

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, July 10, 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 Shelly Aldean, Bob Kennedy and Richard S. Staub

**STAFF PRESENT:** Development Services Director Andrew Burnham, Community Development Director Walter Sullivan, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, Parks Planner Verne Krahn, and Recording Secretary Katherine McLaughlin (R.T.C. 7/10/02 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 Kennedy did not arrive until 3:33 p.m.

**B. APPROVAL OF MINUTES - MAY 8 AND JUNE 12, 2002 (1-0012)** - Commissioner Kennedy arrived during Chairperson Plank's introduction. (The entire Commission was present, constituting a quorum.) Upon hearing no corrections or additions to the Minutes, Commissioner Reynolds moved to accept the Minutes for the May and June meetings. Commissioner Aldean seconded the motion. Motion carried 5-0.

**C. AGENDA MODIFICATIONS (1-0020)** - None.

**D. PUBLIC COMMENTS (1-0026)** - Nancy Sweetwater expressed her feeling that it is sad that current appointed or elected officials do not read Minutes from previous meetings regarding items which are approved but never enacted, e.g., the 1970 Long Street master plan called for a four-lane road from Lompa to Mountain. The Sonoma extension from Curry to Carson with a signal at the Carson-Sonoma intersection was voted upon and approved. The public does not know why this has not occurred although she has learned that NDOT refused to install the signal. The public should be informed why approved items never occur. Ormsby Boulevard was the number one priority for an extension. The College and Silver Oak subdivision would benefit from it. Why is it not the number one priority now? She could not discuss either Roop or Stewart Streets at this time. She urged the Commission to accept staff's recommendations as they know what is best for the community. Additional public comments were solicited but none were given.

**E. DISCLOSURES (1-0068)** - Chairperson Plank disclosed his telephone conversation with Commissioner Staub which resulted in a discussion with staff and development of a skeletal item for action that fits within the agenda. A copy of it had been given to each Commissioner. Commissioner Staub disclosed his discussion with Commissioner Reynolds on Item F-1 regarding his meeting with Larry Werner about the discussion with representatives of the First Christian Church. This is the same type of a discussion he had with Chairperson Plank. He had also attempted to contact Commissioner Aldean without success.

**F. PUBLIC MEETING ITEMS**

**F-1. DISCUSSION AND ACTION ON THE SELECTION OF AN ALTERNATIVE TO IM-**

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 2

**PROVE TRAFFIC FLOW IN THE ROOP STREET/STEWART STREET CORRIDOR AS LISTED ON THE AGENDA (1-0092)** - Street Operations Manager John Flansberg briefly reviewed the Commission's direction at the last meeting. A detailed staff and consultant presentation had not been prepared for this meeting although Consultant Ken Dorr was present to respond to questions. Staff's packet had included a traffic report provided by the transportation model. Corrected/missing figures were provided in an addendum to the Commission and Clerk. (A copy is in the file.) The figures had been rounded. Discussion indicated that the freeway will be completed by 2015. At that time the street service levels return to a green color representing an acceptable service level. Staff's recommendation based on all of the research indicates that Roop Street should be widened and that it is done in phases. A three-year traffic accident report for Roop between Musser and Long was provided. Staff recommended Phase 1 be from Winnie to Washington and Phase 2 be from Washington to Fifth. Public comments were solicited.

Marian Bush requested that her comments be made a part of the record. Widening Roop will eliminate her safe access and use of her home. She believed the City had voluntarily given the Valley Park Subdivision developer the right-of-way rights in order to meet the building codes even though this transaction is not recorded anywhere. This agreement included allowing the street to be constructed to a width of 33 feet and leaving the balance for the homeowners' use. Otherwise, a majority of the homes in the subdivision would not conform to their lot sizes. The fences, landscaping, and driveways will have to be removed when the City widens the street to the size shown on the map. A preliminary title search does not show any mention of the right-of-way issue. Widening Roop will create a life threatening condition for all residents and businesses along it. It is hazardous to back into traffic. Traffic noises will require abatement as the landscaping will not do a good job. Examples were provided illustrating that visitors and delivery people will not have safe access to the homes. It will be difficult to find a parking place as they will not be able to safely use her driveway. It would be necessary to block traffic to have her vehicle towed. There will be an increase in the number of traffic accidents and possibly structural and personal damage as bad weather currently sends vehicles into her yard. It will deny her her private property rights to live safely and contently in her home. Neither the Nevada Revised Statutes nor the City Municipal Codes indicate that the right-of-way belongs to the City without compensation to the property owners. Why should the residents maintain the right-of-way if the City can take it at any time? You are taking the property without an agreement. She asked the Commissioners how they feel about private property rights and if they had visited her home to see what the damage will be. Commissioner Aldean explained her support for private property rights and that the common good may infringe upon those property rights. She is concerned about the impact on the adjacent property owners but will make a decision based on the information. Commissioner Kennedy indicated his support of Commissioner Aldean's comments. He had not visited her home, however, had driven by it at different times. Ms. Bush felt that the true impact could not be determined without going into her yard. Commissioner Kennedy indicated that he had not been in her yard, however, the common good is a major factor in the decision-making process. Ms. Bush felt that the proposal would not help the traffic beyond a few blocks. Chairperson Plank indicated he is an advocate for property rights and the common good. Just compensation must be provided in accordance with the laws. Ms. Bush reiterated her belief that the Code says you cannot do this. Chairperson Plank reiterated that his personal feelings must not dictate their actions. Ms. Bush reiterated her belief that the proposal would be damaging to the residents along Roop Street. Commissioner Reynolds felt that the other Commissioners had stated his position quite well. He had personally suffered as a home owner when the good of the community takes precedence. Ms. Bush felt that there is an alternative. Commissioner Reynolds agreed that there is always an alternative, however, the cost becomes a major factor. Commissioner Staub felt that his position had been clear

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 3

from the beginning. He has advocated private property rights and will continue to do so. He had been an advocate for the alternative. It is prudent of the board to consider the public health, welfare, and safety against the least amount of impact on the few who will be impacted. His personal residence is not far from the southern extension of the freeway. He likes that area and is willing to look at the good of the community versus the cost and the impact on a few when making his decision to remain there. Ms. Bush felt that she had already done her share for Carson City. Commissioner Staub acknowledged her point and explained that this is not the Commission's responsibility. Ms. Bush gave a copy of her statement to the Commission.

Nancy Sweetland felt that there were more businesses on Roop than personal residences. A four-lane roadway will be nice. The community and property owners have always known that the sidewalk belongs to the City even though they must maintain it. The trees along King Street also belong to the City but the adjacent property owners must maintain them. Long Street was to have been a four-lane road. She had taken out six feet of lawn for concrete 30 years ago for that reason. There are a lot of homes on Long Street. She felt that Roop Street would be better if it is widened.

Rita Waters iterated her safety concerns and belief that widening Roop will endanger everyone. She had personally observed five children being almost run over when crossing from the library to the swimming pool. As the School District will be eliminating busing in this area, it will put even more children in danger as they will have to cross a four-lane highway. Stewart is an established truck route and a wide street. It provides easy access to State buildings and main street businesses. Although the media has indicated otherwise, she had purportedly been told that Curry Street and Roop Street were too far apart to work together. Stewart Street is more logical than Curry Street and could function like Sierra Street in Reno. Stewart also flows into the six lane highway. The proposal will create a bottleneck at both ends. Many other people have asked that it not be done including engineers and road people. The proposal will increase the traffic speed. It will not prevent accidents as more people will run the signals. Compensation will not be adequate for the lack of an access to her and Ms. Bush's property. Parking will not be allowed along the street which will force them to cross the street in front of the increased traffic. She urged the Commission to vote no on Roop Street.

Jim Foley indicated his reluctance to go against staff as he had believed that the staff was correct when it had suggested the couplets five or six years ago. If it had been constructed then, it would be used now. The proposal will be a remedy for only ten to 15 years. This should not be considered an option. The City's arterials are Carson, Roop, and Stewart. Carson and Roop are overused which makes Stewart Street the best street in town as it is underutilized. Roop should be connected to Stewart as it will move more traffic. It currently is a truck route which deadends at William. Extending Stewart will provide access from College Parkway and the freeway. Roop would only relieve traffic if it is extended through the entire City.

Teresa Wastun submitted a copy of her comments at the conclusion of her discussion. (A copy is in the file.) She felt that Alternative 1 with a modification, the Stewart Street extension, would not have as devastating an impact on the Moody Street residents as the proposed widening of Roop Street and that having two one-way streets would achieve the same results. She questioned the alternative requiring three travel lanes in one direction and whether there is an ulterior motive. The proposal will create an unsafe environment for the residents and force them from their homes. Why do we need six lanes when there are four lanes on two roads which could be used instead? Why is six lanes required in the future? The proposal does not solve the congestion on South Fairview. If Roop Street had been designated as a highway, the residents would have been prohibited from encroaching on it. The City would have maintained the trees and landscaping. The Residential

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 4

Office zoning designation allows the residents to continue living there while allowing limited commercial development to occur. The proposal will violate the master plan by widening the street to the size of a highway. As a property owner and resident of Carson City, she found the Commission's proposal to be shocking. She felt that the Commission had previously made its decisions behind closed doors as indicated from her mother's experience. Now the meetings are conducted in open hearings which allow the public to object. Her mother prefers her residence and did not wish to relocate. Removal of parking along Roop Street had created problems for her as she must now park a block away from the residence. The children must play in their backyard as it is too hazardous for them in the front yard. She felt that the Commission had not considered the future in the decision-making process. She was also concerned about the Commission's attitude, the lack of consideration for the property rights, and the impact using the right-of-way would have on the residents. Her discussions with other community residents indicates that they do not want to see Roop widened but prefer to have the two streets made into one way streets. The drivers select their routes and are aware of the congestion on it. The one-way traffic will relieve congestion and improve the situation. This will eliminate the threat of gridlock which she did not believe occurred on the street. The options were to do nothing or to make the two streets one way and return the on-street parking to the residents. Stewart should have been extended years ago and should have been the first choice for another cross town route. Planning for Carson City has been haphazardous at best. Additional public comments were solicited but none were given.

Discussion between the Commission and staff explained the proposal to widen Roop Street in two phases and the traffic model of the area until 2015. The first phase is to be from Winnie to Washington. This will be done in 2003. This should reduce the number of traffic accidents now occurring in that area and provide some relief of the traffic congestion until the freeway is constructed. Once the freeway is completed in 2015, the entire City should experience relief from congestion. Comments also pointed out that it may not be necessary to widen Roop south of Washington. An option to widening Roop is to extend Stewart from Williams to Winnie. The costs had been included in the alternatives. Chairperson Plank pointed out that the majority of the comments heard today were from property owners south of Washington.

Commissioner Kennedy moved to approve Alternative No. 2, which is the widening of Roop Street, to be completed in phases with phase one being from Washington Street to Winnie Lane, which is to be completed in fiscal year 2003-2004, and phase two being from East Fifth Street to Washington Street, which is to be completed at a later date. Commissioner Reynolds seconded the motion. Commissioner Aldean suggested that the motion be amended to include a recommendation from the Commission so that when the master plan amendment is undertaken the zoning will be changed to provide the residents additional options and increase the value of their properties. The area is currently zoned residential office. Development Services Director Andrew Burnham explained that the Commission should ask the Planning Commission/Department to look at the issue and consider revising the zoning. The Commission could then bring the recommendation back to the RTC for review and public comments. Chairperson Plank felt that the zoning may impact the Commission's consideration of future development of Roop Street south of Washington. Commissioner Staub expressed a desire to correct the record. He explained that both Mr. Schellin and his wife were present at the meeting. Mr. Schellin had testified concerning the adverse impact widening Roop would have on his business at Long and Roop. Another gentleman had also testified concerning the impact the widening would have on his rentals. Commissioner Staub felt that in the short term any widening of Roop Street would have an adverse impact on the properties along Roop Street and specifically those that RTC must take property from. He also stated for the record that the right-of-way is to be used for the exact purpose it had originally been acquired for,

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 5

that is widening the arterial which are there. This is the reason it is called a right-of-way. It is property owned by Carson City which is to be used for public purposes. The proposal is a public use. He reminded the Commission and public that he had professed from the beginning that the widening of Roop Street in any respect is against what he felt was the weighing of the good for the many versus the good of the one. It will have an adverse impact upon people's quality of life but he also weighed that the Commission is here to carry out just exactly that provision—how do we weigh what Carson City needs most versus the impact upon those people individually. He was not stating that they would not be impacted as he believed they would be. The major issue raised in every survey conducted in Carson City regarding what people like and do not like in Carson City indicated that they do not like the traffic in Carson City. The City does not have a lot of north/south arterials and will not until the freeway is completed. He believed that even after the freeway is completed there will be substantial traffic congestion on the limited number of north/south arterials. Roop Street has different names but it is an arterial which goes from the bottom of Duck Hill to the Stewart Indian School. Anyone living along the street should consider the impact it will have on their residences. The City must consider the arterial as a most cost efficient and the least adversely impacted artery. He also indicated that he did not believe that the Commission should do this as he believed that Stewart Street was long overdue and should be cut through. It will have an impact on the need to widen Roop Street. As a Commissioner he also needed to work for the betterment of the entire community. The options provided by the Chairperson will allow the Commission a degree of comfort that Stewart Street may come into being as a major arterial that it should have been years ago. As the Commission will move forward with Stewart Street, he would support the motion with substantial reservations on widening Roop Street between Washington and Winnie Lane and leaving the southern portion for future determinations.

Public comments on the motion were solicited. Robert Waters urged the Commission to take its time in widening the street so that the residents could sell the property and leave with "something". The residents have dedicated time and effort to make and care for their homes to attract tourists to come to the town and spend money. He found it very upsetting that they would be tearing out the residents front yards. He urged the Commission to zone the neighborhood so that the property could be sold. Chairperson Plank felt that the motion allows this to occur and may allow for no further development on Roop Street south of Washington. There will be ample opportunity for the property owners on Roop Street south of Washington to get together and decide what they wish to do with their property. The residents could decide to remain, rezone the property, or do nothing. Additional public comments were solicited but none were given.

Chairperson Plank indicated that the motion is to improve Roop Street from Washington to Winnie and allow a future determination of what to do with Roop Street south of Washington to Fifth Street. Discussion ensued between Commissioners Aldean and Staub regarding whether to amend the motion to include the Stewart extension. Commissioner Staub then recommended that the motion be revised to approve the recommended three items. Discussion ensued between Commissioners Staub and Kennedy as to whether there should be one motion incorporating all three items or three motions. Commissioner Kennedy also asked for clarification due to his feeling that the direction to staff on Stewart Street had not been ajenized. Chairperson Plank explained his direction to staff to develop the suggested motion so that it would comply with the agenda and the Open Meeting Law. Commissioner Kennedy expressed his feeling that Item 3 directed staff to enter into negotiations for a contract regarding the acquisition of the First Christian Church's property. He felt that this is an action which the Board of Supervisors should undertake. For this reason he was reluctant to amend his motion to include this direction. Chairperson Plank suggested that the motion be revised to recommend to the Board of

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 6

Supervisors to do the contracting. Discussion between them indicated that the Commission has the authority over building streets. Mr. Burnham indicated that staff could develop the contract due to the anticipation that it will be quite small. Staff has the authority to enter into small contracts such as this. Item No. 3 in the recommended motion is to begin the process of looking at the potential acquisition of the First Christian Church property which supports Item No. 2 if the Commission desires. Chairperson Plank and Mr. Burnham agreed that it begins the process of looking at Alternative 1 as a potential possibility. Mr. Burnham agreed that the cost is an issue which also must be analyzed. He also explained that the agenda was rather open and listed all of the alternatives. The Commission could take action on any of the alternatives or a combination thereof without violating the Open Meeting Law.

(1-0895) Commissioner Staub then suggested the following language as a motion: **Moved to approve the selection of Alternatives to improve traffic flow in the Roop Street/Stewart Street corridor which will include the following elements: Motion to approve Alternative No. 2, the widening of Roop Street to be completed in phases, Phase 1 from Washington Street to Winnie Lane to be completed in fiscal year 2003-04 and Phase 2 from East Fifth Street to Washington Street to be completed at a later date; Element 2: Motion to approve the addition of Alternative 1, the extension of Stewart Street from John Street to Roop Street via Moody Street be added to the list of transportation projects in the transportation improvement program; and Element 3: a motion to direct staff to begin discussions with the First Christian Church of Carson City for the purpose of acquisition to facilitate right-of-way and to report back to the Commission within 60 days as to the progress made on those acquisition discussions. Commissioner Kennedy indicated that he would accept Commissioner Staub's suggested motion in lieu of his original motion. Commissioner Reynolds concurred.**

Jerry Massad questioned whether the motion would add Alternative 1 to the motion as he felt that staff had only recommended Roop Street. Chairperson Plank indicated the motion added the projects to the Transportation Improvement Program. Construction will not occur at this time. Staff is to develop an agreement with the Church. Its property is vital to the plan if Stewart is extended. At this time the Commission is only approving the work on North Roop Street. **The motion was voted and carried 5-0.**

Discussion between Ms. Waters and Chairperson Plank indicated that Ms. Waters should discuss the appeal process with staff and that the appeal process may be through the courts.

**F-2. DISCUSSION AND POSSIBLE ACTION ON TRANSPORTATION IMPROVEMENT PROGRAM PRIORITY FUNDING MODEL (1-0976)** - Mr. Burnham highlighted the staff report and the two bonding levels. He also indicated that staff will revise the transportation improvement program (TIP) to include Stewart Street with an unlisted funding level. When the funding level is established, staff will bring the TIP back for approval. Bonding is not anticipated until the second year. There is sufficient funding available to proceed with the projects for this year. The \$5.4 million bonding includes the Curry Street improvements. Efforts to obtain the Forest Service property for the Stewart Street extension to Curry Street were explained.

Discussion indicated staff had proposed \$5.4 million and \$5.6 million in bonding options and a pay-as-you-go plan. The Curry Street improvements between Koontz and Clearview could be included in the \$5.6 million even though staff had not included them on the TIP. The Commission could add it to the TIP. Mr. Burnham

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 7

explained the increase in this project had been caused by a plan to lower Curry's profile which will make the properties in that section more accessible and attractive for development. The improvements include roadway, sidewalk, curb, gutter, and bicycle lanes. A savings of 10 to 15 percent could be realized if the curbs and gutters are removed. The savings will not accomplish a lot north of Koontz.

City Manager John Berkich explained the interest which had been expressed by national retailers in the core area from Koontz to Jacks Valley. These firms are also looking at other locations within the City. The majority of the City's retail sales are created by the car dealerships, the Walmart center, and other retailers along South Carson Street. The interest in this area continues. It is necessary for the City to allocate funding to improve the access and traffic flow to these sites. For this reason he asked for flexibility in the budget. Chairperson Plank agreed that improvements to the streets will increase the traffic and if Curry is leveled, the area will become more economically attractive to these firms. He also pointed out that moving dirt is expensive. Mr. Flansberg explained the work the Street Department had done to extend Curry to Clearview from Koontz. It will be necessary to relocate the utilities along this roadway. Storm drain improvements are needed in this area and if the roadway is brought up to code it should be included. Chairperson Plank also pointed out that a stop sign had been installed on Curry Street at Koontz for northbound traffic due to the amount of traffic now using Curry.

Commissioner Staub pointed out that funding for reconstruction projects had been reduced by \$400,000. Mr. Flansberg indicated that it will be necessary to "buy time" on resurfacing Saliman Road and reconstruction of Lompa Lane. Resurfacing between Koontz and Clearview on Hillview had not been included in the revisions. Chairperson Plank also indicated that there would not be any change in the Brunswick Canyon bridge funding and iterated his belief that the bridge has economic value to the City.

Discussion indicated that staff's recommendation had been for the \$5.4 million bond, however, if the Commission desires the \$5.6 million bond could be pursued and the \$5.4 million in projects approved. Chairperson Plank felt that the bond payments for the larger amount would not impact the cash flow for smaller projects. Mr. Burnham indicated the payments were a difference of approximately \$20,000. The difference in the projects does not have to be spelled out. Commissioner Reynolds moved to accept the Transportation Improvement Program shown under the draft alternative bond amount of \$5.4 million but bond for \$5.6 million at this time. Commissioner Aldean seconded the motion. Motion was voted and carried 5-0.

**F-4. UPDATE AND DISCUSSION ON NDOT'S VISUAL MITIGATION EFFORTS ON THE NORTHERN LEG OF THE CARSON CITY FREEWAY INCLUDING SOUND WALLS, BOULDER PLACEMENT, AESTHETIC BERMS AND THE NORTH BANK CUT SLOPE (NON-ACTION) (1-1258)** - NDOT Project Manager Jim Gallegos explained the proposed aesthetic treatment and thanked staff and GROW for their efforts to enhance the freeway. The two committees established to develop the landscaping and sound wall mitigation plans were described including their composition. Computerized slides were shown illustrating the visual impact the freeway will have. The mitigation plans were described. Efforts were made to hold the costs down while attempting to blend the freeway with the environment. Native and low maintenance plants will be used and focused along the gateways and interchanges. Computerized photo simulations illustrating the revegetation concepts were shown and explained. The concept is to establish a plan similar to that at the Reno airport. Boulders will be used to help fill in some of the areas with smaller rock used in the Talus slope. The five to seven-year hoped for view was also shown. The study of wall types

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 8

was described. It was determined that "cast in place" walls are cheaper to construct and allows flexibility due to its ability to be contoured to match the area. Wall themes found in the community were shown to illustrate the concept. The themes were narrowed down to mountains and rolling hills. The wall and vegetation committees then developed three alternatives which blend together both concepts. A photo showing the Arrowhead roundabout was displayed showing it as it currently appears and how the concept will look later. Public input was solicited through the website and at public meetings. Four hundred responses had been received and combined with the committee recommendations. An illustration of the concept at Arrowhead was shown. With the assistance of GROW and public/private partnerships it was felt that the concepts will add to the basic landscaping and meet the public's expectations. Mr. Gallegos then explained that NDOT is in the final design review process and should be able to build a nice freeway in the future. Chairperson Plank thanked him for his presentation. Commissioner Reynolds complimented the individuals who had worked on the concepts including GROW. He also complimented NDOT for being open-minded and considering this approach rather than just saying no. Chairperson Plank complimented Mr. Gallegos on his "leading the charge" in the cultural change regarding the treatment of freeways going through communities and complimented Mary Fischer on her "planting the seeds" to start the culture change. He acknowledged that it had been a tough sale in the beginning and pointed out that Mr. Krahn's program continues the team effort begun with this project. He thanked Mr. Gallegos for his presentation. No formal action was required or taken.

**F-3. REVIEW AND ACTION ON THE LANDSCAPE DESIGN CONCEPTS FOR THE NORTHERN LEG OF THE CARSON CITY FREEWAY'S INTERCHANGES AND NEIGHBORHOOD GATEWAYS (1-1536)** - Discussion indicated that the Parks and Recreation Commission had considered and approved the concept. The photographs included in that Commission's packets were explained. Parks Planner Verne Krahn explained the reasons similar photos had not been included in the RTC's packet. He then described the concept. It is to be a simple program focused mainly on the gateways and interchanges due to the funding and maintenance concerns. Photo simulations were used to illustrate the concept. Areas designated as T-4 and T-8 are to receive the top soil treatment. The revegetation mixes were described. The seed mixes were developed to handle the different sunlight, shade, topography, wind, and other environmental conditions. The concept has developed the sites for sleeves, taps, irrigation, power drops, etc., so that they can be added to the design. NDOT has provided a lot of infrastructure for the vegetation which should allow it to grow and mature. Mr. Krahn thanked NDOT and Mr. Gallegos for these infrastructure improvements and Street Operations Manager John Flansberg for his assistance in locating and storing the boulders which are to be used in the project. He also thanked Landmark Homes for providing the 180+ boulders. Photo simulations illustrating the concept were shown and described. They included a current view, the five to seven year view as well as one further into the future. The concept will blend with the aesthetics. The seed mix includes native species and should be similar to the approach to the Reno airport. The trees are to be 1-1/2 inch caliber and six foot evergreens. It will take time, at least five to seven years, for the trees and plants to mature. The chainlink fence is used to control access to the freeway. Landscapes will be both in front of and behind the fence. The fence will have black vinyl coating to reduce the impact. The use of the boulders was illustrated. The Talus look was also shown. The plant material may be in the one to five gallon range. The "heartscape" features were shown and described. GROW and Mary Fischer's work to develop and make the concept doable was complimented. Although a budget has not been developed as of this date, it is certain that there will be one in the future. The costs in the plan are estimates. The work will be done in phases as funding is found. Once the irrigation system is in place, plant donations will be accepted. The planting will be done in a sequence to avoid disturbing the plant mix as much as possible. The plants will not be just volunteer

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 9

sagebrush and rabbit brush. They will be used to supplement what is planted.

Mary Fischer thanked all of her supporters and GROW members. She urged them to continue working on the program. Money and donations cannot be requested or accepted until the plan is approved. Support from the City boards, committees and commissions is needed. Broader support in the future will come as construction commences. GROW wants to see the freeway planted as construction finishes and not in 15 to 20 years as has happened in other areas.

Commissioner Aldean complimented the concept. Discussion indicated that the maintenance costs will be addressed before the project moves forward due to concerns already voiced by both the Parks Department and GROW. GROW may wish to help maintain it as an oversight committee and to help deter maintenance costs. If the City puts it in, it will be required to maintain it. The landscaping totals between 12 and 15 acres which will require a lot of work. When the answer is found, it will be brought back to the Commission and made an integral part of the program. Commissioner Aldean recommended using green vinyl coating on the fences and urged the rejection of black as it is an eyesore. Mr. Krahn indicated that the fencing would be colored. TRPA uses black as it is not as obtrusive as the green. He reiterated the intent to have landscaping at the interchanges which will blend with the background of natural vegetation. He hoped to have the vegetation commence approximately 200 feet from the interchanges which is a comfortable "cone of vision" for the drivers. The freeway will not be landscaped like a park.

Commissioner Staub supported the efforts and thanked all of the participants for their efforts. He also indicated for the record that the project is subject to funding and that a funding source has not been identified at this time.

Discussion between Commissioner Kennedy and Mr. Krahn explained that the pictures illustrated the current conditions, the five to seven year growth which will require assistance from Mother Nature, and five to seven years later. Commissioner Kennedy asked that the record commend Ms. Fischer on her efforts. His knowledge of her and her efforts was limited. He felt certain that she will find the funding for the project.

Commissioner Reynolds explained his knowledge about amenities which are installed along freeways in other areas and suggested that consideration be given to having a putting green in Carson City. He felt that the landscaping plan fit well. Mr. Krahn indicated that signage will be used to welcome the tourist to the area. At this time the signage is that found elsewhere along a freeway. He agreed that it would be possible to use different signage. These ideas will make it unique to Carson City. Each gateway could have a different sign unique to its character. They will be Carson City's responsibility.

Commissioner Aldean explained David Ruf's involvement with the corridor task force which included the development of the three portals. She suggested that the economic development team interface with GROW to see if we can integrate the portal concept with the landscaping scheme. Mr. Krahn agreed. Chairperson Plank felt that the first step is to reach that point. The portals and view scape plan could include a rest area. He also pointed out the three signs created by the City's Sign Department that are located at the City's portals.

David Ruf explained his commitment to donate 500 plants for four years to revegetate the portals. He also explained that the City could take the plants at this time and grow them so that they would be larger at the time of final planting. He had been pursuing this concept with the Boys and Girls Club, the Shade Tree Council,

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 10

and the Extension Service. The plants will need irrigation. Chairperson Plank and Commissioner Staub thanked Mr. Ruf and the Greenhouse Garden Center for its donation. Mr. Krahn explained the need for the irrigation system before GROW/the City accept plants and donations. Additional comments were solicited but none were given.

Commissioner Aldean moved to recommend that the Board of Supervisors adopt the landscaping concepts for the northern leg of the Carson City Freeway's interchanges and neighborhood gates as presented. Commissioner Kennedy seconded the motion. Following a request for an amendment, Commissioner Aldean amended the motion to include that it is subject to availability of funding and maintenance of the concepts. Commissioner Kennedy concurred with the amendment. The motion was voted and carried 5-0.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - FUTURE**

**AGENDA ITEMS (NON-ACTION ITEMS) (1-2243)** - Mr. Flansberg explained that on the 18<sup>th</sup> the Board of Supervisors will consider the contract for sealing, overlays, and a special project on South Edmonds. The South Edmonds project had received favorable bids. Granite is being recommended for award of the contract as its bid was \$867,000, which was under the estimate of \$1 million. He suggested that the contract be amended to include South Graves. Reasons were given for the inclusion. He also indicated that Valley View could be patched and chip sealed for less than \$20,000.

Commissioner Staub requested information regarding public safety traffic control/traffic calming techniques be provided with the next agenda due to allegations that people are driving at 70 miles per hour speeds on neighborhood streets, such as Robinson Street. Undulations were cited as an example of such a mechanism. Discussion indicated that undulations had been used successfully on Centennial at the golf course. NDOT has placed some on Little Lane. Mr. Flansberg explained the difference between undulations and speed humps. California's unsuccessful experiment in the use of these devices was noted. A lot of issues must be considered before they are installed in neighborhoods. Traffic calming devices often relocate traffic to another road causing a problem for that area. Chairperson Plank urged Commissioner Staub to meet with staff on the item. Commissioner Staub felt that Robinson is a concern due to the number of individuals running the stop sign. Traffic calming devices may reduce the traffic volume and provide safety. Commissioner Aldean explained that traffic calming devices also increase the response time for emergency vehicles. Mr. Flansberg explained that the Fire and Sheriff's Departments do not like the devices. They feel they should be used as the last resort. The City's traffic counter includes the ability to determine the rate of speed at which the traffic is flowing. This information is given to the Sheriff's Office. They can place patrol vehicles in the area during the specified time. Examples were provided to illustrate how the program has worked. Staff plans to conduct a third count on Baker Street. The program appears to be working as compliance has increased. Chairperson Plank suggested that this discussion be agenzized for the next meeting.

Dave Morgan felt that the Sheriff's candidates are indicating that the patrol units are "bogged" down in duties which should be farmed out to other agencies/organizations. They have also admitted that the traffic control efforts are far less than they should be. All allegedly pledged to conduct time and motion studies to allow the traffic units to be more responsive and timely in their work on traffic control. He also felt that the undulations would stop the emergency vehicles' ability to respond. It would be better to get more responses from the Sheriff's Department at less of a cost while accomplishing the same goal without the traffic control devices.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 10, 2002, Meeting

Page 11

Additional comments were solicited but none were given. Chairperson Plank thanked NDOT Program Development Manager Leif Anderson for attending. Mr. Anderson may become NDOT's representative when the City becomes an MPO. Chairperson Plank also thanked NDOT Project Manager Gallegos and Consultant Dorr for attending. No formal action was required or taken.

**H. ADJOURNMENT (1-2435)** - Commissioner Kennedy moved to adjourn. Commissioner Aldean seconded the motion. Motion carried 5-0. Chairperson Plank adjourned the meeting at 7:45 p.m.

The Minutes of the July 10, 2002, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON August 15, 2002.

/s/

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Jon Plank, Chairperson