JUSTIFICATION LETTER.

Introduction

The homeowners of Wolf Creek HOA have requested and received personal direction from Councilman Steve Ross to obtain City approval for entry and crash gates to their community. Councilman Ross called a meeting on May 15, 2007 with the various city department leaders. During the meeting he provided his handwritten checklist of requirements to achieve this request. His list is an attachment to this letter.

Entry and Crash Gate Justification

The justification and urgency of entry and crash gate completion is an escalating danger and safety hazard to the children and residents of Wolf Creek. The City Traffic Study supports this allegation. It was done on Wednesday, June 27, 2007 for the 24 hour period from midnight to midnight. The City Traffic Study confirms the high volume of vehicles crossing at the location for the requested crash gate (487 vehicles in 24 hours). The entry gate location is the only point of entry and exit for Wolf Creek. The site plan confirms the Wolf Creek entry design and location. The north/south route is to be closed after City approval by a crash gate. Both the entry and crash gate installation will alleviate the dangers and hazards for children and our neighborhood. By contrast the source of the hazards are vehicles from the north in Iron Mountain Ranch which has 5 points of entry and exit! These facts are supported by the attached City Traffic Report and site plans of both neighborhoods.

The street location for the crash gate is the same location where the vehicle counters were placed for the results of the City Traffic Study. The proposed crash gate is on Canyon Ranch which with completion will stop nearly 500 cars per day from entering and exiting Wolf Creek from Iron Mountain Ranch. The streets crossing Canyon Ranch on the north are Delionee Skies (In Iron Mountain Ranch) and Amber Station on the south (In Wolf Creek).

Additional Danger and Safety Issues

1. **Children walking to elementary, middle school, and high school are directly in the path of the commuter vehicles.** The various starting times of the local schools place different age children in the path of the traffic at 6AM, 7AM, and 8AM. The traffic Report confirms the continuous and excessive traffic flow through theses hours and the entire period 6AM thru midnight. The evening rush hour traffic reverses direction toward the north. The time and volume reverse to the north is confirmed in the traffic report. The school bus stop is located a few feet from the proposed entry gate location. The entry gate would require full stops and the pedestrian entry keep children on the sidewalks. The volume and speed of commuter traffic is a danger and hazard at the same times children are walking across these streets to Jones. The drivers are seen in a hectic "morning rush hour" attitude with routine cell phone distractions and other small children

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in their vehicles. Many of the vehicles are SUV and pick up trucks which are also carrying school age children. The vehicles roll thru the intersections without stopping in both north and south directions.
The school bus stop is located at the corner of Jones and Chestnut Run. The street entry to Wolf Creek is Chestnut Run. The entry gate location over Chestnut Run is on the site plan and complies with necessary City Departmental requirements.

2. **There is a high traffic flow pattern in a limited space**. The north/south traffic flow on Canyon Ranch requires the nearly 500 vehicles to enter and pass thru the Amber Station intersection which has no stop sign in either direction. All cars from Amber Station in Wolf Creek are subject to merge into the north/south flow of nearly 500 cars as documented by the traffic report and site plan. The south bound vehicles then must turn right (west) to exit onto Jones. Another significant fact is that there is no stop sign at Delionee Skies and Canyon Ranch to stop left turning cars before entry onto Canyon Ranch. These cars "roll thru the corner" and accelerate to "roll thru the next corner" at Chestnut Run. The site plan confirms the short distances of these streets with a resulting traffic congestion from the high volume of vehicles.

3. **The stop sign locations in the limited space are ignored by drivers who roll thru the intersections and around the corners.** Controlling driver behavior is the element necessary to prevent injury to children and property. In this situation changing and adding stop signs will not control driver behavior. On Delionee Skies there is a stop sign on the northwest corner of Canyon Ranch. The west bound traffic have no stop sign and "roll" onto Canyon Ranch while continuing thru the Amber Station intersection. There is also no stop sign for any of these drivers for the right turn onto Chestnut Run. The short distances between the intersections make the case for entry and crash gates certain to prevent tragedy by prevention before disaster. This 24 hour town has traffic at all hours and drivers with all stages of intoxification and impairment. The houses on Canyon Ranch are directly in line with the "T-intersection" of entry to Wolf Creek on Chestnut Run. A "runaway" car would enter the center house thru the children's bedroom. This is only one example of many tragedies and injuries that would be prevented by stopping Iron Mountain traffic with entry and crash gates at Wolf Creek.

4. T**he short distance of travel thru Wolf Creek makes the speed of the southbound (and northbound) traffic dangerous.** The speed of southbound traffic thru Wolf Creek is excessive. The traffic study found that the average speed of the nearly 500 vehicles (24 hours) is above the posted 25 mph. There is only a very short distance of travel from the required full stop at Canyon Ranch and Delionee Skies (northwest corner) in Iron Mountain Ranch to the location of the traffic counter on Canyon Ranch north of Amber Station in Wolf Creek. A high rate of acceleration is necessary to achieve the reported 25+mph speed in such a short distance from stop sign to traffic counter. This is the only south bound stop sign! .
Wolf Creek residents living on Canyon Ranch and other Wolf Creek drivers estimate the vehicles traveling in this short corridor from Delionee Skie to Jones are closer to 35mph!

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The estimate is based on several facts. The "excessive speed" allegation is confirmed by a large and deep curb to curb "dip" in the roadway of Canyon Ranch at Amber Station. This "dip" requires small and mid-size vehicles to slow down or 'bottom out". There are significant pavement scrapes at the site to confirm the allegation. The traffic study device confirmed that cars were not slowing done but traveling above the speed limit. The bigger SUV and pickup trucks can speed over the dip without "bottoming out". In addition the following encounters confirm the allegations: there are tire sounds of cars "rounding the corner", loud muffler cars chasing after each other, daily engagement with the high volume and speed of drivers from the north. Wolf Creek is an otherwise quiet residential neighborhood of only 59 residential single family homes with a vacancy number of approximately 7 at the time of the traffic study. The site plan confirms the numbers and comparison with the hundreds of homes in the Iron Mountain Ranch. It is dangerous for the large numbers of cars and high speed to pass thru the short distance of the Wolf Creek neighborhood. City approval for the entry and crash gates in Wolf Creek will stop the "short cut" route of nearly 500 cars thru our neighborhood.

5. **Poor driver attitude, lack of courtesy and impatience from Iron Mountain Ranch drivers is seen daily.** Law enforcement recently reported on local news that one of the main causes of traffic collisions on Las Vegas streets and highways is "poor driver attitude". We have all experienced drivers whose actions are interpreted as "right of passage" and "entitlement". The drivers from Iron Mountain show these poor attitudes toward the Wolf Creek drivers at the proposed gate locations and along the "short cut" route from Deloniee Skies in Iron Mountain Ranch thru Wolf Creek for exit onto Jones. The Wolf Creek neighborhood is a circular drive with only the two entry/exit locations that are the subject of this justification letter.

Summary and Conclusion

The allegations are supported by the facts. The homeowners have voted, budgeted, agreed and have met all of the requirements listed by Councilman Steve Ross to obtain City approval for entry and crash gates. We the homeowners respectfully submit the documentation requested by Councilman Ross. The entry and crash gates will remove the danger and safety hazard to the residents of Wolf Creek.

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