A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, February 14, 2001, at the Community Center Sierra Room, 851 East William Street, beginning at 5:30 p.m.

PRESENT: Chair Jon Plank, Vice Chair Steven Reynolds, and Commis-

sioners Bob Kennedy, Marv Teixeira, and Richard S. Staub

STAFF PRESENT: Development Services Director Andrew Burnham, Community

Development Director Walter Sullivan, Street Operations

Manager John Flansberg, RTC Engineer Harvey Brotzman, Parks Planner

Vern Krahn, and Recording Secretary Katherine McLaughlin (R.T.C. 2/14/01 Tape 1-0001)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Commission Action Request and/or supporting documentation. The staff member making this introduction is listed immediately following the heading. 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.

- **A. ROLL CALL AND DETERMINATION OF A QUORUM -** Chair Plank convened the meeting at 5:30 p.m. Roll call was taken. The entire Commission was present constituting a quorum.
- **B.** APPROVAL OF MINUTES December 13, 2000, January 10, 2001, Regular Sessions and January 16, 2001, Special Session (1-0007) Commissioner Kennedy moved to accept the Minutes of December 13 and January 10th as presented. Commissioner Reynolds seconded the motion. Motion carried 5-0.

(1-0030) Discussion noted the Minutes of January 16th. Commissioner Kennedy amended his motion to include the January 16th Minutes for approval. Commissioner Reynolds concurred. Motion carried 5-0.

- C. AGENDA MODIFICATIONS (1-0021) Item F-4 was pulled.
- **E. DISCLOSURES** None.
- F. PUBLIC MEETING ITEMS:
- **DISCUSSION** AND **POSSIBLE ACTION** ON **NEVADA DEPARTMENT** F-1. TRANSPORTATION'S PROPOSAL TO RESTRIPE CARSON STREET FROM FOUR LANES TO SIX LANES (1-0051) - Street Operations Manager John Flansberg - NDOT Chief Safety Transportation Engineer Fred Droes explained the proposal to restripe Carson Street between Stewart Street and the Spooner turnoff. The study indicated that the program would improve the service level from E to C. The acceleration/deceleration lanes will be removed. This may create an increase in minor rear end accidents but reduce the number of intersection accidents caused by people running red lights. The speed limit may be reduced after a study is conducted on the traffic patterns. Similar roadways in Las Vegas have 45/50 miles per hour speed limits. Comments noted the continual increase in traffic volume experienced on Carson Street and the feeling that this will continue until after the freeway is completed. Comments indicated that people may use the traffic signals to gain access. Differences in opinion concerning whether drivers would attempt to cross Carson Street at intersections without signals were expressed. The design will force the drivers in the right lane to use Stewart Street when north bound. Comments also pointed out that the current traffic level will be experienced on Carson Street even after the freeway is completed. Therefore, the street may never revert back to four lanes. NDOT had purported at a December 13th meeting that Carson Street would have a service level of F in 2012. Today at peak times the service level is at level F. The project will be constructed at night during the summer. The proposed bicycle route from Fifth Street will go south on Roop/Silver Sage to Clear Creek and west on it to the signal at 395. At that point there is an eight foot shoulder on 395 which could be used as a bicycle path. Reasons for this route selection were noted. NDOT Assistant Director of Engineering Susan Martinovich had committed in her letter to working with City staff on the development of this route and would add this work to the street restriping project. Justification for transferring the

bicycle path was provided by Mr. Droes. Discussion indicated the current Carson Street traffic volume is approximately 42,000 vehicles a day. Mr. Droes also indicated that the project would modify the sweeping turn at Spooner junction. Chair Plank explained his feeling that accomplished bicycle riders may feel comfortable using Carson Street but that family bicycling would be safer on the proposed route as Ms. Martinovich had indicated.

Public comments were solicited. Jim Sadilek questioned how emergency vehicles could safely transition the roadway without a shoulder for the vehicles to use to move out their way. The route would not be convenient for bicyclists who live on the west side of town. He problems accessing businesses on 395 when riding his motorcycle were described to illustrate his feeling that the proposal would not be safe for anyone accessing any business after the shoulder/access/egress lanes are removed. Reducing the speed limit would negate the benefits provided by the additional lane. Mr. Droes indicated that the lane widths will be 12 feet wide. Mr. Droes explained the current emergency procedures when vehicular traffic cannot/does not provide space for emergency vehicles.

David Gissen expressed his feeling that the concept would be unsafe for anyone, specifically motorcyclist and the Highway Patrol, who breaks down on 395 or needs to pull over as there is no shoulder for him/her to use. Access into the businesses along Carson Street is a problem now. The proposal will worsen it. Safety concerns for emergency vehicles was also expressed. His safety concerns with the Fifth Street bicycle lane were described. The proposal will prohibit any safe bicycling from Carson City to Jacks Valley Road.

Anne Macquarie distributed a letter regarding her concerns to the Commission and Clerk. (A copy is in the file.) She felt that the proposal would eliminate bicycling between Carson City and the Carson Valley. Discussion explained the route from Silver Sage and Snyder. The present route is listed in the Statewide transportation plan as a bicycle path. She asked that the necessary improvements, including signage, wider bicycle lanes or shoulders, for the alternative bicycle route be included in the project. Mr. Droes indicated that the eight foot shoulder is "with the recently installed truck lane" from Clear Creek to Jacks Valley Road.

Penny Fairfield expressed her safety concerns for the pedestrians who will be attempt to cross Carson Street. She felt that they would not use the signalized intersections due to the distance to them from the various businesses along Carson Street. The signals do not currently provide adequate time for crossing. Mr. Droes indicated that the distance would remain the same but additional lanes would be added. The medians will remain and may provide a slim refuge for pedestrians. Any roadway with 42,000 vehicles a day will pose a difficult crossing for any pedestrian who is not at a signal. This could be one of the drawbacks to the proposal.

Craig Hartman agreed that one would have to be more careful using the street if the additional lanes are added. He currently uses the dirt area along the street when bicycling. Mr. Droes indicated that, although the freeway may alleviate the through traffic, growth will increase local traffic. This is the reason it is felt that there would be no change in the traffic volume before or after the freeway is completed. The State right-of-way is wider than the road's surface. Decisions concerning widening the roadway will be addressed as need and conditions warrant. Chair Plank explained Governor Guinn's comments at the Statewide Transportation Board meeting indicating that the City would be responsible for maintenance of Carson Street after the freeway is completed. He also indicated that the commitment was that the roadway would be in "top quality condition" when transferred. Mr. Droes indicated that the transfer date, etc., had not been considered by the Department.

Jim Carlson questioned the road width between Koontz and Spooner, the access to Spooner, and whether the bicyclists will have a shoulder along there. He then explained that the lack of a bicycle lane at the State Railroad Museum forces bicyclists into the vehicle travel lane. Mr. Droes indicated that the shoulder, if one is there, would only be one or two feet wide with the curb. There would be a little more space in areas without a curb. The circuit from the designated bicycle route would require going north from Clear Creek to the signal at the Spooner intersection and crossing with the vehicle traffic onto Highway 50/Spooner Grade. Comments indicated that the sweeping turn for south bound vehicles accessing Highway 50/Spooner would be reduced by the project but would remain in same area. Mr. Droes then revised the access route for bicyclists to have them use the frontage road along Highway 395 to the Spooner Grade/Highway 50 signal and using it to cross Highway 395/Carson Street. The shoulder for north bound traffic on Carson Street at Fairview had been eliminated to provide the dual left turn

lanes onto Fairview.

Discussion between Commissioners Kennedy and Reynolds and Chair Plank indicated that the Chamber had not taken an official position on the proposal. Business proprietors had expressed concerns regarding the ease of access/egress. Experience in Reno on South Virginia Street was used to illustrate drivers' abilities to do so safely. Discussion between Mr. Droes and Mr. Flansberg indicated that the street is on the list for maintenance in two years, however, funding had not been designated for this work. Repair work may be included in the proposed project.

Commissioner Kennedy expressed his feeling that the traffic volume of 42,000 may be lower than an actual count. Another alternative has not been provided at this time. Commissioner Kennedy then moved to approve the Nevada Department of Transportation proposal to restripe Carson Street from four lanes to six lanes with the understanding that the project will include work on City streets to allow for a safe alternative route for bicyclists. Commissioner Teixeira seconded the motion.

Mr. Gissen urged the Commission to secure the bicycle route before allowing the restriping to occur. Chair Plank indicated that this is part of the motion and that it will be necessary to revise the bicycle master plan.

The motion to approve the proposal with the understanding that the project includes work on City streets to provide a safe bicycle alternative route was voted and carried 5-0.

F-2. DISCUSSION AND POSSIBLE ACTION ON THE CARSON CITY FREEWAY PHASE I LANDSCAPE/REVEGETATION "VISION DOCUMENT" (1-0750) - Parks Planner Verne Krahn - Mr. Krahn complimented Mary Fischer and the GROW members for their assistance and dedication on the plan. Slides illustrating the concept were used to explain the vision. The three seed mixtures and their uses were limned. Funding has yet to be found for the project. The few NDOT irrigation infrastructure items included in the freeway project were listed. The vision is an attempt to make the corridor blend with the surrounding native vegetation and landscape. Chair Plank supported this concept and opposed a vision which would create a "rain forest".

Discussion between Commissioner Teixeira and GROW President Mary Fischer pointed out the aesthetic impact the freeway would have on the area. There is a working relationship with NDOT. Concerns were expressed regarding the type of growth medium/material which would be placed along the freeway and the method used to apply the seed mixture. Reasons a good growth median is required were limned. The need for a cost estimate for the erosion control measures was noted. Once it is provided, the intent is to use it to help provide the environmental aesthetics desired. It may take as long as four years before the growth is adequate to mitigate the impact. Different types of growth material are being analyzed. Commissioner Teixeira thanked her and her committee for their dedication and efforts. Chair Plank also complimented her on her efforts to motivate the community and to support the project.

Mr. Krahn supported the need for the appropriate type of soil for the vegetation to grow. He also noted the time it will take for the seeds to grow and make a difference. Discussion limned the freeway cut at Duck Hill. The detention basins installed upstream in the natural drainage channels is in an effort to minimize the size of the basins along the freeway. Mr. Flansberg described the detention basins which will be along the freeway. He indicated that "water quality basins just past Highway 50" and portions of the Wastewater Treatment Plant area will require vegetation restoration. The Treatment Plant area may have a wetlands appearance. Discussion then described the drainage channel along the freeway at College Parkway. This channel will be "concrete blocks" and underground. The open channel is temporary and will handle any storms occurring before the freeway/final channel is completed. The project will also develop additional Highway 50 crossings and eliminate the current flooding problem at Highway 50 and Lompa. Discussion reiterated the areas which will be irrigated and the irrigation amenities NDOT will provide within the freeway project. Effluent will not be used due to the lack of knowledge regarding the amount which would be permanently available for this project and the amount of infrastructure, permits, and controls which are required for its use. Additional public comments were solicited but none provided.

Commissioner Teixeira moved to approve the Carson City Freeway Phase I Landscape/Revegetation "Vision Document", as presented. Commissioner Staub seconded the motion. Motion carried 5-0. Commissioner Kennedy complimented Mr. Krahn on his presentation.

BREAK: A recess was declared at 7 p.m. The entire Commission was present when Chair Plank reconvened the meeting at 7:05 p.m., constituting a quorum.

F-3. DISCUSSION AND POSSIBLE ACTION ON ACCEPTANCE OF THE CARSON CITY BICYCLE MASTER PLAN (1-1468) - Development Services Director Andrew Burnham described the workshops which had been conducted on the plan. Three unnamed changes were made as a result of these meetings. The plan will be submitted to the Parks and Recreation Commission next week and then sent on to the Planning Commission and Board of Supervisors. He then explained the purpose of and amended the document to include Policy B-3j. "The City, in conjunction with NDOT, shall provide bike lanes along Emerson Drive South to College Parkway and when a signal is provided at College Parkway and Hot Springs Road, the path shall be established along the freeway from Emerson Drive to Hot Springs Road and bike lanes along Hot Springs Road south to College Parkway." This routing is included on the map. Chair Plank thanked staff for including B-3h and i. They continue the effort to have the path along the freeway to the extent possible. If it is not possible, then other alternatives will be sought.

The status of the Wellington Crescent access was discussed by Commissioner Teixeira and Parks and Recreation Director Steve Kastens. Mr. Kastens noted that there are issues with paths/trails in other areas which have not yet been resolved and recommended that the Commission adopt the plan as developed. Staff will continue to work toward resolving the details. Dialogue continues with the Wellington Crescent homeowners. Discussion then explored the status of the path along the southern leg. Policy statements support this alignment and suggests alternatives. Comments from the Arrowhead industrial area were limned and had amended the plan to designate a bicycle route rather than a bicycle lane. Striping will not be included in this area. Signs will be posted. Connectivity concerns will be considered when the lanes are developed or reservations of right-of-way requested. Public notifications and the responses were noted. Public comments were solicited.

Jim Crawford questioned the type of bicycle roadway provided between Snyder and Silver Sage and Clear Creek as it was not designated on the map. Mr. Flansberg felt that this area was a shared facility for the four blocks between Snyder and Clear Creek. There is a bike lane on Clear Creek. Commissioner Teixeira pointed out that the revised map did not display this system although earlier versions had. Mr. Flansberg explained the engineering standard which indicates that roadways with 200 vehicles and 25 miles per hour are considered bicycle friendly areas and included bicycles with the vehicles. This earned it a blue line designation.

Jim Sadilek supported the efforts to continue to explore opportunities for placing the bicycle path along the southern freeway. Additional comments were solicited but none given.

Commissioner Reynolds moved to approve the Carson City Bicycle Master Plan as presented with the inclusion of B-3j as Mr. Burnham had read. Commissioner Kennedy seconded the motion. Motion carried 5-0.

- F-4. DISCUSSION AND POSSIBLE ACTION ON ACCEPTANCE OF THE CARSON CITY BICYCLE MASTER PLAN (1-1798) Pulled.
- F-5. DISCUSSION AND POSSIBLE ACTION ON THE PRIORITIZATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM (1-1800) Street Operations Manager John Flansberg; RTC Engineer Harvey Brotzman; Development Services Director Andrew Burnham. Staff and the Commission reviewed the Transportation Improvement Program (TIP) for fiscal years 2001 to 2005. Discussion noted that the College Parkway sound wall bids were to be opened on February 15 and the hope that the funding would be adequate. Comments limned the funding for the illuminated street signs which have been installed; the account used for dedicated funds and reasons for designing this account; the date when the Little Lane and Roop Street

signal would be illuminated; justification for the Challenger Way funding; (1-1955) (1-2301) interest in the parcel at Sonoma and Carson Streets; the status of the Albertsons' plans for North Carson Street and College Parkway and the need for the protected left turn lanes; (1-2355) (1-2412) the status of the negotiations with the Forest Service regarding extending Stewart Street to Curry Street; the need for additional easements for Curry Street between Koontz and Clearview that could require the use of eminent domain; questioned the need for the connector road between Airport/Graves Lane and Arrowhead; the possibility that Saliman Road may be widened at Fairview; the politics involved with extending Ormsby Boulevard and the history of the proposed extension; the bicycle path on Saliman at Fairview and the improvements a developer may be required to make on the east side of Saliman at this vicinity; (1-2875) whether to designate the Roop Street widening project at a higher level or to wait until the consultant's report is available; (1-2985) routes which the freeway traffic will take to go through Carson City when its first phase is completed; and the future use of Edmonds to reach the retail stores at the Douglas/Carson City line.

(1-2005) Commission comments encouraged staff to work with Albertsons to expedite the left turn lanes at North Carson and College Parkway. (1-2315) Mr. Flansberg indicated he had not had an opportunity to discuss a potential grant source for improvements to the Brunswick Bridge. He expressed his intent to do so. (1-2439) Mr. Flansberg indicated that the Curry Street and Stewart issue will be agendized for the next meeting. (1-2535) Mr. Burnham expressed a desire to analyze the easements between Koontz and Clearview and report back to the Commission at a future meeting. Mr. Brotzman indicated the consultant should make a presentation concerning the need for the Graves Lane/Airport Road connection to Arrowhead. (1-2695) Commissioner Teixeira urged staff to avoid the problems encountered with the development of Sonoma at Carson Street when discussing the Commissioner Kennedy requested reconsideration of the Ormsby Saliman/Fairview development project. Boulevard extension and suggested its designation be medium rather than low. Jim Robertson's comments at the last meeting concerning the extension were noted. Chair Plank requested the model be rerun and the item be agendized for discussion. He ruled that the priority designation remain at low until after that discussion. Mr. Flansberg indicated for the record that there is only \$800,000 available for RTC projects. The Ormsby extension would require at least that amount. Dave Morgan indicated that the road was need for fire protection and fire/emergency vehicle circulation or access. (1-2885) Commissioner Staub stated for the record that widening Roop Street would mitigate some of the traffic problems currently encountered in that vicinity Its use as a north/south major arterial was noted. Mr. Flansberg agreed that a traffic count would support his contention. Clarification indicated that the motion approving its study had included the area between Fifth Street and Winnie Lane. (1-3125) Commission comments encouraged staff to reconsider the impact on South Edmonds when Graves Lane opened and to run a model that includes future growth at the Carson City/Douglas County line and the potential impact the north leg of the freeway would have on Edmonds. Commissioner Teixeira stressed the importance of signage when directing freeway traffic and its ability to keep traffic out of residential areas, e.g., Mr. Flansberg explained his discussions with NDOT regarding signage and the issues which are considered when planning the detour routes. Commission comments pointed out the need to rename College Parkway/Graves Lane/Edmonds to be one name.

(1-3207) Mr. Flansberg indicated that the Street Operations would fund maintenance, including an overlay, on Saliman prior to opening the northern leg of the freeway. Discussion ensued on reasons Saliman had not been extended to Clearview. Commissioners Staub and Teixeira and Chair Plank supported reconsideration of this project. Mr. Brotzman agreed to analyze the Hillview traffic patterns and congestion problems at Koontz and report back. Comments indicated that the freeway may prevent its extension to Clear Creek. Commissioner Staub also pointed out the increased traffic on Old Clear Creek Road east of U.S. 395. Mr. Brotzman indicated that a traffic count had been conducted on this street right after Costco opened. He expressed an intent to do a second count. Some of this traffic may be removed when Walmart relocates.

(1-3405) Mr. Flansberg then reviewed his cash flow projections for fiscal years 2001 through 2006. Comments questioned the reasons revenues were decreasing even though Costco had opened its station. The status of the former Borda's Arco site was discussed. The property may be used for another purpose. Mr. Flansberg agreed to analyze the amount of funding paid to NDOT for the freeway and the amount/time remaining. Mr. Flansberg indicated that Deputy Finance Director Minton is working on this and should have a report for the next meeting.

Comments indicated that if it is 2008/9/10 there could be funding available for other projects. Chair Plank also suggested consideration of refinancing/refunding the 2005 bond which could provide funding for other projects. Mr. Burnham agreed to analyze this option. Mr. Flansberg indicated that the projects had been developed on a "pay as you go" plan.

Comments then explained that the developer would work on the Northridge and Roop Street intersection this spring. Discussion also explored the need to adopt the plan at some point. The population estimates had been provided previously. Buildout will be reached at a population cap of 75 to 80,000. Comments also noted the Commission's direction last year to establish a TIP plan which was realistic and could be accomplished. It could be realigned in the future as deemed necessary.

(2-0010) Commissioner Teixeira moved to approve the Transportation Improvement Plan as established by the Regional Transportation Commission. Commissioner Kennedy seconded the motion. Discussion indicated that the issues raised during the discussion, i.e., Hillview, would be brought back and that a revision could be made to the plan, if necessary. Work on the MPO would be handled through staff expenses. Comments noted the need to revise the motion. Commissioner Teixeira then amended his motion to approve the Transportation Improvement Plan as presented by staff. Commissioner Kennedy seconded the motion. Following additional discussion, Commissioner Teixeira again amended his motion to include the revision that funded the Timberline Drive safety improvements of \$50,000. Commissioner Kennedy concurred. The motion to approve the Transportation Improvement Plan as presented by staff with the revision to fund the Timberline Drive safety improvements of \$50,000 was voted and carried 5-0.

- G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS FUTURE AGENDA ITEMS (NON-ACTION ITEMS) (2-0065) Mr. Brotzman reiterated that the bids on the College Parkway sound wall would be opened tomorrow at 2 p.m. . Chair Plank directed that a phone message regarding the bid be provided to the Commission. The status of the Edmonds roundabout landscaping design was discussed. Mr. Flansberg felt that the items which had been raised during the discussion could be agendized for the next meeting.
- **D. PUBLIC COMMENTS (2-0101) None.**
- **H. ADJOURNMENT (1-0105)** Commissioner Staub moved to adjourn. Commissioner Teixeira seconded the motion. Motion carried 5-0. Chair Plank adjourned the meeting at 8:45 p.m.

The Minutes of the February 14, 2001, Carson City Regional Transportation Commission meeting

2001.	ARE SO APPROVED ON_March 14
	Jon Plank, Chair