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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, April 16, 1997, at the Northgate Administrative Complex Conference Room, 2621 Northgate Lane, Suite 59, Carson City, Nevada 89706, beginning at 3:30 p.m.

PRESENT: Chairperson Greg Smith and Commissioners Tom Tatro and Marie Wolf

STAFF PRESENT: Public Works Director Jay Aldean, Parks and Recreation Director Steve Kastens, Deputy District Attorney Paul Lipparelli, Deputy Public Works Director Tim Homann, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 4/16/97 Tape 1-0001.5)

CALL TO ORDER AND ROLL CALL - Chairperson Smith convened the meeting at 3:30 p.m. Roll call was taken. The entire Commission was present constituting a quorum.

1. APPROVAL OF MINUTES - March 19, 1997 (1-0005.5) - Commissioner Tatro moved to approve. Commissioner Wolf seconded the motion. Motion carried 3-0.

2. CITIZEN COMMENTS (1-0010.5) - None.

4. DISCUSSION AND POSSIBLE ACTION ON THE EXTENSION OF ORMSBY BOULEVARD FROM ASH CANYON ROAD TO WINNIE LANE (1-0018.5) - Chairperson Smith and Mr. Homann explained the commitment to postpone this project until after the new Streets and Highway Master Plan Element is completed and reasons the issue had been agendized. Funds had been allocated for this project. The design is approximately 50 percent completed. Testimony was solicited supporting the project.

(1-0059.5) Jim Robertson submitted a petition containing 33 signatures urging the Commission to proceed with the extension. He also recommended the installation of stop signs at Washington. The extension would not create the "freeway" opponents had indicated. It had been on the Master Plan for a long time.

Chairperson Smith then explained his reasons for voting to delay the project even though he felt certain that it is needed and should be constructed. The delay would allow the consultant to analyze the need and justify the expenditure. He again solicited testimony to support the extension.

Parks and Recreation Director Kastens explained a petition he had submitted on behalf of the residents in his area on Winnie Lane urging the Commission to construct the extension. He agreed that College Parkway had reduced some of the traffic on Winnie Lane, however, a heavy volume remains.

Testimony was then solicited from those opposing the extension or supporting the Commission's previous action on the project. Chairperson Smith requested that the comments not be repeated.

(1-0141.5) Maxine Nietz indicated her disappointment with the Commission for reconsidering the project. She felt that it was a result of a change in the Commission's composition which could establish a bad precedence for all of the City's Commissions and Boards. She also voiced her opposition to the process used for notifying the residents about the matter.

(1-0142.5) George Chapman urged the Commission to consider other transit issues and to allow the public to participate in the process. ISTEA grants require substantial public involvement including neighborhood support. He urged the Commission to review the Master Plan process and involve the public in the development of its transportation goals. The City needs a "transportation" solution and not a "road" solution. Moving traffic off Winnie and into another area is not a proper solution.

Chairperson Smith also requested comments concerning the residential streets which would intersect the extension and the impact on such streets.

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Bonnie Bullis felt that the Commission's records clearly indicate that no action would be taken on the extension without an open meeting and notification to all of the individuals who had signed a list. The notice she had received and her efforts to get others to the meeting were described. She moved that the Commission shelf any further discussion until the promised meeting occurs. Chairperson Smith explained his efforts to notify different interested individuals/parties. He also recommended that if the Commission's action on the topic be agendaize for a special evening meeting to allow such notification. Ms. Bullis then displayed a map which she felt clearly indicated the negative impact the extension would create. The extension would be used as a "speedway" and not serve the public needs. It would merely dump the traffic into another residential area with limited exits. If Long Street is constructed to Ash Canyon as well as Washington Street, it would provide an outlet and keep traffic off of the residential streets. She then explained the flooding which had occurred on the Joosts' property and the need to include this problem in the Long Street design.

(1-0295.5) Midge Breedan displayed photographs of the flooding which Ms. Bullis had explained.

(1-0298.5) James McQuirk requested a poll of the audience to indicate those opposed to the project. He questioned where the support for the project is. Commissioner Wolf pointed out her representation of the community at large.

Carol Joost explained the Joosts' concern about being able to continue to use their Ash Canyon water rights. The debris problems experienced by the recent flooding were also noted. Adequate drainage is mandated for both of the property owners and to avoid deterioration of the street.

Jeff Fontaine requested the record clearly indicate he was representing himself and not his employer, the Nevada Department of Transportation. He, too, questioned the reasons there had not been a formal notification procedure established and followed. The State currently maintains Ormsby Boulevard. He questioned the need for another north/south route so far west of the City. Traffic counts since 1986 do not justify the need. Chairperson Smith indicated that this had been part of his reasons for delaying the project. He still received contacts from individuals questioning when the project would be extended due to the impact on their neighborhood. College Parkway does carry a lot of traffic, however, Winnie Lane still has a high volume which the extension may reduce. These comments will be considered as part of the priorities. Mr. Fontaine reiterated his comments indicating that the State is now maintaining a well functioning street and questioned the need to construct another street. Clarification between Mr. Fontaine and Commissioner Wolf indicated that Mr. Fontaine's traffic count data terminated in 1995. He was willing to look at more recent data.

(1-0389.5) Herbert Klemme noted his and Ms. Bullis' traffic count. He felt that it indicated the extension could not be justified. Also, the Carriage Square residents oppose the use of their neighborhood as a public thoroughfare. He then used a topographic map to illustrate the drainage problems encountered in his area. He urged the Commission to address the Hospital's flooding problem before undertaking the extension. Chairperson Smith reminded Mr. Klemme that the RTC funds could not be used for projects which are not transportation related. Mr. Klemme then indicated that the culvert under Kings Canyon Road was ineffective.

(1-0456.5) Mr. Mohacy felt that the need for public participation had been emphasized. He urged the Commission to consider other alternatives which had not yet been discussed or considered. He agreed that the extension will undoubtedly be constructed at some future date. The impact to Carriage Square and to the school were noted. His concern about the traffic volume and speed were expressed. Although the extension had been planned 15 to 20 years ago, the residents had not been informed. The impact of this decision on today's residents should be analyzed. He pointed out the need for flood control measures and questioned the need to impact his residential area.

(1-0515.5) Ed Hendricks felt that public participation had settled the question concerning the extension. The comments indicate the public is questioning the need to construct a section of roadway which would "go no where". Traffic impediments on both ends of Ormsby were explained to illustrate his point.

Laura Work noted the previous meeting on this topic which had been held at the Community Center. Discussion between Chairperson Smith and Ms. Work indicated if and when the issue is reconsidered, there will be a similar

evening session. It would include flip charts which will update the impact of Silver Oaks and College Parkway. Discussion would also indicated the extension's priority ranking. Ms. Work also pointed out the need to analyze the impact which the proposed high school would have on the area.

(1-0565.5) Shelton Leonard indicated that there had been an increase in traffic between Richmond and Washington. He had also been aware of the need for drainage in this area. He indicated concerns about the heavy traffic, the emergency vehicles, the snow plows, lumber trucks, construction trucks, etc. He did not have a traffic count to support his contention. The roads, however, are deteriorating from this use. He then explained his reasons for feeling that the streets had not be constructed correctly as indicated by water bubbling up through the asphalt. He urged the Commission to consider the type of traffic using the street.

(1-0595.5) John Bullis requested the Commission indicate its direction during the meeting. Chairperson Smith indicated his desire to receive all of the public comments first.

Commissioner Tatro then explained his amazement at the Commission's decision not to proceed with the project. He had requested information concerning this decision when he was appointed to the Commission. He had read the entire stack of papers on the matter and did not understand fully why the vote was taken to delay the project. He felt that if he had been on the Commission last year, there would have been public hearings on how to design the project which would have modified the design to comply with the various requirements. He pointed out that the City currently does not have a lot of north/south options. The west side is continuing to grow and will need these options. Today's comments supported his belief that the extension should be constructed. The drainage concerns may be mitigated with the project. One testimony had, however, supported comments which were made during the Board of Supervisors Saturday workshop. Comments at that meeting had noted that several items had been reconsidered due to the different Board configuration than that which had occurred when the decision was rendered. Ms. Nietz' comments had reiterated this discussion and pointed out the need for him to allow the decision reached on this topic last summer to stand. He agreed to allow the process to continue as decided at that time.

Additional public comments were solicited. (1-0695.5) William Goni explained his work with Mr. Anderson when he moves his cattle across Ormsby Boulevard. The impact which would be created by the extension was noted.

John McQuirk suggested that the extension right-of-way already acquired by the City be returned to the adjacent property owners. Chairperson Smith agreed to do so if it is determined that the City does not need it and would not need it in the future. Mr. McQuirk felt that the City would keep reconsidering the project so long as it owns the right-of-way regardless of the need.

Mr. Homann indicated that the record is clear. Staff had been aware of all of the issues which had been discussed. The drainage problem had been recorded and will be considered in the final design work. There is an engineering solution to all of the issues which had been raised by the public. The project had been delayed by the Commission's action. Mr. Chapman's comments concerning the need for it to be an overall transportation system will be considered and included in the new Streets and Highways Master Plan Element. He believed that there is a need for the facility, however, he would await the consultant's determination. The project had used a similar process to reach the top of the priority list.

Mr. Chapman emphasized that his comments had been centered on community issues and not engineering issues. Community issues should outweigh the engineering design issues.

(1-0761.5) Brian Smith opposed the extension. He requested a careful study of any arterials including the need for Long Street. Chairperson Smith indicated that this issue would be considered when the design is considered.

Eugene Quarterson explained his notification to the participants. He urged the Commission to notify the public through the media when the evening meeting is scheduled.

Chairperson Smith passed the gavel to Commissioner Tatro and thanked the public for its attendance and participation. This participation does make a difference. It is important that decisions not be made in a vacuum.

Chairperson Smith then moved that the Regional Transportation Commission reaffirm the previous RTC direction to staff to postpone final design and construction of Ormsby Boulevard from Ash Canyon Road to Winnie Lane until the completion and dissemination of the information (which will be) contained in the new Transportation Master Plan. Vice Chairperson Tatro seconded the motion. Clarification indicated that the motion would postpone the design until the new Master Plan is implemented. The Master Plan is being developed by 15-17 individuals from the community. Dissemination of the information and a public review of the material will be conducted before the determination is made that it should be constructed. **The motion was voted and carried 3-0.** Vice Chairperson Tatro indicated the issue would be considered after the Master Plan has been considered. Mr. Homann felt that a meeting on the extension would be held in approximately one year.

BREAK: An eight minute recess was declared at 4:25 p.m. Chairperson Smith reconvened the session at 4:33 p.m. The entire Commission was present constituting a quorum.

Commissioner Wolf explained her reasons for bringing the issue back which were related to traffic concerns specifically if a fire occurs in the canyon.

5. DISCUSSION AND POSSIBLE ACTION ON FUNDING THE CONSTRUCTION OF MURPHY DRIVE FROM COMBS CANYON ROAD TO WEST NYE LANE (1-0818.5) - Vice Chairperson Tatro returned the gavel to Chairperson Smith. Discussion among the Commission, Mr. Homann and Mr. Kastens explained the location and that ISTEA funding would be used for the bicycle trail which will be on both sides of the street. Maintenance problems created by the five foot wide paved strips if the roadway is not constructed from curb to curb were noted to support construction of the entire width. Plans are to construct the street during the fall of 1997. The public need for the bicycle path will assist with justification for paving the entire width. The bicycle trail was described. Funding is available for the portion from West Washington to Combs Canyon. Safety concerns on Longview were noted. Funding is available in the 97-98 budget. Mr. Homann explained the District Attorney's opinion that RTC establishes the priorities while the Board of Supervisors controls the budget. The Board could not approve a project which is not on the priority list. The ISTEA grant process was explained. Mr. Homann indicated that NDOT would design and put the project out to bid. Commissioner Tatro moved to approve the priority and recommend funding of the construction of Murphy Drive from Combs Canyon Road to West Nye Lane with the funding source of the RTC Road Construction funds in fiscal year 1997-98; the estimated fiscal impact is \$50,000. Commissioner Wolf seconded the motion. Mr. Lipparelli iterated the need to include findings in the process for establishing priorities. (A copy of this opinion is included in the packet.) Mr. Brotzman indicated that Murphy Drive is contained on the list of unpaved roads and has a point value which would be increased based upon the availability of NDOT funding. Chairperson Smith briefly reviewed the items which made paving Murphy at this time attractive; i.e., NDOT's willingness to do the design, the ISTEA funding, etc. Commissioner Tatro then withdrew his motion. Commissioner Wolf withdrew her second.

Commissioner Tatro then moved that, based on the evidence on the record of this Commission at this meeting and prior meetings and after having considered further the fact that the regional plan for transportation and the relationship of the proposed work to other projects already constructed or authorized and the relative need for the project in comparison with the other proposed projects and the money availability, moved that the RTC approve a project for and the construction of Murphy Drive from Combs Canyon Road to West Nye Lane based on the findings contained in the staff report as submitted and the testimony heard today with an estimated fiscal impact of \$50,000 from the fiscal year 97-98 budget. Commissioner Wolf seconded the motion. Motion carried 3-0.

Mr. Aldean then explained the findings normally used by staff to recommend moving a project to the top of the priority listing. In this case, the project is so small that the availability of ISTEA funding and NDOT's willingness to participate brought the project forward without having to make the normal findings. In the future staff will provide the precalculation figures normally provided within the findings. Commissioner Tatro requested staff include in the recommendation all of the items necessary to meet the statutory requirements. Mr. Aldean agreed to provide this information and noted that this had not been done due to the ISTEA funding.

6. DISCUSSION AND POSSIBLE ACTION ON FUNDING THE CONSTRUCTION OF INTERSECTION IMPROVEMENTS AT NORTHGATE LANE AND HOT SPRINGS ROAD (1-1255.5) -

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Mr. Homann's introduction included the need for the improvements, the developer's plan for the adjacent lot, a potential development agreement, and both the City's and developer's responsibility for the improvements. The cost for the additional right-of-way had not been determined. Mr. Homann was hopeful that it could be acquired from a willing seller. This individual had not been contacted about the plans. William Burge from Burge-Pacific Industries explained the desire to realign the intersection and his preliminary plans for his lot. In order to develop the lot, the City is requiring him to make improvements along Northgate. If the intersection improvements are constructed now, it would save both the City and Mr. Burge money. He was willing to contribute toward the project. NDOT's support for the improvements was noted. Mr. Brotzman indicated that the City needed .95 of an acre for the project. Mr. Burge indicated that the design would match the two driveways, however, this is not the main concern. He wished to work with the City and develop the best use for his lot. Mr. Homann explained the driveway location as which will improve the traffic flow patterns. Discussion indicated that the map was in error and that the City needed either 1.17 or 1.7 of an acre. Commissioner Tatro indicated this is a "bad intersection" and supported the request. Funding for the project is estimated to be \$55,000, however, the City's portion is less. Mr. Homann indicated that the Board is responsible for the budget. Mr. Lipparelli noted that if the developer's contribution caused the project to rise on the priority list, then the City's share of that cost could not be more than one-half of the total cost. Therefore, the motion should be for not more than one-half of the estimated cost. Mr. Burge indicated that the project was being lost in the project. He was not willing to commit to a specified funding amount. Without the access, his parcel would be landlocked. Mr. Lipparelli suggested that the engineering services line item be used to fund the design rather than the construction line item. Mr. Brotzman felt that the design engineering would have to be bid as it will be over \$10,000. Commissioner Tatro then moved that, based upon the evidence on the record at this meeting and after having considered the priorities as established by the regional plan for transportation and the relation of the proposed work to other projects already constructed or authorized and the relative need for the project in comparison with others proposed and money availability, RTC approve participation in the modification of the intersection at Northgate Lane and Hot Springs Road based on the findings contained in the staff report and with the testimony as presented at this meeting and that the total project cost is estimated at \$54,450 and that RTC will be responsible for some portion of that. Commissioner Wolf seconded the motion. Motion carried 3-0.

Discussion between Mr. Burke and Mr. Homann indicated that staff would meet with Mr. Burke and draft a development agreement which will tie down the costs.

7. DISCUSSION AND POSSIBLE ACTION ON APPROVAL OF THE FISCAL YEAR 97-98 RTC BUDGET (1-1548.5) - Mr. Homann reviewed the proposed budget including the supplemental request. Mr. Aldean explained the City's ability to obtain a copy of the NDOT program and need for staffing to conduct traffic models and to keep the program updated. Chairperson Smith noted that only the Board of Supervisors could change the funding levels. Discussion revised the goals by removing the first item. Commissioner Tatro suggested that the Commission participate with staff in the development of future goals and objectives. A date for this discussion was discussed. Chairperson Smith directed it be agendaized for the May 21 meeting. Mr. Aldean explained his desire to include this information in the budget documents for Board consideration. Commissioner Tatro indicated that the information could be included in the final budget and would require changing one portion. Commissioner Tatro moved that the RTC recommend that the Board of Supervisors adopt the FY 97-98 RTC budget as presented. Following a request for an amendment, Commissioner Tatro continued his motion to include with the amendments to the goals and objectives portion which will be resolved at the May 21 meeting and ask that the Board of Supervisors allow the inclusion of same in the final budget. Commissioner Wolf seconded the motion. Motion carried 3-0.

8. DISCUSSION AND POSSIBLE ACTION ON THE 1997/1998 PROJECT PRIORITY LIST (1-1735.5) - Douglas Hone thanked Mr. Brotzman for requesting permission to and installing the traffic counters in his driveway. The shopping center had originally been considered to be ahead of its time. He then described the construction criteria developers use to analyze the feasibility of a project and several housing projects east of Carson City which will ultimately impact the City's streets. He urged the Commission to consider this impact and either "sell them something, get some tax money from them, or erect a border and keep them out". He suggested the Commission construct either a four-lane Airport Road or complete Edmonds/Graves Lane. He did not think that the freeway would be constructed soon enough to handle the traffic. Mr. Homann indicated that it is a

question of funding. Staff's calculations establishing the priorities were noted. The cost to complete Graves Lane including drainage facilities, sound walls, additional right-of-way needs at College Parkway, condemnation proceedings, and signalization is estimated to be \$6.2 million. Discussion ensued on the amount of funding available for this project and whether this figure was realistic. The status of Pheasant and Edmonds signal, the Goni and College Parkway signal, College Parkway sound walls, Roop Street and Ormsby Boulevard were noted. Chairperson Smith expressed his feeling that Graves Lane should be constructed even if it means delaying some of these projects. Graves Lane will be an important transportation element even after the Bypass is constructed. Mr. Brotzman indicated that additional bonding could be requested to construct Graves. Chairperson Smith pointed out that the cost to do this would reduce funding for future projects. Mr. Brotzman also pointed out that Graves could not be completed as one project.

David Morgan pointed out the gridlock problems he experiences daily when attempting to cross the City. Discussion indicated that construction on Graves Lane could not commence before the spring of 1998.

Commissioner Tatro pointed out that Graves Lane would delay all other projects for two years. Some of the other projects are just as necessary. The reasons Roop Street between Little Lane and Fairview had failed to materialize were noted. Mr. Brotzman recommended carrying Edmonds and Fifth Street over into the next budget. Problems with all of the other projects were noted. Commissioner Tatro supported carrying over Roop Street. Chairperson Smith felt that this is true of a majority of intersections throughout the City, specifically, at two times a day--8 a.m. and 5 p.m. Discussion ensued on the need to pave Deer Run Road and the commitment which had been made on it. Commissioner Tatro recommended reallocating \$170,000 from the Graves funding to Edmonds and Fifth. His reasons for the reallocation were based on the fact that Graves Lane could not be completed in one year.

Mr. Hone described the increased enrollment at the Dayton schools.

Commissioner Wolf suggested staff number the pages in the future. Discussion explained the reasons for the increase in funding for Roop Street. The plans for the Roop Street expansion had been developed. Funding is available to move the utilities. Commissioner Tatro moved to approve the RTC budget priority list as presented and recommend it for funding with the change... Mr. Homann indicated that the list would be attached to the Board packet. Commissioner Tatro continued the motion to include with the change that the Graves Lane amount for FY 97-98 be reduced by \$170,000 and the Edmonds and Fifth Streets traffic signal be included in the FY 97-98 funding. Commissioner Wolf seconded the motion. Discussion between Chairperson Smith and Mr. Homann indicated that the Edmonds and Fifth Street project could be completed in 1997. Mr. Brotzman indicated that staff could complete the design. The project may not be constructed until the Spring of 1998 due to the contractor's lead requirements for the poles. This would be during the fiscal year 97-98. Mr. Homann felt that this project could be included with the College Parkway signals. Both Mr. Homann and Mr. Aldean agreed that the project would be completed by this time next year. The motion was voted and carried 3-0.

2. CITIZEN COMMENTS (1-2320.5) - None.

3. STATUS REPORT ON TRANSIT SERVICES - None.

9. DISCUSSION AND POSSIBLE ACTION ON THE RTC MEETING TIMES (1-2325.5) - Discussion indicated that the starting time could remain at 3:30 p.m. Commissioner Tatro moved that the RTC continue meeting on the third Wednesday of each month at 3:30 p.m. Commissioner Wolf seconded the motion. Motion carried 3-0.

10. COMMISSIONER COMMENTS (1-2475.5) - None.

11. STAFF COMMENTS (1-2450.5) - Mr. Homann indicated that the Snyder Avenue problem had been resolved. The residents had donated funding to grade the road. The City will install the culverts. He displayed a letter indicating this intent.

13. ADJOURNMENT (1-2480.5) - Commissioner Tatro moved to adjourn. Commissioner Wolf seconded the

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motion. Motion carried 3-0. Chairperson Smith adjourned the meeting at 6 p.m.

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ARE SO APPROVED ON _____7/16_____, 1997.

/s/ _____
Greg Smith, Chairperson