

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the May 11, 2005, Meeting
Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, May 11, 2005, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, immediately following the regularly scheduled meeting of the Carson Area Metropolitan Planning Organization that began at 5:30 p.m.

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

STAFF PRESENT: Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 5/11/05 Tape 1-0007)

I. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 6:30 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

J. APPROVAL OF MINUTES (1-0009) - None.

K. MODIFICATION OF AGENDA (1-0010) - None.

L. PUBLIC COMMENT (1-0011) - None.

M. DISCLOSURES (1-0017) - Commissioner Zola explained that he had attended a social function at which people had expressed their opposition to the proposed roundabout at Hot Springs Road and Roop Street. He also noted for the record that the *Nevada Appeal* had taken a poll which indicated that 60% of the approximate 300 individuals polled had opposed the roundabout. Chairperson Staub felt that the individuals may have known his feelings regarding the project and had responded accordingly. No formal action was required or taken.

N. PUBLIC MEETING ITEMS:

N-1. DISCUSSION AND ACTION ON NORTHRIDGE DRIVE/RIDGECREST DRIVE SPEED STUDY (1-0034) - RTC Engineer Brotzman briefly reviewed the report. Commissioner Aldean explained that she received six telephone calls regarding the intersection. The fence is repeatedly being hit. Deputy City Engineer Flansberg explained staff's recommendation that the study be referred to the Sheriff's Department for follow-up by the Enforcement Division. Safety concerns regarding the use of portable undulations were explained. Discussion also explained how some of the vehicles could have traversed the street at the more than 70 miles per hour. Mr. Flansberg also indicated that almost every speed study includes one or two of these "rice rockets". These fast low slung vehicles can reach that speed quickly. A copy of the report is to be forwarded to the individuals who had voiced concerns to Commissioner Aldean. Additional comments were solicited but none were given. No formal action was taken.

N-2. DISCUSSION AND ACTION ON STAFF'S RECOMMENDATIONS REGARDING THE SALIMAN ROAD SPEED STUDY AND THE CARSON HIGH SCHOOL CIRCULATION STUDY (1-0148) - Deputy City Engineer Flansberg reviewed the report and staff recommendation. Justification for having the 15 miles per hour speed limit during nutrition and recesses with an overall speed

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the May 11, 2005, Meeting
Page 2

limit of 25 miles per hour was discussed. RTC Engineer Brotzman limned the observations which indicated a dedicated left turn lane is not needed for west bound traffic from Saliman onto Highway 50 East . He also explained the reasons a three-way stop has not been installed at Saliman and Long and the lack of a signal at Saliman and Robinson. Discussion ensued on the reasons for having a four-way stop at Long and Molly. Mr. Brotzman indicated that the intersection does not meet warrants by today's standards. Commissioner Zola explained his personal experience at Saliman and Long and suggested a three-way stop be at that intersection. Mr. Brotzman explained the reasons a four-way stop sign was at Rand and Long. Mr. Flansberg explained that Saliman and Long may not meet warrants for a three-way stop. Staff will investigate it. Public comments were solicited.

David Morgan explained his personal experience indicates that the hill and on-street parking make traversing the Saliman and Long intersection difficult. He supported having a signal at Saliman and Long.

Robin Brown explained her personal knowledge of Saliman and the stop signs at Molly and Long which she felt was created by the location of the Mark Twain Elementary School. Adding another stop sign on Long will create too many stops in a short distance. She concurred with the removal of the Molly stop signs so long as the Commission recognized that there is an elementary school in the vicinity. She felt that reducing the speed in front of the High School will require a left turn signal at Highway 50 East. Her personal experience indicates it is needed between 7:35 a.m. and 8:15 a.m. Mr. Brotzman explained that his traffic count had been between 7:30 a.m. and 8:15 a.m. and 1:45 p.m. to 2:30 p.m. Ms. Brown then explained her reasons for bringing the matter to the Commission and her intent to check out the speed zones at several California high schools over the weekend. She felt that a speed limit of 20 miles per hour with flashing lights to warn the drivers of the school should be adequate warning. Her support for the median for the students to cross to safely was indicated. The 20 miles per hour and flashing lights should be studied and, if unsuccessful, the speed could then be reduced to 15 miles per hour. This would, however, back up the traffic turning on Highway 50 East even more. Justification for the median with rails restricting the students' movements was provided. A "back road" access/egress behind the church going to Highway 50 East had been discussed with Mr. Flansberg. It requires right turns in and out. An option would be to extend the "back road" to Pinion Plaza and the signal at that location. This route would allow cars and buses to make left turns onto Highway 50 East. Additional public comments were solicited.

School District Director of Operations Michael Mitchell felt that the discussions with members of the public and Messrs. Flansberg and Brotzman had been productive. There is a need for additional accesses and egresses from the school. When, where, and how this will occur has not been developed. When Robinson is extended, it will relieve some of the pressure.

Commissioner Aldean expressed her belief that if the speed limit is decreased to 15 miles per hour during school periods, drivers will continue to drive at 35 miles per hour. If the speed limit is increased, a majority of the drivers will travel through the area at 45 miles per hour. She felt that the proposed change creates abrupt changes in speed. She hoped that the California study will assist with finding a solution. Mr. Flansberg pointed out that if the speed limit is reduced to 20 miles per hour it will be the only location in the community with that limit. The school zone on Edmonds was described to illustrate how the flashing lights will work and as justification for the 15 miles per hour speed limit. Commissioner Des Jardins explained his personal experience with the Edmonds school zone and belief that a majority of the drivers exceeding the

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the May 11, 2005, Meeting
Page 3

speed limit in that area were from out-of-state. He did not feel that the abrupt change in speed limits caused a problem. He asked staff to look at moving the stops signs from Long and Molly to Saliman and Long. Discussion explained the proposed locations for the flashing lights on Saliman. Mr. Flansberg also explained the proposed use of a masted arm for the placement of the flashing lights at the Fremont Elementary School on Saliman. The proposed pedestrian refuge island to be placed in front of the High School was described. It will make the students walk facing traffic and may increase their safety awareness. The island has not yet been designed. Temporary glue downs and striping will be used to determine the ultimate design. A map was used to illustrate the location of the school zone. Additional public comments were solicited but none were given. Mr. Flansberg then explained a proposal to provide an access/egress to the high school just east of the baseball fields that will connect to Highway 50 East. It would be a right in, right out roadway. This may alleviate some of the traffic pressure on Saliman. Chairperson Staub concurred. He then asked that the motion include staff's recommendations regarding the 25 miles per hour section and its location, the 35 miles per hour area and its location, that flashing lights are to occur only during school sessions and during the particular times in the mornings, noon, and afternoon when school is in and out which will be during the noon and recess periods. Supervisor Aldean felt that he had summarized the motion with the exception of the imposition of the 15 miles per hour speed limit in the school zone between Highway 50 and Robinson when school is in session. Chairperson Staub also encouraged development of the secondary access which had just been explained. Commissioner Aldean stated "so moved". Chairperson Staub indicated that the motion specifically identified staff's conclusions and observations that are included in the Commission's packets. Commissioners Des Jardins, Zola and Hastings seconded the motion. Motion carried 5-0.

N-3. DISCUSSION AND ACTION ON APPROVAL OF TRAFFIC SIGNAL WARRANT STUDY AT THE INTERSECTION OF ROOP STREET AND NORTHRIDGE DRIVE AND AUTHORIZE STAFF TO DESIGN AND INSTALL TRAFFIC SIGNAL (1-0647) - RTC Engineer Brotzman indicated that the intersection does not at this time meet the warrants when a 24-hour count is conducted. The morning peak periods do meet the warrants. The evening peak periods are close to meeting the warrants. He then explained the speed variable which meets the warrants when the numbers are rounded. The criteria not used in the evaluation was listed. There is 780 feet between the intersection and the signal at Hot Springs and Roop. There is 2400 feet between the intersection and the proposed signal at Winnie and Roop. Commissioner Aldean suggested that the signal be considered when the decision on the roundabout at Hot Springs and Roop is made. Deputy City Engineer Flansberg explained that the signal at this intersection is warranted at this time. It is not contingent upon the function of Hot Springs and Roop although a signal may support the roundabout. The two intersections will use the same controller if signals are installed at both intersections. The concern with stacking traffic at Roop and Hot Springs was noted. His belief that the signal at Northridge and Roop will mitigate some of the concerns regarding a Roop and Hot Springs roundabout was explained. Commissioner Zola expressed his concern that the signal at Northridge and Roop could back traffic into the roundabout during peak periods. He had given Mr. Brotzman a design which may resolve this issue if there is adequate right-of-way. He questioned the need for three signals in the distance between Hot Springs and Winnie. He also felt that in the future a signal will not be needed at Northridge. He supported delaying action on the signal until the decision is made regarding the Roop and Hot Springs intersection. Additional comments were solicited but none were given. Mr. Flansberg explained that DKS' analysis had included the whole system and not just one intersection. His experience and modeling indicated that when the shopping center opens there will be additional traffic on Roop Street and more left turning movements at this intersection. A signal is needed for the safety of those drivers. Commissioner Hastings

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the May 11, 2005, Meeting
Page 4

pointed out that on Carson Street from Highway 50 to Musser there are four to five signals. The signals are synchronized which makes the traffic flow smoothly. The distance is approximately the same as that at the Northridge intersection. Mr. Brotzman explained that these signals are not located at the ideal distance. The ideal distance between signals is 1320 feet. It is 2400 feet to Winnie. The intersection is 780 feet to Hot Springs. There is 980 feet between Hot Springs and College Parkway. DKS had conducted a second analysis that indicated the three intersections will work better with a roundabout although both service levels are acceptable. He noted that the Northridge subdivision is now built out. Commercial development will be occurring at the intersection. The suggested signal is an attempt to be proactive. It will be needed even more as time goes on. **Commissioner Hastings moved to approve the traffic signal warrant study at the intersection of Roop Street and Northridge Drive and authorize staff to design and install a traffic signal; fiscal impact is \$240,000 and the funding source is RTC Road Construction - Traffic Signal. Chairperson Staub seconded the motion.** Commissioner Aldean expressed her concern about constructing the signal before a decision is made on the Hot Springs and Roop intersection. If a signal is located at all three sites, it will be possible to synchronize them so that there is a continual flow of traffic. The roundabout will allow traffic to proceed regardless of the signalization. She trusted staff to have examined both scenarios including within the context of having a light at the intersection of Northridge and Roop. Based on that representation, she was prepared to vote for the motion as it may or may not affect the Commission's decision regarding the intersection of Roop and Hot Springs. Also, based on staff's information, standing alone, the intersection of Roop and Northridge is in need of some sort of signalization. Chairperson Staub concurred and indicated that they must look at it as standing alone. The Commission will discuss the roundabout later. The original subdivision was intended to have left turn lanes and a signal when it was built out. It is long overdue. The Commission must look at it as standing alone and coordinate it with either a signal or roundabout when that intersection is considered and developed later. **The motion to approve the placement of a signal at the intersection was voted and carried 3-2 with Commissioners Zola and Des Jardins voting Naye.**

O. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - NON-ACTION ITEMS

O-1. STATUS REPORT ON THE FAIRVIEW DRIVE WIDENING PROJECT (1-0876) -

Deputy City Engineer Flansberg's status report included noting the problem encountered finding a cornerstone and the need to make a survey correction. He felt that a preliminary design should be to the Commission in 60 days. No formal action was required or taken.

COMMISSION COMMENTS (1-0890) - Discussion among the Commission explained a letter from the Quick Stop Market's Regional Headquarters in Fremont, California, regarding the possibility of having a roundabout at the intersection of Hot Springs and Roop. Commissioner Des Jardins indicated he had taken the letter personally as he was quoted in the letter. He felt that more communication should have occurred earlier between the firm and staff about the intersection as well as with the other property owners in the vicinity. Chairperson Staub suggested that a workshop be held on the intersection with designs and a presentation and invitations to the public, the residents, the businesses. He urged staff to differentiate the differences between the Roop and Hot Springs' design and the Edmonds and Fifth Street roundabout. The workshop should allow input and alleviate some of the concerns. The case is not closed at this point. The

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the May 11, 2005, Meeting
Page 5

issues should be addressed when raised and not have the Commissioners/staff run out of town due to another roundabout at a busy intersection. No formal action was taken or required.

O-2. FUTURE AGENDA ITEMS (1-0958) - Deputy City Engineer Flansberg explained that Roop Street Phase I was advertised today. The bids and a recommendation will be brought back at the next meeting. Discussion indicated that a traffic study is needed before consideration can occur on removing the stop signs at Molly and Long. It should be completed so that the item can be agenized for discussion and action in two months. Mr. Flansberg indicated that the traffic studies on Bowers and Sunrise should be completed and to the Commission for direction in July. Commissioner Hastings requested information, if possible, regarding the differences between residential and commercial roundabouts and how they function. No formal action was taken or required.

P. ADJOURNMENT - RTC (1-0992) - Commissioner Des Jardins moved to adjourn. Commissioners Aldean and Hastings seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 7:30 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 May 11, 2005, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON June 8, 2005.

/s/
Richard S. Staub, Chairperson