

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A meeting of the Carson City Regional Transportation Commission was held on July 29, 2004, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 6:30 p.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Steve Reynolds, and Commissioners Shelly Aldean, Charles Des Jardins, and Michael Zola

STAFF PRESENT: Development Services Director Andrew Burnham, Community Development Director Walter Sullivan, Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 7/29/04 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 6:30 p.m. by explaining the reason the July 14th meeting was rescheduled. Roll call was taken. The entire Commission was present, constituting a quorum.

B. APPROVAL OF MINUTES - 5/12, 6/9 AND 7/14/04 (1-0024) - Commissioner Des Jardins moved to approve the Minutes. Commissioner Aldean seconded the motion. Motion carried 5-0.

C. AGENDA MODIFICATIONS (1-0030) - None.

D. PUBLIC COMMENTS (1-0038) - Mr. Sullivan explained the Planning Commission's review of a special use permit for Cinderlite and his commitment to bring the comments concerning the condition of Goni Road and its public usage to the RTC. He had also committed to working with Mr. Flansberg on a proposal to expand Goni's width for a bicycle/pedestrian path. He asked that they be given permission to proceed with this concept. Discussion indicated that the current concept is for it to be an improved pathway. The present street width was limned. Cinderlite's trucks traverse the entire street. The street parameters will have to be developed. Commissioner Aldean felt that the trucks do create a safety concern for bicyclists and pedestrians. Chairperson Staub asked that alternatives and alternate routes be considered. The pit is being expanded and may create an additional impact. It may be possible to use BLM property for another truck access/egress which would go around the residential area. He also indicated that staff could work on the concept, if desired. Additional public comments were solicited but none were given. No formal action was taken.

E. DISCLOSURES (1-0128) - None.

F. PUBLIC MEETING ITEMS

F-1. DISCUSSION AND ACTION ON A RECOMMENDATION TO THE BOARD OF SUPERVISORS TO REJECT ALL BIDS FOR THE ROOP STREET WIDENING CONTRACT (1-0131) - Consultant Ken Dorr indicated that the bids were disappointing and that the low bid was \$2 million above the estimate. He had believed that his estimate was low but not that low. The difference was felt to be due to the poor bidding time, the amount of work occurring in the community at this time, the high traffic and motivation items, the amount of underground work required, as well as the high steel and pipe costs. Staff recommended rebidding the project later in the year in the hope that it will be a better bidding climate. Providing more time to complete the tasks, elimination of the two staging areas and the close down periods, as well as clarification of some of the tasks may reduce the bids. Mr. Dorr could not, however, guarantee that these changes will result in a lower bid. Commissioner Aldean noted that a Granite Representative was present and had indicated to her that the price was the best they could do. Mr. Dorr indicated that he had discussed the general terms with contractors but not the specifics. They felt that the short mobilization period had been a concern. He repeated his belief that the amount of work going on the community was a driving factor. He hoped that rebidding the project after the first of the year will be more successful. Minor

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modifications to the contracts and drawings can be made in the meantime. The timeframes can be reworked. Putting it out to bid again should not be too costly. He was not certain whether \$2.1 million could be “shaved off” the bid. Comments indicated that the Commission may want to revise the estimate and begin considering it as a \$6 million project. Discussion pointed out that the Commission began studying the expansion in June 2002 and had widened the scope of the project. Undergrounding the utilities between Beverly and William/Highway 50 was not considered originally. Justification for this decision was provided. Mr. Dorr then gave a slide presentation of the alternatives including their estimated costs. These alternatives had been discussed in 2002. Discussion noted the Fire Department’s concerns about making Stewart Street one way. The best scenario was to have both Stewart and Roop Streets made one way, however, the funding was inadequate for this project. DKS’s evaluation of this couplet indicated that the distance between the two streets creates an undesirable load on the side streets. Mr. Dorr felt that, if the Roop Street estimate was low, the same would hold true for the estimates for the alternatives. He estimated the utility relocation costs for Stewart Street to be in the \$1.5 million range although it lacks the volume of utilities found in Roop Street. The utilities need to be upgraded as they are old. He did not believe that storm drainage utility would support the Stewart Street extension. He then pointed out how the Roop Street project went from a roadway project to an extensive utility project as a result of the sewer, storm water, and reclaimed water line improvements. Justification for these upgrades as part of the project was limned. Discussion pointed out that the Church property at John and Stewart had been acquired and should not be in the estimates. DKS’s modeling indicated that Roop Street and Stewart Street extensions provide the best traffic flows. Roop Street widening provided the second-best traffic flows. Mr. Dorr recommended rebidding the project, modifying the staging schedules and timelines, and elimination of the close down periods. There is a minor cost to rebidding under these guidelines.

Development Services Director Andrew Burnham explained the need for the Commission to act on the project before approving the transportation improvement program (TIP). He also pointed out that the next regular RTC meeting is scheduled in two weeks. A decision could be delayed until that date. At this time the Stewart Street extension is not part of the TIP. Discussion indicated that RTC can act on its TIP and Roop Street without impeding CAMPO’s Transportation Plan. Commission Reynolds pointed out the need to evaluate the cost benefit ratios before taking action. Discussion also pointed out the need to bring Roop Street into compliance with ADA standards for sidewalks, gutters, and curbs. An overlay also requires compliance with ADA standards. Previous public comments regarding the need to widen Roop Street/extend Stewart were briefly noted. The lack of alternatives for movement of north/south traffic was noted. Chairperson Staub urged staff to reconsider the Stewart and Roop couplet. They will provide the biggest “bang for the bucks”. Commissioner Zola supported his position due to his belief that Stewart could relieve 30 to 40 percent of the traffic volume and reduce some of the traffic frustrations now encountered with Roop Street. A four-lane facility could be provided in the future. Commissioner Aldean stressed the need to reduce the costs which may necessitate the removal of utility improvements. Deputy City Engineer John Flansberg explained the need to include utility improvements with the street improvements. Roop Street has been designated as a pedestrian corridor. The ADA settlement requires the improvements at this time. A mill and overlay project on Saliman also requires ADA improvements. Commissioner Reynolds asked that the traffic study/model information be included in the alternatives due to the need to determine the cost/benefit factors. Mr. Flansberg agreed to provide as much information as possible in the two-week interim between the meetings. He also pointed out that the item will be submitted to the Board of Supervisors before the next regular RTC meeting. Its meeting will be beyond the 60-day period for consideration of the bids. It may, therefore, be unnecessary for the RTC to make a recommendation to the Board on the bids. Lack of a recommendation by RTC and action by the Board could be considered a “pocket veto”. If the Commission wishes, staff could negotiate with the contractor on extending the bid acceptance period. Discussion supported taking action and not fiddling around with the decision making. It was also felt that the contractor needed to know what will happen. Public comments were solicited but none were given. Commissioner Aldean moved to recommend to the Board of Supervisors to reject all bids for the Roop Street widening contract. Commissioners Reynolds and Zola seconded the motion. Motion carried 5-0.

F-2. DISCUSSION AND ACTION TO DIRECT STAFF ON PREFERRED ALTERNATIVE TO EITHER MILL, OVERLAY AND RE-STRIPE FAIRVIEW DRIVE FROM ROOP STREET TO CARSON

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STREET TO ACCOMMODATE FIVE LANES WITH DUAL LEFT TURN LANES FROM FAIRVIEW DRIVE ONTO SOUTH CARSON STREET OR TO WIDEN THIS PORTION OF FAIRVIEW DRIVE WITH THE FAIRVIEW DRIVE WIDENING CONTRACT (1-0997) - Deputy City Engineer John Flansberg indicated that a Mr. Tom Lane had planned to present the item. He was not present, therefore, Mr. Flansberg explained the proposal and options with the use of drawings. After the freeway is completed, the need for Fairview could be reconsidered and, if justified, widening could be undertaken. The proposal moves the stop bar for the right turning movements 25 feet south of the Carson Street intersection with Fairview. The proposal restricts left turning movements into the shopping center. It will provide dual left turning movements from Fairview onto Carson Street which moves traffic faster. The main access into the shopping will be on the east side of "Qs". The revision should be able to handle the traffic for the next eight to ten years. The breakeven point was felt to be seven years. Mr. Flansberg did not see a need to remove the dual left turns before the freeway is completed. The lanes will be narrow but should be able to handle the traffic volume. The Berger Group felt that the proposal will work, however, has voiced some concerns regarding the left turning movements into the shopping center. The concept is to let the contract after school starts. Cost benefits of the concept were noted. RTC Engineer Harvey Brotzman explained that the intersection currently meets warrants for a second left turn. The proposal improves the service level. Trucks are only five percent of the traffic volume at this time. Concerns were vocalized that the concept could be a bandaid with major problems in the future due to the narrow street. Mr. Flansberg indicated that the concept has been used in other areas of the community as indicated by his examples. He suggested that the concept be tried and, if it does not work, the street be widened. Clarification indicated that the inside left stop bar will be set back 42 feet. It is possible that traffic will not stop at the bar although traffic has honored the setback on Goni Road. Discussion ensued regarding the traffic volume at peak times and the potential increase the dual left turn will provide. Commissioner Reynolds explained his support for the concept. He felt that the savings warranted attempting the concept and that they could re-evaluate the street in a year and make changes if warranted. Commissioner Aldean pointed out that the retailers had requested assistance and supported the concept. Her personal experience with the stop bar on Goni was indicated. She did not feel that it created a traffic problem for the motorists. If the proposal works, it will be a cost effective method of increasing capacity. Mr. Flansberg explained the signal changes that will be made that will provide the vehicles exiting from the railroad museum a brief period to cross Carson Street without competing with the left turning traffic. He had met with the Chamber of Commerce and the Visitors Bureau regarding the concept. They had supported it. They had not discussed the loss of left turning movements into the shopping center. Discussion indicated that the businesses need to be advised of the proposed change. Commissioner Des Jardins explained his personal use of the area and questioned whether the signal timing had been analyzed. Mr. Flansberg explained that the dual left turns will increase the turning movement and agreed to analyze the signal timing. He also pointed out that a developer had been unable to obtain a signal at Sonoma for his development. The distance between Fairview and Sonoma will "platoon" the traffic and allow the development to have some open space for traffic movement. He also felt that the open spacing at Koontz is created by the "platooning". Commissioner Zola felt that the concept would provide safer traffic movement and be beneficial to the merchants who support the concept. Public comments were solicited.

Chamber of Commerce Chief Executive Officer Larry Osborne explained his meeting with Mr. Flansberg and concern for the safety of the tourist who visit his site. He urged the Commission/staff to discuss the concept with the businesses who will be impacted. The stop bar will work if people obey the law. The current traffic circulation is a mess. Chairperson Staub expressed his concern that the concept may be alleviating one problem while creating a second one. He, too, felt that the businesses should be made aware of the concept. Mr. Osborne volunteered to schedule a meeting for staff.

Discussion clarified that the concept allows left turning movements into and out of the shopping center east of "Qs" only. All of the other movements are right in and right out. Commissioner Zola urged staff to stripe the area adequately to ensure motorist safety. Examples of changes mandated by NDOT on Highway 50 at Lompa/Positive Place were cited to justify the need for appropriate signage. Mr. Flansberg explained that the City/RTC staff has adopted and follows NDOT's criteria for access. Discussion questioned the need to act on the concept today before discussing the proposal with the businesses. Office Depot's request for a "u" turn will be included in the Carson Street

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design. Additional public comments were solicited but none were given. Commissioner Aldean moved to direct staff to proceed with the design of a mill, overlay, and re-stripe of Fairview Drive from Roop Street to Carson Street to accommodate five lanes with a dual left turn lane from Fairview Drive onto South Carson Street with the proviso to staff to advise each of the affected businesses of the prohibition of left hand turns from Fairview at the first entrance to the shopping center to the north, opposite California Street, and to return to the Commission in August with the feedback that has been received. Commissioner Zola seconded the motion. Motion carried 5-0.

RECESS: A recess was declared at 8 p.m. The entire Commission was present when Chairperson Staub reconvened the meeting at 8:10 p.m., constituting a quorum.

F-3. DISCUSSION AND ACTION ON AN INTERLOCAL AGREEMENT WITH THE NEVADA DEPT. OF TRANSPORTATION (NDOT) PROVIDING FOR A CARSON CITY REGIONAL TRANSPORTATION COMMISSION CONTRIBUTION OF \$15 MILLION TOWARD COMPLETION OF PHASE 2 OF THE CARSON CITY FREEWAY (1-1731) - Development Services Director Andrew Burnham highlighted the original interlocal agreement with NDOT on Phase 1 of the freeway. His comments stressed the importance of completing the entire freeway due to the traffic congestion currently experienced throughout the City. Competition for funding from Southern Nevada was noted. He felt that the proposed agreement will allow the City to continue to meet its obligations and develop the City's transportation improvement program. He then highlighted the proposed agreement. It indicated that the freeway will be completed in 2010 and that the City will assume maintenance of Carson Street at that time. Although an additional \$15 million commitment for the freeway is a concern to many of the residents, it is the norm for obtaining NDOT funding for such projects. Illustrations were cited to support this statement. The proposal commits the City to fund 12 percent of the project. Some projects require a 25 percent match. The agreement has been agenized for Board of Supervisors consideration at its next meeting. Discussion indicated that NDOT will submit a letter explaining the term "rehab" of Carson Street. Discussions indicated that it will be a mill and overlay with reconstruction if necessary to make it have a useful life of ten to 12 years. ADA requirements will be included. Commissioner Des Jardins explained his reluctance to use the five-cent gas tax for this purpose, however, felt that the proposal was good for the community and would support the agreement. Mr. Burnham explained how the \$15 million had been reached and staff's efforts to keep from bankrupting RTC projects. He felt that the concept was the best the City could obtain. Clarification indicated that the proposal to takeover Carson Street was for the entire distance from Arrowhead to Spooner. Funding for reconstruction of Carson Street is included in the financial evaluation and should be adequate for reconstruction in 2010. It was felt that Carson Street will be carrying 40,000 vehicles by 2025 but the difference will be the lack of truck traffic. Commissioner Zola explained his personal knowledge of how the participation requirement had been created. His objection to this requirement was explained. He felt that the concept will not increase the local residents' tax burden or personal budget. It does extend the tax period. He did not like having to pay it but felt that it is necessary to push the freeway forward to completion. He indicated he would hold them to the timeframes spelled out in the agreement. Commissioner Reynolds pointed out that if the second phase of the freeway is more expensive than projected, NDOT may want to renegotiate the contract or remove City requested improvements. He did not feel that it would be possible for the City to increase its funding level. Mr. Burnham agreed and indicated that NDOT cannot stop the freeway or cancel it. If NDOT attempts to, it may be necessary for the City to litigate its completion based on the contract. The District Attorney's office had reviewed and is satisfied with the contract. Estimates indicate that Phase 2B will cost \$90 million. There is \$30 million in contingencies included in that figure. Mr. Burnham indicated the State and NDOT will bond for completion of the freeway. Chairperson Staub pointed out that Phase 2A goes to Fairview Drive and that Phase 2B goes from Fairview to Spooner. He, also, did not like the tax and having the City continue to pay it. The tax is on the amount of gas purchased in the City which he felt was painless. The concept provides finite dates that will force or contractually require them to perform. The freeway should be completed by 2010. The concept will provide additional funding for City projects by suspending the payments for three years. In 2012 the City will reduce its payment to three cents. This will help generate more funding for City projects. He also pointed out that the first agreement had required the City to pay interest on the funds. The proposed agreement eliminates that requirement. This makes the net agreement \$11 million and saves the City \$4 million. He felt that staff had done a great job in negotiations with NDOT and appreciated

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NDOT's contribution. The freeway is needed now. He acknowledged that Washoe County has not paid anything for Interstate 580. He also felt that the Board may have to address the funding if funds do not materialize. Commissioner Aldean also congratulated staff on the successful negotiations. The contract gets the project moving and includes specific timeframes for completion. It is a bitter pill but necessary to get the freeway completed. Commissioner Zola explained that he had checked the figures and also felt the agreement was for less money than the first agreement. Public comments were solicited.

Marv Teixeira provided a historical review of his involvement with the freeway agreement on Phase 1. The contribution had raised the bar and obtained a needed Federal and State highway. He acknowledged that it had been upsetting to have to give up the funds for it but felt that it was necessary to obtain the freeway. He also felt that interest should not have been charged on the first phase. Discussion explained the cost the City will assume when it takeovers Carson Street and pointed out what the State is currently paying to maintain it. It also explained the roads which are being taken over in Washoe County, Reno and Las Vegas. Mr. Teixeira indicated that he did not have a problem assuming responsibility for Carson Street if it is a level playing field and the requirements are the same for other entities. He then pointed out the total commitment for Phase 1 was \$21 million. He questioned the cost of the City's Fairview improvements. He also felt that the agreement did not include a finite date for reaching Spooner. He urged the Commission to modify the agreement to provide the \$10 million commitment for Spooner by December 31, 2011. This will provide NDOT with an additional incentive for completion of the freeway to Spooner by December 31, 2010. Chairperson Staub quoted Article 1 Subsection 2 which provided an approximate date for completion to Spooner of December 31, 2010. Mr. Teixeira expounded on his belief that the City will be competing for its funding based on cost benefits. This may delay the project until 2015. He pointed out that NDOT's completion track record does not support leaving it open ended. He then explained his contact with the Fairview designer and his belief that adequate funding had not been provided for its maintenance. He reiterated his request that the Commission assume Carson Street only upon completion of the total freeway which is consistent with what other counties/cities are requiring.

Commissioner Aldean acknowledged that assumption of Carson Street will be expensive. She, for one, was looking forward to the date when the City can reassume control over it. At the present time they cannot make improvements to it. Mr. Teixeira expounded on his belief that the City will be assuming a burden not being required of others. He felt that it will be necessary to remove the medians when the City assumes Carson Street due to the projected traffic volume of 40,000 cars a day. Commissioner Aldean felt that other routes will be used by the trucks and that only cars will traverse Carson Street. Mr. Teixeira hoped that the contract will not make Carson Street one way. He also indicated a problem with the City snow plows not plowing the entire street. He questioned the need to do Fairview if two years later the freeway is to be completed. RTC needs additional funding for local improvements. He acknowledged that the City has little funding for its projects, however, without the freeway there would be more gridlock. He urged the Commission to make the modifications he had recommended.

Commissioner Zola explained his agreement with Mr. Teixeira about the need to have an alternate route for use if a catastrophe occurs on the freeway.

(1-2801) Chamber of Commerce Board of Directors Chairperson Jeff Smeath indicated that its Board had considered the agreement. They do not like the idea of paying taxes but the freeway is needed. They felt that it was the best deal possible. He supported the modifications recommended by Mr. Teixeira if obtainable. He also pointed out that an 8,000 pound gorilla makes its own rules and a small community cannot push it into anything. His Board of Directors had supported the proposal as submitted.

Discussion between the Commission and Mr. Flansberg indicated that a savings will be created by the contract. It provides a three-year deferment of the payment so that RTC projects can occur without a penalty. The interest charge has been eliminated. The tax revenue has been higher than estimated which allows the payments to be terminated in 2011. Mr. Flansberg also explained that as freeway construction had not started as originally planned on Phase 1, the interest was lower than estimated. Discussion pointed out the City and NDOT's joint responsibilities for several streets

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and explained staff's discussions with NDOT regarding the possibility of trading responsibility for those streets. NDOT has purportedly expressed a desire to give residential streets back to the City but not trade them for other streets. If the City widens Fairview, NDOT may agree to the trades. This agreement has not yet been committed to writing. Clark and Washoe Counties have made similar trades. Discussion also indicated that Virginia Street in Reno is maintained by NDOT as it is considered a freeway bypass.

Discussion between Chairperson Staub and staff pointed out that the City could request the return of Carson Street before the freeway is completed. Chairperson Staub asked that this section of the agreement be clarified as the section implies that the City must wait to assume ownership until after December 31, 2008. Discussion also amended the section to include that the City will assume responsibility for Carson Street from approximately Arrowhead to Fairview Drive upon completion of payment for Phase 1, which is 2011. Mr. Burnham explained that Article 1, Paragraph 2, on Page 2 was in the contract at NDOT's insistence. Chairperson Staub pointed out that the term "make every effort" is subjective. Justification for a more finite period was provided. Mitigating circumstances should be defined in a separate paragraph and could include lack of funding, etc. NDOT should understand the requirement regarding "barring unforeseen circumstances", lack of federal funding or bonding capabilities, etc. Chairperson Staub also objected to the inclusion of language based on what other jurisdictions/entities do and do not do. He pointed out the local objection to having been the first to offer to participate in such agreements for highway projects. His objection to having to continue to participate was also noted. Surveys have clearly indicated that the largest local concern is traffic. The only possible solution to it is for the City to participate, however, the agreement language should be reasonable and tight. Commissioner Aldean suggested that the finite term in the first agreement in Article 1 under Paragraph 4, under what NDOT agrees to do, be used in the proposed contract. Mr. Burnham agreed to borrow the intent of that language.

Mr. Teixeira expressed his feeling that NDOT will not agree to the verbiage. Chairperson Staub indicated that they will try it. Public comments were closed.

Chairperson Staub then passed the gavel to Vice Chairperson Reynolds. Chairperson Staub moved to approve the Interlocal Agreement with the Nevada Department of Transportation providing for a Carson City Regional Transportation Commission contribution of \$15 million toward completion of Phase 2 of the Carson City Freeway with the fiscal impact as shown on the 2004-2025 Carson City RTC long range transportation program with the funding source being County Motor Vehicle Fuel Tax of five cents per 2011 reducing to three cents thereafter with the following recommended amendments: on Page 2, Article I, Paragraph 2, change the second sentence in that paragraph by deleting the words "make every effort to" and by deleting the words in the fourth line, the third sentence, by deleting "make every effort to" and by making changes to Page 3, Article III, Paragraph 4, by placing the date (of) the final payment for Phase 1 directly after Phase I to - wit: the actual date that payment is due so as to make it very clear as to the date when Carson (City) must assume ownership and maintenance responsibility for Carson Street from approximately Arrowhead Drive in the north to the intersection with Fairview Drive. Commissioner Des Jardins seconded the motion. Discussion indicated that if NDOT does not agree to the changes, the agreement will be brought back to the Commission. The motion was voted and carried 5-0.

Discussion indicated that the Board of Supervisors will consider the agreement on August 5. Mr. Burnham indicated that he will have met with NDOT by that date. Vice Chairperson Reynolds returned the gavel to Chairperson Staub.

F-4. DISCUSSION AND POSSIBLE ACTION ON 2004 CARSON CITY REGIONAL TRANSPORTATION COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM (2-0053) - Continued to the next meeting. No formal action was taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS)

G-1. ROBINSON STREET AND SALIMAN ROAD TRAFFIC SIGNAL STUDY (2-0065) - RTC
Engineer Harvey Brotzman explained the reasons for bringing the item to the Commission. Staff has reviewed the

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traffic counts. It does not meet warrants for a signal. Staff has talked to Adria Bergmann about the lack of warrants. The proposal was her Senior English Student Project. Chairperson Staub explained his involvement with the Senior English Student Projects and complimented the participants on their efforts. No formal action was required or taken.

G-2. FUTURE AGENDA ITEMS (2-0085) - Discussion indicated that College Parkway access/egress at the Comstock Mobile Home Park has been ajenized for the next meeting. Chairperson Staub questioned whether RTC should address speed limits in a comprehensive manner that would include accidents and average speeds. He acknowledged the Sheriff Department's aggressive traffic enforcement efforts and residential concerns regarding speed on thoroughfares. He questioned the reasons a portion of College Parkway is signed for 35 miles per hour while other portions are 40. Why is Roop 25 miles per hour? He felt that major traffic corridors need to be reviewed and a realistic speed established that considers public safety and traffic standards. RTC Engineer Harvey Brotzman explained the criteria used to evaluate traffic speed and the use of traffic counters to assist in determining locations where traffic enforcement may be warranted. Chairperson Staub elaborated on his concern and desire to establish a comprehensive speed limit program specifically in view of the increase in traffic found in the community. Commissioner Aldean supported his request. Chairperson Staub indicated that the topic should be ajenized for discussion in September. Criteria should be established from which recommendations can be made regarding the speed limit. Commissioner Zola felt that the topic should be the consistency of compliance with the posted speed limit. Compliance varies according to the area the same as that encountered with road construction. Road construction should be considered in the criteria. Lower speeds on narrow roads should also be considered as a standard. No formal action was taken or required.

H. ADJOURNMENT - Commissioner Des Jardins moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 9:20 p.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.

The Minutes of the July 29, 2004, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON November 11, 2004.

/s/
Richard S. Staub, Chairperson