

## **STAFF REPORT**

**To:** Board of Trustees

**From:** Derek Dornbrook, General Manager

**Date:** February 18, 2026

**Subject:** SR 207 (Kingsbury Grade) Winter Storm Event – Coordination with NDOT

### **Summary**

On February 17, 2026, the Kingsbury corridor (SR 207) experienced approximately two feet of snowfall, resulting in severe travel conditions, multiple stalled vehicles, and periods of complete traffic stoppage. Similar conditions were observed over Spooner Summit. Numerous vehicles appeared unprepared for winter driving conditions, contributing to roadway blockages.

At various times, traffic on SR 207 was effectively immobilized, raising concerns regarding public safety, emergency access, and overall corridor management during significant storm events.

### **Operational Observations**

- Significant snowfall accumulation in a short duration.
- Multiple vehicles stalled or stuck on Kingsbury Grade, HWY 50, and Spooner Summit.
- Prolonged traffic stoppages on SR 207.
- Limited visible chain control enforcement (signage only; no physical checkpoint observed).
- Emergency access nearly impossible during full stoppage conditions.
- Manchester (District snow removal contractor) assisted in clearing portions of SR 207 to help restore mobility.

### **Jurisdictional Context**

SR 207 (Kingsbury Grade) is a Nevada Department of Transportation (NDOT) facility. NDOT retains responsibility for:

- Snow removal operations on the state highway
- Chain control implementation
- Coordination with Nevada Highway Patrol (NHP) for enforcement

The District is responsible for local roadways within its jurisdiction. While Manchester's assistance on SR 207 was helpful during this event, the circumstances raise questions regarding:

- Authorization and coordination protocols
- Liability exposure
- Defined operational roles during extreme events

## **Key Concerns**

### **1. Public Safety**

Complete traffic stoppage on Kingsbury Grade presents life-safety risks, including:

- Blocked emergency vehicle access
- Exposure of motorists to severe weather
- Increased collision risk

### **2. Chain Control Enforcement**

Current chain control measures appear limited to posted signage. Without checkpoint enforcement, unsuitable vehicles (e.g., 2WD without chains or snow-rated tires) can attempt the Grade, increasing the likelihood of roadway blockage.

### **3. Interagency Coordination**

This event highlighted the need for clearer pre-storm coordination between the District and NDOT regarding:

- Communication before and during major storm events
- Escalation procedures
- Emergency assistance protocols
- Contractor involvement boundaries

## **Proposed Next Steps**

Per Board direction, staff will initiate outreach to NDOT District leadership to discuss:

1. Pre-storm communication and coordination protocols
2. Chain control implementation and enforcement strategy for SR 207
3. Emergency access considerations during full stoppage events
4. Formal procedures governing contractor assistance on state routes

5. Potential development of a **Memorandum of Understanding (MOU) or Mutual Aid Agreement** for future storm response coordination

The intent is not to critique storm response efforts but to proactively improve interagency coordination before the next major weather event.

This afternoon I contacted the NDOT District Engineer's office and left my contact information with the District Engineer Bhupinder Sandhu requesting a follow-up discussion regarding storm coordination on SR 207. My intent is to initiate a collaborative discussion before the next significant weather event. I mentioned that we have community members willing to support in structured ways if there is ever a formal framework that makes sense.

