

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the August 11, 1999, Meeting
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, August 11, 1999, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Jon Plank and Commissioner Steve Reynolds

STAFF PRESENT: Deputy City Manager Dan St. John, Capital Projects Manager
Andy Burnham, RTC Engineer Harvey Brotzman, Parks Planner Vern Krahn,
and Recording Secretary Katherine McLaughlin (RTC 8/11/99 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 Bennett was not present.

B. APPROVAL OF MINUTES - July 14, 1999 - Commissioner Reynolds moved to approve the minutes. Chairperson Plank seconded the motion. Motion carried 2-0.

C. AGENDA MODIFICATIONS (1-0014) - None.

D. PUBLIC COMMENTS (1-0024) - Discussion with Larry Borges indicated that soundwalls on South Graves Lane is part of the agenda item F-2. Mr. Borges then explained that South Graves Lane does not have a sidewalk between Gordon and South Edmonds Drive. The "Devil's Acre" between Graves and the fence is a fire hazard and should be cleaned up. He questioned the reasons no action had been taken to remove truck traffic between 8 p.m. and 8 a.m. on South Graves Lane. Their noise makes it difficult to sleep. They should use Stewart. Chairperson Plank indicated that there would be a report on this issue in September which would include the sound walls on Graves south of Highway 50.

Brad Harker read his prepared statement into the record. (A copy is in the file.) The extension of Graves Lane would further impact the quality of life for his residential neighborhood. The current and projected traffic volumes within the Transportation Element of the Master Plan were cited to indicate his concern. Construction of the sound/safety walls along the northern portion of Graves Lane was felt to have been done in the wrong place as the traffic along it will decrease once the freeway is constructed and increased on South Graves Lane in his area at that time. He urged the Commission to treat his area the same as it had the mobile home park on North Graves Lane.

Discussion indicated for Dennis Green that the bike lanes will be discussed later in the meeting.

Marian Murguia explained her concerns about auto emissions and their impact on her quality of life. The emissions and noise made it impossible for her to enjoy her yard. An article on auto pollution was read to support her health concerns. She urged the Commission to help remove the traffic from her area.

Sue Newberry questioned whether the models used to determine the need to widen Graves Lane had included noise levels. The noise study should include both current and projected levels. She urged the Commission to establish a policy mandating both traffic needs and noise concerns to be considered as part of the criteria for roads.

Delia John described the noise and fumes she encounters from the Graves Lane traffic. She questioned the purpose of the traffic counters on Edmonds. Mr. Brotzman explained that the noise study was to have commenced today, however, the contractor was ill and unable to conduct the tests. The tests will be rescheduled for next week. The counters will be put out again next week. This will provide traffic volumes to match the noise level. Discussion explained the areas where the counters and noise monitors were to be placed. Chairperson Plank indicated that the study will be considered at the September or October meeting. Additional comments were solicited but none given.

E. DISCLOSURES (1-0332) - Chairperson Plank explained his contact with Mr. Harker.

F. PUBLIC HEARINGS:

F-1. DISCUSSION AND ACTION ON THE POSSIBLE ELIMINATION OF STREET PARKING ON EAST AND WEST FIFTH STREET FROM SALIMAN ROAD WEST TO DIVISION STREET TO ACCOMMODATE BICYCLE LANES PURSUANT TO THE BICYCLE ELEMENT (CHAPTER 6) OF THE CARSON CITY MASTER PLAN TRANSPORTATION ELEMENT (1-0345) - Deputy City Manager Dan St. John described the criteria used by NDOT on State roadway projects when bicycle paths are part of a master plan. This review had determined that the parking issue is a City matter; therefore, City direction was requested. The street width is inadequate to accommodate both a parking and bicycle lane. The street designs analyzed by staff were described. Option 5 was recommended. Parks Planner Vern Krahn then explained the reasons for the selection of Fifth Street as part of the bicycle master plan and his Department's support of Option 5. He also pointed out that a choice must be made when the right-of-way is not wide enough to accommodate all activities. Chairperson Plank explained his personal investigation of the parking usage between Roop and Saliman and his belief that the parking elimination would have little impact on the residents. Mr. Krahn's personal use of Fifth Street was described and supported his contention. Mr. Brotzman then explained the reasons for including the center left turn lane at this time and the correspondence he had received supporting the proposal.

(1-0665) Douglas Addison supported Option 5 as it allows him to retain his loading zone on Fifth Street and the single parking area. Messrs. Brotzman and St. John indicated that there would not be a change in the parking between Division and Roop Street. Mr. Addison then explained his need for the loading zone.

(1-0705) Chairperson Plank indicated that he had received Anne Macquarie's letter. Ms. Macquarie expressed her feeling that the bicycle provided a balance to the coordinated transportation system. It is used for both recreation and transportation and should be allowed to use the streets the same as vehicles. Fifth Street had been part of the bicycle route on two master plans. Safety features provided by bicycle lanes were described. She also cited a goal in the current master plan which urges the City to identify a staff member who will be the City's bicycle coordinator and urged the City to do so posthaste. Chairperson Plank encouraged her to remain for the following item as it is connected to a different letter she had sent him.

(1-0775) Penny Fairfield presented several petitions urging the Commission to implement the bicycle plan. These petitions were new information and were given to the Recording Secretary. Howard Riddle supported Option 5 due to the improvements which would be made to Fifth Street between Roop and Saliman without spending a lot of money. Chairperson Plank reminded him that Fifth Street is a State roadway and that the improvements would be made by it.

(1-0811) Sue Newberry supported Option 5 and cited an article on road and street design guidelines indicating that on-street parking is an optional street design for collectors and major arterials and the benefits of having the left turn lane. Her personal investigation of the on-street parking was described. She felt that there are parking spaces available for these individuals to use that is not currently being utilized. She then voiced her opposition to Option No. 1 due to safety concerns. The bicycle lane will also provide a safety buffer for pedestrians. Chairperson Plank agreed that the area has a lot of pedestrians.

Bill Proctor and Kelly Clark supported Option No. 5. Ms. Clark pointed out that the individuals in wheel chairs often use the street and that the bicycle lanes would provide a safety feature for them. She also suggested that the wheel chair ramps at the intersections be included in the street repair program. Chairperson Plank indicated that the curb cuts have been analyzed and are felt to be the problem. Mr. Brotzman explained the reasons the ramps had been installed after a commercial handicapped residence was constructed on Fifth Street. Ms. Newberry felt that the problem was the driveways angles rather than the ramps. This is a normal problem found when sidewalks are adjacent to the curb and why the individuals are using the street. Better design standards should be developed. Chairperson Plank suggested that another City program for sidewalk repair be considered for making the suggested improvements. Mr. St. John agreed to check into this policy.

(1-0937) Fifth Street Townhouse Homeowners Association President Dennis Green indicated that the 90 members of the Association opposed any loss of parking between Harbin and Carson Meadows. The need for the on-street parking in this area was described. Without the on-street parking it was felt that people would use the fire lanes instead of walking to Harbin or Carson Meadows. He did not feel that there were an adequate number of bicyclists

using the streets to justify implementation of the restrictions. They supported Option No. 1 and rejected Option No. 5. If Option No. 1 is not viable, another compromise should be developed. Discussion among Messrs. Brotzman, St. John, and Green indicated that although the units have garages, they are often used for other purposes and that there is a limited amount of guest/other residential parking. Chairperson Plank explained his personal experience in a similar unit on Long Street and indicated he understood the concerns. Mr. Green responded by expressing his opinion that the Association members on Fifth Street would not park on Second, Goldfield, or Harbin.

Ralph Garcia felt that the appearance of the two car garages is deceiving as only two small cars could park in them. Stephanie Adams expressed her feeling that the single family homes on the south side of Fifth Street also needed the on-street parking as their garages are for one car. She suggested that the bicycle lanes be on only one side or that it share the parking space. She was also concerned about the handicapped individuals who cross the street. The center left turn lane would provide a safety feature as it is a very busy street. Jeff Adams felt that Option 4 was not a good idea. He suggested that the traffic on Fifth Street be studied due to its traffic volume. It would not be safe for bicyclist even as a two lane road. He questioned the impact the lack of parking would have on the property values. He suggested that Washington be used as an alternate bicycle route. Mr. Brotzman indicated that Fifth Street and Option 5 provided the connectivity desired between Roop and Saliman. Mr. St. John questioned the parking requirements on the cross streets. He suggested that these streets be used for parking by the Fifth Street residents. Chairperson Plank suggested that the credit union's parking lot be used to accommodate the parking. His tours of the area indicated that the single family homes had portions of unused driveways which may accommodate an additional vehicle. Mr. St. John indicated that a parking study had not been conducted on the side streets.

Commissioner Reynolds voiced concerns about meeting the parking needs for the single family residences. His personal experience indicated that the townhouses had additional unused off-street parking area(s). Discussion then explained the width of the bicycle lane, the traffic lanes, and the center left turn lane. Clarification for Mr. Green indicated that bicyclists must travel with traffic rather than against it. For this reason a bike lane was proposed on both sides of the road. Mr. Green then urged the Commission to consider other options, such as Washington Street, Fairview, etc. No parking is currently allowed between Division and Roop Street. People will not use Harbin for parking. It is too far to walk particularly at night. Private property, such as the credit union, could not be used without creating a problem for the business. Clarification by Mr. Brotzman indicated that Washington is a designated bicycle route. Fifth Street provides connectivity between Roop and Saliman. Washington Street stops at Roop although it is possible to bicycle through the park to Saliman. Chairperson Plank reminded them that the discussion must remain on Fifth Street due to the Open Meeting Law. The bicycle and parking lane standards were clarified for Jessie Adams.

Chairperson Plank explained his reasons for feeling that the plan must be clearly understandable for the drivers, pedestrians, and bicylists. He felt that bicyclists were using Fifth Street to reach the downtown area from Riverview. A lot of people commute to work on bicycles due to necessity as well as for recreation. Recreationalist use the linear park and other areas away from traffic. Reasons for including pedestrian and bicycle needs in the transportation master plan were noted. Commissioner Reynolds suggested that the bicyclists be allowed to use the parking lanes until a specified period when parking would be allowed. Mr. Brotzman was not aware of any location which used this approach. Chairperson Plank explained Ms. Newberry's background. Ms. Newberry further clarified her background and commended staff and the public on their creativity in attempting to provide workable compromises. The Statutes mandate that a bicyclist must ride with the flow of traffic. Safety concerns were pointed out to illustrate the reasons for this requirement.

Mr. Adams questioned whether the staff/Commission would ask his/her spouse to park on Harbin and walk to Fifth Street in the dark. Washington should be used for connectivity as it also connects to Highway 50 which could be used to reach Saliman. Ms. Macquarie explained that her first letter had been precipitated by a fatal accident at the corner of Roop and Washington. The worst thing the Commission could do, in her opinion, would be to put more pedestrian and bicycle traffic at that intersection. Chairperson Plank agreed based on his personal experience at that intersection.

Commissioner Reynolds, given the considerations which had been raised this evening, moved to accept Option 5

for Fifth Street and to ask the State to proceed with Option 5. Chairperson Plank seconded the motion. Motion carried 2-0. Chairperson Plank thanked the audience for its participation and input. He requested City staff continue to develop alternatives for those who will be impacted.

F-2. DISCUSSION REGARDING STATUS REPORT ON THE EDMONDS DRIVE-EAST FIFTH STREET ROUNDABOUT AND A NOISE ASSESSMENT OF SOUTH EDMONDS DRIVE (1-1391) - Chairperson Plank corrected the agenda to include South Graves. Mr. Brotzman indicated that the consultant had submitted improvement plans for the roundabout. A copy had been given to NDOT with the request for a permit. The plans included realignment of the north-south legs. The original cost estimate was \$110,000, however, it may be higher due to the realignment. As the project is not included in NDOT's plans, State funding may not be available. Chairperson Plank suggested that a letter be sent to the State requesting participation due to the cost savings over the signal and the savings which will be created on other projects. Mr. St. John agreed to submit the request. Mr. Brotzman hoped to have the project constructed by Nevada Day. Discussion indicated that the demonstration project had been constructed to higher standards than originally proposed, including the use of hot mix rather than cold mix, and should last through the winter if construction of a permanent structure is not undertaken before then. Chairperson Plank explained his personal investigation of the roundabout and its usage which lead him to believe that drivers have become educated on how it functions. No formal action was required or taken on this item.

(1-1845) Mr. Brotzman explained the Commission's direction to seek NDOT participation on the roundabout to Mr. Borges. Mr. Borges then explained his concern about delaying the project as automobiles can drive over the apron at higher rates of speed. He urged staff to develop a method to slow down the traffic. Chairperson Plank and Mr. Brotzman indicated that the project is to be completed by Nevada Day. Chairperson Plank then explained for him that the noise study would be considered at either the September or October meeting.

(1-1910) Mike Johnson explained the traffic congestion occurring on Fifth Street at the roundabout. His previously submitted suggestion that the right turning lane on Fifth Street be widened to allow turning traffic to merge with the north bound Edmonds traffic was explained. This would eliminate the congestion. He then described the traffic and speeds on Fifth Street from River Knolls to Saliman. He suggested that bike lanes be installed from Saliman to Edmonds for safety reasons even though it may require removal of several trees. Chairperson Plank explained the linear ditch expansion project which included a trail that bicyclists could use. Mr. Johnson explained his reasons for using Fifth Street to reach the Carson High School. Mr. St. John indicated that a master plan map showing the bicycle paths had been given to him.. Mr. Johnson explained his problem with the plan. Chairperson Plank suggested that he contact staff after the meeting and discuss the situation further and recommended that he consider working with the committee.

Comments also noted that the City had additional right-of-way for the roundabout.

No formal action was taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) (1-1488) - Mr. St. John reviewed his memo concerning the status of the master plan and revisions to the pedestrian element, bicycle element, and traffic element including those areas which must be addressed prior to construction of the northern leg of the freeway. (A copy is included in the file.) NDOT's participation in the revisions was noted. Discussion indicated that staff is in daily contact with NDOT on the northern leg of the freeway. The biggest concern regarding the northern leg deals with the bicycle element. Mr. St. John felt that a reasonable compromise can be developed which will allow the use of surface roads in areas where adequate right-of-way is not available along the freeway for the bicycle path. Hopefully, these routes can be developed without delaying the project. A public process similar to that used for the original master plan was proposed and includes those individuals who are involved with bicycles and the residents who will be impacted by the proposal. This process cannot begin before NDOT furnishes additional information which may be provided in October. The City's process may take another three months. This should not impact NDOT's ability to complete the northern leg. Ms. Macquarie felt that the conversation had addressed her concerns.

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Mr. St. John introduced Capital Projects Manager Andy Burnham and briefly described his background. Chairperson Plank welcomed Mr. Burnham as a staff member.

No formal action was taken.

G-1. FUTURE MEETING AND AGENDA ITEMS (1-1829) - Mr. St. John indicated that Street Superintendent John Flansberg will, hopefully, provide an updated spread sheet for the next meeting and that staff will provide a financial update on Graves Lane. (1-2017) Discussion indicated that the study on the sound wall would be discussed at either the September or October meeting. No formal action was taken.

H. ADJOURNMENT (1-2043) - Commissioner Reynolds moved to adjourn. Chairperson Plank seconded the motion. Motion carried 2-0. Chairperson Plank adjourned the meeting at 7:30 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 August 11, 1999, Carson City Regional Transportation Commission meeting

1999. ARE SO APPROVED ON ___September_8,

_____/s/_____

Jon Plank, Chairperson