

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the June 9, 1999, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, June 9, 1999, at the Community Center Sierra Room, 851 East Fifth Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Jon Plank and Commissioners Kay Bennett and Steve Reynolds

STAFF PRESENT: Street Superintendent John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin
(R.T.C. 6/9/99 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson 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 - None.

C. MODIFICATIONS TO THE AGENDA (1-0010) - None.

D. PUBLIC COMMENTS (1-0015) - Brad Harker, representing the River Knolls Sound/Safety Wall Committee, gave the Commission and Clerk a copy of his comments, which he read into the record. (A copy is in the file.) It explained the reasons the Committee felt that a sound wall along Graves Lane was warranted in his area south of Highway 50. A poll of the audience indicated that a majority supported his request.

Larry Borges thanked the Commission for the crosswalk at Gordon and Graves and requested the Commission implement his previously suggested recommendation that trucks be prohibited on South Graves Lane between 8 p.m. and 8 a.m. He urged the Commission to use any surplus funding from the Graves Lane extension for a sound wall, sidewalks, and other safety features on South Graves Lane.

Eric Barry explained that he had purchased his home in May 1995 but had not been told that Graves Lane was to be extended. At the time of the purchase, they had been aware of the traffic it carried. The traffic volume is increasing and will increase even more once the extension is completed. His concern about the safety of his family when using their backyard and his property values were explained. He urged the Commission to install the block wall and questioned what the residents needed to do to get it constructed. Chairperson Plank indicated that Mr. Brotzman would study the issue and that the Commission would consider it at its next meeting.

An unidentified lady requested each home owner be given an opportunity to put his/her name on the record. It was decided to have them sign in. Lana McGaffin requested that Mr. Harker be used as the contact individual or herself as they are committee members of the River Knolls Sound/Safety Wall Committee. The committee represented a majority of the homeowners.

Mr. Brotzman then explained that it may take additional time to complete the study and indicated that he would be in contact with Mr. Harker. Chairperson Plank directed him to expedite the study as much as possible. Additional public comments were solicited but none given. Commissioner Bennett thanked the audience for its approach to the problem.

E. DISCLOSURES (1-245) - None.

F. PUBLIC MEETING ITEMS:

F-1. DISCUSSION AND ACTION REGARDING PRESENTATION BY PARSONS TRANSPORTATION ON THE U.S. 395 CAPACITY IMPROVEMENT STUDY (1-0248) - Parsons Transportation Representative P. D. Kiser explained his contract to study Carson Street from Fairview to Spooner (Highway 50 West) to determine whether improvements could be made at the signalized cross streets to improve traffic flow. His study was restricted to only Carson owned areas and not Carson Street (Highway 395) which is

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NDOT's responsibility. The study had analyzed the current a.m. and p.m. peak traffic patterns; projected traffic volume in 2005 with the first phase of the freeway; the projected traffic volume in 2012 with only the first phase of the freeway; and the projected traffic volume in 2012 with the entire freeway. The current study indicates that some intersections are functioning at either a D or E service level during peak periods. At other times they are operating at B or C levels. The service level rankings were described. The study indicated that Fairview will remain at an acceptable service level, however, Clearview begins to fail by 2012. With his suggested improvements, this is brought up to level B. He noted that once the freeway is completed, traffic will shift to it reducing the demand on the streets. Until that time the traffic will continue to increase and increase the demand on the cross streets. His study recommended: a second west bound left turn lane at Fairview, an exclusive west bound right turn lane at Koontz, and an exclusive west bound right turn lane at Clearview by 2005. The geometrics of Clearview and the advantages provided by the Clearview modification were described. The estimated cost for the Clearview improvements is \$156,000 although the relocation of two utility poles may add \$35,000. Relocating the transformer vault may increase the cost to \$180 or \$190,000. The estimate for Koontz was \$113,000. The estimate for Fairview was \$124,000. His right-of-way study of Fairview was described. He suggested that if the City decides to make the improvements to conduct a preliminary engineering study and determine the size of the right-of-way. Discussion indicated that the acquisition cost of \$12 per square foot was an average which could vary widely.

(1-0487) Deputy City Manager Dan St. John explained that Mr. Kiser was part of the design team for the north leg of the freeway. He then explained the proposal to control access to Carson Street and close Snyder. This impact on Clearview was discussed. Mr. Kiser felt that the south bound Snyder traffic currently uses Clearview for access to Carson Street due to the traffic volume during peak periods. Comments also noted the impact the closure would have on the Fire Department's response time from Snyder. Commissioner Bennett suggested a study of the impact be performed prior to realignment due to the apartment complexes which are in the vicinity. Discussion indicated that the development of South Curry as a commercial corridor could also impact the traffic demands at the studied intersections particularly at Clearview. Mr. Brotzman then explained that NDOT would not provide more than a minimal amount of funding for this project. RTC will, therefore, be responsible for the improvements.

Public comments were solicited. None were given. Discussion indicated that the report was the start of planning on how the freeway and frontage roads will interconnect as well as for the Curry Street extension. Mr. Brotzman suggested delaying formal direction until after the NDOT meeting next week. The projects could be added to the priority list this fall. Comments noted the importance of the Clearview intersection.

F-2. DISCUSSION AND ACTION ON PRIORITIZING THE CONSTRUCTION OF SONOMA STREET AND THE INSTALLATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OF U.S. 395 AND SONOMA STREET (1-0662) - Palmer and Lauder Engineering Representative Mark Palmer indicated he represented Conkey Development who is considering developing a small shopping center at Sonoma between 395 and Curry. The mall increases the need for the street and signal. Conkey Development Representative Steve Trollio briefly explained the shopping center plans. As the street and signal had been on the RTC priority list for some time, it was felt appropriate to approach the Commission and attempt to raise their priority.

Advantages of the Sonoma Street extension were described. Developments his firm had constructed and his list of tenants in other areas were noted. Until a clear understanding regarding the signal is developed, his potential tenants will not sign a contract. He could not list these firms due to competition concerns but indicated that as the center is considered a designation center rather than an impulse center, clothing stores will not be in the center. Hard goods dealers will be. The size of the tenant pads were described and ranged from 4,500 to 23,000 square feet. It should generate \$1.5 million in sales tax revenue. Commissioner Bennett questioned whether these tenants were recirculating current dollars or if the sales were new dollars. Reasons for this question were noted. Mr. Trollio responded by expressing his feeling that some would be new although there could be similar products provided at current businesses in the community. Some of the tenants may also be current Carson City businesses who are opening a second store. Reasons for deciding to expand were explained. Therefore, he felt that all of the operations would be new dollars. Tenants will not "cannibalize" their stores in the hope of making more money. He agreed that some shoppers may change their buying habits and purchase from his tenants and urged the Commission not to base its decision on recirculating sales tax monies. Commissioner Bennett responded by explaining the need to analyze this question due to the investment which he was asking the Commission to make.

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Mr. Trollio felt that it was impossible to pick one business which did not sell a product offered by another in the community. Commissioner Bennett responded by listing Circuit City and Barnes and Noble as examples of nationally known firms who would attract new clientele from the surrounding area. Mr. Trollio did not feel that Carson City could attract those types of tenants due to its demographics. He then indicated that two of the proposed tenants currently have businesses in Carson City. The remaining six will be new to the community. His tenants think of their sales as new dollars rather than recirculated dollars. The criteria he and the tenants analyze in making a decision to build/locate in a community and his firm's experience in the field were described. Mr. Trollio felt that there would be between \$18 and \$20 million generated in sales. As the tenants become established, these figures will increase. Commissioner Reynolds pointed out the need to keep sales in Carson City rather than to lose them to surrounding counties.

Discussion ensued on the projected costs for the street and signal. Mr. Brotzman indicated that as the signal is within the NDOT right-of-way, the signal would not be installed until NDOT warrants are met. Projected traffic impacts are not considered in the equation. Mr. Brotzman noted the City policy to not acquire right-of-way. This purchase would add \$190,000 to the estimated cost of \$370,000. The signal cost would be over this amount and is estimated at \$170,000. The total estimated cost for the street and the improvements was \$560,000. Discussion explained the City policy on right-of-way acquisitions including examples. Mr. Trollio responded by explaining his feeling that the City had purchased right-of-way in the past and that in his experience this is the normal procedure. Additional examples were provided of rights-of-way which the City had acquired without purchasing them. Commissioner Bennett explained her opposition to the suggestion that the City purchase the right-of-way. She expressed a willingness to support the loan program used by Mr. Bernhard for his project. She encouraged staff to develop a different approach. Clarification then indicated that the City expected Mr. Trollio to construct the road. Reasons for this recommendation including the RTC priority listing and RTC funding projections. Discussion then indicated that if Mr. Trollio paid for construction of the roadway, he would be reimbursed by the adjacent property owners when their parcels are developed. Mr. St. John suggested that staff meet with Mr. Trollio and Mr. Palmer. Reasons for this recommendation were provided. The Commission establishes the policy and should determine whether to move Sonoma up on the priority list.

(1-1468) Mr. Palmer then explained the reasons for approaching the Commission had been based on the Transportation Master Plan Element and the RTC priority list with its projected funding estimates. The project will provide additional sales tax revenue which would offset the costs and realignment of the priority list. Perceived problems with the parcel were described to illustrate offsite improvements which the developer will have to make as part of this project. Without this realignment of priorities, the property may not be developed for five to seven years and additional tax revenue may not occur.

Commissioner Reynolds responded by explaining his feeling that RTC should not create a program for the developer. This is staff's role. He did note, as indicated by the previous discussion, that access to Carson Street is difficult. The impact of an additional intersection is unknown. Examples of other communities were cited to illustrate development which occurs around intersections with signals. He was unsure whether this would add value to the project. He pointed out that there is no funding allocated at this time for the project. Commissioner Bennett explained that she was not against growth or development. She was willing to consider a different proposal if one is developed. At this time she could not justify allocating any more than the \$195,000. Even this amount would require an innovative approach. Chairperson Plank felt that Sonoma Street would be developed at some point but the proposed concept did not at this time fit.

Mr. Brotzman then noted that Curry Street between Rhodes and Lake Glen is surrounded by publicly owned property. The remaining portion of Curry is to be developed with the property owners/developers. The majority of the improvements on the west side of Curry between Koontz and Rhodes have already been constructed. There are several improvement agreements for the remaining portions. The Curry Street design will align these portions so that the improvements match. Chairperson Plank questioned whether Curry Street is ready for this project. Mr. Palmer responded by explaining that Curry Street would not work as a bypass until the connector roads have been installed. Stewart Street has been proposed to connect to Curry Street. If either Stewart or Sonoma are constructed, the need for Curry Street will be there. Discussion noted the traffic problems cited in the previous item. This further supported Chairperson Plank's contention that Curry Street is not ready for this development. Mr. Palmer agreed and reiterated his reasons for raising Sonoma Street's priority as it will create a win-win

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situation due to the developer's participation and the increase the sales tax base. He expressed a desire to work with staff to determine if another plan could be developed. Supervisor Bennett agreed with his rationale and pointed out that Curry Street will be developed incrementally and encouraged him to work with staff to develop another approach. Chairperson Plank indicated for staff that the priority listing contained several high priced items. Some of them may be adjusted while others could not. The importance of the industrial area access and the impact of the Stewart Street extension were cited as specific examples.

(1-1820) Public comments were solicited. Frank Page explained that the comments reflected the former Transportation Advisory Committee's concerns. The Committee had discussed the Stewart Street extension with NDOT and felt that it will occur when the time is right. He urged the Commission not to realign the priority list without valid justification. He felt that a developer should fund realignment of the list. He also cautioned against installing signals for access. Signals allow penetration. Warrants will not support the signal until 2005. Its impact on traffic progression on 395 also needs to be analyzed. Until something is done with Curry, the proposal will merely put the cart before the horse. He did not think that the taxpayers should fund the project for the developer. Comments noted the Committee's effort to develop a solid plan.

(1-1905) Laura Work expressed her concern about using taxpayer money for a developer's project. Empty commercial buildings were cited to illustrate her concern about the need for additional buildings at this time. If additional businesses were demanding space, the empty buildings would be full.

(1-1959) Larry Borges supported Ms. Work's comments with additional examples. He questioned whether a new business would economically impact current small businesses in the community. He felt that the proposed stores will be recirculating money and not generating new money. Additional comments were solicited but none given.

Chairperson Plank indicated that staff had received its direction. No formal action was taken.

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

G-1. COMMISSIONER REPORTS (1-2009) - Commissioner Bennett reported on the status of the Public Transportation Committee and its role. Additional federal funding is available according to Senator Gibbons which can be used for "reverse commute" projects. Chairperson Plank explained his discussion with Street Superintendent John Flansberg concerning the White Top problem.

G-2. STAFF REPORTS (1-2077) - Mr. Brotzman explained his contact with NDOT regarding Graves Lane, Airport Road's limited access between Lompa Lane/Nye Lane during construction, and the road work creating the limited access. He then reported on the status of the Graves Lane extension which was on schedule and the College Parkway sound wall between Imperial and Northgate. He announced NDOT's meeting with the property owners abutting the frontage road along Carson Street between Clearview and Snyder and that the City had not been given an ISTEA grant. Discussion indicated that the Fire Department was aware of the limited closure. The Sheriff's Office had not yet been notified. Mr. St. John briefly explained the signage program which would attempt to inform the business clientele that they could access the businesses. He then explained NDOT's tentative approval of the dual left turn lanes for College Parkway and the freeway, the City/developer's commitment for the right-of-way, and the status of the southern leg of the freeway. Discussion explained the reasons for staff's decision to underground the utilities adjacent to the Airport as part of the Graves Lane project and reasons neither the Board of Supervisors nor the Regional Transportation Commission had been involved in the decision. Funding for this project was also described and will be submitted for action at a future date. Comments indicated a need for additional communication to occur on such issues/projects.

G-3. FUTURE AGENDA ITEMS (1-2722) - Chairperson Plank indicated that the South Graves Lane issue will be agendized for a future meeting. He then explained a Parks and Recreation Commission issue regarding the need for a small neighborhood park in the area between Lompa and Highway 50. He requested staff discuss the issue with the Parks Department and the possibility of using the detention pond at Sherman Lane and Highway 50 for this purpose. He noted a concern about the pond's slopes which he did not feel would pose a problem. Discussion ensued concerning the developer/City agreement on the right-of-way for the freeway and

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College Parkway's two left turn lanes. This project will cost approximately \$3 to \$400,000 more than the single left lane according to NDOT. NDOT did not wish to spend this money, however, if the City provides additional right-of-way, it could be justified. The City is working on this. Commissioner Reynolds felt that the Commission will be seeing this item in the future.

H. ADJOURNMENT (1-2803) - Commissioner Bennett moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried unanimously. Chairperson Plank adjourned the meeting at 8 p.m.

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 June 9, 1999, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON____July 14____,
1999.

/s/_____
Jon Plank, Chairperson