



Traffic and Parking Commission Minutes

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 Office of the City Clerk, 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 1:04 p.m.

PRESENT: CHAIR TURNER and COMMISSIONERS KAHR, ERICKSON, TOUSSAINT and BURKE, SGT. MICHAEL PENCE, Las Vegas Metropolitan Police Department (excused until 1:05), and MIKE JANSSEN, Director of Public Works

EXCUSED: COMMISSIONER AGUILAR

ALSO PRESENT: GENA KENDALL, City Traffic Engineer, SUSAN BILODEAU, Administrative Support Assistant, JEFF DOROCAR, Deputy City Attorney, and DEBRA A. OUTLAND, 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 25, 2018

Motion made by Raymond Burke to Approve

Passed For: 7; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 1

For-David Turner, Raymond Burke, Margo D. Erickson, Kathleen Kahr, Greg Toussaint, Sheriff Designee, Mike Janssen; Excused-Michael Anthony Aguilar;

5. Presentation by Erin Breen, University of Nevada, Las Vegas Transportation Research Center – Vision Zero, regarding Pedestrian Safety – All Wards

Minutes:

ERIN BREEN, University of Nevada, Las Vegas Transportation Research Center (TRC), stated she has been part of the TRC for 23 years and enjoyed the opportunity to educate the Commission about Vision Zero and how it would benefit the City of Las Vegas and its residents and potentially save a life.

Vision Zero supports Zero Fatalities but is more about how to get there. MS. BREEN stated Las Vegas would become the 42nd city in the United States to adopt Vision Zero, and her goal is to beat Washoe County to the punch on the Nevada map.

Using the attached PowerPoint presentation, she reviewed statistics relating to the problem of pedestrian fatalities in Clark County, of which the city of Las Vegas is a part of. She specifically noted that there were 78 people who lost their lives in 2017, and sadly 2019 is on that same pace. Even though there are many people working very hard on pedestrian safety, 62 pedestrians lost their lives in 2018, and that was considered an improvement over the year prior. To put a face to the problem, a picture was displayed of a 15-year-old young woman who lost her life in the city of Las Vegas crossing the street one year ago.

Vision Zero says that in every situation, the person may fail, but the road should not. It is a way of looking how we build our streets, and expecting that people are human and will do dumb things. When she first started at this job, the big message was the “3-E” – engineering, enforcement and education. More has been added to that since then, but it still comes down to those three basics.

MS. BREEN noted New York City was the first city to adopt Vision Zero. In 2014, it launched a massive Vision Zero program in Manhattan where there is no speed limit over 25 miles per hour. Since that time, they have experienced a 28 percent decline in overall fatalities. She pointed out that improving and planning a road that is safe for pedestrians makes it safe for every road user. She gave kudos to the City of Las Vegas for being innovative and already doing this. Since 2014, there has been a 19 percent increase in fatalities and a 50 percent increase in 2015 in pedestrian fatalities in Clark County.

She displayed a slide with New York’s overriding philosophy about what they are doing with Vision Zero. They have encompassed everything they were supposed to basing everything on data and research and developed a program to address the need.

She also displayed a pin map of all pedestrian crashes in 2015, 2016 and 2017, noting the red dots are fatalities and the gold dots are critical injuries, meaning incapacitating or life-altering injuries. She noted there are very few “no injury” crashes when pedestrians are involved.

A pedestrian crash density map was also shown indicating those locations where a lot of people walk which is a good place to start. The City is heavily involved in making the city pedestrian-friendly, so it makes sense to discuss this now.

A slide of Vision Zero versus traditional thinking was presented. Traditional thinking says that saving lives is expensive when looking at engineering fixes, but Vision Zero says that overall, saving lives is cheap. She mentioned the 12-year-old boy that recently lost his life in Las Vegas and that nothing is too much money to prevent that from happening again.

MS. BREEN stated the World Health Organization says no city should have a speed limit that is higher than 30 kilometers or about 18 miles per hour. While she cannot see that happening in this community, a lot of the world already does this.

She reviewed the three tenants of Vision Zero: 1) People are more important than cars, 2) Safety is more important than expediency and 3) Saving lives is cheap. The biggest component of Vision Zero is reducing speed limits which requires changes to how roads are built; i.e., narrower lanes, wider sidewalks, etc. People are human and crashes are going to happen, but the goal is to mitigate the outcome by lowering the speed limit to ensure more people survive.

She showed a slide regarding statistics in New York indicating the number of fatalities before the program started and in 2016. There was a drop in injuries and fatalities and an increase in livability. They also experienced a drop in crime because there are more people and eyes on the street; things that great transportation solutions provide. It also promotes people wanting to be outside and walking and being a part of their neighborhood which increases the livability. Research shows that people want to live in Vision Zero neighborhoods.

She showed a map of official Vision Zero cities as of January 2019, of which there are 41. She also noted the requirements to become a Vision Zero city, and she believed the City already had a clear goal of eliminating traffic fatalities and severe injuries. She hoped the City could lead the way in showing other cities they too should start looking at how they are building their streets for everyone to use.

MS. BREEN stated she grew up in Las Vegas and loves being downtown. She played a video of a vehicle driving on Main Street pointing out the pedestrians crossing and how one vehicle continuously failed to yield to those pedestrians. The video was not submitted for the record. She feels the downtown footprint lends itself well to being a great example of Vision Zero, particularly Main Street.

She spoke of trying pedestrian safety zones which can be as temporary as overnight or six months. They are meant to be temporary and are treated much like a work zone to try out a reduced speed or other trial improvement.

She does not expect the City of Las Vegas to be like New York City and reduce speeds to 20 miles per hour, but we have to get to where no one else is killed. She thanked the Commission for their time and looked forward to the possibility of the city of Las Vegas becoming a Vision Zero city. She reiterated the City is basically already doing this, and she would love to show it off.

COMMISSIONER TOUSSAINT asked if the material presented was available; MS. BREEN stated she could share the PowerPoint with the Commission. She noted each city has its own plan. The city of Los Angeles wanted people to use their new rail, so they took away capacity in the name of Vision Zero to try to force people to use their rail, which is the wrong approach and not what Vision Zero is meant to be. She also referred the members to the Vision Zero Network and Vision Zero Initiative online. The Vision Zero program first started 21 years ago in Sweden when their fatality numbers were what Las Vegas' are currently. Now, their fatality numbers per 100,000 people per capita is less than one; in Las Vegas, it is about 12.

To give everyone an understanding of how much of a focus the City has placed on pedestrian safety, COMMISSIONER JANSSEN asked MS. KENDALL to comment on the number of pedestrian flashers, median island upgrades and traffic signal installations for pedestrian crossings where currently there are none that Traffic Engineering had under design. MS. KENDALL estimated there to be at least 50 individual locations where pedestrian improvements are being put in with another 30 staff is getting ready to start design on, with another 30 the following year. She added the City is always looking for more innovative ideas because as was seen in the video that was shown, the flashers were not effective. MS. BREEN commented there would be better compliance if there were more police officers.

COMMISSIONER BURKE asked if the TRC was trying to create a separate plan for each city or one large plan that covers all of Clark County. MS. BREEN stated she originally reached out to the City of Reno, City of Las Vegas and the City of Henderson. She did not ask Clark County because she did not feel the County would even begin to entertain the idea. However, with recent changes to the Clark County Commission, she plans to talk to them this year.

COMMISSIONER BURKE asked about the approval process if a plan was developed. MS. KENDALL stated a plan would be put together which would ultimately go before the City Council.

MS. KENDALL pointed out the City of Las Vegas has a Vision Zero policy internally which is taken into account when designing every road, but it is not a written plan. MS. BREEN commented if you build a road for a pedestrian, it is safe for everyone that uses it. COMMISSIONER BURKE pointed out the Planning Commission aspect as well. MS. KENDALL stated there are many factors at the beginning of a design that people do not think about that will impact a pedestrian; i.e., driveway spacing, offset intersections, etc., so staff is trying to

educate people more. MS. BREEN stated there are many examples in the city; i.e., reducing the speed limits on Martin Luther King Boulevard and Boulder Highway.

COMMISSIONER ERICKSON thought more speed limit signage was needed in order for it to register in a driver's brain. MS. BREEN stated there is a crazy phenomenon that speed limits are merely a suggestion.

COMMISSIONER TOUSSAINT asked to what extent enforcement was part of the program and what that would entail. MS. BREEN stated enforcement is a part of everything they do. She suggested when people ask for your vote, ask them how they feel about increased law enforcement because more cops are needed.

MS. BREEN stated there have been a couple of holdout properties on the Strip that are now in line to get an overhead walkway so soon in most places, pedestrian crossings will be completely removed at grade level, but people have to be forced to use them by building the entire street out.

MS. BREEN provided her contact information at the request of COMMISSIONER KAHR and indicated she would love to come and speak about pedestrian and bike safety to any other groups the Commissioners may be a part of. COMMISSIONER ERICKSON suggested speaking to the schools too. Children need to be taught that they are as much responsible for their own well-being as the adults are. COMMISSIONER KAHR commented they need to teach the children to teach the grownups. MS. BREEN indicated that was already being done. She stated school zones need to be longer, and she loves the Children Are Present signs. Mentioning the children that were hit in front of a park next to the school that overlooks Wet 'N Wild, she stated it is not only a problem during the school year but during the summer as well.

COMMISSIONER ERICKSON spoke of how the yellow in the middle of the street captures a driver's attention. MS. BREEN explained that is called a Danish offset, and the intent is to get the pedestrian to make eye contact with the driver. She reiterated the City has already made many improvements, but the key is to slow cars down.

CHAIR TURNER thanked MS. BREEN stating her presentation was very informative.

6. Discussion for possible action to install speed humps on Elton Avenue between Torrey Pines Drive and Jones Boulevard – Ward 1 (Tarkanian)

Minutes:

GENA KENDALL, City Traffic Engineer, reported the Traffic Engineering Division received a request to install speed humps on Elton Avenue between Torrey Pines Drive and Jones Boulevard. A study was conducted, and that data indicated there are 1,120 vehicles per day on Elton Avenue and the 85th percentile speed was measured at 35 miles per hour, which is 10 miles per hour over the posted speed limit of 25. Surveys were mailed to the residents, and of the 25 responses received, 20 were in support of installing the speed humps, and five were opposed. MS. KENDALL stated she met with the residents, walked their street with them and discussed the issues they are having. They have been requesting speed mitigation along this stretch of road for quite some time. She agreed something is needed and requested the approval of the Commission to install speed humps on Elton Avenue.

COMMISSIONER ERICKSON asked how long the street was. MS. KENDALL thought it was one-quarter mile, and staff was proposing to install five speed humps, the locations of which are on the exhibit in the backup. She indicated there have been four crashes on this street due to speeding, which is unusual to see on a residential street. There are curve warning signs installed, but they are too high so the flashers are not effective when driving at night. Those signs are being replaced and will be installed at the appropriate level with LED flashers around them. Additionally, reflective center line markings were installed along the curve.

MS. KENDALL noted since the agenda was posted, she spoke with DAVID KLEIN, Deputy Fire Marshal, regarding this being a secondary access route. Although currently not mapped as a route for emergency response, if it is determined to be such, speed cushions may be installed instead of the speed humps.

MS. KENDALL confirmed for COMMISSIONER TOUSSAINT there are currently three existing speed humps in the area. The Commissioner asked if there were any statistics relating to the use of these that indicated an improvement. MS. KENDALL did not believe a before and after had been done on the street to the north, but

there was data from 15th Street where speed cushions were installed, and they have seen a reduction in speeds.

COMMISSIONER KAHR wished to point out there was a commercial property at one end of the street along with a very busy community center, and at the other end of the street was a school, so slowing the traffic in that area was paramount, and she supported the installation of speed humps.

CHAIR TURNER also pointed out many drivers use that street as a cut-through route to go from Torrey Pines Drive to get to the freeway off of Jones Boulevard, and he agreed it was time to do something.

COMMISSIONER ERICKSON agreed as well and thought installing them would save lives.

Motion made by Margo D. Erickson to Approve the installation of speed humps or speed cushions

Passed For: 7; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 1

For-David Turner, Raymond Burke, Margo D. Erickson, Kathleen Kahr, Greg Toussaint, Sheriff Designee, Mike Janssen; Excused-Michael Anthony Aguilar;

7. Discussion for possible action regarding an appeal of staff's decision to not install speed cushions on Franklin Avenue between Maryland Parkway and 15th Street – Ward 3 (Coffin)

Minutes:

GENA KENDALL, City Traffic Engineer, referred to the exhibit in the backup showing Franklin Avenue bounded by Charleston Boulevard to the north and Oakey Boulevard to the south with Maryland Parkway split in between. She noted Franklin Avenue was studied in the past due to complaints regarding speeding. The stretch of Franklin Avenue being evaluated and considered for action at this time is between Maryland Parkway and 15th Street. It is a residential collector with one lane in each direction with a posted speed limit of 25 miles per hour. There are approximately 1,000 homes in this neighborhood, and it is also a primary emergency response route.

MS. KENDALL stated volume and speed data was collected for this section of road in January 2016, which showed 800 vehicles per day with an average speed of 26 miles per hour. At that time, it was determined there was not an immediate problem that needed to be addressed. In January 2018, volume and speeds were once again collected showing 959 vehicles per day with an average speed of 33 miles per hour, which is over the speed limit. In December 2018, a center line and a parking lane line were added as a visual narrowing to help reduce the speeds. Volume and speed data was collected again in February 2019 which showed 1,220 vehicles per day with the average speed going down to 22 miles per hour. This indicated that the lane striping was effective, and staff would like to look at it again in a couple of years to determine if it was still effective. Because this is a fire access route, staff did not feel speed cushions were appropriate at this time.

RUSSELL ERVIN, resident, stated he has seen drivers speeding and many accidents, so he questioned the data indicating the speeds were decreasing since the lines were painted. He indicated he had videos of drivers speeding down the street, and implored the Commission to reconsider. He noted neighbors have sold their home because their children cannot play in the street. He read a letter from one of his neighbors expressing their concerns which included speeding, reckless drivers and a disregard for the four-way signage resulting in damage to legally parked vehicles along the street, property damage and injured/killed pets; this was not submitted for the record. MR. ERVIN stated they were hoping for speed humps to be installed because there are speed cushions on 15th Street and motorcycles speed through that area because they can make it down the middle. He acknowledged the importance of emergency vehicle access but asked the Commission for its support. After stating he did not see the City's equipment registering the speed, JIM DIDWAY, Senior Engineering Technician, pointed out the new device. MR. ERVIN suggested placing the equipment on a different stretch on that road. He thanked the Commission for their time.

ERICA MARTINEZ, Vice President of the Huntridge Neighborhood, stated the speed humps are imperative for the safety of the children in the neighborhood. She shared how someone hit a large dumpster one of the neighbors had outside their home and how that driver just took off. She understood that studies were conducted, but thought someone could not fully understand what was happening if they did not live on that

street. She also noted some neighbors are considering leaving because of the speed limits. She thought the emergency vehicles could still get through regardless of the speed humps.

MS. KENDALL noted the Fire Code does not allow installation of speed humps on a road that is mapped as an emergency response route. She explained for MS. MARTINEZ the ones on 15th Street were speed cushions which are allowed on secondary routes.

COMMISSIONER JANSSEN asked if staff knew why the volume of traffic had increased significantly on this street. He noted the two schools in the area and wondered if the school boundaries had changed which would result in more trips. MS. MARTINEZ noted John S. Park Elementary School and Crestwood Elementary School were both on Franklin Avenue. MS. KENDALL stated the volume data came from a one-day count which tended to be a higher day volume, while the other daily counts were averaged over an entire week.

COMMISSIONER JANSSEN asked if there were speed humps or any other devices on Franklin Avenue west of Maryland Parkway; MS. KENDALL indicated there were not, center and edge lines were the only deterrents added. MS. MARTINEZ did not believe these were effective. MR. ERVIN added people are using Franklin Avenue as a cut-through because of some of the road construction going on in the area.

COMMISSIONER KAHR read letters of support from some of the people that live in the neighborhood. These were submitted for the record and are attached in the backup. The Commissioner also noted that street maintenance made a mess of the lines painted as a speed calming measure while filling in the cracks in the asphalt. The Commissioner added there is a curve at Maryland Parkway and Franklin Avenue; it is not a hard right turn. Because people do not have to stop at this curve, by the time they reach Franklin Avenue and 15th Street, they are going well over the posted speed limit. She also spoke of a blind spot around a curve further east on Franklin Avenue. She thought it would be unconscionable for the Commission to not do something on Franklin Avenue. She shared how a block party was nixed by the neighborhood moms due to the problem with speeding traffic on that street. She indicated she lives one street to the north so she is very familiar with the problem. She thought the cushions were needed in addition to the other calming measures. She offered to talk to the Fire Department if it would help.

COMMISSIONER TOUSSAINT stated his wife grew up in this area so she went to the two schools previously mentioned. She walked up and down Franklin Avenue frequently because her music teacher lived on that street so he is very familiar with the area as well. This is not a commercial area, it is where people live so he understood the neighbors' concerns. He commented Franklin Avenue is not that wide and because it is sloped downhill, it can add 10 miles per hour if the driver is not paying attention, and he agreed something needed to be done.

COMMISSIONER ERICKSON asked about the two-year study staff mentioned. MS. KENDALL explained when staff evaluates whether a street is appropriate for speed cushions or speed humps, they collect data and review the crashes to try to find the most appropriate measure to slow people down on that street. She reviewed the studies done in 2016, 2018 and the follow-up in 2019. She noted there was no crash history on that section of Franklin Avenue, and in looking at the data collected, there did not appear to be a speeding problem. Staff evaluates the data to determine if it is an appropriate location and has to also be prudent and use the City's resources where they are most needed. She could program it differently, but thought the street should be reviewed again in two years if nothing was done at this time.

COMMISSIONER KAHR stated a preemptory measure was done for speed cushions around Fifth Place and Park Paseo the last time the Commission met due to the large project on Las Vegas Boulevard, and she was concerned that some of that traffic may filter through the neighborhoods. She thought when people start to see traffic backed up around the curve of Huntridge Circle Park, they head down Franklin Avenue. She also noted the large project scheduled for that park would result in increased traffic. She begged staff to do something about this now.

COMMISSIONER BURKE asked if staff could place a temporary speed cushion to evaluate the traffic for six months. MS. KENDALL explained there is a lot of work involved with that, and while she has not seen that done as a temporary measure, it can be done. She stated some speed cushions were tested in Summerlin, but they were removed because the residents did not like them.

COMMISSIONER TOUSSAINT wondered to what extent enforcement could be increased in this area. MS. KENDALL stated staff could request spot enforcement, but understandably police have to be positioned where the need is, and usually this is last on their priority list. COMMISSIONER KAHR stated she is part of the Neighborhood Watch of the Huntridge Neighborhood and they work very closely with the Las Vegas Metropolitan Police Department (Metro) and the COP Team and routinely put in service requests to have Metro on that curve, but people will speed through unless they are made to slow down. She did not think that was the answer as this is part of something already being done. MS. KENDALL acknowledged the challenge is if they physically slow drivers down, that will also slow down the fire response. Speed cushions are made to be traversed at 25 miles per hour which will not solve the issue, but it could help reduce the speeds.

COMMISSIONER JANSSEN asked if the current Fire Code specifically stated that a traffic calming device could not be placed on a primary response route or if it had to be reconsidered by the Fire Department to be a secondary route in order for the Commission to take any action. MS. KENDALL believed she still had the option to discuss the possibility of speed cushions with the Fire Department, but the City is not supposed to place any vertical deflections on a primary road to slow traffic down. COMMISSIONER BURKE wondered about the possibility of requesting a waiver. COMMISSIONER JANSSEN remembered a street in years' past that was a primary response route that was reconsidered by the Fire Department and de-emphasized to a secondary route. If that is a possibility, it would then open the door for a speed hump or speed cushion. He stated from a Fire code perspective, the Commission may not be able to vote to support a device if it is in violation of a specific Fire code. As such, he presented the option of abeying this item in order to get more information from the Fire Department. COMMISSIONER BURKE would also like the option of a waiver explored.

MS. KENDALL read from the Fire Code which states calming devices shall not be permitted within the width of primary and secondary response routes. COMMISSIONER KAHR pointed out there are calming devices on 15th Street, and she sees emergency vehicles frequently on that street. COMMISSIONER JANSSEN added staff works with the Fire Department to obtain their consideration to allow speed cushions on secondary routes, which is why they were allowed to be installed on 15th Street. Speed cushions are a new device which have only been installed on three or four streets, and up until that point, nothing could be done on those streets. He thought it incumbent upon staff to have that conversation with the Fire Department, and thought the best solution would be to abey this item to allow for that conversation to take place. CHAIR TURNER agreed.

Motion made by David Turner to Hold in Abeyance to 4/25/2019
Passed For: 7; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 1

For-David Turner, Raymond Burke, Margo D. Erickson, Kathleen Kahr, Greg Toussaint, Sheriff Designee, Mike Janssen; Excused-Michael Anthony Aguilar;

8. Discussion for possible action to update the speed limit schedule to reflect the existing posted 25 MPH speed limit on Washburn Road – Ward 4 (Anthony)

Minutes:

GENA KENDALL, City Traffic Engineer, reported Washburn Road is a residential collector between Durango Drive and Tenaya Way serving homes in both Clark County and the City of Las Vegas jurisdiction. She referred to a map in the backup that identified these jurisdictions. This stretch is approximately 1.5 miles long, one lane in each direction with a posted speed limit of 25 miles per hour. There are streetlights along the north side of the road in some sections, and it is undeveloped without curb and gutter in others. The road has residential frontage with horse properties, and the posted speed of 25 miles per hour is appropriate. MS. KENDALL stated this was also discussed with Clark County, and they support the posted speed limit of 25 miles per hour.

MS. KENDALL stated this is before the Commission as a housekeeping item to update the official speed limit schedule in the Las Vegas Municipal Code to reflect the currently posted speed limit of 25 miles per hour.

Motion made by Mike Janssen to Approve
Passed For: 7; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 1

For-David Turner, Raymond Burke, Margo D. Erickson, Kathleen Kahr, Greg Toussaint, Sheriff Designee, Mike Janssen; Excused-Michael Anthony Aguilar;

9. **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.

10. **Adjournment**

Minutes:
The meeting was adjourned at 2:21 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 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.

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