

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the October 26, 1995, Meeting
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Thursday, October 26, 1995, at the Carson City Administrative Complex Conference Room, 2621 Northgate Lane, Suite 59, Carson City, Nevada, beginning at 9 a.m.

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

STAFF PRESENT: Community Development Director Walter Sullivan,
Deputy Public Works Director Tim Homann, RTC Engineer
Harvey Brotzman, and Recording Secretary Katherine
McLaughlin (R.T.C. 10/26/95 Tape 1-0015.5)

CALL TO ORDER AND ROLL CALL - Chairperson Smith convened the meeting at 9:05 a.m. Roll call was taken. The entire Commission was present constituting a quorum.

1. APPROVAL OF MINUTES - August 16 and September 19, 1995 (1-0021.5) - Commissioner Wolf moved to accept the Minutes as presented. Commissioner Bennett seconded the motion. Motion carried 3-0.

2. CITIZEN COMMENTS (1-0027.5) - None.

3. DISCUSSION AND POSSIBLE ACTION ON TRUCK USE RESTRICTIONS ON DEER RUN ROAD (1-0029.5) - Tom Quigley briefly explained his contact with the Planning Commission and asked if the Regional Transportation Commission could address his problems with the heavy truck traffic on Deer Run Road. Chairperson Smith and Mr. Homann outlined the Commission's duties. Both felt his request could be directed to the Board of Supervisors with or without the Commission's recommendation. Mr. Quigley expounded on his objection to the Planning Commission and Community Development's position that it was not within their jurisdiction. He felt that Community Development should not have been involved in the negotiations with the BLM over the hours of operation. He felt that it was disrespectful, unwise, and unneighborly of the road construction firms to begin the sand removal operations at 5:30 a.m. The trucks had not been traversing Deer Run Road in front of his home before this summer. The City should be able to restrict the location where the material is used, the streets traversed, hours of operation, the amount of material which is removed, and the speed limit. The bridge railings will not prevent a truck from going over its sides. Contractors were purportedly taking material without a BLM permit. The amount taken is not controlled. Commissioner Bennett explained that the pit had been opened by Bertagnolli and that he had used smaller trucks and a private access route to obtain the material. The bridge over the Carson River is not capable of handling the larger trucks. Mr. Berkich explained his contact with BLM and BLM's agreement to restrict the hours of operation to 8 a.m. to 5 p.m. Monday through Friday. Commercial operations are not allowed on the weekends. The bridge is owned by the City and, if repaired, must meet Federal standards. This cost is prohibitive, however, Mr. Nevis of Canyon Creek Construction had expressed a willingness to discuss and participate in the renovation if Mr. Bertagnolli will allow the trucks to use his property to access the site. There may be a prescriptive easement for the road and his approval may not be necessary. Mr. Sullivan explained his contact with BLM indicates the contractors are adhering to the agreement. The Sheriff's Office has increased its patrols on Deer Run Road. He also responded to the allegations made against his Department and gave the Commission a packet of information on Mr. Quigley's request. (A copy was not given to the Clerk.) The packet contained copies of his correspondence with BLM and minutes from two Planning Commission meetings on the problems. The District Attorney's office is researching the issue of federal sovereignty and whether the City can require a Special Use Permit for its sand pit. BLM District Manager John Matthieson had worked with the City and agreed to the hours as indicated by Mr. Berkich. The Planning Commission's Minutes were outlined. As Mr. Quigley's issue was related to the truck traffic, Mr. Sullivan recommended he discuss the problem with RTC and, if necessary, then the Board of Supervisors. He also noted the original plan which would have constructed a different access to the pit and eliminated the truck traffic in the residential area. This proposal was abandoned when the residents objected to the route as it intersected Deer Run Road at the curve just beyond the bridge. Discussion noted Mr. Quigley's frustration with the City's inability to have the problem solved. Mr. Quigley claimed that triple trucks were using the streets. Commissioner Bennett directed staff to pursue the sovereignty issue. Mr. Quigley felt that there were other routes which the trucks could

use and that the Master Plan would also address the situation.

Sam Nevis of Canyon Creek Construction responded by explaining the hours of operation, their efforts to control the dust, his willingness to construct an alternate route/address the bridge problems, use of permits when extracting material, use of the sand, the location of the batch plant, and acceptance of the 8 to 5 Monday through Friday hours. (1-0368.5) Mr. Nevis requested the record clearly reflect that his firm had not stolen any sand. He had always had a permit.

Gary Lehman of Cinderlite Construction briefly noted the 18 conditions restricting his permit for the pit on Goni Road. He had not experienced a problem with those neighbors. He had been hauling from the sand pit for two years without any problems. He could not understand the sudden change. He felt that the public was abusing the sand pit as indicated by the trash left at the site which his firm repeatedly removed. Reasons for the early hours of operation were explained. BLM does check on his operation.

(1-0468.5) Commissioner Bennett explained a Sacramento ordinance which had involved the contractors and developed sites where extraction operations would be allowed. She felt the time may be right for the City to consider the same procedure. Mr. Sullivan noted this proposal had been considered during the Board of Supervisors' budget process and denied. Private enterprise's support had not been adequate to meet the BLM match requirements. Chairperson Smith indicated the issue would have to be considered by the Board of Supervisors. Both Mr. Nevis and Mr. Lehman had agreed to the hours of operation as indication. He, too, requested the District Attorney's opinion on the special use permit and asked staff to continue to work with the users on the bridge. He agreed that when Silver Saddle begins to develop the truck route will have to be considered.

Mr. Quigley again voiced his objection to the proposed hours of operation and requested the extraction operation be halted until a feasible solution is established. There are plenty of other sites where the sand could be obtained without disturbing residential neighborhoods. He felt that the trucks should be restricted as to the hours, speeds, trips, load limits, etc. Everyone, including the residents, are speeding and no one is "ever tagged". The potential for a conflict between the triple trailers and school buses should be eliminated. The operation is a health hazard and destroys the aesthetics. Chairperson Smith explained that the Commission could not restrict the hours of operation and that BLM had modified the hours. He urged Mr. Quigley to contact BLM. Mr. Quigley explained that he did not have a problem with the pit "and that they could run the pit whenever they want". He was only concerned with heavy trucks using the residential area. It is the City's obligation, and specifically, the City government to protect the residents who live here and the business owners. He continued to expound on his objection to the truck traffic and demand relief. Chairperson Smith explained that the issue would be referred to the Board of Supervisors. Mr. Quigley demanded that RTC place restrictions on the use of the streets until the issues are addressed. Chairperson Smith explained that this was not within the Commission's purview. Mr. Nevis indicated that triple trailers could not negotiate the turn onto Deer Run Road. Only single trailers could manipulate the corner. Chairperson Smith requested additional comments and reiterated his comments concerning the Commission's role. No formal action was taken.

4. DISCUSSION AND POSSIBLE ACTION ON THE SIGNALIZATION OF THE INTERSECTION OF PHEASANT DRIVE AND EDMONDS DRIVE (1-0590.5) - Mr. Homann explained his traffic study of this intersection which indicates a traffic signal is not warranted at this time. Traffic control measures which were implemented due to the school crossing were detailed. A signal will not improve these measures. Chairperson Smith explained that he had not contacted the individuals involved with the school crossing as he was sure the information would be the same as originally presented. He questioned whether the uniqueness of the area could be used in the evaluation of the intersection. The items he felt made the area unique included the amount of residential development on the east side of Edmonds is rapidly growing, including the number of apartment units and single family residences; the location of the neighborhood park and school; the Fergusson Corners mini-mall with its pizza parlor, video games, and mini-market; the five lane road and hill crest; in addition to his own personal experience with a similar road. The school crossing guard and striping reduce the friction points for students. Also, the Graves Lane extension will in essence create a "mini" by-pass and may even increase the traffic volume. He agreed that funding would eliminate an item already established on the priority list. Traffic speeds further impact the area. He requested staff put it on the priority list and bring the list back for reconsideration. He

then passed the gavel to Vice Chairperson Bennett. Chairperson Smith moved to ask staff to place the signalization of the intersection of Pheasant Drive and Edmonds Drive on the priority list where staff feels it is appropriate and bring it back to the Commission for a review and possible movement on that priority listing. Commissioner Wolf seconded the motion. Discussion ensued on which of the three area intersections should be signalized. Chairperson Smith amended his motion to give staff the latitude to determine which of the three intersections should be signalized. Commissioner Wolf continued her second. Vice Chairperson Bennett supported the proposal. The motion was voted and carried 3-0. Vice Chairperson Bennett returned the gavel to Chairperson Smith.

5. DISCUSSION AND POSSIBLE ACTION ON LEFT TURN SIGNAL PHASING AT THE INTERSECTION OF FIFTH STREET AND CARSON STREET (1-0828.5) - Chairperson Smith explained his reasons for agendaizing the item and his personal study of the intersection which indicated the signal and traffic lanes are adequately handling the current traffic volume. Mr. Homann's study supported his comments. Both Fifth Street and Carson Street are under NDOT's jurisdiction, therefore, Mr. Homann does not track any traffic accidents or problems encountered on the streets. He was willing to discuss the intersection with NDOT if so directed. As the Downtown Beautification project will be changing the street lighting, the time is appropriate to approach NDOT on signal changes. Discussion ensued on the possible impact the Ormsby House parking garage may have on the traffic volume. Mr. Homann indicated the volume would be watched although he felt there is adequate space in the traffic signal's computer program to allow an upgrade if determined necessary. No formal action was taken on this item.

6. DISCUSSION AND POSSIBLE ACTION ON A STREET NOISE MITIGATION POLICY (1-0965.5) - Mr. Homann explained staff's research on noise mitigation policies. Copies were given to the Commission. (A copy is included in the packet.) Carson City's master plan does not include a noise mitigation element. Commissioner Bennett felt that Carson City needed to establish a policy. Chairperson Smith explained his lack of sympathy for individuals who move next to an airport and then complain about the noise. He could support the College Parkway residents as the problem was created after their homes were constructed. Chamber of Commerce Executive Vice President Larry Osborne felt it was a symptom of the City's growth. He cautioned against creating additional impacts on the City's already burdened streets or relocating the problem to another area. He was willing to consider a policy if the impact is considered in the evaluation. He expressed a willingness to work with the Commission on a policy. Commissioner Wolf stressed the need for a freeway and the impact which would be created by the at-grade expressway and the plan to terminate it at Fairview. She felt Edmonds was a better route and that the Lompa and the at-grade expressway were serving special interests and not Carson City. Chairperson Smith felt that the City would have to address these issues in the near future. The residents along Edmonds will oppose its use as a by-pass. Commissioner Wolf felt that common sense would have to be used in the decision-making process. Commissioner Bennett noted that the original by-pass route had been along the west side in the area of the old V&T grade. Opposition forced the location to be changed. Politics will be involved in any decision. Commissioner Wolf felt that if the signals were "well adjusted" traffic could "breeze" through the City at 25 miles per hour. Mr. Homann explained how volumes impact the traffic flow. Commissioner Wolf felt that it was time to tell the residents about the impact traffic from the surrounding Counties is having on the City and its quality of life. Mr. Brotzman reminded the Commission that the topic was the need for a noise abatement policy and solicited direction. NDOT uses the inclusion of Federal funding for noise abatement as its determining factor when constructing roads. If no funding is provided, it is ignored. Mr. Homann indicated staff would continue to work on a policy and have a draft which the Commission could consider at a future meeting. Commissioner Bennett encouraged staff to continue to work on it. No formal action was taken.

7. NON-ACTION ITEM - REPORT ON CARSON CITY COMMUNITY TRANSPORTATION (1-1192.5) - Advertising efforts were noted. Two hundred and eighty-two trips were provided in September. October will be over 300. There are 186 registered clients. Additional advertising efforts were noted. No formal action was required.

8. NON-ACTION ITEMS - STATUS REPORTS ON FAIRVIEW/SALIMAN, GRAVES LANE EXTENSION, GONI ROAD AND SONOMA STREET EXTENSION PROJECTS (1-1235.5) - Staff briefly reviewed the status report. Chairperson Smith added a status report on Airport Road at Highway 50 which is an

NDOT project.

9. COMMISSIONER COMMENTS (1-1310.5) - Chairperson Smith thanked Mr. Brotzman for providing a tour and explanation of the Fairview and Saliman area modifications. The business proprietors/residents also participated in the tour. Commissioner Bennett and Chairperson Smith also thanked staff for the overlay progress reports.

10. STAFF COMMENTS (1-1340.5) - Fran McClain's letter requesting Hillview be opened was discussed. Hillview will remain on staff's RTC priority listing which the Commission/Board will consider during the budget process. Discussion ensued concerning the timing for consideration of the Edmonds Drive signal as the budget process begins in January. The Commission indicated the normal budget process was appropriate. Commissioner Bennett also pointed out an error in Ms. McClain's letter to the editor on Commissioner Bennett's South Carson Street beautification project. Mr. Sullivan gave the Commission copies of a pamphlet on traffic in residential areas. (None to the Clerk.) Commissioner Wolf explained an article discussing the impact narrowing streets have on the traffic flow. Chairperson Smith detailed the impact. No formal action was required.

11. ACTION ON FUTURE MEETING DATE(S) AND TIME(S) (1-1395.5) - Discussion set the next meeting for November 16th at 9 a.m.

12. ADJOURNMENT (1-1415.5) - Commissioner Bennett moved to adjourn. Commissioner Wolf seconded the motion. Motion carried 3-0. Chairperson Smith adjourned the meeting at 10:30 a.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.

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ARE SO APPROVED ON _____, 1995.

Greg Smith, Chairperson