

Public Outreach Summary

January 2018



ONE NEVADA

TRANSPORTATION PLAN



Prepared For:



Prepared By:



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

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1.0 Introduction

The Nevada Department of Transportation (NDOT) is developing the One Nevada Transportation Plan (One NV Plan) – an update to the states federally required Long Range Transportation Plan. The Plan will be a performance-based transportation plan that identifies needs and strategically supports decision-making for future investments that will improve Nevada’s multimodal transportation system. It will include an overarching vision that defines agency and system goals, objectives, and performance measures that reflect input from Department leadership, Nevada’s stakeholders and planning partners, as well as, the general public. It is intended to be a living document that is a part of a continuous process of planning, implementation, operation, and preservation of Nevada’s transportation system that will evolve over time to reflect and be responsive to future changes in needs, resources, and priorities.

This plan will be one plan, one vision for Nevada’s Transportation needs. It should be consistent with the message of the Unified Transportation Investment Plan Preview, the Moving Nevada Forward: A Plan for Excellence in Economic Development 2012-2014 published by the Governor’s Office of Economic Development, and other statewide and regional transportation and related plans.

1.1 Document Purpose

This Phase 1 Public Outreach Summary documents the public outreach efforts conducted for the One NV Plan between spring of 2017 and fall of 2017. This period of outreach was focused on introducing the One NV Plan, informing the One NV Plan vision and goals, identifying the public’s priorities when it comes to major transportation investment categories and soliciting general feedback.

As the One NV Plan advances, Phase 2 public outreach will be completed in 2018. Phase 2 will solicit feedback on the draft plan elements, including the proposed prioritization process, performance management and long range transportation projects. This document is intended to be dynamic and will be expanded into the Public Outreach Summary document at the end of the One NV Plan project.

2.0 Outreach Tools and Methods

Various outreach tools and methods were deployed to disseminate information and gather input to a broad audience statewide.

2.1 Website, Social Media and Online Survey

A project-specific website was developed to provide information and share documents with the public and stakeholders. The URL is www.onenvplan.com and is hosted and managed by the consultant team. In addition to the general home page, the website consists of pages detailing the project schedule, sharing relevant study documents, opportunities to participate, a custom comment tool that allows users to geo-locate specific comments and a contact us page. The participate page is used to house specific input tools such as the online survey. The online survey was the primary tool used to gather information from the public during Phase 1 public outreach. The results of the survey are described in Section 2.



Figure 3: Onenvplan.com screenshot

In addition to the website, project-specific social media accounts were created and managed by NDOT to disseminate information and communicate with the public. Accounts were created on both Facebook (@onenvplan) and Twitter (#onenvplan).

2.2 Statewide Mobile Outreach Meetings

Due to Nevada’s diverse geography, the One NV Plan team conducted a series of mobile outreach meetings statewide over a two week period (September 18-29, 2017). The statewide mobile outreach meetings allowed the study team to engage the public across Nevada, both southern and northern Nevada and in both rural and urban locations. The statewide mobile outreach meeting locations and route are shown in **Figure 2**.

NDOT provided fleet vehicles that were wrapped in One NV Plan branding and used while traveling throughout the state. Meetings were advertised in local newspapers, through a meeting flyer and via social media. See **Table 1** for a list of newspapers that carried the meeting advertisements. A summary of the statewide mobile outreach meetings can be found in **Appendix A**.

Table 1: List of Newspapers

Lahontan Valley Times	Pahrump Valley Times	Mineral County Ind. News	Lincoln County Record
Laughlin Times	Tonopah Times	Lahontan Valley Times	The Reno Gazette Journal
Mohave Valley Daily News	The Sparks Tribune	Tahoe Daily Tribune	The Ely Times
Mesquite Local News	Nevada Appeal	Pahrump Valley Times	Elko Daily Free Press

Figure 5: Statewide Mobile Outreach Map

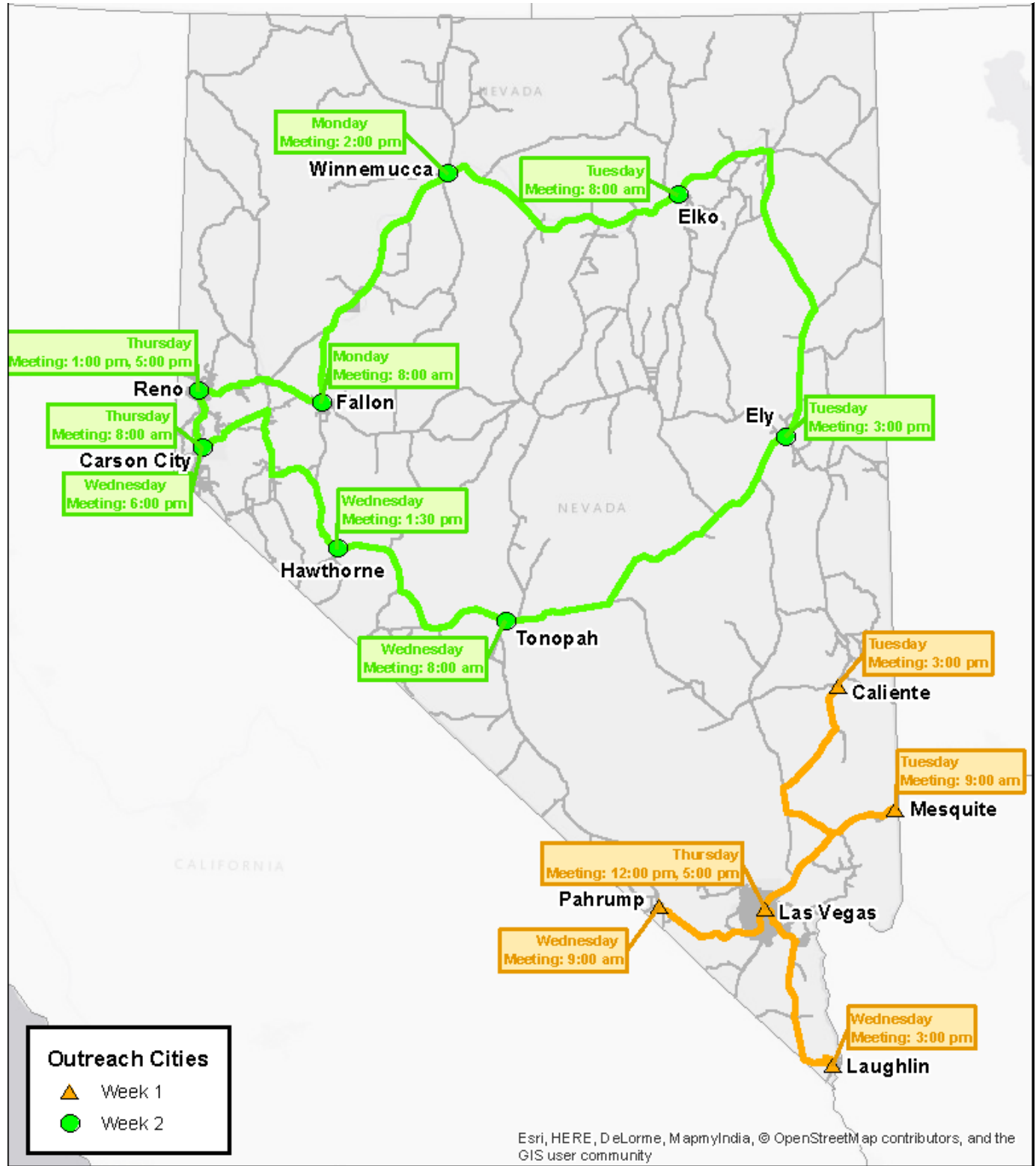


Figure 4: Statewide Mobile Outreach Map

During the statewide mobile outreach, the study team set-up at each location for two hours. The public was given the opportunity to discuss the One NV Plan and learn about its elements through a small flipchart (**Appendix B**) and a project flyer (**Appendix C**). The study survey was made available via iPads connected to the website. Prior to taking the survey, participants were encouraged to play a prioritization game to help them think about what their transportation priorities are. The game is similar to Connect 4, where each column is a transportation funding category and each chip represents transportation dollars. In addition, One NV Plan branded give-aways were provided as a thank you for participants.



2.3 Other Outreach Opportunities

In addition to the statewide mobile outreach meetings, the study team took advantage of other meetings and presentation opportunities to either set-up a One NV Plan table with information or provide a presentation on the One NV Plan. The following meetings were attended:

- *Transportation Innovation Day at the Legislature – 3/14/17*
- *Nevada Aviation Association Conference – 4/4/17, 4/5/17*
- *NAASIC UAS Search & Rescue Symposium – 4/11/17*
- *Reno Spaghetti Bowl PIM – 4/13/17*
- *Washoe 2040 RTP Public Meeting Attendance – 4/25/17*
- *Nevada Transportation Conference – 5/2/17, 5/3/17*
- *Reno River Festival – 5/13/17, 5/14/17*
- *US 50 Lake Tahoe Safety Improvements – 5/31/17*
- *Las Vegas Business Expo 6/14/17*
- *Bryan Bldg. Employee Outreach (Carson) 6/14/17*
- *Carson City Epic Rides 6/16-18/17*
- *Small Business Matchmaker (Reno) 6/28/17*
- *Carson City Freeway Grand Opening 7/22/17*

3.0 Public Input Summary

The input received during the first phase of public outreach is used to get feedback on the One NV Plan vision, ensure the One NV Plan goals are appropriate and refine the goals, identify which goals and long term trends are considered the most important and inform proposed funding prioritization schemes. This section provides a summary of the input received during Phase 1 public outreach.

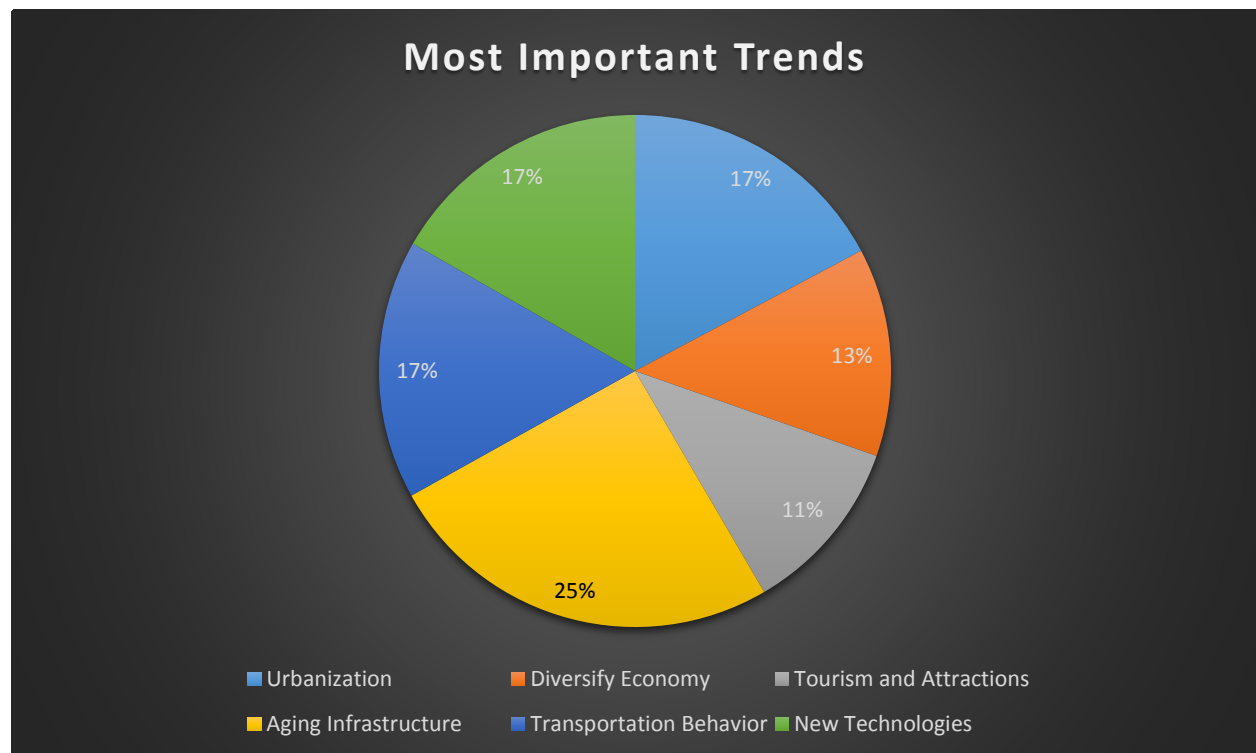
3.1 Public Survey Summary

The online survey was available on onenvplan.com from spring 2017 till fall 2017 and at the statewide mobile outreach meetings. During this period, the survey received over 1,780 responses. Below is a listing of the survey questions and a summary of the responses.

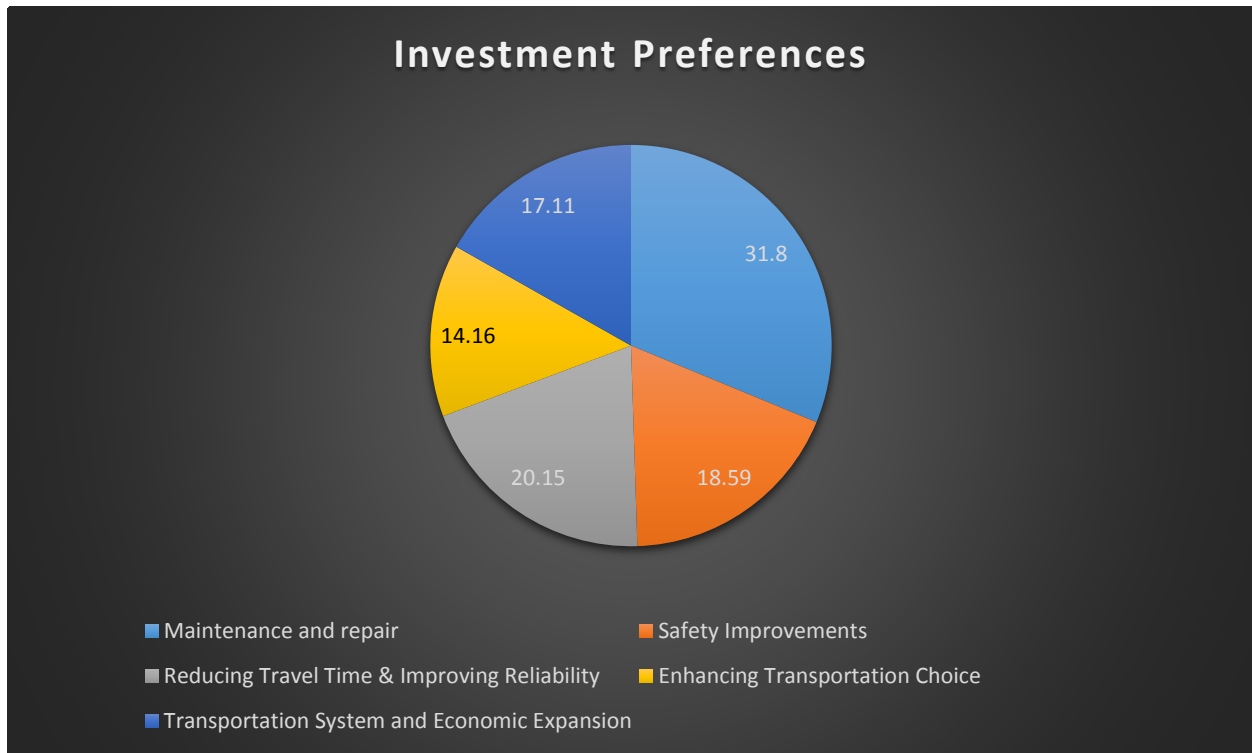
Question 1: On a scale between 1 and 5, how important is Nevada’s transportation network to you in your daily work and personal life?

Average answer = 4.27/5.0 (1 is low and 5 is high)

Question 2: Please rank the following trends that you believe are the most important for transportation professionals to consider.



Question 3: Assume NDOT had an investment budget of around \$100 million. How would you spread that money among these major investment categories?



Question 4: What is the best way to prioritize future transportation projects?

1,415 responses received, see **Appendix D** for complete list.

Question 5: How strongly do you agree or disagree with the draft vision statement?

Average answer = 3.98/5.0 (1 is low and 5 is high)

Question 6: Do you have any comments on the draft Vision Statement?

622 responses received, see **Appendix E** for complete list.

Question 7: How strongly do you agree or disagree with these draft One Nevada Plan Goals?

Draft One Nevada Plan Goals

Safety - Continuously improve and promote safety on our transportation system

Infrastructure Condition – Maintain the state’s transportation assets to preserve investments

System Reliability – Make strategic investments that enhance mobility opportunities and transportation expectations

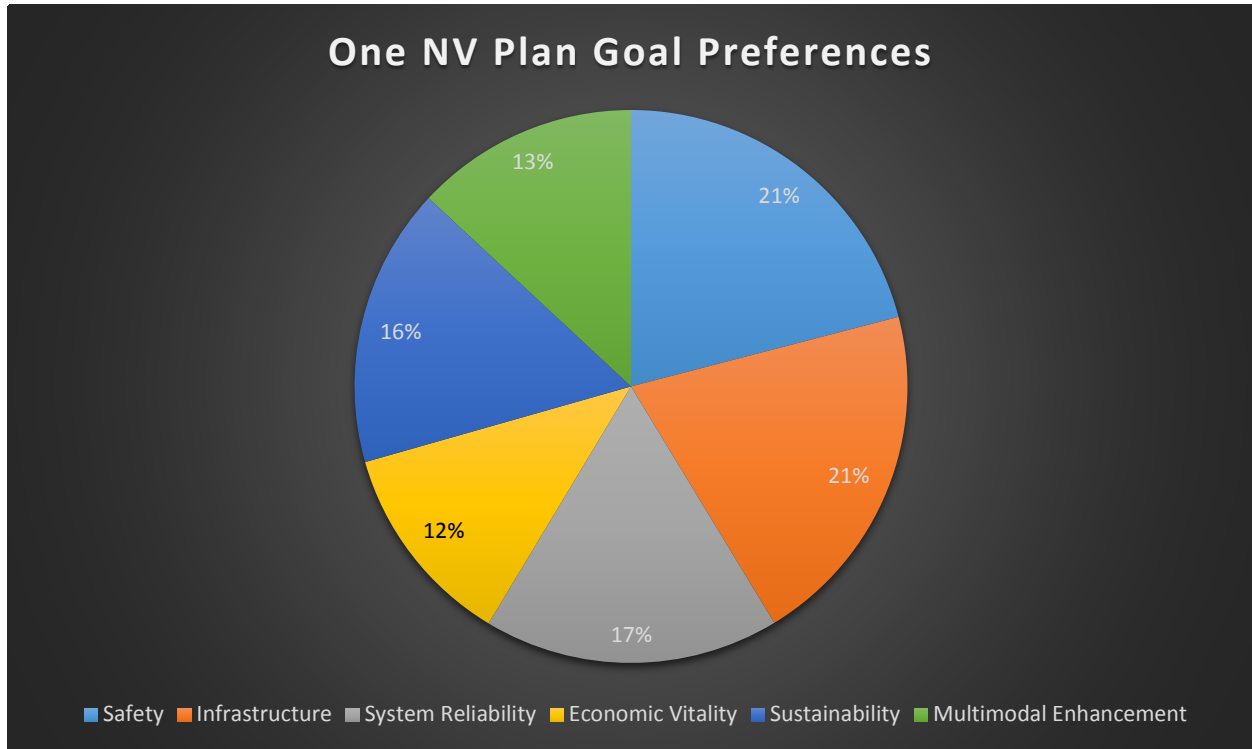
Economic Vitality – Improve the contribution of the transportation system to Nevada’s economic competitiveness through a supportive and innovative transportation framework

Sustainability – Provide a transportation network that is environmentally and financially sustainable.

Multi-Modal Enhancement – Enhance opportunities for all modes of transportation through better connections and supportive infrastructure.

Average answer = 4.18/5.0 (1 is low and 5 is high)

Question 8: Please rank the draft Goals in order from most important and relevant to least important and relevant.



Question 9: Are there additional goals that should be considered?

483 responses received, see **Appendix F** for complete list.

Question 10: Please add your email if you want to be contacted about upcoming activities and milestones.

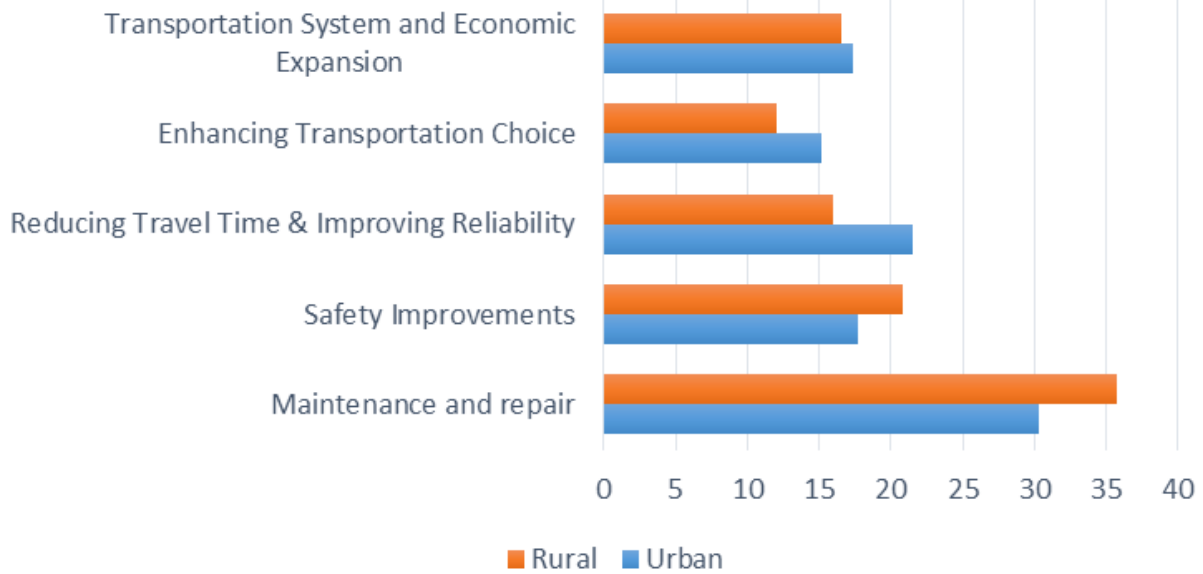
No data to report

Question 11: What is your zip code of residence?

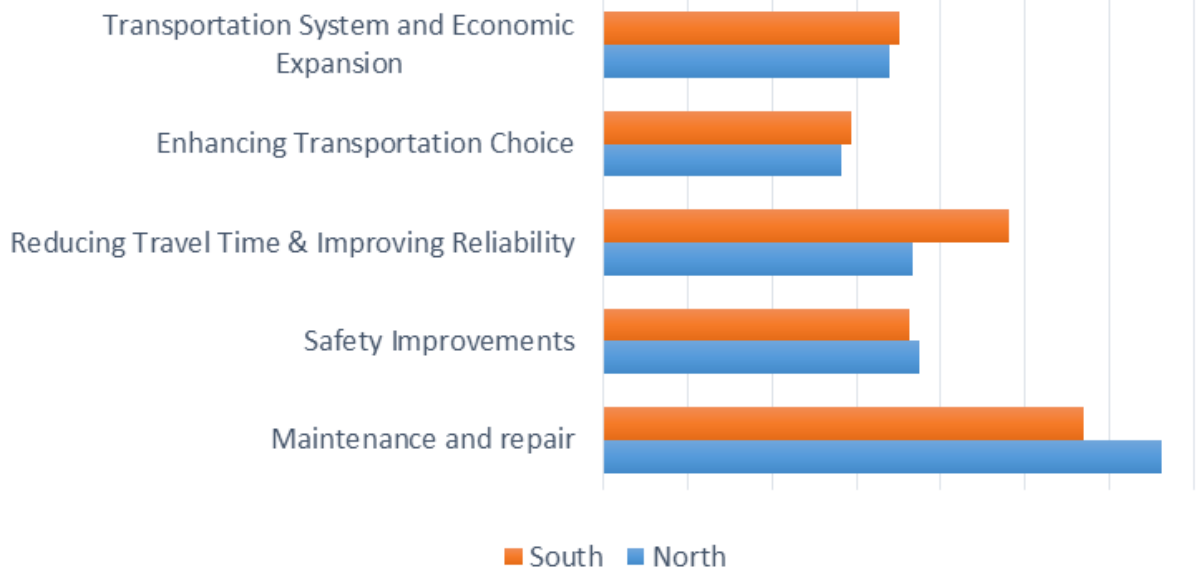
No data to report

One of the key survey questions that can be used to inform the development of prioritization scenarios is question 3 regarding investment preferences. Understanding that, the data was further parsed to determine if there are geographic differences in the state. Respondents were asked to input their zip code to locate where they reside in the state. This data allows the response information to be geographically located. The following two figures illustrate the difference in investment preference by rural versus urban locations and northern Nevada versus southern Nevada.

Investment Preferences Urban vs Rural



Investment Preference North vs South



3.2 Statewide Mobile Outreach Summary

During the statewide mobile outreach process, 107 participants engaged the study team during the two week period. A summary of the feedback received at each location can be found in **Appendix G**.



Appendix A – Statewide Mobile Outreach Summary

Southern Nevada Recap

Date: **9/19/17**
Location: **Mesquite, NV**
Attendees: **2** [2 @ 9:00 am]

Discussion Topics and Comments:

- One individual was very involved and will continued to follow One NV on Mesquite website.
 - What is NDOT doing next in Mesquite?
 - Overall, they are satisfied with NDOT and gave us a thumbs up for our roads.
 - Connectivity to and through Las Vegas on I-15.
-

Date: **9/19/17**
Location: **Caliente, NV**
Attendees: **4** [4 @ 3:00 pm]

Discussion Topics and Comments:

- Overall, they are satisfied with NDOT roads except for the SR 317 drainage issues under UPRR bridge.
 - Many of these individuals will be attending next month's workshop in Lincoln County.
 - They saw the article in the newspapers, but suggest that we post our information in local restaurants and bars to get more individuals for next go around.
 - Concern about centerline rumble strips.
 - Flooding along roadway and traffic through Caliente when I-15 was shut down.
-

Date: **9/20/17**
Location: **Pahrump, NV**
Attendees: **4** [4 @ 9:00 am]

Discussion Topics and Comments:

- The citizen's concern related to building a left turn lane at the intersections of Irene St and Mesquite Rd with SR 160.
 - Albert Bass, the Transit Mobility Manager, informed us that he could have easily filled the room with about 20 people if he had known about the One Nevada event ahead of time and he would be happy with providing a bigger room for the next Outreach event. The marketing could have been a little better.
 - He asked if there was an implementation plan after the collection of data.
 - He also mentioned and inquired about the Transit agreement for the Pahrump Senior Center. He wanted more of a follow-up.
-

Date: **9/20/17**
Location: **Laughlin, NV**
Attendees: **9** [9 @ 3:00 pm]

Discussion Topics and Comments:

- The Town Manager mentioned to contact him if we were interested in presenting the One NV plan at their next monthly Town Hall meeting.
- A couple of concerned citizens were opposed to roundabouts. They added that it was difficult for emergency vehicles to pass through these.
- Concern about the roundabout on the AZ side of the state line.

One NV Plan Mobile Outreach Summary

- The presentation and feedback we received were great! They were responsive to the information and welcomed us back to do another public outreach event.
-

Date: **9/21/17**
Location: **North Las Vegas, NV**
Attendees: **3** [3 @ 8:30 am]
Discussion Topics and Comments:

- The CSN Educator and the owner gathered extra tri-folds and website cards to share with their constituents to take the survey.
 - John praised NDOT for all our hard work and collaboration. He also took me upstairs and introduced me to their Public Works Director Jennifer Doody.
 - He also offered NDOT the use of their Commission Chambers if we needed somewhere to meet in the future even if it was not CNLV related.
 - Freight connections
 - Commercial truck drivers using electronic log books
-

Date: **9/21/17**
Location: **Henderson, NV**
Attendees: **20** [@ 12:00 pm]
Discussion Topics and Comments:

- We received the most traffic and feedback while at the Henderson City Hall. We collaborated with Shelly and Brittany with SNTS.
 - Many concerned citizens and employees of the City Hall/Public Works filled out the survey and played the Connect Four game.
 - Some even filled out the survey at the comfort of their own desk.
 - This group was very interactive overall and the placement of the table in the middle of the City Hall lobby worked out well.
 - Transit and bicycle connectivity
 - Fund allocation
 - Roundabouts
 - Construction around the valley
-

Date: **9/21/17**
Location: **Las Vegas, NV**
Attendees: **10** [@ 12:00 pm]
Discussion Topics and Comments:

- Transit connectivity
 - Transit amenities
-

Northern Nevada Recap

Date: **9/21/17**
 Location: **Stateline, NV**
 Attendees: **4** [4 @ 5:00 pm]

Discussion Topics and Comments:

- Biking is way too dangerous around the lake and along the highways
- Traffic is a “nightmare”, especially during summer and weekends
- Parking is a major issue around the lake
- Too many accidents and pedestrians being struck, especially at crosswalks and where pedestrians are high in number
- Question: “Can we add some rapid flashing beacons at more crosswalks? Simply too dangerous to cross anywhere even when clearly marked as a crosswalk”

Date: **9/25/17**
 Location: **Fallon, NV**
 Attendees: **8 total** [8 @ 8:30 AM]

Discussion Topics and Comments:

- At Austin NV where the highway was recently repaved, between mile markers 26 & 27 before the Austin summit, the shoulders are extremely dangerous and drop off suddenly at the edges, which can cause rollovers. Not wide enough for tractor trailers and they overhang the incoming traffic lane in some spots, especially northbound. It’s especially bad in the winter.
- “Where is electric tech going? Are more highways getting more electric charging stations?”
- Highway 50 is scary for biking.
- “Takes forever to get a response from NDOT to add signage, i.e. deer crossing signs. NDOT only seems to respond if there are fatalities.”
- Thank you for the culverts that prevented the valley from flooding. Also thanks for the signs about the culverts.
- 95A between Campbell Mine and Wabuska is dangerous with high traffic. The 4 way intersection is a major safety problem. Alternate routes are needed, too many accidents.
- What will traffic be like with USA Parkway and truck traffic in Yerington?
- There are no electric charge stations in Yerington
- Kudos to how well NDOT has been maintaining roads

Date: **9/25/17**
 Location: **Winnemucca, NV**
 Attendees: **6 total** [5 @ 2:00 pm, 1 @ 3:00 pm]

Discussion Topics and Comments:

- I-11: “Routing it through Winnemucca would be a good.”
- Land ferry system – “Does it have legs? I am not in favor of it. Will there be more chances for public input about it?”
- Discussed STIP for long range projects.
- “There was NDOT funding for a nonprofit study about the ferry project. Not happy about that.”
- Kudos to how good our roads are compared to adjacent states.
- Bike path being removed along the highway and changed into a connected bike lane was a bad decision (location uncertain?)
- NDOT did a good job with fencing added to open range areas, helping to keep livestock off the roads.

One NV Plan Mobile Outreach Summary

- Biking is way too dangerous
- Passing lanes are always a welcome addition. We need more.
- More concerns about I-11 and its effects on the region.

Date: **9/26/17**

Location: **Elko, NV**

Attendees: **5 total** [4 @ 9:00 am, 1 @ 10:00 am]

Discussion Topics and Comments:

- Not happy with animal overpasses and their cost. Should have added passing lanes instead.
- Another comment about the need for more passing lanes.
- Questions about how many bike lanes are being added to the highways
- Road to Lamoille Highway, if it closes there are no paved roads to Spring Creek. Need more paved roads.
- Highway 93 has too few passing lanes. No rest stops for the number of trucks North of Wells into Idaho.
- South of Wells needs a 4 lane expressway.
- There are only 3 ways out of Spring Creek (the paved highway and two dirt roads). Last year a fire closed the summit and there were no decent alternate routes.
- Kudos on good roads compared to California
- They wanted to mention Elko's Crowdsourced news service online: "Elko People Reporting News"

Date: **9/26/17**

Location: **Ely, NV**

Attendees: **2 total** [2 @ 3:30 pm]

Discussion Topics and Comments:

- Concerns about where NDOT will find funding with the low gas taxes and more efficient vehicles
- I-11: Unhappy with the alignment. "It should be aligned with Highway 93 North and South".
- I-11: "We should get a bunch of federal funding since it crosses so much of our state." Feels we should have NDOT push for more funding at the federal level.
- Great Basin Blvd and Highway 93 traffic is crazy. Way too much truck traffic causing an unsafe area.
- I-11: Highway 70 and I-11 should intersect at Ely.
- "Feel that rural areas are ignored on a lot of issues."

One NV Plan Mobile Outreach Summary

Date: **9/27/17**
 Location: **Tonopah, NV**
 Attendees: **5 total** [3 @ 8:00 am, 2 @ 9:30 am]

Discussion Topics and Comments:

- Concerns about 4 lane changing to 3 lane through Tonopah on Highway 95.
- Question about U-Turn legality at intersections, especially at the location by the bank. Way too dangerous.
- Discussed the freight plan along I-15 and widening.
- I-11: Does it get additional federal funding besides just NDOT funding?
- I-11: Concerns that if it bypasses Tonopah, it will kill the town. All future development projects will be focused around I-11 instead of rural areas.
- “We want more public meetings and involvement in the planning process for Tonopah’s roads.”
- Too many fatalities in the area. Maybe a divided highway or increasing the highway to 4 lanes. Perhaps we can add signs about the number of fatalities and lack of medical services to get drivers to pay attention and be more careful.
 - Can we add some signs with the “Zero Fatalities” logo and slogan on dangerous areas of the highways?
- In construction areas, the lines of oncoming cars become incredibly dangerous after they are let through a flagger-stopped point by a pilot car.
- Questions about the number of fatalities in the 100 mile area around Tonopah.
- Need more driver education in schools. Too many people passing on a solid yellow line and causing accidents/fatalities.
- Question: Is APEX going to be an inland port?
- Lots of conversation about the number of fatalities here. Again making points about adding signage warning of the dangerous section of road and lack of medical services.
- Talked about ambulance service having lots of issues with the traffic and unsafe drivers.
- Discussed the fact that contracted workers cost so much more than NDOT employed workers and that it’s “a bad way to use NDOTs funding. We can do so much more with the money we have if we just used NDOTs employees instead of contractors.”
- Inreach with NDOT crews about the One NV Plan would be a good idea.
- Happy to have those newly added passing lanes on Highway 95.
- More comments about being unhappy with the reduced traffic lanes through their main street in 2019. Crossing Main Street is especially dangerous by foot.
 - “NDOT engineer Mr. Yousef told us if it works for Branson Missouri, it can work for Tonopah. I was very unhappy to hear that comment. We are not Missouri”
- How can we raise more revenue with the gas tax being so low and electric vehicles coming into play?

Date: **9/27/17**
 Location: **Hawthorne, NV**
 Attendees: **4 total** [3 @ 1:30 pm, 1 @ 1:45 pm]

Discussion Topics and Comments:

- A Mineral County Independent News reporter was attending.
- Question: What benefits will counties have with the One Nevada Plan? Will County plans mesh with the One Nevada Plan?
- Question: How much revenue is being lost from Electric Vehicles?
- Question: Is there anything extended past the 20 years for the plan?
- Comment: Nobody knew about this meeting today. Need to work on getting the public informed.
- I-11: “It’s extremely important to this community”
 - NOTE: Mac Potter from Northern Star Casinos talked a lot about the I-11 project with the Mineral County Independent News reporter who was attending the meeting.

One NV Plan Mobile Outreach Summary

Date: **9/27/17**
 Location: **Carson City, NV (Session 1)**
 Attendees: **7 total** [6 @ 6:00 pm, 1 @ 6:45 pm]
 Discussion Topics and Comments:

- In Minden, the pedestrian crossing light is confusing and causes issues with traffic, especially when it gets heavier, since it causes major backups if a pedestrian is crossing. Many people weren't aware of the purpose of the light.
 - Discussed traffic safety issues. Very dangerous roads in rural areas.
 - Question: How much of NDOT's budget is used on complete streets and beautification?
 - *** Important comment: Need signs about the Left Lane law (AB 334) for general motorists to see. There's not a single sign anywhere reminding/educating people of the law, especially from out-of-state vehicles who may not be aware of it.
-

Date: **9/28/17**
 Location: **Carson City, NV (Session 2)**
 Attendees: **8 total** [4 @ 8 am, 2 @ 8:15, 1 @ 9:00 (briefly), 1 brief walk-in @ 9:30]
 Discussion Topics and Comments:

- Question: How much is currently being spent on maintenance?
 - "New corridors always bring development along said corridor. Do you take that into account for future traffic?"
 - "My biggest concern is that Highway 95 south from Carson City needs more passing lanes"
 - "Road up to Silver Peak was redone, whole new road. Why was that done instead of passing lanes on 95? Was it just for Tesla?"
 - "We need to better promote historic routes, i.e. the Lincoln Highway, for economic interest."
 - "I like the new I-580 expansion to Spooner."
-

Date: **9/28/17**
 Location: **Reno, NV**
 Attendees: **5 total** [3 @ 1:00 pm, 1 @ 1:15 pm, 1 @ 1:30 pm]
 Discussion Topics and Comments:

- Question: How much is currently being spent on maintenance?
- "Between Lemon Valley and McCarran Blvd, traffic has increased a ridiculous amount. Are there any plans for sound walls through Panther Valley where the highway is close to homes? Especially with the new addition of a third lane, the noise is unbearable at night."
- Questions about transportation options for the elderly who are incapable of driving themselves.
- Question: How much overlap is there with the One Nevada Plan and local agencies such as RTC?
- Distraction from digital billboards should be taken into account when working with safety standards.

One NV Plan Mobile Outreach Summary

Date: **9/28/17**

Location: **Sparks, NV**

Attendees: **1 total** [1 @ 5:30 pm, none for first half hour]

Discussion Topics and Comments:

- Lots of discussion about the One Nevada Plan itself and the future of Nevada roads.
- Comment: Feels that transportation agencies focus too much on highways instead of urban needs at times.
- Comment: Too much urban sprawl is causing massive congestion issues.
- Comment: Growth should be limited to transportation capability and water needs.

Appendix B – Statewide Mobile Outreach Flip Chart

Statewide Mobile Outreach



Plan Overview

- The One NV Plan is our Long Range Transportation Plan
- All DOTs are required to prepare LRTPs
- 20-Year transportation plan for the entire state
- Historically, NDOT's has been a policy document
- MAP-21 and FAST Act require Performance-Based Plans
 - *Set targets and track our progress over time*



Draft Plan Goals

Safety - Continuously improve and promote safety on our transportation system

Infrastructure Condition – Maintain the state’s transportation assets to preserve investments

System Reliability – Make strategic investments that enhance mobility opportunities and transportation expectations



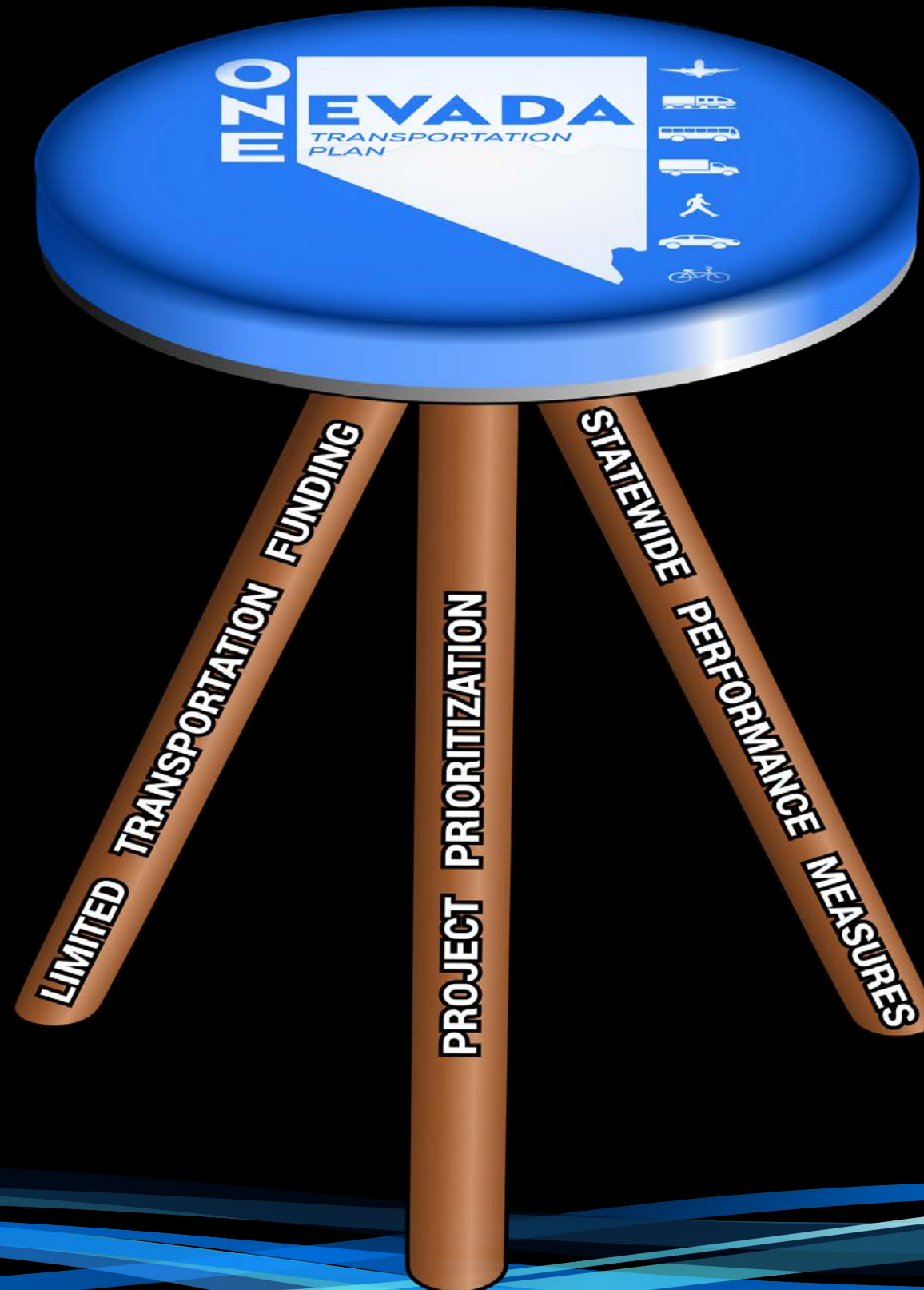
Draft Plan Goals

Economic Vitality – Improve the contribution of the transportation system to Nevada’s economic competitiveness through a supportive and innovative transportation framework

Sustainability – Provide a transportation network that is environmentally and financially sustainable

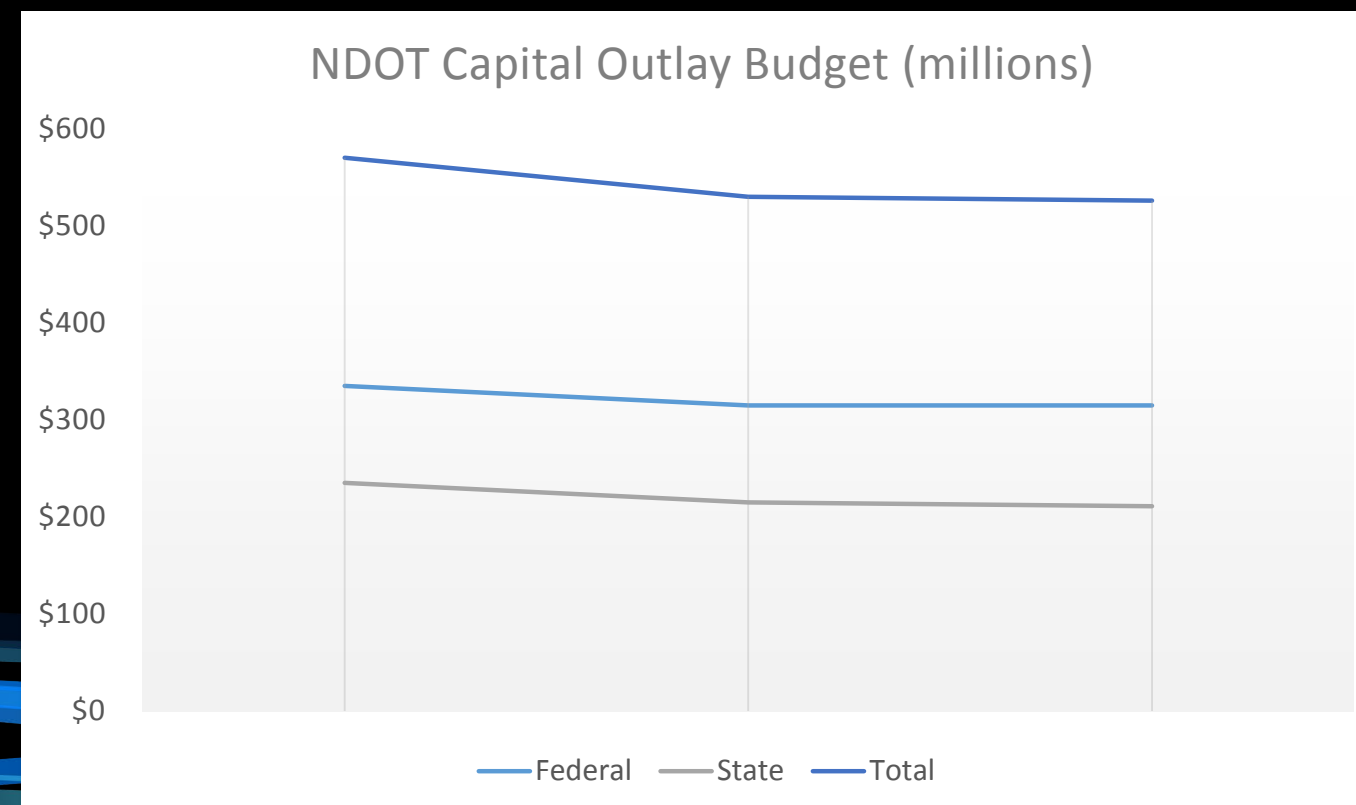
Multi-Modal Enhancement – Enhance opportunities for all modes of transportation through better connections and supportive infrastructure

Key Elements



Limited Transportation Funding

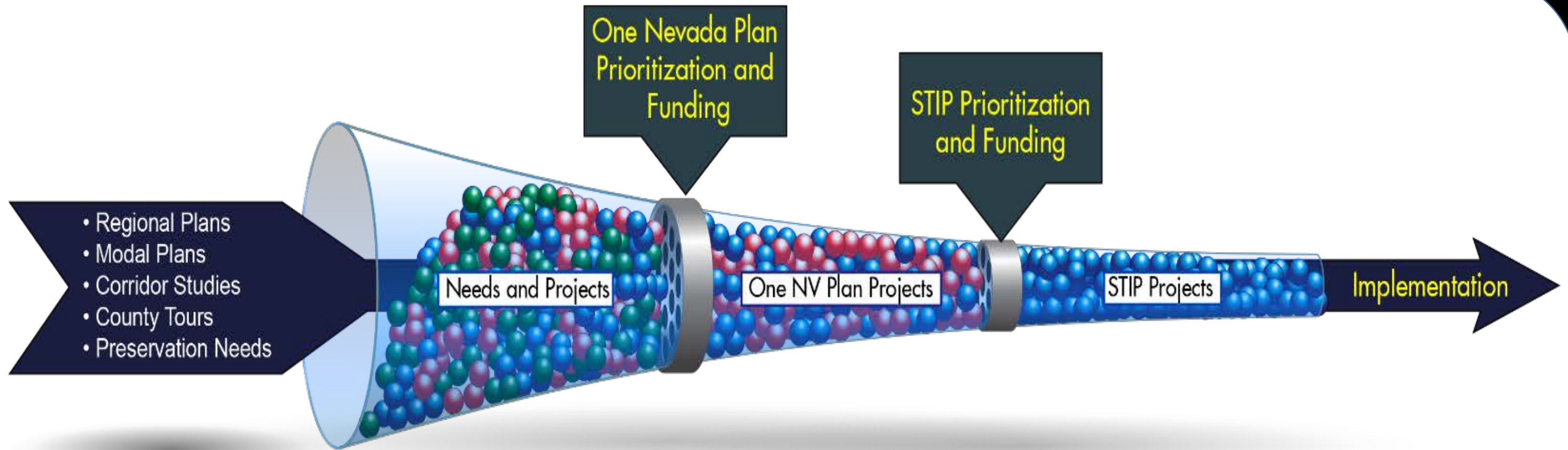
- ❑ Federal Funding Only Guaranteed Through 2020
- ❑ The Federal Gas Tax of 18.4¢ Hasn't Changed Since 1993
- ❑ Increased Construction Costs and Better Fuel Economy Reduce the Ability to Adequately Fund Transportation



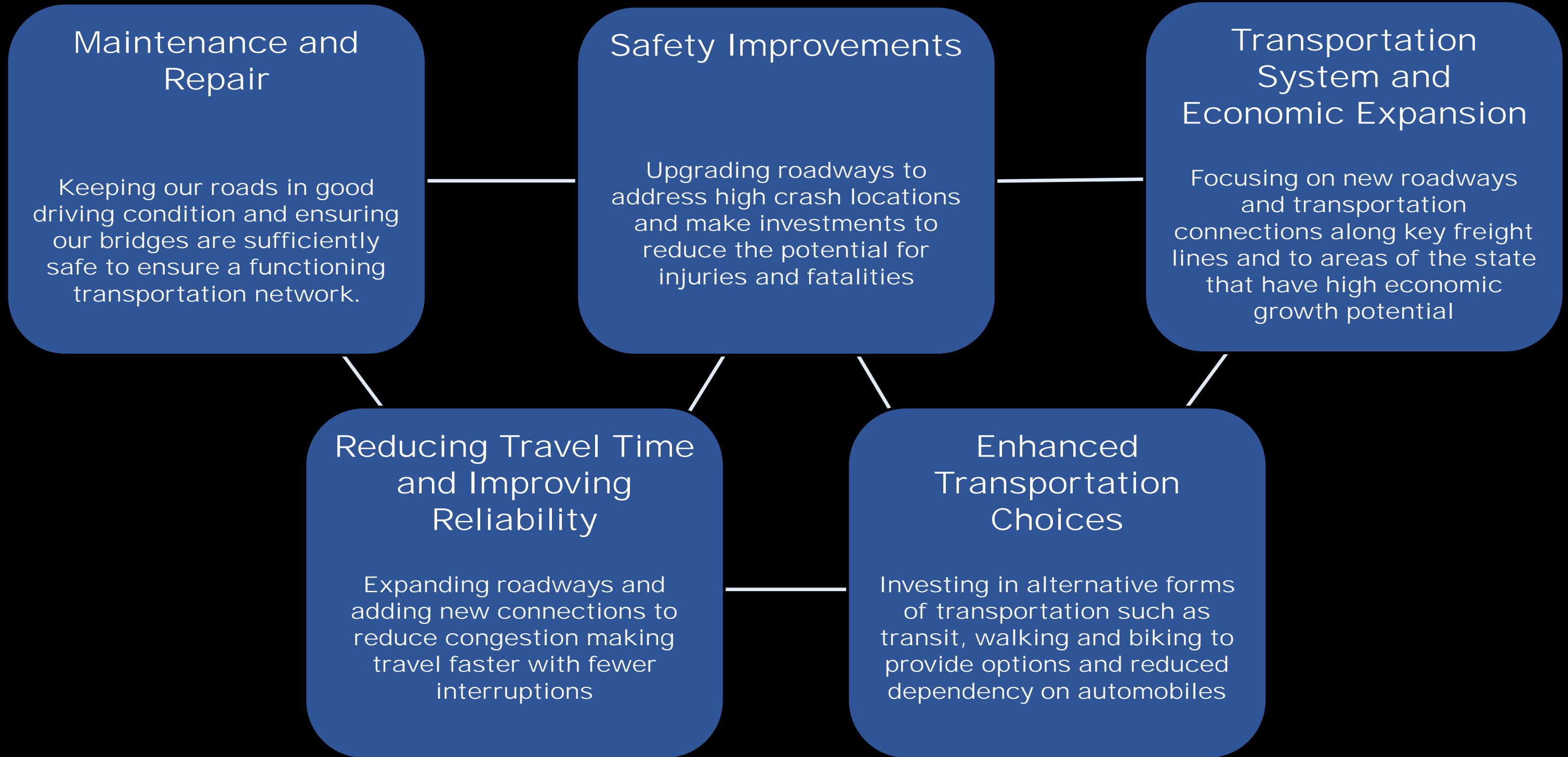
Statewide Performance Measures

- Pavement Condition on the Interstate and NHS
- Performance of the Interstate and NHS
- Bridge Condition on the NHS
- Fatalities and Serious Injuries on Public Roads
- Traffic Congestion
- On-Road Mobile Source Emissions
- Freight Movement on the Interstate System

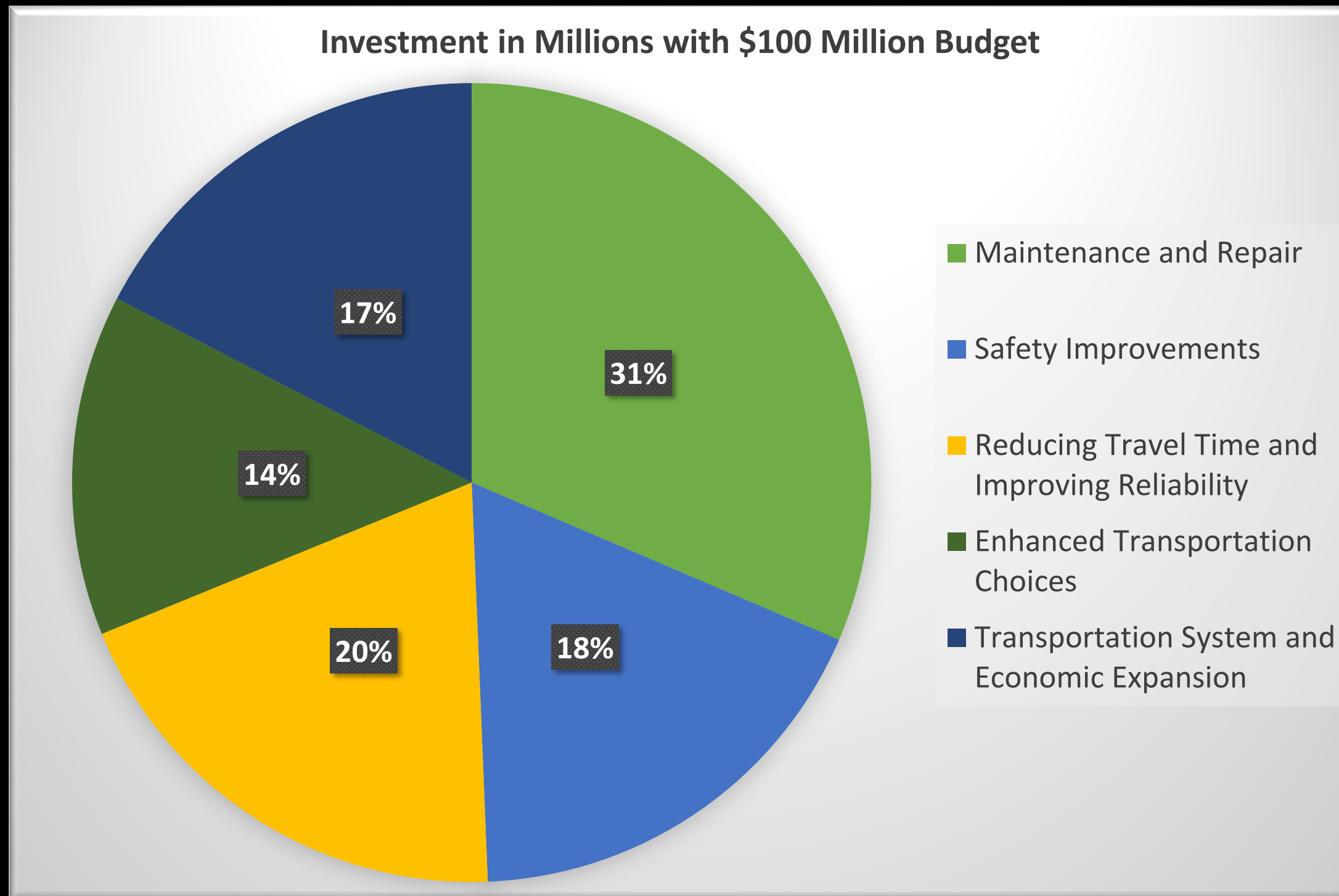
Project Prioritization



Project Prioritization



What We Have Heard So Far



Appendix C – One NV Plan Flyer

What is the One NV Transportation Plan?

The One NV Transportation Plan is an update to Nevada's Long-Range Transportation Plan. Nationally, State Departments of Transportation are required by the federal government to prepare plans that ensure the movement of people and goods over a continuous 20-year planning horizon. The One NV Transportation Plan seeks to not only meet these federal requirements but to better align Nevada's transportation plans and processes to create a framework that helps to make more informed transportation decisions.



What are the Key Components of the One Nevada Transportation Plan?

The plan will include specific goals and objectives designed to improve Nevada's transportation network. In general, the One Nevada Transportation Plan will aim to:

- Identify, track and report transportation performance measures to the public and decision makers
- Help make more informed and transparent project decisions
- Improve project prioritization and project certainty
- Create a lasting collaborative process to ensure the One NV Plan continuously moves Nevada toward the ultimate goal of achieving measurable transportation objectives while also adapting to changing conditions and technologies

Why is this Important?

Transportation connects us all and is critical for our quality of life and the health of the state's economy. Strategically planning for Nevada's transportation future allows us to grow and thrive, attract new businesses and provides mobility in a way that maximizes the public's investment.



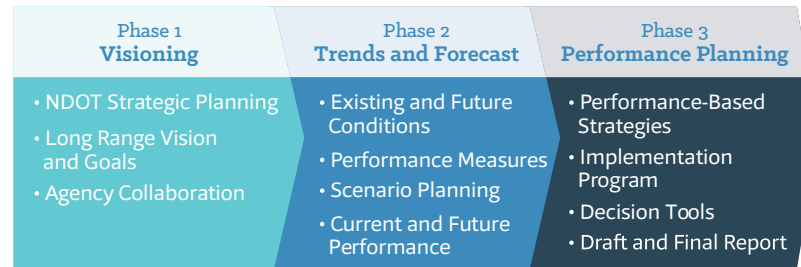
Nevada's population will grow to over 3 million residents by 2035, according to the State Demographer.

How Will We Get There?

The Department of Transportation is embarking on a process to work closely with our transportation partners and stakeholders across the state to:

- Create a vision for the state's transportation future and to craft goals to achieve it
- Prepare scenarios of what the future of Nevada will look like during the next 20 years
- Identify transportation challenges and opportunities to achieve this vision
- Develop projects and policies to meet these needs
- Prepare a planning framework, collaborative process and innovative tools to achieve the state's transportation vision

This process is further illustrated below:



Approximate 18 Month Duration

How Can I Participate?

We will be crisscrossing the state to hear from as many of you as possible to help shape the vision along with giving feedback on plan elements. You can keep in touch with the development of the plan by:

- Visiting our website OneNVPlan.com
- Following us on social media [@OneNVPlan](https://twitter.com/OneNVPlan)
- Emailing us at info@onenvplan.com
- Calling the project manager: 775.888.7351

It is only through your participation that we can truly achieve the vision of the One Nevada Transportation Plan.

Who is Involved?

The Department of Transportation is one of several transportation organizations in Nevada and works closely with each partner to create a transportation system that is responsive to the needs of our travelers. Some of these key partners are:

- Public
- Land Management Agencies
- Transportation Providers
- Tribal Governments
- Local/Regional Governments
- Federal Government
- Neighboring States

Other Long-Range Plans and Programs

The One Nevada Transportation Plan seeks to integrate the visions, goals and ideas from other state and regional plans and programs. This will help to identify policies, recommendations and opportunities for managing, enhancing and expanding Nevada's transportation system. Some of these plans include:

- Corridor Plans
- Modal Specific Plans
- Multi-State Plans
- Partner Agency Plans
- Regional Transportation Plans
- Transportation Asset Management Plans



NDOT History and Overview

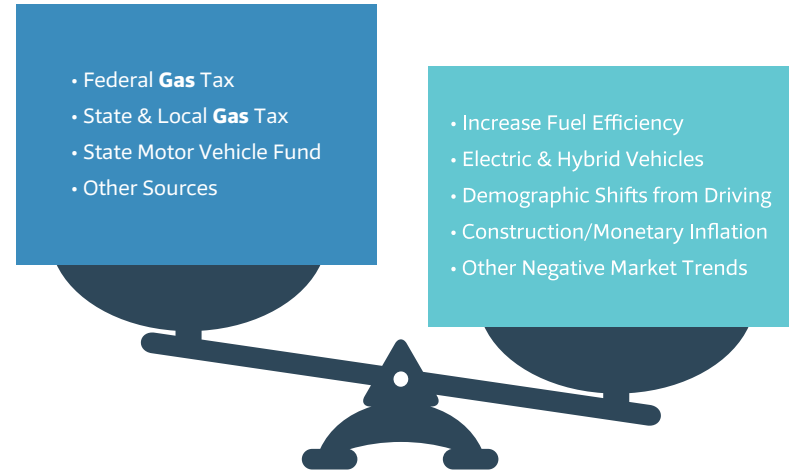
The Department was established in 1917 under the name of the Nevada Department of Highways, which began the process of constructing a surface transportation system. The program has since grown to 13,628 highway lane miles and 1,164 bridges. The Agency formally changed its name to the Nevada Department of Transportation in the late 1970s, commonly known as the “NDOT”. NDOT is organized into three regional districts and a headquarters unit, and administers state and federal funding used for construction, operations, and maintenance of the transportation system. NDOT connects communities, industry, and tourism destinations by improving transportation options for the citizens and visitors of Nevada.

NDOT is responsible for an integrated transportation system across multiple modes for citizens, tourists and businesses alike.



NDOT Funding Review

Prioritizing transportation investments is a key element of the One NV Plan. The gap between available funding and transportation infrastructure needs is expected to increase fourfold nationally between 2025 and 2040 and long term trends suggest a continued strain on the power of available funding streams, particularly gas taxes. With needs outweighing funding and projected revenue flat for the foreseeable future, prioritization has never been more critical.



————— **Negative Long Term Revenue Trends** —————>

Transportation is Evolving:

- Demographic shifts in transportation trends
- Increased emphasis on transit, walking and bicycling
- New technologies such as connected and autonomous vehicles, Hyperloop, and mobility as a service
- Defining transportation’s role in economic development and growth



Appendix D – Survey Question 4 Responses

Appendix A

1. Public safety!
2. Take what is needed most and put it high on the priority list. Is infrastructure aging and needs to be fixed? Fix it sooner than later. Safety improvements need to be made--make them. etc.
3. Benefit cost analysis
4. Survey what is needed
5. Maintain what we have first
6. Planning
7. Focus on capacity projects first
8. Public input
9. Most cost effective
10. Your open house presentations are great
11. Public Transit
12. planning repair or new infrastructure
13. With strategic goals that move Nevada into the next century for technology
14. Economic growth and public safety
15. Assessment of current infrastructure vs projected long term needs and goals
16. Weigh the need
17. Look at needs
18. Maintenance. Safety. Growth
19. In urban core
20. Infrastructure, time saving, smart budgeting
21. Regional needs
22. Using opportunity cost approach and cost benefit analysis
23. Goal oriented and performance based criteria. We need to be able to compare apples to oranges
24. whatever projects would reduce accidents and congested areas
25. Return on Investment (also taking into account qualitative, difficult to define numerically, issues)
26. Starting from the Airport to the Hotel to the Entertainment Venue
27. Remember the rural roads need to be maintained for people to get to the big cities
28. Include alternative types of transportation to enhance statewide travel as well as urban areas. This should include a light rail system and a north-south railway connecting Las Vegas-Elko-Reno, etc.
29. NEED, BASED PURELY ON THE NUMBERS, NOT POLITICS, AND I'M FROM THE NORTH!
30. Diversification to other forms
31. Economic necessity
32. Start them simple and get the public using them, so they appreciate the upgrades
33. Professional Studies
34. apportion throughout the state.
35. Moving traffic through the state, expansion of highway system
36. Safety
37. Maintaining the existing transportation network
38. Maintain what currently exists and seek enhanced alternative transportation modes especially if the trends indicate less gas taxes as younger people prefer not to drive and existing infrastructure is falling apart.
39. By the geographic size served rather than population served.
40. Areas of accidents with high fatalities
41. based on economic growth issues.....
42. Safety
43. Heavy truck traffic with high personal vehicle use areas
44. HOW DOES IT AFFECT PUBLIC SAFETY
45. there should be plans to upgrade/expand existing systems to meet current growth demands AND plans to create new systems to meet future demands created by future growth
46. Safety should be the number 1 priority.
47. Repairing existing infrastructure using new technologies should be a priority over building new roads that further fragment habitat and natural resources.
48. The need of the community it will benefit, how long it has been an issue, how quickly & efficiently it can be accomplished.
49. Moving the most people with the least amount of energy
50. by the needs vs political interests
51. Public Meeting and/or forums for public input.
52. Number of people impacted and time it's been since the issue has been addressed??
53. Look at areas of heaviest travel - find ways to use existing routes to provide mass transportation - ie a train (like Max in Portland) that follows the freeway system.
54. Getting to places
55. Economic development opportunities
56. Vote

57. Hydraulic needs of the system.
58. Reduction of congestion.
59. Congestion and Safety should be the two main concerns though maintenance needs to be given adequate budget.
60. Weigh costs against benefits - projects with highest benefit to cost ratio are considered higher priorities
61. Study where the growth is going to happen and prioritize the projects based on the most growth.
62. Transportation priority needs
63. Congestion
64. population and asset's end of life
65. Traffic Congestion and Safety improvemants
66. STOP BOWING DOWN TO LAS VEGAS/CLARK COUNTY
67. Start with the projects that will be needed for future growth then fund safety/maintenance projects.
68. Perform financial analysis, and study cost/benefit ratio.
69. magic 8 ball
70. Projecting population and usage growth for potential and ongoing projects will focus NDOTs efforts into areas they are needed most.
71. high use and reliability
72. Lake Mead. When the water goes, so does the people.
73. make transportation more affordable, safe and fun by enhancing and developing public transportation and bicycling.
74. Think of ALL lives not just Las Vegas!
75. By level of need
76. wrecks, traffic tie ups,
77. Talk to the people that use it and give priority to users that pay a cost to use it and the type of transportation they use.
78. increase funding to preservation
79. Project need
80. Benefit to all Nevadans, not just developers and economic development deals
81. Engaging the brain and doing things objectively instead of politically
82. Maintain what we have first
83. As needed, but I believe safety and traffic flow go hand in hand
84. Look at the potential growth while evaluating the current condition of existing roadways.
85. Safety of roadways and improved roadway connectivity and access
86. Look at future growth and plan ahead of that. Fix existing roads and go back to no speed limit in rural areas to cut the distance down. It was great traveling through NV in the early days and not having a set speed limit, made crossing the desolate desert faster.
87. Do what is needed most.
88. Use a combination of crash data, projected growth, and maintenance availability to determine the highest priority needs.
89. Focus on existing infrastructure first
90. based on the urgency/need/delay experienced by the public
91. Look at what the needs of the commuters who pay the taxes are and focus on capacity projects not what is best for a few casinos, Neon for example. Also have some plans for dealing with the congestion of the urban environments, perhaps light rail.
92. Through a comprehensive transportation plan that considers the needs starting at the community level.
93. Expand where there is the most growth
94. The amount of time cars stand still due to congestion
95. By what is needed. Repairs or Expansion.
96. Ask the employees at NDOT. We know Nevada.
97. Maintenance needs
98. Improvements to aging infrastructure should be priority #1.
99. Maintain what we have
100. Safety first, & technology and travel time
101. By need
102. Make sure road ways can handle a sudden and possibly drastic population increase. Put the roads in and make travel safe prior to the population boom. If the state population increases before the roadway has been built for it, it will cost the state of Nevada more in the long run between eminent domain battles and property value increase.
103. By keeping the system you have now in good condition and looking for other revenue to pay for expansion and enhancements.
104. comprehensive scoping and collaboration
105. Cost-Benefit Analysis that heavily weight travel times(improvements),predicted traffic, accident histories.
106. here is a link to a system for prioritizing bike projects, guessing can be done for roads too!
<https://nextcity.org/daily/entry/planning-method-prioritize-pedestrian-bike-project-funding-decisions>
107. First, current condition of existing facilities compared to how long ago the last maintenance efforts were. Other factors are daily use and types of vehicles. Next would be complete TSMO approaches to facility improvements and new construction.
108. Stop spending so much money in Las Vegas and Reno and start spending more money maintaining "rural" roads.
109. Safetyand maintaining what we already have first.
110. Benift/Cost Ratio (B/C) or Return on Investment (ROI)
111. By working with geologists, ecologists, biologists, and engineers in order to build roads that not only will last through flash flooding, but will also serve as a means to allow our wildlife to flourish.

112. Proactive rather than reactive
113. Number of road deaths
114. Need and benefit
115. best bang for the buck
116. Priority should be given to areas that will affect our economic growth the most. Increase capacity and repair and maintain existing facilities.
117. First maintain and improve the existing system. There should be enough budget for all the areas of the project, rather than having monies only for one part of it.
118. The best way to prioritize projects is by compiling the data from surveys like this one.
119. Through Performance based Planning and Programing
120. Better roads
121. Economics...cost to benefit maximization while taking into account the human factor in the benefit half of the equation (pedx & safety)
122. Intelligent Transportation Systems such as cameras, travel time, alternate route notifications, alerts, integration with third party information service providers such as Waze, INRIX and others. It is better fully optimize the infrastructure we do have versus expanding existing freeway systems. For every dollar invested in ITS such as a camera you get 12:1 ratio or better.
123. Must be able to maintain the infrastructure thats existing.
124. Needs based prioritization. Fix current infrastructure, then look to capacity. Stop changing roads that are perfectly fine, and fix the roads that aren't.
125. Maintain the existing assets in a reasonable condition before expanding the capacity
126. Take care of employees first
127. Need
128. number of affected people
129. Maintenance of what is currently in place, then necessary expansion.
130. Benefit Cost Ratio considering full life cycle costing.
131. Need based and/or maintenance necessity
132. Travel times, number of users affected, and economic activity of the area being served would factor highly to me. A demonstrated history of poor safety, or high liklihood of poor safety (in the absence of a demonstrated history) should be considered.
133. cost/benefit analysis
134. Population density and interstate travel.
135. Prioritize projects on which will benefit the public the most
136. Fulfilling a regional capital traffic planning analysis that accounts for build-out projections. Then completing working to complete that plan. Such a plan would indicate the maximum number of lanes to build along every interstate within a region. The currnt planning where traffic projections are taken for 20 years out is not a good measurement of completing jobs. 20 year projections are just that, a projection. Likely after the time it takes to go through environmental design and construction, the proeject opening is 15-20 years through what was projected prior to the environmental anlysis. COntinuing to perform projects in this manner is insane (doing the same thing over and over and expecting different results). In Las Vegas predictions on growth are difficult to quantify so a build-out plan would be more prudent, effective and benefical to the end user.
137. proactive not reactive
138. safety
139. Future transportation projects should be prioritized to address our aging infrastructure while implemented state of the art technology while taking into account urbanization and traffic behavioral trends.
140. Cost analysis
141. be at the table for community/local planned growth
142. Level of service (current and projected)
143. Use Safety standards/factors.
144. Travel Demand
145. Maintenance before capacity - take care of existing infrastructure first
146. FUNDS AVAILABLE
147. A DIRECT CONTROLLED ACCESS FREEWAY FROM VEGAS TO CARSON CITY
148. Solicit input from all interested constituants.
149. Voting and having meetings about it with the general public
150. Priority should be given to projects that improve throughput such as ATM systems and other ITS infrastructure projects. These projects can be completed at a fraction of the cost of expansion projects that generally require property acquisitions to be completed.
151. Surveys and studies of traffic.
152. By area population.
153. By what is needed the most due to - congestion, safety issues, disrepair
154. oldest to newest since last reconstruct
155. cost if it costs money and you are not willing to expand the maintenance budget do not build it.
156. The oldest first
157. Repair existing roadways as needed starting with most critical first.
158. Focus more on public transit
159. Rate the competency and effectiveness of your existing infrastructure, then address according to the ranking

160. Benefit cost studies
161. Need and Money
162. roadway condition
163. Fix the problem spots right the first time such as Wells ave in Reno.
164. Prioritize vehicles as they are the preferred transportation choice
165. volume of use/ population
166. If public transportation was made more of a priority in the American West (Nevada is not the only problem here!), then our urban centers wouldn't need as much transportation infrastructure as they do. Making public transportation more user-friendly and a part of our culture (so people would actually use it if a decent system were in place), then NDOT and regional transportation organizations would save money that would normally be spent on infrastructure.
167. economic benefit
168. stop building freeways and focus on multimodal
169. Not sure. Find out what is important to the citizens of this state.
170. Making sure infrastructure is maintained is number one as it enhances safety and efficiency
171. on useage.
172. Take into account the public's opinion
173. mulit modal
174. Time to start posting future transportation projects on social media and on local news outlets.
175. based on the need / demand surveys not on political decisions
176. Equal around the state.
177. Getting ahead of the game - i.e., beginning new projects before development makes them more costly and difficult
178. Benefit/Cost analysis
179. place oldest and/or most delapedated roadways, and safety improvements first on list for completion
180. Start with the projects that will best increase safety and follow with projects that will improve functionality
181. Put them in order necessity.
182. Safety and Maintenance needs to drive projects. In Planning and Design, think of the intent of the project, its users, and its use/impact in the future.
183. through NDOT's internal planning process
184. WHat will get NDOT the biggest bang for the tax payers buck
185. The most damaged first
186. monetary availability
187. Be certain the existing infrastructure is able to evolve linearly w/ future projects, or that it is repaired, modified, augmented, reconstructed in consideration of future projects.
188. Safety Needs, then economic needs, then repairs
189. With enhanced transportation choice expansion for economics
190. condition and severity of need, cost/benefit
191. Be a step ahead- For example, the Freeway system between Carson City and Reno should have been completed 20+ years ago. We already know there are more and more people coming to live here. Plan for the future.
192. Safety first and then reduce congestion and travel times
193. maintain the existing roads that need it the most first
194. By Voting
195. prioritize maintenance of existing system at the most cost beneficial level and then add other improvements in as money is available
196. reach out to the public
197. Maintenance and repairs of existing infrastructure first.
198. Traffic volume and number of accidents
199. safety
200. Transportation projects should be prioritized by the physical inspection of the condition of high volume roads
201. Greatest needs to lowest needs
202. accomodating new technology and upgrading/maintaining existing infrastructure
203. Protect our existing assets
204. Dump vehicle miles of travel, the research expense isn't even justified. Do not group Transportation System and Economic Expansion together unless you're trying to bias the survey. Same with Reducing Travel Time and Improving Reliability. A REAL SURVEY WOULD NOT INCITE BIAS.
205. demand
206. Identified needs and alignment with core goals
207. Volume of traffic. Accidents (making the roadways safer)
208. another survey
209. Maximum economic value/utility
210. To consider the functionality and need of getting people from point a to point b, keeping saftey at the forefront. Continual asesment of transportation needs in all areas of the state.
211. Focus on safety
212. A balanced approach that puts a higher emphasis on repairing and maintaining exisitng facilities and balances the needs of capacity and safety with other programs.

213. Consider growth and where people need to be with respect to their homes. Work in conjunction with regional partners to make sure that infrastructure can keep pace (realistically) with growth. It is ridiculous that Hwy 395 is 2 lanes from Cold Springs to Spaghetti Bowl--that growth has been forecasted for the past 20 years (at least). It is insufficient and no excuse to say it will be addressed in the next 20 years--too late.
214. impact analysis
215. Performance of indicators that the public finds important
216. ability to move more people quickly and safely since our population is aging
217. reduce congestion
218. Reduced impacts to the environment including air quality as well as improving safety.
219. Create a committee of people from a mix of individuals from a few different government agencies and private sector companies to decide how our future transportation projects are prioritized.
220. Keep taxes low.
221. Regional needs
222. Transportation projects that improve life and economic opportunities for Nevadans should come first
223. Put everything to a vote. Let the citizens decide.
224. Priority should be not making dumb choices that will be ineffective in 5 years. Stop playing catch up!
225. traffic monitoring and need
226. D1- Designs SHOULD NOT mix interstate's/freeways w/ service streets, keep them separate- traffic impacts are HIGH & no escape routes with these POOR designs- traffic is stuck, emergency vehicles cannot get to scenes, commercial vehicles or slow vehicles SHOULD NOT be allowed to use #1 travel lanes, "roundabouts" should NOT be used rural Mtn regions, should remain untouched by civilian life/progress, use the imminent domain and develop now instead of paying higher prices later, " need a new way to respond to OLD problems!
227. First properly maintaining, expanding and improving safety of existing facilities then look towards new technologies and new transportation trends to improve transportation.
228. Polls
229. A combined score of user disruption vs benefit.
230. Improve ageing infrastructure with new expansion which includes meeting new safety regulations.
231. Performance measures
232. Data
233. With priority on inflow of growth of population
234. By growth and safety improvements
235. Funding
236. Cost benefit
237. AADT numbers
238. Long term projections
239. Put the most important items first.
240. Large scale improvements to urban interstate.
241. High traffic areas, safety improvement, ease of building/maintenance
242. develop benefit/costs
243. The greatest benefit to the greatest number of people, safely!
244. Crash data and travel time improvement
245. More money
246. Reliability
247. Amount of people who use it daily
248. Don't understand question
249. Travel reduction
250. Faster point a to b
251. Make a list of all projects and put them in order of what is urgent and what can wait.
252. Vehicle count
253. Address wasteful spending, as well as focus on actual need of transportation, not justifying an engineers' degree with boasting projects. Stop following California and Europe.
254. Economic Impact
255. Need
256. Economic growth
257. Take care of what we have first and have the people making the big money from the big projects, actually pay for these projects.
258. begin planning for autonomous vehicles, more public transportation and less private ownership of vehicles
259. Public demand, not political force.
260. By population growth.
261. Environment first
262. Population
263. Most needy
264. Population
265. We need to expand public transit to rural areas
266. Cost Benefit Analysis
267. Population

268. Air quality
269. population of vehicles
270. BY POPULATION
271. support non-motorized choices like bike paths and bike lanes
272. Most expensive to least expensive.
273. current and projected travel behaviours
274. Priority should be based upon the influx of commercial and industrial companies moving to the area. Transportation projects should attempt to reduce the amount of traffic by providing alternative systems to the growing community (tram).
275. consider future: more electric vehicles & bicycle/pedestrian friendly transportation
276. Instead of trying to catch up with development, NDOT should plan ahead and get the roadway improvements completed prior to the growth in the Reno and LV areas
277. Age of the system
278. Physically see how traffic is moving and plan accordingly. It is a fact that needs are being addressed well past when they are needed.
279. benefits the most NV citizens
280. Find trouble spots such as Hwy 395 from Mica to where the new freeway is to start and fix why it is such a bottle neck area
281. taxpayer's needs
282. Plan for where the majority of development has recently occurred or where it still may occur
283. Cost to benefit ratio
284. What's effective for the State as a whole, not just focusing on Southern Nevada.
285. projected need. shorten the time from development to opening.
286. Find out what each municipality is planning for economic growth, & design and prioritize projects ahead of that schedule.
287. Focus on areas with the most congestion - plan for population growth by having developers contribute funds for expanding roadways in new development areas.
288. Safety
289. Travel times.
290. safety
291. start with the top safety concerns
292. Safety
293. fix the problems that have the most needed issues
294. How much of the population benefits from each proposed improvement.
295. Repair what we have and expand what is needed in the areas of growth.
296. Recognize the existing problems with the highest traffic congestion and vehicle incidents
297. What will stimulate more economic growth
298. invest in clean vehicles/incentives while working towards improving local transit via commuter trains
299. First, pay your workers better. Second, use your head. Third, use GIS and data to prioritize projects instead of being willy nilly about them (which I actually think happens sometimes). Fourth, stop using concrete in Northern Nevada for road surfaces (You know why). Fifth, please finish 580.
300. SAFETY, ENVIRONMENTAL AND ECONOMIC IMPACT
301. By age, degradation. and use.
302. Prioritize those that improve public safety and transportation efficiency.
303. Community outreach
304. This survey is not well written. What constitutes a "transportation network"? Do you mean roads and bridges? Bike paths? Sidewalks? Bus schedules?
305. Fix aging infrastructure and reduce travel time and congestion
306. Track VMT trends
307. Not have multiple projects at one time with no definite date of completion that just delays major projects.
308. Where there is most traffic, work on expansion for more lanes and accommodation of more vehicles.
309. Not being an expert here, I would guess NDOT would focus on budgeting safety challenges first, maintenance and repair (take care of our current investments and infrastructure), then reducing current travel times and improve reliability, and after that fit in the enhancements where appropriate.
310. cost benefit analysis
311. Demand of the community
312. Forecast growth trends and plan accordingly. Make public transportation options more viable for suburban areas.
313. One idea. Support policies that minimize need for new transportation infrastructure. For example, put affordable housing close to where people work. Shave the peak. Reduce wear and tear. Extend pavement life. Tiered tax for miles, low rate for high mpg.
314. Maintenance and Safety before Expansion
315. Prioritize based on public need and potential safety and usability improvements
316. Economy demand

317. Population growth needs must be met in a near equal level to the needs of existing infrastructure maintenance and repair followed by the options for dependable and convenient alternate and mass transportation choices. Alternate and mass transportation should have a much higher priority in urban areas where they are more practical and meaningful. California has learned that no matter how many lanes you build on a road, you will not be able to avoid traffic jams and congestion. People must have a viable and attractive alternative in urban areas for their daily commutes and this will alleviate rush hour jams and save \$\$\$ in construction and maintenance of multi-lane super highways. Finally, the emergence of new technologies and the needs to support those technologies (such as Smart Cars) needs to be considered.
318. Less traffic
319. State infrastructure bank
320. Population
321. sustainability
322. Repair roads and maintain them
323. Faster to point a to b
324. More Outreach to public
325. Maintenance and safety first, state-wide connectivity next
326. The remaining systems, not create new ones
327. Reduce travel projects
328. Improve road capacity
329. Identify where the major growth is happening and make the freeways in those areas larger to handle the huge increase in traffic - the north valleys of the Reno area specifically.
330. Survey travel patterns and projected growth
331. I don't know, but there should be buses running from Fernley and Fallon to Reno
332. Fixing roads that need repair first
333. Public awareness in the small rural areas
334. Projecting for future growth
335. Plan development for distant future needs instead needs for 20 years from now and finish projects in 10 or 15 years.
336. Maintain infrastructure
337. maintenance, safety, and reliability
338. Work toward long term projects while balancing short term needs.
339. Highest priority should be shoring up existing infrastructure, however, Interstate 11 should not be an afterthought. This corridor could be a massive boom to the Nevada economy of Nevada. It is possible to connect Las Vegas and Reno and still provide access to destinations to the North like Southern Idaho by building out Highway 50 from Fallon to Fernley and the I-80 Canyon to allow greater access to the Reno/Sparks, while continuing I-11 to the North and East through Humboldt County into southern Oregon and Idaho, providing over the road truckers greater access to those markets.
340. Safety First
341. believe that these surveys and the advertising of these surveys will give NDOT the information necessary to get accurate desires from all Nevadans both urban and rural.
342. Focus on fixing the horrifically planned highway system. As our state grows, rural areas are now bedroom communities to the urban cities. As such, our highways and roads into the big businesses are unsafe and in need of vast expansion.
343. Expansion should be a priority because we are growing so fast!
344. priority should be placed on dealing with large volumes of increased traffic such as McCarran NV to Sparks NV when all the warehouses workers get off
345. by what is needed the most in the rural areas
346. In terms of safety
347. Ask the people
348. Balance critical immediate issues with future needs
349. By listening to what the people of Nevada need (statewide, not just Las Vegas)
350. By Need.
351. Stop subsidizing electric vehicles; raise all fees for owning electric and hybrid fuel vehicles to match liquid petroleum taxes and fees; abandon the connected transportation philosophy and stop subsidizing the industry by building that infrastructure; use predictive geographic growth models for future build out; stop constantly forcing people and behavior into planned behaviors; get rid of highway art add-ons; stop hiring as many radical environmentalists as you can in order to transform the Department.
352. maintain what we have, look at needs like passing lanes on SR 95
353. safety use the money where it helps the most public travelers
354. Amount of beneficial impact to the public.
355. What best serves the needs of the general public, not the wealthy few.
356. Making sure transportation is in working order and is safe for travel.
357. Hire some competent people. I have never seen such incompetence as NDOT's planners and pavement managers.
358. eliminate politics and base it on benefit/cost ratios.
359. Safety and efficiency
360. Efficiency of commute and maintenance projects.
361. Accidents should have GPS coordinates, most often they are reported to the nearest mile post, which isn't nearly accurate enough. Areas of concentrated accidents should be analyzed to see what measure would reduce accidents.
362. Safety First

363. Attending to aging infrastructure first, while keeping in mind new technologies coming in the next few decades, and a goal of increasing Nevadans access to public transportation, especially in the rurals.
364. Population density
365. Fix capacity and aging infrasturture issues along Nevada's freeways
366. Cost benefit
367. Survey residents
368. safety and maintenance repairs first priority
369. Traffic volumes, road condition
370. I'm a fan of by-passing, but I don,t own a business or like populated areas. I loved it when they built "I 5" but look at it now. A guy once said we don't have an Autoban because we have "cup holders", we do too many things but drive. I think "I 11" should follow the 1864 route from Beatty to Aura, and on into Yerrington. But then that's my opinion.
371. Time - no project should take 10 years to complete!!!
372. Safety and ease
373. Funding
374. How will it help in a post-oil culture?
375. get urban areas out of cars and into cycling/walking or modern transit
376. Focus on making it easier for people to bike and walk so as to reduce congestion, pollution, obesity, unhappiness, etc.
377. need
378. Use your brains
379. Start thinking outside the box. Look at other ways to move people safely. It doesn't always have to be cars. How about better and safe biking routes, light rail
380. Reduction of Vehicle Miles Traveled
381. Travel Demand Forecasting, Transportation Planning models
382. Throw out this survey!---Tim Mueller
383. Safety first
384. Consider efficiency and convenience for all transport benefactors
385. Survey
386. Safety
387. Taking polls
388. Most needful to the public
389. Money first
390. Ask for public input
391. Need
392. By need
393. Funding
394. Needs of users
395. Future growth
396. Best benefit per dollar spent
397. Tv
398. need and benefit
399. Making roads/walkways safer should be a priority
400. Public input/forums; need vs. want based on utilization & safety
401. Cost, Usage, Longevity, Saftey, Passed over/Priority
402. Perhaps the best way to prioritize would be to consider projects that reduce pollution.
403. Align spending with the Governor's strategic priorities
404. Projects that contribute to safety or dealing with aging or unsafe infrastructure should get priority - with projects that are needed to ease congestion next.
405. Pick the shortest route from point "A" to "B". Get rid of the Storm Water Group. Do not go out of the way to make a certain land owner rich.
406. Light rails required in Reno
407. Not plan 20 years in the past. Project take way too long to get out and are years behind what is needed by the time construction is finished.
408. Pavement smoothness
409. cost benefit analysis
410. Know your Nevada Roadways and what condition they are in. Maintain and improve to keep the traveling public safe.
411. get out in the rural counties
412. improve existing roads before building new ones
413. Safety of public
414. The need for expansion.
415. Age of existing structures.
416. You start with one Nevada, so make it one NEvada and not Las Vegas and sometimes Carson/Reno.
417. Prioritize by cost per number of people served
418. Analyzing usage of roads in all areas of the state ... probably the same things that are being done at this time.
419. Reliabilty and safety of existing infrastructure
420. Worst first
421. Safety

422. Have everyone on the same page.
423. Realize that the entire state needs updated roads, not just Las Vegas and Reno area.
424. New innovative funding sources
425. What will benefit the greatest number of users for the money?
426. Prioritizing projects that diversify Nevada's economy outside of the metropolitan areas. For example, expanding I-11 to run through rural Nevada (Winnemucca) instead of Reno.
427. Making sure that we are utilizing all of our resources to the most positive and impacting change and adapting with new technology as much as possible. Make sure that we do our research and learn from what other states have done and what their results and thoughts are and how satisfied they are with the objectives of their projects versus the outcomes so that we can be mindful of ideal results versus expected reality.
428. Through scoping then prioritize based on a real cost benefit
429. By greatest impact
430. Busiest roads get priority.
431. Quick economic and public movement impacts set the priority. The public and businesses have to see an improvement by the construction or changes for us to benefit from public response. The tax payers have more outlets to let us know if they are pleased with the work. We should take into account how quickly it will improve the movement of traffic and goods.
432. By making sure that the 3R projects are addressed as well as our failing structures.
433. Maintenance
434. Prioritize based on economic growth and/or efficiency.
435. Prioritize oldest roadways for improvement, and new roadway projects
436. Input from local governments and citizens
437. considering the public suggestions/ideas and more research on it.
438. Money
439. Cleaner and better services
440. Population
441. Local and Commercial Traffic before Tourism
442. Safety
443. Road repair
444. Maintenance first, new projects by need then population
445. Maintain existing routes and then expand if possible.
446. prioritize repair and new construction roads
447. Make better use of the money you have. Stop wasting money!
448. Available funds
449. Safety
450. Based upon local needs and how they connect to the bigger picture.
451. Best benefit to the greatest numbers and cost/funds available.
452. in a manner that does not ignore the rural areas
453. traffic analysis, economic growth, maintaining existing roads, safety
454. The best way to prioritize future projects would be to spend the budget on those items that will increase revenue for the state.
455. Performance
456. By making sure transportation methods make day to day commutes easier, less time on the road getting home means less pollution in the air from cars.
457. Benefit Cost Analysis
458. Look for economic impact
459. Using the data from the traffic counts will show which areas are the slowest or in greatest need of repair.
460. PLANNING
461. Use the agency's expertise, but look much further out. Example: Las Vegas Neon project. It will likely need to be outdated by the time it's finished.
462. Around areas that are impacted with traffic
463. fix or replace what is already in place, such as old roads and bridges.
464. Take advantage of new tax revenue sources and sales of bonds for a modern, fast, efficient, unified transportation system. Use Nevada's growing rural communities (i.e. Carson City/Minden/Dayton) as a blank slate to build the cities of tomorrow and interconnect them with the metro hubs already in place
465. Quicker routes
466. Consider growth areas.
467. Very difficult question to answer
468. Long range planning. Many transportation projects become congested shortly after being built.
469. Where there are bottlenecks and growth is expected/occurring.
470. Aging infrastructure repair and update
471. Safety of road way and use
472. Bigger push to public transportation.
473. Look at the current problems and things that would make transportation safer and more efficient.
474. Upgrade any systems and increase training that will cut down time
475. Amount of time saved for residents, alternative transportation options
476. Create a priority where the most people will benefit from improvements

477. Focus on reduced emission efforts in all lines of transportation
478. Get cars off the road, more easily accessible and comprehensive transit for all Nevadans not just the large urban areas, but smaller cities and locations in Nevada
479. How many people would benefit from it.
480. Were the most traffic flows, preplanning, reduction in traffic through mass transportation
481. Need of the community
482. stop unrestrained growth in northern nv
483. Do the maintenance and repairs now before cost goes up, stop dragging your feet
484. Based on population needs.
485. Projected use, such as Interstate 11, very important to get and keep funding.
486. Traffic flows and congestion or areas more prone to accidents.
487. NEED VS. WANT
488. By need
489. Prioritize alternative transportation (buses, trains, bike lanes, walkable cities). Route freeways outside of towns instead of through them (S Carson St, Pyramid Highway). Build roundabouts and overpasses to improve traffic flow rather than relying on traffic lights for control.
490. Safety first, then update transportation to accommodate the population
491. Forecasting for future needs instead of today's needs.
492. Project what will come and do it all at once. Rather than piecemeal by tearing up the same road 3 months after it just got repaired from the last project.
493. By passenger volume and immediacy vs long term
494. Intensive research in anticipated and likely AI driving technologies. Tunneling or high-deck freeway options for city bypass routes.
495. One at a time! Having major construction all over the city (LV) at the same time is a major hindrance to traffic flow. I cannot get to work without going through 3-4 major construction areas- it's chaos. We seriously need more lanes/markers on the road in the construction areas, it is near accidents daily.
496. Look at traffic flows and repair aging infrastructure; improve public transportation including fast moving trains.
497. volume of traffic on rural highways
498. planning for future and the different transportation modalities
499. Look at the current infrastructure, and based upon growing population, vastly improve the infrastructure.
500. research
501. As Nevada grows, infrastructure and safety should be key.
502. Safety, Maintenance & Repair, Reducing Travel Time, Economic Expansion
503. Impact on safety for all travelers, wear and tear to to high use
504. Base it on economic and population growth and public systems
505. Carson does not even have a Grayhound station I have to drive to Reno to pick people up to visit.
506. build a highway from Carson to Las Vegas that is as direct as possible with very few stops. It will connect the North to the South and make the commute quicker.
507. Keep in mind the cost of maintaining the project.
508. PLAN ON INCORPORATING NEW TECHNOLOGY AT THE BEGINNING, USING PROJECTIONS FOR POPULATION GROWTH, WORKING WITH CITY AND COUNTY PLANNERS TO INCORPORATE THE NEEDS OF BOTH RURAL AND URBAN USERS
509. The interstate/ with the off ramps need to be reengineered to make the flow of traffic better so there is not so much congestion. Also putting Yield signs to merge onto the interstate. I have found that people merging onto the interstate think that they have the right of way.
510. build for growing population
511. Good Planning and Execution
512. having good time management, working efficiently with construction
513. Sustainability
514. Look at traffic patterns and where traffic bottlenecks. I-80 East at the Nugget :(:(
515. Must involve Fire, Law Enforcement, EMS and most of all the citizens of the State, they should have a big say in what is done, how its done and should be able to make suggestions for changes.
516. Analyse the areas where the new giga factories are built and where the outlying workforce will live. If the population is higher in lets say Dayton, work on the roads and access between bigger cities. Also, now that 580 is completed (almost) douglas county is a suburb of Reno, traffic will grow. Las Vegas always changes and grows, that area i don't know as well.
517. Maintenance/Repair, Safety
518. what helps the most amount of people
519. Public Transportation
520. subway; light-rail; no more roads; more roads just mean greater population
521. Current and projected congestion
522. Build and repair for future growth
523. Build a mass transit systems, i.e., a gondola system in downtown Reno.
524. I think repair and maintenance is the most because of all the tourism we have.
525. need to repair/replace versus need to expand
526. fiscally responsibly and logistically sound
527. Impact on existing infrastructure

528. Repair dangerous and unaddressed infrastructure maintenance first.
529. Stop spending money on projects which are not currently relevant or needed (ie: electronic car charging stations between Reno and Las Vegas). Focus on maintenance and expanding roads/access in outlying areas (ie: North Valley's above Reno)
530. The greatest good for the greatest number of people.
531. Safety
532. Start with the most cost effective and economic projects first, then move on to the projects that require more of the allocated budget.
533. Improving public transportation (e.g., fast trains and underground metro)
534. Assessing funds available and planning ahead while stopping fraud and abuse
535. No more roundabouts ! The new one on HWY 50 East of Carson City is a mess.
536. Considering the growth of population and job market in the area
537. By safety
538. surveys and analyses by your engineers
539. Assessing current situation with future needs.
540. Characterize dire necessity (safety) followed by largest population impacted followed by largest revenue growth.
541. Safety combined with improvement.
542. Modeling where future urban expansion will be and beginning those projects before the need is fully in place, rather than waiting until there is a large problem.
543. Look at past growth to estimate needs of hwy and roads. Reset timing of lights on surface streets. I am new to Nevada and find stop lights in Carson City ridiculously long! Lights on Carson Street and Hwy 50 are examples.
544. What impacts the greatest number of people and safety
545. Disrepair status
546. public transit system such as railway or subway system.
547. Proper planning or repairs and construction. Work on non-rush hour times.
548. Look at congested areas and expand accordingly.
549. repair and improvements first
550. Prioritization should be in keeping existing transportation networks in the best condition possible to achieve their maximum ability to provide efficient and safe linkages between population centers and work on obtaining additional funding sources to expand/create new traffic corridors where needed.
551. Keep existing roads in good repair
552. Densely populated areas where the Nevada transportation services are regularly used should be priority. Next would be areas that need transportation improvement. Third would be areas generally not hindered by lack or presence of transportation services.
553. Those that are going to grow at the same pace as the population density
554. Safety, future needs, innovation, funding
555. bigger freeways because the population is growing fast.
556. By changing the NDOT deliverables process to be Pro-active rather than Re-active. We need to start planning now for the impact of climate change on our NDOT transportation system. Last winter was a good example. In the 60's and 70's that was a normal winter. However, the increase in population showed that our roads aren't up to standard in comparison to number of vehicles traveling them in those conditions.
557. By studying other states that have better transit systems and freeways
558. Think of projected population growth.
559. We need to fix what is broken before we expand and create new things.
560. Weight listing depending on immediate need then projection
561. Getting public feedback
562. The needs of the many
563. safety and pricing
564. By areas in the community that need it the most or have not had maintenance in a while.
565. Updating and installing green transportation system in populated and growing areas.
566. Preventive maintenance, Repairs, New structures
567. Improving reliability
568. Complete the above ground transportation along the strip from Fremont to the airport.
569. Diversify funding sources
570. Get out in front of the growth
571. I think there needs to be forward thinking and planning for not just ten years but 20-50 years down the road.
572. give us roads to quickly get around carson city besides the freeway. carson city was not built for the amount of traffic we have. i feel that it takes a lot longer to get across town than it should.
573. By doing one project at a time and finishing it first before starting another.
574. the needs of citizens
575. Selecting and funding priorities according to a goal of reducing the use of gasoline (through reduced travel time and enhancement of alternate means of transportation), and making pressing repairs.
576. equally throughout Nevada not just in Vegas and Reno and the rurals are an after thought.
577. look at how traveled the Nevada roads are, there is so many big rigs on the road, provide routes only for them or interstate that accommodates these large rigs
578. Build the interstate highway through the middle of Nevada. - Future Growth

579. More access routes, i.e. USA Pkwy, Gardnerville to Dayton, etc.
580. need and other successful models
581. Planning driving and bike lanes that don't bottleneck or end and continue most of the way through busy areas. This would assist in decreasing accidents.
582. Increase density, reduce car traffic improve transit options. STREET CAR and/or BUS RAPID TRANSIT!!
583. where it's needed the most.
584. Analyze needs and plan for future growth, build before growth happens.
585. Through community forums; Town Hall Meetings in impacted areas.
586. First, take care of existing, then plan for connecting the major cities by freeway. Use more concrete in building roads, highways, and freeways! It lasts longer!
587. pick projects which can provide the most economic and infrastructure benefit to Nevada with the LEAST POSSIBLE negative consequences to public health and economic inequality.
588. Increase capacity
589. public forum with citizen input, NOT contractor priorities!
590. Continued public transportation projects. Possible rail system similar to Houston. Creating free public transportation for disabled and elderly
591. future project to public
592. Determine the best way to eliminate bottlenecks; synchronize traffic signals
593. Repairing existing infrastructure and safety should be the main concerns. Then consider what new roadways need to be made with what new technology is available. Keeping your drivers/passengers safe should always be priority one.
594. Work force commutes first, access to recreation second
595. Prioritize in terms of safety. Does this project make what we currently have more safe or bring in new technology that adds to traveler safety?
596. Efficient methods that allow most people to get from A to B.
597. Means-testing, cost-effectiveness
598. improved traveller safety and maintenance of existing roads
599. Reduce travel time and improve reliability
600. look at census trends
601. Per capita, in others according to how many people are impacted. Also, according to hours per capita of lost productivity by sitting in traffic
602. rail system would reduce traffic and would provide more mobility and safety.
603. Look where the most accidents/deaths occur and fix
604. open community forums and surveys
605. Safety and maintenance first and then improving travel time and planning for future needs.
606. Very important
607. Triage
608. Traffic Engineers who are specialized to do this very important work.
609. To improve roads before new housing projects are built.
610. Ask the public
611. Repair first while reducing travel time, improving safety, and also improving reliability
612. Oldest unsafe structures first priority
613. safety first
614. light rails, electric trains and buses
615. know the needs of the many
616. Create a light rail system, improve alternative commuting options (safer bike paths, bus routes, etc.).
617. By looking ahead. ie Electric self-driving autos, growth using the roads.
618. Based on most relied on
619. Planning with expansion/growth in mind
620. Utilization
621. look at economy, budget and community need
622. Consider EV and Charging Infrastructure to accommodate the ensuing electric car revolution
623. Weighted need by taking into account vitality and return on investment over strictly use or population. For instance USA Parkway will not directly impact my DOT experience but the amount of potential business and cost savings will promote economic development in turn increasing standard of living and bringing tax dollars into the community to be spent on projects which do impact myself.
624. If we aren't safe, what's the point?
625. surveys, like this, so the public can help set direction
626. Another underpass like Desert Inn RD that crosses from the West to East without having to go over the strip. Near Tropicana or Flamingo. Nearly everyone uses this route to go from West to East and it is congested.
627. Looking at the population growth rate and alternate forms of transportation besides cars.
628. Usage of roadways, transportation systems
629. don't have construction all year round.
630. Those roads/bridges that are traveled most should be fixed first.
631. must fix old infrastructure for safety reasons, but leverage fixing it to account for new technologies, safety, expanded transportation options
632. By Need - current alternative use - improvement through new projects

- 633. Expand and maintain what already exists, then go from there
- 634. Highest need first
- 635. Improve current roads before investing in new ones.
- 636. Plan all maintenance at night or not during rush hour traffic. Maybe nights for major roads not during rush hour traffic. It has caused so many more accidents during rush hour times.
- 637. Focus on the best bang for the buck. Ensure that future plans incorporate the funds to create and maintain the project. Focus on clean transportation, powered by the people....safe bike areas to and from congested work areas with the ability to easily access transit with you bike if needed.
- 638. Focus on the interchange from I-80 eastbound to I-580 southbound and reduce on/off ramps.
- 639. with forecasts of future traffic requirements
- 640. Researching where transportation needs are highest with highest/critical need for repairs
- 641. Safety
- 642. safety and travel time
- 643. Get input from public, large corps and tourism industry
- 644. estimate the return on investment
- 645. Community forums combined with State to State Networking
- 646. Fix what is broken and make new better. Quite letting the construction companies get rich from out tax money.
- 647. Repair whats needed regularly then expand areas that are routinely congested.
- 648. use social media to let the citizens decide.
- 649. Long term projections and not politics
- 650. by looking at the past and what worked and what didn't work
- 651. look where fatal accidents occur, listen to suggestions from the public.
- 652. Projects that leverage new technologies, maximize efficiency, and address climate change should be the priority.
- 653. Review trends of how population is traveling and be creative with development to include environmental impact consciousness, cost (to producer and consumer), ease of use, and location.
- 654. Look at ways to decrease commute time, broaden the transportation options
- 655. increase public transportation options for a steadily increasing population (i.e. more bus routes with reliable service, monorail, etc. transportation options throughout city)
- 656. Alternative transportation, improvements, maintenance, safety
- 657. Survey
- 658. Major roadways and freeways should take priority over side roads.
- 659. consider how dangerous the transport is now and ways to improve.
- 660. Safety issues first. Make all intersections safe for pedestrians as well as autos.
- 661. The best way to prioritize future transportation projects - is to make a campaign that - ROAD SAFETY IS THE BEST POLICY TO BETTER ECONOMY.
- 662. bullet train and bike paths
- 663. Reduce travel time - telecommuting all employees should be the norm, not the exception. So much money and resources are wasted because of this. Check out how the State of Arizona does it :)
- 664. Needs survey. Ask NV drivers.
- 665. Mass transit, reduce stop lights, install round-a-bouts.
- 666. Need - Population growth, traffic bottlenecks & patterns
- 667. Growth in population
- 668. The needs of the citizens
- 669. To access where your population is going to be and build infrastructure from there.
- 670. Ease of use for more people
- 671. See a need and fill it.
- 672. Public vote
- 673. First and foremost, data collection and analysis. Public forums may also be helpful.
- 674. Talk to the people of Carson City
- 675. To be forward thinking. Instead of playing 'catch-up' and reworking areas after they have expanded, Nevada's planning commissions need to be forward thinking. The state can control where expansion takes place, and prepare for it. Right now, everything seems 'too little too late'. It is frustrating when 14 miles takes over an hour to drive because no one had the foresight to see expansion in one area or another, or to now sit through a year of construction on vital roadways where other countries/areas can resolve congestion/building/repair in weeks.
- 676. population increase of areas
- 677. By greatest need
- 678. i don't understand the question
- 679. Enhanced mass transit for moving people from rural to urban destinations
- 680. First by need: Roads that are in disrepair. Repavement of lines.
- 681. risk to cost (cost if not done versus effect if it is)
- 682. Expansion is most important due to our growing population...more buses more routes and more assistance for the elderly and disabled.
- 683. to make the lives of Nevada residents easier to get around which in turn will make it easier for tourists. Happy tourists and visitors spend more money.
- 684. Will it help the State's population and economic diversity
- 685. At risk populations/ low-income area

686. Looking at safety issues
687. Safety First
688. Areas of high congestion need to be expanded to reduce commute time to and from work. Public transportation is desperately needed to and from USA Parkway area to keep up with the influx of jobs this area has created. In the future, a commuter rail line between Reno and Las Vegas is needed
689. public (taxpayer) comment, listen to the experts on your team(s) there.
690. infrastructure maintenance and public safety should be top of the list
691. The areas with growth need to be addressed first.
692. we need to expand the transportation/para-transportation to outer city limits.
693. based on congestion
694. My opinion doesn't matter this is Government
695. The needs of everyday Nevadans
696. Good planning
697. Think 20 to 50 years into the future. What will be transported and how can we reduce fossil fuel consumption?
698. Increase public transportation exponentially!!!! Las Vegas is seriously lacking in this department.
699. Enhance transportation choices, building walk over bridges in high traffic areas, more travel lanes on freeway
700. I have no clue, I don't know enough about this to give a good answer. Safety, maintenance and reliability should be a high priority.
701. the new freeway that is in Carson needs to be three lanes not two. it needs to be increased already.
702. Ask the taxpayers
703. population
704. Before they do anything they need to figure out better timings for the street lights. If they cant figure that out then everything else is a waste.
705. Look at major bottlenecks (Spaghetti Bowl i.e.) and quit assuming public transportation is the best fit for Southern Nevada.
706. Look at the needs in regard to the growth of the state and the increase it will cause in traffic.
707. Consider all types of transportation options while ensuring safety and maintenance of infrastructure.
708. Work on fixing what we already have before starting on new projects. Spend money wisely; seems money is being spent on decorating rather than the roads themselves and focusing on functionality. Ensure funding is spread fairly between cities and counties (Lyon County \$ seems to stay in Yerington while Dayton and other cities suffer).
709. where new houses are being built
710. I would have a master list and do some kind of rotation system depending on the needs.
711. By looking at which projects will benefit the people the most, start with those first.
712. Projects to decrease travel time
713. send out a survey and see what those experienced in this area suggest
714. need
715. Safety
716. Consultations with Experts in the Transportation Field.
717. By the number of the and for how it can.
718. Take everyone and all areas into account and have them agree on change.
719. Provide opportunities for public comment and input from surrounding communities.
720. Meeting the needs of the majority of people. Mass electric transit Clark & Washoe
721. safety and reducing environmental impact
722. by growth
723. Expand transportation availability in rural Nevada areas, to allow greater access to services and opportunity.
724. Looking at population density and creating projects around helping those areas with innovative solutions.
725. Update infrastructure and expand alternative transportation choices
726. public meetings
727. The safety of travelers and efficiency for people across all lifespans and socioeconomic status should be taken into priority. Without these, no one will be able to travel.
728. Input from community.
729. focus on safety and repair
730. Based on need
731. Infrastructure. Accessible and viable options. Sustainability
732. Growth
733. Consider what improves economic diversity to grow tax income to pay for improvements
734. Better public transportation options.
735. Paratransit services need to be more accessible across the valley
736. safety concerns first so maintenance
737. Which affects more people
738. need
739. Expanding freeways due to area grown should be main priority.
740. Carefully study population and industry growth trends
741. Scrapping the current plan and starting over.
742. Forward thinking People.
743. Based on use, need, and funds available to pay for projects
744. many areas fall outside of the "zone"

745. Build with growth in mind so that expansion does not have to happen as soon.
746. By looking at the number of people that use the transportation in relation to the area. MEaning, rural areas need improvements that often get overlooked for improvements needed in the South. The Carson City freeway is a prime example. I feel that the road between Carson and Las Vegas needs more passing lanes or should be 4 lanes.
747. Keep people safe and maintian existing structures first, then expand the vision.
748. With the expanding population of Nevada, ensuring safety during commute hours is most important. Suggestions are to increase traffic signals at busy intersections, create enough sign postage and lane dividers to avoid last minute lane changes on surface roads, highways and freeways, and ensure speed limit signs are posted or clearly noted on the pavement on surface roads where drivers insist on driving over the speed limit. Also, noting the tremendous increase of apartment complexes in the Reno area, I would suggest greater communication with city planners regarding housing development to ensure as little overcrowding as possible. It seems in the South Meadows area we will soon have the need to widen roads to allow for more lanes but there is no extra road space to do this.
749. vote
750. Talk to the communities who use the roads most frequently. Find a way to be more present where the average citizen is and ask the questions. I don't attend regular county/town meetings, but see many roads in need of repair in our area. I am not even sure who would be responsible for the maintenance and repair on certain roads/streets since we are so rural.
751. addressing future issues now, not waiting until we have a problem.
752. It should be based on the needs of the community.
753. I would prioritize based on funding and population projections (more people = more wear and tear)
754. Explore the most efficient economies around the world and how they are planning their transportation projects i.e. Japan, UK, etc.
755. vote
756. Surveys such as these
757. I would suggest focusing on safety, efficiency, and sustainability of not just the project but the earth.
758. Increase public transportation including the rurals
759. Take a look at where growth is and look at redeveloping those infrastructures
760. Bike lanes are huge as issues go, also tranportation that is reliable for our elderly and disabled populations
761. Build light rail connecting the airport, new football statium, downtown, bus transit stations, entertainment core, and along major highways and roads: 15, 215, 515, Boulder Hwy, Eastern, Decatur, Tropicana, Charleston, etc.
762. Focusing on areas of need
763. The roads that have a lot of holes in them should be fixed as soon as possable
764. provide quality and invest in prevention of workers feeling burned out, happy employee=happy community
765. Do something. Do not just talk and not do. When you DO something, think of the citizen or tourist who is walking to the city bus stop, riding their bike, or moving his/her wheelchair with his with service dog. Do not think of the people always making money, or profit only.
766. Maintenance and repair for safety, safety, safety!
767. overall impact to state as a whole
768. A train that transports to California and back
769. not to do them all at once.
770. 1) Repair existing roads/bridges that are needed to network the State. 2) Look into the cost/practicality of a transportation system to get people around within the State. For example, if a person lives in Carson City, they can pay a flat daily/weekly/monthly rate to get to Dayton, Stagecoach, Silver Springs, Fernley, and Fallon in the mornings and evenings on work days. A lot of vehicles are now electric or natural gas which helps the environment as well as saves having too many cars on the road.
771. Surveys like this one
772. I think safety needs to be a top priority
773. Look at currect usage and demand, maintaining that and expanding as indicated
774. Thinking very long term, seeing the big picture
775. Monies set aside for aging infrastructure
776. The needs of individuals that we usually forget about like disabled people and the elderly. Also, don't forget about the rural areas.
777. Make sure what we have is working and grow on that.
778. System & community need: maintenance safety- Vulnerable populations (seniors & disabled), system plan that integrates multiple needs
779. Which ones are in most disarray
780. Assessment of needs
781. Finish one project at a time!
782. Projected usage based on population expansion.
783. Based on need.
784. Considering urban areas with needs along with city needs. Urban areas are limited more on everything.
785. Meet with city, county, and state planning officials and industry representatives.
786. Consider reducing the number of vehicles from the roadways by increasing bikeable/walkable and transit oriented communities.
787. Cost effectiveness
788. Traffic congestion and accident rates
789. Does it make travel faster and safer

790. make rural roadway safer. areas like the hwy from Carson to Dayton and beyond is not lighted, headlights from oncoming traffic at night are blinding when they are the only light around you and there are several side streets and turn offs that you simply cannot see when the sun goes down. Additionally there are many side streets, parking lots and such in Carson in need of repair (pot holes, bad layouts and one exit/entrance), I imagine that may be an issue all over NV.
791. Fix all roads not just rich people or roads where city people live
792. Take the amount of usage into consideration, but rural towns and highways cannot be forgotten about.
793. Research age diversity and infrastructure
794. Safety
795. Look at infrastructure maintenance first then area population needs
796. Thinking statewide mass transit. Perhaps a light rail or maglev system for frontier communities (especially those extremely poor) to connect with our rural and urban communities.
797. Weighted factors, i.e., transportation system/economic expansion and safety vs. cost of continued maintenance and repair.
798. Repair aging infrastructure should be the priority.
799. Multiple routes for increased capacity, resiliency and safety.
800. Do not put bike lanes on roadways; bike trails and roads should be separated. Bike trails do not need to share alignments with roadways, they can cross thru parks, golf courses, residential areas, or way of to the side of state routes. Do not increase the number of lanes because it doesn't decrease delays, just gets more cars in the same spot and increases delays, look at Colorado. Include more train stations, with parking garages on the outskirts of cities so folks can make their way to the city, park, and catch the subway or bus or whatever public urban system that works to their jobs or hotels or tourist stuff, and relieves inner city congestion.
801. Based on need
802. transportation projects need to match the areas of growth and expansion such as the North Valleys, Spanish Springs, and other high growth areas of town. More maintenance over replacement for existing roads, and better increased infrastructure with safety and growth factored into the planning before these are built
803. Reducing travel time for busses by adding more busses
804. Budget for infrastructure and do actual improvements yearly
805. Reduce travel time.
806. Base it on Consumer Needs
807. Always with what needs to be repaired for safety
808. Quality of life
809. Actual data collection of economic and social impact
810. Observe and learn strategies from bigger cities that have successful road and transportation systems
811. ask questions
812. Maintenance and repair should be the number one priority. I also think attention needs to be given to high traffic areas like the spaghetti bowl.
813. Increasing the service zones in Reno and Sparks. The city has expanded greatly and there are many people who cannot access public transportation because they are outside of service zones. This needs to be the number one priority.
814. improve roads and increase other options for transportation
815. Improve street lights, lane divider bumps, and add more public transportation.
816. Improving public transportation availability and reliability
817. Research current commute /highway crashes
818. by benefit
819. Network of transit systems between rural areas and metropolitan areas
820. globalization
821. Need
822. Each end of the state should be give equal consideration. Future projects should be equipped for the current to future traffic. Finally the completion of 580 took too long and is obsolete for the traffic issues. The traffic light should have been an overpass. The intersection is a complete deboggle. Southern NV seems to get special preference over Northern Nevada Roads.
823. Focus on where the most needed repairs are and then focus on flow of traffic to expedite NV drivers.
824. Even though technology is increasing and much will change in the next 20 years, people are still driving traditional cars and will for quite some time. This means that the existing highway and road system needs to be maintained and upgraded. I moved from rural Nevada to Sparks a few months ago and I didn't realize the full extent of the congestion of the roads in Sparks, Reno, and Washoe County.
825. Surveys like this
826. One at a time
827. Look at safety, needs, and budget
828. I think we need to focus on mass transit systems, such as a subway, as our population grows. This would benefit the environment, and would also benefit the health and wellbeing of Nevadans, as well as reduce the strain on our aging highways which will not be able to sustain increased capacity at the projected rate of use. This would also mirror national trends as the younger generation tends to drive less, so this would be a viable option as well, fitting into their lifestyle.
829. TRAFFIC FLOW AND TRAFFIC LIGHTS IN THE CITY THAT KEEP TRAFFIC MOVING
830. Redesign/reconstruct existing network for future pop. NOW
831. Consider expanding job market with new technologies and infrastructure repair
832. FIFO
833. RURAL TRANSIT/TRANSPORTATION SERVICES

834. take into consideration working families whose communte and work time take valuable time awa from their families
835. Perform traffic studies, identifying areas of continued congestion as well as new areas of new economic growth and improve or develop new traffic controls and options in those areas first.
836. Connect Carson and Reno via train
837. functionality
838. Based on demand and feedback
839. Find out where the population is growing and employment opportunities are growing
840. Voters
841. Public transportation
842. Maintaining what we have; make sure it is safe; think about the future
843. Overall benifit to citizens
844. Reducing traffic, making room for increasing population.
845. Cost effcient projects first
846. Prioritize the life blood routes (maint and repair) to ensure business and economy keep improving.
847. Areas of population growth and condition of transportation routes.
848. Evaluate projected growth
849. Ask residents to participate in the prioritizing by getting their input regularly.
850. Firstly a budget is needed then the Master Plan for Transportation. From there transportation projects can be developed
851. Input from local agencies and industry
852. Increasing safety, speed, reliability
853. need and population
854. Don't let the Taxi lobby influence you
855. Maintain what exists and improve on it.
856. Consider the exponentially growing elderly and disabled population who are lacking transportation options and the ability to provide resource efficient transportation.
857. Evaluate the technology and determine what will be more efficient and be able to implement quicker.
858. Targeting areas where there is more traffic first
859. Muti-modal surveys and input from the users.
860. Safety first then expansion.
861. Does it benefit all community members including those with disabilities
862. Urbanization
863. Work day (M-F) traffic delays (Definitely not special event traffic delays)
864. Immediate needs and safety
865. Making roads such as 93 more safe to travel on by providing more lanes. Having more than one big road to get to Spring Creek.
866. Strategically determine what is possible of the needs that come forward from this survey. Prioritize safety and innovation.
867. What are the oldest and most heavily traveled roads
868. NEEDS
869. Moving away from fossil fuel dependence.
870. To promote safe and efficient 'user friendly' means of transportation for all citizens
871. urgent need
872. to improve the flow of traffic in and around Reno & Sparks
873. assess the most urgent needs in the communities
874. based it on the safety of the nevada
875. Based on need
876. comprehensive look at the transportation system for long term goals
877. To align them with our regional plan Southern Nevada Strong
878. Use of programs like MicroPaver to rate roads for maintenance and repair
879. Safety, Usage and travel time reduction
880. Expanding capacity and replacing aging infrastructure.
881. Using a cost benefit analysis
882. Ask the public, those of us who drive in the city every day, what we feel is needed.
883. Fix those areas where there is a lot of congestion like the "spaghetti bowl".
884. Make new paths of travel that will allow people to go around major interchanges the priority
885. improve alternative transportation options to get around the valley like trains, bikes, shuttles, bus
886. I will leave those decisions to the professionals at NDOT.
887. Begining with highways, followed by areas that needed most
888. by the number of people it affects. I keep seeing money going to pedestrian issues in northern nevada, yet there is a very small percentage of pedestrians in the rural areas. We need better roads
889. Areas with the most traffic first
890. By the greatest impact to safety for travelers.
891. improvements and repair of current transportation systems.
892. Surveys, community listening sessions
893. by severity & need
894. Based on safety First, then area growth
895. How can it move the most people the most effecient, greenest way

896. Figure out what is needed the most to serve Nevadans that will yield the greatest impact.
897. those projects which affect the most number of residents should be first priority
898. The communities choice
899. Actually look to the future and build for that, and involve all entities. It seems we are always 5-10 year behind by the time something is finished.
900. Project future transportation needs and population growth.
901. Population
902. Diversify solutions in reaction to how people actually move, not how traffic engineers think they should. Embrace the social science.
903. give a list of what NDOT is planning on and then ask this question
904. Expansion for growth
905. Safety of motoring public / residents
906. maintenance & safety, projecting future needs
907. Study the demographic needs. For example the north part of Reno (stead and cold springs etc) is where city's much needed labor work force comes from. However the general status of roads as well as maintenance and attention regimen in general is very discouraging for public morale. Given the fact that lack of construction human resources has been a bottle neck for construction industry growth at large we are not gaining much by keeping some areas perinnially neglected as a matter of habit. There is significant recent research that points to how better designing space leads to better civic engagement, on a wider scale roads are key events of that space too. When communities are well connected and the transportation network looks and operates see less then there is less chance for them becoming breeding grounds for problems typical for isolated communities. Taking another look at & focusing on vitalizing under served , may not be by design, geographical pockets will unearth under utilized growth potential of communities and for sure will yield maximum return for the infrastructure, especially transportation related investments.
908. Determine critical needs first.
909. Need and use
910. By the needs of the people in our state. Secondly, by the needs of our economy in our state.
911. Age and condition of roads, but also take into account roads with continual fatalities and work on ways expand and improve them.
912. Focus on congested areas and infrastructure most in need of repair.
913. Increase availability and dependability on public transportation systems.
914. plan for 20 - 50 years down the road not what is needed at the time
915. Look at the rates of congestion occurring across the freeways and state roads and develop projects to alleviate the congestion.
916. Need based.
917. Need and risk based
918. Population expansion need wider roads
919. Reducing gridlock and wait times
920. Safety, maintenance and repair what we have. Build up from there.
921. Maintane and repair what we have first, then take on new projects.
922. concentrate on where bulk of local traffic goes (ie commuting hours)
923. Use new technologies to fix the roads faster and for longer terms
924. Conduct survey like this one.
925. Fix existing problems before they become big problems and before future projects become an immediate need and all money and resources have to be diverted there.
926. getting nevadans to work and reducing traffic
927. Invest funds in those aras of the state with the largest and most mobile population.
928. Decisions should be based on future need, not current needs
929. Don't rely on our roads. Don't become like California
930. Focus on the projects that have good effect vs cost ratios
931. whatever supports the economic and demographic characteristics of NV
932. by safety needs
933. With a comprehensive evaluation of need vs impact to economy
934. commuter traffic
935. 1st consider ways to improve community safety while providing options for aging population with public transportation.
936. Fiscally as well as ability to complete project timely
937. With the infx of new people to the area a reliable economical mode of transportation will become a higher need. A light rail may become nessicary to midigate the space for parking and lower emmissions to be more green.
938. Get ahead of the problems! As our dependance on vehicals reduces, our transportation priorities should solve upcoming problems vs chasing down fixes to the old system.
939. Mass transit options. We need BART type public transportation options rather than building wider and more roads.
940. Anything which improves overall travel time should be the priority. Too many projects that interact and make it feel as if there is no end to the construction.
941. current and predicted populations in the area of the projects
942. growing disparity of wealth (strengthening infrastructure for the low income)
943. This type of survey would be amazing. What a wonderful way to engage citizens to help decide how their tax dollars are being spent. I am loving this and would love to see it become a regular way to garner feedback.

944. the existing infra structure must be maintained and improved to handle existing demands and future growth.
945. Studies and community input
946. Rather than trying to just improve road construction to meet current traffic demands, try projecting to future demands and build roadways to meet them
947. The NV DOT has a difficult time identifying what parts of the city are important versus urgent. There are roads that have been paved incorrectly and left that way for years. It's like driving over a gravel pit. I would rather see smaller roads around the city redone, improved and expanded prior to the NV DOT taking on another time consuming project that shuts down major parts of the freeway. If these projects were done in a timely manner than I would say focus on aging infrastructure and expand the freeways. But the city has shown that time and again, the cost is that smaller side roads are neglected and we have to drive around the city and ruin our cars on shoddy roads. The freeways were fine before; they could at least wait. Focus on the streets.
948. just get it done
949. most congested areas first, followed by highway/bridge repair
950. based on data collected
951. Focus on the residents and their arieas and not tourism and the strip corridor.
952. Traffic on Highways
953. Gondolah network in downtown Reno.
954. By implementing suggestions from those you serve while educating the public regarding prior expenditures, projects and your own proposals.
955. To get the best bang for the buck.
956. Reducing congestion
957. maintenance and repairs then transportation systems
958. 1) Take care of what we already have; 2) Provide alternative means of transportation; 3) Get more public input/feedback on planned projects.
959. First help those that can least help themselves.
960. maintance and safety first
961. Prioritizing the reduction of congestion & travel times (including the timing of street light cycles)
962. Safety and collision data. Fix the most dangerous spots first.
963. Logic driven, considered evaluation of needs by professionals based on other (national and international) communities experiences instead of political interests
964. need first
965. Where the growth is becoming the heaviest
966. Consider rural areas more and the time it takes to get to and from places
967. 1. Repair and upgrade freeways, especially 395 North. 2. Remove bottlenecks on freeways. Provide one lane for on-coming and off-going traffic. Freeway repair over side street and onramp and offramp improvement.
968. Cost effectiveness - repairs to achieve maximum lifespan of existing infrastructure, and investments in critical pain points for long term benefits.
969. Listen to the citizens of Nevada since they're the users of the roads
970. look at how others cities have developed transportation to meet the needs of the growing population
971. pay attention to the road system and how it is used
972. Need
973. research, research, research--trends, markets, projected revenue
974. Future transportation projections should be prioritized based on future and currently overlooked need. With Norther Nevada's growing population (Vegas is not growing at the rate of the North), more roads should be a priority.
975. Try and forecast areas of population growth and build out infrastructure to handle those needs.
976. fit the needs of the state
977. Strategize with the whole community (urban, rural, different businesses in the community, etc) to get a list of priority items, they negotiate them into a ranking order, assess funding and then apply that to the ranking, as well as seek grants or other source of funding and then assess the work force to best put local people to work. May need to subsidize some public transportation options in the beginning as well.
978. Repair crumbling infrastructure and build for the future.
979. additional forms of revenue to pay for the projects
980. Life cycle cost
981. By considering the fact that every individual needs to get from home to grocery store/pharmacy and back with groceries/medicine, and not every individual can drive or afford to maintain a car.
982. More Expansive and Free Public Transportation Options
983. make everything reliabe whether biking, bussing or driving. Busses need to be on time and frequent, traffic needs improvement, bikes need their own lanes or trails. Iv'e heard other cities have better public transportaion, we need other ways to commute.
984. To act now and get all the road, highway, and freeways to be expanded and maintained.
985. Risk assessment
986. Look at what is the biggest problem facing transportation and tackle that first.
987. Stop giving all the money to Las Vegas. I still don't know why it took close to 20 years to build a freeway in Carson City.
988. Assess the needs of our city which is growing. Especially with the Raiders coming in the very near future, public transportation in this city HAS to improve!
989. Prioritize things that will help the most in easing congestion during peak times.

990. amount of delay versus time saved on travel
991. Safety should be the top priority. Next, any inefficiencies should be addressed. Local partnerships should be encouraged in all projects.
992. Think about the long term, and not the immediate politics that drives irresponsible actions. Think about what a project/issue will cost 10-15 years from now, and how much will be saved if the issue/project is resolved today.,
993. Market Conduct Studies
994. Do what is needed now and then look at what is needed most and go from there.
995. better planning
996. Traffic counts and safety
997. The ever-expanding North Valleys area adds more volume to the roads that cannot handle the amount of traffic it already has. Making sure that our roads can handle the volume of traffic each day, and do so safely, should be the priority.
998. Start with reducing the wear on existing roadways. No new road until infrastructure that minimizes maintenance is in place.
999. enhance multi use. Expand bike lanes, public transportation. Update infrastructure.
1000. Get the old-time thinkers out of the department. Get leaders who understand the current trends/issues/innovations.
1001. Improve the most congested areas for safety and reducing travel time.
1002. Based on future economic expansion and improvement of current transportation systems
1003. Ask the people what they want
1004. Many people will no longer attend town halls due to the nature of local work schedules, especially if they are low-income or younger families. Heavily advertising online surveys such as this are an ideal way to capture this missing segment. Additionally, our public transportation systems require a significant upgrade. We can start by studying other cities that have successfully expanded their public transit systems (e.g. Portland, Denver) when planning our own.
1005. Based upon the current and projected population numbers instead of what we had 10 years ago. Focus on "getting up to date and with the times".
1006. Safety, Maintenance/Repair, Reducing Travel time, Enhanced Choices
1007. cost vs. efficiency
1008. Put people's safety as the number one priority.
1009. More Bike Paths. Please, my life depends on it. I've been almost hit by cars countless times because there are not enough bike paths. Central city bike paths are the most sustainable transportation option for urban communities.
1010. number of people affected/impacted
1011. Traffic congestion and frequency accidents
1012. Build toward a viable mass transit system
1013. frequency of accidents during morning and evening commute
1014. By necessity, improvement and safety.
1015. Split between north and south, and then prioritize which ones impact the most people
1016. I think getting feedback from the public like you are doing
1017. Traffic flow, heavily congested areas need to be improved to make for better traffic flow. Improving traffic flow will reduce accidents and result in better safety.
1018. economic growth
1019. We have to be aware of the need to reduce our carbon footprint and adapt to climate change.
1020. Mass transit
1021. Conduct transparent community meeting, including financial disclosure, with a 4 - 5 tier choice of what a future transportation projects would look like. In addition, providing tax payers with how much a project would cost them and the time from for completion of a project from start to finish.
1022. Based on safety first
1023. Intra and interstate commerce must be able to travel through NV. Areas such as the I80 Fernley to Stateline are a wreck with commuter traffic. Two lane roads such as US 93-95 and SR 318 are major shipping and tourist routes. These need more passing lanes for safety. We must look at ways to most efficiently move people and goods through.
1024. Planning for potential growth and needs at least 10 years out
1025. Get more services to rural areas.
1026. Start with handling increasing population in suburbs and access to/from Las Vegas
1027. Insure infrastructure is maintained to standard and safe. Then expand upon reducing travel times.
1028. Relief of congestion
1029. I HOPE NDOT knows the answer to this question. I would flip a coin. I am sure the priority is to try to keep infrastructure slightly ahead of growth, both economic and population.
1030. Give the State the choice of needed repairs rather than the Federal Government dictating projects.
1031. See where everyone is driving/going
1032. Continually solicit feedback from our communities and re-prioritize according to a rubric of criteria.
1033. looking at economic impacts prior to start of projects.
1034. Using a ratio of the above categories whereby they are equally addressed year after year.
1035. Where the people are going?
1036. usage
1037. Look at old roads that need repair that residents have to use daily to get around
1038. base the changes on the areas that people drive on the most.
1039. Create an entity that oversees and work with all departments involved to act as a liaison to make sure "right hand knows what left hand is doing".
1040. Economic effect to the State balanced with safety.

1041. do repairs where needed and then try to reduce travel time and reliability.
1042. Population increase - tourism
1043. Safety first (and safety can mean more than maintenance/repair...it can also mean identifying where the rapid deceleration of traffic flows occur and minimizing those).
1044. The most congested area in the city is located along the strip. Any new improvements/transit options should be considered there first.
1045. I've never been involved on a transportation project so not sure how to answer. In my opinion we need highways that have more lanes going between or major cities and the cities need to be have a better layout to get from point A to point B more effiently.
1046. Saftey, Maintenance and Repair.
1047. Improve roadways for upcomming for economic growth, improving, maintaining and repair of highways and roads.
1048. Maintenance and Repair
1049. repairing the roads that need repairs should be priority
1050. Focus on reducing congestion and expanding economic diversity
1051. Continue to address safety, maintenance, and repair necessities, while enhancing current structures to improve traffic flow and reduce travel time
1052. I think the most important way to pritoritize future projects is to watch for where traffic bottlenecks and address how to fix it.
1053. target areas w/ higher population
1054. Maintain a base reliability for current transportation networks before focusing on creating new ones.
1055. Forecast growth and special access for events. Incorporate electric and self driving vehicle technologies and growth.
1056. maintain what we have and improve safety
1057. Population Growth
1058. Remember growth
1059. Nevada is growing and our roads and bridges need to be safe and in good repair to take care of the increase in traffic. We also need to be mindful of the future of travel such as electronically powered vehicles and possibly vehicles that are driving themselves. As noted, the future is knocking down our door.
1060. Continue to monitor timing and frequency of traffic bottlenecks
1061. The need for reasonable travel times and reduced traffic congestion.
1062. Perform a survey of the state's population (being sure to promote it widely, so everyone knows their input can be had), then have transportation professionals analyze the results and make educated decisions based on their experience and knowledge. As part of that, review what other states (and countries) have done sucessfully in similar situations.
1063. Consider Nevadans' way of life and plan accordingly.
1064. This question is way to vague.
1065. Need related to congestion
1066. Safety and Maintenance first, enhancements afterwards. Enhancement Example: Signal Light timing would help in areas with a lot of lights in a row if it is not too expensive to implement.
1067. Where is there the most congestion, the most traffic? What construction projects are planned/underway in areas with limited roads (e.g. multiple apartment projects in/around Stephanie and Wigwam in Henderson leading to increasing congestion on Stephanie and Wigwam)?
1068. Connect transportation solutions with urban planning designed to increase public transit and other alternatives to cars
1069. safe and functional/well maintained roads are critical. multimodal transportation convenience will help meet the needs of the future.
1070. safety
1071. Safety above all else
1072. Base them on long term benefits and public input on what projects are needed most.
1073. Population versus the ability of the transportation routes to handle that number.
1074. Develop transportation options in Fernley, and between Fernley, Sliver Springs Fallon and Reno and Carson
1075. Due to the multiple vehicle vs pedistian accidents that occur in our city, I believe that investing in safer walking paths and making the city more bike and walker friendly will protect and draw more people to the city.
1076. Travel the roads for assessment, then prioritize needs.
1077. Conducting traffic studies, and understand future growth boundries
1078. develop criteria corresponding to needs assessment; award points for projects that meet these needs
1079. By actually going out and looking at the problems. The Spaghetti Bowl, UNR area, dilapidated roads - go experience these things and then see what the priorities become!
1080. Oldest items repaired or replaced first
1081. Ask the public for comment and input
1082. To think ahead. The road systems in Las Vegas seem to be designed as an afterthought.
1083. public input
1084. Cutting edge modernization.
1085. projected needs
1086. Optimize federal funding
1087. Top priorities: Minimizing traffic congestion and infrastructure maintenance, e.g., bridge repair.
1088. Not important
1089. safety including repair and urbanization
1090. accessible and reliable for people with disabilities.
1091. Decide how it will affect the most residents in a positive way and increase opportunities for commerce in Nevada.

1092. NEED/AVAILABLE FUNDS

1093. Prioritize them based on what projects affect the highest number of drivers
1094. Diversify and increase transportation choices! Greatly improve public transportation to succeed in the 21st century! I am from Europe and public transportation is so behind here in NV compared to mid-size cities in Europe. You guys really need to catch up big time, no offense!
1095. Determine if Maintenance and repair of existing roads is more economically important than building new roads.
1096. I like the idea of clean,safe,affordable,efficient mass transit, but I might just be a dreamer.
1097. Expansion to integrate the rural communities with the urban communities through rapid, safe and affordable public transportation, thereby reducing the need for personal vehicles. This will reduce congestion both on the roadways and parking.
1098. planning for expansion and greater traffic volume
1099. Population growth rates
1100. Observe where the traffic flow is negatively impacted now and implement fixes with anticipation of future economic growth. The daily accidents commuting to TRIC is a good example of lacking infra structure to adequately support economic plans.
1101. surveys of proposed projects and town halls
1102. Efficient and safe transport throughout the State
1103. safety and efficiency
1104. Safety first! Lots of well kept up travel lanes. Clear signage giving advance notice of exits.
1105. if working on freeway, leave surface streets alone-not backlogging them all. Makes for a rough commute to work
1106. whatever is going to increase usage without decreasing time
1107. Need
1108. Future urban growth
1109. The effect on the largest number of people unless there is a safety issue.
1110. Future projects should be prioritized by the current and projected economical and technological trends in relation to their direct effect on Nevada
1111. Look at population growth
1112. Needs of the community
1113. How they affect the areas growth
1114. Prioritize transportation options that reduce/eliminate vehicle emissions
1115. Where the population is growing fastest. More money should be spent in Clark County where the population is highest.
1116. intelligent long-term growth studies
1117. First take care of what we have, then enhance existing, third expand.
1118. Think of long term planning- dont make stop gap fixes that have to be redone in a few years.
1119. Safety
1120. North and South should be collaborating, not competing for what will benefit each end of the state.
1121. # of people impacted
1122. Whatever is in the worst condition
1123. Reduce congestion on urban freeways, so the tax payers can get to work in a more timely and less frustrating manner.
1124. By not bumping Raider stadium projects ahead of local ones. Maximizing taxpayer dollars efficiently for the good of NV citizens.
1125. Maintenance and repairs come first and foremost, we need to keep what we have working before worrying about expanding, and then it comes down to cost benefit analysis, which projects will give the most benefit for the cost.
1126. Immediate need
1127. Reducing travel time
1128. By prioritizing projects that would result in the lowest costs per person using it, i.e. public transportation. This should also factor in environmental costs.
1129. Safety
1130. Reduce bottlenecks and congestion areas that increase travel times and increase accident frequency; i.e., spaghetti bowl and interstate freeways through Reno.
1131. Ensure that outlying areas have freeways that can handle the traffic. As the custo of living in the city (eg housing) increases, the people will be forced to the suburbs and will require reliable and time-efficient access to the city for employment.
1132. Positive impact on the daily comute in the most congested areas.
1133. Look at what will impact the largest amount of the population and start there. Safety should always be the top priority.
1134. Ask the public
1135. Most needed first then work your way down. IE infrastructure, safety, etc.
1136. Model our improvements by another states similiar and successful improvements.
1137. What the state needs
1138. Further development/completion of interstate/bypass roadways to alleviate congestion in urban areas, followed by aggressive maintenance/repairs of failing infrastructure.
1139. Don't wait till the future. Plan and fund now, before it's too late.
1140. Look to see what needs repaired beofre improvements begin.
1141. Prioritize projects that have the greatest overall economic impact (reduced travel time/mileage/cost for the greatest number of people)
1142. Growth projections, making sure the current roadways may handle the increase in population.

1143. Look at growth trends and prioritize transportation projects accordingly. Nevada has been severely behind in this respect, with infrastructure that would have been adequate decades ago.
1144. studies to see what people currently use and what they would actually like to be using
1145. A statewide committee that looks at future growth
1146. Most bang for buck on capacity improvement projects.
1147. Survey the public
1148. Traffic and safety planning
1149. Take the needs of the locals first
1150. Keep roads safe and maintain what we already have. Then add the new bells, whistles and conveniences.
1151. maintain infrastructure and expand as budget allows
1152. We are growing too fast, the roads can't handle it. We need a transit system like a rail system used in Portland.
1153. Look at future technologies, ie. electric fully autonomous vans instead of buses. Also look at a commuter rail line from Boulder City to Downtown using existing rails, costs should be low.
1154. Functionlity over everything.
1155. Make repairs based on need, not who's area has most money, or because it is the roads's "repair date". Our roads were repaired this year and really didn't need it. Some areas in the poorer seactions needed repairs more than our area.
1156. Assess current problems
1157. Projects should be prioritized based on traffic safety.
1158. I think that safety improvements should be first, then maintaining our infrastructure and lastly enhancements.
1159. Cost Benefit analysis - moving people around the Strip should be important as well as reducing gridlock
1160. Look at residential/business growth in each area.
1161. Light rail, other public rapid high density transit
1162. Safety then enhancements
1163. based upon the majority of the users responding
1164. by not relying on fossil fuels and investing in renewable energy resources by providing light rail services in urban areas powered by solar energy and reducing individual car use.
1165. Most congested or dangerous roadways first
1166. Infrastructure building and repairs based first on necessity for safety and then projected growth.
1167. input from residents, traffic analysis, statistics on population growth
1168. Consider the aging population and the disabled first. They are larger than you think.
1169. Look at where the jobs are being created, i.e., outside of cities and what transportation needs that will generate.
1170. Reduce Travel Time...more lanes, less stop lights, more efficient merge lanes
1171. less bureaucracy.
1172. Need
1173. Ones that will decrease fatalities and accidents are top priority
1174. Repair & Maintain what you have, then replace what is needed due to failure or increased needs
1175. Get everyone involved, get and analyze feedback
1176. Great job consistently improving roads and highways. Maybe look to add new St Rose type of streets in outlying areas th at are far from highways.
1177. consider how fast the population is growing
1178. Connect Nevada cities with more than roads; bullet train, monorail, bike paths, ect.
1179. useage
1180. planning
1181. How bad is the current area in the maintence area
1182. Doing projects first where the most people live and drive
1183. Nevada is growing, put the infrastructure in place for the growth. Don't fight the growth, it is coming.
1184. Studying current usage and particularly consider economically neglected areas
1185. look how things are going now and plan ahead.
1186. Economic growth
1187. Safety first, always.
1188. Keep fixing our roads
1189. Public & private sector meetings re future requirements
1190. improve/expand roads and then work on mass transit.
1191. Assume automated vehicles will take over most mass transportation which means do not waste planning and resources on existing or new trains, light rail, subways. Plan on improving roads and decreasing spending on major highways since care travel will decrease but maintain existing highways.
1192. Future growth
1193. Look towards the future today. Better planning so that this doesn't have to be revisited every 5 years.
1194. Bypasses/parkways for congested areas
1195. Poll local residents (and drive the major routes yourself even) at peak travel times to see what needs improving. Frankly, the freeway has several congested areas due to too many merges too close together, potentially confusing design for people who aren't local, and at peak travel times, these cause significant traffic issues that negatively impact the effectiveness of our freeway and surrounding roads. Simply put, it was designed poorly and while construction would throw a monkey-wrench into it too, it would be worth it if it solved problems and increased the efficiency of our roads and travel times.

- 1196. Develop or enhance systems that will reduce the amount of road traffic and that will produce a revenue for the state to ensure that there are funds for repairs, maintenance and expansions in the future. e.g. Transit/Rail System to service rural and city residents.
- 1197. Study what is needed the most. If it is repairs then that should come first before enhancing transportation choices. I believe that safety comes first. Safety and maintenance go hand in hand for me. You can't have unmaintained or poorly maintained roads and expect them to be safe.
- 1198. Safety, deterioration of roads & all mine trucks pay for Nevada Registration and not be allowed to go to cheaper neighboring states for reg.
- 1199. Consider Technological Advances and population growth expectations
- 1200. hold public meetings
- 1201. feasibility studies
- 1202. Economic expansions
- 1203. Most improvement gets most money
- 1204. Use, Safety and Repair
- 1205. Use tax monies and revenues to pay for this instead of funding unwanted sports stadiums.
- 1206. Let it be known to the public that roadways are the arteries of cities and they need to be designed to be more reliable and smarter so they do not clog up
- 1207. based on population and roadway usage
- 1208. Balance needs of the community with current DOT trends
- 1209. Mass Transit: Light Rail, Monorail, Maglev
- 1210. Pre-plan for expansion and growth, especially in terms of physical location and pre-foundation of roads, rails, trails, lighting, and walkways.
- 1211. commute times of existing roads/hwys,
- 1212. Study benchmarks in other cities that have resolved similar transportation issues.
- 1213. High traffic corridors and high-density development areas
- 1214. available funds and population changes
- 1215. Implementing the new transportation quicker! Less talk more action.
- 1216. Vote
- 1217. Safety first (to include repair and maintenance), then prioritize future projects that meet public transportation needs.
- 1218. Better modeling
- 1219. Minimize congestion
- 1220. Based on where most of your patrons live and use your transportation facilities.
- 1221. Complete existing major projects, especially in adjacent areas before starting new ones. Don't work on parallel streets in the same area.
- 1222. Determine what people are going to do in the way of transportation. Don't force them to do something they don't want to do.
- 1223. increase freeway lanes and repair existing roads.
- 1224. Priority should be given to projects that will help ease transportation issues that will come with our ever increasing population. These projects should be layed out in a way that, upon their completion, they will be useful for the atticipated population at the time of completion (not the current population, as these are never the same). By prioritizing this, safety will naturally improve, as will congestion.
- 1225. stop having so many projects interrupting traffic all over the city simultaneously. do a quarter and another opposing quarter possibly
- 1226. expand system
- 1227. Listen to the voice of your customer, perform ROI analysis to determine a scoring mechanism
- 1228. Since Reno has become the Hub of smaller towns, it's important to over transportatransportation services to them. For example, Fernley, Dayton, Carson City, and especially the commuters at USA parkway.
- 1229. Areas that need it most get it first
- 1230. need for safety
- 1231. safety and reduce travel time
- 1232. Population and growth
- 1233. comprehensive traffic studies and trends
- 1234. Repair existing infrastructure
- 1235. where the heavyist traffic is
- 1236. add more arterials to outside areas like spanish springs that has no access to 395 and only 2 ways in and out with builders continuously adding more housing. Anticipate the future instead of just fixing the right now.....
- 1237. Time the damn traffic lights already.
- 1238. To implement what the residents need, not what the politicians want.
- 1239. Where are the biggest traffic jams and the most need for new routes.
- 1240. Maintenance first, then increasing efficiency and choice
- 1241. NDOT has been continuously behind the demand by 5-10 years for the last 5-10 years. Levy a tax on new developers, who are capitalizing on the boom in population, and double your budget. Use the money to improve travel times in more developed areas, where traffic has become almost unbearable. The span between the new section of 580 and south Gardnerville has become a nightmare, due to how packed it has become.
- 1242. Improve the existing out-dated highways.

1243. Agencies such as NDOT could take advantage of technology to gather feedback from a large number of Nevadans and then provide analysis of the feedback for the whole state. Too many people think in silos and do not necessarily take a state-wide perspective into consideration.
1244. 1 reduce congestion 2 safety in high growth areas 3 support access to public lands
1245. Stay ahead of expected growth.
1246. Impact on travel time
1247. ask the public
1248. need
1249. Look at where residential growth is occurring and determine where traffic congestion is highest during peak travel hours. North Valleys should be a priority since it oftentimes takes over an hour to get into town and there are thousands of houses planned over the next few years. Highway capacity need to be expanded. Limit/eliminate bottlenecks such as the ridiculous mess at the North McCarran/Clearacre/US395 exchange.
1250. Accept that Nevada needs viable options into the future, particularly in the heavily urban area of Clark County and Las Vegas. Continuing to prioritize private vehicle transport over public transport options (city-wide light rail, monorail, radically expanded and improved buses) is pretty much the definition of insanity.
1251. Safety improvement. LOS should be a cherry-on-top rather than a primary goal. "Zero fatalities" is impossible until we prioritize safety over convenience. It worked in Sweden not because they put up billboards and stickers, but because they revamped their highway design to prioritize SAFETY of all users above anything else. Roads like Sun Valley & Kietzke in Reno try to move cars like a highway and provide easy access like a street, but do neither safely.
1252. Safety first
1253. Congestion and condition
1254. Self Funding. Without Tax Subsidies
1255. Where are the populations moving to/sprawling out, prepare for that with freeway systems (i.e. Spanish Springs in the Reno area)
1256. need to want
1257. Usage
1258. Survey
1259. Focus on the areas with the most accidents
1260. prioritize those that benefit the most people and promote a healthy environment
1261. Better mass transit and safety improvements
1262. Which is going to have the greatest impact improvement and allow more people to get places in the most timely, safe, and efficient way
1263. Identify projects that offer the biggest (and best) impact to the most people.
1264. Transit. Light rail expanded bus routes. Kids are not getting licenses and oldr people need an alternative to their car.
1265. Based on Traffic counts. Keep the cars moving.
1266. the number of people who will benefit from the project and projected decrease in accidents resulting from project
1267. More roads or better transportation from the valleys and outer reno
1268. Improve areas with congestion, accidents and bad pavement first.
1269. Public need and aging infrastructure
1270. Safety benefits first. Condition/maintenance of roads.
1271. By Experiencing the actual needs of our transportation system.
1272. By what is most urgent.
1273. Safety first, environment second
1274. Safety bike and walking
1275. Maintenance comes first. For alternative transport, must be contiguous or it's useless
1276. safety, economic development, convenience, price
1277. Smooth, quick, safe traffic flow with zero spending for "beautification and ornamentation". Use of "Right Turn Only" lane designation at all possible intersections would be highly efficient.
1278. Our roads and highways are noticeably more crowded; first expand to meet growth demands, then fix the organization of the highways. We don't need an exit at every street off of 580S.
1279. Invest in better public transit - rails and busses - and make them more appealing through making them convenient, safer, and more reliable.
1280. Areas with the greatest need first and then looking at the largest change population areas
1281. public input
1282. true vision for purpose/goal, well planned with expert involvement, cost, completeness
1283. Getting input from citizens throughout the state.
1284. Where the most need is.
1285. Prioritizing environmental-responsible choices first
1286. Mass transportation is critical.
1287. safety
1288. Safety 1st
1289. demographics
1290. There need to be much more planning on transit and parking centers. Look to BART system in California. There is plenty of parking for cars that then allow the people to ride the correct BART transportation to where they work, etc. Right now there is no service in the south of Reno, or the north. There is also no parking in order to get to transportation, like buses.
1291. Input and data on trends

- 1292. car parking, busing from outlying areas, spaghetti bowl needs redesigned
- 1293. Route I-11 through the River Mtn corridor and keep through traffic out of the city providing safer driving for 515 and 215.
- 1294. Public Safety in transportation first, maintaining roads, and improving traffic flow next. Wildlife fencing to protect citizens as well as wildlife throughout the rural areas (Dayton and Moundhouse currently are not protected from wildlife entering the roadway) KEEPING ROADS CLEAR IN INCLEMENT WEATHER, closing roads when travel is not safe. Accidents are costly to ALL involved. Reducing travel times. Creating more public transportation to ease the toll on the highways. Possible Tax breaks for ride share programs to encourage carpooling. Freeway expansion East of Carson City to ease commutes from rural areas. Quicker yet safer commutes = less accidents, less service costs, and less public distress.
- 1295. By involving and considering the feed back of the residents
- 1296. Make trains
- 1297. engineers
- 1298. Safety and Maintenance
- 1299. Safety and maintenance first balanced with available funding
- 1300. Prioritize based on assessment of need and actual field data
- 1301. spaghetti bowl :(:(
- 1302. Nevada one plan good start
- 1303. Expand connectors to reduce bottlenecks
- 1304. Address direct routing of buses from point A to point B
- 1305. Take care of what is already there before adding on.
- 1306. Prioritize long term benefits over short term "quick fixes"
- 1307. Make sure we can budget in public transportation by allocating more money to monorail or rail system
- 1308. Prioritize what will account for future growth not just for immediate needs
- 1309. Increase gas tax
- 1310. By need and affected population
- 1311. Work with all communities
- 1312. Future needs
- 1313. Traffic safety and improvements
- 1314. Counties needs
- 1315. Repair/replace aging infrastructure first.
- 1316. Maintenance/repair of current roadways, especially in rural areas. The ease of utilizing these roads will likely increase travel, tourism and economic growth
- 1317. Engineering gives proposals with public input.
- 1318. Not Available
- 1319. Consider the safety of all. Improve the conditions on Hwy 93 going north out of Wells toward Twin Falls Id.
- 1320. safety and needs to stay up with growth
- 1321. Be proactive not reactive.
- 1322. Need and population
- 1323. Trending work home routes both in Southern and Northern NV, and don't forget rural Nevada
- 1324. Widen dangerous 2 lane highways
- 1325. Rebuild and expand outdated infrastructure that is unable to meet the current traffic demands and leads to unsafe areas with frequent traffic and accidents.
- 1326. Consider the rapid growth in our area-increase ability to project growth ahead of it occurring so it isn't a crisis and analyze the impact this growth has on commute times
- 1327. Study travel, driving, and safety patterns in our community.
- 1328. fix the freeway!!!!!! Reduce population increase
- 1329. Maintaining current roads/bridges to enhance safety, offer workable mass transit to all residents including rural areas, specifically to allow for ease of access to urban areas to access medical care/mental health services not available in the rural areas.
- 1330. Safety first
- 1331. Projects for maintenance first, take care of what you have before expanding
- 1332. Where the greatest maintenance/repair and safety improvement needs are.
- 1333. safety
- 1334. Safety first
- 1335. safety
- 1336. Get more employees
- 1337. Based on safety need
- 1338. Weighing the pros and cons of expanding our freeway/roadways vs. a mass transit system to reduce congestion and improve quality of life.
- 1339. Accidents , commercial vehicle traffic, poor road conditions
- 1340. Providing alternative transportation options- rail, light rail, bike paths, mass transit, subways
- 1341. Mass transit going where want to go
- 1342. Need.. USA parkway is growing rapidly, we constantly have on a weekly basis.. accident and such that hinders are abilities to get to work or home
- 1343. By weighing out the benefits to the people.
- 1344. In scoring a project, the maintenance of existing system infrastructure, expansion to accommodate growth, safety improvements should receive priority.

- 1345. Need
- 1346. Take care of current problems then look at future problem areas
- 1347. Repair serious safety hazards then expand infrastructure. Don't neglect areas of high traffic just because they aren't metro centers.
- 1348. Number of accident, cost or impact of the accident, potential for loss of life
- 1349. Include bike lanes in all new projects. Remember the second tier communities
- 1350. Focus on safety
- 1351. safety first
- 1352. Older infrastructure that's heavily used.
- 1353. Getting the public input
- 1354. Safety repairs, then improvements
- 1355. Need.
- 1356. Considering the ongoing issues, we need another way to access spring creek from Elko
- 1357. Contacts with community users
- 1358. Crash history and volume trends
- 1359. A divided four lane highway on the eastern part of the state.
- 1360. safety first
- 1361. Traffic relief and road repair.
- 1362. By who wins the Fremont Cannon
- 1363. Move the most people
- 1364. Transportation upgrades
- 1365. Long-term cost effectiveness, also accessibility/affordability for users
- 1366. Safety first
- 1367. Safety and efficiency
- 1368. Take care of what we have first and make sure it functions efficiently. Ask for more feedback from the public.
- 1369. Use pavement management and traffic counts as 70% and then 30 % for other areas
- 1370. help traffic flow better
- 1371. by keeping records of travel times between points and applying \$ when there is a 20% reduction to posted speeds
- 1372. safety first, then maintenance
- 1373. Vote
- 1374. Maintenance and repair has to be a priority, followed by expansion of existing urban highway systems.
- 1375. streamline traffic flow
- 1376. Keep traffic flowing safely to prevent area of common accidents and extreme travel time delays. Identify problem areas and plan for the future growth, instead of always being behind behind 10+ years.
- 1377. Discouraging sprawl, inventing infill redevelopment
- 1378. Safety first
- 1379. Get people to work safely with no slowing of traffic. Have a freeway bypass around Reno. Slow freeway traffic on freeway to 55mph within mccarran loop as there is too much of a speed difference for cars travelling through and cars using ramps. Make sure there is more than one road in and out of communities...example cold springs...
- 1380. Monorail from Airport to Hotels and stadiums
- 1381. Decide where transportation routes should go and let development follow, instead of developing land and figuring out how we will get there.
- 1382. based on immediate needs - ie: right now maintenance and repair should be a priority
- 1383. Federally funded automated taxi services (self-driving electric cars without drivers) Tesla Model 3
- 1384. More ways in and out of spring creek
- 1385. Quit feeding urban sprawl by building more lanes and highways and force developers to pay for the real cost of expanding municipal services further and further out.
- 1386. By importance of safety and necessary repairs
- 1387. sound analysis and public engagement
- 1388. Environmental benefits.
- 1389. Multi-modal and future proof.
- 1390. Aid the most aging and congested infrastructure first.
- 1391. What is the greatest benefit to the most people possible
- 1392. The skidmarks from braking on the highways tell you the priority.
- 1393. vehicle increases on roads and current roads being able to adapt to the increases
- 1394. State should differentiate between rural and urban communities. Projects considered on benefit to cost ratio, economic development/vitality, and urgency.
- 1395. Damned I I know
- 1396. Ensure public input is solicited; balance economics against technology and environmental impact
- 1397. Safety and necessity
- 1398. Focus more on thoroughfares for cyclists and pedestrians
- 1399. by increasing the ability for locals as well as tourists to utilize public transportation means other than buses.
- 1400. Ask residents.
- 1401. ask how sustainable they are in the light of peak oil
- 1402. I commute to work and travel to rurals for work, so I think ensuring that projects are done efficiently time-wise is important. Also making sure information about the project and it's purpose and timeline are accessible for people should be a priority.

- 1403. safety
- 1404. Safety first and then economically efficient
- 1405. Be pragmatic....
- 1406. Safety
- 1407. Lives matter
- 1408. Nevada needs to be improving transportation ahead of population growth.
- 1409. Look for areas of bottle neck. Look a head to future population increase
- 1410. Focus on areas that need improvement, rather than pet projects, such as I-580.
- 1411. Based on current level of service/congestion if overcapacity, secondarily based on future traffic volume projections
- 1412. Help by keeping the local public aware of the needs of our city and remind them of the value of well maintained utilization routes.
- 1413. Prioritize public transit, bicycling, pedestrian facilities, NOT individual automobiles
- 1414. I think expanding the lanes heading north is vital as the traffic is already in delay of > 1/2 to an hour during commute times and North Valleys continue to grow . It seems the planning focuses in the South. Also providing bike and walking paths is very important throughout the city to make the walkability and biking more available and user friendly. We need to maintain what we have and improve that and the safety of the roads. Lastly , the transportation system and economic expansion is already happening at the tax payers of Nevada's expense I think when deals are being made with the Tesla's , Apple's and Amazons of the world expansion and the financial toxicity to residents of Nevada need to be considered for the long haul not just the PR for the now, for the residing Govenor.
- 1415. Safety

Appendix E – Survey Question 6 Responses

Appendix B

1. Doubt that all those things can be done simultaneously.
2. Need more time
3. Good
4. As long as public transit is made a larger priority than roads, we have enough roads, transit is a good way to make us of the capacity of those roads
5. Needs economic diversification
6. Need to add something that supports environmental consciousness
7. long, not focused, doesn't sound like a vision
8. Concern about new tech costs and the needs we have now.
9. I like the multi-modal aspect and if bicycles are going to be out on the rural highways, although I don't care for them, a separate path should be available to keep them off the road!
10. MULTI MODAL CAN BE IMPORTANT, BUT IT HAS GAINED IMPORTANCE OVER THE YEARS WAY BEYOND WHAT IT SHOULD BE. IF WE'RE TALKING HIGHWAYS, LET'S BUILD AND MAINTAIN HIGHWAYS, NOT ALL THE FRILLS. ONCE WE HAVE THE BEST HIGHWAY SYSTEM IN THE WORLD, THEN BUILD THE FRILLS THAT A FEW VOCAL PEOPLE THINK ARE NEEDED....EVEN THOUGH THEY DRIVE A VEHICLE MUCH MORE THAN WALK OR TAKE THEIR BIKE.
11. "Strategic increase in Mobility" should include "multi-modal" before "mobility".
12. Needs state support for important county roads.
13. I like it
14. A bit too long
15. It encapsulates much in three sentences.
16. It doesn't just link Nevadans, it links Nevadans with regional, national, and North American commerce and travel.
17. "preserve existing investments with strategic increases in mobility" sounds confusing
18. Collaborative with the public?
19. Transit running on the weekends
20. Not a huge fan of multimodal as it doesn't seem to me that he contribute funds through gas taxes to build and maintain infrastructure
21. Good plan
22. Multi-modal is more important than it currently is at NDOT, but I wouldnt say it is high-priority moving forward.
23. It is a very broad statement; seems like it could be difficult to see results with such an all encompassing vision
24. NDOT needs to actually care about impacts to natural resources before they put it in a mision statement. Most dividions could care less about the environment!
25. Sounds about right.
26. Collaborative, unified, adaptive and transparent are unquantifiable BS buzzwords.
27. Efficiency of transportation networks and safety are not addressed.
28. no additiona comments
29. One Nevada would lead one to believe that Nevada includes every one when we really know it is about Las Vegas.
30. its ok. I think multi-modal is a comment that hits at vegas and reno but for the rest of the state, it doesnt ring well since their modal choices are extremely limited. example. look at connecting Elko/Ely with Reno or Vegas. NO FLIGHTS.
31. It is too complicated and the message gets lost. Simplify it
32. don't really care
33. Nevada is a pass thru state and as such the plann needs to match national goals.
34. No mention of safety improvements
35. too many buzz words to mean anything
36. Right on target
37. Vision Statements are for marketing majors. Spend less time working on this and more time being productive.
38. Eliminate the last sentence
39. Dynamic & pro-active
40. sounds good
41. Currently, I have no suggestions.
42. I mostly agree, although i do believe that today(maybe not in the future) our #1 trans method is cars/truck and we should keep that in mind when making investments/improvements as it will benefit the most people
43. Vision statement seems rote and stale without "pop" to get my attention.
44. I feel it is improtant to include "adaptive" in the statement
45. I have doubts we will adequately balance the preservation of existing investments with other priorities. This is an area we have historically done poorly. Even our pavement management system has been severely gutted funding wise for other priorities. It will take a paradigm shift in thinking for our top management to effect a change like this.
46. Should be shorter with equal emphasis
47. I think multi-modal is a joke outside of the urban areas and most of this state is rural. May want to reconsider multi-modal in this vision statement.
48. EXACTLY...many crucial factors to balance...insightly coming from municipalities and resource managers

49. The statement does not mean anything since it has no qualifiers or method / process for achieving that Goal. I would prefer this "The vision of the One Nevada Transportation Plan is a safe, smart, and connected multi-modal transportation system that links Nevadans and supports the state's economic vitality by reducing fatalities and increasing service levels...."
50. The second sentence goes on a bit.. what exactly is being balanced? probably should have balance between this and that... or remove balances.
51. It looks good but I feel the vision statement is too long.
52. "links Nevadans and supports the ENTIRE state's economic vitality."
53. I agree, but I am not sure that is actually being done. Take the new 580/395/50 interchange. That should have been continuous, not ending at a stop light. The bridge will only cost more in every way in the future. A stop light does not embrace the values encapsulated above.
54. Much of the construction that occurs under the banner of "multimodal" is a sham. The highway fund is substantially funded by taxes and fees paid by motorists. Multimodal uses add substantial cost and design complexity, but the users don't substantially contribute to bearing the costs.
55. First sentence is spot-on. Second sentence is awkward. Third sentence - "ongoing" is redundant.
56. Someone has to write one. It's the effectiveness of how the vision is implemented on whether a statement is successful. I hope the right people with the proper vision makes a strong impact here. Need help?
57. Seems to be a focus-group-tested slogan that could be interpreted to support just about any action (or inaction).
58. I really like the clarity in the first sentence. But the words "balances and "embracing" are a little confusing to me.
59. That's a large and very broad statement.
60. Cannot always be collaborative when it comes to maintenance because rural areas do not have the population base to properly defend their interests.
61. if we were really wanting to be one nevada we would not have so many people wanting to leave the department.
62. We don't seem to invest in preserving existing structures, roads, etc. Maintenance can't keep up with the expanding infrastructure.
63. looks good.
64. No. I think it's very good.
65. Look heavily on preserving the investments. Just like one weak link can break the chain, as we saw this year, one deteriorated culvert can shut down a roadway for months. If you don't assess and maintain what you have, adding something new is pointless.
66. No, it seems like a fine vision statement.
67. search out potential unsafe traffic problems.
68. I believe the plan and current practices focus too much on economic vitality. We appear to be selling our souls and bonding ourselves to death..
69. Full of Platinudes, which causes it to become meaningless. Due t the desire to focus on multi-modal, NDOT has lost its true focus on what really "drives" Nevada and spends way to much time and money chasing after feel good projects instead of meaningful improvements.
70. Transportation focus should be on increased population use of highways and not so much on attractions and natural resources and multimodal systems
71. How about "fix and repair roads" ?
72. Sounds good in theory
73. none at this time.
74. I like it!
75. enviroment,
76. It does not take in account the protection of the environment, it only embraces it.
77. I support the statement and vision completely!
78. lots of words that really do not explain details of the plan
79. It sounds great. But, I happen to work and live in northern D3, where most or alot of what is mentioned in that statement may not really apply. The statement feels like it's geared toward the greater metro areas where there is much greater potential for Project NEON and I-580 level endeavors.
80. it's bland
81. Looks good
82. There is a word in there to cover every scenario. I showed it to a construction worker who replied "does this mean you want to jack up my taxes?".
83. It looks like it was designed to make everyone happy.
84. Very complete statement already!
85. Seems overly lengthy and doesn't mention the need of visitors only Nevadans.
86. emerging technologies is not visionary--that is a tool to get to the what of the statement, nor is the last sentence
87. too wordy
88. I think it is well crafted.
89. Mutimodal should only be implemented if fiscally valid. Don't make one mod subsidize another.
90. No need to say the last sentence. You can put that in any visions statement.
91. The vision statement is good (like the adaptive/transparent plan process) however no mention of environmental sustainability or impact in respect to the project
92. Too much garbage wording. Keep it simple.

93. The ongoing plan process will be collaborative, unified, adaptive and transparent.- This sounds great- but it will require a unified effort & trust for it to work: actions speak louder
94. Its overly generic and impossible to disagree with
95. Too much word smithing. Too many empty promises that cannot be met. Short and direct without the BS inbetween.
96. I need more information to understand what we are talking about
97. Nothing
98. It seems to embrace a new paradigm.
99. tries to accomplish too much and ties ones hands in doing so
100. Like it
101. Tldr
102. Way to long
103. It's good
104. Looks good
105. Too long
106. Stop trying to engineer society. Just build roads. Keep it simple.
107. Too wordy
108. The last sentence is not true and should be deleted. Also, emerging technologies are mostly a distraction from the real work.
109. vague enough, methinks
110. Spend less time on a statement and more time actually doing something
111. So far so good!
112. Good
113. delete last sentence
114. Nevada should also embrace its open space along with the other items listed above.
115. Too cliched. Too Californian.
116. What does this mean? This statement does not tell me what the One Nevada Plan is. It is a string of meaningless jargon.
117. where will funding be obtained?
118. "The plan balances"--is a strong statement, use the language: attempts to...
119. The vision Statement should recognize the economic reality of diminishing gas tax revenues and plan accordingly.
120. Emphasize that the focus is on the State as a whole including rural Nevada, improving rural roads and highways is as important as easing traffic in Las Vegas. There's more to Nevada than maneuvering around Clark County!
121. I don't see any mention of continually fixing existing infrastructure or resolving current problems.
122. No - actions speak louder than words.
123. sounds like a politician wrote it. Maybe it should read:Enhance transportation efficiency and safety for all forms of travel.
124. Lots of room to include many projects and plans
125. The statement sounds like something out of the Dilbert mission statement generator. However, I feel it does touch on all items I feel are important.
126. It could be a simpler statement....'providing an efficient transportation system that gets you there safely'
127. new investments in technology and infastructure
128. If an industry utilizes our roads while harvesting natural resources (mining for example) they should help pay for the construction of that infrastructure.
129. This vision seems to be more geared to Southern Nevada's attractions ie; the New Football Stadium. Here in Reno and Carson City we need our freeways more functional. Has anyone else noticed that our on and off ramps are backwards and very dangerous?
130. Ugh. Didn't you employ an editor to review the vision? (and this survey)? Written in bureacratlese by committee. Rewrite as "The One Nevada Transportation Plan envisions a network of roads, bridges and trails connecting rural and urban communities across the state and supporting the state's economic vitality. The plan balances maintenance and preservation of existing roads, bridges and trails with the need to provide access for tourism, mining, manufacturing and emerging technologies. The plan is dynamic and flexible, and the planning process is collaborative, adaptive and transparent."
131. Vision plan statement should have more to do with Nevada drivers and supporting their issues with commuting, high traffic areas and safety on highways and city driving.
132. I like that it includes "embracing Nevada's natural resources" but not sure that "embracing" reflects responsibility? How is embracing defined here? Protecting, enhancing, promoting? The public needs clear and transparent language from our government agencies....
133. Too wordy and hard to digest. Seriously, what would an engineer think of this. Consider your audience. Most Nevadans won't take the time or interest in this. There are always a few, but NDOT's biggest customer are the engineers, etc. While we all use the roads, and will complain about them, nobody will honestly pay attention to this. You're promising too much, and those who do pay attention will accuse you of not following through.
134. Just as energy conservation is the most cost effective approach to reducing fuel use, infrastructure, and costs (socio-enviro-economic), transportation industry needs to think about how to reduce travel rates and volumes and provide that information to state and regional planning entities for areas like western nevada. Put more best thinking into how to conserve miles traveled, work with local and regional developers and agencies to put homes, businesses, and industry close together.
135. It seems to take a very balanced approach
136. NDOT needs to keep the promises of collaboration (with the public) and transparency in front of them.

137. Nonr
138. Hard to understand
139. I think it's rather good.
140. A lot of catch phrases. Do you REALLY buy it?
141. Hard to understand easier is better
142. Long
143. Looks good
144. Too lengthy
145. I think we need to fix what is broken first
146. Sounds good
147. The VisionStatement only holds water if truly followed
148. Would be nice if it were true. But it seems more affluent areas are prioritized first will areas like the North Valleys are continually ignored. 395 southbound from the North Valleys is a disaster and the commute is a nightmare.
149. Nevada's North/South corridor needs to be addressed for safer driving : prioritize Interstate 11.
150. The focus should be on the two major metropolitan areas, Las Vegas and Reno, to improve rapid mass transportation to reduce the number of vehicles on our roads with SINGLE OCCUPANTS. AND, you need to hire me to show you how to design and build ROUNDABOUTS THAT FUNCTION.
151. It is complete bullshit robbing the tax payers of hard earned pay
152. I believe it is well stated and if followed will bring the state of nevada and the reno / sparks metro into a bright economic future.
153. It seems like a basic business vision statement that is more wordy than necessary. It is too broad to have any real meaning.
154. I'd like to see more attractions in NV
155. Excellent
156. I don't understand it yet
157. Seek to maximize our internal assets thru mindfulness
158. Sounds like you begrudgingly removed 'paradigm shift' from it. Jingoistic at best.
159. Great Mission Statement ent
160. Get rid of "safe and connected" propaganda and manipulation techniques.
161. Delete the last sentence.
162. Seems canned without any uniqueness.
163. It depends on the audience. The statement is very complex and the word length is too long for many of Nevada's citizens.
164. Does not mention protecting Nevada's natural resources. Environmental protection is key.
165. No need to "preserve existing investments" if those investments are actually hurting Nevadans. Base the plan on what is best for the public good and the future of Nevadans quality of life, preservation of clean air and water, and access to health care via transportation. In other words, don't weigh corporate profits (which often leave the state anyway) over Nevadan's quality of life. Looks like a good plan with a good vision.
166. The vision needs to include fixing Nevada's aging transportation infrastructure
167. It is a blah, blah, blah, blah statement. Too general!
168. Adopt complete streets guidelines
169. It sounds like you have everything covered!
170. Sounds good but I like to comment on completed projects, people don't always do what they intend to.
171. Multi-Modal sounds like something for Southern Nevada but not all of Nevada
172. Multiple is the key
173. It should include something about helping curb emissions.
174. It's just a status quo statement. Does not really illuminate a 'vision' or priority focus other than 'safety'.
175. More focus on "alternative" transportation, such as transit, walking, & cycling
176. sounds like a bunch of mumbo jumbo... what are you really going to do?
177. How does the vision statement interact with urban planning and zoning reform?
178. I think it encapsulates all that the project intends to attain
179. We should preserve
180. To improve our local streets.
181. Clear, consise mission statement.
182. It may be improved by mentioning efforts to mitigate climate change.
183. Too long. Mutual-modal should not focus on busses; it should focus on connecting light rail from airports.
184. Transparency is important. Also, there may need to be some way to express that future projects won't be only within the metropolitan areas.
185. This only works if NDOT is willing to work with County and City road departments to lower operation costs for everyone. This does NOT happen on a regular basis in our area resulting in multiple agencies spending the same money multiple times.
186. I agree
187. noi
188. Ensure the cities buy in to the statement. They should fund emerging technologies. Multi-modal transportation is useless for interstate travel.
189. It's rather long winded.
190. 'All' Nevadans should be emphasized so that rural Nevada is not left out.

191. It's great that we are linking Nevadans. We also might consider the travelers that use our roads and highways very often and integrating them in the statement.
192. it would nice if they actually tried to protect their previous investments
193. A lot of words that say nothing
194. Treating rural communities like urban communities is not realistic. Everything is spread out in rural areas. The ferry rail is not practical or feasible in rural communities.
195. Sets the bar high for what we can accomplish. Now, we have to meet this goal. It gives us a new look and direction to make it happen. We must all embrace the future and leave the past, but not give up tried and true policies and methods for accomplishing those goals.
196. Focus on economy and new technologies
197. it seems longer than usual vision statement.
198. A little long for a vision statement
199. Don't forget the rural agriculture communities.
200. not really
201. Sounds good, but rurals rarely count in Nevada
202. There is nothing about safety which should be priority #1
203. I think that vision statements are to "all encompassing" yet they don't really say anything.
204. Isn't implemented very well.
205. . . . is a connected multi-modal transportation system that safely links . . .
206. I like it, however it sounds like investments are of main concern and not switching to a 'connected multi modal transportation system'. This sounds good but if One Nevadas Plan is to protect investments while "strategically" increasing mobility it doesnt quite sound like this plan is going to make that large of an impact. This plan honestly just sounds like your going to add a tesla charging station to a random grocery store and call it good. Under this plan with this statement theres no way a subway station or a complete upgrade to public transportation would be made into a reality.
207. No, Looks sufficient
208. Politically correctness
209. not at this time.
210. No, I think it's on-point.
211. none so far
212. looks great
213. Sounds good if it becomes a reality
214. As long as funding remains 100% transparent and available to public.
215. This just a statement, needs to be backed by actual action.
216. No one ever reads them
217. Mention saftey of citizens using the transportation system.
218. I read it twice and have no idea what it means. What vision are you trying to achieve?
219. Covers too much; needs to be condensed and precise
220. The 95 corridor has been talked about for years. The above vison leads me to believe that it will finally happen. I'd like to see it get done before Arizona's 93 expansion is done.
221. and stay within budget
222. Please use the Oxford Comma.
223. Nowhere does it mention new technologies or innovations.
224. Look outside of Vegas. There is a whole state to consider
225. how does this work for the rurals?
226. It sounds like it will take care of some of the major issues that drivers are experiencing with the increasing population of the area.
227. Close inspection of existing policies and procedures needs attention.
228. Affordable? Not "revenue" dependent.
229. Does this vision statement connect with Nevadians? Not knowing the One Nevada Plan it is hard to see if the vision falls in line. Who are you going to be collaborative and unified with? It's a lot of political words, how do i know as a citizen this will happen?
230. Just words; blah, blah, blah; too many words; you can read anything in your statement
231. Build a mass transit systems, I.e., a gondola system in downtown Reno.
232. Does the Vision Statement accurately reflect whats happening on the ground?
233. It is a long vision statement.
234. Needs of exisiting residents have been overlooked. Recently, economic development has been prioritized and tourism has previously held the most influence.
235. None at this time
236. While emerging technologies are something to be considered. Do not focus too much on that aspect that it effects what is needed NOW.
237. It sounds like a bunch of fluff. What are you doing about traffic congestion?
238. the second sentence is quite bureucartic-speak
239. It sounds like a pretty well thought out plan, just need to ensure that polotics doesn't play a factor. Then it wil all go downhill.

240. We need to enhance public transportation and become less reliable on cars. The road from Reno to Vegas is extremely dangerous and except for flying there is no reliable way. We need a highway between Reno and Vegas and also a fast, safe and affordable public transportation (e.g., fast trains).
241. Not very succinct.
242. no, looks good and covers everything i can think of
243. sounds like a vision statement. will likely be printed on a lot of stuff and not used for much practically.
244. Too vague, non-specific. Sounds like a lawyer wrote it.
245. Northern Nevada and rural communities must be given a priority rather than just the Clark County community
246. Please focus on bicycle safety and alternative transportation
247. I would add something about safe driving systems and reduction of accidents.
248. sounds great but what we often end up with is much reduced from the original plan
249. A high speed railway from Vegas to Reno would be nice.
250. Great Job!
251. Its a broad statement that anyone can 'agree' to. However, we have too many American Cartels interfering with our government in Nevada. If this statement is true, where are the plans for the high-speed train between Southern Nevada and Southern California? If the statement is true, how come there is no public ground transportation between Reno and Las Vegas, why do Nevadans continue to be routed 24 hours out of their way to Salt Lake City. These are just two instances where I cannot agree with your statement because the lack of vision has not been addressed in the simplest of terms.
252. It should address efficiency of transportation.
253. incorporate advanced technologies in our infrastructure
254. Get experienced engineers who can build roads in a logically and safe.
255. It should not just incorporate Washoe and Clark Counties but with rural counties such as White Pine, Lincoln, and Eureka.
256. sounds good
257. It doesn't sound supportive of the points in the previous question on how money would be spent.
258. incorporate railroads again, with newer technology. I live in a rural area that has very little resources, especially medical. A railway would help those who are unable to drive!!!!
259. While traveling between the rural counties, there are many areas with out cell service and little way to get help when a car breaks down.
260. Build BIG & BETTER roads.
261. its long for a vision statement. It covers everything.
262. I would like this to include decreasing the cost of a bus ride/pass to make it more attractive affordable to ride the buses. Also I would like choices for commuting from Reno to Carson City.
263. Seems pretty comprehensive. For obvious reasons, should the plan also be sustainable, equitable, and innovative?
264. It's pretty hard to argue with...
265. "The plan balances the need to preserve existing investments with strategic increases in mobility while PROTECTING PUBLIC HEALTH and embracing...."
266. make CITIZENS a priority, NOT contractors/builders !!!!!
267. we need train travel like other cities
268. It's pretty broad/general
269. If your Vision Statement is going out to the general populace, you are using wording that will likely be above the grade level of most of the poulace. A simpler, easier to understand statement with a lower reading level would be better. Always remember your audience.
270. It's pretty basic - but all good.
271. It seems to be a list of priorities and processes. I don't see an action vision of what will exist. Don't feel inspired by this Vision Statement
272. Independent mobility of the individual ought to be a consideration.
273. including private business partnerships
274. incorporate a rail system to connect the outlining areas of Henderson, Centennial, Aliante
275. Needs more focus on repair of existing infrastructure
276. There needs to be mention of creating an ecologically-sound approach. As in, the environment will benefit from getting cars off the road, less greenhouse gases, etc.
277. Vision is usually one sentence but it looks good
278. Seems vague with no stated goal and some wording is fluff. Of course you want you want to keep current assets valuable and to increase their value. I want to hear something like, "Nevada will have top rated road systems by building (or instituting)...."
279. Too Long
280. How will we pay for it?
281. To lengthy, not clear what objective is
282. Looks good
283. The plan fails to identify the tool which will provide funding for development and maintenance; neither does it clearly identify a specific time in which the vision will be achieved. Nevada State organizations need to stop wasting time and tax payers money creating and changing "vision statements." Let's have some real action instead of wasting time and money on a paragraph of impressive words.
284. Focus on the spaghetti bowl, specifically by creating two lanes for merging onto I-580 southbound from I-80 eastbound.
285. Trying to cover everything without identifying any priorities

286. It's too wordy. It should be succinct to be effective.
287. The mission statement is too wordy. I had to read it several times and still didn't understand what it was trying to say. Simplify it and put it in terms the average public can understand. As a general rule they say drop it to a 5th grade level for the public.
288. It appears to be missing collaboration with nearby states.
289. just take many areas concerns not just the large cities
290. I'd ask with whom is it collaborative, unified, and adaptive?
291. Collaborative, Unified and Transparent Indeed!! Based on community needs, not arbitrarily decided by NDOT!!
292. "Adaptive" sounds like an actual lack of vision.
293. I like the vision
294. What variety of transportation are you using? What about cable cars and monorails?
295. Looks good
296. Should include a statement regarding the future in rural communities
297. Sounds like you already know the outcome you want. Now everything you do needs to feed into that.
298. 1) Links Nevadans to what? Each other? The state? The moon? "multi-modal transportation system that links Nevadans to _____, and supports Nevada's economic vitality. 2) One Nevada intends to balance the needs to.... 3) Please add something about forward thinking development (taking into consideration future developments in the state) etc.
299. It uses too many words to make a simple statement.
300. not at this time
301. I think it should also protect our Nevada habitat (environmentally conscious) and help to minimize ongoing sprawl.
302. the plan will need to focus on urban and rural transportation needs.
303. Where is the protection of Nevada's beautiful natural resources and environment. Transportation plan must also include the effects of transportation itself.
304. Many terms are not easily understood by the general public.
305. Transportation systems should not revolve around the strip. Yes that is a big part of the economy, but for rest of the population that does not live near the strip, bus routes are very limited and buses are super slow. Paratransit is pathetic!!!! The people that live in Las Vegas deserve a quality public transportation system, like any other large metro area.
306. It sounds lovely but one wonders how all this is going to be translated into reality.
307. Sounds good but implementation will be a challenge. WE are unique in that we are dominated by the two population centers with many stretches of lonely highway in between.
308. Nevada is going to really begin to boom in economic development and technology. It is important to look at future projects and to conform those projects to an improving economy.
309. Sounds great! Let's see it in action...
310. No, I think it is well written.
311. If it is less cost effective to not preserve the current infrastructure that would need to be considered. Also, if preserving the current structures does not allow for innovative transportation methods, this would seem like a negative and not bring more tourism, population to increase the economic growth.
312. sounds good
313. Safety and reliability
314. just the one
315. We need ongoing transparency and accountability!
316. The need for more mass transit and accessibility.
317. Sounds like it supports the need to bring transportation options to rural Nevada. I hope that is true.
318. Change the last sentence to read-The ongoing plan will be creative, collaborative, unified, inclusive, adaptive, and transparent.
319. Sounds pretty good. What it specifically means will be interesting to know.
320. It fits.
321. It doesn't say what the plan really is, or HOW it will be achieved
322. No. It looks well thought out.
323. It sounds like it is written by a politician, it has a lot of catch phrases I don't believe every day citizens talk that way.
324. No it's perfect
325. No. Seems fine.
326. agree
327. it sounds vague at first read; you might want to place a couple specifics (like after the last sentence add "by x, y, and z") but I think it will get your mission across.
328. I like it
329. Sounds good.
330. I would only add that it not just be about economic vitality but about freedom of movement for residents.
331. A light rail and or subway is necessary for the growing valley.
332. too wordy
333. Stop spending money on bike transportation in rural areas it is for recreation and racing not as a mode of transportation. It causes safety issues for both bicyclist and motorist.
334. I like it the way it is.
335. "One Nevada" makes me think of the credit union.
336. Do not forget about the rural areas of Nevada in Northeastern Nevada past Reno.
337. Missing any reference to the needs of those served and the communities. This is purely an economic business statement.

338. A vision statement typically states how the world will look/feel/be different when the organization is successful.
339. Need to connect transportation to All areas of state including and especially rural areas.
340. Please make sure the rural communities have representation in the planning process.
341. Multi-modal transportation system is key - well done
342. No, the draft states items pretty well.
343. Very wordy
344. While it's important to look to the future is is also very important to not loose sight of our past traditions and our western roots
345. Nice job! It's all about maintaining what is already there and preparing for the future.
346. too obscure and wordy. Very corporate sounding
347. It should something about "While protecting our natural resources and enhancing the natural environment."
348. IF THE EXISTING INVESTMENT IS NOT BENEFICIAL TO ANYONE EXCEPT ONE PERSON / COMPANY, IT NEEDS TO BE SUNK, NOT BALANCED. THE STATEMENT IS VAGUE, COULD BE USED FOR ANY PLACE AT ANY TIME, AND HAS NO DIRECTION. I UNDERSTAND CITY , TOWN, COUNTRY, FOREST, AND OUT IN THE MIDDLE OF NOWHERE; 9 TO 5, CLOSED ON SUNDAYS, AND OPENED 24/7. FOCUS ON PROBLEMS NOW, ADDRESS THEM. FOCUS ON FUTURE PROBLEMS, NEGATE THEM. BROAD SWEEPING STATEMENTS BENEFITS THOSE WHO DON'T CARE ABOUT OTHERS AND LEAVES THE REST OF US TO CLEAN UP AFTER THOSE FEW AND THEIR CRAP AND THOSE WHO DON'T CARE AT ALL AND THEIR CRAP.
349. No, as long as "links Nevadans" means allowing for seniors and persons with disabilities to access transportation.
350. there is no mention of being efficient
351. The regular connection between rural and metropolitan areas
352. Money spent developing it was wasted
353. I really feel we need to expand our transportation system to focus on the walkability of a place, how safe it is to ride a bicycle in a place, and to improve our infrastructure so that cars are not as necessary to travel in Nevada with.
354. looks good if actually followed
355. Too vague
356. It is too long. Should be one sentence long.
357. FOCUS ON RURAL TRANSPORTATION
358. make sure that all of Nevada is included not just Las Vegas and Reno
359. Include meeting the needs of lower income Nevadans.
360. Everything is always adustable or changable.
361. Sounds great but how about taking care of the current issues our we face today, like maintenance of our current infrastructures and keeping up with southern Nevada's increasing need of new roads due to the increase in population.
362. Not at this time
363. It's too verbose
364. What a joke
365. It could include a focus on vulnerable populations such as elderly and disabled individuals.
366. No comments, well put.
367. that is irrelevant... it is all about implementation.
368. I believe that the rural areas need to be considered with a little more weight added to those areas.
369. No mention of addressing current problems - comes across as "pie in the sky"
370. The plan sounds important, but it's just an exercise of poplitical babbling
371. The line in regards to preserving existing investments. If there is a more efficient, cost effective, and safer option. Why continue to preserve a sinking ship?
372. Good enough
373. The draft statement sounds great but how long to implement is another thing.
374. looks good
375. what are "strategic increases in mobility". That sentence should be removed: The plan balances the need to preserve existing investments with strategic increases in mobility while embracing natural resources (how does a transportation system embrace natural resources?), attractions and emerging technologies. This statement basically says we are going to keep everything the same.
376. What does it mean for the maintenance of our roads?
377. Make travel between nevada cities more efficient.
378. I like it.
379. Nice smoke screen
380. It is good.
381. It doesn't talk about safety.
382. The plan seems like a no-brainer. Acquiring the funds to complete the projects has and will be a problem in the future.
383. It leaves room for any improvements that are needed
384. Add something about the most cost effective manner - best use of resources.
385. Well thats a great sounding statement but when I drive down Eastern Ave in Las Vegas and it has so many pot holes that I think I am driving in a third world contry I think that the statement is a load of crap. So I guess that your statement that you are trying to preserve existing investments is very lacking in this instance.
386. Everything can't be about our attractions. Locals need better transportation methods so they can work! Bring in light rail and a better public transit program.
387. Great!

388. It's a great statement. Where I fear it will suffer is actual implementation. NDOT has demonstrated a marked capacity for talking about multi-modal diversification without actually engineering for it.
389. This would be much better if NDOT listed where and what projects they have in mind.
390. Prefer to see connected multi-modal as focus of part 1. Safety is priority but as a Nevadan transplanted from different state could see safety issues may not be completely transportation issues, and there seem to be significant other factors that lead to accidents in the state. Rest of the vision may hold the key to achieving the default expectation of 'safe' roads.
391. Actually, in my opinion, that is the ideal statement. To bring that statement to reality maintaining integrity is a wonderful goal. Integrity of keeping the statement true is key. Good planning to you all!!
392. it doesn't specifically address the massive population growth expected.
393. Not enough emphasis on low income residents who are reliant on public transportation to work for and within the state.
394. way too long
395. Ignore any influence from ANY Agenda 21 or 23 propaganda (see U.N. website for info).
396. Not at this time...
397. Beyond preserving existing investments--which I presume refers to infrastructure?--those existing investments should be maintained and updated where necessary.
398. Too long and wordy. This does not convey a plan on how to achieve goals
399. Enhance, embrace the Nevada history and landmarks.
400. Is this all about the Raiders and getting us to foot the bill for the parking lot and street changes
401. Not at this time.
402. It is very broad and encompasses everything. It does not tell me how you would like to accomplish the goal.
403. Seems like we are on the same page. :)
404. It is not measurable. It does not contain specifics on how to improve mass transit or traffic in general.
405. free from corruptive influences, kick-backs, lobby deals, etc.
406. I like the vision statement. It really encapsulates what I have seen so far in this survey.
407. None, as long as it is driven by the people of Nevada and not a political / social agenda
408. I see this as a thinly failed attempt to falsely show Nevada citizens support stupid ass expenditures for light rail and high speed rail. Actually have the guts to ask that question and find out the real opinion.
409. There are only two modes of transportation here, car and bus. I would never take the bus because they don't run on time. If there was a railway system, I might consider that. But this statement isn't transparent; right now, there is no multi-modal transportation in Las Vegas. I'm open to hearing future plans, however, in the case that there is going to be some type of expansion. Also, how is this going to be unified? How are people on a local level going to be involved? I don't feel that I'm involved in anything, and in fact, I feel more like someone whose schedule and sanity are always the victims of improvement projects.
410. vision better roads first
411. Needs accountability to residents. Rewrite to: ...that links Nevadans, ***improves resident's ways of transportation,*** and supports the state's economic vitality."
412. Not at this time.
413. It needs to include rail transportation.
414. Taking into consideration that a lot of Nevada is open space we need to link rural & urban; high speed transit maybe?
415. It's a bunch of catch phrases/sound bites. "Strategic increases in mobility" doesn't mean anything.
416. Vision statements are grandiose and generally don't reflect the actual Plan that is developed.
417. it's very wordy and the second sentence is very long. Say it out loud in one breath.
418. It's baloney because that's not what you do. The freeways are where we spend most of driving time, and commuting to work so we can pay taxes, but our freeways are terrible. Every "improvement only adds more stop lights and "creatively" encumbers traffic. Billions of dollars for Moana and North McCarran projects, and not even one free right turn lane. No roundabouts. Terrible traffic planning. The worst in the US maybe.
419. care more about the goals and objectives--the devil's in the details
420. sounds good to me
421. You left out the rest of the nation, if not the world. Are we an island? Even if we were, we'd be connected to other states, etc
422. It does not contain any indication that accessibility is a consideration, nor any indication that affordability is a consideration.
423. I would like more emphasis placed on infrastructure maintenance and public transportation options
424. Add: Have the safest and most accessible transportation in the nation.
425. No, I like the Vision Statement.
426. Artsy Fartzy, it doesn't tell me anything., actions speak louder than words.
427. Preserve current investments? Your current investments are what has caused the current problems we face. The spaghetti bowl is god-awful and traffic coming into Reno from the North Valley's is a daily nightmare, even on weekends. That is not a sound investment that you should be looking at saving.
428. What are the KPI's? How will you determine progress on the vision? Has to be measured. How will you measure "Embracing Nevada's natural resources"? Vision is too wordy. Sounds more like a marketing piece than a vision.
429. Not bad!
430. Too wordy. I didn't even finish reading it.
431. Is it inclusive of all economic groups?
432. Needs to more explicitly support improving public transportation and embracing new technologies.
433. Since tourism is important, efficient egress and ingress on popular travel routes
434. I like that "safe" is listed first.

435. Gobbledy gook
436. Based on "The plan balances the need to preserve existing investments with strategic increases..." I'm wondering what the current investments are and if they are actually working to support the vision and why the existing investments aren't being encapsulated in this plan.
437. No, it appears to be all inclusive.
438. Why use the word modal instead of form? It makes it seem even more pretentious then it already is.
439. We must adopt a forward thinking vision for traffic flow in this state. There are several areas that are absolute bottlenecks on a daily basis. The growth of this state and the safety of drivers are both impacted by our inability as a state to address these issues. We need to look to other urban areas and other states that don't experience these issues to find out how they solved their transportation and traffic problems.
440. I like it. It tries to work everything in, which is complicated, but I think the reality. We have to take all these things into account.
441. Mass transit
442. well written statement that hits all important points
443. Sounds nice, but needs to have mission plan and goals tied to it.!
444. We connect Nevada to Nevadans and Nevadans to Nevada.
445. comprehensive
446. the need to preserve and improve existing investments...
447. The priority should be to relieve congestion and to avoid new development that doesn't address its addition to the congestion problem.
448. It will be extremely difficult to build a multi-modal transportation system in Nevada that will benefit everyone. The urban nature of Clark and Washoe Counties combined with their proximities to large metropolitan cities will force the state to concentrate on these areas when it comes to alternate modes of transportation. This often leaves rural communities struggling to maintain their aging infrastructure. Much of Nevada's new growth will happen in rural Nevada causing an even further divide between transportation readiness in urban and rural areas.
449. The term multi-modal doesn't fit the reality of Nevada's landscape or need of people. The reality is in terms of mobility people drive cars in Nevada.
450. This statement assumes that NDOT has authority or priority over county and city roads. Is this true - because NDOT can only do so much
451. To long.
452. What the heck is "multi-modal"? The middle sentence is too long. Keep all sentences short and clear.
453. I don't believe the last sentence is necessary; just fluff.
454. I'm not sure how a vision can embrace "emerging technologies"? Maybe you mean elec. charging stations? But those aren't located ON the highways, so it seems strange.
455. Yes, will Dayton/Moundhouse (Highway 50 corridor) be looked at for the lack of safety? Increased Traffic due to the new US Parkway? Retention of wild horse on highways? Merging lanes for residential access?
456. I like it
457. "Multi-modal" seems unnecessary.
458. Less concerned with multi-modal and more concerned with existing infrastructure
459. I think that it is a good one.
460. Perhaps add something about better enforcement of illegal use of highways such as HOV lanes
461. To the average person that statement doesn't tell them a whole lot. A lot of big words that ordinary person doesn't use.
462. Sounds good for a vision statement.
463. There are two primary urban areas in the state with large expanses of generally rural populations. Put the money where the people are without completely leaving out rural areas.
464. It's a status quo vision and does not focus on reducing the carbon footprint.
465. the last sentence looks like a bunch of current buzzwords, but otherwise it looks good.
466. No, very succinct and well written
467. Repairs, repairs, repairs
468. Provide transportation options to rural communities
469. I just want the orange cones to reduce on structures that are already in place. Create new ones but focus on reaching unreached areas. Give existing roads a break for a moment, create something new that can benefit all. Make it safe for pedestrians to walk in Vegas.
470. Considering we have a decent infrastructure now, I am more concerned with the preservation of it and less concerned with making new roads. You also need to avoid making sweetheart deals like you did with Lance Gilman and the US Parkway. He should have contributed the land. Make Private Enterprise pay for something that only benefits them!
471. Looks good; only thing I can think of is perhaps including something about balancing revenue for improvements
472. No thank you
473. I believe that both Northern and Southern Nevada's needs should be considered. I believe that we should not forget about the rural areas in Nevada either.
474. It's very non-committal and offers no direction.
475. supporting the state's economy makes sense in the vision statement
476. not at this time
477. Linking Nevadans (cities with rural areas, not just "fly over country" anymore) should be a priority
478. IT SOUNDS LIKE IT WAS WRITTEN BY PEOPLE WHO WANTED TO SOUND SMARTER THAN THEY ARE. TONE DOWN THE FLUFF LANGUAGE.

479. There is a complete lack of sustainable transportation modes in the draft such as use of electric or hybrid busses, regional train system, use of renewable energy sources for transportation systems, etc.
480. It should be fast too.
481. Wide ranging statement so I not sure without specifics...
482. It fails to acknowledge the required resources to ensure the Plan's success.
483. Good
484. It seems to encapsulate all the components needed for a well-rounded transportation plan.
485. too fluffy, state the point cleanly without all teh puffy qualifier terms.
486. Safety should be a given and not an option. With new development and infrastructure repair, improved safety is automatically built into the project.
487. I find this to be a strong and clear Vision Statement. This does not seem to be a vision statement that Nevadans in lower socioeconomic groups (who likely use modes of public transportation) will be able to easily understand
488. What existing investments does this statement refer to?
489. Casinos need to pay more, and billionaire should pay for thier own stadium.
490. "...in mobility while embracing Nevada's natural resources, clean energy, and emerging technologies."
491. Makes sense to me
492. It sounds very fluffy and broad, there aren't any action items it in.
493. Looks good and is comprehensive in regards to goal.
494. Bold, attainable but the key is in the results. Will have to wait & see.
495. Short, simple, get's the message across.
496. This is not so clear. I assume multi-modal transportation means mass or public transportation? If this is the case, then it is very important.
497. It says NOTHING! How we will waste taxpayer money is what I read!
498. I believe what needs to be addressed most urgently is what I wrote in Question 4.
499. It's too broad and totaly impossible with the economy as it is. You can't do it all. And to try is wasteful.
500. It sounds like the top priority for One Nevada is money and tourism. Why isn't safety and looking out for Nevadan's roadway use left off?
501. I think it is a good start
502. the word "embracing" seems like fluff that doesn't mean anything. May be important to let long-term cost savings be part of this (eg, costs \$1,000,000 to replace a bridge with \$100,000 annual repairs - new bridge has \$20,000 annual repairs leading to long-term cost savings. Encapsulating that concept in your vision statement could be important)
503. What does that even mean??
504. Sounds good. Hopefully this is what occurs naturally at NDOT as the state's needs develop and evolve. To the extent possible, project selection should be based on sound engineering analysis rather than political influence.
505. Thanks for mentioning preservation of existing investments. Don't forget maintenance.
506. need proper port of entry facilities
507. Get all the counties to share their road data and make it avalibale to the public for free.
508. Well done!
509. why does a transportation plan need to embrace our natural resources? - why does a transportation plan need to embrace anything? This sounds like a hybrid Mission/Vision stmt and it's too long
510. Get better community input.
511. Looks good. Assume it eliminates the Lake Mead option for I-11....that option is not workable.
512. Personally I would like to see an effort towards mass transit so there is little or no need to an auto
513. I disagree with the last sentence. It's process is from the one making the most/loudest noise about a particular issue
514. why are the existing investments so important that you need to preserve them?
515. I'm not impressed with such statements
516. The draft Vision Statement emcompasses the important points in a very succinct manner. It addresses our state's needs.
517. New developments do not favor pedestrians. What's up with that? Even shoping centers do not favor pedestirans. Pay more attention to what the Europeans are doing regarding pedestirans.
518. A bit vague
519. Sounds good- implementing it to serve the entire state is another thing
520. REDUCE TRAVEL TIME in NORTHERN NV 80/395/431/28...!
521. actions speak louder than words
522. the one thing I notice in these projects this in the area of bicycles, there are a large (and vocal) majority of riders that demand bike paths that the don't use because that have to slow down. we need to find a solution that lets them go as they wish without endangering themselves and the motorized traffic they are around. I short "share the road" translates to "get out of my way and I don't have to obey any laws because I'm a bike rider and your at fault", this is not safe or fare.
523. It's rather vague.
524. We are going to need more roads for more people, doesn't seem to address that.
525. I feel that in today climate, mak8ng reference to underserved populations -such as rural areas and neglected neighborhoods will get more public support. I also believe focussing on these areas will lift the prosperity of the whole state, more so than assisting already affluent areas.
526. As long as it provides safe roadways to a community so it grows and meets the needs of the public then everyone profits and grows.
527. Transportational saftey and efficiency should be included as a priority in this statement.

528. I don't know what things like 'plan is a safe and connected multi-nodal system,' or what 'strategic increases in mobility' might be or for that matter what 'embracing Nevada's natural resources' means. What does embrace mean in this context. Please use more specific terminology. Aside from that your vision should leverage technological advancements like automated vehicles to create efficient communal transportation (decrease transportation pinch points) at the lowest costs and with the least environmental impact that can improve economic vitality.
529. I would stress mobility more.
530. I feel that a clause on emerging technologies is less relevant. Not that things should stay stagnant, but I think more efforts should be placed on management and improvemnet (perhaps with technology where applicable), rather than making it a major focus.
531. Not Specific enough, need outcomes, strategies and timelines. Vague, but a statement.
532. If this statement is intended for the Public, then is should be more brief and concise.
533. can you truly have a unified process if it is adaptive?
534. It needs to more specific with what the multiple modes of transport will be.
535. It doesn't say anything about using future technologies or designing smarter roadways.
536. If by "supports the state's economic vitality" you mean "the south gets a larger share of the funding, then yes, i agree
537. I wish the PC nonsense would JUST STOP
538. It seems to embrace the entirety of Nevada, not just northern Nevada like usual
539. affordability and efficiency should be included
540. Implement these new ideas asap.
541. It is political. It will never be 'unified'. It will never be transparent. And, 'embracing natural resouces' is just PC talk for cutting people off from their lands. "Emerging technologies" is just fund you favorite politicians project speak.
542. The words "collaborative, unified and adaptive" sound wonderful, but they can be interpreted many different ways.
543. it is too long and there is noway any employees of NDOT could recite this from memory let alone impliment it while doing their jobs.
544. I think it's well written and a strong Vision.
545. all the projects to ease traffic and for growth on the roads are fixes to traffic 15 years ago. You are not keeping up with trends or populations
546. How about putting it in plain English? What the hell does strategic increases in mobility mean exactly?
547. Might include language recognizing the State's diversity
548. Sounds OK in theory
549. Impressive vision statement, but it always comes down to resources.
550. Not at this time.
551. Seems good to me
552. Not enough focus on technology and the future.
553. I would like to see something about making sure that old as well as new areas are equally served
554. Get reno to vegas fixed
555. Growth should pay for itself. The vision statement is fine, but if we don't have the funding to expand our transportation systems, they will continue to become increasingly inadequate.
556. Sure. Code speak is utter bollocks. "Balance" means what, exactly? How does one go about "embracing" emerging technology? Would that be similar to how the RTC 'embraced' the monorail project in Las Vegas? With whom are you collaborating? How is it unified? Words are easy to toss around, but mean nothing without a detailed plan to back them up. We don't need "Vision Statements", we need to know that you have actual ideas and real, substantive plans. How serious are you about "multi-modal" systems - does that mean alternatives or just buying a few more over-priced fancy buses that still run on limited routes and rarely on time? Honestly, OneNevada, people don't give a tinker's damn about vision statements. If you have an actual plan (and based on the wording of your statement, you appear to have one), share it with the public. PROVE you are more than words.
557. Specify all Nevadans (North, South, East and West)
558. Multi-modal transportation system are vital to our state.
559. perhaps be more specific about what is included in multi-modal
560. There should be something added about art/aesthetics as this is important to the travel system. It's make travel more enjoyable.
561. If this is the case why was the elevated freeway getting rammed down our throat without and public hearings (transparency is a lie)?
562. Vision statements are for politicians.
563. sounds good but how will it be put into action?
564. "Links Nevadans via motorized transit, human powered transit, and mass transit"
565. It is a load of nebulous BS and a demonstration of idealistic, bureaucratic double-talk that while appearing highly intelligent is merely a bureaucratic smoke-screen for horrendous inefficient spending. You need to be required to obtain more pertinent private sector input, honest competitive bidding, elimination of all "prevailing wage" requirements, and integrity in your job "inspections and approvals".
566. The "need to preserve existing investments" should not outweigh the population's need for more reliable and diversified public transportation.
567. none at this time
568. don't overthink it, just get it done
569. Make sure all of Nevada has a voice, not just Las Vegas, Reno, and Carson City.
570. Like all "vision statements", it is too vague, tries to please every niche.

571. Well done
572. More emphasis on rural connectivity
573. We need to look at other cities and their transportation systems. While bike riders and pedestrians are often put to the front of designs for the future of areas, like Midtown, others are often overlooked. The older person, handicapped and those with small children are often overlooked.
574. need to get rid of driving distractions such as billboards. Need to get low income housing back into the city as there is no busses or alternative transportation that is affordable for low income people in the rural areas.
575. Connecting Nevadans should be the priority. I-11 and Hiway 93 improvements need to be made.
576. Make trains for optimal transportation
577. Safety is where?
578. Looks good thank you
579. Not really - just make the routes more direct and easier to understand
580. Honestly looks like too much double speak. Need to preserve natural resources not embrace a plan, prioritize updating old infrastructure, less emphasis on emerging technologies - let them mature before we spend more money.
581. More omney to light rail system to connect UNLV and the strip to surrounding locations
582. There should be something about safety on Nevada's roads.
583. Keep counties needs in mind
584. Specificity of the distinction between rural and urban areas
585. Seems a little wordy. More concise would be preferable.
586. Safe is the key word. Too many accidents are happening on rural roads.
587. It isn't going be effective in the Rural areas
588. A lovely bit of fluff using all the correct buzzwords. Focus more on proactive projects with vision than simply being reactive or playing "catch up".
589. I hope it is not just a vision statement. Items like the Galena Bridge and the money spent due to one persons vision were wrong.
590. Too verbose, no details, not sure what it's saying exatly.
591. Protected lands need to be considered when building new highway
592. Attractions are important, but safety should by top priority
593. I think it covers the right things, but how to carry out the vision?
594. The first sentence touches in safety, it is rather difficult to to try and accomplish these plans when highway systems like Hwy 93 continues to be over traveled and causing fatalities on a weekly basis where trucks and passenger vehicles compete for use of a narrow roadway with heavy traffic 24 hours a day.
595. Your vision allows you to focus solely adding roads. You need to focus on alternative transportation means. Rails, Subways
596. In addition to linking Nevada, it should also include improvements to links to neighboring states to encourage commerce and mobility.
597. I like the forward looking vision and the fact that it is a Plan that is subjected to change
598. I like it.
599. We need to fix and upgrade what we have.
600. High speed rail
601. Good vision statement. Avoids tunnel vision in any direction.
602. Safety and efficient should be included
603. To balanced. Maintenance first
604. It sounds like an ambitious statement to revolutionize transportation, but the majority of people are still travelling by car/vehicle, and more focus needs to be given to that fact.
605. A bit overly broad
606. (Getting too wordy and what does it mean. Simplify) strategic increases in mobility while embracing Nevada's natural resources, attractions and emerging technologies. The ongoing plan process will be collaborative, unified, adaptive
607. I would include statement about linking major population centers (LV and Reno)
608. Focus on electric transportation (potential to be 100% renewable)
609. "Increasing mobility" for cars is not sustainable. Embracing emerging technologies and also being involved in land use decisions should also be part of transportation's responsibility and vision statement.
610. Too wordy--tries to do too much in the statement.
611. Never liked vision statements.
612. the vision wants to be everything to everyone
613. The vision statement recognises that Nevaas must have safe highways and the plan should embrace Nevada's natural resources. To fulfil this mission digital billboards should be banned because they are an unsafe, distracting nusiance to drivers and an eyesore along our highways. Please incorporate some meaningful language that demonstrates a desire to protect driver safety and aesthetics from the blight of billboards.
614. doesn't directly address the need for more pedestrian and cyclist thoroughfares, especially in the north.
615. More emphasis on increasing public transit means.
616. It doesn't explicitly say "peak oil" and ultimate 100% electrification of transportation
617. I think it is excellent.
618. Its okay.... Too long and complex.
619. Define Multi-Modal - is NDOT building railroad tracks? Hyperloop? Otherwise, it is to the point and accurate.
620. Covers all the bases. I think the vision statement is less important than actual actions.

621. No, thank you.

622. Statement is far too vague. Should emphasize public transit, bicycling, & pedestrian facilities.

Appendix F – Survey Question 9 Responses

Appendix C

1. Funding
2. No answer at this time
3. Improving transit will enhance and improve economic viability, reduce emissions, reduce traffic congestion, improve neighborhoods, improve employment, and much more
4. Technology its
5. Environmental concerns...
6. Aviation as part of the multi modal
7. Increase funding
8. modernization
9. Airports, Aviation
10. To create a contiguous means of traveling from neighboring states to Nevada (not necessarily solely highways)..
11. Develop higher speed north to south routes
12. Cost Effectiveness
13. Expansion of System
14. Provide access to public lands
15. Make the world safe for democracy.
16. Don't concentrate efforts in just highly populated areas. Diversifying our economy relies heavily on rural areas.
17. I have no suggestions
18. not at this time
19. None I can think of.
20. Technology enhancements to support connected and autonomous vehicles
21. Do the extra stuff required to continue getting federal funding, regardless of how bad those decisions actually are.
22. Strive for improved user experience - i.e.: LOS C or better
23. Not at this time.
24. Where are the goals to promote Natural Resources stated in the Mission Statement?
25. probably.
26. make new bike paths that take riders away from traffic
27. add the term for the entire state
28. the amount of money and Planning time being devoted to yet another Planning document
29. Reality of the dynamic conditions of the states system and improving the flexibility of funding to meet Nevada's transportation needs
30. System reliability, infrastructure condition, and safety are all extremely tied together
31. For the Draft One Nevada Plan Goals section, why is there nothing about capacity or trying to improve upon capacity?
32. Traffic efficiency. Get me where I'm going in the most efficient way as possible.
33. Those look good
34. Innovation
35. Not do irreversible harm to the eco system which includes animals and plants.
36. Design of roadways must be designed by those that actually live in the area and drive the roads in the area!!
37. Add a goal about using all resources (money, time, energy, labor, materials, ectera) wisely with quantifiable and transparent results for all to see. I. e. Stop wasting millions of dollars here and there "band-aiding" things with hopes of more money later on.
38. DO NOT NEGLECT THE SMALLER COMMUNITIES
39. I don't see a section referring to "performance improvement and reporting." The goal is to show improvement on existing and new infrastructure to include, but not limited to the roadway network, but also the devices that monitor and report on the condition of the road.
40. Equioment and man power to maintain our highways efficiently.
41. Paying employees
42. this seems like a rather in-appropriate question
43. The least invasive modes should always be taken into consideration. If there are ways to accomplish our goals without confiscating properties, especially those long held by the same family, and/or cause the least amount of damage to our beautiful desert landscape - that should be done first.
44. Figure out a meaningful way to pass along costs to multimodal users.
45. Yes. There should be a regional capital plan that captures ultimate build-out for major routes such as interstates. Hence, when construction projects occur, they are built to ultimate build-out. This would improve the efficinecy of performing construcion projects. Does growth pay for growth or could existing users bond for addiitonal growth? It can be done, I believe.
46. maybe
47. minimize non productive costs - don't waste money on things of little value
48. Perhaps technological development in terms of traffic safety and perhaps automation (e.g., self-driving-cars and drone-centered and/or automated product deliveries.
49. Includes new technologies such as vehicle to vehicle (V2V) and vehicle to infrastructure (V2I)
50. Population growth and technology advancement.

51. Public Transit rail, bus, ect. needs to move more people more effeciently.
52. I feel like even though NDOT does a great job with safety improvements. The money seems wasted when people ignore the features and improvements that NDOT has already implemented.
53. Search for potential traffic problems
54. none that come to mind
55. These goals are pretty good. I would simplify and shoot for less, rather than more. As a side note I would have ranked financial sustainability higher had it not been tied to environmental. You have to consider that those goals are often opposite ends of the coin, where environmental costs are way higher than what you will see returned on your investment (as far as the state goes, local governments end up receiving the bulk of the direct benefit). What does "enhance mobility opportunities" mean?
56. minimize overhead so there is more money for projects
57. education/marketing of benefits of multimodal
58. no others I can think of at this time
59. none at this time.
60. Looking for alternative source's and materials for building our roads and highways
61. Yes, LID as an approach to Transportation Stormwater; Green Infrastructure as implementation of Transportation Stormwater; minimize Grey Infrastructure - a stronger push toward environmental issues associated with NDOT's transportation system.
62. My Paycheck
63. make a bigger investment to the workers that take care of your roads
64. Responsiveness to the traveling public
65. Up grade the existing bridges, and install more concrete road surface in snow prone areas. Improve safety features state wide, and stay on top of maintenance.
66. probably but I don't know what they would be
67. Using more green alternatives, such as using recycled plastic in our pavement and using solar and wind alternatives along our roadways.
68. Consideration of regional planning is important--not sure it needs to be a goal, but some type of emphasis that the work being done will not be done in a silo. Has to consider Growth/Development/Regional Planning/Utilities/Counties/Cities/etc...
69. Taking environmental needs into consideration.
70. What if the "hyper loop" gets going and then the paradigm shift to these new ways of really getting around?
71. The current goals seem accurate to the goals of the project.
72. Technology Security Investments- Provide, Protect & Secure & Prevention
73. Consider a Light Rail system
74. Not that I c an think of
75. Safety
76. safety safety safety
77. Travel time
78. oi vay.
79. (Ranking could be skewed because drag and drop is working in reverse order, double click in correct order.)
80. works for me
81. Disability riders
82. Looks good
83. Increase peak travel time efficiency of existing infrastructure
84. more focus on minimizing environmental impact
85. I don't think so
86. use of heat to generate steam from all the miles of pavement, NDOT geothermal production,
87. Economic expenditures to obtaine these goals, i.e., where does the money come from
88. Correcting current problem areas BEFORE new projects are initiated
89. If taxes/fees will be raised to ensure funding for projects focus on minimal fees to broader audience. Examples: Fees on tires vs. gas - every car, bus, truck, and bike uses them. They are typically bought local and could be applied to the appropriate county.
90. none at this time
91. fix the spaghetti bowl
92. Facilitate special lanes for large truck transportation
93. I don't like the choices I had and how to rank them, so this portion of the survey seems like it should be weighted differently.
94. Continue to reduce VMT and associated vehicle emissions.
95. Goal: Employing an experienced technical editor to review NDOT plans and surveys. Nobody outside of the committee knows what "multi-modal enhancement" means.
96. What about more mass transit opportunities? Either a bus system or rail system, especially between Reno, Carson City, Dayton, etc. would be very apprcaited for all of the people that commute on a daily basis for work. I believe it would also increase recreational spending in those areas also.
97. Meeting travel needs for high traffic areas.
98. None that I can think of right now.
99. materials demands

100. One approach is to make transportation systems so miserable to use that people demand local and regional governments do a better job of putting affordable housing close to stores and the jobs and improve public transit options. Improve network of and plan for non-motorized vehicle travel lanes.
101. The stated goals cover everything I can think of
102. Safety is a great goal
103. Reduce the need for wider and more highways in the metropolitan areas but creating a mass transit system that is reliable, convenient and affordable to move commuters away from cars and toward mass and alternative forms of transportation.
104. Future transportation
105. you got most of them. . .
106. No as long as these are fully explored.
107. Safety is key
108. Reliable system
109. Improve traffic flow by NOT installing metering lights anywhere. Those only hinder traffic flow, not help it.
110. None at this time
111. Train PSA's. I.E. how to use roundabouts, drive in right lane, etc.
112. None that I can think of at this time
113. Remote rural towns need better access to public transportation. Currently it is up to each town or county. Please introduce it uniformly throughout the state.
114. Eliminate Stoplights
115. Spend as little money as possible, quite robbing the tax payers
116. None that come to mind.
117. I think it's covered
118. Looks like a good start
119. Get rid of the "zero fatalities" funding mechanism; quite stealing public money to subsidize electric and autonomous vehicle systems, infrastructure, companies and individuals.
120. get the most out of maintenance improvements
121. Ease of use for the consumer. Some of our designs terrify some users.
122. goals should include fiscal efficiency, transparency, and accountability; increased commitment to public transit; efficient freight network; find innovative revenue sources that are a benefit to tax payers and not sticking it to them years from now; provide better long-term planning activities, optimize highway system performance; improve connectivity and mobility for all people especially elderly and disabled; use more engineering judgement and less politics in decision making; use performance driven criteria in decisions;
123. New Technologies/Driverless Technologies
124. They are all important and very close in ranking.
125. It's implied, but making sure rural residents also have access to public transit so they can reach universities, health care, etc.
126. Fixing outdated and inefficient transportation infrastructure
127. I think we're too concerned in keeping traffic going (which isn't bad) that we're starting to cause impatient drivers. Drive throughs, expressways, I know we don't want to hold people up, but let's face it, people need to slow down, get out of their cars for awhile. People are so sped up we've had several head-on collisions here in the Tonopah area, some in no passing zones, and we're trying to speed them up. I would love to see a lot more passing lanes on our State Routes.
128. Finish what you have started before moving on to another project
129. Get more people out of cars in Vegas and Carson/Reno/Sparks by developing light rail, autonomous compatible transit lane, and bike/pedestrian only routes/zones.
130. Alternative transportation needs to have a bigger piece (walking, biking, etc)
131. Work with zoning and planning agencies to reduce vehicle miles traveled
132. None that I can think of
133. Trolleys and transit
134. Bike access
135. To make NV the best
136. Sustainability should be #1 because it could be the safest yet unsustainable...
137. As a bicyclist, I advocate for bicycles whenever the opportunity exists. While I understand that the plan is not about specifics. However, there are two issues of particular importance to me. Rumble strips and the Cave Rock tunnel. Is it possible to retain the efficacy of rumble strips if they are less aggressive? Everyone involved with highway planning should be put on a bicycle and required to ride a rumble strip. Also, NDOT should stop rumble stripping shoulders where the strip leaves so little room that the bicyclist is forced to ride in the travel lane. Cave Rock tunnel needs protected bike lanes or better yet a bypass.
138. Inter-connectivity with cities
139. multi-agency planning and cooperation
140. Making the NV Dept of Transportation one of the "preferred employers" in the state again.
141. Pay the employees for the work they are doing
142. rural roads are just as important as Las Vegas and Clark County roads
143. Connect northern Nevada to southern Nevada with a high speed expressway
144. Reduce spending on decoration. Put the money in sustainability. Beef up construction and maintenance.
145. Re-introduce driver education to better educate new and foreign drivers on the dangers of driving.
146. Provide investments to infrastructure that would benefit rural Nevada.

147. Yes, but Emergency and aesthetic needs should be considered on a case by case situation.
148. Improvements in the road itself. Not just regular asphalt, perhaps some new age road that is solar powered like the Dutch use.
149. There is a very important need to figure out a licensing fee or tax on electronic vehicles to help maintain our roads
150. I don't know of any
151. Minimize accessibility impact to improvement areas.
152. is multi-modal enhancements only for Clark & Washoe Counties? When NDOT last provided "improvements" to HWY 160 we lost alot of bike lane width to turn lanes that go no where.
153. None I can think of.
154. Better public awareness. For instance I was unaware that reno had an amtrak station.
155. Research and development
156. Protecting our natural beauty from polution
157. Although funds are always difficult to come by from D.C., do everything you can to get ahead of future transportation issues. With the improvements to the Reno highways, the city seems prepared for future growth. Las Vegas appears to be years, if not decades behind.
158. up grading equipment shops.
159. Research international plans for anything useful.
160. The goals are fine, but there are no measurable outcomes or timelines to go along with them.
161. Use known quality contractors (Not AK Movers) like Granite
162. We should act on these as quickly as possible as cost are going up
163. Reduce slow downs. I know there is only so much that can be done. But there is stil some that can be.
164. Be realistic in future planning. Nevada is growing exponentially, relying on cars as the only mode of transportation is short sighted. We really need to develop alternative routes of transportation so that people can get where they need to go and not sit in traffic the whole time.
165. None that I can think of
166. None at this time.
167. Urban growth is funded upfront and not charged to contractors and then still coming back and reconstructing again. i.e. storm channel under roads, new sanitation lines under roads. Build them into the intial construction.
168. Safety is largely due to driver error and very rarely highway conditions or features.
169. The goals do not read as "measurable" in their present form, it would be helpful to see what the measure would be for each. Perhaps that may help people rank these goals better.
170. Utilize new technologies across all other goals, ensuring that all efforts integrate current and future technologies that are reliable and sustainable.
171. Impact on Nevada tax payers
172. Probably, but I can't think of any at the moment.
173. Inprove the bus and inter city transportation bike riders don't pay attention to where they are going or to anyone else.
174. Too many to mention
175. Improve the I80 / 395 interchange, its a joke
176. Limit growth; Reno is already too big; more roads just mean decrease in quality of life; move trucks off roads of onto bypass; go to toll roads; make users pay; higher gas tax needed; lets work to stop this spiral of an ever-growing transportation grid; its not getting better; any new roads just means more population growth and then we're back to crowded roads again
177. adaptability
178. none to note
179. Invest in mass transit systems, light rails will be needed, based on area growth and projections
180. Yes. Fix the spaghetti bowl.
181. Not that come to mind at this time.
182. Linking northern Nevada with Southern Nevada through a safe highway. Improving our unreliable public transportation in Reno and in Vegas.
183. Don't keep lanes closed for construction on weekends when no work is being done .
184. Can't think of any at this time
185. Strategic Planning of repair and maintenance should have community input
186. Ability to transfer from one transportation type to another.
187. Infrastructure Condition stated goal is to maintain. Does that mean they will be kept at the lowest state of maintenance that allows perserving the investment?
188. Reset the timing of surface street lights. In Carson Clty they are eternal which creates a serious back-up of traffic. Carson Street, Hwy 50 (William St).
189. bicycle and pedestrian safety. Subway/rail system transportation.
190. PSAs on safe driving habits.
191. Restart air service to Elko?
192. Nevada has got to address Mass Transportation methods, high-speed trains are a MUST! Be Pro-Active! Put them in now to serve the mass population this state faces in the future. Monorails built down the center of existing freeways and interstates will get the masses on mass transporation.
193. Improving ways to get around the city without haveing to drive through the city-connecting the 215 to the new interstate-not running it along 95
194. Efficiency of transportation.

195. rural communities need more transportation availability
196. Hyper Loop!
197. More above ground transportation, Charleston Blvd, Sahara, Desert Inn, stop overbuilding commercially where our main arteries are.
198. Connection of communities/counties with varied transportation options
199. Cell service is limited in many areas. The ability to call for help is necessary, but not possible in many of those areas.
200. Build ROADS...drop the other means of travel related areas.
201. I want plans to include a third lane from the Reno North Valleys south on 395 into Reno. Especially since there are so many businesses, warehouses, and houses being built in the Reno North Valleys area. Thanks.
202. Funding? Pursue grant funding, whenever possible.
203. I think it should be "Safety and Public Health"
204. finding ways to streamline upgrades/maint/repairs
205. monorail travel through out city
206. What about ability to maintain new projects?
207. Multi-modal is needed in Incline Village where one is practically forced to drive. Pedestrians are regularly hit by cars.
208. Reducing individuals' dependence on government modes.
209. Quality in material selection, installation, and contractor selection so you are not having to maintain every year
210. attention to rural transportation systems
211. Minimizing negative project impact on local communities. What I mean is work harder not to paralyze an areas traffic by closing roads or exits, especially multiple roads or exits simultaneously
212. implementing a rail system
213. Getting road improvements done in a more timely manner.
214. High Speed train from Reno to Las Vegas or Reno to SLC
215. Enhancing electrification and charging infrastructure for EVs
216. Spend more on projects whihc will last longer over projects whihc maybe cheaper but have a higher potential to be replaced before due to unexpected repairs or replacement
217. Can we turn this into more jobs for Nevadans?
218. Safety of pedestrian
219. If prioritized and leveraged correctly, all goals should eventually be achievable
220. What is the time frame?
221. Consider putting in two lanes at the interchange between I-80 eastbound to I-580 southbound
222. improve internet connectivity to reduce transport needs
223. More travel lanes for route between Las Vegas and Reno. It would also be nice to build a fast, commuter train for travel between Las Vegas and Reno.
224. My goodness, who was this survey meant for? It was not easy to understand and the average person would have difficulty answering these questions. An email was sent out saying they didn't have ag ood response and needed our feed back. No wonder, someone really needs to look at the making it easier to understand. I'm a college graduate and had difficulty with this.
225. commute time
226. ongoing disability options that are more accessible and functional
227. Yes, Use all the lanes on a roadway when you build it. It is rediculous to have 14 - 30 foot shoulders and cars backed up in traffic.
228. Bicycle friendly and safety
229. what is the overriding goal -- i.e. to connect urban to rural areas and create a feasible unified transport system for all Nevadans.
230. connecting northern and southern Nevada with fast and reliable transportation (i.e. high speed rail)
231. Just safety, safety, safety!
232. Weather challenges, community needs/priorities,
233. Efficiency for travelers!
234. Light Rail of some kind
235. We need to connect rural Nevada to the Metro areas for jobs. You haven't onlined what this means just gave fluff description.
236. Having a goal to incorporate the rurals to be able to travel to major cities
237. Our roadways are already pretty 'safe'. If you compare to the numbers of other states with similar populations Nevada does fine with recorded 296 deaths for a population of 2+ million. I feel many deaths are due to poor road conditions (snow, inclimate weather, traffic) which is the result of poor infastructure and planning desicions.
238. Again, I think we need to think big picture as well about protecting our habitat and enviromnent when making major transportation / roadway decisions and priorities.
239. Expand public transportation
240. Consider all future growth to decrease need for improvements later
241. Reduction of the dependence of fossil fuels.
242. Create reliable and timely public transit that serves larger areas!!!!
243. Not that I know of
244. Studying traffic trends to figure out which streets needs the most work in terms of flow and infrastructure.
245. Taxpayers are already burdened. Don't raise gas taxes unless there is no other viable option.
246. Not so much additional goals, but the Infrastructure, Safety and Reliability seem to be a single goal.

247. improving reno-las vegas corridor, route 11 improvements, eastern beltway
248. Schedules for Public transportation should be kept upto date and easily accessible. Also time tables for arrivals and departures to ke adhered too.
249. In the event of an emergency
250. Ensure that any goal includes opportunities for expanded bicycle paths throughout the city. Incorporate revenues from marijuana taxes to build these much needed alternative routes!
251. Can not stress the need for better public transport. It is weak to say the least. The highways are getting overcrowded and will never be able to handle what the future will bring. Now is the time to build the mass transit corridors. Waiting will forever handicap the inevitable growth. Highways are not the answer.
252. Continue to look for creative, technological, unique solutions to eliminating traffic issues at peak hours.
253. Rural areas
254. Not that I can think of at the moment.
255. I lke the goals very much.
256. Include Rural Nevada in the planning, connectiveness, multimodal part (high speed trains?) Monorails, subways, Do NOT lose Amtrack
257. not at this time
258. Nothing to add.
259. The safety and locations of the bus stops need to be reevaluated and modified for safety
260. Projecting future population growth.
261. Are there any plans for commuter rails between Reno and Carson, and places down in Vegas and near Vegas that can reduce daily commute congestion?
262. I think you have covered the top ones.
263. Environmental Responsibility
264. public transportation for the rurals
265. Access for all
266. A light rail and subway network is necessary for the growing valley.
267. completing projects in a timely manner
268. Please make sure that the current POTUS and his family & friends have no ties that financially enriches them in any way. Transparency is expected and demanded by the public and this tax paying citizen.
269. Transportation subsidies for rural residents who need medical care in cities.
270. From what I have experienced staff does not understand safety. 1) make cars going north on old US 395 face headlights from 1580 as well as from normal traffic on old 395; blinding the car driving north. 2) plan and allow bike lanes that are on roads that are wind and cause a drive to be upon a bicyclist without sufficent time to react. Example Washoe Valley/ Eastlake especially. Lastly, your survey quests feel they have private agendas. It is hard to rank because you don't really know what will be planned.
271. Encourage people to use other forms of transportation besides cars.
272. I think it should be at least considered that video equipment be installed somehow in order to assist law enforcement with tracking offenders
273. The ones you have are excellent! I have not seen a way to share this survey on local Facebook groups, that would be useful
274. Accessibility/availability of transportation for seniors, persons with disabilities & rurals
275. Purpose related to the needs of those served: vulnerable populations, economically disadvantaged, transportation vulnerable
276. The goals should be time-based
277. Education for drivers - can't increase multi-modal without educating on proper rules of the road when dealing with pedestrians, bikers, buses, and vehicles sharing the same space.
278. Nevada's growing aging population and mobility challenges
279. Does the economic vitality goal include the expansion of Nevada's #1 economic driver of tourism?
280. prepare for the possibility of an automated future
281. PARKING
282. are there any plans to continue to grow and meet the needs of the growth in the area. If there is another economic crash, will we be able to still maintain the infrastructure and growth that we are already experiencing.
283. High Speed trains
284. be efficient
285. Creating effective modes of transportation that will link rural areas to urban areas, cheaply and efficiently.
286. TRAFFIC LIGHTS IN RENO THAT KEEP TRAFFIC FLOWING. LIGHTS ARE'NT SYNCED OR ARE BROKEN
287. reconstruct now before more deterioration in travel time/safety rises
288. Job growth through new green technologies
289. It would be great if we can get teleportation invented. Please get on that.
290. RURAL TO URBAN AREAS TRANSPORTATION SYSTEMS
291. Consider the growing population and increase of vehicles on the road
292. Again, the needs of those who are 100% dependent on public transit.
293. There is always room for improvement
294. None that are a priority as noted above.
295. don't know
296. How about light rail or extending monorail in Vegas? That will never happen, the Taxi lobby is too strong.

297. Vulnerable Population - Improve the transportation availability and quality to at-risk individuals whose health and safety are dependent on their ability to travel
298. Under Infrastructure, I hope Nevada really looks at rideshare as one of the fastest growing opportunities for both residents and the state, keeping people safe and reducing the drunk driving scenarios.
299. Connection of existing systems to rural communities.
300. Depending on how the goals are defined and measured, there needs to be a goal to overall improve accessible transportation for all
301. Accountability?
302. Focus on the long-term, centuries, not decades.
303. Not at this time.
304. Pricide 4 lane (minimum) divided hoghways between all major cities in Nevada
305. Expanding capacity for high traffic areas.
306. Your goals are fine.
307. Just Sturdiness and safety first
308. I don't have any suggestions.
309. These cover the basics, and overlap enough to be acceptable. But again, active implementation means more than using the right words.
310. a list of new taxes that are going to be required and where they will come from
311. multi-use bicycle trails and bike lanes
312. Bit of planning and resources can and should also go towards increasing the alternative connectivity for otherwise remote communities within the state that should go hand in hand with physical transportation connectivity. There is a no reason for any community within our state should 'experience' remoteness with the rest of the state or for that matter rest of our country more than a populations across the planet are able to be connected - both economic activity wise and information/knowledge access wise . NDoT by working in collaboration with few other govt./state agencies could be key to achieving integration and economic revitalization of otherwise under participating (in the future growth vision) remote communities.
313. Lets build new roads where needed like Harrison Pass in Elko County. This a huge safety hazard leading to one of the largest recreation areas in the state.
314. None of these are specific to increasing availability of public transit. There won't be enough room for cars at the rate that NV is growing.
315. Widening highways in north Reno
316. Expectations of rate of growth should mirror infrastructure progression
317. A more thorough review process so atrocities like the Exit/Access interchange at Tropicana and the I-15 North don't occur again. Having traffic from the 215, Russell, and Sunset merge into one lane to access the I-15 North creates enough of a slow down. The drivers affected by that then have to merge and crossover with traffic attempting to exit the I-15 onto Tropicana Ave. It's one of the worst designs I've ever seen.
318. I do not think so, at this time.
319. Connect all major Nevada Areas with better roads...i.e between Las Vegas and Carson/Reno.....make a 4 lane highway!
320. None at this time
321. Traffic flow
322. Most of these goals are broad and at meant to consider the State as a whole. I would like to see some goals that would impact the more rural settings, like to high speed rail that I have seen some information.
323. Your goals are not measurable. Focus on mass/public transit.
324. protecting Nevadan's from further disparity of wealth
325. No; I can't think of another goal that should be added.
326. Address single point failure conditions. Make sure that there are reliable and viable alternatices to major roadway closures.
327. no, but multi-modal enhancement is stupid. Look to other states that have done so. They are overwhelmingly a colossal waste of money that cost tax payers millions to try and maintain and operate.
328. fix the roads first
329. drivers turning right at corners have blind spots and can't see pedestrians in crosswalks
330. Ensuring the communities have the resources and oppertunities that the strip/corporations get.
331. Continue to solicit feedback from our entire population, which means that you may need to use diminutive words and know your entire audience. If I wasn't familiar with the State's jargon I would be asking you to define 1/2 of what you've stated here. Perhaps include a link to describe in more detail what you are trying to convey.
332. Rail transportation needs to be used.
333. Keeping in mind that as NV attracts more & more technology industries our transportation network should reflect our embrace of it for all Nevadans.
334. Public transportation from Dayton to Carson. More than one route to Carson from Dayton
335. Helping those who need transportation help the most.
336. Reduction of travel times
337. Improving the freeways, before side streets and onramps and offramps would increase safety. Traffic planning encumbers traffic, encourages road rage, and ensures there are at least one or two wrecks per day.
338. I believe if Nevada allowed more privitytization and competition with transportation the residents would have more transportation options. Prehaps one day a private investment company would want to build a bullet train connecting Northern Nevada and Southern Nevada. Would the state approve such a project? Would the state allow a private investor to complete this project or put the cost as a burden on the tax payer?

339. Accessibility to invalids who do not drive needs to be considered as a goal. Affordability for individuals without resources to maintain a vehicle of their own needs to be a goal.
340. More Free Public Transportation Options
341. allowing people to get to work faster, easier
342. Keep the rurals in mind, it is easy to forget the little communities, but when something horrible goes wrong like a bridge goes out, that's when it effects the urban areas. Preventive measures are alot cheaper the replacement and repair of unforeseen damages.
343. Reduce sustaining costs while improving infrastructure quality.
344. Innovation.
345. At our current rate of population growth, we need to devote earnest time and resources to improvinjg our public transit systems now. We've already outgrown our current system, and it could be a tremendoes missed opportunity for economic development.
346. None that I can think of
347. We need a truly viable mass transit system
348. How about a plan and timeline that doesn't tie up every major access point at the same time for weeks and months on end. With all the project planning technology and new construction tyes of materials available its surprising that NDOT can't get this right. The goal should include a committment to the public to get the job done without increasing drive time and creating stress to businesses, drivers, homeowners wherever NDOT is working.
349. I think resiliency, adaptability, mitigation: being ready for predicted changes in climate. For example, perhaps a greater likelihood of flooding is predicted in Reno and Carson City so work into the mix thinking about whether future infrastructure needs to adapt to climate changes.
350. Mass transit
351. Don't forget the rurals. The rurals depend on a efficient, reliable and safe highway system, for business and pleasure.
352. There should be a public bus system connecting towns on I-80
353. this is enough to focus on...
354. It's all about congestion!!
355. Not sure "One Plan" is the right approach for Nevada. We are a very diverse state as we have one large metropolitan city, one small to medium metro area and the rest of our state could be considered very small town, rural. It has ALWAYS been a huge challenge to balance the needs of the urban vs. the rural under one plan. Sometimes we need to realize that we do have very different needs and play to those special needs with individual plans.
356. "Other things to consider: According to the census LED,•
357. Create statewide campaign to promote public transportation to Nevadans
358. Isn't sustainability and infrastructure condition the same thing?
359. Need to address what safety issues are important, such as reflecting lane dividers and rumble strips along highways, and better signage.
360. Enforcement of speed limits, when people drive to slow. How about requirement for additional driver education to consider enhanced driving strategy.
361. Continue with wildlife crossings in rural Nevada. I'm not sure where that fits in.
362. Sustainability really is two goals. Cost and environmental impact are opposites in my opinion. The best cost does not always have the least environmental impact. These two factors should be split out. I moved to bottom, because environmental impact is the least important. Sad because cost would be my top factor.
363. Traffic Movement Speed and Efficiency
364. Working with other agencies to achieve goals. For example, safety involves infrastructure and maintenance as well as enforcement of traffic regulations.
365. Reduce carbon footprint.
366. Repairs
367. Transportation options to rural communities in NV
368. Safety of pedestrians
369. I would like to see a study of traffic issues and have them be the priority. I live in North Reno and commute to Carson. The traffic coming from the North is way too congested and has been for years.
370. Not reall
371. Cutting edge modernization.
372. Reducing traffic congestion, which may be covered in one of the topics in question #8.
373. not at this time.
374. NOT AT THIS TIME
375. Weather - ability to maintain traffic flow during storm events
376. Good
377. Seek value for the dollar, don't cut corners now which will cost more in the future.
378. living in the big city of Vegas, it would be nice if consideration was made for those daily commuters as to not affect our daily travel on the roadways. Wish the roadwork occurred before & after rush hours here. many driver are greatly impacted everyday.
379. No, but it would be good to strengthen the sustainability goal. It comes across as if sustainability always has to calculate out, but none of the other goals carry that requirement...Sometimes other factors and considerations outweigh a purely financial case.
380. Consider better mass transit services including light rail.
381. Suburban areas, disability awareness and access, and more bike/efficiency promotion

382. Sponsors for highway litter cleanup. It's a mess out there!
383. This may fall under sustainability, but it would be nice to see minimizing negative impacts on communities explicitly listed. NDOT has made many improvements since the debacle of the Mill street reconstruction back in the 90s and how mismanagement of the project devastated local businesses in the area, but it would be good to see it made as a promise to never make the same mistakes again.
384. Please don't use private/public partnerships as they only decrease future revenues that have to be made up elsewhere, and there's no guarantee that the private corporation will remain solvent.
385. Reduce congestion and bottlenecks.
386. Add right of way fencing on Hwy 50 to keep wild horses off the road thus promoting public safety
387. Prioritize mass transportation
388. Clean Fuel
389. Focusing on investments/projects that bring long-term cost savings through reduced maintenance.
390. a transit rail system
391. Expansion of current systems to catch up with growth.
392. Not sure what System Reliability means. Enhance transportation expectations...???
393. Set an example for the rest of the world and do it now, not 20 years from now.
394. Reducing inconvenience to road users during road works by better planning and scheduling (i.e., not leaving lanes closed for days before and after works actually start and end).
395. Your GIS road layer vast improvements. You need to invest in making this better.
396. Move forward - modernize.
397. How about collaboration with local governments and the federal government? Finding non-traditional funding sources.
398. Bring about good financial planning, without cutting costs for the sake of simply saving money. (ie, 580 Bypass of intersecting with 50 East in south Carson City)
399. Expanded support for bike lanes and cyclist safety must be funded
400. light rail systems
401. The money
402. The important goals appear to be covered.
403. congestion reduction
404. locations outside of major cities need to be a priority to gain accessibility to jobs created in those areas.
405. Reducing travel time through and around Reno & Tahoe
406. timeframes
407. Youth engagement
408. High-speed rail to CA
409. Yes, plan for growth so this doesn't turn into a traffic nightmare.
410. Leverage tech advances like automated buses and cars used for community transport to make transportation improvements efficient and cost effective.
411. I-11 between Vegas and Reno through Nye
412. No, however its difficult to quantify and categorize them in ascending or descending order like that, since all will be happening concurrently. I'd argue to ask where additional focus should be applied, since many of those factors are dependent on one another.
413. Models and goals should be identified differently for rural vs urban, priorities would differ if living in a city where some of these items already exist.
414. align transportation, housing, and regional land-use plans
415. Explains how the plans will tie into California and Arizona and other neighboring states' plans.
416. Linking with other states and across the state of NV.
417. Use of future technologies, whether it is a smart road, better designs and interchanges, or green ideas
418. affordability
419. None that I can think of at this time.
420. No additional comments
421. Better innovations to improve seniors, handicapped or not, and those that are impoverished.
422. Our anticipated population growth should be at the center of all decision making for all goals.
423. local transport should mimic budapest hungry's system
424. A goal specific to increasing support of green alternatives
425. Increasing range of transportation, looking into other modes
426. good stewardship of taxpayer dollars
427. Time the freaking traffic lights so I'm not hitting every red light. Good grief why isn't this being done?
428. Connect new stadium/arena to tram system
429. Not at this time.
430. Not at this time.
431. Added mobility
432. making sure that all systems are available to all citizens such as those whose mobility is impaired
433. fix reno to vegas
434. Find a way for growth to pay for itself. There should be standards on what is a reasonable commute time; if those standards are consistently not met, it should trigger the area to be identified as a priority consideration for expansion/improvement.

435. Could I ask why Safety, Infrastructure, and Reliability are goals that apparently had to be added to what you DO? Aren't those things part and parcel of what defines a state transportation network? Do you have to be reminded? (If so, it explains a lot . . .) Goals are usually things to strive for - not things you are already doing.
436. I think the goals are good
437. Safety should be married with efficiency - it's cheaper to lower speed limits, but is not efficient with regards to traffic flow, engineer in frontage roads where the path has too many inputs/outputs instead.
438. Infrastructure flexibility - the ability to change the infrastructure based on traffic flow i.e. golden gate bridge move-able k rail system
439. Adding Art and aesthetics to goals. NDOT goes a great job adding art to every project and should continue to do so.
440. Shouldn't all of those choices in 8 be equivalent? They are all important. But add a more equitable system too. Too many people have few choices for transport.
441. Assuming that infrastructure condition and system reliability is going to fix the roads that are falling apart and too crowded for the needs of the Reno area I would be satisfied with these goals.
442. not at this time
443. Pilot studies with turn lanes
444. Electric bicycles are becoming mainstream. Supporting bicycles will be even more important in the future
445. Economy, efficiency, honesty and common sense!
446. none that I know of
447. completing projects in a more timely manner
448. I live in the rurals. Don't forget us when considering the strategies for these goals.
449. Again, prioritize the choices with less environmental impact. Keep the Paris agreement goals in mind
450. expansion of services for Seniors and disabled especially in rural Nevada
451. not to reinvent the wheel, but look at other plans in other cities for ideas, as well as remembering all that live in Nevada
452. Maintenance
453. Just work towards routes that are direct and timely
454. Highway 93 passing lanes and rest stops, 4 lane expressway between Idaho and Las Vegas
455. Probably but I don't use public transportation so I don't know what they would be at this time.
456. Visual appeal. The freeways around Pheonix, AZ are a good example.
457. We need to improve the conditions of transportation, roads, access, in our rural communities. Too often money is being spent in the larger urban areas to improve the conditions there, while the rural areas are left out of the mix.
458. improvements- 93 needs more lanes
459. Hwy 93 needs to be widened, it's very unsafe. Hwy 227 needs more roundabouts and turning lanes as it is becoming very heavily traveled.
460. Make sure projects are built to meet future needs and not just current needs. A project that meets the needs for today or 5 years from now is already outdated and not worth the money. Plan for future needs.
461. Make Highway 93 north of Wells safer, it's so dangerous! Passing lanes there would help so much.
462. Not that I know off Mabey speed limits need to be brought up
463. Continue involving constituents, businesses, and other stakeholders in the process.
464. Safety, road conditions, spend resources on improving the road conditions on roads that need it the most
465. Focusing on multi-modal means will increase safety.
466. Ther are to many non used bike paths
467. less deer crossings, more traffic control devices in expanding rural areas (sr227) and roads with increased traffic (US93)
468. as noted before, spring creek needs more access from Elko
469. Remove the sustainability garbage. We don't have the money to waste on feel good virtue signaling.
470. Regional Connectivity
471. Yes, public education around traffic infrastructure, safety, and laws should be considered.
472. Urban areas need freeways
473. Yes, find a way to fund that does not penalize fuel efficiency
474. ??????????????
475. Work on getting cars and cabs off the road. Better Monorails from Airport and modernize our city.
476. State-wide transportation routes
477. Support and encourage emerging transportation technologies
478. The state should work with local governments on strategies for concurrency and cost sharing, i.e. impact fees for capacity improvements related to new development.
479. Yes, strengthen regulations to prohibit new digital and new standard billboards along are highways.
480. leave small towns alone --we don't need bike lanes. Widen shoulders on narrow two lane highways to allow bicycles to get out of the way.
481. None that I can think of right now.
482. Connect Vegas to Reno faster.... Finish east valley beltway.
483. I would prefer to see construction signage set further away from the actual construction site. With more advanced warning of work being done ahead, I feel would give all mortorist more time to plan ahead. Las Vegas is the one area that I find that gives less advanced signage to warn drivers in general.