

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the April 13, 2005, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, April 13, 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: Deputy City Engineer John Flansberg, Deputy District Attorney Michael Suglia, 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 (1-0018) - Chairperson Staub convened the meeting at 6:25 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

J. APPROVAL OF MINUTES (1-0031) - Commissioner Zola moved to approve the Minutes for the March 9, 2005, Regional Transportation Commission meeting. Commissioner Aldean seconded the motion. Motion carried 5-0.

K. MODIFICATION OF AGENDA (1-0040) - None.

L. PUBLIC COMMENT (1-0043) - None.

M. DISCLOSURES (1-0045) - None.

N. PUBLIC MEETING ITEMS:

N-1. DISCUSSION AND ACTION ON PROPOSED ROUNDABOUT AT THE INTERSECTION OF HOT SPRINGS ROAD AND ROOP STREET AS PART OF THE NORTH CARSON CROSSING DEVELOPMENT (1-0039) - RTC Engineer Harvey Brotzman, Consultant John Long, Deputy City Engineer John Flansberg - Mr. Long summarized his report. It evaluated today's conditions and projected conditions for 2015. Both a signal and a roundabout operate at good levels during peak hours under the projected 2015 conditions. The roundabout requires less space for queues. A map illustrating the level of service for College Parkway, Hot Springs, and Roop was described. The signal queue distance required for the left turn from Roop to Hot Springs Road may necessitate closing Basque Way to left turns for the southbound Roop traffic. Justification for the closure and options for accessing the businesses were explained. He also pointed out the angle of approach for the east bound turn lanes which is mitigated somewhat in the roundabout design. (1-0205) Mr. Long then described the round-about and expounded on the reasons the stacking lane would not block access to the businesses on Basque Way. Discussion explained the belief that the roundabout would not be impacted by the traffic signal at the Emerson/Roop and College Parkway signal. Mr. Long also explained that in 2015 the Roop traffic volume will be less due to the freeway. Traffic on Hot Springs Road will continue to increase during that period. Mr. Flansberg indicated that the businesses have not been contacted about the design. The roundabout was the only design that had been completed. He reiterated the justifications for using a roundabout. Clarification indicated that the design was

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received earlier in the day which had not allowed a discussion to occur with the businesses. Commissioner Des Jardins explained his use of the Fifth and Edmonds roundabout and those that he had seen on the East Coast. Discussion explained the size of the proposed roundabout. It is larger than the Fifth and Edmonds roundabout. It could be designed to handle two lanes of traffic although a need for two lanes had not been indicated. One traffic lane prohibits drivers from “floating” between the lanes. It was felt that the one lane will adequately handle the traffic volume with the right turn pockets. Mr. Flansberg explained how the roundabout will handle truck traffic and the truck access/egress to Walmart. Discussion explained the truck turning movements if a signal is installed at the intersection. Commissioner Zola expressed his concerns about the traffic volume and the possibility that road rage may occur when movement is impeded at a roundabout. He felt that a signal is more acceptable to drivers. Mr. Flansberg delineated the differences between the proposed roundabout and the one at Edmonds and Fifth. Discussion explained the differences between signals and roundabouts relate to the accesses. Signals also have a higher incident of accidents. As Mr. Flansberg is not an expert on roundabouts, he volunteered to provide information that had been developed on roundabouts by an Australian expert. He also felt that the severity of the accidents in roundabouts is less than that of a signal due to the vehicular speed entering the intersection. Comments indicated that there may be more “glancing” accidents in the roundabout. Discussion explained the truck delivery route to Walmart. It was felt that delivery trucks would not use the roundabout. Comments also expressed the belief that individuals involved in accidents in the roundabout would be able to drive to a location outside the roundabout to exchange information and not halt traffic in the roundabout. Accidents at signals become “show stoppers”. Public comments were solicited.

Muscle Power President Sue Newberry explained her previous employment at NDOT and her indoctrination about roundabouts. She had provided a couple handouts to the Commission on them. She pointed out that there are both good and bad roundabouts and intersections. High speed roundabouts are bad. Studies were cited from the insurance institute and FHWA. Well-designed roundabouts are safe for all users, including pedestrians, bicyclists, and vehicles. Dual lane roundabouts are “harder” to traverse as you cannot control the speed. The current intersection has “too much asphalt”. Her concern with intersections was described and stressed the need for them to be pedestrian friendly and safe. Due to the residential area surrounding the proposed Walmart store, she believed that there will be a lot of pedestrian/bicycle traffic to the store(s). Her support of the proposed roundabout was based on its pedestrian friendly, safer environment. The need for an educational program on roundabouts was stressed. A photograph of the intersection was used to explain the problems she saw with the signal at the intersection as it is configured today. She also pointed out the cost savings that the roundabout will create and encouraged the Commission to use the funds for landscaping within it. Other reasons for doing the roundabout included: ability to function during power outages, elimination of the need to stop emergency vehicles, its traffic calming ability, increased capacity, replacement in 10 to 15 years is not required, more environmentally friendly as idling does not occur, etc. An illustration of how a roundabout works was explained. She indicated that “they like and want roundabouts”.

Commissioner Zola felt that the pedestrians using roundabouts “challenge” drivers. For this reason he believed that a signal is safer. Ms. Newberry explained that as a “walker”, she does a lot of walking. A signal stops both the pedestrian and the vehicles. A pedestrian must wait for the signal controller to cycle before being allowed to cross. Even then, the time may not be adequate for the individual to do so safely. Her personal experience indicates that in slow speed roundabouts, drivers will yield to the pedestrian 95% of the time. The location of the cross walk also places the pedestrian out of the circle and at a safe location. The

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problem encountered by low vision individuals was explained and indicated that the location of the cross walk at roundabouts inhibits their ability to obtain the eye contact they need for safety assurance. Additional public comments were solicited but none were given.

Commissioner Aldean explained an intent to make a motion to have staff consult with the businesses and report back to the Commission on the proposed roundabout. She felt that the discussion had provided compelling reasons for a roundabout. There are, however, pros and cons with the concept and it may require less maintenance which is fiscally important. Clarification indicated that staff should not proceed with the roundabout's installation until the business comments have been received. Commissioner Des Jardins supported and justified providing an educational program on how roundabouts function. Commissioner Zola listed questions the businesses should answer, i.e., how right in and right out will impact them and whether drivers will cut through their businesses rather than go through the intersection. Mr. Flansberg felt that drivers cutting through the businesses at Basque Way will not be a problem. He also indicated that drivers are currently cutting through the gas station rather than go to the signal. Walmart had agreed to the right in and right out. He will talk to the businesses. Chairperson Staub pointed out that the Board of Supervisors had enacted an ordinance against cutting through businesses to avoid intersections. He also indicated that he had tried to have an open mind regarding the roundabout. He understood the concerns with the Edmonds and Fifth Street roundabout. He supported contacting the businesses for input.

Commissioner Aldean moved to support the recommendation to install a roundabout at the intersection of Hot Springs Road and Roop Street subject to the receipt of input from the affected businesses in the immediate area. The presumption is that it will be done within a month's time and it will be brought back to the Commission for final adoption and consideration. **Commissioner Hastings seconded the motion.** Commissioner Zola urged the Commission to table the request until the business input is received. Justification for his suggestion was provided. Commissioner Aldean explained that her motion does not authorize the installation of the roundabout. It merely directs staff to contact the businesses and provide their information to the Commission on the design. Commissioner Hastings pointed out that the motion tells the property owners that we have listened to the experts, have seen benefits to it, and want their support before moving forward. It is safer, lasts longer, and will look better. It should not hurt their businesses. Chairperson Staub felt that Commission should not delay the project as the land owners and the businesses may agree with the concept. If there is some adversity to it, the Commission will hear about it and staff will respond appropriately. The item will be back next month. Additional comments were solicited but none were given. **The motion was voted and carried 4-1 with Commissioner Zola voting Naye.**

N-2. DISCUSSION AND ACTION TO APPROVE A DEVELOPMENT AGREEMENT BETWEEN CARSON-TAHOE HOSPITAL AND CARSON CITY FOR THE INSTALLATION OF A TRAFFIC SIGNAL AND ADVANCED FLASHING WARNING LIGHT FOR THE INTERSECTION OF MEDICAL PARKWAY AND US 395 (1-0964) - Mr. Flansberg explained the participation split is 65% for the Hospital and 35% for RTC. Funding for the project is in the line item for signals. He also indicated that legal counsel has requested some changes to the agreement. Deputy District Attorney Suglia explained concerns with the agreement. He felt that it should be an interlocal contract as defined in NRS 277.180 and that a number of terms are missing from the agreement, e.g., as the timeframe and its potential replacement in the future. Additional time is needed to address his concerns. He had received it only two days ago and had not had an opportunity to discuss it with staff. Discussion explained

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that the equipment is warranted for one year. The Hospital will have to assign the warranty and maintenance to the City. Mr. Flansberg described the inspection requirements following installation. The City will then takeover the maintenance responsibilities. The contract does indicate that maintenance will be by Carson City. Commissioner Aldean suggested that a Paragraph 3 be added to Article 1 indicating that it is the obligation of the Hospital to assign any warranties to the City upon successful completion of the work. Discussion indicated that Article 2 Paragraph 2, the term "upon successful completion of the work" means that the work is acceptable with respect to the design and quality of the construction. Commissioner Aldean suggested "successful" be defined further. Discussion ensued concerning the project costs as defined on the Board Action Form and the agreement. The \$215,225 is for the signal installation and the advanced warning is estimated to be \$60,000 which totals \$275,225. The typographical error in the Board Action Form was indicated. It should be \$60,000 and not \$35,000.

Discussion indicated that NDOT owns the highway. Commissioner Zola felt that NDOT should install the signal as it owns the right-of-way. A permit for the signal's installation must be obtained from NDOT. Mr. Flansberg indicated that the Hospital will obtain the permits. The agreement indicates that the City will participate in the signal, otherwise, the Hospital will be required to do the entire project. Commissioner Zola pointed out that after the freeway is installed, the signal may not be warranted. Mr. Flansberg explained that the freeway off ramp will create more cross traffic. The Hospital will open before the freeway is completed. The traffic will not change until after the freeway is extended beyond Highway 50 East. NDOT has indicated that the Hospital will meet the warrants and that a permit will be issued. NDOT is involved but will not fund it as the development makes the signal warranted. NDOT does not like to have any interruptions to the traffic flow. By allowing the installation of the signal it has conceded the need for a controlled access. Commissioner Zola reiterated his belief that NDOT should be included in the partnership as a public safety matter. Mr. Flansberg elaborated on NDOT's stand regarding the development's creation of an impediment which impacts the efficient movement of people. The signal will accommodate the safe movement. Mr. Flansberg felt that the signal will be installed in 10 to 12 weeks. The Hospital will have staged openings commencing in July. The CASCI facility is already open. The Hospital should open at the end of the year. He agreed to bring the contract back to the next meeting. He recommended that the Commission approve the agreement establishing its intent to participate, establishing the percentages, and that the desired corrections be made to the contract before submittal to the Board of Supervisors for final approval. The funding is included in the RTC transportation improvement program for signal placements. RTC's portion of the funding is \$96,400.

Commissioner Aldean moved to support the participation in funding for the traffic signal installation at the intersection of Medical Parkway and US 395 subject to the preparation and submission of an amended participation agreement to the Carson City Board of Supervisors, total costs is \$96,434, and the funding source is the RTC Construction Signal Projects. Commissioner Des Jardins seconded the motion. Motion carried 5-0.

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

O-1. DISCUSSION ON A STOP SIGN WARRANT STUDY AT SLIDE MOUNTAIN DRIVE AND MARIAN AVENUE (1-1365) - RTC Engineer Brotzman reviewed the traffic count and explained that

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the majority of the accidents are caused by driver inattentiveness. He suggested that yield signs be installed on Slide Mountain. Commissioner Aldean explained her reasons for asking for the study. The intersection appears to be the only uncontrolled intersection in the subdivision. The developer may have installed the stop signs even though they may not have met warrants. She supported installation of the yield signs on Slide Mountain. Mr. Brotzman agreed to install them. No formal action was required or taken.

O-2. FUTURE AGENDA ITEMS (1-1405) - Commissioner Des Jardins requested an update on the Fairview design. Mr. Flansberg indicated that the 50% design plans should be provided to staff in two weeks for the preliminary alignment. A meeting will be scheduled for June to provide the Commission with an update and include alternatives. Discussion explained that the City's traffic counters are portable and are placed where studies are being conducted. The need to do a second count on Northridge and Roop was explained. They are now on Northridge and Ridgecrest. The counts are conducted when requested. There are seven or eight other counts scheduled for this year. The speed studies are used to address traffic complaints. The information is shared with the Sheriff's Office who uses it for traffic enforcement. Stop sign and signal warrants are brought to the Commission for direction. A count at Roop and Northridge will be conducted to determine if a signal is warranted. The previous count was a speed study. Mr. Flansberg then explained the status of the following items and suggested that they be agenzized for the next meeting: Northridge and Ridgecrest traffic study, the Carson High School-Saliman Road traffic circulation, and the Eagle Valley Middle School egress issue if time allows. The Eagle Valley Middle School it may be deferred to the June meeting. No formal action was required or taken.

P. ADJOURNMENT - RTC (1-1491) - Commissioner Aldean moved to adjourn. Commissioner Zola seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 7:50 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 April 13, 2005, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON June 8, 2005.

/s/

Richard S. Staub, Chairperson