

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Amended Minutes of the June 30, 1995 Meeting

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A regular meeting of the Carson City Regional Transportation Commission was held on Friday, June 30, 1995 in the Administrative Complex Conference Room #59, 2621 Northgate Lane, Carson City, NV at 10:00 a.m.

PRESENT: Chairman Greg Smith
Marie Wolf

STAFF: Tim Homann, Deputy Public Works Director
Harvey Brotzman, RTC Engineer
Fran Smith, Recording Secretary
(RTC 6/30/95 1-0000)

NOTE - Unless otherwise indicated each item was introduced by Chairman 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 - Chairman Smith called the meeting to order at 10:00 a.m. A roll call was taken and a quorum was present although Commissioner Bennett was absent.

AGENDA ITEMS

1. **APPROVAL OF MINUTES** - Commissioner Wolf moved to approve the Minutes of the May 17, 1995 meeting. Chairman Smith seconded the motion. Motion carried 2-0.

2. **CITIZENS COMMENTS ON NON-AGENDIZED ITEMS** - None.

3. **DISCUSSION AND POSSIBLE ACTION ON ALTERNATIVE PEDESTRIAN MITIGATION MEASURES AT PHEASANT DRIVE AND EDMONDS DRIVE** - (1-0031) Frank Ferguson - Chairman Smith reported he had received a petition from the parents of children at Empire School via their PTA. He said the Commission had visited this item three times previously. Mr. Brotzman explained the first time a signal had been put up, the second was the auxiliary signal, and the third time was a change in location. Chairman Smith commented that the road continues to get more and more traffic, there is more and more development on the east side, and the area known as Ferguson Corners had developed as more than just a laundromat. It now contains a pizza parlor, a convenience store, a hair salon, and a couple of other small businesses. He had a concern that the children who live on the other side of the road have to cross the five lanes to get across to get a popsicle or whatever. He added that a walkway overpass had been considered at one time but it had turned out to be prohibitive costwise and, in communication with other communities who have them, they appear to be used only when there is no other way to traverse the street. Mr. Brotzman commented, even if construction of an overpass was considered, the City no longer has enough right-of-way. Chairman Smith concurred and referred to the staff report.

(1-0122) Mr. Homann said there are three scenarios to enhance pedestrian safety. One would be stop signs, one the overpass, and thirdly a traffic signal. He noted that in the past a traffic study had been done from the standpoint of being in a school zone and that compliance had been found to be above national standards. He noted Chairman Smith's comment about development in the area and that it would necessitate the City providing

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pedestrian access across Edmonds during non-school hours. He expressed his feeling that a traffic signal has some merit. He added that a full blown traffic signal warrant study has not been done but staff is now recommending that the next step in the process. He had pointed out in his report that, because of staff's workload, it was their recommendation that the Commission hire a consultant to do the study. The source of funding would be unspecified professional services line item in the FY95-96 budget. Commissioner Wolf asked about having a traffic guard. Chairman Smith that, while auto compliance is high, there are still problems and cited an example of a gravel truck driving by at forty miler per hour. He concurred with staff's recommendation to hire a consultant to conduct the traffic signal warrant study at a cost not to exceed \$2,500. Mr. Brotzman expressed his doubt that first, because of previous experience with this type of thing, the warrants would be met, and secondly no matter where the light goes there will always be those who choose not to cross there. Chairman Smith said he tended to agree with Mr. Brotzman's position and that the Commission will have to make a decision as to whether or not they still want to put the light in. Commissioner Wolf suggested installing traffic bumps. Chairman Smith said that is an option. However, what he is seeking is a way to stop the traffic when someone has to cross the street. Mr. Brotzman pointed out that the street is identified as a collector street and noted the problems with the undulations when there is plowing. Mr. Homann noted the development that is going on in the area and said there is an opportunity to get contributions toward the signal from the developer and repeated staff's recommendation for the consultant.

(1-0379) Chairman Smith directed that the record reflect he passed the gavel to Vice Chairperson Wolf and moved that the Regional Transportation Commission approve an expenditure not to exceed \$2,500 for a traffic signal warrant study at the intersection of Edmonds Drive and Pheasant Drive with the line item to be from the miscellaneous professional services fund. Commissioner Wolf seconded the motion and called for a voice vote. Commissioner Smith voted aye and Vice Chairperson Wolf voted aye. Motion passed 2-0. Vice Chairperson Wolf passed the gavel back to Chairman Smith.

4. DISCUSSION AND POSSIBLE ACTION ON SOUND BARRIER MITIGATION ON COLLEGE PARKWAY BETWEEN IMPERIAL WAY AND NORTHGATE LANE - (1-0500) Mr. Homann stated this had been previously discussed. He cited a cost of approximately \$84,000 to \$100,000 to install an 840 foot sound wall. He noted there are no local standards or criteria for this type of project. He added that Mr. Brotzman had communicated with a consultant who is presently working with NDOT on a full scale sound study in Reno. They have suggested a comprehensive study could be done for the area in question for approximately \$5,000. Mr. Homann said that in the process it could also set some standards for future use and staff was recommending that the consultant be hired and the funding source would be the professional services account. Commissioner Wolf felt that plan checkers should be encouraged to think ahead and cited noise problems in the Silver Oak development and another in Kings Canyon. Mr. Homann felt that something positive coming out of this type of study could be working with Community Development to change setback requirements. Mr. Brotzman said what happens is tolerable decibel levels can be studied. He referred to the sketch in the packet showing how the houses in the area are laid out on the lots and, because of this, how they are impacted by the noise levels. Chairman Smith commented that the proposed study would provide valuable information for future requirements.

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(1-0787) Commissioner Wolf then moved to direct staff to retain a consultant to complete a noise assessment of College Parkway between Imperial Way and Northgate Lane and that \$5,000 be allowed for the study. Chairman Smith seconded the motion. Motion carried 2-0.

5. NON-ACTION ITEM: STATUS REPORT ON CARSON CITY COMMUNITY TRANSIT - (1-0827) Mr. Homann said the program is continuing and, because the City does not have all the carriers they want, they have not gotten the ridership they would like. He added that the ride administration contractor has had some personnel changes but staff is working with them and, further, staff is in the process of doing the paperwork to extend the contract to the end of 1995. He provided an informational item by saying that staff is also preparing a Federal Grant application for continuing the program into July 1996. He said this will go before the Board on July 6 and was made possible by the Board's allocation of \$30,000 one shot funding during the budget process.

6. NON-ACTION ITEM: STATUS REPORTS ON ONGOING PROJECTS INCLUDING ARROWHEAD DRIVE, AIRPORT ROAD, ROOP STREET, GRAVES LANE, FAIRVIEW/SALIMAN, FIFTH/SALIMAN, ORMSBY BOULEVARD AND U. S. 50 - (1-0910)

Mr. Homann said Arrowhead has basically been completed.

The Airport Road water main has been completed. The rough grading is now being done.

The Roop Street project requires much coordination with regard to the water main extension and this is continuing.

Preliminary design work is continuing on the Graves Lane extension and the storm drainage criteria is being finalized.

They are getting final specs in for purchasing to complete the Fairview/Saliman and Fifth/Saliman signal projects. These projects will probably go to the Board in early August with the start of construction anticipated around the middle of August.

The Goni Road extension project is pending a response from the F.A.A. on the roadway realignment before the right-of-way phase can begin.

The traffic counters on the Ormsby Boulevard extension are on the street. A meeting will be set up with NDOT to discuss the impact of punching Ormsby through on Washington Street and Tenth Street. He did not feel this will be a big issue but felt it is advantageous to have input from NDOT.

Chairman Smith asked for an update on Community College Parkway as it is ties in with Ormsby Boulevard and the problems with the asphalt on the roadway. Discussion ensued and Mr. Brotzman explained how proper compaction is determined. The results from the tests done on the roadway are expected in a week and, if acceptable, a new opening date will be set. Mr. Homann noted if they are not, then the contractor will be asked to repave a part of it because the City cannot be asked to open a sub-standard road.

Mr. Homann reported he still does not have a specific starting date from NDOT but everything else is in place and ready to start.

He said the right turn lanes at Roop and William are something that probably

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will not happen soon and this will probably be brought back in a year or so.

All the agreements for the signal at Deer Run Road and its paving are in place and all he is waiting for is a starting date.

Mr. Homann concluded his remarks by providing a brief review of the streets to be done in this years overlay project.

7. COMMISSIONER COMMENTS - None.

8. STAFF COMMENTS - None.

9. ACTION ON FUTURE MEETING DATE AND TIME - Commissioners agreed that the next meeting will be July 19 at 9:00 a.m. in the Conference Room.

10. ADJOURNMENT - There being no further business Chairman Smith entertained a motion to adjourn. Commissioner Wolf moved to adjourn. Chairman Smith seconded the motion. Motion carried 2-0. Chairman Smith adjourned the meeting at 10:40 a.m.

The Minutes of the June 30, 1995 meeting of the Carson City Regional Transportation Commission

ARE SO APPROVED _____, 1995

Greg Smith, Chairman