CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 12, 2005, Meeting

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, October 12, 2005, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, immediately following the regularly schedule meeting of the Carson Area Metropolitan Planning Organization that began at 5:30 p.m.

PRESENT: Chairperson Richard S. Staub and Commissioners Shelly Aldean, Larry Hastings

and Michael Zola

STAFF PRESENT: City Manager Linda Ritter, Development Services Director Andrew Burnham, Com-

munity Development Director Walter Sullivan, City Engineer Larry Werner, Deputy

City Engineer John Flansberg, Deputy District Attorney Michael Suglia, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 10/12/05 Tape 1-0009)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Action Report and/or supporting documentation. Staff members making the presentation are listed after the Item's heading. Any other individuals who spoke are listed immediately following the staff listing. 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.

- I. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 6:15 p.m. Roll call was taken. A quorum of the Commission was present although Commissioner Des Jardins was absent.
- APPROVAL OF MINUTES 9/14/05 (1-0014) Commissioner Hastings moved to approve the Minutes of September 14. Commissioners Aldean and Zola seconded the motion. Motion carried 4-0.
- K. MODIFICATION OF AGENDA (1-0024) - None.
- L, PUBLIC COMMENT (1-0026) - None.
- M. **DISCLOSURES** (1-09033) - Chairperson Staub indicated that he had received several emails which will be discussed when the items are considered.

N. PUBLIC MEETING ITEMS

DISCUSSION AND ACTION TO APPROVE A RECOMMENDATION TO THE CARSON CITY BOARD OF SUPERVISORS REGARDING CHANGES TO THE CURRENT BOWERS LANE AND SUNRISE DRIVE AT ARROWHEAD DRIVE STREET CLOSURES (1-0039)

- Deputy City Engineer John Flansberg, Michael Anderson, Tom Molnar, Randall Bondietti, William Kelly, Darlene Millard, Greg Harsher, Donna Kelly, Roger Rakow, Jenny Hass, Scott McDaniel - Chairperson Staub recognized individuals who had previously spoken to the Commission regarding this topic. He explained his intent to limit the speakers to three minutes each. He asked that the comments of previous speakers not be repeated. He polled the audience to determine the numbers supporting and opposing opening the streets. Mr. Flansberg then reviewed the staff report, the history of the street closures, the traffic counts, the traffic's speed

as established by the traffic counts, potential traffic calming devices which could be used to slow the traffic including speed bumps and a valley gutter, a channeling device which would prevent vehicles from going around the speed bumps, and reasons the Commission's request that the analysis for opening/keeping the streets closed had not been done. Chairperson Staub reiterated for the record that the analysis to justify opening and/or keeping the streets closed had not been done. Mr. Flansberg also indicated that by opening Bowers the traffic could use Arrowhead and the signal at Highway 50 to make safe left turning movements. Discussion between Mr. Flansberg and the Commission explained that the traffic model used in the 2005 transportation improvement program had assumed that all of the City streets, including Bowers and Sunrise, were open for travel. It indicated that the 2015 service level on both the six lane Highway 50 and the Arrowhead-Graves Lane connector will be at an unacceptable level of "F"--gridlock--on Highway 50 between Arrowhead and the freeway. Public comments were then solicited.

Mr. Anderson gave some papers to the Commission. (A copy was not given to the Clerk.) He read a prepared statement into the record. (A copy was not given to the Clerk.) He alleged that the Arrowhead traffic had increased 18% since 1997. Opening the streets will exceed standard traffic volumes of 500 to 800 vehicles per day for residential areas. Over half of the Arrowhead traffic will use Bowers or Sunrise to access Highway 50 if they are opened. The suggested traffic calming devices will be defeated unless additional physical barriers are installed to stop it. Adequate compelling reasons for maintaining the closures were presented in August to the Commission. Neighborhood meetings had been held and options were discussed. Little consensus was reached as to the best solution, however, the most favorable suggestions were to: create an aesthetically pleasing barrier similar to the one at the end of Ruby Lane which could be used as an emergency access/egress; the use of boulders to barricade the streets; relocation of the Sunrise barrier; better signage on Arrowhead at August and Milliman and at the cul-de-sac; transformation of Bowers into a "reverse p" cul-desac; and use of a barrier to create a cul-de-sac on Sunrise as allegedly indicated on a parcel map. Discussion indicated that he had emailed an outline of his comments to Mr. Flansberg. Mr. Flansberg indicated a desire to see the additional information including the pictures. Mr. Anderson indicated that his poster board is to be given to the Board for its records. Chairperson Staub suggested that he give the posterboard to Mr. Flansberg and allow staff to review the comments. Discussion also indicated that the plat map on file with the City is numbered 38227 and dated 3/15/61. Clarification indicated that the cul-de-sac is the first turn south of Arrowhead. It can also be seen on the Goggle aerials on everyone's computer.

Mr. Molnar submitted a petition to the Commission. (It was later given to the Clerk.) The petition was read into the record. It urged the Commission to keep open all streets in the City, including Bowers and Sunrise. He indicated he resides on Apollo Drive. He described his difficulty getting out of the area. Commissioner Aldean indicated for the record that she had the petitions. They contained 130 signatures.

Mr. Bondietti felt that the children's safety, specifically at school bus stops and the lack of sidewalks, had not been considered. He felt that the speed bump at its suggested location would not deter speeders. He believed that opening the area to more traffic would increase the crime rate in the neighborhood. He lacked statistical information to support this conclusion. The usage will increase the street maintenance costs. Heavy vehicles will use the street as an access to Arrowhead/Highway 50 although going around will take approximately two minutes. Opening the streets helps the community as a whole but not the neighborhood. He urged the Commission to keep the streets closed for safety of the children.

Mr. Kelly urged the Commission to open the street as a resident and taxpayer. He objected to having to go around to reach the golf course where he works.

Ms. Millard supported keeping the streets closed due to the lack of sidewalks. Drivers who miss the sign indicating the streets are closed race up and down the street. The dip/valley gutter does not slow them down. Traffic is faster on Arrowhead. She does not experience any problems getting onto Highway 50 and did not object to having to go around to get to Centennial Park. Opening the streets will pose a hazard to the children. Employees of the industrial area will cut through their neighborhood to reach Arrowhead. The streets are narrow and not constructed to handle that volume of traffic.

Mr. Harsher did not feel that the speed bumps will slow the traffic. Drivers are using the residents' driveways to turn around and are not reasonable individuals as indicated by speeds exceeding 50 miles per hour. Speeding on Arrowhead is not stopped. Opening the streets will allow the golfers to get to the course faster at the risk of "killing the kids". Safety is needed.

Ms. Kelly pointed out that there are other areas in the community where children catch the school bus without sidewalks. The number of accidents occurring when people are attempting to access Highway 50 indicates a need for a safe access to it. A signal at Nye and 50 will provide that safety. She also pointed out that Nye Lane does not have sidewalks. It has "lots of school buses". She believed it was unfair for the residents to pay taxes for streets they cannot use. She suggested the Code be amended to allow the residents to assume the responsibility for maintenance of the streets and not her taxes.

Mr. Rakow advised that the speed bumps pose a safety hazard to children riding the school buses. Teenagers with low "rider" cars drag when crossing the bumps. The narrow streets pose a hazard to the drivers. The speeders should be slowed down. The State will allegedly lease the Harvey Davidson building. This will increase the traffic volume on Arrowhead. He wanted permanent closure of the streets and indicated that he was willing to construct it as he is a contractor. Traffic enforcement is needed in the area on a 24-7 basis. He did not believe that the residents oppose traffic traveling at 15 miles per hour. The experience a neighbor had trying to get out of her driveway prior to the closure was cited to explain the volume of traffic that will use the residential streets to cut through to Arrowhead. Chairperson Staub pointed out that the speeders are a problem everywhere in the community and not just in the Bowers and Sunrise area. Mr. Rakow felt that it is a growth issue which will continue to worsen. Chairperson Staub indicated that he would limit the number of speakers to two more.

Ms. Hass opposed opening Sunrise for the reasons indicated. If the Commission decides to open it, she asked that the opening not occur until after the connector road between Graves Lane and Arrowhead is constructed. If this is not possible, then two additional speed bumps should be installed. One should be as proposed and one should be at Milliman. She believed that only 25% of the drivers are prudent and travel at a reasonable speed. The street is "tiny" and lacks sidewalks and street lights. Chairperson Staub felt that the Commission had heard all of the comments from everyone. He acknowledged that it is a tough decision and that the Commission cannot please everyone. It must consider all of the residents' needs which means that someone must lose. The Commission tries to make prudent decisions.

Mr. McDaniel showed a two minute video indicating the safety issues related to the children, the bus stops,

the lack of sidewalks, the pedestrians in the area, and the speeding. He also explained his difficulties trying to get onto Highway 50. His personal traffic count on Arrowhead during his filming was used to illustrate the belief that the traffic volume will increase on the residential streets if opened. He indicated that he will hold the City liable for any damage to his property or children. Discussion noted that Mr. McDaniel is employed in law enforcement. He believed that the neighborhood has the potential of being the worst area for speeding. Commissioner Aldean explained the neighborhood where she lives and her personal knowledge of the number of children who walk along a busy roadway with heavy construction vehicles without a sidewalk and their bus stop locations. She pointed out that the issues are not unique to the Sunrise/Bowers area. They are found throughout Carson City. She explained that closure of the street for the indicated safety reasons will create a precedence for the closure of other streets in the community to the detriment of the traveling public. Mr. McDaniel explained that the City had closed and sold streets, i.e., Curry Street and Ruby Lane. The closure was to be temporary until specific conditions were met. He suggested that Apollo Drive be extended to Arrowhead to provide an access, if needed. There are other alternatives which could be analyzed to meet the public's need and provide the desired benefits. Developments need to have sidewalks. The area was originally part of New Empire. The City grew and took it in. He cited examples to illustrate that growth is making traffic a mess. He acknowledged the need to discuss the bus stop locations with the school district and reiterated the safety concerns regarding their locations. He suggested relocating one bus stop to August Drive even though it will increase the distance for the children walking to it. Chairperson Staub closed public comments.

Chairperson Staub indicated that Commissioner Des Jardins had strong feelings regarding this matter. He, however, is absent. The Commission will act as a four-member board.

Commissioner Zola felt that the Commission had listened to all of the speakers. The poll had indicated a two to one desire to keep the streets closed. He could understand the need to open the streets for access to Arrowhead. He had drawn a few sketches of potential barricades that will address the aesthetics issue. The Board's closure had indicated that the opening is to occur when the connector road is constructed. People speed on residential streets when in a hurry. He supported keeping the street closed at this time based on the Board's closure. He understood the inconvenience the closure causes for other residents. The opening should not be done before the street is brought up to City standards with widening, curbs, and sidewalks. The distance to Arrowhead is not so significant as to create the need for opening the streets. The undulations will not slow the traffic. Staff has indicated that stop signs should not be used to slow traffic, however, it has worked on Saliman and Roop. Right turns onto Arrowhead will force the traffic to go to the signal. He preferred barricades which can be opened in an emergency.

Commissioner Hastings supported implementing some of staff's suggested alternatives to determine if it will address the speed. The closure is creating twice the traffic having it open will create as the drivers must turn around and go back. He believed that there is a solution that will work for everyone. Safety is an issue with any project. The better good for a majority is the way that the Commission should go. The connector may divert traffic and provide a better transportation system.

Commissioner Aldean explained her reasons for bringing the item to the Commission's attention. The RTC is charged with providing the overall efficiency, safety, and street integration required to move people efficiently. The Commission can only recommend to the Board of Supervisors. The Board can consider

issues unrelated to the efficiency of street operations, circulation patterns, etc. She agreed with Commissioner Hastings that unless something is attempted, the outcome is unknown. She acknowledged that there are individuals who are predicting a disastrous outcome if the streets are opened. Speeding occurs on every street. Enforcement is up to the Sheriff's Office. It is the appropriate method to address the speeding issue. Proper signage and speed calming devices are all options which should be used before a decision to permanently close streets is made. She believed that a majority of the residents/speakers will oppose opening the streets even if the connector street is finished.

Chairperson Staub noted his request at the last meeting for information regarding the need for opening the street. Justification for that request was explained as being based on the three conditions the Board had given to close the streets. Two of the conditions have been accomplished. The third, the connector road, has not. He regretted not having this information. He asked staff to provide it to the Board of Supervisors when it considers the issue. He reiterated the need for the Commission to make decisions for the betterment of a majority rather than a few. The need to provide efficient and effective movement of traffic from one portion of the City to another was reiterated. Bowers and Sunrise should not be excluded from that policy due to safety issues and school bus stops. Traffic and bus stops on Colorado, Edmonds, and Saliman were cited to illustrate these same issues. He opined that the traffic experts should be able to determine that Bowers is crucial to alleviate increasing traffic issues on Highway 50. Current congestion on Highway 50 including that created by construction was noted. Congestion on it will remain until 2010 or a freeway replaces it. He believed that they need to open Bowers with strategically placed undulations and the placement of a three-way stop sign. He recommended that Sunrise remain closed temporarily until the connector road is constructed. It should then be reconsidered. Sunrise is not the same as Bowers as Sunrise has a 90 ° turn. Increased traffic could have issues with that turn. Commissioner Aldean expressed her support of his recommendations as it provides the ability to determine if the speed calming devices will be effective when Sunrise is opened in the future. Commissioner Zola expressed a willingness to support his recommendations if the opening is reconsidered in one year when they can address any concerns and make modifications if necessary. Commissioner Hastings supported the recommendations as they will provide data not currently available to the Commission regarding the effectiveness of the traffic calming devices. He also supported extending the period to 18 months as the Highway 50 study is to be completed by that time and could provide information related to the streets.

Commissioner Aldean moved to recommend to the Board of Supervisors that Bowers Lane be reopened subject to installation of speed calming devices as illustrated in Exhibit A of the packet given to the Board (Commission) and presented to the Commission by staff with the inclusion of a three-way stop at the intersection of Bowers Lane and August Drive and that Sunrise Drive, for the time being, on a temporary basis will remain closed pending completion of the connector between Arrowhead Drive and Graves Lane and that this reopening of Bowers Lane be reexamined within 18 months. Commissioner Hastings seconded the motion. Motion was voted and carried 4-0. Chairperson Staub thanked the Commission for agreeing with what he felt was a reasonable solution. The matter will be reviewed in 18 months. He thanked the public for attending and participating. It is a reasonable solution to two conflicting issues. The book is not closed. He hoped that they can work together with an open mind when the item is returned.

Mr. Flansberg indicated that the recommendation will be taken to the Board. Discussion between Mr. Flansberg and Chairperson Staub indicated that staff is to develop a barricade design and the estimate that is

more aesthetically pleasing than the current barricade. The design and estimate are to be presented to the Commission at its next meeting.

DISCUSSION AND ACTION TO APPROVE A RECOMMENDATION TO THE N-2. REGIONAL TRANSPORTATION COMMISSION STAFF REGARDING PEDESTRIAN SAFETY AT THE INTERSECTION OF ROOP STREET AND E. WINNIE LANE (1-1299) - Deputy City Engineer John Flansberg, City Engineer Larry Werner - Discussion between Mr. Flansberg and the Commission explained a safety concern for the pedestrians who are walking on or around the rocks on the north side of Winnie rather than crossing Winnie at Lone Mountain and using the sidewalk along the south side of Winnie. Mr. Flansberg advised that staff had planned to install a curb, gutter, sidewalk and wall for pedestrians along the east side of Roop Street at some future date. These plans were delayed due to the cost. Materials for a rock wall have been obtained. As a temporary measure he recommended widening the shoulder area and installing a sidewalk made from grindings. Commissioner Aldean suggested that the Winnie Lane northern sidewalk be terminated at Lone Mountain in order to avoid leading a pedestrian onto the rocks. Justification for removal of the sidewalk that was originally along the north side of Winnie was explained. The rocks were staff's efforts to discourage pedestrian use and have the pedestrians use the east side of Roop Street rather than walk on the narrow walkway that had been installed to keep cars from hitting and crashing through the wall. Chairperson Staub encouraged staff to remove the rocks and replace the sidewalk unless its replacement is illegal. Pedestrian travel over the rocks posed a liability and safety concern as the pedestrian could fall into the traffic lane. Discussion indicated that a barrier should be installed on the north side of the hill and grindings should be used to create a sidewalk along the eastern side of Roop. This will encourage pedestrians to use the area instead of the narrow walkway area on the western side of Roop. Mr. Flansberg advised that RTC Engineer Brotzman is drafting a design for the signal that is to be installed at the intersection of Roop and Northridge. Pedestrian traffic could cross at that intersection and use the east side of Roop Street to reach Winnie. The grindings could be put along a widened strip on the east side of Roop Street for pedestrian usage until a wall is constructed. Chairperson Staub reiterated the need for a barrier to keep people from using the narrow walkway along the wall on the west side of Roop Street. Mr. Flansberg concurred and indicated that signage will also be installed encouraging the use of the eastern side of Roop Street. Mr. Werner explained that the narrow walkway was a "curb" that was installed at the direction of the Board of Supervisors due to a Supervisor's concern that someone could hit the wall and crash into the mobile home park below it. Staff has had a long term plan to remove it. Commissioner Aldean emphasized her safety concerns regarding the pedestrian/bicyclist's use of the area. Chairperson Staub reiterated his concern about pedestrian use of the rocked area on Winnie. Mr. Werner agreed to do something about the rocks on Winnie which may include signage and a barrier. Mr. Flansberg indicated that the solution recommended by staff will be brought back to the Commission at a future meeting.

Commissioner Aldean moved to direct staff as an interim measure to place grindings on the east side of Roop Street between the intersection of East Winnie and Roop for 2300 feet to the north, that signs be erected as an interim measure on Roop Street at the beginning of the wall, which was designed to protect the sound wall, to discourage people from using those as sidewalks and that they will replace large stones in the sidewalk area on East Winnie just around from Lone Mountain with something that is more akin to gravel. Commissioner Hastings seconded the motion. Motion carried 4-0.

N-3. PRESENTATION AND DISCUSSION OF THE CARSON CITY COMPREHENSIVE MASTER PLAN (1-1551) - Principal Planner Lee Plemel indicated that action will be taken on the plan at

the next meeting. Efforts are underway to create a uniform pedestrian and bicycle trails plan and coordinate them within the document. Adoption of the plans should occur sometime in early 2006. The downtown design charrette was described. The downtown plan will make the area a destination point with on-street parking on Carson Street, which is to be a two-lane road. Its final design should be completed in mid-November. The traffic implications and circulation in the downtown area will have to be addressed in order for this concept to become a reality. Chairperson Staub encouraged staff to include the State in the discussions due to their traffic projections on Carson Street after the freeway opens. Mr. Plemel indicated that the plan will be the result of a coordinated effort which will include the State. The State allegedly is doing a traffic study on Carson Street. Chairperson Staub also expressed a desire to address the freeway corridor. Additional comments were solicited but none were given. Chairperson Staub thanked Community Development Director Walter Sullivan and City Manager Linda Ritter for attending the meeting. No formal action was required or taken.

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

TRANSIT SERVICE START-UP STATUS REPORT (1-1656) - A graph had purportedly been provided to the Commissioners. (A copy was not given to the Clerk.) Deputy City Engineer John Flansberg reported on the ridership. The goal is to have 500 riders per day. Daily ridership is increasing. The subscription service concerns for the paratranist service were limned and relate to the percentage of riders allowed to use the transit service. A policy is being developed by Jerry Hall and will be brought to the Commission in the future. Mr. Flansberg had not received a lot of comments regarding the routes and changes that need to be made. Service to the industrial area and to the Dayton area are to be considered in the future. These services may include participation by the employers or Lyon County. Chairperson Staub indicated that both Supervisor Livermore and Chamber of Commerce Chief Executive Officer Larry Osborne have asked that the service be expanded to those areas. He believed that this service will expand the ridership substantially. Mr. Flansberg explained that there is a one-hour turnaround/headway period. The first day there were a couple of misses. There have been no problems with the turnaround time since that date. The layover period allows people to change buses at the transfer station. All of the remaining buses are to be painted by the middle of next week. Temporary signage has been installed at the bus stops. Permanent signage will be installed later. A shelter will be installed at the transfer station. Benches will be placed at needed locations. A transfer station/shelter may be placed at the Wal-mart location. Commissioner Aldean suggested and justified having Wal-mart contribute to this facility.

OTHER ITEMS (1-1780) - Commissioner Aldean explained that Goni Road at the approach to College Parkway and when turning from Bath onto Division location need some patch work. Hot Springs also needs some weed control. No formal action was taken on any of these items.

Commissioner Hastings thanked Commissioner Aldean and Chairperson Staub for their recommendations on the Bowers Lane/Sunrise barricades. No action was taken on his comments.

Chairperson Staub thanked Mr. Flansberg for his dedication and service to the community. He felt that it will be difficult to follow his shadow. He also indicated that agendas will be done at the Northgate Complex in the future. Commissioner Aldean explained that her husband had hired Mr. Flansberg when Mr. Aldean had

been employed as the City's Public Works Director. She and Chairperson Staub wished Mr. Flansberg success in his new job in Reno. Mr. Flansberg indicated he had enjoyed working for the RTC. He had appreciated working with former Commissioner/Supervisor Jon Plank who was a mentor for him. He appreciated working with Commissioner/Supervisor Staub. They had some great "conversations". He was proud of the work that had been accomplished and noted there will be lots of challenges in the future. No formal action was taken or required.

- **O-2. FUTURE AGENDA ITEMS (7:52:01)** Discussion noted that City Engineer Werner had taken notes during the meeting.
- **P. ADJOURNMENT (7:54:25)** Commissioner Aldean moved to adjourn. Commissioner Zola seconded the motion. Motion carried 4-0. Chairperson Staub adjourned the meeting at 7:55 p.m.

The Minutes of the October 12, 2005, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON November 9, 2005.

/s/
Richard S. Staub, Chairperson