

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the August 14, 2002, Meeting

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, August 14, 2002, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

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

**STAFF PRESENT:** Development Services Director Andrew Burnham, Chief Deputy District Attorney Mark Forsberg, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 8/14/02 Tape 1-0001)

**A. ROLL CALL AND DETERMINATION OF A QUORUM -** Chairperson Plank convened the meeting at 5:30 p.m. He explained his need to leave the meeting between 6:30 and 6:45 p.m. Vice Chairperson Reynolds will be given the gavel at that time. Roll call was taken. The entire Commission was present, constituting a quorum.

**B. APPROVAL OF MINUTES - JULY 10, 2002 (1-0017) -** Commissioner Kennedy moved to approve the Minutes of the July 10, 2000, meeting of the Regional Transportation Commission. Commissioner Aldean seconded the motion. Motion carried 5-0.

**C. AGENDA MODIFICATIONS (1-0025) -** Chairperson Plank indicated that Item F-3 would be heard first.

**D. PUBLIC COMMENTS (1-0035) -** None.

**E. DISCLOSURES (1-0039) -** Chairperson Plank disclosed that he had discussed Item F-3 with Commissioner Reynolds, the District Attorney's office, Mr. Burnham, and Mr. Flansberg. He felt that the item should be pulled for reasons which will be explained by Mr. Forsberg.

**F. PUBLIC MEETING ITEMS (1-0054)**

**F-1. ACTION REGARDING THE MEMBERSHIP AND REPRESENTATION FOR THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (MPO) -** Chief Deputy District Attorney Mark Forsberg explained his discussion with Chairperson Plank regarding the composition of the MPO and the process for formulating the membership. The federal regulations are rather lengthy regarding this process. It is clear that some people must be on it such as a State representative. The MPO can be designed to include the local governments that represent 75 percent of the affected population or in compliance with State law. The question is where does 75 percent of the population reside. If Carson City has 75 percent of the population, then all of the representatives could be Carson City residents. The alternative plan is by State law which says that the RTC can be designated as the MPO governing body. This would make the current RTC and the State representative the MPO. He asked that the Commission delay action for one month to allow staff additional time to research the issue. Clarification indicated that Mr. Forsberg needs time to research NDOT Director Tom Stephens indication that the Washoe Tribe must be involved and whether this meant that they are to have representation on the MPO. Once the MPO is

## CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the August 14, 2002, Meeting

Page 2

organized, it must consider the varying interests. Mr. Stephens' letter cites a specific legal reference. This legal cite covers a variety of different issues. Mr. Forsberg was unsure whether the letter was motivated by a specific law or if there is a political reason for the inclusion. The letter also indicates that the Governor and local officials are to agree on the official designation of a local MPO. The purpose of this statement was questioned. He wished to provide specifics to the Commission before a decision is made on the composition. Based on the short period of time he had to review the issue, he felt uncomfortable making a recommendation to the Commission and reiterated the request to continue the matter for 30 days. Discussion between Commissioner Staub and Development Services Director Andrew Burnham indicated that the MPO would have to plan for the other areas but would not be required to send the buses to Douglas County. It was felt that two percent of the population is in Lyon County and 16 percent is in Douglas County. A five member board would equate to one representative for each 20 percent. Seven members equate to 12 percent. A discussion had not been held with the other Counties due to the belief that the entire MPO area would be in Carson City. The MPO requirements had not been written for a stand-alone community. It attempts to provide cohesion in the transportation plans by combining several local governments. Mr. Forsberg requested a motion be made as it will provide him with direction. **Commissioner Reynolds moved to rehear Item F-3 in September. Commissioner Kennedy seconded the motion.** Commissioner Kennedy pointed out that the City had been discussing the MPO issue for 1-1/2 years. He did not believe that the City would lose much by delaying action for another 30 days. Chairperson Plank pointed out that discussions with the Board and advice given to the Governor had been that Carson City's RTC would be the MPO. Due to his concerns with the process, he urged the Commission to establish the MPO correctly. Public comments were solicited.

Charles DesCharmes, a former employee of the Federal Highway Administration, indicated that he had not seen the letter and did not know the person who had written it. His experience indicated that there are other Federal regulations which should also be considered besides the one that had been cited. He offered to help find other Federal statutes. The regulations are not very succinct and every situation is different. He felt that the Federal regulators will error on the side of having representation for small parts of the regional area. He also pointed out that although Lyon County's population is small at this time, it will continue to grow until in 20 or 30 years it will no longer be considered small. Due to the strong economic development intertie with Douglas County, it should have representation as a voting member. In ten years it will be full of homes and we will be linked together. This is the idea behind the MPO. We may need to have seven or nine commissioners and must consider the big view. Chairperson Plank asked him to meet with Mr. Forsberg.

Discussion indicated that someone or an agency will have oversight on the composition and could overrule the decision and at the very least could withhold funding. Commissioner Aldean suggested that Mr. Forsberg contact the Federal Highways Administration or John Price and his staff. It is important that the process be done correctly.

Discussion between Mr. DesCharmes and Commissioner Staub indicated that BLM and the Forest Service as well other Federal agencies control land in the area. They should participate in the process but may not need to have voting rights. It is a complex situation as the east coast does not have the multiple of land owners experienced by the west coast. Mr. DesCharmes also felt that the land uses should be included in the discussions. Additional public comments were solicited but none were given.

**The motion to continue the matter until the September meeting was voted and carried 5-0.**

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the August 14, 2002, Meeting

Page 3

**OTHER MATTERS (1-0378)** - Mr. Forsberg indicated that a Deputy District Attorney would be assigned to the Commission and attend the meetings in the future.

**F-1. ACTION REGARDING REMOVAL OF ON-STREET PARKING ON SILVER SAGE DRIVE BETWEEN COLORADO STREET AND CLEARVIEW DRIVE AND OTHER MATTERS RELATED THERETO (1-0389)** - Chairperson Plank explained the public meeting that had been held on this proposal and the attendance it received. More than 300 notices had been sent to residents along the street. His personal reasons for not allowing parking on major collector roads were explained. Street Operations Manager John Flansberg indicated a synopsis of all the public comments was contained in the staff report. NDOT's plan to restripe Carson Street to six lanes had placed the bicycle path on Silver Sage. The Street Department is planning to fog seal Silver Sage/Roop from Koontz to Fifth Street. This provides an opportunity to restripe it. The childcare center has a loading zone requirement in front of the establishment. The two alternatives and staff's recommendation for handling the traffic in front of it were explained. He was unsure whether the loading zone was signed. It is a 30 minute zone. He agreed to sign it if it is not. The loading zone does not currently and would not in the future pose a line of sight problem. Nona Street has a sight problem which a modified Alternative No. 2 would address. Discussion indicated that in order to remove the loading zone, the Planning Commission would have to reconsider the special use permit as it was required as one of its conditions. The child care facility had obtained the special use permit 30 years or so ago. It runs with the property and not the owner. Chairperson Plank felt that the bicycle lane had to be placed on the street which would not leave any other alternative than that recommended by staff. Discussion explained how the area will be striped to provide for the loading zone, which will contain six parking spots, and provide for the safety of the bicyclists. Chairperson Plank explained his personal check of the parking between Sonoma and Nona indicated that only five cars had been parked in the general area. Some may be permanently parked. Alternatives were discussed. The loading zone could be removed if accidents are caused by it, if the childcare facility closes, or the traffic volume warrants it. Chairperson Plank asked Mr. Flansberg to work with the property owners or the operator to see if off-street parking could be provided although this could disturb the landscaping.

Public comments were solicited. Joan Miles, the daycare operator, explained that once she gives up the childcare facility, it will be gone. She planned to stay for 12 more years. She was not aware of any accidents. There have been problems with the neighbors who park in it. The zone is used for parking for five to ten minutes. She parks beyond the zone which may have been one of the cars that Chairperson Plank had seen. She felt that Alternative No. 2 would work for her without destroying her business. She committed to working with staff to find a solution. Her facility handles between 35 and 38 children a day. The parents arrive in groups of two or three at a time all day long dropping off or picking up the children. The 30 minute limit is not normally used unless it is an individual applying for work. She agreed to restricting the parking to 15 minutes. It may be possible to provide one additional off-street parking site on the property, however, it will be tight. Her van is used for transporting the children to and from school. A resident who lives in the building also parks in the driveway and Ms. Miles parks her car in the driveway. Chairperson Plank thanked her for her forthrightness and the good information. Additional public comments were solicited.

Roger Kirkland explained his belief that the line of sight from Pat Lane was impacted by individuals who are parked there. He requested that the cars be removed from the corner. Mr. Flansberg indicated he should talk to the residents/drivers about the parking problem created by the Roop/Silver Sage residents. It is similar to

## CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the August 14, 2002, Meeting

Page 4

the one on Tahoe Drive near the Hospital. Reasons residential parking did not apply to this area were explained. He agreed to bring the matter back to the Commission if a problem is discovered. Mr. Kirkland felt that he was now and will continue to be impacted by other residents and not the daycare facility. Commissioner Staub explained the enforcement problem the area has and the failure of a resident to respond to citations. The individual merely moves his vehicle for a day or two and then returns. Mr. Kirkland asked that a cross walk be added to the striping at Pat Lane as there is a school bus stop at the corner and it is needed to slow down the traffic.

Anne Macquarie supported all of the alternatives due to the need for a bicycle lane but the restriping effort does not go far enough toward completion of the southern bicycle route. NDOT had committed to participating. Discussion explained NDOT's commitment to provide the striping. Mr. Flansberg had received an agreement from them for this work. He also explained that roadway south of Koontz to Clearview is to be reconstructed this fall. There are no plans to do anything south of Clearview, however, signage may be added to advise the drivers that it is a shared roadway for bicycles. Ms. Macquarie felt that NDOT should be responsible for the signage. It is important that it be signed as people are using it as a bicycle route. If it is not designated as a bicycle route, they may try to use South Carson Street. Chairperson Plank indicated that NDOT Representative Lief Anderson had been listening and he and Mr. Flansberg will handle it.

Discussion between Mr. Flansberg and Ms. Miles explained where her employees could park on Nona and Pat. It also pointed out the need to be cognizant of Mr. Kirkland's problem with individuals parking in front of his residence every day. It was suggested that the residents be asked for permission to park in front of their homes and not create a problem.

Discussion explained for David Gueston that the bike lanes are not planned for Curry Street at this time. The transportation improvement plan priorities at this time are for the Stewart-Roop corridor and then Fairview. Curry Street is on the plan for widening but funding has not been assigned.

Commissioner Aldean moved to approve Alternative 2 as modified to extend the left-hand turn lane to Nona Drive as the proposed striping plan for Silver Sage Drive between Colorado Street and Clearview Drive subject to posting signs in the loading zone limiting parking to 15 minutes. Commissioner Reynolds seconded the motion. Commissioner Staub asked staff to discuss with the District Attorney's office methods of accommodating and mitigating Mr. Kirkland's concerns as much as possible. He also recognized Ms. Miles effort over the years to work with her neighbors and her willingness to continue to do so. Mr. Flansberg agreed. Chairperson Plank pointed out that it is up to staff to make it work. The motion was voted and carried 5-0. Chairperson Plank thanked staff and the public for the information and participation.

**F-2. DISCUSSION REGARDING THE ISSUE OF VEHICLES EXCEEDING THE SPEED LIMIT ON CITY STREETS AND SPEED STUDIES PERFORMED BY THE REGIONAL TRANSPORTATION COMMISSION STAFF AS REQUESTED BY LOCAL RESIDENTS (NON-ACTION ITEM) (1-1001)** - Mr. Flansberg explained the reasons traffic counts are conducted, the residents' desire to have traffic calming devices, and the sophistication of the City's traffic counters. He recommended having a workshop on traffic calming devices so that the issues related thereto can be addressed. The traffic counts had indicated that Clearview has a lot of trailers on it which were felt to be boats or horses. Baker Drive and Gregg Street were used to illustrate the success of using the traffic counter information with

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the August 14, 2002, Meeting

Page 5

enforcement to educate and reduce the number of speeders. There appears to be lots of noncompliance due to the number of requests/complaints his Department is receiving. For this reason he has been having bi-monthly meetings with the Traffic Enforcement Officers Matt Putzer and Bill Richards. They provide information where signage improvements are needed and his Department provides them with the complaints. Discussion between Commissioner Staub and Mr. Flansberg pointed out that when temporary undulations are removed, the drivers quickly revert back to their previous speeding habits. Permanent undulations provide erratic driving as the drivers slow down for the bumps and then speed up once they have cleared them. Mr. Flansberg suggested a workshop be conducted on the problems with using traffic calming devices to obtain compliance with the speed limit. Currently staff is trying to use enforcement and education to obtain compliance. He felt that some of it could be due to having vehicles with better insulation, the radio's volume, running the air conditioner, and their travel destinations. People also have a tendency to travel faster on wider streets. People are more cautious on narrow streets due to the closed in feeling. Commissioner Staub pointed out that a person flying over an undulation only does it once. He felt that it would force the driver to think about it and slow down. It also shows the residents that the City is aware of the problem and trying to do something about it. Mr. Flansberg agreed to obtain information on the plastic temporary devices. (Chairperson Plank turned the gavel over to Vice Chairperson Reynolds and left the meeting--6:43 p.m. A quorum was still present.) Additional comments were solicited but none were given. No formal action was required or taken.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) (1-1222)**

**G-1. STATUS REPORTS** - Mr. Flansberg explained that he would be meeting with the Forest Service and hoped to have a report for the next meeting. He thought that individuals who could make decisions would be at the meeting. It was hoped that another delaying tactic would not be used. Capital Engineering has submitted a proposal for Roop Street which staff is reviewing. Staff is also moving forward with a contract for an appraisal of the church property as had been directed. City Engineer Larry Werner has talked to Rev. Haskins, who is the Pastor at the Church. RTC Engineer Harvey Brotzman is the project manager for the Mills Park parking improvements. The plans have been completed. Granite Construction has been asked to look at them. They have given staff a quote for the curbing and asphalt work. It will be going to the Board of Supervisors if the project moves forward. The South Edmonds foam oil project did not have enough oil added to the mix. The contractor will be back to add more oil before the asphalt overlay is started. Mr. Flansberg was not certain whether the Carson Street/395 restriping project was on schedule. They are moving along on it. The open grade material is the largest issue. It must be placed when the temperature is 60 degrees or higher. The time limit is over. The contractor is making strides. As a user going to Gardnerville/Minden, he felt that the three lanes had opened it up. No formal action was taken or required.

**G-2. FUTURE AGENDA ITEMS (1-1295)** - None.

**H. ADJOURNMENT (1-1315)** - Commissioner Kennedy moved to adjourn. Commissioner Staub seconded the motion. Motion carried 5-0. Vice Chairperson Reynolds adjourned the meeting at 6:48 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.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION  
Minutes of the August 14, 2002, Meeting  
Page 6

The Minutes of the August 14, 2002, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON September 11, 2002.

/s/  
\_\_\_\_\_  
Jon Plank, Chairperson