A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, March 19, 1997, at the Administrative Complex Conference Room, 2621 Northgate Lane, Suite 59, Carson City, Nevada, beginning at 3:30 p.m.

PRESENT: Chairperson Greg Smith and Commissioners Tom Tatro and Marie Wolf

STAFF PRESENT: Deputy Public Works Director Tim Homann, Regional Transportation Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 3/19/97 Tape 1-0001.5)

CALL TO ORDER AND ROLL CALL - Chairperson Smith convened the meeting at 3:30 p.m. Roll call was taken. The entire Commission was present constituting a quorum.

1. APPROVAL OF MINUTES - February 19, 1997 (1-0005.5) - Commissioner Tatro moved to approve. Commissioner Wolf seconded the motion. Motion carried 3-0.

2. PUBLIC COMMENTS (1-0015.5) - Tom Marlow requested Bigelow be paved due to the increased traffic load and dust problems he was encountering from the traffic. It has become an arterial route. Chairperson Smith indicated this item could be discussed under Agenda Item No. 9. He urged Mr. Marlow to remain and discuss the issue. Additional public comments were solicited but none given.

3. DISCUSSION AND ACTION ON BOWERS LANE TRAFFIC CONTROL (1-0042.5) - Chairperson Smith introduced the item and explained the history of the traffic problems. It is posted at 25 miles per hour as is normal for a residential street. It is being used as a short cut to the industrial areas along Arrowhead or for the golf course/Centennial Park. A majority of the drivers are speeding. Chairperson Smith and former Commissioner Bennett had written to the manufacturers requesting that they ask their employees to refrain from using this street or if they must use the street to be cognizant of the fact that it is a residential neighborhood and to slow down.

Mr. Homann explained the traffic count made of the area. The counters are presently on the street. He emphasized that his recommendations must be made based upon specific criteria and warrants. His research indicates that the street does not meet the necessary warrants/criteria for making any changes. At present the street is carrying between 1400 and 1500 vehicles a day on a two-lane roadway. His criteria mandates a traffic volume of 10 to 12,000 vehicles a day. There may be accidents occurring, however, Sheriff's reports have not been filed. This is another statistic which could be used to support any modifications. The number of residential driveways pose additional conflict points, however, accident reports are not indicating a problem. The traffic counters provide volume and speed reports. A copy of the report is provided to the Sheriff's office. The street is operating at a Level A which is the highest level of service possible. As he has other areas with lower levels of service, he could not make any recommendations to the Commission. The Commission/Board of Supervisors could develop and direct staff to implement a program. Staff has been discussing a drainage problem which occurs in the area. A method of solving this problem would be to install a valley gutter. It could provide a need for the traffic to slow down. It may be constructed this summer. Stop signs could also be installed although the warrant study does not support this recommendation. Another alternative is to install a cul-de-sac at the north end of Bowers Lane. At this time staff does not feel that this is a good recommendation. The long-term solution is construction of another north/south route which would connect Arrowhead to Graves Lane. This recommendation may be included in the consultant's suggestions for the new Streets and Highway Master Plan Element.

Chairperson Smith explained his reasons for feeling that the Board of Supervisors would have to make the final decision/recommendation due to the lack of technical warrants.

Deputy District Attorney Paul Lipparelli explained the Open Meeting Law and pointed out that there was a quorum of the Board of Supervisors present as both Chairperson Smith and Commissioner Tatro are Supervisors and Supervisor Plank was also in attendance. He had advised Supervisor Plank that he could observe the proceedings, however, he could not participate. He requested his comments be included as part of the record and explained his reasons for making the comments had been to be sure that everyone understood the process.

(1-0268.5) La Donna Gilbert noted that the traffic volume only occurs twice a day. It is not spread over an eight/nine hour day. She felt this made her area different and unique when compared to other residential areas. She supported the valley gutter approach. Chairperson Smith indicated its funding is included in the tentative budget. His personal experience with this type of gutter was noted. He felt certain it would slow down the traffic. Mr. Homann cautioned that the residents should also be aware that the traffic speed would be accelerated before the vehicle reaches the end of the street. Ms. Gilbert expounded on the traffic problems encountered by the residents. Mr. Homann explained that the traffic counters are again on the street. He agreed that there are three peak traffic use times and explained the vehicular speeds. Public Works Director Jay Aldean explained the valley gutter and the flexibility he had on its depth and width. It must meet the area's drainage requirements. Discussion explained the funding for this project and its construction date. Mr. Aldean committed to having it constructed as a priority after the next fiscal budget is approved.

(1-0370.5) Lucy Kordonowy explained her personal experience with the traffic and feeling that the City should be responsible for the impact increased business development creates on her neighborhood. She questioned whether the manufacturers are aware of the limited access provided to the industrial park. Chairperson Smith felt that this was the reason that the street between Arrowhead and Graves Lane should be constructed. Ms. Kordonowy continued to iterate her personal experiences with the increased traffic. Mr. Aldean indicated that when the street is connected, a cul-de-sac will be constructed at the north end of Bowers. Discussion indicated this would not occur for at least two or three years and the reasons Graves Lane would not help alleviate any of the Bowers Lane traffic. Chairperson Smith encouraged Supervisor Plank to agendize the issue for Board discussion as it would not meet the necessary criteria for RTC's funding. Ms. Kordonowy pointed out that the cul-de-sac may inconvenience only the neighborhood as the open field would allow the traffic to skirt the closure. She did not feel that either Sunrise nor August would be impacted by the closure.

(1-0442.5) Jan Moritz questioned how the stop signs would reduce the traffic flow. Mr. Aldean indicated the signs would be installed at Bowers and August. It would slow the traffic somewhat. It was not felt that it would reduce the volume. Mr. Homann also indicated that it could increase the speed on both ends as people would be attempting to make up for the lost time. There also may be a lot of "Hollywood" stops. The noise impact was also pointed out. Experience had taught him that if a route is "inconvenient" for the motorists, which the stop signs may do, they will find another route. Carriage Square was used an illustration.

Susan Oakwood felt that there had been an increase in the traffic volume since last fall. Discussion indicated that the counters are currently in place although she had not seen it. Mr. Homann explained that the small square patch is the counter. Chairperson Smith explained Harley Davidson's expansion program which could impact the area. Commissioner Wolf suggested undulations. Mr. Aldean responded by explaining the problems undulations create. Ms. Gilbert felt that the valley gutter would serve the same purpose. Ms. Oakwood urged the Commission to install the cul-de-sac. Chairperson Smith cited a previous cul-de-sac experience and its problems. It had forced the traffic to use alternate routes which in essence only moved the problem to another neighborhood. He was unsure whether the Board would consider such a solution again. Ms. Oakwood felt that people would stay on Arrowhead. Mr. Homann also pointed out the impact the closure would have on other streets in the neighborhood who could oppose the Bowers Lane solution. Mr. Aldean indicated that staff would develop alternatives and agendize the issue for Board consideration. He reiterated staff's need for warrants in making its recommendations. Staff would recommend closure of Bowers when another alternative has been constructed, otherwise the problem would simply be relocated. Staff is willing to do whatever course of action the Board determines, however, could not do so on its own without appropriate warrants or justification. He indicated that he would contact Ms. Gilbert when the item is considered by the Board. Chairperson Smith indicated that the neighborhood should respond, including residents from August and Sunrise. Ms. Oakwood pointed out that she would be the most inconvenienced of all the residents as she lives at the end of Bowers. She felt that this inconvenience would be minor compared to that which she is currently experiencing.

(1-0645.5) Kim Good requested the school bus drivers be contacted as the school route and dropoff/pickup location for her children had been changed due to traffic concerns. She also explained her difficulty in getting out of her driveway. She felt this exercise required at least 15 minutes to accomplish. Her children could not play in the front yard, roller blade or ride their bicycles, walk to the neighborhood park, etc. Ms. Kordonowy felt it had become a "two block long freeway".

Chairperson Smith explained that the item would be agendized for the Board of Supervisors and the neighborhood would be noticed.

4. STATUS REPORT ON TRANSIT SERVICES (1-0705.5) - Paratransit Representative Tim Bailey corrected the ticket usage remaining balance to be $3664 instead of the indicated $4,824. Mr. Bailey then explained the increased ridership which had been created by OARC's clientele. These riders had been using OARC's service, however, would have to use a different provider due to OARC's funding problems, training classifications, and program criteria. This posed a different problem for the service as only ten coupons for discounted rides are available per rider. These individuals have a restricted income and limited job potentials. They cannot afford taxi services. Without the service they may lose their jobs and independence. Mr. Bailey described a conceptual program which would meet the need and its financial impact. Chairperson Smith pointed out that the City is currently in the middle of its budget process and such needs should be discussed. Comments indicated the service is needed. Chairperson Smith explained that the program and funding could not be considered under this Agenda heading. It would also need to be considered by the Board of Supervisors.

5. PRESENTATION OF CARSON CITY TRANSPORTATION SERVICE ALTERNATIVES BY MICHELLE JOHNSON (1-0890.5) - A copy of Ms. Johnson's report was given to Commissioner Wolf. (A copy is not included with the staff report.) Ms. Johnson expressed her feeling that it is time for the City to begin deciding how to proceed with the consolidated transit program and whether to expand to meet the total need of the City. Expansion would provide a service for the handicapped as well as the general public. The original coordinated program was explained. She then reviewed the options which included a City operated program which is an inhouse operated system and provides rides for the general public; a coordinated, consolidated service under the current service plan which would be contracted to a private, non-profit agency; or the City could turn its funding over to one of the current providers who would be responsible for a coordinated effort. NDOT could be this agency. Concerns with each option were cited. Her comments included a description of the Cheyenne program. Chairperson Smith explained a special workshop which the Board of Supervisors had agendized for discussion and prioritizing its goals and objectives scheduled for Saturday. He expressed the hope that the Board would consider this issue during that discussion. Discussion further explored the Cheyenne program and its success. Ms. Johnson's comments indicated that public transit is not profitable. It is considered a needed service for the community. The program maximizes all of the resources which had originally provided the service. Jeff Johnson also pointed out that few transit systems make money in the United States. He also explained that there is approximately $330,000 allocated in Carson City for the service as currently provided.

NDOT Representative Sandy McGrew explained the State's funding of the Johnson study. The City needs to make a decision on the options. She expressed a willingness to work with the City on the program. Chairperson Smith expressed a feeling that it may require a special meeting as the Commission must identify the level of service desired and then the funding. Mr. Homann explained the funding provided for Mr. Bailey and that the issue is not an RTC decision. He stressed the need for a transit coordinator to handle this program. Ms. McGrew offered to help the City find such an individual or make this decision. Mr. Bailey reiterated his feeling that the funding level will eventually stabilize.

6. DISCUSSION AND ACTION ON THE SELECTION OF A CHAIRPERSON AND A VICE CHAIRPERSON OF THE REGIONAL TRANSPORTATION COMMISSION (1-1170.5) - Discussion explained the reason for needing to have a Vice Chairperson and vote on the Chairperson. Commissioner Wolf explained her feeling that the Chairperson and Vice Chairperson should be the Board of Supervisors representatives and moved to retain the present Chairperson. Commissioner Tatro seconded the motion. Motion carried 3-0. Commissioner Wolf moved to appoint Tom Tatro as the Vice Chairperson. Commissioner Tatro seconded the motion. Motion carried 3-0.

7. DISCUSSION AND ACTION ON PRIORITIZATION OF BRUNSWICK CANYON BRIDGE ALTERNATIVES (1-1212.5) - Discussion ensued on the reasons the Commission needed to consider this issue and justification for using RTC funding. Mr. Homann then explained the damage which had occurred over the years. Scouring of the middle pier has made the bridge unstable. The City closed it in November 1996. As the bridge was closed when the flooding occurred, FEMA will only pay to restore it to the condition it was in prior to the flood. The options were then noted. Staff recommended a consultant be retained to explore the options due to its lack of expertise in this area. This recommendation was explored. Mr. Aldean explained that several other City Departments would like to have the bridge reopened and operational. Public Works was not making a stand on this issue. The route does not serve a major transportation or traffic route. It is a convenience. The Departments using the route were listed as the Utility, Fire, and Parks Departments.

(1-1418.5) Jay Meierdierck acknowledged that the primary users of the bridge were recreational in nature and stressed its importance. The Carson River Master Plan Element and the Quality of Life Initiative support the need for the access. He suggested that a recreational bridge be considered as an alternative. Mr. Aldean indicated this would be a part of the study. Mr. Meierdierck then described the recreational users. Photographs illustrating the usage were displayed. He felt certain that the Parks and Recreation Commission would be willing to hold public hearings on this issue. Commissioner Smith also supported the need for an access for the V&T Railroad.

(11469.5) Tom Quigley explained his contact with Mr. Bertagnolli indicated the funds for the study could repair the bridge. Chairperson Smith felt that his discussion with Mr. Bertagnolli had indicated that he was of the opinion that the only thing wrong with the bridge was its decking. NDOT's information indicates otherwise. Mr. Bertagnolli's efforts to keep the bridge open were noted. Mr. Aldean indicated that he had used between $10 and $12,000 in steel in this endeavor.

Chairperson Smith explained his reluctance to spent $20,000 of RTC Contingency Funding for this purpose as he did not feel that it served a RTC transportation function. He would be interested in spending $20,000 from the Board of Supervisors Contingency Funding for this purpose. Mr. Aldean explained staff's reasons for placing it on the RTC Agenda. His comments included information about the bridge which noted its historic value and emphasized the need for historical consideration in any repair.

Commissioner Tatro also felt that $20,000 was a lot of money for a bridge. Paul Lumos felt that a study could be conducted for $12 to $15,000. Commissioner Tatro felt that RTC was the appropriate place for funding to determine the options. The public hearings should be conducted by the Carson River Advisory Committee. The use of RTC funding could be justified to $15,000. The Carson River Advisory Committee could determine what the non-transportation driven issues are during its public hearing. Commissioner Tatro then moved that the RTC approve the Brunswick Canyon Bridge analysis as a priority and authorize staff to hire a consultant to prepare the necessary Brunswick Canyon access alternative recommendations with a fiscal impact not to exceed $15,000 and funding source to be from the RTC Contingency. Commissioner Wolf seconded the motion. Motion carried 3-0.

8. DISCUSSION ON STATUS OF RTC PROJECTS IN THE VICINITY OF GONI ROAD AND COLLEGE PARKWAY (1-1591.5) - Mr. Homann explained the reasons this item had been agendized and the RTC projects in the vicinity. The Goni Road extension design is approximately 90 percent completed. Condemnation proceedings are underway. WYCO had requested improvements to Hot Springs Road rather than a cash payment. Construction can commence as soon as the proceedings are filed with the Court. A traffic study had been conducted at College Parkway and Goni Road. A signal is warranted. A letter will be submitted to NDOT requesting they confirm the warrants and requesting a signal. NDOT may respond that there is no funding for this signal. If they confirm the warrant study, then the City could proceed with design of the signal. The same is true of College Parkway and Hot Springs Road. Plans are to bid and construct these two signals at the same time. Negotiations and sound wall designs are continuing on the Graves Lane extension.

(1-1687.5) Roger Sheehan explained his tenants' traffic safety concerns. He asked for a specific date when construction would occur. He introduced Carl R. Hess, CPA For the State Industrial Insurance System and one of his tenants. Mr. Brotzman explained the delay created by a lack of communication from one property owner and the WYCO probate. Mr. Lipparelli explained the Board of Supervisors agenda item on the condemnation request. If the Board approves the request, the legal process will be initiated, which he described. Once the complaint is served on all of the property owners, right of entry will be requested from the Court. A process which he also described. If the Court grants the right of entry, development could commence. Legal impediments were noted which could delay the process. At this time and based upon his understanding of the property owners position on the sale, he felt that the City could move forward on construction in approximately two weeks. Right of entry may be obtained through the use of an agreement for the WYCO property.

Chairperson Smith expressed his concern/frustration with the project delays which had been encountered for some time and acknowledged the concern/frustrations which Mr. Sheehan and his developers must feel. He requested direction from staff on what would be necessary to make "things move" be it add additional staff, hire more consultants, etc.

Mr. Hess then explained his liability concern as a State employer whose's employees must daily maneuver through the traffic hazards to get onto College Parkway. He urged the Commission to install the signal posthaste so that a gap in the traffic could be provided for an easy access.

Paul Lumos, Lumos and Associates, felt that College Parkway and Hot Springs Road has the highest accident rate of any intersection in the City. He supported the installation of signals. He gave the Commission and staff a map illustrating Shaheen's Master Plan. He, too, felt that adequate time had passed without anything occurring.

Mr. Brotzman described his contacts with WYCO and its lack of response. Mr. Homann described his staffing and the continual use of his staff for non-RTC projects. The policy has been to use consultants whenever possible. He felt that the "ice jam" had been broken with the request for the Board of Supervisors to proceed with condemnation. He felt that the projects could be on the streets for bids in one month. Mr. Hess asked if assistance in obtaining NDOT's expeditious response was needed. Mr. Brotzman and Mr. Homann explained the warrant study and their reasons for feeling that NDOT would not delay the signals. NDOT may participate in funding a signal for Emerson and Roop due to the number of accidents which had occurred there. NDOT may not wish to participate at Goni as the accidents are inadequate to support participation at this time. Mr. Brotzman felt that the City staff could complete the design faster than NDOT. NDOT often provides the design work as its participation effort. The conduct had already been installed on College Parkway in preparation of the signal needs. Mr. Hess questioned the reasons NDOT would not support a signal at Goni. Mr. Brotzman indicated that the City could not construct a signal without NDOT's approval on a State road, which College Parkway is. The advantage to putting two signals out to bid as a package was noted. Discussion also explained the reasons for the approximate five month delay between the signal bid date and the construction date. Mr. Sheehan used the map to explain his tenants traffic patterns and to stress the need for the signals. Comments indicated that, when Goni Road's redesign is constructed, the signals should also be under construction. Comments continued to stress the need for something to occur and the exclusiveness of the signal mast industry. The construction process was reiterated. It was felt that the Board of Supervisors would approve the condemnation process. Mr. Lumos/Sheehan were encouraged to attend. Mr. Hess felt that one serious accident would cost SIIS more than both of the signals. Chairperson Smith pointed out the overall frustration with the program and noted that the same problems could be found at several other intersections. He invited the public as well as those present to contact the Commission at any time and expressed his willingness to attempt to expedite the process. No formal action was taken or required.

9. DISCUSSION AND ACTION ON 1997/98 PROJECT PRIORITY LIST, AND, 10. STATUS OF CONSTRUCTION PROJECTS (1-2253.5) - The priority list had not been finalized. The tentative budget had been developed without this list and will be presented to Internal Finance tomorrow. Once this process is completed, the priority list could be developed. There is approximately $5.9 million in the road construction line item budget. These funds will be assigned to all of the projects on the list in order of its ranking. Next year's road construction line item will have an additional $1.2 million.

(1-2292.5) Tom Quigley then requested the City fulfill its obligation and finish Deer Run Road as promised. He also requested the portion which had been paved with grindings be redone. Mr. Homann explained the patch work required on Deer Run Road. He felt that the roadway had held up remarkably well when the exceptional winter weather is considered. An overlay will be done on it at some future date but not this year. Mr. Quigley iterated the promise to pave the road in three projects three years in a row. (Commissioner Tatro left the meeting at 5:38 p.m. A quorum was still present.) Chairperson Smith felt that the three phased project had been a project he personally had wanted and that there had not been a promise for it to be done in three consecutive years. He then explained that Mr. Brotzman had encouraged the Commission to look at the Washoe County experiment before implimenting the program and that he had failed to do so. He agreed with Mr. Quigley that the road is "awful rough". He agreed that the overlay would eventually provide a good street. Mr. Quigley continued to expound on his position and request. Chairperson Smith indicated that it would be discussed when the priorities are considered. No additional comments were made. No formal action was taken on either Item.

11. COMMISSIONER COMMENTS (1-2362.5) - Commissioner Wolf questioned the construction date for Ash Canyon Road and explained the location of an exposed gas line. She felt that the construction was to have occurred when Kings Canyon was completed, however, this did not occur. Discussion explained that Kings Canyon is a State project. Ash Canyon's design is almost 95 percent complete. It should go to bid in two weeks. Shoulder repair work, which had been added to this work, was noted. Discussion also indicated these projects had not been considered when the projects were prioritized last fall. They had been added as a result of the flooding. Commissioner Wolf then explained comments she had received concerning Paiute Pipeline, a construction firm, and its patch work. Mr. Homann explained the City's inspector covers the entire City. This is not a RTC subject, however, he had discussed the problem with the Chamber of Commerce. He routinely meets with construction companies and reiterates the need for quality patch repairs. Discussion explained his street maintenance staffing. Mr. Brotzman encouraged her to obtain staffing/personnel lists for Sparks and Reno for a comparison of his Department. Commissioner Wolf then questioned who is responsible for removal of the flood silt. Mr. Homann indicated that it would have to be done with the property owners' cooperation and with individual contractors, however, the City may be involved in a portion of it. Cleanup will follow the repairs. No formal action was required or taken.

12. STAFF COMMENTS (NON-ACTION) (1-2456.5) - None.

13. ACTION ON FUTURE MEETING DATE AND TIME (1-2458.5) - The next meeting is scheduled for April 16th. Comments indicated a desire to discuss the meeting time. This issue will be agendized for the next meeting. Chairperson Smith directed that the meeting be agendized to start at 3 p.m.

14. ADJOURNMENT - There being no other matters for consideration, Commissioner Wolf moved to adjourn. Commissioner Smith seconded the motion. Motion carried 2-0. Chairperson Smith adjourned the meeting at 5:45 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 March 19, 1997, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON___April_16_____, 1997.

_/s/_______________________________________

Greg Smith, Chairperson