

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 13, 2004, Meeting

DRAFT

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, October 13, 2004, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

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

STAFF PRESENT: Development Services Director Andrew Burnham, Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 10/13/04 Tape 1-0011)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:30 p.m. by indicating that a CAMPO meeting was not scheduled for this date. Roll call was taken. A quorum was present although Vice Chairperson Reynolds was absent due to a conflict in his schedule.

B. APPROVAL OF MINUTES - None.

C. AGENDA MODIFICATIONS (1-0032) - None.

D. PUBLIC COMMENTS (1-0033) - None.

E. DISCLOSURES (1-0038) - Commissioner Aldean disclosed her contact with GROW President Mary Fischer regarding landscaping the gateways.

F. PUBLIC MEETING ITEMS - (1-0065) Chairperson Staub noted that all of the items have been discussed by the Commission previously and the Commission's desire to watch the Presidential debate. No formal action is required on any of the items.

F-1. PRESENTATION ON A TRANSPORTATION ENHANCEMENT PROJECT TO IMPROVE PEDESTRIAN SAFETY ON ROOP STREET FROM WINNIE LANE TO BASQUE WAY (1-0042) - RTC Engineer Harvey Brotzman described the project and corrected a typographical error in the cost estimate. The correct amount is \$552,000. Deputy City Engineer John Flansberg indicated that the concrete flat work on the west side will not be removed as part of the project. It will be removed at some future date. Discussion indicated that it is an attractive nuisance. Signage or an obstruction may be used to discourage pedestrian usage. It was felt that once the east side of the street is widened and pedestrian enhancements are installed, pedestrians will use that side rather than the narrow western side. Removal of the narrow sidewalk and installation of a curb were estimated to cost between \$100,000 and \$150,000 with little benefit. The "discouragement" will be placed at Winnie Lane to stop people from using the western side. The seven-foot pedestrian area is not envisioned for bicyclists. There will not be a space between the curb and the pedestrian area. Clarification explained that the wall on the west side is located on top of the sidewalk. This caused the pedestrian walkway on that side to be narrower than required. The Roop Street improvements will include a signal and cross walks. Funding for it should be approved in October 2005. Construction is scheduled for the summer of 2006. No formal action was taken or required.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 13, 2004, Meeting

DRAFT

Page 2

F-2. PRESENTATION OF A TRANSPORTATION ENHANCEMENT PROJECT TO PROVIDE LANDSCAPING ON NEIGHBORHOOD GATEWAYS LOCATED AT NORTHRIDGE DRIVE, EMERSON DRIVE, AND NORTHGATE LANE (1-0142) -

Deputy City Engineer John Flansberg asked the Commission to prioritize the three gateways and described the landscaping and views.

Commissioner Aldean disclosed her tour of the gateways with GROW President Mary Fischer. Commissioner Aldean and Chairperson Staub supported establishing Northgate as the top priority. Public comments were then solicited.

(1-0179) Mary Fischer expressed her understanding that with bid alternatives it may be possible to get all three of the gateways done at one time. Her desire to do all of the gateways at one time was explained. She had been working on the project since 1998. She hoped that the City would be able to leverage the funds with State grants and obtain State landscaping funds that require a 50-50 match. State and Federal funds can be used to match each other. She urged the public/community to tour the sites. Photographs illustrating the impact of the freeway or marked to show the impact at Emerson and Northgate were distributed to the Commission and Clerk. (A copy is in the file.) She indicated that she had "pictures" showing the impact created without landscaping, with the proposed landscaping, and future landscaping requirements. She pointed out that the enhancement funds cannot be used for other purposes. Ms. Fischer then indicated that it is difficult for her to establish a priority for the gateways. The Parks Department has recommended Northridge at Carmine. Reasons for this selection were noted. Justification for doing the other gateways was limned. She felt that all of the gateways are important and should be done at once. The business community will support the interchanges. Neighborhood gateways do not have this support. Discussion explained the original desire to install the irrigation system at all of the gateways before NDOT seeds them. The current plan calls for seeding in two or three weeks. They had hoped to get the major irrigation system in before seeding and then to wait a year before planting. The construction firm hopes to reach College Parkway soon and to Highway 50 by the end of the year. They are now working on the Northgate gateway. She acknowledged that the landscaping could be phased. She was willing to do whatever is possible with the funding that is provided. She also pointed out that the original estimate was for \$350,000. The current estimate is \$600,000. Reasons for the increase were limned.

Discussion between Commissioner Aldean and Mr. Flansberg explained that the gateways could be listed as one project with "sub-priorities". This will allow discussion of all three at the State Transportation Advisory Commission meeting and allow flexibility in the funding amount. Mr. Flansberg had not discussed the possibility of obtaining funding for all three and reducing the scope of work to match the funding. Commissioner Aldean pointed out that there will be large maintenance costs incurred if all three gateways are done. Mr. Flansberg acknowledged the maintenance costs.

Chairperson Staub disclosed for clarity of the record that Ms. Fischer is the owner of the Cottonwood Mobile Home Park that is located near Emerson. Commissioner Aldean explained that this is the reason Ms. Fischer is not advocating a priority. Ms. Fischer indicated that it was the main reason for her involvement. Additional public comments were solicited.

Mr. Flansberg reiterated the statement from the Parks Department that they could support the Northgate gateway. If all three are landscaped, they will need additional seasonal maintenance employees.

Chairperson Staub explained that Commissioner Aldean had recommended Northgate as the number one

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 13, 2004, Meeting

DRAFT

Page 3

priority with Emerson and Northridge being the other recommendations. He then explained the two methods of considering the impact were from a driver's view and from the resident's view. Northridge and Emerson will have more traffic than Northgate. The photographs illustrate that the impact on the Northgate residents' quality of life is substantially more than that on Northgate and Emerson. He was willing to prioritize Northgate as the number one project followed by Northridge and Emerson. Discussion indicated that action would be taken under Item F-6. No formal action was taken.

F-3. PRESENTATION OF A TRANSPORTATION ENHANCEMENT PROJECT TO CONTINUE THE V&T MULTI-USE PATH FROM COMBS CANYON ROAD NORTH TO THE CARSON-TAHOE HOSPITAL (1-0463) - Deferred until the right-of-way issues are resolved.

F-4. PRESENTATION OF A TRANSPORTATION ENHANCEMENT PROJECT TO IMPROVE PEDESTRIAN SAFETY ON EAST FIFTH STREET FROM EDMONDS DRIVE TO THE EAGLE VALLEY MIDDLE SCHOOL (1-0476) - Deputy City Engineer John Flansberg described his personal observation of the pedestrian and vehicular movements at the site. School District Operations Director Mike Mitchell had accompanied him. A City project had been developed that would place an eight-foot sidewalk on the north side of East Fifth Street from the roundabout to the existing sidewalk along Hells Bells Road. The students are not using the sidewalk that is there but are cutting across the State lands, walking along the shoulder of Edmonds on the west side of Rattlesnake Hill, and then cutting across the field and heading south. The project will tie the linear ditch that runs between Fremont Elementary School and the Wastewater Treatment Plant on Butti Way to the roundabout at Fifth and Edmonds. The main concern about getting traffic through the area during peak periods was limited. Consideration of traffic control methods was then undertaken. There are stop signs at the Fifth Street's intersections with Hells Bells Road and Carson River Road. Fifth Street is allowed to have free movement at these intersections. A four-way stop will provide more "sharing" but back up traffic. A roundabout at these locations will work better. He suggested that the project be brought back next month after staff has had a chance to evaluate the use of a roundabout at those locations. He also explained that even if the project is approved, it will not be completed for two years. This project includes a sidewalk on the north side of Edmonds and a ten-foot multi-use path to the south to the intersection of Edmonds and Fairview near Al's Plumbing. Discussion indicated that the City has an adequate amount of right-of-way for roundabouts in the proposed locations.

Commissioner Des Jardins explained his opposition to having two roundabouts in the same vicinity. His personal observations indicate that the students are walking in the Edmonds traffic lanes. He felt that other short term solutions would work better, e.g., a fence, and that the students will not use the proposed sidewalk(s).

Discussion reiterated Mr. Flansberg's recommendation that the project not be considered for funding at this time. Mr. Flansberg felt that traffic enhancements are needed at the intersections. He complimented the School District on its effort to utilize Carson River Road for school access/egress and for assigning a crossing guard. Discussion indicated that the roundabouts will be designed next October and that construction would occur the following summer with the enhancement funds. The City could design the roundabouts now and construct next summer, however, enhancement funding would not be available for the project. Chairperson Staub supported moving the project forward now. Mr. Flansberg indicated that the multi-use path and sidewalk could be submitted as a project and the intersection portion be considered as a separate project. Commissioner Aldean encouraged staff to utilize the areas where the students are walking in order for the

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 13, 2004, Meeting

DRAFT

Page 4

project to be successful. The improvements are too expensive to make particularly if they are not used. Commissioner Des Jardins urged the Commission to use other funding to make improvements now due to his safety concerns for the students who are currently walking in Edmonds. Chairperson Staub indicated a willingness to consider a roundabout. He also expressed his desire to see a pathway between East Fifth and Edmonds. He felt that part of the issue with the parents taking the students to the school relates to the lack of designated space for the students to walk or ride their bicycles. Edmonds is not a safe location for them. He also did not want to lose the enhancement funding for the pathway. Mr. Flansberg indicated that the curb and gutter from the roundabout to Hells Bells Road where the sidewalk is located will cost \$100,000. The asphalt path between the roundabout and the Clearview/Edmonds intersection will cost \$415,000. Chairperson Staub reiterated his belief that the pathway is worth \$415,000. Public comments were solicited but none were given. No formal action was taken.

F-5. PRESENTATION OF A TRANSPORTATION ENHANCEMENT PROJECT TO IMPROVE PEDESTRIAN AND BICYCLE SAFETY ON GONI ROAD FROM ARROWHEAD DRIVE TO AVERY ROAD (1-0692) - RTC Engineer Harvey Brotzman explained the proposed project and Development Services Director Andrew Burnham indicated that utility relocation costs were not included in the estimates. Commissioner Aldean explained the need for curb, gutter, and sidewalk from Arrowhead to Conestoga and to have the industrial area participate in the process as they do not want recreational traffic in the area. Public need for access to the BLM area was also pointed out. She suggested that the project be phased if funding does not allow the entire project to be completed at once. Signage could then be used to direct the vehicular traffic to the BLM property. Additional Commission comments were solicited but none were given. Public comments were then solicited.

Linda Zonge explained that she commutes by bicycle a lot. She felt that Roop, Lompa, and Goni were dangerous for bicyclists. Her experience with Goni was limned. Routing signs may help. She urged the Commission to address the need for the community to be more bicycle and pedestrian friendly. She asked the Commission to install a bicycle path between Avery and Arrowhead. She acknowledged the cost to move the pump station but felt that there is adequate space for the widening.

Tom Gray felt that the lack of a shoulder made bicycle and pedestrian travel in the area dangerous. The speed limit is 25, however, the vehicles are traveling at speeds ranging from 30 to 40 miles per hour. Expansion of the Cinderlite pit will double the current volume of truck traffic in ten years. He acknowledged that Cinderlite trucks are the only ones who adhere to the 25 miles per hour speed limit. Their size, however, is intimidating to bicyclists. Bicyclist and student safety concerns due to the lack of a shoulder or a designated pathway were limned. He also pointed out that the area is a favorite location for recreationists. Signage will provide a direct route for these individuals. He urged the Commission to put the project ahead of aesthetic viewshed projects. He suggested that the Nevada recreational trails program be considered as a potential funding source if at all possible. Mr. Flansberg explained that this program is not part of the area eligible for the funding, however, when the trails master plan is updated, it may be possible to submit a grant application for these funds. Additional public comments were solicited.

Craig Holmes supported his comments and stressed safety concerns for students who must catch the school buses along Goni. He stressed his belief that, although there has not been a pedestrian/bicyclist accident along the roadway, it is only a matter of time before one occurs. Scott Jones explained that his seven and nine year-old sons are afraid to ride their bicycles along Goni. There are a lot of families living in the area. The

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the October 13, 2004, Meeting

DRAFT

Page 5

road is very dangerous. Additional public comments were solicited but none were given.

Commissioner Zola felt that the concerns expressed were valid. Discussion between him and Mr. Flansberg indicated that Mr. Flansberg had a surplus of grindings which could be used to create a pathway, however, the roadway width will have to be analyzed. Mr. Flansberg indicated that it should be addressed soon and not wait for two years for the Transportation Enhancement funds. Mr. Burnham also felt that it would be a good program to do in the two to six month timeframe. Clarification by Mr. Flansberg indicated his intent to widen the shoulder to a minimum of two feet although he preferred four feet. Both Commissioner Zola and Chairperson Staub felt that the grindings would provide a short-term answer. No formal action was taken.

N-6. ACTION TO PRIORITIZE AND RECOMMEND TRANSPORTATION ENHANCEMENT PROJECTS TO THE CARSON CITY BOARD OF SUPERVISORS FOR CONSIDERATION (1-0984) - The Commission discussed in depth the projections, their priorities, and the costs. It was felt that grindings could be used for the Edmonds trail, that its distance should be reduced to 5,100 feet, that it needed a fence to keep the students on the path, and that Goni Road should be done first. Commissioner Aldean suggested that the 5,100 feet between Edmonds and Fairview be removed from the Edmonds project and that the remaining portion be added to the Goni Road project. Deputy City Engineer John Flansberg agreed that this would create an estimated \$300,000 project. He believed that the City may receive funding for one or two projects and supported applications in the \$400,000 to \$600,000 range. It was also felt that the purpose of the funding is being changed from aesthetics to safety enhancements. Federal funding for the program has not been continued. This may be the last opportunity to use these funds for aesthetics. If all three of the gateways are combined, it may be possible to negotiate on the project at the State Transportation meeting. The opportunity to obtain Nevada Trail grants will be pursued and may be used for future pedestrian and bicycle safety projects. Mr. Flansberg emphasized that the enhancement funding and construction of the projects will not occur for two years. Development Services Director Burnham pointed out that the Commission will be considering its five-year transportation improvement program under the next agenda heading. It includes some funding for safety projects. It was felt that the combined Edmonds and Goni Road project should receive top priority as safety projects. Grindings should be used for these projects as a short-term fix. Discussion ensued on the Roop Street safety concerns and methods of addressing them. Mr. Flansberg explained that the priority listing of projects will be submitted to the Board for consideration at its October 21 meeting. It is then submitted to NDOT for determination of eligibility. The listing of eligible priorities is then submitted to CAMPO who finalizes the priorities and submits the list to the State Transportation Board through NDOT's Technical Advisory Committee. Commission consensus supported submittal of the gateway enhancement projects due to the intent to use other means to address the sidewalk issues. Discussion then prioritized the gateways. Chairperson Staub passed the gavel to Acting Vice Chairperson Aldean and moved to recommend transportation projects to the Carson City Board of Supervisors with the prioritization that Items N-4 and N-5, the Goni and Edmonds Drive be combined as the first priority with the understanding that grindings will be used to implement immediate safety issues, 2. the gateway project Item N-2 will be the second priority with the prioritization of the three projects to be Northgate Lane, Northridge Drive, and Emerson in that order, with the third project being N-1, the pedestrian safety issues on Roop Street and Winnie Lane to Basque Way. Commissioner Des Jardins seconded the motion. Motion carried 4-0. Acting Vice Chairperson Aldean returned the gavel to Chairperson Staub.

N-7. DISCUSSION AND POSSIBLE ACTION ON 2004-2008 CARSON CITY REGIONAL TRANSPORTATION COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM (1-1360)

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 13, 2004, Meeting

DRAFT

Page 6

- Development Services Director Andrew Burnham reviewed the spread sheet list of projects and their funding. Comments explained that the cost of the Roop Street expansion will be reduced as a portion of it will be constructed as part of the Stewart/Moody Street extension. Public comments were solicited but none were given. Discussion indicated that the program will spend all of the RTC funds. An appropriate maintenance fund will be maintained. Fourteen million dollars will be spent during the five-year period including the gas tax funds which NDOT will "forgive" in accordance with the terms of the freeway funding agreement. Commissioner Aldean moved to approve 2004 to 2008 Carson City Regional Transportation Commission Transportation Improvement Program. Commissioner Zola seconded the motion. Motion carried 4-0.

O. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (1-1459) - Development Services Director Andrew Burnham suggested an agenda item that would ask NDOT to do a Highway 50 East corridor study. Justification for the study was briefly indicated. This item may be agenized for CAMPO rather than RTC. No formal action was taken or required.

P. ADJOURNMENT - Commissioner Aldean moved to adjourn. Commissioner Des Jardins seconded the motion. Motion carried 4-0. Chairperson Staub adjourned the meeting at 7:02 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 October 13, 2004, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON February 9, 2005.

/s/

Richard S. Staub, Chairperson