

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Stakeholder Working Group

Date Held: April 27, 2009

Location: Spanish Springs Library, Pauite Room
7100A Pyramid Highway, Sparks, NV

Attendees:

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| RTC: | Doug Maloy, Michael Moreno |
| Jacobs Carter Burgess: | Bryan Gant |
| CH2M HILL: | Leslie Regos, Mark Gallegos |
| SWG Members: | Vaughn Hartung, Steve Grosz, Brooke Keast, Scott Nebesky, Katherine McGrath |

Copies: SWG Membership, Attendees, File

Summary of Discussion:

1. Welcome and Introductions

- Leslie Regos welcomed attendees and provided a brief overview of the agenda.
- Attendees introduced themselves.
- Attendees were advised of Public Open House scheduled to be held at Sun Valley Neighborhood Center on 4/29/2009.
- Handouts provided for review and discussion:
 - Level 2A Screening Results
 - Level 2A Alignment Alternatives

2. 5 - Minute Opportunity

- SWG Members were provided an opportunity to discuss any questions/thoughts that might have been brought to their attention by their respective constituencies.
- A recommendation was made to adjust to later start times for public meetings based on feedback from various Sun Valley residents. 5:30 pm start time seems to work better for most residents.
- A concern was expressed regarding the open house format. Many of the same questions are being asked multiple times. Might be more productive to have a short 15-20 minute presentation with short Q&A, followed by open house. This concern is based on feedback received from residents in attendance at previous meetings.
- A recommendation was made to run all public meetings through the CAB's so that the CAB chair can assist in maintaining control of the meeting as well as provide time limit rules for public comment.

3. Project Status and Schedule – Leslie Regos

- Leslie explained that the screening process to-date has been based on high-level, fatal-flaw analysis to screen out those potential alternatives that do not meet purpose and need for the project, have significant impacts, or are otherwise considered to be not feasible.
- There has been some high-level impact data gathered and analyzed including relocations, habitat, flood plains, and recreation area impacts.
- The next step is to take the remaining alternatives and begin more detailed engineering and analysis to determine a preferred alternative to take into the EIS documentation.
- Currently the team is on schedule to have the draft EIS (DEIS) document prepared in early 2010.

4. Review of Level 2A Screening Results – Bryan Gant

- Bryan advised that although the study team is midway through the process, the level of effort and detail will be increasing as the team progresses through the study toward the drafting of the EIS. Most of the detailed engineering will be starting as the team moves into the next phases of the study.
- A brief refresher of the alternatives screening process and levels of analysis was provided.
- Overview of each of the 3 concepts remaining after the Level 2A screening was provided (H6, H7, and H17).
- A summary of the findings that led to the elimination of those concepts not carried forward was provided.
- The next screening level (2B) will involve more detailed engineering of possible alignments within the remaining concepts to further determine feasibility and get a better idea of the true impacts of each of the remaining alternatives. The team anticipates having much more defined alignments within the next 4-6 weeks.
- Level 3 analysis is anticipated to begin late May to early June. This level of analysis will begin to look at horizontal and vertical alignments, potential interchange types and locations, access impacts, facility types, and strategies to perpetuate local street networks. This will be the level in which the team will begin analysis of lane type options, transit options, and bicycle/pedestrian access.
- Moving into Level 2B, the team will be narrowing down the number of concepts from the 3 concepts being carried over from the Level 2A screening to either 1 or 2 concepts to be carried into the more detailed Level 3 screening. In Level 3, the remaining concepts will then be developed into various alignment options that will be further analyzed, screened, and narrowed to a preferred alternative(s).
- Residential relocations have been the primary environmental impact leading to the screening out of alternatives. Open space and park property impacts have also been a major contributing factor in the screening analysis thus far. Parks and open space impacts will continue to be a major decision factor as the team moves forward into the next screening levels.

5. Next Steps – Leslie Regos

- The project team will be working on more detailed engineering analysis on the remaining concepts through the summer.
- The SWG is anticipated to meet again in late August to September to review and discuss the engineering sketches produced in the interim and provide information on the concepts that will be carried into the DEIS.
- The next formal public meeting will be scheduled when the DEIS is complete. The team is considering going to the CAB's in the interim to give the public an opportunity to comment as the team finalizes the concepts to be carried into the DEIS.
- SWG membership will be provided information, as it becomes available, that can be shared with their respective organizations and constituencies. Information will also continue to be posted to the website.

NOTE: The following “Q&A” and “Additional Comments” sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict chronological order, but rather they combine related discussions that took place at different times during the meeting.

6. Q & A

Q: At what point will the team start looking at detailed mitigation and impacts to individual properties?

A: We will be going into this level of detailed analysis once we are able to determine which concept(s) will be carried into the DEIS document. We anticipate this to begin sometime in late summer/early fall of 2009.

Q: Does the RTC have any concern that development within the corridor will outpace the project's development?

A: The City of Sparks and Washoe County are aware of the potential changes that will be occurring along the corridor and have also been given some idea of the types of facilities that may be needed and the potential changes to access and right-of-way requirements. These agencies understand that they will need to keep this in mind as they consider future development within the corridor.

Q: When is the anticipated start of design and construction?

A: There are several steps involved after the EIS is completed and Record of Decision has been issued, including preliminary and final design, identification of funding, determining project phasing, and right-of-way acquisition. At the earliest, construction would begin in late 2015.

Q: The Indian Colony is concerned with these extended time frames as we are beginning to plan development of some of our property within the corridor. How soon would we know what we should be planning for?

A: The team should have a good idea of what the project will look like when we complete our alternatives analysis and begin to draft the EIS and would be able to share this information with property owners so that they can plan their developments accordingly in anticipation of the future changes along the corridor.

Q: When you refer to the “Wedekind Alternative” are you referring to the Disc Drive area or actually converting Wedekind Road?

A: The Wedekind alternative as described within the Pyramid Corridor Plan would be a roadway coming off of Pyramid just south of Disc and connecting to the existing Wedekind Road. We are currently looking at variations of this alternative that would decrease the level of impact to the neighborhood as compared to connecting directly to Wedekind Road. However, there would likely still be substantial impacts that will need to be considered as we move forward with the screening process.

Q: Wasn't there a plan to extend Sun Valley Boulevard beyond the Highland Ranch development?

A: There is an extension of Sun Valley Boulevard contained within the RTC's 2040 Regional Transportation Plan.

Q: Isn't there a connection planned from Eagle Canyon to Military Road?

A: There is a North Valley connector contained within the 2040 Plan which would work with the West Sun Valley connector.

Q: How does the Southeast Connector affect the traffic numbers?

A: The team did run models with improvements to Sparks Boulevard connecting to the Southeast Connector, but the resulting traffic numbers did not show the improvements drawing traffic in sufficient volumes to reduce the congestion on Pyramid to a degree that would justify the significant relocation impacts resulting from increasing the capacity on Sparks Boulevard.

Q: Will any of the adjacent streets be affected by the improvements along Pyramid?

A: In some locations the side streets will also need to have improvements. This will depend upon the alignment selected, facility type, interchange types, etc.

Q: Are you expecting any induced increased volume and growth along existing roads and adjacent properties?

A: We will not know this until we get into more detailed analysis which will include some study of potential induced growth. Potential induced growth within the area will also be dependent upon other transportation improvements included within the 2040 Plan and City/County land use planning.

7. Additional Comments

- Concern was raised regarding the West Pyramid Plan (Section 33) which has been approved and could significantly change your numbers in the northern end of Pyramid and may provide justification for maintaining the West Sun Valley route. If this is developed it is anticipated that 20-30 thousand residences and a large-scale industrial park would be a part of the eventual build-out. It is believed that this project was not considered during the development of the 2040 Plan. – *The study team will be looking into this to make sure that the traffic impacts of this planned development were taken into consideration in the traffic modeling.*
- SWG members were reminded that the intersection improvements at Pyramid and McCarran are considered to be a short-term solution to ease congestion while longer term solutions (including the Pyramid/US 395 project) can be developed and implemented.
- It was noted by the project team that the West Sun Valley route is still a part of the 2040 Plan, but would be a separate project to address a separate set of needs that are not a part of the Pyramid/US 395 Connection project's scope.
- Traffic modeling shows significant increased movement from the North Valleys to the Spanish Springs area as the two areas continue to develop. This will be considered in the development alternative alignments.
- General consensus was in support of H17 with eventual additional implementation of the West Sun Valley route.
- The study team is currently looking at 3 different locations where the connector included as part of alternative H-17 could tie into US 395: south of TMCC; at Parr Avenue; north of Parr Avenue. Each of these potential connections has its own challenges and constraints due to surrounding development and current land uses.

NOTE: The next meeting is currently anticipated for late August/September 2009, dependent on progress of the ongoing analysis.

Meeting adjourned at 7:30 p.m.