

Carson City Regional Transportation Commission  
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, March 13, 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, Bob Kennedy, and Richard S. Staub

STAFF PRESENT: Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 3/13/02 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. The entire Commission was present, constituting a quorum.

**C. AGENDA MODIFICATIONS (1-0008)** - None.

**B. APPROVAL OF MINUTES** - None.

**D. PUBLIC COMMENTS (1-0014)** - None.

**E. DISCLOSURES (1-0026)** - None.

**F. PUBLIC MEETING ITEMS - PRESENTATION OF STATUS REPORTS (1-0029)** - Mr. Flansberg reviewed the status of the Northridge and Roop intersection left turn pocket. The Quick Stop Mini-Market has been constructed at the intersection of Hot Springs and Roop. It does not extend far enough south to impact the Northridge and Roop intersection. Glen Martel has been asked to provide a report. They need the improvements for their subdivision to the east but have not made a commitment as to when it will be installed. Staff will bring it back for additional discussion/direction as whether staff should construct it as an in-house project. Discussion indicated the intersection improvements were not a condition of approval for the Northridge Subdivision. The traffic volume could, however, become an issue for the development. It is a requirement for any development on the west side of Roop. Public comments were solicited but none given.

The North Carson Street and College Parkway left turn project is under construction. The plans call for a dual left turn with a dedicated signal. Problems encountered with the box culvert were described. Mitigation had required re-engineering the grade and left turning movement. A low point has now been created in the new west bound turning lane. NDOT wants to install a valley gutter at that intersection which City staff has opposed. Staff has requested a drop inlet to catch the runoff. NDOT has requested the City sign an interlocal agreement agreeing to maintain the inlet. The asphalt maintenance contract will include a mill and overlay on College Parkway from Carson Street to the back entrance of Kmart. Discussion explained that the temporary patch over the storm drain will be replaced. If the weather continues to remain warm, the construction work on the left turn lane should be completed soon. The mill and overlay may delay it but Mr. Flansberg felt certain it could be completed in four to six weeks or before the first of May. Comments stressed the need for the left turn lane.

Mr. Flansberg explained the Murphy Drive and Combs Canyon sight distance concerns which had been expressed by the Planning Commission. Street Operations has constructed a rock wall and improved the sight

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distance. The V&T bicycle project should go to bid the end of May. There are some coordination issues with the Timberline and Combs freeway drainage project which will need to be worked out. Additional funding to cover the grant has been provided by Parks and Recreation Director Steve Kastens and NDOT. Chairperson Plank explained his experience with the corner and his feeling that the sight distance has been improved.

Staff and the consultant have developed six alternatives for the Roop Street-Stewart Street Couplets. Mr. Flansberg's review of each included any problems which may be encountered or impact which will be created and some estimated costs. The alternatives included connecting North Stewart Street to Moody Street. A model analyzing whether this would provide any relief for Roop Street is being developed. The Roop Street widening, alternate number two, cost estimates had originally included curb and gutter in areas where none exist today. Justification for their exclusion was based on the need to make these improvements whenever Roop Street is improved and the desire to analyze only the benefits and costs for traffic movements. Alternate 3 is the Roop Street-Stewart Street one way couplet as suggested by Capital Engineering. It takes the Stewart Street traffic to Carson Street and does not tie into Roop Street. Both streets would be three lanes in one direction. Alternate 4 ties Roop Street and Stewart Street together for connectivity and does not put the traffic on Carson Street. Alternate 5 is a modified Roop-Stewart Street couplet with two lanes in one direction and one in the other on Roop. Under this alternative Stewart Street would remain as it is but may require widening in some areas to allow for turning movements at several intersections. Alternate 6 is the Carson and Stewart Street one way couplet. It provides three one way lanes per street which allows some flexibility on Carson Street. This alternative will allow Stewart Street to be used in a post freeway condition in the downtown area. Traffic modeling for these alternatives should be ready for the May meeting.

Discussion pointed out that Stewart has been designated by NDOT as a truck route. Stewart has a heavy asphalt overlay for this reason. If the truck route designation continues to be maintained, it will require construction of Roop Street to handle the truck traffic. Roop Street is not a truck route at this time beyond that required for local deliveries such as UPS vans. Another option would be to turn the truck traffic at William and use other designated truck routes. This would discourage heavy truck traffic from using Roop Street. It may be beneficial to have the heavy trucks use Roop to College Parkway. The cost benefit of allowing the heavy truck traffic had not been included in the study. Commissioner Aldean explained for the record that she was aware of Stewart-Carson Street alternative as a post-freeway circulation route and that the Chamber of Commerce adamantly opposes any increased traffic on Carson Street in the downtown area. She also indicated that she understood the reasons for studying this alternative. Mr. Flansberg indicated that there could be additional uses that the community may want to have as a post-freeway condition which would open the downtown area by expanding the traffic uses on Stewart. Chairperson Plank explained Jim Ferguson's safety concerns on Stewart Street that were related to Fire Station No. 1, which is on Stewart, and the impact having one way traffic on Stewart could have on its ability to respond to emergencies. Mr. Flansberg pointed out that the Public Safety Complex on Musser is also a concern and acknowledged the need to study the impact the proposal would have on the emergency response times. Public comments were again solicited but none given.

Mr. Flansberg explained that the Fifth and Edmonds roundabout landscaping plans are part of the landscaping design for the wastewater treatment plan. Senior Engineer Rob Fellows has almost completed the design. He felt that the project may be let in one month. The improvements to the roundabout areas were described. It may be agenized for reconsideration in the future due to the impact widening Edmonds to four lanes could have as the roundabout may not be satisfactory for four lanes. This concern also impacts the type of plants

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which should be used. Chairperson Plank explained Supervisor Livermore's desire to have the landscaping done. He also felt that it should be completed and suggested that low growing plants or ground cover be used. The landscaping can be moved if necessary. Mr. Flansberg agreed and indicated that it will be brought back for action/discussion at a future meeting. Approximately \$10,000 has been allocated for the landscaping. Public comments were solicited but none given.

Mr. Brotzman explained that he will manage the Mills Park and Highway 50 parking project. The plans are almost completed. It should go to bid in June with construction to occur during the period July through September. Discussion expressed the need to coordinate the project and not start construction until after the July 4<sup>th</sup> carnival. Public comments were solicited but none given.

This was a status report and discussion item only. No formal action was taken.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS -FUTURE**

**AGENDA ITEMS (1-0368)** - The roundabout landscaping on Edmonds will be on the next agenda. The May 8<sup>th</sup> meeting will be heavy. Discussion pointed out the legal requirements mandating monthly meetings. Chairperson Plank explained his discussion with Street Operations Office Support Technician Kristie Knowlton regarding distribution of the agendas to the Commission. He had suggested that either the Park Ranger or a Street staff member deliver the agendas to the Commissioners. Mr. Flansberg indicated that in the future the agendas will be delivered. Commissioner Kennedy indicated his packet arrived earlier today and explained his desire to have them earlier, if possible. Chairperson Plank suggested that the Commission pay the Ranger's mileage. Public comments were solicited but none given.

**H. ADJOURNMENT** - Commissioner Reynolds moved to adjourn. Commissioner Staub seconded the motion. Motion carried 5-0. Chairperson Plank adjourned the meeting at 5:57 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 March 13, 2002, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON April 10, 2002.

/s/  
Jon Plank, Chairperson