

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the September 9, 2009 Meeting

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A regular meeting of the Carson City Regional Transportation Commission was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization on Wednesday, September 9, 2009 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Shelly Aldean
Vice Chairperson Russell Carpenter
Commissioner Robert Crowell
Commissioner Charles Des Jardins
Commissioner James Mallory

STAFF: Joel Benton, Senior Deputy District Attorney
Dan Doenges, Senior Transportation Planner
Kathleen King, Recording Secretary
Patrick Pittenger, Transportation Manager
Darren Schulz, Deputy Public Works Director - Engineering

NOTE: A recording of these proceedings, the commission's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are available for review, in the Clerk-Recorder's Office, during regular business hours.

A. CALL TO ORDER AND DETERMINATION OF QUORUM (6:13:11) - Chairperson Aldean called the meeting to order at 6:13 p.m. Roll was called; a quorum was present.

B. ACTION ON APPROVAL OF MINUTES - August 12, 2009 (6:13:40) - Chairperson Aldean noted a correction to page 3, and entertained a motion. Commissioner Crowell moved to approve the minutes, as amended. Vice Chairperson Carpenter seconded the motion. Motion carried 5-0.

C. MODIFICATION OF AGENDA (6:15:47) - None.

D. PUBLIC COMMENT (6:15:55) - None.

E. DISCLOSURES (6:16:19) - None.

F. CONSENT AGENDA (6:16:30) - Chairperson Aldean entertained requests to hear items separate from the consent agenda. Vice Chairperson Carpenter requested to hear item F-3 separately. Chairperson Aldean entertained additional requests and, when none were forthcoming, a motion to approve the remainder of the consent agenda. **Vice Chairperson Carpenter moved to approve the remainder of the consent agenda, items F-1 and F-2. Commissioner Mallory seconded the motion. Motion carried 5-0.**

F-1. ACTION TO APPROVE AMENDMENT 6 FOR CONTRACT NO. 0506-035, CARSON CITY COMMUNITY TRANSIT SERVICE OPERATIONS TO MV TRANSPORTATION, INC. FOR AN INCREASE BY THE AMOUNT OF \$12,745.00, TO BE FUNDED FROM OPERATING CONTRACT 225-3206-430-0331, AS PROVIDED FOR IN FY 2009 / 2010

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F-2. ACTION TO AMEND CONTRACT NO. 0809-212, "DESIGN AND CONSTRUCTION PLANS FOR THE REALIGNMENT OF SNYDER AVENUE" WITH PALMER ENGINEERING FOR AN INCREASE BY AN AMOUNT NOT TO EXCEED \$57,650.00, AND EXPAND THE SCOPE OF WORK DESCRIBED IN THE STAFF SUMMARY, AND EXTEND THE CONTRACT TERM

F-3. ACTION TO APPROVE AMENDMENT NO. 1 TO CONTRACT NO. 0809-123, STEWART STREET EXTENSION PROJECT, FOR AN INCREASE BY AN AMOUNT NOT TO EXCEED \$150,500.00, FROM THE RTC NORTH STEWART STREET EXTENSION ACCOUNT, AS PROVIDED IN FY 2008 / 2009 (6:17:13) - Chairperson Aldean introduced this item. Mr. Schulz reviewed the agenda report, noting extensive revisions to the project due to the "older residential neighborhood." He advised of having estimated "as best we could during the design phase," and that actual construction exceeded the project contingency. He noted having appeared before the commission, two months ago, regarding extension of the wall at Corbett School, "a \$65,000 addition," the costs for which will be divided with the School District. He reviewed other changes, as outlined in the agenda report, and responded to questions of clarification. Vice Chairperson Carpenter noted the original contingency of \$323,000, and expressed concern over the additional \$150,500. In response to a question, Mr. Schulz advised the additional \$150,500 will augment the original contingency amount.

Chairperson Aldean entertained public comment and, when none was forthcoming, a motion. **Vice Chairperson Carpenter moved to approve Amendment No. 1 to Contract No. 0809-123, Stewart Street Extension Project, for an amount not to exceed \$150,500 from the RTC North Stewart Street Extension account, as provided in fiscal year 2008 / 2009; fiscal impact is not to exceed an additional \$150,500, for a total of \$3,710,727.00. Commissioner Mallery seconded the motion. Motion carried 5-0.**

G. PUBLIC MEETING ITEMS:

G-1. INFORMATION REGARDING PROPOSED SERVICE CHANGES TO BLUEGO / JAC ROUTE 21X (SPOONER EXPRESS) BETWEEN CARSON CITY AND SOUTH LAKE TAHOE (6:22:48) - Chairperson Aldean introduced this item, and Mr. Pittenger reviewed the agenda report. Chairperson Aldean noted that the service began as a "trial program to determine the extent of the demand," and the appropriateness of adjusting the service accordingly. She entertained public comment; however, none was forthcoming.

G-2. ACTION TO DETERMINE THAT CONTRACT NO 0910-060 IS A CONTRACT FOR THE SERVICES OF A PROFESSIONAL ENGINEER; THAT THE SELECTION WAS MADE ON THE BASIS OF THE COMPETENCE AND QUALIFICATIONS OF THE ENGINEER FOR THE TYPE OF SERVICES TO BE PERFORMED AND NOT ON THE BASIS OF COMPETITIVE FEES AND, THEREFORE, NOT SUITABLE FOR PUBLIC BIDDING, PURSUANT TO NRS 625.530; AND TO APPROVE CONTRACT NO. 0910-060 WITH WINSTON ASSOCIATES, INC. TO PROVIDE DESIGN SERVICES FOR CARSON CITY FREEWAY LANDSCAPE PROJECT - PHASE 1 AND NORTH CARSON STREET MEDIANs THROUGH DECEMBER 31, 2010, FOR A NOT-TO-EXCEED COST OF \$234,658, WITH A CONTINGENCY AMOUNT NOT TO EXCEED \$24,000, TO BE FUNDED FROM THE RTC FREEWAY LANDSCAPING PROJECT FUND, AS PROVIDED IN FY 2009 / 2010 (6:25:30) - Chairperson Aldean introduced this item, and Mr.

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Schulz reviewed the agenda report. He acknowledged that previous insurance issues have been resolved. In response to a question, he advised that the contractor is providing landscape architects. Mr. Benton responded to corresponding questions of clarification pertinent to the recommended action. In response to a question, Park Planner Vern Krahn provided background information on subconsultants listed in the agenda materials. In response to a comment, he provided additional background information on Winston Associates, Inc. previous involvement with the City's open space master plan element, unified pathways master plan element, and downtown planning charrette. He noted that, other than Jeff Winston, the consultants are based locally. In consideration of the subject contract, Mr. Benton explained the statutory requirement to select the most qualified consultant and negotiate a fee.

In response to a question, Mr. Krahn advised of not having reviewed the project scope of work for some time. He expressed the belief there will be opportunities for public involvement "especially with the hardscape components." The landscape concept was submitted to the public process a number of years ago. Chairperson Aldean suggested involving citizens at large in the charrette process.

Chairperson Aldean opened this item to public comment. (6:33:35) GROW President Mary Fischer advised that 11 years had passed "since we first started this ..." She expressed appreciation "that we're getting to the contract." She expressed an interest in a great deal of public involvement, and discussed a possible format for the same. She expressed excitement over seeing "what we've been talking about all this time come to fruition." Chairperson Aldean thanked Ms. Fischer for her dedicated advocacy over the years.

Chairperson Aldean entertained a motion. **Vice Chairperson Carpenter moved to determine that Contract No. 0910-060 is a contract for the services of a professional landscape architect; that the selection was made on the basis of competence and qualifications of the landscape architect for the type of services to be performed and not on the basis of competitive fees and, therefore, not suitable for public bidding, pursuant to NRS 625.530; and to approve Contract No. 0910-060 with Winston Associates, Inc. to provide design services for the Carson City Freeway Landscape Project, Phase 1 and North Carson Street Medians through December 31, 2010, for a not-to-exceed cost of \$234,658, with a contingency amount not to exceed \$24,000, to be funded from the RTC Freeway Landscape Project fund, as provided in fiscal year 2009 / 2010. Commissioner Mallery seconded the motion. Motion carried 5-0.**

G-3. DISCUSSION REGARDING COMMENTS RECENTLY RECEIVED ADDRESSING PHASE II OF THE ROOP STREET WIDENING PROJECT (6:36:33) - Chairperson Aldean introduced this item, and noted the intent to provide clarification of the Roop Street Widening Project and the reason for removing bike lanes from a portion thereof. Mr. Pittenger provided background information on the project, and reviewed the agenda report. At Chairperson Aldean's request, Mr. Krahn provided background information on development, and an overview, of the unified pathways master plan element.

Chairperson Aldean opened this item to public comment. (6:45:46) Jeff Moser, of Muscle Powered, discussed the importance of Roop Street to bicyclists as the only north / south route "that gets you all the way through Carson besides Highway 395." In addition, "there's not a lot of other safe routes that aren't way out of the way." He explained he is currently a "full-time bicycle commuter," and reviewed the route he uses to "get home at 5:00," which includes the requirement to "zip across Highway 50 into a parking lot because there's not a safe route across Highway 50 without going a mile down the road ... to Saliman, and going over to the west side really isn't feasible either." In response to a question, Mr. Pittenger advised

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that earlier references to capacity were pertinent to automobile traffic, in a north / south movement, parallel to Carson Street. Mr. Moser inquired as to an alternate bicycle route “that’ll get us north to south, up to the shopping centers, Wal-Mart, and down to the library, that’s something safe [to] recommend for families.” Mr. Krahn noted the City’s development pattern, and advised that the unified pathways master plan element has “very solid east / west connections. North / south is problematic. We have identified some north / south connectors,” one of which is Mountain Street. Another is Saliman Road, “but, again, you have to weave your way up through some of the neighborhoods” as there is no direct route from downtown Carson City. “With the different streets and the development patterns and the small rights-of-way that we have, it becomes very difficult to make that work in that section of town that we believe is safe ...” Mr. Krahn noted the many and various traffic movements along Roop Street, particularly in the area of the library, the community center, Bank of America, and the intersection with Highway 50 East.

Chairperson Aldean provided an overview of the downtown redevelopment plan to narrow Carson Street to two lanes and dramatically widen the sidewalks. She acknowledged this “may not help the cycling community but it will help the pedestrian community because we hope to create a more pedestrian-friendly downtown.” She noted that, by diverting traffic volumes from Carson Street to Roop Street, Stewart Street, and Curry Street, “we are basically enhancing the walkability of the downtown area.” Mr. Moser suggested the importance of encouraging people to walk “from their houses to the downtown area and ride their bicycles down there too.” Chairperson Aldean provided background information on the railings installed along Carson Street “to lessen the intimidation factor because of the truck traffic ...” The downtown redevelopment plan “takes it a step further. By widening those sidewalks, reducing the number of vehicles traveling on Carson Street, removing ... all of the through truck traffic to the bypass, we’re going to create a more ... pedestrian-friendly and more usable downtown which will, in turn, facilitate the movement of pedestrians from the various neighborhoods adjacent to the downtown area.” Mr. Moser expressed agreement, but noted the importance of residents being able to access the downtown. He advised that he lives in the Northridge subdivision. He further advised that many bicycle commuters “have the same type of issues.”

Mr. Krahn explained that the unified pathways master plan element, in conjunction with the downtown redevelopment plan, identifies Highway 395, from the North Carson Street exit all the way to Spooner Summit, with the potential for bicycle lanes once the freeway is completed. “That’s the beauty ... of the freeway coming in ...; that we will have a lot more opportunities to re-look at our street system and our capacities on our streets and our right-of-way issues and some of these other things to be able to implement some other things that will be safer for the biking community.”

(6:53:02) Dan Allison advised he has “the same zig zag story” as many other cyclists. He described the route he took to get to this meeting, and noted the community center, aquatic facility, Mills Park, and the library as “one of the hearts of Carson City.” He suggested “there is opportunity to change,” and expressed an interest in the City exploring the opportunity. He noted many changes since original design of the Roop Street Widening Project, including that pedestrian and bicycle modes of transportation are increasing. “We’re no longer in a ‘cars first and only’ culture. We’re in a culture where we recognize that all modes deserve respect and facilities. ... we can’t continue driving as much as we did in the past.” Mr. Allison expressed uncertainty as to the reasons “the two lanes north of Beverly need four lanes from Beverly south.” He suggested that the Stewart Street extension will divert some of the traffic from Roop Street.

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He further suggested that “the right-of-way is a problem because you’re seeing it as ‘this is four lanes. How are we going to fit four lanes in and still put other facilities in?’” He reiterated the inquiry as to the necessity for four lanes, and requested staff’s input.

Mr. Pittenger explained there are “issues on Roop Street during peak periods around U.S. 50” “even in our base model.” In addition, all of the forecasting models indicate a shift in traffic volumes to parallel facilities, including Roop Street, once Carson Street is narrowed. Mr. Allison reiterated his inquiry as to the “Beverly to Washington piece. Why is there foreseen to be a lot more traffic on that piece that is not present to the north of there?” Chairperson Aldean noted an additional segment, from Washington Street to Highway 50 East, and advised that a discontinuity would remain “even if you were able to put bicycle lanes on a segment from Highway 50 to Beverly.” She suggested staff would be willing to meet with any of the Muscle Powered members or other interested citizens to discuss creative solutions and ideas. She advised that the Roop Street Widening Project was submitted to a “very lengthy and ... cumbersome public input process.” She emphasized that the design is “not static,” but suggested a certain degree of reluctance to make radical changes at this point, especially in consideration of the opening of the next segment of the freeway to Fairview Drive and the anticipation that traffic patterns will continue to change. She further suggested there may be opportunity to further address the discontinuities in the unified pathways master plan element “as we see traffic patterns adjust ...” She encouraged the Muscle Powered members and other interested citizens to carry on a dialogue with staff.

(6:58:49) Anne Macquarrie, a member of Muscle Powered, advised of having “carried on extensive dialogue with staff over a number of years” and of a familiarity with the unified pathways master plan element. She acknowledged that traffic conditions change, but pointed out that design standards also change. She advised of having ridden her bicycle in cities with “much older street systems ... , but they have very proactive, creative transportation professionals who have come up with ways around those neck points and constrictions.” She respectfully suggested that the unified pathways master plan element is a living document. She advised that the “field of providing urban bicycle facilities ... has evolved” since adoption of the unified pathways master plan element. She suggested that the inability to put bicycle lanes on Roop Street “because it’s dangerous, because we have an urban street system,” may be technically incorrect. She noted that the unified pathways master plan element consists of “lines on a map” as well as policies. She expressed the belief that the Roop Street Widening Project “is not particularly consistent with the policies” of the unified pathways master plan element, some of which she read into the record. She suggested that “if this plan was really being followed, when this kind of design is being done, those kinds of policies would be looked at and we would be making a real effort to follow those policies.”

(7:02:52) At Commissioner Mallory’s request, Mr. Allison clarified some of his comments relative to bicycle access to the community center.

(7:02:56) Jean Bondiett, a member of Muscle Powered, advised of having participated in development of the unified pathways master plan element and of having reviewed the Roop Street Widening Project as a former member of the Shade Tree Council. “Since there are bike paths, both north of the project area and south of the project area on Roop Street, I fail to see the rationality of having bike paths just go away in this project area. Also the fact that the community center, the aquatic center, a City park, the library, everything that’s right here in the center and you’re limiting access to it to a good part of the population, probably more as bicycles become more popular and gas gets more expensive.” She expressed the belief that Stewart Street will be the “major ... alternative to Carson Street” for north / south automobile travel.

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(7:04:45) Marcus Marchegger, a downtown business owner, advised that the “Roop Street connector is very critical, a very important part of the City as far as being able to get downtown on a bike from that area. If you have to go east and go around to the freeway and then go up, say William Street, to stay on a bike path, that kind of blows the deal. If we’re trying to attract people to go downtown, ... we’re going to put all this effort into making downtown nice and a nice walking area. Wouldn’t it be much nicer to get down there on a bike?” He discussed the bicycle accessibility of Davis, California, his family’s former residence. “That particular portion of Roop Street ... is really critical to cyclists as far as making it convenient. And also, it opens up the world ... to the younger people who want to go to Wal-Mart ...” He reiterated the Roop Street route as critical “not only for vehicles but also for cyclists.” He expressed the opinion that “just taking Roop Street to get downtown on a bicycle would be a huge plus for the community.”

Chairperson Aldean called for additional public comment and, when none was forthcoming, thanked the citizens for their attendance and participation. She described a number of potential alternative configurations for the intersection of Roop and Washington Streets, and noted the safety considerations associated with numerous vehicle points of entry at said intersection. In response to a question, Mr. Pittenger advised that plans are in the process of being finalized. As presented to the commission at a recent meeting, “the portion from Roop Street west to the first driveway on the south side will be a one-way section, westbound only. The driveway entrance to the library will be moved slightly to the west ... to provide for the reconfiguration of the parking lot.” Chairperson Aldean discussed the possibility of relocating the library, and noted this would have “a fairly dramatic effect on the traffic movements and the volume of traffic using that section of Roop Street.” She noted that the subject item was agendized for discussion only and recommended that the “dialogue continue.” She commended the Muscle Powered members on their commitment to making Carson City a more bike-able community. She suggested that additional input would likely yield a creative solution.

In response to a question, Mr. Pittenger advised there are currently bike lanes on Roop Street from Fifth Street “to the south.” There are no striped bike lanes on Roop Street north of Fifth Street. In response to a further question, Mr. Pittenger explained that phase 1 of the Roop Street Improvement Project included the section between Winnie Lane and Beverly Drive. Phase 2 includes the section between Beverly Drive and between Washington and Robinson Streets. Phase 3 “will take you from that point down to Fifth Street.” In response to a further question, Mr. Pittenger explained the concept of shared travel lanes. “One of the elements to consider is the width of the lane that would be provided.” In response to a further question, Mr. Pittenger advised that the City “aims for a five-foot width” when constructing bicycle lanes.

(7:13:40) In response to a question, Mr. Allison advised that the ASHTO Guide to Design of Bicycle Facilities “makes ... strong recommendations about bicycle facilities, the width of lanes, and where you put them and don’t put them, and what the criteria are for sharing.” He advised of not having found any corresponding state statute. He discussed a trend toward consideration of shared facilities “more so than painted bike lanes.” Chairperson Aldean noted the benefits of having the library, the community center, the aquatic facility, and Mills Park in one area, but also noted the potential liability in consideration of “so many turning movements ... and points of entry.” In response to a question, Mr. Allison advised that the ASHTO guidelines have “a general sense that the more intersections, the more time you have to spend designing something that works for that situation.” He further advised that intersections and turning movements pose the greatest risk for bicycle / automobile accidents.

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Commissioner Des Jardins expressed appreciation for the citizens' attendance and participation. Chairperson Aldean called for additional public comment and, when none was forthcoming, entertained additional questions or comments of the commissioners. Commissioner Crowell inquired of Mr. Allison as to whether he would summarize his concerns as "a safety issue or ... a dedication of the right-of-way issue." (7:19:36) Mr. Allison advised that his main emphasis is transportation, especially in consideration of his position as Safe Routes to Schools Coordinator. "Short distances, short times are a benefit ..." He advised that he is comfortable sharing almost any roadway. In consideration of trying to encourage "people of widely varying abilities to bicycle, including families, there is a different sort of facility that's necessary." Mr. Allison advised that many people are not comfortable riding in traffic and sharing a travel lane with an automobile and "will stay away from those kinds of roadways." Chairperson Aldean again thanked the citizens for their attendance and participation, and encouraged continued dialogue.

H. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS:

H-1. SENIOR CITIZENS WILL CONTINUE TO RIDE JAC FOR FREE THROUGH FY

2010 (7:20:58) - Chairperson Aldean introduced this item, and Mr. Pittenger reviewed the September 9, 2009 memo included in the agenda materials. Chairperson Aldean emphasized "this is not for paratransit. This is for the regular bus service only." She entertained public comment; however, none was forthcoming.

H-2. TRUCK RESTRICTIONS ON CARSON STREET (7:22:12) - Chairperson Aldean

introduced this item. Mr. Pittenger reviewed the September 9, 2009 memo and the attached letter, dated August 25, 2009, signed by NDOT Director Susan Martinovich. In response to a question, Mr. Pittenger advised that NDOT Traffic Information Division Chief Mike Lawson had anticipated a six-month time frame for receiving a response from the Federal Highway Administration. Chairperson Aldean entertained public comment; however, none was forthcoming. In response to a question, Mr. Schulz advised that the request will have to be submitted to the Federal Highway Administration in Washington, D.C.

H-3. STREET OPERATIONS REPORT (7:24:15) - Chairperson Aldean introduced this item

and referred to the September 9, 2009 memo included in the agenda materials. She called for public comment; however, none was forthcoming. Mr. Schulz provided a status report on the slurry seal operations. Chairperson Aldean offered an article to Mr. Schulz and Mr. Pittenger regarding the 3M grant program. Commissioner Des Jardins commended the tree trimming crews. Vice Chairperson Carpenter commended Public Works Department staff on beginning work at the Baker and Colorado Streets intersection. In response to a question, Mr. Pittenger provided a status report on JAC transit system advertising. He responded to additional questions regarding access from the Southgate apartment complex to the shopping center across Fairview Drive.

H-4. PROJECT STATUS REPORT (7:30:40) - Chairperson Aldean introduced this item and

referred to the September 9, 2009 report included in the agenda materials. In response to a question, Mr. Schulz provided background information regarding the Rhodes Street at Curry Street project. He acknowledged the anticipation of full reimbursement once the property is marketed for sale. In response to a further question, he advised that the City currently has permission to construct. In response to a question regarding the Fairview Drive Widening - Freeway to Roop Street project, he offered to add the landscape budget. Chairperson Aldean opened this item to public comment; however, none was forthcoming.

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H-5. FUTURE AGENDA ITEMS (7:33:30) - Mr. Pittenger reviewed the tentative October commission agenda.

I. ACTION ON ADJOURNMENT (7:34:29) - Commissioner Crowell moved to adjourn the meeting at 7:34 p.m. Vice Chairperson Carpenter seconded the motion. Motion carried 5-0.

The Minutes of the September 9, 2009 Carson City Regional Transportation Commission meeting are so approved this 14th day of October, 2009.

SHELLY ALDEAN, Chair