

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 12, 2003, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, March 12, 2003, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 3:30 p.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Steve Reynolds and Commissioners Shelly Aldean and Bob Kennedy

STAFF PRESENT: Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 3/12/03 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 3:54 p.m. by apologizing for the delay in starting the meeting. He introduced the other Commissioners. A quorum was present. Commissioner Kennedy arrived at 4:06 p.m. (1-174-A & 1-0180) Reasons for the change in the meeting time were noted. (There were only four members on the Commission on this date due to a public-at-large vacancy.)

B. APPROVAL OF MINUTES - 2/12/03 - Commissioner Aldean moved to approve the Minutes with corrections to Page 4 of the February 12, 2003, meeting in the last paragraph, third sentence from the bottom, the word should be "intentionally" instead of "intently plan to disrupt businesses" and to Page 6 in the same set of Minutes, the second sentence from the top, should read "It was felt that neither the John Street nor the Stewart Street extension". Commissioner Reynolds seconded the motion. Motion carried 3-0.

C. AGENDA MODIFICATION - None.

D. PUBLIC COMMENTS - None.

E. DISCLOSURES - None.

F. PUBLIC MEETING ITEMS - DISCUSSION AND ACTION ON DESIGN ALTERNATIVES OF THE WIDENING OF ROOP STREET FROM WINNIE LANE TO WASHINGTON STREET TO INCLUDE THE INTERSECTIONS OF ROOP STREET WITH WASHINGTON STREET, JOHN STREET, DAN STREET, AND WINNIE LANE (1-030-A) - Consultant Ken Dorr used computerized slides to illustrate and discuss the design alternatives. The attendance at the informational workshop and the written and verbal comments which had been received were noted. A summary of the comments, with the exception of those that just been received, had been compiled and was distributed to the Commission and Clerk. (A copy is included in the file.) Discussion indicated that attempts had been made to contact the property owners regarding the proposed closure of Washington Street at Roop. (1-0115) Commissioner Aldean recommended against the closure unless the property owners support doing so. Mr. Dorr requested direction from the Commission so that the design could be completed and the utility relocation project commenced. His intent to meet with the property owners/residents on a block-by-block basis to review the project was explained. This will provide information regarding the impact on each individual and allow for mitigation, if possible. Chairperson Staub explained his desire to allow all of the impacted individuals to have an opportunity to comment on the proposed design. He felt that the closure of

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Washington Street may not be considered by the users who live on the west side of Carson City. It is a main east/west route for those individuals. His objection to its closure was limned. The closure will force these individuals to use Winnie Lane, College Parkway, or Musser and Fifth Street. This will increase the traffic burden in other residential areas. He also opposed allowing people to drive through a parking lot due to the liability concerns such a maneuver creates. Therefore, the design should remain as it currently is configured. Discussion between Mr. Brotzman and Commissioner Kennedy indicated that a traffic count had been conducted at this intersection. The numbers need to be analyzed and will be presented at the next meeting. As Mr. Dorr could work on other portions of the project, a final decision was not made regarding this intersection. Chairperson Staub requested staff contact the businesses/property owners along East Washington Street to determine any impacts and obtain their comments.

Mr. Dorr then explained the conceptual designs for John Street. Discussion explained that a number of traffic accidents occurring at John and Roop are caused by left turning movements. Concerns were expressed regarding the impact eliminating the left turning movement would have on the businesses located on John Street. Staff was directed to meet with them for their comments. Mr. Dorr suggested that a pilot program use a glued down island to determine the impact. Under this concept, left turning movements would be allowed from Roop Street onto John but not vice versa. If it is determined to be undesirable, the island could be removed and left turns allowed. The need for a stacking lane for this maneuver was noted. The distance to William and its stacking lane needs impact having a stacking lane for left turns onto John from John. Alternative routes for this west bound traffic were described. Commissioner Kennedy felt that improvements would be needed for Anderson Street if it is to be used by the west bound traffic. He supported the request for staff to discuss the alternatives with the John Street businesses. Chairperson Staub explained his dislike for the protrusion which forces the right turning traffic from John into the south bound Roop traffic lanes. He recommended that the right turn lane be allowed to stop and then merge onto Roop. Discussion pointed out the short travel distance between William and John and the safety concerns for those vehicles turning eastbound onto William. Mr. Dorr agreed to research other options for this intersection. Public comments were solicited for both John Street and Washington Street intersections but none were given.

(1-0928) Mr. Dorr then explained the intersection designs for David and Roop. Both Chairperson Staub and Commissioner Aldean supported having a stacking lane at this intersection.

The recommended Winnie Lane alternative was described. The public had found the design to be acceptable. Discussion indicated that consideration should be given to having Roop Street's left turn stacking lane commence at or near Dan. Commissioner Reynolds suggested that Winnie Lane be striped for four lanes if the width is adequate for four lanes. The impact four lanes will have for the motorists on Lone Mountain were noted. Mr. Dorr indicated that a lot of people are using Lone Mountain. Conduit and the signal bases will be included in the intersection improvements so that a signal can be added in the future when it is needed. The Roop Street pedestrian improvements were described. The sidewalk along the cemetery will be replaced and extended to Winnie. Chairperson Staub suggested that the two north bound travel lanes be extended beyond Winnie and then merge together. His safety concerns with the proposal to force the inside traffic to turn left onto Winnie were noted. As the sidewalk must be constructed in this area, it could be moved and provide room for an extended merge lane. Mr. Dorr agreed that it will take time to educate the drivers regarding the termination of the second north bound lane. The long stacking lane should provide adequate advanced notice regarding its termination. The extended travel lane

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may not be worth the additional cost.

Mr. Dorr then explained the concerns regarding the intersections at Park and Lee Streets and the proposed designs. Commissioner Aldean explained her preference that streets not be closed unless there is a compelling reason to do so. She recommended limiting the turning movements. Additional public comments were solicited but none were given. Commissioner Reynolds moved, based on the action and discussion on the design alternatives of the widening of Roop Street from Winnie Lane to Washington Street, that the Commission reconsider the Washington Street and John Street intersection given the information that the Commission will receive before the next meeting and that the Commission accept and move ahead on the Dan Street and Winnie Lane preferred recommendations on those intersections. Commissioner Aldean seconded the motion. Motion was voted and carried 5-0.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - FUTURE

AGENDA ITEMS (NON-ACTION ITEMS) (1-1754) - Discussion azenized the Silver Sage/Roop Street bike lanes to provide answers to questions regarding its design and status reports on the purchase offer for the First Christian Church property including the School District comments, the MPO standing, and the Bigelow Drive situation. Mr. Brotzman explained that Street Operations Manager John Flansberg was in San Francisco attending a meeting on the MPO. Today's federal register indicates that the City may receive \$631,000 for transit. The Governor must designate Lief Anderson as a member of the MPO. The Governor has yet to sign the MPO agreement. Until he does, the MPO standing is not recognized. Written notice regarding the delay will be obtained. The transportation plan will be updated. Minor changes have been made to bicycle element which need to be adopted. The pedestrian element needs to be updated. Discussion indicated the need to azenize the bond proposal which should provide the necessary funding for what can be afforded rather than just enough to "get by". The Commission's public-at-large opening had been advertised and may go to the Board in April. No formal action was required or taken.

H. ADJOURNMENT (1-1967) - Commissioner Kennedy moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried unanimously. Chairperson Staub adjourned the meeting at 5:57 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 March 12, 2003, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON May 14, 2003.

/s/
Richard Staub, Chairperson