

# **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

## **Minutes of the September 27, 2000 Meeting**

### **Page 1**

A regular meeting of the Carson City Regional Transportation Commission was held at 5:30 p.m. on Wednesday, September 27, 2000 in the Community Center Bonanza Room, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Jon Plank

Kay Bennett

Steve Reynolds

Marv Teixeira

**STAFF:** John Flansberg, Streets Operations Manager

Harvey Brotzman, RTC Senior Engineer

Andrew Burnham, Development Services Director

Kathleen King, Recording Secretary

(RTC 09/27/00; Tape 1-0001)

**NOTE:** Unless indicated otherwise, each item was introduced by Chairperson Plank. 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.

**A. ROLL CALL AND DETERMINATION OF A QUORUM** (1-0002) - Chairperson Plank called the meeting to order at 5:30 p.m. Roll was called; a quorum was present. Commissioner Kennedy was absent.

**B. APPROVAL OF MINUTES** (2-1370) - Commissioner Teixeira moved to approve the August 9, 2000 minutes. Commissioner Reynolds seconded the motion. Motion carried 4-0-1-0.

**C. MODIFICATION OF AGENDA** (1-0015;0063) - Following discussion with Chas Macquarie, Chairperson Plank modified the agenda to address item F-2 first.

**D. PUBLIC COMMENT** (1-0018) - None.

**E. DISCLOSURES** (1-0038) - Commissioner Reynolds advised of attending a Chamber of Commerce meeting wherein the Highway 395 re-stripe project was discussed with representatives from the State. Commissioner Bennett advised that she alerted members of the Lake Glen Manor Homeowners Association about this meeting.

**F. PUBLIC MEETING ITEMS**

**F-1. DISCUSSION OF THE STATUS OF CURRY STREET DESIGN** (1-0998) - Mr. Flansberg introduced Chas Macquarie and Carl Cavolick, of Lumos & Associates. Mr. Cavolick explained that when Lumos & Associates was retained to design the project, they were provided a set of Carson City topographic maps on which to base the design. The maps were 1992 vintage with 2' contour intervals. Lumos was charged with supplementing the maps with field shots at critical locations through the

## **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

### **Minutes of the September 27, 2000 Meeting**

#### **Page 2**

alignment and plotting the right-of-way line from deed information and whatever monuments were found in the field.

Mr. Cavolick displayed roll-out drawings and explained that they represent a compilation of the 1992 topographic map, deed research and subsequent plotting of the deed information, and some minor adjustment for survey corners and monuments found in the field. Included on the drawings are improvements shown on the 1992 topographic mapping provided by the City and improvements which the Lumos & Associates survey crew picked up in the field. A significant amount of curb and gutter has been added along the east side of Curry Street between Moses Street and Rhodes Way, as well as further down between Moses Street and Koontz Lane.

Mr. Cavolick invited the Commissioners, staff and the public to review the drawings. He advised that the drawings depict Clearview Drive to Moses Street; Moses Street to Rhodes Way; and from Rhodes Way north. A 60'-wide right-of-way from Clearview Drive to Moses Street has been acquired and/or dedicated. The improvement width proposed is 44' which is a standard city width for a 60' right-of-way. A bike lane on both sides, one 11.5' travel lane in each direction, and a 10.5' center turn lane can be included in that width. The Commissioners, staff, Lumos & Associates representatives, and the citizens reviewed and discussed the roll out drawings. Discussion included the flood plain; storm drainage facilities; plans for curb, gutter, and sidewalk; the use of Curry Street as an alternate route; the project cost; the proposed width of the lanes; and the acquisitions needed to accommodate the proposed right-of-way.

Mr. Cavolick advised of concerns expressed by the V&T Railroad operators, including encroachment into the pond and needed retaining walls. He explained that the cost of the retaining walls is rather significant and, at the request of Mr. Burnham and Mr. Flansberg, Lumos & Associates explored the possibility of a second alignment which would not require construction of retaining walls. Mr. Cavolick referred to drawings which had been posted on the walls depicting two alternative alignments. He explained that the alternate alignments can be "mixed and matched." He pointed out that moving the road over and up will result in a significant cost savings and less impact to the hill. Commissioner Bennett pointed out the location of a fault line in the area, and discussed potential objections by area residents and business owners. General discussion took place among the Commissioners, staff, Lumos & Associates representatives, and the citizens with regard to the alternative alignments.

Commissioner Teixeira commented that the project will come down to affordability. He indicated that the preference would be to have the 44' width, but costs need to be presented. Chairperson Plank noted that consideration will have to be given to real estate acquisition, relocation of power poles, and curb and gutter. Mr. Cavolick indicated that the significant consideration in the design philosophy was slowing the traffic. He reiterated the direction of the Commission, as follows: Evaluate the 44' width in the relocation from a cost standpoint and a design alternative. The decision on the alternative alignment may come at a later date. Commissioner Teixeira noted an additional issue in the differential cost of the retaining walls versus cutting back the hill. Commissioner Bennett requested that City staff conduct an informational meeting with notice to all residents and business owners along Curry Street and all the Lake Glen Manor residents.

(1-3255) Chris Courson, of Courson Equipment Company, inquired as to whether Curry Street will

## **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

### **Minutes of the September 27, 2000 Meeting**

#### **Page 3**

continue if the Stewart Street right-of-way cannot be acquired. Mr. Burnham advised that City staff and Lumos & Associates are evaluating both possibilities. Mr. Courson suggested that significant consideration be given to traffic counts on Curry Street.

(1-3330) David Ruf, of Greenhouse Garden Center, representing seven property owners and eleven business owners in the Rhodes/Curry intersection area, expressed concern over the amount of soil to be removed from the hill. He suggested that the soil removal be done during January and February for the least amount of impact to the businesses in the event of road closures. Mr. Ruf indicated that he has been in Carson City for 27 years and, during this period of time, has noticed only one individual who walks on Curry Street. He expressed a concern over five property owners having to install sidewalks on the west side of Curry Street when the sidewalks will probably not continue through the Indian colony. He pointed out that sidewalks already exist on the east side of Curry Street for all but one of the commercial sites. He suggested that it would be easier to have sidewalks on one side and allow the few pedestrians to use the existing sidewalks. Mr. Ruf also discussed the amount of manpower needed to clean the Curry Street gutter at the base of the hill, and expressed the opinion that if sidewalk is installed and slough is coming down the hill, there is a greater chance of someone getting injured. Discussion took place regarding the amount of pedestrian use on Curry Street.

Mr. Cavolick noted that there is adequate right-of-way throughout the proposed project to build a sidewalk. A sidewalk along C-Hill is not proposed, although five feet has been left for snow debris storage. He advised that sidewalk is proposed on only one side around C-Hill; however, sidewalk is proposed for the rest of the project consistent with the City's standard. He indicated that if sidewalk on one side is reasonable and can satisfy the demand, the design is easily modified. Mr. Ruf noted that there are two residential homes on the west side of Curry near the hot springs. He expressed the opinion that there will be very little foot traffic frequenting the businesses.

In response to a question, Mr. Cavolick advised that Lumos & Associates is nearly finished with their field work. Public meetings will be held on the proposal as soon as possible. Mr. Ruf requested that the Commission provide notice by mail of meetings which will impact the businesses and residences in the area. Mr. Flansberg agreed to add Mr. Ruf's name to the agenda mailing list.

**F-2. PRESENTATION ON HIGHWAY 395 RE-STRIPE PROJECT (1-0084)** - Frederick Droles, Chief Traffic Safety Engineer with the Nevada Department of Transportation ("NDOT"), discussed the proposal to restripe a portion of Highway 395 from Stewart Street to the Spooner Junction in order to change it from a four-lane facility to a six-lane facility. The existing striping would be rearranged to utilize the current shoulder width in order to provide an additional through lane. The purpose is to ease the traffic congestion on the southern end of Highway 395 during peak hours. Mr. Droles indicated that the significant number of automobile accidents through the intersections are believed to be due to traffic congestion.

Mr. Droles indicated that sufficient pavement width exists so that widening would not be necessary. Minor work would be required on the islands near Stewart Street and Fairview Drive to achieve the width needed for two 11' lanes and one 12' lane. Because of the significant bicycle usage through the corridor, NDOT staff is considering rerouting bicyclists from Highway 395 to Fifth Street, detouring them to Roop Street

## **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

### **Minutes of the September 27, 2000 Meeting**

#### **Page 4**

to Silver Sage to Snyder Avenue, and back to Highway 395 at the Clear Creek signal once it is in place.

Mr. Droes acknowledged that the proposal would mathematically increase the capacity of the highway by 33%. Another benefit is that the signal timing could be altered. Commissioner Reynolds advised that a representative of Mr. Droes' staff was present at the Chamber of Commerce meeting. Some of the comments by business owners along the route included concerns over vehicles turning into their businesses, rerouting bike paths, and the potential increase in the risk of turning left across three lanes of oncoming traffic. Mr. Droes acknowledged that NDOT staff plans to meet with the business owners to display the striping diagram and a drawing of the proposed plan, and to discuss specific areas of concern. With regard to the concern over turning across three lanes of traffic, Mr. Droes indicated that diffusing the flow of traffic should lessen the risk.

Commissioner Bennett concurred with the concerns conveyed by Commissioner Reynolds. She commented that the bike lanes on Fifth Street are a vast improvement to allowing parking on Fifth Street. Chairperson Plank pointed out that capacity is increased on Fifth Street because of the left turn lane. He concurred that the design works very well for motorized vehicles and bicycles. Mr. Droes advised that in 1998, 43,000 cars a day traveled the portion of Highway 395 between Stewart Street and Spooner Junction. He acknowledged that the southern three lanes would start at Fairview Drive and go to Jacks Valley Road, and the northern three lanes would start at the intersection of Highway 50 and 395 and go to Stewart Street.

Commissioner Teixeira expressed a concern over a funnel effect developing in the northbound lanes. Mr. Droes advised that the outside through lane would be dropped at Stewart Street, and acknowledged that the traffic would then be funneled back into two lanes. Commissioner Teixeira inquired as to whether there is a higher concentration of traffic from Stewart to Clearview than from Highway 50 to Stewart. Mr. Droes advised that the traffic volumes are being evaluated. In response to a question, he advised that NDOT plans to do the project in conjunction with a 3-R project (re-grind, resurface, re-stripe). Mr. Burnham advised that the proposed project will be done right after the 3R project. In response to a question, Mr. Droes advised that NDOT is very interested in community input. Discussion took place regarding signal and travel time, and Commissioner Teixeira requested traffic count data in the three segments of Carson Street: north of 50, from 50 to Stewart, and from Stewart to the Spooner Junction.

Mr. Burnham advised that City staff is in the process of updating models and developing a transportation plan which will correlate with the work being done by NDOT for traffic generation and future projections. Discussion took place regarding adjusting the speed limit in the subject section of the highway, the proposed lane widths, and whether or not the project could be done in only one direction if necessary. Commissioner Reynolds inquired as to a street in Reno which could be compared to the proposed project. Mr. Droes provided the example of Kietzke Lane.

(1-0706) Dave Ruf, of Greenhouse Garden Center, inquired as to whether the lane could be accessible to southbound traffic between the hours of 4:00 and 6:00 p.m. only. He suggested that this would require crossing only two lanes of traffic during the day time, and advised that there are generally 6-12 delivery trucks per day in the summer needing to get into his business. He indicated that there are eight other businesses within 300' of his business which have delivery trucks needing access nearly every day of the

## **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

### **Minutes of the September 27, 2000 Meeting**

**Page 5**

year.

(1-0773) John Bialli, a retired traffic engineer with NDOT, inquired as to which islands will be modified. Mr. Droes advised that the islands at Stewart and Fairview will need to be modified as there is not enough width, especially in the northbound direction. Mr. Bialli further inquired as to a deceleration or right-turn lane for some of the major businesses. Mr. Droes advised that this can be considered, and Mr. Bialli concurred that the project should be done during a resurfacing project. Discussion took place regarding traffic volumes.

(1-0870) Tom Keaton expressed the opinion that the proposal is very dangerous because of right turns into businesses and left turns across traffic, and that if the lane at Stewart is dropped, a jam will develop at Stewart and Highway 395.

Commissioner Bennett requested that Mr. Droes keep in mind the need for transit stops. Chairperson Plank thanked Mr. Droes for his presentation. Mr. Droes advised that further information will be presented at a future meeting. Chairperson Plank requested that NDOT hold a presentation in the Community Center lobby similar to that which has been periodically done with the freeway project.

**F-3. DISCUSSION AND POSSIBLE ACTION REGARDING LANDSCAPING OF ROUNDABOUT AT FIFTH STREET AND EDMONDS DRIVE (2-0247)** - Mr. Brotzman reviewed the staff report included in the agenda materials. Chairperson Plank reminded the Commission of his request that landscaping be left out of the bid specifications at the time the proposal was presented. Mr. Flansberg noted for the record that the project was submitted at an amount which was over the consultant's estimate. Additional gas tax revenues were also used. He indicated that three costs were reflected: the estimate, the cost at the time of the bid, and the actual cost. The City realized \$13,000 in savings from the original bid. Chairperson Plank commented that the landscaping is very important because the roundabout is close to a residential area. Commissioner Bennett commented that the landscaping is an opportunity for beautification. Mr. Flansberg acknowledged that the project has power and water to the center of the roundabout. Discussion took place regarding the statutory requirements regarding landscape design and construction. Mr. Burnham clarified that the project will be bid as a design/build project. Mr. Burnham and Mr. Flansberg discussed the details of the proposal.

Chairperson Plank reviewed staff's suggestion for formation of a committee to develop the landscaping theme, and recommended that Commissioner Bennett be included in the committee even though she will be beyond her term in office. **Commissioner Reynolds moved to direct staff to prepare the RFP for design and installation of landscaping for the round-about located at the intersection of Fifth Street and Edmonds Drive working from a committee's evaluation, the committee to be made up of Commissioner Bennett, one member of the RTC staff, one member of the Parks and Recreation staff, and one member of this Commission. Commissioner Teixeira seconded the motion.** Chairperson Plank called for public comment on the motion; however none was provided. **Motion carried 4-0-1-0.**

## CARSON CITY REGIONAL TRANSPORTATION COMMISSION

### Minutes of the September 27, 2000 Meeting

Page 6

#### **F-4. DISCUSSION AND PRESENTATION OF STATUS REPORTS ON VARIOUS PROJECTS (2-0636)** - Mr. Flansberg reviewed the status reports included in the agenda materials.

**Graves Lane:** Mr. Flansberg advised that a letter was received from the landscape contractor indicating that several dead trees were removed. The trees will be replanted before November 1<sup>st</sup>. He acknowledged that retainers remain to be paid on the contract.

**Curry Street Widening:** Consensus of the Commission was that this report was previously covered.

**Roop Street and Little Lane:** Mr. Flansberg advised that the bid was awarded, the contractor has completed the underground connection work between the Fifth Street and Roop signal down to Roop Street and Little Lane. Delivery of the poles and mast arms will complete the project.

**Sound Wall at College Parkway:** Mr. Flansberg advised that specifications are in the process of being completed. The project is ready to go out to bid; however, staff is concerned over news in the masonry industry that masonry work is becoming a premium. Commissioner Teixeira suggested postponing the bid until January or February. Mr. Flansberg advised that this has been considered; however, commitments have been made to the area residents, and the State is wrapping up their portion of the project. Commissioner Teixeira pointed out that an over-budget bid does not have to be accepted. Mr. Flansberg acknowledged that if the bid comes in over budget, it will be resubmitted to the Commission for review and approval. Commissioner Reynolds suggested agendizing the issue of resubmitting over-budget bids to the Commission for discussion and possible action at a future meeting.

**Northridge/Roop Intersection:** Mr. Flansberg advised that Mr. Brotzman will be designing this project.

**Carson City Becoming an MPO:** Mr. Flansberg indicated that the MPO issue is tied very closely to the Transportation Master Plan. A meeting with the consultant was held recently to update some of the elements in the Transportation Master Plan and extend the plan to 2025 as required by MPOs. The goal is to complete the process before the February Planning Commission meeting in order to submit the Transportation Master Plan element for inclusion in the City's Master Plan. Mr. Flansberg acknowledged that the traffic modeling has to be completed for 20 years. Commissioner Teixeira recommended that outside parameters for the master plan be established by the Board of Supervisors. He discussed the issue of modeling beyond the parameters as going against the intent of the citizens, and zoning compaction. He indicated that the maximum population has always been designated as 70,000-75,000. He recommended that outside parameters be defined in policy so that the master plan represents the policy as established today. Discussion took place regarding infrastructure, and Commissioner Teixeira noted that the outside parameters have been safeguarded in the past and should be maintained. Chairperson Plank pointed out that staff should bring this to the Board of Supervisors well in advance of the February Planning Commission meeting. Commissioner Bennett discussed a level of service policy which she saw modeled in another community. She will provide the information to the Commission. Mr. Flansberg advised that draft agreements are being developed with the neighboring MPOs, Washoe County and Lake Tahoe.

# **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

## **Minutes of the September 27, 2000 Meeting**

**Page 7**

**Transportation Master Plan/Bicycle and Pedestrian Element:** Mr. Flansberg advised that this element is incorporated in the MPO as part of the required information. Staff is recommending postponement of the pedestrian element until the spring of 2001 because a great deal of time is being devoted to the bicycle element and updates to the other transportation plan elements. In response to a question, Mr. Flansberg advised that the funding from NDOT was budgeted for after October 1<sup>st</sup>. Commissioner Bennett clarified that the funding is for technical assistance for Carson City to become an MPO.

### **G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS**

**G-1. FUTURE AGENDA ITEMS** (2-1212) - Discussion took place regarding funding levels, establishing priorities, and bicycle facilities.

**H. ADJOURNMENT** (2-1392) - Commissioner Teixeira moved to adjourn the meeting at 7:38 p.m. Commissioner Reynolds seconded the motion. Motion carried 4-0-1-0.

The Minutes of the September 27, 2000 meeting of the Carson City Regional Transportation Commission are so approved this \_\_\_\_\_ day of October, 2000.

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JON PLANK, Chairperson