

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 13, 2002, Meeting

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, February 13, 2002, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Jon Plank, Vice Chairperson Steve Reynolds, and Commissioners Bob Kennedy and Richard S. Staub

STAFF PRESENT: Development Services Director Andrew Burnham, City Engineer Larry Werner, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 2/13/02 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Plank convened the meeting at 5:30 p.m. Roll call was taken. A quorum was present although Commissioner Aldean was absent.

B. APPROVAL OF MINUTES - DECEMBER 12, 2001, AND JANUARY 9, 2002 (1-0009) - Commissioner Reynolds moved to approve the Minutes as they read. Commissioner Staub seconded the motion. Motion carried 4-0. (Tape 1 failed. 2-0001)

C. AGENDA MODIFICATIONS - None.

D. PUBLIC COMMENTS (2-0010) - None.

E. DISCLOSURES (2-0022) - Chairperson Plank disclosed a brief meeting he had had with Mr. Covington regarding this evening's meeting.

F. PUBLIC MEETING ITEMS

F-1. PRESENTATION ON ONE WAY COUPLETS ON STEWART STREET AND ROOP STREET THAT WERE ORIGINALLY PROPOSED IN 1996 (2-0029) - Mr. Flansberg explained staff's direction at the last meeting to analyze alternatives for the one way couplets due to the cost of widening Roop Street and a meeting he had had with Commissioner Staub who had suggested several options. The original purpose of the couplet was explained. It had been dropped due to the decision to fund the freeway. A memo outlining potential alternatives and issues related to their use was distributed to the Commission and Clerk. (A copy is in the file.) Stewart Street is very wide and under utilized as indicated by the low traffic counts. Its original purpose and reasons for this underutilization were described. One alternative is to extend Stewart Street and leaving Roop Street at its current width. The transportation model and its analysis of the community and its land uses could be used to illustrate the impact and use of the couplet. Carson Street should also be considered in the equation. Current Roop Street usage has caused the street to function at an "F" service level which created the widening concept. There had not been adequate time to develop the modeling necessary for this concept nor answer questions such as: Does the concept provide an adequate amount of relief for Carson Street to justify the cost? Would a one way street on Roop be able to meet the traffic demands of today and tomorrow? Does the current traffic patterns indicate that Roop is being used as a bypass for Carson Street? Would the couplet create a street which would be used and how will Stewart and Roop or where will it be tied together rather than dumping the traffic back on Carson Street? Can they be tied together before Fairview? Inconvenience to the public as a result of this configuration, specifically at Mills Park, was also questioned.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 13, 2002, Meeting

Page 2

Use of Long Street and Williams for access could create a hybrid in some areas which may help that flow and create additional flexibility. The turning movement concerns created by three lane facilities which have one lane dedicated to traffic going against the flow was explained. An example of this concern is at East Fifth Street and Roop at the Senator Apartments. The three lane concept requires 48 feet of roadway in areas which are only 40 feet wide. This cost could be same as that required for the original Roop project. For this reason it was suggested that the "true" couplet be used rather than a hybrid. The second alternate for the couplet was Carson and Stewart Street in the downtown area. Stewart is 6500-7000 feet long. Three lanes in each direction could be provided on Carson south of Fairview. The bottleneck at Long would remain and widening of North Carson Street would be required. This concept may provide changes in the downtown area including expansion of the businesses onto Stewart Street.

Chairperson Plank pointed out that either proposal may help circulation in the 6500/7000 feet area but may create more problems between Winnie and Dan Streets at the north end. Current traffic volumes and turning movements were described. Chairperson Plank pointed out the Commission's policy that traffic should not be worse than a service level "D" except on Highways 50 and 395/Carson Street.

Commissioner Staub explained that he had brought up the couplet proposal due to the amount of study which had been conducted and the cost for the widening of Roop Street in an attempt to provide due diligence. The cost, timing, and impact on the Roop Street residents should also be considered. Additional study should consider the three lane hybrid for north-south bound traffic on Roop and Stewart. The one lane concept is only from Highway 50 through Moody. This is the area where the additional property is required. It could reduce construction and utility relocation costs for widening Roop. Discussion explained the five lane concept which would have a center turning lane and bicycle lanes on Roop Street. Commissioner Staub reiterated his request that e couplets be analyzed even further as the couplet could provide three lanes of traffic which may cost as little as the paint to provide the lanes. The turn lanes will require additional width. This concept could be accomplished quickly with less of an impact on the residents. He acknowledged the need for additional time for the study/investigation. He urged the Commission not to prioritize Roop as the number one project until the investigation has been conducted.

Commissioner Kennedy indicated that on the surface he could support Staub. He questioned what would happen at Highway 395 at the north end of the Stewart and Carson Street couplet and if there will be a huge bottleneck created for the north/south traffic at that location. Mr. Flansberg felt that there will be three lanes on Stewart that drops to two lanes at Highway 50 and that the right lane would be dedicated for right turns. The two remaining lanes would be tied into Carson Street. This may provide a smooth transition. The couplet may not be able to be used for the Carson - Stewart route. It is not on the books at this time. Redevelopment may need to consider it. Commissioner Kennedy pointed out that they were at square one and that nothing is on the books at this time. He agreed that widening Roop Street will be a big impact on the residents which justifies consideration of any other alternatives. No decision is to be made this evening beyond directing staff to develop the idea more thoroughly.

Commissioner Reynolds thanked Mr. Flansberg for contacting them on the concepts. Roop Street is a subsystem which would not use Carson if there is a couplet. It is basically traffic created within the community. It reduces the number of lights involved on Carson Street. We need to know the quantifiable amount of traffic which will be addressed. He asked for a comparison of the property costs required for Roop and that required for extending Stewart through the subdivision at the north end. Unless the Roop Street

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 13, 2002, Meeting

Page 3

improvements provide some traffic relief, the money spent may not provide any advantage. He agreed that the Commission should consider all options and costs.

Commissioner Staub wanted staff to consider only the blue couplet and not red one. Too many people already use Carson Street and additional traffic on it may not be advisable. The couplet is a viable alternative, therefore, staff should only consider Roop and Stewart. It will provide six lanes—three in both direction which will change the traffic flow on Roop.

Chairperson Plank agreed to delay the decision for 60 days. Priorities can be established later than has been the normal practice. Development Services Director Burnham felt that the direction being given to staff was to develop the cost estimates, modeling, and develop any other alternatives. This may take the full 60 days to complete. He did not feel that there was any magic in having the budget completed in February. Bonding can be done at any time.

Chairperson Plank support this direction. Mr. Flansberg felt efforts would be made to meet the 30 day deadline due to the concern with the construction season and not being able to get the projects out in one year's timeframe. Sixty days will place construction in the spring of 2003.

Supervisor Plank pointed out the need to consider the time frame for completion, whether the project should be done at night, and the difference in the cost if it is done at night. Disruption to the residents should include the impact on Moody residents. Mr. Burnham felt that the area would have to be noticed before anything is finalized. Mr. Flansberg explained that they had not noticed the public as they were only studying the concept at this point. Noticing should occur. Mr. Burnham also explained that the modeling and some additional work may be contracted.

Commissioner Kennedy asked that both concepts be studied. Stewart should be considered as it is under used at this time. He was not ready to commit to the blue lines. Chairperson Plank agreed with the need to hire a consultant as the firm may be able to meeting the timeline.

Discussion indicated the couplet was dropped in 1996 as it was considered an option to the freeway. The freeway was felt to be more beneficial. The public hearing process indicated that the community wanted the freeway. In July 1997 the five cent gas tax was dedicated to the freeway. Since that time Graves Lane was the only major project that had been completed due to the lack of money. Discussion then explained the Roop Street traffic patterns. Mr. Flansberg's intuition indicated the primary movement of the Roop traffic from Highway 50 north is south to east and west to north. The southern portion should mirror that although traffic from the Sonoma area going north uses Roop Street. Some of the Roop traffic may be State employees. It is also a way for people to go to Reno in the mornings instead of using Carson Street. He agreed to analyze all of the traffic counts to determine the movements. Commissioner Reynolds also felt that it is the most easterly north/south arterial. The residents are using it as an alternative to Carson Street. No formal action was taken or required.

F-2. DISCUSSION AND POSSIBLE ACTION ON THE PRIORITIZATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM (1-0695) - Comments indicated this item will be reconsidered in 60 days. Mr. Flansberg explained the need to make a decision about the Brunswick Bridge. The regular April meeting date should meet their deadline. Public comments were solicited

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 13, 2002, Meeting

Page 4

Jon Nowlin urged staff to consider the safety issues related to widening Roop, the one-way couplets, and the hybrid couplets, and to include the pedestrians and the vehicles issues. Chairperson Plank agreed. He also noted the State buildings on Stewart and the amount of pedestrian traffic occurring there at specific times of the day. He was not certain about the pedestrian volume north of that area.

Jim Crawford asked that as plans are considered they include the bicycle routes. The Transportation Master Plan had included a bicycle lane on Roop. He asked where the bicycle lanes would be on Roop and Stewart if they are made into one way streets and how their connectivity will be provided. Otherwise, the bicycles will be on Carson Street which does not have bike lanes due to the State's decision that they should use Silver Sage to Clear Creek Road. If Roop is widened north of Winnie to four lanes, a signal should be provided at that intersection. Without it, there will be an increase in the crossing problem for bicyclists due to the increased traffic. Planning should include these traffic safety concerns. Chairperson Plank agreed that the his safety issues and the Bicycle Master Plan should be considered. Mr. Flansberg explained that the bicycle master plan does include Roop Street south of Washington and from Northridge to College Parkway.

(1-0798) Evelyn Westsmith explained that she owns a rental at 505 North Roop. She had not heard anything about changing the zoning. The Commission should compensation the property owners for the traffic impact by changing the zoning. Residents/tenants will not want to live there if the traffic volume is increased. Commercial property is more valuable to the owners. The homes could be rented. The tenants can stay or leave as they desire. The current traffic volume causes the snow to be black from the exhaust fumes. Sites with commercial zoning were cited to illustrate her concept. Mr. Burnham indicated staff has discussed this proposal and will look at the land use issues when it analyzes of the zoning map. Ms. Westsmith supported the one way couplet.

Marian Bush thanked Commissioner Staub for the concept as it will be a huge impact on the residents. A bicycle path on Roop is not needed as it is too busy now unless you put it on all other busy roads. Chairperson Plank indicated that the bicycle path will be as indicated in the master plan. Mr. Flansberg displayed the new minimum ASHTO standards and explained that the bike paths could be converted to a turn lane in the future. Ms. Bush felt that the bicycle lanes will take a lot of property. If the City takes the full right-of-way, it will be tragic for her. She expressed her intent to speak when it is reconsidered in the future.

Jim Foley felt that the couplet was a good idea six years ago as it will provide a connection to the northern portion of the freeway at the Hot Springs. He did not feel that the proposal was adequate for the traffic needs and urged the Commission to plan to have four lanes as people will use it as the bypass rather than go to Highway 50. He urged staff to include this in the study. He questioned whether Roop would have the ability to make a left turn back onto Stewart at the north end of the couplet. This had been part of the original plan six years ago. Mr. Brotzman agreed to consider it. Chairperson Plank indicated that another location could be considered for this purpose. Mr. Burnham agreed that this is a normal inclusion in a couplet. Additional comments on the couplet were solicited but none given.

Chairperson Plank directed staff to bring the Brunswick Canyon Bridge back at the April meeting. If money can be saved, it should be done. No formal action was taken.

F. DISCUSSION AND POSSIBLE ACTION ON PRIORITIZATION OF \$250,000 FOR

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 13, 2002, Meeting

Page 5

THE REHABILITATION OF SOUTH EDMONDS DRIVE FROM VALLEY VIEW DRIVE TO SNYDER AVENUE (1-0938) - Mr. Flansberg explained that South Edmonds had been reconstructed in 1993 from Knootz north. In 1997 Street Maintenance funds had been used to overlay Koontz and Edmonds from Koontz to Valley View. The sewer project was on the books at that time. It is now under construction. The best time to rehabilitate the roadway would be after its completion. Patching does not provide a good roadway. A street maintenance contract for over \$1 million is going to be issued soon. It includes Clear View Drive from Silver Sage to Hillview, Koontz from Center Drive to Curry Street, and a section of Fleishmann Drive from Carson to Mountain. West College Parkway is a mill and overlay. Reconstruction costs are five times more than an overlay. He proposed to use \$250,000 to cleanup South Edmonds between Valley View and Snyder. Street Operations staff are currently doing crack sealing east of Edmonds. Chip seal work is scheduled for that area this summer. He did not feel that the future prices will be as low.

Commissioner Staub supported staff's recommendation. The need for immediate attention in this area was evident and greater than just patches. His experience in that area in the last ten years indicates traffic on Edmonds has increased 200 percent. At certain times of the day, it is difficult to cross the street. He urged the Commission to do it now.

Chairperson Plank noted the impact created by sports activities at Edmonds Sports Complex. Mr. Burnham indicated the work would be done this fiscal year with current funding. Mr. Flansberg indicated the work would be done this spring-May or early June.

Jon Nowlin explained his residence on Conte. He felt that Edmonds is the east side bypass for Lyon and Douglas Counties. He encouraged staff to do traffic counts and pointed out the need to widen it for the bypass use. Mr. Flansberg explained that it now has 9000 vehicles per day. The freeway will widen Edmonds at Koontz and Clearview with left turn lanes which will help with the traffic flow.

Commissioner Reynolds moved to appropriate the money in the coming year for this project. Commissioner Kennedy seconded the motion. Commissioner Reynolds amended his motion to appropriate the funds from the current fiscal year. Chairperson Plank indicated that this would be before June 30, 2002. Commissioner Kennedy concurred with the amendment. The motion was voted and carried 4-0.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - FUTURE AGENDA ITEMS (NON-ACTION ITEMS) (1-1094) - None.

H. ADJOURNMENT - Commissioner Staub moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried 4-0. Chairperson Plank adjourned the meeting at 6:36 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.

Minutes of the February 13, 2002, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON April 10, 2002.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 13, 2002, Meeting

Page 6

/s/

Jon Plank, Chairperson