

CARSON CITY REGIONAL TRANSPORTATION COMMISSION  
Minutes of the April 15, 1998, Meeting  
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, April 15, 1998, at the City Hall Capitol Conference Room, 201 North Carson Street, Carson City, Nevada, beginning at 3 p.m.

PRESENT: Chairperson Greg Smith and Commissioners Tom Tatro and Marie Wolf

STAFF PRESENT: Acting Public Works Director Tim Homann, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 4/15/98 Tape 1-0001.5)

**CALL TO ORDER AND ROLL CALL** - Chairperson Smith convened the meeting at 3 p.m. Roll call was taken. A quorum was present although Commissioner Tatro did not arrive until 3:35 p.m.

**1. APPROVAL OF MINUTES FOR October 15, 1997; November 19, 1997; December 11, 1997; January 21, 1998; and February 18, 1998 (1-0005.5)** - Commissioner Wolf requested the October 15 Minutes be held and moved to approve the other Minutes with the exception of the October 15 minutes. Chairperson Smith seconded the motion. Motion carried 2-0.

**2. CITIZEN COMMENTS (1-0024.5)** - Helaine Jesse explained her safety concerns with the College Parkway and Hot Springs intersection by using an enlarged drawing. She suggested the sight impediments be removed, the speeds be reduced, the bump be eliminated, and that the intersection be signalized. Chairperson Smith thanked her for her comments and ideas. College Parkway is owned by NDOT and, although NDOT has been receptive and cooperative on other streets, the City could not mandate any changes. Numerous complaints had been received by the City on the intersection. NDOT owns the storage units which may be included in the Bypass right-of-way. Problems encountered if the fence is setback further were explained. NDOT is committed to making some changes due to the sight distance problems. NDOT is also considering making Hot Springs Road a right turn only intersection. NDOT has reduced the speed limit on College Parkway. NDOT is also evaluating the bump/hump. Mr. Homann further delineated NDOT's plans. The number of actual reported accidents have been decreasing. Comments indicated that when an accident does occur, they are "big" ones. Chairperson Smith expressed a willingness to contact the owner of the vacant lot and have him/her cut the sagebrush.

(1-0156.5) Pete Livermore requested a report delineating the time allocated for left turns on Carson Street, specifically, at Koontz, Fairview, Clearview, and Winnie Lane. He also requested their program history for the last four to five months. Mr. Brotzman indicated that some of the intersections are "leading" and some are "lagging". He requested a week to furnish the report.

Larry Borges requested a prohibition of heavy trucks on Graves Lane at night until the sound barrier or other mechanism is constructed to eliminate the noise. His comments explained the amount of residential growth which had occurred on Graves and the traffic congestion which has resulted. The need for traffic enforcement was also stressed. Chairperson Smith was unaware of the impact extending Graves would have on the portion now in use but felt certain it would not get better. Discussion indicated that the vehicular usage is in the 12 to 14,000 range now as a lot of construction trucks use the route to go south to Douglas County, etc.

Additional comments were solicited but none given.

**4. DISCUSSION AND POSSIBLE ACTION ON THE CONSTRUCTION OF GRAVES LANE FROM LOMPA LANE TO U.S. 50 AS EITHER A TWO LANE OR A FOUR LANE FACILITY (1-0225.5)** - Mr. Homann reviewed the history of the proposed extension including various master plans; the staff report; the analysis; its projected traffic volume; compliance with speed restrictions and capacity of various types of roadways; (Commissioner Tatro arrived at 3:35 p.m. A quorum was present.) design criteria; the right-of-way acquisition program; staff's desire to enhance the design/landscaping; transitional problems if the northern leg is two lane,

specifically, if U.S. 50 has two left turn lanes; reasons a signal is not planned for the Nye and Graves intersection; reasons roundabouts are not proposed; truck routes; the proposal to have trucks use the middle lane which would provide more bicycle/pedestrian safety along the outside lane; ownership concerns if a two lane roadway is constructed as the State may withdraw its offer; the roadway design at Comstock Mobile Home Park if the facility is constructed as a two lane roadway; implementation of various design features, such as raised medians, for pedestrian safety; and reasons the two lane design would not create a large cost savings. As a professional engineer and considering the numbers, he recommended the five lane facility. If the Commission supports this recommendation, he would request the designers add design revisions which will add additional median landscaping, pedestrian treatments, etc., to mitigate some of the issues originally raised. DKS Associates Consultant John Long's technical analysis was attached to and incorporated in staff's report.

Chairperson Smith apologized for the shortage of reports and asked anyone wishing a copy to contact his office. He then explained Sue Newberry's telephone message thanking the staff for its work. She had felt that a serious effort had been dedicated investigating whether the proposals would work. She also felt that the time which had been taken would provide a win for the community when the final design is constructed. The 80 foot right-of-way may not be adequate to accomplish all of the desired amenities. Chairperson Smith was positive that the traffic volume would remain regardless of the number of lanes constructed. Traffic noises are compounded at intersections when stop signs/lights are installed. It is also felt that if a two lane facility is constructed, it will be inferior and unable to handle the traffic volume the day it opens. Action by the Commission to do this is fiscally irresponsible and does not plan for the future.

Discussion ensued between Harold Sigfried and Chairperson Smith on the location of interchanges for the Bypass, the traffic pattern for Lyon County residents who want to get on the Bypass, and the projected traffic volume. Mr. Porter felt that as Graves Lane currently becomes two lanes at the "dog pound", the traffic problems would remain. Chairperson Smith explained that the Transportation Advisory Committee and the Consultant were recommending widening this stretch of roadway. Mr. Porter reiterated the need for a sound barrier and restriction of heavy truck traffic at night. Chairperson Smith indicated that the sound barrier would be included in the bid documents as an added alternate. If funding is possible, its construction may occur. He then indicated that he had a petition from Eagle Highland residents asking for information about the cost to install sound barriers along their area. Mr. Porter indicated that he had not been told that Graves Lane would abut his property. He also urged the Commission to mandate sound walls when subdivisions are developed. Discussion ensued between Jason Thomas and Chairperson Smith on the impact the extension would have on Mr. Thomas' property value and reasons the City only purchased the necessary portion of his property at its appraised value. Legal recourse is his only option. Mr. Brotzman indicated that a sound wall is not proposed abutting Mr. Thomas' property. Chairperson Smith iterated that 14,000 vehicles will use the roadway after the freeway is constructed. Mr. Brotzman explained the location of Mr. Thomas' property. Mr. Thomas felt that the trucks should continue to use Airport Road and questioned the road's grade adjacent to his property. Chairperson Smith agreed to meet with Mr. Thomas later and discuss this issue. Mr. Brotzman and Virgil Basgall indicated the road would be at grade in Mr. Thomas' area.

(1-0986.5) Carson City Composite Squadron Civil Air Patrol Member Jack Clark questioned the impact Graves Lane would have on BLM's airport property. Mr. Brotzman explained the site and its two acre roadway easement. Chairperson Smith reiterated the plan for a five lane roadway with as much median landscaping as possible. The roadway will not be expanded beyond the original plan. Mr. Basgall then questioned the reasons the Board had allowed a subdivision to be constructed in the path of the right-of-way and the residents' safety when hazardous materials are being transported by trucks through a residential area. Don Luark felt that there were adequate State and Federal routes to handle the truck and through traffic. The freeway was within a mile. Trucks should be forced to use it. Safety concerns were expressed. Chairperson Smith indicated the next meeting agenda would include truck traffic. The "NIMBY" issues related to any roadway the trucks may use were noted. Mr. Luark felt that they should stay on commercial routes and out of residential areas. Chairperson Smith pointed out the hazards of having these trucks on Carson Street adjacent to the casinos. Discussion indicated that the Bypass would not be completed until at least 2012. Mr. Luark suggested that an agreement be reached with the State which would restrict trucks to the freeway. His safety concerns were reiterated. Mr. Basgall felt that trucks would not use a two-lane roadway. Mr. Homann countered by explaining the truck traffic on Airport Road which is a two lane roadway.

Chairperson Smith explained his contact with an individual who had purchased on Airport Road as she knew that when Graves Lane is constructed the truck traffic would use it. Discussion explained for Mr. Basgall that Graves Lane was designed for a four lane roadway and that the City had acquired 80 feet of right-of-way for this purpose. This is not adequate for a proper roadway as has been suggested with all of the different pedestrian/bicycle amenities. Ron Panik suggested that the original roadway be constructed as a two lanes with the intent to widen it in the future when necessary. He felt certain more people would have attended the meeting if they had been aware of the proposal. The City is "shooting in the dark" and not positive of the usage. Chairperson Smith agreed that if he was making the decision it would have been a "shot in the dark", however, based on professional, technical information from professionals, a four lane facility is warranted. Mr. Brotzman explained that all curb and gutter improvements would have to be removed when the street is widened. They cost approximately \$30 a foot. Chairperson Smith explained the efforts to upgrade facilities. Mr. Brotzman reiterated NDOT's statement that it would not accept a two lane facility. Chairperson Smith also explained the intent to mitigate the large curve at Comstock Mobile Home Park. A two lane facility will not do this. Mr. Panik expressed his opinion that Lyon County residents would not use the Bypass. Mr. Homann and Chairperson Smith described the commercial developments and signal lights which will be installed on Highway 50 that will encourage this traffic to use Graves Lane rather than continue to the freeway. Comments expressed safety concerns about the Graves and Highway 50 interchange.

Chamber of Commerce Executive Vice President Larry Osborne urged the Commission to construct the full blown five lane facility posthaste. Failure to do something soon will create an unacceptable impact on the entire community. The Chamber supported the design. Anything less will be insufficient.

Chairperson Smith then explained that sound walls will be included in the bid documents as an added alternate. It may be that they will be constructed as a phased project. He supported sound walls adjacent to the Comstock Mobile Home Park as well as in other areas including along the southern portion of Graves Lane.

Discussion noted that Graves Lane is already five lanes at Pheasant. A traffic signal has been installed at this intersection. Mr. Brotzman did not believe that traffic in this area would increase more than ten percent above the current level. Chairperson Smith explained his reasons for feeling that Saliman would not be impacted. Mr. Borges explained the truck traffic currently using the southern portion of Graves. Chairperson Smith indicated that Graves Lane had been constructed as a truck route. He felt that the truckers were reasonable people who would use any route established if it is within reason. Mr. Borges felt that when Stewart Street had been closed for reconstruction, the truckers had been forced to seek other routes and had never returned to Stewart. He reiterated his request that Graves be closed to trucks at night. Chairperson Smith questioned how to do this. Mr. Borges suggested they use Stewart Street at night. Chairperson Smith questioned the Commission's latitude in this area. Mr. Borges felt that if the street was signed, 80 percent of the truckers would abide by the rules. The Sheriff would only have to cite the remaining twenty percent.

Commissioner Tatro explained design problems which must be mitigated if a four lane facility is reduced to a two lane facility. The staff and consultant had recommended a four lane facility. He did not wish to construct such a facility in any residential area, however, it is not sapient to construct a two lane facility when the demand warrants a four lane facility. This leaves only one option open for the Commission - construction of the proposed five lane roadway. He offered to share his packet with anyone wishing to read it. **Commission Tatro moved that the RTC proceed on the Graves Lane extension as a four lane facility which has a center turn lane. Commissioner Wolf seconded the motion.** Chairperson Smith indicated the street would be similar to that south of Highway 50. Direction had been given through the discussion adding landscaping and medians to the design. Chairperson Smith felt that such aesthetics would have a calming effect on traffic. He then explained his original support for a two lane facility. He had taken Ms. Newberry's comments to heart and had visited the area. He had spent time at the site with Ms. Newberry at Don Luark's home and tried to imagine the impact of a five lane facility coming through that area. It was a scary site. It would be a scary site if he had been living there. This is the reason he wanted to see the medians, the structure which is not south of Highway 50, and anything else which can be done to try and soften the blow as best they could. Again, he must return to the point of being financially responsible to the

community and based on what he knows now from the people who are professionals at this. The gentleman is correct. It is an educated guess. If he had to make the estimate, it would be like throwing darts at a board, this is a little bit more than that, they tell him that if he builds a two lane facility that he will be squandering the taxpayers' dollars, its the bang biggest bang for the buck and trying to move traffic from one point to another. They are telling him that if he builds the two lane road, the day they cut the ribbon, it will be inadequate. This scares him more than anything--of knowingly doing that. If the decision is based on good information and good intentions and then you find out that it didn't work. That is one thing. But when you have good people who are professionals such as DKS out of Sacramento that the City had been working with--. So, enough of that. He then called for the question. The motion was voted and carried 3-0.

Chairperson Smith then requested staff provide the Commission with information regarding trucks, truck regulations, the City's latitude for their restrictions, what is reasonable, and what can be done to soften the blow with the trucks. This issue is found throughout the City. The Bypass is the ultimate solution. The question is how to live with them until it is constructed.

BREAK: An 11 minute recess was declared at 4:33 p.m. The entire Commission was present when the meeting was reconvened at 4:42 p.m., constituting a quorum.

**5. DISCUSSION AND POSSIBLE ACTION ON THE REQUEST FROM THE TRANSPORTATION ADVISORY COMMITTEE TO EXTEND THE DKS' CONTRACT TO ALLOW MORE TIME TO COMPLETE THE TRANSPORTATION MASTER PLAN (1-1575.5)** - Mr. Brotzman and Committee Chairperson Frank Page explained the request to extend the consultant's time and several issues which should be addressed prior to completion of the plan. Discussion ensued between the staff, Mr. Page, and the Commission which questioned the need to include additional elements in the master plan and, specifically, the need for bicycle trails. Discussion emphasized the need for additional arterials even if the City's population stagnates based on the rapid growth occurring in adjacent Counties. Chairperson Smith supported granted the additional time based on the fact that the Committee had requested the time. Committee Chairperson Page felt that six months should be adequate. Funding for the additional work was explained. Parks Planner Vern Krahn explained the work which had been performed on the bicycle element and its status. Commissioner Wolf expressed her concern about the lack of courtesy displayed by bicyclist. Comments explained the public education programs being undertaken throughout the community during Bicycle Safety Week in May. Comments expressed the desire to complete the master plan as quickly as possible without spending more funds that originally allocated. Commissioner Wolf moved to extend the time for the advisory committee to meet for an additional not to exceed six months. Commissioner Tatro seconded the motion. Motion carried 3-0.

**6. DISCUSSION AND POSSIBLE ACTION TO APPROVE THE CARSON CITY BIKE PLAN SUPPLEMENT BY BERRYMAN AND HENIGAR (1-1950.5)** - Mr. Homann explained the request and introduced Consultant Rob Fellows. Mr. Fellows briefly described his work and how some of the bicycle trails could be added to the current streets. The plans include designations of widths required for bicycle lanes which could be added to future street widths and other implementation programs. Comments emphasized the public attendance at the workshops. Costs will be added to the plan later. The public will also be asked to establish the priorities. Mr. Brotzman reiterated the need to include the bicycle trail widths in future roadway designs. Comments also noted the amount of time which had been dedicated to this plan by the Transportation Advisory Committee. Commissioner Wolf moved that the Commission approve the Carson City Bike Path Plan. Commissioner Tatro seconded the motion. Motion carried 3-0.

**7. DISCUSSION AND POSSIBLE ACTION ON PRIORITIZING RECOMMENDED PROJECTS FOR FISCAL YEAR 1998-99 (1-2105.5)** - Mr. Brotzman distributed the budget documents to the Commission and Clerk. (A copy is in the file.) He then explained staff's recommended projects. Chairperson Smith requested maps be put in the room. Discussion explained the location of Challenger, its proposed College Parkway intersection, its estimated cost, and the Roop Street improvements between Governor's Field and Little Lane. The public hearing on extending Ormsby Boulevard was scheduled for June 17 at 6 p.m. at the Community Center. If the Commission

decides to construct the extension, funds will be reassigned from the Graves Lane/Arrowhead connector to Ormsby Boulevard. Chairperson Smith felt that the next fiscal year should be used to complete all of the other projects and allow staff to "catch up". Next year new projects could be undertaken. Mr. Homann also pointed out that all of the suggested projects are developer related items which require less City funding as the developer must participate in the costs. Discussion delineated the Commission's options and explained the additional funding requirements for Graves Lane. Commissioner Tatro moved to approve the project list as submitted on Page 1 of the staff report entitled "Discussion and Possible Action on Prioritizing Recommended 1998-1999 Projects". Chairperson Smith seconded the motion. Discussion indicated that the list is subject to change depending on the outcome for the Ormsby Boulevard hearing. The Commission will have to revisit the priorities if Ormsby Boulevard is determined to be a priority. The motion was voted and carried 3-0.

**8. STATUS REPORT ON CONSTRUCTION PROJECTS (1-2368.5)** - Discussion noted the report included in the Commission's packet.

**9. STAFF COMMENTS INCLUDING THE NEXT MEETING DATE (1-2382.5)** - The next meeting date is May 20 at 3 p.m. Discussion noted the Board of Supervisors had scheduled a budget hearing on that date. Comments indicated the Board may cancel this meeting and scheduled the RTC meeting for 3:30 p.m.

**3. COMMISSION COMMENTS (1-2425.5)** - Chairperson Smith gave Mr. Homann a letter/document from the Airport Authority concerning ownership of the BLM parcel which is needed for Graves Lane. Mr. Brotzman and Mr. Homann indicated that he had requested a title search on this issue. There may be an easement reserved for a public roadway. Discussion also noted that the Transportation Advisory Committee's meetings are subject to the Open Meeting Law. Their meetings are scheduled for the first and third Tuesdays in the Capital Conference Room at 3 p.m. Clarification indicated the June 17th meeting would be in the Sierra Room.

**10. ADJOURNMENT (1-2508.5)** - Commissioner Wolf moved to adjourn. Commissioner Tatro seconded the motion. Motion carried 3-0. Chairperson Smith adjourned the meeting at 5:25 p.m.

The Minutes of the April 15, 1998, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON \_\_\_\_\_ 6/17 \_\_\_\_\_, 1998.

/s/ \_\_\_\_\_  
Greg Smith, Chairperson