

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the August 8, 2001, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, August 8, 2001, 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 Bob Kennedy, Richard S. Staub, and Marv Teixeira

STAFF PRESENT: Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 8/8/01 Tape 1-0001)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Action Request Form, the staff report, and/or supporting documentation. 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.

A. ROLL CALL AND DETERMINATION OF A QUORUM - Roll call was taken. The entire Commission was present, constituting a quorum.

B. APPROVAL OF MINUTES (1-0005) - Commissioner Kennedy moved to approve the Minutes of July 11th meeting. Commissioner Staub seconded the motion. Motion carried 5-0.

C. AGENDA MODIFICATION (1-0016) - **None.**

D. PUBLIC COMMENT (1-0020) - Chairperson Plank explained that the Hillview extension will be considered at the October meeting. Richard Doke indicated that he had attended the Monday evening neighborhood meeting. He asked the Commission to remove the item from its agenda. The neighborhood feels that increased traffic would be detrimental to the residential character of the area and the safety of the residents and animals as well as the public at large. He then used a traffic report he had received as a result of a special use permit application for a church on Clearview to illustrate his concerns. Increasing traffic on Clearview without any roadway improvements would only create more problems for the area. He suggested that the Commission obtain copies of special use permits as the Commission needs to evaluate such requests and mandate roadway improvements when deemed appropriate. He then explained his personal survey of the speed on Clearview Drive at Muldoon and his feeling that the Sheriff's Department fails to enforce traffic laws on Clearview.

Sam Nunnemaker felt that the extension would increase the traffic volume to the detriment of the three schools located on Saliman/Hillview. His personal knowledge of an accident between a child on a bicycle and an automobile occurred shortly after Hillview was extended between Koontz and Saliman. He acknowledged that he no longer has any children attending the three schools but felt that it is a valid concern. Clearview currently has 1,200 more cars a day traveling on it than Koontz does. The Street Department originally dropped the proposal to extend Hillview due to the fact that it forces traffic on Saliman to use the Koontz and 395 intersection. When the northern portion of the freeway is completed, through traffic will go downtown unless Hillview is extended. The extension will increase the traffic through the three school zones and residential neighborhoods.

Bryce Grader's children attend the schools on Saliman. Adding traffic to the school zones is an invitation for disaster. There is no sidewalk in the first block of Saliman east of Koontz. This forces the children to use the street. Additional traffic at the school will worsen the current traffic problems in that area. The proposal will create more problems than it solves. Additional comments were solicited but none given.

E. DISCLOSURES (1-0183) - **None.**

F. PUBLIC MEETING ITEMS

F-1. DISCUSSION AND POSSIBLE ACTION ON FUNDING OF MULTI-USE PATH FROM

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COLORADO STREET TO STEWART STREET WITH NEVADA DEPARTMENT OF TRANSPORTATION PROJECT ON SOUTH CARSON STREET IN 2002 (1-0187) - Chairperson Plank indicated that Anne MacQuarie supported the proposed plan. NDOT proposes to install five foot sidewalks, curbs and gutters on both sides of Carson Street as part of the six lane improvements. An amendment to NDOT Senior Road Designer Paul Sinnott's letter expanded the five foot sidewalk to 12 feet, which is the standard established by the Parks Department for multi-use paths. The estimated cost for this additional asphalt is \$32,000. It will extend the path from Stewart to Colorado. This funding will not impact any other already approved projects. The enhancement landscaping and multi-use path land use grant application had been withdrawn. The multi-use path is part of the City's bicycle plan. The bicycle path does not extend along Carson Street south of Colorado. Mr. Flansberg had not discussed the future of the current National Guard facility after the National Guard moves with the State. Justification for increasing the path's width was provided. Discussion explained the proposal to have the path meander along Carson Street. NDOT also has a project which will extend the sidewalk between Fairview and Wright Streets along Stewart. NDOT is paying for all of this construction. This improvement will not be as wide as the path. Commissioner Teixeira expressed his feeling that there are more pressing priorities which should be recognized and funded than placing a multi-use path in an area without any residential usage. Roop Street was cited as an illustration of an area needing help. He questioned the amount of use which would occur on the Carson Street multi-use path. Mr. Flansberg indicated that plant mix means asphalt. He then explained his reason for bringing the request to the Commission for direction had been based on the ability to jointly fund a portion of the bicycle path while meeting the multi-modem transportation goals. The property owners will be responsible for maintaining the curb, gutters, and sidewalks. The publicly owned areas will be the City's responsibility. Commissioner Teixeira reiterated his question regarding the need for connectivity for residential use. Mr. Flansberg felt that the path would be used for recreational exercise and circulation from the Colorado subdivision as well as an access route to Governors Field. Commissioner Teixeira then expressed his feeling that the area would not be used by individuals who do not reside in the vicinity and reiterated his question regarding who would use the facility. Commissioner Reynolds felt that the Commission needed to prioritize its bicycle and pedestrian paths. Edmonds Drive between Fifth and Colorado needed the multi-use path. He also suggested that the Parks and Recreation Commission be involved in the priority process. Mr. Flansberg felt that a decision by the City should be made within two or three months so it could be included in the design. Commissioner Kennedy asked that the matter be reagendized and that a map and design concept be provided which would explain how the entire path will be tied together. Mr. Flansberg explained the allocation process used to fund \$30,000 for pedestrian and bicycle projects. Commissioner Kennedy urged staff to add to the next discussion other items for prioritization. Commissioner Staub suggested that it include connectivity both north and south, the State plans for the National Guard Armory, and whether to reopen the frontage roadway at that location. Discussion between Chairperson Plank and Mr. Flansberg indicated this item would be agendized for November. Public comments were solicited but none given. Chairperson Plank continued the item. No formal action was taken.

F-2. DISCUSSION AND POSSIBLE ACTION ON FUNDING OF FLASHING WARNING LIGHTS FOR PEDESTRIAN CROSSING ON ROOP STREET NEAR THE CITY LIBRARY (1-0545) - Chairperson Plank indicated that Anne MacQuarie had also supported this proposal. The lights could be salvaged and replaced if Roop Street is widened. Carson City Librarian Sally Edwards expressed her feeling that it is a dangerous crosswalk based on her personal observations. The number of pedestrians now using the intersection has grown during the last 20 years due to the expanded use of Mills Park, the Community Center, Library, skateboard park, and the aquatic facility in addition to the growth which has occurred throughout Carson City. She also explained her concerns about the skateboarders who travel ten across down Washington Street. She then introduced Carson City Library Trustees Vice Chairperson Barney Diehl.

Mr. Diehl explained the plan to change the library sign to one which is illuminated. He questioned whether it could impact the crosswalk or vice versa. He offered to cooperate and amend the special use permit application as is needed and move the sign if necessary. Someone had suggested that a spotlight be installed on the sign which would illuminate the crosswalk at night. This may require relocating the sign or moving the crosswalk. Citizens have reported that the current sign interferes with the pedestrian's line of sight. He felt that the application will be submitted next week and reiterated the desire to work with the Commission.

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Mr. Flansberg felt that the new sign may impact the crosswalk and that the flashing crosswalk is needed. He agreed that the current library sign may be in the sight triangle or at the very least very close to it. A direct access into the library could be provided by relocating the crossing. Clarification indicated that he had amended the project to accomodate the pedestrian traffic from the Library parking lot to the crosswalk. Discussion between Commissioner Teixeira and Mr. Flansberg indicated that the flashing lights could be activated by pressure or breaking a infrared light. The lights will flash for a set period before turning off. The concept for this crossing is to install a pedestrian button which will have to be pushed to activate the flashing lights. The amount of time for crossing will be calculated in accordance with the established crossing standards. The crossing lights will not be tied into the lights at Roop and William due to the cost. Mr. Flansberg indicated that he would contact Ms. Edwards about the sign and its location.

Carson City Aquatic Facility Supervisor Kurt Meyer supported Ms. Edwards' comments and the concept. He had the support of the Recreation Department including Parks and Recreation Director Steve Kastens'. Additional public comments were solicited but none provided.

Chairperson Plank explained his personal use of the Library parking area when attending activities at the Community Center and his experience in the crosswalk. Commissioner Teixeira questioned whether 5 p.m traffic would stop for the flashing lights. The concept is valid and could be a good starting point. Chairperson Plank felt that the drivers would stop. Commissioner Reynolds felt that it would either add to the traffic congestion or help the pedestrians.

Commissioner Teixeira moved that the RTC approve the funding of the installation of flashing warning lights on Roop Street in the amount of approximately \$20,000. Commissioner Kennedy seconded the motion. Motion carried 5-0.

Mr. Flansberg indicated that the flashing lights will be installed in-house and should be installed before the November meeting. He then explained how he had developed the estimated cost of \$30,000 for this project. Due to safety concerns, crosswalk standards used in other areas will be considered for this location. The flashing lights are currently being used at several Reno locations.

F-3. PRESENTATION OF STATUS REPORTS (1-0868) - Discussion ensued concerning the status of the following projects: Curry Street widening including the status of the negotiations with the Forest Service; Transportation Master Plan Update and the Bicycle and Pedestrian Elements; MPO requirements including transit issues and the potential for NDOT funding to meeting some of the requirements; Hillview Drive extension including reasons for considering this as an alternative to alleviate traffic; landscaping for the roundabout including the Street Department's plans to clean, seal, and tape it; the study regarding stop signs at Moses and Curry Streets, its failure to meet warrants, the traffic volume on Koontz and Rhodes, the justification for allocating staff time to conduct this traffic study, and the need for policy direction regarding when to conduct such studies; Roop Street widening project which should be back for consideration in October; Graves Lane landscaping; North Carson Street median islands; the NDOT MPO agreement and the staff's work on the other MPO requirements; and the Northridge and Roop Street intersection.

Mr. Flansberg also explained his intent to attend an out-of-town conference and his absence at the next meeting. He requested the Curry Street widening be postponed until the October meeting. A copy of the June Clearview traffic study had been given to the Sheriff's Department to illustrate the speeding problems. This was done in response to the numerous complaints Mr. Flansberg had received. Commissioner Staub urged staff to analyze the location of the traffic control signs on Moses and Curry. Mr. Flansberg indicated staff may be placing a stop sign at Clearview and Curry, a yield sign at Voltaire Canyon and Curry, and dip signs. Commission consensus directed staff to bring citizen requests to the Commission before dedicating staff time and effort. Data showing the traffic flows on Hillview and Koontz will be presented to the Commission at the October meeting. Mr. Flansberg felt that the computer program at DKS could include projected traffic volumes for the northern portion of the freeway and its potential impact on Hillview/Saliman. Mr. Flansberg proposed to send public notices on the Hillview issue to the residents between Koontz and Clearview plus 300 feet south of Clearview. Commissioner Staub requested that 300 feet to the north of Koontz and Hillview also be noticed and indicated that he had received a lot of comments

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from residents in the Sonoma and Kingsley Street areas regarding the need for the extension. Chairperson Plank cautioned them against failing to meet the 300 feet notification requirement and noted the complications if more than 300 feet is provided. An airport element is not required in the transit plan as the City does not provide any funding to the Airport.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING FUTURE AGENDA ITEMS (NON-ACTION) (1-13325) - It may be a brief meeting in September with longer meetings in October and November. Commissioner Staub indicated that he may be absent from the September meeting.

H. ADJOURNMENT (1-1345) - Commissioner Teixeira moved to adjourn. Commissioners Reynolds and Staub seconded the motion. Motion carried 5-0. Chairperson Plank adjourned the meeting at 6:50 p.m.

The Minutes of the August 8, 2001, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON September 12, 2001.

/s/ _____
Jon Plank, Chairperson