

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 9, 2005, Meeting

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, March 9, 2005, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning immediately after the Carson Area Metropolitan Planning Organization meeting that began at 5:30 p.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Charles Des Jardins, and Commissioners Shelly Aldean, Larry Hastings, and Michael Zola

STAFF PRESENT: Development Services Director Andrew Burnham, Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, Transportation/Transit Planner Michael Dulude, and Recording Secretary Katherine McLaughlin (RTC 3/9/05 Tape 1-0007)

I. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 7:20 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

J. APPROVAL OF MINUTES - 2/9/05 (1-0025) - Commissioner explained and requested a correction to Item O-2 so that it reads: “..the closure of Bowers and Sunrise be reconsidered as ‘two of the’ three constructions projects...” Commissioner Hastings also requested that Mr. Johnson and Mr. Taylor be removed from the list of Commissioners who were present as they are not members of RTC. Commissioner Aldean moved to approve the Minutes of February 9, 2005, subject to the stated corrections. Commissioner Hastings seconded the motion. Motion carried 5-0.

K. AGENDA MODIFICATION (1-0033) - None.

L. PUBLIC COMMENTS (1-0035) - None.

M. DISCLOSURES (1-0043) - Commissioner Des Jardins indicated that he had random conversations with individuals about the traffic in front of the Carson High School.

N. PUBLIC MEETING ITEMS

N-1. DISCUSSION AND ACTION ON CHANGING THE LEGAL SPEED LIMIT ON SALIMAN ROAD FROM 25 MPH TO 35 MPH COMBINED WITH ENHANCING AWARENESS OF SCHOOL ZONES DURING SCHOOL RELEASE TIMES AT FREMONT ELEMENTARY AND CARSON HIGH SCHOOL TO 15 MPH AS PART OF THE 2005 STREET OVERLAY PROJECT ON SALIMAN ROAD THIS SUMMER (1-0049) - Deputy City Engineer John Flansberg briefly highlighted the criteria used in establishing the speed limit and explained that a time speed study shows that 85% of the traffic is traveling between 36 and 41 miles per hour (mph) in front of the High School. Staff would like to conduct studies at three other locations. The stop signs at Robinson and Saliman had negated the question of speed but had provided a true indication of the number of vehicles traveling on the two streets. Sue Newberry will make a presentation based on her knowledge and work on safe routes to schools which will include the speed and circulation issues. Staff will take the comments and analyze the speed and return to the Commission with its report. The traffic volume does not justify having a four-lane road on Saliman. The four lane roadway is needed during starting and ending periods at the High School. Discussion pointed out that the flashing lights at Edmonds and Pheasant appears to control the speed limit in that school crossing

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 9, 2005, Meeting

Page 2

zone. Similar lighting was suggested for Saliman. The geometric difference in Edmonds was described. The flashing lights provide adequate warning for the drivers to slow down. Commissioner Des Jardins explained his personal observation of the students crossing the street to Mills Park at approximately 10 a.m. It appeared to him as if the students were going there for a "smoke". He suggested that the School District take a proactive look at this and attempt to stop it. Public comments were solicited.

President of Muscle Power and Carson City resident Sue Newberry explained her contact with Mr. Flansberg. Her attendance at a Tucson seminar on how to safely reach a school was noted. Safety in crossing a street and speed in schools zones should be the top priorities. Pedestrians involved in an automobile accident when the car is traveling 40 mph do not survive. She supported 15 mph speed limits for school zones. Adequate signage should be posted. Testing to determine if it works should be conducted. She allegedly had photographs regarding the Saliman Street issues. When the street is repaved, the issues can be addressed. The relocation of the cross walks may enhance compliance. Poor circulation patterns and vehicles stopping in the right lane block driver awareness of pedestrians. Drivers will take off when a break is provided. This pushes the pedestrians out of the cross walk. Other areas are doing great things to reduce the conflicts. The City should work with the parents, students and teachers to address the problem. Advancing the stop line is a tried and true method that works. Twenty-five percent of the pedestrian-vehicle accidents occur when the pedestrian is doing everything right. The school needs designated drop off and pickup areas. South Wells Avenue in Reno was cited as a demonstration of how 19,000 cars can be handled. She urged the Commission to install better signage as soon as possible and to conduct additional studies. The Commission should do whatever is necessary to obtain compliance. The speed limit increase should be delayed until after additional studies are conducted. A collaborative effort to build consensus and explore the opportunities should be undertaken. Lines should be drawn now to illustrate how Lompa will be developed. This should be done in a workshop setting rather than as a standing committee. She offered to "donate" volunteers to assist. Discussion between the Commission and Ms. Newberry indicated her belief that the students should be encouraged to ride their bicycles/walk to school. They need enforcement and education programs. Mr. Flansberg pointed out that the speed limit on Saliman has been 25 mph for a long time. He questioned whether drivers will comply with 15 mph signage without other signage indicating the change. Ms. Newberry explained that the manual has other ideas which could help. One idea is to have a sign in the middle of the street reminding the driver of the speed limit. Discussion indicated that the circulation patterns create driver frustration particularly when temporary gridlock is encountered. Better distribution/circulation would reduce the number of cars assembled at that location at one time. Moving the cross walk and improving the parking lot layout could address part of the problem. The School District involvement is important to the success of the program. Successful enforcement will help gain compliance.

School District Director of Operations Michael Mitchell stressed that the District is very interested and concerned about the safety of its students. There are multiple issues found with all schools due to the mix of pedestrians, children, and traffic. The City had worked with the District to develop the safest traffic circulation possible when the High School was remodeled in 1990. Problems are encountered when 1500 to 1600 cars are dumped from the parking lot in ten minutes. The drivers need to stay calm and have patience. The District relished the idea of working with the City to develop a better, safer traffic solution. They are interested in having additional circulation routes to both Highway 50 and Fifth Street when the Lompa property is developed. Smoking on school property is not condoned. It is illegal to smoke on school property. The students are crossing the street to smoke. They leisurely return to class. The District has explored closing the High School campus. It is felt that this is not a feasible, desirable, or wanted option at

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 9, 2005, Meeting

Page 3

this time. There is a bill before the Legislature that will establish stricter smoking regulations. He reiterated the District's no tolerance policy regarding smoking. Once a student leaves the School District's curb, the District has no control over the student. Their efforts to control smoking is more successful at the elementary level. The level of control is reduced at the middle school level. The control is completely gone at the high school level. He felt that the City and District have the same safety goals. He looked forward to seeing the guidelines and suggestions that are offered. The middle and elementary schools' busing schedule has negated the ability to stagger the High School's closing time. Separate drivers may allow the staggering although a significant number of students ride the buses. The District can look at the block schedule and cutting the time allowed between classes. This could reduce the ability to go off campus, however, they cannot keep all of the students on campus due to the volume. It is a multi-faceted problem. Discussion suggested that the driver's license, voting, and drinking age be changed to 18. Mr. Mitchell pointed out that this would create problems for the students who drive as it would impact their ability to get to school. School District Board Member John McKenna pointed out that the problem is the large volume of students coming and going at the same time. Traffic studies and planning may be able to address this issue. Both Mr. Flansberg and Mr. Mitchell agreed to work with the City to find opportunities/solutions and keep the traffic flowing.

School Crossing Guard for Empire Elementary School George Horton expressed his opinion that the only way to obtain compliance is to hit the drivers in their pockets. The Sheriff has increased enforcement at his crossing. People ignore all signs, etc. His personal problems with middle school students were noted. He is not required to assist them when they cross the streets. The Commission complimented him on his effort to cross the elementary students safely. Mr. Horton felt that a Deputy could make his wages if he spent the entire day writing tickets at his crossing.

David Morgan felt that, when the freeway is built to Highway 50, the drivers will use Saliman to go further south. Saliman Road was signed for 25 mph for many years. Then the speed limit was raised to 40. It is 45 at the High School. Picketing should not force the Traffic Engineer to do something. He felt that a signal is needed at Little Lane and Saliman and enforcement provided. Better signage is needed at the Fremont Elementary School. His problems taking pictures at the High School were limned. He felt that some of the high school students are "whacked". The students deliberate stoppage of traffic at 10 a.m. was described. A lot of road rage is occurring in that area. Schools are located on every major arterial in the City. He suggested that the speed limit be 15 mph when school breaks are given and when students are going on and off campus. His safety concerns for emergency vehicles who attempt to use the street were noted. He felt that a safe speed limit on the street is 35 mph. He supported increased signage wherever schools are located. His philosophical problem with a 15 mph speed limit was noted. He also felt that a crossing guard should be provided at the High School.

Commissioner Zola suggested that the mid-block crossing be eliminated. This will push the students to the corners at Highway 50 and Robinson. He agreed that the freeway traffic will increase the number of vehicles on Saliman. Additional comments were solicited.

Robin Brown explained her three-year experience with the traffic at the High School. The traffic is getting worse. Approximately 35% of the students have an "attitude" problem. She suggested that the classes be staggered and that a left turn signal for Saliman and a left turn lane from Saliman to Highway 50 be installed. A listing of high schools with 15 mph zones was provided to illustrate that 15 mph speed limits are required elsewhere. She felt that Carson High School was the only high school without proper signage. A crossing

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 9, 2005, Meeting

Page 4

guard would cluster the students and take groups across rather than allow the students to stagger across in long lines. A three way stop at Saliman and Long is also needed. Students with jobs should be released earlier than the other students. The current conditions encourage the weekly accidents. The drivers should be attentive and watchful in school zones. She encouraged the Commission to do something before a fatality occurs. Signage may help. A bridge or crossing guard would be an improvement.

Anne Macquarie expressed her surprise that the tone and demeanor of the meeting are criminalizing the students. The Commission must remember that it should support pedestrians, bicyclists, etc., and not just vehicles.

Karen Hamer explained that her son needs to be at the school for zero period. She has asked him to wait for her at Walgreens and Port-of-Subs rather than go to the school to pick him up due to the congestion. The 35 mph speed limit is inappropriate. Her son has a driver's license. He is not allowed to leave the school until after 2:30 p.m. to avoid the congestion. She also indicated that she has been at the school during nutrition break. It does not have the traffic problem experienced at other periods. Additional comments were solicited.

James Jorgenson felt that the students are older and more mature. The suggested 15 mph speed limit is too low. Douglas County's High School has a 25 mph speed limit with flashing lights. Otherwise, the speed limit is 35 mph. The middle cross walk on Saliman should be eliminated. The students should cross at the intersections.

Dave Morgan encouraged the Commission to contact the Sheriff and allow him to enforce the speed limit. Additional comments were solicited but none were given. Chairperson Staub indicated that additional time is needed to analyze and develop a cooperative effort. Mr. Flansberg indicated that the report may be ready in 30 days but it could take 60 days due to the desire to have a manual count of the turning movements and conflict points. No formal action was taken.

N-2. DISCUSSION ON EXISTING CONDITIONS OF ROADWAYS ADJACENT TO EAGLE VALLEY MIDDLE SCHOOL DURING MORNING DROP OFF AND AFTERNOON DISMISSAL INCLUDING ALTERNATE VEHICLE AND PEDESTRIAN ROUTING AND USE OF CROSSING GUARDS (1-0926) - Deputy City Engineer John Flansberg explained the need for a second access into the subdivision. A description of the streets to the school was provided. The problem is getting traffic from the school onto Fifth Street. A roundabout will provide everyone with the same opportunity to move and make the use of Carson River Road more successful.

School District Director of Operations Michael Mitchell explained that the school had been designed for 750 students. It currently has 978. The traffic problem was created by the decision to enforce the policy to not bus students living within the specified safe walking distance. The parents' option was then to bring the students to the school. This compounded the area's traffic problem. The parent pickup/drop off area was limned. A crossing guard was used to resolve the traffic problem until the District was informed by its legal counsel that it could not control the traffic. The current traffic problem is the failure of drivers on Fifth Street to allow traffic from Carson River Road to access Fifth Street. The District was willing to utilize some of its property to provide another access to the subdivision if a plan is created and someone is provided to enforce it. The School District provides training for its crossing guards. The legal concern was created by the fact that the intersection of Fifth Street and Carson River Road is not contiguous to the school.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 9, 2005, Meeting

Page 5

Commissioner Des Jardins explained his personal observations of the problem. The traffic flows well when a Deputy Sheriff is controlling the intersection. Otherwise, traffic on Fifth Street is grid locked. Students are jaywalking between the cars. The situation is unacceptable. Road rage is occurring. Another problem is that the students are cutting across private property in spite of the no trespassing signs. The students will walk as many as five abreast up Edmonds. This stops traffic. The crossing guard and lighted intersection are great, however, few students use them. The School District needs to stop the children from walking in Edmonds. The private property should be fenced. Discussion indicated that the State owns some of the property at Fifth and Edmonds. There may be as many as three privately owned lots there.

Mr. Mitchell explained that his contact with the State indicates it is not interested in fencing its property. He has had Deputy Sheriffs arrest students who cut across private property. When they eliminated the crossing guard at Fifth and Carson River Road, this program was also dropped.

Chairperson Staub indicated that no action on the matter could be taken at this time. He directed staff to contact the District Attorney and Sheriff's offices and determine whether or how the School District can be allowed to regulate the intersection. Mr. Mitchell expressed a willingness to work with the City to resolve the problem. He also indicated that the District could not be permanently responsible for traffic control. He was willing to consider any plan including another roundabout. School Board Member John McKenna felt that the roundabout was an interesting solution. Commissioner Des Jardins felt that the Fifth and Carson River Road intersection was a better location for a roundabout than Fifth and Edmonds. No formal action was required or taken.

N-3. DISCUSSION ON MAKING AN OFFER TO ACQUIRE AND SUBSEQUENT PURCHASE OF 111 CLEARVIEW DRIVE (APN 00916101), APPROXIMATELY 0.23 ACRES (1-1212) - Development Services Director Andrew Burnham explained that the property had been acquired. A contract will be initiated within two weeks for the demolition of the building. Street widening will commence thereafter. Deputy City Engineer John Flansberg indicated that the overlay contract includes several areas. A schedule defining the location and dateline will be developed. He will keep the Commission posted on when Clearview will be widened. No formal action was required or taken.

N-4. DISCUSSION AND ACTION TO CONSTRUCT A PORTION OF THE ROOP STREET WIDENING PROJECT FROM WINNIE LANE TO BEVERLY DRIVE IN THE SUMMER OF 2005 (1-1240) - Deputy City Engineer John Flansberg explained staff's recommendation that Roop Street be widen from Winnie to Beverly and that a signal be installed at Winnie and Roop. (During his comments Commissioner Des Jardins stepped from the room—8:36 p.m.—and returned—8:39 p.m. A quorum was present the entire time.) Justification was provided for making the improvements now rather than waiting for the Stewart Street extension. Staff estimated the cost of the project at \$1.5 million with RTC funding of \$1.2 million. Infrastructure improvements in the project were limned. The City already has the poles for the signal. Some funding for the North Stewart Street construction was included in the Transportation Improvement Plan. If this portion of the project is completed, the remainder of Stewart Street may have to be delayed for a year for additional funding. This portion of the Stewart extension needs to be done as either part of a Roop Street project or as part of the Stewart Street project. This project will provide four travel lanes on Roop Street. Development Services Director Andrew Burnham reiterated that this project is a portion of the Stewart Street project. Right-of-way acquisition costs for Stewart Street are still unknown. Other projects may have to be modified to do the entire Stewart Street extension. Cost escalations were also noted.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the March 9, 2005, Meeting
Page 6

Discussion ensued regarding the need for four lanes, the impact the new Walmart store may have on the Roop traffic, and the transitional designs at the Winnie and Long intersections. The proposal will commence building the Stewart Street extension in increments. Modeling of the traffic impacts at the Walmart site had not justified converting Roop/Stewart to a four-lane road. The computerized modeling program is now in the process of being updated and a fresh look at the modeling for this area will be provided. Commissioner Zola supported the signaling of Winnie and Roop. Mr. Flansberg explained that Hot Springs Road construction will occur next year. This project will provide a detour for traffic during that construction. Commissioner Aldean moved to direct staff to construct a portion of the Roop Street Widening Project from Winnie Lane to Beverly Drive in the Summer of 2005; fiscal impact is estimated to be \$1.5 million with \$1.2 million from RTC funds with the balance from Utilities. Commissioners Zola and Des Jardins seconded the motion. Motion carried 5-0.

Deputy City Engineer John Flansberg pointed out that staff has been instructed that Fairview Drive is the City's top priority for RTC. Fairview Drive will be constructed and other projects will be worked on. The Roop Street widening project as proposed will benefit the public after it is constructed.

N-5. DISCUSSION AND ACTION TO REVIEW DESIGN CONCEPTS OF THE NORTH STEWART STREET EXTENSION PROJECT WITH THEIR ASSOCIATED COSTS (1-1447) - Ken Dorr indicated that the drawings are conceptual at this time. Neighborhood meetings will be held to discuss them. He also pointed out that there have been cost escalations. The increased Code requirements, the ADA requirements, the side street transitions, additional utility infrastructure improvements, and the increased right-of-way costs were explained. He used maps to illustrate the alignment, the signal locations, and the areas where additional right-of-way is needed. Corbett Street may become a cul-de-sac rather than a right in, right out street. The public meeting will be held next month. Better cost estimates will be provided after the public meeting. Notifications to the land owners will be sent out with the public meeting notice. The City is retaining a right-of-way agent. Deputy City Engineer John Flansberg explained the need for a right-of-way agent due to Federal requirements on the Fairview project. Next month's RTC meeting will include an open house presentation to show the elements of the extension. Development Services Director Andrew Burnham indicated that the property owners will be notified before the public meeting notice is given. Mr. Dorr felt that the original estimate for the right-of-way costs and construction was \$2 million. No hard numbers have been developed beyond that point. Mr. Burnham indicated that the transportation improvement project had included \$3.2 or \$3.4 million for this project. The actual number may be higher. Public comments were solicited but none were given. No formal action was required or taken.

O. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS)

O-1. FUTURE AGENDA ITEMS (1-1747) - Commissioner Aldean explained her reasons for asking to agenize an item that informs the public about staff's analysis of various intersections throughout the City. Deputy City Engineer Flansberg explained that his list of items included: the Bowers and Sunrise traffic studies, which the school traffic study may delay, and the Carson-Tahoe Hospital participation agreement for the signal at Medical Parkway/Arrowhead and North Carson Street. Commissioner Des Jardins asked for followup reports on the proposed roundabout at Hot Springs and Roop and City Manager Ritter's proposed bill on indexing gas taxes. Mr. Flansberg indicated that staff had not received any new information

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 9, 2005, Meeting

Page 7

on the gas tax indexing. When information is received, it will be forwarded to the Commission. Commissioner Des Jardins then asked for reports on the number and locations of subdivisions with only one access and on the proposed transit system routes. Chairperson Staub explained that this is a CAMPO issue. Mr. Flansberg indicated that the actual transit planning is a CAMPO issue. Its operations are RTC issues. Commissioner Aldean indicated for the record that staff is also looking at the Ridgecrest and Northridge intersection and the Slide Mountain and Marion intersection. No formal action was required or taken.

P. ADJOURNMENT - RTC (1-1834) - Commissioner Aldean moved to adjourn. Commissioner Des Jardins seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 9:05 p.m.

A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review and inspection during normal business hours.

The Minutes of the March 9, 2005, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON April 13, 2005.

/s/
Richard S. Staub, Chairperson