

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the June 11, 2003, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, June 11, 2003, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 7:28 p.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Steve Reynolds, and Commissioners Shelly Aldean, Charles Des Jardins, and Bob Kennedy

STAFF PRESENT: City Engineer Larry Werner, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 6/11/03 Tape 1-0033)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 7:28 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

B. APPROVAL OF MINUTES - MAY 14, 2003 (1-0040) - Commissioner Reynolds moved to accept the Minutes from the May Regional Transportation Commission meeting. Commissioner Des Jardins seconded the motion. Motion carried 5-0.

C. AGENDA MODIFICATIONS (1-0045) - None.

D. PUBLIC COMMENTS (1-0047) - None.

E. DISCLOSURES (1-0050) - Commissioner Aldean disclosed her contact with Chamber of Commerce Chief Executive Officer Larry Osborne regarding the closure of Washington. Commissioner Reynolds disclosed his contact with Mr. Osborne and two other unnamed individuals on the same issue.

F. PUBLIC MEETING ITEMS

F-1. DISCUSSION AND ACTION ON AN AGREEMENT TO PURCHASE THE FIRST CHRISTIAN CHURCH PROPERTY, APN 002-153-04, 02-153-05, 02-153-09 AND 002-153-10 AT 326 EAST JOHN STREET, CARSON CITY NEVADA (1-0065) - City Engineer Larry Werner reviewed the revised purchase agreement which had been distributed prior to the meeting. (A copy is in the file.) Paragraph B on Page 6 is to be removed. Clarification indicated that the City is not going to conduct its own separate Phase I Environmental Study of the asbestos and toxic mold. The rental agreement was negotiated. They can be asked to leave at any time during the three-year rental period with 180 days notice. The rental agreement includes all of the buildings currently used by the Church. If portions of the property are not needed, they can be removed from the agreement. Staff was asked to check and determine whether a portion of the property is rented to other individuals. If the Church leases a portion of it, the City should renegotiate that clause in the agreement. Staff agreed to check this matter before going to escrow. Staff was also instructed to proceed with the planning phase for closing Corbett and trading property with the School District. Chairperson Staub felt that it will be one or two years before the City is ready to close the street and consummate the trade. Mr. Werner asked the Commission to approve the agreement in concept. Staff will finalize it and bring it back. A draft of the rental agreement will be brought back to the

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Commission. It will be included in the final escrow agreements. Chairperson Staub requested that liability coverage on the structure be included in the rental agreement. Public comments were solicited but none were given. Chairperson Staub explained the reasons for wanting to obtain the property and congratulated and complimented staff, Pastor Haskins and his staff on their efforts. Commissioner Aldean moved to approve the purchase of the First Christian Church property, APN 002-153-04, 002-153-05, 002-153-09, and 002-153-10 at 326 East John Street, Carson City, Nevada, and the fiscal impact is \$750,000 plus commissions and closing costs. Commissioner Kennedy seconded the motion. Motion carried 5-0.

F-2. DISCUSSION AND ACTION ON PROJECT UPDATE ON ROOP STREET WIDENING REGARDING INTERSECTIONS AT WASHINGTON STREET AND JOHN STREET (1-0272) -

Mr. Flansberg had given the Commissioners copies of comments from three property owners regarding the proposal. Their comments were summarized. Consultant Ken Dorr requested direction on the design which is 50 percent completed. Justification for widening Roop at this time was noted. The Washington Street preferred alternative closes it and adds the area to the library parking lot. The John Street preferred alternative will eliminate both left turning movements for the north bound traffic. The right in, right out turning movements will be allowed. The proposed location for signals was limned. The closure of Washington Street enhanced the pedestrian safety. It may increase the traffic flow on Caroline. It may be possible to keep a small driveway through the proposed library parking area which would be similar to the Mills Park entrance to the Community Center. A third option would leave Washington as it presently exists. Commissioner Aldean explained her safety concerns for left turning traffic at Washington and Roop. She supported keeping the right turning movements. She suggested that cost effective experiments be conducted to determine the appropriate alternative for the intersection. She was also concerned about the public's need for access to the library parking lot from the Community Center. Mr. Dorr indicated that he did not have a traffic analysis regarding the intersection. A traffic island could be used to discourage illegal turning movements. They will allow the right in, right out movements. It could allow left turning movements onto Washington but discourage through traffic from the park. If this is desired, it should be adequately signed and striped to indicate no through traffic. Commissioner Aldean felt that this would be prudent and that closure could be done if the island does not work. Discussion explained the location of the property owners who opposed the closure. Mr. Flansberg explained the 1999, 2000, and 2001 accident reports for this intersection. Discussion expressed the feeling that the rear end accidents had occurred due to distractions or failure to stop for traffic. The pedestrian fatality had nothing to do with the road/street design or intersection. Mr. Flansberg did not have a copy of the traffic count for the intersection. Comments received by Mr. Flansberg indicated that a narrow roadway similar to Mills Park was palatable. Staff needed to do a cost analysis of this suggestion. The angle of Washington Street creates a perceived safety concern to the drivers. Commissioner Kennedy stressed the need for traffic counts to determine the usage and the volume created by the need to go to the library. He opposed allowing north bound traffic to turn left from Washington, particularly if there are five lanes on Roop Street, due to safety concerns. Mr. Flansberg supported his position due to his personal experience with making a left turn onto Washington and the volume of traffic currently using Roop Street. Mr. Dorr indicated that a "throw away island" could be installed to keep traffic from turning left onto Roop or crossing Roop. If it does not work, it could be removed. Discussion indicated that a lot of traffic uses the back entrance to Smith's particularly when traffic is heavy on William. Concerns were also expressed regarding the loss of parking at the library if the intersection is redesigned. Mr. Dorr felt that only one or two parking spaces would be lost. Mr. Flansberg felt that the library parking area could be designed and striped to allow more and better parking to occur. The Roop Street library crosswalk will remain at its present width. Chairperson Staub

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explained his original concerns with closing Washington Street and his belief that a lot of residents on the west side of Carson Street use it to reach their homes. He opposed closing Washington Street. He was also concerned about the location of the bicycle lanes. He urged staff/Mr. Dorr to leave the intersection alone and to wait and see what happens. He also felt that the accident data did not show that left turning movements from Roop to Washington were a concern. City Engineer Larry Werner felt that the distraction of the intersection created the rear end accidents which caused a higher than normal number of rear end accidents. Drivers turning left onto Roop are aware of the intersection and are more alert to oncoming traffic. He supported trying some of the options. If they do not work, they can be removed. Commissioner Reynolds felt that the accidents caused by the pedestrian crossing should not be counted with those at the intersection. Chairperson Staub felt that the proposed library parking area could be constructed in the future. The intersection had been in its present configuration for as long as he could remember. Increasing the width of Roop Street will not impact it enough to warrant closing Washington at this time. Public comments were solicited.

Dave Morgan supported Mr. Werner's comments. It is a crazy intersection that he was afraid of. Drivers watch the pedestrian crossing. Drivers are timing their turning movements to the signal at William. It will become a free-for-all when Roop is widened. He supported allowing west bound traffic to continue to use Washington. Only right turning movements should be allowed. John Street has less traffic and can handle left turning movements. Chairperson Staub reiterated his belief that the intersection should remain as it is and changed when and if deemed necessary in the future.

Clarification indicated that the crosswalk will have lights. This may create more rear end traffic accidents, however, the pedestrian has the right-of-way and the drivers should be cognizant of them.

Mr. Dorr then explained the alternatives for John Street. The recommendation was to prohibit left turning movements. Leaving in the left turning movements will create a stacking conflict with William. Elimination of the left turning movement will inconvenience the north bound Roop drivers as they will have to go around the block to get onto John. Mr. Flansberg provided the accident statistics for this intersection. Discussion indicated that the traffic speed should be 25 miles per hour in this area. Clarification explained the intent to increase the size of the protrusion on the north side of Washington. This will eliminate one or two parking spaces. The tenants in the adjacent building had conflicting opinions on the proposal. Chairperson Staub explained his dislike for the John to Roop right turn protrusion and encouraged staff to eliminate it. He was not opposed to the elimination of left turns onto Roop. It would not be possible to eliminate one left turn movement and not both. The island prohibiting left turning movements could be removed, if desired, in the future. Commissioner Reynolds also supported the recommended concept. Commissioner Aldean moved to delay the action on realigning the Roop Street and Washington Street intersection with the understanding that the intersection will be reevaluated after the widening of Roop Street has been completed and further moved to approve the preferred alignment as it relates to Roop Street and John Street. Commissioner Des Jardins seconded the motion. Motion carried 5-0.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING FUTURE AGENDA ITEMS (1-1062) - Discussion between the Commission and Mr. Flansberg indicated that the North Bigelow Drive residents had signed an agreement. The item will be agendaized for the next meeting. It will be chip sealed to eliminate the dust problem. MV Transportation is to be agendaized for a presentation to the

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Commission. MV Transportation is to provide quarterly reports in the future. No formal action was required or taken.

H. ADJOURNMENT (1-1110) - Commissioner Aldean moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried unanimously. Chairperson Staub adjourned the meeting at 8:27 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 June 11, 2003, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON September 10, 2003.

/s/

Richard S. Staub, Chairperson