

TRANSPORTATION COMMITTEE - MINUTES
February 24, 1977
3:05 P.M.

MEMBERS PRESENT: Chairman Hayes Mr. May
 Mr. Demers Mr. Jacobsen
 Mr. Glover Mrs. Westall
 Mr. Harmon

GUESTS PRESENT: Grant Bastian, Nevada Highway Department
 Bill Ross, Nevada Highway Department
 Jayne Faneuif,
 Patty Barron
 Ted Fawett, WNCC
 Carl Chaplin, WNCC
 Bart Jacka
 La Donna Childs, WNCC
 Tom Benedict, WNCC

AB 30

Chairman Hayes stated a few weeks ago AB 30 was considered and held for clarification. Mr. Jacka, by request, did some research to help solve the problems.

Mr. Bart Jacka, Las Vegas Police Department, stated that on page 2, lines 3 through 10, indicates described acts dealing with throwing missiles and discharge of firearms, as felony crimes. Page 1, section 2, not purported to be changed, the same actions are public offences and the punishment is in proportion to the damage inflicted, and in no event less than a misdemeanor.

There were definite conflicts between sections of this bill and NRS 202-280, NRS 202-290, and NRS 320. The NRS's generally relate to the same acts and the offenses are misdemeanors.

Mr. Jacka proposed the Committee modify the bill by changing to gross misdemeanor; the penalties specified on both pages 1 and 2 of AB 30, and to up the penalty in the three statutes mentioned to gross misdemeanor, also. The reason being, that in the Las Vegas area, during strikes, and around schools by organized groups, there is much damage and injury resulting from these malicious and vandalous acts the sole intent of which is to damage property or injure people. A misdemeanor charge is insufficient to take care of the problem.

Mr. May said that on page 2 of the bill, the intent was to damage or injure and on page one, intent was not the factor and therefore he could see no conflict.

Assembly

Mr. Jacka read from the NRS statutes describing the same acts outlined in AB 30.

Mr. Glover asked if "intent" was difficult to prove. Mr. Jacka answered that this was the key to the issue. They had to prove prior knowledge of the intent, with witnesses to verify, before the charge could be levied, and this was near impossible.

AB 283

Mr. Grant Bastian, Director, Nevada Highway Department, spoke in favor of AB 283. He stated that the intent was not to take any authority from the Legislature, but they would like the authority to designate the highway numbers in order to keep them compatible with the Federal Aid System and State system. They plan to suggest to the counties the numbering of their routes in a manner consistent with the State and Federal systems, if this bill is successful.

Mr. Bill Ross, Nevada Highway Department, said the Department deals with the U.S. numbering system designed to direct the traveling public to their destinations. State routes supplement the U. S. numbering system and their main function is also to direct the traveling public to their destinations. The third category is the Federal Aid System, which consists of Interstate, primary, secondary and so forth. Where there is a U. S. route overlying a state route, the numbers would correspond. The present systems were developed in the 1920's and therefore at this time there is quite a bit of confusion in the numbering systems.

The Federal Aid Highway Act of 1973 requires reassessment of all the Federal Aid System, with the emphasis on functional basis. That was done this past July, with the cooperation of the cities and counties. The Federal Aid Systems have all been renumbered. Where there is a U.S. route overlying a Federal Aid route, the same number is used. The Department would like to follow through with the State route numbers, because some of them have as many as five different numbers on them. There are 114 State routes and the numbering is confusing. This bill would allow the State Highway engineer to renumber these routes, in a single number concept. The Department would like to follow through on a voluntary basis with the counties.

In response to question from the Committee pertaining to businesses located on the routes whose advertising contains the route number, Mr. Bastian said these people might oppose the legislation but the only ones he was aware of that would be effected was Carvers Station of Round Mountain, and Bruno's of Gerlach.

Mr. Jacobsen was concerned about the maps of the State and their changes. Mr. Bastian replied the mapping companies worked very closely with the Department and that was not a problem.

Mr. Bastian supplied maps to the Committee with the proposed changes detailed and color coded, and agreed to supply copies for each member of the Assembly and Senate. (See Attachment.)

Mr. Glover asked how many surrounding states had cleaned up their highway numbering systems.

Mr. Bastian replied that of the five adjoining states, California and Idaho had begun theirs. He added that there were 2000 miles of dirt, or unimproved roads that that were not numbered. They would like the numbering system to agree with "what is there".

In response to a question from Mr. May, Mr. Ross stated the Department would work very closely with communities and assign them the numbers they now have, wherever possible.

Mr. Glover noted that there was not a fiscal note with the measure.

He was told that this would cost the Department some money but would not have an impact otherwise. This renumbering would be done as existing signs were replaced. They would not come back to the Legislature for additional funds as a result of this program.

Mr. Jacobsen asked if the Department received correspondence from people getting lost as a result of poorly designated, or undesignated routes. Mr. Bastian replied there were instances of this and instances of people having to abandon cars. The average individual assumes if a route is shown on a map, the route is safe.

Chairman Hayes declared a recess.

AB 30

Chairman Hayes commented that AB 30 had merit because of situations that developed from strikes and organized protests.

Mr. Glover state he was not sure of just where the bill should be amended.

Chairman Hayes said it was her understanding that the change was just a modification of the penalty to a gross misdemeanor and modification of NRS 202-280, 202-290 and 202-320, to comply; also deletion of the language in AB 30, page 2, lines 8, 9 and 10, that read "by imprisonment in the state prison for not less than 1 year nor more than 6 years or by a fine of not more than \$5,000 or by both fine and imprisonment", and change to indicate a person violating the provisions is guilty of a gross misdemeanor.

Mr. May moved to Do Pass AB 30 with amendment as specified by Chairman Hayes; Mr. Glover seconded the motion; motion carried unanimously.

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Mr. Jacobsen moved to Do Pass AB 283; Mrs. Westall seconded the motion; motion carried unanimously.

Mr. Glover said that AB 282 which had been passed out of the Committee, was now in the Senate, and should have been considered for amendment. Chairman Hayes stated they would pull this bill.

The meeting ajourned at 3:50 P.M.

Respectfully submitted:

M. Robertson

M. Robertson, Secretary

Hearing - AB 283 (Delegates Authority to number highways to highway Engineers)
assembly Transportation Committee - Room 240

MEMBERS

KAREN W. HAYES, Chairman
DANIEL J. DEMERS, Vice-Chairman
ALAN H. GLOVER
HARLEY L. HARMON

PAUL W. MAY
PEGGY WESTALL
LAWRENCE E. JACOBSEN

Madam Chairman - members of the committee

Bill Ross - Transportation Analyst - Highway Dept.

Asked by Mr. Baotian to speak on ASSEMBLY BILL 283

1. cover background - suggest legislation
2. discuss ^{problems} merits - practical point of view
3. ~~thoroughly~~ answer questions - concerning effect of passage

BACKGROUND

Routes

U.S. Routes - direct traveling public (NO FUNDING) INTER
S. Routes - supplements U.S. System (LIMITED 100% STATE FUNDS) INTR
FED-AID Routes - funding only - Fed & State
LAST → Country Routes - proposal/voluntary

Early 20's - System changes since then
Change philosophy - order not prevailed

FEDERAL-AID
1973 Highway Act

Required Functional Class all Rds. & Sts. (By Dec. 1975)
Federal-aid System realignment to F.C. concept. (By July 1976)

Total revamping - advantageous time to simplify route numbering problem. (MAP)

Examples: $\left\{ \begin{array}{l} \text{U.S. 95} = \boxed{\text{SR's}} \text{ 5, 3, 1A, 140, 8} \\ \text{U.S. 50} = \text{ " } \text{ 3, 2A, 2, 7, 14} \\ \text{SR 3} = \text{ FAS, FAP-FAP, FAS, FAP, FAS, FAU, FAS, FAP} \\ \text{ (2 sections on 4 U.S. Routes & 9 FA Routes)} \\ \text{US 6 not SR 6} \\ \text{US 50 " SR 50} \\ \text{SR BA - 3 parts} \end{array} \right.$

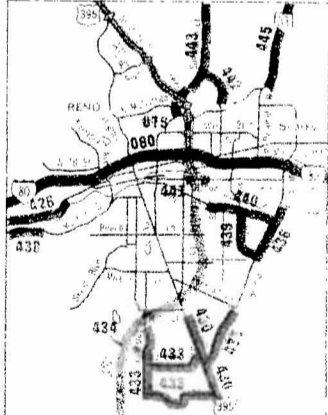
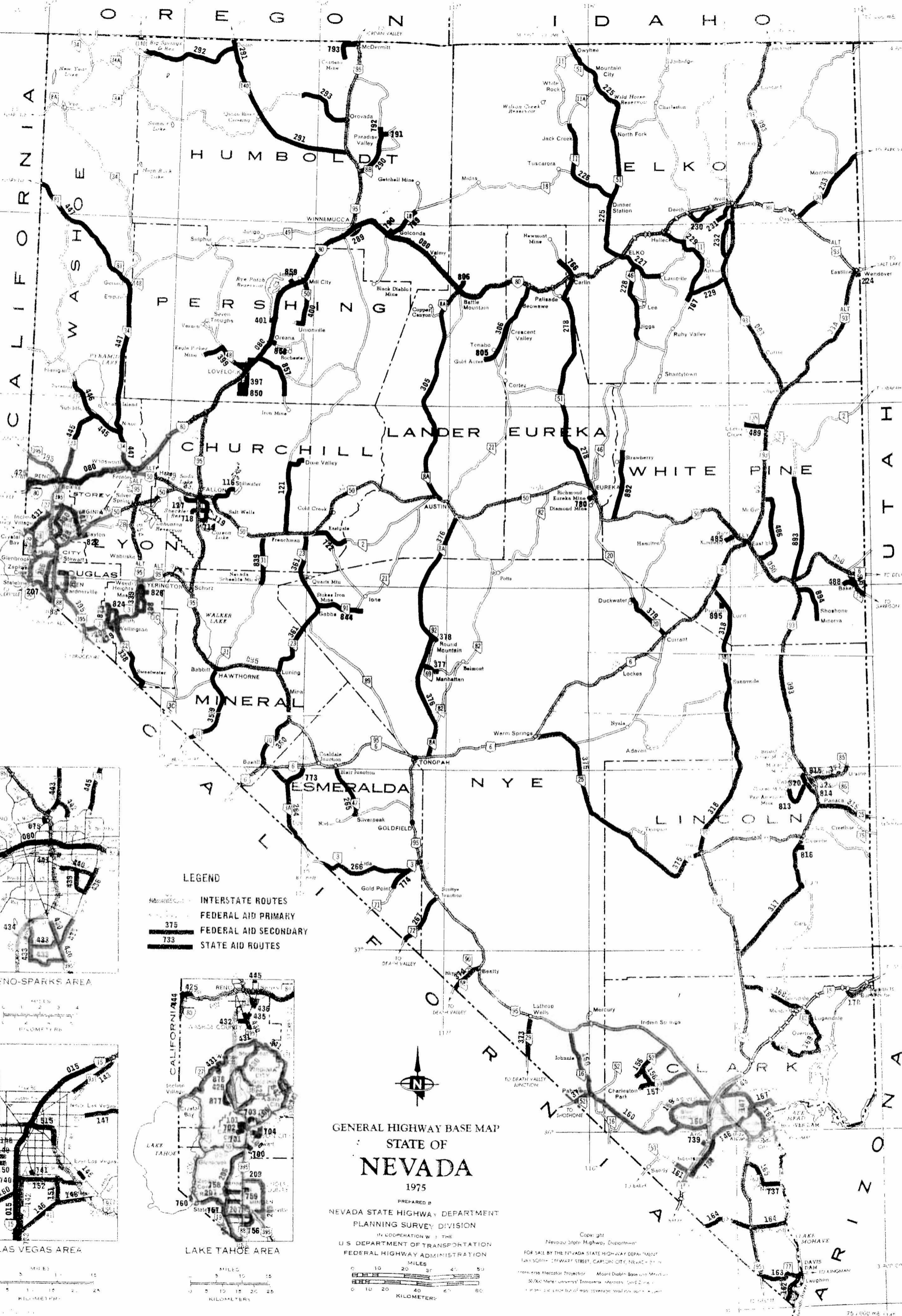
SOLUTION (merits)

make all route numbers the same
(U.S. & FA are there already)

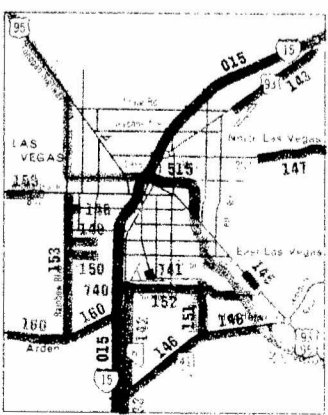
Surrounding States - Calif. & Idaho have / rest realize must fix

Your approval would allow us to complete "SINGLE-NUMBER" concept.

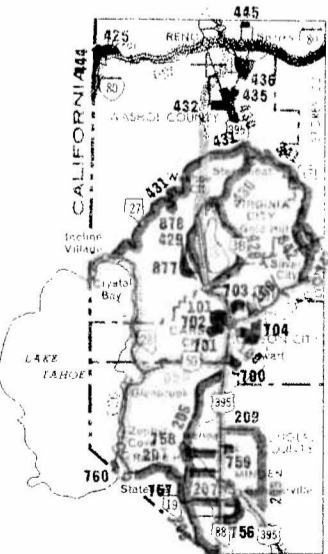
You can designate system extent / We would like authority to number 124



RENO-SPARKS AREA



LAS VEGAS AREA



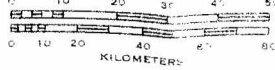
LAKE TAHOE AREA

- LEGEND**
- INTERSTATE ROUTES
 - FEDERAL AID PRIMARY
 - FEDERAL AID SECONDARY
 - 375
 - 733
 - STATE AID ROUTES

GENERAL HIGHWAY BASE MAP
STATE OF
NEVADA

1975
PREPARED BY
NEVADA STATE HIGHWAY DEPARTMENT
PLANNING SURVEY DIVISION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



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140 SOUTH DEWEY STREET, CARSON CITY, NEVADA 89401
Horizontal Mercator Projection - Mount Diablo Base and Meridian
5000 Meter Universal Transverse Mercator Grid Zone
1:500,000 Scale (1 inch = 8.0467 miles)