



Senate of the Associated Students of the University of Nevada

90th Session, 2022-2023

A RESOLUTION IN SUPPORT OF MICROMOBILITY AND PEDESTRIAN SAFETY EFFORTS ON AND AROUND CAMPUS

Resolution Number: 71

Authored By: Senator Claussen on behalf of Director Rowe

Sponsored By: 2022-2023 Student Government Assembly

Whereas, the City of Reno and the University of Nevada, Reno have increased their micromobility and pedestrian safety efforts.

Whereas, micromobility is defined as “a range of small, lightweight vehicles such as bicycles or scooters that typically operate at speeds of less than 20 mph and are driven by the user.”¹

Whereas, the University of Nevada, Reno is considered a Bronze-Level Bicycle Friendly University, designated and awarded by the League of American Bicyclists (LAB)²

Whereas, the UNR Bicycle Working Group advocated for instillations of more walk paths, bicycle repair areas, and bike wheeling ramps on staircases on campus.³

Whereas, the City of Reno has implemented a pilot program where “bike rails, reduced lane widths, cycle tracks, lane closures, restriping, and protected intersections”⁴ have been put into place to “connect Keystone Avenue to Evans Avenue/University of Nevada via 5th Street and downtown Reno to Midtown via Virginia Street.”⁵

¹ <https://www.reno.gov/community/sustainability/bicycling-and-micromobility/micromobility-pilot-project>

² <https://www.unr.edu/nevada-today/blogs/2019/bike-friendly-campus>

³ <https://www.unr.edu/nevada-today/blogs/2019/bike-friendly-campus>

⁴ <https://www.reno.gov/Home/Components/News/News/20092/576>

⁵ <https://www.reno.gov/community/sustainability/bicycling-and-micromobility/micromobility-pilot-project>

Whereas, the project is aimed at creating “more equitable, car-free transportation solutions”⁶ which may improve “access to jobs, groceries, healthcare, and education.”⁷

Whereas, this project also makes it “easier for the public to take advantage of more sustainable ways to visit downtown, the Truckee River, and surrounding local businesses.”⁸

Whereas, cities outside of Reno have implemented similar micromobility infrastructure, which have yielded results of higher citizen interaction with surrounding businesses through promoting and enhancing pedestrian accessibility and safety to those businesses.

Whereas, in 2012, the City of Minneapolis, Minnesota installed bike lanes on a major street by “reducing the width of the travel lane and removing parking lanes,” which increased food sales by about 52%.⁹

Whereas, in 2014, Seattle, Washington installed a protected bike lane along a major street, which resulted in about a 31% increase in food service employment compared to 2% and 16% increases in control areas.¹⁰

Whereas, enhancing micromobility infrastructure may lead to results of increased health and quality of life for Reno students and citizens at large.

Whereas, “Walking and bicycling for recreation, health, or as a means of transportation require safe and accessible infrastructure...”¹¹ This infrastructure may contribute to “...a higher quality of life for people in the region by encouraging an active lifestyle and reducing automobile traffic, with its associated noise, pollution, congestion, and reliance on fossil fuels.”¹²

Whereas, various surveys and polls show that “...the number one reason people do not ride bicycles is because they are afraid to be in the roadway on a bicycle.”¹³

⁶ <https://www.reno.gov/community/sustainability/bicycling-and-micromobility/micromobility-pilot-project>

⁷ <https://www.reno.gov/community/sustainability/bicycling-and-micromobility/micromobility-pilot-project>

⁸ <https://www.reno.gov/community/sustainability/bicycling-and-micromobility/micromobility-pilot-project>

⁹ <https://trec.pdx.edu/news/study-finds-bike-lanes-can-provide-positive-economic-impact-cities>

¹⁰ <https://trec.pdx.edu/news/study-finds-bike-lanes-can-provide-positive-economic-impact-cities>

¹¹ http://rtcwashoe.wpengin.com/wp-content/uploads/2017/06/2017_BPMP.pdf

¹² http://rtcwashoe.wpengin.com/wp-content/uploads/2017/06/2017_BPMP.pdf

¹³ <https://www.portlandoregon.gov/transportation/article/264746>

Whereas, a study conducted in 2018 by Dr. Scott Kelley of the University of Nevada, Reno’s Department of Geography found that “25% of total miles traveled off-campus by UNR commuters were via bicycle lanes...”¹⁴

Whereas, these enhancements in micromobility and pedestrian safety infrastructure on and around campus have direct, positive impacts on students by enhancing the reliability, accessibility, and capability to use alternative modes of transportation.

Whereas, the City of Reno has established and expressed interest in receiving feedback from “...stakeholders such as the University of Nevada, Reno’s bicycle community...”¹⁵

Be it resolved that, the Associated Students of the University of Nevada, Reno recognize and commend our City and University for their strides in enhancing micromobility access and pedestrian safety through these infrastructure changes.

Be it further resolved that, the piece is sent to the following individuals:

- President of the University of Nevada, Reno, Brian Sandoval
- Mayor of the City of Reno, Hillary Schieve
- Senior Civil Engineer for the City of Reno, Catie Harrison
- Sr. Engineering Tech I for the City of Reno, Jake Barrett

Adopted in Senate on December 7th, 2022

Attest:

Wyatt Layland, Senate Secretary

Andrew Thompson, Speaker of the Senate

¹⁴ <https://www.unr.edu/nevada-today/blogs/2018/campus-cycling>

¹⁵ <https://www.reno.gov/Home/Components/News/News/20092/576>