

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, February 9, 2005, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, that began immediately after the Carson Area Metropolitan Planning Organization meeting that began at 5:30 p.m.

PRESENT: Chairperson Richard S. Staub and Commissioners Shelly Aldean, Charles Des Jardins, Larry Hastings, and Michael Zola

STAFF PRESENT: Development Services Director Andrew Burnham, Deputy City Engineer John Flansberg, Transit/Transportation Planner Michael Dulude, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (CAMPO 2/9/05 Tape 1-0010)

I. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:30 p.m. Roll call was taken. The entire Board was present, constituting a quorum. Chairperson Staub welcomed Members Hastings and Johnson.

J. APPROVAL OF MINUTES - October 13, 2004; November 10, 2004; and December 8, 2004 (1-0023) - Commissioner Aldean moved to approve. Commissioner Zola seconded the motion. Motion carried 5-0.

K. AGENDA MODIFICATIONS (1-0030) - None.

L. PUBLIC COMMENTS (1-0036) - None.

M. DISCLOSURES (1-0040) - None.

N. PUBLIC MEETING ITEMS (1-0042)

N-1. DISCUSSION AND ACTION TO ELECT CHAIRPERSON AND VICE CHAIRPERSON FOR THE REGIONAL TRANSPORTATION COMMISSION FOR THE PERIOD OF TIME FROM FEBRUARY 9, 2005, UNTIL THE FIRST MEETING IN THE YEAR 2006 (1-0042) - Commissioner Aldean indicated a need for continuity and moved to appoint Commissioner Staub as the Chairperson for RTC and Commissioner Des Jardins as the Vice Chairperson for RTC. Commissioner Zola seconded the motion. Motion carried 5-0. Chairperson Staub congratulated Vice Chairperson Des Jardins on his appointment.

N-2. DISCUSSION AND ACTION ON RECOMMENDATION TO SUPPORT THE INDEXING OF GAS TAXES IN CARSON CITY (1-0052) - City Manager Linda Ritter explained the proposal and reasons for supporting the Tri-County Legislative Coalition's requested bill draft. It will allow a community to increase the gas tax at either the Western Urban Consumer Price Index rate or to a cap of 4.5%, whichever is less. Washoe County had obtained the electorate's approval of the concept prior to its implementation. The proposed bill draft will require electorate approval prior to implementation in the smaller rural counties. Discussion pointed out that gas taxes have little impact on the price of gas. The world market and oil prices have a major impact on the gas prices. The example of Walmart in Douglas County and

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Costco in Carson City was used to illustrate this point. Comments indicated that gas taxes have never decreased. In order for a decrease to occur, a negative consumer price index would have to be encountered. It is possible, however, for the tax to be decreased if a negative consumer price index is encountered. Ms. Ritter was uncertain of the total area included in the Western Region and indicated that she would furnish this information to the Commission. She believed it included populations above and below 50,000. Public comments were solicited but none were given. Commissioner Zola moved to pass a motion to support the indexing of the gas taxes in Carson City based on the Western CPI or the CPI that reflects the size and area of Carson City, this motion will have to go to the voters for final approval. Commissioner Aldean seconded the motion. Commissioner Des Jardins explained his desire to have additional information before approving the request. He indicated that he would vote against the motion for that reason. He understood the CPI but needed more information. He agreed that indexing is the proper way to go but felt that the request was premature. Ms. Ritter indicated that it would be nice to have the Commission's approval at this time but that the request could wait until the bill draft is completed. Commissioner Des Jardins expressed a desire to wait until the bill draft is completed. Commissioner Zola withdrew his motion and Commissioner Aldean withdrew her second. No formal action was taken.

N-3. DISCUSSION AND ACTION TO DIRECT STAFF TO PROCEED WITH FINAL DESIGN AND CONSTRUCTION OF THE EXPANSION AND REALIGNMENT OF THE CLEARVIEW DRIVE-CARSON STREET (U.S. HIGHWAY 395) INTERSECTION INCLUDING MAKING AN OFFER TO ACQUIRE BY PURCHASE 111 CLEARVIEW DRIVE (APN 009-161-01), APPROXIMATELY 0.23 ACRES (1-0222) - Development Services Director Andrew Burnham explained staff's desire to take advantage of the opportunity and move forward with the economic activity in the area. Deputy City Engineer John Flansberg explained the proposed realignment. Discussion indicated that the proposal does not widen the street to the second entrance into the former Walmart site. The concept aligns the left turn lanes with Carson Street and provides a straight through lane and right turn lane. Chairperson Staub asked staff to include the west side of Clearview in the redesign due to the traffic impact created by Casino Fandango. Mr. Burnham indicated that this portion of the intersection was part of the summer street maintenance project. The two projects will be done at the same time as the mill and overlay of Saliman and Fairview. Commissioner Aldean disclosed her ownership of the shopping mall. She also indicated that she is not representing Max Baer or the bank's portions of the shopping center. Traffic patterns created by individuals wishing to avoid the intersection were described. She urged staff to retain the shopping center's entrances. Mr. Flansberg explained the proposed project which would widen the street and provide a turning lane into the center. The street's crown will be removed. He also indicated that it may be possible, if enough right-of-way is available, to eliminate a left turn lane and provide a second travel lane. The pulverization and regrade of the street will be a "few hundred feet past the last driveway" to the former Walmart site. This will connect to the section that was improved previously. It is in excellent shape.

Mr. Burnham indicated that there is a \$604,000 appraisal for the property. The owner has expressed a willingness to accept the appraised value. Public comments were solicited. Commissioner Aldean recused herself. Commissioner Des Jardins indicated that the property owners under discussion were Pete and Laurie Livermore and that Mr. Livermore is a member of the Carson City Board of Supervisors. Commissioner Des Jardins indicated his support of the project. Commissioner Des Jardins moved to direct staff to proceed with the final design and construction of the expansion and realignment of the Clearview Drive-Carson Street, U.S. Highway 395, Intersection including making an offer to purchase 111 Clearview Drive, which is approximately 0.23 acres; fiscal impact is \$1,000,000; and the funding source is the RTC Road Construction.

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Commissioner Hastings seconded the motion. Discussion ensued between the Commission and Mr. Burnham regarding the possibility of having the property owners participate in the project. Mr. Burnham indicated that discussions are going on with the property owners. Commissioner Aldean explained her belief that the improvements would assist in exiting the site but not entering it. Mr. Burnham felt that the improved intersection would assist west bound traffic crossing Carson Street. Justification for doing the project now was based on the ability to add it to the street maintenance project and having a willing seller. The motion was voted and carried 4-0-1 with Commissioner Aldean abstaining.

N-4. DISCUSSION AND ACTION TO APPROVE REVISION OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO REFLECT AUDITED FIGURES FOR FISCAL YEARS 03-04 AND TO UPDATE THE PROJECTS PLANNED FOR THE NEXT FIVE YEARS (1-0485) - Development Services Director Andrew Burnham explained the revisions. Commission comments noted the improvements between Koontz and Clearview on Curry, the Forest Service's paved parking area, and the effort to obtain a portion of the Forest Service area for extension of Stewart Street. Mr. Burnham felt that additional discussions will occur in the next 60 days and that the Forest Service would not add the cost of the paving to the price of the property. Public comments were solicited but none were given. Commissioner Zola moved to approve revision of the transportation improvement program to reflect audited figures for fiscal years 03-04 and to update the projects planned for the next five years based on the spread sheet that was submitted. Commissioner Des Jardins seconded the motion. Commissioner Aldean indicated that she would abstain due to the inclusion of Clearview in the list of projects. The motion was voted and carried 4-0-1 with Commissioner Aldean abstaining.

N-5. DISCUSSION OF PROPOSED ROUNDABOUT AT THE INTERSECTION OF HOT SPRINGS ROAD AND ROOP STREET AS PART OF THE WALMART DEVELOPMENT (1-0575) - Deputy City Engineer John Flansberg explained the conceptual design and reasons for recommending a round-about at this location. Discussion elaborated on the reasons a roundabout was recommended at this location even though the developer had originally opposed it. Chairperson Staub urged staff to make the travel lanes wider than the roundabout's travel lanes at Fifth and Edmonds. RTC Engineer Harvey Brotzman explained that the Fifth and Edmonds roundabout was designed for a speed of 17 miles per hour. The aprons are designed to handle heavy trucks. The Lumos and Associates consultant, who had designed the roundabout, is from Florida and is considered a renown expert on roundabouts. Mr. Flansberg explained the challenges encountered with the Fifth Street and Edmonds roundabout which would not be at the Hot Springs and Roop roundabout. He also indicated that a water line will be installed to the center of the roundabout. Low maintenance landscaping that is low ground cover with some boulders may be planted there. It will be weed free. Commissioner Des Jardins indicated his dislike of the Fifth Street and Edmonds roundabout. Discussion noted that the two roundabouts were comparable only in so far as they are both roundabouts. The size of the Hot Springs and Roop roundabout and the challenges with aligning the intersection to provide a better angle were limned. Commissioner Zola suggested that truck traffic be removed from Hot Springs Road and directed to use College Parkway. The Roop will be a nightmare during peak commute hours. Mr. Brotzman pointed out that there are fewer trucks on the road during peak periods with the exception of pickups/commuter trucks. A "Fed Ex" truck was cited as a potential exception. It was felt that the Fed Ex truck would be servicing the businesses in the vicinity. Chairperson Staub felt that Commissioner Zola's point is that the removal of large trucks will make the roundabout work better. Roop Street is a main thoroughfare and an alternative to Carson Street. The backup experienced at Fifth and Edmonds was cited to support his contention that the roundabout could become gridlocked. Walmart and the current traffic on

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Roop Street may encounter the same problem. Roundabouts may work in residential areas. Mr. Brotzman explained that there will be a signal at Northridge and Roop and at Roop and College Parkway. They may eliminate some of the impact experienced at Fifth and Edmonds. The signals are not at the optimum distance for signal placement. Chairperson Staub suggested that staff conduct a traffic count during peak hours and have the “guru” of roundabouts analyze the traffic flows before mandating a roundabout. Mr. Brotzman explained that the traffic figures provided by Walmart’s consultant had been analyzed and indicated that the intersection will operate at a C Level, which is acceptable. Mr. Flansberg suggested that staff review that portion of the report, compare it with having the two signals in place and with having three signals that close together, and determine the service level. Roundabouts move more cars through an intersection than signals. Congestion problems in that area are primarily caused by vehicles on Roop and Northridge rather than at Roop and Hot Springs. Chairperson Staub questioned whether the roundabout would put more cars at the signals than having a third signal. He felt that it lacked the ability to synchronize the traffic flow. More information is needed for the Commission to support the project. He also pointed out that the roundabout does not provide any cost savings. Mr. Flansberg agreed that the only long term savings is in electrical costs. The traffic control device will, however, carry more traffic than a signal during the same period of time. Dual left turns at College Parkway and Roop will increase the traffic flow. There is more room between that intersection and the proposed roundabout for traffic to stack. Chairperson Staub reiterated his request for additional information. Discussion explained that the roadway will be at the property line at the Basque Deli. Commissioner Zola expressed his hesitancy in approving a roundabout at the proposed location. He suggested that the segment of Hot Springs Road that is to be abandoned be used as a “flare off” to reach Walmart. Mr. Flansberg explained that the developer has already developed his plans and is grading. The proposal is the one they are developing. He did not believe the developer could go back and revise the plan at this time to allow public access to the site from Hot Springs Road. The intersection has been the hardest part of the plan. The signal did not work so they came back with the roundabout. The item was agenzized for Commission discussion only. Staff was directed to bring the item back with more information.

Russ Carpenter indicated his concern is with the truck traffic and, specifically, the right turning movements. He was uncertain whether a tractor and trailer will be able to negotiate the roundabout. His experience with the Fifth Street and Edmonds roundabout in a tractor with a trailer indicated that they have less trouble negotiating the roundabout during peak hours than cars do. It is challenging. Every inch of clearance provided by the intersection is used by the trucks going through it. He urged staff to be cognizant of this width when designing the Roop and Hot Springs intersection. He also felt that the Roop and Hot Springs intersection has too much traffic for a roundabout. He preferred a signal. Additional public comments were solicited but none were given. Chairperson Staub ruled the item deferred for additional study. No formal action was taken or required.

O. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) (1-0995)

O-1. REQUEST FOR A SOUND WALL ON COLLEGE PARKWAY FROM NORTHGATE LANE TO DIAMOND AVENUE - Deputy City Engineer John Flansberg explained the two requests he had received from different residents asking for a sound wall. He had explained to them the reduction in traffic that will occur when the freeway opens. Commissioner Zola questioned the status of the South Graves Lane sound wall. The residents in that area had allegedly submitted a petition and signed documents providing the ability to install one. He did not want to promise a sound wall to another area before addressing this one.

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Mr. Flansberg explained that the Northgate/Diamond Avenue residents were advised that a sound wall is included in the project listing, however, it has not been prioritized on the five year projects list. He had told them that their sound wall would not be prioritized before that wall is constructed. No formal action was taken or required.

O-2. FUTURE AGENDA ITEMS (1-1033) - Commissioner Aldean requested the closure of Bowers and Sunrise be reconsidered as two of the three constructions projects that had been used to justify the closure have been completed. She asked staff to analyze how the traffic patterns have changed as some people are "a little indignant" about the closure of public streets, specifically, when taxpayers are maintaining the streets. She did not believe that the Graves-Arrowhead connection will occur soon. No formal action was taken or required.

P. ADJOURNMENT (1-1052) - Commissioner Aldean moved to adjourn. Commissioners Des Jardins and Zola seconded the motion. Motion carried unanimously. Chairperson Staub adjourned the meeting at 8:20 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 February 9, 2005, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON _____ March 9 _____, 2005.

/s/

Richard S. Staub, Chairperson