

City of Las Vegas

TRAFFIC AND PARKING COMMISSION
CITY HALL, 495 S. MAIN STREET
CITY CLERKS 2ND FLOOR CONFERENCE ROOM
CITY OF LAS VEGAS INTERNET ADDRESS: www.lasvegasnevada.gov

MINUTES

April 27, 2017

1:00 PM

ITEMS LISTED ON THE AGENDA MAY BE TAKEN OUT OF THE ORDER PRESENTED; TWO OR MORE AGENDA ITEMS FOR CONSIDERATION MAY BE COMBINED; AND ANY ITEM ON THE AGENDA MAY BE REMOVED OR RELATED DISCUSSION MAY BE DELAYED AT ANY TIME. BACKUP MATERIAL FOR THIS AGENDA MAY BE OBTAINED FROM LUANN D. HOLMES, CITY CLERK, AT THE CITY CLERKS OFFICE AT 495 SOUTH MAIN STREET, 2ND FLOOR OR ON THE CITY'S WEBPAGE AT www.lasvegasnevada.gov.

1. [CALL TO ORDER](#)

Minutes:

VICE CHAIR KAHR called the meeting to order at 1:03 p.m.

PRESENT: VICE CHAIR KAHR and COMMISSIONERS ERICKSON, AGUILAR, TOUSSAINT, BURKE and SERGEANT JEFF RICHTER, Las Vegas Metropolitan Police Department, for COMMISSIONER (LIEUTENANT) DAVID JACOBY

EXCUSED: CHAIR TURNER and COMMISSIONER BOWERS

NOTE: The appointment for the Ward 5 representative will remain vacant until filled.

ALSO PRESENT: MIKE JANSSEN, Transportation Manager, GENA KENDALL, City Traffic Engineer, JOHN RIDILLA, Deputy City Attorney, and GABRIELA PORTILLO-BRENNER, Deputy City Clerk

2. [ANNOUNCEMENT RE: COMPLIANCE WITH OPEN MEETING LAW](#)

Minutes:

ANNOUNCEMENT MADE: This meeting has been properly noticed and posted at the following locations: City Hall, 495 South Main Street, 1st Floor; Clark County Government Center, 500 South Grand Central Parkway; Grant Sawyer Building, 555 East Washington Avenue; City of Las Vegas Development Services Center, 333 North Rancho Drive.

3. [PUBLIC COMMENT DURING THIS PORTION OF THE AGENDA MUST BE LIMITED TO MATTERS ON THE AGENDA FOR ACTION. IF YOU WISH TO BE HEARD, GIVE YOUR NAME FOR THE RECORD. THE AMOUNT OF DISCUSSION, AS WELL AS THE AMOUNT OF TIME ANY SINGLE SPEAKER IS ALLOWED, MAY BE LIMITED.](#)

Minutes:

VICKI PAULBICK wanted to speak about Item 5; however, VICE CHAIR KAHR advised her to speak when the item is discussed instead.

4. [For possible action to approve the Final Minutes by reference of the Regular Meeting of October 27, 2016](#)

Motion made by RAYMOND BURKE to Approve

Passed For: 6; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

City of Las Vegas

MARGO D. ERICKSON, MICHAEL ANTHONY AGUILAR, KATHLEEN KAHR, GREG TOUSSAINT, RAYMOND BURKE, JEFF RICHTER for DAVID JACOBY; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-(DAVID STEPHEN TURNER, DAVID N. BOWERS)

5. [Discussion for possible action to remove the on-street parking on Western Avenue between Oakey Boulevard and Wall Street Ward 3 \(Coffin\)](#)

Motion made by KATHLEEN KAHR to Approve with direction to staff to implement in each direction a highly-visible warning system to slow down traffic

Passed For: 6; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

MARGO D. ERICKSON, MICHAEL ANTHONY AGUILAR, KATHLEEN KAHR, GREG TOUSSAINT, RAYMOND BURKE, JEFF RICHTER for DAVID JACOBY; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-(DAVID STEPHEN TURNER, DAVID N. BOWERS)

Minutes:

VICKI PAULBICK, 1415 Western Avenue, which currently sits empty, was concerned that removal of the parking may create safety issues, which she has been working on with the Nevada Department of Transportation (NDOT) to try to resolve. Her building is located around a curve on Western Avenue and has been hit numerous times. She mentioned that the only way to access her property is by unlocking the gate first, which means she has to park for a bit. Not having on-street parking is a serious issue for her and all traffic in the area. She wondered why removal of the parking was being contemplated, yet the conceptual map shows two bike lanes being installed; only eight feet of road is needed for parking. MIKE JANSSEN, Transportation Manager, explained that because of the curvature of the road, only four feet of shoulder is being incorporated as buffer space on the road for vehicles to inch up and see around the bend. The five-foot bike lane serves to provide an area for drivers to see oncoming traffic as they are exiting driveways. Going to eight feet would reduce the space and not allow a wide enough shoulder. He asserted that the bike lane would remain, and the parking will not be removed until after completion of the Neon Gateway. This item will help obtain the Commissioners and the City Councils wishes to help finalize the plans and anticipate the impact of the Neon Interchange. MS. PAULBICK commented that no-parking signs have already been erected along the street in the northbound direction, which makes it difficult for her to access her property. She has spoken with Project Neon representatives about her concerns, so she wondered where the lack of communication may be. MR. JANSSEN stated the ultimate plan will not provide on-street parking on either side; the no-parking signs may have been installed ahead of time. He indicated he would look into this situation.

MS. PAULBICK stressed that a resolution is necessary, adding that she is concerned about the length of time to get to the end product and about taking action on matters in advance of the final resolution.

COMMISSIONER BURKE discussed with MR. JANSSEN that on-street parking is not guaranteed, but City staff has tried to keep it in the area as long as possible, recognizing that Project Neon will require changes. MR. JANSSEN conceded that a better job could have been done on the temporary striping and of coordinating the northbound piece. Permanent striping will be installed by Project Neon contractors.

MR. JANSSEN referred to the aerial map, which was attached as part of the Exhibit, on the monitor and explained that this agenda item is to consider permanent removal of on-street parking on Western Avenue between Oakey Boulevard and Wall Street. The reason for this is that NDOT already purchased all the properties in the area for the freeway widening. He mentioned that as part of Project Neon, Western Avenue connects to Charleston Boulevard and continues north to Grand Central Parkway. Industrial Road will also connect to Charleston Boulevard, while also providing a new interchange, as part of the Neon Gateway, to be used for high-occupancy vehicles (HOV). At full buildout, traffic volumes will significantly increase in and out of the area.

MR. JANSSEN advised COMMISSIONER BURKE that the HOV lanes will be located in the center of I-15, and he emphasized that for many years Western Avenue has had very low traffic movement, so on-street parking has not been an issue. However, it will eventually be completely removed to accommodate the full buildout of the Neon Project. Although he anticipated completion within a year and a half, this step is necessary for NDOT to finalize its plan with certainty. Since MS. PAULBICK was still wondering about the timeline, MR. JANSSEN said that his staff could stress to NDOT that the area businesses have expressed a need for the on-street parking, and perhaps it could remain until the Neon Gateway

City of Las Vegas

Interchange is completed.

CHRIS LIPKIN, with Sky Top Vending at 1509 Western Avenue, was concerned about how removal of on-street parking may affect his business. He would like to achieve a compromise that would have a lesser impact on his business. The two-lane roadway is very dangerous and has caused accidents around the curve. He ended up having to post no-left-turn signs at the exit of his driveway to remind his truck drivers. He asked if the speed limit could be reduced in the specific area or policed better, because vehicular traffic is not honoring the speed limit. He pointed out that in 2008 when he had to rebuild, he was required to install sidewalks, yet it does not seem sidewalks are being added on either side of Western Avenue. He fears this will create a bigger problem, and he is very concerned for pedestrians, the homeless, joggers and bikers, and about collisions. COMMISSIONER ERICKSON verified with MS. JANSSEN that the speed limit is posted at 30 mph, but drivers are going through faster. MR. JANSSEN added that the planned traffic signal will help control speeds in the area.

COMMISSIONER TOUSSAINT questioned the availability of reports on traffic movement in the area, and MR. JANSSEN replied that reports are available on crash data, but they are not obtainable for about six months due to quality control requirements, making the data old. COMMISSIONER TOUSSAINT asked if any pedestrians have been hit in the area, but MR. JANSSEN was not aware of any accidents involving pedestrians from viewing reports he received from the Las Vegas Metropolitan Police Department (Metro). He offered to pull the available data.

COMMISSIONER ERICKSON wondered if stop signs could be posted in the interim, and MR. JANSSEN indicated that the challenge is that the intersection with all-way stop signs is about to be removed, and installing a potentially unwarranted stop sign could pose a challenge in the case of an accident. COMMISSIONER BURKE interjected that stop signs should not be used for speed control. COMMISSIONER TOUSSAINT asked if installation of warning signs was a consideration, and MR. JANSSEN said staff could look into curve warning signs or perhaps an advisory speed plate of 25 mph, per se. MR. LIPKIN said there is a 25 mph warning sign posted already, and people still drive through at 35-40 mph.

COMMISSIONER BURKE ascertained that Sky Top Vending has walk-in customers, and then expressed concern about the area not having a left-hand turn lane. MR. LIPKIN said a left-hand turn lane would be helpful. MR. JANSSEN reiterated that the roadway, as designed, is to have four lanes with bike lanes on the outside for the function of the shoulders. He offered to look at having one lane in each direction with a center turn lane and still have the buffered shoulder bike lane on the outside.

Showing the second aerial map of the Exhibit in the backup, MR. JANSSEN advised COMMISSIONER BURKE that current average daily southbound traffic is estimated at about 222 during the morning peak hour and 147 during the afternoon peak hour, and northbound traffic is estimated at 101 in the morning and 424 in the afternoon; this substantial increase is primarily due to Resort Corridor workers using the road. He noted that traffic volumes are increasing because of the Neon Project Gateway, creating the need for four lanes in order to be able to handle the high-traffic volume projections. He answered for the Commissioner that it would be difficult to widen the section for 2025 because it is narrow. COMMISSIONER BURKE suggested just looking into future expansion of the road.

MR. LIPKIN said he has a lot of commercial vehicles coming in and out of his property. MR. JANSSEN pointed to the location of Sky Top Vending on the map shown on the monitor and explained that when the building burned down a few years ago, the owner requested a waiver to allow on-site parking at the time of reconstruction to accommodate the larger building. That is why the owner needs the street parking. MR. LIPKIN acknowledged high use of the on-street parking. He reiterated the need for a compromise in the interest of safety, especially for northbound traffic and in consideration of the planned traffic signal. MR. JANSSEN explained traffic circulation for when the traffic signal is installed at the intersection, and how the signal cycling will impact traffic and reduce speed. COMMISSIONER BURKE observed that the priority would be the ramp in order to avoid traffic backing up.

MR. LIPKIN insisted that a center turn lane would help immensely. COMMISSIONER BURKE asked if it could be done temporarily, and MR. JANSSEN commented that all suggestions would certainly be taken into consideration to assist with the final planning process.

COMMISSIONER AGUILAR remarked that it is one thing for staff to take the publics and Commissions input, but he wanted to know more about staffs professional recommendation and signage plan to reduce speeds. MR. JANSSEN commented that the traffic signal will change the dynamics of the entire corridor. The plans for the road include basic

City of Las Vegas

connections, such as striping plans, new speed limits signs, curvature signs, and staff will look at possibly more strategic ways to place signs for better visibility and perhaps consider installing curve warning flashers. He pointed out that for many years there was very little feedback on this street because it is a dead-end street.

COMMISSIONER TOUSSAINT asked MR. JANSSEN to explain the plan for the lanes that will run from one end of the street to the other. Using the aerial map, he explained the intended traffic circulation. Starting from the intersection of Oakey Boulevard, there will be one northbound travel lane, with the cross section opening up to two lanes, anticipating the traffic signal and to provide queuing space to accommodate traffic. One lane will be signed as left only and the other as through left or to make a protected left-hand turn. The traffic signal will run in three phases, with northbound traffic turning left and through while all other traffic stopped. Then the off-ramp, eastbound left and right traffic will be released, and then that traffic stops for southbound traffic. There will be two lanes southbound and northbound, with a bike lane shoulder on each side, with one lane becoming a mandatory right turn after crossing the traffic signal.

COMMISSIONER ERICKSON observed that businesses will be closed in and difficult to access. MR. JANSSEN advised that one of the benefits is that Project Neon will make the road fully connected, and the City believes this will make the area very attractive for redevelopment. There will be some negatives with these improvements, such as losing on-street parking; however, there will be benefits to the businesses by making access to roadways/freeways easier and quicker.

VICE CHAIR KAHR stated that as a Ward 3 resident who drove through the area, she only saw one car parked on the street while traveling from the east side of the freeway to the west side of the freeway, and she does not consider those spaces as parking lot spaces to begin with. Furthermore, the area stands to gain more with the significant value of improvements intended, which will spark business growth. She supports business growth and commented that delivery businesses, such as United Parcel Service, are requiring right-hand turns in order to save time and money, which may be something for the businesses in the subject area to consider. She believes there are answers/solutions. She mentioned that she lives in an area with flashers, and they have helped slow down the majority of speeding traffic. She also supported the installation of bike lanes, because they are important for the city. She stressed that change is inevitable and has to be accepted.

MR. LIPKIN said that he recently purchased the property at 1301 Western Avenue, which does not have any sidewalks, making it mandatory to drive to and from the property. He insisted that the proposed changes will make it more difficult to get there. He noted that his drivers work until they finish their daily work, and they do use the parking. VICE CHAIR KAHR advised MR. LIPKIN that he and his business partners made a business decision to open and redevelop in the area years ago, and they would just have to find solutions.

From the audience, MARK LIPKIN asked if there is a requirement for sidewalks. MR. JANSSEN explained that the sidewalks are the responsibility of the property owners at the time of development. Sometimes the owners choose not to install sidewalks where there are no connections. In the future, the option could be to create a special improvement district to fund installation of the sidewalks.

MS. PAULBICK said that in looking at old 1956 pictures of the area, she did not think anyone ever anticipated the road being so wide, which probably caused some of the current situations.

COMMISSIONER BURKE asked if the roadway could be designed to include a three-lane configuration in the center of the curve, to which MR. JANSSEN replied that staff could take into consideration all comments and suggestions made at this meeting. He pointed out that the shoulder has always helped the areas lack of sidewalks, and Project Neon certainly has created some challenges for this older section.

COMMISSIONER TOUSSAINT commented that if the plan were to include one lane for each direction and a center lane, it would reduce traffic volume by half. MR. JANSSEN clarified that it would not actually be by half, because those two lanes would provide full capacity. And he rated the safety aspect as good, depending on the number of driveways in the corridor. He suggested holding this matter in abeyance so that staff could investigate the impact of a four-to-three lane cross section, if that was the wish of the Commission.

COMMISSIONER BURKE recommended evaluation of a three-lane cross section, as a temporary solution, until completion of the entire project, and to reevaluate the final configuration.

City of Las Vegas

SERGEANT RICHTER (for COMMISSIONER JACOBY) interjected that center turn lanes cause a lot of accidents, especially in areas with curves and heavy traffic, which is the future projection for this section, and drivers tend to use shoulders to get around traffic in areas with bus or bike lanes. The challenge will be for drivers trying to make a left-hand turn. Better solutions will come once the road is redesigned to accommodate future business development in the area.

VICE CHAIR KAHR remarked that there was a lot of confusion and uncertainty amongst the Commissioners; therefore, she suggested following the recommendation of staff to allow Project Neon to move forward. At the end of day, it will be the best thing for the pockets along the corridor and will cause less confusion. She asked COMMISSIONER BURKE if his recommendation was in the form of a motion; however, COMMISSIONER BURKE considered it dead since it was not seconded.

COMMISSIONER TOUSSAINT directed that a highly visible warning system be implemented in each direction as a measure to slow down traffic. MR. JANSSEN said he would not be opposed to the installation of amber solar beacons and upgrading the current sign as an interim safety measure.

6. [Discussion for possible action to change the speed limit on Lamb Boulevard between Charleston Boulevard and Owens Avenue from 45 MPH to 40 MPH Ward 3 \(Coffin\)](#)

Motion made by GREG TOUSSAINT to Approve

Passed For: 6; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

MARGO D. ERICKSON, MICHAEL ANTHONY AGUILAR, KATHLEEN KAHR, GREG TOUSSAINT, RAYMOND BURKE, JEFF RICHTER for DAVID JACOBY; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-(DAVID STEPHEN TURNER, DAVID N. BOWERS)

Minutes:

MIKE JANSSEN, Transportation Manager, reported that ERIN BREEN, Director of the University of Nevada, Las Vegas Safe Community Partnership Program, has been working with staff on reevaluating 45 mph speed limits. This speed limit is the highest on the City of Las Vegas arterial streets, and MS. BREEN requested that the City's corridors with 45-mph speed limits be reviewed in terms of crash data and impact to pedestrians. To assist in this effort, staff is utilizing the national web-based tool called USLIMITS2, which uses a consistent methodology of evaluating and setting speed limits. He went over the characteristics used in evaluating speed limits using USLIMITS2 that were included in the Agenda Documentation in the attached backup. Staff is using this tool to evaluate all the 45 mph speed limits in the City, in conjunction with the Safe Community Partnership Program to ensure they are safe and appropriate.

In this case, the subject section of Lamb Boulevard is currently posted at 45 mph, and the analysis showed that the crash rate on the corridor is more than twice the average for similar roads, with the injury rate more than four times the rate for similar roads. The section has significant pedestrian activity, transit usage and driveways. Staff, therefore, is recommending a 40 mph speed limit for the section, given that the 85th percentile is driving at 49 mph or less. If the change is made, staff will ask Clark County to consider using the same tool and lower the speed limit to 40 mph for the portion of the road within its jurisdiction.

VICE CHAIR KAHR questioned the recommendation for a speed limit change to 40 mph, given the injury and crash rates cited. MR. JANSSEN explained that the goal is to incrementally change drivers behavior. A future data review will be possibly conducted within one year. SERGEANT RICHTER (for COMMISSIONER JACOBY) suggested consideration be given to posting extra signs of the speed limit reduction as part of conducting road safety assessments, because in many cases, citizens are not aware of speed limit changes on roads. Although he would prefer a 35 mph speed limit for this section of Lamb Boulevard, he supported 40 mph.

COMMISSIONER TOUSSAINT discussed with MR. JANSSEN that it is difficult to collect data on the impact of speed limit reductions because every road is different. However, the reduction in speed limits on Martin Luther King Boulevard and Maryland Parkway did reduce the problems. The biggest issue for this section of Lamb Boulevard is the significant number of driveways involved. He pointed out that the USLIMITS2 tool was developed by the Federal Highway Administrations Office of Safety, and he thought that dropping the speed limit to 40 mph will make a difference. However, staff will be capturing the data to determine the impact.

City of Las Vegas

7. [Discussion for possible action to change the speed limit on Town Center Drive between Hualapai Way and Summerlin Parkway from 45 MPH to 35 MPH Ward 2 \(Beers\)](#)

Motion made by MARGO D. ERICKSON to Approve

Passed For: 6; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

MARGO D. ERICKSON, MICHAEL ANTHONY AGUILAR, KATHLEEN KAHR, GREG TOUSSAINT, RAYMOND BURKE, JEFF RICHTER for DAVID JACOBY; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-(DAVID STEPHEN TURNER, DAVID N. BOWERS)

Minutes:

MIKE JANSSEN, Transportation Manager, reported that the corridor study resulted in recommended changes for the subject section of Town Center Drive, and this makes sense to staff because of the two roundabouts on Town Center Drive. The analysis data showed that the crash and injury rates were slightly higher than the average for this roadway. Town Center Drive also has a bus route and numerous pedestrian crossings. Taking all this information into account, staff recommended approval. COMMISSIONER BURKE said that he noticed the high number of crossings when he worked in the area.

COMMISSIONER ERICKSON commented that people speed through the area, and there have been a lot of near accidents. People have to slow down for the roundabouts or they will end up in an accident. She supported the recommended speed limit change. MR. JANSSEN said opinions about roundabouts differ, but the fatalities involving automobiles in roundabouts have been rare. Most of the fatal accidents involve motorcycles. The reports indicate there may be more accidents in roundabouts, but they are minor. COMMISSIONER ERICKSON said slowing the traffic beforehand will make a major difference. MR. JANSSEN added that he will also recommend following the suggestion of SERGEANT RICHTER (for COMMISSIONER JACOBY) to install more warning signage, possibly with an amber solar beacon, of the reduction in speed.

SERGEANT RICHTER (for COMMISSIONER JACOBY) supported the 35 mph speed limit, which he thinks will greatly help reduce the number of accidents and will help the Las Vegas Metropolitan Police Department (Metro) prove if a driver was going too fast by the tire skid marks left on the road when having to break.

COMMISSIONER ERICKSON verified with MR. JANSSEN that the 45 mph speed limit would remain for the area south of Hualapai Way because there are no roundabouts in that section. MR. JANSSEN assured the Commissioners that staff, however, will continue monitoring the area, especially with the Downtown Summerlin creating so much development and increased traffic volumes. COMMISSIONER ERICKSON said she does not like roundabouts, but they do slow down traffic.

8. [CITIZENS PARTICIPATION: PUBLIC COMMENT DURING THIS PORTION OF THE AGENDA MUST BE LIMITED TO MATTERS WITHIN THE JURISDICTION OF THE COMMISSION. NO SUBJECT MAY BE ACTED UPON BY THE COMMISSION UNLESS THAT SUBJECT IS ON THE AGENDA AND IS SCHEDULED FOR ACTION. IF YOU WISH TO BE HEARD, GIVE YOUR NAME FOR THE RECORD. THE AMOUNT OF DISCUSSION ON ANY SINGLE SUBJECT, AS WELL AS THE AMOUNT OF TIME ANY SINGLE SPEAKER IS ALLOWED, MAY BE LIMITED.](#)

Minutes:

None.

9. [ADJOURNMENT](#)

Minutes:

The meeting was adjourned at 2:26 p.m.

City of Las Vegas

Respectfully submitted:

Gabriela Portillo-Brenner, Deputy City Clerk

Mike Janssen, Public Works Director

Facilities are provided throughout City Hall for the convenience of persons with disabilities. Reasonable efforts will be made to assist and accommodate persons with disabilities or impairments. If you need an accommodation to attend and participate in this meeting, please call the City Clerks office at 702-229-6311 and advise of your need at least 48 hours in advance of the meeting. Dial 7-1-1 for Relay Nevada.

THIS MEETING HAS BEEN PROPERLY NOTICED AND POSTED AT THE FOLLOWING LOCATIONS:

City Hall, 495 South Main Street, 1st Floor
Clark County Government Center, 500 South Grand Central Parkway
Grant Sawyer Building, 555 East Washington Avenue
City of Las Vegas Development Services Center, 333 North Rancho Drive