

CARSON CITY TRANSPORTATION ADVISORY COMMITTEE

Minutes of the June 16, 1998, Meeting

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A regularly schedule meeting of the Carson City Transportation Committee was held on Tuesday, June 16, 1998, at the Capitol Conference Room, 201 North Carson Street, Carson City, Nevada, beginning at 3 p.m.

PRESENT: Chairperson Frank Page and Members Tom Abbott, John Bullis, Tom Fronapfel, Juan Guzman, Bill Hoffman, Vern Krahn, Jerry Mather, and Dennis Ritchie

STAFF PRESENT: RTC Engineer Harvey Brotzman and Recording Secretary Katherine McLaughlin (T.A.C. 6/16/98 Tape 1-0001.5)

A. CALL TO ORDER AND DETERMINATION OF A QUORUM - Chairperson Page convened the session at 3:15 p.m. Roll call was taken. A quorum was present although Members Garcia, Loebeer, Robertson, and Weaver were absent. (NOTE FOR THE RECORD: Member Loebeer had purportedly indicated he would not be attending any more meetings. He is, therefore, no longer considered when taking roll.)

B. APPROVAL OF MINUTES (1-0012.5) - None.

C. AGENDA MODIFICATION - None.

D. PUBLIC COMMENT (1-2017.5) - None.

E. DISCUSSION AND POSSIBLE ACTION ON:

1. PRESENTATION BY JOHN LONG ON STATUS OF TRANSPORTATION PLAN (1-0013.5) - None.

2. DISCUSSION OF GOALS AND OBJECTIVES OF THE 1990 MASTER PLAN AND INCLUSION OF THEM IN THE 1998 PLAN (2-0001.5) - Mr. Brotzman explained how the 1990 goals and objectives had been prepared and recommended revising them to meet today's standards. Suggested additions were noted. **Member Hoffman moved to adopt all of the goals and objectives down to A-1f. Member Bullis seconded the motion.** Discussion indicated that A-1b should remain as revised as pedestrians and bicycles are addressed in A-5b. Following additional discussion Goal A was revised to read: Create a balanced and coordinated transportation system which efficiently utilizes all transportation modes. Member Hoffman suggested A-1a be split and that the second sentence become Policy A-1g. Member Krahn amended the new A-1g to read: Coordinate the implementation of the adopted transportation plan with all aspects of the open space program and land development. Discussion ensued on A-1d, the pros and cons to having 18-wheelers download, and the need to define residential neighborhoods. Policy A-1d was then revised to be: Discourage heavy truck traffic from going through residential neighborhoods by developing a system of arterial streets designed for truck traffic. Discussion described the City's relationship with NDOT and NDOT's compliance with City signage requirements. Clarification indicated that any revised policies in the document would supersede the original policy. **Member Hoffman amended his motion to approve all of the goals and objectives through A-1f as previously stated with the wording as proposed in Goal A; the splitting of A-1a; the addition of the wording to the split portion having to do with the open space program and land development; revised Policy A-1b; revised Policy A-1c; in Policy A-1d the wording to be to: Discourage heavy truck traffic; the new Policy A-1f and A-1g. Member Bullis concurred and requested clarification. Member Hoffman indicated Goal A was to read: Create a balanced and coordinated transportation system which efficiently utilizes all transportation modes. Member Bullis concurred. Motion carried 9-0.**

(2-0358.5) Following an extensive discussion of each item, consensus supported the following revisions to Objective A-2: Operate a streets and highway system that is safe and functional for all modes of travel; replace the original Policy A-2d with the revised Policy A-2d and correct the spelling of strategies; and eliminated Policy A-2e. Comments included a description of "T" intersections and traffic calming mechanisms; questioned the locations where Policy A-2d would be implemented; and defined Residential Office land use districts. **Member Bullis moved to approve Objective A-2 as modified after safe and functional to include "for all modes of**

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travel"; Policy A-2a, 2b, 2c; and the new 2e. Member Krahn seconded the motion. Discussion ensued on a suggestion to add "and safety" after progressive flow in Policy A-2c. Examples were cited illustrating both the need to design streets for safety and the need to comply with posted speed limits and traffic laws. The feasibility of making rural roads, the Bypass, and other highways safe for bicyclists and pedestrians was discussed. It was felt that these issues were addressed in another section. Discussion indicated that Goal A-2 should be to: Operate a transportation system.... **Member Bullis amended his motion to have Objective A-2 read: Operate a transportation system that is safe and functional for all modes of travel; Policy A-2a - Study and correct major... - is okay; A-2b - Provide and maintain traffic control systems... - is okay; A-2c - Operate traffic signals... - is okay; but in A-2d, the old policy is replaced by the proposed policy which reads: Where practical, implement traffic calming strategies; and that A-2e is eliminated.** Member Krahn concurred. Motion carried 9-0.

(2-0641.5) Following discussion, **Member Hoffman moved to approve Objective A-3: Provide for alternate modes of mass transit service; Policy A-3a: Develop a community-wide fixed route and demand responsive transit program; Policy A-3b: Promote and facilitate the appropriate development of rail transportation alternatives; and A-3c: Encourage and support state and regional ride share activities.** Member Mather seconded the motion. Motion carried 9-0.

(2-0822.5) Discussion explored the need to include all modes of transportation, questioned the need for on-street parking, traffic calming mechanisms, the need for a Traffic Operation Program to Improve Capacity (TOPIC) and safety study, the area considered in the downtown section, reasons for not considering costs when developing the plan, the definition of superblock and the feasibility of any plan to develop such blocks, the need to eliminate some of the crosswalks in the downtown area, and areas which are susceptible to the superblock concept. Comments indicated a clean draft would be provided for additional review/revision. **Member Bullis moved to approve Objective A-4: Improve Central Business District access and circulation; Policy A-4a remains as presented; Policy A-4b remains as presented; Policy A-4c remains as presented; add new Policy A-4d: Support a commercially viable downtown with pedestrian friendly emphasis; and add a new Policy A-4e: Support a downtown Traffic Operation Program to Improve Capacity and safety.** Member Guzman seconded the motion. Following discussion of Policy A-4a, **Member Bullis amended his motion to include the word facilities after parking in Policy A-4a so that the Policy reads "...parking facilities, street abandonments, signage...** Member Guzman seconded the motion and stepped out of the room--4:38 p.m. (A quorum was still present.) **Motion carried 7-1-1 with Member Krahn voting Naye** as he wished to have a broader study than the TOPIC study discussed and Member Guzman absent. Chairperson Page suggested he submit written comments for discussion/consideration at the next meeting. (Member Guzman returned--4:42 p.m. A quorum was present as noted.)

(2-1346.5) Discussion modified Objective A-5 to read: Coordinate transportation master plan with all City master plan elements. The purpose of Policy A-5a was explained and its need debated. Mr. Guzman asked the Committee to establish a mechanism whereby pedestrian and bike paths can be added to developed roadways. Mr. Brotzman explained the RTC funding restrictions which prohibit such retrofitting and storm drain amenities. General fund monies should be used for such programs. New facilities can include bicycle and pedestrian paths as part of the streets/roadways. Discussion indicated that some Open Space funds could be used for retrofitting although storm drain improvements may not be applicable. Member Krahn suggested a policy be developed whereby retrofitting with the use of General Fund monies would be encouraged in developed areas. Chairperson Page suggested written suggestions be drafted and presented to the Committee for discussion/action at the next meeting. No changes were made to Policy A-5a. Discussion amended Policy A-5b to be: Develop safe pedestrian and bicycle facilities and encourage development of a process whereby areas can be retrofitted to provide such amenities. Following additional discussion on the need for maintenance funding and whether the master plan should include such a policy/objective, Policy A-5c was revised to be: Develop adequate, ongoing funding sources for construction and acquisition of non-motorized networks. Comments also felt that the policy should encourage the establishment of a department or direction to a department to provide such maintenance. Policy 5d was suggested which would clarify which department is to be responsible for the maintenance of which projects and provide adequate funding for same. Reasons for including this policy in the plan were debated further. Again, Chairperson Page encouraged the Members to submit any revisions in writing prior to the meeting. No formal

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action was taken on this section.

Discussion ensued on the need to have a special meeting prior to July 7th which is the next regularly scheduled meeting and whether a quorum would be present for this special meeting. Mr. Brotzman indicated he would poll the members to see if a June 25 or 30th workshop could be held and that no action would be taken during that meeting. Concern was expressed about the need to include an element on the train. Discussion explored several alternative dates and locations.

Mr. Brotzman indicated an intent to provide a draft of the goals and objectives as discussed today for distribution by Thursday.

STAFF COMMENTS (2-0255.5) - Mr. Brotzman introduced Deputy City Manager Dan St. John. Each Committee Member/staff member introduced him/herself.

- 3. DISCUSSION BY COMMITTEE MEMBERS - NON-ACTION ITEMS (1-2021.5)** - None.
- 4. STATUS OF CURRENT RTC PROJECTS (1-2025.5)** - None.
- 5. DISCUSSION AND REVIEW OF PEDESTRIAN PLAN (1-2049.5)** - None.

6. FUTURE COMMITTEE ITEMS (1-2027.5) - Mr. Brotzman explained that Washoe County's Master Plan does not include a railroad element even though the Union Pacific transverses the County in two different locations. Washoe County does have a "goods movement element". Such an element may not be mandated for Carson City due to the short distance proposed for a railroad.

E. ADJOURNMENT (1-2051.5) - Member Guzman moved to adjourn. Chairperson Page seconded the motion. Motion carried unanimously. Chairperson Page adjourned the meeting at 5:15 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 June 16, 1998, Carson City Transportation Advisory Committee meeting

ARE SO APPROVED ON July 21, 1998.

/s/
Frank Page, Chairperson