

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 9, 2002, Meeting

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

STAFF PRESENT: Community Development Director Walter Sullivan, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 10/9/02 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Plank convened the meeting at 5:40 p.m. by apologizing for the delay in starting the meeting. The delay was caused by equipment problems. (See Item F-1.) Roll call was taken. The entire Commission was present, constituting a quorum.

B. APPROVAL OF MINUTES (1-0013) - None.

C. AGENDA MODIFICATIONS (1-0016) - None.

D. PUBLIC COMMENTS (1-0019) (1-1015) - High School Teacher John Sullivan's AP Government Student Julie Struble was introduced.

E. DISCLOSURES (1-0026) - None.

F. PUBLIC MEETING ITEMS

F-1. DISCUSSION AND ACTION ON PRIORITIZATION OF TRANSPORTATION

ENHANCEMENT PROJECTS FROM CARSON CITY TO BE SUBMITTED TO THE NEVADA DEPARTMENT OF TRANSPORTATION (1-0029) - Mr. Flansberg explained that the projects were suggestions for submittal to NDOT for enhancement funding. These funds were previously called ISTE. If the MPO designation had been in place, it would have handled these projects for NDOT. MPO will consider the projects after it is established. The process illustrates that public involvement has occurred. In order to obtain the funds the MPO must show that it has designated the projects as a priority and that substantial progress has occurred on the V&T Bike Trail on Murphy Drive. To date the lack of progress on the V&T Railway's crossing of the Overman Pit has not hurt the City. This may be because it is a tri-county project. Discussion explained the location and issues delaying the V&T Bike Trail. It is hoped that the project will be advertised in June. The estimated cost of this project has grown to \$600,000, which is two times the original estimate. Due to computer problems the slides of the areas surrounding the proposed projects could not be shown. (This was the reason for the delay in starting the meeting.) Mr. Flansberg explained the proposed route for the Hot Springs Safety Pedestrian Improvement project and the amenities that would be developed with it. Staff had recommended the project as a high priority. He then described the plan to landscape the North Carson Street medians from Broadleaf to Arrowhead, which was staff's second priority. The third priority is to assist GROW with landscaping and irrigation along the freeway,

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specifically at the College Parkway interchange.

Discussion explained the section of Hot Springs Road which has pedestrian facilities. Parks Planner Verne Krahm had developed some conceptual designs for this project. The landscaping is similar to Sheehan's Business Park which uses rock and boulder placements. The City will maintain the landscaping along Hot Springs Road.

Discussion indicated that at sometime in the future Carson Street may become six lanes on the north side of the City. Mr. Flansberg explained that there is more right-of-way along this section of Carson Street and that in the future Broadleaf and Silver Oak will intersect Carson Street. Signals may be installed at these intersections as well as at Arrowhead Drive. Reasons for the Arrowhead Drive signal were explained.

Chairperson Pro-Tem Reynolds supported the sidewalk improvements along Hot Springs Road. Discussion indicated that there are other projects which the funds could be used for, however, the work required for them to be considered has not been developed. These projects deal with the Highway 50 gateway. Mr. Flansberg felt that the City would be in a better position to apply for its funding in two years. Funding for these projects is based on estimated costs. Preliminary/conceptual designs do not provide valid estimates. Also, ownership of the right-of-way is required. Additional work to obtain the public land rights-of-way is needed. More information should be available in two years that will help obtain the funding. In two years all funding requests will have to be submitted to the MPO. Mr. Flansberg then explained a funding request he had received from the Carson City Railroad Museum for an addition for restoring railroad cars. NDOT requested that they submit this request to the City under the MPO process. The projects are to be submitted by the end of the month. As the City has not been designated as an MPO, the projects will be submitted next week to the Board of Supervisors for approval. In two or three months the projects will be brought back to the MPO for final approval and prioritization. He had also been informed by NDOT Representative Leif Anderson that Douglas County had a project it wanted to submit, however, there is a misunderstanding regarding the funding. The project is a bicycle path along Jacks Valley Road to the elementary school. Funds have already been applied for and approved for this project. The request should not be considered. Only new projects can be submitted for consideration. He also explained that all but 200 feet of the project is outside the MPO boundaries. The limitation on the funds was described as being the amount of funding that is available, the reasonableness of the request, and the community's established priority. Messrs. Flansberg and Brotzman felt that the City may be able to obtain funding for \$500,000 worth of projects which could be two projects. Mr. Flansberg requested the Commission prioritize the projects for recommendation to the Board of Supervisors.

Public comments were solicited. Mr. Flansberg clarified for Penny Fairfield that there would be a sidewalk on both sides of Hot Springs Road. She was also concerned about the lack of progress on the V&T Bicycle Trail and the possibility that this could eliminate any City projects from the funding. She urged the Commission to address the problems with the V&T Bicycle Trail and to get the project moving. Mr. Flansberg limned the right-of-way issues and the efforts to get them resolved. Staff has considered stopping this project and doing something else due to the problems they have encountered. The community is looking forward to it. It has been on the books for more than eight years. NDOT designed it. It is presently in NDOT's right-of-way division. When the final legal descriptions are provided, staff will obtain the remainder of the property. Staff has followed the federal regulations regarding the acquisition of the right-of-way. Staff felt that NDOT had designed it wider than was needed and had requested that the size be reduced.

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Staff has attempted to provide a compelling argument for keeping the funds. Staff is not standing still on this project. Efforts are being made to meet all of the requirements. It is hoped that the design and acquisition will be completed in January or February and that construction on the project can start in June. Chairperson Plank indicated that the problems encountered with the Wellington Heights Homeowners Association have been resolved. The City has obtained "too much" right-of-way through the College. The maintenance concerns were also noted. Mr. Flansberg felt that the project had caused NDOT to tighten its regulations regarding projects to eliminate encountering similar problems in the future. It is possible that the delay with it may jeopardize the City's funding ability for other projects. NDOT wants to see substantial movement on it. Staff is working to show that movement. Commissioner Aldean did not support abandoning the project if a compelling case showing that movement has occurred can be made. Discussion between Mr. Flansberg and the Commission explained that the projects and their priorities will be submitted to the Board of Supervisors for approval. The listing will be considered by the MPO in February or March. At that time its status and whether it will hurt the City's ability to obtain additional funding will be known. The listing needs to be submitted to NDOT by October 31.

Commissioner Aldean explained her supporting for continuing to work on the V&T Bicycle Path and her priorities as being the Hot Springs pedestrian safety project, the North Carson Street medians, and GROW freeway interchange landscaping. Chairperson Plank supported her priorities.

NDOT Representative Leif Anderson explained that the ten percent match is in actuality only a five percent match and that it is NDOT's policy to provide the match for any projects in its right-of-way. The North Carson median landscaping and the freeway landscaping should be funded by NDOT if they are entirely within NDOT's rights-of-way. The deadline for the applications is October 31. Carson City will compete with the rural counties in January and February for funding. When the City becomes an MPO, the projects will be prioritized in both the MPO area as well as for the City and any other entity within the MPO boundaries. The MPO projects will be submitted to NDOT's Board in June. He felt that the City, if it is an MPO, had until June to resolve the V&T issues. The City's ability to demonstrate that substantial work had been done on it will help with the Fed's decision. He also indicated that the V&T Railway project is facing similar issues. He was unsure why this project is not looked at in the same vein as the V&T Bicycle Path. He urged the Commission to prioritize the projects and submit the applications.

Community Development Director Walter Sullivan supported the establishment of the Hot Springs Pedestrian Safety Enhancement Project as a top priority due to a survey of children who walk along the street. A curb will provide a safety factor for these pedestrians. Chairperson Plank supported the contention that there are a lot of children and adults who walk along this street. He also felt that it should be a high priority. Discussion explained that the City had filled in the ditch in front of the Sierra Springs apartment complex as the developer had procrastinated about doing the work. He was billed and paid for the work.

Chairperson Plank reiterated his support for the Hot Springs Pedestrian Safety Enhancement Project. He felt that the College Parkway landscaping could be premature. The east Highway 50 portal project should be undertaken when the water and sewer lines are run to Moundhouse. Commissioner Aldean agreed and indicated that it may take two years to obtain the BLM rights-of-way. Mr. Sullivan explained that BLM is now updating its interface plan and the rights-of-way issue should be considered in it. He agreed that it will take two years to complete.

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Charles McQuary urged the RTC to support staff and complete the V&T Bicycle Trail as it is needed. He also felt that by showing progress, additional funding could be obtained. Chairperson Plank suggested that the V&T Trail be added to the status reports on a bimonthly basis. Mr. Flansberg agreed. He also explained that the original cost estimate for the Hot Springs project will be updated and may be only \$250,000 but could grow to \$300,000.

Commissioner Aldean moved to prioritize Carson City's Transportation Enhancement Projects for recommendation to the Board of Supervisors in the following manner and priority: the Hot Springs Road Pedestrian/Safety Improvement Project, followed by the North Carson Street Median Island Landscaping Project, followed by the Carson City Freeway College Parkway Interchange Landscaping Project. Commissioner Kennedy seconded the motion. Chairperson Plank explained former Supervisor Kay Bennett's efforts to landscape the North Carson Street medians. He felt that she would be proud to see it accomplished. It is important to the economic development and appearance of the North Carson area. The Hot Springs project is a safety and capacity issue. The motion was voted and carried 5-0.

F-2. DISCUSSION ON STAFF DEVELOPMENT REVIEW PROCESS, SPECIFICALLY INVOLVING REGIONAL TRANSPORTATION ISSUES (1-0651) - Mr. Sullivan explained the review and planning processes including RTC staff's role. Discussion between the Commission and staff detailed the use of a traffic study to determine the type of roadway improvements that will be required. The Northridge and Roop intersection, the development agreement process, and Albertson's impact on the intersection of Carson and College Parkway were described to illustrate how the process works. Additional examples were cited justifying this process due to the unforeseen impacts that could be created without the involvement/participation by RTC. The process and consideration of the impact created by removal of on-street parking along arterials were explained. Bicycle lanes, new or expanded development and the need for turn lanes also removes on-street parking. It was felt that Colorado Street's right-of-way had been made so wide due to the design standards at the time of development. Millennium and Heritage were cited as opposite examples as they are narrower than streets normally found in a subdivision. The School District's involvement in the planning process was limned. In the future Planning and Community Development will include consideration of school and community bus needs in subdivisions and may require either a bus stop or a turnaround. Staff does coordinate projects with the Post Office regarding the placement of cluster boxes and the need for parking for the residents to pickup their mail. Northridge was used as an example of the location for a cluster box which was felt to be in the wrong spot. Mr. Sullivan stressed the need for communication between the Departments/Agencies and acknowledged that improvements could be made. He committed to continuing to work with RTC and the other Departments/Agencies in the future. He also pointed out the need to consider the total impact of a subdivision and not just its initial phase(s). This process will assist with the location of bicycle paths/lanes. Commissioner Reynolds thanked Mr. Sullivan for the report. His inquiry had not been made with the thought that something was being missed but was due to the desire to better understand the process. It was felt that the process with better modeling could eliminate future problems. Chairperson Plank pointed out that sometimes development does not occur as originally envisioned which also creates problems. Examples were cited to illustrate his concern. They included Bowers Lane, which was being used as a through street between Highway 50 and Arrowhead, and the traffic volume on Mountain Street, which is more than 4,000 cars a day south of Winnie Lane and 1,600 north of Winnie Lane. Commissioner Staub pointed out that some of this traffic could be handled by Ormsby Boulevard if and when it is extended. Comments regarding the Post Office's cluster boxes were articulated and stressed the need for better planning of their location. An example illustrating this feeling was cited

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as being the cluster box off Roop behind the Post Office and adjacent to the BAWN building. No formal action was required or taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION)

G-1. PRESENTATION OF STATUS REPORTS (1-1020) - Staff reviewed its status reports.

Discussion indicated that traffic controllers may be used for the surveying and coring work on Roop Street. Traffic warrants did not support having a signal at Roop and Northridge at this time. When commercial development occurs on the remaining lots, it may be justified. The need for a left turn lane was noted. Staff is still attempting to obtain it. Northridge is to be fog sealed. Bicycle and lane striping on Silver Sage was limned. NDOT is to supply all of the bicycle route signs for Silver Sage. The curb will be painted yellow in front of Joan's Daycare Center on South Roop. This will allow 15 minute parking and provide spaces for two or three vehicles. Reasons for the Timberline safety improvements were noted. Granite should complete the project before winter. The project was described. The two curves could not be combined due to the lack of right-of-way. No formal action was required or taken.

G-2. FUTURE AGENDA ITEMS (1-1145) - Chairperson Plank requested periodic status reports on the V&T Bicycle Trail. Commissioner Aldean requested quarterly status reports on the V&T Railway reconstruction project due to concerns about its impact on Deer Run Road. She had also heard that WNDD had submitted a grant request for a South Curry Street improvement. She requested that staff provide a description of the project and its status. Chairperson Plank explained his original awareness of this project, which had been when Dan St. John had been with the City, and supported her request. Mr. Flansberg indicated that the request for paving of Bigelow Drive north of Koontz will be agenized for the December meeting. He agreed to furnish the history of the street and policy/use of grindings. Commissioner Staub requested the packet include dates of purchase and preliminary title reports on the homes in this area due to his concern about the media report indicating the residents had been told that the street would be paved. He questioned whether this commitment had been made in writing and who had made it. Discussion indicated that the work on Fleischmann should start next week. The work on Koontz had been completed. The Silver Sage work should begin on Friday. Clearview is scheduled for work to commence on Monday. Mr. Flansberg agreed to provide a brief status report on this work at the next meeting. Chairperson Plank explained that a tour had been scheduled for the November meeting. It is scheduled to start at 3 p.m. The tour will be agenized and recorded. Discussion explained that Clearview will be closed for paving but will be kept open during grading. The effort to keep either Koontz, Clearview, or Silver Sage open during paving on the other streets was described. The Clearview business access at the former Walmart site will be kept open. No formal action was required or taken.

G-3. SPEED MANAGEMENT WORKSHOP, OCTOBER 31, 2002, IN LAS VEGAS (1-1315)

- Chairperson Plank expressed his desire to attend, however, a TRPA commitment will not allow it. Commissioner Staub indicated he could attend. Attendance by another Commissioner was suggested. Mr. Flansberg explained the reasons he felt the Commission and staff should attend the workshop. The Sheriff is sending a Traffic Enforcement Officer to the workshop. RTC will pay for the air faire and registration. Commissioners Reynolds and Kennedy indicated that they would check their schedules and let staff know if they can attend. Discussion indicated the workshop started at 8 a.m. and that there is a 6:30 a.m. flight to Las Vegas. It was felt that it would be a one day trip. Commissioner Staub volunteered to pick them up at the airport. Chairperson Plank directed staff to

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agenize the workshop for a possible quorum. No formal action was required or taken.

H. ADJOURNMENT (1-1425) - Commissioner Staub moved to adjourn. Commissioners Kennedy and Reynolds seconded the motion. Motion carried unanimously. Chairperson Plank adjourned the meeting at 7 p.m.

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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 October 9, 2002, Carson City Regional Transportation Commission meeting

ARESO APPROVED ON February 12, 2003.

/s/

Steve Reynolds, Chairperson Pro-Tem