

CARSON CITY REGIONAL TRANSPORTATION COMMISSION  
Minutes of the March 1, 1994 Meeting

1

A regular meeting of the Carson City Regional Transportation Commission was held on Tuesday, March 1, 1994 in the Administrative Complex Conference Room #59, 2621 Northgate Lane, Carson City, NV at 9:00 a.m.

PRESENT: Greg Smith, Chairman  
Kay Bennett  
Marie Wolf

STAFF: Mary Walker, Administrative Services Director  
Walter Sullivan, Community Development Director  
Tim Homann, Deputy Public Works Director  
Harvey Brotzman, Regional Transportation Engineer  
Pat Hughey, Recording Secretary  
(RTC 3/1/94 1-000-A)

NOTE: Unless otherwise indicated, each item was introduced by Chairman 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.

A. CALL TO ORDER AND B. ROLL CALL - Chairman Smith called the meeting to order at 9:04 a.m. A roll call was taken and a quorum was present. Chairman Smith welcomed Commissioner Wolf.

AGENDA ITEMS

1. APPROVAL OF MINUTES - (1-005-A) - Commissioner Bennett moved to approve the minutes of February 16, 1994. Chairman Smith seconded the motion. The motion carried 3-0. Commissioner Bennett said there was a typographical error she would talk to the Recording Secretary about after the meeting.

2. APPROVAL ON AWARD OF CONTRACT NO. 9394-60 FOR THE CONSTRUCTION OF SOUTH EDMONDS DRIVE IMPROVEMENTS FROM KOONTZ LANE NORTH TO FAIRVIEW DRIVE - (1-011-A) - The item was withdrawn because legal research is still being done as to whether or not RTC should be involved in this decision. It may come before the RTC as an informational item at a later date. Commissioner Bennett would like a chance to review the packet.

3. DISCUSSION AND POSSIBLE ACTION TO ESTABLISH THE REGIONAL TRANSPORTATION COMMISSION PROJECTS FOR FY 1994-1995 - (1-012-A) Mary Walker, Walter Sullivan, Harvey Brotzman, Tim Homann - Ms. Walker referred to a memo she had written to the Commission concerning bonding. Presently the RTC limits its projects to the amount of money it receives on an annual basis. Ms. Walker suggested RTC compile a list of its priorities, concentrating on community needs and not on money. Ms. Walker will take the list and consult with Public Works to come up with alternative funding sources for the projects. Ms. Walker will have this information in time for the March 16 RTC meeting. There are projects in the budget for the coming year that could be included in the list. Annual debt service is usually about ten percent of the bond. The City has to stay within five million dollars in bonding in a calendar year. The City has two to two-and-a-half million dollars available this calendar year.

An extensive discussion took place between the Commissioners and staff regarding prioritizing projects. Mr. Brotzman went over the packet that had been given to the Commission previously. The RTC is setting aside a certain amount of money for projects that seem to be important, but the RTC is not specifically committing itself to these particular projects at the time this is done. It was noted that public transportation is subsidized just about everywhere. Concern was expressed about spending money for transit when improving the streets is so important. By promoting a good transit system, some of the problems with streets could be postponed or even eliminated.

Mr. Brotzman passed out a sheet regarding existing and proposed signals in Carson City. The Graves Lane extension along with the proposed signal at Goni and Hot Springs, as well as the intersections at Fifth and Saliman

# CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 1, 1994 Meeting

2

and at Fairview and Saliman were discussed. All meet signal warrants. The Graves Lane extension should be completed by September. A subdivision has been approved for the northwest corner of Fairview and Saliman which will add to the traffic at that intersection. The developer of the subdivision is willing to participate in the cost of installing that signal. Chairman Smith expressed hopes that as much as possible will be done this year in the areas of signalization, road widening, and with developing the ability to get from one end of town to the other easily and quickly. NDOT is going to install a dual left-turn lane at Highway 395 and Graves. The Graves Lane extension will be an important factor in getting trucks out of residential areas and out of downtown Carson. (1-214-B) Chairman Smith said his position was to "shoot the moon" and let Ms. Walker trim the list back. He feels the projects chosen for this year are going to go a long way to either building or tearing down credibility with the people in the community.

(1-232-B) Mr. Brotzman reviewed the last four pages of the packet, which listed the five types of projects Public Works has. He noted the \$60,000 for transit was not included in these four pages. The topography analysis of Roop Street is completed, but evaluation of driveways and access is not. Seed money of \$300,000 has been identified for Roop Street north of William so design work can begin and options can be explored.

(1-261-B) Commissioner Bennett thought further work on Roop Street should be delayed until the effect of the Graves Lane extension is analyzed. Roop Street is the highest volume street the City has jurisdiction over. Part of the problem in Carson City is the lack of north-south routes through town. Another problem is drivers' tendency to use the shortest possible route even when a longer route is better. Extending Lompa Lane is not being considered at this time because of the proposed bypass. Public Works wants to start using a computer modeling program that analyzes where employees live versus where they work. Staff will have to be added to do the required analysis work to solve the traffic problem. Commissioner Bennett understands the need, but wants to see a cost comparison of contracting the work out versus adding more staff.

(1-368-B) Chairman Smith requested Deer Run Road be added to the list since a commitment to improve it has been made to the people in that area. In the Visioning Survey, people thought Deer Run Road should remain in its present state. Chairman Smith pointed out Deer Run Road is a "collector" and most other "collectors" in the City are not dirt. There are many times he would have used Deer Run Road rather than another route if it were not dirt. Staff is committed to finishing Deer Run Road. The Commission needs to know what dollar value to attach to the project. When asked about the total population of that area, Mr. Brotzman said number of trips rather than population has to be considered. Deer Run Road averages 180-190 trips per day, which is a very low number. Carson Street averages 30,000 trips per day.

(1-464-B) There are approximately eleven-and-a-half miles of unpaved road in Carson City. Chairman Smith stated if the City were to pave just one road a year, the people would see progress being made. Mr. Brotzman would need a dollar amount from the Commission for paving these roads. Minimum standards for a road are two and one-half inches of asphalt on six inches of base. Asphalt does not hold up well if put down on a street without much traffic. The traffic is needed to keep the asphalt compacted. Options other than asphalt are being looked at, but it is a cost/benefit type of situation. When the Visioning Survey was done, photographs of unpaved streets were included and a good percentage of people preferred the streets unpaved. It was suggested a survey be taken on each street and, if the majority of people on a particular street want it paved, the City could then work it into their list of projects. Assessment districts might be considered as well as a 60/40 or 80/20 cost split. Properties could also be reassessed once a street is paved.

The Long Street to Ash Canyon project was eliminated from the list. Access/ egress in the event of a disaster for this area as well as other areas in the City were discussed. The problem will get more critical as the population grows. The cost of extending Washington Street would be \$300,000-\$350,000. Several problems and suggested solutions were discussed. It was decided to add the project to the list and look at completing it in phases.

If RTC uses \$400,000 a year for bonding, \$700,000 will remain for wages, improvements and infill projects. The length of the bond needs to be looked at. With bonding projects and accelerating certain programs, staff will have

CARSON CITY REGIONAL TRANSPORTATION COMMISSION  
Minutes of the March 1, 1994 Meeting

3

to be supplemented with consultants. This will have to be included in the totals. Comparisons will have to be made between bonding and the way things are done now.

The proposed bonding list was reviewed: Roop Street, William to Long, \$160,000; Graves Lane, Airport Road to Highway 50, \$1,670,000; Ormsby Boulevard, Ash Canyon to Winnie, \$281,000; Goni Road, Graves to Arrowhead, \$320,000; Airport Road, Butti to Desatoya, \$81,000; Signal intertie, U.S. Highway 50 East, \$88,000; Signals, five intersections to be determined upon warrant, \$140,000 each; transit, \$60,000 (\$30,000 for the Meadowood to Carson express and \$30,000 for staffing for the Transit Coordinator for the services that currently exist in town; Arrowhead Drive reconstruction, \$133,500. The figures are construction costs only. (Commissioner Bennett left the meeting at 11:07 p.m. A quorum was still present.)

(2-370-A) The upgrades of Fairview, Edmonds, and Graves for truck traffic were discussed. The portion of Fairview in question is Roop to Edmonds. Another pending project for which cost figures have not been worked up yet is making Graves Lane from Highway 50 East to Desatoya four lanes. Chairman Smith wondered if money might be being wasted on this project because of the proposed bypass.

(2-409-A) - Tim Homann, Walter Sullivan, Harvey Brotzman - A short discussion took place concerning infill projects. Mr. Brotzman will determine what projects should be included in the next budget. He will also prioritize them. Chairman Smith would like to release something to the press about how hard the staff is working on all these projects. A road connection from Nye Lane to Coombs Canyon for emergency purposes was discussed.

(2-578-A) It was decided no motion was needed. Mr. Brotzman will take direction from today's meeting. He will submit the figures to Ms. Walker. He will identify some projects for this year, including signals at Saliman and Fifth and Saliman and Fairview.

4. PUBLIC COMMENTS - (1-604-A) Ruth Blake thought this was a wonderful meeting.

5. COMMISSIONERS' COMMENTS - 2-609-A - None.

6. STAFF COMMENTS - 2-608-A) - None.

7. ACTION ON FUTURE MEETING DATE(S) AND TIME(S) - 2-610-A) - The next meeting will be March 16 at the Senior Citizens Center. Tentative time is 8:15 a.m.

8. ADJOURNMENT - (2-001-B) - There being no further business, Commissioner Wolf moved to adjourn. Chairman Smith seconded the motion. The motion carried 2-0. Chairman Smith adjourned the meeting at 11:23 a.m.

The Minutes of the March 1, 1994 meeting of the Carson City Regional Transportation Commission

ARE SO APPROVED April 20, 1994

/s/  
Greg Smith, Chairman