

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 12, 2003, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, February 12, 2003, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Pro-Tem Steve Reynolds and Commissioners Shelly Aldean, Bob Kennedy and Richard S. Staub

STAFF PRESENT: Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 2/12/03 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Commissioner Staub convened the meeting at 5:35 p.m. Roll call was taken and a quorum was present although Chairperson Pro-Tem Reynolds had not yet arrived.

B. APPROVAL OF MINUTES - September 11, October 9, and December 11, 2002 and January 8, 2003 (1-0017) - Commissioner Kennedy moved to approve the Minutes of the four meetings as submitted. Commissioner Aldean seconded the motion. Motion carried 3-0. (Chairperson Pro-Tem Reynolds arrived at 5:35 p.m. and took over the gavel.)

C. AGENDA MODIFICATIONS (1-0031) - None.

D. PUBLIC COMMENTS (1-0036) - Roger Kirkland explained his address and the restriping and work that had been done on Silver Sage. The vehicles are swerving into the middle of the street to go around the cars which are parked in front of the daycare center. The pedestrian crossing has yet to be installed at Pat and Silver Sage. (Tape 1 failed.) Individuals are now parking junk cars in front of his home and leaving oil spots. Chairperson Pro-Tem Reynolds referred him to Mr. Flansberg who indicated he would meet with Mr. Kirkland. Additional comments were solicited but none were given.

E. DISCLOSURES (2-0020) - Commissioner Aldean disclosed that she had talked to Jerry Massad regarding Item F-3 and with two other unnamed individuals from the Sunrise/Milliman area regarding another matter which may be agenized in the future. Chairperson Reynolds disclosed that he had talked with Mr. Massad and several others regarding the prioritization schedule. Commissioner Staub indicated that he had discussed Item F-3 with Mr. Massad and the prioritization schedule with several other unnamed individuals.

F. PUBLIC HEARING ITEMS

F-1. DISCUSSION AND ACTION ON ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON (2-0040) - Commissioner Aldean moved to appoint Commissioner Staub as Chairperson of the Regional Transportation Commission and Commissioner Reynolds as Vice Chairperson of the Regional Transportation Commission serving in this capacity until the end of their respective terms. Commissioner Kennedy seconded the motion. Motion carried unanimously. Chairperson Pro-Tem Reynolds turned the gavel over to Chairperson Staub. Chairperson Staub thanked the Commissioners for their support.

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F-2. DISCUSSION AND ACTION RELATIVE TO PRIORITIZATION OF REGIONAL TRANSPORTATION COMMISSION PROJECTS FOR FISCAL YEAR 2003/2004 (2-0069) -

Chairperson Staub explained that the appraisal for the Church at John and Stewart is \$750,000. He questioned the need for signal improvements at Clearview and Carson Streets and the need to widen Clearview as the former Walmart site is no longer in use. Mr. Flansberg indicated that the only signal project proposed for the coming year was for the intersection of Winnie and Roop. The intersection meets warrants for a signal. The signal will be part of the Roop widening project. He also explained the Clearview at Carson Street widening project which had an estimated cost of \$500,000. Discussion between the Commission and Mr. Flansberg explained the Commission's decision to annually allocate \$240,000 for signals. The status of the realignment project at Lupine and Highway 395 was described. Design plans for it have been submitted to the City for permits. Chairperson Staub explained that he was not eliminating the projects but suggesting that they be delayed for a year due to the need to acquire the Church property. Discussion on the other high priority projects indicated that the Edmonds Street reconstruction project had been completed and the funds had been spent. Murphy Drive is scheduled to commence this year. A potential project at the former Supply One site appears to have been dropped by the developer. The property is now in escrow for a different developer and may become a casino. The original project had been for a large retailer and would have needed improvements to Curry Street. The economic vitality of a casino may be less than that created by the retailer. The Board of Supervisors has adopted a resolution continuing the dedication of five cents of the gas tax to the southern portion of the freeway based on the Governor's commitment to its completion. Chairperson Staub suggested that the \$1,000,000 that had been allocated for the former Supply One site be maintained with the condition that economic development at the site must occur. If it does not occur, the Commission should have the opportunity to reconsider the allocation and rededication of the funds. Commissioner Aldean explained that other retailers are considering other undeveloped sites along South Curry and that this funding may be needed for them. She also explained that the Economic Development's core group supported anything that would enhance Curry Street as an economic stimulus. She supported leaving it as a priority without any conditions. The Commission could, if desired in the future, reconsider the allocation. Commissioner Reynolds pointed out that there is a lot of undeveloped commercial property along Curry Street. He also noted there had been a commitment of \$2.6 million for improving southern Curry Street. These commitments indicate that Curry Street is a viable retail corridor. Traffic will continue using it even after the freeway is completed. He supported Commissioner Aldean's suggestion that these funds remain as allocated and that the Commission watch the development. When a project comes forward warranting a change, one could be made. Commissioner Kennedy supported them. Mr. Flansberg explained that the City would continue to pursue funding from the Western Nevada Development District (WNDD) as it supports economic development projects. Commissioner Aldean explained that Carson City's project was placed second in WNDD's funding priorities. The North Douglas County project was prioritized as number one. Commissioner Aldean explained an intent to determine whether the Curry Street project could become a higher priority if the Douglas County project does not move forward. Commissioner Reynolds explained his belief that the City should receive a return for its RTC projects. Chairperson Staub indicated that this was the reason he had raised the question regarding the priorities. The Commission needs to be aware of any changes in the projects which may reduce the project's standing on the priority list. He indicated for the record that one of his pet peeves when he was elected was the terminus of Curry Street at Koontz. Mr. Flansberg had developed a program which had extended it to Clearview, which he appreciated. The road is now being used substantially by the community. Additional improvements are needed and will make the entire road more beneficial. Efforts to connect Stewart Street to Curry are still being pursued. He also hoped that the freeway project will move along rapidly as indicated by Governor

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(2-0401) Mr. Flansberg then reviewed the budget. The City receives nine cents in gas taxes. Four cents is used for community projects and five cents is dedicated to the freeway. The funding priority was: 1. Roop Street widening; 2. Fairview widening; and 3. Curry Street improvements. It is estimated that a bond of \$5.6 million will construct the Roop Street from Washington to Winnie improvements, the Fairview Drive widening, the Lompa Lane cul-de-sac/connection to Northridge on the west side of the freeway, and the Curry Street improvements from Koontz to Clearview. These projects are to be constructed during the next three years. In fiscal year 04-05 the bond debt service will use \$605,000 of the RTC revenue. This will leave between \$450,000 and \$500,000 for other projects. It is possible to increase the bond amount to \$6 to \$6.5 million by decreasing the amount of funding available for local projects. At this time he suggested not increasing the bond due to the lack of a viable project that could be accomplished within this established timeframe.

Gold Dust Commercial Associates Representative Jack Bower explained that the former Supply One site had been in escrow since November 1. A project for the site has been through the City's master plan review process. He is the listing agent for the property. He found that a lot of retailers who had looked at the site were concerned about its access/egress. The lack of a signal on Carson Street was felt to have deterred the retailers. The City has purportedly contracted for the Curry Street improvements. The sale included a contingency mandating good access via Curry Street from both Clearview and Koontz. He submitted a letter to the Commission from Redevelopment/Economic Development Manager Joe McCarthy supporting the project. (A copy of the letter was given to the Clerk and is in the file.) Additional public comments were solicited but none were given.

Commissioner Reynolds moved to accept the proposed TIP program with the change in priority from the signal for years 2002-2003 of \$240,000 and the Clearview Drive project of \$500,000 contingent upon the Commission's decision regarding possible funding and purchase of the Church at the end of Stewart Street, which is Item F-3. Commissioner Aldean seconded the motion. Motion carried 4-0.

F-3. DISCUSSION AND ACTION REGARDING DIRECTION TO PURCHASE THE FIRST CHRISTIAN CHURCH AT 326 EAST JOHN STREET, CARSON CITY, NEVADA, RELATIVE TO THE NORTH STEWART STREET EXTENSION PROJECT (1-0546) - Mr. Flansberg limned the negotiation efforts and staff's unsuccessful effort to find a parcel which could be used for an exchange for the Church site. The Church site had been appraised and was valued at \$750,000. The Church officials have indicated a willingness to accept this value. Chairperson Staub referenced a media report that the Church was interested in leasing the property for a period of one to three years. Discussion explained the impact extending Stewart Street will have on the Corbett School and the potential to trade a portion of the Church property to the School District to mitigate that impact. City Engineer Larry Werner described the concept that had been developed if this trade is undertaken. It closes Corbett Street. A presentation regarding the concept had been presented to the School Board. The Board had seen some of the advantages of the concept and was willing to discuss the proposal. The \$4 million estimate for the extension had included property acquisitions. Both the Roop Street project and the Stewart Street project had included work between Dan Street and Winnie. As the Roop Street project is now moving forward, Stewart Street's estimate could be reduced to \$3.6 million. The five-year TIP Plan has not included an allocation of funds for the Stewart Street extension. The estimate was based on today's prices. Comments also pointed out

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the unknown price for the Church property if the Commission waits until the funding is available for the Stewart Street project. If, in the future, it is determined that Stewart Street should not be extended, the Church site could be sold at a price based on the value at that time. The price allocated to right-of-way acquisition was conservatively estimated. The estimate may be reduced by changing circumstances along the route which would eliminate the need for relocation costs, etc.

Discussion explained that initially the freeway will reduce the volume of traffic on Roop Street. Ten years after the freeway is completed, however, the volume will return. The same impact is estimated for Stewart Street's extension. It could become an internal truck route. Roop Street currently handles between 15,000 and 16,000 vehicles a day. The need for another north/south route besides Carson Street was stressed. Commissioner Reynolds also indicated that the Forest Service has plans to expand the use of its site at the southern terminus of Stewart Street. Although funding is not available at this time for extending Stewart Street, it may be available in five, ten or 15 years. If the extension is not needed, the Church property could be sold without incurring a loss. Its acquisition at this time provides future options for another north/south route. Chairperson Staub iterated his reasons for supporting the Church's acquisition including the possibility that the property could be split and the unneeded parcels sold. It may also be possible to trade some or all of the surplus property to the School District on a one for one ratio. As the Church wants to remain on the property, the lease will provide additional funding to the Commission. He also felt that the proposal would not adversely impact the property between John and William on Stewart Street. Mr. Flansberg felt that, by removing the on-street parking, the extension could be accomplished. Neither the curb nor the sidewalk need to be moved. Minor curb improvements at the north side of William and John and the south side of Stewart and John will be needed. The estimate had included a large number for residential relocation. Chairperson Staub felt that a funding delay will give the City time to acquire needed property from willing sellers as the changes occur within the area. There were purportedly only four or five residences which will be impacted. Economic changes along Moody Street were delineated to support his contention that the area is changing from residential to commercial uses. Discussion indicated that the parking now allowed on John Street will remain. Stop signs will be added on John Street at Stewart Street. The Roop Street expansion will eliminate left turns from John Street. Justification for this change was discussed under Item F-4. Comments noted the accident rate at that intersection.

(2-0975) Gerald Massad expressed his feeling that the extension of Stewart Street will impact his business at William and Stewart Streets. The community is supported by small businesses similar to his who remain in the community and not the large box stores who come and go at will. The project will not be needed when the freeway is completed. He questioned the need to acquire the property at this time and then lease it back to the Church. The need for the extension should be determined after the freeway is completed. He also questioned total price of the property as allegedly water connections and other items had been added to the price which had not been mentioned. He then questioned the impact the extension will have on the School District including its ability to have a school on Corbett as well as the Fire Station and the State Library on Stewart Streets. Traffic is a major problem throughout the community. The extension of Stewart does not mitigate that problem. A freeway is needed. The Commission was urged to not drive him from his site or disrupt the residential area.

Chairperson Staub thanked him for his comments and disclosed that they had discussed his comments previously. He hoped that the Carson City freeway will be the end all that everyone wants it to be, however, NDOT engineers

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and City staff had indicated that it will not be. The Commission needs to look at the project in conjunction and coordination with the freeway and the community's future growth. The Governor has indicated an intent to have a large State office complex east of the present Copeland Lumber site. This will create an even larger demand for north/south roadways. The Commission will do everything in its power to consider Mr. Massad's business and employee needs in the roadway design. The Commission does not intentionally plan to disrupt businesses or employees, however, its limited funding must be considered in the effort to expedite north/south traffic movement as efficiently as possible. The listing of the Church property for sale helps the Commission move in a positive fashion to accomplish this effort. The acquisition does not mean that the extension will occur, but it will provide future options. Mr. Massad reiterated that the extension would impact his business and the residential neighborhood. Additional public comments were solicited but none were given.

Commissioner Aldean explained that a lot of individuals are involved with the economic development plan and its efforts to retain businesses. She assured Mr. Massad that his business is important to the community and is not taken for granted. The Commission must preserve its options. The listing of the property for sale provides an opportune chance to do so. Commissioner Aldean moved to direct staff to offer to purchase the First Christian Church at 326 East John Street, Carson City, Nevada, relative to the North Stewart Street extension project. Commissioner Kennedy seconded the motion. Motion carried 4-0. Chairperson Staub again thanked Mr. Massad for his comments.

F-4. DISCUSSION AND ACTION ON A STATUS REPORT FOR THE PRELIMINARY DESIGN OF THE WIDENING OF ROOP STREET FROM WINNIE LANE TO WASHINGTON STREET (2-1140) - Mr. Flansberg distributed a revised set of plans to the Commission and Clerk. (A copy is in the file.) Consultant Ken Dorr requested direction from the Commission on any items of concern that is seen during the review of the plans. His explanation of the plans included justification for the extensive amount of utility relocation work that will be done. The Utility Department will pay for relocation of the water and sewer lines. Negotiations are underway concerning who will pay to relocate the Sierra Pacific power lines. Sierra Pacific Representative Chuck Adams is working with the City and Mr. Dorr to find alternatives to the relocation of their lines north of William. It may be possible to reroute some of the lines. Others may be undergrounded. The desire to underground as much of the electrical lines as possible was noted. The need to install a signal at Winnie was limned. The funding for this signal is included in the 03-04 TIP budget. It was suggested that the curb and gutter for the left side of the roadway between Robinson and Washington be considered an alternate in case the bids for the project are too high. Mr. Flansberg explained that only the last 100 feet of these improvements will have to be reconstructed when Roop Street is extended south of Washington. The status of the right-of-way survey, the field survey, the geotechnical report, and the base maps were limned. Concerns were vocalized regarding the underground utilities between William and Long and the accuracy of the base maps. Chairperson Staub suggested that the curb on the west side of Roop at Robinson be constructed in its final configuration and that the extra width be used as a right turn lane. Mr. Dorr explained that the future extension of Roop Street will require realignment and new traffic signals at Robinson. They had not been included in this phase due to the cost. He also felt that the Robinson signals should remain due to the amount of traffic currently using the intersection and their turning movements. Left turns will be eliminated at Caroline with the placement of a median. In the future the Library may be seeking an abandonment of Washington Street due to its need for additional parking spaces. The plan had not considered this closure. Only right turning movements from Washington are allowed. Left turning movements will be allowed into and out of Mills Park.

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Cross traffic and left turns will not be allowed from Washington. This proposal was developed in an attempt to eliminate the traffic problems/accidents occurring at this intersection. A signal at this intersection was felt to be impractical due to the proximity of the William and Roop signal. Commissioner Reynolds suggested that, if Washington is closed, the cross walk be relocated south of the current intersection. Mr. Dorr explained the plan to install a lighted cross walk at this intersection similar to the one on Edmonds Drive. He agreed that the location Commissioner Reynolds had suggested would be doable. Chairperson Staub explained his belief that the closing of Washington was not a viable alternative. Traffic presently using Washington to travel west will not use either Robinson or Carson Streets due to the volume of traffic now using these streets and their inability to access the residential areas on the west side of the City. Mr. Dorr indicated that the design will be brought back after public comments have been received regarding the intersection. The design for the intersection at John Street eliminated all left turning movements. It was felt that neither the John Street nor the Stewart Street extension could handle this turning movement. (REVISED 4/9/03 - SEE LAST PAGE) This concept was proposed for all streets north of William that do not cross Roop Street. Staff is now attempting to encourage people to use Long Street or Corbett for these turning movements. Justification for the concept was based on traffic friction concerns created by having four lanes of traffic. Removal of the left turns also allows for smoother traffic flow. Mr. Dorr suggested that the left movements be halted temporarily and, if problems are encountered, the barrier could be removed and left turns allowed. It was felt that the expansion would create traffic challenges until another north/south route is developed. Merging problems were noted at Dan and Moody. It was hoped that people will use signalized intersections, such as Long Street, for left turns. Chairperson Staub felt that the "jog" at John was not needed as it forced traffic into the through or left turn lane at William. Both he and Commissioner Aldean felt that the "jog" would impede traffic flow as the drivers will overcompensate for it and impact the second southbound lane. Mr. Brotzman explained the reasons a "ramp metering" signal could not be installed at John. Sierra Pacific has asked that its power pole at John be allowed to remain. This may require keeping the "jog". It was also felt that the bank will want to keep the northbound left turn lane. The challenge created by the elevation drop in Roop Street between William and John was also noted. Discussion indicated that staff and Mr. Dorr should develop options and return for additional direction regarding this intersection. Mr. Dorr was directed to discuss alternatives to keeping the power pole with the Company. Concerns with the Corbett intersection were limned. Comments included the need for curb and sidewalk improvements at Beverly and along the cemetery. The plan did not change the curb and sidewalk between Dan and Winnie. Commissioner Aldean questioned whether the mobile home park on the west side of Roop had legal access/egress to Roop. It has two streets which have been fenced and padlocked in that area. Left turns will be allowed at David. Conduit for a future traffic signal may be installed at this intersection. Chairperson Staub suggested that this intersection be widened to provide a left turn lane. Mr. Dorr felt that when Stewart Street is extended David will become a signalized "T" intersection similar to Highway 395 and Stephanie Lane in Douglas County. The need for a left turn lane was discussed. Chairperson Staub asked that options be provided regarding this intersection due to the concern about the amount of traffic that will be generated by the office complex at this intersection. He also felt that the Stewart Street extension may also increase the desirability for other office complexes in the vicinity. Traffic to those sites may not wish to use Long Street for access. Dan Street may be widened at its terminus with Roop. Its sidewalk "jog" was created by a reclaimed water line vault. The need for turning movements onto Dan was explained. A signal is to be installed at Winnie. An option to having a right turn lane for southbound traffic was described. It is possible to add an acceleration lane for the northbound traffic, however, it may be necessary to cut into the hillside to do so. The design's proposed configuration for Winnie was described. A workshop/open house on the proposed plans will be held when 50 percent of the utility design plans

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and 90 percent of the plans are completed. One hundred percent of the plans will then be developed. The project is to go out to bid in June or July. The construction schedule will depend on the utility relocation work. Relocation of the private utilities should take approximately three months. The City utilities will then be moved. The project will be shut down over the winter. The roadway improvements will be finished in the spring or summer of 2004. Traffic controls may pose the biggest problem. Discussion pointed out another option for the intersection of Winnie and Roop that would have a dedicated southbound right turn lane onto Roop Street. The traffic lane for the right turn from Roop would be the start of the four lane roadway. This eliminates the conflict point with traffic merging into the two southbound traffic lanes. Considerable discussion ensued concerning the number and timing for public meetings. It was felt that a public workshop should be held. Their comments and the options should be brought back to the Commission. An open house could be held after that date to explain the final plans. No changes will be allowed at that time. Mr. Dorr felt that the public workshops could be held and the final design developed for the next Commission meeting. Discussion indicated that a meeting has been scheduled with an unidentified property owner who had concerns regarding the proximity of the sidewalk and his/her apartments. Comments also explained another property owner's concern regarding a fence and sidewalk. Chairperson Staub indicated that all of the property owners should be contacted. The schedule for bringing the plan back to the Commission was left to staff and Mr. Dorr. No formal action was taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING

FUTURE AGENDA ITEMS (NON-ACTION ITEMS) (2-2584) - Mr. Flansberg hoped that the City will have obtained its MPO status by the next meeting. Douglas County has already submitted its Commission members' names. Mr. Flansberg volunteered to check with NDOT regarding who had been appointed by the Governor. The Bigelow Drive issue will be agenized for a meeting in a month or two. Engineering staff is analyzing the plans and cost estimates. It will be submitted to the Commission for direction. Discussion suggested that the Commission develop a policy regarding how to handle the unpaved roads. This issue may be agenized for the Commission's April meeting. The importance of having all of the players present for that meeting was stressed. It was felt that the status of the offer for the Church property should be agenized for the next meeting. Discussion explained the status of the search for another Commissioner. A status report is to be provided on the V&T Bicycle Trail. Mr. Werner indicated that the appraisals and designs have been completed. A good meeting had been held with the Wellington Crescent Homeowners Association Representatives. Staff had presented several concepts to them. They plan to present the concepts to their members. If they accept the program, the project should be underway by June. Discussion explained the bicycle lane at Silver Sage and Clearview and the confusion that occurred with the design. Due to the confusion, Chairperson Staub suggested that the matter be agenized so that a formal record could be made on the concept. Mr. Werner explained that the design meets the NDTC's standards and requirements. The City did not have an option in how it was designed. No formal action was required or taken.

H. ADJOURNMENT (2-2795) - Commissioner Reynolds moved to adjourn. Commissioner Kennedy seconded the motion. Motion carried 4-0. Chairperson Staub adjourned the meeting at 7:55 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 12, 2002, Carson City Regional Transportation Commission meeting

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ARE SO APPROVED ON March 12, 2003.

/s/

Richard S. Staub, Chairperson

The RTC on 4/9/03 revised Page 6 to read: ...Mr. Dorr indicated that the design will be brought back after public comments have been received regarding the intersection. **The design for the John Street intersection eliminated all left turning movements onto and off Roop. Discussion questioned whether Anderson Street or Stewart Street will be used by the motorists to reach the businesses on John Street. The proposal also eliminated all left turning movements on streets north of William that do not cross Roop.** Staff is now.....

Respectfully submitted,

/s/

Katherine McLaughlin, Recording Secretary