

## TRAFCC

(Transportation Resource Advisory Forum for Carson City)

### MEETING MINUTES – MEETING #8

August 21, 2018

4:30 p.m. – 6:00 p.m.

Carson City Community Center – Sierra Room

851 E. William Street, Carson City

1. Welcome and Introductions. Meeting Attendees:

- Hailey Lang
- Lucia Maloney
- Graham Dollarhide
- Dan Stucky
- Rick Cooley
- Paul Douglas
- Christine Brandon
- Shelly Aldean
- Linda Deacy
- Mark Turner
- Stephen Lincoln
- Lee-Ann Keever
- Dirk Goering
- Anne Knowles

2. Ongoing Projects

a. Curry street

- LED streetlights to replace gas lights as part of beautification
- Underground utilities
- Construction began in May with completion by Nevada Day
- From Musser to Robinson
- 6 funding sources, including funds to upgrade cross-streets and the Telegraph to Spear alley
- Construction info available through multiple sources

Questions

- Will there be same number of parking spots?
  - Will lose one or so, but overall minimal impact
- Did we communicate with southwest gas to keep outages to a minimum?
  - Gas lights will be available via public auction
  - Staff will contact SW Gas in case they have proprietary rights prior to auction
- What sort of parking and traffic issues will exist once big building is occupied?
  - Met standards of traffic impact analysis; level of service on Curry is adequate to support use; parking lot will be dedicated to that building, but required reconfiguration with people previously using that lot
- May need to create resident only parking area?

b. FY18 transportation capital projects

- Fairview Drive preservation project (east of Roop St.)—wide crack, patching, sealing
- Sierra Vista Lane recon
  - a. A&K contractor on project
- Silver Sage Drive reconstruction
  - No sidewalk but curb and gutter and bike lanes
- North Carson Street ADA improvements
  - Are we making enough progress on this to avoid punishment?
    - a. Not currently under scrutiny (past that period), but continue to make progress and looking to bid out more coverage
- Battery backup improvements
  - Are cameras active and being used by law enforcement?
    - a. They are detection to change signal cycle, not for catching people running red lights
  - Explain the retroreflective back plates
    - a. Ongoing maintenance could get expensive, but design is evolving and solutions being sought
  - What is purpose of retroreflective back plates?
    - a. Proven safety countermeasure to create better visibility of signals and is being done nationally as part of MUTCD standards
  - Do we still have contracts with neighboring counties for signals?
    - a. Yes, but allocate resources to Carson City first
- Freeway multi-use path project
- Fairview Drive reconstruction project (west of Roop)
  - When does South Carson Street project start?
    - a. Agreement with NDOT says we must start in CY19; design is moving forward
- Kings Canyon reconstruction/trailhead improvements
  - What is construction timeframe?
    - a. Design to start soon with construction contract scheduled for 2020; drainage just to the east of the project is being improved with FEMA dollars
- Stewart Street ped signals project
  - What is enforcement protocol on that type of crosswalk—is ped forced to look/wait twice?
    - a. Nevada is yield state so drivers are supposed to yield to peds; one of the signals will be two-phase where you will have to push one button to cross to the center and then push another button to get from the center to the other side
- College Parkway ADA improvements

3. FY 2019 – FY 2023 Pavement Management Plan

- District system is different from past system in that it is more performance-based and quantitative
- Aggregates projects to achieve economies of scale
- Helps to better understand and justify needs
- Establishes implementation schedule
- PCI rating system
  - Question: Does nature of use factor into how projects are prioritized? (Example of Cinderlite trucks impacting Goni)
    - Consideration does factor into the design/cost after priority is identified

4. FY 2019, District 1, Pavement Projects Under Evaluation

- a. City staff encouraged support or comments from TRAFCC on list of projects being evaluated
- TRAFCC member commented that she likes the district idea but is concerned that we are so far behind in other districts that bad things will happen before other districts get relief
    - Selection of first to receive vs last considered where the previously-used district system left off, pavement condition in each district currently, and other factors such as location of transportation-related projects over the last 2-5 years.
    - Staff also clarified that street maintenance funds do not need to be used by district so they will likely be used out ahead of other projects to get most bang for buck and to provide coverage for other areas with urgent needs
    - The RTC Fund also contains a budget line item of roughly \$100,000 each year for safety improvements, which can be used anywhere in the City.
  - Will there be any tax measures to raise funding for roads?
    - It is rumored that there are current legislative session efforts for registration fee/tax on electric/non-gas vehicles (possibly \$200k for Carson City) as well as a bill for Diesel Tax in the legislature as well.
    - Fuel indexing passed in Washoe and Clark counties and there could be folks looking at that option locally, however, staff cannot advocate for legislative or ballot initiatives, only show need and provide information as requested.
    - TRAFCC member comment: There are EPA grants for porous/pervious pavement projects that may be worth looking into
  - Group was agreeable to prioritization of projects and methodology used to create the list. TRAFCC member comment: "I don't see any better way to do it"
    - Should coordinate with utilities to piggyback off their projects and save funds, and use boring tactics where possible to reduce roadway impacts.

5. Wrap-up and Future Topics

- a. Question about citizens contributing to improve sidewalks and frontage of their property, splitting costs with City
- Carson City does not have such a program currently. Staff estimates that the list of needed improvements for those types of projects is at a 5+ year backlog. Can get a permit from City to do own improvements fully at owners' expense. Staff will look into cost-sharing opportunities.
- b. Question about brining process and the rate at which it degrades sidewalks
- Staff is aware of the issue and continues to work to minimize degradation of our roadway assets while balancing the need for safety during inclement weather and other considerations.