

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the July 12, 2000, Meeting
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, July 12, 2000, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Jon Plank, Vice Chairperson Steve Reynolds,
and Commissioners Kay Bennett, Bob Kennedy, and Marv
Teixeira

STAFF PRESENT: Street Operations Manager John Flansberg, Deputy District
Attorney Melanie Bruketta, and Recording Secretary
Katherine McLaughlin (R.T.C. 7/12/00 Tape 1-0001)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Board Action Request and/or supporting documentation. Staff members are listed above. Any other individuals who spoke are listed immediately following the item 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 - Chairperson 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 - SPECIAL 4/5/00 JOINT MEETING WITH THE PARKS AND RECREATION COMMISSION (1-0008) - Commissioner Bennett moved to approve. Commissioner Reynolds seconded the motion. Motion carried 5-0.

C. AGENDA MODIFICATIONS (1-0015) - None.

D. PUBLIC COMMENTS (1-0020) (1-1126) - Commissioner Bennett asked Mr. Flansberg to implement some weed control on the "devil's acre" behind Comstock Beverages on South Graves. Chairperson Plank asked him to work with the Parks Department on a park site on Long Street. Discussion explained that the missing left turn arrows will be installed at College Parkway and Carson Street when the new Albertson's is constructed.

E. DISCLOSURES (1-0025) - Commissioner Teixeira disclosed his wife's questions regarding the new traffic video devices, which he could not answer. Chairperson Plank responded by indicating that this was the reason he had agendized the matter.

F. PUBLIC MEETING ITEMS:

F-1. DISCUSSION AND ACTION ON THE NEW TRAFFIC SIGNAL PREEMPTION AND VIDEO DETECTION EQUIPMENT AND ITS COMPATIBILITY WITH THE EXISTING STREET SIGNAL SYSTEM (1-0046) - The loop system previously used to detect vehicles in the travel lanes had magnetic fields which detected large metal surfaces and tripped the signal mechanism causing the signal to change during off-peak hours. If the metal field was too small, e.g., motorcycles or bicycles, or had a break, it sometimes failed to work. This required replacement of all of the loops at the signal at a cost of \$375 to 450 per loop. They must all be replaced whenever a paving project is completed or if a contractor accidentally hits one loop while working in the asphalt. The camera detects objects crossing a laser beam and strobe lights on emergency vehicles. It sends a signal to the control box which changes the lights. The State is upgrading the City's controllers by replacing 20 control boxes. The cameras and preemptive equipment are being installed only on Carson Street at College Parkway and Roop. The preemption has also been installed at Highway 50 and Graves Lane and at Carson Street and Hot Springs. The signal at Roop and Little Lane will have the preemption and video detection equipment. The cameras can be reconfigured if the street is widened without replacing any equipment. The contractor should be completed within 10 or 12 days. Although the cameras cost two-and-a-half times more than the loops, they should last eight to ten years. Highway 50 will probably be considered when NDOT does a project in that area. The

cameras have been used for three years in similar weather conditions, i.e., high winds, lighting storms, etc. They may not work during white out blizzard conditions. Pedestrians are not normally within the screen loop area; therefore, they will not be detected. Comments stressed that "Big Brother is not watching" and attempting to catch traffic violators and the need to find the money for the preemptive fire equipment. The City hopes to have half of its signals with the preemptive signal equipment soon. The average ratio is only one-fourth to one-third of the signals. The equipment will be on the main routes. The new equipment is compatible with the controllers currently owned by the City; therefore, the City will not have to replace them. Advantages of the new equipment were stressed.

(1-0254) Tom Keeton congratulated the City on the new equipment as it would help motorcyclists.

Comments reiterated that the cameras do not have a video feed and no recording is occurring. It cannot zoom in on an individual nor is it equipped with monitors. Staff can only align the motion detection area. Mr. Flansberg felt that the equipment may be replaced as street paving, etc., is done as it could be cheaper than replacing the loops. No formal action was required or taken.

F-2. DISCUSSION AND ACTION ON APPLICATION FOR TRANSPORTATION ENHANCEMENT FUNDING, SPECIFICALLY TEA 21 ENHANCEMENT GRANTS (SOUTH CARSON STREET LANDSCAPING APPLICATION) (1-0292) - A Mr. Glick had purportedly voiced his concerns about the impact the project would have on the bicycle lanes. The need to delay the application for evaluation of his concern was questioned. Reasons the application had not received favorable support previously was also noted. This situation has been resolved. The application period closes in October. Staff is working to develop several applications for consideration. Commissioner Bennett expressed her support for the project and feeling that the time was right for it. The application is for only 2452 feet. Applications in the \$200 to \$250,000 range are considered more favorably than larger projects. Discussion also noted the improvements which had been occurring on Highway 50. Public comments were solicited but none given. Commissioner Bennett moved that the Regional Transportation Commission approve and authorize staff to submit Carson City's Transportation Enhancement Project for Federal Fiscal Year 2002-2003 to the Nevada Department of Transportation for Pedestrian, Bicycle and Beautification Enhancements to the South Gateway of Nevada's Capital City. Commissioners Kennedy and Teixeira seconded the motion. Motion carried 5-0. Chairperson Plank asked staff to check into Mr. Glick's issue. Mr. Brotzman explained the width of Highway 50 and expressed his feeling that the Highway 50 and Highway 395 projects are similar. Therefore, Mr. Glick's concern may not exist.

F-3. DISCUSSION AND PRESENTATION OF STATUS REPORTS ON VARIOUS PROJECTS (1-0421) - The Graves Lane stripping had been replaced. Carson City has not accepted the landscaping; therefore, the contractor is still liable for it and the warranty is still valid. Reasons for the high tree loss was felt to be related to the lack of adequate irrigation. The trees are to be replaced. The turf at Airport and College Parkway also needs additional water. Mr. Flansberg agreed to check the signage at that intersection. Discussion also questioned whether College Parkway/Graves Lane, Hillview/Saliman, and Silver Sage/Roop should be renamed. This issue should be addressed by the Planning Commission. Commissioner Bennett asked that some other form of recognition be given to Mr. Graves if the name is changed. Chairperson Plank questioned the ownership of the "devil's acre" between the curb and fence and responsibility for removing the weeds/cleaning it. Mr. Brotzman explained the soundwall design included concrete for this area. The College Parkway soundwall construction can occur during the wintertime. Mr. Flansberg indicated that the City is responsible for landscape maintenance at this time due to an agreement. Typically, the State is responsible for the area between the curbs. The property owner is responsible for the area between the curb and property line. The worm will be re-installed at College Parkway and Hot Springs Road. It will be constructed of "glue downs". City maintenance of the "devil's acre" was discussed including a test program utilizing a fabric material which purportedly keeps the weeds out. A graffiti control and sidewalk cleaning program should be developed and enforced. Commissioner Bennett thanked staff on behalf of the residents of Lake Glen Manor for the yellow stripping on South Curry between Tenth Street and Rhodes Street. The residents also questioned why the stripping had stopped and had not been extended further. Work is continuing on the development agreement with Conkey on the Sonoma project. The right-of-way needs to

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be set before the signals can be designed. NDOT had responded to the traffic study. A copy was mailed to Mr. Palmer. NDOT still wants the "real" count rather than projections. The signal will be approved when the warrants are met. The lack of a signal allegedly impacts the ability to get tenants for the center. Staff was pursuing the Commission's direction and will have the signals designed, the poles ordered, the underground infrastructure installed, and wait for the warrants before installing the poles and signal. Commissioner Teixeira felt that the Commission's decision had been for staff to install the signals, cover them with a hood, and wait for the warrants. The public will use the west bound left turn lane if Sonoma is put through to Curry. It will be a safety concern but drivers will do it. The need for the signal will be obvious and NDOT should respond appropriately. Comments supported his concept. Mr. Flansberg felt that the City could set the poles. NDOT would not allow the arms to be installed but this does not require a lot of time to complete. The development agreement will determine when construction will occur. Comments noted the City's ability to install a signal at Roop and Little Lane as a comparison to the problems encountered with NDOT over the need for a signal at Sonoma and Carson Streets. No change orders have been submitted or are expected on the roundabout. Discussion also explained the roundabouts in Germany and their acceptance there. Mr. Flansberg read a news article in the Reno Journal's Parade Magazine on roundabouts and their safety versus signals. Staff had not heard from Ms. Stanio regarding the availability of technical assistance on the MPO. Copies of Washoe County's and Tahoe's MPO documents had been received. Commissioner Bennett expressed a willingness to work with staff on Ms. Stanio's offer of assistance. Justification for wanting to utilize this assistance was provided. No formal action was required or taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING FUTURE AGENDA ITEMS (1-1010) - Ms. Bruketta opined that a tour would not meet the criteria for a RTC meeting. The tour could be conducted if the public is allowed to participate. A tour fit the criteria for a workshop. The Sierra Room is not available for the next regular session. Comments suggested that the Cooperative Extension's conference room be used for the meeting. (1-1168) Commissioner Teixeira asked that a status report be provided on the southbound Roop left turn stacking lane for access to Northridge. Commissioner Kennedy requested a status report on the irrigation and landscape program on North Carson Street. Commissioner Bennett asked that this be agendized for the September meeting. No formal action was taken.

H. ADJOURNMENT (1-1238) - Commissioner Kennedy moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried 5-0. Chairperson Plank adjourned the meeting at 6:45 p.m.

The Minutes of the July 12, 2000, Carson City Regional Transportation Commission meeting

ON _____, 2000.

A R E S O A P P R O V E D

Jon Plank, Chairperson