

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 18, 1998 meeting

Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, February 18, 1998, at the Capitol Conference Room, 201 North Carson Street, Carson City, Nevada, beginning at 3:30 p.m.

PRESENT: Chairperson Greg Smith and Commissioner Marie Wolf

STAFF PRESENT: Community Development Director Walter Sullivan, Acting
Public Works Director Tim Homann, RTC Engineer Harvey
Brotzman, and Recording Secretary Katherine McLaughlin
(R.T.C. 2/18/98 Tape 1-001.5)

CALL TO ORDER AND ROLL CALL - Chairperson Smith convened the session at 3:30 p.m. Roll call was taken. A quorum was present although Commissioner Tatro was absent.

1. APPROVAL OF MINUTES - 10/15, 11/19, and 12/11/97 and 12/21/98 (1-0015.5) (1-2289.5) - Commissioner Wolf requested the Minutes be held until she could check into an issue. No action was taken.

2. CITIZEN COMMENTS (1-0014.5) - John Bullis pointed out the maps on the wall were for the Transportation Committee. They clearly indicate the need for the southern portion of the Bypass to be constructed. He urged the Commission to do whatever is necessary to move this issue forward. Chairperson Smith explained that the maps had been prepared by the consultant. They clearly illustrate the need for the full Bypass. The hope is that once the northern leg is done, the southern leg will follow. It will be very expensive and will have to compete for funding.

(1-0043.5) Hugh Prentiss, 58 Eureka Drive, Carson City, expressed his concerns about the traffic and its speed in front of the Comstock Mobile Home Park and the Airport. Chairperson Smith indicated he would contact the Sheriff about it. It may take 18 months to two years before Graves Lane is constructed and resolves some of this problem. NDOT had agreed to lower the speed limit but the audience did not feel that it had mitigated the problem. Mr. Prentiss suggested the stacking lane be marked "turn lane only" so that it would not be used as another traffic lane.

Jean Ennis, 210 Gold Hill Drive, Carson City, explained her access/egress problems with her motor home. She, too, urged that something be done about the situation. She also expressed her concern about the safety of individuals at the Fire Department. Chairperson Smith reiterated his intent to contact Sheriff Banister and pointed out that this effort may be short-lived. Ms. Ennis suggested a stop sign or slower speed sign be installed just before the curve. Chairperson Smith pointed out that the traffic concern is created by speeding vehicles. Mr. Homann explained that NDOT has control over the State route. Staff can recommend changes but NDOT must implement them. Supervisor Smith noted the improved communications and working relationship currently experienced with NDOT which helps gain NDOT's supports for staff's recommendations.

Peter Goetten, 255 Gold Leaf Lane, felt that the tilt in the road should be corrected. Reasons for this feeling were explained. Chairperson Smith explained that the Graves Lane extension would remove the tilt. Ms. Ennis explained that a motor home had gotten hung up exiting the mobile home park. Herbert Hoover, 250 Gold Leaf Lane, questioned the need for a five lane roadway through a residential neighborhood. Chairperson Smith indicated this issue could be discussed under the agenda item. Discussion ensued on the passing lane with Monica Badgley indicating that the lane could be used to enter and leave the mobile home park. Traveling in the lane is not allowed. Ms. Ennis felt that the use of the lane is the only method available for access or egress. Her comments supported the proposal to change the access/egress for the airport. Don Luark, 2547 Century, suggested that the portable signs be installed in the corner cautioning people about the mobile home park. Chairperson Smith noted that the City has two at an intersection on College Parkway and that it is possible to use it for this purpose. There being no other matters for discussion, public comments were closed. No action was taken.

4. DISCUSSION AND POSSIBLE ACTION ON RECOMMENDATIONS RESULTING FROM MEETING FOR GRAVES LANE FROM AIRPORT ROAD TO U.S. 50 EAST (1-0234.5) - Chairperson

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 18, 1998 meeting

Page 2

Smith explained the purpose of this item and gave the Recording Secretary a stack of petitions. The petition had a deadline for submittal. Chairperson Smith encouraged the audience to drop off at the office any petitions even though the deadline had passed. The petitions unanimously supported having a sound wall. The Comstock Mobile Home Park owner had expressed an interest in discussing his potential participation in a sound wall. Chairperson Smith explained his commitment to reopen the issue and consider planning for sound walls in both the mobile home park area and the River Knolls area. He then asked for comments on issues other than the sound wall.

Public Safety Representative for the Department of Motor Vehicles Sue Newberry presented a stack of literature to the Clerk for copying and distribution to the Commission concerning roadway designs which could improve the pedestrian and bicyclist safety. She then expounded at length on various different programs/ideas which would make the road safer including a two lane roadway, promotion of transportation methods other than a vehicle, and elimination of heavy truck traffic in neighborhood areas. She questioned the study preformed to determine that the proposed location is the best place for a \$5 million facility, the level of service which would be provided, and whether this is the community service level desired. She encouraged the audience, staff, and Commission to check the service levels, sound wall performance, and traffic patterns before committing to a program. College Parkway was used to illustrate the differences. She offered to show slides of alternatives if requested to do so. She did not feel that the City currently has a traffic problem nor would it have one during the next five years. She also pointed out that the traffic master plan included many other items which have not been implemented and questioned the need for the road at this time. She urged the City to consider a two lane road as an alternative. Traffic speeds and safety related concerns were illustrated to support her feeling that it should be a two lane road. Pamphlets were distributed on roundabouts. She encouraged the City to consider implementing this program as an alternative to four-way stop signs. She urged the City to include other "traffic calming" methods in the program.

An unidentified individual questioned the reasons for needing Graves Lane when the freeway will handle the same traffic and problems. Chairperson Smith explained how Graves Lane's priority had been determined. "NIMBY" problems with any roadway were noted. Although the freeway will handle a large volume of traffic from Lyon County, the modeling maps prepared by the consultant for the Citizens Transportation Committee illustrate the need will still be there after the freeway is constructed. He questioned whether a two lane roadway could handle the projected traffic volume or if a five lane roadway is necessary. Although he could support some of Ms. Newberry's examples, the question is whether they would be able to handle the traffic volume. In view of the legal issues now going on, there is additional time available to study the alternatives. Also, due to his desire that the road be constructed correctly, stand the test of time, move vehicles correctly, and allow pedestrians to cross safely, he would support a motion to ask staff to come back at the next meeting and give the Commission an interpretation of what a two lane road with the wide sidewalks and landscaping, similar to College Parkway by K-Mart, would look like. He agreed that it would look more appropriate in the neighborhood. He agreed that the trucks should be off the residential streets, however, there is no other place to put them at this time. The Bypass will allow the City to prohibit trucks on residential roads.

Discussion ensued between Chairperson Smith and Mr. Luark on the feeling that Graves Lane would duplicate a truck route--the Bypass--and the need for the Arrowhead-Graves extension. Ms. Newberry then described the modeling process and the criteria used to justify roadways. She urged the Commission and public to question where the cars were coming and going. Discussion ensued between the Commission and members of the audience including Mr. Luark, Ms. Ennis, a lady named Minnie, Mr. Goetten, Mr. Prentiss, Sherry Sigfied, and a gentleman named Harold concerning the fact that Arrowhead Road is a truck route, the need for additional truck routes into the industrial area, the fact that Graves Lane will be in a residential neighborhood, the need for the connector road between Graves Lane and Arrowhead, the feeling that the roadway was taking priority and the residents were being made secondary, the traffic demands created by surrounding counties, the need for sound walls, the lack of funding for sound walls, the need for additional traffic officers, the proposed Graves Lane roadway design at Comstock Mobile Home Park, the secondary Comstock Mobile Home access, the proposal to cul-de-sac Sherman Lane on the east side of Graves, and the security system used at Parc de Maison.

Mr. Homann expressed his feeling that DKS had done a good job in modeling the City. DKS follows directions given by the staff, the Committee and Commission. DKS will provide elements discussing all of the issues raised by Ms. Newberry including transit, bicycle and pedestrian traffic/transportation methods, street scapes, landscaping, etc. The new master plan will include many elements not included in the current master plan. He

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 18, 1998 meeting

Page 3

emphasized the need for Graves Lane as a four-lane facility if the projections are correct. A street design similar to College Parkway does not move traffic through the City as well as a four lane facility would. Demand for improved traffic movement was noted. He also pointed out the funding limitations. He thanked the audience for its comments and indicated that the issues will be considered.

Chairperson Smith explained the reasons the sound wall issue will not be considered a part of his proposed motion. This issue should be considered when the budget is discussed in March. Sound walls may have to be phased and should include some of the other critical areas such as River Knolls. Reasons for not including Eagle Highlands in the sound wall areas were noted. Chairperson Smith then moved to ask the Regional Transportation Commission staff to evaluate the criteria for the road as per the questions that Ms. Newberry delineated and come back to the Commission at the March meeting with the answers and some numbers. Commissioner Wolf seconded the motion. Comments were requested but none given. The motion was voted and carried 2-0.

Chairperson Smith then expressed an intent to meet with the Comstock Mobile Home Park residents and discuss their issues. Comments encouraged the Commission to consider sound wall alternatives other than a wood fence as it will not mitigate the noise. Chairperson Smith thanked the audience for its demeanor and imput.

BREAK: A five minute recess was declared at 4:40 p.m. A quorum of the Commission was present when the meeting was reconvened at 4:45 p.m. although Commissioner Tattro was absent as previously indicated.

5. DISCUSSION AND POSSIBLE ACTION ON PRIORITIZING A PORTION OF TIMBERLINE DRIVE FOR RECONSTRUCTION (1-1131.5) - Chairperson Smith explained the curve in the road and traffic problems with it particularly when the road is icy or slick. Discussion indicated it may cost \$50,000 to improve the situation. Reasons traffic reports are not filed on the "accidents" which occur were noted. It was felt that reports would be filed if guard rails were along the stretch. The major concern is the dropoff. (1-1225.5) Ray Sparks and Dennis De Bacco explained their experience and concerns with the curve. Both urged the Commission to mitigate the situation. Different methods of mitigating the problem were discussed. Comments commended the Street Department on its efforts to keep the roadway clear and sanded during adverse conditions. Mr. Brotzman explained the traffic count now occurring on Timberline. Both Mr. Brotzman and Mr. Homann noted that any improvements may encourage drivers to speed. Chairperson Smith also pointed out that the majority of the road users are knowledgeable about the curve and its problems which may be the reason fewer accidents are reported/occur. Mr. Homann also indicated for the record that the current design meets engineering standards, which he described. Chairperson Smith explained his rational in making the following motion. Chairperson Smith then moved that the Commission direct staff to put a little time and effort into looking at this, including a trip with him to the hill and recovery area, and talk about options or alternatives which could be brought back to the Commission during the priority issue process, which will be in the next couple of months, and then the Commission can decide if the Commission wishes to select option A at "X" cost, option B at "Y" cost, or option C at "Z" cost, and the level of funding which the Commission selects to allocate toward it, if anything. Mr. Brotzman noted staff's request for action had included a signage proposal. Commissioner Wolf seconded the motion. Chairperson Smith felt that the proposed signage program was inadequate, specifically, since a majority of the users are knowledgeable about the road. Discussion between Mr. Brotzman and Chairperson Smith indicated the tour would be conducted on either Friday or Monday. The motion was then voted and carried 2-0. Chairperson Smith indicated that this would allow the proposal to be considered as part of the priority and budget process.

Mr. De Bacco pointed out that additional supporters would have attended the meeting had independent notices been given to all of the Timberline and Lakeview residents. Comments also pointed out that the funding should not be the primary reason for modifying or failure to mitigate the situation. Proposals for mitigation should include both a recovery area and a guard rail. Criteria used in designing a roadway includes these issues. Chairperson Smith encouraged both Mr. De Bacco and Mr. Sparks to contact their neighbors. They could either attend the next meeting or submit letters.

7. DISCUSSION AND ACTION ON FUNDING FOR THE CARSON CITY NOISE MASTER PLAN ELEMENT (1-1526.5) - Community Development Director Walter Sullivan explained his request for funding for

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 18, 1998 meeting

Page 4

a comprehensive noise master plan element study. This would provide an objective standard for noise levels throughout the community. Demand for such standards is increasing. Chairperson Smith pointed out that the study may indicate the areas needing sound walls, however, funding for the sound walls is lacking. The study may then be shelved. The public could later use it to force implementation of sound walls. Mr. Homann felt that the Commission was not committing itself to mitigating the noise if the study is completed. Policies will have to be established such as one indicating mitigation may not be required if the arterial was developed prior to construction of or acquisition of a home in the residential neighborhood. Funding for the RTC portion of the study was discussed. Chairperson Smith suggested that the Board of Supervisors be asked to funding a larger share of the cost and to use the Contingency Account as the funding source. Commissioner Wolf supported his suggestion that funding be through another source. She also expressed a desire to ask the consultant to hold the line. Mr. Brotzman pointed out the shortage of consultants who perform this type of work. He also felt that the cost may be underestimated. RTC should consider vehicular noise when developing its streets/roadways. Mr. Sullivan explained the process used to find the consultant and his efforts to reduce the cost. Other agencies had analyzed the scope of work and felt that the City was getting a good deal. A committee will be established to work with the consultant. Chairperson Smith reiterated his request that additional funding be requested from the Board of Supervisors and indicated he would support Mr. Sullivan's request at that level. Mr. Sullivan then explained his reasons for feeling that another ad hoc committee was necessary which Chairperson Smith supported. Mr. Luark felt that the proposal was being pro-active and encouraged the Commission to commence its implementation. Commissioner Wolf suggested that landscaping be used to mitigate some of the noise concerns, e.g., evergreens. Mr. Sullivan agreed that they do reduce the noise and should be considered. He also elaborated on reasons for having a "lay" committee as being that it eliminates the allegation that "no public participation is allowed". The committee will be empowered for only this project and not be an ongoing committee. Mr. Sullivan then withdrew the request and indicated that he would seek additional funding from the Board of Supervisors. Chairperson Smith reiterated his commitment to support the request at that level.

6. DISCUSSION AND POSSIBLE ACTION ON PRIORITIZING RECOMMENDED 1998-99 PROJECTS (1-1912.5) - Discussion indicated a finalized priority listing would be prepared for consideration at next month's meeting. No formal action was taken.

8. STATUS REPORT ON CONSTRUCTION PROJECTS (1-1944.5) - Messrs. Brotzman and Homann explained/discussed with the Commission the status of the various construction projects as listed in the staff report for Item 6. Comments included the status of the consultant's report concerning the Ormsby Boulevard extension and when the Commission should reconsider its priority. Discussion explored the need to reduce the volume of projects and allow staff to catch up. This will allow Graves Lane to move forward with its increased costs and funding to accumulate. Traffic signal street name signs were explained. This signage is expensive. Options which will be included for the Commission's consideration on Graves Lane were noted. Concerns and impacts created on other north/south routes if Graves Lane becomes a two lane roadway were discussed. Although the connector road should be constructed at the same time, the FAA concerns and other problems may prohibit its development for two or more years. The consultant's maps will remain until after the Friday staff meeting. Discussion pointed out the need to discuss NDOT's participation in the Fifth and Edmonds signal. The Graves Lane acquisitions were to be considered by the Board of Supervisors tomorrow. The project should go to bid the end of March. An attempt will be made to have the consultant make a presentation to the Commission on March 18. The Ormsby Boulevard issue will be considered at the April meeting.

3. COMMISSIONER COMMENTS (1-2295.5) - None.

9. STAFF COMMENTS INCLUDING THE NEXT MEETING DATE (1-2292.5) - The next meeting was scheduled for March 18 at 3:30 p.m. The April meeting is to be an evening session.

10. ADJOURNMENT (1-2300.5) - Commissioner Wolf moved to adjourn. Chairperson Smith seconded the motion. Motion carried 2-0. Chairperson Smith adjourned the meeting at 5:45 p.m.

The Minutes of the February 18, 1998, Carson City Regional Transportation Commission meeting

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 18, 1998 meeting

Page 5

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ARE SO APPROVED ON _____,

Greg Smith, Chairperson