

# STREETS AND HIGHWAYS

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# STREETS AND HIGHWAYS

## INTRODUCTION:

The City of Elko depends heavily on the motor vehicle to satisfy transportation needs. Consequently, the City's system of streets and highways is of paramount importance in terms of moving goods, services, visitors and residents throughout the City safely, efficiently and economically.

Elko is considered a major stop for long distance automobile and truck vehicle movement throughout the western inter-mountain region of the United States. A significant portion of Elko's streets and highways is influenced by the federal and state highway system. The primary transportation route serving the City is Interstate 80 which provides critical linkages to major urban centers to the west and east, including Reno, San Francisco, and Salt Lake City. Elko is also served by U.S. Highway 93, a north-south route which provides connections to Twin Falls, Idaho and Interstate 84 to the north and Las Vegas to the south.

A number of state routes provide access to outlying rural and recreational areas and suburban growth nodes such as Spring Creek. State Highway 225 follows a northerly route through the Owyhee Mountains where it accesses the Boise, Idaho area and Interstate 84 near the Oregon border.

Elko is also strongly influenced by a network of local streets and roadways. Presently, approximately 90% of the total system is comprised of local streets and roadways. As a result of recent growth and expansion, more emphasis has been placed on this aspect of the system to meet increased demands for local transportation services and needs.

As the City of Elko continues to experience growth, and as population and the number of motor vehicles in use expands within the region, increased burdens will be placed on the streets and highways system. With increased use and demand, additions and modification to the system will be necessary in order to create a modern, efficient street and highway system that will effectively serve the residents of the City, the business community, and the traveling public. Transportation planning can help fulfill such an objective by identifying key issues and needs, and by advancing and programming those needs from concept to implementation and construction.

## GOAL:

*To provide a vehicular circulation system of streets and highways for the safe, efficient movement of people, goods and services that fosters community linkages and contributes to the City's quality of life.*

## **OBJECTIVES:**

- To develop a functional classification and system of street types to address community wide transportation needs and services.
- To promote and encourage a proper balance and relationship between the City's streets and highways system and adjacent land use activities.
- To provide and design a network of arterial roadways with adequate capacity to accommodate large volumes of traffic and connect major business, employment and cultural centers throughout the community.
- To protect residential neighborhoods and other community centers having high levels of pedestrian traffic from large volumes of intrusive vehicular traffic.
- To promote and encourage creative neighborhood street design in new subdivisions that minimizes through traffic and fosters neighborhood integrity.
- To provide a network of pedestrian routes and bicycle routes throughout the community as a means of expanding and enhancing the transportation system.
- To promote and support the development of a greenbelt/pathway plan along the Humboldt River as a supplement to the transportation system.
- To identify and provide for designated truck routes throughout the City to enhance trade and commerce and to permit truck traffic to move safely and efficiently through the City.
- To promote and encourage landscaping and beautification of major transportation corridors and, in particular, major entry points into the City.
- To develop a system of traffic operations management to include implementation of traffic control measures to ensure and maintain vehicular and pedestrian traffic safety.
- To develop a system for monitoring the use, condition and maintenance of the City's streets and roadways system.
- To develop a system for naming streets and numbering buildings and uses along streets to assist in identification for police, fire, and other emergency services.
- To promote the preparation of a study and plan to address community off-street parking needs.
- To support improved methods of interaction and coordination with other local, state, and federal jurisdictions and agencies for the purpose of promoting and attaining the transportation objectives and needs of the City.

## **THE EXISTING SYSTEM:**

Currently, the Elko circulation system consists of approximately 65 miles of improved streets and highways. Jurisdictional authority and responsibility for this streets and highways system includes federal, state, and local agencies.

1. The Nevada Department of Transportation (NDOT) is responsible for maintenance and improvement to Interstate 80, and the State Highway System and the coordination of federal and state funding for a variety of street and roadway improvements throughout the Elko planning area.
2. The County of Elko is responsible for maintenance and improvement to local streets and roadways outside of the corporate boundaries of the City, but within the Elko planning area.
3. The City of Elko is responsible for maintenance and improvement to other local streets and roadways within the corporate boundaries of the City. While 99% of these local roads are paved, a significant portion of the street system's infrastructure is in a serious to moderate state of disrepair and in need of improvement. A brief overview of the conditions of the City's local streets system, particularly in the older, core area of the community, is as follows:
  - The paved sections of many local streets and roadways are in need of resurfacing and/or reconstruction.
  - The right-of-way widths of many local streets and roadways are not uniform or consistent, resulting in bottleneck traffic flows and congestion.
  - Many curb and gutter sections are either missing or in a state of disrepair resulting in inadequate stormwater drainage, ponding of stormwater and, in turn, additional strain on the lifespan of the infrastructure feature.
  - Many sidewalk sections are either missing or in a state of disrepair, resulting in significant gaps in the pedestrian transportation system.
  - Many intersections lack pedestrian ramps or ramps that are in compliance with the Americans with Disabilities Act (ADA).

## **PLAN FEATURES:**

## 1. STREET CLASSIFICATIONS

A streets and highways system in order to function properly must have a number of types of streets, each of which is designed to accommodate a particular kind and amount of traffic. Streets and highways systems are broadly categorized as primary or secondary systems. In general, primary systems include freeways and roadways which are part of the federal or state highway system and secondary systems include roads that are managed by local jurisdictions. Secondary systems may include arterials, collectors and local or residential streets.

The City of Elko Street Classification Map illustrates the various street classifications which are part of the Elko circulation system and includes both existing roadways and projected roadway needs. The street classifications upon which the Elko streets and highways plan is based is more particularly described as follows:

### Interstate Highway Route

**Function and Characteristics:** The interstate highway route is a high capacity facility intended to accommodate regional traffic, traffic across an urbanized area and traffic with origins and destinations in widely separated communities, areas and regions.

The interstate highway includes all interstate freeways. Divided roadway sections, full control of access and interchanges with local arterials at appropriate intervals to safely serve the community and outlying areas.

Right of way width:	100 feet and up
Moving lanes:	Four lanes and up
Daily volume:	10,000 vehicle trips and up

### Principal Arterial Route

**Function and Characteristics:** The principal arterial system should serve the major centers of activity within a community and are typically the highest traffic volume corridors. The principal arterial is intended to provide through traffic movement on state highways and major traffic movement within or through the urban area.

Included within this classification are all state highways, interstate business loop roadways and other expressways. Full or partial control of access is a requisite feature. While the concept of access and service to abutting land should be subordinate to the accommodation of traffic flow and major traffic movements, the principal arterial may provide access to abutting property.

Right of way width:	80 feet and up
Moving lanes:	Four lanes and up
Daily volume:	10,000 vehicle trips and up

### Minor Arterial Route

**Function and Characteristics:** The minor arterial system should connect with and augment the principal arterial system. The minor arterial should gather and distribute traffic from principal arterial routes to collector streets and provide linkages between distinct land use districts and neighborhoods within the community. Areas served by the minor arterial include community traffic generators such as hospitals and high schools and also neighborhood and local traffic destinations such as retail/commercial centers, elementary schools, churches or concentrations of high density residential development.

Partial control of access is a desired feature. A greater emphasis is placed on providing direct service and access to destination oriented property. However, direct access to individual residential lots should be precluded from a minor arterial.

Right of way width:	70 feet and up
Moving lanes:	Two to four
Daily volume:	5,000 vehicle trips and up

### Collector Street

**Function and Characteristics:** Collector streets differ from the arterial system in that they may penetrate neighborhoods. Collector streets are intended to gather and distribute traffic from arterial routes to local access streets and serve neighborhood and local traffic destinations such as small retail or service centers, elementary schools, parks and medical offices. Controlled access is important particularly for a residential type collector. Reverse frontage residential lots are encouraged and direct access to traffic lanes from individual lots should be precluded whenever possible. Collector street traffic should be limited to that which has a destination within the neighborhood.

Right of way:	70 feet and up
Moving lanes:	Two to three
Daily Volume:	2,500 vehicle trips and up

### Local Street

**Function and Characteristics:** The local street system includes all roadway facilities not identified on one of the higher classifications. Local streets are intended to provide direct access to residential, commercial, industrial, and other property. Local streets should be designed to prevent a continuous or unobstructed flow of traffic, particularly through a residential neighborhood. In certain circumstances design features and traffic control devices such as cul-de-sacs, curvilinear street alignments, stop signs and reduced speed limits can be utilized to help achieve this desired objective.

Right of way:	60 feet minimum
Moving Lanes:	Two
Daily Volume:	Variable



## 2. REGIONAL ROADWAYS

Regional roadways are those interstate, arterial or collector routes characterized by moderate to high traffic volumes with significant traffic origins or traffic destinations outside of the corporate boundaries of the City of Elko. Regional roadways include the following:

### Interstate Routes and Existing and Proposed Interstate Interchanges:

- Interstate 80
- Exit 298 interchange (existing)
- Exit 301 interchange (existing)
- Exit 303 interchange (existing)
- Elko Regional Airport interchange (proposed)
- Great Basin College interchange (proposed)
- East end or Nevada Youth Training Center interchange (proposed)

### Principal Arterial Routes:

- Mountain City Highway (SR 227)
- Idaho Street
- 5<sup>th</sup> Street, south of Idaho Street to Lamoille Highway (SR 227)
- Lamoille Highway (SR 227)

### Minor Arterial Routes:

- Jennings Way loop road between Mountain City Highway (SR 227) and Exit 303
- 5<sup>th</sup> Street, north of Idaho Street
- Silver Street, between Mountain City Highway and 30<sup>th</sup> Street
- 12<sup>th</sup> Street, south of Idaho Street to Lamoille Highway (SR 227)
- Errecart Boulevard, including extension between Bullion Road and Lamoille Highway (SR 227) and Powder house Road/Burner Basin Extension/east of Lamoille Highway (SR 227)
- 30<sup>th</sup> Street, including 30<sup>th</sup> Street extension south

### Collector Routes:

- Bullion Road, west of Errecart Boulevard
- Last Chance Road
- Last Chance Road bypass, between Opal Drive and Pinion Road
- Manzanita Lane, between 30<sup>th</sup> Street and Idaho Street
- Delaware Street, between Statice Street and Paradise Drive
- Paradise Drive, between Delaware Street and Idaho Street
- Ruby Vista Drive, between East Jennings Way and Delaware Street

## 3. BIKEWAY CLASSIFICATIONS:

At present, there exists no plan for a functional bikeway system which utilizes street right-of-way in the City of Elko. Because of the nature and age of the street system, particularly in the core area of the City, it is unlikely that bikeways will assume a major role in the City's transportation system in the immediate future. However, as peripheral areas grow and develop and as existing arterial roadways and collectors are upgraded, there will be opportunity for a bikeway system to develop systematically and augment the City's transportation system. It is probable that such a system will primarily serve a recreational function and also provide alternative routes and connections between parks, schools, residential neighborhoods and the downtown commercial area. The bikeway system is more particularly described as follows:

Class I, Exclusive Bike Path

Two-way bike path, eight to twelve feet in width, separated from the vehicle travel lanes of the roadway and pedestrian sidewalk.

Class II, Delineated Bike Lane

One-way bike path within and on both sides of the improved roadway section, five to six feet in width and separated from the vehicle travel lanes of the roadway by a painted stripe, raised curb or other physical marking.

Class III, Bike Route, Shared Roadway

One-way bike path on both sides of the roadway four to six feet in width with shared use of the roadway vehicle travel lane or parking lane.

**4.     SIDEWALKS:**

Sidewalks are an important component of the street. By accommodating pedestrian traffic, sidewalks provide an alternative form of transportation and can effectively contribute to lower volume of vehicle trips and a reduction in traffic congestion. Sidewalks are also a necessary safety feature, particularly in residential neighborhoods where children are walking to and from local schools and parks.

**5.     PARKING:**

A high percentage of vehicles using the Elko street system represent destination oriented trips. These trips begin at one point and terminate at another with the vehicle being left parked or unattended for a varied length of time.

(a)     Off-Street Parking

Off-street parking involves provision of parking on private property removed from the public right-of-way. The advantage of off-street parking is that vehicles not in use are taken off the street which allows the public roadway system to serve its intended purpose by moving vehicular traffic, goods and services safely and without congestion or delay.

(b) On-Street Parking

In many instances, the use of the improved, paved street section for parking is inevitable, particularly for short term periods of time and in areas of more compact development, such as the Central Business District. Commonly, on-street parking is provided either as parallel parking or as diagonal or angled parking. Each method requires careful application of design standards and locational criteria to ensure that the public interest and safety is not being compromised. The advantage of on-street parking is convenience and accessibility. However, on-street parking can have disadvantages, such as impairing visibility at intersections and drive approaches and affecting traffic flow and the carrying capacity of the street system.

## **SYSTEM OPERATIONS AND ANALYSIS**

### **LAND USE:**

The relationship between a streets and highways system and land use is significant. Levels of traffic associated with a particular pattern of land use activity are generally predictable through application of vehicle trip generation rates. These trip rates can be a useful tool in measuring anticipated levels of traffic and can help to determine potential affects of development on the City's circulation system.

It is vital that all aspects of land use and zoning consider the City streets and highways system. On one hand, excessive levels of traffic associated with a particular pattern of land use can adversely affect certain types of streets and roads. Conversely, land uses which generate high levels of traffic may be appropriate and encouraged along certain corridors in order to maintain the hierarchy and function of the roadway system.

### **TRAFFIC LEVELS:**

Another means of assisting in the assessment and management of traffic volumes on the City's streets and highways system involves traffic counts or what is more commonly referred to as annual average daily traffic. Table 1 illustrates annual average daily traffic over a five year period of time, from 1993 through 1997. These traffic counts were compiled from forty-two select locations within the Elko planning area as shown on the Elko Area Reference Map.

**TABLE 1**  
**\*ELKO AREA AVERAGE ANNUAL DAILY TRAFFIC 1995 – 1999**

Map #	STREET; LOCATION	1995	1996	1997	1998	1999
1	Mtn. City Hwy., 75 ft. south of Claridge Loop	1,625	1,600	1,650	1,650	1,600
2	Mtn. City Hwy., 1/3 mile north of Argent Avenue	2,670	3,150	3,250	3,300	2,900
3	Mtn. City Hwy., 150 ft. north of I-80	16,400	19,200	19,300	19,700	19,500
4	Argent Avenue, 130 ft. east of Mtn. City Hwy.	4,250	7,500	7,400	8,250	7,450
5	Mtn. City Hwy., 225 ft. south of I-80	15,200	17,400	18,200	17,700	18,100
6	Mtn. City Hwy., 300 feet south of Sage Street	15,100	17,300	16,500	16,500	16,900
7	Sage St., 75 ft. west of Dotta Drive	2,925	3,600	3,100	3,050	3,200
8	5 <sup>th</sup> St., 200 feet north of I.T.C. St.	8,700	9,500	8,400	8,800	8,350
9	Cedar St., 200 ft. west of 5 <sup>th</sup> St.	2,410	2,700	2,400	2,300	2,250
10	Cedar St., 200 ft. east of 5 <sup>th</sup> St.	3,950	4,050	4,200	3,500	3,500
11	Cedar St., 100 ft. east of 8 <sup>th</sup> St.	4,030	3,900	3,900	3,050	3,150
12	Cedar St., 200 ft. east of 13 <sup>th</sup> St.	4,030	4,050	4,300	3,450	3,800
13	Golf Crs. Rd., 75 ft. south of Ruby Vista Dr.	4,870	4,650	4,350	3,350	3,250
14	Golf Crs. Rd., 500 ft. north of Cedar St.	4,150	4,600	4,350	3,400	3,250
15	Golf Crs. Rd., 100 ft south of Cedar St.	4,260	4,650	4,600	3,500	3,200
16	Idaho St., 2,000 ft. west of Mtn. City Hwy.	3,700	3,300	3,800	3,800	3,400
17	Idaho St., 600 ft. east of Mtn. City Hwy.	10,000	10,500	9,300	8,400	8,750
18	Idaho St., 100 ft. west of 3 <sup>rd</sup> St.	10,700	11,600	10,100	9,100	9,800
19	Idaho St., 125 ft. west of 5 <sup>th</sup> St.	13,600	12,700	12,600	9,600	10,400
20	Idaho St., 150 ft. east of 5 <sup>th</sup> St.	16,100	15,800	15,700	13,700	12,800
21	Idaho St., 150 ft. east of 9 <sup>th</sup> St.	18,900	17,300	17,200	15,000	14,900
22	12 <sup>th</sup> St., 220 ft. north of Idaho St., 75 ft south of Court	4,100	4,050	4,700	4,050	4,000
23	College Ave., 95 ft. east of 13 <sup>th</sup> St.	1,980	2,550	2,750	2,250	2,250
24	College Ave., 100 ft. east of 14 <sup>th</sup> St.	2,975	3,400	3,650	3,050	3,250
25	Exit 303, 200 Ft. south of Interstate 80	9,545	9,430	9,000	9,700	10,000
26	Idaho St., between 12 <sup>th</sup> & 13 <sup>th</sup> St.	23,400	23,100	22,900	19,900	20,100
27	Idaho St., 600 ft. east of Convention Cntr. Dr.	24,810	24,520	23,395	20,355	20,025
28	Idaho St., 1 mile east of 30 <sup>th</sup> St.	7,770	7,900	8,300	8,300	8,200
29	Idaho St., .2 mile E of Nev Youth Training Center	1,670	1,800	1,600	1,750	1,800
30	5 <sup>th</sup> St., 150 ft. south of Idaho St.	11,300	10,700	11,000	10,300	9,700
31	5 <sup>th</sup> St., 150 ft. south of Commercial St.	9,200	9,700	9,750	8,550	8,800
32	12 <sup>th</sup> St., 400 ft. south of Idaho St.	10,500	11,500	11,700	11,300	12,300
33	Silver St., 50 ft. west of 4 <sup>th</sup> St.	9,500	10,700	10,900	10,900	10,200
34	Silver St., 150 ft. west of 5 <sup>th</sup> St.	9,470	11,400	11,600	11,600	10,900
35	Silver St., 140 ft. east of 5 <sup>th</sup> St.	5,165	6,150	7,400	7,600	6,700
36	Silver St., 100 ft. west of 12 <sup>th</sup> St.	4,140	4,950	5,150	5,400	4,900
37	5 <sup>th</sup> St., 50 ft. south of River St.	14,000	14,400	16,400	12,800	12,400
38	Wilson Ave., 75 ft. west of 5 <sup>th</sup> St.	4,650	4,770	4,800	4,600	3,900
39	5 <sup>th</sup> St., 200 ft. east of Carlin Court	7,900	8,250	8,250	7,400	7,450
40	5 <sup>th</sup> St., 500 ft. west of 12 <sup>th</sup> St.	8,390	8,700	8,700	8,700	8,700
41	Lamoille Highway, 200 ft. east of 12 <sup>th</sup> St.	17,100	17,700	20,000	20,700	20,200
42	12 <sup>th</sup> St., 150 ft. north of 5 <sup>th</sup> St.	10,800	12,100	13,800	12,900	14,000

\* 1999 Annual Traffic Report - Nevada Department of Transportation

### **LEVEL OF SERVICE:**

Level of Service is a measurement of traffic operation conditions within a segment of roadway or at an intersection. Level of Service typically includes data gathering, compilation and analysis in combination with user perception of roadway conditions.

<b>Level of Service</b>	<b>Condition</b>
A	Free flow; user indifference to the presence of other vehicles.
B	Stable flow; user awareness of the presence of other vehicles.
C	Stable flow; user interaction with other vehicles.
D	Approaching unstable flow; user maneuverability of vehicle restricted.
E	Unstable flow; user maneuverability of vehicle severely restricted.
F	Impeded flow; jammed intersections; user delay significant, often exceeding two traffic signal cycles.

### **CORRIDOR PRESERVATION:**

Corridor preservation is a strategy involving the use of a variety of measures, either individually or collectively, for the purpose of protecting both existing and projected rights-of-way for future improvements. Corridor preservation is not just a planning tool, but when utilized consistently over a period of time can dramatically reduce the cost of major street and roadway improvements. Examples of such measures include the following:

- Early acquisition of right-of-way when feasible.
- Promote and permit appropriate types of land use along transportation corridors.
- Establish appropriate standards for development, particularly in the area of building and structural setbacks and off-street parking along transportation corridors.
- Establish appropriate standards for access to and from individual properties along transportation corridors.

## **SPECIFIC STREET AND ROADWAY NEEDS:**

The ability to respond promptly and productively to the increased demands being placed on Elko's circulation system depends to a large extent on the ability to identify specific needs and pursue those needs from concept to implementation. The following list is representative of some of the most pressing street and roadway needs facing the community. These needs vary in terms of type, scope and magnitude and should be reevaluated periodically to ensure that they remain timely.

### 1. INTERSECTION SIGNALIZATION

- 12<sup>TH</sup> Street/Silver Street
- Errecart Boulevard/Silver Street
- 5<sup>th</sup> Street/Spruce Road
- Mountain City Highway/West Jennings Way
- 30<sup>th</sup> Street/Idaho Street
- 12<sup>th</sup> Street/Opal Drive
- Pinion Road/Lamoille Highway
- Errecart Boulevard/Bullion Road
- 5<sup>th</sup> Street/Chris Avenue
- Interstate 80/Mountain City Highway Ramps
- Interstate 80/East Jennings Way Highway Ramps
- 5<sup>th</sup> Street/Elm Street
- 5<sup>th</sup> Street/Jennings Way
- Lamoille Highway/Powder House Road (Errecart Boulevard)
- 5<sup>th</sup> Street/9<sup>th</sup> Street
- Ruby Vista Drive/East Jennings Way
- 5<sup>th</sup> Street/Wilson Avenue \*
- Aspen Way/Mountain City Highway \*

\* Denotes signalization upgrades

### 2. ROADWAY DEVELOPMENT AND CONSTRUCTION

- Extension of Silver Street as a minor arterial roadway from 12<sup>th</sup> Street to Manzanita Lane and 30<sup>th</sup> Street.
- Extension of Errecart Boulevard as a minor arterial roadway to Lamoille Highway in the vicinity of Powder House Road.
- Widening and improvement of South 5<sup>th</sup> Street (Lamoille Highway) between Wilson Avenue and 12<sup>th</sup> Street.
- Extension of Jennings Way as a minor arterial loop roadway from

Mountain City Highway to 5<sup>th</sup> Street, Ruby Vista Drive and Interstate 80.

- Assessment of the intersection of Mountain City Highway and Cimarron Way for possible future signalization and widening.
- Connection of Spruce Road with Ruby Vista Drive as a collector roadway to include an assessment of the intersection of Spruce Road and 5<sup>th</sup> Street.
- Extension of 30<sup>th</sup> Street or East Jennings Way as a minor arterial roadway from Idaho Street and Manzanita Lane to Last Chance Road, Pinion Road, and Burner Basin, to include a crossing of the Humboldt River and connection to the northeast areas of Spring Creek and also to Lamoille Highway.
- Extension of Ruby Vista Drive as a collector roadway from Exit 303 roadway to Paradise Road, Kittridge Canyon area, and the Nevada Youth Training Center.
- Systematic refurbishment and construction of sidewalks, curbs and gutters.
- Reconstruction of East Idaho Street east of 30<sup>th</sup> Street to the City limits.
- Reconstruction of Manzanita Lane from 30<sup>th</sup> Street to East Idaho Street.
- Systematic maintenance, refurbishment and reconstruction of paved streets and roadways sections.
- Assessment of the intersection of Golf Course Drive and Ruby Vista Drive.
- Improvement of El Armuth Drive as a collector roadway between Mountain City Highway and Interstate 80 and west to Sheep Creek Trail.
- Assess collector roadway needs in residential hillside areas south of Bullion Road and Lamoille Highway and also residential hillside areas east and west of 5<sup>th</sup> Street, north of Interstate 80.
- Extension of 9<sup>th</sup> Street as a collector roadway south of Lamoille Highway.
- Assessment and identification of a second north/south collector or minor arterial between Idaho Street and Interstate 80.
- Widening and improvement of Bullion Road, west of Errecart Boulevard.
- Widening and improvement of 12<sup>th</sup> Street, including the 12<sup>th</sup> Street bridge, from Idaho Street to Lamoille Highway.
- Extension of 5<sup>th</sup> Street to the Jennings Way minor arterial loop roadway.

- Extension of Chris Avenue and Mittry Avenue to the Jennings Way minor arterial loop roadway.
- Extension of Bluffs Avenue as a collector roadway from Jennings Way to El Armuth Drive and Mountain City Highway.
- Realignment and reconstruction of the intersection of Last Chance Road and Lamoille Highway.
- Realignment and reconstruction of the intersection of Idaho Street and Mountain City Highway including widening south to West Main Street.
- Reconstruction of West Main Street from 2<sup>nd</sup> Street to Silver Street to include intersection alignment of West Commercial Street and West Main Street.

### 3. INTERSTATE INTERCHANGE DEVELOPMENT

Proposed interstate interchange locations convey general conceptual locations and are not necessarily site specific.

- Provision of an interchange with Interstate 80 in the area adjacent to, or east of the Nevada Youth Training Center.
- Provision of an interchange with Interstate 80 in the area of El Armuth Drive and the Elko Regional Airport to serve the airport, related services and employment centers.
- Provision of an interchange with Interstate 80 in the area between Golf Course Road and College Parkway to serve Great Basin College, related services and surrounding neighborhoods.

### 4. FUTURE PLANNING OF PUBLIC TRANSPORTATION FACILITIES

- Assist public transportation providers in identifying fixed bus routes and bus stops.
- Assist public transportation providers in identifying transit hubs to serve employment, service and retail centers of the community.
- Establishment of design and locational criteria and standards for bus stops within the public street system.

## **POLICIES/ACTION STRATEGIES:**

The following items represent basic strategies for implementation of the identified street and highway goals, objectives and needs, and which are necessary or highly desirable to accomplish:

1. The Subdivision Ordinance shall provide the framework and basis for the orderly growth, development, and naming of the City's streets and roadways system.
2. The Land Use component of the Elko General Plan in combination with established zoning districts shall provide the framework and basis for correlating land use activities with the appropriate street and roadway classification.
3. The Elko Zoning Ordinance shall include provisions and requirements for off-street parking based upon land use activity to ensure that the operational efficiency of the City's streets and roadways system is not impaired or that public safety is not jeopardized by inappropriate use of the public right-of-way for parking.
4. The Elko Zoning Ordinance shall include adequate requirements for building setbacks, particularly along existing and projected major roadway corridors.
5. A Street Classification Map and Plan shall be prepared and updated systematically which identifies street classifications and provides for the development of a system of major streets and highways.
6. A Bikeway Classification Map and Plan shall be prepared and updated systematically which identifies major bikeway and pedestrian routes and provides for the development and integration of a system of bikeways and pedestrian ways throughout the City.
7. The City shall periodically review and update street profile and cross-section designs.
8. The City Engineering Department and Planning Department shall develop design standards and guidelines for private streets.
9. Individual residential lots shall be designed in such a manner to preclude direct access onto an arterial roadway and to discourage direct access onto a collector roadway in order that arterials and collectors can efficiently perform their function of moving vehicular and pedestrian traffic without jeopardizing the safety of the residential neighborhood.
10. The City Engineering Department and Planning Department shall prepare additional policies for the adoption of the Board of Supervisors, by ordinance or by resolution, pertaining to controlled methods of access for properties fronting on designated arterial and collector routes.

11. New development shall be required to extend, construct, and improve streets and roadways in accordance with standards and policies contained in the streets and highways component and other applicable provisions of the Elko Municipal Code.
12. The City shall establish a program for the systematic reconstruction, refurbishment and maintenance of all existing streets and roadways.
13. The City shall establish a Street Committee for purposes of identifying and prioritizing street improvement projects for the City. The Street Committee shall meet on an annual basis (September, October, November) and shall develop an annual work program which identifies street improvement projects, provides cost estimates, establishes time frames for construction, and identifies revenue sources to carry out completion of the projects.
14. Large developments shall be required to prepare traffic studies that will identify the extent of any impact on the City's network of streets and roadways, as well as recommended improvements to ensure the interest of public safety and the smooth flow of traffic is maintained.
15. The City shall strive to maintain a level of service of A, B, C, or D on all streets and roadways within the circulation system. A level of service D shall be an indication to evaluate and assess a roadway segment or intersection for any needed improvements.
16. The City shall participate in the membership of the Regional Transportation Commission for purposes of identifying and prioritizing county-wide transportation improvement projects.
17. The City shall continuously explore a variety of funding options for construction of street and roadway improvements including developer participation, NDOT, gas tax, improvement districts, redevelopment districts, as well as other sources.

