

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

October 25, 2018

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:

CHAIR TURNER called the meeting to order at 1:25 p.m.

PRESENT: CHAIR TURNER and COMMISSIONERS KAHR and ERICKSON, LT. GREGORY MUNSON, Las Vegas Metropolitan Police Department as Sheriff's Designee, and ALLEN PAVELKA, City Engineer, as the Public Works Directors Designee

EXCUSED: COMMISSIONERS AGUILAR, TOUSSAINT and BURKE

ALSO PRESENT: GENA KENDALL, City Traffic Engineer, PAM SAMUOLIS, Traffic Engineering Secretary, JEFF DOROCAK, Deputy City Attorney, and DEBRA A. OUTLAND, 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:

MIKE GANSON, resident, asked if ALLEN PAVELKA, City Engineer, was a regular Commissioner. CHAIR TURNER responded the Director of Public Works normally is present, but MR. PAVELKA is authorized to appear in his place. MR. GANSON wished to note for the record that the regular Commissioner failed to show and a substitute Commissioner was taking his place. MR. PAVELKA introduced himself. MR. GANSON did not think this was acceptable behavior when it came to public safety. CHAIR TURNER stated MR. PAVELKA was very well qualified to sit in for the Director. MR. GANSON did not question that but rather the sincerity and dedication of the Commissioner that was not present.

4. [For possible action to approve the Final Minutes by reference of the Regular Meeting of August 23, 2018](#)

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Motion made by KATHLEEN KAHR to Approve

Passed For: 5; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 3

DAVID STEPHEN TURNER, MARGO D. ERICKSON, KATHLEEN KAHR, MIKE JANSSEN, SHERIFF OR
DESIGNEE; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-MICHAEL ANTHONY AGUILAR, GREG
TOUSSAINT, RAYMOND BURKE

5. [Discussion for possible action to install speed cushions on Del Rey Avenue between Rainbow Boulevard and Tenaya Way Ward 1 \(Tarkanian\)](#)

Motion made by DAVID STEPHEN TURNER to Approve

Passed For: 5; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 3

DAVID STEPHEN TURNER, MARGO D. ERICKSON, KATHLEEN KAHR, MIKE JANSSEN, SHERIFF OR
DESIGNEE; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-MICHAEL ANTHONY AGUILAR, GREG
TOUSSAINT, RAYMOND BURKE

Minutes:

GENA KENDALL, City Traffic Engineer, stated the Transportation Engineering Division received a petition from residents requesting the installation of speed humps on Del Rey Avenue between Rainbow Boulevard and Tenaya Way. However, Del Rey Avenue is an emergency response route, and the Fire Department will not allow vertical speed humps on an emergency response route. She noted speed cushions work very much like speed humps but without impacting emergency response times.

A traffic study conducted on Del Rey Avenue found there were 837 vehicles per day traveling the street; 800 vehicles per day are needed to meet the minimum criteria for speed humps or cushions. The 85th percentile speed was 44 mph, which is 19 mph over the posted speed of 25 mph. The 28 residents adjacent to Del Rey Avenue were surveyed; of the 18 responses received, 11 supported speed cushions and seven opposed. Staff recommended approval of the installation of the speed cushions.

TURNER GRAHAM, 6960 Del Rey Avenue, stated he is a tenant and spearheaded the initial paperwork for this request. He shared his personal experiences while walking to the park with his three children who are under six years old. He noted traffic is bad Monday through Friday from 4:00 p.m. to 6:00 p.m. when drivers try to circumvent Charleston Boulevard and Sahara Avenue.

NICOLE GRAHAM, 6960 Del Rey Avenue, mom to the three children under six years old, stated they encourage as much outdoor play as possible so they ride their bikes and go to the park. She displayed the safety gear she brought that she has her children wear. Additionally, they utilize light up orange cones and signs to caution drivers.

ELANA T. GRAHAM, 6960 Del Rey Avenue, commented what is happening on Del Rey Avenue is frightening. Cars avoid the traffic lights on Charleston Boulevard and Sahara Avenue along with the stop signs on Oakey Boulevard. She takes that route home at night and was surprised the speeds were found to be only 44 mph. When she goes the posted 25 mph speed limit, cars try to get around her. She thought someone was going to get killed if something did not change, and she believed the speed cushions being proposed were the first step. She indicated she would like to see some patrols in the area and thanked the Commission for their consideration.

JUDITH TOBLER, 7251 Del Rey Avenue, stated there is a lot of traffic that should not be in a residential area, especially in the morning and in the afternoon. She was grateful this item was on the agenda because it is a danger in their neighborhood.

RONALD TOBLER, 7251 Del Rey Avenue, believed installing the speed cushions was a good idea to get people to slow down.

MARK FRENCH, 2280 Shaw Circle, stated he lives five to six streets south of Del Rey Avenue, and they have the same problem on Via Olivero Avenue and OBannon Drive. He supported the installation of speed cushions because he wants to

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see how they work as they may want to do the same in his area.

SETH FLOYD, 1760 Bel Castro Street, lives about two blocks south of Del Rey Avenue and is the President of the newly formed Rainbow Family Park Neighborhood Association which covers this area. He recognized some neighbors disapproved this request, but he also has kids under age five. He stated he has been passed on three occasions heading west on Del Rey Avenue while driving to TURNER and NICOLE GRAHAMS house, his brother and sister-in-law. He did not feel two of those times presented a safety issue, but the other time, he was passed while in the midst of making a left-hand turn which almost caused an accident. This association is doing a lot of things to make the neighborhood more welcoming and safe for families, and he believed installing the speed cushions was a step in the right direction. He urged the Commission to support staff's recommendation.

MIKE GANSON, 1100 South 6th Street, stated he has lived on 6th Street for more than 20 years and believes speed humps do not impede traffic but rather become centers of entertainment for drivers. He thought it disingenuous of the City to only offer speed humps to discourage cut-through drivers and thought those drivers needed to be identified, and the City needed to get serious about protecting pedestrians. He suggested something to cause drivers to change their direction and focus on respecting the neighborhoods and a slower speed limit of 15 mph was needed. He commented this Commission refuses to address the problem of cut-through driving and noted his house was damaged by a speeding driver.

COMMISSIONER KAHR asked MRS. NICOLE GRAHAM if her children wore helmets when riding their bicycles; MRS. GRAHAM confirmed. Addressing MR. GANSON, COMMISSIONER KAHR stated he may or may not be well versed on what this Commission does because it seemed to her he was confused about their responsibility. She noted she went to Del Rey Avenue and saw the sign Drive Like Your Kids Live Here and recognized that to be the sign of people who feel their backs are against the wall. She asked staff if it were possible to add traffic calming bike lanes in addition to the speed cushions. MS. KENDALL responded in the affirmative and then addressed MR. GANSONS concern stating her job is to make roads safer, which she is very passionate about and is constantly analyzing. She commented for a prudent driver, the speed cushions will resolve the issue, but they will not faze those drivers intentionally going 60 mph down a residential street. The City cannot do anything about those types of drivers, and that would fall to enforcement. She confirmed staff could look at striping the road and installing bike lanes to provide a visual narrowing which are ways to encourage driving the speed limit. MS. KENDALL explained the speed humps are meant to be traversed at 25 mph comfortably while speed bumps are more severe and are not allowed on any public streets in the city of Las Vegas or the city of Henderson. Speed cushions have the same vertical deflection as speed humps.

LT. MUNSON asked questions to gain the orientation of the street from a law enforcement perspective and wondered if it would make sense to utilize other traffic control devices to slow down traffic such as a three-way stop. For drivers traveling at a high rate of speed, it would make it less appetizing to cut through because they would then have to stop. However, this would impact the homeowners as well. He recommended this as the next step if the speed humps do not make an impact. He added striping the road to make it look narrower may work until the driver gets used to it, and would then go fast again.

LT. MUNSON stated they do enforcement all of the time, but there are only 97 motorcycle officers for a 24-hour operation. MS. KENDALL stated the City does not want to create a burden for the police to enforce something that may not be necessary. Staff can look to see if an all-way stop is warranted, but they do not want a stop sign to be used as a way to slow drivers down. If they frequently travel that street and realize there is never any opposing traffic, then they will constantly run through that stop sign, and people who are crossing or stopping in the other direction cannot rely on them stopping. The stop sign then becomes a nuisance, safety issue and impossible for law enforcement to enforce. She pointed out to warrant a stop sign, there does not necessarily have to be a high volume, there just needs to be the same opposing volume. LT. MUNSON added three-way stop signs are not common any more.

MS. GRAHAM asked if it was possible for there to be a greater police presence until the situation got under control. She understood the limited number of officers, but she thought this seemed like a crisis. LT. MUNSON stated he is in charge of the motorcycle cops and offered to have them patrol the area, but they cannot do it every day. He acknowledged there is a problem in this area and hoped the speed cushions would help. He agreed speed cushions become the launching pad for four-wheel-drive vehicles. He pointed out he lives in an area with the same problem, and he is a motorcycle cop and cannot do anything about it.

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CHAIR TURNER commented he is very familiar with this area, and it is unfortunate that the residents have to deal with this. There are a lot of inconsiderate drivers, cut-through traffic and people passing those going the speed limit. He announced this Commission is only a recommending body, and this item would be going forward to the City Council and suggested the residents attend that meeting as well.

6. [Discussion for possible action to install speed cushions on Park Paseo between Las Vegas Boulevard and Charleston Boulevard, on 6th Street between Park Paseo and Charleston Boulevard and on 5th Place between Oakey Boulevard and Park Paseo Ward 3 \(Coffin\)](#)

Motion made by KATHLEEN KAHR to Approve

Passed For: 5; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 3

DAVID STEPHEN TURNER, MARGO D. ERICKSON, KATHLEEN KAHR, MIKE JANSSEN, SHERIFF OR DESIGNEE; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-MICHAEL ANTHONY AGUILAR, GREG TOUSSAINT, RAYMOND BURKE

Minutes:

GENA KENDALL, City Traffic Engineer, stated the Traffic Engineering Division received a request to install speed cushions on Park Paseo, 6th Street and 5th Place which she pointed out on the map in the backup. The Fire Department is opposed to speed humps, but speed cushions could be placed on these streets.

She reviewed the data collected noting staff looks for an 800 vehicle per day threshold, and they found 954 vehicles travel the subject section of Park Paseo and more than 1,000 traveled on 6th Street. Staff believes people are cutting through to avoid having to go to Las Vegas Boulevard and Charleston Boulevard. The classification study determined there are a higher percentage of van and limo length vehicles traveling on 5th Place and 6th Street. Staff met with the business owners of a wedding venue location numerous times to request that their limos stop cutting through the residential neighborhood, and they have been pretty cooperative.

MS. KENDALL stated staff reviewed all of the data and recommended installing speed cushions at four additional locations. This would require someone cutting through the residential neighborhood to go over two humps regardless of the direction they are traveling. She noted the areas on the map in red are locations that were also studied and are candidates if the data collected after the installation shows they have not helped.

MIA ROSE PALENCAR, 1103 South 6th Street, pointed out on the map her residence at the intersection of Park Paseo and 6th Street. She is happy with the existing humps but is looking forward to the speed cushions. She did not think there was a need for such on 5th Place and spoke of cars racing down 6th Street. She also thought 6th Street was too narrow for bike lanes and felt they were dangerous. In response to her question if bikes were allowed on Las Vegas Boulevard, LT. MUNSON stated a bicycle can ride on the roadway like a car but has to follow the rules of the road. MS. PALENCAR also expressed her belief that the pedestrians getting hit are at fault 70 percent of the time because they do not look or are jaywalking.

MIKE GANSON, 1100 South 6th Street, pointed out his property on the map indicating he has lived there for 20 years. Previously, he was a U.S. Army Corps of Engineer contractor where safety was number one. He noted there are no sidewalks in the neighborhood and people in wheelchairs and kids going to school are forced to share the roadway with cars that are speeding and cutting the intersection close. He thought they were endangering the community and the City and police needed to make an example of these individuals to stop them from speeding through their neighborhood and suggested putting in roundabouts to make it more difficult for those cutting through. He shared how a speeding driver hit his home and reiterated the Commission needed to make an example of these drivers and to make public safety number one. CHAIR TURNER thanked MR. GANSON for his input. MS. PALENCAR noted she has added reflectors on her property.

CHAIR TURNER stated he drove the area since he is not familiar with it. COMMISSIONER KAHR noted this is her area, and she thought the sooner the speed cushions are installed, the better because of the increased traffic expected with the big

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project on Las Vegas Boulevard. MS. KENDALL added this project is another reason staff wished to install the subject speed cushions. This will be a complete streets project, with the widening of the sidewalks and beautification of that whole corridor. Staff hopes it will invite new businesses and growth in areas that are not currently active, but she did not have the estimates on the expected increased traffic. COMMISSIONER KAHR expressed the importance of installing the speed cushions as the project on Las Vegas Boulevard may take two to three years to complete. She would like to see the areas on 5th Place in red on the map considered as well because it will become heavily trafficked. MS. KENDALL stated currently 5th Place has very little traffic, but believed it would become such. MR. GANSON wished for a rebuttal; however, COMMISSIONER KAHR advised him this was not a debate, and the public hearing portion of this item was closed.

ALLEN PAVELKA, City Engineer, noted cars take the path of least resistance, and neighborhoods should not have to put up with a lot of traffic. As such, he could support this request.

7. [Discussion for possible action to remove on-street parking on 3rd Street from Charleston Boulevard to Garces Avenue Ward 3 \(Coffin\)](#)

Motion made by MARGO D. ERICKSON to Approve

Passed For: 5; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 3

DAVID STEPHEN TURNER, MARGO D. ERICKSON, KATHLEEN KAHR, MIKE JANSSEN, SHERIFF OR DESIGNEE; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-MICHAEL ANTHONY AGUILAR, GREG TOUSSAINT, RAYMOND BURKE

Minutes:

GENA KENDALL, City Traffic Engineer, expressed excitement not only about this project but all of the projects going on downtown and with how beautiful Main Street and Commerce Street look now. Using the attached PowerPoint, she displayed a picture of Main Street, noting the picture was from Google Maps and may be a couple years old.

MS. KENDALL reported the City is in the final stages of a project to beautify the section of Third Street from Charleston Boulevard to Garces Avenue creating a beautiful pedestrian corridor. She displayed a rendering of the design along with the inspiration photograph for the project which will include 24-foot-wide streets, one lane in each direction, wide sidewalks with landscape canopies, kiosks and outdoor dining. She noted in order to complete this project, the City will be removing the on-street parking from Charleston Boulevard to Garces Avenue, but there will be more parking overall when the project is completed. She pointed out the section currently under construction which will be restricted from parking with only a few exceptions.

She also pointed out the existing parking lots at Fourth Street and Hoover Avenue and the proposed new parking lots on Third Street and north of Coolidge Avenue, another parking area between Fourth Street and Third Street and a parking garage on Garces Avenue between Casino Center Boulevard and Third Street. Additionally, Hoover Avenue will be restriped to add diagonal parking. She reiterated when the project is completed, there will be more parking available than what is being removed. In order to remove the on-site parking and move forward with the project, staff needed approval from this Commission and the City Council.

ALVIN WATTENBARGER stated he arrived in Las Vegas in 1947 and has owned the corner of Third Street and Coolidge Avenue for 20 years. Currently, there is parking for approximately 16 cars, but what is being proposed will eliminate his parking on the side of his building. He has eight units with room for approximately three to four cars to park in the back, and he asked where his people were going to park with the elimination of parking on Third Street and limited on-street parking on Coolidge Avenue. He was told the curb cut-in off of Third Street would be filled in so no one will be able to pull in front of his building, and as taxpayers, he thought they should have some help.

MR. WATTENBARGER also commented the memorial garden on Casino Center Boulevard attracts riffraff. Instead of parking in the gravel area, people park in back of his building and take up his parking spaces. He asked why there could not be diagonal parking on Coolidge Avenue. MS. KENDALL responded staff was not opposed to that idea and would look to see if that was possible. She stated the diagonal parking being added to Hoover Avenue would provide 16 spaces.

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MR.

WATTENBARGER stated that would help a little, but he is 91 years old and cannot walk a block anymore. He stressed the need for parking. CHAIR TURNER stated MR. WATTENBARGER'S comments were duly noted.

PAMELA GOERKE, daughter of MR. WATTENBARGER, pointed out the property her father owns is on the southwest corner. She spoke about the parking for the tenants in his building and of that being taken away. Discussion took place between MS. GOERKE, MS. KENDALL and ALLEN PAVELKA, City Engineer, regarding the driveway where currently eight to nine cars can park. MR. PAVELKA explained cars are able to parallel park along the building now because there is no curb but once the curb and gutter is put in, parking there would no longer be safe. Although not as close, MS. KENDALL stated there would be access on Coolidge Avenue. With the homeless problem in the area, MS. GOERKE indicated she did not feel safe wandering around at night. MS. KENDALL stated staff hoped the project would rejuvenate the area and referenced the Corridor of Hope project. CHAIR TURNER stated staff would try to address her concerns. MS. GOERKE stressed her father cannot walk far.

WILLIAM FITZGERALD stated he inherited 722 South Third Street from his grandfather, and it is currently a vacant lot because of the homeless. He understood the City was trying to make downtown beautiful, but there are homeless people sleeping on the sidewalk in a tent regardless of the time of day. He thought the City was trying to push everyone out to make it more commercial. MS. KENDALL stated that was not true and that the City wants to have multi-uses along this corridor with both residential and commercial properties. The goal is for it to be a livable area where people can walk to the market and then return home to their apartment. The vacant lots and lack of activity attract the homeless, while businesses and people living in the area make it less attractive to them. She expressed she is very sensitive to the homeless and is grateful for the Corridor of Hope project and the number of staff dedicated to taking care of them.

MR. FITZGERALD stated the limos from the wedding chapels on Third Street and on Casino Center Boulevard park where they are not supposed to. Additionally, the Regional Transportation Commission buses sit and idle on Gass Avenue between Casino Center Boulevard and Third Street. MS. KENDALL acknowledged it is challenging, but there is a plan to establish pick-up and drop-off places for the ride share companies, on-street handicapped parking and timed parking because it is important to the downtown area. She pointed out it is typical in major cities for there not to be a lot of on-street parking. MR. FITZGERALD thought it was unreasonable to have to pay \$20 to park and then walk four blocks. MS. KENDALL stated the metered parking would remain.

MR. FITZGERALD wanted to see the downtown boom and become beautiful, but it seemed once an area was cleaned up, the homeless just moved down one block, and he thought that issue should be addressed prior to the commencement of any project. MS. KENDALL commented the homeless have a right to be on public sidewalks so the City cannot ask them to move. However, she noted with the proposed project, the business owners that want to have outdoor dining will be required to manage some of that space and will have the authority and security to keep people from selling drugs and looting. Additionally, the project will make the land more valuable and will attract more people. She noted there has already been a huge increase in revenue and the number of businesses on Main Street and Commerce Street.

MIKE GANSON, 1100 South Sixth Street, stated he has lived in other urban areas, is friends with ARNOLD STALK, President of Veterans Village, and is familiar with his vision for downtown. He thought the City was trying to sell the concept that Las Vegas was a walkable community, but due to its high temperatures, he did not believe it to be suitable for such or for Paris-type eating venues. He spoke of the homeless issue and having laws on the books to enable the police to move the homeless as they do not have the right to impede his right to the sidewalk. He thought the City of Las Vegas was determined to put what it wanted to downtown and that a community with nice trees would increase humidity and force people to use swamp coolers to cool their homes. He thought it was not appropriate to cater to developers and would result in more costs to the taxpayers. CHAIR TURNER stated he appreciated MR. GANSON'S comments.

COMMISSIONER KAHR initially thought MR. WATTENBARGER owned an apartment complex and was providing affordable housing and asked if it were possible to put horizontal or permitted parking on Coolidge Avenue to help him. MS. KENDALL could not answer that at this time and thought staff would probably receive a lot of requests for such, but she was willing to discuss the possibility with Parking Services who manages parking downtown. She pointed out currently there is parking on Coolidge Avenue and most corners will have ADA (Americans with Disabilities Act) parking which will help with those that cannot walk far. She stated the project on Third Street is unusual in that it will be closed for

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events so there cannot be parking there, but that will not be done on every corner. Further discussion took place between COMMISSIONER KAHR and MS. KENDALL regarding gentrification and requirements for developers to provide their own parking on-site.

Subsequent to this discussion, MR. WATTENBARGER clarified he owns an office building not a residential building. MS. KENDALL offered to work with MR. WATTENBARGER to provide either an exclusive space or a time-restricted space that could accommodate the business at his location as the City wants successful companies.

COMMISSIONER KAHR expressed excitement about the project and thought walkability was a fantastic idea along with bicycles and bike lanes and praised the City for recognizing Las Vegas beautiful temperatures all but one month out of the year.

MS. GOERKE started discussing the tenants at her fathers building, but DEPUTY CITY ATTORNEY JEFF DOROCAR advised MS. KENDALL to have that discussion with MS. GOERKE after the meeting.

COMMISSIONER ERICKSON stated she is not familiar with the area and asked how far it was to walk from Coolidge Avenue to these businesses that are dependent on customers. As a person who has lived in Las Vegas for 50 years, she commented she sometimes does not go someplace, not because of the weather, but because she does not want to walk. She thought as the City made improvements, it drove other populations away and staff needed to take into consideration those property owners that may not have the finances to make improvements to their business. MS. KENDALL stated there are plans to expand The Loop, a free downtown shuttle, so people can get to where they need to go. She also pointed out parking lots on the corner of Coolidge Avenue and Third Street as well as on-street parking on Coolidge Avenue.

COMMISSIONER ERICKSON stated all of the parking will be taken by those people attending events, and the daytime businesses will not have a place for their customers to park. She thought not having enough parking or charging for parking would drive the average citizen away because they like convenience. As the city has progressed, she has stayed away because to her, it is not a progression, but rather a hindrance. MS. KENDALL stated staff can only go by what has been done so far, and Main Street and Commerce Street has been a huge success. COMMISSIONER ERICKSON agreed, but she wondered why the City would choose to inconvenience people. MS. KENDALL noted they also have \$5 billion in hotels being invested in downtown, and that the businesses are very excited about this area. COMMISSIONER ERICKSON commented these were people making money off of the City's work and not long-term residents. MS. KENDALL understood the Commissioners comments but stated the current situation on Third Street is not attracting business, just homeless people. COMMISSIONER ERICKSON asked if it could be similar to Main Street in respect to the angled parking. MS. KENDALL confirmed most streets would look like Main Street and Commerce Street with on-street parking and dining. Third Street is the exception; it is a pilot park corridor project that can be easily closed to hold events.

COMMISSIONER ERICKSON thought the section should be shortened and staff should take into consideration the senior population and the fact that they cannot walk far due to age and motivation. MS. KENDALL understood and stated this is what staff was proposing, but it could be denied. She referenced the feel of The District in Green Valley. COMMISSIONER ERICKSON indicated she does not go there, and she cannot bring visitors downtown because they cannot walk far; change is hard for people who have lived in Las Vegas for a long time. MS. KENDALL stated the City wants people to have access to everything.

COMMISSIONER KAHR stated this project is sorely needed for this stretch of downtown. She thought once the project was completed it would be beautiful, clean, well-lit with a choice of places to dine along with free entertainment and shopping. COMMISSIONER ERICKSON stated she was not against improving the area, but not everyone likes to pay to park and some visitors may not be able to get on and off the shuttle. She thought providing appropriate handicapped parking would encourage locals to come and enjoy such an environment. MS. KENDALL agreed it was very important to have on-street handicapped parking, and there would be at least one space at every intersection. MS. KENDALL stated before she started at the City, she had not been downtown in probably 15 years, but she is pleasantly surprised by the growth, restaurants and the beauty of downtown. COMMISSIONER ERICKSON thought Main Street looked fantastic. ALLEN PAVELKA, City Engineer, stated this is a very unique project. With the complete streets project on Main Street and Commerce Street and Gass Avenue, he has businesses and property owners calling him and thanking the City for investing in them because the land values are growing and many businesses are now going to be developing that are

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currently vacant lots. He thought in five years they would be amazed at the difference. The City Managers and Mayors vision is to rebuild downtown, and he thinks they are doing unbelievable revitalizing and making it into something special.

MR. PAVELKA explained for COMMISSIONER ERICKSON that the goal is to close down Third Street in the evenings to have concerts and not to have cars go through that section much which is the reason for the curvy street. Additionally, bollards will be put up like at downtown Summerlin and in some other areas where it is made into a street fair.

The driveways were purposely eliminated, but MR. PAVELKA assured MR. WATTENBARGER he was not forgotten and his situation was reviewed by the City Managers Office, but they felt there was enough parking on Coolidge Avenue. MS. GOERKE reiterated people going to the memorial garden utilize their parking and mentioned other issues with water usage and safety with people smoking in the vacant lot behind their building.

MR. PAVELKA stated originally he was not a firm believer, but now believed that within five years where these street improvements are being made, there will not be very many vacant lots. It makes a huge difference and brings in development. He also noted when he first moved to Las Vegas in 1994 from Denver, he did not go downtown but is now amazed and proud of what it has been turned into.

COMMISSIONER ERICKSON summarized she was not against development but was simply asking about handicapped parking because of the large population of handicapped and aged. She did not think one space on a corner was enough and that there should be a percentage that are handicapped parking. She was unaware of The Loop, and thought it was wonderful it was free of charge.

CHAIR TURNER stated this is a sorely needed project, and he thought staff did a great job taking everything into consideration. He also thanked staff for their willingness to work with the neighbors and address their concerns.

MR. DOROCAK suggested the Chair ask for a motion. Subsequent to the motion and vote, CHAIR TURNER stated this is a recommending body and that this item will move forward to the City Council for those who wished to attend that meeting as well.

8. [Discussion for possible action to change the speed limit on Gowan Road from Tenaya Way to Rancho Drive from 25 MPH to 35 MPH Wards 4 and 5 \(Anthony and Crear\)](#)

Motion made by KATHLEEN KAHR to Approve

Passed For: 5; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 3

DAVID STEPHEN TURNER, MARGO D. ERICKSON, KATHLEEN KAHR, MIKE JANSSEN, SHERIFF OR DESIGNEE; Against-(None); Abstain-(None); Did Not Vote-(None); Excused-MICHAEL ANTHONY AGUILAR, GREG TOUSSAINT, RAYMOND BURKE

Minutes:

GENA KENDALL, City Traffic Engineer, referenced the Commission approving a request to increase the speed limit from 25 mph to 35 mph between Buffalo Drive to Tenaya Way. At that time, the Commission asked staff to look at the other section of road and wondered why the speed limit was not being increased there as well. MS. KENDALL noted she was not comfortable doing so at the time because residents lived there and there were parts that are owned by Clark County. Subsequently, she met with the County who thought raising the speed limit to 35 mph was a good idea. After that meeting and driving the corridor with the City Engineer, she felt more comfortable with raising the speed limit.

This item is a request to raise the speed limit from Tenaya Way to Rancho Drive from 25 mph to 35 mph. She noted the areas that have residences fronting them, but pointed out they have big driveways in which they are able to back out without backing into the roadway.

She indicated a study was done and referenced a federally recognized computer program used around the United States to determine what the appropriate speed is for a section of road. It takes into consideration factors such as the number of schools, parks, driveways, prevailing speeds, residential frontage, etc. That data came back recommending the 35 mph speed limit also.

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MS. KENDALL stated she tends to be a little more conservative, but after further review, it seemed a more appropriate speed for this section of road and she requested the Commissions approval.

No additional discussion took place.

9. CITIZENS PARTICIPATION: PUBLIC COMMENT DURING THIS PORTION OF THE AGENDA MUST BE LIMITED TO MATTERS WITHIN THE JURISDICTION OF THE BOARD. 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.

10. ADJOURNMENT

Minutes:

The meeting was adjourned at 2:56 p.m.

Respectfully submitted:

Debra A. Outland, Deputy City Clerk

Gena Kendall, City Traffic Engineer

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