

CARSON CITY BOARD OF SUPERVISORS  
Minutes of the October 10, 1997, Meeting  
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A special meeting of the Carson City Board of Supervisors was held on Friday, October 10, 1997, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 1:30 p.m.

PRESENT:	Ray Masayko	Mayor
	Tom Tatro	Supervisor, Ward 3
	Greg Smith	Supervisor, Ward 1
	Jon Plank	Supervisor, Ward 2
	Kay Bennett	Supervisor, Ward 4
STAFF PRESENT:	Alan Glover	Clerk-Recorder
	Walter Sullivan	Community Development Director
	Tim Homann	Deputy Public Works Director
	Jay Aldean	Special Projects Engineer
	Mark Forsberg	Deputy District Attorney
	Katherine McLaughlin	Recording Secretary
	Gary Fried	Senior RTC Engineering Tech.
	(S.B.O.S. 10/10/97 Tape 1-0001.5)	

**CALL TO ORDER, ROLL CALL AND PLEDGE OF ALLEGIANCE** - Mayor Masayko convened the meeting at 1:30 p.m. Roll call was taken. The entire Board was present constituting a Quorum. Mayor Masayko lead the Pledge of Allegiance.

**CITIZEN COMMENTS (1-0013.5)** - None.

**ACTION TO HALT CONSTRUCTION OF THE REALIGNMENT PROJECT OF GONI ROAD (1-0018.5)** - Mayor Masayko explained that Mr. Sullivan was representing Mr. Berkich, who was out of town, and the procedure which would be followed during the meeting.

Mr. Homann's introduction included an apology to the individuals who felt they had not had an opportunity to participate in the design process. Discussion with Mayor Masayko earlier had indicated the need to develop such a process. Mr. Homann indicated a desire to include such a process in future projects. He then reviewed the RTC process used to develop the project, its design objectives/criteria/constraints, and its construction program. A map was used to illustrate the location, the original and final construction design. The engineering criteria was explained with the use of engineering profiles/schematics. The explanation included clarification comments from Pat Fritchel of Pyramid Engineering, the design consultants. The roadway is a 6.25 percent grade for a distance of 30 feet and is designed for a speed of 45 miles per hour. Mr. Homann agreed that other designs could have been used. He emphasized that any redesigns/fixes would be both difficult and expensive as illustrated by an example. Examples of other similar roadways and their slopes were cited. They indicated that the proposed design is not unusual and is found throughout the City. All were within the standards. He agreed that the six percent grade may not be ideal under adverse winter conditions, however, is traversable and would be sanded early. Discussion among the Board, Mr. Homann, Gary Fried, and Mr. Fritchel explained the remaining construction work, the construction schedule, remaining costs, the estimated construction timeframe if the project is redesigned, reasons construction does not normally occur during the wintertime, the aesthetics of the cut in the hillside if the road is lowered, the process and criteria used to establish the road priorities, the incentive program for early completion of the project, current traffic volume on Goni and the estimated traffic increase, the uniqueness of the traffic demand, and compared Goni to Edmonds south of Fifth Street.

(1-0728.5) Del White of Redco explained his involvement with the Manufacturers Association and stressed that Redco had not been the one to raise the concerns. Mr. White expressed his feeling that the manufacturers were very involved in the community as indicated by the "Made in Carson" function. Mr. Homann responded to his question about a design that goes over the utilities and then straight into Arrowhead. His proposal would have to be analyzed, however, it would impact the 40 mph design. The current design had allowed for use of the cut

material as fill in other areas of the roadway. The map was used to illustrate where these areas were. Mr. White then stressed his feeling that the employees and truckers using the street daily would find it hard to negotiate during the wintertime. It would pose a traffic hazard. He felt it was unnecessary and an imposition to the commuters if they must "chain up" to traverse the roadway. Engineering standards had not allowed for common sense to be used. The roadway as designed was an accident waiting to happen. Commuters would use Emerson to avoid following trucks up Goni. The current detour was an imposition to all of the commuters. He felt that telephone calls had clearly indicated there was a problem long before construction had reached its current state. If something is not done now, the roadway and traffic volumes would only continue to increase as more and more expansion occurs in the industrial park. A delay would be a continued inconvenience on the residents, employees, and manufacturers, however, it should be done right. He urged the Board to leave the utilities where they are, go over the top of them, flatten out the hill, give the extra rock to Mr. Rafferty at the end of Goni, and rock and oil the roadway until construction can occur next spring. The rock and oil roadway would be an inconvenience but allow the road to be constructed correctly next year. He purportedly had a petition with 50 signatures from his plant supporting his proposal. (A petition was not displayed nor given to the Clerk.) He also did not want to have to redo the entire project at some future date. Clarification for Supervisor Bennett indicated that Mr. White felt that Goni would be used as a truck route, however, automobile commuters would use Emerson to "beat" the trucks. This may cause another "Bowers" Street closure. Mr. White felt that trucks are using Goni all day long.

(1-0975.5) Larry Torres, TNT Machines on Convair Drive, indicated his plant was across the street from Basalite. He felt that 30 trucks an hour run from Basalite all day, every day.

(1-0985.5) Gary Lehman from Cinderlite Trucking explained the trucks operated by his firm from the area. He did not feel that Mr. White's suggestion, which would create a two percent grade, would make the trucks run any faster than the proposed grade. He indicated that Mr. White had not contacted his firm, Basalite, or Carson Valley Oil. They all three wanted the street paved and opened. They run year-round and did not feel that the street would be any more hazardous than any other during the wintertime. He suggested having a "prepare to stop" sign installed at the crest of the hill to warn the drivers of the pending stop. They would be cautious after the first storm. The light at College Parkway would even out the traffic flow.

Supervisor Smith noted that he had also received telephone calls from individuals who are not a part of the manufacturing community but live in the Goni Canyon area who had expressed the same concerns as Mr. White had vocalized. Although the manufacturers may have taken the lead on the issue, it was not a manufacturers versus residents issue. Supervisor Plank also indicated he had received similar telephone calls.

Citizen comments were solicited. (1-1042.5) Gino Noriega explained that the Sheriff's Office had issued 302 traffic citations in the Emerson-South Sutro-Arrowhead area between September 22 and 27. One month ago two traffic accidents had occurred at College Parkway and Roop in a two hour timeframe. His residential area could not longer tolerate the traffic congestion. He volunteered to help the Sheriff's Department write the citations if at all possible. The commuters are becoming more and more aggressive. Something must be done. The design should have been "researched" before construction. He questioned why the design had not considered future traffic needs. He supported Mr. White's proposal for a temporary solution which would allow additional time to reconsider and redesign the project. Mayor Masayko explained that each Board member may have contacted the Sheriff's Department due to the public comments which they had received about the need for traffic enforcement in that area. Mr. Noriega indicated his comments to Sheriff Banister about the response.

(1-1166.5) Jay Harvey felt that the Redco driveway was a four percent grade on one side and three percent grade on the other. He questioned how liquid nitrogen could be delivered over such a grade. Mayor Masayko pointed out the different speeds between the driveways and the proposed roadway.

(1-1189.5) Ada Roelke indicated she had a note from her next door neighbor who could not attend. She felt that the traffic was adversely impacting her quality of life. She was glad to hear that the Sheriff's Department was responding to the traffic problems. She would also call and thank the Sheriff for doing so. Her problems with the illegal truck traffic and commuters were explained. Arrowhead has become a freeway. She supported Cinderlite's

comments that trucks could negotiate the grade. She pointed out the grade and four-way stop at the foot of Arrowhead at its intersection with Goni. She urged the Board to proceed with construction and, if at some future date, the road needs additional improvements, consider it at that time. Traffic problems encountered by truckers attempting to use Emerson as a detour were described.

(1-1242.5) Darlene Butts explained her safety concerns for her children who must catch the school bus on Emerson. She felt that over 9,000 cars a day used Emerson and were traveling well over the posted 35 mph. She urged the Board to complete Goni and open it.

(1-1267.5) Doug Setter explained the commuter traffic his South Sutro area was experiencing. He had commended Sheriff Banister on his attempts to control the traffic. He had been appalled when he read the article indicating Goni Road would be delayed. He invited the Board to visit his residence and watch the traffic. The traffic concerns/problems were described. He felt that it was reasonable that he should be inconvenienced by the roadway construction, however, continued delay and reconstruction were not reasonable. He suggested that in the future when a similar major undertaking occurs, RTC have a preliminary hearing to allow the public to present any concerns. He used the installation and removal of a traffic signal at Emerson and College Parkway to illustrate what he felt was trial and error construction and the lack of planning. He urged the Board to support the professional engineer's opinion and complete the project.

(1-1378.5) Carol Davidson explained the development and traffic impact on her neighborhood. She urged the Board to consider constructing Goni as a four-lane road. She felt that the commuters would continue to use the residential streets as a detour. The children could not use the street or the residents go to the mailboxes. Examples of traffic concerns were cited. Mr. Lehman had been doing a good job of keeping his trucks off of Sutro. Safety concerns for Mr. Shriner's daycare center users were noted. The traffic impact was reducing the property values. She, too, commended the Sheriff's Department on the enforcement efforts. Comments expressed by one of the Deputies who had written the tickets were noted. She urged the Board to consider widening the roadway in the future to accommodate four traffic lanes.

(1-1448.5) Ron Gutzman supported Supervisor Tatro's suggestion that the road be completed and that redesign be addressed next year. Emerson and Arrowhead could not continue to handle the traffic volume created by the detour. He felt that the detour problem had been compounded by the Hot Springs and College Parkway construction project. Traffic violations were noted. Icy intersections occur throughout the City in the wintertime. He urged the Board to complete the project and reconsider it next summer if necessary.

(1-1495.5) Carl Cavolick from Lumos and Associates explained his evaluation of the project regarding the safety issues and construction standards. His findings supported all of Mr. Homann's earlier comments and indicated the design is within established standards. The proposed design is also consistent with the community designs and uses. He acknowledged that the project could have been designed differently as well as have a different alignment. He pointed out that RTC has a limited budget and a lot of roads needing to be built. He agreed that the budget had created a constraint on the project and pointed out that the roadway could be made better with additional/other funding but only at the expense of other projects. Mayor Masayko thanked Mr. Cavolick and Lumos and Associates for his expert witness comments.

(1-1545.5) Jim Johnson, due to his nine year residency on Goni Road, expressed his feeling that the realignment had not improved the intersection. It may have made the situation worse by having two downhill sections meet at a 4-way stop. This would increase the traffic hazard at that intersection. Mr. Homann indicated in response to his question that he did not believe that the two percent grade had made the intersection worse. (Supervisor Tatro stepped from the room at 3:05 p.m. A quorum was still present.) Discussion ensued between Messrs. Johnson and Homann on the grade and traffic hazard. Mr. Johnson also felt that the sanding trucks are not at the intersection early enough and that cars currently slide through it in the winter time. (Supervisor Tatro returned at 3:08 p.m. A quorum was present as previously indicated.) He also felt that the grade should have been cut to a 3/4 to 1 ratio. Mr. Fritchel explained the geo-technical study which had determined the ratio. Mr. Johnson felt that the right-of-way acquisition should not have been a factor in determining the grade.

(1-1610.5) Nick Raduke, a commuter who use these streets, felt that the road had been easier to navigate before construction. The design had made the roadway more hazardous due to the hill. He felt that he had also been inconvenienced by the detour. There should have been better planning than had occurred. His traffic concerns when the first storm hits were noted.

(1-1634.5) Discussion between Mr. Homann and Ms. Roelke indicated that there would be a stop sign at Goni and Hot Springs Road. Discussion between Mr. Noriega and Supervisor Smith explained the current RTC process and expressed the intent to revise the RTC procedures to provide for better noticing and to allow a public hearing on any future projects. Supervisor Smith felt that such hearings should be conducted in the evenings. Mr. Noriega expressed an intent to attend future RTC meetings. He also elaborated on his attempts to determine who was closing College Parkway for an oiling project. The same problem had been encountered when he attempted to learn about the Goni project. He emphasized that drivers would have to learn how to drive on icy roads. The road should have been flat. Drivers should be cognizant of their surroundings and drive accordingly although many do not do so. Supervisor Smith invited Mr. Noriega to attend the next RTC meeting and announced the date and time. He also invited the public to contact him or the other Commission members to learn about the hearings and decisions. He welcomed input on agenda items from the public. He then explained the funding constraints and the cost-benefit ratio. Redesign/reconstruction of Goni would have to be paid for from the Graves Lane extension funds. This would delay Graves Lane and lengthen the burdens on Goni, Arrowhead, and Emerson. Mr. Noriega then questioned whether the design had provided for an increased traffic volume. The freeway is too far off to be beneficial to the area. He also questioned whether Goni had been considered as a short-term or long-term project.

(1-1936.5) Supervisor Smith expressed his feeling that some of the concerns which had been expressed were valid. The roadway would not create a "deadman's hill". It is reasonable to assume through the use of common sense that the roadway during wintertime conditions will be "a little bit or more" difficult, which is an arguable point, to negotiate than if the roadway was flat. Additional incentive money had been allocated to facilitate early completion of the project. The contractor has in all good faith moved the project along and we were ready to pave on Wednesday, which in actuality was Tuesday as he had employees wanting to work. He had been postponed to this point. The engineers had indicated the roadway would meet all the established criteria within the parameters and boundaries for other roads. The criticism is that the Board had the chance to do it better. This has some validity. The rationale that the roadway matches others within the area does not necessarily make it right. He did not fault the engineers in any way in what they had attempted to design which had been a cost effective road, preserving enough of the money so that other projects could be done, and meeting the needs of the community at least for the short-term. He was not sure about the long-term needs. RTC had bonded for \$5 million for projects. The City is growing so far, so fast, as are the surrounding areas and they are all driving through Carson City. Previous funding levels had been in the range of \$650 to \$700,000 a year. It felt like plugging holes in a dike. This is crisis management and it is tough to look 20 years into the future. The point is valid. He did not feel that the Board had any other choice with the nightmare that had been created for the Emerson and Arrowhead residents. Although he could only speak for himself, he did not feel that the Board had ever anticipated that the situation would be as bad as it had been. He did not feel that the Board could justify not only the additional \$3 to possibly \$500,000, for the worse case, to make it better as well as the five to six month delay. This is the big question. The money could be found and other projects delayed. He understood the criticism from the other side that the project should be done right and they could live with it until that occurs. He did not agree that it was being done wrong. He agreed that it could have been done better or at least differently. He urged the Board to stay the course and allow the road to be paved and get it opened as soon as possible.

(1-2017.5) Supervisor Bennett noted a seminar she had attended earlier in the day on customer service. One of the things she found was that a person's perception forms the reality of the experience that they know. When she had been on the RTC she had encouraged staff and the Commission to create a citizens' committee to provide public input as the master plan is developed. Supervisor Smith then explained that the 1990 master plan priorities had been completed. A citizens advisory committee had been established to create the new master plan with the assistance of the consultant. This plan will develop projects for the next five to ten years. Individuals had already been appointed to this committee, however, additional public participation was encouraged and welcomed. Mr. Homann indicated the Board would soon be awarding the contract to the consultant. The firm would commence

work within ten days of that date.

Supervisor Bennett felt that the comments had stressed the need to be receptive to the roadway users and the residents when there is going to be massive impacts. She, too, felt that it would have been better to have had this input. The Board perception may not be their perception or reality of all of the other impacts when it is finalized. She thanked Mr. White for bringing this proposal forward. She agreed that not all of the projects needed this type of input but the major projects certainly should have it. She suggested the Community Development's notification process be used within a certain radius. The process would educate the public about the rationale for doing the project.

(1-2100.5) Supervisor Plank expressed his feeling that a walking path or bike trail received more profile than street projects. This is "nutty". The V&T Grade and the Fifth and Edmonds bike paths were cited as an example. He had not attended the RTC meeting as too many Board members would be in attendance. He questioned the RTC process. Supervisor Smith elaborated on the current process, including the goal setting/priorities hearing and its related budget, which is normally held in the evenings. It is well noticed and may have the biggest crowd. He then introduced the RTC members. RTC establishes the priorities. The Board of Supervisors ratifies the decisions and makes the funding expenditures. He agreed that few people read the official notices. Better attempts will be made to circulate the information. The public was again invited to contact the Commissioners.

Mayor Masayko expressed his feeling that something good would and should come from the hearing. He urged the Commission to create NDOT type of hearings as it will allow for the public input before the die is cast and a conflict occurs. The die had, unfortunately, already been cast on this project. The project had taught him a lot. He was contacted almost immediately after Goni Road was closed. It had disrupted a major traffic pattern. The project should have been scoped differently. Citizen input would have helped tremendously. There are an infinite number of ways to design and do the project all of which would have served the citizens better and created less of a disruption. Unless this information is requested in a convenient manner, the public will not respond until the concrete begins to "set up". He urged the RTC to hold an open house type of meeting on major projects including the extension of Graves Lane. Reasons for this suggestion were noted. This will provide for better decisions. The decisions on Goni had not been good. He supported all of the comments. The project had taken an intersection which was fairly nominal but had not improved the situation. His sympathy was with the citizens in the Emerson Arrowhead area. He understood both the severe disruption to their lives as well as the outlying danger of the traffic in the neighborhood. A 30 to 90 day extension on the project was unreasonable for those residents. It should have been done with long range planning. Carson City can determine where the sand trucks should go and when and how many. This is a manageable situation. The Arrowhead truck traffic control is on the top of his agenda. When Goni Road is open again, we will address it so that it is enforceable. For Mr. White and the others, nothing is forever. The town is moving ahead very quickly. Things change. Times change. Conditions change. Maybe four lanes would have been the right thing to have done. Maybe the City will find out that we need four lanes or that there is a situation that had not been anticipated, then it will be fixed. For the moment, right now, the die is cast and we really must move forward.

(1-2262.5) Supervisor Smith moved that the Board of Supervisors proceed with the immediate paving and completion of the Goni Road realignment as currently designed. Supervisor Bennett seconded the motion. Discussion between Mr. Forsberg and Mayor Masayko indicated the motion was valid. The motion was voted and carried 5-0. Mayor Masayko thanked the audience for its participation and attendance.

There being no other matters for consideration, Supervisor Tatro moved to adjourn. Supervisor Plank seconded the motion. Motion carried 5-0. Mayor Masayko adjourned the meeting at 3:40 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 Special October 10, 1997, Carson City Board of Supervisors meeting

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1998.

ARE SO APPROVED ON \_\_\_January\_8\_\_\_,

\_\_\_\_\_/s/\_\_\_\_\_

Ray Masayko, Mayor

ATTEST:

\_\_\_\_\_/s/\_\_\_\_\_  
Alan Glover, Clerk-Recorder