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ELKO COUNTY REGIONAL TRANSPORTATION COMMISSION

**ELKO COUNTY REGIONAL TRANSPORTATION COMMISSION,
COUNTY OF ELKO, STATE OF NEVADA, SPECIAL MEETING TO BE HELD IN
THE SPRING CREEK MIDDLE SCHOOL GYM, 14650 LAMOILLE HIGHWAY,
SPRING CREEK, NEVADA, BEGINNING AT 10:00 A.M., PACIFIC TIME.**

REGIONAL TRANSPORTATION COMMISSION

The Regional Transportation Commission, County of Elko, State of Nevada, meet in a special session on Saturday, January 20, 2007 in the Spring Creek Middle School Gym, 14650 Lamoille Highway, Spring Creek, Nevada beginning at 10:00 A.M. (PST).

Commissioner Members Present: CHARLIE MYERS, Chair
MIKE FRANZOIA
WARREN RUSSELL

Others Present:

ROBERT STOKES	County Manager
MARILYN TIPTON	Deputy County Clerk
ROCKY GONZALEZ	County Undersheriff
OTIS TIPTON	County Road Supervisor
DELMO ANDREOZZI	Elko City Public Works Dir.
MICHAEL MURPHY	NDOT Ast. Dist III Engineer
RANDY HESTERLEE	NDOT Dist III Traffic Eng.
FRED DROES	NDOT Chief Traffic Eng.
JAY VAN SICKLE	NDOT
JIM CERAGIOL	NDOT
KELLY ANRIG	NDOT
TOM KILLIAN	NDOT
MICHAEL GRIGG	NHP

PAM BORDA	Spring Creek Assoc. Pres.
MARK WETMORE	Spring Creek Assoc. Dir.
BOB COLLYER	Spring Creek Assoc. Dir.
CHRISTINA NAUNGAYAN	SCA. Director, Tract 200
DINA HARTLEY	SCA. Director, Tract 400
JOHN CARPENTER	Assemblyman

The following proceedings were held:

Chairman Myers called the meeting to order at 10:10 a.m.

PLEDGE OF ALLEGIANCE

Commissioner Myers led the meeting participants in the Pledge of Allegiance to the American Flag.

COMMENTS BY THE GENERAL PUBLIC:

Chairman Myers informed the meeting participants that if they had a question they could come up to the podium at any time within the meeting and make comments to the Board. He noted that this agenda was strictly a workshop and no action would be taken on the agenda. He stated their concerns would be addressed today or in the future.

Agencies at the table were as follows: Mike Franzoia, Elko City Mayor and RTC Board Member; Warren Russell Elko County Commissioner Dist 5 and RTC Board Member; Assemblyman John Carpenter; Mike Grigg, NHP/Public Safety Dayshift Supervisor; Rocky Gonzalez, Elko County Undersheriff; Mike Murphy, NDOT Asst. Dist. III Engineer and Manager for North Eastern Nevada; Dena Hartley, SCA Director for Tract 400; Frederick Drees, Chief Safety/Traffic Engineer for NDOT; Christina Naungayan, SCA Director for Tract 200; Pam Borda, SCA President; Mart Wetmore, SCA Director, Bob Collyer, SCA Director; Robert Stokes, Elko County Manager; Randy Hesterlee, NDOT District III Traffic Engineer; Tom Killian, NDOT Carson City Chief of Safety Engineering; and Charlie Myers, Chairman of the Regional Transportation Commission.

SPRING CREEK AREA INTERSECTIONS WORKSHOP:

Traffic Signals, Roundabouts, or other Options:

Jointly with Assemblyman John Carpenter, NDOT, Spring Creek Association and the Elko County School District conducted a Study Workshop Meeting to review possible options to address traffic management issues at

intersections in the Spring Creek area. Spring Creek area residents and other interested parties attended.

Chairman Myers commented that Steve Bowers was present representing the Elko County School District; Otis Tipton representing the Elko County Road Department; and Delmo Andreozzi the Elko City Assistant Manager.

Fred Droes, NDOT Chief Safety/Traffic Engineer introduced the NDOT staff present for the presentation as follows: Kelly Anrig, Jim Ceragiol and Jay Van Sickle.

Fred Droes asked for public comment regarding their problems on State Route 228 and the Lamoille Highway. He stated they also want to talk about the community in the Spring Creek area and their issues on local roads.

Fred Droes asked the meeting participants to consider the roadway not just at the present time but into the future. He stated they should consider the future growth when speaking about their issues. Fred Droes stated the audience would help create an issues list at this meeting. He would discuss solutions to some of those issues and prioritize those issues as to importance of those issues. Fred Droes reported they had brought aerials of the Spring Creek area and asked them to view those at the tables and submit their comments or draw their proposals for traffic alleviation on the aerials.

Fred Droes stated after receiving their input of concerns and the establishment of their priorities their staff would try to identify solutions and come back with their best approach for resolution. Fred Droes reported that NDOT experts would come and do an Road Safety Audit. He stated at that time they would invite law enforcement, Federal Highways Inspection, and local District personnel to drive the road through daytime during peak traffic. He stated they would also drive it at night. Fred Droes stated in the study they would prioritize the projects and then they would hold a second meeting to report back. He stated at that time the funding process would begin.

Fred Droes stated he had heard from the District Office that the traffic at Spring Creek Parkway and Licht Parkway intersection was bad.

An unidentified woman stated the intersection was fatal for children.

Dennis Giere a Spring Creek resident, voiced concern about the intersection right in front of the Spring Creek High School. He thanked the Nevada Highway Patrol and the Sheriff for patrolling the area. He commented that the speeds were very excessive.

Mel Flores, a Spring Creek resident, commented that they should perform their studies of the Spring Creek Parkway and Licht Parkway during the heaviest

traffic which could be from 5:00 a.m. to 9:00 a.m. and again from 12:30 p.m. to 6:00 p.m. Mel Flores believed a traffic signal with left turn signals in both directions would be appropriate. He commented that electricity was already at that location and felt the installation of a traffic signal would not be difficult.

Robert Henning, a Spring Creek resident, felt there should be more lighting along the Lamoille Highway specifically from the intersection of Spring Valley Parkway to the Horse Palace. He commented how hard it was to see in advance while driving during the morning or after dark.

Larry Fay, a Spring Creek resident, suggested better road stripping so they could see the lane delineation easier.

Robert Deihl, of Corral Lane, stated there was only a need for a traffic light during certain peak hours of the day at the Spring Creek Parkway/Licht Parkway intersection because of the shift change of the mines and the hours of elementary school traffic. He noted that if you sit in line for over ten minutes waiting for a cautious driver to cross then it caused frustration for other drivers behind them. Robert Deihl had seen other drivers that would make a right turn and then make a "U" turn across traffic to get across. He had seen people that get disgusted with the wait and bolt across the highway. Robert Deihl felt there would be more accidents with growth of the area. He suggested a traffic signal. He did not believe the traffic counts demonstrated what actually happened during the rush hours.

Penny Williams, a Spring Creek school bus driver, agreed with Robert Deihl. She commented that they had an accident with a bus driver when someone jetted out of Corral Lane. She felt that the entrance and exit to the High School should be separated. Penny Williams suggested an exit be put in by the Spring Creek Junior High School to relieve the congestion at that particular point. She commented that she had been stuck in the turn lane coming from the Spring Creek Mobile Home Section and the children on the bus were late for school. Penny Williams noted that was the same problem with access to Sage Elementary. She stated the Spring Creek Jr. High had opened the back entrance which eliminated some of the traffic. She noted the Nevada Highway Patrol patrolled the intersection at the High School but felt they should patrol more at the intersection of Licht Parkway because the 45 mph signage was so close it did not allow them to slow down sufficiently before getting into the intersection. She commented that they had sat there for forty-five minutes to get back to pick up the kids for the next route. Penny Williams asked for enforcement of the 45 speed limit also be listed as an issue.

Jeff White, a Spring Creek cyclist, as if they would consider expansion of

the shoulders to accommodate a three to four foot riding strip along RS 227 where there was no bike path. Jeff White stated on the older portion of the highway lacked a bike path. He had visited with Mr. Blake on specifications for that. Jeff White stated the current bike path lacked maintenance and the ride was worse on a road bike. Jeff White suggested they look at alternative transportation in the future.

Melinda Dugan, a Spring Creek resident, voiced concern about the entrance to the Sports Complex. She commented that it was difficult to get back on the highway after an event was held at the complex.

Dorothy Hull, a Spring Creek resident, pointed out that the main issue at the Spring Creek Parkway/Licht Parkway intersection was the traffic from the close proximity of the Sports Complex, the Little League Ball Field, the Babe Ruth activities, the Elementary School, and the Spring Creek Fire Station. She commented that meant the mothers would be shooting across the highway from the other side to attend their children's activities.

Bill McCulloch, a Spring Creek resident, inquired about another access to Elko in the future.

Jackie Jones, a Spring Creek High School teacher, asked that they consider they have inexperienced drivers turning left at that intersection. She believed that intersection was the most dangerous from 4:00 p.m. to 6:30 p.m. when the kids were coming from the sports activities and it was not a 45 mph turn. She commented that bad water complicated the issue.

Wanda Marcille, a Spring Creek resident, felt most of the issues had been brought up previously. However, she commented upon the peak months in the fall and spring where there was an increase of traffic during the athletic activities. She felt that they should consider a study during those peak months.

Jodi Stradling, a Licht Parkway resident, noted the main problem with the Spring Creek roads was they have to go to certain roads to gain access to the Lamoille Highway. She believed the limited access to the Lamoille Highway created safety issues especially if they had to be evacuated such as in the case of a fire. Jodi Stradling noted that she picked up kindergarten children at 10:30 and the 45 mph lights were on but when she came out the lights were not on. She believed the lights need to be reset for actual school hours.

Amber Woinarowicz, a Spring Creek resident, commented that when construction was going on they had put the signs on the corners. She asked that they place the signs back from the intersections so that they may see around them to view oncoming traffic.

Connie Fleming, a Spring Creek resident, voiced concern for the children attempting to cross at the Spring Creek Parkway/Licht Parkway intersection.

Dave Wanner, a Diamondback resident, reported that his wife had to cross that intersection several times a day to take children to Sage Elementary School and Junior High School. He inquired if they had looked at the demographics of putting in a light. He realized they had to look at studies to put in a light at Spring Valley Parkway and Lamoille Highway. He believed there were just as much traffic at Licht Parkway as Spring Valley Parkway.

Bob St Louis, a Ruby Mountain Estates resident, suggested they put up some snow fence along the west side of the Jiggs Highway to stop the snow from drifting. He inquired if they had thought of putting in an elevated pedestrian crossing at the intersection of Spring Creek Parkway/Licht Parkway.

Robert Henning inquired if they had looked at alternative routes similar to Lower Lamoille wherein Spring Creek residents had a back route to relieve traffic at those intersections.

Dick Adams, a Spring Creek resident, voiced objection to a roundabout in the Spring Creek Parkway/Licht Parkway intersection. He believed that the roundabout would be confusing and would cause a lot of accidents.

Fred Drees, NDOT, stated they were not advocating that at this time. He stated they want to solve the critical issues by taking their input.

Dorothy Noble, a Spring Creek resident, suggested that Corral Lane become more accessible as an alternate route because it comes out by the High School. She recommended that Springfield Parkway tie into the Jiggs Highway.

Lyn Garrard, a Spring Creek resident stated he had several High School students. He commented upon the new drivers going to the High School. He cautioned them that they either have drivers who were really aggressive or cautious drivers which caused frustration for other drivers.

Mel Flores commented that when it snowed the left turn lane on the Jiggs highway was not plowed. He stated then the person who wants to make a left turn comes into the travel lane when the snowplow had blocked that lane. He suggested better snow plowing of the turning lanes. Mel Flores suggested that the NHP patrol more frequently for speed during bad weather. He commented that he traveled about 40 mph in bad weather and inevitably someone in a big dual wheeled truck would pass him at 50 mph or 60 mph and splash his windshield.

Jim Jeffries, a Spring Creek resident, recommended a stop light at Licht Parkway and at the entrances to the High School together with better enforcement of speed limits from Lamoille to Elko.

Stephanie Hallinan, a Spring Creek resident, thanked them for holding this meeting. Stephanie Hallinan noted that the 45 mph warning lights may be overlooked because they were not on all day long, every day. She suggested rumble strips or something else in the area to caution the drivers that they were approaching a dangerous intersection.

Dave Pierce, a Spring Creek resident, stated as they crest over the summit there were vehicles turning into different accesses. He noted that turning traffic had increased with growth. He suggested there be more left turning lanes to existing accesses.

Amber Woinarowicz commented upon the children walking along Licht Parkway between the school and the intersection. She stressed child safety in that area.

Cassie Goff, a Spring Creek resident, commented upon the four wheelers and the speed of traffic coming off of Licht Parkway. She noted the ATVs were mostly teenagers. She commented that they do need more snowplowing in the Gallinas Drive area.

Fred Droes, NDOT, gave a power point presentation. He stated they put their power point together not know exactly the issues. He commented that they had reviewed the 1994 to 2004 crash data on the Lamoille Highway involving one hundred seventeen crashes. Fred Droes noted in the past Lamoille Highway had been a two lane roadway which served ranchers in area. He stated presently it was a four lane roadway with safety features. Fred Droes commented that there was an average of 10,000 trips per day on SR 227. He stated that traffic count was taken after the junction of the SR 227 and SR 228 on the Spring Creek side. He believed they would see growth in the Spring Creek area and anticipated an increase in traffic. Fred Droes stated they had plotted on a map the accidents from the Jiggs Highway Junction to mile post 915 for a total of 117 accidents. He stated their five year diagram showed only 38 crashes and the types of accidents. He stated there was only one fatal crash.

Fred Droes, NDOT, stated they had widened the road to 4 lanes in 1994 from SR 228 to the Spring Creek Parkway , and put the left turn pockets for SR 228 in 1998. Fred Droes stated they had widened the section from Spring Creek Parkway to Horse Palace Parkway in 2001.

He commented that they had several crashes in the vicinity of the schools' on Lamoille Highway. He reported that from the first section on the Lamoille Highway at Mile Post 2 to Mile Post 8.5, the junction with SR 228, the crash rate

was 1.22 for every million vehicle miles driven in that section. He stated in the second section out to the Horse Palace intersection the crash ratio dropped.

Fred Drees commented that education, enforcement and engineering had to work together to create solutions. He stated in education campaigns they hoped to change driver behavior.

Fred Drees stated NDOT had a program, Safety Routes to Schools (SRTS) wherein they try to alleviate traffic congestion caused by parents taking their children to school. He reported that there was a Federal Highway sponsored program to promote walking to school which would reduce traffic congestion around schools.

Fred Drees stated speed trailers change driver's behavior at a low cost. However, if they leave the speed trailer in an area too long they lose their effectiveness. He stated they could do a speed study to see if the speed limit signs were appropriate. Fred Drees stated the drivers tend to select the speed of travel based upon the feel of the road. He stated NDOT did take into consideration school zones when setting their speed limits. He stated they try to set the speed at which 85% of the population drive that roadway. Fred Drees noted they could increase the size of the signs if the drivers were not complying with the speed limit. He stated that could be quickly implemented. He stated they could also add flashing beacons which were solar operated if it was hard to see the signs in advance. Fred Drees noted that daytime headlights were very effective on two lane traffic to make the oncoming vehicles more visible.

Fred Drees stated enforcement helps modify drivers' behavior but they realize the resources were limited. He stated they could implement an educational campaign which enforced enforcement to modify drivers' behavior. He commented that automated photo electronic speed enforcement would need legislature endorsement.

Fred Drees commented that within engineering they could do operational or physical changes. They could install a signal, a median barrier rail and median rumble strips. He stated a median barrier rail would reduce speed and separate traffic. He commented that it was very expensive to implement and would take 18 months to 36 months to build but they would need additional rights of way. He stated it could trap animals attempting to cross the roadways. He stated it would restrict emergency response and aggravate drainage issues. A raised median with turn pockets would change the character of the road and would affect the drivers' behavior. Fred Drees commented that medians made snow removal difficult, may reduce speeds and forces U turns at certain locations.

Fred Drees commented that the Lamoille Highway had very good access

management. He stated they do not have a lot of wide open driveways or several businesses with vehicles pulling onto the highway. Fred Droes noted there was limited access at specific locations and he felt there was good planning in the Spring Creek area. He stated with proper access management they could reduce crashes; improve the capacity of the roadway; balance the access to the community and benefit the pedestrians. Fred Droes stated with some intersections a right in or right out would eliminate left turn conflicts. He stated acceleration or deceleration lanes before an approach may reduce some issues. He stated those lanes did reduce rear end crashes but they took 18 to 36 months to implement. He stated they would require more rights of way.

Fred Droes stated there was lane width reduction wherein they would re-strip the road. He stated this would restrict the driver, change the feel of the road and change the behavior of the driver to go slower. He stated it was low cost and quick to implement. He stated they could provide wider shoulders but it would require them to grind and over lay to remove the current striping. Fred Droes noted the lane reduction would restrain the larger trucks. He stated roadway realignment complete reconstruction would require their vision. He noted they could create a separation between their travel lane and a sideway to make it more pedestrian friendly. He stated it would promote more people walking. He noted they could landscape a median and make it more appealing and provide a bicycle lane with lane reduction.

Fred Droes displayed a two lane roundabout in northwestern Reno which provided a gateway into a community. He stated it would reduce the speed and change the driver behavior. He noted a roundabout could be designed to match the speed they want in a community. Fred Droes stated it was a long term solution but at a high cost.

Fred Droes stated if they signalized an intersection it would delay the people; change the frequency and type of crashes at that intersection. He stated an intersection signal would not eliminate the crashes. He stated intersection signals would change the development around those intersections. He noted businesses tend to go up after an intersection was installed. Fred Droes single lane, signal engineered intersections would reduce the frequency and severity of crashes. However, they would cause excessive delays and would be expensive to install. He stated it would take 16 to 18 months to install. He commented there would have to be an advanced warning system on the highway. Fred Droes stated that signal would have to be justified by an engineering study. He explained the Federal Highway Administration had

developed a Manual on Uniform Traffic Control Devices. He stated it dictated the size and shape of signs, lettering and the criteria needed prior to installation of a traffic signal. Fred Drees stated there were eight criteria and most of that criteria was based upon volumes. He stated they had run several signal analysis studies at the Licht Intersection but there was no warrant justification at that intersection. He cautioned that signalization generally increased the rear end type of collisions. He stressed that a signal would create excessive delays.

Fred Drees explained that with an un-signalized High T they would put in islands in the roadway wherein they develop left turn pockets and an access lane. He stated the left turn pockets would allow entrance to the travel lanes. He noted it would take 16 to 18 months to install and there may be some drainage issues, and some snow plow issues.

Fred Drees stated a signalized High T intersection provides left turn acceleration and deceleration lanes. He reported that it was at a medium cost but took 18 to 36 months to install. He stated additional rights of way may be needed and they created drainage issues. Fred Drees noted when they put up a stop light in; it would stop one direction of traffic on the main thoroughfare. He stated this signal would have to meet the warrants.

Fred Drees reviewed a four way stop intersection. He cautioned that a four way stop would back up traffic. He stated there was a minor cost to install the signage. He stated it did increase the driver frustration and may alter driving patterns. He commented that it would not be pedestrian friendly.

Fred Drees gave an overview on roundabouts. He commented that a roundabout would slow the traffic speeds, but it would reduce intersection accidents. He stated it was safer for pedestrians. He reported that it would cost more than a traffic signal. He stated typically there was only one lane in the roundabout. Jeff White noted he was speaking about capital costs but felt there would be more invested in operational costs. Fred Drees agreed that roundabouts were more costly to install but there would be less maintenance costs to operate rather than a traffic signal.

An unknown woman asked if they could install a two lane roundabout. Fred Drees stated typically the two lanes would go into a one lane roundabout.

Mel Flores inquired about the time for installation of a roundabout. Fred Drees replied they had installed one in Carson City in about three months.

Mary Herman commented that most of the roundabout displayed were in a community and not on a highway. She inquired about the high speed of traffic coming into the roundabout. Fred Drees noted that traffic would have to slow down the same as coming up to a traffic signal. Penny Williams inquired if they

had installed a roundabout where multiple school buses were traveling. Fred Droes replied they were designed so the larger vehicles could drive in the roundabout. He reviewed the vehicle points of conflict in a roundabout. Fred Droes stated the pedestrians would be able to cross the street in a crosswalk located before the roundabout.

Fred Droes asked for a break at 11:33 p.m. so that the public would be able to view the aerial maps and discuss the issues. He asked that they prioritize their issues on the lists that were prepared by Jay Van Sickle during the meeting by placing orange dots next to the issues listed. He asked that they reconvene the meeting at 12:45 p.m.

Dorothy Noble inquired when they would perform their management studies; what months; what days of the week and how many hours would they do the studies at a time. Fred Droes replied the signal studies were done during a normal traffic day. He stated it was not done under unusual circumstances. He stated the last study was completed in May 2006 starting 5:00 a.m. and they took traffic counts throughout the day. He stated they have seen the peak hours on that roadway.

Karen Dowdle inquired if it had been decided that they would not have a traffic signal at that intersection (Licht Parkway) due to traffic warrants. Fred Droes stated they had not made any decision on that particular intersection.

Fred Droes asked for a short recess of 45 minutes or more for people to come to the tables and make suggestions to NDOT staff at the five tables available.

A recess was taken at 11:37 a.m. and the meeting was reconvened at 12:45 p.m.

Fred Droes, NDOT asked for comment from the first table. Len Wilcox and David Wanner commented upon a possible roundabout or the possibility of alternate accesses. They also discussed putting in a High T signal lights.

Penny Williams stated her group mostly discussed the Licht Parkway intersection. They discussed the number of counts, and taking a study at peak hours. Penny Williams stated they had discussed a roundabout at the High School intersection. She noted if they added an access then it would have to come from the school budget. She stated they had talked about alternate back roads for busses off of the Boyd-Kennedy Road.

Jim Jeffries stated this table discussed a frontage road for the schools to Boyd-Kennedy access. He stated they had discussed a roundabout at Licht Parkway.

Fred Drees stated that NDOT would do a safety audit and look at possible solutions on the short term, for the medium term and long term solutions. They would take the aerials and their issues to analysis. Fred Drees stated they would gather more information and do an assessment to determine what would be more appropriate a signal or a roundabout for the intersection of Licht Parkway. The stated they would try to do the analysis before the schools were out.

Assemblyman John Carpenter asked that if anyone was traveling to the western part of the state to view the roundabouts specifically by the Douglas High School. He thanked the representatives from NDOT for coming to Spring Creek to discuss these issues.

ADJOURNMENT:

There being no further business to come before the Board, the meeting was adjourned at 1:00 p.m.

APPROVED,
CHARLIE MYERS, Chairman

ATTEST:

MARILYN TIPTON, Deputy Clerk