City area are rated as structurally deficient, showing significant deterioration to decks and other major components.
- Four of the 225 bridges in the Reno/Carson City area are functionally obsolete. These bridges no longer meet modern design standards for safety features such as lane widths or alignment with connecting roads or are no longer adequate for the volume of traffic being carried.

CONGESTION

Growing travel demand in the Reno/Carson City has resulted in modest levels of traffic congestion in the region. But by 2030 traffic congestion in the area will reach levels similar to present-day Las Vegas unless significant highway improvements are completed.

- A recent report by the Reason Foundation found that by 2030, the average rush hour trip in Reno/Carson City will take 39 percent longer to complete than during non-rush hours – a traffic delay level similar to present-day Las Vegas – unless significant highway improvements are completed.
- A region’s major highways and streets are rated based on their level of service using the letter grades A, B, C, D, E or F. Roads rated D, E, or F are considered moderately to severely congested. The following is a definition of each level of service designation:

A	Free flow of traffic with operation of individual vehicles largely unaffected by presence of other vehicles
B	Stable flow of traffic with slight decline in freedom to maneuver
C	Stable flow of traffic, but vehicle operation is significantly affected by presence of other vehicles in traffic stream
D	Crowded roadway with some decline in speeds. Large number of vehicles restrict mobility and stable traffic flow
E	Unstable, slow traffic flow with virtually no gaps in traffic stream, subject to traffic flow breakdowns
F	Stop-and-go traffic with low speeds and little or poor maneuverability

The following is a list of major roadways in the Reno/Carson City metro area that have the greatest level of traffic congestion, based on level of service rating:

Route	From	To	Length in Miles	Level of Service	Average Daily Traffic	Lanes
I-580	Moana Ln.	Spaghetti Bowl	3.2	F	146,000	6
I-80	East 4th St.	East McCarran Ave.	2.3	F	97,500	4
US 395	Spaghetti Bowl	Parr Blvd.	2	F	92,000	4
Carson Street	Stewart Street	Arrowhead Drive	3.6	F	41,000	4
Carson Street	US 50 at Spooner Jct.	Stewart Street	2.2	F	50,000	4
I-80	Keystone Ave.	East 4th St.	2.9	E	115,000	6
Pyramid Road	N. McCarran Blvd.	Highland Ranch/Sparks Bl.	3.7	D	35000	4
US 50 in Carson City	Carson Street	Deer Run Road	4.4	D	28,600	4

SAFETY

Improving safety features on Reno/Carson City’s roads and highways would likely result in a decrease in traffic fatalities in the area. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- In 2005, The Reno/Carson City area had a traffic fatality rate of 10.7 fatalities per 100,000 population, lower than the statewide average of 17.4 fatalities per 100,000 population and the national average of 14.7 fatalities per 100,000 population. In 2005 there were 48 traffic fatalities in the Reno/Carson City area.

- Highway improvements such as removing or shielding obstacles, adding or improving medians, wider lanes, wider and paved shoulders, upgrading roads from two lanes to four lanes and better road markings and traffic signals, where appropriate, can reduce traffic fatalities and accidents.
- The Federal Highway Administration estimates that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.

FUNDING

A Blue Ribbon Task Force created by Nevada’s State Transportation Board of Directors found in December, 2006 that the state faces a \$3.8 billion shortfall in funding through 2015 for highway projects needed to accommodate significant traffic growth in the state. The declining buying power of the state’s motor-fuel tax has reduced Nevada’s ability to fund needed transportation projects.

- A Blue Ribbon Task Force created by Nevada’s State Transportation Board of Directors found in December, 2006 that the state faces a \$3.8 billion shortfall in funding through 2015 for highway projects needed to accommodate significant traffic growth in the state. The \$3.8 billion shortfall does not include inflation on future projects.
- The report recommended that by 2015 Nevada complete the following projects in the Reno/Carson City area:
 - ✓ Widening I-80 from Robb Drive to Vista Boulevard
 - ✓ Widening US 395 from the Spaghetti Bowl to Stead
 - ✓ Improvements to Pyramid Highway
- The buying power of Nevada’s 17.65 cents-per-gallon motor fuel tax dedicated to state highway repairs has decreased by 43 percent since it was last increased in 1992. This has reduced Nevada’s state motor-fuel tax dedicated to highway repairs to the equivalent of 10.1 cents-per-gallon in 1992 dollars.

Sources of information for this report include the U.S. Department of Transportation, Federal Highway Administration (FHWA), the U.S. Census Bureau, the National Highway Traffic Safety Administration (NHTSA), and the Nevada Department of Transportation (NDOT).