

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the August 11, 2004, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, August 11, 2004, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada. The meeting was scheduled to commence immediately after the Carson Area Metropolitan Planning Organization's meeting that began 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: Development Services Director Andrew Burnham, Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 8/11/04 Tape 1-0007)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:45 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

B. APPROVAL OF MINUTES (1-0009) - None.

C. MODIFICATION OF AGENDA (1-0012) - Item F-1 was deferred to the next meeting at staff's request.

D. PUBLIC COMMENT (1-0015) - None.

E. DISCLOSURES (1-0018) - None.

F. PUBLIC MEETING ITEMS:

F-1. DISCUSSION AND DIRECTION TO STAFF ON THE ROOP STREET/NORTH STEWART STREET TRANSPORTATION CORRIDOR (1-0012) - Item F-1 was deferred to the next meeting at staff's request.

F-2. DISCUSSION AND POSSIBLE ACTION ON INTERSECTION OF THE COMSTOCK MOBILE HOME PARK AND GRAVES LANE AS WELL AS LOMPA LANE AND COLLEGE PARKWAY (1-0019) - Mr. Flansberg explained the original installation of a worm at this location and its removal. He introduced NDOT Chief Safety Engineer Fred Droes. Mr. Droes acknowledged the history of the worm and its removal in September or October 2001. Justification for its removal was provided. Former NDOT Director Thomas Stephens committed to replacing the worm if accidents occur at the intersection justifying the installation. The accident history at the intersection was provided. It does not at this time justify reinstalling the worm. Commissioner Aldean explained the reasons for bringing the matter to the Commission's attention and introduced Comstock Mobile Home Park resident Emery Crews. She also indicated that there may be other alternatives which RTC could pursue to improve the line of sight. Mr. Droes indicated that he had not looked at the traffic count for this area. Public comments were then solicited.

Mr. Crews explained the main access/egress from the mobile home park is onto Graves Lane and the number of mobile homes in the park, the majority of which are occupied by seniors. The Graves Lane speed limit is 35 miles per hour. It was a four lane-divided highway. When the divider was removed, left-hand turns

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were permitted. It is dangerous for the residents to attempt to turn left onto Graves Lane. The traffic during peak hours was described to illustrate the increasing volume and safety concerns for those individuals attempting to go left onto Graves Lane. The park's rear exit onto Nye Lane is not a valid option to use when the individual(s) wishes to go north on College Parkway/Goni as they must go to either Long or Highway 50 and return. Increasing the visibility may help, however, a signal at Lompa or Airport Road is a better option. His proposal is to install a signal at Lompa Lane. It will allow the residents to safely exit via Nye and access Lompa and then College Parkway. Chairperson Staub explained the future plans to realign the Airport ingress/egress to Airport Lane. Mr. Flansberg indicated that they anticipate placing a signal at this intersection sometime in the future. Mr. Crews felt that this signal will not help the residents as the curve at the Dog House Saloon on Airport Road reduces their visibility when accessing it from Nye Lane. He reiterated his belief that the signal should be at Lompa. Commissioner Aldean questioned whether there were any other minor traffic adjustments that could be made to improve the situation, e.g., removal of a portion of the sound wall to improve the sight distance. Mr. Crews felt that this was a feasible suggestion as the wall does impede the sight distance and requires stopping on the sidewalk in order to check for traffic. He also explained that the park had at one time had a sign suggesting that only right turns be made. Unfortunately, people did not always honor the suggestion. A traffic signal provides the best safety option.

Mr. Droles explained that the contract for installation of the signal at Lompa Lane should be issued soon. He hoped that the signal will be installed by October or November. Mr. Flansberg indicated that the signal is his recommended solution.

Discussion explained RTC's efforts years ago to realign the Airport access. Chairperson Staub explained that Sterling Air's lease had been revised and it now allows the access/egress to be realigned. Additional public comments were solicited but none were given. No formal action was taken or required.

F-3. REPORT ON MEETING WITH FAIRVIEW DRIVE BUSINESSES AND THE CHAMBER OF COMMERCE AND DIRECTION TO STAFF (1-0175) - Mr. Flansberg expressed his appreciation for Chamber of Commerce Chief Executive Officer Larry Osborne's assistance with the meeting. Attendance at the meeting was limned. The businesses asked that a left turn access be provided on the east side of Q's. This compromise reduces the length of the left turn lanes by 100 feet. The change was felt to be a small concession. The Southgate apartments' representative had asked for a crosswalk. The crosswalk at Fairview and California will be removed. The Southgate residents can use the crosswalk at Carson and Fairview. The businesses supported this change. Discussion indicated that entrance into the shopping center on the west side of Q's is to be rights turns only. The access/egress from California onto Fairview will also be for right turns only. Access into the shopping center from California will not be allowed nor is the opposite direction allowed. Although 100 feet of the left turn stacking lanes for Carson Street will be lost by allowing the left turn on the east side of Q's, the dual stacking lanes will allow more traffic to turn onto Carson Street at one time. Mr. Flansberg indicated that the businesses will inform the property owners of the proposed changes. The property owners/businesses may revise the internal traffic pattern as the access/egress on the east side of Q's will become the major access/egress route. Public comments were solicited but none were given. Chairperson Staub directed staff to proceed as originally directed by the Commission's action at the last meeting. Commissioner Aldean read the motion into the record indicating that additional action by the Commission was unnecessary. No formal action was taken or required.

F-4 DISCUSSION AND ACTION ON AN AGREEMENT WITH NEVADA DEPART-

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MENT OF TRANSPORTATION FOR PHASE 2 OF CARSON CITY FREEWAY (1-0292) - Mr. Burnham summarized the Board of Supervisors discussion on the agreement. The Board approved the agreement with several changes. Chairperson Staub explained his attempt to send Mr. Burnham an email delineating several changes he wished to have made. They were: Page 2, Article I, Paragraph 2, changed exert to exercise. Added a force majeure clause as Paragraph 18 of Article III. Due to the belief that Carson City should not assume responsibility for maintenance and ownership of Carson Street until Phase 2 is completed and open to traffic, the new Paragraph 4 on Page 4 became "Should the opening of Phase 2B to through traffic be delayed beyond December 31, 2010, Carson's payment of the tax to NDOT will also be limited to the amount of \$5,000,000". Removed inmate disturbances and added unresolvable governmental or tribal conflicts as a justifiable reason for NDOT's failure to complete its terms to Page 5, Paragraph 18. Justifications for the revisions were provided. Discussion ensued on the type of acts which should be allowed to halt the freeway. It was felt that acts of God and failure of public transportation/transit should remain. Commissioner Aldean suggested Paragraph 4 in the third to the last line be revised to make it the final phase rather than Phase 2. Discussion indicated that the City could request the return of Carson Street earlier than indicated, if desired. The City will have to accept it when Phase 2 is completed. Clarification indicated that the City could accept segments of the street earlier, if desired, and that the ADA improvements must be made. NDOT is required to meet current AASHTO standards which includes ADA requirements and curbing. It was felt that Paragraph 4 handles the concerns regarding completion of the freeway to the Spooner interchange and its opening to through traffic. Public comments were solicited but none were given. Commissioner Aldean moved to approve an Agreement with the Nevada Department of Transportation for Phase 2 of the Carson City Freeway as amended subject to the following revisions on Page 2, Article 1, Paragraph 2, I would suggest that we change "exert" to "exercise" in both the second and the third lines so that the new language reads: "to exercise the utmost due diligence in good faith"; on Page 3 of the Agreement under Article 3, Paragraph 2, the last line should read "the rehabilitation will be the most appropriate paving surfacing strategy done in accordance with the current NDOT standards but at a minimum of a two-inch overlay", on Page 4 the new revised language should be amended to read that "should the opening of the final phase of Phase 2 to through traffic be delayed beyond December 31 of 2010, Carson's payment of the tax to NDOT will also be limited to the amount of \$5 million", everything in the balance of that paragraph remains unchanged.... Following discussion between Commissioner Aldean and Chairperson Staub on the changes, Commissioner Aldean corrected her motion by repeating "Carson's payment of the tax to NDOT will be limited to the amount of \$5 million, everything in the balance of that paragraph remains unchanged" and continued the motion to include: On Page 5, new Paragraph 18, the new language should read as follows: "Neither party shall be deemed in violation of this Agreement if it is prevented from performing any of its obligations hereunder for any reason beyond its control including, without limitation, strikes, funding, unabateable environmental impacts, unresolvable right-of-way issues, governmental or tribal conflicts, acts of God, civil or military authority, and so forth." Upon a request to repeat it, she stated this paragraph as being: "without limitations, strikes, funding, unabateable environmental impacts, unresolvable right-of-way issues, and government or tribal conflicts." Following discussion, Commissioner Aldean clarified that "inmate disturbances should be removed from the third line and that I guess God can smite people so unless you want to include it specifically... Discussion indicated that this term has been defined by law and should be included. Commissioner Reynolds seconded the motion. Public comments were solicited. None were given. The motion was voted and carried 5-0. Mr. Burnham explained that the Agreement will be submitted to the Board for approval at its next meeting and, if approved, forwarded to the State Transportation Board for its September meeting.

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G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (1-0535) - Discussion indicated that the Citywide "speed study" will include the Fairview and Saliman concerns. It will be scheduled for the next meeting. Residents have expressed a concern in the Bob White area about the traffic speed hazards. Commissioner Aldean indicated that she had seen a similar concern on Ponderosa. She had also heard drag racing in that vicinity. Mr. Flansberg agreed to analyze the potential of installing speed calming devices in that vicinity. He cautioned against installing them everywhere due to the impact they have on emergency vehicles and pointed out the expense incurred installing them. He suggested that better enforcement be attempted first. He explained staff's monthly meetings with traffic enforcement officers where they share information gleaned from the traffic counters. The officers then patrol areas where problems are perceived. Any pre-race information is used to determine sites where additional patrols should be made or a speed study conducted. The traffic counters are placed at a location for 72 hours. Discussion ensued regarding the potential use of undulations, both permanent and temporary, and the City's experiments with various types of undulations and their cost. Comments noted that if the traffic counters indicate a problem, it is deemed an enforcement issue. Temporary undulations will require signage and/or special striping. The cost of an additional part-time law enforcement officer was noted. No formal action was required or taken.

H. ADJOURNMENT - Commissioner Aldean moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried unanimously. Chairperson Staub adjourned the meeting at 6:25 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 August 11, 2004, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON November 10, 2004.

/s/
Richard S. Staub, Chairperson