



Traffic and Parking Commission Minutes

1. Call to Order

Minutes:

ACTING CHAIR TOUSSAINT called the meeting to order at 1:02 p.m.

PRESENT: CHAIR TURNER, ACTING CHAIR TOUSSAINT, and COMMISSIONERS ERIKSON, BURKE, and

LAUBER EXCUSED: COMMISSIONERS KAHR and RICE

NOTE: ROSA CORTEZ, Assistant City Engineer, was present as the Public Works Director's Designee (Excused until 1:16 p.m.) and SERGEANT CODY FULWILER was present as the Sheriff's Designee

ALSO PRESENT: GENA KENDALL, City Traffic Engineer, STEVEN TAULBEE, Assistant Fire Protection Engineer, JOHN RIDILLA, Deputy City Attorney, and CHEYENNE LARANCE, Deputy City Clerk

2. Announcement Regarding: 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: Comment during this portion of the agenda must be limited to matters on the agenda for action. If you wish to be heard, come forward and 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:

None.

4. For possible action to approve the Final Minutes by reference of the Regular Meeting of October 24, 2019

Motion made by David Turner to Approve

NOTE: Due to technical difficulties, the video did not capture the vote.

Passed For: 6; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 3

For-David Turner, Raymond Burke, Margo D. Erickson, Greg Toussaint, Steven Lauber, Sheriff Designee;

Excused-Kathleen Kahr, Marlon Rice, Rosa Cortez;

5. Discussion for possible action to install speed humps on Ouida Way – Ward 2 (Seaman)

Minutes:

GENA KENDALL, City Traffic Engineer, explained that in response to a resident's petition to install speed humps on Ouida Way, the Traffic Engineering Division collected data and evaluated the existing traffic conditions on this street in November 2019. Ouida Way is a residential road located within a neighborhood of about 200 homes, and it is approximately 1,800 feet in length with two 45 degree bends. The roadway has a posted speed limit of 25 MPH, and the Traffic Division collected data from two locations. The 85th percentile speeds were measured at 30 MPH and 27 MPH. The average speeds were measured at 25 MPH and 23 MPH, and the volumes were measured between 278 and 336 vehicles per day. There was one crash reported in 2016, which was a drunk

driver who hit a stationary object while turning left at the intersection of Miramia Drive and Miragrande Drive. The existing volumes and prevailing speeds are within normal thresholds and are not indicative of any traffic safety issues. There is no evidence of cut-through traffic or speed related safety issues; therefore, the Traffic Engineering Division does not recommend the installation of speed humps on Ouida Way or Miramia Drive at this time. The recommendation was shared with the petitioning resident in a letter dated December 4, 2019. In response, an appeal request was received to have this heard at the next Traffic and Parking Commission meeting. All residents living on Ouida Way and Miramia Drive were notified of this meeting by mail and were encouraged to send comments if they were unable to attend. MS. KENDALL reiterated that their recommendation is still to not install speed humps at this time.

ANGELINA AYALA introduced herself as the Block Captain for Ouida Way and explained that she started the Neighborhood Watch group on December 7, 2017. Upon moving in to her residence, she contacted her local Command Center who informed her that there had not been a Neighborhood Watch group for five years. She asked how to get the Neighborhood Watch enforced again, and she was told that she had to have a certain number of residents attend a meeting with a Crime Prevention Specialist. MS. AYALA stated that 46 residents showed up who were in support of having the Neighborhood Watch enforced again. She presented a petition that had been signed by residents who were support of the speed humps, a copy of which is attached as backup. She referenced an email that MS. KENDALL received from another resident who lives across the street, but reiterated that the petition states that residents want the speed humps. She further explained that the problem is in front of her house, and referred to a white Nissan Altima and a lime green Kia that continuously speed down the street. She stated that she is outside most of the time and sees what goes on. When she has called the police, she is told that it is a low priority. A motorcycle cop did come out one time, but he told her that no speed limit signs are posted on the street. Public Works later installed two new speed limit signs, but MS. AYALA still felt that the speed humps are necessary.

ACTING CHAIR TOUSSAINT asked MS. AYALA to summarize what she wants this Commission to do and what she believes the solution to be. MS. AYALA stated that Public Works installed blue dots to divide streets, and added that MS. KENDALL witnessed someone cutting the corner almost causing a collision. MS. KENDALL clarified that the blue dots are pilot lines to help delineate each direction of traffic. These lines are the first step of a survey, and there will eventually be a yellow center line. COMMISSIONER LAUBER believed this yellow line was already installed, but asked why this was not put down the entire street, and MS. KENDALL explained that they typically do not put center lines on a residential street. COMMISSIONER LAUBER asked if this neighborhood had a Homeowners Association, and MS. KENDALL replied there was not. COMMISSIONER LAUBER observed how wide the road looks, and MS. KENDALL stated that it is 60 feet, which is a typical residential road.

COMMISSIONER LAUBER felt that adding the center line will slow people down. He added that there are only a few stop signs, and recalled a girl going to school who could have been hit. MS. KENDALL pointed to a section on a map displaying an aerial view of the area and explained that older residential areas do not have stop signs because there is no cut-through traffic, and people are expected to understand the rules of the road, but the City has since required stop signs at T-intersections. COMMISSIONER ERICKSON asked if it is the residents who are speeding, and MS. KENDALL stated that she believes it is, given there is no cut-through traffic. She noted that only five percent of the traffic is speeding over 30 MPH.

JIM DIDWAY, Sr. Engineering Technician, further explained that the NRS (Nevada Revised Statutes) code does not require stop signs. If they receive complaints, they can install a stop sign, but it is likely the residents who are doing the speeding. He added that there has been no data of any accidents or anything that would pose pedestrian danger. COMMISSIONER BURKE asked if the speed signs were posted before or after the study, and MS. KENDALL stated they were installed before, as it was a response to MS. AYALA'S request. COMMISSIONER ERICKSON asked if the speed signs were the ones that tell you how fast you are going, and MS. KENDALL stated it was just a regular sign. COMMISSIONER BURKE inquired about a trailer that had been set out, and MS. KENDALL believed that it may have been installed by the police department in response to complaints but it was not placed by Public Works. MS. AYALA stated that she called Public Works and they said it was their trailer. MS. KENDALL reiterated that it was not their trailer and asked who MS. AYALA spoke to, and she was not sure. MS. AYALA recalled someone who was speeding on the left hand side of the road and threw a wine bottle at her head. She has taken threats, and mentioned a police report of two young men speeding down in front of her residence and throwing trash at her property. When she confronted them, one of the men pointed

gun at her. She reiterated that this has been going on for a long time and she sees it daily. She believed that the speed humps would slow down the speeding vehicles. ACTING CHAIR TOUSSAINT asked MS. KENDALL if she has looked at where the speed humps would possibly go, and MS. KENDALL stated she had not yet because they do not think it is a good idea to install them, but they did send out a survey to the residents that would be affected, and they only received one response back which was not in favor of the speed humps. She added that only two people were present at the neighborhood meeting.

COMMISSIONER ERICKSON wondered if having speed humps at the two street ends would help and called upon Metropolitan Police Department for their opinion. SERGEANT CODY FULWILER first applauded MS. AYALA for starting the Neighborhood Watch again, and then asked if the issue was along the curve. MS. AYALA clarified that it is in both directions, and mentioned that these are adults that are speeding. ACTING CHAIR TOUSSAINT asked where she would put the speed humps, and MS. AYALA pointed to various spaces on the map. MS. KENDALL noted that the humps have to be separated by 300 feet and cannot be placed at an intersection. MS. AYALA also mentioned that there are only yellow lines and no blue dots. MS. KENDALL pointed to three possible locations for the speed humps. She added that there are 200 residents that access the neighborhood using the three driveways. COMMISSIONER ERICKSON wondered what would happen if they found a way to close up the neighborhood so that there is only one or two access points. MS. KENDALL stated that they could divert traffic, but it would be unfair to the affected residents because traffic would be less distributed. COMMISSIONER BURKE stated that the amount of traffic is appropriate to the number of houses on the street, so it is definitely the residents that are causing the problem. COMMISSIONER LAUBER asked if there were any other complaints from the parallel streets, and MS. KENDALL stated she has not received any. COMMISSIONER LAUBER stated that the speed humps will do no good, and residents will just go around them. MS. KENDALL was in agreeance, and COMMISSIONER ERICKSON stated there was no happy solution to this.

COMMISSIONER LAUBER stated he went out to the area that morning, and noticed the street is very wide and that is why he suggested to put the center line down the entire street. He also wondered why Homeowners Associations are required to install stop signs but the City is not. MS. KENDALL explained that the City does not want to install stop signs on public streets unless stopping is absolutely mandatory. By installing a stop sign where it is not necessary, they have created an enforcement burden, and police do not have the time to enforce a small residential stop sign. Due to the complaints, stop signs are now installed at T-intersections regardless if they are needed or not. COMMISSIONER BURKE suggested that the Neighborhood Watch get the residents together and discuss it with them. COMMISSIONER ERICKSON was in agreeance, and ACTING CHAIR TOUSSAINT added that there are law enforcement issues involved with this as well. COMMISSIONER ERICKSON recalled seeing double lines in other areas of the city, and stated that it forces the driver to pay attention and stay in their lane.

Subsequent to the first motion and vote, ACTING CHAIR TOUSSAINT stated that there are things that could be done in the community that do not require speed humps, and suggested putting a yellow line down the street. DEPUTY CITY ATTORNEY JOHN RIDILLA asked ACTING CHAIR TOUSSAINT if he would like to reopen the item for discussion, which he did. COMMISSIONER ERICKSON suggested a double line for shorter distances to draw more attention. MS. KENDALL was against installing raised pavement markings because it can cause too much noise, but painting the center line is something they can do. COMMISSIONER LAUBER added that it would be a lot cheaper than installing speed humps. They should be looking at a cheap and easy way of limiting how fast people can go, and part of that is creating a visual effect.

COMMISSIONER ERICKSON recalled seeing a flashing speed sign near the Lake North neighborhood, and COMMISSIONER LAUBER believed it was likely paid for by the Homeowners Association. COMMISSIONER ERICKSON said it could have been, but it worked and there have been no accidents in that area. ACTING CHAIR TOUSSAINT asked if there could be anything else that can slow people down, and COMMISSIONER LAUBER stated that the traffic is from people on the street, and there are only about 10 vehicles an hour.

MS. AYALA asked what it will take for the City to do something before someone gets killed. People do not have respect for the speed limit, and it is only certain residents that go over the speed limit. COMMISSIONER BURKE pointed out that it is her neighbors that are doing this. MS. AYALA agreed, and stated that it is eight residents that are doing the same thing.

Following the discussion, the Commissioners wondered if they should take another vote, and DEPUTY CITY ATTORNEY JOHN RIDILLA stated they could amend their motion to include direction to staff to investigate center line options for a segment or the entire length of the street in an effort to avoid accidents.

Motion made by Steven Lauber to Approve staff's recommendation to not install speed humps

Passed For: 7; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

For-David Turner, Raymond Burke, Margo D. Erickson, Greg Toussaint, Steven Lauber, Sheriff Designee, Rosa Cortez; Excused-Kathleen Kahr, Marlon Rice;

Motion made by Steven Lauber to Approve supporting direction to staff to investigate center line options for a segment or the entire length of the street in an effort to avoid accidents

Passed For: 7; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

For-David Turner, Raymond Burke, Margo D. Erickson, Greg Toussaint, Steven Lauber, Sheriff Designee, Rosa Cortez; Excused-Kathleen Kahr, Marlon Rice;

6. Discussion for possible action to install speed humps on Shetland Road between Pinto Lane and Charleston Boulevard – Ward 1 (Knudsen)

Minutes:

GENA KENDALL, City Traffic Engineer, explained that this item is in response to concerns of speeding and cut-through traffic raised at a neighborhood meeting. The Traffic Engineering Division collected and evaluated data on Shetland Road between Pinto Lane and Charleston Boulevard in August 2019. The 85th percentile speed was measured at 40 MPH and the average speed was measured at 30 MPH. The average daily traffic volume was 736 vehicles per day, and there is no reported crash history. Last year, a similar study was conducted further north on Shetland Road between Pinto Road and Alta Drive. Data was presented to the Traffic and Parking Commission, and speed humps were installed in that section of road. The application is supported by Fire and Rescue, and it is consistent with other streets within the neighborhood. All residents along this section of Shetland Road were surveyed on December 30, 2019, and she has received four responses all in support of the speed humps. The Traffic Engineering Division recommends installing the speed humps, and MS. KENDALL displayed a map that depicted the approximate locations, but noted that she will have to verify the placements through a site visit.

COMMISSIONER LAUBER asked about the area between Pinto Road and Palomino Drive and what areas were surveyed, and MS. KENDALL stated they will install three humps between Palomino Drive and Charleston Boulevard, and two humps between Pinto Road and Palomino Drive. She added that data was only collected from Palomino Drive to Charleston Boulevard and Pinto Road to Alta Drive, but they are confident that there is still cut-through traffic. COMMISSIONER LAUBER stated that the two sections of Shetland Road look very different from each other, and thought that people will just drive around the speed humps that are installed. MS. KENDALL recalled speed humps that were installed on Bradley Road, and mentioned that delineators had to be installed in order to prevent people from driving on the wrong side of the road, but they still do anyway. COMMISSIONER BURKE asked if the city is ever going to develop these roads, and MS. KENDALL stated that the school off of Palomino Drive is getting demolished and rebuilt, and one of the requirements for a new school is paved pedestrian access. Residents came out and stated that they want to keep it rural and do not want paved sidewalks. COMMISSIONER BURKE asked if the neighborhood is classified as rural, and MS. KENDALL confirmed that it is.

COMMISSIONER LAUBER stated that he noticed there are no speed limit signs between Pinto Road and Charleston Boulevard, and MS. KENDALL stated that the signs probably got hit but they can be reinstalled. COMMISSIONER ERICKSON added that the old signs were harder to read, but the new ones are better. MS. KENDALL reiterated that there should be stop signs on Pinto Road with street name signs, and if they are not there, they have likely been hit. COMMISSIONER LAUBER clarified that he was talking about the intersection at Palomino Drive and Shetland Road. COMMISSIONER BURKE stated that the object markers are going to require the most maintenance, and MS. KENDALL agreed that it will be a challenge, but they are working on it.

TONI McDONALD, explained that she is a nearby resident and petitioned for speed humps on Shetland Road between Charleston Boulevard and Palomino Drive about 20 years ago but was denied. She added that there is very heavy cut-through traffic and believed that it is not the residents that are doing the speeding. She asked

MS. KENDALL what they could install in addition to the speed humps so people cannot go around them, and MS. KENDALL stated they would put in three signs at an angle to keep people from going around, but they will not block any driveways and residents will still have access their homes. MS. McDONALD recalled seeing the ones on Alta Drive, and noticed that drivers have 300 feet between stop signs, and she wondered how much speed one can pick up in between. She expressed that she is in favor, and thought that more residents did not send back their surveys because it was implied that you only had to send back a response if you disagreed. She did propose a change in the angle of the signs because there are commercial buildings coming soon and that will also impact traffic. JIM DIDWAY, Sr. Engineering Technician, explained that they try to place the speed humps about 200 feet from the entrance of the street, so people do not have time to pick up speed, and there is 300 to 400 feet between them. Even when the commercial businesses are open, it will help control traffic on the entire street.

COMMISSIONER BURKE asked if this commercial business has submitted any plans, and MS. KENDALL was not sure. COMMISSIONER BURKE suggested MS. KENDALL's department work with the applicant to avoid any traffic problems. COMMISSIONER ERICKSON wondered if there could be a right-hand turn only sign for people coming out of the commercial complexes, and MS. McDONALD stated that she had heard that would happen. MS. KENDALL advised that the City would have conditioned the applicant to install a median and restrict left turns when they received their entitlements. She was unsure if that condition had been placed but if it was not, her department could install something. She added that assisted living facilities generate little traffic, so it will not be as impactful as residents may think. COMMISSIONER ERICKSON stated that something without a rural style is better than accidents happening, and there are ways to prevent the commercial traffic from coming into the residential area. MS. McDONALD stated that she went to the first couple of neighborhood meetings, and the residents expressed that they did not want them to have driveway access. MS. KENDALL pointed out that the Fire Department needs to have two access points, but it is possible to restrict people from going north. ACTING CHAIR TOUSSAINT asked MS. KENDALL to look at the site plan and report back.

COMMISSIONER LAUBER asked if there would be speed cushions installed, and MS. KENDALL advised that these would be the pavement humps. COMMISSIONER ERICKSON asked if these were the kind that are cut so that emergency services can cut through, and MS. KENDALL stated they did not need to do that for this area. ACTING CHAIR TOUSSAINT recalled the other section of Shetland Road that was approved, and remembered a lot of people backing out of driveways and asked if this is the same situation. MS. KENDALL advised that many residents have U-shaped driveways, but there are some residents that have to back out. ACTING CHAIR TOUSSAINT felt that was extremely dangerous, and MS. KENDALL stated that there is some shoulder room. MS. McDONALD clarified that many of the residents actually have to back out, and only one or two have the U-shaped driveways.

Motion made by David Turner to Approve

Passed For: 7; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

For-David Turner, Raymond Burke, Margo D. Erickson, Greg Toussaint, Steven Lauber, Sheriff Designee, Rosa Cortez; Excused-Kathleen Kahr, Marlon Rice;

7. **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, come forward and 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.

8. **Adjournment**

Minutes:

The meeting was adjourned at 1:56 p.m.

Respectfully submitted:

Cheyenne LaRance, Deputy City Clerk

Gena Kendall, City Traffic Engineer

THIS MEETING WAS 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