

CARSON CITY REGIONAL TRANSPORTATION COMMISSION  
Minutes of the October 13, 1999, Meeting  
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, October 13, 1999, at the Community Center Sierra Room, 851 East Williams 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: Community Development Director Walter Sullivan, Capital  
Projects Manager Andrew Burnham, Street Superintendent John  
Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary  
Katherine McLaughlin (R.T.C. 10/13/99 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. The entire Commission was present constituting a quorum.

**B. APPROVAL OF MINUTES - 9/8/99 (1-0018)** - Comments indicated that staff would meet with the new Commissioners "ASAP" and before the November meeting. Commissioner Reynolds moved to accept the Minutes. Commissioner Teixeira seconded the motion. Motion carried 5-0.

**C. AGENDA MODIFICATIONS (1-0042)** - None.

**D. PUBLIC COMMENTS (1-0050)** - Larry Borges read a prepared statement into the record asking why trucks had not been prohibited on Graves between 8-9 p.m. and 8-10 a.m. as he had requested on several occasions. Although the noise study indicated there were only 41 trucks during this period he felt that there were more. He also did not feel that the Model Dairy trucks were using the street as the study hinted. As the City had allowed his home to be constructed within 25 feet of the street without a sound wall, it should mitigate the noise problem he encountered while trying to sleep. A Granite construction sign on Fairview prohibited truck usage and rerouted the traffic to Stewart Street. A similar sign should be installed on Graves Lane until a sound wall and freeway are constructed. Chairperson Plank indicated that this issue would be discussed at the next meeting. Additional public comments were solicited but none given.

**E. DISCLOSURES (1-0096)** - None.

**F. PUBLIC HEARINGS**

**F-1. DISCUSSION AND ACTION REGARDING REVIEW AND ACCEPTANCE OF THE TRAFFIC NOISE ASSESSMENT FOR GRAVES LANE FROM SOUTH OF U.S. HIGHWAY 50 TO BUTTI WAY (1-0100)** - Street Superintendent John Flansberg introduced Consultant Richard Illingworth and explained that Graves Lane had been designated as an arterial since the early 1970s. RTC Engineer Harvey Brotzman reviewed the history of the roadway and the River Knolls subdivision. Mitigation standards had not been developed prior to construction of the subdivision. A copy of the petition for a sound wall had been included in the Commission packets. (A copy was not included in the Clerk's packet.) Mr. Illingworth was retained to analyze the noise in accordance with the Federal highway standards. He had worked with Mr. Harker on the placement of the equipment. Copies of the report had been distributed to the audience and were included in the Commission's packet. (A copy is in the file.) Commissioner Bennett requested copies of the subdivision's conditions including the Board minutes when it was approved. Capital Projects Manager Andrew Burnham introduced himself and agreed to provide same.

Mr. Illingworth described the scope of his contract, and defined noise, the energy required to create more noise/sounds, and testing criteria. Hearing loss occurs at 85 dB over 24 hours a day for 40 years. Speech interference occurs at 60 dBA. Normal speech is in the 55 dBA range. The geometry along Graves Lane was

explained. Measurements were taken at four lots which were described. The noisiest hour of the day was between 67 and 72 dBA at a corner lot without a fence. The two lots with board fences only reached 65. Federal highway standards require mitigation after 66 dBA. Therefore, corner lots should require mitigation. His analysis with the traffic master plan's increased traffic volume indicated that the sound levels would increase by approximately one dBA by 2005 and by 2.2 dBA by 2012. When the full freeway is constructed the sounds should drop-off. He was unsure whether wood fences without spaces between the boards would reduce the noise adequately to meet the Federal standard as the trucks create a fair amount of the noise. Trucks have stacks higher than the fence. The fences are effective in mitigating the car noises.

Commissioner Teixeira explained his personal experience in a similar subdivision which had placed boards approximately seven feet high and covered the cracks between the boards in his fence. This approach had provided him with additional privacy and mitigated some of his noise problems. He questioned whether such a plan would reduce the noise level adequately for the individuals on Graves. Mr. Illingworth agreed that it would reduce the impact and, specifically, that a seven foot fence would make a difference. He did not feel that vegetation would provide an adequate/noticeable buffer due to the distance between the residences and the street.

Discussion explained that the dBA level is averaged over an hour period which levels out spikes created by periodic louder noises. The model had not calculated the level without the trucks. He felt certain that the noise level would drop if they are eliminated. Mr. Flansberg read the traffic and noise level projection table found on page 6 of Mr. Illingworth's report. He also noted that the freeway is going to become a reality.

(1-0510) Public comments were then requested. Discussion between Brad Harker and Mr. Illingworth indicated that all of the corner homes with low fences had higher readings and were impacted. Homes which are either 2-1/2 feet above or at grade are also impacted. The remaining homes are on borderline. Mr. Harker then used the 1995 College Parkway study to show inconsistencies in the testing procedure. This study indicated that a wood slat fence did not provide any noticeable difference in the noise levels. Mr. Illingworth indicated that the fences and situations were entirely different. The Graves Lane study had been conducted in areas with and without fences at the same distance from the roadway. This clearly indicated there is a difference in the noise levels which could only be attributable to the fence. Mr. Harker then questioned the reasons for the different dBA levels mandating mitigation as the College Parkway reading had been 63 Ldn. Current noise levels along College Parkway have not meet the projected standard nor will the projected traffic volume be reached. He again questioned the reasons his area was being held to a different standard.

Mr. Harker then explained that the 1990 traffic master plan, which was included in his documents, had been used extensively by the developer to indicate that there would not be any impact on the subdivision and that the home values would be maintained. The current traffic volume is double that in the report. He suggested that the same doubling may occur in the next ten years even though the last transportation master plan had indicated otherwise. He then read his prepared statement into the record. (A copy is in the file.) The report validated the residents' claim that there is a noise impact which had steadily grown worse since the homes were constructed. The traffic volume had increased during this same period. He urged the Commission to be responsible and provide mitigation. He also felt that Graves Lane would in the future become Carson City's McCarran Boulevard. It is not realistic to expect the traffic volume to decrease just because the freeway is constructed. The block sound wall constructed as part of the Graves Lane extension project without a sound study illustrated his point that his area was being treated differently than other areas. Once the northern portion of the freeway is constructed, the northern segment of Graves Lane's traffic volume will decrease dramatically while the southern segment will increase. For this reason he felt that the \$1 million spent for the Comstock Mobile Home Park soundwall should have been used in his area.

Chairperson Plank then polled the audience to determine who was not present on this item. It was felt that all the individuals not involved with the item were from either NDOT or the City.

As Mr. Borges' home is at the top of the hill and level with the street, he felt that he received more noise than his neighbors. He already has a double fence on his property. The spaces between the boards are required as the wind is so strong in the valley that it will knock over the fence without them. The only solution is the sound wall.

Chairperson Plank requested additional public comments but requested the comments not repeat themselves.

John Robins suggested the speed limit be decreased to 25 miles per hour and supported the sound wall. Street usage and examples of residential traffic were cited to support his suggestion. Mr. Burnham was directed to check into this suggestion.

Jeff Smeath explained his rear access from Graves Lane and requested that it be maintained. Mr. Burnham briefly described criteria used to install block fences. His request would require a wooden gate. Mr. Burnham also noted that the wall may require additional right-of-way or easements. Comments indicated a desire for Mr. Smeath and the City to work together on the final design. Mr. Harker felt that the homeowners would be pleased to grant whatever land is required for the soundwall without question.

Jim Polito felt that the problem was not one of needing the wall but rather of the funding source. He encouraged the City to seek alternate funding sources and not bear the entire cost. As Graves Lane is an arterial/collector, federal funds should be obtained from the freeway.

(1-0965) Robert Geraldo expressed his feeling that he was a victim of Carson City's traffic policies. Traffic speeds on Silver Sage and Graves Lane were cited to support his contention. The traffic, its noise, and its air pollution problems were negatively impacting the value of his homes. His employment history was described to support Mr. Borges' contention that the noise level of the trucks exceed acceptable limits. There should be no debate about the need for a soundwall like that constructed on North Graves Lane. Why should he pay more property taxes than those individuals and have less service.

Bob Fuller described his location and feeling that he was not one City block from Graves Lane. He supported the comments on the "Jake Brakes" and traffic speed by providing descriptions of his own personal experiences. He requested traffic enforcement. Chairperson Plank acknowledged his concern. Mr. Fuller continued to expound his safety concerns related to the school zone.

Bob Fredlund explained his employment as a Carson City real estate agent. He supported Mr. Geraldo's contention that the property values in River Knolls were impacted by Graves Lane. He felt that the increased traffic had depressed the area. The homes along Graves Lane were not originally sold with depressed values.

Jeannine Woodward explained the location of her home. The traffic noises wake her granddaughter during the night and interfere with her ability to use her patio. Safety concerns were also expressed. She felt that the north extension of Graves Lane was only one lane. Once it is completed, Graves Lane will be the fastest route through the town. The freeway will not be completed for some time. Until the southern leg is completed, the traffic will use Graves Lane.

Eric Berry described the topography in his area and expressed the feeling that if a seven foot wall is constructed along his property line, it would be three feet in height at his property. He requested consideration of a method which would step up the wall in such areas. He also supported the comments on the value of the homes as his had been on the market for five months. All of the prospective buyers had opposed the street noises. Mr. Brotzman felt that a retaining wall would be taller but was unsure until the final design is completed. Mr. Berry reiterated his feeling that unless it is taller, it would not benefit him or the adjacent residents. Public testimony was then closed.

Discussion ensued on the type of action the Commission should take. Chairperson Plank indicated that the decision on the soundwall would have to be considered at another meeting as it had not been agendized. Discussion directed staff to provide a report on the options, funding and costs which should include the right-of-way needs. Commission comments also complimented the public on its demeanor. Discussion between the Commission and Mr. Brotzman explained that the wall on the north side of College Parkway between Northgate and Imperial is a portion of the residential structure. Funding had been allocated on September 19, 1995 for a block soundwall along the south side in the same area. The reasons the soundwall along the Comstock Mobile Home Park had been constructed were also noted. Mr. Brotzman felt that it would cost at least \$400,000 to

construct a 1600 foot soundwall along the southern portion of Graves Lane. This figure included acquisition. The budget for the College Parkway project is \$250,000 for approximately 950 feet, Commissioner Teixeira moved that the RTC accept the report by Mr. Illingworth on the noise study. Commissioner Bennett seconded the motion. She also noted that there had been a lot of things done in the 1990s which should have included other things but didn't. The City had also depended upon the 1990 studies. Reality has proven otherwise. It is now time to move forward, face the situation, and do what they could within the means that are available to make it right. The motion to accept the study as presented was voted and carried 5-0. Chairperson Plank commended the audience on its demeanor and professional presentations.

BREAK: A recess was declared at 6:53 p.m. The entire Commission was present when Chairperson Plank reconvened the meeting at 7:05 p.m., constituting a quorum.

**F-2. DISCUSSION AND ACTION REGARDING VALUE ENGINEERING PRESENTATION BY THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) FOR THE SOUTH PORTION OF THE FREEWAY (1-1368)** - NDOT Project Director Jim Gallegos explained the purpose of the value engineering and the issues analyzed by the workshop. He gave a computer enhanced slide presentation describing the southern leg of the freeway. (A copy is included in the file.) Discussion between the Commission and Mr. Gallegos described the original project, the revisions, the proposed structure across the Lompa property, the projected cost savings created by the revisions, the drainage program, the access/egress routes for Fuji Park, and the amount of right-of-way required at Fuji Park, advantages of value engineering. An interchange is not proposed for Fifth Street. Maps displaying the Spooner-Freeway interchange were used to explain the revisions and frontage road configurations. Concerns regarding the impact of a recent court case were noted and are still be studied. An appeal will be submitted to the courts. The freeway will be asphalt and not concrete as originally proposed. The bridges will be constructed before the roadway. Efforts are being made to keep the East 50 and freeway interchange bridge in the first phase, however, it may not be constructed until 2003 depending on funding. The interchange bridge for Spooner and 395 will be constructed after the freeway. The total savings is projected to be \$16 million. Commissioner Bennett encouraged Mr. Gallegos and his team to study the connection with Curry Street and to improve it as much as possible. Commission comments complimented Mr. Gallegos and NDOT on its cooperation and willingness to work with the community on the design and project. Media updates are to be furnished by Mr. Gallegos. Although there had been a 30 day delay in the northern segment bridges design, efforts were continuing to stress the need to stay on time. Staff comments described the status of the Curry Street project including its design. The contract should be awarded for the first phase of the northern leg of the freeway in late February or early March. Comments emphasized that the northern leg will be constructed. The internet program should be online by the end of the month. Media programs were noted. Commissioner Reynolds moved for a vote of appreciation to Mr. Gallegos for making the presentation. Commissioner Bennett seconded the motion. Motion carried 5-0.

Commissioner Teixeira then moved to accept the presentation of value engineering with the changes as delineated with the exception of Items 3 and 4. Commissioner Kennedy seconded the motion. Motion carried 5-0.

BREAK: A ten minute recess was declared at 8:10 p.m. The entire Commission was present when Chairperson Plank reconvened the session at 8:20 p.m., constituting a quorum.

**F-3. DISCUSSION REGARDING THE STATUS OF THE CONKEY DEVELOPMENT AT U.S. 395 AND SONOMA STREET AND F-4. DISCUSSION AND ACTION REGARDING PROPOSED AMENDMENT TO TRANSPORTATION MASTER PLAN TO REMOVE SONOMA STREET BETWEEN CARSON STREET AND CURRY STREET AS A CONNECTOR STREET IN THE TRANSPORTATION MASTER PLAN AND AS SHOWN ON THE CAPITAL IMPROVEMENT PLAN (1-2785)** - Mr. Flansberg explained the correspondence staff had received from Conkey who offered to pay for the signal at Sonoma without providing any right-of-way for the development. Traffic would be allowed to cross the property to Curry Street. Plans have not yet been submitted to Community Development delineating this concept. Commission comments described the original concept and the Commission's response. Commission comments

supported that response and stressed the need for Sonoma to be extended to Curry. The Sonoma extension is on the project list, however, funding had not been provided. Discussion also noted that the priority listing would be reviewed in January. As a change to the master plan and the priority listing were not supported, no action was taken.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (1-3065)** - The South Graves noise/safety sound barrier, the need for a barrier or traffic control devise at the northwest portion of Northridge between the northern two roundabouts at the postal cluster boxes, the consultant for the pedestrian element, traffic concerns at the intersection of Northridge and Roop for eastward bound vehicles, dedication of Graves Lane were discussed and are to be agendized for a future meeting(s). Chairperson Plank directed that Mr. Smith be invited to the Graves Lane ceremony. Mr. Brotzman explained NDOT's negative response to the request for financial assistance with the Fifth Street roundabout. Reasons for the denial were noted. Mr. Brotzman felt that it could be constructed in March. The cost is projected to be \$110,000. It was felt that it would be beneficial to have the present roundabout operate through a winter before a permanent structure is constructed as it would allow design revisions if warranted. No formal action was required or taken.

**H. ADJOURNMENT** - Commissioner Reynolds moved to adjourn. Commissioner Kennedy seconded the motion. Motion carried 5-0.

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 October 13, 1999, Carson City Regional Transportation Commission meeting

ON \_\_\_November\_10\_\_\_, 1999.

A R E S O A P P R O V E D

\_\_\_\_\_/s/\_\_\_\_\_

Jon Plank, Chairperson