

City of Las Vegas

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

AGENDA

JUNE 23, 2016

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 CLERK'S OFFICE AT 495 SOUTH MAIN STREET, 2ND FLOOR OR ON THE CITY'S WEBPAGE AT www.lasvegasnevada.gov.

1. CALL TO ORDER
2. ANNOUNCEMENT RE: COMPLIANCE WITH OPEN MEETING LAW
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.
4. For possible action to approve the Final Minutes by reference of the Regular Meeting of October 22, 2015
5. Discussion for possible action regarding the installation of speed cushions on 15th Street between Oakey Boulevard and Charleston Boulevard
6. Discussion for possible action regarding the installation of speed humps on Silver Grove Street between Royal Pine Avenue and Turquoise Valley Drive
7. Discussion for possible action to change the speed limit on Durango Drive between Tropical Parkway and US95 from 45 mph to 40 mph
8. Discussion for possible action to elect annual officers
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.
10. ADJOURNMENT

Facilities are provided throughout City Hall for the convenience of disabled persons. Reasonable efforts will be made to assist and accommodate physically handicapped persons. If you need an accommodation to attend and participate in this meeting, please call the City Clerk's 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.

City of Las Vegas

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

AGENDA DOCUMENTATION

DATE: JUNE 23, 2016

TO: TRAFFIC AND PARKING COMMISSION

FROM: TRANSPORTATION ENGINEERING DIVISION

SUBJECT: **ITEM 5**

DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF SPEED CUSHIONS ON 15TH STREET BETWEEN OAKLEY BOULEVARD AND CHARLESTON BOULEVARD (Ward 3 – Coffin)

SITUATION

The Transportation Engineering Division had a request to install speed humps on 15th Street between Oakley Boulevard and Charleston Boulevard. The Fire Department identified 15th Street as a primary response route for emergency vehicles, and the City of Las Vegas Fire Code prohibits the installation of speed humps on emergency routes. Since 15th Street is a primary emergency response route, the Fire Department prohibited speed humps on this street. As a trial measure, we installed a rubberized speed cushion on 15th Street south of Francis Avenue in March 2016. The Fire Department has no objection to this speed cushion as the tires of their emergency vehicles can fit between the sections of the cushion. Traffic studies conducted on 15th Street showed a significant decrease in speeding since the speed cushion was installed as the 85th percentile speed went from 55 mph to 34 mph. The studies showed there were 1653 vehicles per day traveling the street; 800 vehicles per day are needed to meet the criteria. The street accumulated 64 points; 40 points are needed to meet the criteria.

A survey was sent to the property owners on 15th Street to see if they were in favor of leaving the speed cushion in place and if they would like more installed. The survey was:

- sent to 57 property owners, and
- received back from 13 with responses of:
 - 10 in favor of the speed cushion and wanting more installed, and
 - 3 in favor of leaving the present speed cushion but not installing more.

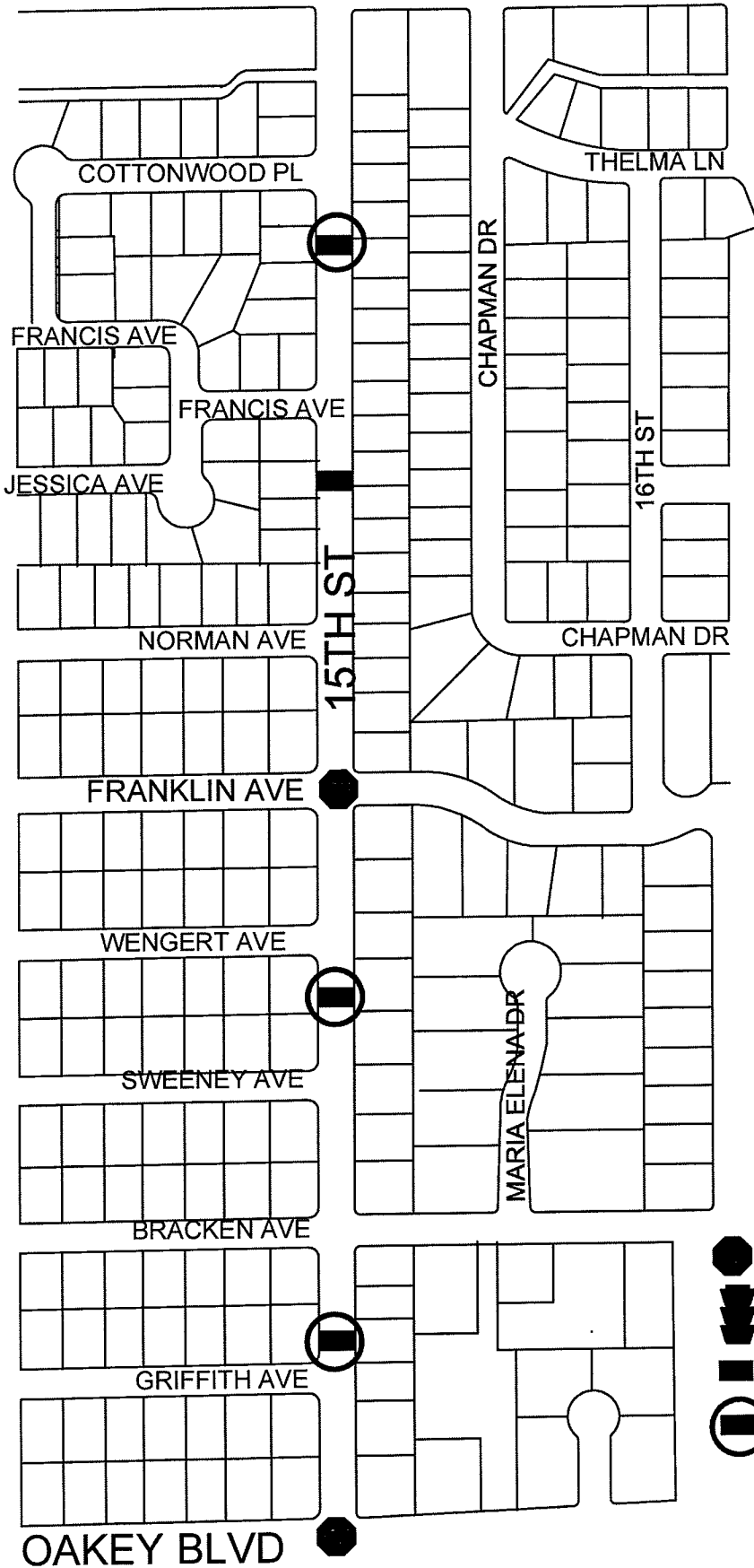
The speed cushion in place on 15th Street south of Francis Avenue was installed by City crews. Because of the time involved in the installation, staff requested an estimate from an outside contractor for installing three more sets of speed cushions should more be approved. The contractor's price is \$13,600 for materials and \$5685 for labor, for an average cost per speed cushion of \$6500, compared to a traditional speed hump's cost of \$3000 each.

RECOMMENDATION

The Transportation Engineering Division recommends denial of the installation of more speed cushions as only 10 out of the 57 property owners surveyed responded.



CHARLESTON BLVD



- EXISTING ALL WAY STOP
- EXISTING TRAFFIC SIGNAL
- EXISTING SPEED CUSHION
- PROPOSED LOCATIONS FOR NEW SPEED CUSHIONS

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
STREET NAME AND LIMITS

15th Street N. of Norman Avenue

DATE OF COUNT: January 25, 2016

WARD: 3

1 85TH PERCENTILE SPEED

85TH PERCENTILE SPEED MUST BE GREATER THAN 35 MPH

36 MPH - 40 MPH = FACTOR OF 1.1 TO 1.5

GREATER THAN 40 MPH = FACTOR OF 2

*TOTAL POINTS TO BE MULTIPLIED BY 85TH %TILE FACTOR

55 MPH FACTOR = 2

2 EMERGENCY RESPONSE ROUTE

STREET CANNOT BE A MAJOR EMERGENCY RESPONSE ROUTE

MAJOR EMERGENCY RESPONSE ROUTE: YES
SECONDARY EMERGENCY RESPONSE ROUTE: NO

3 TRAFFIC VOLUME

AVERAGE DAILY TRAFFIC VOLUME (ON THE SEGMENT OF THE PROJECT STREET HAVING THE HIGHEST VOLUME), DIVIDED BY 100.

30 POINTS MAXIMUM SCORE.

[NOTE: IF THE VOLUME IS BELOW 800 VPD, THE NTMP SHALL NOT BE APPLIED, REGARDLESS OF OTHER SCORES]

ADT= 1653 PTS 17

4 SPEED

PERCENTAGE OF VEHICLES TRAVELING MORE THAN 5 MPH OVER THE SPEED LIMIT (ON THE SEGMENT OF THE PROJECT STREET HAVING THE HIGHEST PERCENTAGE OVER THE LIMIT), DIVIDED BY 4.

20 POINTS MAXIMUM SCORE.

42 % PTS 11

5 ACCIDENTS

ACCIDENT RATE OVER 3 CONSECUTIVE YEARS (ACCIDENTS PER MILLION VEHICLE MILES TRAVELED).

20 POINTS MAXIMUM SCORE.

PROJECT LENGTH IN MILES= 0.5
ACCIDENTS IN LAST 3 YEARS= 0

PTS=(# ACC)(PROJECT LENGTH)(ADT)(3 YEARS)/(1MILLION) PTS 0

6 ELEMENTARY SCHOOLS

5 POINTS FOR EACH PRIVATE OR PUBLIC ELEMENTARY OR MIDDLE SCHOOL ON OR WITHIN 200 FEET OF THE SUBJECT STREET .

EA.= 0 PTS 0

7 OTHER EXTRAORDINARY CIRCUMSTANCES

UP TO 5 POINTS FOR EACH INDIVIDUAL PEDESTRIAL-ORIENTED FACILITY, SUCH AS ELDERLY HOUSING OR A PARK ON OR WITHIN 200 FEET OF THE SUBJECT STREET.

EA.= 0 PTS 0

1 POINT FOR EACH SCHOOL BUS STOP ALONG THE STREET SEGMENT.

EA.= 0 PTS 0

UP TO 5 POINTS FOR EACH PUBLIC PROJECT EXTERNAL TO THE NEIGHBORHOOD WHICH WILL SIGNIFICANTLY INCREASE THE TRAFFIC CUTTING THROUGH THE NEIGHBORHOOD. CHARLESTON TRAFFIC SIGNAL

EA.= 1 PTS 5

1 POINT FOR EACH SIDE STREET WHICH HAS SIGHT VISIBILITY BELOW 25 MPH. 10 POINTS MAXIMUM SCORE.

EA.= 0 PTS 0

8 DESIGNATED PEDESTRIAN ROUTES

5 POINTS WHENEVER A SUGGESTED ROUTE-TO-SCHOOL CROSSES THE SUBJECT STREET.

EA.= 0 PTS 0

FIVE (5) MORE POINTS IF THE CROSSING IS LOCATED WHERE TRAFFIC ON THE SUBJECT STREET IS NOT CONTROLLED BY EITHER A STOP SIGN OR A TRAFFIC SIGNAL.

EA.= 0 PTS 0

TOTAL POINTS= 32

*TOTAL POINTS X 85TH%TILE FACTOR

A MINIMUM OF 40 POINTS IS REQUIRED FOR A PROJECT TO BE ELIGIBLE FOR THIS PROGRAM.

TOTAL NTMP PTS = 64

CRITERIA MET: NO

TYPE OF TRAFFIC MANAGEMENT DEVICE RECOMMENDED

COMMENTS

1. POSTED SPEED: 25 MPH
2. RIGHT-OF-WAY WIDTH: 50 FT.
3. Traffic Signal @ Charleston Blvd.
- 4.



6/22/16

Property owner comments on survey for speed cushions on 15th Street between Charleston Blvd. and Oakey Blvd.

In favor of speed cushions:

1. Reinaldo and Dalila Gonzalez, 1217 S. 15th Street. More speed cushions between Charleston and Oakey.
2. Lyle Loob, 1231 S. 15th Street. These are needed. Good work!!
3. Dennis McClure and James Barragan, 1405 S. 15th Street. About time! Been needing this a long time. Thank you.
4. Anthony Bondi, 1311 S. 15th Street. The speed cushion has had a positive effect on 15th Street.
5. Mark Brandvik, 1436 Sweeney Avenue. Long past due! Install as many as possible!
6. Nat Franco, 1601 S. 15th Street. Install them every 10 feet.
7. Matt Gucu, 1515 S. 15th Street. Yes!! Lots of kids near 15th and Oakey.
8. Michelle Madar Cohen, 1133 S. 15th Street. Please install more toward Charleston.
9. Tyler Williams, 1201 S. 15th Street. See attached letter.

Submitted At Meeting

Date 6/23/16 **Item** 5

Hello Joanna,

I'm sorry this form is just now getting back to you! I own and rent out the property at 1201 South 15th St. Overall, I really like the speed bump, because it forces "most" drivers who care about their cars and the people in them to slow down. I usually see the "reckless" drivers speeding up to the speed cushion, then slow down a bit, then gas it to the light at Charleston (heading north) or the stop sign at Franklin (heading south). It's actually entertaining!

Since I am not always at this property (I now live down the street on Franklin Ave.), I cannot speak for everyone else living in the area. I do, however, frequently drive on 15th Street. In fact, I've been a "squeaky wheel" at many Hundtridge Neighborhood meetings regarding the speeding issue on 15th Street.

I've lived in that house for over 10 years and have yet to see anyone from Metro enforce a speeding driver. I understand that could be due to coincidence, but, we have MANY MANY poor drivers in Las Vegas, and a HUGE lack of enforcement in my opinion. My overall opinion of the "speed cushion" is positive, but I would rather see more enforcement of the law, than more bumps in the road. Las Vegas needs to deal with the core of the problem, rather than making it into an obstacle course.

Thank you so much for your time and consideration.

A handwritten signature in black ink, appearing to read 'Tyler Williams', with a long horizontal stroke extending to the right.

Tyler Williams
concerned resident
relatively safe driver

702-806-3740

AGENDA DOCUMENTATION

DATE: JUNE 23, 2016

TO: TRAFFIC AND PARKING COMMISSION

FROM: TRANSPORTATION ENGINEERING DIVISION

SUBJECT: **ITEM 6**

DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF SPEED HUMPS ON SILVER GROVE STREET BETWEEN ROYAL PINE AVENUE AND TURQUOISE VALLEY DRIVE (Ward 2 – Beers)

SITUATION

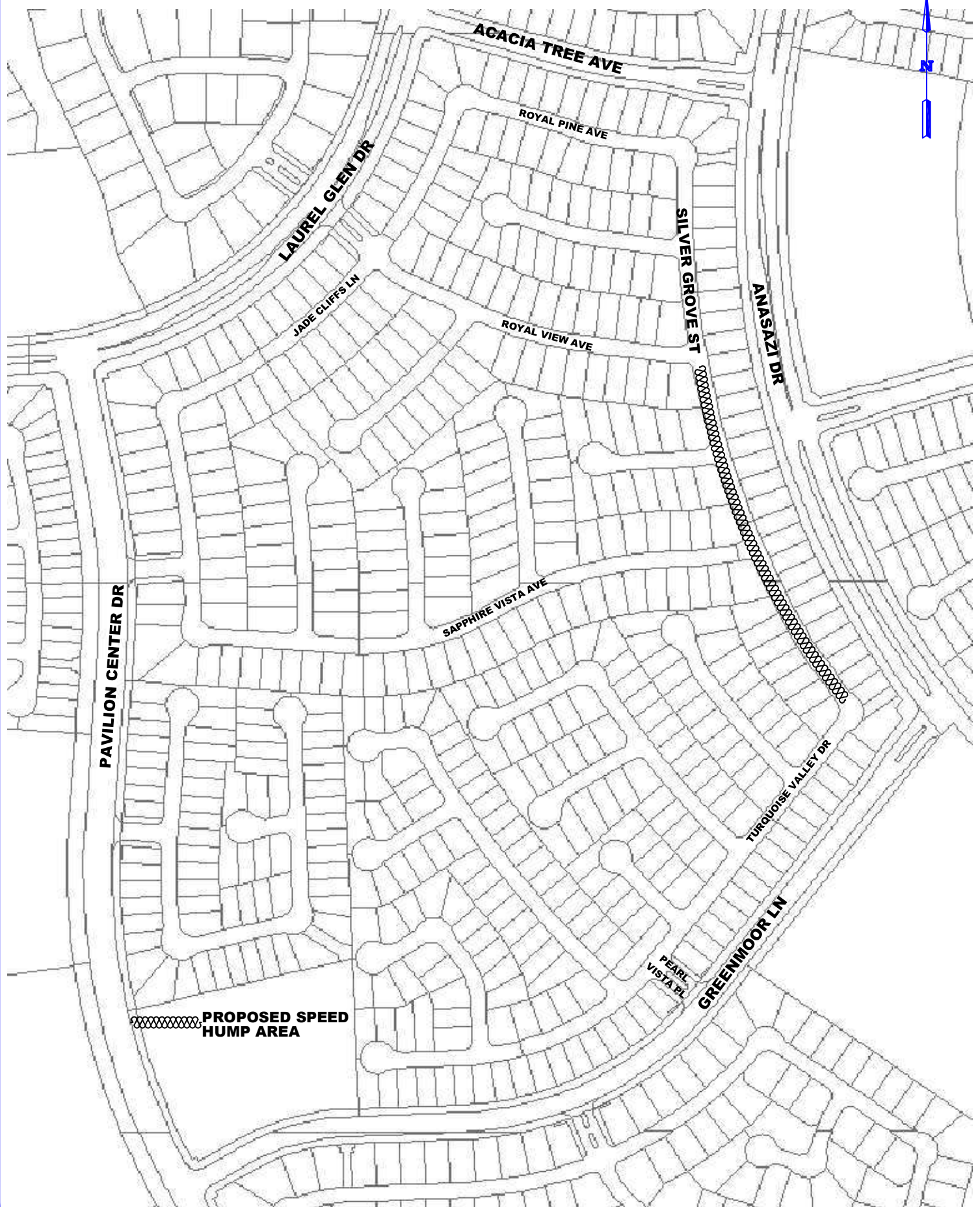
The Transportation Engineering Division of the City of Las Vegas received a petition requesting the installation of speed humps on Silver Grove Street between Royal Pine Avenue and Turquoise Valley Drive. Traffic studies conducted on Silver Grove Street showed that the street did not meet the minimum criteria for speed humps. There were 412 vehicles per day traveling the street; a minimum of 800 vehicles per day is needed. The 85th percentile speed was 40 mph. The street accumulated 12 points; 40 points are needed to meet the criteria. The City Traffic Engineer denied the request for speed humps since the street did not meet the minimum criteria. The requestor is appealing that decision, so his appeal is being brought to the Traffic and Parking Commission for consideration. The street is not an emergency response route.

A survey on the installation of speed humps was:

- sent to 36 property owners and
- received back from 8 with responses of:
 - 6 in favor of the speed humps, and
 - 2 opposed to the speed humps.

RECOMMENDATION

The Transportation Engineering Division recommends denial of the speed humps since Silver Grove Street did not meet the minimum criteria.



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
STREET NAME AND LIMITS

Silver Grove St S/O Royal View Ave

DATE OF COUNT: **April 20, 2016**

WARD: **2**

1 85TH PERCENTILE SPEED

85TH PERCENTILE SPEED MUST BE GREATER THAN 35 MPH

36 MPH - 40 MPH = FACTOR OF 1.1 TO 1.5

GREATER THAN 40 MPH = FACTOR OF 2

40 MPH FACTOR = 1.5

*TOTAL POINTS TO BE MULTIPLIED BY 85TH %TILE FACTOR

2 EMERGENCY RESPONSE ROUTE

STREET CANNOT BE A MAJOR EMERGENCY RESPONSE ROUTE

MAJOR EMERGENCY RESPONSE ROUTE: NO
SECONDARY EMERGENCY RESPONSE ROUTE: NO

3 TRAFFIC VOLUME

AVERAGE DAILY TRAFFIC VOLUME (ON THE SEGMENT OF THE PROJECT STREET HAVING THE HIGHEST VOLUME), DIVIDED BY 100.

ADT= 412 PTS 4

30 POINTS MAXIMUM SCORE.

[NOTE: IF THE VOLUME IS BELOW 800 VPD, THE NTMP SHALL NOT BE APPLIED, REGARDLESS OF OTHER SCORES]

4 SPEED

PERCENTAGE OF VEHICLES TRAVELING MORE THAN 5 MPH OVER THE SPEED LIMIT (ON THE SEGMENT OF THE PROJECT STREET HAVING THE HIGHEST PERCENTAGE OVER THE LIMIT), DIVIDED BY 4.

30 % PTS 8

20 POINTS MAXIMUM SCORE.

5 ACCIDENTS

ACCIDENT RATE OVER 3 CONSECUTIVE YEARS (ACCIDENTS PER MILLION VEHICLE MILES TRAVELED).

20 POINTS MAXIMUM SCORE.

PROJECT LENGTH IN MILES= 0.2

ACCIDENTS IN LAST 3 YEARS= 0

PTS=(# ACC)(PROJECT LENGTH)(ADT)(3 YEARS)/(1MILLION) PTS 0

6 ELEMENTARY SCHOOLS

5 POINTS FOR EACH PRIVATE OR PUBLIC ELEMENTARY OR MIDDLE SCHOOL ON OR WITHIN 200 FEET OF THE SUBJECT STREET.

EA= 0 PTS 0

7 OTHER EXTRAORDINARY CIRCUMSTANCES

UP TO 5 POINTS FOR EACH INDIVIDUAL PEDESTRIAN-ORIENTED FACILITY, SUCH AS ELDERLY HOUSING OR A PARK ON OR WITHIN 200 FEET OF THE SUBJECT STREET.

EA= 0 PTS 0

1 POINT FOR EACH SCHOOL BUS STOP ALONG THE STREET SEGMENT.

EA= 0 PTS 0

UP TO 5 POINTS FOR EACH PUBLIC PROJECT EXTERNAL TO THE NEIGHBORHOOD WHICH WILL SIGNIFICANTLY INCREASE THE TRAFFIC CUTTING THROUGH THE NEIGHBORHOOD.

EA= 0 PTS 0

1 POINT FOR EACH SIDE STREET WHICH HAS SIGHT VISIBILITY BELOW 25 MPH. 10 POINTS MAXIMUM SCORE.

EA= 0 PTS 0

8 DESIGNATED PEDESTRIAN ROUTES

5 POINTS WHENEVER A SUGGESTED ROUTE-TO-SCHOOL CROSSES THE SUBJECT STREET.

EA= 0 PTS 0

FIVE (5) MORE POINTS IF THE CROSSING IS LOCATED WHERE TRAFFIC ON THE SUBJECT STREET IS NOT CONTROLLED BY EITHER A STOP SIGN OR A TRAFFIC SIGNAL.

EA= 0 PTS 0

TOTAL POINTS= 12

*TOTAL POINTS X 85TH%TILE FACTOR

A MINIMUM OF 40 POINTS IS REQUIRED FOR A PROJECT TO BE ELIGIBLE FOR THIS PROGRAM.

TOTAL NTMP PTS = 17

CRITERIA MET: **NO**

TYPE OF TRAFFIC MANAGEMENT DEVICE RECOMMENDED

COMMENTS

1. POSTED SPEED: 25 MPH
2. RIGHT-OF-WAY WIDTH: 50 FT.
- 3.
- 4.

Property owner comments on survey for speed humps on Silver Grove Street between Royal Pine Avenue and Turquoise Valley Drive

In favor of speed humps:

1. Shaoann Shon, 412 Silver Grove Street. Good idea!
2. Tim Curtin, 516 Silver Grove Street. Absolutely needed to slow down the speeders and deter the short cutters!
3. Liming Williams, 524 Silver Grove Street. There are children on the street playing and some cars are driving too fast, especially the corner at Turquoise and Silver Grove.
4. Travis and Jennifer Reintjes, 628 Silver Grove Street. We are strongly in favor of this action and the possible installation of speed humps for the safety and well being of our families.

Opposed to speed humps:

1. Clay Behrman, 404 Silver Grove Street. I believe this will cheapen the perceived value of our neighborhood and add unnecessary roadway impact damage to vehicle suspension.

6/22/16

Submitted At Meeting

Date 6/23/16 **Item** 60

AGENDA DOCUMENTATION

DATE: JUNE 23, 2016

TO: TRAFFIC AND PARKING COMMISSION

FROM: TRANSPORTATION ENGINEERING DIVISION

SUBJECT: ITEM 7

DISCUSSION FOR POSSIBLE ACTION TO CHANGE THE SPEED LIMIT
ON DURANGO DRIVE BETWEEN TROPICAL PARKWAY AND US95
FROM 45MPH TO 40MPH (Ward 6 – Ross)

SITUATION

The Transportation Engineering Division would like to change the speed limit on Durango Drive between Tropical Parkway and US95 from 45 mph to 40 mph. The Federal Highway Administration's Office of Safety developed an updated web-based tool called USLIMITS2 to aid in the evaluation and setting of speed limits. USLIMITS2 assists traffic engineers in the setting of speed limits for specific sections of roadway based on its characteristics in an effort to reduce speeding-related fatalities and serious injuries. The program was developed based on past studies and logic systems for evaluation of speed limits. It also was developed based on surveys and input from traffic engineers, enforcement personnel, decision makers, and researchers from across the country. The USLIMITS2 program was released in 2012 and is available at the following website: <http://safety.fhwa.dot.gov/uslimits/>. Characteristics that are used in the evaluation of the speed limit for a corridor using USLIMITS2 include the following:

- 50th Percentile Speed
- 85th Percentile Speed
- Average Annual Daily Traffic
- Crash Rates
- Pedestrian and Bicycle Activity
- Presence of On-Street Parking
- Number of Driveways
- Number of Signalized intersections
- Area Type
- Roadway Geometry / Adverse Alignment

Attached is the result of the study conducted by staff on Durango Drive between Tropical Parkway and US95. Based on this study, staff recommends changing the speed limit from 45 mph to 40 mph.

RECOMMENDATION

The Transportation Engineering Division recommends changing the speed limit from 45 to 40 mph based on the USLIMITS2 evaluation program.

USLIMITS2 Speed Zoning Report

Project Name: Durango-Tropical to US 95

Analyst: CK

Date: 12-29-2015

Basic Project Information

Project Number: 122915
Route Name: Durango Dr
From: Tropical Pkwy
To: US 95
State: Nevada
County: Clark County
City: Las Vegas city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information

Section Length: 2.26 mile(s)
Statutory Speed Limit: 45 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Divided
Number of Through Lanes: 6
Area Type: Commercial
Number of Driveways: 27
Number of Signals: 7

Crash Data Information

Crash Data Years: 3.00
Crash AADT: 25550 veh/day
Total Number of Crashes: 207
Total Number of Injury Crashes: 107
Section Crash Rate: 327 per 100 MVM
Section Injury Crash Rate: 169 per 100 MVM
Crash Rate Average for Similar Roads: 341
Injury Rate Average for Similar Roads: 110

Traffic Information

85th Percentile Speed: 47 mph
50th Percentile Speed: 38 mph
AADT: 19800 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Recommended Speed Limit:





DURANGO DR SPEED LIMIT CHANGE FROM 45 MPH TO 40 MPH

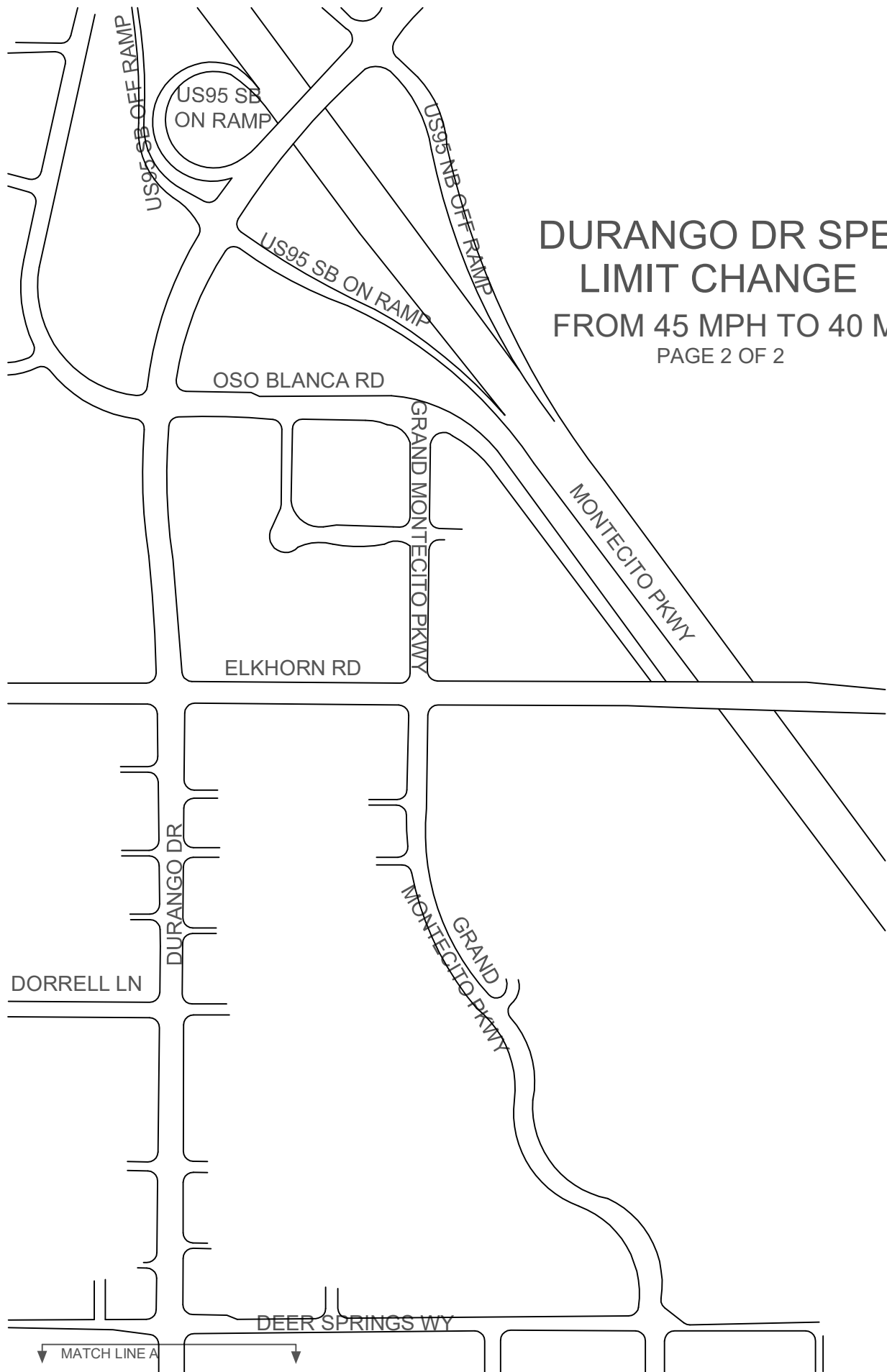
PAGE 1 OF 2



DURANGO DR SPEED LIMIT CHANGE

FROM 45 MPH TO 40 MPH

PAGE 2 OF 2



MATCH LINE A

AGENDA DOCUMENTATION

DATE: JUNE 23, 2016

TO: TRAFFIC AND PARKING COMMISSION

FROM: TRANSPORTATION ENGINEERING DIVISION

SUBJECT: NEW BUSINESS: ITEM 8

ELECTION OF OFFICERS

The Commission annually elects a Chair and a Vice Chair from among the 7 appointed citizen members. All 9 voting Commissioners are eligible to vote in the election, according to 11.48.040 of the Las Vegas Municipal Code; a majority is required for election.

The Chair has no additional powers compared to the other voting members except to control the meeting. The Chair is not ever a designated spokesperson for the Commission unless specifically so designated by a vote of the Commission. The Vice Chair is to be subsequently elected from the remaining 6 appointed citizen members and serves as Chair in the event that the Chair is absent from the Commission meeting.