

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION
CARSON CITY PARKS AND RECREATION COMMISSION
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A joint meeting of the Carson City Regional Transportation Commission and the Carson City Parks and Recreation Commission was scheduled for 5:30 p.m. on Tuesday, January 16, 2001 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

REGIONAL TRANSPORTATION COMMISSION: Chairperson Jon Plank
Robert Kennedy
Steve Reynolds
Marv Teixeira

PARKS AND RECREATION COMMISSION: Chairperson John Simms
Vice Chairperson Glen Martel
Lou Cabrera
Jim Dunn
Larry Osborne
Jon Plank
Stacie Wilke
Charles Wright

STAFF: Steve Kastens, Parks and Recreation Director
Andrew Burnham, Development Services Director
John Flansberg, Streets Operations Manager
Harvey Brotzman, Senior Engineer/RTC
Vern Krahm, Parks Planner
Kathleen King, Recording Secretary
(PRC/RTC 01/16/01; Tape 1-0001)

NOTE: Unless indicated otherwise, each item was introduced by Regional Transportation Commission Chairperson Plank or Parks and Recreation Commission Chairperson Simms. A tape recording of these proceedings is on file in the Clerk-Recorder's Office and is available for review and inspection during regular business hours.

CALL TO ORDER AND ROLL CALL (1-0001) - Chairperson Simms called the Parks and Recreation Commission to order at 5:30 p.m. Roll was called; a quorum was present. Vice Chairperson Martel arrived at 5:55 p.m. Commissioner Elverum was absent.

ACTION ON APPROVAL OF MINUTES - DECEMBER 19, 2000 (1-0010) - Commissioner Dunn moved to approve the minutes. Commissioner Osborne seconded the motion. Motion carried 7-0-2-0.

CALL TO ORDER AND ROLL CALL (1-0018) - Chairperson Plank called the Regional Transportation Commission to order at 5:35 p.m. Roll was called; a quorum was present. Commissioner Kennedy arrived at 5:37 p.m. Commissioner Staub was absent.

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PUBLIC COMMENTS ON NON-AGENDIZED ITEMS (1-0023) - None.

AGENDA ITEMS

1. REVIEW AND POSSIBLE ACTION ON THE PROPOSED CARSON CITY BICYCLE SYSTEM PLAN (1-0033) - Mr. Kastens introduced Mr. Burnham, Mr. Brotzman, Mr. Flansberg, and Mr. Krahn. He provided information on the original adoption of the bicycle plan and subsequent revisions. He reviewed the staff report included in the agenda materials, and advised that the bicycle system plan has been turned over to Development Services for implementation. Parks and Recreation staff will continue to provide assistance, and will concentrate mainly on the Eagle Valley Trail plan.

Mr. Burnham advised that the Board of Supervisors reached an agreement with the Nevada Department of Transportation (“NDOT”) last September regarding changes in the plan associated with the southern portion of the freeway alignment. He read a phrase from the agreement between the City and NDOT into the record. He indicated that, after a number of exchanges between the City and NDOT, NDOT agreed to go forward with the bike path north of Highway 50 along the freeway, and to remove the bike path from the southern end. Mr. Burnham advised that the City continues to work with NDOT and NDOT representatives have indicated a willingness to move forward with the bike path where it can be accommodated without additional right-of-way purchases. One of the policies to be added to the plan is to provide for the bike path in areas where it can be accommodated along the freeway as long as there is a relationship to the adopted plan. NDOT will not be able to provide definitive information, however, until the design process for phase 2 is completed.

Mr. Burnham reviewed the public workshops and neighborhood meetings which have taken place to date. Additional modifications have been made to the plan as a result. At the request of Supervisor Livemore, an additional workshop has been scheduled for February 7th at Seeliger School. Supervisor Livemore’s request was made as a result of the recent changes to the southern portion of the bike plan. Mr. Burnham reviewed the modified public hearing schedule, and suggested that the Commissioners defer action on this item.

Mr. Flansberg reviewed the comments received at the public workshops held at various schools last week, and the revisions made as a result of the same. Mr. Krahn pointed out the revisions on the map as Mr. Flansberg reviewed them. At the request of Mr. Burnham, Mr. Flansberg provided the definitions of “bike path”, “bike lanes”, and “shared roadway”. Mr. Kastens commented on the notation indicating that all 25-mile per hour or less streets which carry a volume of 2500 or less vehicles per day are considered to be shared roadways. Commissioner Teixeira pointed out a needed correction to the notation. Mr. Flansberg acknowledged that the majority of City streets are 25 miles per hour. He indicated that the second criteria of 2500 ADT would then be applied in order for the street to qualify as a shared roadway.

Mr. Flansberg responded to questions regarding the width of Ash Canyon Road, shared roadway signage, and the changes to the plan as a result of the public workshops. In response to a further question, he

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clarified that bicycles can be ridden on any City street. The roadways marked blue will be recommended as shared routes with their current speed limits. Some of the roads may have to be upgraded in future paving projects to allow for the minimum 14' lane width. Nothing will be designated with shared roadway signage until the standards are met. Mr. Kastens clarified that the roads depicted on the map are mainly arterial streets. The City will not be providing shared roadway signage for every neighborhood street.

Mr. Burnham referred to the Bicycle Element included in the agenda materials. He explained that the extensive revision to the language is due to the MPO requirement that the Regional Transportation Commission adopt a transportation improvement plan which prioritizes projects. In response to a question, Mr. Flansberg advised of the required width for bicycle lanes for streets with and without curb and gutter. Commissioner Cabrera inquired as to a prioritization process for signing the roads which are more heavily used by bicyclists. Mr. Kastens indicated that staff would like to have input from the bicycle community on the more heavily used areas. He discussed an issue which has developed during the plan revision process regarding confusion over the bicycle plan being used as a road map. He indicated the need to develop a user friendly bicycle map.

Mr. Flansberg responded to additional questions regarding the required width for bike and vehicle lanes on shared roadways. Mr. Krahn referred to the comments distributed to the Commissioners by Mr. Kastens, and advised that these had been received from people who were unable to attend the public workshops. Commissioner Osborne inquired as to the reference in Section 6.4 of the Bicycle Element regarding development of enforceable standards. Mr. Burnham indicated that he would check into this.

Chairperson Simms opened the meeting to public comment.

(1-0469) - Butch Holmberg, a resident of Wellington Crescent, inquired as to liability and maintenance on the private road. Chairperson Plank advised of a recent meeting with Mr. Burnham to discuss this issue. He indicated he had received public input via telephone regarding the matter. He expressed the opinion that since the street is not publicly maintained, it is not appropriate to include it as access to Ash Canyon. He indicated an alternate access north of the Wellington Crescent subdivision and south of the community college. Mr. Kastens advised that the shared roadway designation will be removed along Wellington West, and that an easement exists for access to Ash Canyon. Mr. Holmberg reiterated his question regarding liability, and Mr. Kastens indicated that he would ask the District Attorney if he would be willing to render an opinion. Mr. Holmberg acknowledged that he is particularly interested in possible liability for residents of Wellington West at the location of the easement.

(1-0558) - Ann Macquarie discussed NDOT's plan to restripe Highway 395 south to accommodate three traffic lanes, eliminating the shoulder in the process. She advised that bicyclists use the shoulder and if it is removed there would be essentially no way for bicyclists to travel between Carson City and Carson Valley without riding in one of the traffic lanes. She referred to the plan which depicts a remedy in the form of bike lanes on Curry Street, and an extension of Curry Street to Highway 50. In addition, bike lanes are depicted on Silver Sage to Snyder Avenue. She pointed out that NDOT plans to do the restriping project in the spring and the Curry Street extension will most likely not take place for some time. She

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commented that an extremely hazardous situation will be created by the proposed restriping project and that the situation may remain for years.

(1-0591) - Jim Grimp, a resident of Wellington Crescent, inquired as to whether the bike plan will extend to the V&T grade. Mr. Kastens acknowledged that the City plans to continue with the project on the east side of the Wellington Crescent subdivision which begins at Kings Canyon Road, goes down Longview and turns into a bicycle path along the east side of the block wall at Wellington Crescent all the way to the community college. He indicated that this information was included in the agreement mailed to Mr. Grimp approximately one month ago.

With regard to the issue raised by Ms. Macquarie, Chairperson Plank proposed an alternative route to be created by extending Lupin Road to the signal, crossing at 395, and continuing south on 395; or traveling on Clear Creek Road through the industrial area and coming out at Jacks Valley Road. Mr. Burnham advised of a meeting with Douglas County representatives earlier in the day to discuss joint planning in the northern Douglas County/southern Carson City area. The bike plan is one of the issues which will be integrated into that planning process. Commissioner Osborne commented that the proposed restriping project is not an accomplished fact. He advised that NDOT's assistant director has indicated that if Carson City does not support the proposed project, NDOT will not proceed with it. Commissioner Osborne indicated that the business community along South Carson Street has expressed concerns, and a meeting is scheduled with NDOT representatives to review the plan and discuss how to accommodate the concerns of the business owners. Mr. Flansberg advised that he had spoken with Fred Dries of NDOT, who indicated that he will be forwarding a letter with information on the proposed project. Mr. Flansberg advised that NDOT representatives have presented the proposal to the Regional Transportation Commission and the Board of Supervisors. Public comment was received at both meetings and NDOT representatives indicated they would take the comments into consideration and return to the City with ideas on how to accommodate the concerns of the citizens. Mr. Flansberg acknowledged that the City has not yet made any commitment to endorse the restriping project.

In response to a question, Mr. Kastens advised that he has been working with the Wellington Crescent Property Owners Association as well as NDOT representatives. He explained that the trail the City is proposing to build will be funded by an ISTEA grant. NDOT will do all the design and leg work. Mr. Kastens sent a copy of the letter sent to Mr. Grimp to NDOT, and asked NDOT representatives to review it and provide comments. He intends to finalize the agreement and return it to the Wellington Crescent Property Owners Association. He indicated his willingness to schedule an additional meeting with the property owners association if they feel it would be beneficial. Commissioner Osborne suggested that the February 14th Regional Transportation Commission meeting be rescheduled "in the interest of spousal harmony." Discussion took place with regard to the same, and Chairperson Plank indicated that he would prefer to hold the meeting as it is scheduled.

In response to a question, Mr. Kastens advised that quality of life funds have been expended on the linear park trail from Saliman to the freeway right-of-way, the Mexican Ditch Trail which is reflected on the plan, and that funds have been provided to the Streets Department for striping. Mr. Kastens acknowledged that

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the bicycle plan is not being funded by quality of life funds. The majority of the ultimate build out of the plan will be funded by the Regional Transportation Commission when it comes time to make adjustments to roadways and streets. Commissioner Wright commented on the need to designate private roadways. Mr. Flansberg clarified that costs for on-road systems, i.e., shared roadways and bike lanes, will be borne by either the Regional Transportation Commission or the Streets Maintenance Program. Trails will fall to Parks and Recreation to be funded by quality of life or other funding sources. In response to a question regarding other portions of the plan on private property, Mr. Kastens advised of a "No Trespassing" sign on a parcel along the green line from Ash Canyon to Timberline. In addition, there may be private property in the northern section of the plan but most of it is Bureau of Land Management property. Mr. Kastens indicated that the path won't be constructed if the City can't get right-of-way approval.

Commissioner Teixeira encouraged the citizens present to express their concerns now rather than waiting until after the plan is approved.

(1-0809) - Carol Grimp, a resident of Wellington Crescent, expressed a concern with the path that goes through Wellington West, and requested that an alternate route be identified. She discussed the existing amount of traffic into Ash Canyon, the occasional vandalism, and the speeds at which cars exit the canyon. She expressed a concern for the safety of pedestrians and bicyclists, and reiterated the suggestion that an alternate route be identified rather than through the Wellington Crescent development. Mr. Burnham discussed the possibility of moving the actual trail. Chairperson Plank suggested utilizing the work road which was used for construction of the water tank.

In response to a question, (1-0843) Jim Grimp explained the narrow, two-lane entrance to the Wellington Crescent subdivision. He commented on the difficulty of school buses, fire trucks, and emergency vehicles to make the turn into the subdivision. He advised that only 5' is available at some points of the V&T path. A twelve-foot easement is needed, which means that 6-7' of the street will be required. Mr. Grimp explained the alternatives for accommodating the 12' easement, and discussed the value of the landscaping in the island. He suggested a one-on-one meeting with Mr. Kastens, after which he would take the information back to the property owners association. The Wellington Crescent residents present acknowledged that this matter needs to be resolved before the plan is adopted. Mr. Grimp discussed the possible liability of the property owners over the use of the water retention basin by bicyclists. He advised that at the last meeting with Mr. Kastens, in August 1999, discussion took place regarding extension of the existing wall to the entrance of the subdivision. He indicated that there are 3-4 major issues which remain to be resolved, and discussed the plan of the residents to eventually gate their subdivision.

In response to a question, Mr. Kastens explained the process for finalizing the plan and the agreement with the property owners association. He indicated that, based upon the letter he received from Mr. Grimp, there were not any serious issues to be resolved. He has agreed to extending the wall, and NDOT staff has worked out a radius to accommodate access into the subdivision. He clarified that relocation of the island was a request from the property owners, and not a necessity to accommodate the entrance and exit of emergency vehicles. He acknowledged that he had previously indicated he would meet with the homeowners again if necessary.

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Mr. Burnham clarified that there is a current 5' easement and that other easements are tied in. The route is there in theory and the easement does not necessary affect the plan. The easement issue needs to be resolved in order to implement the plan and to utilize the grant funding; however, Mr. Burnham expressed the opinion that the issue does not have to be resolved prior to adoption of the plan.

Commissioner Cabrera inquired as to the history of the easement from Ash Canyon Road to the entrance of the V&T trail. Mr. Kastens described the route to access the V&T trail. He displayed a diagram and advised that the plan is to expand the easement to accommodate the path, which is the agreement the City is trying to work out with the property owners association. He pointed out a common lot owned by the property owners association, and the island referred to by Mr. Grimp. The City is attempting to acquire an additional width to expand the easement. Because of utilizing the ISTEA grant, all ASHTO standards have to be met. Minimum width for the path, therefore, is 10'. Mr. Kastens advised that another option is to utilize a portion of the neighbors' yard to the east. He has talked to the neighbors and they have indicated a reluctance to allow this to happen as they have been at the location longer than the Wellington Crescent subdivision. Mr. Kastens acknowledged that the island could be narrowed without removing trees. The street is presently 19.5' wide on both sides of the island. The lane on the east side of the island would be narrowed to 13.5' with the additional width required for the easement. According to NDOT's roadway designers, the City could adjust the radius by making adjustments to the island which would leave 19.5' on the opposite side of the island.

Chairperson Simms invited additional public comment.

(1-1060) Jim Grimp inquired as to the reason the agreement didn't include mention of the wall or the gate. Mr. Kastens referred Mr. Grimp to Exhibit D of the agreement which depicted the wall with the wrought iron fence. In response to a question, Mr. Kastens pointed out the location of the wall. Chairperson Simms reiterated an earlier request that the comments be limited to the bike plan. Mr. Kastens indicated his willingness to meet with Mr. Grimp at a later time.

(1-1095) Jeanine Dunbar, a resident of Wellington Crescent, expressed the opinion that the homeowners have "not been treated right." She stated that Mr. Kastens is telling the homeowners one thing and the Commissioners another. Chairperson Simms indicated that Mr. Kastens had already expressed a willingness to meet with the homeowners. He advised that the plan will be reviewed by other committees, commissions, and the Board of Supervisors prior to its approval. He indicated that through public comment at this meeting and other meetings, in addition to the meeting with the homeowners which Mr. Kastens agreed to, the concerns will be heard. Ms. Dunbar stated that the homeowners are interested in resolving the issues of liability, the extension of the wall, access for emergency vehicles through the southeast entrance to Wellington Crescent without disrupting the landscaping, and a way to keep bicyclists and recreational users of the V&T trail separate from the development. Chairperson Simms assured Ms. Dunbar that her concerns had been noted.

(1-1181) Heidi Heinz, a resident of Wellington Crescent, requested a meeting between Mr. Kastens and the president of the property owners association and between Mr. Kastens and the property owners. She

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suggested a compromise over the issue of access to the V&T trail, i.e., that the neighbors to the east give three feet and that Wellington Crescent give three feet.

Commissioner Reynolds suggested agendaizing a meeting to address the concerns of the Wellington Crescent homeowners. Commissioner Osborne suggested that the Commission not be driven by upcoming meeting dates and that staff resubmit the plan after everyone has had an opportunity to express comments. He further suggested that members of the Parks and Recreation Commission be included in the meetings with the Wellington Crescent Property Owners Association. He encouraged the citizens to express their concerns at the public meetings.

Commissioner Teixeira suggested that approval of the plan could be deferred thirty days. Mr. Burnham pointed out that there have not been any comments received which would indicate a need to make extensive changes to the plan. He reiterated that an additional public meeting is scheduled for February 7th, and that the Wellington Crescent issues are not “plan issues” but “implementation issues.” He recommended that adoption be made at some time in the near future depending upon the outcome of the February 7th meeting. Commissioner Wilke concurred with Commissioner Osborne’s suggestion of having Parks and Recreation Commissioners present at the meetings between staff and the property owners association representatives. Commissioner Cabrera volunteered to participate in said meetings. He inquired as to whether the property owner to the east of the subdivision was present in the audience; however, no one came forward. Chairperson Plank concurred with Mr. Burnham’s earlier comment that the Wellington Crescent issues should not impede approval of the plan.

(1-1331) - Joe Bensinger, a resident of Wellington Crescent, pointed out that removing the blue line from the plan doesn’t eliminate the problem of liability. He advised that when the subdivision was developed, the developer gave the City a 20’ right-of-way to allow City vehicles to enter the area. Mr. Bensinger expressed the concern that the property owners will still be liable for bicyclists accessing the V&T trail.

(1-1360) - Butch Holmberg recommended that the plan not be approved until the details are worked out between City staff and the homeowners.

(1-1377) - Kathy Williams, a resident of Wellington Crescent, commented that liability concerns are always an issue. She advised that she and her family had moved to the subdivision because of the trail access. She agreed that the issues need to be addressed, and stated that the plan needs to go through. She commented that “everyone is doing a great job in actually looking to the future and planning bike paths around town.”

(1-1396) - Ann Macquarie advised that Mr. Kastens has been in contact with the users of the path over the same period of time as he has been in contact with the property owners association. She suggested that user representatives be invited to attend the meetings with the property owners association and City staff.

Chairperson Simms solicited additional public comment; however, none was provided. He then closed public comment. Chairperson Plank clarified that he was previously requesting that the Regional Transportation Commission defer action on the bike plan until after the last public meeting. Commissioner

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Kennedy concurred and suggested that Mr. Burnham request an additional 30-60 days from NDOT before submitting the approved plan. Mr. Burnham discussed the procedural requirement of submitting master plan amendments to the Regional Planning Commission at their February 28th meeting. He will check with the District Attorney regarding options. Chairperson Simms requested two Commission members to work with Mr. Kastens. Commissioners Cabrera and Wilke volunteered. Mr. Burnham acknowledged his willingness to assist Mr. Kastens with the Wellington Crescent issues. With regard to inviting representatives of the cycling community to the meeting between City staff and the property owners association, Mr. Kastens expressed appreciation for Ms. Macquarie's offer but indicated that Commissioners Cabrera and Wilke would be able to adequately represent the interests of the cyclists.

In response to a question regarding expansion of Roop Street, Mr. Burnham indicated that the Regional Transportation Commission had authorized a study of the right-of-way to determine whether expansion is possible. He advised that Roop Street is not included in the plan at this time.

Chairperson Simms thanked the citizens for their attendance.

ADJOURNMENT (1-1579) - Vice Chairperson Martel moved to adjourn the Parks and Recreation Commission. Commissioner Cabrera seconded the motion. Motion carried 8-0. Commissioner Teixeira moved to adjourn the Regional Transportation Commission. Commissioner Reynolds seconded the motion. Motion carried 4-0.

The Minutes of the January 16, 2001 joint meeting of the Carson City Regional Transportation Commission and the Carson City Parks and Recreation Commission are so approved this _____ day of February, 2001.

JON PLANK, Chairperson