



C I T Y O F  
**RENO**  
Memorandum

**DATE:** December 23, 2024

**TO:** Mayor and City Council

**THROUGH:** Jackie Bryant, City Manager

**FROM:** Kerrie Koski, Public Works Director  
Khalil Wilson, Assistant Public Works Director

**DEPT:** Public Works and City Manager's Office

**SUBJECT:** Mill Street Capacity and Safety Project

The purpose of this memo is to provide an update on Mill Street Capacity and Safety Project. This project is included in the Regional Transportation Plan (RTP). The design began in 2021 following Council's approval of an Interlocal Corporative Agreement (ICA) designating RTC as the lead agency for project's execution. The Mill Street Capacity and Safety Project represents a \$33.8 million investment in the Reno community, funded by the RTC fuel tax. The design phase has concluded, and construction is set to commence in March 2025, with an expected completion date in the summer of 2026. The project limits are shown below in Exhibit A.

Exhibit A - Project Limits: 500 feet west of Kietzke Lane to Terminal Way



The primary purpose of this project is to provide additional vehicle capacity by widening Mill Street from four to five lanes from Kietzke Lane to the I-580. Additional elements and safety improvements include:

- Free-flow right turn from eastbound Mill Street to southbound I-580.
- A new signalized intersection at Mill Street and Golden Lane along with the abandonment of Redwood Place to provide efficient and safe vehicle access to Mill Street.
- Safety and operational improvements at the intersections of Kietzke Lane, Reservation Drive, and Matley Lane.
- Undergrounding existing overhead utilities along the project alignment.
- Drainage improvements to accommodate roadway widening.
- Improvements for pedestrian connectivity including Americans with Disabilities Act (ADA) improvements.

Exhibit B below shows the western limits of the project extending from 500 feet west of Kietzke Lane to the western side of I-580. The dark grey shading indicates areas of pavement widening and roadway reconstruction, and the reconfiguration of the Golden Lane intersection. The red shading identifies the limits of Redwood Place that will be abandoned.

Exhibit B

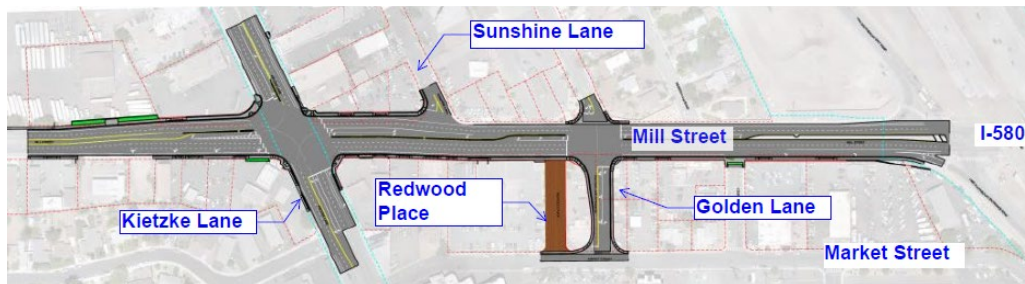


Exhibit C below shows the eastern limits of the project from the east side of I-580 to Terminal Way intersection. The grey shading identifies the limits of widening and roadway reconstruction along Mill Street from the freeway ramps to Terminal Way. The center median island will be extended from Matley Lane to Terminal Way to provide added safety to the corridor.

Exhibit C

