

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the May 20, 1998 Meeting

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A regular meeting of the Carson City Regional Transportation Commission was held on Wednesday, May 20, 1998 in the City Hall Capitol Conference Room, 201 N. Carson St., Carson City, NV at 3:30 p.m.

PRESENT: Chairperson Greg Smith
Tom Tatro
Marie Wolfe

STAFF: Tim Homann, Deputy Public Works Director
Harvey Brotzman, RTC, Engineer
Katherine McLaughlin, Recording Secretary
(RTC 5/20/98 1-0000.5)

NOTE - Unless otherwise indicated each item was introduced by Chairperson Smith. Individuals speaking are identified following the heading of each item. 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.

CALL TO ORDER - Chairperson Smith called the meeting to order at 3:30 p.m. A roll call was taken and a quorum was present.

1. APPROVAL OF MINUTES - None.

2. CITIZEN COMMENTS ON NON-AGENDIZED ITEMS - Chairperson Smith said there were citizens present who wished to discuss the Graves Lane issue as it pertains to the two or four lane issue, the sound wall, etc. However, he said the agenda item is the issue of the possibility of restricting turning movements from Graves Lane onto Sherman Lane, not Nye Lane. He explained why the Commission could not discuss Nye Lane although the public could make their comments known to the Commission.

(1-0043.5) Steve Hartman was at the meeting on behalf of Silver Oak and several business owners on North 395. He said they would like to request that the Commission schedule the issue of an off ramp at Arrowhead as soon as possible. Chairperson Smith said that could be agendized for the June 17 meeting which he felt would most certainly be an evening meeting because the Ormsby Boulevard issue is coming back.

(1-0075.5) Glenn Green felt at a minimum there should be a sound wall. Chairperson Smith said the flyer Mr. Baskill had put out had misinformation because there are sound walls all over the project. He added that Nye Lane was not a part of the discussion but he had received many calls asking why the Commission was restricting turning movements there. He said there had been several meetings on this and he was willing to have more because he wanted to make sure the road is done right although he knew there is going to be a certain group of citizens that will not like how it turns out.

(1-0135.5) Mary Newman said she lives on the corner of Century and Sherman and that the four lane road will be right behind her. She added she had been advised by Mr. Brotzman that there would be a sound wall. Mr. Brotzman then visually pointed out where a sound wall is being proposed along portions of Graves Lane. Mr. Homann said there is a proposal for a wooden sound wall near Comstock Mobile Homes and is in the budget. However, he said the people had requested a masonry sound wall and that the City is going out for bids to see if the monies are available to do that. He also said all of the sound wall locations are based on a sound study made by a licensed engineer. He noted that the areas that do not get sound walls are generally larger lots and the houses are set further back from the roadway. He added that the decibel readings fall below a threshold which was felt could be handled on this project. At this point he commented that there is no NRS requirement for public notice of these meetings other than in the newspaper. He said the City could send out notices to affected property owners within 300 feet of a project but for every meeting where Graves Lane was discussed they would have to send out approximately 400-500 notices and that gets very expensive. He felt that virtually everybody affected by the projects knows this has previously been discussed at RTC meetings. He also said the best network is the neighbors talking to each other and there are activists who keep in contact with the City asking when meetings will be held and what will be discussed. He said staff and RTC are frustrated and hope to put these issues behind them. He

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noted they are aware that the citizens feel this is an engineering design issue which does not even need to be discussed. He said the City could do this but wants public input on what they are doing which is the message they have been getting for the past two years. Chairperson Smith said he would let the discuss go as wide as he felt he legally could because he did not want the citizens to leave the meeting feeling they did not have a chance to ask questions.

(1-0225.5) Sue Newberry felt that Public Works is really trying to have the public give more input than they have in the past. She said in the future she would like to see the citizens asked to participate in the design of streets long before things get this far down the road. She felt it is up to the residents to get involved at an early stage.

(1-0265.5) Margery Coehlo said her contact in this matter had been with Mr. Brotzman who had told her it was two lanes and a turning lane but now the map shows four lanes with a turning lane. She also asked if the neighbors are going to be involved with heavy truck traffic. Chairperson Smith said there would be trucks and that he is committed to pushing to have trucks eliminated from that road the day the northern leg opens and that the same goes for the day the southern section of the Graves Lane leg opens. Ms. Newberry then asked for an estimate of the time lag. He said it was his assumption it would be a two to three year period between the time Graves Lane opens and the opening of the northern leg of the freeway. He added it was his understanding when the City purchased the right of way as a future roadway project there was no discussion as to whether it would be two or four lane facility. He added the first time the decision was made to go with a four lane facility was about a month or so ago when it was discussed at a previous meeting in this room. He said it was his position that after the technical analysis was made more information was desired and staff was sent back for a more in depth analysis. He commented when it came back the answer was that a four lane facility was the only way to meet the needs of the traffic which is 12,000 to 14,000 cars per day. He felt if the cars start backing up and the intersections fail that would be more intrusive into the neighborhood than the four lane facility. He agreed it would not look as good as a two lane road and said the fifth lane is not a travel lane but rather a turn lane. He noted that staff has been given instructions to try and landscape as much as possible which he hoped would make it look a little nicer aesthetically.

(1-0371.5) Ron Panik had a concern about safety at East Nye Lane. Chairperson Smith reiterated what he had said about that Nye Lane not being issue at this meeting. Mr. Panik said at the last meeting the Commission had considered restrictions at East Nye Lane by having right turn only. Chairperson Smith said what Mr. Homann had done was develop a proposal for Sherman Lane. He agreed Nye Lane is a consideration, whether it be a stop light, restrictions, or whether it should be left open and that it would be a topic for discussion at a future meeting. Mr. Homann said they have looked at projections for traffic on Nye vs. that on College Parkway or Graves Lane and for those types of intersections there are different types of traffic control which need to be studied. He added at this time all the numbers say a signal at that intersection is not needed. He commented that added that accidents happen any time there is an intersection and that the number and severity relate to volume. He said, as a traffic engineer, he could say statistically it is not a concern at the present time and that saying it is a dangerous intersection is not a true statement. Chairperson Smith said what the Commission had hoped to do was have residents of the neighborhood discuss the Graves Lane/Sherman Lane intersection and the possibility of restricting turning movement. He added it had been agendized for the Board of Supervisors May 21 meeting for them to make a decision at that level if the Commission was unable to come to a vote. He noted that this type of thing is normally a design issue and not something that is necessarily brought before the public. He added that they were attempting something new in the City in that they were trying to involve the public.

(1-0451.5) Bill Maddox felt the Commission could prepare something relating to exactly what is planned and that a meeting should be held. Chairperson Smith expressed a concern that either the neighbors did not know about the road or there was a concerted effort to slow the project down. Glen Mead said when he purchased his property he had contacted the City and had been told it would be a two lane road. At this point Mr. Homann said the project has been on the books since at least 1989 and that everybody in the department knew it was going to be four lanes. Discussion ensued on the appraisal process the City is required to use in dealing with the residents whose properties are affected. The reasons for the decision to make it a four lane were also discussed. At this point Mr. Homann said the overriding reason for this project, in addition to the bypass, is the traffic congestion on Highway 50.

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George Horton, a school crossing guard on Edmonds and Pheasant, had a concern with the number of vehicles passing that area and said if the time of the signal is changed it could back the traffic up. Stan Nesbitt talked about the cars and trucks exceeding the speed limit and said he has seen seven accidents in the area of Comstock Mobile Home Park. Chairperson Smith said there will be a signal at Airport Road which will allow the residents of the park to come and go without having to cope with speeding cars and trucks. He commented on the number of cars and trucks going through Carson City each day heading east and said a lot of them are not even residents but, because it is the hub, it will continue and unless facilities are built to handle the volume the problems will always be there. Mr. Nesbitt asked about the cost of the Graves Lane project and Mr. Homann said it is \$6,000,000. Clay Wall felt when there is a wider and more open road the traffic will be faster. Larry Osborne said the COC has studied the area for a long time and that it has always been presented to them as a four lane road. He added they support that because it is a pressure valve escape point in an effort to alleviate some of the traffic. He agreed it will impact some people but not doing anything would impact everybody in the community and urged the Commission to continue working with the residents in the neighborhood. Chairperson Smith said all of the surveys he has seen in the past 6 to 8 years listed traffic as the number one complaint among the residents of the community. Bill Welch felt that limiting access east and west off Sherman was not a good idea. Cheryl Massley said she lives in the area and when going home cannot get off Highway 50 to Sherman because the traffic is so thick and described the alternate route she takes. Pat Quinn asked if this project is part of the ring road plan. Mr. Homann said it was part of the original concept but is not a part of the proposal at the present.

(1-1283.5) Commissioner Tatro said the City is now at a point where it is changing the way it does business and this project has had more input than any other road project. He then talked about noticing the neighborhood on projects and said at the next Board meeting he was going to ask the District Attorney to develop an ordinance requiring the City to hold public hearings in advance of constructing a new road. He also felt they should do it early in the planning. He commented that this project has brought to light the fact that the City does not always reach everybody. Rebecca Walker said the project would impact her property because the road will turn right in back of her bedroom. She added they had purchased the property with the understanding it would be a two lane road and did not know about the four lanes until they read it in the newspaper. Tammy Smith said she has children who take the school bus on Sherman and expressed a concern about their safety. Chairperson Smith said there would be an enhanced pedestrian crossing at Sherman and Mr. Homann said it would be ten feet wide. Dave Nichols asked why the Arrowhead extension has not been used for truck traffic. He said in 1986 the City got a Federal grant to build a road for trucks and in 1987 there was a grand jury investigation to determine why that had not happened and asked why it is not being developed. Mr. Homann said it is being used by trucks and had been upgraded to the standards the Federal government wanted. Chairperson Smith asked if trucks could be prohibited from using Graves Lane and Mr. Homann said the Board has the authority to prohibit truck traffic if they choose. He explained that the five lanes won't be needed on Arrowhead because it would not serve the population in the south of the City.

(1-1837.5) Mr. Homann said the question is "Why are we doing this". He explained he had proposed this as an amenity to the project, perhaps less from an engineering standpoint than trying to deal with some of the issues being discussed. He said they try to listen to the concerns of the public and if there is an opportunity to change a project that might be of a benefit it is worth the effort. He then visually pointed out the area where the residents would be mostly affected. He added by City code as a City engineer he can make decisions. However, if anybody is aggrieved by that process they can certainly appeal it to the Board who has the authority to resolve it. He then explained that the project was originally designed as a five lane facility with a left turn lane which would allow movement in all directions at the intersection. He next provided several scenarios of positive and negative considerations. Mr. Welch commented that after the presentation by Mr. Homann he understood the project more and was now in support of the proposal. Claude McIntosh felt when the project is completed the traffic pattern on Nye would change immediately because a lot of people would use Graves. He felt the project is needed and cited traffic projections. There being no other comments Chairperson Smith entertained a motion on the item. Commissioner Tatro moved that RTC direct staff to incorporate restrictions on the Graves Lane/Sherman Lane intersection movements on the final Graves Lane project design as presented by staff this afternoon. Commissioner Wolfe seconded the motion. Motion carried 3-0. Chairperson Smith then said because the Commission was able to reach a consensus it would not be discussed at the May 21 Board meeting.

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Chairperson Smith declared a recess at 5:45 p.m. When he reconvened the meeting at 5:50 p.m. a quorum was present.

4. DISCUSSION AND POSSIBLE ACTION ON PREPARATION OF A TRAFFIC OPERATIONS**STUDY ALONG THE CARSON STREET CORRIDOR IN THE DOWNTOWN BUSINESS DISTRICT -**

(1-2463.5) Mr. Homann said this project is part of the City Manager's strategic planning effort where the Board had identified five major areas of concern. He added that a task force had been assigned to come up with ideas to deal with the generic traffic issues and that there were concerns by downtown businesses. He felt even with the Traffic Master Plan in place they still have to deal with certain areas of the City. He explained that funding had been set aside to deal with such things as one and two way street operations, possible street closures and parking issues. He said in talking with the Transportation Master Plan consultant they were not sure if \$25,000 would be enough. He added that they could talk to the downtown business people to see if they could make more funding available for a study. Commissioner Tatro asked for details and Mr. Homann said they have \$80,000 in a contingency budget which is seldom touched and this could be an augmentation from the contingency to cover that cost. At this point Mr. Osborne said the Main Street Council is continuing to evolve and that they will continue to try and recruit new businesses into the area. However, there are some things that need to be looked at and one is traffic in the downtown. He then noted that some things being envisioned are more pedestrian type malls, walkways, and possible closing of some streets. He added that they were encouraging additional study on traffic itself including patterns and movement in the downtown area. Chairperson Smith suggested asking staff to get together with the Main Street Council part of the COC and work on defining the scope of work involved in the proposal to make sure it looks at all the elements. He felt that the results could be brought back to RTC because he did not feel he could support the expenditure until he has the opportunity to study the results. Commissioner Tatro moved that RTC approve funding of \$25,000 for a traffic operation study along the Carson Street corridor in the downtown business district and direct staff to make the necessary changes with the Finance Department for the final budget and further direct staff not to proceed on any contractual obligation until the RTC has an opportunity to review the scope of the project. Commissioner Wolfe seconded the motion. Motion carried 3-0.

5. DISCUSSION AND POSSIBLE ACTION ON FUNDING A PART-TIME SECRETARY**POSITION FOR THE REGIONAL TRANSPORTATION COMMISSION STAFF AND 6. DISCUSSION****AND POSSIBLE ACTION ON FUNDING A PART-TIME TRAFFIC/TRANSPORTATION****TECHNICIAN POSITION TO A FULL TIME POSITION -** (1-2851.5) Mr. Brotzman referred to the staff

report and said they have been using engineering technicians and borrowing staff from the Street Maintenance Department. Chairperson Smith commented on the positions the Board had funded the previous night saying that several critical areas had been added to. He felt perhaps the Public Works position they had funded could possibly be involved in some crossover support. He went on record as saying he had a concern with the RTC budget this year and suggested that the personnel do the best they can. The clerk expressed her belief that it was not the most productive thing to have a technician doing the posting, etc. Commissioner Tatro moved that RTC take no action on agenda items 5 and 6. Commissioner Wolfe seconded the motion. Motion carried 3-0. Mr. Homann said for the record he also had concerns about this years budget and was not sure this is the proper time to commit to additional positions. Commissioner Wolfe asked if time is being properly utilized and cited the fact that each month her packet is hand delivered. She felt it would be less expensive to just mail it to her. Mr. Brotzman said sometimes the packet does not get prepared until 72 hours before the meeting. He added they had tried using the mail but it wasn't working because they did not get delivered in a timely basis.

7. STATUS REPORT ON CONSTRUCTION PROJECTS - (1-3169.5) Mr. Brotzman said the only

ongoing thing was the Transportation Master Plan and that it is hoped to have it completed by August. He then provided details on several others which include the signal at Fifth and Edmonds and a meeting with FAA.

8. COMMISSIONER COMMENTS - Chairperson Smith expressed his belief that this had been a very good meeting and thanked the participants.**9. STAFF COMMENTS TO INCLUDE NEXT MEETING DATE -** (1-3219.5) Chairperson Smith said it would be June 17 at 6:00 p.m. in the Sierra Room and one of the items would be Ormsby Boulevard and the other would be the Arrowhead off ramp.

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10. ADJOURNMENT - There being no further business Commissioner Wolfe moved to adjourn. Commissioner Tatro seconded the motion. Motion carried 3-0. Chairperson Smith adjourned the meeting at 6:30 p.m.

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ARE SO APPROVED 6/17, 1998

/s/

Greg Smith, Chairperson