

CARSON AREA METROPOLITAN PLANNING ORGANIZATION  
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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, February 11, 2004, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

**PRESENT:** Chairperson Richard Staub, Vice Chairperson Steve Reynolds, and Members Shelly Aldean, Charles Des Jardins, Jeffrey Fontaine, Bob Nunes, and Michael Zola

**STAFF PRESENT:** Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (C.A.M.P.O 2/11/04 Tape 1-0010)

**A. ROLL CALL AND DETERMINATION OF A QUORUM** - Chairperson Staub convened the meeting at 5:30 p.m. Roll call was taken. A quorum was present although Members Aldean, Fontaine, and Reynolds had not yet arrived.

**B. APPROVAL OF MINUTES - 1/14/04 (1-0031)** - Chairperson Staub indicated that the November 12, 2004, Minutes had been approved previously. Member Des Jardins moved to approve the Minutes of January 14, 2004, as provided in the packet. Member Zola seconded the motion. Motion carried 4-0. (Member Zola arrived at 5:32 p.m. A quorum was present as previously indicated.)

**C. AGENDA MODIFICATIONS (1-0068)** - None.

**D. PUBLIC COMMENTS (1-0072)** - None. (Members Aldean and Fontaine arrived during Chairperson Staub's introduction. The entire Board was present, constituting a quorum.)

**E. DISCLOSURES (1-0090)** - None.

**F. PUBLIC MEETING ITEMS**

**F-1. PRESENTATION AND STATUS ON CARSON AREA METROPOLITAN PLANNING ORGANIZATION BUDGET (1-0103)** - Deputy City Engineer John Flansberg reviewed the budget. CAMPO has three years in which to spend/allocate the funds. There is \$229,000 for planning projects which he felt would be spent during the next two years. The overall transportation plan will be expanded and adopted in 2005-06 to include portions of Lyon and Douglas Counties. Clarification indicated that these funds can only be spent on planning for a project. Planning funds need to be spent pro-actively. Operational funds can be reserved and held for several years for specific projects. Progress must occur on the unified work plan. It is a one year plan. The Transportation Improvement Plan is a three to five-year program. The overall master plan analyzes needs for the next 20 years. If the funds are not used within the three-year timeframe, they are forfeited. The pedestrian transportation plan, the bicycle plan, the transit plan, and other elements of the master plan were cited as possible planning programs for which the funds can be used.

NDOT Planning and Program Development Assistant Director Kent Cooper explained that NDOT spends the oldest funds first. This eliminates the possibility of forfeiting funds. A three-year period without any programs would occur before a forfeiture occurs. It is a self-correcting program as the funding and projects on the annual work plan are checked. Examples of projects which could utilize the funds were provided. Mr. Cooper cautioned against using the funds for designs. Bicycle, pedestrian, and transit elements, traffic

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analysis, and data collection are eligible for planning funds.

Mr. Flansberg explained the operational budget and the use of the Interim Program of Projects, which includes the Board's direction at the last meeting, in the development of the operational budget. It included all of the transit operations in Douglas and Carson City. Discussion explained that the 5307 funds are matched at an 80/20 ratio. The Short Range Transit Study is for \$85,400. These are planning funds and require a five percent match. Staff will discuss the funding for Douglas County's portion with Douglas County's staff. As this discussion has not happened, Mr. Flansberg had indicated in the budget that Carson City will provide the entire amount. Member Nunes did not feel that Douglas County would have a problem funding its portion of the project. He suggested that the budget contain the formula and allocations for the different CAMPO members. Mr. Flansberg agreed to add this information to the budget report. He also indicated that as growth occurs, increases will occur based on the formula. Public comments were solicited. None were given. No action was taken or required as the item was agenzized as a status report.

**F-2. PRESENTATION OF PEDESTRIAN ISSUES IN CARSON CITY AND THROUGH-OUT THE STATE (1-0395)** - NDOT Pedestrian and Bicycle Program Manager Eric Glick explained that the State is in the process of developing its first pedestrian plan. Local requirements will be included. The pedestrian element must be included in the transportation plan in order to obtain funding. Safe routes to schools must be included in the element. The City already has several pedestrian awareness programs. Examples of these programs were cited. Examples of pedestrian programs which could address conflict areas were suggested, e.g., flashing lights, like on Edmonds, and orange flags which would be carried by the pedestrian and left at the other side of the crossing for the next pedestrian. Discussion pointed out the need to make the juvenile pedestrians use the designated cross walk and flashing light on Edmonds. Senior Engineer Rob Fellows explained the School District's request that a crossing guard be stationed at this intersection for this reason. He described the status of the "Safe Routes to School Program" and pointed out the need for the Schools and parents to participate in the program to make it successful. The program requires education on crossing safety, enforcement, and infrastructure in order to be successful. Member Zola suggested that overhead lighting also be used, specifically at crossing areas like Fleischmann. Mr. Glick indicated that a lighting program had not been considered in Carson City. It is being used in Incline Village and Reno. He felt that Carson City does not have one intersection that is more hazardous than another. Member Aldean pointed out the Highway Patrol and Sheriff's Office aggressive education program on Carson Street/Highway 395. Citing people for failing to yield may make the drivers more mindful of the pedestrians. Mr. Glick indicated that additional awareness programs will be conducted in March.

Anne Macquarie noted her involvement in bicycling and pedestrian activities. Her support for Mr. Glick and his program was indicated. Her discussions with City staff since 1996 regarding having a pedestrian and a bicycle element in the master plan were described. She acknowledged that, as compared to Las Vegas, Carson City has quite a walkable system in the community, however, there are gaps in it. She also pointed out that if the City does a pedestrian plan and it becomes part of the State plan, the City will be eligible for transport-ation enhancement funding for it. The time is right for a good plan that will be an asset for the community.

Sue Newberry explained that she had just returned to Carson City. She felt that Reno is a hostile environment for pedestrians. She is a strong advocate for pedestrian and bicyclist safety. She stressed the importance of having these plans. She felt that the pedestrian traffic accidents could have been mitigated with better DUI

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enforcement and a different engineering strategy. Public involvement will identify concerns and issues which should be addressed and their priorities. She questioned how the disabled needs are to be met. The transit system is a costly operation to run. Other items are needed in the ADA program. They can be addressed best through a well thought out and planned process. She urged the Board to start the process now with the planning funds.

Discussion between Chairperson Staub and Mr. Flansberg indicated that the 2004-05 transportation plan will include the bicycle and pedestrian elements and that a consultant will be retained to develop these elements. No formal action was required or taken.

**F-3. DISCUSSION AND DIRECTION TO STAFF ON ISSUES RELATED TO OLD CLEAR CREEK ROAD (1-0605)** - Deputy City Engineer John Flansberg summarized his research on the history of Old Clear Road, its present status, and the suggested budget for stabilizing and improving the roadway by filling potholes. This will not raise the roadway standard to that required for a City/County road but will maintain the roadway that is there now. Ongoing maintenance will require striping every other year and chip sealing every ten to 12 years. The cost for snow/ice removal was not included in the budget. Concerns were voiced about the future impact of a Douglas County development which will construct 300 homes off the end of Clear Creek Road. It will have an access route from Highway 50. Some of these residents will use Clear Creek Road for access rather than Highway 50. This could double or triple the current traffic volume. For this reason the developer had agreed, during the December CAMPO meeting, to work with the property owners on improving the condition of the roadway.

Member Nunes explained that Douglas County staff is continuing to have discussions with the developer. He/She is not yet ready to commence construction. He felt that there is an obligation for some improvements to Old Clear Creek Road. He did not believe that the developer should be required to bring the entire roadway up to City/County standards on his own. Lots of negotiations must occur before it will be possible to do anything with the roadway. This includes discussions with the Washoe Tribe, State Public Lands/Building and Grounds, as well as private property owners. A full public right-of-way is required to bring the road up to City/County standards. He reiterated his belief that the developer is willing to participate in the improvements.

Chairperson Staub expressed his desire to develop a resolution for the situation before litigation occurs. The resolution should be developed by all of the parties. Discussion explained the status of litigation which had already occurred regarding the proposed Highway 50 access route.

Member Aldean questioned whether users are required to help maintain the roadway and the State's responsibility as Clear Creek camp is a "public draw" to the area. She also indicated that the homeowners have purportedly explored the possibility of having an assessment district for improving the roadway. Member Fontaine felt that the State holds an easement to the camp and occasionally plows the snow. The snow plowing, however, is not done on a regular basis but rather for access to the camp when it is in use. Member Aldean felt that it is important that all of the users participate in the discussions and supported agenzizing a CAMPO meeting for this purpose.

Discussion pointed out that, when Carson City had attempted to obtain right-of-way/easements from the property owner, one individual had declined. This had stalled its effort.

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Al Kramer indicated that this individual eventually agreed to sign the appropriate documents. Letters had not been sent to the Douglas County residents. Allegedly all of the necessary documents were signed in 1995. Chairperson Staub indicated that a Mr. Schultz supported the process and finding a remedy. He had also indicated his desire to participate.

Mr. Kramer explained that he was speaking for himself and asked for clarification. His deed's description does not indicate that there is an easement for the roadway. Yet the road and sewer line exist and people are using them. He felt that the residents should be responsible for some of the maintenance costs. An improvement district could be created. The estimated cost of \$1 million is a lot of money for the number of residents currently living along the roadway. The residents can afford to fill the pot holes and will drive slow. The tourists/visitors, however, do not. It is an accident waiting to happen. If the 300 proposed homes at the top participate in the district, the road's repair could be feasible. He questioned how the Washoe Tribe, State, and two Counties fit into this picture. He then pointed out that historical building renovation projects do not require 100 percent of the Code improvements required for new buildings. The roadway is historical. To widen it in several places would create an impact on the creek. He suggested that a compromised standard be considered for the roadway. Discussion indicated that the developer at the top had agreed to maintain the improvements on the Douglas County portion but not the Carson City portion.

Discussion among the Board questioned the standards used for rural State roadways which terminate at ranches. Member Fontaine felt that the majority of the State roads in rural areas are maintained at the level required for the State standard. He acknowledged that there could be a few exceptions of which he was not aware. The roads are maintained at this level due to liability issues.

Member Nunes felt that CAMPO could make findings based on its historic nature that would allow it to be rebuilt at a lower standard than standards require. This would require community support for maintaining the historical nature of the roadway. Both he and Chairperson Staub agreed that "forgetting the roadway is not the answer". Mr. Flansberg reiterated that his estimate was for replacing what is currently there. It does not widen the roadway. It will remain a 20-foot roadway.

Additional public comments were solicited but none were given. Discussion between Mr. Flansberg and Chairperson Staub reviewed Mr. Flansberg's estimated budget figures.

Chairperson Staub recommended that CAMPO commission a work group consisting of representatives from Douglas County, Carson City, NDOT, Washoe Tribe, two Carson City residents, one Douglas County resident, and a representative for the potential developer. Discussion between Mr. Kramer and Chairperson Staub indicated that the Forest Service periodically uses the camp as a staging area during the summertime. Mr. Staub indicated that they should be included in the process. If Mr. Schultz is not the Douglas County representative, he encouraged his participation in the process. He suggested that the work group develop a budget to bring the road up to specs, develop what the specs should be, address the ongoing costs, provide a formula for allocating the costs, and report back to CAMPO in 90 days. Mr. Flansberg indicated that the first report should be provided in 90 days depending on the status of the negotiations.

Mr. Kramer pointed out the need for paperwork to be performed including the granting of easements and legal authorizations. He felt that the Board should include direction regarding sending this paperwork out so that it could be accomplished at the same time. Chairperson Staub recommended that the road be surveyed and

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right-of-way issues be included in the direction to staff/the work group.

Member Des Jardins suggested that a representative for the camp also be included in the group. Discussion indicated that a State Lands representative may be the person who should represent the camp.

Member Zola questioned whether it would be possible to use local funds and if this would eliminate the need to follow Federal/State regulations. Member Fontaine explained that if State or Federal funds are used, the appropriate standard will apply. If the project uses only local funds, it becomes a local decision. Liability issues restrict the State's ability to revise the standard to anything lower than that required elsewhere. The District Attorney's office should consider the question regarding whether a different standard could apply. Staff can then determine the design criteria. Member Fontaine also explained that the State only maintains roads that it owns due to liability concerns. Member Aldean pointed out that the State owns the camp and shares the liability. The State should participate as long as it owns the camp. Discussion pointed out the State's desire to "give away" the camp. The camp had allegedly been constructed with federal funds. The Feds have not contributed to maintaining/improving the roadway. The roadway has been a recurring headache since 1957. Chairperson Staub pointed out the need for the work group to identify the funding sources as it may be the most historical road in the State. Member Nunes offered to provide assistance with the names for the Douglas County representatives and to contact the developer. He also pointed out that developers do not like to participate in neighborhood meetings. No formal action was taken or required.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING FUTURE AGENDA ITEMS (NON-ACTION ITEMS) (1-1178) - None.**

**H. ADJOURNMENT (1-1182) -** Member Aldean moved to adjourn. Member Reynolds seconded the motion. Motion carried 7-0. Chairperson Staub adjourned the meeting at 6:38 p.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 February 11, 2004, Carson Area Metropolitan Planning Organization meeting

ARE SO APPROVED ON March 9, 2005.

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/s/  
Richard Staub, Chairperson