

CARSON CITY TRANSPORTATION ADVISORY COMMITTEE

Minutes of the May 5, 1998, Meeting

Page 1

A regularly scheduled meeting of the Carson City Transportation Advisory Committee was held on Tuesday, May 5, 1998, at the City Hall Capitol Conference Room, 201 North Carson Street, Carson City, Nevada, beginning at 3 p.m.

PRESENT: Chairperson Frank Page, Vice Chairperson Kelly Garcia, and Members Tom Abbott, John Bullis, Juan Guzman, Tom Hoffman, Vern Krahn, Jerry Mather, Dennis Ritchie, Bruce Robertson, and Neil Weaver

STAFF PRESENT: Acting Public Works Director Tim Homann, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (T.A.C. 5/5/98 Tape 1-0001.5)

A. CALL TO ORDER AND DETERMINATION OF A QUORUM - Chairperson Page convened the meeting at 3:05 p.m. Roll call was taken. A quorum was present although Members Krahn, Guzman and Robertson had not yet arrived and Members Fronapfel and Sullivan were absent. (Mr. Jurgens had purportedly resigned. He is no longer considered when taking roll.)

B. APPROVAL OF MINUTES FOR THE APRIL 2 AND 7 MEETINGS (1-0020.5) - Member Ritchie moved to approve the Minutes. Member Abbott seconded the motion. Motion carried 7-0-1 with Member Weaver abstaining as he had not been present.

C. MODIFICATIONS TO THE AGENDA (1-0032.5) - None.

D. PUBLIC COMMENTS (1-0045.5) - None.

E. DISCUSSION AND POSSIBLE ACTION ON PRIORITIZATION PROCEDURE AND ADOPTING THE PRIORITY LIST AS PREPARED BY DKS (1-0048.5) - DKS Consultant John Long briefly explained the process used to establish the listing and requested direction from the Committee on the priorities. (Member Krahn arrived during his remarks--3:10 p.m. A quorum was present as previously indicated.) Discussion between the Committee and staff explained the original proposal to have the developer extend Sonoma from Carson Street to Curry Street. (Member Guzman arrived during this discussion--3:12 p.m. A quorum was present as previously indicated.) Member Garcia distributed copies of a letter to the Members and staff. (A copy is included in the file.) Discussion ensued on her suggestion to remove installation of a signal at College Parkway and Hot Springs Road from the priority listing. Mr. Brotzman summarized the discussions among the staff, property owners Don Langson and Al Bernhard, and NDOT on revisions to this intersection, a suggestion to close a street called Table Rock, and development plans for the Hot Springs Road and College Parkway intersection. (Member Robertson arrived during this discussion--3:14 p.m. A quorum was present as previously indicated.) Member Mather explained the traffic in the residential area north of College Parkway and Roop Street. The traffic congestion was originally created by the closure of Goni Road. Discussion ensued on potential traffic patterns and its impact on the area when the Bypass is constructed. Member Garcia then recommended lowering the ranking for the signal at College and Hot Springs. Discussion noted this intersection is controlled by NDOT. Chairperson Page volunteered to contact NDOT and have Susan Martinovich give a presentation on the Bypass and this intersection. Comments supported having her make a presentation. NDOT had reviewed the priority list.

Discussion ensued on Member Garcia's concerns about the ranking of the Arrowhead-Graves lane connector road. Mr. Long indicated that this roadway is considered a median level roadway and should be planned for 2005. Member Garcia felt it should be constructed at the same time as the Graves Lane extension is built. Discussion ensued on the impediments to the connector road, including both the airport concerns and FAA requirements. Both Members Garcia and Weaver felt that if the priority is raised, staff and the City would continue to work on getting the problems resolved and a road may become a reality. Member Bullis pointed out that the industrial area could expand its employee base without modifying any buildings by merely adding shifts to the work schedules. This would create an additional traffic impact. Discussion explained how the traffic projection had been developed, the flexibility in the priority list, current industrial traffic problems created in the surrounding areas

CARSON CITY TRANSPORTATION ADVISORY COMMITTEE

Minutes of the May 5, 1998, Meeting

Page 2

during peak times, and an alternative connector roadway across the runway at the airport.

Member Kelly then explained her concern about the downtown area and the need to develop a more pedestrian and tourist friendly environment. She suggested using one way couplets to enhance the area. Mr. Long indicated that the Technical Advisory Committee is developing some ideas regarding this area and its uniqueness. The roadways currently meet the level of service criteria established by the Board of Supervisors. This level may not meet the community's expectations. He felt that the Subcommittee may agendize the matter for discussion with the Committee in June. Mr. Brotzman indicated that staff is working on alternatives. Chairperson Page also indicated that Mr. Berkich would be making a presentation at the next meeting on the status of the transit system. He agreed to ask him to make a presentation on the downtown area. He questioned whether the Committee would be able to complete all of its work in the six month timeframe which the Board had reluctantly granted.

Member Mather suggested including a footnote on the signal at Musser and Roop Streets' priority rating. Discussion indicated the intersection fails to meet the warrants for a signal at this time and is not projected to meet the warrants when the new Public Safety Complex opens. Traffic counters are currently at this intersection. Comments questioned the rational behind having a signal at Robinson and Roop and the cost for a signal. Employee figures will be provided to Mr. Brotzman for consideration with the traffic count information. Member Bullis suggested the Committee recommend an additional signal if the warrants are met.

Member Krahn supported the Curry and Stewart Street extensions. He supported Member Garcia's remarks about the need for the Graves-Arrowhead extension and its placement higher on the priority listing. Member Mather requested additional information on the College Parkway and Hot Springs intersection from NDOT. Member Bullis then noted the ranking for the Ormsby Boulevard extension and its cost. He felt that the Commission should be informed about the funding limitations and that the item should be dropped from the listing due to the lack of funding. Reasons for suggesting this action were iterated.

Chairperson Page then explained the reasons that NDOT planners were on the Committee is related to the fact that the City will soon reach a population of 50,000, if it has not already. It will then be eligible for designation as an MPO and its funding.

Member Hoffman noted the State's plans to widen Highway 50 to six lanes and the proposed Highway 395 improvements. Member Garcia pointed out the need for the City to continue to push for the southern extension of the Bypass. Chairperson Page felt that the Committee would have an opportunity to do this when Ms. Martinovich attends a meeting. Member Hoffman explained that if the City becomes an MPO it would be able to present the Bypass as one of its major projects. This raises the priority level and locks it into the process.

Member Weaver supported the comments as made by the other Members. Member Ritchie commended Mr. Long on the list. He cautioned against bypassing the Board of Supervisors in the process of trying to bring pressure to bear on the State and get the Bypass completed. Chairperson Page indicated that the Committee would take its recommendations to the RTC and Board. Member Abbott summarized the previous comments by indicating that there appeared to be three recommendations from the discussion--elimination of a signal at College Parkway and Hot Springs if another alternative can be developed; inclusion of a signal at Roop and Musser; and having a higher priority for the Graves-Arrowhead connector. He was surprised that the Stewart and Curry Street extensions had such a high priority ranking when the route further north had not been developed. He also supported considering the downtown area. He suggested that these recommendations be added to Mr. Long's list and presented to the Commission/Board for consideration. Discussion indicated that the Commission could make a separate recommendation to the Board. Mr. Long's list is based on a specific formula and scientific criteria. Reasons for any modifications to the list should be provided so that the Board could support or reject any of the recommendations. Member Guzman felt that the Committee should take additional time to analyze the priorities and moved to consider the plan in two weeks. Member Garcia seconded the motion. Discussion ensued on whether to delay it for two weeks or for one month. Chairperson Page indicated that the Members should submit their comments in writing during this timeframe.

Member Bullis then moved that the Committee recommend to the Regional Transportation Commission that the Curry Street and Stewart Street--. Comments indicated there is a motion on the floor at this time with a second.

CARSON CITY TRANSPORTATION ADVISORY COMMITTEE

Minutes of the May 5, 1998, Meeting

Page 3

Member Guzman withdrew his motion and Member Garcia withdrew her second. Member Bullis again moved that the Committee recommend to the Regional Transportation Commission that the Curry Street and Stewart Street extension projects have a high priority (as prioritized) by the planner and by the Committee and (that RTC be given) the planner's draft of Tables 5 and 6 to show that these two items alone use up more than the available funds through the year 2001. He felt that until the Commission sees the costs, it would be confused and unable to do any projects regardless of the number submitted. Mr. Long indicated that the Commission was aware of the listing, however, had not considered any prioritization. Discussion with the Finance Department had been going on and, at this time, there are financing alternatives which may be pursued, such as bonding. Member Bullis iterated his reasons for feeling that until funding alternatives are developed, Curry and Stewart Streets would take all of the available funding. He was uncertain whether a bond would be approved by the electorate. Clarification indicated that it would be GO Revenue Bond and not require a vote by the electorate. Member Weaver indicated that he could support the document with some modifications. A second to Member Bullis' motion was requested but not given. The motion was declared dead due to a lack of a second. Member Guzman explained that the document was a planning tool which should not be constrained by financing. Funding would be found if justified. He felt that the first priorities were clear but there are other issues which should also be considered. Member Weaver supported his comments and recommended against delaying action for two weeks.

Member Weaver then moved for the adoption of the planning document submitted by DKS Associates with our list of suggested modifications as discussed including a reprioritization of the connector road between Graves and Arrowhead as a top priority to the third position under Curry and Stewart Streets on the planning document; another modification is the traffic signal at Roop and Musser. Reasons for feeling that this modification was warranted were discussed. Discussion also supported Mr. Long's recommendation that the College Parkway and Hot Springs intersection be removed from the top of the priority list and that comments should be carried forward to the Commission urging consideration be given to modifying the intersection. Comments directed the Recording Secretary to sort the discussion to include any other modifications indicated as the Committee could, after reading the Minutes, modify/reconsider the motion at the next meeting. **Member Abbott seconded the motion.** Discussion explained the purpose behind draft minutes and that Member Abbott had kept a list of the modifications. **Member Abbott then indicated that the modifications were to avoid a traffic signal at Hot Springs and College Parkway if the intersection can be designed so that the traffic can be handled in a different way; to add a signal at Roop and Musser for the new Public Safety Complex; to place the Arrowhead-Graves Lane connector as a high priority behind the Roop Street expansion; and to address in the future possible improvements to the downtown area.** As the downtown improvements were being addressed through other means, Member Abbott removed it from the listing. (Member Garcia left the room--4:25 p.m. A quorum was still present.) **Member Weaver indicated that this is to be his motion.** **Member Abbott continued his second.** Discussion indicated that if the motion passes, this portion of the prioritization process will be terminated and the recommendation will be forwarded to the Commission. Chairperson Page indicated that the issue will be reagendized for discussion at the next meeting so that additional direction could be given if warranted after the Minutes are written. Discussion ensued on which table the Committee was using. Consensus indicated that the Committee had been using Table 1, 3, and 4. Member Weaver indicated he had used Table 1 when he had made his motion. He felt that Table 3 was saying the same thing. **Member Weaver then clarified that his motion would have been for Tables 1, 3, and 4.** Member Abbott concurred. The motion as amended was voted and carried 9-0-1 with Member Hoffman abstaining.

F. DISCUSSION AND POSSIBLE ACTION ON BICYCLE PLAN UPDATE (1-1368.5) - Copies of Andrew Burnham's comments on the bicycle plan and a map were distributed to the Committee and staff. (A copy is in the file.) Member Krahn briefly explained the Bicycle Plan revision process. Comments received during the workshops had been included in the revision. The trails and trailheads had been added to the Bicycle Map. This provides connectivity between the valley trails and bicycle paths. Time has been spent in the field checking for and revising any conflict points. Efforts are being made to provide an easy route from one side of the community to the other. Member Krahn announced the next workshop as being on May 21 and invited the Committee to participate. Discussion ensued on the type of facilities which would be located at the trailheads. Member Mather recommended against indicating on a map that improvements could be found at those sites. Comments expressed

CARSON CITY TRANSPORTATION ADVISORY COMMITTEE

Minutes of the May 5, 1998, Meeting

Page 4

the feeling that the remote locations may be vandalized. Trash containers will not be provided. Parks and Recreation Director Steve Kastens provided information on the reasons for this decision. Following discussion of the map's footnote, Mr. Kastens suggested the terminology be modified to indicate that the amenities "could or may" be available. Member Mather also suggested the use of different colored dots to indicate the different levels of improvements available at the various sites. (Member Robertson stepped from the room at 4:38 p.m. and returned at 4:40 p.m. A quorum was present the entire time.) The site designating the Empire Ranch Golf Course is to be removed from the map. Member Krahn felt that a final plan and cost estimate should be ready for consideration by the Committee in June. He also explained the potential funding source for the trailhead improvements. Mr. Long suggested the plan reflect the amount of doable projects. Member Hoffman explained the status of the design for the southern portion of the Bypass. Efforts are being undertaken to keep the Bypass from cutting off access to the bicycle system without increasing the cost beyond reason or jeopardizing the Bypass. Member Krahn pointed out that NDOT is allowing the City to be the lead agency on the bicycle plan even though NDOT had retained Vasey Engineering to work on the plan. No formal action was taken or required.

G. DISCUSSION AND REVIEW OF THE PEDESTRIAN PLAN (1-1749.5) - Member Abbott distributed a one page draft of goals and objectives to the Committee and staff. (A copy is in the file.) His goals and objectives had expanded the older transportation plan statements to include open space and the historic downtown area. He felt that connectivity was necessary and that the Bypass should not prevent a hiker from crossing the valley. Mr. Long explained elements other communities have in their master plan such as areas where sidewalks will be provided. Cost elements for the projects which were on the priority listing had included sidewalks. The community also needs to consider retrofitting areas where sidewalks are none existent today but are needed. An inventory should be developed indicating where these areas are. Issues which may justify not having sidewalks were also noted. Flexibility was encouraged. Discussion noted the handicapped sidewalk on Fifth Street and its width problem. Mr. Long encouraged the Committee to include a statement policy within the plan defining where sidewalks will be required. Retrofitting issues were reiterated. Member Abbott indicated that he had not intended to advocate sidewalks everywhere. He solicited assistance in developing the element beyond his goals and objectives. Member Krahn suggested volunteers who could assist him such as himself, Mr. Guzman, and Mr. Long. Mr. Long urged the use of caution in drafting the plan as RTC may not be able to fund all of the improvements. He reiterated his recommendation that a better sidewalk system inventory be developed. Staff is conducting a sign inventory and could, perhaps, add the sidewalks to it. Volunteers were solicited and were to contact Member Abbott. Clarification indicated that Mr. Long is to do the element, however, his work will be restricted unless an inventory is developed. (Member Robertson stepped from the room at 5 p.m. and returned at 5:02 p.m. A quorum was present the entire time.) Mr. Long suggested that generalized policies be developed and that a recommendation be made to perform additional work once the inventory is completed. Comments indicated that the sign inventory may require between six months and a year to complete. Chairperson Page indicated that Member Abbott would work with the volunteers and Mr. Long to create the general policy statements. No formal action was taken.

I. DISCUSSION OF GOALS AND OBJECTIVES OF THE 1990 MASTER PLAN AND INCLUSION OF THEM IN THE 1998 PLAN (1-2098.5) - Continued.

J. REVIEW OF PREVIOUS MEETINGS (1-2105.5) - None.

K. DISCUSSION BY COMMITTEE MEMBERS ON NON-ACTION ITEMS (1-2110.5) - None.

L. STAFF REPORTS (1-2112.5) - The next meeting is scheduled for May 19.

M. FUTURE COMMITTEE ITEMS (1-2115.5) - None.

N. ADJOURNMENT - Member Mather moved to adjourn. Member Weaver seconded the motion. Motion carried unanimously. Chairperson Page adjourned the meeting at 5:03 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 TRANSPORTATION ADVISORY COMMITTEE

Minutes of the May 5, 1998, Meeting

Page 5

The Minutes of the May 5, 1998, Carson City Transportation Advisory Committee meeting

ARE SO APPROVED ON 5/5, 1998.

/s/
Frank Page, Chairperson