



Traffic and Parking Commission Minutes

1. Call to Order

Minutes:

CHAIR TURNER called the meeting to order at 1:03 p.m. and led the audience in the Pledge of Allegiance.

PRESENT: CHAIR TURNER and COMMISSIONERS KAHR (via teleconference), ERICKSON, TOUSSAINT, and ALLEN PAVELKA, City Engineer, as the Public Works Director's Designee

EXCUSED: COMMISSIONER AGUILAR, BURKE, and Sheriff's Designee

ALSO PRESENT: GENA KENDALL, City Traffic Engineer, STEVEN TAULBEE, Assistant Fire Protection Engineer, JOHN RIDILLA, Deputy City Attorney, and PATTY HLAVAC, 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:

MICHIKO SMITH-MEMAPAN, resident, spoke in support of Franklin Avenue speed humps. She understood that the nearby speed humps placed on 15th Street, which is also an emergency access road, had not interfered with emergency vehicles. She also felt the traffic slowing lines helped a little, but that high-speed drivers were still making it dangerous to allow their children to play in the front yard. Her husband was unable to attend this meeting; however, he obtained signatures from 11 homeowners on their street who were in support of the speed humps.

RUSSELL ERVIN, resident, said he attended the first Traffic and Parking Commission meeting on this matter and wanted to report that the striping that was discussed did occur; however, he thought drivers were still speeding down Franklin Avenue. Additionally, Southwest Gas tore up Franklin Avenue and left a mess. He set up a camera but was unsure if there was any other type of proof that would help get the message across that this was a dangerous situation. He requested reconsideration of the speed humps or whatever else might help.

4. For possible action to approve the Final Minutes by reference of the Regular Meeting of March 28, 2019

Motion made by Greg Toussaint to Approve

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

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

5. ABEYANCE ITEM - 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, provided an overview of the prior meeting at which findings were discussed from data that was collected on three different occasions from traffic studies conducted on Franklin Avenue between Maryland Parkway and 15th Street. MS. KENDALL referenced a map, a copy of which was submitted for the record and noted that Franklin Avenue was mapped as a primary emergency response route.

MS. KENDALL discussed what occurred as a result of the speeding issues, which included that edge lines, which are much like parking lines, were installed to reduce lane widths in each direction prior to the consideration of speed humps or speed cushions. She also provided the criteria for speed humps, which included: 1) the residential road must be one lane each direction; 2) the roadway must have a posted speed limit of 25 miles per hour (mph); 3) the 85th percentile of speeds must be over 35 mph; 4) at least 67 percent of the residents who will be impacted must approve, and 5) to be within the threshold of 800 to 3,000 vehicles per day. After analyzing the data, staff determined that because the road was an emergency response route and did not meet the 85th percentile exceeding 35 mph, they would recommend denial, as the speed humps were no longer needed.

MS. KENDALL shared that at a previous meeting, the Commissioners expressed a desire to hear from the Fire and Rescue Department to understand what their feelings were about speed cushions on a primary emergency response route. She introduced STEVEN TAULBEE, Certified Fire Inspector - Fire and Rescue Department, for this portion of the report.

MR. TAULBEE gave some brief background on how the Fire and Rescue Department reviewed the impact of speed humps, noting that their Department had not previously looked at speed cushions. However, the Department tested speed cushions with an ambulance, fire engine, and a truck, which they filmed as part of a training scenario. They found that speed cushions did not cause significant delays on emergency response times and were easier than speed humps. He indicated that from the Fire and Rescue Department's standpoint, they felt that there would not be any negative opinions as to the installation of speed cushions as long as there was a process to review where they were being installed.

MS. KENDALL indicated that while staff would still have to recommend denial due to the 85th percentile speed requirement, the speed hump issue was no longer a problem since they had the option of putting in speed cushions.

CHAIR TURNER asked if anyone from the public wished to speak.

RUSSELL ERVIN, resident, asked if the Commission would consider looking at video proof of speeding drivers or other actions on Franklin Avenue.

CHAIR TURNER asked MR. ERVIN if he had video footage with him. MR. ERVIN stated that he did not. CHAIR TURNER explained that the Commission was only a recommending body and that if MR. ERVIN wished to appeal the Commission's recommendation then there would be an additional opportunity to present such evidence to City Council.

ALLEN PAVELKA asked MS. KENDALL about the average speed during the speed study. MS. KENDALL reported that it was 22 mph and the 85th percentile speed was 30 mph in a posted 25 mph zone. MS. KENDALL also pointed out that prior to installing the edge lines, which was one year ago, there were average speeds in excess of 33 mph and the 85th percentile was 43 mph.

MR. PAVELKA thought this was a considerable drop and asked MS. SMITH-MEMAPAN if she felt that the changes had helped. MS. SMITH-MEMAPAN thought that even though the lines were there, people were still speeding. She talked about a specific incident where a truck crashed into a construction dumpster, which happened to save their home. MR. ERVIN also discussed a light pole that was hit by someone who was speeding down the street in the middle of the night.

MR. PAVELKA wondered if there was a history of accidents since the edge lines were put in place. MS. KENDALL noted that staff rarely has crash data since crashes are typically not the problem, and usually, a person has to live there to understand the concerns.

COMMISSIONER KAHR was worried that it was only a matter of time until someone's child got hit, noting that the neighbors left out how one lady lost two pets on this street from speeding. She also felt that the people on Franklin Avenue between Maryland Parkway and 15th Street did not enjoy the quality of life they should due to the underlying street design, which allows drivers to make a turn off Maryland Parkway without making a full stop and accelerate to a high speed by the time they reach 15th Street. Additionally, she thought Lyft and Uber rideshare drivers were a factor and made neighborhoods more dangerous than they used to be, as they are not professional drivers and tend to use their phones while driving. She urged the Commissioners to support the speed cushions, as she did not believe this situation would be getting better. She also thought putting in the speed cushions now would save the City money in the long run.

COMMISSIONER TOUSSAINT wondered about the placement of the speed sensors and if the speed tests had been done in the central part of a stretch. MS. KENDALL noted that while she could not comment on the exact location, the sensors were consistently placed at the same spot from year-to-year at roughly mid-point. COMMISSIONER TOUSSAINT asked what days of the week the tests were conducted and how long the data collection lasted. MS. KENDALL indicated that the data was collected over one-week last year and two 24-hour periods this year for a total of nine days. COMMISSIONER TOUSSAINT asked for clarification on the data, and MS. KENDALL explained that, over the last test, 85 percent of the drivers drove 30 mph or less and the average speed was 22 mph.

COMMISSIONER TOUSSAINT asked MR. ERVIN if he felt that 85 percent of the motorists were driving 30 mph or less. MR. ERVIN said that it seemed really bad going to school and that Crestwood Avenue was particularly busy between 7 and 8 a.m. He noted that tractor trailers are even rushing down this road.

COMMISSIONER TOUSSAINT thought the problem was Maryland Parkway and 15th Street since they were the two major north-south roads, as he thought drivers would take one of the two side streets to avoid traffic jams, which is East Saint Louis or Franklin Avenues. He wondered if there was data that showed how much traffic there was during these periods, and MS. KENDALL reported that 1,000 vehicles per day consistently travel on Franklin Avenue, which is not a surprising number for the way this area was designed.

COMMISSIONER ERICKSON wondered if any data had been taken to support the possibility of making East Saint Louis and Franklin Avenues alternate one-way streets, as she thought this might help the problem. MS. KENDALL thought the residents might not appreciate this design; however, she noted that staff was not opposed to any suggestion and would need to reach how convenient this would be for the residents. COMMISSIONER ERICKSON thought negative action needed to be taken to stop these risky driving actions. MS. KENDALL added that if speed cushions ultimately solved the issues, they would put them up; however, they also create other issues for residents that need to be considered, such as loud noise and pollution, which makes staff cautious about putting them in.

DEPUTY CITY ATTORNEY JOHN RIDILLA added that Municipal Code only allows the City Council to waive Public Works criteria and not Fire criteria. Therefore, he requested confirmation from the Fire and Rescue Department on the speed cushions, since the Fire Code Official is the only one who has the authority to waive this on a primary or secondary emergency response route. MR. TAULBEE affirmed that based on the direction he received from the Deputy Fire Marshall, this was acceptable.

COMMISSIONER TOUSSAINT thought the 15th Street speed cushions had been in place for two years and wondered if there was data on how effective they have been in slowing traffic. MS. KENDALL believed they had been there for a longer period, noting that the collected data just after installment showed a decrease in speed. She pointed out that data collected recently showed that the decline was not quite as good since certain cars go over cushions easier than others and people learn how to traverse over them; however, ultimately, they are effective for slowing down traffic.

COMMISSIONER ERICKSON asked the residents who were present about their opinions as to what was needed with respect to speed cushions or speed humps.

MR. ERVIN commented that despite prior suggestions that the Las Vegas Metropolitan Police Department (LVMPD) might step up patrolling, he had not noticed this happening. As to the Commissioner's suggestion with respect to East Saint Louis Avenue, he thought this road might be too far south and that the next major road would be Oakey Boulevard, which also had the striping done and seemed to be working. However, he still thought motorists were driving too fast on Oakey Boulevard, as well. On 15th Street, where the speed bumps

were installed, he felt the installations did not seem to interfere with traffic moving smoothly. He also expressed concerns about the lack of sidewalks in this area, as this forces residents to walk in the street. He felt that if the City would consider installing them, this might also help with this concern.

CHAIR TURNER expressed that he was in favor of speed cushions in this area, even though he typically would not be in support of this for other areas. MR. RIDILLA asked for clarification on the motion as to the approximate location and number of speed cushions. MS. KENDALL asked for time to survey the neighborhood, prepare a specific design and notify the residents. MR. RIDILLA recommended an amended motion, which he clarified for the record, noting that approval was subject to staff's subsequent report. CHAIR TURNER wondered if staff would be bringing the report back before the Commission, to which MR. RIDILLA recommended that staff bring it back for final consideration.

MICHIKO SMITH-MEMAPAN, resident, noted that she had 11 homeowners' signatures showing their support for the speed cushions on Franklin Avenue.

MR. PAVELKA noted that the request did not meet any of the current criteria, and until it does, he did not feel he could support the request.

Motion made by David Turner to Approve the speed cushions on Franklin Avenue, subject to staff's consultation with the neighborhood and determination of final placement, both to be presented at a subsequent meeting

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

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

6. **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.

7. **Adjournment**

Minutes:
The meeting was adjourned at 1:28 p.m.

Respectfully submitted:

Patty Hlavac, 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