

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

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A regular meeting of the Carson City Regional Transportation Commission was held on Wednesday, June 17, 1998 in the Community Center Sierra Room, 851 E. William St., Carson City, NV at 6:00 p.m.

PRESENT: Chairperson Greg Smith
Tom Tatro
Marie Wolf

STAFF: Paul Lipparelli, Chief Deputy District Attorney
Tim Homann, Public Works Director
Harvey Brotzman, RTC Engineer
Juan Guzman, Senior Planner, Community Development
Katherine McLaughlin, Recording Secretary
(RTC 6/17/98 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.

A. CALL TO ORDER - Chairperson Smith called the meeting to order at 6:10 p.m. A roll call was taken and a quorum was present.

1. APPROVAL OF MINUTES - Commissioner Tatro moved to approve the Minutes of the April 15 and May 20, 1998 meetings. Commissioner Wolf seconded the motion. Motion carried 3-0.

3. DISCUSSION AND POSSIBLE ACTION ON REQUESTING NDOT TO CONSTRUCT ON/OFF RAMPS AT ARROWHEAD DRIVE TO PROVIDE ACCESS TO BUSINESSES AND RESIDENTS IN THE NORTHERN SECTION OF THE CITY - (1-0030.5) Susan Martinovich, Assistant Director of NDOT - Mr. Brotzman said a letter had been received from Silver Oak Development concerning the lack of access from the freeway in the northern section of the City. He added that three intersections are being constructed with the north section of the bypass, the first being at Lakeview Hill and Bonanza Drive, the next is at College Parkway, and the third will be at Highway 50.

(1-0050.5) Ms. Martinovich began by saying the existing design plans do not incorporate ramps at Arrowhead at this time and that they consider grade separation only. She added that the original project does have an interchange at Arrowhead. She noted there had been discussion as to whether an interchange is really needed there because of the proximity of College Parkway and the north interchange. She said in addition to the hearings they held on the expressway they always discussed whether an expressway or freeway was to be built. She added that they had proposed to go full freeway. She noted that the original EIS did not have a good alignment for the north interchange showing how people were going to get from northbound Carson Street to Lakeview or from southbound. She then commented they had shown three options for the north interchange which she explained. She said public comment had resulted in their proceeding without ramps. She added that she and staff have now agreed to look at the configuration.

(1-0131.5) She next talked about the whole project and said they, jointly with the City, had made an effort to go forward with the freeway and came up with a cost of approximately \$78,000,000. However, they had done some modifications and reduction of the design, one of the choices being no ramps at Arrowhead. Chairperson Smith said the streets in the Arrowhead area are fairly narrow with most of the homes having been built close to the front of the lots. He added there is a concern with trucks coming out of the airport industrial area using Arrowhead as a shortcut to Highway 395 or trucks coming in from the Reno area. He then talked about people using the proposed northbound off-ramp being able to get off at Arrowhead and people using the southbound on-ramp being able to get out of the north section of the City heading south. Ms. Martinovich said that is a reason by NDOT is in support of the extensions of Graves and College Parkway. She also said a benefit they saw by removing the ramps was that the Imus Road connection could be tucked in adjacent to the freeway. She added it was suggested that Imus be lined up directly opposite the ramp.

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(1-0215.5) Steve Hartman of Silver Oak Development said all they were asking for was a recommendation from the Commission that this is a desirable conclusion, i.e., that there be northbound off and southbound on. He added the other portions of the interchange are further to the north. He felt it is important from a community standpoint that the businesses on the north end of the City be able to serve customers in an efficient manner.

(1-0251.5) Garth Dull felt that the connection NDOT is now proposing to existing Highway 395 provides for a northbound on and southbound off. However, the business community has depended on a design recommendation for ten years and continues to do so. He said the idea of saving money for the freeway is appreciated although when a benefit-cost ratio is done for the interchanges all legs are generally justified. He felt that building another half interchange at the north end, which would provide just a northbound on and southbound off without complimentary movements for a southbound on and northbound off, does not fit the current policy.

(1-0301.5) Michael Hohl, owner of an automobile agency on the north end of the City, said he had heard the three options. He added he had previously purchased additional property next to his existing business with the idea that customers would have access to his dealership. However, he felt it is unrealistic to think that potential customers would take a roundabout way to get to it but rather would go on to Reno. Therefore, he felt that he would have a difficult time without the the on and off ramps.

(1-0335.5) Dick Campagni, also in the automobile business, said he had been told by NDOT that there would be an intersection at Arrowhead. He had also heard the options and felt it is essential that the intersection be there.

(1-0351.5) Marv Teixeira, former mayor, said he had been involved with the bypass for several years. He added in 1994 he had attended the meeting where the options had been discussed. He commented that the issue had been whether an expressway or freeway should be built and whether it should be at grade or elevated. He noted he had assumed there would be on and off ramps with complete interchanges. He also said when he was in office the then Board of Supervisors had voted to take the option presented by NDOT for a full blown bypass and had committed the gas tax. He felt that the vacant land in the north will witness considerable growth. He also said that this \$2.5 - \$3.0 million out of a total of \$250,000,000 for the project would be doing it properly.

(1-0435.5) Al Bernhard said he runs his DG pit off Imus and said he had been told he would have to go all the way to College Parkway to get his trucks on the bypass to get to Reno. He felt that the ramps are necessities on both sides to accomodate not only Silver Oak but everybody else.

(1-0445.5) Tom Johnson of Gold Dust Associates said he sold property in the area to Mr. Campagni, to the owner of Glen Eagle, and others. He said it was his understanding that there would be freeway access at Arrowhead. He added when he has dealt with new businesses in the community he has encouraged them to locate in the north and that the freeway has been an integral part of that. He felt it is imperative for the people who have invested in the north in anticipation of the Arrowhead on and off ramps that it go through.

(1-0479.5) Ada Ralke said she lives on Arrowhead. She added when she purchased her property in that residential area no trucks were allowed on it. She did not believe the quality of life on Arrowhead should be sacrificed for the business interests. She noted she would be in agreement if Arrowhead were not allowed to take all the Goni and business traffic and encouraged the Commission to dead end it at the freeway.

(1-0556.5) Mr. Dull said what NDOT has proposed is a connection that would tie the freeway into the existing 395 by providing a southbound off ramp north of Arrowhead and a northbound on ramp north of Arrowhead. Chairperson Smith said it was his understanding that the southbound on ramp would not affect the traffic. Mr. Dull said he did not believe it would add any traffic to Arrowhead whether there is an interchange there or not. He also commented he had read a transcript given to him by Ms. Martinovich and said he had not seen any overwhelming evidence it in that people were opposed to an interchange at Arrowhead. He added that it makes good sense if there is an interchange there and that it should provide all four movements.

(1-0615.5) Frank Page said his concern was getting the north leg of the bypass done. He asked if changes were made would there be other business concerns further on down the line. He felt if the project goes beyond cost-

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benefit there could be serious problems. He also said developers have been asked to participate in costs on interchanges but did not know how they felt about that.

(1-0639.5) Mr. Hartman said with the College Parkway off ramp it would be about a mile closer to the industrial park.

(1-0645.5) Chairperson Smith felt if the Commission recommends that NDOT do this it would not make them go back to the drawing board. Commissioner Tatro moved that the Regional Transportation Commission endorse the concept of a four legged interchange if a design can accommodate the traffic impacts on Imus Road and Arrowhead Drive and encourage NDOT to explore any potential funding sources. Commissioner Wolf seconded the motion. Ms. Martinovich said they could do something on Arrowhead and Imus but ultimately the City has to be a partner because NDOT does not own those thoroughfares. She also said when it comes down to it the funding will be the deciding factor. Motion carried 3-0.

2. CITIZEN COMMENTS ON NON-AGENDIZED ITEMS - None.

4. DISCUSSION AND POSSIBLE ACTION REGARDING SILVER OAK DRIVE/BROADLEAF LANE ALIGNMENT SITUATION - (1-0751.5) Mr. Homann said when Silver Oak had gotten approval for their subdivision the maps that were done at that time showed a connection of their main commercial street, Silver Oak Drive, coming out on to 395 at a location between Eagle Valley Ranch Road and Broadleaf. He added that through the course of the approval processes specific design details had not been determined, how they would be accomplished, and what the ramifications could be. He said from a standpoint of their layout of the subdivision and their commercial properties that was always the desirable location for them. He noted staff is now getting into more detail and asking questions on how this is going to be accomplished. He added there have been some differences of opinion and one of the things Silver Oak would like is to get a decision from RTC on what the City's feeling is on this. He then said there are some median cuts in 395 and the proposed location of Silver Oak Drive does not meet one of them. He added the question becomes whether Silver Oak Drive should be moved or should a new curb cut be provided. He referred to options provided by NDOT and said from the City's standpoint Option 3 was the best alternative.

(1-0821.5) Mr. Hartman said Silver Oak needed to provide an outlet and after several meetings had arrived at a location. He added they had been told to keep the accesses to 395 at a minimum. He then visually pointed out on a diagram the businesses on the east side of 395 and the accesses and median openings as they currently exist. He also explained the planned commercial area, said they need to proceed with their plans, and sought direction from the Commission. Ms. Martinovich then provided details on the four options available. An extensive discussion ensued covering the medians, realignment, traffic, and a special meeting with the property owners and businesses in the area in early July. Mr. Hartman agreed that a meeting is a good idea to resolve these problems because this has been discussed again and again and said he needs to proceed with some of these things as soon as possible. Commissioner Tatro moved that the Commission table this for two weeks and let staff conduct a meeting with the affected property owners and NDOT to determine what solutions would be acceptable and see if they can develop some kind of consensus on this matter. Commissioner Wolf seconded the motion. Commissioner Tatro felt there would be median closures beyond this at some point in the future and said there needs to be meetings with not only notifying the public in the newspaper but also the property owners and business occupants who will be directly informed when the meetings will be held. He emphasized the need to have everybody participate to avoid missing something. Motion carried 3-0.

Chairperson Smith called a recess at 7:35 p.m. When he reconvened the meeting at 7:45 p.m. a quorum was present.

5. DISCUSSION AND POSSIBLE ACTION ON COMPLETING THE DESIGN AND CONSTRUCTION OF ORMSBY BLVD., FROM WINNIE LANE TO ASH CANYON DR. - (1-1437.5) Chairperson Smith said some years ago the City purchased the right-of-way for the extension to Ash Canyon Road and that years went by with nothing being done. He added the extension was on the priority list, although not very high. He also commented that a ten year Master Plan has been completed and all of the projects on the plan with

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the exception of Ormsby have been completed either by developers or the City. He said that caused the extension to continue rising on the priority list. He added when funding was allocated to the project approximately thirty percent of the design work was complete. He noted at that point some citizens came to RTC saying this was the last project on the old ten year plan and that a new ten year Master Plan was about to be embarked upon. They had asked if it would be prudent to postpone action on putting the roadway through until the new plan was complete and a determination made where this project would be on the new scale. He felt their point was that College Parkway at that time was basically opening up between the Community College and K-Mart. He said it was his feeling they did not want to do a project just because it was the last one on an old list. He also noted the new plan is approximately 75-80 percent complete.

(1-1547.5) Mr. Homann said one of the things they have been able to do with the new Master Plan is identify a series of projects that are being looked at which will take until the year 2012 and that Ormsby is included. He added that the consultant had put together a priority matrix that analyzes projects on a technical basis. However, he noted there could be other reasons to consider a project even if it is not high on a technical point basis vs. other projects being considered. He then said with the construction of the northern section of the bypass Ormsby would help the distribution of traffic.

(1-1605.5) Mr. Brotzman said the consultant has identified all vacant parcels, residential and commercial, and has applied growth factors to those lots and the net result was applying the traffic to the roadway network. He said the consultant had been asked what big benefit would Ormsby give the City and, with the north leg of the bypass being proposed to be completed by 2005, how it would assist traffic movement on the west side. He provided figures the consultant had given on the traffic it would take off Carson Street and said when the bypass is completed the volume on Ormsby would drop back down. He then said a question is would the roadway expenditure of approximately \$460,000 be worth fifteen years of relief on Carson Street. At this point Chairperson Smith said traffic has always been the number one concern of the citizens. He added the alleviation of it has been the charge of RTC to spend the funding in such a way that the traffic congestion could be alleviated. He commented that nothing works without the freeway but short of that they need to determine what would help the traffic situation. Mr. Guzman said an assumption by Silver Oak on traffic relating to their subdivision had been that Ormsby would be extended. Chairperson Smith said he had spoken to residents from Winnie Lane who had indicated their support of the extension because it would take some of the traffic away. At this point he sought input from supporters.

(1-0901.5) Jim Bawden said he was representing not only himself but other residents of the area. He added they were advocating a shorter and easier path than that which currently exists on the west side, north and south. He commented they would like to see the extension go through rather than people having to go Ash Canyon around Winnie Lane or Mountain and up or Division and up which he visually pointed out on the diagram. He felt that the estimated completion of the bypass in 2012 is a long time before there would be any relief. He added his belief that everyone agrees there has to be north-south connections and that this is a way to get one. He also talked about the traffic problems on Mountain and Division which included schools on Mountain, traffic to the college, and the hospital.

(1-2013.5) Ron Kipp, a proponent, talked about studies showing the extension being complete and starting to show substantial traffic counts. He felt if it is not built the traffic would get pushed to Mountain or Division as Mr. Bawden had referred to. He talked about time advantages to school buses, and response times by the Fire Department and the Sheriff's Department. He also talked about the benefit for WNCC students who live in the southern and western areas. Chairperson Smith said if the extension is built it would have sidewalks and landscaping to fit the neighborhood characteristic and would also be designed to keep the speeds down. He then expressed his belief that the decision needs to be made now one way or the other because he did not want it to come back year after year.

(1-2311.5) Jim Robertson agreed with the comments made by Mr. Bawden and Mr. Kipp and said he strongly endorses the project. He then asked for clarification of the statement made earlier that when the bypass is completed the traffic count on Ormsby would drop. Mr. Homann explained the philosophy is that people will be using any route other than Carson Street until such time as they can go from one end of town to the other on the

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bypass.

(1-2381.5) David Leet felt it is logical to spend \$600,000 now to alleviate a problem rather than wait many years before the freeway is built and also said it would cost much more if it is postponed.

(1-2415.5) George Gruell said 22 residents of the Ash Canyon area had sent a letter to the Commission, the Board of Supervisors and City Manager John Berkich indicating their support of the project and provided reasons why they believe it should be constructed.

(1-2475.5) Muriel Batesel, a resident of Winnie Lane, said increased traffic is a reality. She had a concern that two large ponds have been built above West Winnie and also that the college has built a dam. She added that water is directed on to West Winnie and if the extension is not built the traffic would go down to Mountain or Division.

(1-2525.5) Malcolm Glover, a resident of Kensington Place near Longview, supported the project and said Longview is a street that also has increased traffic one reason being the subdivision built along Kings Canyon. He commented that the City is growing and should make every effort to spread the traffic to facilitate all its citizens.

(1-2635.5) Jim Breeden, a resident of Chaparrel, opposed the project and felt the decision should be made on what is best for the City. He said if other streets are built it would help more people than the extension. He felt it probably was a good idea in 1958 but did not believe it is the best use of funding at this point.

(1-2731.5) Ed Shorr, also a resident of Chaparrel, felt the extension is no more than a re-alignment. He did not feel that less than a mile is worth the \$600,000 plus figure. He said they do not currently have a big traffic problem on Ormsby and felt the speed bumps are a benefit because they slow people down. He did not believe the extension is the panacea some people feel it would be.

(1-2781.5) Kit Greiger, whose property bounds Winnie and Chaparrel, said when he purchased his property he had not been told by the realtor of the situation. He opposed the project and expressed his belief that the extension would have a negative traffic, noise, and litter impact. He also said he had a concern with the cost figure because he felt it could only get bigger by the time the extension is built.

(1-2947.5) John Bullis, a resident of Chaparrel, talked about ranking of the extension on the priority tables and said it is listed as low. He reviewed cost figures and potential available funding and said he opposed the project because of the small localized benefit and the low standing on the priority list. He then urged that the extension not be considered again until 2005.

(1-3173.5) Virginia Reniers, a resident of Ash Canyon, said 22 of the residents purchased their property knowing that Ormsby was to be extended. She commented that none of them had been notified of the meeting but had found out about it and made a point to attend.

(1-3205.5) Laura Work, a resident of Chaparrel, said her street is narrow and does not have the capacity to carry traffic comparable to Ormsby. She asked if the budget includes specific protection for Chaparrel because she felt it is the worst street to open at this point because it is a culdesac. Chairperson Smith said for the record if he voted for the extension he was still committed to not allowing Chaparrel to go through.

(1-3317.5) Maryann Pierson felt the money would be better spent on Curry, Graves Lane, etc. She said Ormsby was previously straight but now has two turns and did not understand why the City now wants to straighten it out.

(1-3393.5) Ed Hendricks, a resident of Ash Canyon, felt what had been said is valid. However, he did not believe attention was being paid to traffic going south and provided his reasons.

(1-3485.5) Tom Pardini, a resident of Ormsby, had a concern about Washington and Ormsby. He talked about a stop sign on Ormsby going west and felt it is a dangerous area and felt it should be re-designed.

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(1-3563.5) Chairperson Smith felt the issue is whether or not to place the extension back on the priority list as an active project. Commissioner Tatro commended the audience for coming to the meeting. He did not believe removing 4,000 cars per day off Carson Street would encourage people to come back to the middle of the City. He said the project has been dragging on for a long time and added it makes sense to him that this is something the City should go ahead with. Commissioner Tatro then moved that the Regional Transportation Commission direct staff to place Ormsby Boulevard back on the priority list within the existing plan within the fiscal 1998-99 budget. Commissioner Wolf seconded the motion. Mr. Lipparelli asked for clarification from staff whether or not the project was actually ever taken off the list. He said it was his understanding that the project was on the priority list and funded but had subsequently been ordered to be halted. Mr. Brotzman said it has always been in the budget but the money has not been appropriated for construction. Commissioner Tatro withdrew his motion. Commissioner Wolfe accepted the withdrawal. Commissioner Tatro then moved that the Commission direct staff to end the moratorium on the construction of Ormsby Boulevard. Commissioner Wolf suggested wording be added to the motion that it should be in the 1999 budget to build this road. Commissioner Tatro again withdrew his motion. Commissioner Wolf moved that the Commission have in their 1998-99 budget the construction of Ormsby Boulevard. Commissioner Tatro seconded the motion. Chairperson Smith then said it is back on the active list. He added at the time this was put on hold the funding allocation had been placed to another project which was the connector road that would cut across the airport property to go from the new Graves Lanes extension out to the Arrowhead Drive project. However, he said that project could take a couple of years considering the need for FAA and Airport Authority approval so the funding could be moved back to this project. Motion carried 3-0.

6. STATUS REPORT ON CONSTRUCTION PROJECTS - (2-0201.5) Mr. Brotzman said they were working on the signal for Fifth and Edmonds. He also said they had received the bids for the school flashers on Mountain and that this would be on the agenda for the next Board meeting.

7. COMMISSIONERS COMMENTS - None.

8. STAFF COMMENTS TO INCLUDE NEXT MEETING DATE - (2-0215.5) July 15, 1998 is the next meeting date starting at 6:00 p.m.

9. ADJOURNMENT - There being no further business Commissioner Wolf moved to adjourn. Commissioner Tatro seconded the motion. Motion carried 3-0. Chairperson Smith adjourned the meeting at 9:35 p.m.

The Minutes of the June 17, 1998 meeting of the Carson City Regional Transportation Commission

ARE SO APPROVED _____ 8/17 _____, 1998

/s/ _____
Greg Smith, Chairperson