

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the October 18, 1996, Meeting
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, October 18, 1996, at the Northgate Administrative Complex, 2621 Northgate Lane, Suite 59, Carson City, Nevada, beginning at 8:30 a.m.

PRESENT: Chairperson Greg Smith and Commissioners Kay Bennett and Marie Wolf

STAFF PRESENT: Public Works Director Jay Aldean, Deputy Public Works Director Tim Homann, and Recording Secretary Katherine McLaughlin (R.T.C. 10/18/96 Tape 1-0001.5)

CALL TO ORDER AND ROLL CALL - Chairperson Smith convened the meeting at 8:30 a.m. Roll call was taken. The entire Commission was present constituting a quorum.

1. APPROVAL OF MINUTES - July 29, August 21, and September 18, 1996 (1-0005.5) - The July 29 Minutes were deferred. Commissioner Bennett moved to approve the August 21 and September 18 Minutes of the Regional Transportation Commission. Commissioner Wolf seconded the motion. Motion carried 3-0.

2. PUBLIC COMMENT (1-0025.5) - None.

3. PRESENTATION AND POSSIBLE DISCUSSION AND ACTION ON THE WEST COLLEGE PARKWAY SOUNDWALLS IMPERIAL WAY TO NORTHGATE LANE (1-0030.5) - Continued.

(1-0510.5) Mr. Homann explained the reasons staff's budget allocation for the sound wall had been underestimated and apologized for this error. He then introduced SEA Representative Frank Albertson. Mr. Albertson briefly explained the sound wall study and its recommendation that an eight foot wall be installed. Discussion indicated that this wall would actually be nine feet in height but appear to be a six foot wall from the street. Options to this recommendation were noted including the possibility of utilizing the present wooden wall, however, its structural integrity will not support the additional weight. The current sight distance problems at the intersections were explained with the use of a detailed drawing of the area. This drawing included landscaping and physical descriptions including measured distances and sight requirements as well as various options. The impact on the corner lots were discussed. Pictures of various types of sound walls were displayed and discussed. Mr. Albertson's cost estimate did not include any additional right-of-way acquisition costs. Concerns about the "devil's acre" were noted. Reasons for placing the sidewalk against the street were discussed. Mr. Albertson's estimate included funding for replacing the property owners' fences. Mr. Homann suggested discussions occur with the property owners about their participation, i.e., the need to replace such fences. Mr. Homann had been in contact with the residents throughout the process even though none were present. Mr. Aldean suggested staff schedule an evening session with the residents to explain the options, etc., which Chairperson Smith support. Chairperson Smith also volunteered to attend this meeting and suggested CAT-10 air the program. Mr. Homann then explained an NDOT funding program which the City was actively pursuing. RTC funding is available, however, a budget/funding source has not been established/determined. Comments also noted that the traffic volume is increasing and will continue to increase. Sound wall criteria and standards will be included in the RTC master plan update. The question is how to fund sound walls in developed areas. Areas where sound walls had been included in developments/residential projects were noted. Mr. Aldean felt that a majority of the sound walls installed by developers are done for reasons other than to mitigate traffic noise, i.e., as part of the landscaping, a quality of life requirement, aesthetics, etc. Mr. Aldean also explained Community Development's funding for noise issues within the master plan. These issues may include sound walls as a mitigation method. California requires sound walls, however, Nevada does not at this time. No formal action was taken. Staff was directed to have the meeting with the residents.

4. STATUS REPORT ON TRANSIT SERVICES (1-0033.5) - Paratransit Representative Tim Bailey briefly reviewed his status report. (A copy is included in the file.) Ridership is at an all time high of 460. Discussion explained the cancellation policy which requires a two hour notice. It is a flexible notice requirement if valid reasons can be provided for cancelling with less than two hours notice. The "No Show" policy was then explained. Paratransit Representative Steve Hutchins elaborated on the "No Show" notification policy and the

tracking program. There had only been 15 "No Shows" during the reporting period. The goal is to eliminate all of these if possible. The Ely report was noted. Capitol Cab's turnover in Executive Directors was explained. This had delayed implementation of the cab program. Hopefully, this program will commence on November 1. The Public Service Commission's (PSC) letter related to the cab program and its fee was explained. The PSC had officially approved the program. The drivers were aware that the clientele were not "tippers", however, it does provide the drivers with an opportunity to use "down time" and earn some money. Mr. Aldean elaborated on the reasons the drivers would accept the coupons and riders. Mr. Bailey indicated it would expand both the service hours and the pool of providers. Discussion indicated that there is a technical advisory committee meeting on the program scheduled for 3 p.m. today and that a presentation would be made to the Board of Supervisors tomorrow. NDOT Representative Sandy McGrew had purportedly accepted/approved the marketing plan and its funding. The elderly and disabled definitions are being refined. The need for only one definition rather than six currently used by different agencies was explained. This definition, its description of eligibility, the documentation guidelines, and the appeal process will be used in the marketing program. These definitions and policies will be considered by the Commission at a future meeting and will be written so that the clientele can understand them. Mr. Bailey felt that the maximum number of rides which could be provided under the current program was 520. This equates to 40 additional customers. The marketing plan may increase the ridership to 700 by next year. This will require re-evaluation of the entire program including its funding level. Discussion then explained the driver's training program including its client sensitivity training and customer services issues. Mr. Hutchins then explained the reasons for increasing the ridership over the 520 cap and possible funding for this service from unused tickets. He had felt that, as the level of rides provided under the previous manager had not reached 300, it would not be possible to reach the current level so quickly. If the cap is reached, it will prove that there is an unmet need in the community and will help justify the service and funding in the future. The program's limiting factor is the revenue and not the number of riders. The State has purportedly indicated that, if the City provides the matching funds, it will increase its funding level. There will be additional rides available under the consolidated program due to both having additional providers and to the ability to combine trips and take more than one rider. A savings will also be created by consolidating the maintenance activities, improved efficiency, etc. The current funding was discussed. The budget and funding needs will be discussed in depth in the future. Comments commended Paratransit on its management change and improvements which had occurred since July 1. The technical problems still need to be resolved which will be discussed in depth this afternoon at the committee meeting. Mr. Hutchins used the Ely operation to support his contention that Paratransit had the expertise necessary to provide the professionalism for a consolidated transit program. He was positive that they would be able to address the community needs and resolve the consolidation problems. No formal action was required or taken on the status report.

5. STATUS OF CONSTRUCTION PROJECTS (1-1175.5) - Mr. Homann briefly reviewed the status of the projects. Discussion explained the need to pursue legal avenues over the remaining portions of the Graves Lane extension. Construction does not have to wait until the court process is completed. Hopefully, construction will commence early next year. The possibility that the acquisitions could cost more if construction occurs first was noted. The disadvantages to having bonded for projects were discussed. The population explosion and traffic problems in surrounding counties were briefly discussed. Their impact on Carson City and its streets were illustrated to support the Bypass. Mr. Homann continued his status report. Staff is trying to schedule a meeting with the property owner and get Sonoma back on track. Commissioner Bennett questioned whether the public benefit issues should be used to address the situation. Discussion indicated it may be necessary to pursue this avenue. Chairperson Smith volunteered to send a letter establishing a meeting date in an effort to get the project back on track.

(1-1510.5) Mr. Homann continued his report. Discussion explained the developer's legal problems which had delayed the Roop Street project. Harker and Harker had indicated a willingness to expedite the Edmonds and Pheasant traffic signal, however, the poles would take a minimum of 120 days. The April completion date was still felt to be valid. The master plan update RFP should be out this Spring. Chairperson Smith explained the reasons for putting the Ormsby extension off until the streets and highways master plan update is completed. Commissioner Wolf expressed her feeling that it is needed and had been on the drawing board for a long time. Commissioner Bennett also felt that it was needed and that the cumulative effect of the community's growth on the west side warranted additional arterials. Staff will continue working on the other projects while the update occurs. Staff works closely with the consultant on the master plan. Commissioner Bennett explained the need and staff's

commitment to create a traffic advisory committee. She requested this item be agendaized and outlined the issues she felt it should consider. Discussion further illustrated the reasons staff must work with the consultant on the master plan. The State construction projects on King and Ormsby were explained. The State interpretation mandating ADA requirements be included in street overlays was noted. The problems created for the public as a result of these projects were discussed. Handicapped needs were explained to support the State's program and eliminate the need for wheel chairs to use the highways/streets/right-of-ways. Coordination efforts, changes in policies to allow for night construction, and public relations efforts were explained to illustrate the changing attitude at NDOT and its efforts to work with the public and meet traffic demands. Asphalt cannot be used when the temperature is too low. This is the reason street construction occurs in the summertime. Streets which are not reconstructed as a part of the infrastructure improvements are usually ones which are to be overlaid and are part of the coordination effort.

6. DISCUSSION AND POSSIBLE ACTION ON IMPROVEMENTS TO ROADWAYS IN THE MEXICAN DAM AREA (1-1475.5) - Mr. Aldean indicated a meeting had been scheduled with the residents on the financing options. The suggested assessment district process is being abandoned due to the cost incurred to form the district. If the City has reached the stage where several small districts can be undertaken at one time, it may be a fiscally feasible to do it.

(1-2015.5) Mr. Homann then explained the problems encountered in the Mexican Dam area and the estimated \$168,000 cost to improve approximately 12,000 lineal feet of roadway. This would improve the streets to a point where State grindings could be used for paving. This would be like the Deer Run Road project undertaken earlier this summer. Chairperson Smith suggested the City consider developing a participation program similar to the one used to obtain the Bypass. No formal action was required on this item at this time. After the meeting is held, the item may be reconsidered. Commissioner Bennett encouraged staff to contact Lyon County about its program. Mr. Homann described the roads to explain his reluctance to use this program without first making base improvements. The suggestion will be explored once this has occurred.

7. DISCUSSION AND POSSIBLE ACTION ON FUNDING FOR THE STATE ROUTE 28 CORRIDOR MANAGEMENT PLAN (1-2170.5) - Chairperson Smith explained the reasons the Board of Supervisors had approved the funding prior to the Commission's deliberations. The Board's action is contingent upon the Commission's approval. Commissioner Bennett explained that the funding would be used to match other funds and benefits which would be provided by the plan. Her efforts to watch over the City's interests at the Lake were noted. Chairperson Smith pointed out the lack of funding which the City had dedicated to the Lake area to illustrate the reasons it is often felt that the City is an absentee landlord when Lake issues are considered. Commissioner Bennett felt that her time and efforts are supported by the City and mitigate some of this feeling. Commissioner Bennett then moved that the Regional Transportation Commission approve funding for the transportation planning portion of the proposed State Route 28 Corridor Management Plan. Commissioner Wolf seconded the motion. Motion carried 3-0.

8. COMMISSIONER COMMENTS (1-2265.5) - Discussion ensued between Mr. Homann and Commissioner Bennett on the development agreements in the area of Moses and South Curry. Mr. Homann indicated there will be curbs and gutters installed in this area. Commissioner Bennett then requested an item be agendaized for discussion and action concerning funding for Carson Street between Colorado and Koontz for median development. Mr. Homann indicated there may be an alternative which has not yet been finalized. She reiterated her request that the formation of a traffic advisory committee be agendaized. (Commissioner Bennett then left the meeting--10:40 a.m. A quorum was still present.) Chairperson Smith then indicated there had been some telephone calls about Bowers Lane, the cost estimates for Snyder Avenue/Butterfield Country, and the Eagle Valley Children's Home road. Mr. Homann was requested to provide him with a status report on these items after the meeting. Mr. Homann explained that the asphalt portion of the Eagle Valley Children's Home road had been chip sealed. It had been swept and the problem encountered in this area should have been eliminated. He then indicated he would contact Chairperson Smith about the other items.

9. STAFF COMMENTS - NON-ACTION ITEMS (1-2366.5) - None.

10. ACTION ON FUTURE MEETING DATE AND TIME - The next meeting is scheduled for November 20th at 8:30 a.m. in the same room.

11. ADJOURNMENT - Commissioner Wolf moved to adjourn. Chairperson Smith seconded the motion. Motion carried unanimously. Chairperson Smith adjourned the meeting at 10:45 a.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 October 18, 1996, Carson City Regional Transportation Commission meeting

1996. ARE SO APPROVED ON ____12/18____,

/s/ _____

Greg Smith, Chairperson