

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A regularly scheduled Carson City Regional Transportation Commission meeting was held on Wednesday, November 10, 2004, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

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

STAFF PRESENT: Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 11/10/04 Tape 1-0002)

I. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:30 p.m. by noting that there would not be a CAMPO meeting this evening. Roll call was taken. The entire Commission was present, constituting a quorum.

J. APPROVAL OF MINUTES FOR 7/29/04 AND 8/11/04 (1-0015) - Discussion indicated a belief that there had been a CAMPO meeting prior to the RTC meeting on July 29th. Ms. McLaughlin was asked to verify and have the Commission reconsider the 7/29/04 Minutes if this is not the case. Commissioner Reynolds moved to approve the Minutes. Commissioner Zola seconded the motion. Motion carried 5-0.

K. AGENDA MODIFICATIONS (1-0029) - None.

L. PUBLIC COMMENTS (1-0030) - None.

M. DISCLOSURES (1-0036) - Commissioner Des Jardins disclosed a conversation he had with a Larry Borges regarding the status of the sound walls along the east side of South Graves Lane/Edmonds. The inquiry was given to Deputy City Engineer John Flansberg.

N. PUBLIC MEETING ITEMS

N-1. DISCUSSION ON ALTERNATIVE ROUTES SERVING EAST FIFTH STREET DURING EMERGENCIES WHEN ACCESS IS NOT AVAILABLE DUE TO ACCIDENTS OR CONSTRUCTION THROUGH THE EAST FIFTH STREET AND EDMONDS DRIVE ROUNDABOUT (1-0085) - Following Deputy City Engineer John Flansberg's introduction, James Bagwell explained his safety concerns and personal experience with access to the Riverview Estates/Hidden Meadows area when construction closed the roundabout. Drivers who were unfamiliar with the Deer Run Road access route got lost. The directional signage was very small. He recommended increased and larger signage. He indicated for the record that Deer Run Road and Carson River Road do not technically connect. A zig zag is required to reach Carson River Road from Deer Run Road. His safety concerns with the lack of a second access to the Riverview Estates/Hidden Meadows area were limned. His solution required installation of a second access along the paved walkway north of Rattlesnake Hill between Graves Lane and Hells Bells Road. He justified the use of this area due to his beliefs that the freeway drainage will require enlarging the ditch and eliminate any potential use for housing and that the City already had adequate right-of-way for the road in that location. A gate will keep this roadway closed to the public except during emergencies. The number of accidents occurring in the roundabout that closed its usage also justified the second access. He noted that there are other residential areas in the City that have only one access which also need to be addressed. He

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also indicated that he did not represent those areas. Discussion between the Commission and Mr. Bagwell indicated that it would not be necessary to keep the secondary access closed to traffic. Alternatives which Mr. Bagwell had considered were noted and included an access route around Prison Hill. His law enforcement background was briefly noted to explain his knowledge of traffic considerations. He pointed out that the second access may require a stop sign. Commissioner Des Jardins indicated that he resides on Hells Bells Road. He had been concerned about the lack of an emergency access to the Riverview Estates for some time. He also explained his original opposition to the roundabout, which he felt had been inadequately designed. Mr. Bagwell explained his efforts to make the roundabout larger.

Commissioner Des Jardins then explained that he had used the Deer Run Road access route during the period that the roundabout had been closed. He reiterated his desire to have a second paved access to Riverview Estates. He then explained his belief that putting a roadway along the walkway would require relocation of the ditch and/or major excavation of the hill.

Mr. Bagwell indicated that he had advised the Board that a retaining wall may be necessary for the roadway. Mr. Bagwell also explained his personal objection to having streets torn up for utilities immediately after being resurfaced. He urged the Commission to coordinate its paving activities to avoid this occurrence whenever possible. He suggested that consideration also be given to prohibiting/limiting a property owner's ability to tear up the roadway due to the individual's lack of planning. Chairperson Staub indicated that the City attempts to coordinate these activities as much as possible.

Commissioner Reynolds explained his personal belief that a bicycle or pedestrian trails should be used by vehicles during emergencies. He had also been required to use Deer Run Road during the roundabout closure and was concerned about the lack of a secondary access into the area.

Chairperson Staub thanked Mr. Bagwell for his input and indicated that the Commission will leave it up to staff to resolve the problem. Public comments were solicited. An unnamed individual remarked that "it is the same thing all over. Planning does this all the time."

Leif Anderson, speaking as an individual, explained his personal need for emergency service in the Riverview Estates/Hidden Meadows area on two separate occasions. These occasions were not during the roundabout closure, however, had brought to his attention the fact that emergency responses would take longer if the detour is used. Emergency access is needed at all times if another permanent access is not provided. Chairperson Staub thanked him for his remarks.

Mr. Flansberg explained staff's analysis of the roundabout and need for a secondary access to the Eagle Valley Middle School. Chairperson Staub pointed out that discussion on Mr. Bagwell's suggested access route had not been agenized. Mr. Flansberg indicated that he had brought up this topic in an effort to illustrate that staff is aware of the school and residential concerns and is looking for alternatives.

Commissioner Aldean felt that the unnamed individual's comments were not a part of the official record. She then explained that in the past subdivisions were approved and developed without a secondary access. It is now necessary for the City to insure the safety of its residents. Secondary accesses are now mandated. Current staff should not be criticized for the original failure. Comments also indicated that the unnamed individual was not with Mr. Bagwell. No formal action was taken or required.

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N-2. ACTION TO APPROVE A RECOMMENDATION TO THE BOARD OF SUPERVISORS TO EXTEND THE MOTOR VEHICLE FUEL TAX OF FIVE CENTS FOR THE CARSON CITY FREEWAY AND OTHER REGIONAL TRANSPORTATION PROJECTS (1-0325) - Deputy

City Engineer John Flansberg explained the effort to find language for extending the ordinance to include Phase 2 of the freeway. Chairperson Staub disclosed his review of the rough draft and indicated that the redlined version is a collaboration between himself and Development Services Director Andrew Burnham. He then revised the redlined section's second line to read: "...Carson City Freeway, or any arterial, collector, roadway or alternative route related to the movement of traffic through Carson City.". Chairperson Staub was unsure whether NDOT had reviewed the ordinance. The ordinance is required for the City to extend the original tax to meet financial obligations under the new contract with NDOT. It was felt that it would not be necessary to amend the current agreement with NDOT.

NDOT Program Development Division Chief Dennis Taylor indicated that NDOT is clear on the language and does not believe that it will be necessary to amend the agreement.

Commissioner Reynolds pointed out that the ordinance also removes the sunset clause on the tax. Chairperson Staub acknowledged that the original ordinance had included a sunset clause terminating the tax in 2012. The current NDOT agreement continues construction of the freeway to Spooner. Payments terminate in 2026. This will be after the current Commissioners' terms expire. Staff had allegedly suggested that the Board of Supervisors be allowed to use its discretion and determine when to terminate the tax. Discussion indicated that the ordinance will allow the use of the tax monies on any roadway type of project. The ordinance can be reviewed at the request of staff, a member of the public, the Commission, or a Supervisor. It does not include a review requirement. Commissioner Zola expressed his desire to include a review requirement in the ordinance. Justification for including the requirement was provided. Commissioner Aldean pointed out the current need for other RTC projects throughout the community as well as for maintenance of Carson Street once the City takes possession of it. She supported periodic review the ordinance. Discussion also pointed to RTC's Transportation Improvement Program's unfunded list of projects which are needed in the community.

Discussion ensued on the reasons to include or leave out the sunset clause and the need for a reconsideration clause during the term of the agreement with NDOT. Comments indicated that the Board of Supervisors could terminate the tax when deemed appropriate including during the term of the agreement with NDOT as other City funds could be used to make its payments. Commissioner Zola felt that a review should be required every five years. A revision which would allow this review was suggested. Chairperson Staub requested a motion approving the ordinance as written with his amendment. Commissioner Reynolds expressed a willingness to make the motion and noted his respect for the expressed concerns. He also felt that imposition of the review could be "hogtying" future Boards/Commissions. Commissioner Reynolds moved to approve a recommendation to the Board of Supervisors to extend the motor vehicle fuel tax of five cents for the Carson City Freeway and other Regional Transportation projects as defined with the changes as noted in Paragraph 5 and that the following paragraph be used with the new copy being: "for the design and construction of the Carson City Freeway, or any arterial, collector, roadway, or alternative route related to the movement of traffic through Carson City. The five-cent tax shall continue so long as the Board of Supervisors conclude that the proceeds thereof shall be needed for the stated street or road projects provided herein." and the remainder of Paragraph 5, Paragraph 6, and Paragraph 7 being deleted; the financial input: the fiscal impact is that the current five cent gas tax revenues are approximately \$1.7 million per year and will

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extend that beyond the sunset to whatever date the Board of Supervisors may so conclude that they no longer need it. Commissioner Aldean seconded the motion. Public comments were solicited but none were given. Discussion pointed out that the five-year review was not included in the motion. The motion was voted and carried 3-2 with Commissioners Des Jardins and Zola voting Naye. Commissioner Zola indicated that his Naye vote was based on his comments.

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

O-1. UPDATE ON GONI ROAD SHOULDERING (1-0601) - Deputy City Engineer John Flansberg explained that work would begin on the shoulders in mid-December. Discussion also explained the City's limb and leaf pickup program. It emphasized the need for the limbs to be bound and the leaves to be bagged. No formal action was required or taken.

O-2. FUTURE AGENDA ITEMS (1-0628) - Deputy City Engineer John Flansberg indicated that the signal for the Graves Lane and Lompa intersection may be installed by the end of the year. Commissioner Zola asked that the limited access to the Timberline and Riverview Terrace, etc., areas be considered. Mr. Flansberg explained the hiring status of a transit transportation position and expressed his hope that the individual will be on board in the next 30 days. He will be assigned these issues. Chairperson Staub also reminded staff that, if a roundabout is to be installed at Hells Bells Road and Fifth Street, the residents should be notified before installation occurs. This notification should include more than just within 300 feet of the intersection. Mr. Flansberg indicated a willingness to provide notice. He also noted legal concerns when more than the 300-foot noticing is provided. He suggested that advertising be used to provide the notice. He also indicated that another alternative besides a roundabout may be found. He agreed that the information needs to be publicized before implementation occurs. No formal action was required or taken.

P. ADJOURNMENT OF RTC (1-0710) - Commissioner Aldean moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 6:15 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 November 10, 2004, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON February 9, 2005.

/s/
Richard S. Staub, Chairperson