

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A special meeting of the Carson City Regional Transportation Commission was held on Wednesday, March 29, 1995, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 6 p.m.

PRESENT: Chairperson Greg Smith and Commissioners Kay Bennett and Marie Wolf

STAFF PRESENT: City Manager John Berkich, Public Works Director Jay Aldean, Deputy Public Works Director Tim Homann, RTC Engineer Harvey Brotzman, Recording Secretary Katherine McLaughlin, and RTC Senior Engineering Tech Gary Fried (R.T.C. 3/29/95 Tape 1-0001)

OTHERS PRESENT: NDOT Assistant Director Mike McFall, NDOT Principal Design Engineer Susan Martinovich, Lumos and Associates Representatives Paul Lumos and Kelly Garcia

CALL TO ORDER AND ROLL CALL - Chairperson Smith called the meeting to order at 6:10 p.m. Roll call was taken. The entire Commission was present constituting a quorum.

1. CITIZEN COMMENTS ON NON-AGENDIZED ITEMS (1-0025) - Chamber of Commerce Executive Vice President Larry Osborne explained the purpose of a survey which the Chamber of Commerce had conducted. Chamber of Commerce President Shelly Turner presented a copy of the survey to Chairperson Smith. She summarized the highlights of the survey. She felt that the need was for a freeway, however, without appropriate funding and as an alternative the Bypass may be the only solution. The need for additional studies was stressed. Chairperson Smith explained the reputation of the firm used for the survey. He thanked the Chamber for the survey.

(1-0231) Herbert Klemme expressed his opposition to the proposal to extend Ormsby Boulevard based on the impact it would have on Chapparal, Bath Street, and the Fritch School. He suggested that Long Street be extended to Mountain instead of extending Ormsby Boulevard.

Chairperson Smith then explained the purpose of and restrictions on comments heard under the heading "Citizens Comments". He also expressed his feeling that the neighborhood was doing a good job of informing the staff and Commission about its concerns regarding the extension of Ormsby Boulevard. The road design will proceed only with the residents' participation and with an attempt to address those concerns. It will be agendized for a future meeting.

Nevada Infrastructure Improvement Corporation (NIIC) Chairperson Steve Bilyeu explained NIIC's purpose and efforts to find a means to mitigate the City's traffic congestion and its related problems. He briefly reviewed the history of the need for a freeway, reasons a freeway does not appear to be realistic due to the lack of funds, and the alternative--an at-grade expressway. He acknowledged the feeling of opposition about having a Bypass rather than a freeway. He encouraged the Commission to carefully weigh all of the pros and cons and proceed with the proposal. Additional studies are needed and other issues must be resolved before the final decision is made. He volunteered to help in any fashion possible and indicated the Corporation had done its job as it had provided a preliminary design. Chairperson Smith thanked him and the Corporation for its efforts and expressed his regret that the Corporation had been "taking heat" for those efforts. He, too, felt that the process was far from being complete. Momentum was still needed to complete all of the surveys and analyze all of the issues before a final decision is made.

Additional comments were solicited but none made.

2. WORKSHOP ON THE CONSTRUCTION OF AN EXPRESSWAY TYPE ROAD BYPASS AROUND CARSON CITY (1-0545) - Howard Anderson explained his involvement with the right-of-way acquisition thirty years ago. He stressed the need for the Bypass but felt that a freeway would not be realistic if an

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expressway is constructed. He felt that the expressway would be throwing away \$30 million. He urged the Commission to use whatever funding is available to construct the freeway in phases. Also, the structure should be constructed to handle more than a five year flood. Commissioner Bennett responded by explaining that Federal/State funds would not be available until at least 2015, if not later. She, too, would like to see a full blown freeway, however, as it does not appear to be a financially viable project, was willing to support an alternative. At this time the most viable alternative was felt to be the at-grade expressway. To continue the status quo would force everyone to deal with traffic gridlock, which she felt was unacceptable. She asked him for another alternative. Mr. Anderson continued to stress his point that once the expressway is constructed, it would not be converted to a freeway. Phasing is the only answer. He was certain that the State would provide some funding.

(1-0935) Howard Riedl stressed his feeling that the City had never discussed any other alternatives. He was willing to back the Chamber's survey if all the necessary traffic studies confirm the need. Chairperson Smith stressed that this was the City's project and not the Chamber's. Commissioner Bennett responded by explaining the reasons for restricting all considerations to the at-grade bypass as having been based on the support which had been given for this concept. Only recently had opposition been voiced about the concept even though it had been discussed openly for several years. She agreed that there are many questions and obstacles which must be overcome before the final decision is made. Mr. Riedl agreed that a bypass is needed, however, stressed the need for it to move traffic through the City.

(1-1120) Ken Dorr explained that he was speaking as a concerned citizen without any connection to the Bypass at this time although he had previously been involved with it. He supported the freeway concept as the best for the City as it would move traffic better than any other project. The problems with this proposal, however, are the lack of adequate funding and the need to do something now. He detailed the proposal to construct a mixed freeway/bypass facility. This would cost less than the full-blown freeway and cut costs while providing an usable facility until funding is available. He felt that only \$12 million would be lost when the full blown freeway is constructed. The remainder would be salvaged and used in the freeway. He agreed that the City's traffic is not as bad as found in other areas. He stressed the need to do something now as the traffic volumes would only increase as the population explosion continues in the surrounding counties. The proposal would allow the residents to have a facility for twenty years and avoid gridlock which is becoming an increasing problem. He agreed to support a grass roots subcommittee, as suggested at the last meeting by Sue Newberry, and attempt to redirect the Nevada Department of Transportation Board of Directors funding priorities.

Chairperson Smith explained the procedures to be followed during the meeting. He stressed that the ultimate project would be constructed in the right-of-way corridor previously selected and that the panel should not be required to respond to questions about the feasibility of other routes. Mr. Berkich briefly reviewed the RTC's meetings on the project. He introduced the panel. Mr. Berkich then read each of the questions and staff, NDOT or Lumos and Associates Representatives read the response. (A copy of this document is included in the file for this meeting. Copies of this document were distributed to the audience prior to the meeting.)

(1-1585) Ms. Martinovich stressed the need for several studies, including an origin study, before a final decision is made on the project's design and/or the construction program is developed. Alternatives will be analyzed as part of these studies.

(1-1620) Sue Newberry questioned the amount of detail which could be provided by the traffic model. Ms. Martinovich agreed to provide her with the travel estimates for current traffic and projected traffic. Issues analyzed by the EIS study were detailed. This study may be available this fall. Ms. Newberry stressed the need to control access to and zoning along the expressway. The cost analysis may include projected costs for reconstruction of the expressway. Alternatives may include the funding costs for rerouting traffic during reconstruction. Ms. Newberry requested an opportunity to work with Lumos and Associates on the proposed bike paths and crossings. She also stressed the lack of information concerning the potential use of the expressway and its ability to divert traffic from other streets. Mr. Lumos and Ms. Garcia noted the JHK study which had suggested an at-grade facility as a temporary solution to the traffic problems. Mr. McFall stressed the need for the origin destination study to supplement this report and support/reject its findings. Mr. Lumos felt that current traffic models have shown the at-grade facility would be utilized at a level felt to be similar to the present use on Carson Street. Clarification indicated a problem with the model specifically at 50 and the Bypass in addition to several other intersections. Ms.

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Newberry stressed her reasons for concern about the need to prohibit pedestrians and bicyclists from accessing the expressway. She also questioned the liability created when mini-markets are constructed along the expressway and residential access to them is denied when the freeway is constructed. Mr. Aldean felt that the developer/proprietor would be aware of the potential restriction at the time construction occurs. This should limit the City's liability. Chairperson Smith commended Ms. Newberry on her questions. Ms. Newberry acknowledged the work all of the participants had done on the project. She stressed the need to consider all of the issues including those raised by individuals who have been referred to as "dissidents". She was glad to see that the input provided would be of value in the process. She encouraged the Commission to wait until the necessary studies are performed before having another meeting, which Chairperson Smith supported. She requested all of the individuals who had signed in at the meetings be given agendas/notifications of any meetings when the studies are available. She stressed the need for advance notice and explained that she had not been given formal notice of this meeting. She felt that this lack of notice may be the reason the public had not turned out en masse.

(1-2628) Hardy Mathiesen acknowledged the JHK's creditability, however, questioned its contention that the City would not experience gridlock until 2010. He indicated it occurs for brief periods of time now. He suggested other alternatives be implemented, e.g., extension of Stewart Street and make it and Carson one way traffic. Chairperson Smith pointed out that the alternatives would be analyzed at future meetings. Mr. Mathiesen continued to stress his feeling that the JHK's study should be followed. Chairperson Smith directed staff to reproduce the study for the public. Copies would be available at the City Manager's office. Mr. Mathiesen explained his efforts to acquire a copy of the Chamber's survey.

(1-3251) John Biale elaborated on his feeling that a freeway should be constructed in phases and the expressway proposal abandoned altogether. He was certain that reconstruction would never occur and questioned the waste which would occur when the freeway is built. He also felt that the at-grade facility was not being constructed to meet flood or fill needs. He also felt that the City and State would be responsible for any damages incurred as a result of the "dam" constructed for a road. Ms. Garcia responded that the at-grade expressway will be built to allow drainage to flow over it. The proposed road would not act as a dam and cause flooding. Mr. Biale then expressed his feeling that the roadway would be lost for several days should flooding occur. Mr. Aldean explained the drainage study and design work authorized by the Commission and Board on February 8th. Funding was included in the explanation. The study is due to be completed by May 1996. Mr. Biale continued to stress his points about the drainage and amount of fill which would be required. Mr. Lumos pointed out that the City/State were well aware of the drainage problems with the Lompa property and could plan accordingly. Mr. Biale reiterated his opening remarks and urged the Commission to construct the southern portion first and use the dirt removed there for fill on the Lompa property.

(2-0516) Chamber of Commerce President Shelly Turner apologized to Mr. Mathiesen for the problems he had encountered in attempting to obtain a copy of the survey. Reasons were briefly noted for the problems. She then indicated the Chamber of Commerce study could be read by anyone and expressed a desire to meet with them. Commissioner Bennett noted the survey was now part of the public record and available to anyone. Ms. Turner acknowledged this point.

Chairperson Smith stressed the need to study the issues further before a final decision is made. When these studies are completed, additional meetings will be held.

(2-0646) Howard Klemme stressed the funding problem and urged the Commission to be innovative in the construction plans and to phase the project. A Coalinga, California, bridge of railroad cars was cited as an example of innovative projects.

3. FUTURE MEETING DATE(S) AND TIME(S) (2-0718) - The next regularly scheduled meeting will be on April 19 at 8:15 a.m. Mr. Klemme was advised that the Ormsby Boulevard extension would be on that agenda. Workshops on the Bypass would not be held until after the studies are completed. Attempts will be made to better notice those meetings.

4. COMMISSIONER COMMENTS (2-0765) - Chairperson Smith thanked the public for attending and the

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panel for their assistance.

5. STAFF COMMENTS - NON-ACTION ITEMS (2-0750) - Mr. Berkich reminded all that the meeting had been recorded and that there would be Minutes available. (2-0775) Mr. Fried asked the public to be sure and sign the register.

6. ADJOURNMENT (2-0778) - Commissioner Bennett moved to adjourn. Commissioner Wolf seconded the motion. Motion carried 3-0. Chairperson Smith adjourned the meeting at 8 p.m.

The Minutes of the Special March 29, 1995, Regional Transportation Commission meeting

ARE SO APPROVED ON 5/17, 1995.

/s/

Greg Smith, Chairperson