

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 8, 2000, Meeting

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, March 8, 2000, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chair Jon Plank, Vice Chair Steve Reynolds, and Commissioners Kay Bennett, Robert Kennedy, and Marv Teixeira

STAFF PRESENT: Deputy City Manager Dan St. John, Community Development Director Walter Sullivan, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 3/8/00 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chair Plank convened the meeting at 5:30 p.m. Roll call was taken. The entire Commission was present constituting a quorum.

B. APPROVAL OF MINUTES - January 29, 2000, Workshop (1-0010) - Commissioner Kennedy moved to approve. Commissioner Teixeira seconded. Motion carried 5-0.

C. AGENDA MODIFICATIONS (1-0018) - None.

D. PUBLIC COMMENTS (1-0024) - None.

E. DISCLOSURES (1-0034) - None.

F. DISCUSSION AND ACTION REGARDING THE PRIORITIZATION OF CONSTRUCTION OF THE INSTALLATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OF US HIGHWAY 395 AND SONOMA STREET AND ENTERING INTO A DEVELOPMENT AGREEMENT FOR FUTURE CONSTRUCTION OF THE SONOMA STREET EXTENSION (1-0037) - Deputy City Manager Dan St. John described the work which had occurred on this project since the last meeting and requested that a Commission member be assigned to work with staff and Conkey on the presentation to Mr. Allensworth. Conkey Representative Mark Palmer distributed new site plans to the Commission and Clerk. (A copy is in the file.) Mr. St. John then described the traffic signal and its funding. Right-of-way of 29,618 feet is required for the project. Conkey has agreed to dedicate the amount which is on its existing parcel(s)--23,400 feet. Mr. Allensworth has agreed to dedicate the portion on his parcel. The Sonoma Street improvements are projected to cost in the neighborhood of \$200,000. The participation agreement requires Mr. Conkey to make the improvements. The City will reimburse Mr. Conkey for up to one-half or \$100,000, whichever is less, for those improvements. Mr. Allensworth will reimburse the City at a future date when specified "triggers" are reached; i.e., when Mr. Allensworth develops or a substantial remodel is proposed; the property sells; or in five years; whichever occurs first. The surplus parcels may be traded between Mr. Conkey and Mr. Allensworth. The agreement terminology requires the private parties to negotiate in good faith for the exchange of these parcels. Mr. Allensworth had not indicated a problem with this concept or the price. The building on the Allensworth's parcel will go with the land. Community Development Director Sullivan indicated that staff will administratively handle the lot line adjustment required by the transfer. Jim Conkey indicated he was not opposed to the land trade. He had discussed it with Mr. Allensworth who purportedly supported the trade concept. Mr. Conkey agreed that he could reconfigure his project with the additional land. The proposal will provide the necessary right-of-way. Discussion indicated that Mr. Allensworth should be able to sell the front parcel quickly once the improvements are made. Benefits of the concept and reasons for requesting a Commissioner participate in the discussions were noted. Commissioner Bennett complimented staff, Mr. Conkey and Mr. Palmer on their work on the project which was more beneficial than that which had originally been suggested several months ago. Discussion emphasized the need for Mr. Allensworth to cooperate.

Mr. Allensworth was not present. Ted Rupert of Rupert's Auto Body indicated he was present to listen and report

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 8, 2000, Meeting

Page 2

to Mr. Allensworth but he could not make any representations for Mr. Allensworth. Mr. Allensworth was out of town and unable to attend the meeting.

Chair Plank explained his contact with Commissioner Teixeira and Commissioner Teixeira's willingness to participate in the discussions with Mr. Allensworth. Chair Plank also explained his intent to assist. Commissioner Teixeira explained his reasons for feeling that the extension needs to be constructed. Discussion then explained the reasons NDOT did not feel that the intersection would meet warrants. The signal at Clear Creek and 395 was approved by NDOT due to the known impacts created by large boxes such as Walmart, Costco, etc., will have. Small strip malls and other boxes with unknown impacts are required to wait until after opening and then are studied to determine the need. Commission comments stressed the feeling that once the street is constructed, the public will find and use it. Staff expressed a willingness to advocate and educate NDOT about this concern and attempt to revise their thinking. Chair Plank suggested that the traffic generated by the strip mall may be determined by determining the tenants, particularly if the tenants are relocated from other portions of the City. The impact such relocations could have may reduce traffic problems/demands in other portions of the community. Safety concerns attempting to access Sonoma/Curry Streets were iterated. The signal is needed for the general public and not just for the strip mall. Commissioner Teixeira suggested that RTC become the advocate for the signal and submit a letter requesting reconsideration. Mr. Palmer felt that the traffic study had only considered having an access to the property and not the extension to Curry Street. He agreed that the public use of the street would create an additional impact. The warrant criteria was then described. Comments also pointed out the impact Lowe's Hardware may have on the traffic volume. It may help revise NDOT's thinking. Mr. Conkey indicated that he could not go forward with his project without the signal. He also pointed out that NDOT plans to install a signal at the intersection within four years. Discussion explained the Sonoma's alignment with Washoe at Curry. Reasons were provided for not revising this alignment. The alignment does not create a traffic hazard for left turning vehicles. Sonoma Street will provide the mall shoppers with an option to use either Carson Street or Curry Street. Mr. Palmer indicated that Mr. Conkey was agreeable to the tune of \$50,000 to make minor realignment improvements to Sonoma on the east side of Carson Street. This will make the east side align with his improvements on the west side. These improvements were described. Commissioner Bennett described a grant request for median beautification which could assist with this realignment if funded by NDOT.

(1-0825) Craig Hartman supported the project and emphasized the need for the signal even though it will backup traffic on Carson Street without proper adjustments to the signal timing. The frontage road purportedly is where NDOT has a concern. Chair Plank indicated that the budget may include funding for the signal synchronization. Mr. St. John described NDOT's signal synchronization criteria. Mr. Brotzman indicated that the traffic count between Fairview and Musser is 38,000 vehicles a day. He agreed that the signals could easily be synchronized. Mr. Hartman limned his frontage road and signal concerns. Mr. Brotzman then explained the NDOT discussion and configuration proposed for the intersection. Mr. Hartman described his daily use of the intersection.

(1-0954) Brad Von Kowalski supported installation of the traffic signal. He described his personal experience at the intersection and his attempts to go south on 395. He urged the Commission to realign the intersection. Additional comments were solicited but none given.

Mr. St. John requested the Commission grant conditional approval. If the agreement materializes, staff will take the proposal direct to the Board of Supervisors rather than return for reconsideration by the Commission.

Commissioner Teixeira moved that the RTC approve the plans submitted to the Commission by staff for the complete Sonoma Street extension with signalization at 395 and Sonoma, go forward to the Board of Supervisors if approval can be obtained from Mr. Allensworth on the plans on reimbursement on sale or improvement to his property and that the Nevada Department of Transportation agree to the implementation of the signal shortly, during or after construction at that location; fiscal impact will be \$200,000, and the funding source is the RTC Road Construction. Commissioner Bennett seconded the motion. Discussion questioned whether NDOT should be included in the process at the Commission level or if this should be left up to the Board of Supervisors, who may have more power. Commissioner Teixeira felt that the Board could support the Commission's position and that the process would provide additional support for that position. Commissioner Kennedy indicated that staff

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 8, 2000, Meeting

Page 3

would have to be the advocate for the Commission at the Board level. He also suggested that two of the Commissioners attend the NDOT meeting when the issue is discussed. Mr. St. John supported having this level of participation. Discussion explained the Commission's action on this item at the last meeting. Mr. St. John did not feel that the motion should be amended to include the fiscal year. The motion to approve the plans as indicated was voted and carried 5-0.

BREAK: A recess was declared at 6:37 p.m. The entire Commission was present when Chair Plank reconvened the meeting at 6:48 p.m., constituting a quorum.

D. PUBLIC COMMENTS (1-1090) - Chair Plank invited the high school students present to enter their names in the record. The students were from Mr. Sullivan's government class at Carson High School. They were Karolyn Heath, Vicki Parsons, Kaja Odegard, Heather Tennant, and Jennifer Zehring.

(1-1398) The Commission gave the students copies of the packet. Mr. Flansberg explained the Goni Street widening project for Ms. Odegard. Chair Plank thanked the students for their interest and attendance.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATE MATTERS (NON-ACTION ITEMS)

G-1. DISCUSSION REGARDING THE STATUS OF REGIONAL TRANSPORTATION COMMISSION PROJECTS AND ACTIVITIES OF THE TRANSPORTATION ENGINEERING STAFF (1-1110) - Street Operations Manager John Flansberg distributed a bid tabulation report to the Commission and Clerk on the Goni Road widening project. (A copy is in the file.) The low bidder was Doug Dees Construction. The Board will consider the contract at its next meeting. RTC had not had any previous experience with the contractor. The Parks Department had worked with the contractor on several of its projects. The bid is "slightly" over the budget--\$6,000. Mr. Flansberg's inspection of one of the contractor's job sites was described and supported hiring the firm. The Fifth and Edmonds roundabout will include irrigation to the center of the circle. River rock will still be placed in the center. Landscaping could be installed at a future date. Chair Plank explained the Parks and Recreation request to not landscape it until adequate staff is available to maintain it. Signal sleeving under the roadway had been installed sometime ago and will be used for sleeving the irrigation line. Therefore, the irrigation had been included at a minimal cost. Discussion questioned when the contract may be awarded by the Board of Supervisors and described the roundabout design which is different from the current roundabout. The new design should mitigate some of the issues raised by the public concerning the speeds. Mr. Flansberg then described the status of the Roop and Little Lane signal. The contract should be issued soon. Construction should be completed and the light turned on in conjunction with the post office opening. The signal had met the City's 12th warrant standard. No formal action was taken or required.

G-2. DISCUSSION REGARDING REGIONAL TRANSPORTATION COMMISSION PRACTICES AND PROCEDURES (1-1231) - Mr. Flansberg explained the direction given during the January workshop meeting. Discussion explained the process for creating an agenda. Anyone wishing to agendize an item was directed to contact either Mr. Flansberg or Chair Plank. Discussion also indicated that the next meeting would be restricted to one-and-a-half hours. Discussion directed staff to revise the procedures to indicate a title/position rather than the individual's name. Comments supported having written procedures. No formal action was taken or required.

G-3. DISCUSSION REGARDING FUTURE AGENDA ITEMS AND MEETINGS (1-1372) - Chair Plank encouraged the Commissioners to tour Goni Road and, specifically, "Harvey's" hill.

H. ADJOURNMENT (1-1440) - There being no other matters for consideration, Commissioner Reynolds moved to adjourn. Commissioner Kennedy seconded the motion. Motion carried 5-0. Chair Plank adjourned the meeting at 7:06 p.m.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 8, 2000, Meeting

Page 4

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.

The Minutes of the March 8, 2000, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON April 12,
2000.

/s/_____

Jon Plank, Chair