



**CARSON CITY NEVADA**  
**Consolidated Municipality and State Capital**  
**PUBLIC WORKS**

**Please provide your input on the Colorado Street Rehabilitation Project**

In October of 2020, Carson City Public Works distributed a Needs Assessment Survey to residents in the vicinity of Colorado Street. A summary of the results is available online at: <http://carsonproud.com/coloradost/>. This is the **second survey** to collect comments on corridor improvements being considered as a result of the Needs Assessment Survey.

The Colorado Street roadway and sidewalk infrastructure, between S. Carson Street and Saliman Road, is in poor condition. The Carson City Regional Transportation Commission has allocated funding to make improvements and needs your help to ensure improvements to Colorado Street serve the needs of residents now and into the future. The project is scheduled to begin design this Winter (2021) and construction is anticipated for Spring 2022.

To provide comments, please complete one of the following:

1. Complete the online Survey using the link below or QR code by January 17<sup>th</sup>, 2021.  
**Survey Link:** <https://www.surveymonkey.com/r/ColoradoSt>
2. Review the potential design strategies on **the back of this page** and select which design treatments you like or dislike. Send your completed form back using the pre-addressed envelope by January 17<sup>th</sup>, 2021.
3. Submit comments to Carson City Public Works by emailing your comments to Dirk Goering, Senior Transportation Planner ([dgoering@carson.org](mailto:dgoering@carson.org)) or requesting an appointment to meet with staff, in person or virtually. Please call 775-283-7431.



*Survey QR Code*

**Colorado Street Rehabilitation Project – Public Comment Card (potential improvements)**

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Comment: \_\_\_\_\_

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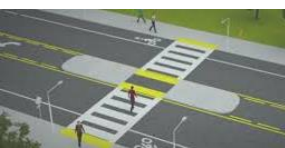
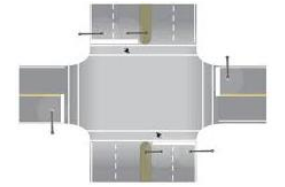

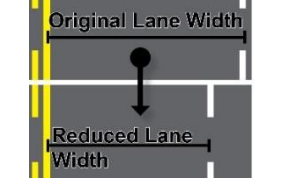




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The October 2020 Needs Assessment Survey identified the following focus areas for the Colorado Street Rehabilitation Project:

- **Pedestrian Safety Enhancements** – improve sidewalk conditions and connectivity
- **Pavement Rehabilitation & Preservation Improvements** – improve pavement condition
- **Corridor Street Lighting Enhancements** – improve nighttime visibility
- **Traffic Calming** – reduce speeds and influence driver behavior

To address each focus area, a balanced approach between pavement rehabilitation and safety enhancements will be necessary to distribute the limited funding among all needs. Below is information on design strategies being consider, please select which treatments you like or dislike (you may like all, some, or none).

Potential Design Improvements	Example	Circle One
<p><b><u>Enhanced Pedestrian Crossings and Connectivity</u></b> - This strategy improves the safety of intersections for non-motorized users by enhancing street crosswalk striping, adding pedestrian refuge islands, and potentially incorporating a pedestrian signalized crossing. These strategies are being considered at Roop Street, Saliman Road, Baker Drive, and Kansas Street along Colorado Street. Regardless of preferences, the project will include constructing new sidewalk where it is missing and where sidewalk exists and is severely deteriorated.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p><b><u>Enhanced Street Lighting</u></b> - This strategy adds or enhances street lighting at high priority intersections to improve visibility for motorized and non-motorized users. This strategy will not add lighting to the entire corridor. This strategy is being considered at Roop Street, Saliman Road, Baker Drive, and Kansas Street along Colorado Street.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p><b><u>Bulb-Outs</u></b> - This strategy improves visibility for pedestrians and vehicles and reduces the crossing distances for pedestrians. Bulb-outs can help reduce vehicle speeds, especially for turning vehicles. This treatment reduces right-of-way constraints for ADA improvements.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p><b><u>Reducing Travel Lane Widths</u></b> - This strategy is proven to help reduce vehicle speeds by creating a narrow appearance. This strategy encourages low speeds, it does not eliminate high speeds. Current lane widths are between 11-12 feet and could be reduced to 10 feet.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p><b><u>Center Median</u></b> - A center median helps reduce vehicle speeds through creation of a narrow roadway, increases safety by reducing the number of conflict points, and facilitates safer pedestrian crossings by allowing pedestrians to cross one travel lane at a time. A center median would reduce long-term maintenance costs through the reduction of pavement area. This strategy would impact left-turn opportunities for minor side streets and result in more U-turns at intersections. The center median would use drought resistant plants and rocks to reduce long-term landscaping costs.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>
<p><b><u>Buffered Bike Lanes</u></b> - Buffered Bike Lanes increase safety for bicyclists by increasing separation from vehicles, which can also increase safety for pedestrians and vehicles by increasing visibility at intersections and driveways.</p>		<p>Like Like Moderately Dislike Moderately Dislike</p>