

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the January 14, 2004, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, January 14, 2004, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:45 p.m.

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

**STAFF PRESENT:** Street Operations Manager John Flansberg and Recording Secretary Katherine McLaughlin (RTC 1/14/04 Tape 1-0007)

Mr. Flansberg explained that he had sent out notices indicating the meeting would convene at approximately 6 p.m. He had not realized that the CAMPO meeting would be completed so quickly. He apologized for the inconvenience. Chairperson Staub indicated that he would proceed with the agenda due to his belief that public comments will be lengthy. Action would not be taken on the agendized items before 6 p.m.

**A. ROLL CALL AND DETERMINATION OF A QUORUM (1-0023)** - Roll call was taken. The entire Commission was present, constituting a quorum.

**B. APPROVAL OF MINUTES - NOVEMBER 12 AND DECEMBER 10, 2003 (1-0034)** - Commissioner Aldean corrected "accusations" to be "acquisitions" in Line 5 on Page 2 of the December 10 Minutes. Commissioner Reynolds moved to accept the Minutes. Commissioner Aldean indicated that with the one correction to the December 10 Minutes she would second the motion. Commissioner Reynolds concurred. Motion carried 5-0.

**C. AGENDA MODIFICATIONS (1-0900)** - None.

**D. PUBLIC COMMENTS (1-0903)** - None.

**E. DISCLOSURES (1-0916)** - Commissioner Des Jardins explained that he had been contacted by several unnamed individuals at a Retired Federal Employees' meeting regarding Roop Street and its traffic signals. He had discussed the issue with Mr. Flansberg and passed his information on to the contacts. The contacts seemed satisfied with his response. Chairperson Staub thanked the audience for attending and participating.

**F. PUBLIC HEARINGS - DISCUSSION AND POSSIBLE ACTION ON THE CONSOLIDATION OF STREET NAMES FOR THE FOLLOWING: COLLEGE PARKWAY, GRAVES LANE, EDMONDS DRIVE, AND FAIRVIEW DRIVE AND OTHER MATTERS RELATED THERETO (1-0068)** - Mr. Flansberg explained the proposal to rename College Parkway. GIS Coordinator Scott Royal explained that the street appears to be continuous but the names are confusing to a driver who is unfamiliar with the City. The street has four different names. To eliminate this confusion, staff suggested the street be renamed. He recommended one name for the entire length but felt that two would be acceptable. The proposal will not rename the portion of College Parkway west of North Carson Street as it helps unfamiliar drivers find Western Nevada Community College. Commissioner Zola felt that the City roadway program was established using a "grid" system and urged the Commission to keep this program. Confusion encountered using Reno's ring road-McCarren-was described to illustrate his point that having one name

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on the entire stretch of roadway is confusing. Mr. Royal explained that the grid system will be continued on the other streets. GIS will work with the Post Office. It may take two years before the street is known by one name. The street may become a commercial corridor when it is developed. The proposed single name will assist in finding those businesses. The only residential use of the street now occurs at 603 College Parkway. He then described the road, its width, and the difficulty encountered attempting to locate businesses on it. Commissioner Zola felt that elimination of the grid system would create a roadway that is as confusing to use as he found with Salt Lake City's roads. Discussion between Chairperson Staub and Mr. Royal listed various businesses and residences found along Graves and Edmonds. It pointed out that the mobile home park on East Graves Lane has a College Parkway address which may be confusing to the Post Office. Mr. Royal indicated that he will work with the residents and businesses and correct such errors/problems. Commissioner Reynolds supported the concept of having one name for the entire street. He also pointed out the frustration encountered with McCarran in Reno. Commissioner Zola suggested using College Parkway from North Carson Street to the curve at the Airport, then calling it Graves to the curve at the National Guard facility, and then calling it Fairview to South Carson Street. Mr. Royal repeated the request for direction due to the confusion and difficulties businesses encounter when attempting to direct clients to their establishments. Two names will eliminate some of this problem. He felt that the mobile home park should retain its College Parkway address. If the name Graves Lane is of historical significance, it could be used for another street. This was done by the Board of Supervisors in 1963 when the entire length of what is now known as Curry Street was renamed and Ormsby Boulevard was used on another street. Chairperson Staub noted that it was 6:08 p.m. and asked for public comments.

Fitzhenry's Manager Jim Smolenski indicated that they do not have a problem with changing the street name as it is difficult to explain to people how to reach his business. He questioned who would be responsible for changing the name on his license, stationary, etc. The State licensing requirement was described to illustrate the cost he would incur making the change. Chairperson Staub explained that the business would be responsible for these costs. He understood the impact the proposed change will have on both small and large businesses and residents. The public meetings by the Planning Commission, RTC, and the Board of Supervisors provides an opportunity to discuss the pros and cons of the proposal before making the change. He also indicated that he had a letter from NDOT who will have to change the East College Parkway address on their business cards and letterheads if the change is made. Mr. Smolenski pointed out that a street called North Edmonds runs past the apartments at the curve in Graves Lane to Highway 50 on the west side of Slot World. Chairperson Staub explained that this had occurred when Graves Lane was extended to Edmonds. Mr. Royal felt that the two years that will be taken to complete the change will provide ample time for the businesses/residents to contact their clients and friends and tell them of the change. This period also allows for replacement of letterhead, business cards, and advertising. His staff will notify the Post Office, utility companies, and dispatch. The change does not include North Edmonds Drive.

Nicole Terry, representing the management, the residents, and owners of Parkway Manor Apartments, opposed the name change from College Parkway due to the inconvenience it will create and the cost to make the change.

(1-0482) Jim Cavilla, representing Roger Sheehan and his business park, expressed Mr. Sheehan's opposition to the change in the street name from East College Parkway. He was willing to accept College Parkway as an alternative if the section from North Carson to Highway 50 is renamed. He felt that the street name notifies people that the City has a college. Additional public comments were solicited but none were given.

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Commissioner Aldean felt that there is some value to having two segments with different names. Discussion explained the grid system. Commissioner Aldean suggested that Carson Street be used as the natural line with everything west being named/considered west and everything east being east. Using this concept she suggested that College Parkway east of Carson Street to Highway 50 be named East College Parkway. Graves and Edmonds are names with historical significance. Fairview is visible from Carson Street and should run to Highway 50 East. This will minimize the impact to businesses and residents.

Chairperson Staub suggested that East College Parkway run between North Carson Street and Highway 50 East. As Edmonds had been there for a long time, it should run between Highway 50 East and Fairview. Fairview should remain as it is. This eliminates Graves Lane.

Mr Royal indicated that as North Edmonds, which is west of Graves Lane, has a lot of houses on it, it could be renamed "Old Edmonds" or continue to use "North Edmonds". The street south of Highway 50 could use either Edmonds or South Edmonds. Both Mr. Royal and Chairperson Staub agreed that this eliminates the name "Graves Lane". Mr. Royal reiterated that the two year period will allow for amortization of the costs for new stationary and business cards, advertising, etc. Chairperson Staub felt that the westward turn onto Fairview was an appropriate location to change from Edmonds to Fairview.

Discussion among the Commissioners and Mr. Royal pointed out that the freeway will impact Fairview. NDOT may decide whether the City could have the freeway exit signed as Edmonds, East or West Fairview. Commissioner Zola suggested that Highway 50 be the divider with Graves running south and College Parkway running north. Comments pointed out that the freeway will also split East College Parkway. Discussion suggested and supported naming the street East College Parkway from the freeway to Highway 50, College Parkway from the freeway west to North Carson Street, and West College Parkway on the west side of North Carson Street.

Mr. Smolenski was willing to accept the proposed College Parkway and West College Parkway names, however, asked that the road south of Highway 50 to Carson Street be named Edmonds. He felt that residents know where his facility is located. He then explained his licensing problems and the fee required to change the street name. He requested assistance in telling the State Board of Funeral Homes and Embalmers that the City had changed the name and requesting a fee waiver. Chairperson Staub expressed his willingness to write a letter indicating that it was a municipal change and not a voluntary relocation. He also suggested that RTC will contact Senators Amodei and Assemblyman Knecht regarding the fees.

Discussion between Mr. Flansberg, Ms. Terry and the Commission indicated that dropping East from College Parkway should not pose an extreme problem for the apartment complex. Discussion indicated that the street number for the apartments may remain the same as it is today as the gap between Carson Street and the apartments will not be changed. Mr. Royal wanted the changes to be as minimal as possible.

Chairperson Staub read letters and notes that had been received by Mr. Flansberg into the record. NDOT's opposition was reiterated. NDOT had requested that East College Parkway not be changed but was willing to accept College Parkway. The opposition was based on the cost to make the changes. John McSween supported having north/south streets with one name and east/west streets with one name. He proposed Fairview Drive, Edmonds Drive, and College Parkway accordingly. Paul Lumos wanted to keep the College

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Parkway name from Western Nevada Community College to Highway 50 East and Fairview Drive from the Railroad Museum to Highway 50 East. Dave Barber liked consolidation with either one name or two names for northern and southern segments like College Parkway, Capital Boulevard, or Capital City Boulevard. An unnamed individual suggested the name be College Parkway for the entire length. Danny Coyle suggested another street be renamed, i.e., Emerson, Roop, and Silver Sage. He supported having the consolidated street names such as Roop, College Parkway, Graves, etc., named Graves Lane. The Agency for Nuclear Projects opposed consolidating the names. It liked College Parkway. Its opposition is due to the burden created on the taxpayer to make the change. Dan Sheehan wanted to keep the College Parkway name. He indicated support for College Parkway on the northern segment and Fairview Drive on the southern segment. Kristie Knowlton supported naming the entire length Capital City Boulevard rather than Capital Boulevard.

Commissioner aldean moved to recommend consolidation of street names for College Parkway, Graves Lane, Edmonds Drive, and Fairview Drive to College Parkway north of Highway 50 East to North Carson Street and Fairview Drive south from Highway 50 East to South Carson Street and to forward this recommendation to the Carson City Board of Supervisors for its consideration; fiscal impact is unknown, it probably will not exceed \$10,000, and may be less with only two street names, and the funding source is Streets Maintenance Budget. Commissioner Reynolds seconded the motion. Motion carried 5-0.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - FUTURE**

**AGENDA ITEMS (NON-ACTION ITEMS) (1-0932)** - Commissioner Aldean requested an update on the status of Roop Street at the next meeting. She also questioned the status of the Curry Street project and whether it was being scaled back due to funding concerns. Mr. Flansberg responded with a yes. Commissioner Zola asked Mr. Flansberg if consideration had been given to the impact the freeway will have on gas tax revenue as it moves the vehicles away from the current gas station locations. Mr. Flansberg indicated that this will be difficult to measure, however, was willing to look at it. The lack of convenience for obtaining gas may create an impact, however, one cannot drive without gas. Future development along the freeway may address this concern. He is not aware of any development plans for stations at this time. No action was taken on these items.

**H. ADJOURNMENT (1-0975)** - Commissioner Aldean moved to adjourn. Commissioner Des Jardins seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 6:43 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 January 14, 2004, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON February 11, 2004.

/s/

Richard S. Staub, Chairperson