

MINUTES

PUBLIC WORKS COMMITTEE

July 21st, 2015
10:00 A.M.

REGIONAL GOVERNMENT CENTER
101 CIVIC WAY, LAUGHLIN, NEVADA

Members Present: Public Works

Fred Doten
Shawn Escarzaga
Jim Bodley
Steve Collins
Jim DeWoody
John Pantages

Other Attendees:

Tom Bartelmy, Laughlin Citizen/Public Safety
Barbara Bodley, Citizen
Steven DeStefano, Republic Services
Sunny Paniccia, Republic Services
Kaizad Yazdani, Clark County Public Works
Marvin Hoggard, Clark County Public Works
Kate McDonald, Mohave Valley News

1. CALL TO ORDER

- A. **Fred Doten** called the meeting to order 10:02 AM as a quorum was present
- B. The meeting was conducted in conformance with the Nevada Open Meeting Law.
- C. Agenda items were not taken out of order.
- D. The Public Works Committee did not combine two or more agenda items for consideration.
- E. The Public Works Committee did not remove an item from the agenda or delay discussion relating to an item at any time.

2. ORGANIZATIONAL ITEMS

- A. **Approval of the July 21, 2015 Agenda.**
Jim Bodley moved and **Shawn Escarzaga** seconded the approval of the agenda. Motion carried on a vote of 6 to 0.
- B. **Approval of the Minutes of the June 21, 2015 Meeting Minutes**
Fred Doten tabled this approval. He noted that he could not find the minutes on his computer so they were not available for this meeting. He said he would have them for the next meeting in August.

3. **COMMENTS BY THE GENERAL PUBLIC**

There were no comments from the Public reference any of the agenda items.

4. **COMMITTEE BUSINESS**

Prior to discussing the agenda items **Fred Doten** introduced everyone in the room. He noted that he had received an email from **Angelo Santovito** saying that they were going through personnel changes and that they would not be able to make to Laughlin this month. **Fred Doten** then explained that because Clark County could not make it he invited **Steven DeStefano** down to brief on the recycling effort in Laughlin.. He noted that the committee was blessed to have two groups with us so it should be an excellent meeting.

A. **Receive briefing from Republic Services on Recycling.**

Fred Doten introduced the agenda item and then turned the meeting over to **Steven DeStefano**. **Steven Destefano** started his discussion by introducing **Sonny Paniccia** and his job with Republic Services. Basically what **Sonny Paniccia** does is handle all the logistics associated with upgrading the recycling program in Laughlin. His people handles exchanging trash cans for different sizes, delivering missing or broken cans, and delivering cans to new customer. If someone calls about changing a can he will handle the logistics in getting the can to the individual here in Laughlin.

Steven DeStefano next covered the impact of going to the recycling program. He noted that prior to the new program they were receiving about 30% of the trash going to the recycling plant. This was County wide and did include Laughlin. He noted that this was the percentage going to the recycle center and was not participation. He continued and said that participation was around 10%. Once the program was implemented this number went up to a range of 23-25 percent of the tonnage from Laughlin was going to recycling. **Steven DeStefano** made the point that due to Snowbirds the amount of trash collected weekly varied. He stressed that despite the varying tonnage, the percentage of material going to recycling remained about the same.

Steven DeStefano briefly covered the actual transition to the new system. He stated that from Republic Services, the transition went very smoothly. He noted that their biggest problem was associated with mail. Folks, especially Snowbirds had mail going to Post Office boxes. Some did not receive their letters; however, through telephone calls got the information needed. He continued and said the program is going well and everyone appears to have no issues with it. One of the issues that is county wide is setting the containers on the side of the road. People will sit the container too close together or facing the incorrect direction. This requires the driver to get out of the truck and sit the container correctly.

John Pantages asked if Republic Services service businesses also. **Steven DeStefano** responded with a "Yes"; however, noted that the program he was discussing is only for households. He went on to say that there was a commercial side to recycling. The commercial side charges a fee. **Fred Doten** interjected that the American Legion Post here in Laughlin received a bill with two charges to our account; however, because the Post is a non-profit a large portion of the charge was rescinded. **Steven Destefano** agreed that there was a program at Republic Services where a portion of the charges were declared a donation for nonprofits. He indicated he would check into this and see if there was such a procedure for commercial recycling.

Jim Bodley asked if there was a list of items that should not be put in the recycling containers. His reason for asking this was because he sees in some of his neighbor's containers items which he knows should not be in there. **Steven DeStefano** responded by stating they do not have such a list because it would be too long. He stated their approach was to tell people what they should put in their containers. He noted that if the item was not on the picture that is on the lid of the container, then don't put it in. Put it in the trash container. As a further topic, **Jim Bodley** asked if cardboard boxes should be cut up or could they be just put in the container. **Steven DeStefano** stated that if you bundled the cardboard and placed outside the container it would go into the trash. He stressed again, put all your boxes in the container.

Tom Bartelmy asked about plastics and what could be put in the container. **Steven DeStefano** explained that plastics were defined to 7 levels. The program for Laughlin is for only levels 1 and 2 because that is what the facility is designed to handle.

Steven DeStefano next discussed capacity of the facility. He noted that they presently have 107,000 people signed up for the program; however, the recycling has been going so well that the facility is operating at capacity. They are at a point where they cannot bring anymore households into the program. He continued by stating last year in October they broke ground on the largest recycling facility in the country. It will operate with the latest technology of the industry. **Steven DeStefano** explained the capacity of the new facility as 70 tons per hour compared to the 25 tons per hour of the present facility. He explained that this means the throughput of the facility from where the material is introduced into the plant to where it goes out the other end is 70 tons of material an hour. **Fred Doten** asked when would the facility be open for tours. **Steven DeStefano** responded that he was not sure of the exact date. He also said he would send out an invitation to attend the ribbon cutting ceremony. **Steven DeStefano** also noted that this facility would have a learning center within the facility. This center would introduce you to the entire work process of the facility. It would also have as part of the learning center a bubble that you would enter and traverse the total facility without going inside. **Barbara Bodley** asked where the equipment was being made. **Steven DeStefano** stated that the majority comes from the United States. He noted if a part is required that is not available in the US, they will get it. He also stated that the company involved in building the structure is a Las Vegas company. The company doing the interior of the build is a US company but not from Las Vegas. **John Pantages** asked if there were any intentions of building satellite facilities. **Steven DeStefano** responded stating he did see that happening in the near future. He also discussed the present process for picking up trash in Laughlin. He explained the trucks come from Henderson. They come down and first pick up all the trash. They take this to the landfill and once the truck is empty they come back in town and pick up the recycle material. This material is trucked into North Las Vegas to the recycling facility.

Steven DeStefano discussed the total recycling program and its impact on workman's comp.. He noted that they are servicing approximately 10,000 homes in the rural area. They have a total of 170,000 on this recycling program but another 350,000 on the manual program. Numbers are really not available but they are seeing a positive trend. They are also improving the staffing capabilities as they can keep folks longer as drivers. He noted that women are being integrated in as drivers.

Jim Bodley asked about needles and syringes. He wanted to know if they could be put into the trash container. The reason he asked is because he was told to take them to the landfill. **Steven DeStefano** responded saying he was not sure if they could be accepted at curbside. He said he would follow up on this. (NOTE: He sent an email saying they would be accepted curbside if they were placed in a strong container).

Tom Bartelmy asked about hazardous material. **Steven DeStefano** responded by stating you could take it to the landfill and they would accept it there. He went on to say you can take anything to the landfill; he reminded all that you must show a recent bill and you must be in good standing. He also commented on the fact that they must pick up at curbside whether you have paid your bill or not. **Steven DeStefano** also briefly discussed bulk items. He noted the criteria for curbside pickup is that the item must be less than 50lbs and no longer than 6ft. If these are exceeded that you must take the item to the landfill yourself.

Barbara Bodley asked about extra containers. **Steven DeStefano** stated that you could put out extra containers on bulk day. On regular pickup whatever extra you put out must fit into the regular container and can't be more than 50lbs. He noted that the driver will dump the container and then will refill it one time. It does not matter how many bags, etc you put out. If he can get it all in the container he will take it. If it is more than one extra container full he will leave it.

Tom Bartelmy asked if the trucks that pick up the recyclables have a compactor. **Steven DeStefano** responded by saying the trucks that pick up the trash are the ones that pick up the recyclables. He continued saying that three trucks come down to Laughlin. They first pick up the trash and take it to the landfill. They then turn around and pick up the recyclables. He also said that a typical landfill load is 10 ton, while the recyclables are around 6 to 7 tons. **Jim Bodley** noted that he now understands why there is such a time difference between trash pick up and recyclable pick up. He mentioned that when the program first started one truck followed the other.

Steven DeStefano also briefly covered maintenance for the vehicles. He said there was one mechanic here in Laughlin that worked on small issues. All major maintenance is done in Henderson as it was more economical to bring the vehicle to their maintenance facility where there are a multitude of mechanics who have specialties such as breaks, Hydraulics, etc.

As one of his last items, **Steven DeStefano** covered corporate branding. He said as time moves on all containers will be blue. The black containers are being phased out. The new color scheme will have blue containers with different color lids on them. He explained the trash container will have a lid the same color as the container. The recyclable container will have a lighter blue lid. **Steven DeStefano** went on to explain that they would not be a mass phase out the black containers. They will continue to issue the black units until they run out. At that time the new blue containers will be introduced. Over time you will start seeing the blue containers; however, not in the short term.

As there were no more questions, **Fred Doten** thanked **Steven DeStefano** for coming to the meeting and providing an excellent brief.

Receive an update on recent traffic studies in Laughlin and recent work orders submitted to Public Works and take any action Deemed appropriate.

Fred Doten started the discussion by thanking **Kaizad Yazdani** and **Marvin Hoggard** for taking the time to support the meeting. He also thanked them for all the support provided the committee over the past few years. He pointed out it was nice to know that when you called Clark County Public Works (CCPW) you would get a response.

Fred Doten continued noting that he would like to cover a subject that was pretty special before getting into the table. He went on to explain that as he has driven into towns throughout the country he has found that he judges town pride by the condition of their roads and the signage along the road. If both are good this is a good indicator that the

town takes pride in their town. If one or the other is bad, then there is a feeling that the town really does not have pride in their community. **Fred Doten** noted that Laughlin has some of the best roads in the area; however, the signage leaves a lot to be desired. **Jim Bodley** interjected that much of the signage needs replacement. He also noted that some of the signs just disappear after being damaged by the winds. He also covered why it was important to place stiffeners on the back of the bigger signs. **Fred Doten** at this point asked **Kaizad Yazdani** where CCPW was with their evaluation of the town's signage. **Fred Doten** also mentioned at this time that the committee under the guidance of **John Pantages** set up routes on the major thoroughfares within Laughlin. These were driven twice a month – once during daylight and once at night – to record discrepancies, and safety issues. These reports are sent in to Intheworks and in some cases to individuals within CCPW. **Fred Doten** asked if the distribution list needed to be expanded. **Kaizad Yazdani** responded by saying that they need to go to Intheworks; however, a copy to him would be fine. He went on to discuss how roads and signage differ from say the street lights in **John Koksha** world. For **John Koksha** it is fix the light if it is not operational. For streets and signage, there is a need to get an engineer involved because the solution may not be as simple as remove and replace. **Kaizad Yazdani** also acknowledged that this information provided by these reports was helpful as CCPW did not have the staff to support in the same manner as the Public Works Committee. He also commented that for stop signs a call should also be made to 702-455-6000 because this would activate the Laughlin road person to install a temporary sign. **Kaizad Yazdani** went on to discuss the criticality of signage. He used as an example a tree blocking a road sign. In these cases the land owner would be notified to trim the tree. If it was a critical sign such as a stop sign then CCPW would trim the tree and also send a notification to the land owner. He further noted he did not see many of these type calls from Laughlin. Another option would be for a member of the PW Committee to stop by and ask the land owner to trim the tree. In most cases, the land owner would do this. **John Pantages** asked if the land owner does not trim the tree does CCPW send a crew to do the job and then bill the land owner. **Kaizad Yazdani** said yes they would send a crew to do the job; however, they would not bill the land owner for the work accomplished. **Jim Bodley** interjected information on his route. He explained that the first time they ran the route they had approximately 30 write-ups. As of their last report the total has dropped to 19. He then went on to discuss the erosion at the intersection of Bruce Woodbury with Needles Highway. He commented that the crew who did the job did a fairly decent job; however, after this last rain, things were back to what they were originally. **Kaizad Yazdani** responded by stating he did not want to speak on this particular erosion but in general terms. He went on to say the Road Division, as a general rule, is there to fix short term issues, for example, fix the erosion. Their solution is a quick repair that eliminates the issue and brings it to an acceptable condition. Now, if this issue continues to exist over time, then a more permanent solution would be pursued. This would require engineering to visit the site and do a full evaluation in order to come up with a permanent fix. The time for the permanent fix is subject to many variables such as availability of personnel, the criticality of the issue, encroachment on private property, and the money required to do the job.

Jim DeWoody started a discussion on the interaction of Flood Control with CCPW. He noted that there was 6 or so intersection that, because of water runoff, has debris across the intersection after every rain. He felt there should be some type plan and funding to mitigate this type runoff. **Kaizad Yazdani** explained that CCPW's primary effort was to make sure roads were not destroyed because of water undercutting them. CCPW could tolerate cleaning up debris; however, losing a road was a different matter. This is where engineering would come in and design a fix that would protect the road from future runoff

and further road damage. **Jim Bodley** interjected that some of our street flooding and debris clutter could be mitigated with minimal effort and very little cost. He also noted that **Allen Pavelka** had intended for us to get with his engineers to discuss solutions to some of Laughlin's drainage issues; however, he left CCPW before this could take place. **Kaizad Yazdani** said that he would be receptive to this type interaction. **Fred Doten** interjected that a major factor in this type flooding is because curbs and gutters were not required when the roads were built. **Kaizad Yazdani** concurred with this and stated it is a major issue in the Valley in that some roads get flooded to the point where traffic is not allowed to pass through them. As further explanation reference interim fixes vs. permanent fixes, **Kaizad Yazdani** noted that an analysis is required to evaluate the total impact of the fix. This requires looking at the amount of water coming into and going out of a specific location. It also requires looking at the downstream effects of the water as it transitions into another zone. He stressed again that Road Repair is only there to fix damage and return the area to an acceptable level. Engineering is called in to evaluate the situation when repetitive repairs are ineffective in mitigating the potential for roadway degradation. **Kaizad Yazdani** also stated that getting information from local citizens was extremely beneficial during any evaluation. He noted these individuals had firsthand knowledge that is unavailable to the engineer who are assigned to the project. He also stated that any help the PW committee could provide would be appreciated.

At this point **Fred Doten** cut off any further discussion on flooding and stated it was time to review the work order list. However, he did have one question as to the status of designating roads within Laughlin for repair. **Kaizad Yazdani** confirmed that he had received the recommendations from **Fred Doten**. He also said that he had passed this information on to **Jackie Brady** who intended to bring this up to the LTAB for their concurrence on which roads should be a priority.

At this point **Fred Doten** started to address each of the items on the list. **Kaizad Yazdani** asked if he could question the dates associated with each of the items. He did not feel they were the current status. At this point, **Fred Doten** noted that the second item on the list – removal of a sign – was entered on the list in 2012. The sign was going to be removed; however, it is still there. He also mentioned since the road was reconstructed there is another driveway between the sign and Laughlin Civic Drive. This is confusing to drivers and some are turning into the new driveway thinking they are at Laughlin Civic Drive. **Fred Doten** further noted that any item put on the list remains there until a resolution has been made. **Marvin Hoggard** said he would take care of removing the sign.

Sewer plant turn lane: **Fred Doten** noted he will be removing this item from the list.

Street sign at wrong place along Thomas Edison: See comments above.

Marking of El Mirage: **Fred Doten** commented that since the 2-way left turn lane was installed there is insufficient roadway left to accommodate parking. As with the sections of roads on both ends of the new section there needs to be "No Parking" signs installed. **Kaizad Yazdani** interjected that it was his understanding that only a centerline was to be installed on this new section of road and then "No Parking" signs would not be required. **Fred Doten** responded that this was the intended plan; however, when the reconstruction of Thomas Edison was completed the 2-way left turn lane was installed. This is what generated the requirement for "No Parking" signs. **Kaizad Yazdani** stated that he would look into this.

No Sidewalk along Mesquite Lane. **Fred Doten** noted that this road was built into Portofino and presently people must walk in the road. Within the last few months an

individual was struck by a car when he was walking on the road. **Kaizad Yazdani** indicated that he would bring it up to the road department as they would put in a walking path.

Restriping of white lines on Needles Hwy: **Fred Doten** noted that these white lines needed to be redone when they were working on the reconstruction of Thomas Edison; however they were not. **Kaizad Yazdani** noted that it was not an issue to have a white line in front on a driveway; however, it should not be so for an intersection. **Fred Doten** then brought up the bus stop at James A. Bilbray. He noted that the lines here were not correct. **John Pantages** interjected that as you go south there is a turn lane into a housing complex and then a bus stop that was in the turn lane for James Bilbray. **Kaizad Yazdani** asked if Silver Rider had been approached on this situation and **Fred Doten** said no. **Kaizad Yazdani** noted that he felt there could be two solutions, one to move the bus stop and the second to reduce the size of the turn pocket so the turn pocket would be after the bus stop. He said they would look into it.

Inoperable Street lights: **Fred Doten** said the Street light replacement is working well. He commented that any time **John Koksha** is notified of lights being out he will send folks down within a day or so to fix them. **Steve Collins** brought up the point that they are not removing the tape once they repair the lights. **Fred Doten** said he would remind **John Koksha** about removing the tape.

New sign for Chamber Access Road: **Fred Doten** discussed how an access road was constructed off the bridge trailhead road. The reason this was done is because an island was installed which eliminated entering into the parking lot of the Chamber of Commerce. The intent of the access road was to allow large vehicles to get into the Chamber's parking area. It was recommended that an informational sign be installed to notify people that they could use the access road to get to the Chamber.

El Mirage Drainage at Banyon: **Steve Collins** noted that CCPW came and worked on the area, did some grading and took out a asphalt path. This did not help as the erosion is back again.

School sign for Bennett Elementary is pointing incorrectly: **Fred Doten** noted that this sign was gone. **Kaizad Yazdani** said it would get fixed.

Urgent Care Sign on 163: This was not discussed as it is an NDOT issue.

Business Sign on Casino Drive: **Fred Doten** said the signs are up; however, they are pointing in the wrong direction. **Kaizad Yazdani** believed this had been fixed. **Jim Bodley** stated that he would check it out the next time he was down there.

Bus Stop Signs: **Steve Collins** discussed the location of the bus stop and that the recommendation would be to put up a sign warning drivers that there was a school bus stop ahead. **Kaizad Yazdani** noted that CCPW normally did not put up signs for bus stops as they were continually changing; however, they would look into getting a sign up.

Sign hidden on El Mirage: **Fred Doten** discussed the location of the sign and how the owner's tree hid it. **Kaizad Yazdani** noted that in cases like this it was the owner's responsibility to keep the sign visible; however, CCPW could move the sign if that is what the committee wanted.

Street Sweeper in Bilbray Ranch Area: **Fred Doten** turned the discussion over to **Steve Collins** who had a hand-drawn map showing which streets were not being swept. **Kaizad Yazdani** said that he would check to see if the streets had been turned over to the county and if they have been turned over they will sweep the area.

Road Repair Priorities: This was covered earlier..

As the work order list was complete, **Fred Doten** asked if there were any further questions. **Shawn Escarzaga** asked if CCPW would continue using the yellow tape. **Kaizad Yazdani** responded by stating that when you put tape on asphalt that it will start to peel if you don't have vehicles running on it. This is caused by the expansion and contraction of the tape with temperature. CCPW's solution is to replace the tape with a polyurethane paint that expands and contracts with the asphalt and does not peel off. He also noted that roads that are not drive on – 2-way turn lanes for example – have a tendency to crack sooner than the road way. This is because of the vehicles weight on the road. **Jim DeWoody** asked if they would have to prepare the surface prior to painting. **Kaizad Yazdani** said they would probably do a fine grind to remove the adhesive associated with the tape.

At this point, **Fred Doten** asked **Kaizad Yazdani** if he had anything for the committee. He responded by stating they had done an evaluation of the signs on Casino Drive and based on the condition and the number of signs CCPW was going to put out a contract to upgrade all the signs. He also said that if there were other signs that needed to be fixed a list should be provided in order to get them called out in the contract.

As a final request, **Fred Doten** asked if there any more questions. **Tom Bartelmy** noted that some traffic signals had a flashing arrow; however, others did not. He brought up the point that with some cases the arrow would be red for inordinate amount of time before it would go green. **Tom Bartelmy** wanted to know if more of these traffic lights would be going to the flashing arrow. **Kaizad Yazdani** responded by stating probably yes; however, he did note there were issues at some locations where they have gone to this type light. He pointed out high speed roads and people's lack of depth perception a major factor. He then said they would be evaluating results from present installations to determine where new signal lights would be installed. **John Pantages** brought up the point that timing of these lights varied depending on traffic movement; however, it appears they are being set at the higher averages rather than the lower levels when traffic is slow. **Kaizad Yazdani** responded by stating they try to error on the side of safety. He noted that one of the options they were looking at was to have set green arrows during peak traffic times and go to a flashing light during low traffic times. **Kaizad Yazdani** noted that they were coming up with a listing of traffic lights that they would like to upgrade to the flashing arrows so they could pursue funding. **Jim Bodley** brought up that there were intersections that would never get the flashing arrow. **Kaizad Yazdani** concurred and said if there were dual left turn lanes then you will never get the flashing arrow.

Fred Doten asked **Marvin Hoggard** about the installation of cameras at specific intersection. He wanted to know if they were active. **Marvin Hoggard** responded by stating that they had six cameras working and that they were active during this last River Run. **Fred Doten** asked if these cameras could be used to adjust timing and **Marvin Hoggard** stated yes. **Kaizad Yazdani** interjected that this was a capability but there was always concern about safety and that would be the overriding factor of making changes.

- B. **Discuss Zone Inspections and take any action appropriate:** **Fred Doten** noted this was discussed during the discussion of the work orders

5. COMMUNITY INPUT/ PUBLIC COMMENTS

There were no comments from the Community or from the committee members

6. **NEXT MEETING DATE:** The next meeting date for the Public Works Committee is **August 18, 2015**, 10:00 AM, Laughlin Regional Government Center, 101 Civic Way, Laughlin, Nevada. **Agenda items due no later than August 7, 2015.**

7. **ADJOURMENT**

The meeting was adjourned at 11:45 hrs.

NOTE: *These meeting minutes are in draft form and will be formally approved at the August 18, 2015 meeting. Any corrections to these minutes will be reflected in the minutes of the August 18, 2015 meeting.*