

# CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the October 10, 2001, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, October 10, 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, Marv Teixeira, and Richard S. Staub

**STAFF PRESENT:** Development Services Director Andrew Burnham, Street Operations Manager John Flansberg; RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 10/10/01 Tape 1-0001)

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

**B. APPROVAL OF MINUTES (1-0008)** - None.

**C. AGENDA MODIFICATIONS (1-0010)** - None.

**D. PUBLIC COMMENTS (1-0017)** - None.

**E. DISCLOSURES (1-0027)** - None.

**F. PUBLIC MEETING ITEMS**

**F-1. DISCUSSION OF HILLVIEW DRIVE EXTENSION PROJECT FROM KOONTZ LANE TO CLEARVIEW DRIVE - TIMED SPECIFIC FOR 5:30 P.M. TO 6:15 P.M. (1-0031)** - Street Operations Manager John Flansberg explained the reasons for considering this item, the scope of the project from Valley View to Koontz Lane including the bicycle lanes, the estimated cost of \$160,000, and DKS Consultant John Long's estimated traffic volume on the extension. Staff recommended the project not be constructed until intersection improvements are made at Koontz and Carson Streets. Discussion with the Commission indicated that the estimated traffic flow of 800 cars per day is based on 2012's estimated usage. Reasons a different time period could not be estimated were explained. Mr. Flansberg felt that there would not be any change in the usage between now and 2012 and that the majority of the traffic would be local. He acknowledged that traffic would be more than the current 120 vehicles a day.

Chairperson Plank explained that the displays had been available for the public to view since 4 p.m. Public comments were solicited.

Pat Walsh pointed out that there are three schools on Saliman. Safety concerns for those students were stressed. He also felt that more than 800 vehicles would use the road as it will be a major arterial to the businesses south of Carson City. This will impact all of the homes on Hillview as they will face the road. The homes along the completed portion of Saliman face away from Saliman and have a block wall between the property line and street. The traffic will negatively impact the quality of life for his quiet rural neighborhood. He did not think that bicyclists will use the street due to the traffic concerns on Clearview. The residents will lose their on-street parking. The subdivisions have on-street parking as they face the small streets and not a major arterial.

Mr. Flansberg responded by explaining that the City currently has 60 feet of right-of-way. The 34 foot of roadway leaves an adequate amount of space for parking. The current traffic is local circulation. He agreed that the traffic going north on Hillview would increase. Residential use is estimated at between five and ten trips per day per residence. He also noted that some of the increase in use would be created by growth. He also clarified that the 800 vehicles per day usage is for 2005 and not the previously indicated 2012. The bicycle plan calls for bicyclists to go to Clearview and the Edmonds Sports Complex. There is a bicycle lane on Saliman and the proposal extends

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the lanes for connectivity. Discussion at the prioritization meeting in January/February will include the point system ranking for the project, which he briefly described. Additional public comments were solicited.

Cliff Weaver expressed his support for the extension, however, had concerns dealing with his property line at the corner of Hillview and Koontz, the elevation between the proposed street and his property, and the width of his driveway which he hoped he would be accommodated for if the extension removes a portion of it. Mr. Flansberg indicated that these issues will be addressed during the design phase. The elevation difference had been noted by staff earlier and was incorporated in the estimate.

Fran MacLane noted the previous comments regarding the schools and described their locations. There should not be an issue with the schools. The public is already using the roadway and speeding on Koontz Lane. There are two houses which face Hillview north of Koontz Lane. An individual on the eastside of Hillview uses the alleyway daily. There is a bicycle lane on Saliman to Hillview which ends at Koontz. There are no curbs, gutters, or sidewalks on Koontz which is the same as Valley View and Clearview. A bicycle lane to Edmonds Sports Complex via Hillview and Clearview does not exist at this time. Clearview, Koontz, and Valley View currently do not have on-street parking unless the people are willing to park in the dirt. This should not impact them. The street width is 34 feet which should leave adequate space for parking. The majority of the traffic from Saliman is going to Carson Street. Although she was sympathetic to the residents on Hillview, it is time for a break in traffic to be given to the Koontz Street residents. Clearview currently has two left turns onto Carson Street. Koontz Lane has only one left turn lane. She personally uses Clearview for access to Carson Street due to the volume and time it takes to make left turns from Koontz. Koontz has been impacted enough.

Chip Pyle supported Mr. Walsh's statements. He was certain that Lyon County and other people wishing to go south to Douglas County would use Saliman if it is extended. The proposal will create the first straight through street from Highway 50 to the southern end of Carson City. Commercial development in that area and Douglas County will create more traffic than projected. It will be the first southern route from the new freeway. This will increase the traffic volume even more. This will further impact the schools along Saliman. Clearview and Koontz Lane need signal improvements at Carson Street. The Undersheriff feels that additional deputies are needed to patrol the school zones today. This will create even more of an impact on the patrol officers. The area is designated by FEMA as a flood zone. The 1997 flood had not damaged any of the homes but additional asphalt will only increase the potential for damage. This may increase the City's liability for flood damage. The estimated 800 cars a day is not a true evaluation of the impact.

Sam Nunnemaker expressed his concerns for the safety of the children and animals who reside in the rural residential area through the use of a map. He also felt that the projected 800 vehicles a day is low. He cited the completion date for the northern portion of the freeway and the delay in completing the southern section to explain his reasons for this feeling. Saliman is a wide four lane street which will attract traffic from the freeway. The increased employment opportunities in Douglas County will increase the traffic to that area. Hillview currently acts as a buffer for the rural neighborhood. Traffic created by the extension will "bleed" through the residential district south of Clearview rather than use the Clearview and Carson Street intersection. School crossing signals or skywalks are needed on Saliman. He had circulated a petition which has just under 100 signatures in opposition. There are four or five other petitions still being circulated. A majority of the signers live north of Koontz.

Commissioner Teixeira agreed that if he lived in the area he would be protesting the proposal. The Hillview extension was the number one project for the 1989 master plan. At that time the decision was made to table the project. Human nature is to take the path of least resistance. People will use the fastest route possible to go from Point A to Point B. He did not feel that Saliman's traffic volume will increase as a result of the Lyon County residential use, Costco, or the Douglas County growth. The Lyon County residents will continue to use Edmonds to Snyder as traffic is too congested on Highway 50 between Edmonds and Saliman. He would also use the Edmonds extension to reach the new Walmart location as it is faster. He also felt that the freeway traffic may use Saliman one time. Repeat freeway users will learn to exit on College Parkway and use Graves Lane/Edmonds to go south. He was certain that there will be benefits to the Hillview extension but it would not be for those drivers. He also opposed exempting the project until the pros and cons have been fully discussed.

Mr. Nunnemaker acknowledged that the residents knew Hillview and their area would not remain as it is forever.

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He felt that the \$160,000 could be better spent elsewhere.

Richard Dokes agreed that the \$160,000 could be better spent elsewhere. He supported the "Not In My Backyard" comments. A development plan needs to be created and constructed which is not piecemealed together. The extension has not considered this need. Edmonds Drive, Carson and Curry Streets are good streets for north/south traffic. Few residents are aware that Curry Street is open between Clearview and Koontz. He recently discovered it himself. Media attention should be used to educate the public on it. He complimented the Street Department on its work. Expansion of Curry Street and Edmonds will transport more traffic than that proposed for Saliman. Snyder is not used due to the lack of a signal at Carson. People are using the signal at Old Clear Creek Road for access to 395 and/or Edmonds. Traffic is not respecting the 25 miles per hour speed signs. His personal knowledge of the traffic speeds during the winter at Appion by the Fire Station was described. He acknowledged the traffic problems encountered in Carson City and the need for more "routes of least resistance". Better traffic enforcement is needed as well as better north/south and east/west routes. If Hillview is opened, speeding vehicles will pass through the area. This will reduce the residential use for dog walking, bicycle riding, equestrian activities, etc. He urged the Commission to protect the residential quality of life. He polled the audience to illustrate the number of individuals who opposed the extension.

Pat Heller explained that she is a member of the Parents, Teachers, and Students Association for Seeliger and that they opposed the extension due to the safety concerns for the children. Her efforts to minimize the traffic on Saliman and obtain school walkways, more traffic enforcement, and signals were limned. Any increase beyond the current level will create more pressure on her residential area than should happen. She also explained the efforts to obtain additional crossing guards.

Michael Tanck expressed his sympathy for the opposition. He acknowledged that it would move the traffic from Koontz to Clearview. This would be the only reason to make the extension. Clearview currently has 1200 more cars a day than Koontz. Clearview has a bigger problem than Koontz. The extension will create more of an impact. He had abandoned his driveway on the Clearview side of his home due to the traffic on it. He estimated that 4,000 to 5,000 cars a day passed in front of his house between 5 a.m. and midnight. The increased traffic noise was noted. He did not want to see an increase in the traffic volume beyond that currently encountered on Clearview. Increased Douglas County development will attract even more traffic. He supported putting more traffic on Koontz than Clearview.

Chairperson Plank supported Commissioner Staub's statement that the Commission should analyze any and all potential traffic concepts regardless of the outcome.

Commissioner Staub then explained his reasons for bringing the concept forward and the need to develop better and more efficient methods of getting the traffic through the community while being cognizant of the small amount of funding that is available for such improvements. Traffic congestion will continue to worsen until the freeway is completed. The proposal may be one of those opportunities like the Curry Street program. Edmonds Drive and Carson Street are not longer viable traffic routes at certain times each day. Other alternatives are needed. Hillview must be considered as an opportunity to provide some relief for a small investment. He would continue to analyze the concept with an open mind. Additional options will be raised which will be just as disturbing to other residents. The City already owns the right-of-way for this extension, therefore, it should be considered. He was willing to use independent judgement when the decision is made. He thanked the audience for attending this meeting and the neighborhood meeting. He welcomed their comments and would also welcome them in the future on this and all other issues. He could not ignore this option as an elected official.

Chairperson Plank thanked the audience for coming and for their comments, which are a matter of record. The January/February meeting(s) will address the priorities for the next fiscal year. Mr. Brotzman indicated that there are forms in the back of the room for anyone who wished to make comments but did not have an opportunity to do so. Chairperson Plank encouraged the audience to use the forms. No formal action was taken on the item.

**BREAK:** A recess was declared at 6:23 p.m. Chairperson Plank reconvened the session at 6:35 p.m. The entire Commission was present, constituting a quorum.

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## **F-2. DISCUSSION OF THE ROOP STREET WIDENING PROJECT FROM FIFTH STREET**

**TO WINNIE LANE, TIMED SPECIFIC FOR 6:30 P.M. (1-0840)** - Mr. Flansberg explained the reasons for suggesting this project and the projections provided by the model for 2005. Roop Street has already surpassed that projection. Current traffic counts and the projected traffic count for 2005 was read for the entire project. Photographs illustrating the current traffic problems and usage of the street were shown and described.

Capital Engineering Consultant Ken Doer explained the analysis conducted on the roadway which supported the widening project. A previous study had determined the amount of right-of-way owned by the City and the areas where additional right-of-way was needed to widen the street to 66 feet. A conceptual design was developed in order to develop the cost estimate. Mr. Doer described it. The locations where additional right-of-way were needed were discussed with the Commission, including the current uses for those sites. It may be necessary to remove landscaping and sidewalks in some areas. Comments suggested "jogging" the road in areas where development has not occurred to reduce the impact on developed sites, such as the sidewalk at the new Courthouse/Public Safety Complex. A cost analysis will be conducted to determine whether the additional acquisition is less expensive than replacement of the City sidewalk. Roop Street will not be widened in front of the Senator Apartments. The design did not include "worms" to reduce the number of left-turn movements. A median prohibiting west bound turning movements at Washington was suggested. Storm, sewer and road improvements could be installed within this median. Eight feet of additional right-of-way is needed north of Williams. This will remove sidewalks, curbs, gutters, trees, fences, etc. Mitigation may be needed. Funding had been included in the cost estimate for this purpose. Reasons for the jog in the road between Highway 50 and Washington were limned. Discussion indicated that three additional feet in width is required between Park and Corbett, and Adam and Lee. The existing curb, gutter, and sidewalks in these areas will be removed and become part of the acquisition. Commissioner Staub suggested that 1-1/2 feet be acquired on both sides of Roop. Mr. Doer agreed that this may be feasible. The normal process is to acquire additional property on only one side as it lessens the impact and costs. Commissioner Staub pointed out that taking the property from only one side could adversely impact the income producing properties as well as the property value. He also noted that some developments on the east side of the street are setback further than those on the west side.

Mr. Flansberg explained that the City already owns 33 feet on the east side of the centerline of the street but only 30 feet on the west side of the centerline. The concept would balance the street.

Mr. Doer continued his description of the conceptual plan starting at Long Street and then reviewed the cost estimates. Commissioner Reynolds suggested consideration be given to eliminating the left turn lane for the southbound traffic at Beverly Drive if five lanes are not continued through that intersection. Mr. Doer indicated that discussions had included "squaring this corner" to a 90 degree angle. This change could be made without any major impacts. Public comments were then solicited.

(1-1476) Marion Bush, who resides on the corner of Roop and Robinson, alleged that the widening would take eight feet of her property and place Roop Street in front of her house almost at her front door. She would not be able to park a car in her driveway. The noise would be horrendous. It would unsafe for her to continue residing in the house. She also questioned the impact on her property value. Mr. Flansberg explained that five of the eight feet would be for the sidewalk and three feet would be part of the five foot bicycle lane. Vehicular traffic would remain within two feet of where is now. The eight feet commences at the existing curb. Ms. Bush questioned how the City had obtained this much right-of-way. Mr. Flansberg explained that the right-of-way had been researched using the existing deeds and easements. Mr. Doer felt that her property line was 13 feet behind the existing curb. The City actually owns this additional property. Ms. Bush asked why the City had allowed her to build out to it. The City limits what can be done with the property. A survey was conducted approximately ten years ago and no one had said anything to her about the encroachment. She would not be able to use her driveway. Chairperson Plank explained that this is an issue which will have to be mitigated individually by the staff and the property owner. The Commission could not handle it. No action is to be taken this evening. The discussion is for information only.

Lincoln Covington, who resides at 710 East Telegraph, felt that some property owners had been aware of the fact

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that the City owns this right-of-way. He is concerned about not being able to use the property as indicated by Ms. Bush. If the City takes much more, it will take his garage as well as other individuals' uses. Chairperson Plank indicated that appointments could be established for meetings with staff to discuss the impact on each individual property. Mr. Covington indicated that the meeting is preliminary and that additional meetings should be conducted before a recommendation is made to the Board of Supervisors. Chairperson Plank felt that the plan may be considered during the discussions on projects and their priorities in January/February. Mr. Covington asked that more time be given in the noticing process.

Randy Millard explained that 420 Park Street is an apartment complex. The issues related to it will have to be dealt with including the location of the staircase and the sidewalk to his rear parking lot. These issues will include liability concerns. Chairperson Plank felt that this issue could also be worked out.

Tom Keeton expressed his support for the project even though he did not live in the neighborhood. The widening is needed. It is a north/south alternative to Carson Street. Mitigation should resolve the issues which had been raised. He suggested that the widening be extended to College Parkway. It is also needed in that area and could be done now instead of after development has occurred. Mr. Flansberg agreed that the extension should be considered. The necessary width has been provided between Hot Springs and College Parkway. He was unsure whether the City owned the 65 feet necessary between Winnie and Hot Springs and agreed to research it. The largest impact to the concept may be the necessity for retention work along the hillside. Commissioner Teixeira felt that discussion of the couplet program had included cutting into the hill at this location. Mr. Brotzman indicated cutting into the hill will require relocation of the transmission lines. The current road could handle the projected traffic volumes according to the model. Chairperson Plank directed staff to analyze this suggestion including the amount of relocation work required at Lone Mountain.

Frank Page suggested that some of the streets be closed. This would eliminate the short blocks. Purportedly, the State Motor Pool would like to have King Street, for example. Proctor was also suggested as a street which could be closed. There may be others which he did not name. His wife refuses to use Musser to go to Carson Street. She prefers to use either Robinson or Williams for safety reasons. Traffic concerns with the Musser intersection were limned. Growth will create even more traffic. He also suggested that staff use the GIS system to create a map designating the property lines. People will then be able to determine the impact which is being discussed. He also supported taking property from both sides of the street rather than the suggested one side. Deflection angles could be installed in the street when it creates more impact on one side than another. If the deflections are made "long enough" drivers will not see it. He also explained the noise impact on the residences along Roop Street. There are rentals between Musser and Telegraph who will have parking problems if the street is widened. They are currently using the right-of-way for parking. He was also concerned about increased storm water which may create a need to adjust the lanes or upsizing of the mains. This will increase the costs. The power poles are in the right-of-way under "revocable permits". Although the power company will not like it, they can be moved without costing the City anything. They could even be placed underground. He questioned whether some of the property owners had obtained the City right-of-way through adverse possession by placing their fences on City property. They had not been notified about their encroachments. There is a lot of work which needs to be done before the project can move forward. He agreed that Roop needs to be widened. He also suggested that a traffic signal be installed at Musser. Justification for this request was provided.

Mr. Brotzman and Mr. Doer indicated that the freeway traffic had been included in the traffic projections.

Mr. Page then expressed his feeling that schools are always built along wide streets. The streets will have to pickup additional traffic as the area grows. He also suggested that the bicycle lanes be left off of Roop as it is not safe and few bicyclists use it. There are other streets which they should use. He then suggested a protected left turn lane be installed at the Post Office. Mr. Brotzman explained that there was not enough numbers to justify it. Mr. Page felt that the traffic volume is "very heavy" and may have changed since the count was made.

Chairperson Plank felt that Mr. Page's issues should be evaluated. He also had personal questions regarding having bicycle lanes on Roop Street. He preferred to use Saliman except at 3 p.m.

Commissioner Teixeira suggested that the sidewalk be combined with the bicycle path which would reduce the

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amount of space required for the two. There is not a lot of foot traffic in that area. He agreed that he would not bicycle on Roop.

Chairperson Plank also pointed out that Senior Engineer Rob Fellows is working on the safe and walkable avenues for school children. This will require the children to cross Roop, Saliman, and other major arterials. It may be necessary to do more signalization. Additional public comments were solicited.

Frank Steinberg opposed closing any streets or intersections on Roop Street between Washington and Fifth Streets. He traverses this street often is always trying to find locations where he can make safe left turns and not hold up the traffic behind him. He wished to keep this choice. There are no turn lanes between Washington and Fifth Street. Closing the streets would force an abnormal number of vehicles to use the same turning motions. This would cause traffic to backup and may cause left turn accidents. Additional public comments were solicited.

Ed Masad supported Mr. Page's suggestion that bike lanes be eliminated on Roop. Additional public comments were solicited but none given.

Chairperson Plank explained for the record that the warrant study conducted for the portion of the project between Winnie and Washington had scored 40.65. The score range is between zero and 50. This makes this phase of the project a high value. The score for the portion between Fifth Street and Washington was 32.88 which is less valuable. Commissioner Teixeira pointed out that half of the project would be of little value as is indicated by the freeway phasing. The entire project must be done if a commitment is made. The serious quality of life issues and the reverse condemnation issues must be considered. He also questioned whether the City had enough legal expertise to address this issue. This comment was not meant to be derogatory but recognized the service demands placed on the DA's office. He suggested that the Commission entertain retention of legal consul through an outside contractor to advise the Commission regarding the law and how far they could go before becoming involved in lawsuits, etc. He also pointed out that a commitment had not been made to the project and that there is no funding for it at this time. Chairperson Plank indicated that he would confer with the Deputy District Attorney Bruketta, who is assigned to RTC, regarding his suggestion before the Commission moves forward on this project.

Clarification between Commissioner Kennedy and Mr. Flansberg indicated that the project includes a ten foot bicycle path as called for in the master plan. A path is not there now. The master plan could be revised. Commissioner Kennedy indicated that he did not oppose bicyclists, however, the area is not one that encourages such activity. He recommended the total project be carefully analyzed and, specifically, the bicycle path impact on the project and whether this is the best use of the right-of-way.

Chairperson Plank complimented Mr. Doer on his presentation and work. No formal action was taken or required.

**F-3. PRESENTATION OF STATUS REPORTS (1-2048)** - Mr. Flansberg indicated that the Curry Street widening project will be agendized for the next meeting. Discussion explained the delay in bringing this project forward. The roundabout landscaping design is 80 percent completed. Chairperson Plank hoped that the plans included vegetation which could be seen over rather than block a driver's view for safety reasons. Mr. Flansberg felt that all of the vegetation which had been considered had been shrubbery types. The City's ability to become an MPO has been delayed by the failure to be included on the federal transit funding for the fiscal year beginning October 10. Staff is working to determine the impact this failure will have on the City's ability to obtain highway funding. The agreement with NDOT is still being held up by NDOT. It is hoped that the designation will now be completed by October 2002. Discussions have occurred with the DKS, the consultant, regarding potential changes in the master plan, i.e., the proposed hospital site. They are now working on the 2025 model. It should be ready for consideration in 30 to 60 days.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING FUTURE AGENDA ITEMS (NON-ACTION ITEMS) (1-2158)** - The Curry Street widening project will be agendized for the November meeting. Commissioner Staub asked staff to analyze the need for a stop sign at Appion and Bigelow. A citizen had brought the intersection to his attention and felt that it is an accident waiting to happen since a fence has been installed. Staff was directed to agendize it if it is necessary for the Commission to discuss

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it. The Board of Supervisors may have to consider the request. Commissioner Teixeira pointed out that there are blind spots throughout the community. Mr. Flansberg explained that line of sight issues can be addressed administratively by staff. and briefly described the process. If the request is for a stop sign and the criteria for one is established, staff can handle it. If the criteria is not met, the issue must be addressed by the Board of Supervisors. Commissioner Teixeira questioned whether the Commission should handle line of sight issues created by a property owner who installs a fence. Mr. Flansberg indicated that such fences can be moved through the administrative process. The fence at that intersection purportedly meets the minimal requirements for line of sight. Discussion indicated that the item had been raised due to the feeling that RTC should consider it. If it is a Board issue, it should be passed on to it. Mr. Burnham indicated that staff would submit a memo on the process/item to the Commission. Chairperson Plank directed staff to include an explanation of why the fence had been constructed at that location. The item could be included under the status reports. No formal action was taken or required.

**H. ADJOURNMENT (1-2240)** - Commissioner Teixeira moved to adjourn. Commissioner Reynolds seconded the motion. The motion carried unanimously. Chairperson Plank adjourned the meeting at 7:48 p.m.

The Minutes of the October 10, 2001, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON November 14,  
2001.

/s/

Jon Plank, Chairperson