

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the December 13, 2000, Meeting
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on December 13, 2000, 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 Kay Bennett, Bob Kennedy, and Marv
Teixeira

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. 12/13/00)

A. ROLL CALL AND DETERMINATION OF A QUORUM (1-0001) - Chairperson Plank convened the meeting at 5:30 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

B. APPROVAL OF MINUTES (1-0006) - Chairperson Plank noted the typographical error in the second line of the Minutes, "as" should be "was". Commissioner Bennett moved to approve the Minutes of November 18 as corrected. Commissioner Reynolds seconded the motion. Motion carried 4-0-1 with Commissioner Teixeira abstaining due to his absence from the meeting.

C. AGENDA MODIFICATION (1-0023) - No changes were made to the agenda. Comments noted the need to be out of the room by 7 p.m. as a public hearing had been scheduled in the room on the bicycle plan at that time.

D. PUBLIC COMMENTS (1-0030) - None.

E. DISCLOSURES (1-0044) - None.

F. PUBLIC MEETING ITEMS:

F-1. DISCUSSION AND POSSIBLE ACTION TO DIRECT STAFF REGARDING A NEED FOR STEWART STREET CONNECTION BETWEEN CURRY STREET AND SOUTH CARSON STREET WITH AND WITHOUT SIX LANES ON SOUTH CARSON STREET FROM FAIRVIEW DRIVE TO THE SOUTH (1-0048) - Street Operations Manager John Flansberg highlighted the staff report and need for the connection. RTC Engineer Harvey Brotzman used a map to explain the proposed connection between Stewart Street and Curry Street. The projected service level maps for Carson Street and the projected freeway traffic were discussed. The projected service levels included the NDOT's proposal to make Carson Street a six lane street. The service level will be at rating "F" by 2012 if it remains four lanes. Commissioner Bennett introduced Rhonda Free, Executive Secretary for the Lake Glen Manor Homeowners Association. The current and projected traffic levels on Carson and Curry Streets were discussed. Mr. Flansberg explained the use of the NDOT projections to reflect the growth influences created by Douglas and Washoe Counties. Discussion indicated that Mr. Millard has seven more parcels which could be developed on the west side of Curry across from the Forest Service. Comments also pointed out the need to develop alternatives for moving north/south traffic if it is not possible to obtain land for this connection. The land is owned by the State and leased to the Forest Service for 99 years. It may take years to go through the political process to obtain it. The purpose of the funding for widening Curry Street was based on the need to find another north/south route through the City and had not considered the connection. The estimated cost of this project was noted. The traffic impact created north of Tenth Street at Curry without the connection was limned. Comments also noted the challenge encountered at Tenth and Curry with today's traffic volume as well as those encountered by the residents of Lake Glen Manor. Chairperson Plank pointed out the lack of a second access to the "C" Hill area and the need to consider impacts on other neighborhoods as indicated by the discussion of the Tenth and Curry and Lake Glen Manor challenges. Commissioner Teixeira suggested signals at both Tenth and Fifth Streets on Curry as well as at Tenth and Carson Street which may help the situation. They should be used as temporary stop gap measures. Mr. Flansberg responded by explaining staff's analysis of the Tenth and Curry intersection and the plan to install a four-way stop at that intersection. This should make it a C or

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D service level. The need for a left turn phase at Fifth Street was noted. Reasons for not including it at this time were provided. This intersection may be presented to the Commission for consideration in January. The design proposed for the left turn phase was described. The use of Curry Street for access to the College as well as for north/south traffic and the traffic volume created by Lake Glen Manor and the State complex were limned. One way couplets may provide relief routes which could address the neighborhood impacts. Mr. Brotzman indicated that the stop light or sign would provide spacing for access/egress for the Lake Glen Manor and the State complex. The connection of Curry and Stewart may address the impact further north. The projected costs for this connection were noted.

Discussion ensued on the direction staff could give as agenda item and staff's reasons for pursuing the connection. The access limitations for Lake Glen Manor if the connection is provided were pointed out. Inquiries to date regarding the City's ability to obtain the Forest Service land had met with strong resistance. Comments acknowledged the need for a north/south arterial on the west side of the City. Commissioner Bennett pointed out the current safety concerns found with South Curry Street behind the Forest Service and the State Railroad Museum which should be addressed. She urged the Commission to make improvements in this area and at Rhodes and Curry regardless of the connection to Stewart. **Commissioner Teixeira moved that the RTC direct staff to move forward with the connection from Curry to Stewart, to take that as a request of the RTC to the Board of Supervisors to solicit its political support, to work with the Nevada Department of Highways (Transportation) to get this done as expeditiously as possible, and to report back to the RTC. Commissioner Bennett seconded the motion.** Discussion noted the staff's request for direction from the Commission concerning the 30 percent design of Curry Street and the workshop which is to be held on it. This direction would not require consideration by the Board. Commissioner Teixeira explained his reasons for feeling that the Board should be asked for its direction before beginning the political process to obtain the property and conducting the workshops. Staff agreed with his reasoning. Ms. Free supported the motion and process. Commissioner Bennett expressed her concern that the proposal would compromise the ability to make the necessary improvements to Curry Street while the exploration process is pursued. Chairperson Plank did not feel that it would take a great deal of time to determine the State's position on the proposal. The motion clearly indicates the Commission's desire to have the Stewart to Curry connection. Without this connection, Curry Street improvements would exacerbate the problem at Tenth and further north. Mr. Burnham did not feel that the delay while awaiting the Board's direction would impact the Curry Street project and workshop. The proposed timeframe for the project is 2002-03. **The motion to seek the Board's direction on the concept, to work with NDOT regarding it, and to report back regarding the progress was voted and carried 5-0.**

F-2. DISCUSSION AND POSSIBLE ACTION ON ESTABLISHING ADVISORY COMMITTEES FOR THE REGIONAL TRANSPORTATION COMMISSION ACTING AS THE CARSON CITY METROPOLITAN PLANNING ORGANIZATION (1-0917) - Mr. Burnham explained the need for having advisory committee(s) as illustrated by Washoe and Clark Counties. He also pointed out reasons Carson City may not require so many committees. Staff suggested that advocates for seniors, bicyclists, pedestrians, transit, and the disabled be invited to participate at specific Commission meetings regarding their issues and the budget process instead of having formal committees. The Transportation Committee was cited as an example of the benefits provided by having a committee as illustrated by its Master Plan. Chairperson Plank felt that a simple process should reduce the conflicts found in Washoe and Clark Counties. Commissioner Bennett felt that there is a requirement mandating that a technical advisory committee be formed. Mr. Brotzman felt that this was a staff committee and not one involving citizens. Commissioner Bennett expounded on her understanding that this committee is required and supported having at least one citizen's advisory committee. Public input is mandated. She hoped that the Board of Supervisors would restructure the Public Transit Advisory Committee (PTAC) as the technical committee. Chairperson Plank read the list of individuals on Washoe County's technical advisory committee. He felt it included two citizens. The concept proposed by staff is clean and simple and will include all interested parties. Discussion explained PTAC's current role. Under the MPO process RTC would be required to include the transit issues in its plans. Commissioner Bennett continued to express her feeling that PTAC with two citizens should be committee which could report to the MPO/RTC and not the Board. Commissioner Kennedy supported her suggestion rather than create another committee. This would expand PTAC and may change its name. Discussion ensued concerning the role that the advisory committee would have including to whom it would report. Mr. Burnham explained his concept would broaden PTAC's responsibilities to

include other transit issues such as bicycles, pedestrians, etc. The Transportation Committee was again cited as an example of such a committee. Commissioner Bennett expounded on her reasons for feeling that PTAC's role needed to be expanded and cited the budget process to illustrate the need for balanced input from all different transportation mechanisms. She suggested that two citizens-at-large be added to the PTAC membership. Commissioner Reynolds pointed out the apparent need for additional discussion on this topic and the time restraint facing the Commission this evening. **Commissioner Reynolds then moved to table the decision and bring it back at a future meeting. Commissioner Bennett seconded the motion.** Discussion indicated that an immediate decision was not required. Mr. Burnham felt that the additional time would allow staff to develop the role and composition for PTAC. Commissioner Reynolds pointed out PTAC's involvement with the community transit system and explained his feeling that the technical committee should have a different role. He was unsure whether the two functions could be performed by one committee. Mr. Burnham agreed to analyze his points. Chairperson Plank felt that the motion would allow time to analyze the different compositions. **The motion to table the matter to a future meeting was voted and carried 5-0.**

F-3. DISCUSSION AND PRESENTATION OF STATUS REPORTS ON VARIOUS PROJECTS

(1-1235) - Mr. Brotzman limned the status of Graves Lane landscaping/replace-ment program, the MPO public participation policy, and MPO agreements. Chairperson Plank displayed the advertisement on the public participation policy and complimented staff on it. Mr. Flansberg reported on the status of the College Parkway sound wall, Curry Street widening, and the Little Lane and Roop Street traffic signal. No complaints had been received regarding this intersection. Commissioner Kennedy felt that the signal may not address the traffic problems at this intersection. Chairperson Plank explained the telephone calls he had received regarding the intersection which he had discussed with Mr. Brotzman. Mr. Flansberg and Mr. Burnham explained the status of the Pedestrian and Bicycle Master Plan Elements including announcing the three bicycle plan workshops. The plan will be considered by the Commission in January. Mr. Flansberg then explained the status of the Northridge and Roop intersection improvements. Discussion ensued on the 395 median beautification project and its irrigation plan. No formal action was required or taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING FUTURE

AGENDA ITEMS (1-1325) - Commissioner Bennett indicated that this would be her final RTC meeting and expressed her appreciation for the Commissioners and staff's support during her tenure. She wished them success in their efforts to address the transportation issues which would be facing the Commission in the future. Commissioner Teixeira thanked her for her commitment to the Commission and the community and wished her success in the future. Chairperson Plank pointed out her commitment to complete the median landscaping/beautification project. He also indicated that she would be available to assist in this project. Commissioner Bennett also indicated that she would be available. Mr. Brotzman then described the Carson City-Reno transit program's ridership. Discussion with Washoe County is pursuing increasing the size of the trash receptacles and adding canopies at the stops. Commissioner Teixeira asked for a status report regarding the service at the next meeting. No formal action was taken or required.

H. ADJOURNMENT (1-1389) - Commissioner Reynolds moved adjourn. Commissioners Teixeira, Bennett and Kennedy seconded the motion. Motion carried unanimously. Chairperson Plank adjourned the meeting at 6:55 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 Carson City Regional Transportation Commission meeting

2001. ARE SO APPROVED ON ___February_14,

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Jon Plank, Chairperson