

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, March 10, 2004, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 a.m.

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

STAFF PRESENT: Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 3/10/04 Tape 1-0010)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:30 p.m. Roll call was taken. A quorum of the Commission was present, although Commissioner Aldean did not arrive until 6:15 p.m.

B. APPROVAL OF MINUTES - 2/11/04 - Deputy City Engineer John Flansberg clarified his statement regarding indexing the gas taxes in Item F-1 to be that the Legislature had considered indexing the gas tax. It did not take action to develop and adopt a process for indexing the gas tax. Commissioner Des Jardins moved to approve the Minutes of February 11, 2004, with the correction. Commissioner Reynolds seconded the motion. Motion carried 4-0.

C. AGENDA MODIFICATIONS (1-0037) - None.

D. PUBLIC COMMENTS (1-0043) - Charles Macquarie explained that the northern portion of the freeway includes a multipurpose path. The southern portion of the freeway is at 30 percent of its design. It does not appear, at this stage, that a multipurpose path is being included except for a portion along the Linear Path between Butti and Fifth Street. Failure to extend the pathway will eliminate nonmotorized connectivity in the future. He urged the Commission/City to add the path to the freeway. Examples of potential users were provided, e.g., the Boys and Girls Club clients/youths and individuals going to the Edmonds Sports Complex. He asked the Commission to agenize the item for discussion at a future meeting. The window of opportunity to add it to the freeway design is closing quickly. Chairperson Staub indicated that the item may be agenized for April or May. Additional comments were solicited.

Andrea Bargmann explained that she is working on her Senior Project and questioned what it would take to get a signal Saliman and Robinson. Reasons for her request were explained and based on her belief that it will improve safety at the intersection. She asked that the item be agenized for a future meeting. Chairperson Staub agreed to agenize the item for a future meeting and wished her luck with her Senior Project.

E. DISCLOSURES (1-0110) - Commissioner Des Jardins explained his contact with a Carson River Advisory Committee member regarding noxious weeds along Freeway Phase 1. He had passed the information on to Deputy City Engineer John Flansberg, whom he believed had been contacted by email regarding the same topic. Mr. Flansberg indicated that he was aware of the matter and that it could be discussed at a future meeting. Chairperson Staub then explained the 2/25/04 contacts he had received from Old Clear Creek residents, Mr. Flansberg, and his staff regarding the road's deterioration during a storm. He complimented City staff on its quick response and ability to correct the wash out and repair the road. He also complimented staff on taking the time to fill the pot holes further down the road and NDOT for providing the

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materials and coordinating the repairs. He felt that the residents appreciate the efforts and that efforts are underway to address the roadway's long term issues.

F. PUBLIC MEETING ITEMS

F-1. DISCUSSION AND POSSIBLE ACTION ON CONSTRUCTION PHASING AND STREET CLOSURES TO WIDEN ROOP STREET FROM ROBINSON STREET TO WINNIE LANE (1-0155) - Deputy City Engineer Flansberg explained that staff had received Capital Engineering's 100 percent plans and is reviewing the plans. A design meeting has been scheduled for Monday to finalize the plans. He then introduced Ken Dorr from Capital Engineering.

Mr. Dorr introduced his Assistant, Susan Banovich. He reviewed the status of the plans. Following a long meeting on the construction/staging options, it was felt that the utility relocation and widening would cause major interruptions for the public. Therefore, four principal stages of construction were developed. He illustrated and explained the four stages through the use of computerized slides. Phase 1 is to be between Robinson and Highway 50/William. Phase 2 would be between Highway 50/William and Long Street. Phase 3 would be between Beverly and Winnie. Phase 4 would be finish construction between Beverly and Highway 50/William. Justification for phasing and the construction periods were provided. The construction period is estimated to take 365 days or one year. Plans indicated a start date of July 1. The Highway 50/William Street road work will occur at night. Detour routes and local accesses were limned. The plan provides the ability to show that work is occurring. Street closures allow the contractor to complete that portion of the road work faster, safer, reduces the construction costs including flagging costs, and reduces liability for both the City and the Contractor. The disadvantage to phasing the project is the major traffic disruption created and the temporary impact to alternative routes. They support doing the work quickly. Discussion indicated that the Contractor will have to coordinate the project with the NDOT Contractor who is doing the work on William/Highway 50. NDOT plans to do its work on Stewart Street during the night hours. The City's contractor will be working on Phase 1 during the daytime.

Mr. Flansberg indicated that NDOT's Contractor should complete the work on Lompa Lane before the City starts Roop Street. Discussion indicated that the belief that the Roop Street traffic will utilize Carson Street during the construction period. This impact will make the intersections, which are currently operating at an F level during peak traffic periods, function at an even lower level, specifically when Winnie to Beverly is closed.

Discussion explained the intent to do an aggressive media and direct mailing campaigns advising both the residents and the businesses about the closures. The media campaign will commence shortly after the April 5 and 6 staff media training and workshop. The ultimate media plan will be completed before July 1. Full access will be required for the funeral home. The Contractor will be required to closely coordinate with it. Mr. Dorr hoped that one or two days notice can be provided. It was felt that winter construction could occur particularly if it is a mild winter. Paving, however, is temperature dependent. The subgrade, curb, gutter and sidewalks can be constructed during bad weather conditions. The paving will have to be done during good weather periods. Mr. Flansberg explained the proposed utility work scheduled in October. All of the utilities will be placed underground in vaults. Discussion also indicated that staff has looked at routing the traffic over the wider residential side streets and installation of temporary stop signs. NDOT will assist with getting the State Agencies to flex their schedules in an attempt to reduce the peak traffic periods.

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Chairperson Staub explained that he had met with Mr. Flansberg several weeks ago to discuss the issues. Although he did not like to see the project phased, he felt that there is no other way to do it at this time. He also noted that the project is over its budget and funding will have to be “shuffled” to accomplish it. Roadway economy dictate doing the construction as efficiently as possible. Staging allows for quickness to occur while keeping the disruptions to a minimum. It is not feasible for construction to occur 24 hours a day due to the residential nature of the area. The huge amount of utility relocation required also mandates additional lead time for the project. For these reasons construction of the section between Highway 50/William and Beverly must be accomplished in two phases. (Commissioner Aldean arrived–6:15 p.m.) Chairperson Staub briefly recapped the discussion for her. Discussion explained the completion dates for Lompa, Positive Place, and Northridge. Chairperson Staub reiterated the need for the Roop Street businesses to be notified about when the street will be closed well in advance of the actual closure and that the businesses are accommodated as much as possible. Commissioner Reynolds encouraged staff to also notify the businesses on Corbett. He also questioned whether the local traffic would find other detour alternatives to Carson Street. Mr. Flansberg indicated that the success of the media campaign will be gauged by the traffic patterns and the drivers’ moods. Commissioner Aldean suggested that weekly status reports be given to the media. Mr. Flansberg explained the intent to provide weekly updates and the “Nevada Appeal’s” commitment to publish it weekly. The NDOT projects include Highway 50 East, Stewart, and North Carson Street. The majority of its work will be done at night. The City will coordinate its projects with NDOT’s. Commissioner Aldean suggested that the media coverage include NDOT’s projects. Mr. Flansberg agreed and indicated that the freeway status report will also be included. He also indicated that other media sources will be included in the effort. Commissioner Zola suggested that maps be included with the media reports illustrating detour routes. Mr. Flansberg also explained the intent to post on street signage directing the drivers to the detour routes. These signs must be placed to allow adequate warning for the driver’s to react before reaching the turns. Additional comments were solicited but none were given. Commissioner Reynolds moved to approve construction phasing and street closures to widen Roop Street from Robinson Street to Winnie Lane as presented by Capital Engineering tonight and that there is no fiscal impact at this time but is expected to remain within the previously discussed costs last month. Commissioner Aldean seconded the motion. Motion carried 5-0.

F-2. DISCUSSION AND POSSIBLE ACTION ON 2004 CARSON CITY REGIONAL TRANSPORTATION COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM (1-0851)

- Mr. Flansberg reviewed the Transportation Improvement Program (TIP). Bonding has occurred. The update included it and an increase in costs. The Commission’s TIP review policy was described. A signal project had not been included in the first year. Two signals were scheduled for the second year as part of the Roop Street project. The Church property has been acquired. Funding is provided for participation/development agreements; enhancement, safety, or lighting; and/or bicycle and pedestrian safety projects. Projects for next year were limned. The previous program of allocating \$200,000 for unanticipated projects was not carried beyond 2006-7 due to the fund balance. The list of unfunded projects was for discussion if desired. Discussion explained that the Roop Street project would go out to bid in April. The contract is scheduled for awarding in May or June. Three million dollars have been set aside for it. If the bids are higher than the funding that has been allocated, it will impact the City’s ability to do other projects. Chairperson Staub suggested that action on the TIP be deferred until after the bids are received. Commission and public comments were solicited. None were given. Chairperson Staub then, based on the lack of an objection from the other Commissioners, deferred action on the TIP until the bids are received. Discussion between Chairperson Staub and Mr. Flansberg indicated that the \$1 million originally allocated for Curry

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Street had been reallocated to Roop Street.

Commissioner Aldean requested an update on the Stewart Street extension and, specifically, the Forest Service's position on it. Mr. Flansberg indicated that it will provide it. There have not been any discussions with the Forest Service for six to nine months. Discussion also indicated that the budget for Positive Place is what was indicated in the TIP.

F-3. ACTION TO RECOMMEND THE CARSON CITY BOARD OF SUPERVISORS AMEND THE AGREEMENT ON PHASE 1B OF THE CARSON CITY FREEWAY TO INCLUDE THE CONSTRUCTION OF POSITIVE PLACE AS PREVIOUSLY FUNDED BY THE REGIONAL TRANSPORTATION COMMISSION (1-0989) - Mr. Flansberg explained the request to amend the NDOT contract to add the project to the freeway as it benefits both the State and City. It is estimated that the project will cost \$351,560. The project will extend Positive Place from Long to Northridge. It includes curbs, gutters and widening of Northridge. The original reconstructing funding may provide \$10,000 to \$20,000 for this project. The Board of Supervisors will be asked to make a decision on the amendment at its next meeting. Benefits of the connector road and the original access to the Northridge Subdivision were limned. Commissioner Aldean suggested that future Commission items of this nature include copies of the contract which would be amended by the proposed amendment. She then suggested a correction to Paragraph D5 to change Lompa Lane to Positive Place. Public comments were solicited but none were given. Commissioner Aldean moved to recommend the Carson City Board of Supervisors amend the agreement on Phase 1B of the Carson City Freeway to include the construction of Positive Place as previously funded by the Regional Transportation Commission and incorporating one change under Section D which is the third bullet concerning Paragraph 5, in that paragraph Lompa Lane should be changed to Positive Place. Commissioner Des Jardins seconded the motion. Motion carried 5-0.

F-4. DISCUSSION AND ACTION ON DEVELOPING A LANDSCAPE PLAN FOR FUTURE ARROWHEAD/GRAVES LANE CONNECTOR ROAD (1-1103) - Mr. Flansberg explained his meeting with the Airport Authority and its approval of Consultants PBS&J landscaping plan. The trees may cause the residents to lose their viewscape. The proactive concept landscapes the proposed connector road before it is constructed. The estimated fiscal impact is \$10,000 for the plan and the public process. Once the plan is developed, the estimated landscaping costs will be brought to the Commission. Discussion explained that the 20-foot buffer is part of the road's right-of-way. Justification for doing the landscaping now and putting the road in in 10-12 years from now. Commissioner Zola felt that long-term planning is good, however, 11 years is a stretch during a period when they are short of funds. Chairperson Staub disclosed that he is a member of the Airport Authority. The landscaping provides some sound mitigation. The Airport Authority is in the process of upgrading and realigning its runway. Commissioner Des Jardins indicated that there have been several studies showing that landscaping does not mitigate sound even when thick vegetation is used. He agreed that it does create a visual impact. He also disclosed that he, himself, had conducted several of the negative studies. Commissioner Reynolds felt that, if the landscaping could be used in place of a sound wall, it should be endorsed. Sound walls are expensive. He was not personally aware of any sound studies regarding vegetation. Mr. Flansberg explained that staff did not foresee the need for a sound wall at this location. He felt that there had been some sound mitigation created by the planting of shrubs, however, the main emphasis had been on visual impacts of the roadway adjacent to the rear of the residences. There is a 20-foot right-of-way between the property lines and the curb. The effort is to provide a visual/sound barrier in this area. Chairperson Staub pointed out the substantial issues raised by the residents

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along the freeway regarding aesthetics of the freeway which had created a landscaping component for the freeway. RTC endorsed the landscaping component. NDOT agreed to provide the landscaping and beautify the project. The planting of trees in this specific area will improve/beautify the roadway and improve the quality of life for the City. Commissioner Aldean suggested, that as the TIP had been delayed to May, that this request also be delayed until then. The planning should proceed so long as the funding is limited to \$10,000. She also pointed out that the planting and installation of the irrigation system are scheduled for 2005. Mr. Flansberg indicated that the enhancement or safety funds will be used for this project. The project will require a lot of community participation as the residents may want a variety of trees. He agreed that it could be considered after the Roop Street bid opening. The construction/planting should occur in September or October. Commissioner Zola expressed his belief that the project should be constructed/planted when the roadway is constructed. Mr. Flansberg explained that the plan is for the buffer area which was set aside specifically for the proposed purpose. He also indicated that he will provide a cost estimate for the project. Public comments were solicited but none were given. Commissioner Aldean moved to direct staff to pursue the development of a landscape plan for the future Arrowhead/Graves Lane Connector Road at a fiscal impact not to exceed \$10,000, and that the funding source is the RTC Professional Services. Commissioner Des Jardins seconded the motion. Motion was voted and carried 4-1 with Commissioner Zola voting Naye due to his belief that it is premature.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - NON-ACTION ITEMS (1-1345)

G-1. NEVADA DEPARTMENT OF TRANSPORTATION PRE-CONSTRUCTION ENGINEERING MANAGEMENT SYSTEM REPORT FOR CARSON CITY - Mr. Flansberg explained his rationale for bringing the report to the Commission and reviewed the projects. The magnitude of this summer's construction plans was noted. It was felt that the projects will create a major negative impact on the ability to move vehicles throughout the community. Drivers will need to be understanding and patient during this period. Discussion explained the proposal to move the Airport entrance to the east and align it with Airport Road. A signal will be installed at this intersection. Street lights and conduit for the signal were included in the Graves Lane project. Discussion also indicated that the City will be receiving the grindings from NDOT's milling projects. Some of the grindings will be used at Centennial Park, for shoulder material, and for the landfill access road. No action was required or taken on the report.

G-2. FUTURE AGENDA ITEMS (1-1492) - Chairperson Staub indicated that the multi-use path should be agenized. He also suggested that City Manager Ritter be advised about it as she has been working with NDOT on the second phase of the freeway. He suggested that Ms. Bargmann and Mr. Flansberg discuss the criteria for signals before agenizing a signal for the Robinson and Saliman intersection for Commission consideration. If Ms. Bargmann wishes to have the item agenized after the discussion, it should be included. Discussion between Commissioner Aldean and Mr. Flansberg explained that staff has developed a skeleton of the pedestrian element for the transportation master plan. It will be submitted to CAMPO for funding approval as part of its 2005 work program for the region. After completion and adoption by CAMPO, the pedestrian plan will be incorporated into the City's overall master plan as a pedestrian element. The entire MPO region is to be included in the CAMPO pedestrian element. It was felt that Ms. Macquarie understood the funding situation. She also feels that without adequate planning now the necessary continuity for future pathways will not be possible. This requires acquisition of right-of-ways, easement, etc. Mr. Flansberg explained the current bicycle element policies that identify the need for pathways between Highway 50 and

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East Fifth Street and the property from the Linear Park to the Edmonds Sports Complex. Staff will continue working with NDOT to find ways to create these pathways or alternatives to them. Continuity will be provided wherever possible. No formal action was taken on any of these items.

H. ADJOURNMENT (1-1570) - Commissioner Aldean moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 7:02 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 10, 2004, Carson City Redevelopment Authority meeting

ARE SO APPROVED ON June 9, 2004.

/s/

Steve Reynolds, Vice Chairperson