

## **REGIONAL TRANSPORTATION COMMISSION**

Minutes of the January 9, 2002, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, January 9, 2002, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

**PRESENT:** Chairperson Jon Plank, Vice Chairperson Steve Reynolds, and Commissioners Shelly Aldean and Richard Staub

**STAFF PRESENT:** Development Services Director Andrew Burnham; City Engineer Larry Werner, Street Operations Manager John Flansberg; RTC Engineer Harvey Brotzman; and Recording Secretary Katherine McLaughlin (R.T.C. 1/9/02 Tape 1-0001)

**A. ROLL CALL AND DETERMINATION OF A QUORUM:** Chairperson Plank convened the meeting at 5:30 p.m. Roll call was taken. A quorum was present although Commissioner Kennedy was absent.

**B. APPROVAL OF MINUTES (1-0028)** - None.

**C. AGENDA MODIFICATIONS (1-0012)** - None.

**D. PUBLIC COMMENTS (1-0015)** - None.

**E. DISCLOSURES (1-0023)** - None.

**F. DISCUSSION AND POSSIBLE ACTION ON PROVIDING DIRECTION TO STAFF ON ROADWAY PROJECTS AND FUNDING OPTIONS FOR THE FEBRUARY 13, 2002, ANNUAL PRIORITIZATION MEETING (1-0031)** - Chairperson Plank and Mr. Flansberg explained the purpose of the session and that action would not be taken. New traffic model illustrations were distributed to the Commission and Clerk. (A copy is in the file.) Discussion ensued on staff's list of projects. Project Number 1 is the freeway. Its need was emphasized. The second project is the Curry Street from Lake Glen to Clearview project. Its Koontz to Clearview section is considered a developer's project. The extension of Stewart Street from Carson Street to Curry is tied to the Curry Street project. The Roop Street widening from Winnie to Fifth Street; the Boys and Girls Club's request to extend Lompa to Northridge, and the Fairview Drive from Saliman to Roop Street expansion were described.

Discussion questioned how the Fairview Drive extension would be impacted by NDOT splitting the Phase 1B freeway project. Mr. Flansberg felt that the freeway should be extended to Fairview in the 2005 and 2010 timeframe. Efforts will be undertaken to accomplish this schedule due to the traffic concerns. Commissioner Staub was concerned with closing the freeway at College Parkway as it will force Douglas County residents to use Fairview. He also questioned whether NDOT would be able to get the freeway completed to Highway 50 on time. Failure to do so would force the traffic to find an alternate route which he felt would be Graves Lane to Edmonds through the roundabout. This makes Fairview a higher priority. Mr. Flansberg explained that his experience indicates traffic will take the path perceived to be the fastest and of the least resistance. Using this process, he questioned whether the Douglas County traffic would use

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the freeway at all. He agreed that the Lyon County traffic may use it and Graves to access Highway 50. Commissioner Staub suggested an attempt be made to direct the traffic to use the freeway and Fairview rather than continue using Carson Street as has been the established pattern. He urged the Commission to consider using Edmonds, Fairview, and Graves, to make upgrades to them, and to seek NDOT participation in those upgrades. Mr. Flansberg agreed that alternate routes should be considered and that NDOT should be involved in the discussions.

Reasons NDOT had not established an off ramp at Fifth Street, while Fairview was selected, were explained. Discussion noted that Fifth Street is maintained by the State. Mr. Flansberg indicated that there is adequate space to create four narrow lanes on Fairview. This is the reason for the low estimate for that work. Additional widening will increase the cost. Once the freeway is in it could be reduced to three lanes. Chairperson Plank supported this option. Regarding the Edmonds Drive from Butti to Fairview project, it is estimated that its traffic will be reduced when the freeway is completed. The Saliman Road widening project from Fairview to Colorado is a developer driven project. Discussion indicated that this property had sold. Plans for its development have not yet been submitted. Chairperson Plank suggested that sound wall buffering be started before the construction begins on the Graves Lane and Arrowhead connector. Vegetation for sound buffering was suggested rather than block walls. By starting now, this could mitigate the noise concern. Mr. Flansberg explained some buffering with trees which could be done and their replacement program. Chairperson Plank requested a cost estimate on this program before the February meeting. The history of Sonoma Street between Carson and Curry Street was noted. Washoe Medical Center has purchased this property but plans have not been submitted. Ormsby Boulevard has been 95 percent completely designed. It was shelved due to the loss of support. The Long Street extension to Bolero Drive is a circulation project. Its cost has not been established. Fifth Street from Saliman to the Lompa Ranch entrance may need to be widened but will be growth related and should be developer driven. Hillview Drive between Valley View and Koontz Lane was added for circulation reasons. This listing was felt to contain the majority of the street projects.

There are other projects accomplished by RTC such as signals and intersection improvements at Koontz, Fairview, and Clearview on Carson Street. A Koontz Drive reconstruction project scheduled for next spring may create a fourth lane for west bound traffic at the Toyota Dealership. There is adequate space for this lane. Bicycle and pedestrian improvements are included such as the Phase 1 freeway bicycle path. RTC funding is not required for this project. An enhancement grant is being requested for the path along the southern portion of the freeway. The South Graves Lane sidewalk was included on the list but a cost was not included. Future signal improvements include a warrant study at Roop Street and Winnie Lane. It could be part of the Roop Street project. The Carson and Sonoma signal is developer driven. College Parkway/Graves Lane and Lompa Lane intersection will need a warrant study before signalization occurs. Its lower cost is a result of having already done a portion of the installation work. The transportation plan includes other signals which were not included on the project list. Progress on the signal synchronization project was limned including the connection with Clear Creek. A listing of other synchronization projects was provided. Miscellaneous projects included requests for a sound wall along Graves Lane and curb, gutter, and sidewalk improvements along Hot Springs Road, Roop Street, Long Street, and Lompa Lane. Projects which have been funded and prioritized included Challenger Way extension to College Parkway, Murphy Drive extension between West Nye Lane and Combs Canyon Road, and Timberline Drive safety

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improvements. Reasons for these priorities and funding were provided.

Mr. Flansberg then explained the model runs were draft copies and contained at least two minor unnamed corrections. Scenario 1 indicates that the Roop Street traffic between Fifth and Winnie will be at level D or F by 2005 if no improvements are made.. Scenario 2 displays the service level of Curry Street without any improvements but with Roop Street improvements. Carson Street will remain at service level F although Roop may remove 2000 cars from North Carson Street. Scenario 3 shows the impact if both Curry and Roop are done. Scenario 4 shows how having the freeway completed to Fairview will improve the traffic on Edmonds and Graves. Scenario 4 included having widened Fairview to four lanes and completion of all of the identified projects. The last two maps show the 2015 conditions with a fully completed freeway. This removes Carson Street from the service level F except between Stewart and Winnie Lane. The freeway could become a level D in 2025. The northeast quadrant of the 2025 map shows that the Arrowhead connector will become an E service level. The City will be completely developed by 2025. Mr. Flansberg then explained how the models were developed.

**BREAK:** A recess was declared at 6 p.m. A quorum of the Commission was present when Chairperson Plank reconvened the meeting at 6:15 p.m. Commissioner Kennedy was absent as previously indicated. (1-0482) Marian Bush gave her Roop Street address. The Assessor's records show that her property line is at the sidewalk. She felt that RTC would be taking her property. Chairperson Plank indicated that this is not what they were saying. Staff will have to work with her to attempt to resolve the questions. Staff believes that RTC has 66 feet.

Theresa Watson, Ms. Bush's daughter, questioned how the width was measured. Mr. Flansberg felt that the City had the full roadway width of 66 feet in that area but was unsure if the center line is true center in that area.

Ms. Bush questioned the current status of the project . Chairperson Plank indicated that its priority would be established during the meeting next month. Construction may not occur for at least one year due to the lack of funding. Mr. Flansberg felt that construction on either Curry or Roop would not occur until the Spring of 2003 due to the time required to complete the design Ms. Bush felt that it would be unsafe to have traffic that close to her home. Chairperson Plank pointed out that until the map is reviewed he could not tell if more property is to be taken from her side of the street. Staff will work with all property owners who are in a similar situation. It may be possible to take the additional width from the other side of the street.

Ms. Watson questioned where the right-of-way maps could be obtained. Mr. Flansberg invited the public to come to his office and look at the work that has been done on the right-of-way on an appointment basis. Ms. Bush pointed out the number of accidents now occurring on the street and reiterated her safety and noise concerns. Chairperson Plank encouraged her to meet with staff and reiterated that the priorities will be established next month. The meeting will be held in this room. Ms. Bush questioned why Roop Street is not one way and Stewart the other. Chairperson Plank explained the problem created with Stewart Street deadending at John Street. Ms. Bush felt it could be done to Highway 50/William Street and provide some relief. Chairperson Plank reiterated his request that she meet with staff. Ms. Bush questioned whether the

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City could legally take her property and what the legal ramifications of the taking are. Chairperson Plank explained that the City does not like to do this unless absolutely necessary. Ms. Bush felt that the cheapest way would be to take the property. Chairperson Plank reiterated the need to discuss it with staff.

Lincoln Covington gave his address and highlighted his letter. (A copy is in the file.) Snow removal and traffic problems were iterated which inhibit his ability to leave his driveway. The proposal will leave him with only 12 feet between the garage and traffic. The noise and dust problems created by the current traffic level limit his use of the east side of his yard. He acknowledged the City's problems moving traffic but did not want to sacrifice his comfort for the public good. The noise should be buffered. His snow problems were reiterated. If the project goes through he urged the Commission to recommend that sound walls be included and that the snow be plowed to the middle and removed to eliminate his current problems. He hoped to be able to remain in his house although he would lose his onstreet parking spaces, driveway, garage and some trees. His adjacent three neighbors and the impact on their properties were then limned. He expressed a desire to meet with staff. His letter also invited staff and the Commission to visit his home and listen to the noise. He reiterated his desire to have a sound wall.

Chairperson Plank explained that staff had worked with the residents on Graves Lanes on similar issues and indicated a desire for staff to do the same in this case. Mr. Covington reiterated his desire to have the Commission visit the site. Chairperson Plank expressed a willingness to do so.

Rita Waters explained her address and safety concerns. The proposal will remove her access to her property. Two recent accidents that went into the neighboring yards were sited as examples of her concern. Moving the street closer will cause even more of a safety concern. She was also concerned about the cracking occurring in the houses which she felt was caused by the traffic vibrations. Chairperson Plank encouraged Mr. Flansberg to visit the site. Chairperson Plank's personal knowledge of the area and its safety concerns were limned. He did not feel that the project would make the safety issues any more of a concern than that currently experienced.

Craig Hartman felt that the Stewart Street extension to Curry Street should have a lower priority as the restriping of Carson Street should be effective and could save the City money. Mr. Flansberg explained that this project is proposed to be constructed next summer and will be done at night. Commissioner Reynolds felt that feedback on this project should be available before the City constructs the Stewart Street extension. Mr. Flansberg indicated that the modeling discussed earlier had included this project.

Dave Ruf explained that in the past there had been a proposal for Curry Street to connect to Foothill in Douglas County. Foothill has been constructed in Douglas County. The maps do not reflect the extension of Curry beyond the proposed freeway interchange at West Highway 50. There is a need for this extension which would be supported. It could be used to move traffic if a serious traffic accident closes Carson Street. Chairperson Plank and Mr. Flansberg explained that this proposal had died when NDOT changed its design at West Highway 50/Spooner as a result of the cost of the property which it would have had to acquire for the interchange. This change had eliminated the frontage roads and the extension. Additional comments were solicited but none given.

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Commission comments regarding the projects were solicited. Chairperson Plank encouraged the Commission to take the material home and study it. He suggested that the Commission contact staff with their priorities. Staff was requested to return with a suggested priority list.

Commissioner Reynolds noted that the models included the freeway connection at Highway 50 by 2005. Failure to connect will create even more impact on the residential streets. Mr. Flansberg suggested that a model be made of the freeway to College Parkway which may explain the impacts. It should include the NDOT proposal to widen Carson Street/Highway 395 to six lanes at the county line. Commissioner Reynolds hoped that the connection could be done by 2005 or 2006.

Commissioner Staub encouraged staff to include the priorities discussed in November. This had included the five cent tax. Commissioner Aldean referenced the couplet idea that had died when the five cent gas tax for the freeway was funded. Although it may not be possible to connect Stewart and Roop at the cemetery due to the property acquisition costs, the couplet idea may be worth reconsideration as a result of the freeway termination at College Parkway. She also suggested that its southern terminus be at Fairview. Mr. Flansberg agreed that changes in that area may force reconsideration of the proposal. This had been the reason for staff's suggestion that Roop Street be widened. Commissioner Aldean felt that a second reason the project had been defeated had included postal concerns. The Post Office is no longer on Stewart and may not have a concern at this time. Chairperson Plank delineated the postal concerns. Commission comments supported the need to act diligently and consider all options.

Mr. Flansberg explained the purpose of his Transportation Improvement Program which shows the current funding and financing suggestions. He had discussed financing options with the Finance Department. All of the projects could be funded in one year—Curry Street, Stewart Street, Roop widening and Lompa Lane extension with bonds as well as refinance Graves Lane. This would not require touching the five cents to NDOT which ends in 2009. There would be \$300,000 a year remaining after the bond payment for local projects. Another option would be to finance the five cents to NDOT. This would allow RTC to continue using the funds for other projects.

Commissioner Staub explained his request of Finance for an analysis which would get more funds for RTC projects. The deal made with NDOT on the freeway has not been upheld by NDOT. The original timeframes have not been met and the new timeframes are in all likelihood not going to be met in the future. Therefore, he had asked Finance for scenarios on how to get some of the five cents back. The freeway remains the top priority. The adverse impacts created by the delays, however, are gridlock on all of the City's arterials. Finance said we could get some of it back by bonding for the freeway with wraparound financing for Graves Lane and pay for all of these projects with the current valuation. It is his belief and intent to do that. RTC needs more than \$3 million to accomplish all of the projects. He objected to waiting until 2010 or later for these improvements. Gridlock situations were limned to support his concern. Alternate street projects need to be considered including the couplet. The completed freeway will not be a panacea for the traffic problems. The City's growth combined with the growth in the surrounding counties will only make the traffic situation worse. Traffic must be removed from Carson Street even if it means using side streets and signage.

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Chairperson Plank supported his comments regarding getting the entire five cents back. It may be possible to buyout at a discount as NDOT/the City could invest the funds and make interest on it. The surrounding growth is the problem rather than Carson City's growth. We need to start doing something for ourselves. He also felt that unless we address these issues now, they will remain after the freeway is completed.

Mr. Flansberg reviewed the Board's goals as established at the November goal setting session which were to get the five cents back through financing, the Stewart to Curry extension, and Roop widening and design, and the left turn storage lane at Northridge. A 98-99 goal, which has not been completed, is the traffic and transportation long-term master plan. This will continue to be an ongoing goal. The master plan is being updated now.

Commissioner Staub asked that the Stewart Street arterial and the one way couplet be presented at the next meeting. Mr. Flansberg agreed.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - FUTURE AGENDA ITEMS (NON-ACTION ITEMS) (1-1214)** - Commissioner Aldean pointed out that other areas use other funding methods and asked that these be considered. Mr. Flansberg explained that RTC had historically used only the gas tax and long-term financing for its projects. The freeway debt will be paid off sooner than originally designed due to the lack of activity but this funding commitment is cutting into the funding availability for other projects. Chairperson Plank noted that the gas tax has been flat for years. Finance Director David Heath had felt that the gas sales volume is increasing and additional funds may be available in the future although it will be inadequate to handle everything. Discussion indicated that the reasons the tax was flat was due to the closure of two stations. Opening of the Costco's station and the Albertson's station may increase the sales. Additional comments were solicited regarding items for the next meeting but none given.

**H. ADJOURNMENT (1-1248)** - Commissioner Reynolds moved to adjourn. Commissioner Staub seconded the motion. Motion carried unanimously. Chairperson Plank adjourned the meeting at 7 p.m.

The Minutes of the January 9, 2002, Carson City Regional Planning Commission meeting

ARE SO APPROVED ON February 13, 2002.

/s/ \_\_\_\_\_  
Jon Plank, Chairperson