

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the September 12, 2001, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, September 12, 2001, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Jon Plank - arrived at 6:25 p.m.; Vice Chairperson Steve Reynolds, and Commissioners Bob Kennedy and Marv Teixeira

STAFF PRESENT: RTC Engineer Harvey Brotzman and Recording Secretary Katherine McLaughlin (R.T.C. 9/12/01 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Vice Chairperson Reynolds convened the meeting at 5:40 p.m. Roll call was taken. A quorum was present although Chairperson Plank did not arrive until 6:25 p.m. and Commissioner Richard Staub was absent.

B. APPROVAL OF MINUTES - AUGUST 8 AND JUNE 13, 2001 (1-0009) - Commissioner Teixeira moved to approve the Minutes. Commissioner Kennedy seconded the motion. Motion carried unanimously.

C. MODIFICATION OF AGENDA (1-0010) - None.

D. PUBLIC COMMENTS (1-0012) - None.

E. DISCLOSURES (1-0016) - None.

F. PUBLIC MEETING ITEMS - PRESENTATION OF STATUS REPORTS (1-0017) - NDOT Principal Design Engineer Frank Csiga explained the need for additional survey work on the Murphy Drive V&T bicycle path before the final path/roadway can be established. The survey should be completed within the next three weeks. The City is responsible for obtaining any additional right-of-way which may be required. His Division will draft the legal documents necessary for this additional right-of-way. Federal requirements for obtaining the right-of-way may lengthen the process for obtaining the right-of-way even though the City has agreements with the property owners to donate the property. The current estimated schedule for advertising construction is within six months or April 2002. The original enhancement request was for \$200,000 in Federal funds and \$50,000 in matching funds from the City. He felt that it had always been known that this would be insufficient to meet the costs and purported that there is an agreement with Carson City RTC to pay for a portion of the paving which is estimated to be \$50,000. Carson City Parks had purportedly acknowledged the funding shortfall and allegedly had agreed that the shortfall would be incumbent upon the City. The \$100,000 in preliminary costs were limned. Construction costs are estimated to be \$320,000 plus the \$50,000 for paving a portion of Murphy Drive. This does not include the right-of-way engineering, additional acquisition costs, the additional survey work, or final design. Final design may add \$15,000 to the total. Discussion indicated that either ISTEA or Carson City will have to provide these additional funds. The time taken to reach this stage of the project has helped add to the project cost. NDOT has already taken its \$105,000 design costs from the enhancement funds. Commissioner Teixeira questioned the reasons the Federal requirement for obtaining right-of-way is just now being made known. He also expressed his frustration with the process and the length of time it had taken. He felt that Carson City should not look to RTC for the additional \$250,000 for the project. Mr. Csiga indicated that RTC could ask NDOT's "front office" for additional funding. It would still require a 20 percent match by RTC or the City. Commissioner Teixeira agreed that it is a great project but questioned the funding source. It may be necessary for RTC to reconsider the project and, at the very least, the Board of Supervisors should consider it. Vice Chairperson Reynolds indicated that he had a few questions and would like to see NDOT's entire presentation on the project. He then suggested that the public comments regarding Hillview be heard and then discussion would return to the Murphy Drive V&T bicycle path.

(1-0301) - Mr. Brotzman explained DKS Transportation Consultant John Long's memo regarding his modeling of the Hillview extension. The extension is agendized for the October 10 RTC meeting. Vice Chairperson Reynolds indicated that public comments would be taken but action will not be taken by the Commission at this meeting.

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Chip Pyle questioned the traffic report. If Saliman is extended, it should become a four lane street between Sonoma and Koontz. This places a huge amount of traffic in front of the high school and two elementary schools and in his rural area. Saliman would be a great alternative to Roop Street. Its current traffic volume is more than the model projections for Saliman of 1,000 cars a day. Saliman is the first intersection traffic from the Freeway Phase I reaches. This will make it become a major route to head south to Douglas County, Edmonds Sports Complex, Costco, etc. This places an additional traffic volume on Saliman making it a major arterial. Although this is the way things are done in Las Vegas, a different alternative should be used for Carson City due to the safety concerns for the students. Clearview is not scheduled for improvements. Signal improvements are also warranted for South Carson and Koontz before the Hillview improvements are made. He was also concerned about the speed of the vehicles in front of the elementary and high schools. Traffic in front of the new post office is traveling at 40 miles per hour. Four lanes on Saliman will give the drivers an incentive to go even faster. The Sheriff's Office cannot provide adequate patrol coverage due to the lack of personnel. He wished to keep his rural area as it is.

Commission comments pointed out that a decision could not be made. The comments will be made part of the record. The public was encouraged to attend the October meeting as it will be agendized for discussion. Vice Chairperson Reynolds thanked the audience for attending. He also explained Development Services Director Andrew Burnham and Street Operations Manager John Flansberg's absences.

(1-0436) Discussion returned to the Murphy Drive V&T Bicycle Path with NDOT Representative Glenn Petrenko describing the project through the use of maps. Adequate right-of-way is available for the bicycle lanes until just south of Cogorno Way. Drainage improvements were included with the project. North Ash Canyon in the area of Wellington Crescent includes a 12 foot bicycle/pedestrian path. Beginning at Nye Lane, Murphy Drive will be widened, paved, and striped to include bicycle lanes to Combs Canyon. The RTC budget includes a commitment of \$60,000 for this project. Temporary easements for construction were pointed out. The Federal requirements for acquisition of property for the project require the right-of-way to be established before the property owners are approached. This process has increased the cost of the project. Work completed on the project since its original conception was defined.

Parks and Recreation Director Steve Kastens explained that he had not been aware of the Federal regulations. He had discussed the project with the property owners and did not foresee any problems in obtaining the necessary rights-of-ways. Some of the property owners may ask for improvements rather than compensation. Written agreements had been received from the property owners. He had not been aware of the additional \$250,000 in costs. He had anticipated that there would be additional costs and had been working on funding sources. He did not propose to return to RTC for those funds. Commissioner Teixeira briefly noted his involvement with the project and its ISTEA funding. He wished to see the project completed and Mr. Kastens luck with his funding effort.

Commissioner Kennedy thanked them for the report, time, and energy. He was glad to hear that the project is moving forward and that they would not be returning for additional funding.

Commissioner Teixeira felt that the public would use the project once it is completed.

Mr. Brotzman discussed the status of the following projects with the Commission: Curry Street widening and indicated that discussions will begin with the Forest Service regarding the alternatives in its area; Roop Street widening project will be agendized for the October meeting; Northridge-Roop intersection improvements including the status of the developer's project at that intersection; roundabout landscaping has been scheduled for bidding in the winter of 2001 and construction in 2002; becoming an MPO and NDOT's failure to return the agreement; the update of the bicycle and pedestrian master plan; and the completion date for the North Carson Street median landscaping project. No formal action was required or taken on any of the projects.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (1-0744) - Mr. Brotzman explained the intent to revise the PRIDE route to turn left on William and go to Stewart rather than the current program of turning left on Robinson and going to

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Stewart. (Chairperson Plank arrived during his comments--6:25 p.m. A quorum was present as previously indicated.) Vice Chairperson Reynolds explained comments he had heard from Hospital clientele/employees indicating the need for a PRIDE bus stop at that location. He urged staff to relay the information as it could make a sizeable difference in the ridership. No formal action was taken or required.

H. ADJOURNMENT (1-0772) - Commissioner Teixeira moved to adjourn. Commissioner Kennedy seconded the motion. Motion carried 4-0. Vice Chairperson Reynolds adjourned the meeting at 6:28 p.m.

The Minutes of the September 12, 2001, Carson City Regional Transportation Commission meeting

A R E S O A P P R O V E D

ON November 14, 2001.

 /s/

Jon Plank, Chairperson