

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the November 18, 1998 Meeting

Page 1

DRAFT

A regular meeting of the Carson City Regional Transportation Commission was held on Wednesday, November 18, 1998 in the Community Center Sierra Room, 851 E. William St., Carson City, NV at 6:00 p.m.

PRESENT: Chairperson Greg Smith
Vice Chairperson Jon Plank
Marie Wolf

STAFF: Tim Homann, Deputy Public Works Director
Dan St. John, Deputy City Manager
Harvey Brotzman, RTC, Engineer
Fran Smith, Recording Secretary
(RTC 11/18/98 1-0000.5)

NOTE - Unless otherwise indicated each item was introduced by Chairperson Smith. Individuals speaking are identified following the heading of each item. 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.

CALL TO ORDER - Chairperson Smith called the meeting to order at 6:00 p.m. A roll call was taken and a quorum was present.

1. APPROVAL OF MINUTES - Commissioner Wolf moved to approve the Minutes of the October 21, 1998 meeting. Commissioner Plank seconded the motion. Motion carried 3-0.

2. MODIFICATION OF AGENDA - None.

3. PUBLIC COMMENT - (1-0064.5) Larry Borges expressed his concern with safety, specifically on Graves Lanes to Pheasant. This related to the lack of crosswalks in that span of distance. He explained that children have to cross four lanes of traffic going to and coming from school. He commented that nobody adheres to the speed limit asked that it be reduced from 35 miles per hour to 25 in that half mile section during the periods the children are crossing and provided examples of vehicles not slowing to allow them to traverse the street. He also talked about the need for sound walls in his neighborhood and asked that somebody visit the area to study the problem. There being no additional public comment Chairperson Smith closed public testimony.

4. DISCUSSION AND POSSIBLE ACTION ON THE DIRECTION STAFF IS TO PURSUE ON THE BRUNSWICK CANYON BRIDGE - (1-0151.5) Mr. Brotzman provided a history of how the presentation had been brought to the Commission in August. He added if the bridge is demolished it would cost approximately \$100,000 and if they are successful in getting NDOT participation for a bridge or timber grant the maximum allocation would be \$300,000. He said staff would like to identify the \$300,000 of RTC funds in doing the extension of the cash flow for the next 20 years in the back of the Transportation Plan. He commented they were not prioritizing the project as it is just a formality because they had omitted it and want to include the figure in the cash flow.

(1-0170.5) Mr. Homann said that in identifying it as a need staff needs direction from the Commission on how to proceed. He added if the Commission wants to proceed along the terms of what was presented then staff would start to put the wheels in motion to look at the available Federal funding. He added there are some right-of-way issues that need to be resolved. He then said the \$300,000 might not be total package when these issues are resolved. Chairperson Smith felt it would be prudent to put it on the list. Commissioner Plank moved that Brunswick Bridge be included in the projects to be dealt with in the next twenty years for the cash flow purpose. Commissioner Wolf seconded the motion. Motion carried 3-0-0-0.

Commissioner Wolf asked if there is anything the Commission could do with regard to the comments made by Mr. Borges. Chairperson Smith explained that nothing could be done at this meeting. However, in response to her question he explained it could be agendaized for the next meeting. Mr. Homann said staff has looked at the problem and that they are concerned about putting the crosswalks in because people, particularly children, would

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the November 18, 1998 Meeting

Page 2

DRAFT

not have them across the street where there are no sidewalks. He then commented they are working on coming up with some options. He also talked about the truck route issue saying the resolution relating to restrictions would be on the agenda for the Board of Supervisors meeting December 3.

(1-0241.5) Mr. Homann then said the subject of the sound walls Mr. Borges had asked about has been discussed and that there is a commitment from RTC which staff has taken as a direction that as projects go out to bid they cannot ignore that section of Graves Lane. He added that staff will be putting a program together to deal with it. Mr. Borges reiterated his concerns about the crosswalk and said it is not just for the children but the public who cross the street. Commissioner Plank asked that as many as possible of the issues Mr. Borges had brought up be on the next agenda. Chairperson Smith cautioned that not all those issues are RTC issues and cited the speeding problem as an example. He suggested those be agendaized for a Board of Supervisors meeting. Commissioner Plank also felt that the sound wall is something RTC should consider and determine what could be done about it.

5. DISCUSSION AND POSSIBLE ACTION ON THE US 395 CAPACITY IMPROVEMENT STUDY -

(1-0263.5) Mr. Brotzman said some time ago the City had entered into a contract with the Parsons Group to look at what improvements could be made along the 395 corridor from Fairview south to Clearview. He added it is recognized there could be some possible improvements but nothing per se'

because of limited right-of-way and street improvements at the same time. He commented once the bypass is completed there are enough lanes within 395 to handle the traffic at a tolerable level. He then said Parsons had gone back and looked at the widening of Fairview for approximately \$125,000. He also mentioned that Koontz on the north and Clearview on the north could provide an additional lane and those improvements would be on the east of 395 which would provide additional capacity and to improve the level of service. He then explained that staff was seeking direction only to include these dollar items in the cash projects for the next 20 years and not identifying any time period. Chairperson Smith agreed there is a need and that during the construction of the bypass the it would not go away. He felt even with the bypass there would still be areas of concern at those intersections. Mr. Homann pointed out that in the Transportation Master Plan there are isolated traffic issues and that the big picture is primarily considered although the need is something to be added to the Plan. Commissioner Plank moved that the street improvements staff has identified be included in the 20 year plan for cash flow purposes. Commissioner Wolf seconded the motion. Motion carried 3-0-0-0.

6. DISCUSSION AND POSSIBLE ACTION FOR TRAFFIC CALMING ON ARROWHEAD DRIVE -

(1-0319.5) Mr. Homann said this item is an update but is also for direction from the Commission to help staff. He added that the on and off ramps at the north of the City have surfaced as an issue. He said originally when the expressway project was being considered it had been envisioned the intersection would be full service. He commented that earlier this year when NDOT had its first public workshop on the bypass the north bound off ramp and south bound on ramp at the north end were excluded. He added that the City ultimately requested that it be reconsidered and it has been. He said an issue that staff dealt with was that NDOT wanted the help of the City in gauging public reaction to having those facilities in place. Accordingly staff had a public workshop sponsored by the City with notices sent to approximately 300 property owners in that area and that 40-50 people had come. He then commented that staff had come out of the meeting with somewhat less concern about the ramps than the traffic issues on Arrowhead, Bonanza, Ruby and some of the other streets in the neighborhood. He said staff then felt they were in a position to make a recommendation through the Board of Supervisors to NDOT that the ramps should probably be considered and that the City could commit to doing traffic calming techniques. He felt if that commitment was made they could move forward with the ramps in a cooperative effort with those involved. He said staff could not put a cost number on yet because it is not known what type of traffic calming techniques might be developed, whether they are roundabouts or chicanes, etc. He added that the reason staff was not prepared to make a recommendation at this point was because they plan to approach this from a cooperative effort standpoint, e.g. more public hearings with input from the residents on those streets. Mr. St. John said NDOT is concerned about Arrowhead and a public hearing date for the bypass and Arrowhead ramp issue is set for December 9. He added that NDOT had not set that meeting until there was a level of comfort that the City had considered the traffic impacts that might occur from the ramps. He commented there seems to be a good level of trust between the neighbors in that area and the City. He added that a current traffic count has been made which will be presented at the meeting. He also suggested telling NDOT that the City would monitor it. Chairperson Smith asked what the \$40,000 fiscal impact was for and Mr. Brotzman said it is for funding installation of the chicanes. At this point

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the November 18, 1998 Meeting

Page 3

DRAFT

Chairperson Smith asked for public comment. There being none he closed public testimony. No formal action was taken.

7. DISCUSSION AND POSSIBLE ACTION ON THE WORKSHOPS ON ORMSBY BOULEVARD -
(1-0479.5) Mr. Homann said this is a status report. He explained as staff has proceeded with the design they have held three public workshops. He explained the options that had been discussed at those meetings relating to what the public wants to see if Ormsby is built and felt the feedback was good. Mr. Brotzman had a drawing, Alternate 1, and visually pointed out the location, size, landscaping, bicycle lanes, roundabouts, the median, and the drainage structure. He added when the consultant originally had done the soils report staff was looking at higher volumes than are currently in the Master Plan. He then commented that the consultant had costed the project out and, with the storm drainage and stout asphalt section, it is about \$851,000 allowing for contingency.

(1-0551.5) Mr. Brotzman then said the second option, Alternate B, they had looked at was an alternative where there was a 24 foot lane roadway with pedestrian facilities on both sides including that for bicycles. He said this was relatively the same money with the stout section. He next said he and Mr. St. John had just met with a local consultant to discuss the possibility of reducing the structural section although he said no calculations are going to be determined until they get input from the geotechnical consultant. He felt the cost can further be reduced if they can get the consultant to work on the structural section at perhaps a savings of approximately \$50,000. He also commented there had originally been \$640,000 in the budget but that did not include traffic calming or a major storm drainage connection.

(1-0609.5) Nevin Kane said he had been at the meetings and felt there had been a lot of public input. He added his impression was that the overwhelming majority of people in attendance did not want the Ormsby extension constructed and want RTC to reconsider the priority of this project. Mr. St. John said about 2/3 through the meeting it was apparent that the residents were not in favor of the project. However, they were productively involved in the process and provided good input. He added at some point it has to be determined what the City can afford and said he had expressed to the public that staff would come to RTC to tell the Commission that at that meeting they had heard that Alternate 1, the divided road, was the more popular but more expensive. He commented that the job of staff was to give RTC options and provided details. Larry Borges felt it is a good project but expressed his belief in fairness to the public it should be on a priority list. (1-0785.5) Jim Breeden felt that 99 percent of the people at the meeting did not want the road but if it was to be put in they wanted it to be a decent road. He then said it was his understanding this would not come back to RTC for final approval before January which was why there were not too many of the public in attendance at this meeting. Chairperson Smith said it was not here for that approval at this point. (1-0819.5) Jim Robertson said he was a proponent of the construction and that there were many others at the meeting with the same opinion. He added that the Commission had approved it and asked why it keeps coming back again and again. Chairperson Smith said RTC has one more meeting, December 2, and possibly a meeting on December 16. He added that the project is going to continue along the lines that this RTC has voted on. He said if whomever sits on the Commission after the first of the year decides to change anything this Commission has done it is their prerogative. However, he said he hoped for a vote at this meeting and an additional vote in December if more information is available. He agreed this project would not solve the traffic problem. However, he explained the five cent per gallon sales tax that had been approved would contribute approximately \$19,000,000 toward the bypass. He said that is the commitment of the City and NDOT has committed to do the rest. He felt that RTC should use their dollars to continue funding local area issues that help alleviate the traffic problem and expressed his belief that this project would provide a big relief on the west side.

Chairperson Smith called a recess at 7:04 p.m. When he reconvened the meeting at 7:09 p.m. a quorum was present.

(1-0901.5) Ron Kipp talked about traffic studies that have been done in the past and provided details on the results. He had a drawing and visually pointed out the traffic impact on streets he had marked and explained they are almost all based on the Ormsby extension being built. He added if it is not constructed the number of trips on Ormsby would have to go somewhere else and cited Mountain and Division as examples. He also talked about the research he had done on intersections and driveways and how they affect conflicts. He concluded his remarks by

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the Novemeber 18, 1998 Meeting

Page 4

DRAFT

emphasizing his support of the project. (1-1025.5) James Bawden agreed that the project should proceed.

(1-1083.5) Mr. Brotzman said Option 1 is a 12 foot lane on each side of the 24 foot basic curb improvements with one pass along the westerly side with two roundabouts and visually pointed out the area he was talking about. He added that this cost estimate was \$795,000 which includes two roundabouts, traffic calming, and some storm drainage. Chairperson Smith asked if the size of the intersections would accommodate the roundabouts and Mr. Brotzman said they would.

(1-1128.5) Chairperson Smith commented that Option 2 is preferred by the public. Mr. Brotzman then said it is a 17 foot lane on each side of the eight foot median and a concrete pedestrian/bicycle area, only on the west side and with two roundabouts, and the cost would be \$850,000 and that landscaping is not included although there would be space for it. Chairperson Smith asked about tying in the sidewalk. Mr. Homann said based on the direction from RTC staff can go to NDOT and ask them to participate in doing some pedestrian or bicycle facilities in that stretch explaining what NDOT owns between Washington and Ash Canyon. Commissioner Plank then asked about the landscape space between vehicle and/or bicycle and traffic. Mr. Brotzman said it would be three to five feet. Commissioner Plank said he was impressed with the design saying had had attended the meetings and expressed his belief that sooner or later Ormsby would be built. Chairperson Smith then asked for public comment. There being none he closed public testimony. He also reiterated that Option 2 was the preference of the residents. Commissioner Plank moved that the Commission proceed with Option 2 which is an \$850,000 project. Commissioner Wolf seconded the motion. Motion carried 3-0-0-0. Mr. Brotzman said staff would get back to the consultant and tell them to proceed with plans. However, he added that a small drainage problem needs to be resolved. He said the consultant would probably come back in early January with the plans and that the bidding process would probably be in February.

8. STATUS REPORT ON CONSTRUCTION PROJECTS - (1-1393.5) Mr. Brotzman said staff was waiting to hear from NDOT on construction of the roundabout at Fifth and Edmonds. He then said they are waiting for parts for the school flashers on Mountain and Bath that were sent out to bid.

9. COMMISSIONER COMMENTS - None.

10. STAFF COMMENTS TO INCLUDE NEXT MEETING DATE - Mr. Brotzman said there is a tentative meeting on December 2 which would be a joint meeting with the Planning Commission to adopt the transportation plan. He added that the next regular Commission meeting would be December 16.

11. ADJOURNMENT - There being no further business Commissioner Wolf moved to adjourn. Commissioner Plank seconded the motion. Motion carried 3-0-0-0. Chairperson Smith adjourned the meeting at 7:39 p.m.

The Minutes of the November 18, 1998 meeting of the Carson City Regional Transportation Commission

ARE SO APPROVED _____, 1998

Greg Smith, Chairperson