

SR 667



**zero Fatalities**<sup>®</sup>

*Drive Safe Nevada*

**KIETZKE LANE SAFETY MANAGEMENT PLAN**

**FINAL REPORT**

**AUGUST, 2013**

# **APPENDIX**



# EXISTING ISSUES MAP

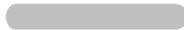


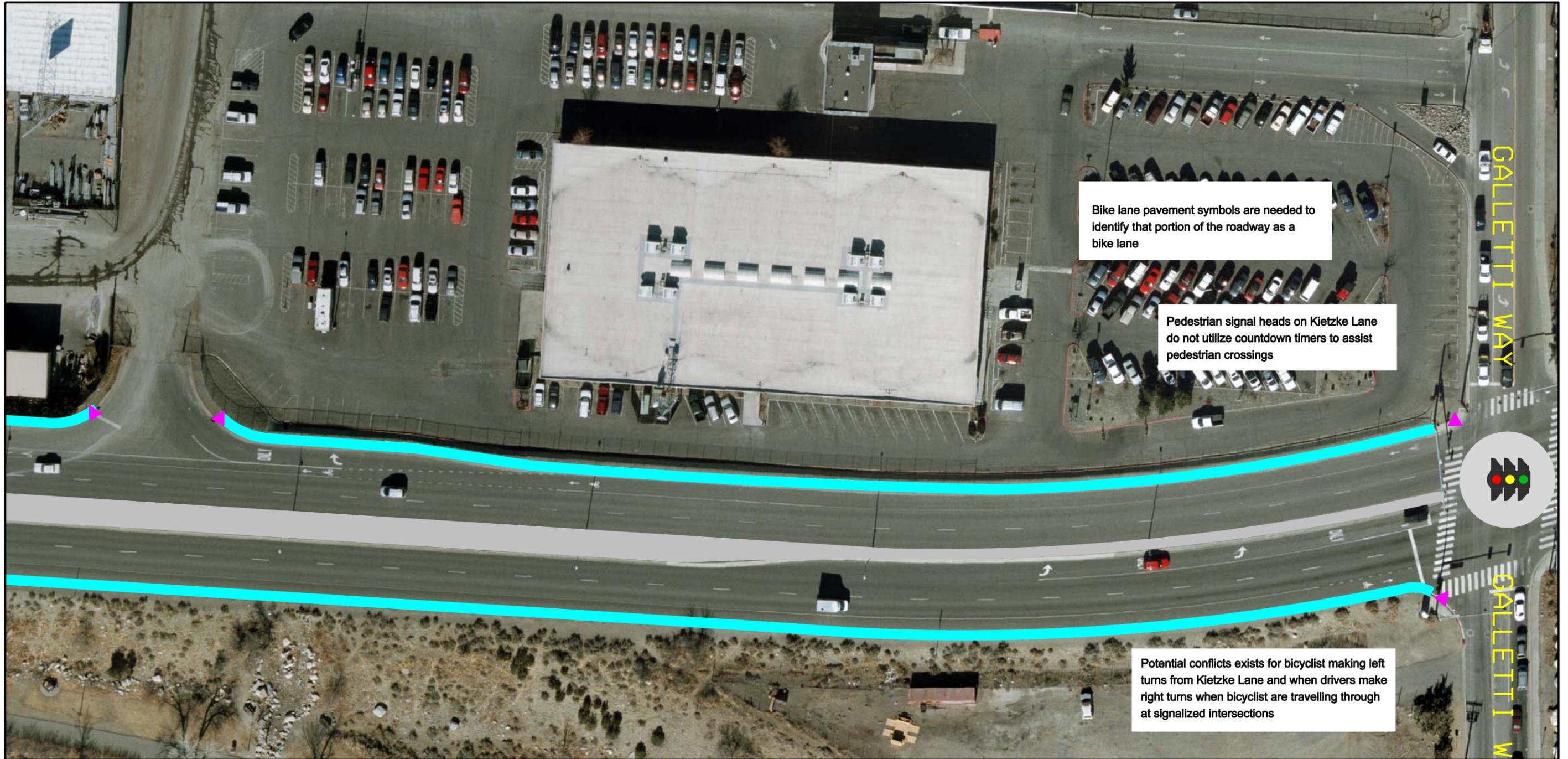
## KIETZKE LANE SAFETY MANAGEMENT PLAN

**zero** Fatalities'  
*Drive Safe Nevada*

# KIETZKE LANE SAFETY MANAGMENT PLAN

## EXISTING ISSUES LEGEND

	<p><b>DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED</b></p>		<p><b>MISSING BIKE LANE</b></p>
	<p><b>DRIVEWAYS THAT ARE BLOCKED OR CLOSED</b></p>		<p><b>SIGNAL HEAD ALIGNMENT</b></p>
	<p><b>DRIVEWAYS</b></p>		<p><b>EXISTING MEDIAN ISLAND</b></p>
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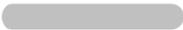


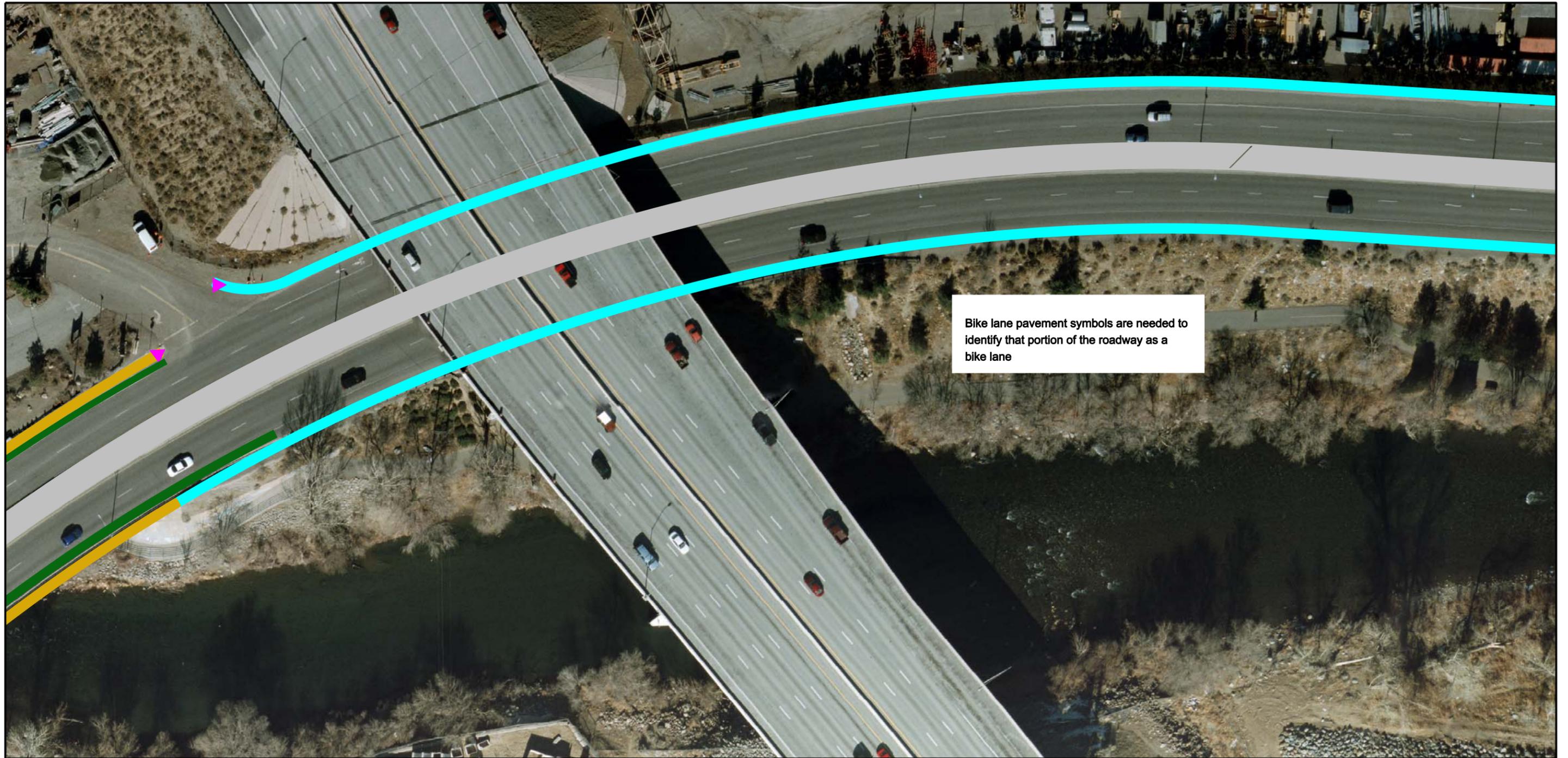
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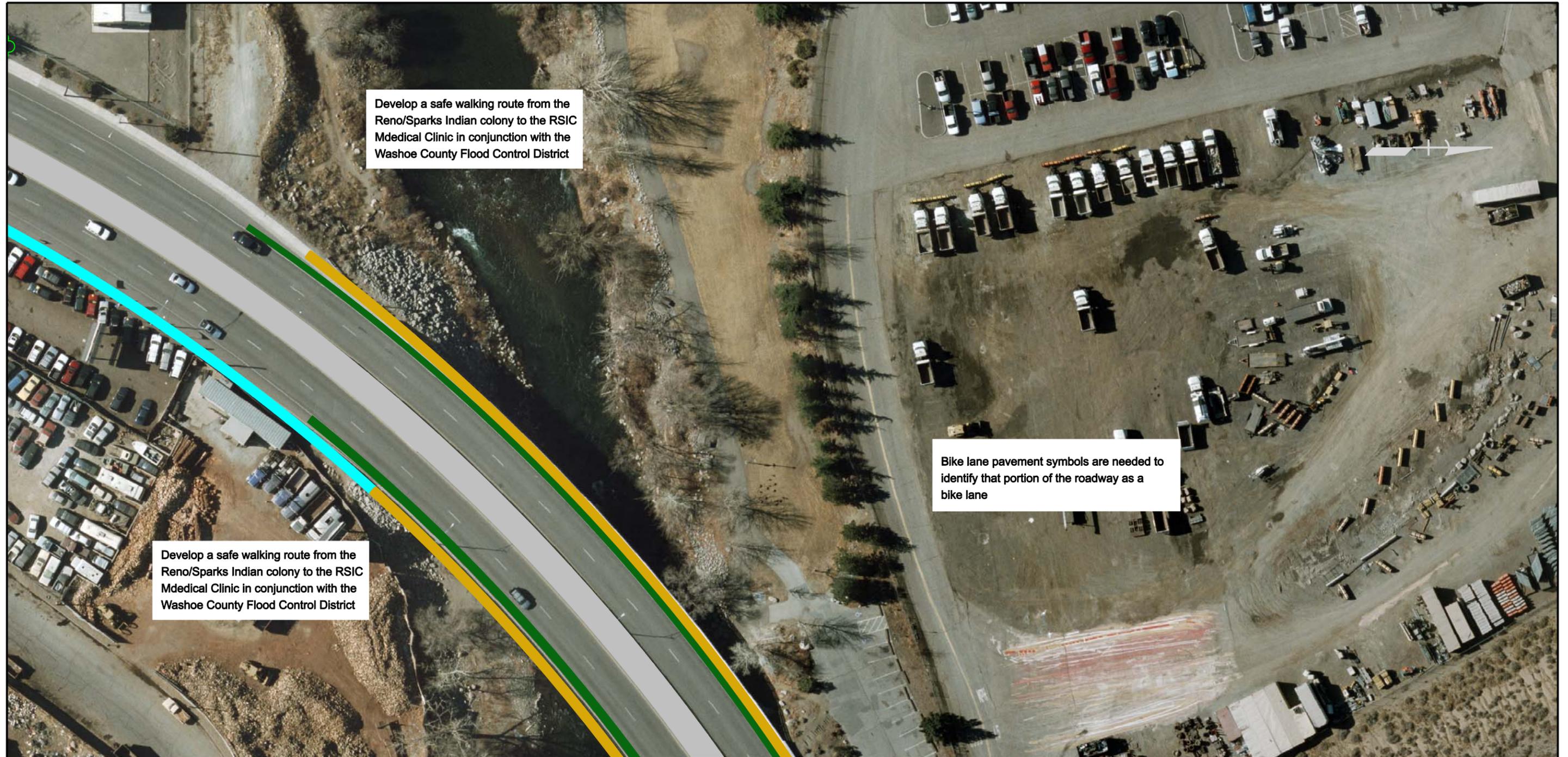
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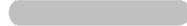
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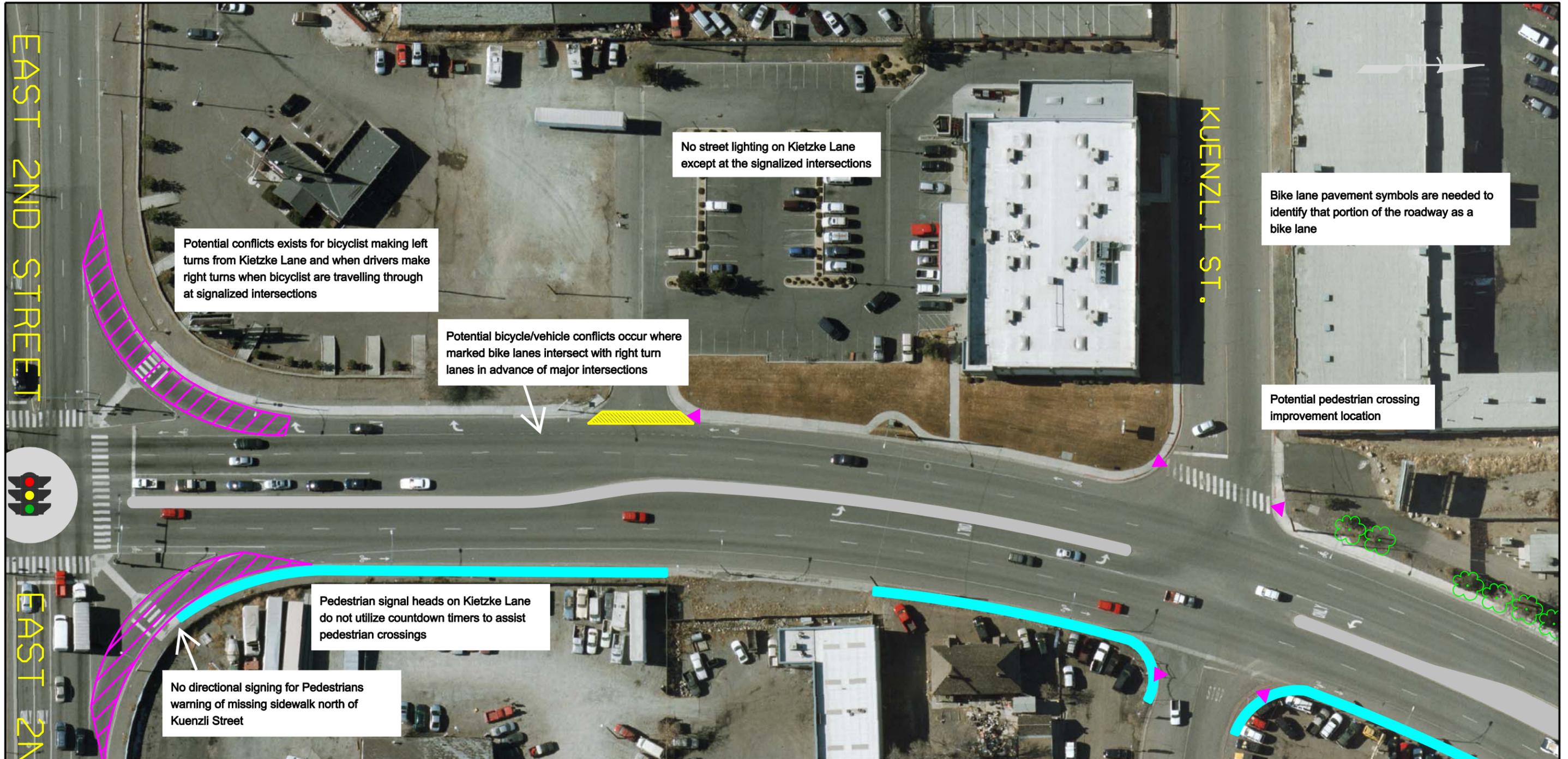
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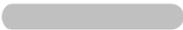
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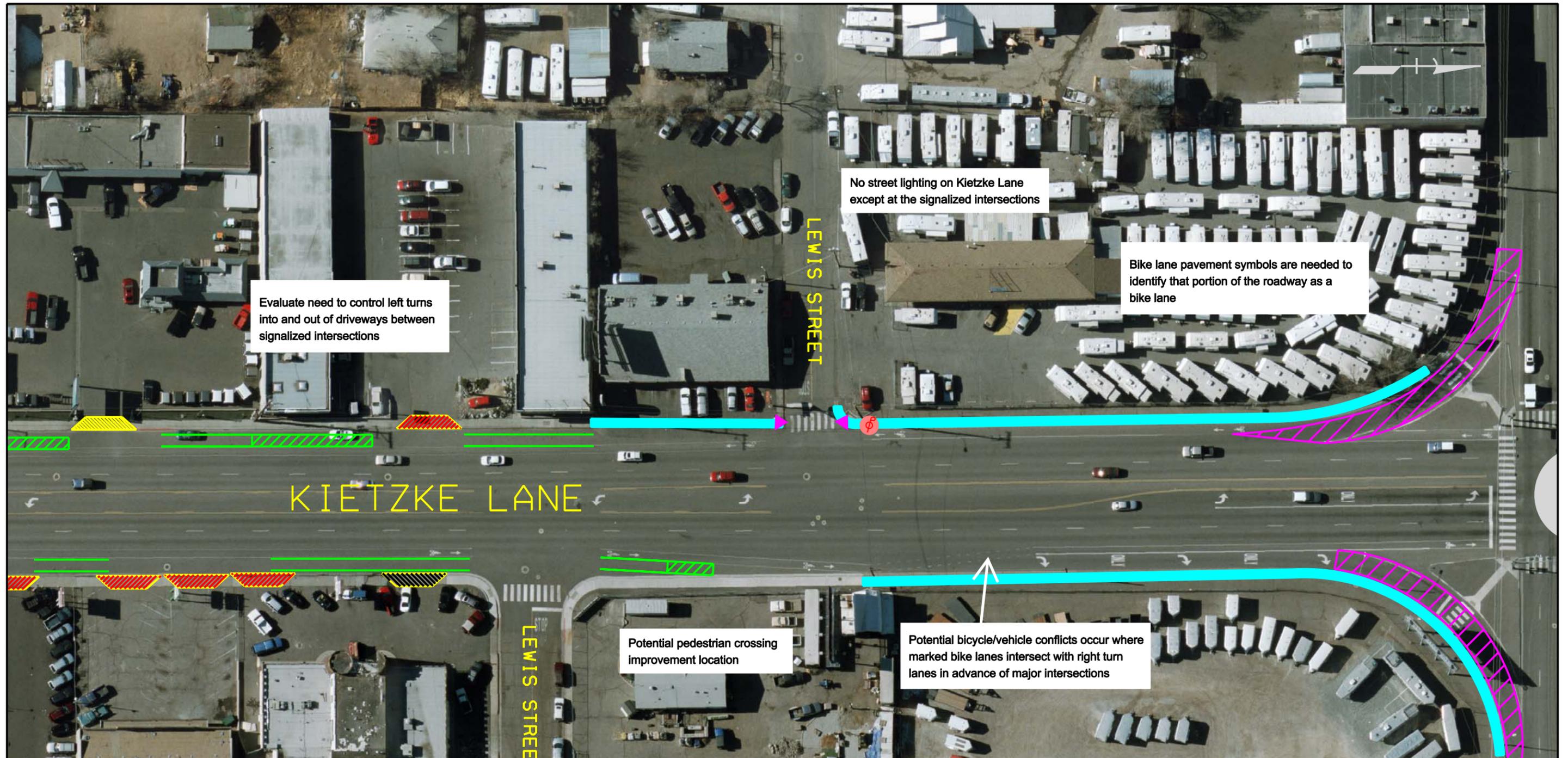


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Evaluate need to control left turns into and out of driveways between signalized intersections

No street lighting on Kietzke Lane except at the signalized intersections

Bike lane pavement symbols are needed to identify that portion of the roadway as a bike lane

Potential pedestrian crossing improvement location

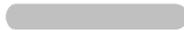
Potential bicycle/vehicle conflicts occur where marked bike lanes intersect with right turn lanes in advance of major intersections

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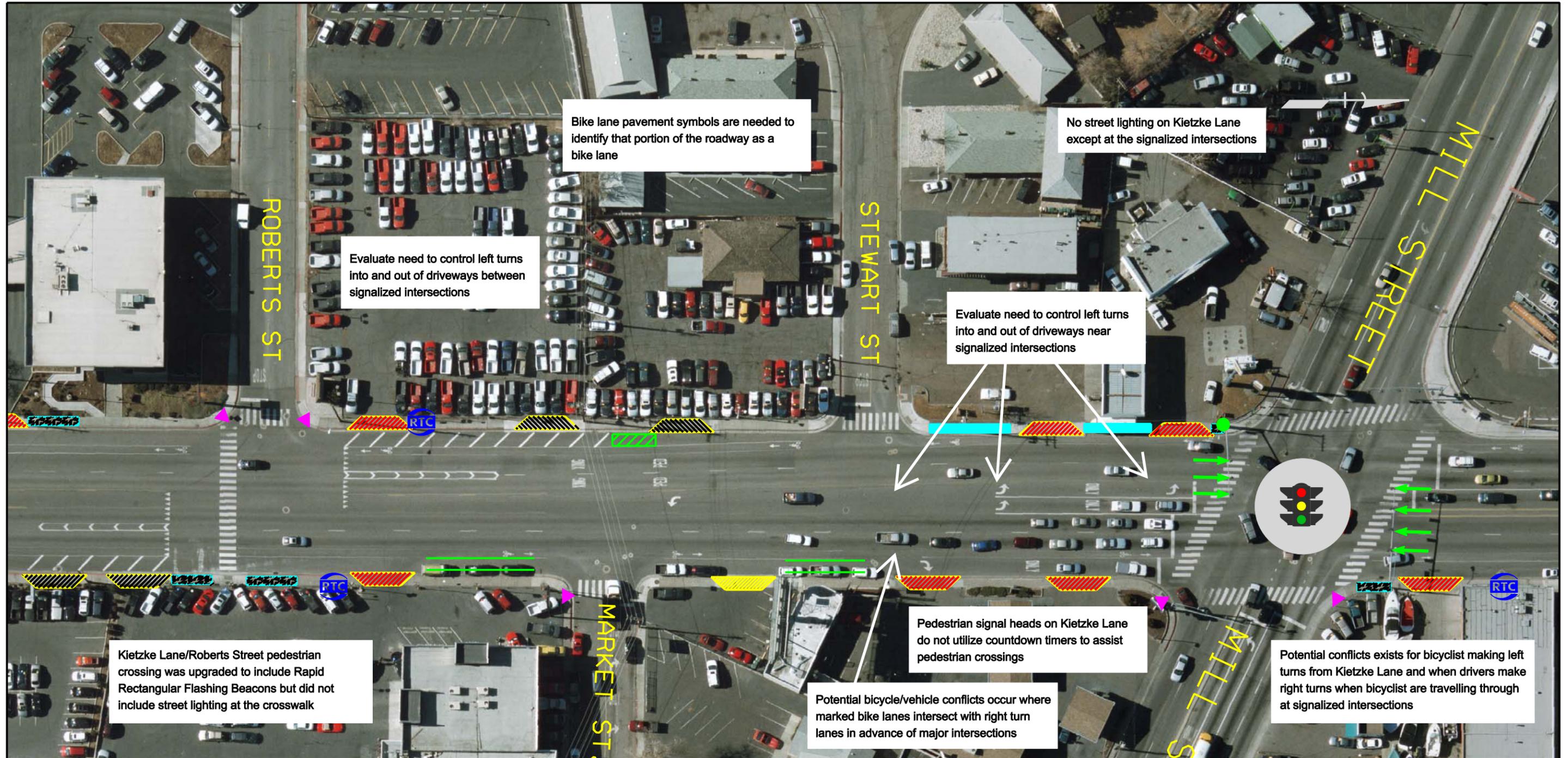
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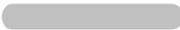
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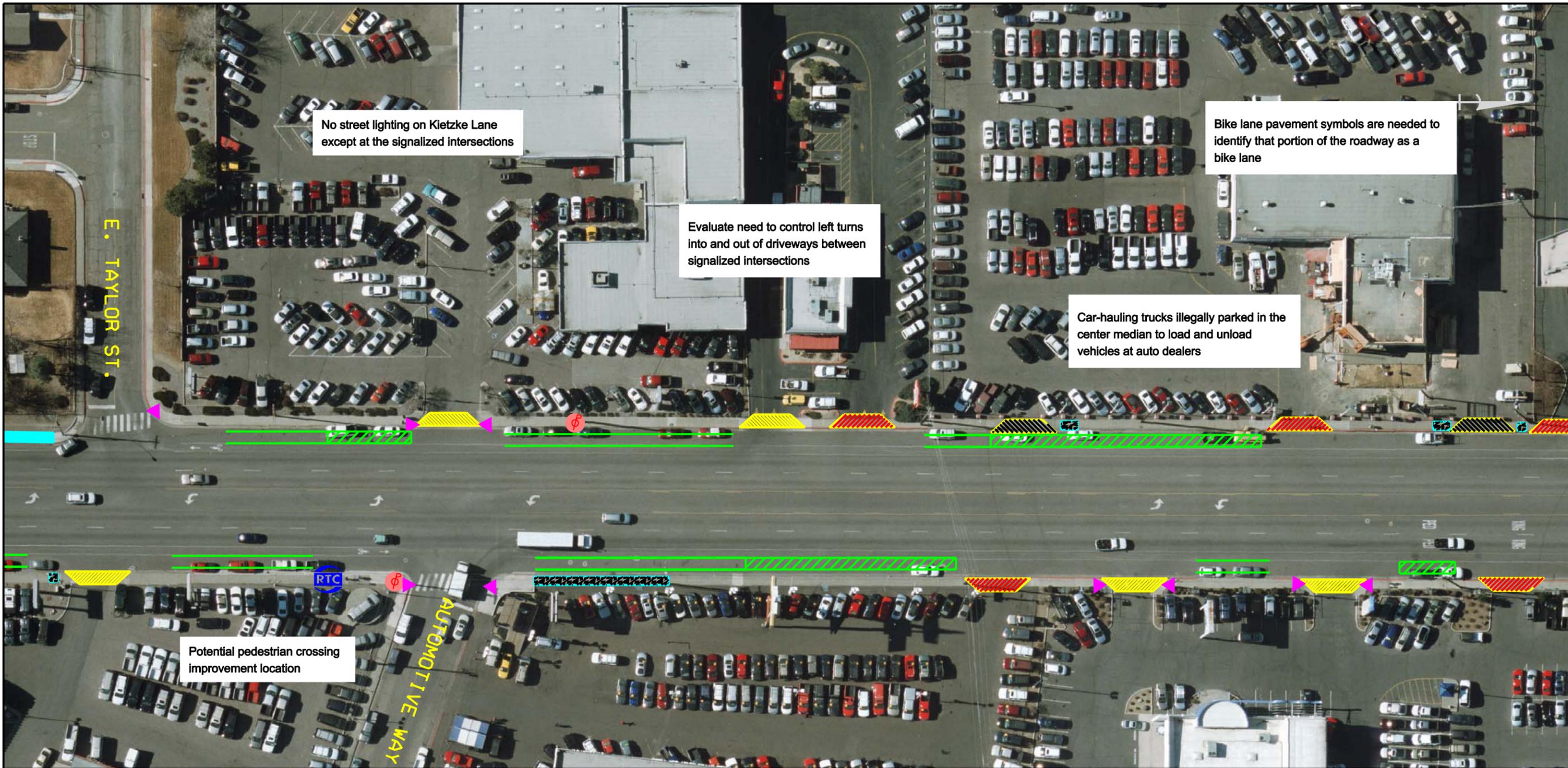


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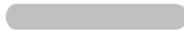
Car-hauling trucks illegally parked in the center median to load and unload vehicles at auto dealers

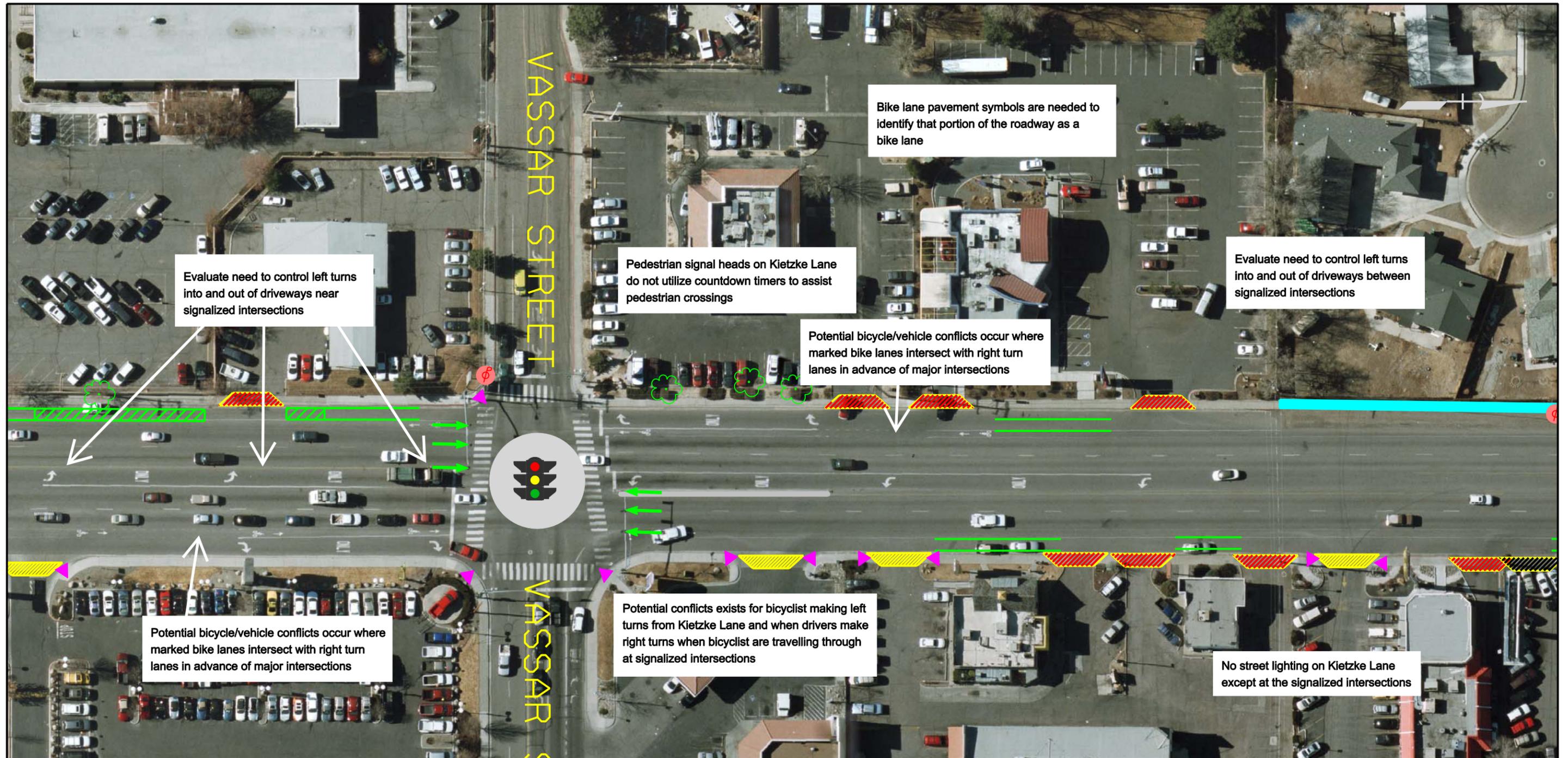
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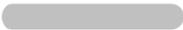


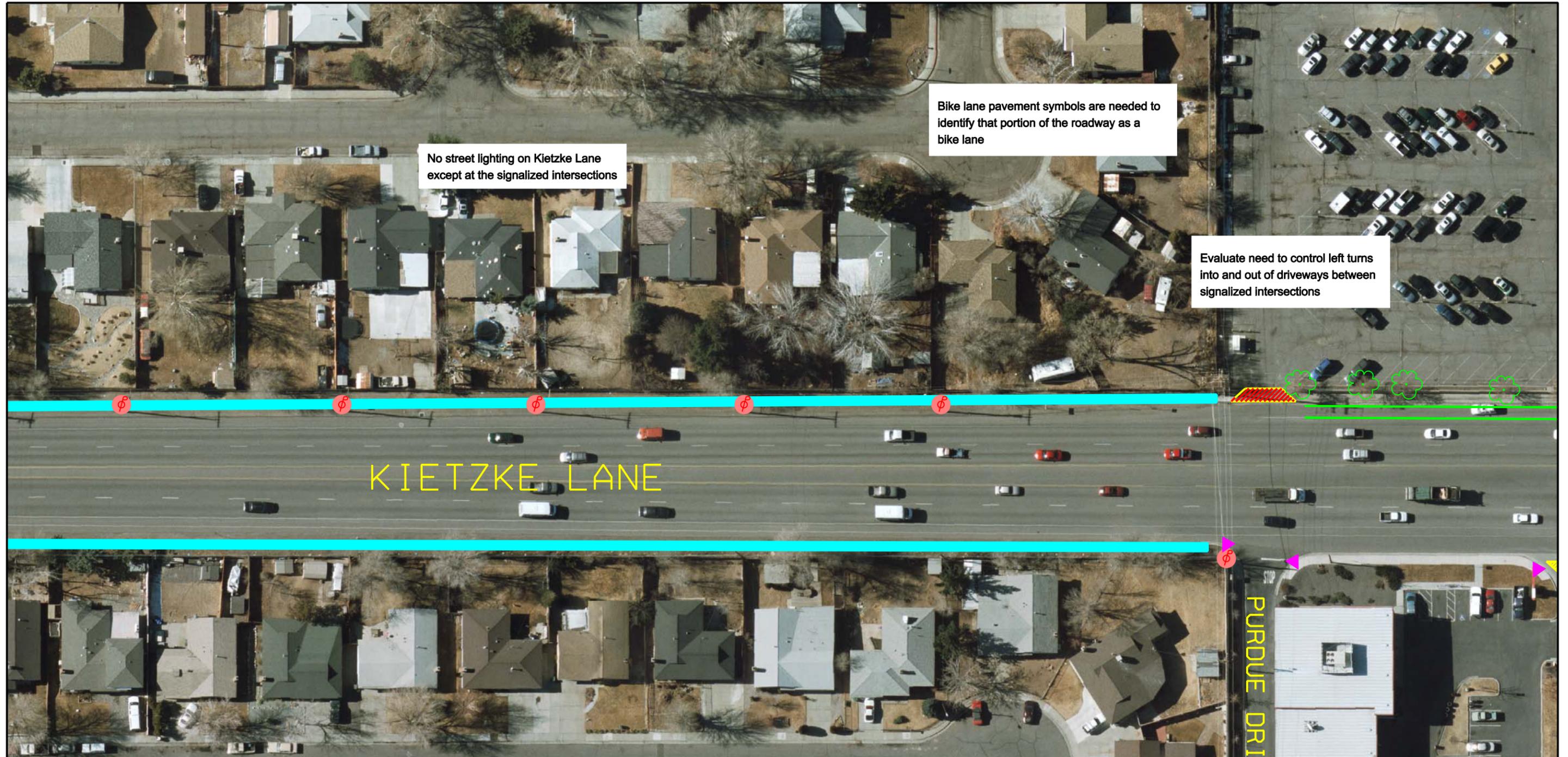
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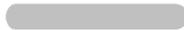
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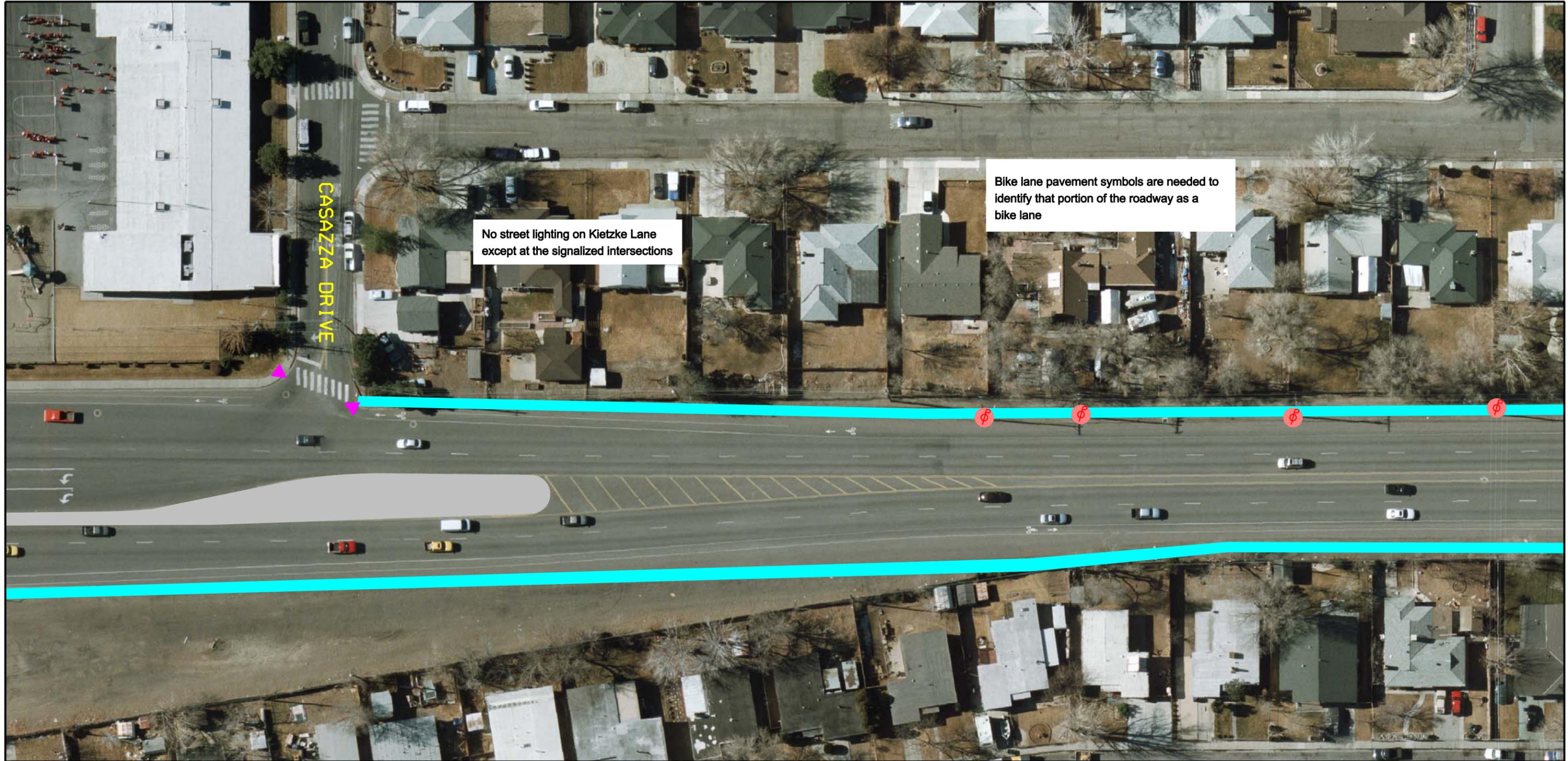
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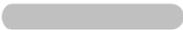
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	<p><b>ON STREET PARKING</b></p>		<p><b>SIGNAL CONTROLLER CABINET OBSTRUCTION</b></p>
	<p><b>ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY</b></p>		<p><b>SIGNAL POLE OBSTRUCTION</b></p>
	<p><b>PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS</b></p>		<p><b>FIRE HYDRANT OBSTRUCTION</b></p>
	<p><b>DAMAGED SIDEWALK</b></p>		<p><b>DAMAGED JUNCTION BOX LID</b></p>
	<p><b>MISSING SIDEWALK</b></p>		<p><b>GUY WIRE OBSTRUCTION</b></p>
	<p><b>SIDEWALK LESS THAN 5' WIDE</b></p>		<p><b>RTC TRANSIT STOP</b></p>
	<p><b>VEGETATION OBSTRUCTION</b></p>		<p><b>SWEEPING RIGHT TURN LANES - REAR END AND MERGING CRASH POTENTIAL</b></p>
	<p><b>UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE</b></p>		<p><b>BIKE LANE LESS THAN 5 FEET</b></p>
	<p><b>TRAFFIC SIGNAL CONTROL</b></p>		

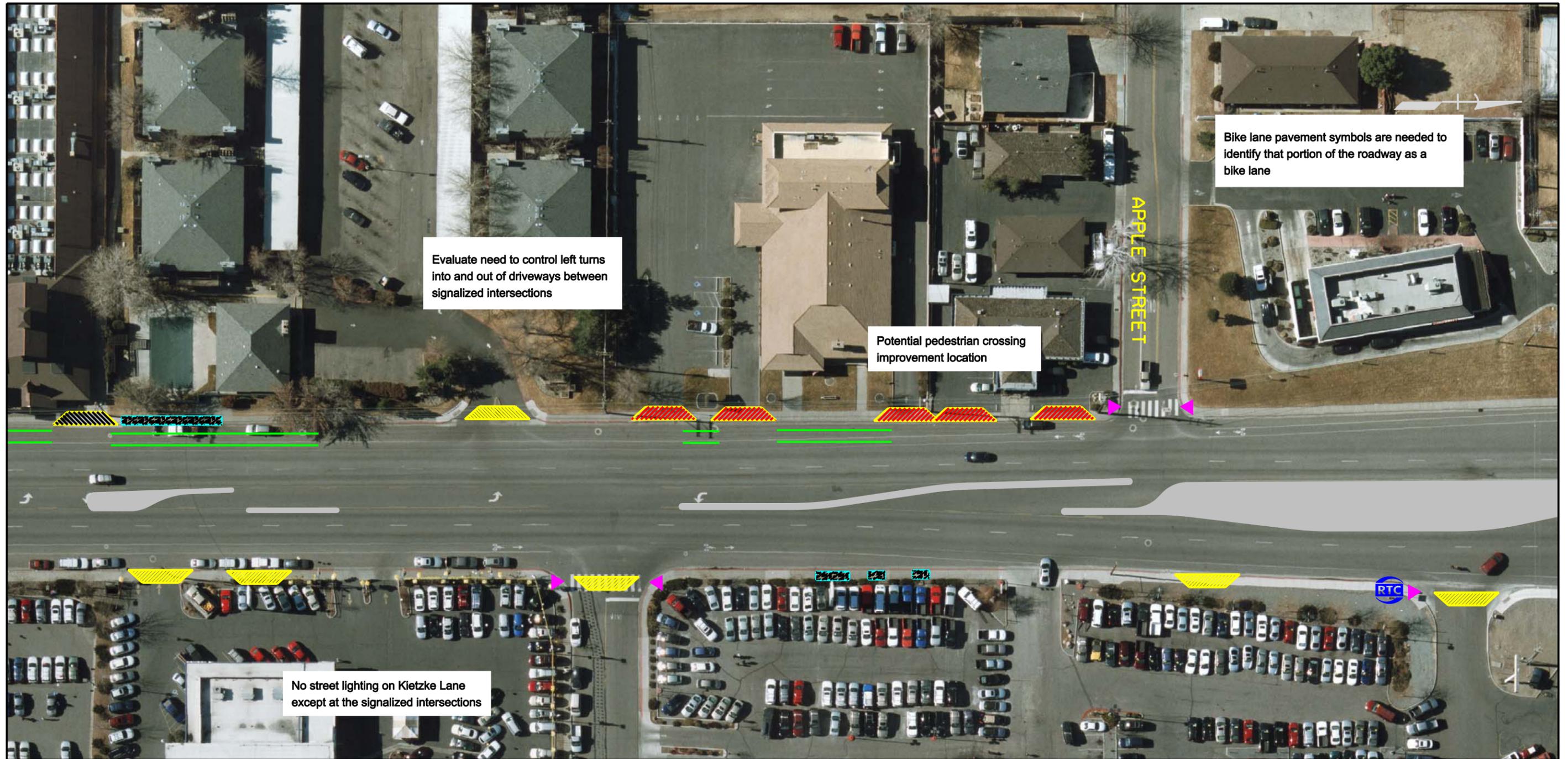


# KIETZKE LANE SAFETY MANAGEMENT PLAN EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## EXISTING ISSUES LEGEND

	<p><b>DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED</b></p>		<p><b>MISSING BIKE LANE</b></p>
	<p><b>DRIVEWAYS THAT ARE BLOCKED OR CLOSED</b></p>		<p><b>SIGNAL HEAD ALIGNMENT</b></p>
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	<p><b>TRAFFIC SIGNAL CONTROL</b></p>		



Bike lane pavement symbols are needed to identify that portion of the roadway as a bike lane

Evaluate need to control left turns into and out of driveways between signalized intersections

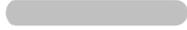
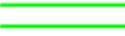
Potential pedestrian crossing improvement location

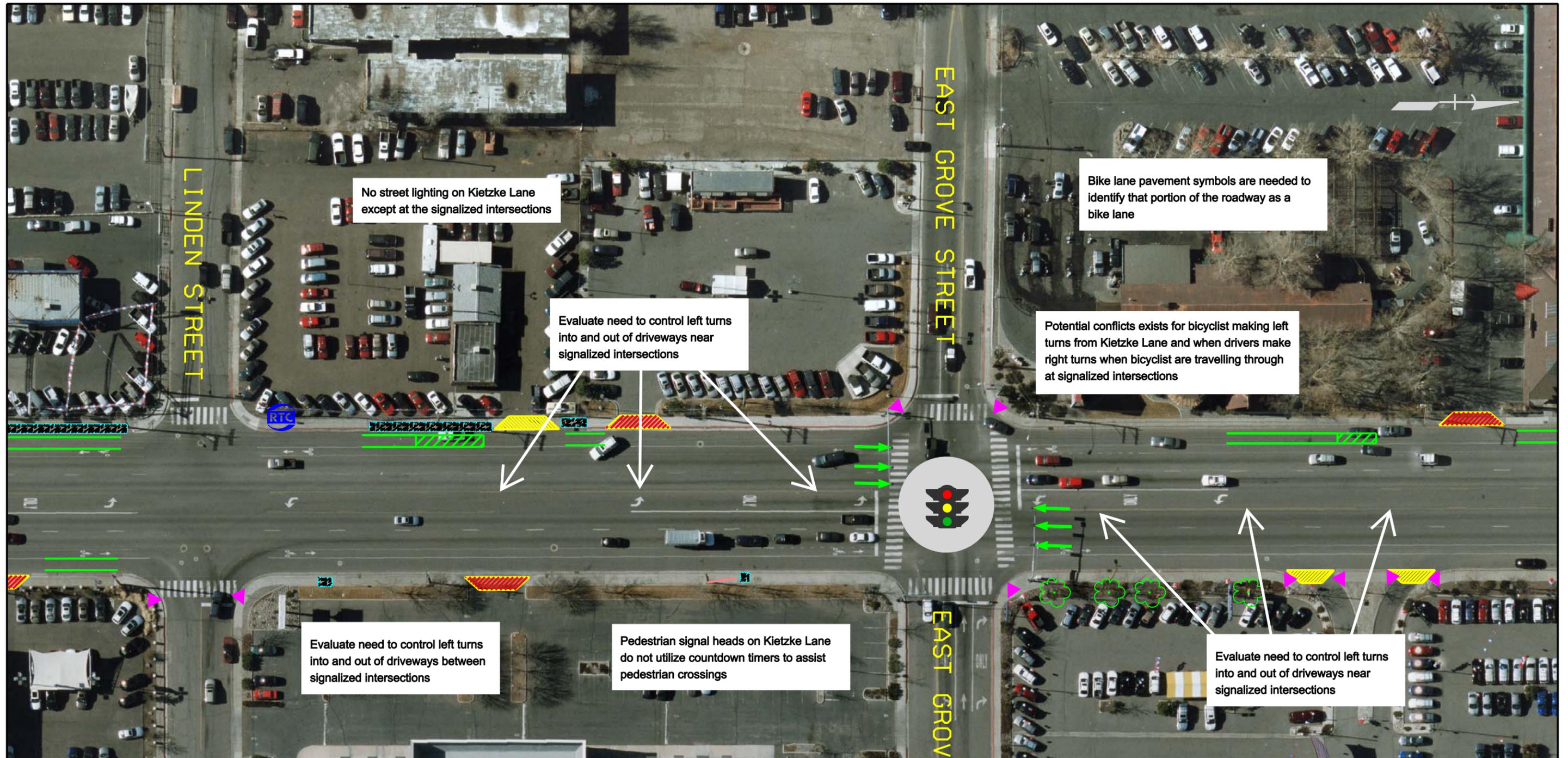
No street lighting on Kietzke Lane except at the signalized intersections

# KIETZKE LANE SAFETY MANAGEMENT PLAN EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## EXISTING ISSUES LEGEND

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	<p><b>TRAFFIC SIGNAL CONTROL</b></p>		



No street lighting on Kietzke Lane except at the signalized intersections

Evaluate need to control left turns into and out of driveways near signalized intersections

Bike lane pavement symbols are needed to identify that portion of the roadway as a bike lane

Potential conflicts exist for bicyclist making left turns from Kietzke Lane and when drivers make right turns when bicyclist are travelling through at signalized intersections

Evaluate need to control left turns into and out of driveways between signalized intersections

Pedestrian signal heads on Kietzke Lane do not utilize countdown timers to assist pedestrian crossings

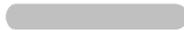
Evaluate need to control left turns into and out of driveways near signalized intersections

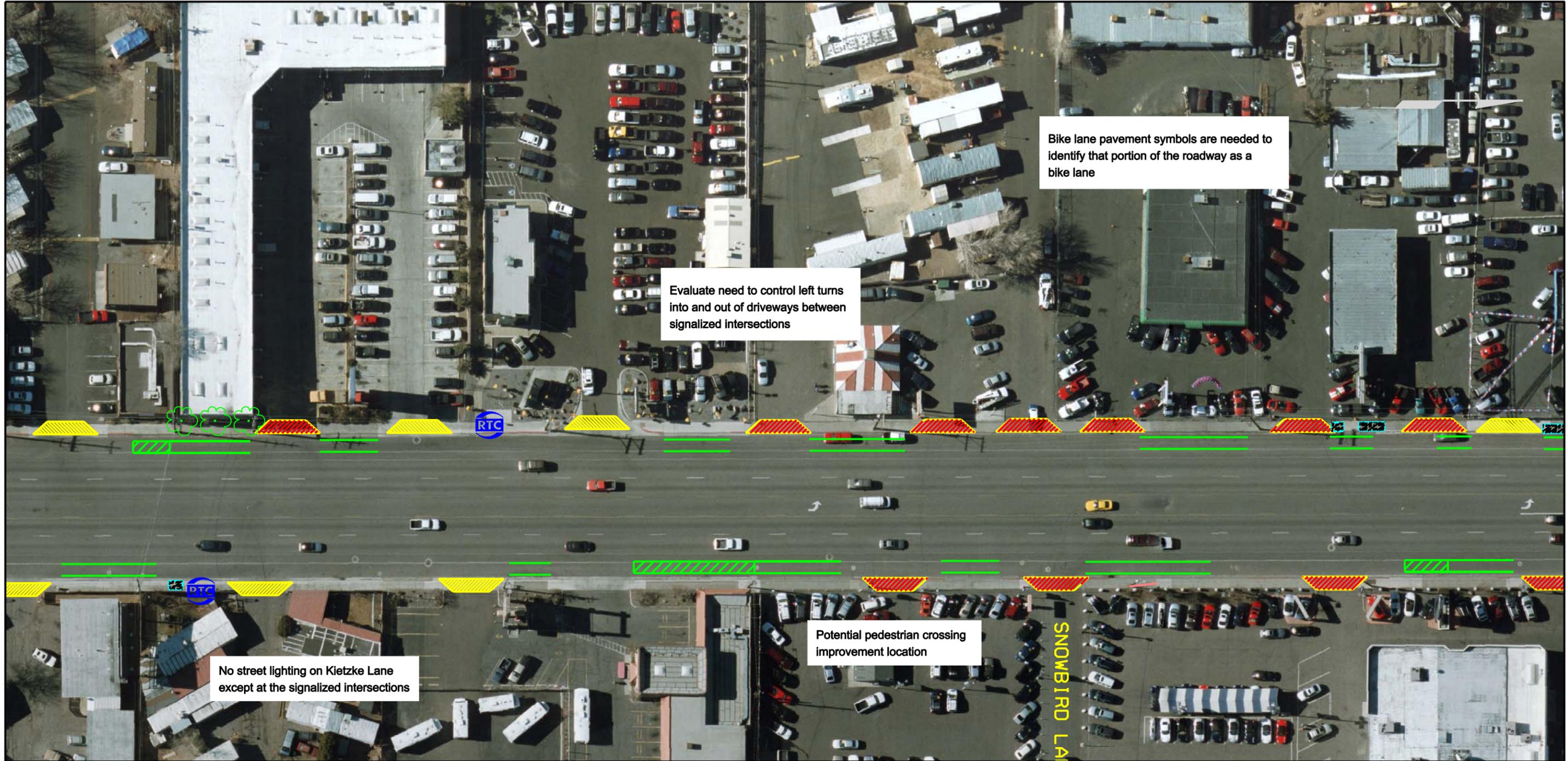
# KIETZKE LANE SAFETY MANAGEMENT PLAN

## EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGMENT PLAN

## EXISTING ISSUES LEGEND

	<p><b>DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED</b></p>		<p><b>MISSING BIKE LANE</b></p>
	<p><b>DRIVEWAYS THAT ARE BLOCKED OR CLOSED</b></p>		<p><b>SIGNAL HEAD ALIGNMENT</b></p>
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	<p><b>TRAFFIC SIGNAL CONTROL</b></p>		



Bike lane pavement symbols are needed to identify that portion of the roadway as a bike lane

Evaluate need to control left turns into and out of driveways between signalized intersections

No street lighting on Kietzke Lane except at the signalized intersections

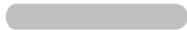
Potential pedestrian crossing improvement location

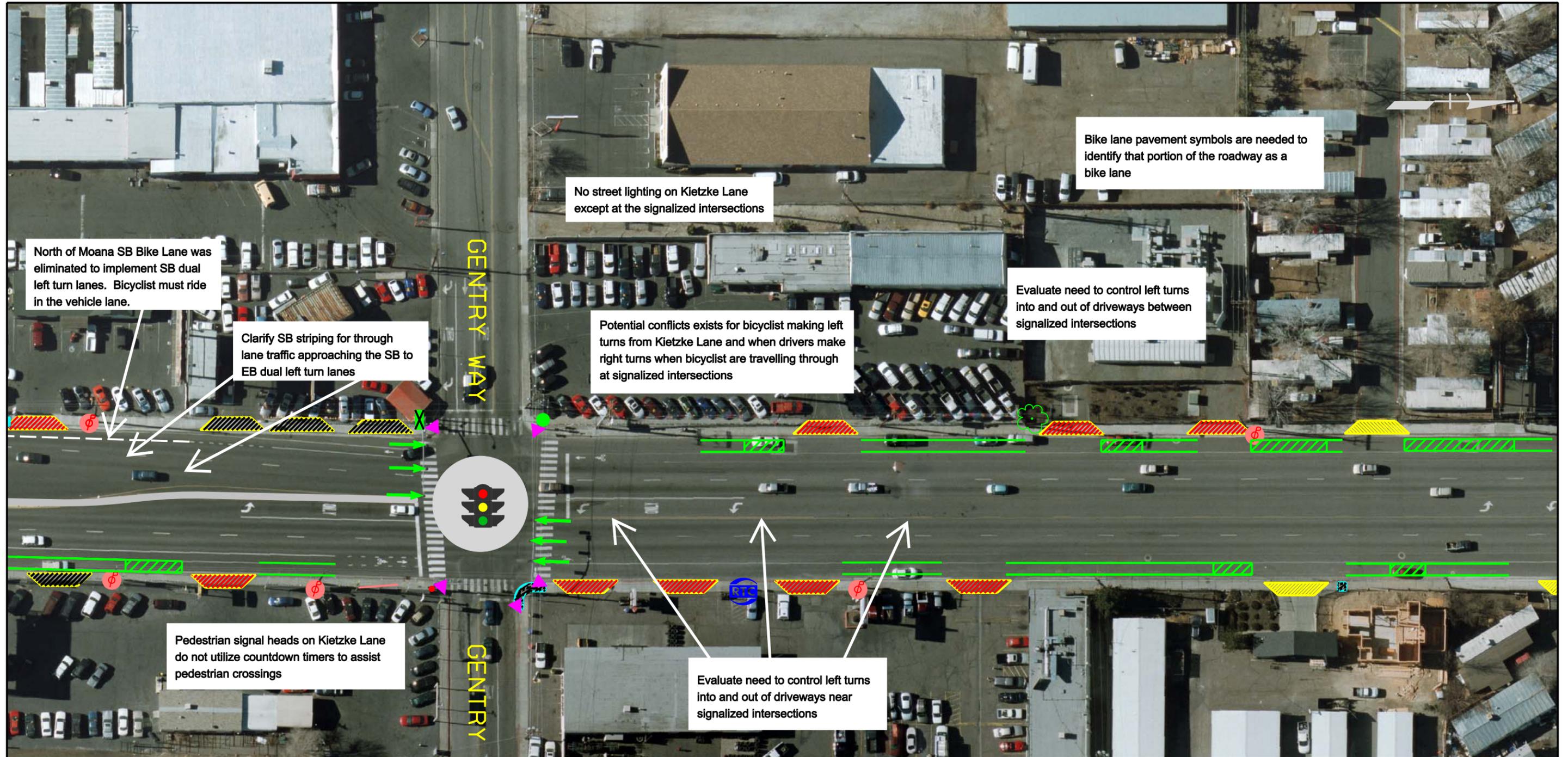
SNOWBIRD LANE

# KIETZKE LANE SAFETY MANAGEMENT PLAN EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGMENT PLAN

## EXISTING ISSUES LEGEND

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	<p><b>DRIVEWAYS THAT ARE BLOCKED OR CLOSED</b></p>		<p><b>SIGNAL HEAD ALIGNMENT</b></p>
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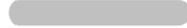
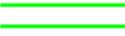


# KIETZKE LANE SAFETY MANAGEMENT PLAN

## EXISTING ISSUES

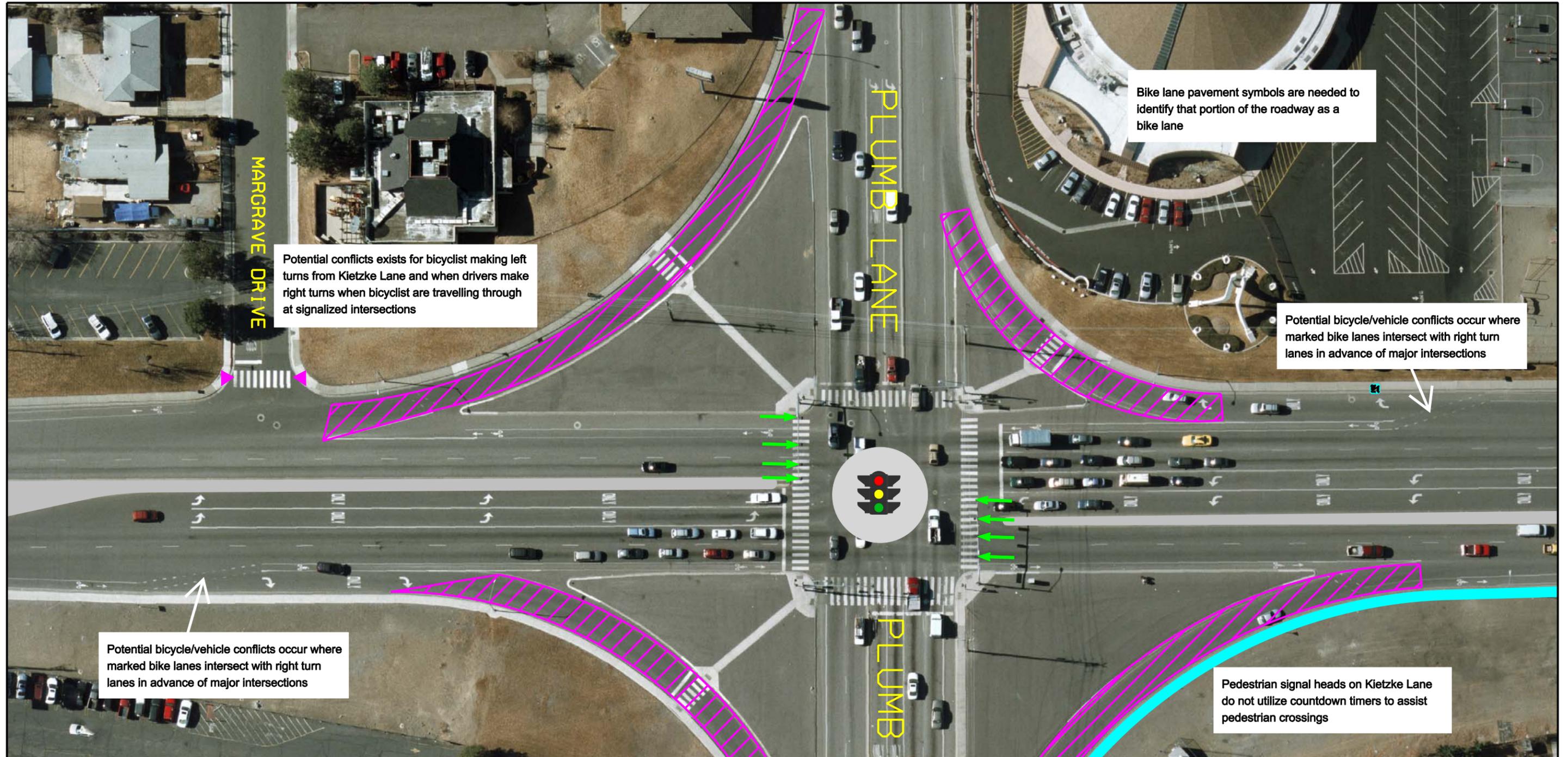
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SEGMENT 4 ←

→ SEGMENT 3



KIETZKE LANE SAFETY MANAGEMENT PLAN  
EXISTING ISSUES

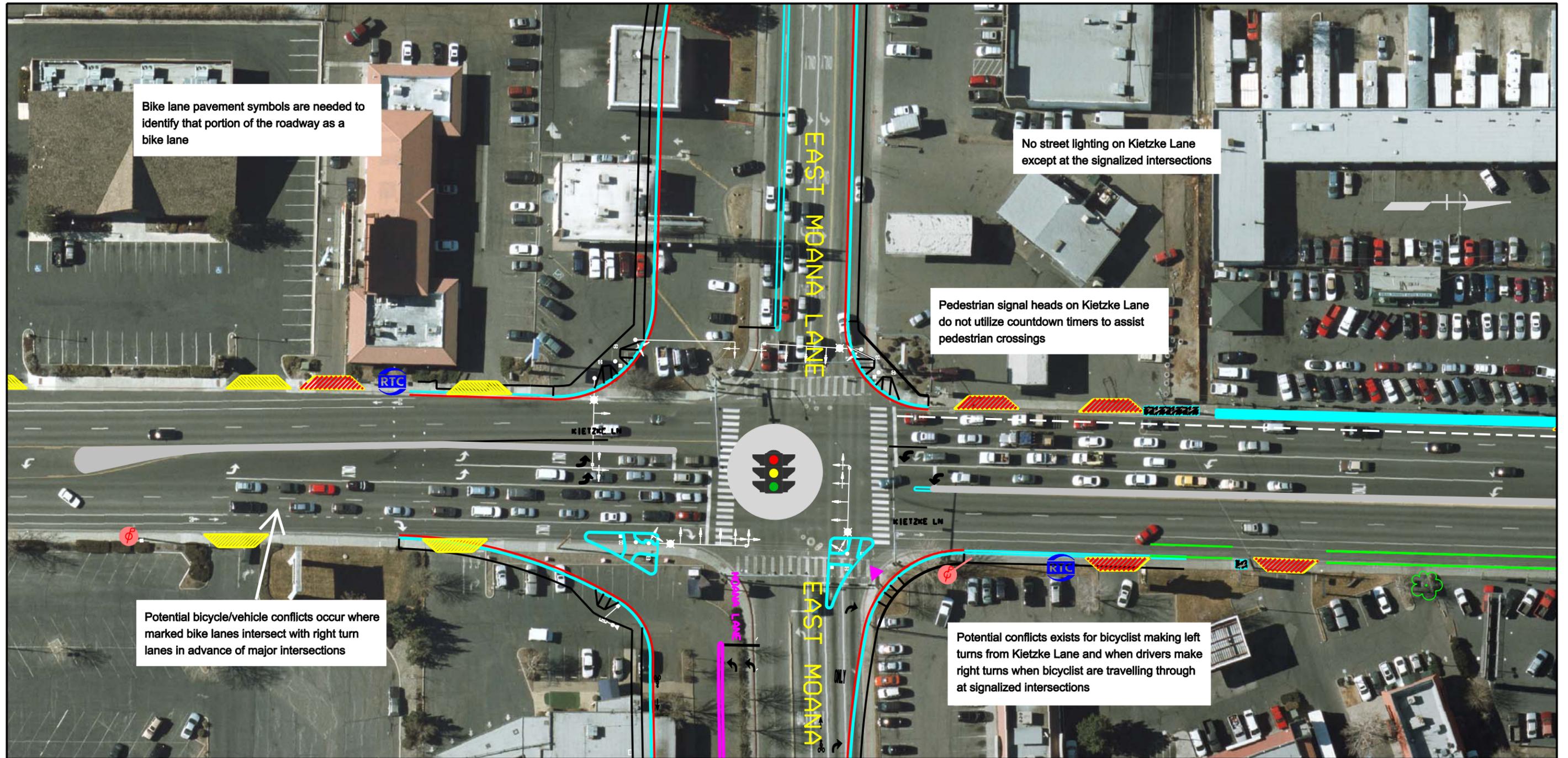
# KIETZKE LANE SAFETY MANAGMENT PLAN

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	<p><b>TRAFFIC SIGNAL CONTROL</b></p>		

SEGMENT 5 ←

→ SEGMENT 4

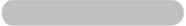


# KIETZKE LANE SAFETY MANAGEMENT PLAN

## EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGMENT PLAN

## EXISTING ISSUES LEGEND

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	<p><b>UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE</b></p>		<p><b>BIKE LANE LESS THAN 5 FEET</b></p>
	<p><b>TRAFFIC SIGNAL CONTROL</b></p>		



Evaluate need to control left turns into and out of driveways between signalized intersections

Bike lane pavement symbols are needed to identify that portion of the roadway as a bike lane

No street lighting on Kietzke Lane except at the signalized intersections

# KIETZKE LANE SAFETY MANAGEMENT PLAN EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## EXISTING ISSUES LEGEND

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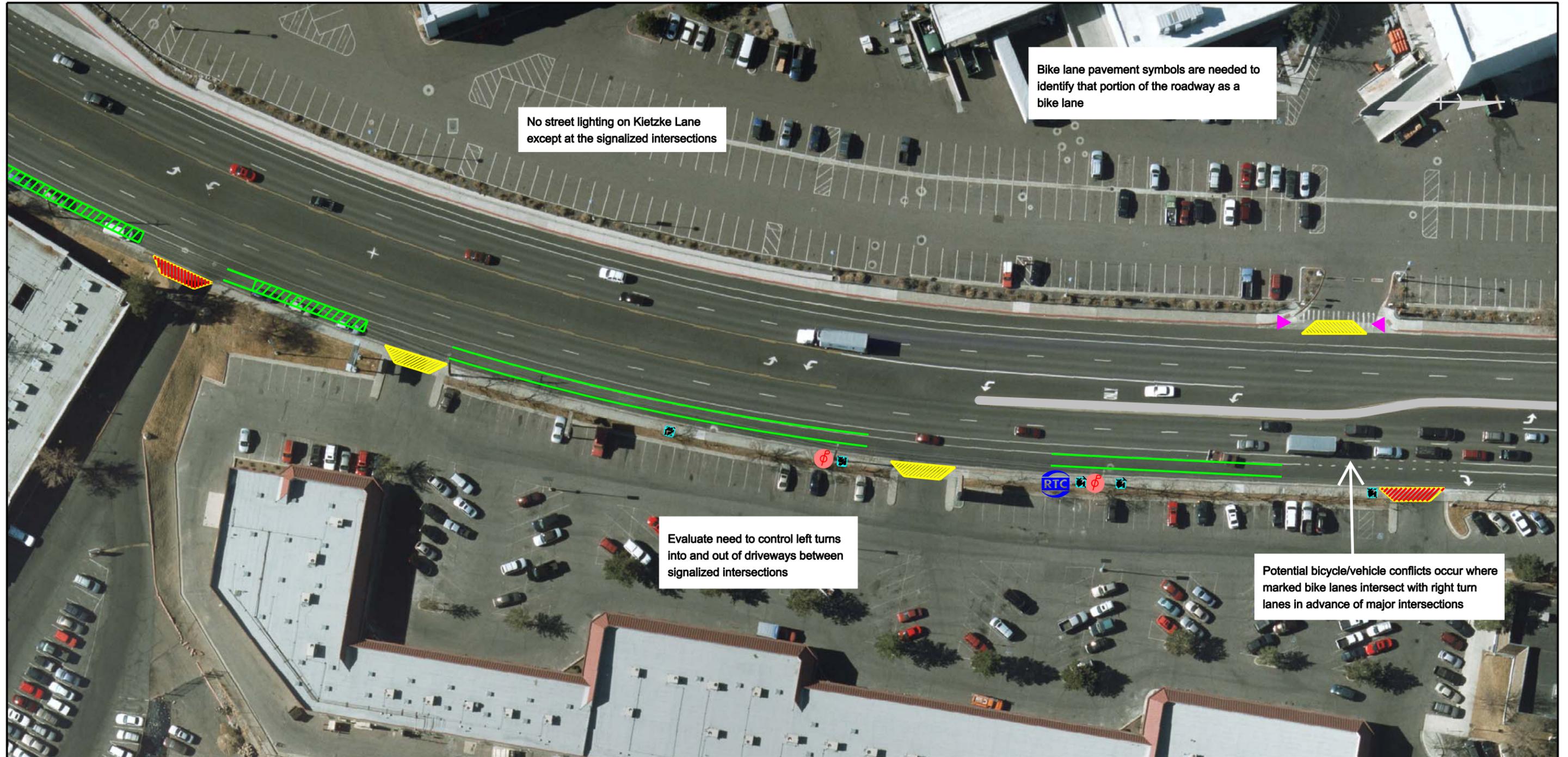


# KIETZKE LANE SAFETY MANAGEMENT PLAN EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## EXISTING ISSUES LEGEND

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No street lighting on Kietzke Lane except at the signalized intersections

Bike lane pavement symbols are needed to identify that portion of the roadway as a bike lane

Evaluate need to control left turns into and out of driveways between signalized intersections

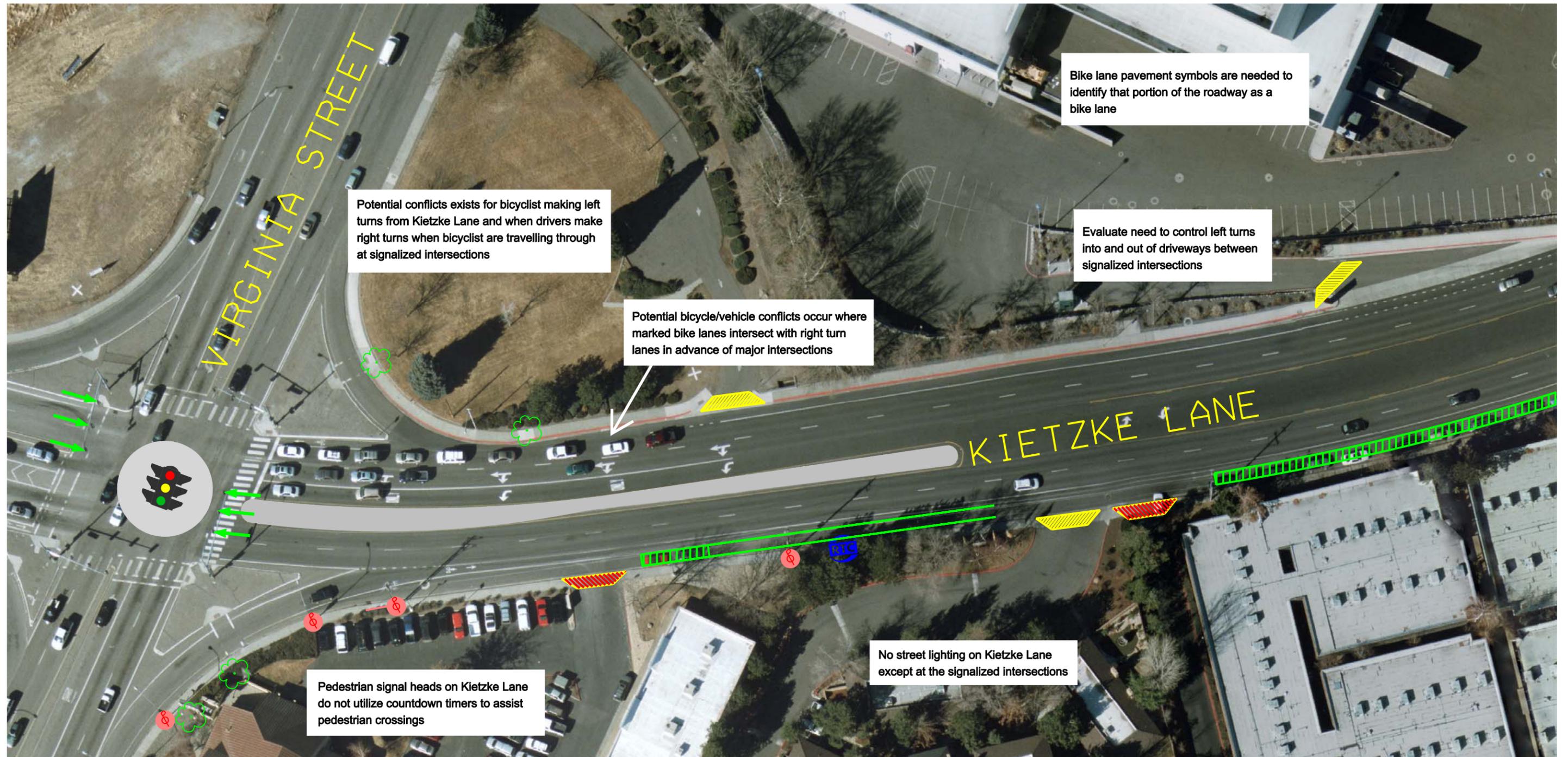
Potential bicycle/vehicle conflicts occur where marked bike lanes intersect with right turn lanes in advance of major intersections

# KIETZKE LANE SAFETY MANAGEMENT PLAN EXISTING ISSUES

# KIETZKE LANE SAFETY MANAGMENT PLAN

## EXISTING ISSUES LEGEND

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# KIETZKE LANE SAFETY MANAGEMENT PLAN EXISTING ISSUES

# PRIORITY 1 RECOMMENDATIONS MAP



## KIETZKE LANE SAFETY MANAGEMENT PLAN

**zero** Fatalities'  
*Drive Safe Nevada*

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

-  DRIVEWAYS
-  ON STREET PARKING
-  ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY
-  EXISTING MEDIAN ISLAND
-  INVENTORY SIGNAL HEAD ALIGNMENT / FEASIBILITY STUDY TO IMPROVE NIGHT TIME SIGNAL HEAD VISIBILITY
-  INVENTORY DAMAGED SIDEWALK
-  EVALUATE ALL RTC TRANSIT STOPS WITH RTC
-  ASSESSMENT OF BIKE LANE LESS THAN 5' WIDE
-  ASSESSMENT OF SIDEWALK LESS THAN 5' WIDE
-  REMOVE VEGETATION OBSTRUCTION
-  UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE- IMPROVE VISIBILITY OF UTILITY POLES IN CLEAR ZONE
-  TRAFFIC SIGNAL CONTROL / REVIEW AND ADJUST TRAFFIC SIGNAL TIMING PARAMETERS

### \* PRIORITY 2 AND 3 ITEMS

-  SIGNAL CONTROLLER CABINET OBSTRUCTION
-  SIGNAL POLE OBSTRUCTION
-  FIRE HYDRANT OBSTRUCTION
-  DAMAGED JUNCTION BOX LID
-  GUY WIRE OBSTRUCTION
-  MISSING SIDEWALK
-  SWEEPING RIGHT TURN LANES
-  DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED
-  DRIVEWAYS THAT ARE BLOCKED OR CLOSED
-  PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS

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Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

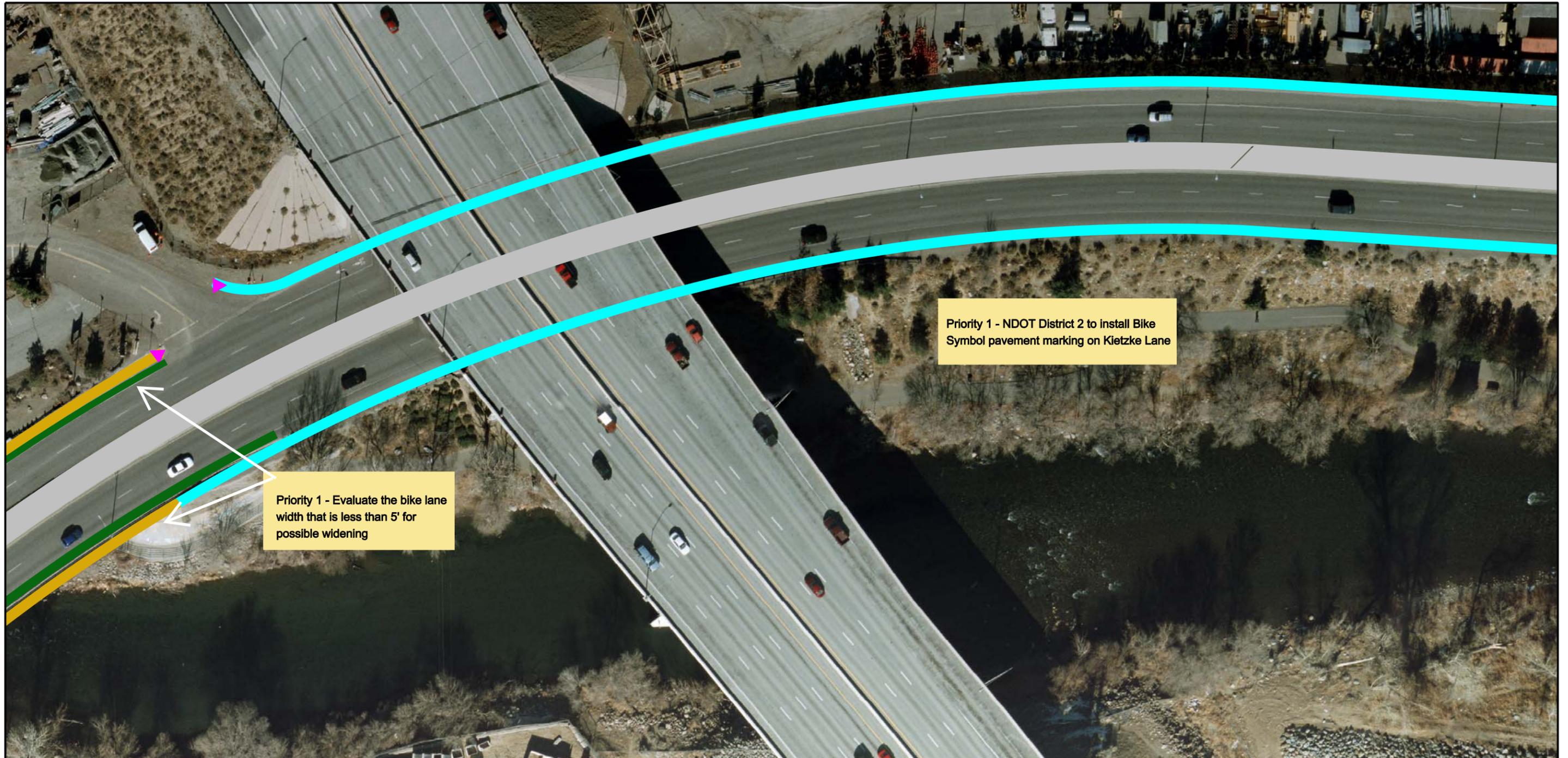
	DRIVEWAYS
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	INVENTORY DAMAGED SIDEWALK
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Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

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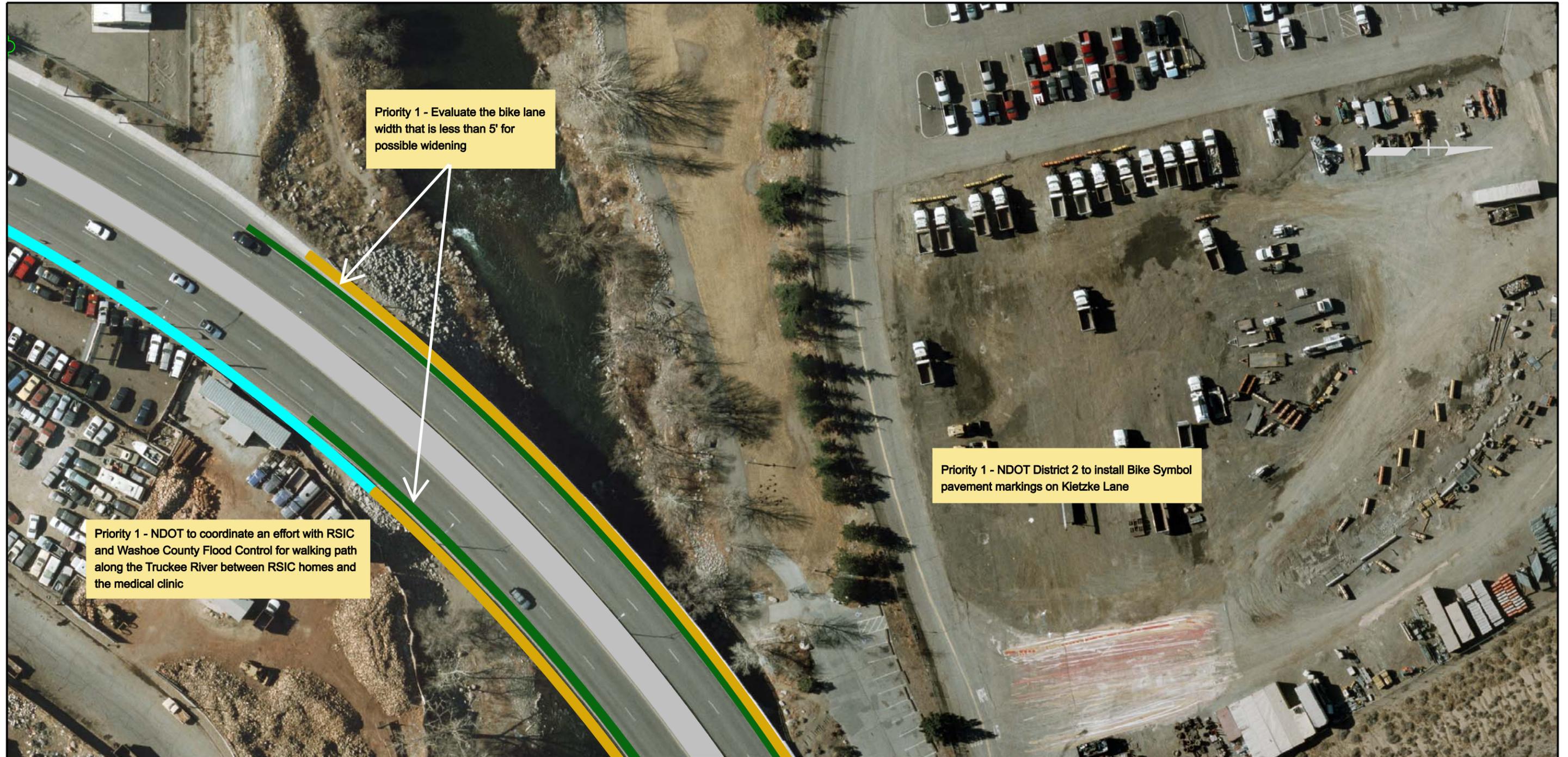
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Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 1 - Evaluate the bike lane width that is less than 5' for possible widening

Priority 1 - NDOT to coordinate an effort with RSIC and Washoe County Flood Control for walking path along the Truckee River between RSIC homes and the medical clinic

Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGEMENT PLAN

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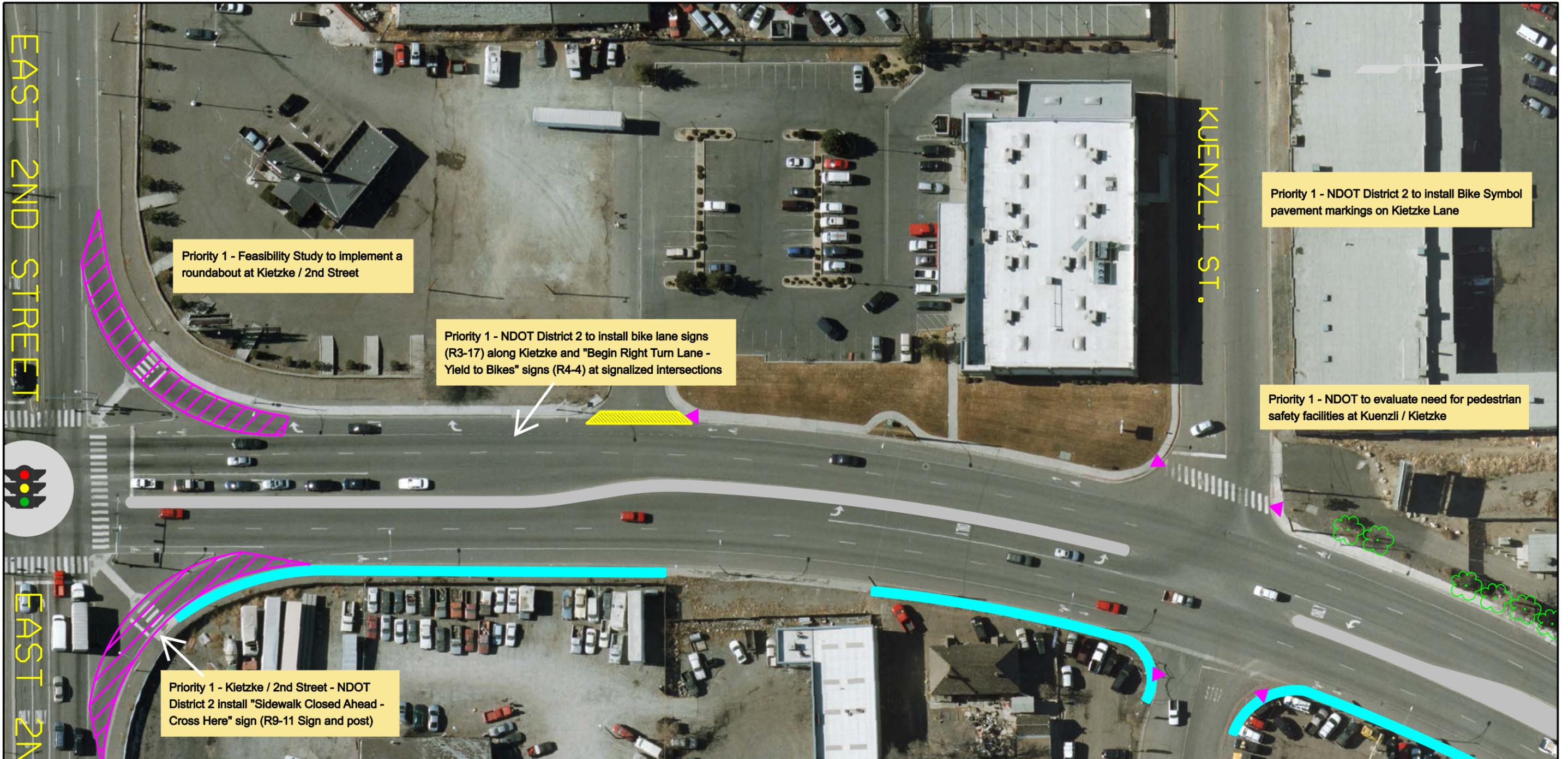
Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.

SEGMENT 2



SEGMENT 1



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

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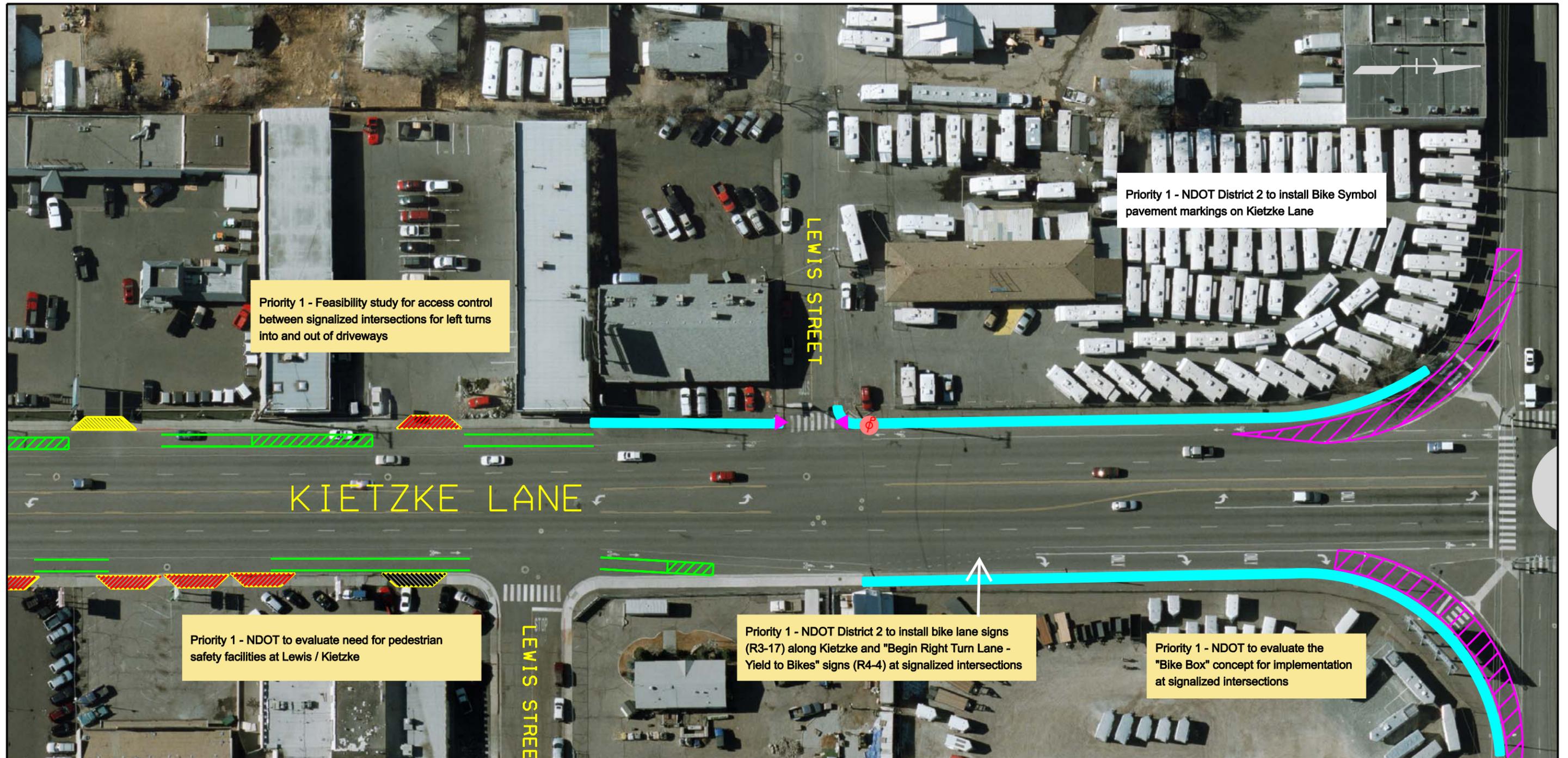
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Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

Priority 1 - NDOT to evaluate need for pedestrian safety facilities at Lewis / Kietzke

Priority 1 - NDOT District 2 to install bike lane signs (R3-17) along Kietzke and "Begin Right Turn Lane - Yield to Bikes" signs (R4-4) at signalized intersections

Priority 1 - NDOT to evaluate the "Bike Box" concept for implementation at signalized intersections

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGEMENT PLAN

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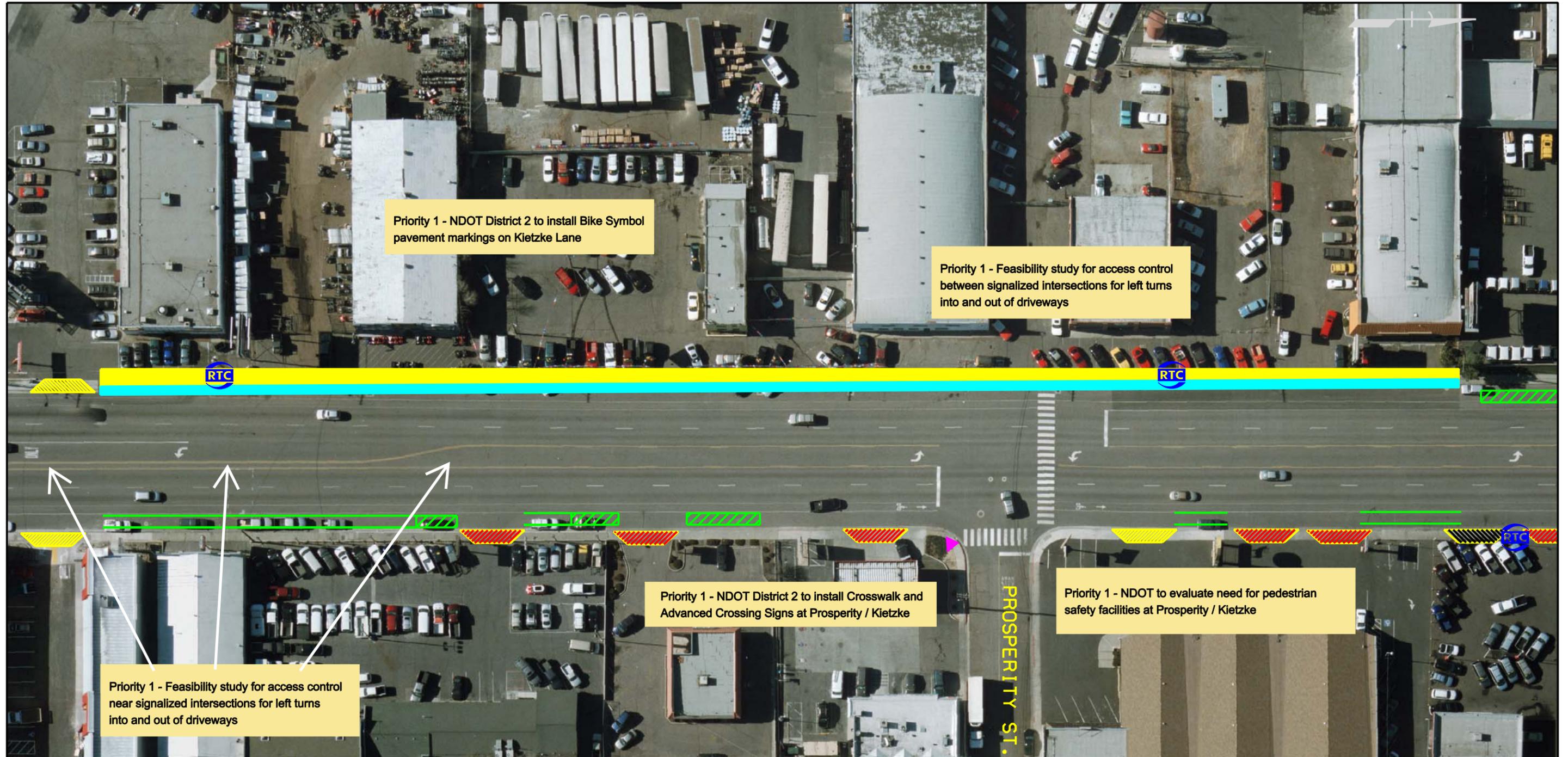
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# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

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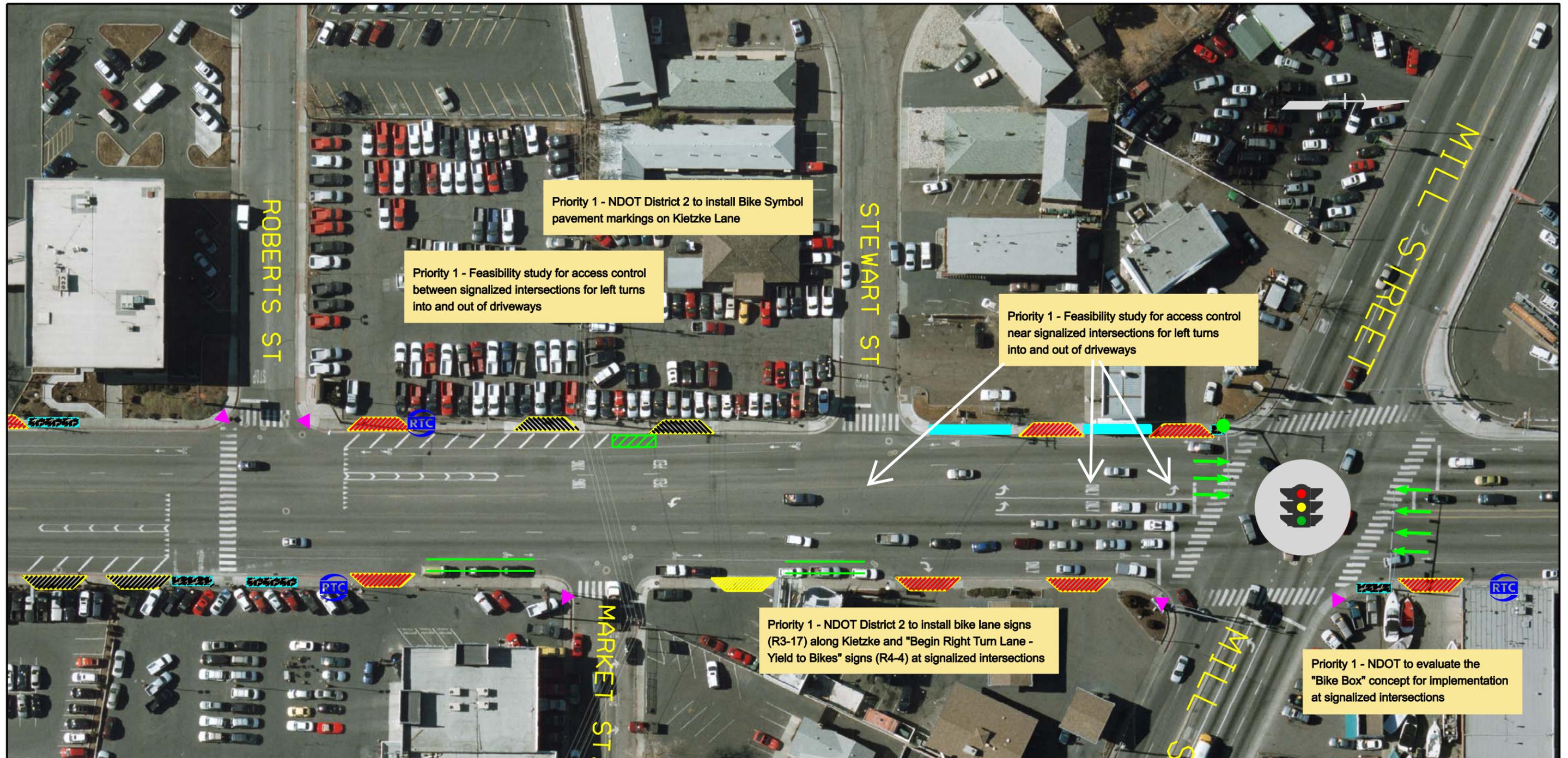
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KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 1 RECOMMENDATIONS

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# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

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Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

Priority 1 - Prohibit and enforce car-hauling truck parking in center turn lane

Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

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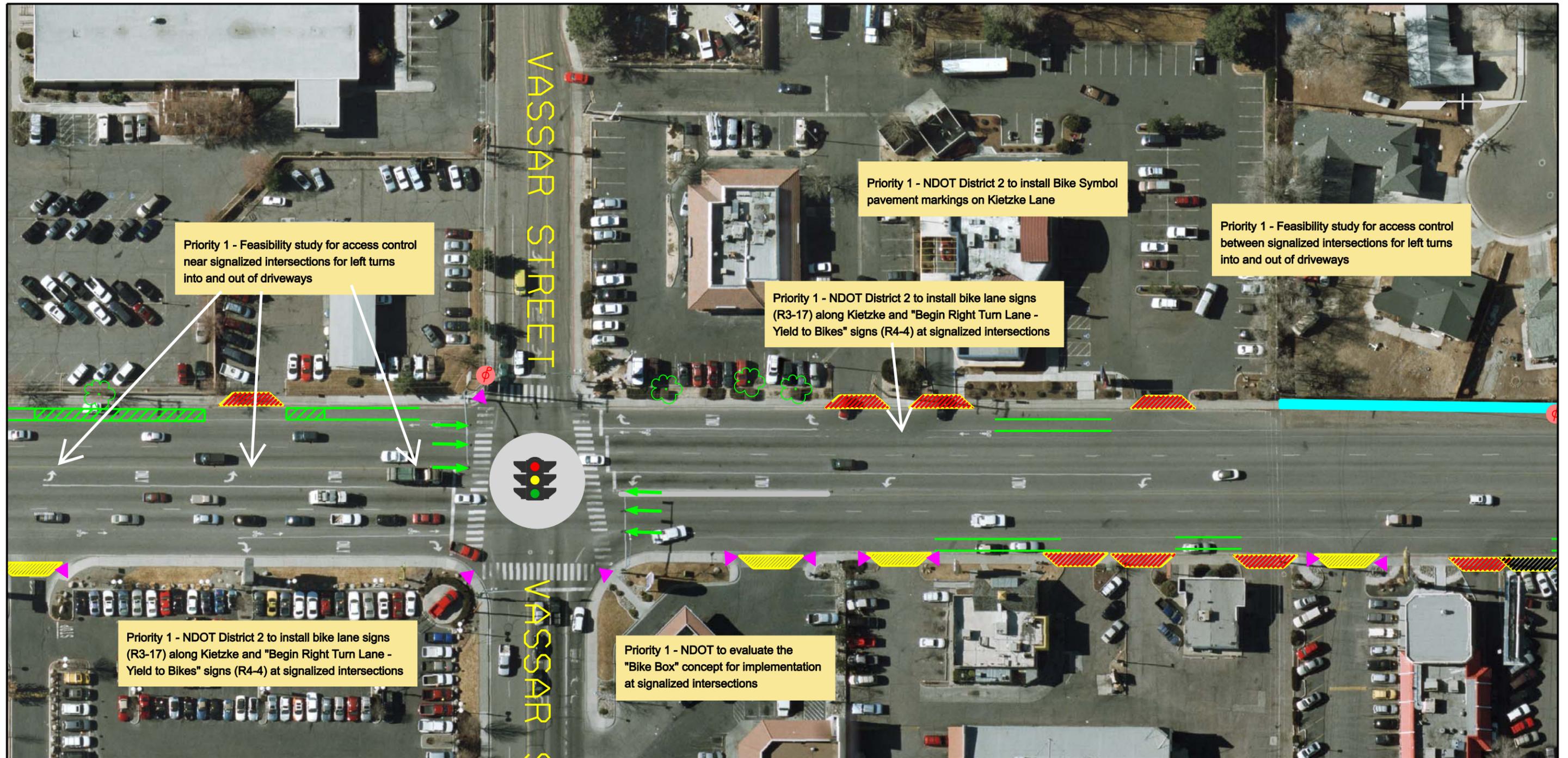
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# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

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Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

KIETZKE LANE

PURDUE DRI

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

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Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

CASAZZA DRIVE

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

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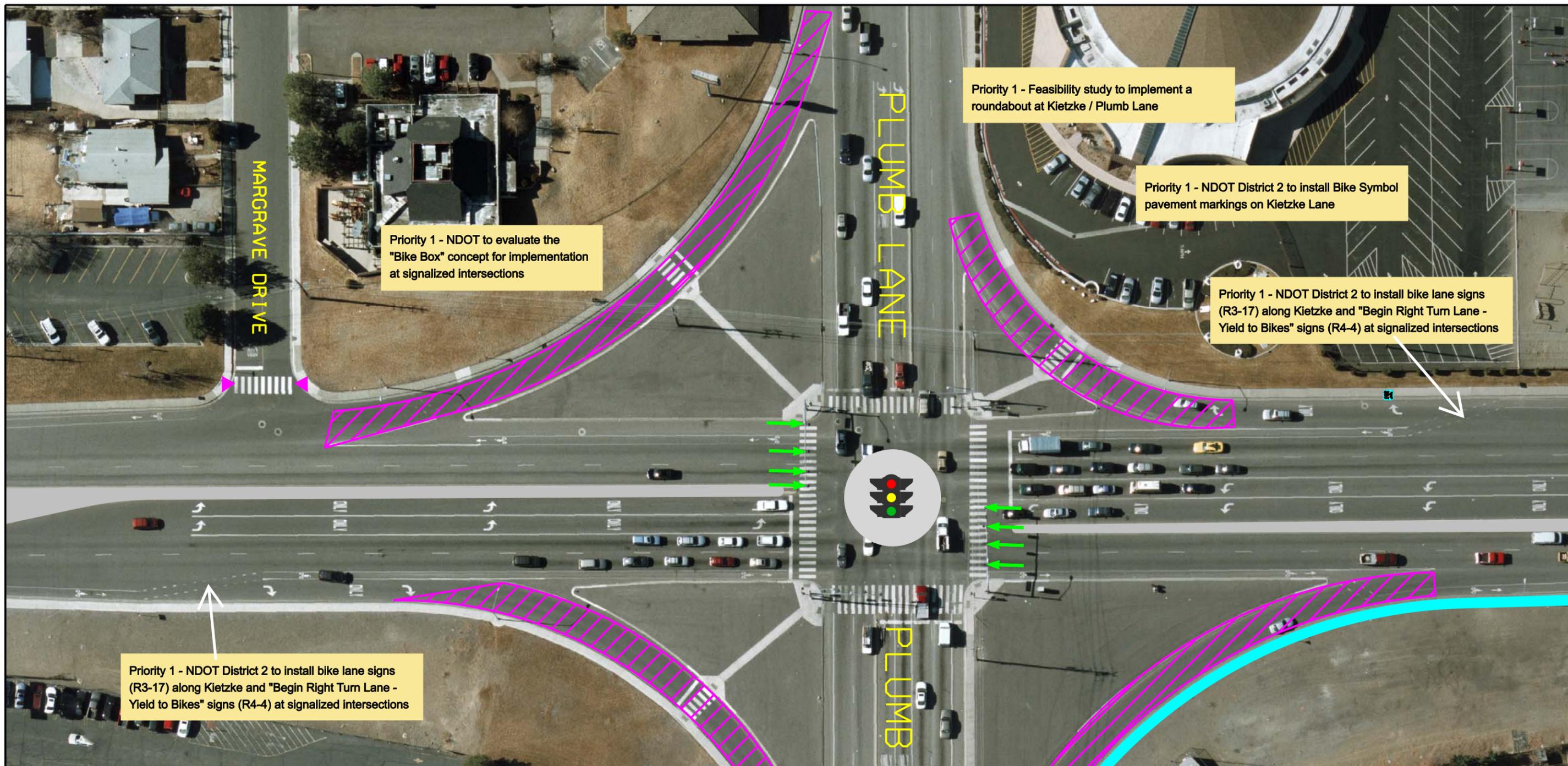
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SEGMENT 4 ←

→ SEGMENT 3



Priority 1 - NDOT to evaluate the "Bike Box" concept for implementation at signalized intersections

Priority 1 - Feasibility study to implement a roundabout at Kietzke / Plumb Lane

Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

Priority 1 - NDOT District 2 to install bike lane signs (R3-17) along Kietzke and "Begin Right Turn Lane - Yield to Bikes" signs (R4-4) at signalized intersections

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# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 1 RECOMMENDATIONS

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	DAMAGED JUNCTION BOX LID
	GUY WIRE OBSTRUCTION
	MISSING SIDEWALK
	SWEEPING RIGHT TURN LANES
	DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED
	DRIVEWAYS THAT ARE BLOCKED OR CLOSED
	PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS

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Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

Priority 1 - NDOT to evaluate need for pedestrian safety facilities at Apple / Kietzke

Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

APPLE STREET

RTC

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

-  DRIVEWAYS
-  ON STREET PARKING
-  ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY
-  EXISTING MEDIAN ISLAND
-  INVENTORY SIGNAL HEAD ALIGNMENT / FEASIBILITY STUDY TO IMPROVE NIGHT TIME SIGNAL HEAD VISIBILITY
-  INVENTORY DAMAGED SIDEWALK
-  EVALUATE ALL RTC TRANSIT STOPS WITH RTC
-  ASSESSMENT OF BIKE LANE LESS THAN 5' WIDE
-  ASSESSMENT OF SIDEWALK LESS THAN 5' WIDE
-  REMOVE VEGETATION OBSTRUCTION
-  UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE- IMPROVE VISIBILITY OF UTILITY POLES IN CLEAR ZONE
-  TRAFFIC SIGNAL CONTROL / REVIEW AND ADJUST TRAFFIC SIGNAL TIMING PARAMETERS

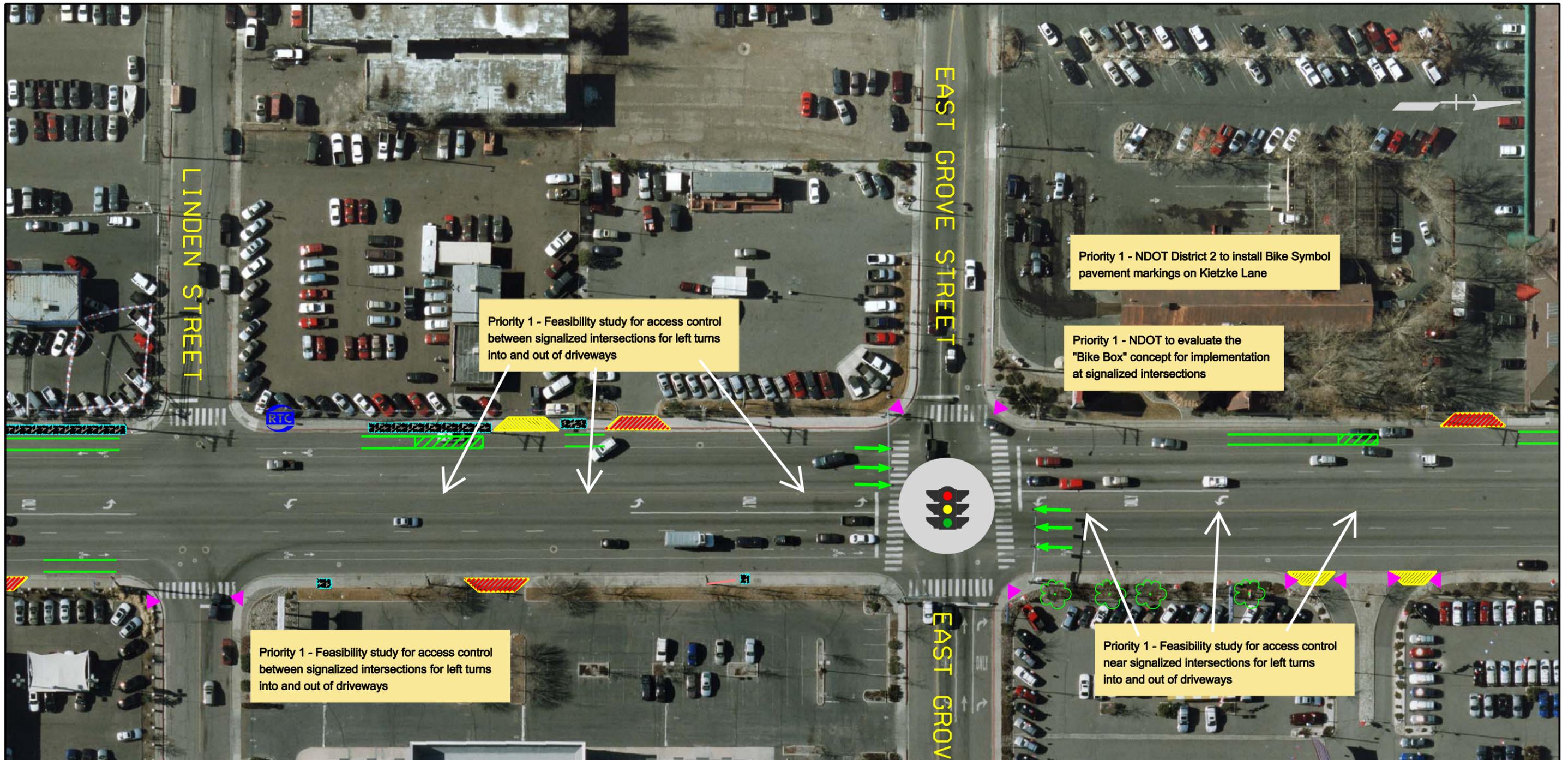
### \* PRIORITY 2 AND 3 ITEMS

-  SIGNAL CONTROLLER CABINET OBSTRUCTION
-  SIGNAL POLE OBSTRUCTION
-  FIRE HYDRANT OBSTRUCTION
-  DAMAGED JUNCTION BOX LID
-  GUY WIRE OBSTRUCTION
-  MISSING SIDEWALK
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Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

-  DRIVEWAYS
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-  ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY
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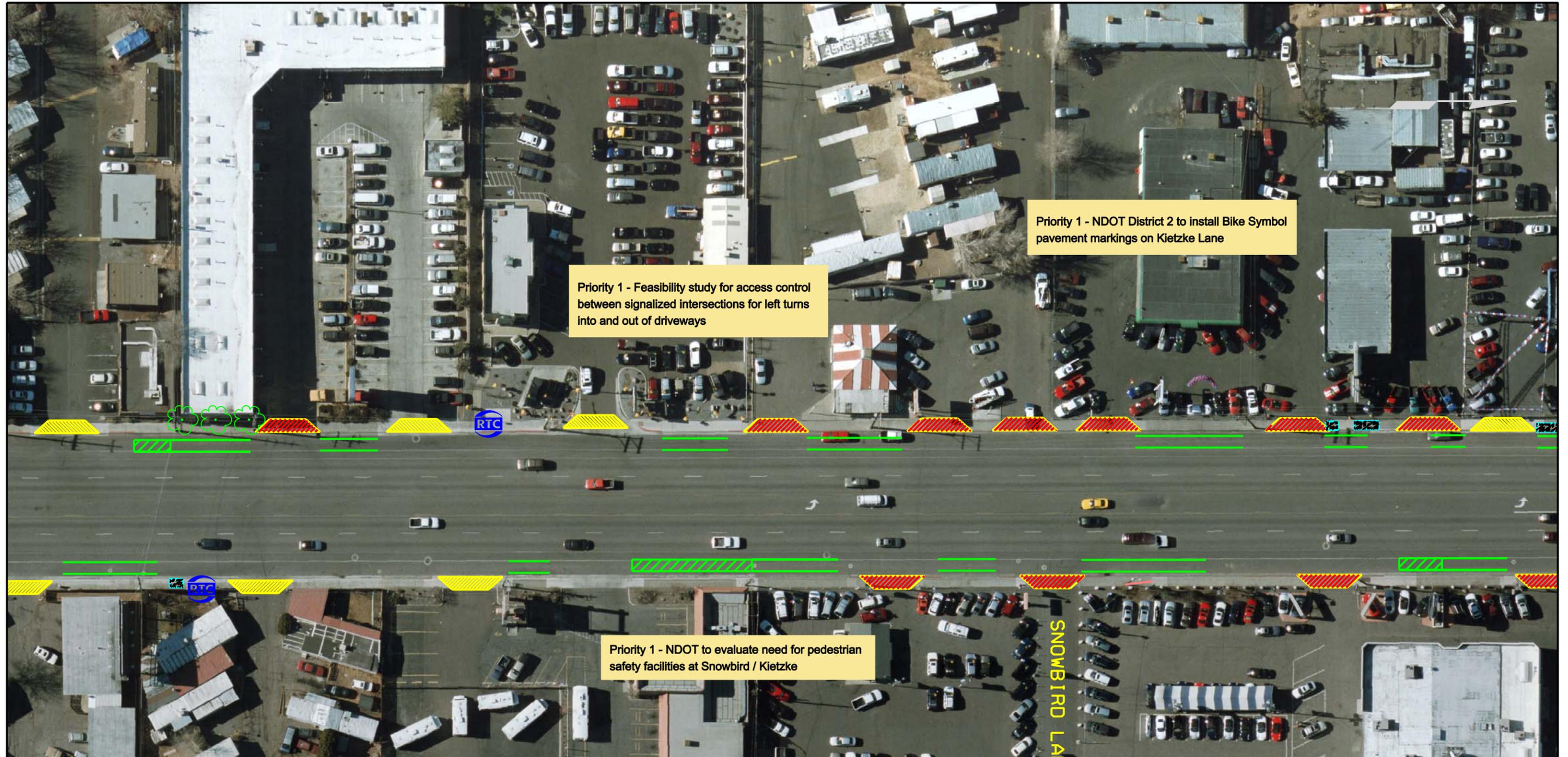
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Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

Priority 1 - NDOT to evaluate need for pedestrian safety facilities at Snowbird / Kietzke

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

-  DRIVEWAYS
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# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

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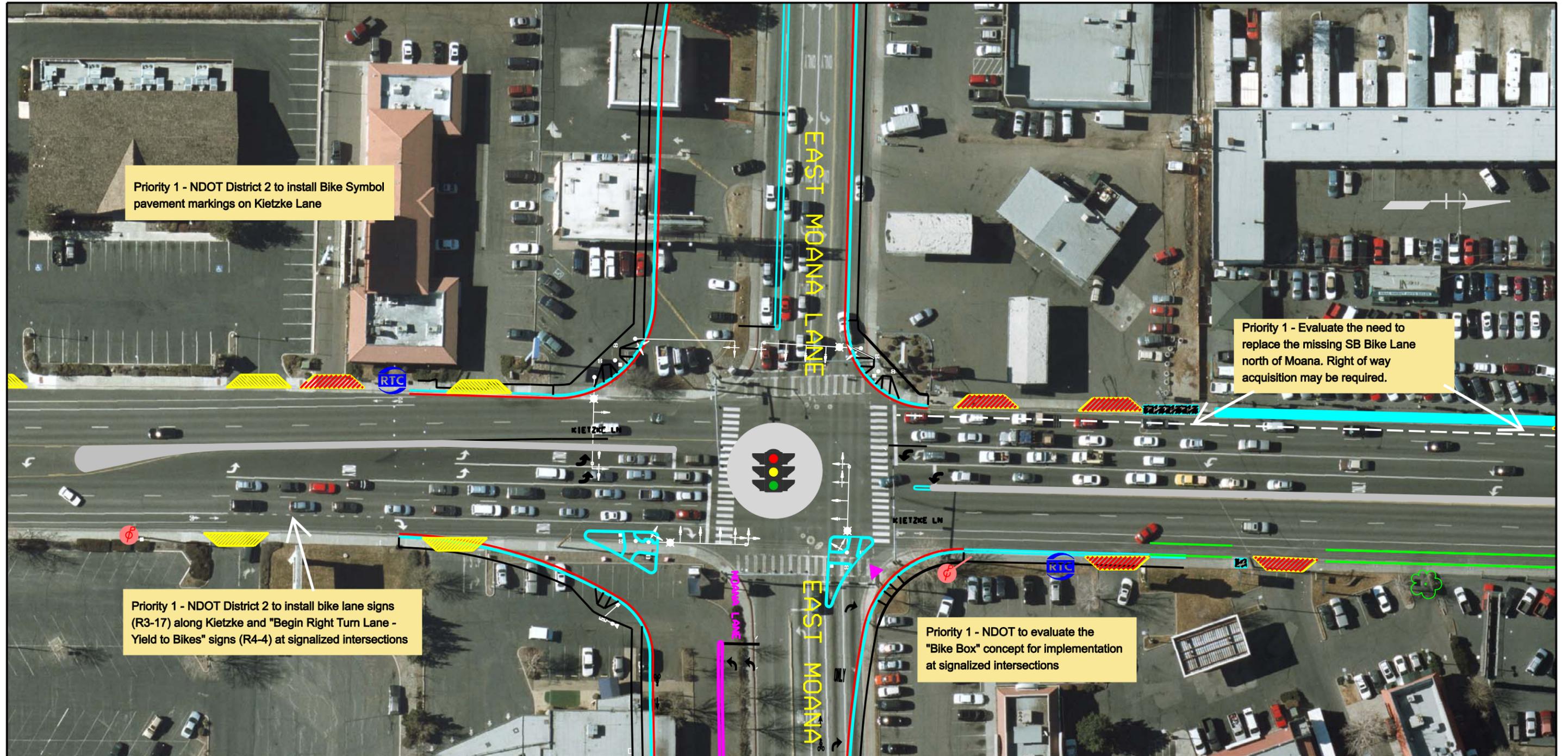
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SEGMENT 5 ←

→ SEGMENT 4



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

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Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGEMENT PLAN

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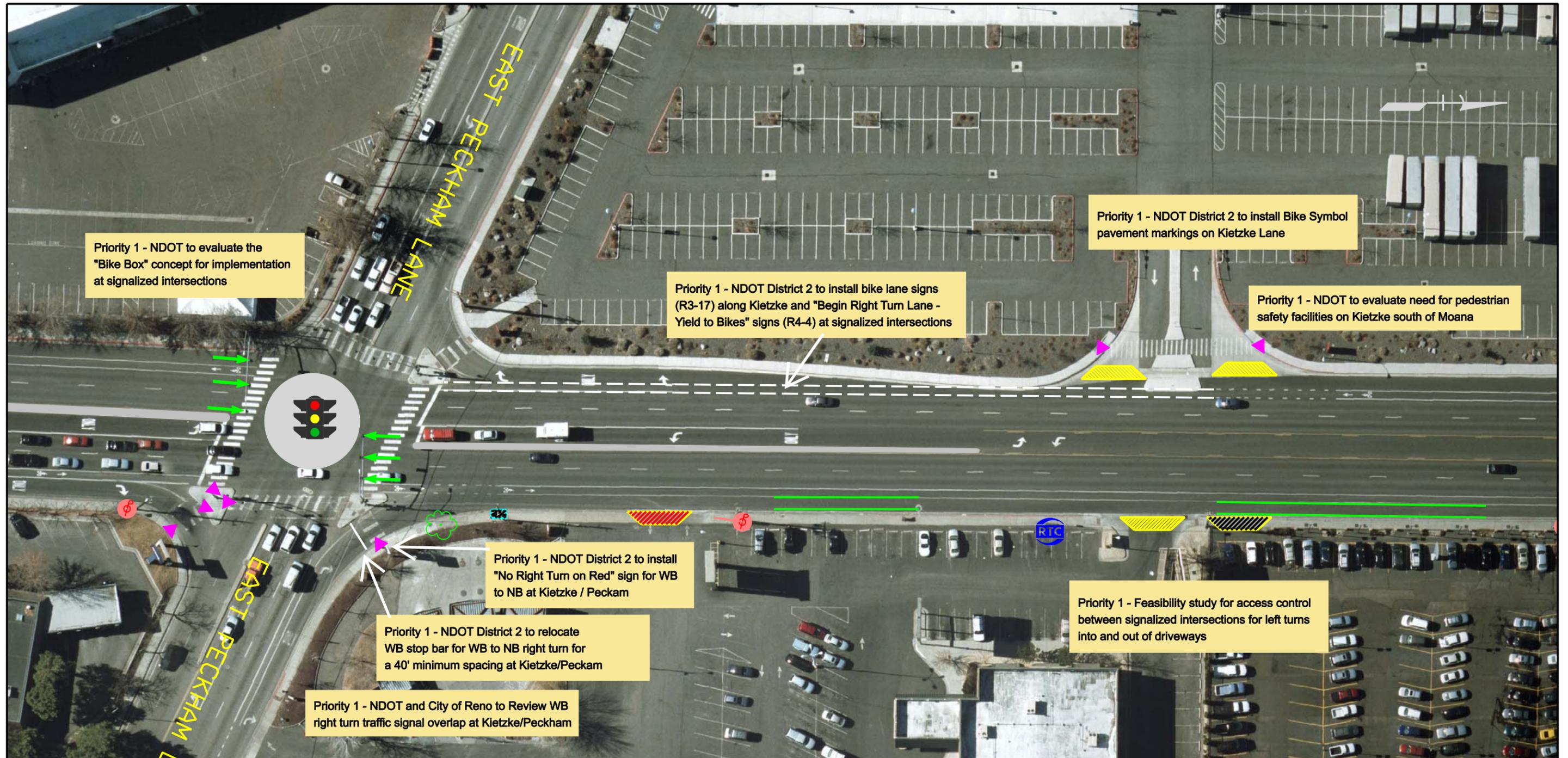
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# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

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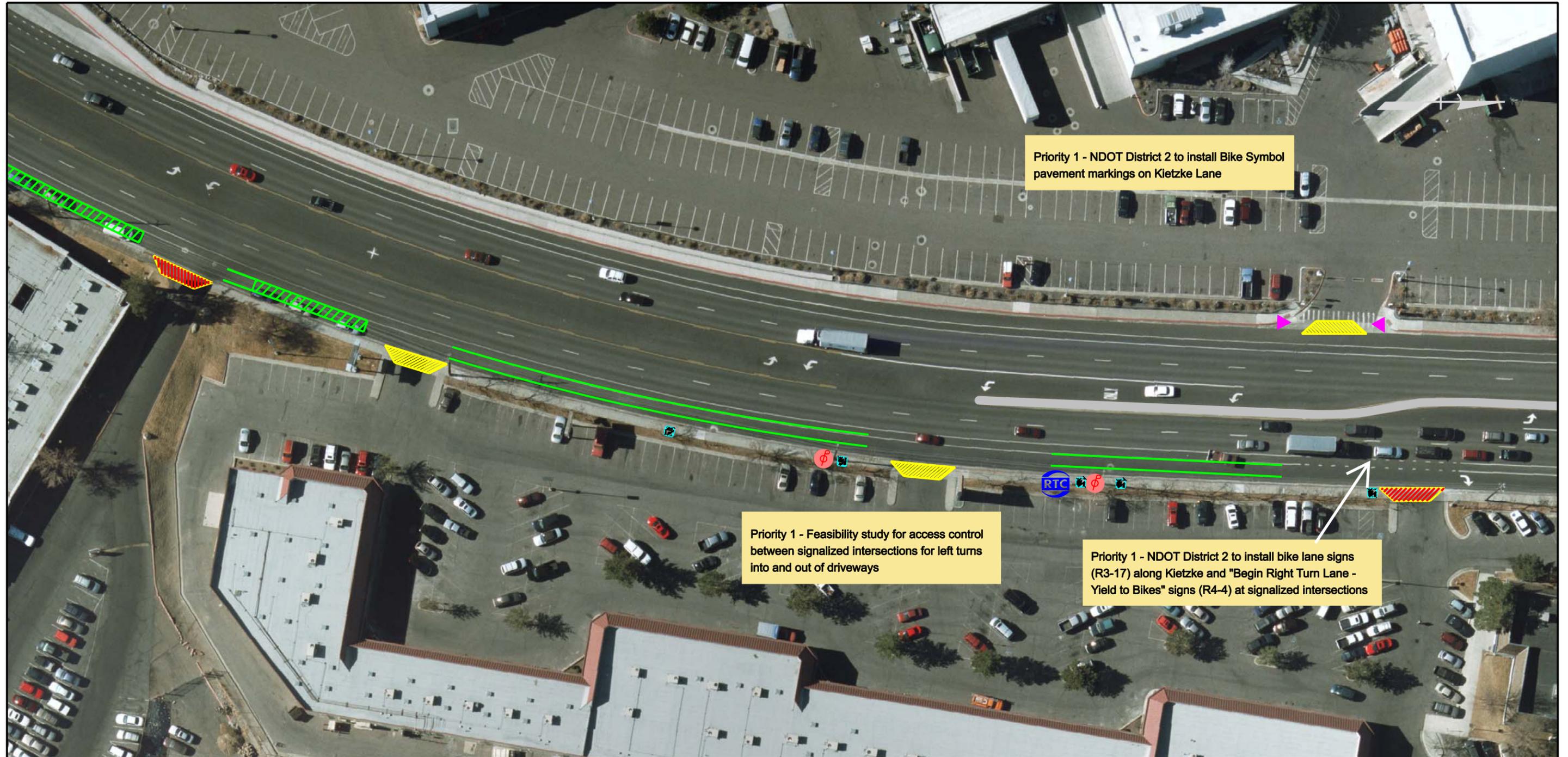
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Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 1 - NDOT District 2 to install Bike Symbol pavement markings on Kietzke Lane

Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

Priority 1 - NDOT District 2 to install bike lane signs (R3-17) along Kietzke and "Begin Right Turn Lane - Yield to Bikes" signs (R4-4) at signalized intersections

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 1 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 1 RECOMMENDATIONS LEGEND

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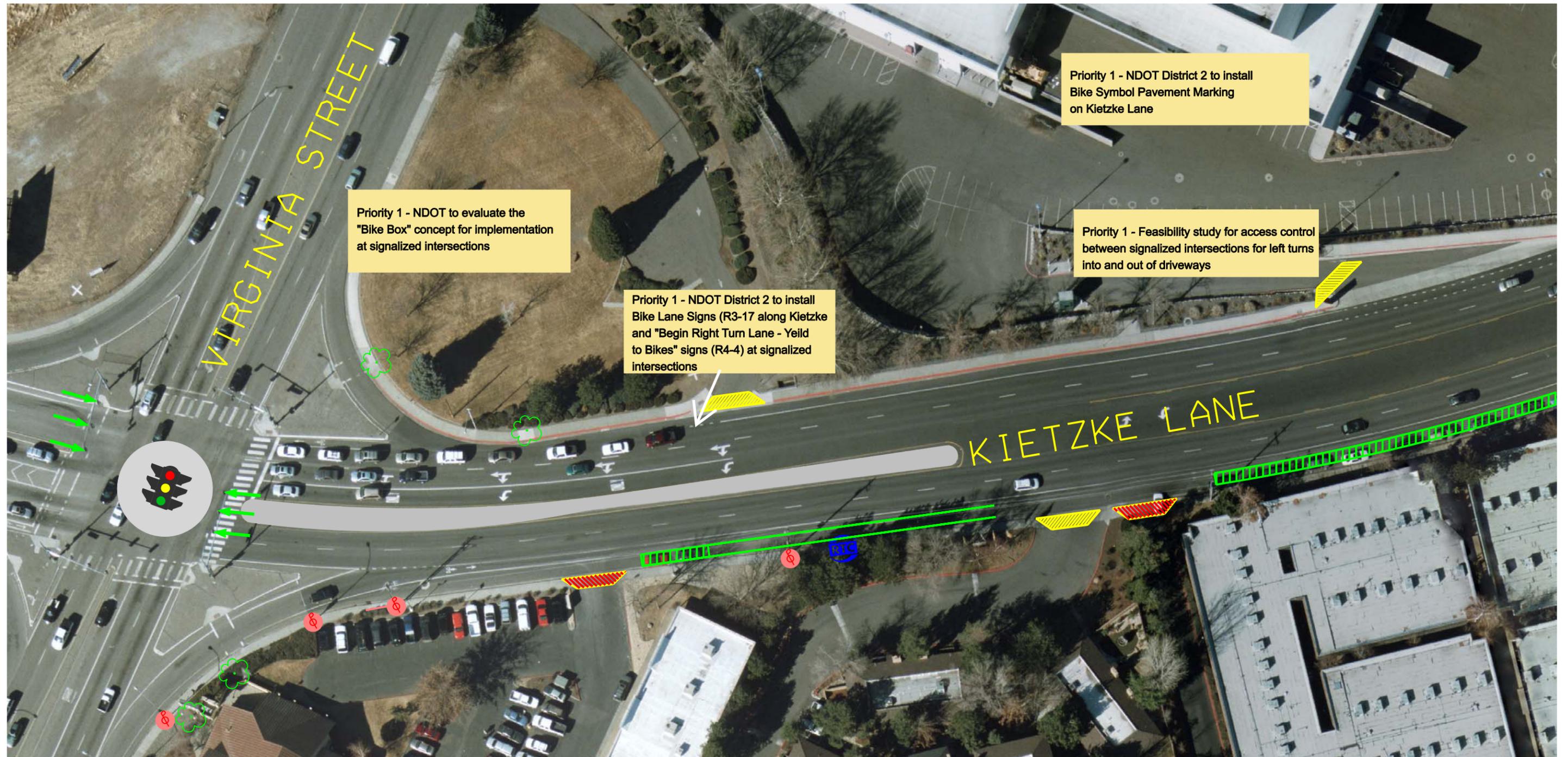
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Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 1 - NDOT to evaluate the "Bike Box" concept for implementation at signalized intersections

Priority 1 - NDOT District 2 to install Bike Lane Signs (R3-17 along Kietzke and "Begin Right Turn Lane - Yield to Bikes" signs (R4-4) at signalized intersections

Priority 1 - NDOT District 2 to install Bike Symbol Pavement Marking on Kietzke Lane

Priority 1 - Feasibility study for access control between signalized intersections for left turns into and out of driveways

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 1 RECOMMENDATIONS

# PRIORITY 2 & 3 RECOMMENDATIONS MAP



## KIETZKE LANE SAFETY MANAGEMENT PLAN

**zero Fatalities'**  
*Drive Safe Nevada*

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



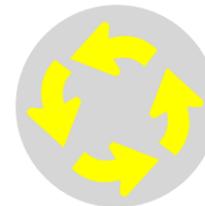
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 2 - Replace pedestrian signal heads with count-down timer heads at Galletti Way

KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

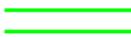
## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



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BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



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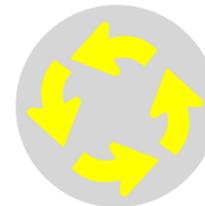
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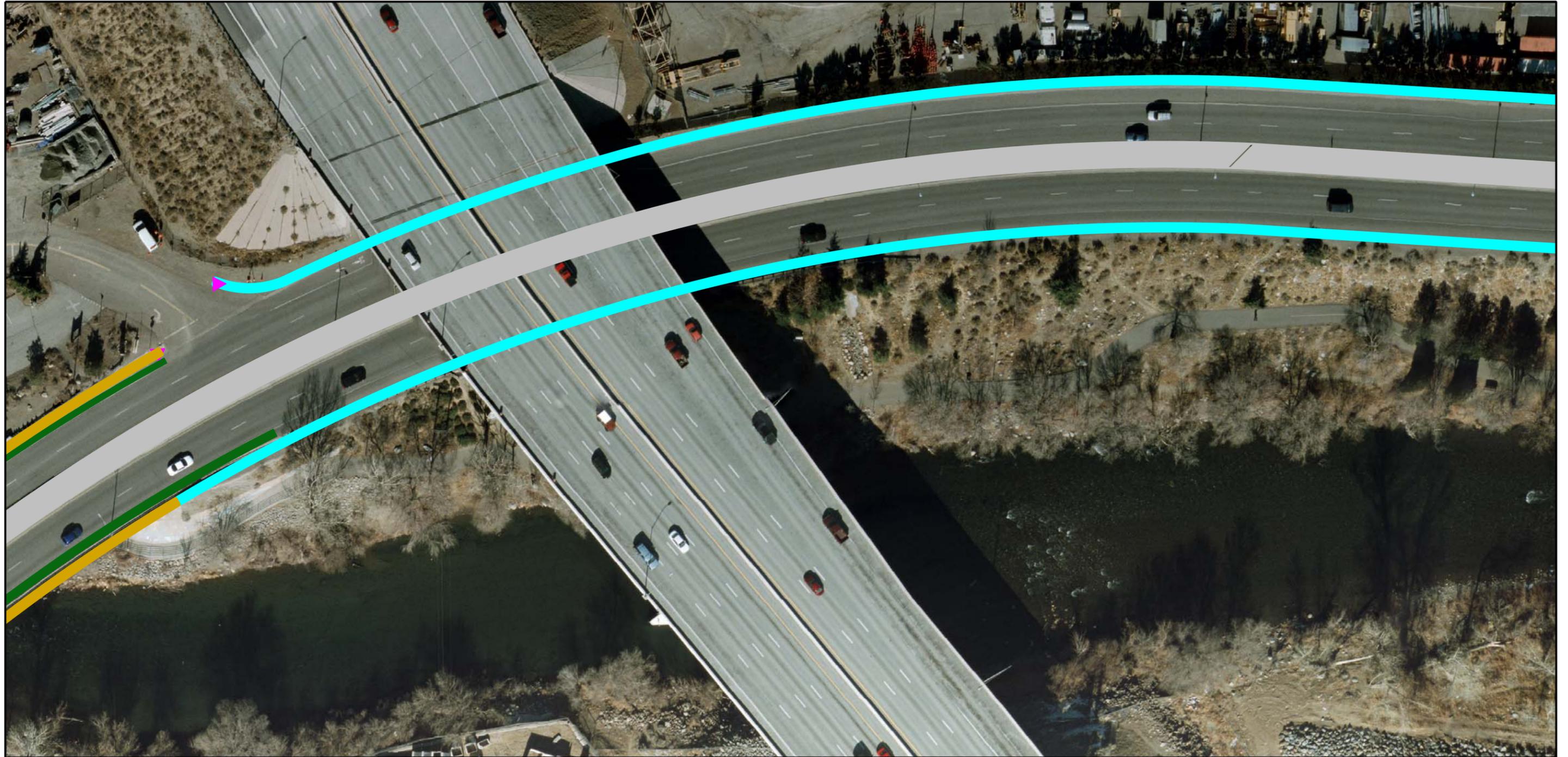
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
KIETZKE LANE SAFETY MANAGEMENT PLAN



# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



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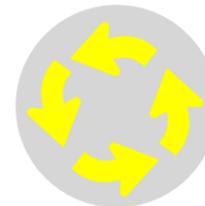
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MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

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Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



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MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



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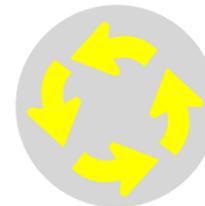
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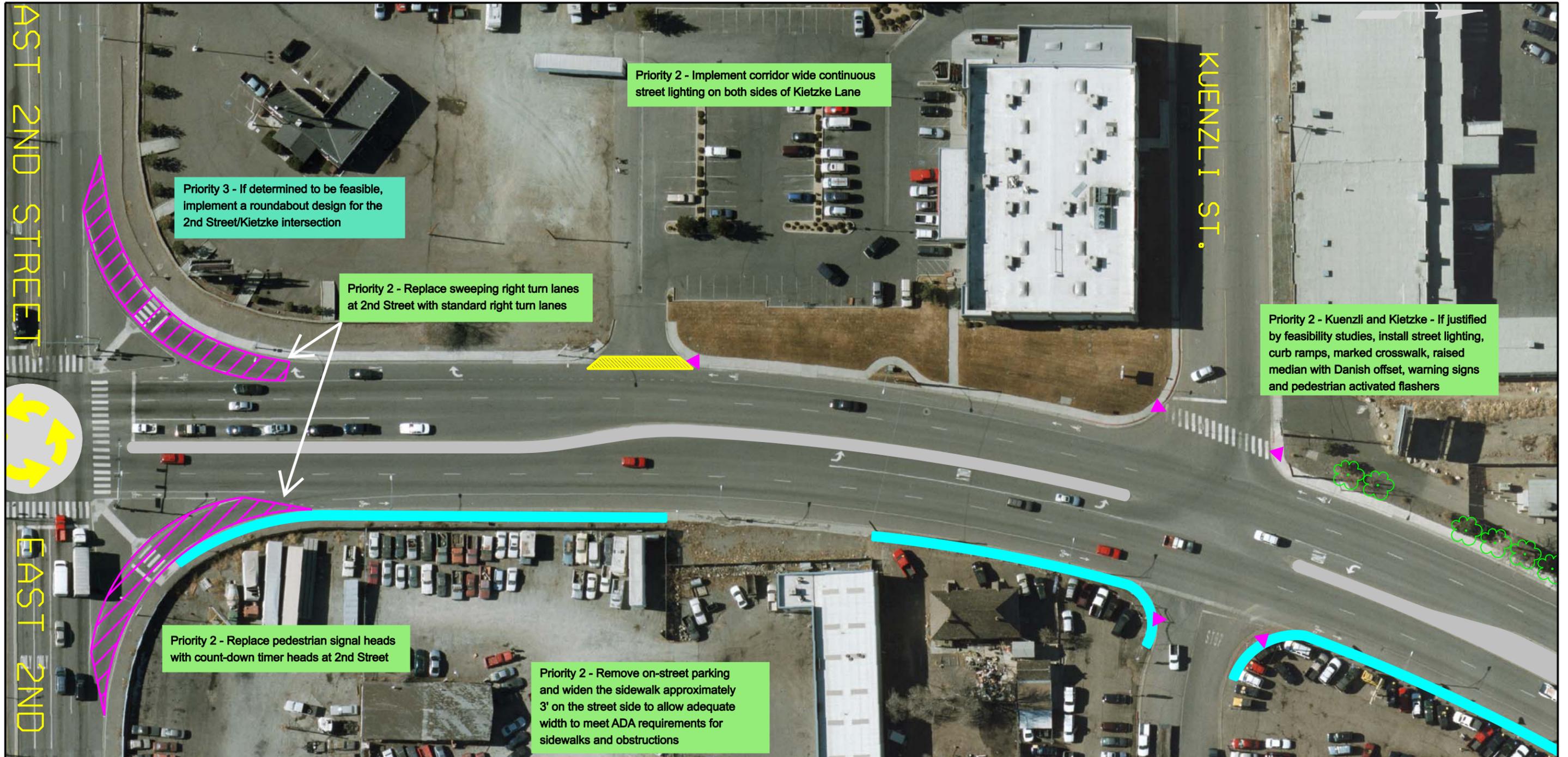
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POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

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Priority 3 - Improvements that can be included in a long range improvement plan.



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



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MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



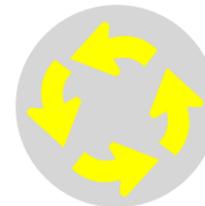
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



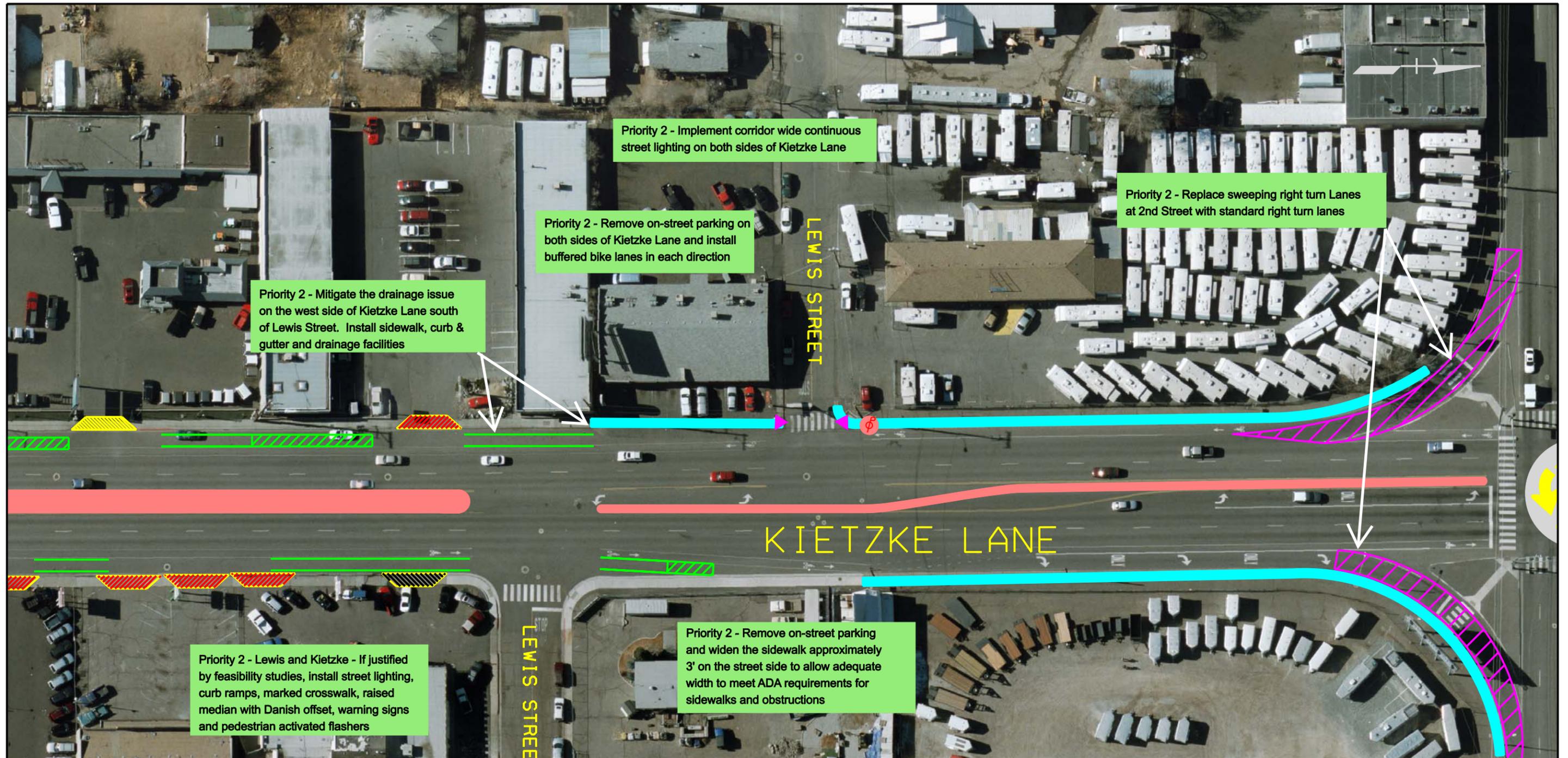
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



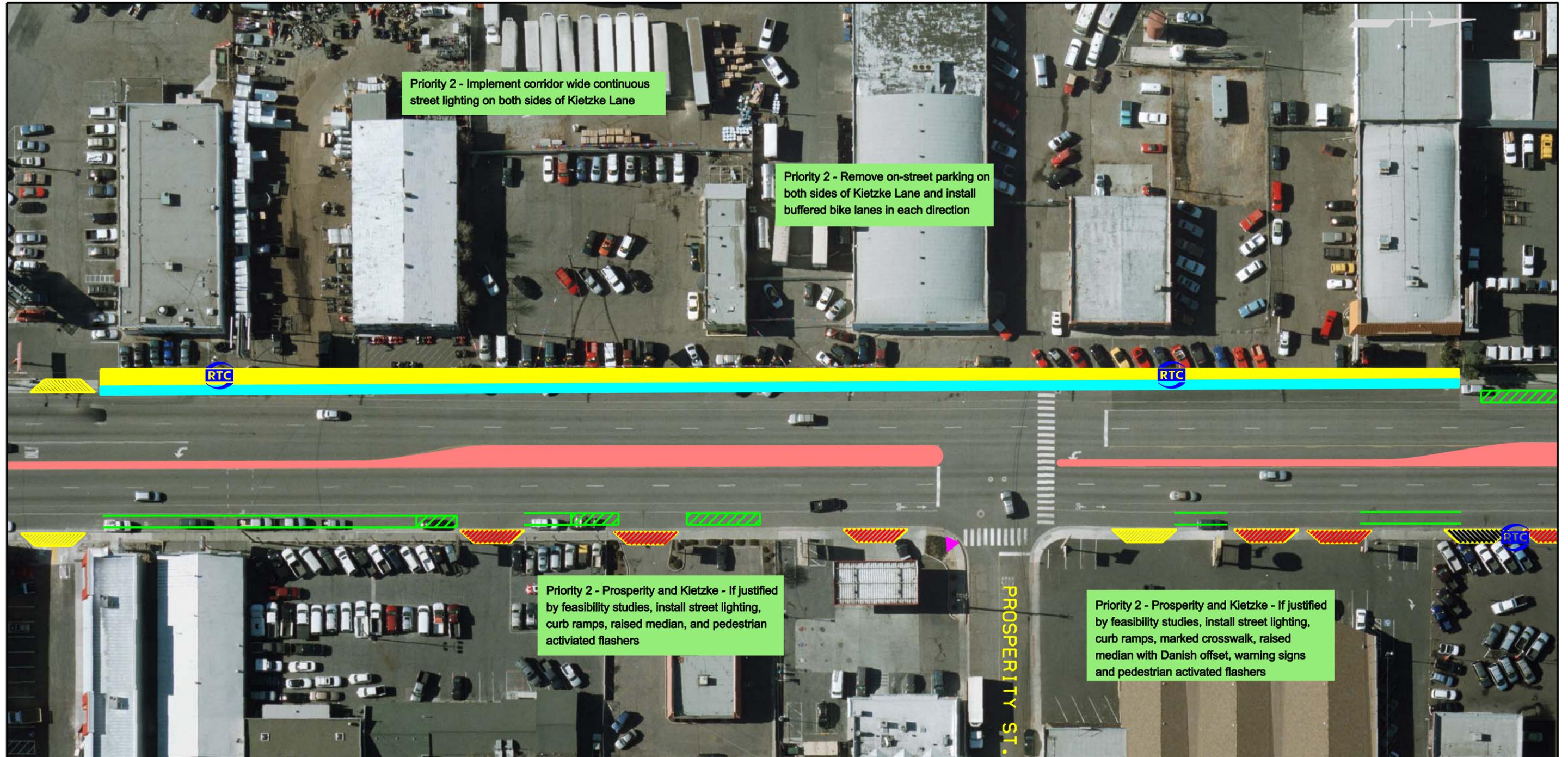
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 2 - Implement corridor wide continuous street lighting on both sides of Kietzke Lane

Priority 2 - Remove on-street parking on both sides of Kietzke Lane and install buffered bike lanes in each direction

Priority 2 - Prosperity and Kietzke - If justified by feasibility studies, install street lighting, curb ramps, raised median, and pedestrian activated flashers

Priority 2 - Prosperity and Kietzke - If justified by feasibility studies, install street lighting, curb ramps, marked crosswalk, raised median with Danish offset, warning signs and pedestrian activated flashers

PROSPERITY ST.

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



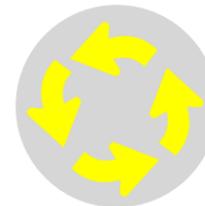
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



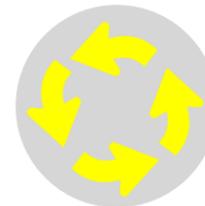
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



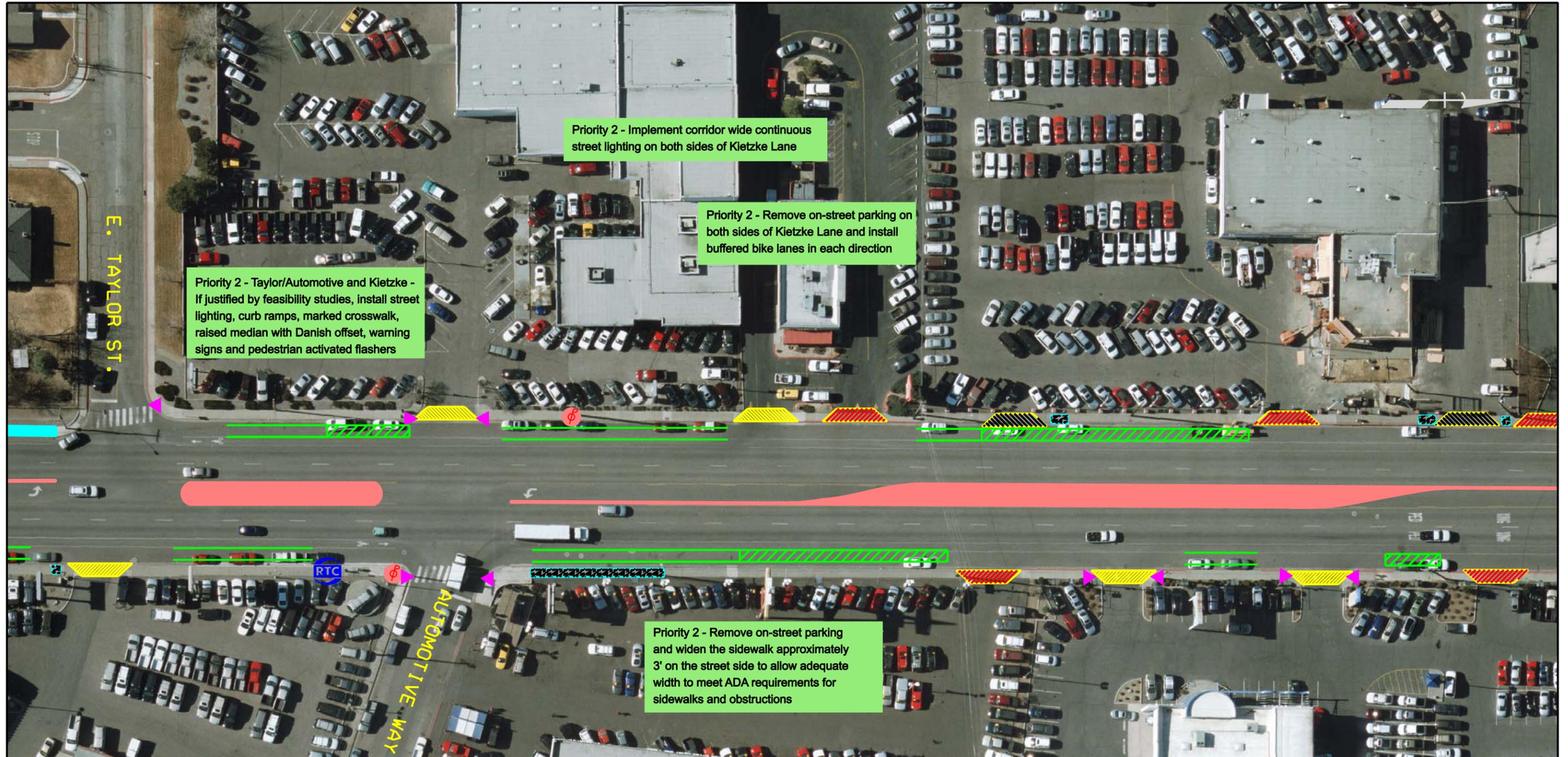
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 2 - Taylor/Automotive and Kietzke - If justified by feasibility studies, install street lighting, curb ramps, marked crosswalk, raised median with Danish offset, warning signs and pedestrian activated flashers

Priority 2 - Implement corridor wide continuous street lighting on both sides of Kietzke Lane

Priority 2 - Remove on-street parking on both sides of Kietzke Lane and install buffered bike lanes in each direction

Priority 2 - Remove on-street parking and widen the sidewalk approximately 3' on the street side to allow adequate width to meet ADA requirements for sidewalks and obstructions

E. TAYLOR ST.

AUTOMOTIVE WAY

RTC

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



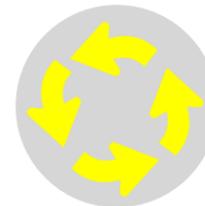
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 2 - Implement corridor wide continuous street lighting on both sides of Kietzke Lane

Priority 2 - Remove on-street parking on both sides of Kietzke Lane and install buffered bike lanes in each direction

Priority 2 - Remove on-street parking and widen the sidewalk approximately 3' on the street side to allow adequate width to meet ADA requirements for sidewalks and obstructions

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



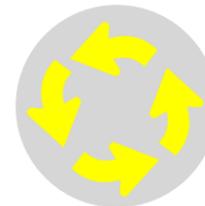
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



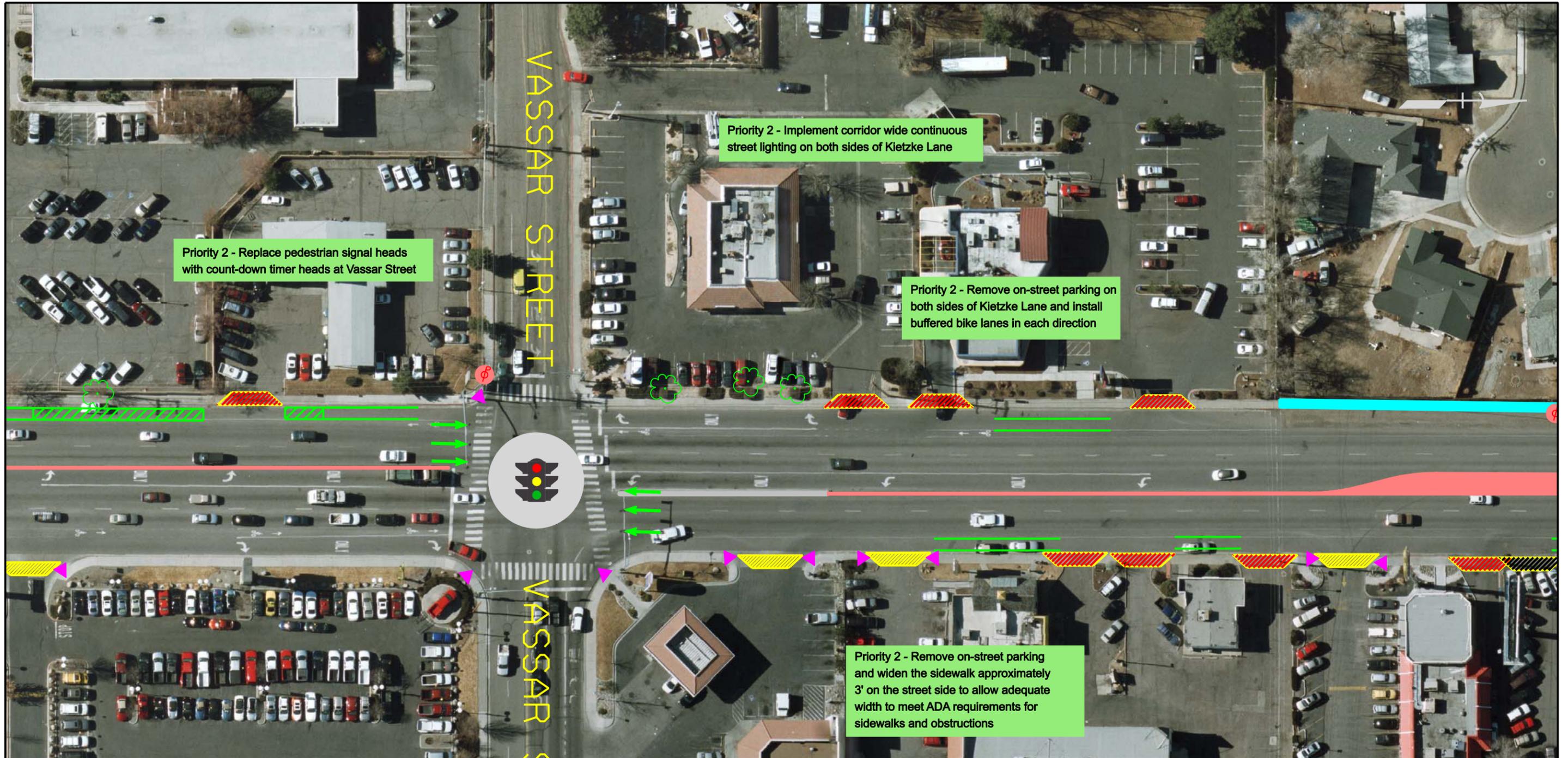
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



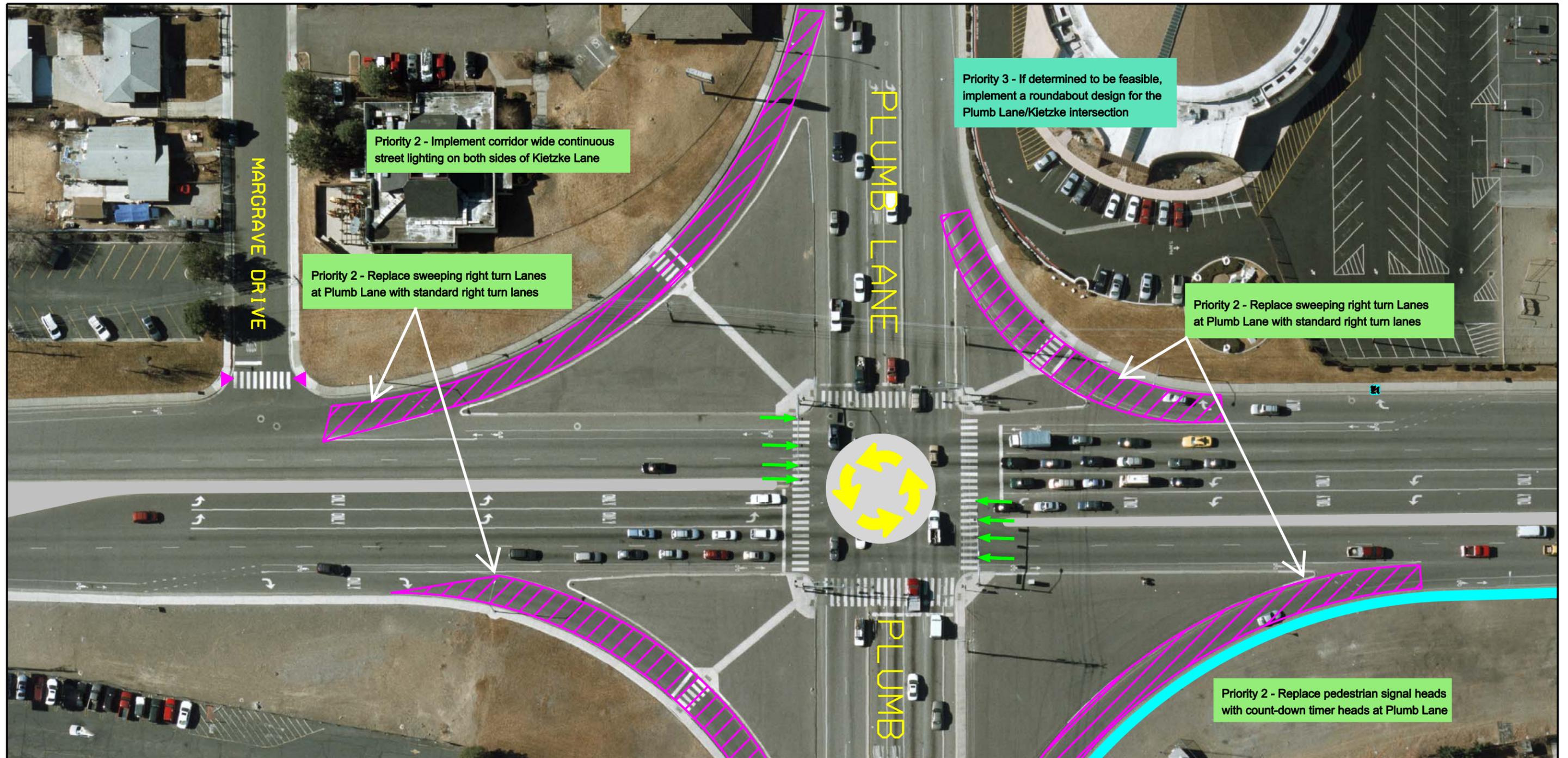
POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.

SEGMENT 4 ←

→ SEGMENT 3



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



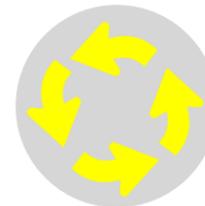
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



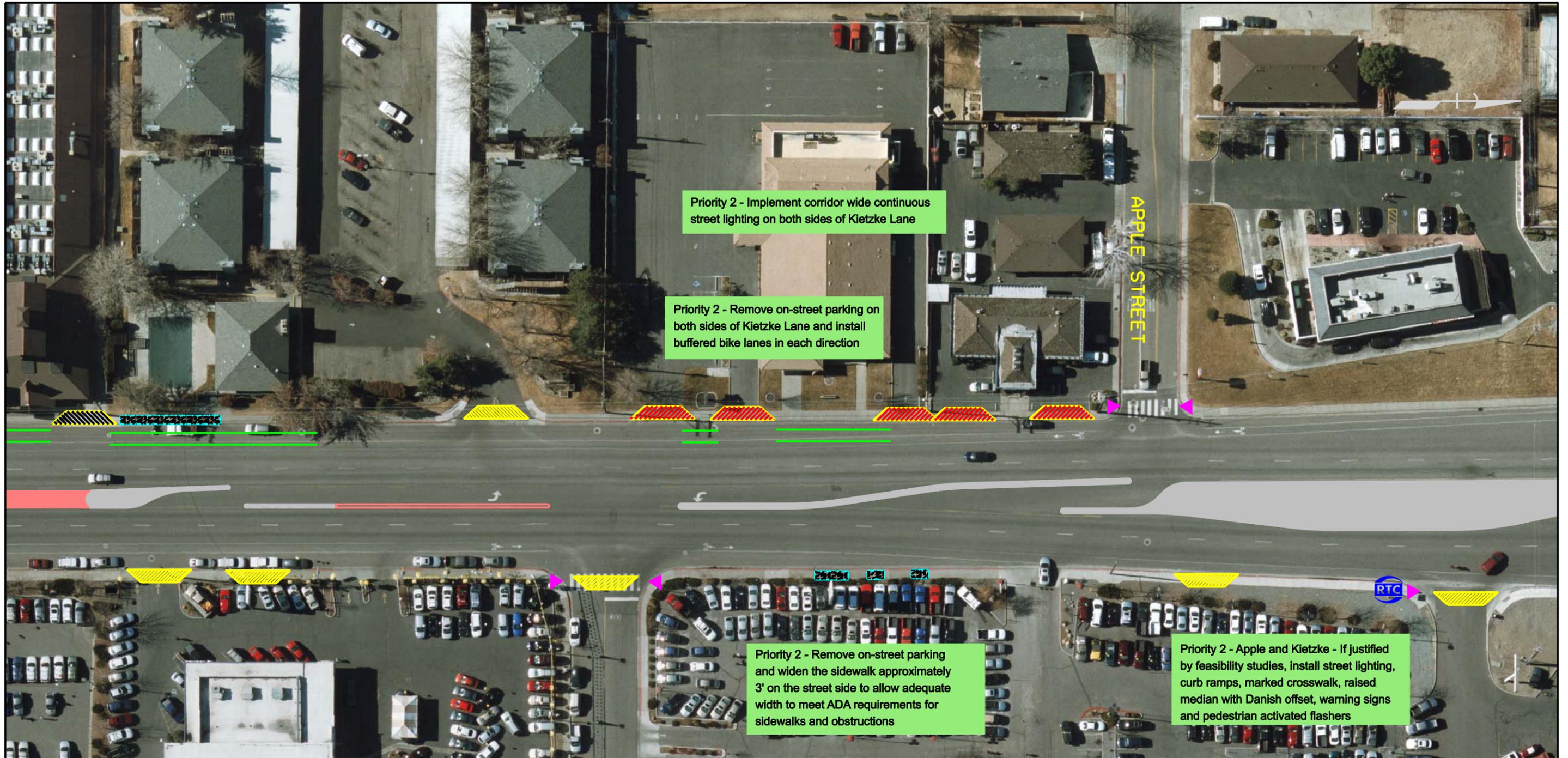
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



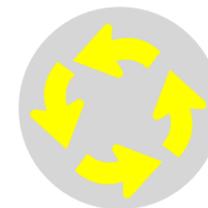
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



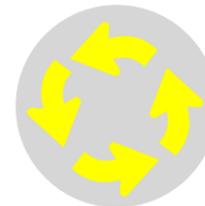
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



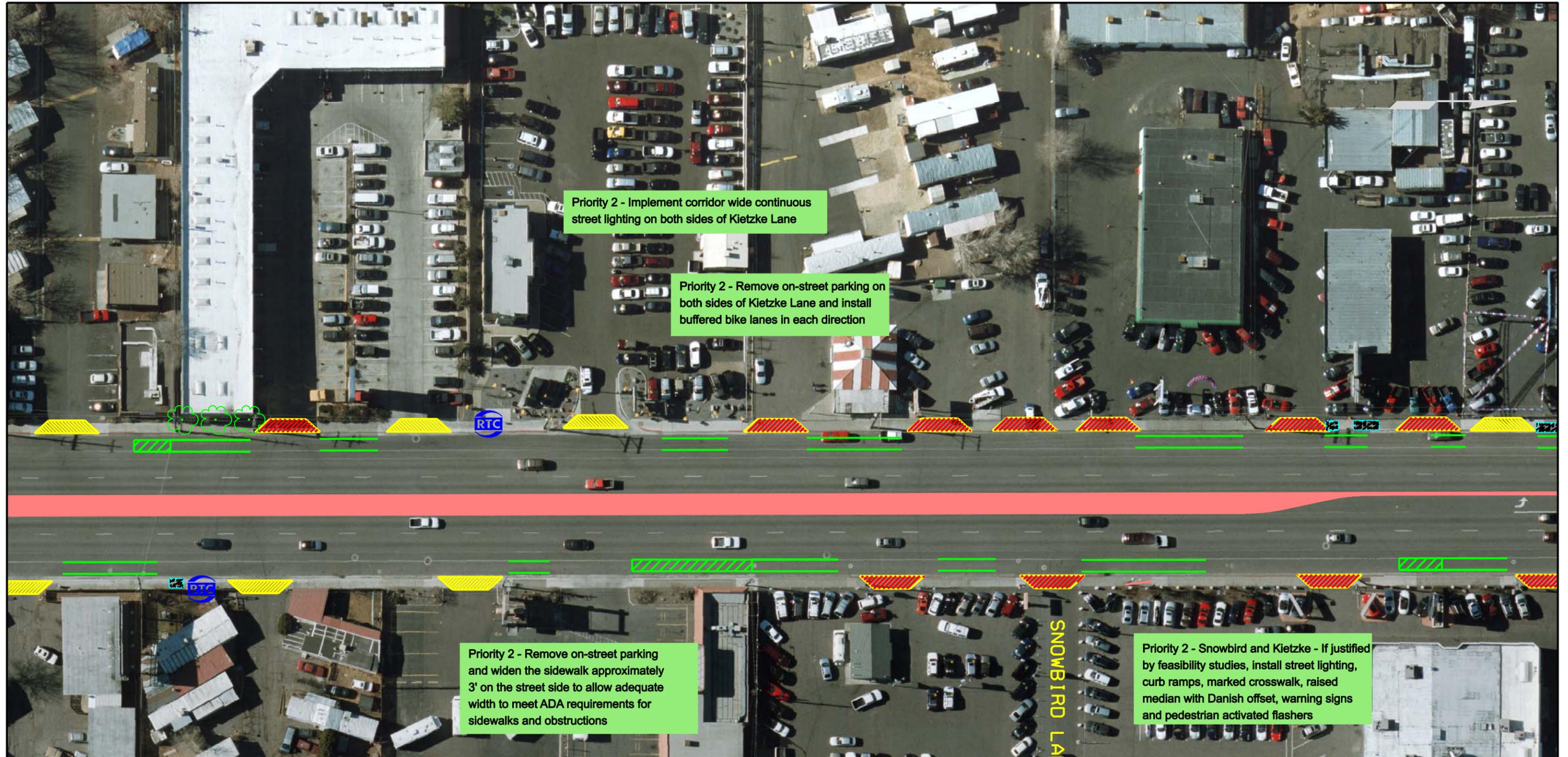
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 2 - Implement corridor wide continuous street lighting on both sides of Kietzke Lane

Priority 2 - Remove on-street parking on both sides of Kietzke Lane and install buffered bike lanes in each direction

Priority 2 - Remove on-street parking and widen the sidewalk approximately 3' on the street side to allow adequate width to meet ADA requirements for sidewalks and obstructions

Priority 2 - Snowbird and Kietzke - If justified by feasibility studies, install street lighting, curb ramps, marked crosswalk, raised median with Danish offset, warning signs and pedestrian activated flashers

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



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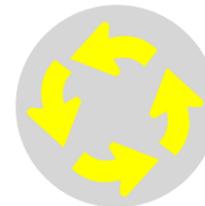
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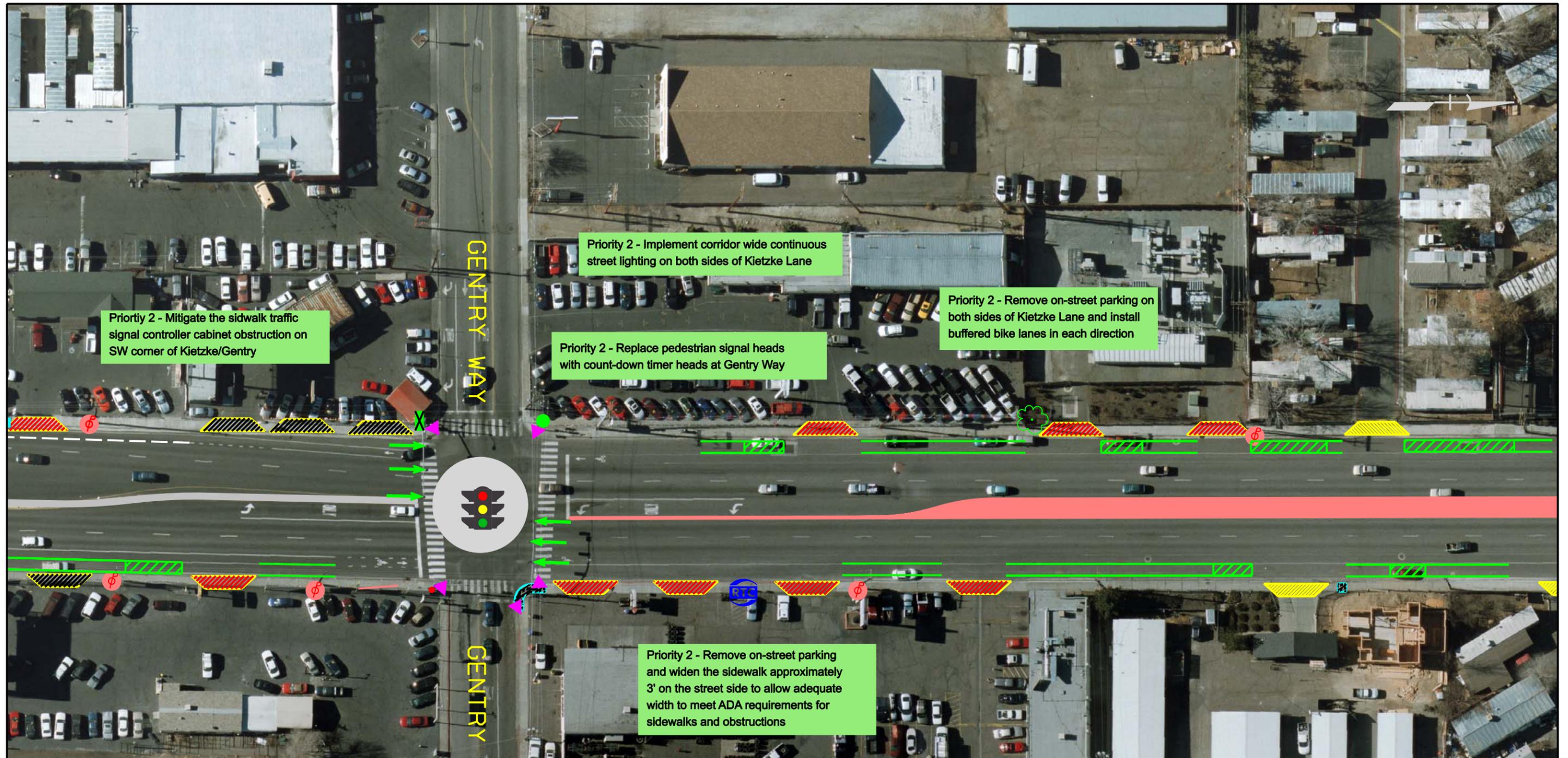
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



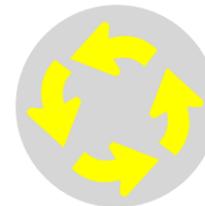
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



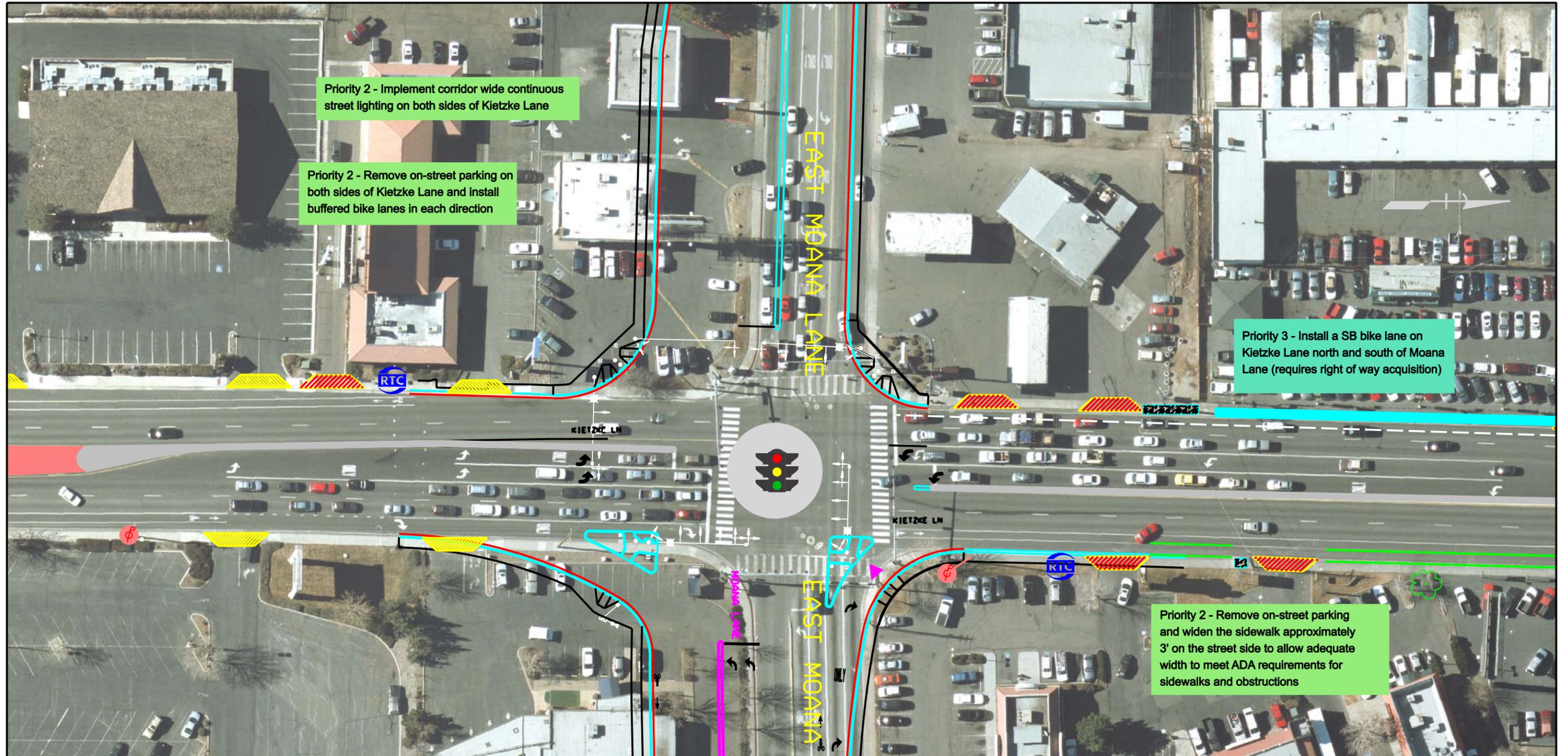
POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.

SEGMENT 5 ←

→ SEGMENT 4



KIETZKE LANE SAFETY MANAGEMENT PLAN  
 PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

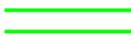
## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



REPLACE DAMAGED SIDEWALK



REPLACE MISSING SIDEWALK WITH NEW SIDEWALK, C&G



BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



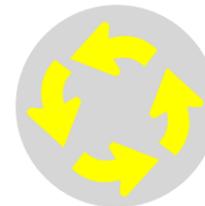
MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



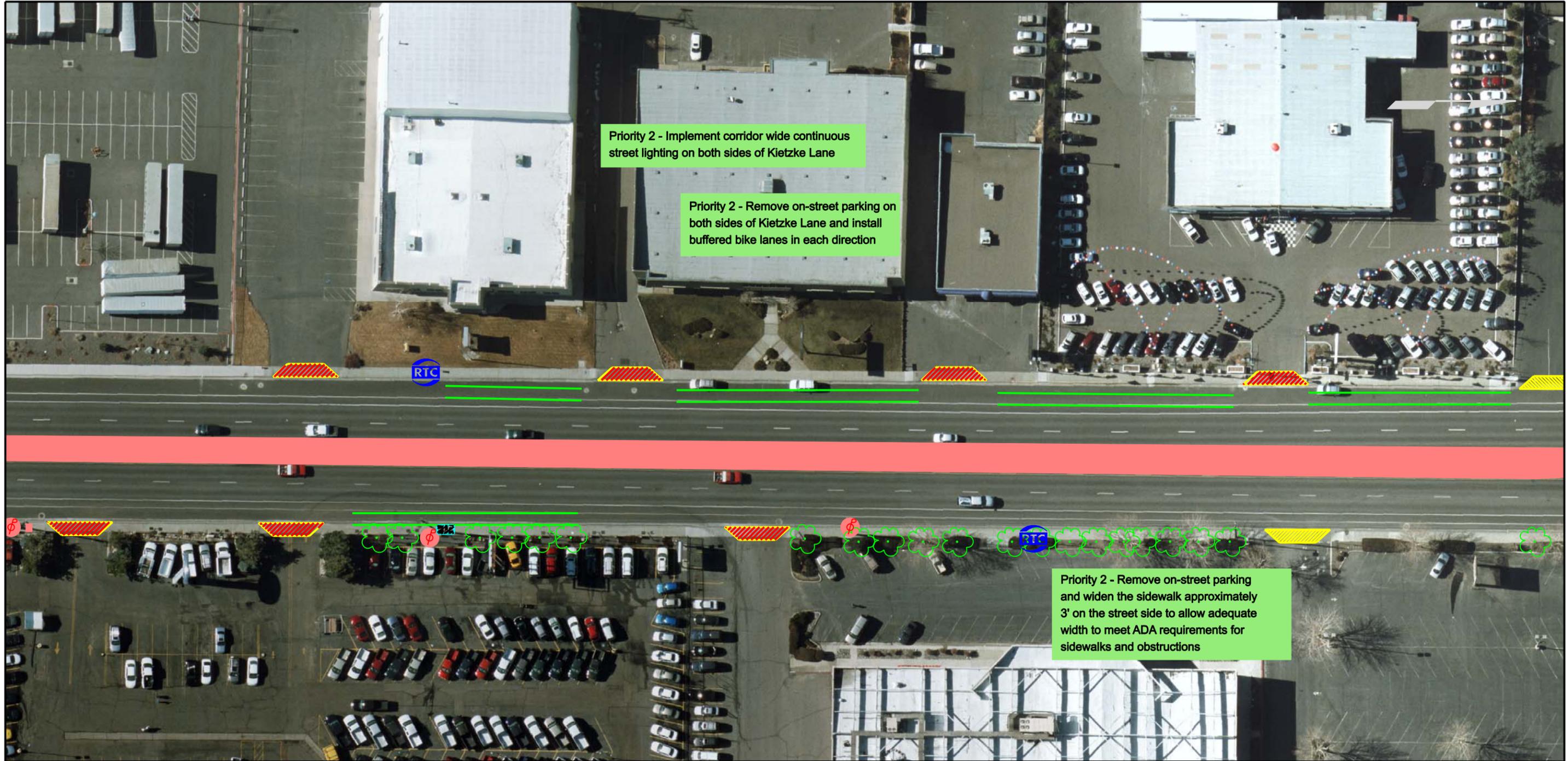
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 2 - Implement corridor wide continuous street lighting on both sides of Kietzke Lane

Priority 2 - Remove on-street parking on both sides of Kietzke Lane and install buffered bike lanes in each direction

Priority 2 - Remove on-street parking and widen the sidewalk approximately 3' on the street side to allow adequate width to meet ADA requirements for sidewalks and obstructions

# KIETZKE LANE SAFETY MANAGEMENT PLAN

## PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



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ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



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MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



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MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



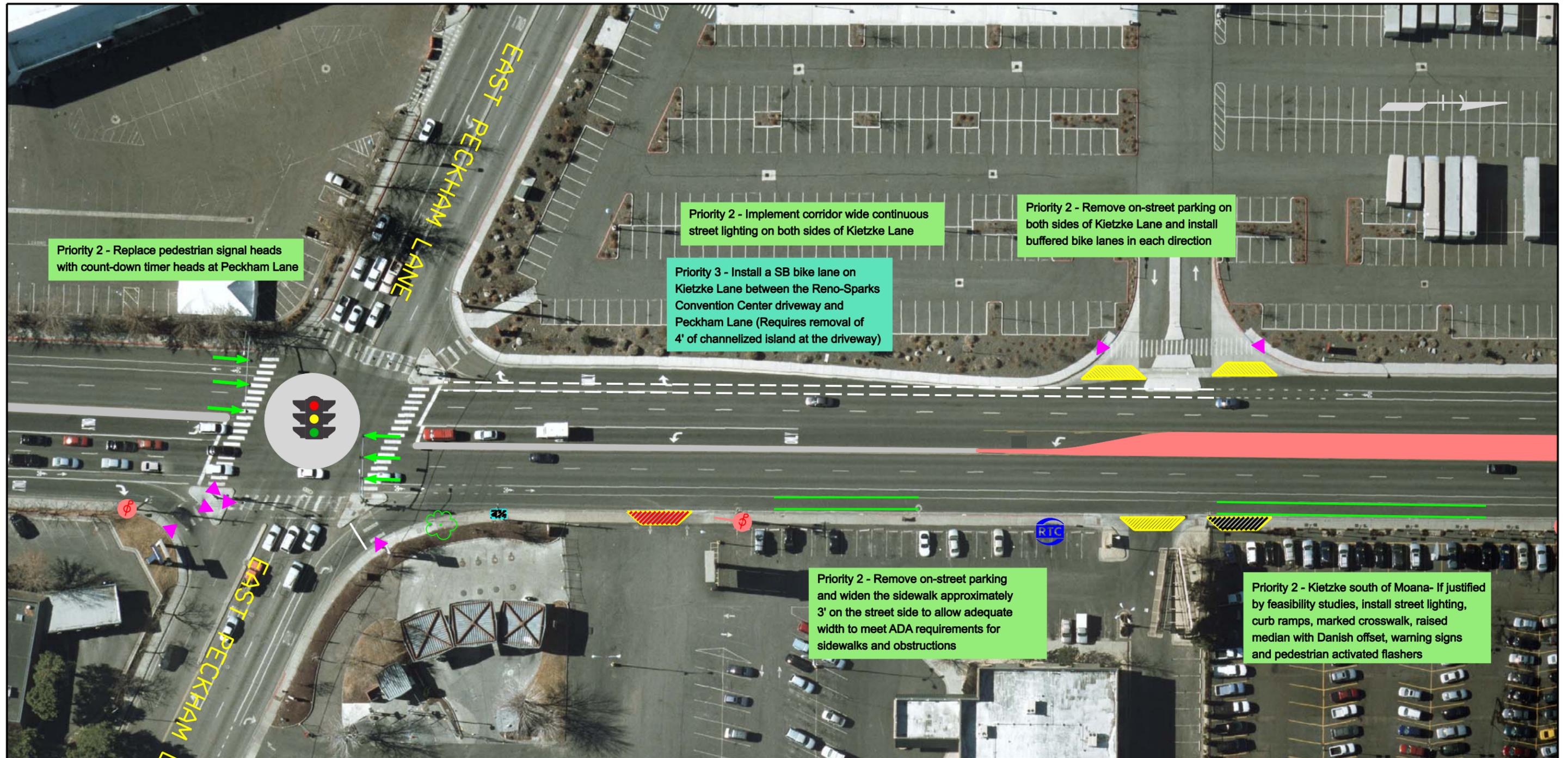
MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

\* Priority 2 - Improvements that can be included in a future NDOT or RTC project.

Priority 3 - Improvements that can be included in a long range improvement plan.



Priority 2 - Replace pedestrian signal heads with count-down timer heads at Peckham Lane

Priority 2 - Implement corridor wide continuous street lighting on both sides of Kietzke Lane

Priority 2 - Remove on-street parking on both sides of Kietzke Lane and install buffered bike lanes in each direction

Priority 3 - Install a SB bike lane on Kietzke Lane between the Reno-Sparks Convention Center driveway and Peckham Lane (Requires removal of 4' of channelized island at the driveway)

Priority 2 - Remove on-street parking and widen the sidewalk approximately 3' on the street side to allow adequate width to meet ADA requirements for sidewalks and obstructions

Priority 2 - Kietzke south of Moana- If justified by feasibility studies, install street lighting, curb ramps, marked crosswalk, raised median with Danish offset, warning signs and pedestrian activated flashers

# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS

# KIETZKE LANE SAFETY MANAGMENT PLAN

## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



TRAFFIC SIGNAL CONTROL



DRIVEWAYS



ON STREET PARKING



ON STREE PARKING UTILIZED DURING 5/22/12 SURVEY



EXISTING MEDIAN ISLAND



MITIGATE DRIVEWAYS THAT ARE BLOCKED OR CLOSED/REPLACE WITH SIDEWALK AND CURB / GUTTER



PROPOSED MEDIAN ISLANDS



MITIGATE SIGNAL HEAD ALIGNMENT AND INSTALL RETRO-REFLECTIVE BACKPLATES



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BIKE LANE LESS THAN 5' WIDE



MITIGATE UTILITY POLE - OBSTRUCTION / CLEAR ZONE ISSUE



SWEEPING RIGHT TURN LANES



MITIGATE MISSING BIKE LANE WITH INSTALLATION OF NEW BIKE LANE



MITIGATE SIGNAL CONTROLLER CABINET OBSTRUCTION



MITIGATE SIGNAL POLE OBSTRUCTION



MITIGATE FIRE HYDRANT OBSTRUCTION



REPLACE DAMAGED JUNCTION BOX LID



MITIGATE GUY WIRE OBSTRUCTION



MITIGATE DRIVEWAYS THAT ARE NON-ADA COMPLIANT OR CAN BE COMBINED



MITIGATE PEDESTRIAN RAMPS THAT ARE NON-ADA COMPLIANT / MISSING RAMPS



POSSIBLE LOCATION FOR FUTURE ROUNDABOUT

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## \* PRIORITY 2 and 3 RECOMMENDATIONS LEGEND



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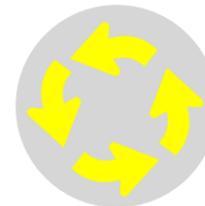
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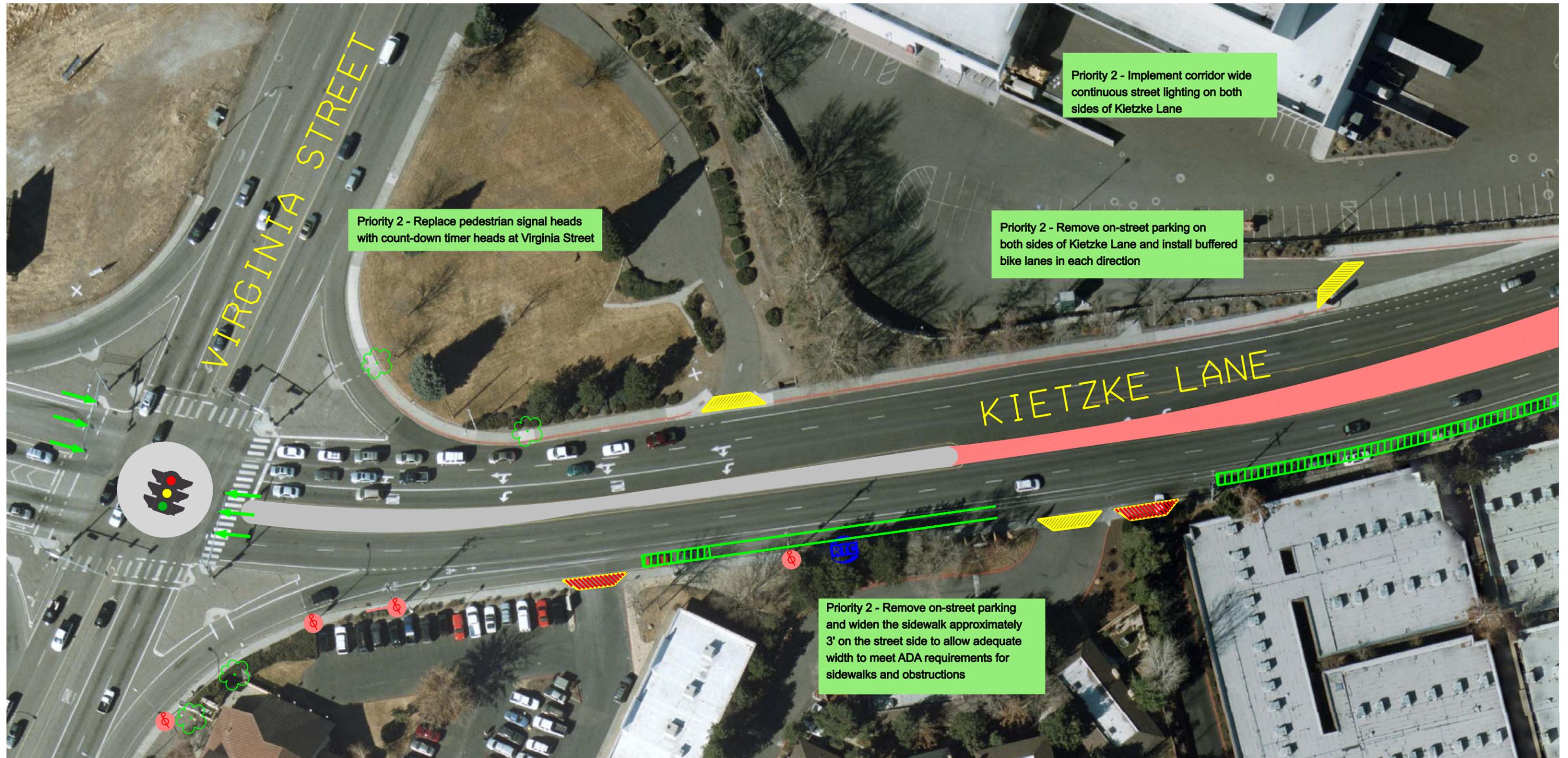
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# KIETZKE LANE SAFETY MANAGEMENT PLAN PRIORITY 2 AND 3 RECOMMENDATIONS