

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the January 29, 2000, Workshop
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A special workshop meeting of the Carson City Regional Transportation Commission was held on Saturday, January 29, 2000, at the Cooperative Extension Conference Room, 2621 Northgate Lane, Suite 12, Carson City, Nevada, beginning at 9 a.m. This meeting had also been agendized for a possible quorum of the Board of Supervisors. No formal action was to be taken by the Board.

COMMISSIONERS PRESENT: Chairperson Jon Plank, Vice Chairperson Steve Reynolds, and Commissioners Kay Bennett, Bob Kennedy and Marv Teixeira

BOARD OF SUPERVISORS PRESENT: Supervisor Ward 4 Kay Bennett, Supervisor Ward 1 Robin Williamson; and Supervisor Ward 3 Jon Plank

STAFF PRESENT: City Manager John Berkich, Deputy City Manager Dan St. John, Community Development Director Walter Sullivan, Capital Projects Manager Andrew Burnham, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 1/29/00 Tape 1-0001.5)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Plank convened the meeting at 9 a.m. Roll call for the Commission was taken. The entire Commission was present constituting a quorum.

When Chairperson Plank dropped the gavel, a quorum of the Board was not present as only Supervisors Bennett and Plank were in attendance. Supervisor Williamson arrived at 9:20 a.m. constituting a quorum. Supervisor Livermore and Mayor Masayko were absent.

B. APPROVAL OF MINUTES - December 8, 1999 (1-0024.5) - Commissioner Teixeira moved to approve the Minutes as presented. Commissioner Kennedy seconded the motion. Motion carried 5-0.

C. AGENDA MODIFICATIONS (1-0044.5) - None.

D. PUBLIC COMMENTS (1-0063.5) - Michael Derloshon requested the round-about be agendized for further discussion. An adequate period of time had elapsed since it was installed to allow the drivers to learn how to drive it. They are now challenging each other for the right-of-way. He suggested that letters be written to the Highway Patrol and Sheriff's Department encouraging enforcement of the laws regarding speed and right-of-way.

Brad Harker explained his inability to remain for the entire meeting. He then explained his feeling that as the community is getting several large economic commercial operations that funding should be found to install the Graves Lane sound wall posthaste. If this could not occur, the projects should be reprioritized to include any funding which had already been expended. The proposed economic developments will only exacerbate the safety and noise concerns of the South Graves Lane residents.

Sue Newberry, as a resident of Carson City, requested the Commission develop traffic calming mechanisms and programs which could be used in the community. She also suggested that the trails, bicycle and pedestrian elements of the Master Plan be transferred to Mr. Brotzman along with the traffic calming program if another employee could not be hired for these tasks.

Larry Borges supported Mr. Harker's comments. He then requested that the speed limit between Butti and Highway 50 East be made 25 miles per hour for safety reasons. Examples of drivers turning left and children who jay-walk were described to illustrate his concerns. The change may reduce the current speed to 35 mph as it is now posted, except in the school zone, and mitigate his safety concerns. He also requested relocation of the telephone pole at Edmonds and Graves/the top of the hill which is in the line of sight. Additional public comments were

solicited but none given.

E. DISCLOSURES (1-0320.5) - None.

F. PUBLIC MEETING ITEMS - REGIONAL TRANSPORTATION COMMISSION WORKSHOP - DISCUSSION ITEMS - Chairperson Plank explained the purpose of the meeting as being to comply with Policy 1B - an annual review of the Highway Master Plan Element. Deputy City Manager Dan St. John introduced City staff. Protocol for the workshop was explained. Street Operations Manager Flansberg gave a computer enhanced slide presentation illustrating the financial impact Graves Lane had had on the RTC budget and reviewed the agenda. (A copy of the computer enhanced slides used throughout the meeting are in the file.)

F-1. DEVELOPMENT SERVICES ORGANIZATIONAL CHART (1-0480.5) - Mr. St. John reviewed the slides illustrating the organizational charts for Development Services. (Supervisor Williamson arrived during his review.) Mr. Flansberg described his duties. Discussion ensued on his funding sources that indicated RTC funds are not used for street operations and maintenance. Mr. St. John offered copies of the slides to anyone wishing a copy. (A sheet was distributed to sign up for the copy.) Ms. Newberry requested a copy of the Transportation Master Plan. Clarification indicated the plan is available at the Street Department for \$50 a copy. Discussion also explained that the Board of Supervisors approves the contracts for RTC projects and ratifies RTC expenditures. Only the RTC can authorize the funding expenditure. RTC has only three full-time employees-- RTC Engineer Harvey Brotzman and two technicians. Clarification indicated that Commissioners wishing to agendaize an item should contact Mr. Flansberg who works with the Chair to accomplish same. The General Fund is reimbursed \$150,000 for services rendered by it for RTC activities, e.g., Messrs. Berkich, St. John and Flansberg's services, etc. This amount had been the historical average through the years. Commission comments suggested that time cards be used to support this allocation. Mr. St. John indicated that a memo delineating the agenda process would be given to the Commission/Board. This memo is to include the timeframes for agendaizing items. Telephone inquiries/comments should be made to Mr. Flansberg's office where they will be disbursed as deemed appropriate unless the appropriate individual is known by the caller. Commissioner Bennett suggested that, for accountability, one individual should be made responsible for all RTC activities and felt that being an MPO will require this commitment. Mr. St. John felt that he, as the City Engineer, was this individual with some assistance from Mr. Flansberg. Commissioner Bennett then recommended amending the sales tax regulations to allow the full 1-1/4 cent gas tax and the entire sales tax to be disbursed through RTC as the public feels that RTC controls the funds. Chairperson Plank felt that the current staff blending provided the oversight she suggested and requested the organizational chart be amended to reflect the individual's name with the title. Commissioner Bennett then expounded on her belief that RTC should be more actively involved in the Street Operations due to the impact several staff decisions had had on the community and the public feedback she had received. Examples included tree removal and Graves Lane improvements at the airport. These acts purportedly had used or may commit RTC funding for projects which the Commission had not considered. Discussion ensued on RTC's responsibilities and the Commission's lack of authority over the money used for street maintenance and operations. Commissioner Bennett felt that this issue should be agendaized for Board of Supervisors consideration/action. (No formal action was taken on these items.)

2. REVIEW FINANCIAL STATUS OF REGIONAL TRANSPORTATION COMMISSION (1-1902.5) - Mr. Flansberg reviewed the financial slides. Discussion noted the City had committed five cents of its RTC tax to NDOT for the freeway which equates to 5/9ths of its funding. No other County in Nevada is purportedly providing a similar revenue stream for a freeway. Commissioner Teixeira questioned whether the City could extend its commitment and use the additional funding for freeway enhancements, e.g., bicycle trails. Mr. Berkich felt that this is an option which would have to be explored with NDOT. RTC would decide whether to make the commitment which would be ratified by the Board. The five cents is currently being used by NDOT to finance a bond for the freeway. Comments also noted that if the gas tax drops, it may be necessary to find another funding source to meet the freeway commitment. The taxes, to date, have always exceeded projections.

3. REVIEW 1999 CARSON CITY TRANSPORTATION PLAN; 4. REVIEW STREET AND

HIGHWAY ELEMENT OF TRANSPORTATION MASTER PLAN; 5. REVIEW BICYCLE ELEMENT OF TRANSPORTATION MASTER PLAN; AND 6. REVIEW PEDESTRIAN ELEMENT OF TRANSPORTATION MASTER PLAN (1-2415.5) - Mr. Flansberg highlighted the plan's goals, accomplishments including the computerized traffic model, objectives, current traffic volumes, and projected volumes. The street priorities were based on the commitment to not have a service level lower than Standard D.

BREAK: A ten minute recess was declared at 10:15 a.m. The entire Commission was present when the meeting was reconvened, constituting a quorum. Supervisors Williamson, Plank, and Bennett were present, constituting a quorum of the Board of Supervisors.

(1-2635.5) Mr. Flansberg continued to highlight the traffic volumes and priority listing. Growth in Douglas and Lyon Counties had been included in the projection figures. NDOT had purportedly committed to completing the freeway by 2008. The need to make improvements which would not be required when the freeway is opened was questioned. The round-about had been excluded from the plan as it had not been considered before the plan was completed. Clarification indicated DKS's letter regarding the lack of a need for the Sonoma extension to Curry until 2012 had not been considered in the plan. This issue may be considered in the amendment process which the Board will consider during the next six months. Discussion ensued concerning the need for a southern by-pass prior to the freeway completion date and the feasibility of undertaking such a project at this time. Saliman traffic concerns created by the north leg of the freeway were discussed. Saliman had been removed from the priority listing due to public opposition.

Commissioner Bennett suggested including a transit plan on the priority list due to the MPO requirements and need for it to be provided by RTC. Chairperson Plank felt that this issue should not be considered until the MPO status is obtained.

Mr. Flansberg then reviewed the street objectives, the Master Plan's recommended projects, and projects staff had developed based on the Plan's goals. NDOT's commitment to leave the City streets in the same state as they were in prior to freeway construction was noted. (2-0013.5) Ms. Newberry voiced safety concerns about widening Edmonds Drive and the roundabout. This issue is to be discussed later in the workshop. Discussion clarified the Fairview widening project. Staff recommended reconsideration of the Robinson Street extension project due to the freeway and water table. The Arrowhead Drive traffic calming plan suggests implementation of roundabouts at the freeway off-ramps. The term "super elevation" and the signal interties were described. DKS had included a signal at Sonoma and Carson Street in the transportation master plan. Its purpose was limned. If development occurs at that intersection, the traffic warrants justify adding the signal. Commissioner Teixeira suggested adding a stacking lane on Roop for traffic turning left onto Northridge. Discussion added it to the list of priorities for consideration at the next meeting. Staff is now inventorying/assessing the sidewalks in the downtown area and will return with a report at a future meeting. An aviation element is being developed by the Airport. A public transit plan is in the beginning stages. Funding will be required for this element in the near future.

(2-0670.5) Mr. St. John then displayed a spread sheet containing all of the RTC transportation improvement program (the "TIP" sheet) which listed priority projects that had not been constructed, their rankings, estimated costs and funding, if available. He cautioned the Commission that when the MPO status is obtained, projects without the necessary funding ability could not be listed. Comments noted the efforts dedicated to maximizing partnerships with private development whenever possible. Mr. St. John felt that there would be \$1.7 million available for projects next year. The Graves Lane bond should be repaid by 2005 which would provide an additional \$250,000. Commissioner Teixeira suggested consideration be given to refinancing that bond which would provide additional funding for today's necessary projects. Discussion explained a \$4.5 million bond, its costs, and the number of projects which would be constructed. Commissioner Bennett questioned the impact becoming an MPO would have on the program. Discussion indicated that this process would be undertaken in 2001 and 2002 and that the MPO status may give the City some small concessions. Areas where assistance may be provided were noted.

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Chairperson Plank added the intersection of Winnie Lane at Roop to the list of projects. Commissioner Teixeira felt that projects which have a chance of being constructed should have top priority. He asked that the "TIP" sheet contain estimated costs for the projects so that construction may occur. Clarification indicated that Challenger Way would cost \$50,000 and is scheduled for this year. The Graves Lane figures had been projected and were included in the list. Discussion ensued on the list and the ranking of various items including the College Parkway soundwalls which had been funded previously. Commissioner Teixeira requested including any expenditures on the spread sheet. Comments included potential street trades between Carson City and NDOT and the impacts it may have on the budget. Clarification indicated that the College Parkway soundwalls are considered enhancements and may be supported by NDOT. Future negotiations are to include this item.

BREAK: A ten minute recess was declared at 11:35 a.m. The entire Commission was present when the meeting was reconvened at 11:45 a.m., constituting a quorum. A quorum of the Board was also present although Supervisor Livermore and Mayor Masayko were absent.

(2-1827.5) Louise Roberts reminded the Commission that the College Parkway soundwalls had been on the list for some time. She urged the Commission to construct it posthaste. She questioned the need to return and protect its priority. Discussion ensued on the costs and reasons construction had been delayed. Staff is working to complete the project. The Commission is scheduled to act on the priorities at its February 9th meeting. The project is included in the current fiscal year budget and had been funded. Ms. Newberry urged the Board to proceed with the project as it is a quality of life issue.

(2-2198.5) Jeff Adams pointed out the impact several other priorities would have on the South Graves Lane area and justified construction of the soundwall posthaste. The residents should not be forced to wait until 2012 to have relief. Discussion indicated that DKS had included the surrounding counties' population explosion in its traffic calculations. Larry Borges felt soundwalls are an environmental issue and quality of life necessity. Graves Lane is a major arterial for traffic between Lyon and Douglas Counties. Increased economic development will only exacerbate this problem. Traffic improvements should be delayed until after the environmental programs are completed. Chairperson Plank explained that his research indicates that the CDBG grant which was proposed as a potential funding source for the soundwall mandates an economic study. The Federal census will provide this information at no cost to the City. This information will not be available in time to submit an application this year. Hopefully, the information will be available for submittal in 2001. If the MPO status is obtained, an application in 2002 would encounter less competition and could be more successful in obtaining funding. Comments included a description of the grant process. Commissioner Teixeira supported including the project as a high priority on the "TIP" list which would be offset by CDBG funds if and when they are obtained. The project should not, however, be dependent upon the CDBG funds.

Ms. Newberry explained the Federal CDBG dispersal criteria and expressed her feeling that the State needed the highway mileage obtained through trades to get additional funding. Based on this criteria, she felt that the State could be required to construct the sidewalks and the soundwalls if it wanted the street trades. Safety concerns with South Graves Lane were also cited to illustrate the need for the sidewalks and soundwalls. She felt that the chances of requiring these improvements were better than the chance of getting a grant in two years.

(2-2938.5) Jeff Foltz questioned the reasons for having the Ormsby Boulevard extension on the "TIP" as a high priority. He did not feel that it was needed or wanted. Documents in the Master Plan were cited and supported his contention. Chairperson Plank explained the Board's role in this decision and agreed that it had been based on the "political" environment at that time. Mr. Foltz and Laura Work urged the Commission to reconsider the ranking. Ms. Work noted that there are better routes for traveling north and south in the community than the Ormsby Boulevard extension would provide. Funding restraints support the need for other priorities to be considered. Chairperson Plank felt that this decision would be made on February 9.

Mr. Borges suggested that the South Edmonds Drive widening project from Butti to Fifth Street have its priority raised as it would provide for better north/south circulation until the south portion of the freeway is constructed. Ms. Newberry felt that the expansion was not needed as the roundabout had increased the traffic flow through that

area. Her background also indicated that a larger roundabout would pose major safety concerns. A signal would be the only alternative to enlarging the roundabout which is costly. Supervisor Bennett then described Highway 50 east of Dayton which the State had constructed with "better, wider" shoulders. The travel lane had remained the same as normal. She suggested that the same approach be considered for the Edmonds expansion. Ms. Newberry suggested that the safety factors be evaluated and that concern be provided regarding the bicycle usage along that strip and the impact widening would have on the vehicular speed. Purportedly the "shoulders" along Highway 50 had been constructed to provide "clear and safety zones" for vehicles that may wander off the roadway. She urged a comparison be made of west College Parkway north of K-mart as an illustration of the increased traffic speeds experienced on wider streets.

Chairperson Plank suggested that transition lanes be added to Edmonds rather than the widening project and requested that it be added to the list. Commissioner Teixeira pointed out increased economic development which had been occurring in South Carson/North Douglas County and the potential impact this traffic would have on South Graves/Edmonds. For this reason he felt the widening project was justified.

Ms. Newberry urged the Commission to include contingency funding for bicycle and pedestrian safety projects in the other construction projects as well as added improvements along previously constructed roadways. Illustrations justifying her suggestion were provided. The contingency funds could also be used as matching funds or leverage on State projects. She suggested the amount be in the \$50 to \$100,000 range. The illustrations included a physically challenged housing project on East Fifth and a TEA-21 enhancement project proposed for South Carson Street. Clarification indicated that the budget included \$40,000 for matching the TEA-21 funds for the latter project. Ms. Newberry then urged the Commission to realign the Roop Street and Mills Park Lane intersection due to pedestrian safety concerns, specifically, at night. A pedestrian safety island would mitigate these problems and could be done for a small amount of money--\$10 to \$15,000. Likewise, street lighting oriented for pedestrian's would improve many other pedestrian street crossings. Discussion indicated that there may be funding available from NDOT which could be used for "elevated and lighted crossings". Mr. Brotzman added this project to the TIP list.

(3-0375.5) Ms. Newberry then espoused the benefits of having a pro-active traffic calming program. Four-way stops are not always the only answer to neighborhood problems. A full-time individual should be assigned to this program. Her employment background indicated that partial/full funding for this individual by the State may be possible particularly if matching funds are available for projects which are developed under this program. Reno has purportedly taken advantage of this program as was indicated by her example. She suggested that the funding level be established at \$75,000. Discussion indicated that the Commission would have to find a method to fund the program/personnel when the grants expire or are no longer available.

Commissioner Reynolds suggested that Community Development/Redevelopment analyze the possibility of including the traffic calming program under its purview. He also explained traffic calming and neighborhood beautification projects in the Northwest which had used federal title funds for construction. Ms. Newberry responded by explaining residential landscaping programs in the same area which could be considered in Carson City. Discussion indicated that traffic calming projects had been added to the "TIP". An example of painted street crossings was used to illustrate the traffic calming benefits of inexpensive projects.

Commissioner Kennedy recommended the establishment of a eight to ten percent contingency fund. These funds could be used for the unplanned/unforeseen projects. His request was added to the list.

Discussion explained the funding for bicycle paths, its connectivity purpose, and various projects undertaken on its behalf.

Ms. Newberry suggested that the Winnie and Roop interchange consider the use of a roundabout and not a signal. This was also added to the list.

(3-0701.5) Craig Hartman volunteered to provide information to the Commission refuting the safety claims

asserted in support of the traffic calming program. This information will purported be provided to the Commission/staff prior to the next meeting.

Keith Work expressed his concern with the suggested Goni widening project and questioned the justification for doing the project now and reasons it had not been done as part of the original project. Mr. Brotzman indicated that the portion of Goni subject to widening had been constructed as a part of an assessment district. The widening project is for only 400 feet and will provide a dual left turn lane on Goni. Further discussion between staff and Mr. Work explained the development agreement for the widening project which had provide the necessary right-of-way at no cost.

Additional comments were solicited but none provided. The Commission then discussed Table 4.2 and its rankings. Discussion corrected the ranking for Edmonds widening from "high" to medium on the "TIP" list. Justification warranted including the to date expenditures and the feasibility of completing projects which had been funded within two years on the list. Comments also urged staff to not include unreachable timeframes for completion of the projects due to the poor public image such failures create. Discussion ensued concerning the date when the February 9th packets would be ready and indicated that they should be with the agenda on February 4th. The Commission directed staff to contact each member when the packets are ready so that they could be picked up. Discussion then indicated structural improvements to Clear Creek Road may be necessary. Justification for infrastructure improvements beyond that mandated for Costco was provided. These improvements may require RTC funding. Costco may be required to pay for its portion of a signal at Clear Creek and Highway 395. Budgetary impacts to RTC for the signal should be minimal. Discussion ensued on the February meeting date and whether there is adequate time for preparation of the packets and for the Commission to study and make a decision based on that information. Comments reiterated that projects should not be funded if staff is not going to be able to get them out for bid and construction. Commissioner Bennett suggested that the Commission study the packet provided by staff and if a decision cannot be made, action be deferred to March. No further discussion ensued on this matter or Items 4, 5, and 6. No formal action was taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS)

G-1. DISCUSSION REGARDING CORRESPONDENCE FROM THE SHADE TREE COUNCIL (3-1495-5) - Mr. Brotzman explained his plan to landscape the Fifth and Edmonds roundabout without using live plants. Justification for this recommendation was provided. Landscaping could be provided along the perimeter of the intersection. Commissioner Bennett felt that the same safety concerns are encountered with the downtown medians and should not be used to validate the proposed lack of landscaping. Xeriscape plants and other environmentally friendly concepts could be used to soften the aesthetics. Chairperson Plank suggested having a statute in the roundabout. A comparison of the Northridge roundabouts and the Fifth/Edmonds roundabout and their traffic differences were discussed. The Fifth/Edmonds roundabout is scheduled to go to bid shortly. Commissioner Bennett pointed out that there is a parks planner/landscape specialist on staff who should be able to develop an alternative to having a concrete circle. Chairperson Plank directed staff to provide irrigation costs and alternatives as part of the base bid product for consideration by the Commission.

Shade Tree Council Member Craig Hartman explained the Council's recommendation that perimeter landscaping be provided. Irrigation may be provided by tapping into the Wastewater Treatment Plant's system near the intersection. The concept would not interfere with the line of sight. Chairperson Plank supported this concept. Member Hartman explained the Council's concerns and split decision on the recommendation. Commissioner Kennedy suggested that this item be agendized for further discussion at a time when the options/alternatives are presented. Commissioner Bennett briefly noted several projects which are now being held up as examples of things which can be accomplished with landscaping to illustrate the importance adequate planning provides. No formal action was taken or required.

G-2. FUTURE AGENDA ITEMS (3-1845.5) - Mr. Burnham explained Mark Palmer's request that the Conkey project--the Sonoma Street extension-- be agendized for the next meeting. Chairperson Plank directed

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staff to agendize it. No formal action was required or taken.

H. ADJOURNMENT (3-1910) - Commissioner Reynolds moved to adjourn. Chairperson Plank seconded the motion. Motion carried 5-0. Chairperson Plank adjourned the meeting at 1:18 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 January 29, 2000, Regional Transportation Commission workshop

2000. ARE SO APPROVED ON March 8_____,

_____/s/_____

Jon Plank, Chairperson