

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, August 10, 2005, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, immediately following the regularly scheduled meeting of the Carson Area Metropolitan Planning Organization that began at 5:30 p.m.

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

STAFF PRESENT: Deputy City Engineer John Flansberg, Senior Deputy District Attorney Michael Suglia, RTC Engineer Harvey Brotzman, Transportation/Transit Planner Michael Dulude, and Recording Secretary Katherine McLaughlin (RTC 8/10/05 Tape 1-0013)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Board Action Report and/or supporting documentation. Staff members making the presentation are listed after the Item's heading. Any other individuals who spoke are listed immediately following the staff listing. 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.

I. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 6:04 p.m. Roll call was taken. The entire Commission was present constituting a quorum.

J. APPROVAL OF MINUTES (1-0020) - None.

K. AGENDA MODIFICATION (1-0024) - None.

L. PUBLIC COMMENT (1-0029) - None.

M. DISCLOSURES (1-0035) - Commissioner Zola explained that he had been contacted by a Bob Thrower regarding the signal that is to be installed at Arrowhead and North Carson Streets. Deputy City Engineer John Flansberg indicated that Palmer and Lauder Engineering and the Hospital are responsible for its installation. It has a September 30th completion date. Some of the "Led" items for the signal may push the date beyond September 30. Commissioner Hastings explained that he had been contacted by a Duane Sousa who questioned the lack of speed limit signs on Clear Creek Road in the vicinity of Costco. Vista Grande is signed for 50 miles per hour. He felt that the speed limits need to be posted and lowered. Transportation/Transit Planner Michael Dulude indicated that Carson City maintains the roadway to Vista Grande. Staff will look into it. No formal action was required or taken on either item.

N. PUBLIC MEETING ITEMS:

N-1. DISCUSSION AND ACTION REGARDING TRAFFIC CONTROLS AT BOWERS LANE AND SUNRISE DRIVE AT ARROWHEAD DRIVE (1-0065) - Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, Michael Anderson, Bob Reardon, Bob Hoss, Roger Rakow, Greg Harshaw, Karlene Johnson, Scott McDaniel, Laura Palotas, Alice Heftly, George McMaster, Kimberly Raty - Chairperson Staub welcomed the audience and described the meeting's protocol. Mr. Flansberg highlighted

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the staff report. Mr. Brotzman explained the traffic counts. Discussion explained the developments that had occurred along Arrowhead, the realignment of Goni Road, and the extension of Graves Lane. Graves Lane and Goni Road improvements were felt to have removed traffic from Arrowhead. Justification for staff's decision to not make a recommendation to the Commission was explained. Mr. Flansberg advised that a valley gutter had been installed in Bowers which may slow the traffic. Additional signage should be installed. Before Bowers was closed it had 850 cars a day. Today, Mountain Street has two times that amount. He also explained that staff would not have recommended closing Bowers. Alternatives could have been used to reduce/slow the traffic, i.e., the valley gutter which solved the drainage problem. Better connectivity is provided when roads are extended as planned and sections are not closed. The safety concerns could have been mitigated with other alternatives. The barricades are "unsightly". Internal traffic needs a second access into the area. He felt that crossing Highway 50 is not always a safe course for the residents. The signal at Arrowhead and Highway 50 is a safer traffic movement. Bowers should be opened and monitored. Other solutions need to be considered. They should include traffic calming mechanisms. Commissioner Aldean pointed out that truck traffic could be prohibited and the Sheriff's Office would enforce the prohibition. Mr. Flansberg was uncertain where the originally proposed three-way stop was to have been located.

Chairperson Staub then solicited public comments. He reminded the public to keep their comments brief and not repeat the comments others make. He then highlighted Robert F. Stanford's letter opposing opening Bowers Lane to through traffic. Mr. Flansberg indicated he had received a letter from Douglas and Ann Teixeira who supported keeping it closed. A letter from Manager Doug Hill of Carson Truck and Auto supported the local residents' requests that the street remain closed.

Mr. Anderson gave the Board and Clerk a copy of his comments and survey. (A copy is in the file.) He felt that the Commission was failing to consider the new businesses located on Goni and Arrowhead and their traffic. All of the residents on Sunrise and 15 of the 20 on Milliman oppose opening the roadway. The Graves Lane-Arrowhead connector roadway has not been constructed/opened. His personal traffic survey of the number of left turning vehicles going to Centennial was limned. It indicated that an average of one car every three to four minutes made the turning movement. He believed that traffic will instantly commence using the neighborhood to reach Arrowhead if the barricade is removed. Sunrise was not constructed for that volume of traffic. It does not have curbs, gutters, or sidewalks. The sound barrier on Arrowhead Drive should be constructed as promised when it was paved. A gated access for Bowers and Sunrise should be provided. Permanent barriers should be constructed after consulting with the residents to determine the location. Barriers should be constructed to prohibit "lost" drivers from using the residents' driveways for turnarounds. The northern portion of Sunrise could then be abandoned to the property owners who could sign it as a private drive and gate it.

The audience was polled to determine how many wanted to keep the barriers and who were for removal of the barriers. An overwhelming majority of the audience wanted the street kept closed.

Mr. Reardon thanked Commissioner Aldean for her email responses. His route to the golf shop at the Eagle Valley Golf Courses was described. He felt that a signal is needed at Arrowhead and Bowers. Bowers is a City owned street. Discussion indicated that the City maintains it. Mr. Reardon explained that as a taxpayer, he felt he should be allowed to use a City owned and maintained street. He indicated that he lived on Nye Lane on a "cross" street.

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Mr. Hoss explained that he works at Empire Ranch Golf Course. He does not have a problem getting onto Highway 50 from Nye nor accessing Highway 50 from Empire Ranch Road. The street should remain closed for safety reasons. The neighborhood should not be overrun with through traffic.

Mr. Reardon also felt that the barricade allows the residents living there to access/egress onto Arrowhead.

Mr. Rakow felt that the closure was done to address safety issues. He also explained the auto fumes they had contended with before the closure. The street is narrow. There are no trails/sidewalks for the children to ride their bikes. It was not safe for the children to play in the street when it was open. The individuals wanting to make left turns have to wait ten minutes before accessing/egressing the area. It was a small inconvenience for the residents compared to the safety closure of the streets provides. Discussion indicated that he did not believe the valley drain slowed the traffic. He also felt that the sharp curves had not slowed the original traffic. The auto/truck fumes had stopped when the street was closed.

Mr. Harshaw explained that his father-in-law is legally blind. His in-laws like the area as they can walk around it safely. He had observed cars racing on the street on three separate occasions since moving there on July 20. When the drivers learned it is a deadend, they raced back out the way they came in. The drainage ditch does not slow the cars. He wanted to keep the barricades and the roads closed. He had allegedly been told by both the realtor and seller that the road was permanently closed. He had not been told that it would be permanently closed by anyone from the City.

Ms. Johnson had purchased her home in 1986. She lives at the stop sign at the intersection of Bowers and Nye. A list of her property that had been damaged by motorists was limned. Difficulty encountered leaving her property before the street was closed was described. Her children can now play in their own front yard without fear of being hit by a car. There are no sidewalks. It is a narrow street in a quiet residential area.

Mr. McDaniel indicated that he was speaking as a private citizen and not as a Sheriff's Deputy. A petition signed by individuals opposing the opening of the streets was given to the Commission. (A copy is in the file.) He described the marks in the area of the barricades were created by individuals driving too fast. His personal experience with drivers on Arrowhead and Nye Lane was described to illustrate the high rate of speed that occurs on it. He felt that if the streets are opened, the traffic will increase ten fold. He believed that the traffic count should have been taken from Centennial east to Arrowhead. He had been advised that the State intends to lease the former Harley-Davidson building. This will increase the traffic volume to it. Convenience should not override public safety. It is an inconvenience for the residents as they must go around but the safety offsets it. His personal knowledge about a DUI driver who was using the "back streets" to avoid detection by law enforcement was limned and stressed his safety concerns.

Commissioner Aldean explained her personal knowledge of speeding on Mountain and Division Streets. If the residents had a road assessment to handle the streets, they could close it. It is, however, a public thoroughfare. Funding will not be available to extend the connector road between Graves and Arrowhead until 2011 or 2012. She believed that the Commission will hear the same comments whenever a street is opened and the barricades are removed. Mr. McDaniel expressed his belief that the street was not supposed to have been "punched" through. It was to have been constructed as a cul-de-sac. It had been dirt and was connected to Sunrise. He agreed that speeding is occurring throughout the community. Roop Street is heavily traveled.

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The Commission should consider designating one way streets to address the traffic. Bowers, like Mountain Street, is a straight street. Speeding occurs on straight streets. The original discussion had considered the installation of undulations, however, they create maintenance concerns. As there are no curbs, sidewalks, or gutters in the area, people can go around them very easily. The speed dip temporarily slowed them down. The extension between Graves Lane and Arrowhead may be the only answer. He was willing to consider other options. He did not believe that opening the street at this time is a proper solution. He also expressed concerns about the safety of the children at the school bus stop(s).

Chairperson Staub then expressed a desire to hear public comments from three more individuals. He also asked for a show of hands to illustrate the number of individuals who had signed the petition.

Ms. Palotas explained that she had purchased her home three years ago. She did not like the barricades at that time. Four months after she purchased her home they were moved to their current location in front of her home without her consent. She wanted them moved back to the original location or removed completely. She was told by the previous owner that the barricades were temporary. Her concerns about her property value and the impact the barricades have on it were voiced. The barricades are unsightly. Another solution should be found. Mr. Flansberg explained that the barricades were moved to their current locations to keep drivers from going around them. It also stops the one resident from being able to go south on Bowers. He/she must use Arrowhead. Ms. Palotas explained the damage that has occurred to her fence on a number of occasions. Chairperson Staub directed Mr. Flansberg to mitigate her problems.

Ms. Heftly advised that she is the “other house” that is opposed to keeping the road closed. Everyone uses their driveway to turnaround. Undulations will not slow down the traffic. Streets are for vehicles and not children. Sunrise residents drive around the barricades. She wanted it fixed right or the barricades removed. Her fence is being damaged constantly. She also indicated that a sign reading “No Outlet” should be posted.

Mr. McMasters explained his tenure in the area which was before the golf course or Arrowhead were designed. Streets in Carson City are in a grid pattern. Sunrise does not match the pattern. It was not paved originally. He questioned the meaning of the word “temporary” as it took 25 years to pave his street and the barricades have been there for seven years. He did not believe that traffic volumes will decrease in the next 10 years. The industrial area is growing. He wanted the street closed permanently and the closure mechanism/barricades made to look nice. He suggested a dirt barricade with landscaping or a signal at Highway 50 and Sunrise. Whatever is done should be permanent. Chairperson Staub explained that the Board of Supervisors had established three criterion when it approved installation of the barricades. For that reason the barricades were considered temporary. The Commission is discussing the matter due citizens’ concerns. The record is clear that the barricades are temporary. Mr. McMasters felt that the barricades are unsightly and should be cleaned up.

Ms. Raty felt it is a quality of life issue. The residents feel safe allowing their children to go from one house to another and to cross the street. It is a narrow road with no sidewalks. Children can ride their bicycles in the street. She had allegedly had her car hit by a speeding car. If the road is opened, they will not be able to let the children cross the street. The road should remain closed.

Chairperson Staub thanked the audience for the remarks. He polled the audience to determine if they would

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want the street opened if the connector road between Graves and Arrowhead was opened. No one supported this opening.

Supervisor Aldean explained the reasons she had brought the issue to the Commission for discussion. Two options are: recommend that the Board remove the barricades or maintain the status quo. Another option is to have staff analyze the options. Her sympathy with the residents was noted. She also pointed out that the community as a whole pays to maintain the street. The public, however, is not allowed to use it. The entire area is a cul-de-sac which increases the value of the homes. The barricades were placed as a temporary measure. She suggested that action be deferred for 30 days while staff analyzes the options. She hoped that some options could be developed which will allow the public to use the street and address safety issues.

Commissioner Hastings thanked the audience for coming. He concurred that better control mechanisms should be used than closing the streets. Growth is occurring throughout the community as indicated by the growth and employment at Harley-Davidson. These residents also need to drive on the City streets. He appreciated the need for safe private streets. The public is better served with thorough streets than deadend streets.

Commissioner Zola appreciated the audience's attendance and participation. The barriers were placed in 1997 as a temporary measure. The residents have been living with the cul-de-sac that they created. He supported Commissioner Aldean's suggestion that staff study the alternatives to maintain the safety of the neighborhood. Residents who have been living with it have assumed that the barricades were permanent. If a good alternative can be developed that is amenable to the residents and allows proper traffic controls, it should be entertained. The barriers should be cleaned up. He did not want to open the road right now.

Commissioner Des Jardins appreciated the audience's attendance at the meeting. He had talked with some of the individuals who had come earlier. He guaranteed that the Commission was listening very carefully to the comments. He had personally driven through the area several times to get a better feel for the neighborhood. His observations supported their comments. The barricades are bad. The Commission cannot make a decision today. The area had developed without through traffic. The Commission should consider the options. He also wanted staff to provide ideas on how to mitigate the concerns and provide safety to the neighborhood. The residents should also provide alternatives. The best solution possible should be considered. It may not satisfy everyone. It may take staff 30 days to analyze the situation and provide a good solution.

Chairperson Staub thanked the audience for coming. Deferring action is a reasonable third alternative. Staff should analyze whether the street should be closed permanently. This option had not been suggested but was what the residents had requested if the closure is for a long period of time. He asked staff to indicate in the analysis why the streets should be opened and whether they are needed. There are numerous cul-de-sacs in the community that are maintained by the City and used by the public. These cul-de-sacs go nowhere. They are similar to Bowers and Sunrise. If that was the original plan for Sunrise and Bowers, they should be made cul-de-sacs. For this reason he had to be convenience that there is a need for the roads to be opened. It should not be based solely on the fact that it is a public road and maintained with public funding. A decision should be made one way or the other as the connector road is years from now. Failure to make a recommendation on a course of action to the Board of Supervisors will merely delay the issue to a future date. Without a clear

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indication of a need to have the roads opened, he did not wish to violate the intent of the 1997 Board action. The conditions have not all been met. He reiterated his request that the issues be analyzed by staff and that the analysis include more than just traffic calming devices.

Mr. Flansberg requested a 60-day period to conduct the analysis due to the staff's workload and the need for additional traffic counts as suggested by Mr. Anderson.

Chairperson Staub then explained that permanently closing the road would require funding. RTC does not at this time have a lot of money. The streets are not on the current priority list of projects. Several of the projects were cited to illustrate the funding needs. He asked the residents to get together and work with staff on the solution. If the road is closed permanently, it may be necessary for the City to ask them to share in the cost. He asked the residents to be open-minded and work with staff to find a permanent solution to the problem. He then closed the matter. No formal action was required or taken.

RECESS: A recess was declared at 7:15 p.m. The entire Commission was present when Chairperson Staub reconvened the meeting at 7:20 p.m., constituting a quorum.

N-2. PRESENTATION AND DISCUSSION OF THE 2005 CARSON CITY COMMUNITY TRANSIT SERVICE OPERATIONS (1-1210) - Transportation/Transit Planner Michael Dulude, MV Transportation General Manager Paul Summers - Mr. Summers highlighted his performance report for the period January 2004 to July 2005. (A copy is in the file.) He apologized for any computer "dropouts" in the report. Discussion indicated that the snow storms in January and February may have caused some of the high cancellation rates for that period. One run during that period was cancelled due to the bad weather. Their involvement with the evacuation of the Evergreen Center during the Waterfall Fire was noted. The no show policy was explained. They are attempting to reduce the number of no shows. Mr. Dulude was not aware of any provider docking the riders for no shows or requiring prepayment for rides. He was willing to consider these programs. Mr. Dulude suggested that the reservation period be reduced from 14 days to three days. This may eliminate a rider's forgetfulness about having made the reservation. Mr. Summers indicated that this is a policy used in Southern California. Discussion indicated that there have been coordination problems with caregivers. An example was explained to illustrate the problem. The drivers/MV Transportation attempt to mediate these problems when they arise. Public comments were solicited but none were given. No formal action was required or taken.

N-3. PRESENTATION AND DISCUSSION OF THE STARTUP OF THE FIXED ROUTE COMPONENT OF THE CURRENT TRANSIT SERVICE (1-1521) - Transportation/Transit Planner Michael Dulude, Deputy City Engineer John Flansberg, Don Davis - Startup date for the transit service had been suggested as October 1, which is a Saturday. Staff recommended moving the date to October 3. Nancy Pearl is being solicited to help find a name and design the logo, graphics, letterhead, bus passes, promotional ideas, etc. A list of items which need to be completed before the startup date was limned. The attendance of potential bidders at the bid conference was described. Commission comments encouraged staff to develop media ads in print as well as for the radio and television. Bike racks are being considered and may be installed on the buses. They are used by other transit agencies in the United States. There will be advertising on the buses. Ms. Pearl's retainer was explained. Staff has the authority to approve her contract without Commission approval. Staff is analyzing the method of notifying the public about the service. A decision

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has not been made regarding sending mailers to each residence. The buses' need for recognition when traveling the streets was explained. Rides may be free for the first two to four weeks to get the public aware of their availability. Ms. Pearl's transit experience was limned. The bus stop locations will be constructed before October 3. Chairperson Staub felt that the public would begin to believe that fixed route service will happen when the designated stops are signed/constructed. Discussion explained that the budget for the service was for one fiscal year although the expenditures are for nine months. The estimated income stream from the service is \$150,000. Additional public comments were solicited. Mr. Dulude indicated to Don Davis that the service will be coordinated with the PRIDE service. No formal action was required or taken.

N-4. DISCUSSION AND ACTION TO APPROVE STAFF'S RECOMMENDED RIGHT-OF-WAY ACQUISITION PROCESS (1-1741) - Deputy City Engineer John Flansberg - The acquisitions are for both the North Stewart Street extension and the Fairview widening. Public comments were solicited but none were given. Commissioner Aldean moved to approve staff's recommended right-of-way acquisition process and the fiscal impact is dependent on the amount of right-of-way needed. Commissioner Des Jardins seconded the motion. Chairperson Staub expressed his wish that the acquisitions had occurred a year ago as the prices were lower then. He expected the prices to be at least 20% to 30 % higher. Additional comments were solicited but none were given. The motion was voted and carried 5-0.

O. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS AND FUTURE AGENDA ITEMS (NON-ACTION ITEMS) (1-1808) - Deputy City Engineer John Flansberg gave a slide presentation illustrating the status of the Roop Street widening project. Discussion explained that the plants along the chainlink fence had not been moved. Seedlings will be placed along the new chainlink fence. The street should be open before Labor Day. McQueary Excavating should be commended on their work. Chairperson Staub announced the Association of Metropolitan Planning Organizations' conference on Tuesday, October 11, or Friday, October 14, in Denver, Colorado. Anyone wishing to attend should notify Mr. Flansberg. Mr. Dulude will be attending it. Flyers will be sent to the other CAMPO members. No formal action was required or taken.

P. ADJOURNMENT - RTC (1-1940) - Commissioner Aldean moved to adjourn. Chairperson Staub seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 7:55 p.m.

The Minutes of the August 10, 2005, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON September 14, 2005.

/s/
Richard S. Staub, Chairperson