



Traffic and Parking Commission Agenda

1. **Call to Order and Roll Call**
2. **Announcement Regarding: Compliance with Open Meeting Law**
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.
4. For possible action to approve the Final Minutes by reference of the Regular Meeting of February 24, 2022
5. Discussion for possible action to install speed cushions on Mello Avenue between Bradley Road and Jones Boulevard – Ward 6 (Fiore)
6. Discussion for possible action to temporarily change the speed limit on Alta Drive from Rancho Drive to Martin Luther King, Jr. Boulevard and Bonneville Avenue from Martin Luther King, Jr. Boulevard to Maryland Parkway from 30 MPH to 25 MPH – Wards 1, 3 and 5 (Knudsen, Diaz and Crear)
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.
8. **Adjournment**

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
IN ACCORDANCE WITH THE NOTICING STANDARDS AS OUTLINED IN NRS 241.020:

The City of Las Vegas website – www.lasvegasnevada.gov
The Nevada Public Notice website – notice.nv.gov
City Hall, 495 South Main Street, 1st Floor

AGENDA DOCUMENTATION

DATE: APRIL 28, 2022
TO: TRAFFIC AND PARKING COMMISSION
FROM: TRANSPORTATION ENGINEERING DIVISION
SUBJECT: **ITEM 5**

DISCUSSION FOR POSSIBLE ACTION TO INSTALL SPEED CUSHIONS ON MELLO AVENUE BETWEEN BRADLEY ROAD AND JONES BOULEVARD DRIVE – WARD 6 (FIORE)

SITUATION

The Transportation Engineering Division of the City of Las Vegas received notification that residents living on Mello Avenue between Bradley Road and Jones Boulevard were concerned about speeding in front of their homes. In response, a speed study was conducted and found this segment to be a candidate for the installation of speed cushions based on the City's Neighborhood Traffic Management Program criteria.

On August 26, 2020, ballots were mailed to twenty-eight (28) owners of single family and vacant parcels on Mello Avenue. Twelve (12) ballots from owners were received in favor of the speed cushions. The City received one (1) letter opposing the speed cushions.

The City of Las Vegas Fire Department will support this installation in accordance with City of Las Vegas Fire #6631 Traffic Calming Devices as long as they meet all required specifications set forth by the City of Las Vegas.

STAFF RECOMMENDATION

The Transportation Engineering Division recommends installation of speed cushions on Mello Avenue between Bradley Road and Jones Boulevard.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
STREET NAME AND LIMITS

MELLO AVE E. OF JONES BLVD

DATE OF COUNT: **September 15, 2021**
WARD: **5**

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

50 MPH FACTOR = 2

*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.
30 POINTS MAXIMUM SCORE.

ADT= 385 PTS 4

[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.
20 POINTS MAXIMUM SCORE.

83 % PTS 21

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= 25

***TOTAL POINTS X 85TH%TILE FACTOR**

TOTAL NTMP PTS = 49

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

CRITERIA MET: **NO**

TYPE OF TRAFFIC MANAGEMENT DEVICE RECOMMENDED

COMMENTS

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

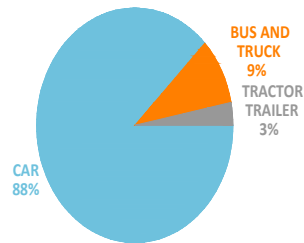
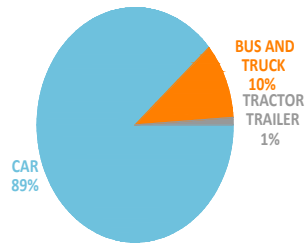
ITE TRIP GENERATION RATES (PLANNING PURPOSES ONLY)				
	DESCRIPTION	#UNIT	RATE/# UNIT	TOTAL
AVERAGE DAILY TRAFFIC (ADT)	SINGLE FAMILY DETACHED [DU]	21	9.44	198
AM PEAK HOUR			0.74	16
PM PEAK HOUR			0.99	21



MELLOW AVENUE - STUDY INFORMATION												
DATE	SPEED LIMIT (MPH)	AVERAGE (MPH)	85th %ILE	EB VOLUMES (2-DAY AVERAGE)				WB VOLUMES (2-DAY AVERAGE)				TOTAL (DUAL DIRECTION)
				CAR	BUS AND TRUCK	TRACTOR TRAILER	TOTAL	CAR	BUS AND TRUCK	TRACTOR TRAILER	TOTAL	
9/13/2021 TO 9/15/2021	25	39	50	181	19	6.5	219	13.5	15.5	1.5	166	385

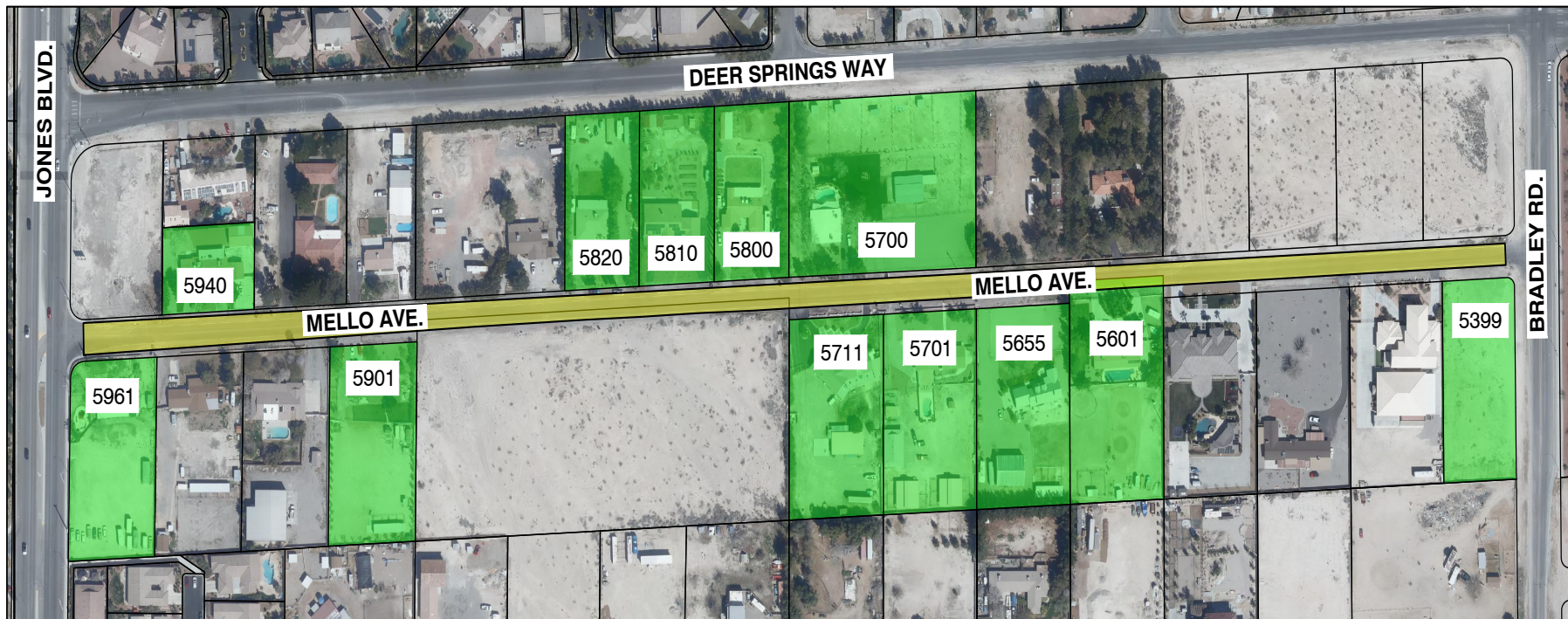
WB VOLUMES

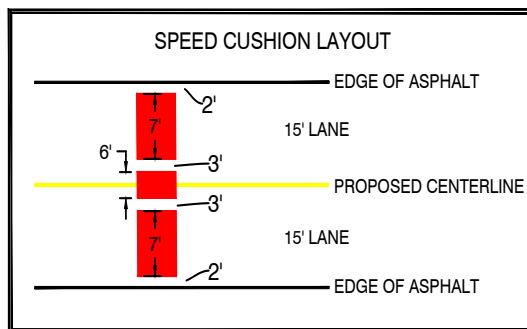
EB VOLUMES



LEGEND:

- RESIDENT SUPPORT SPEED HUMPS (PETITION 8/3/2020)
- STUDY AREA (9/13/2021 TO 9/15/2021)





SPEED CUSHION LOCATION IS APPROXIMATE,
EXACT LOCATION TO BE SET IN FIELD.



EXAMPLE SPEED CUSHION LAYOUT ON 15TH STREET

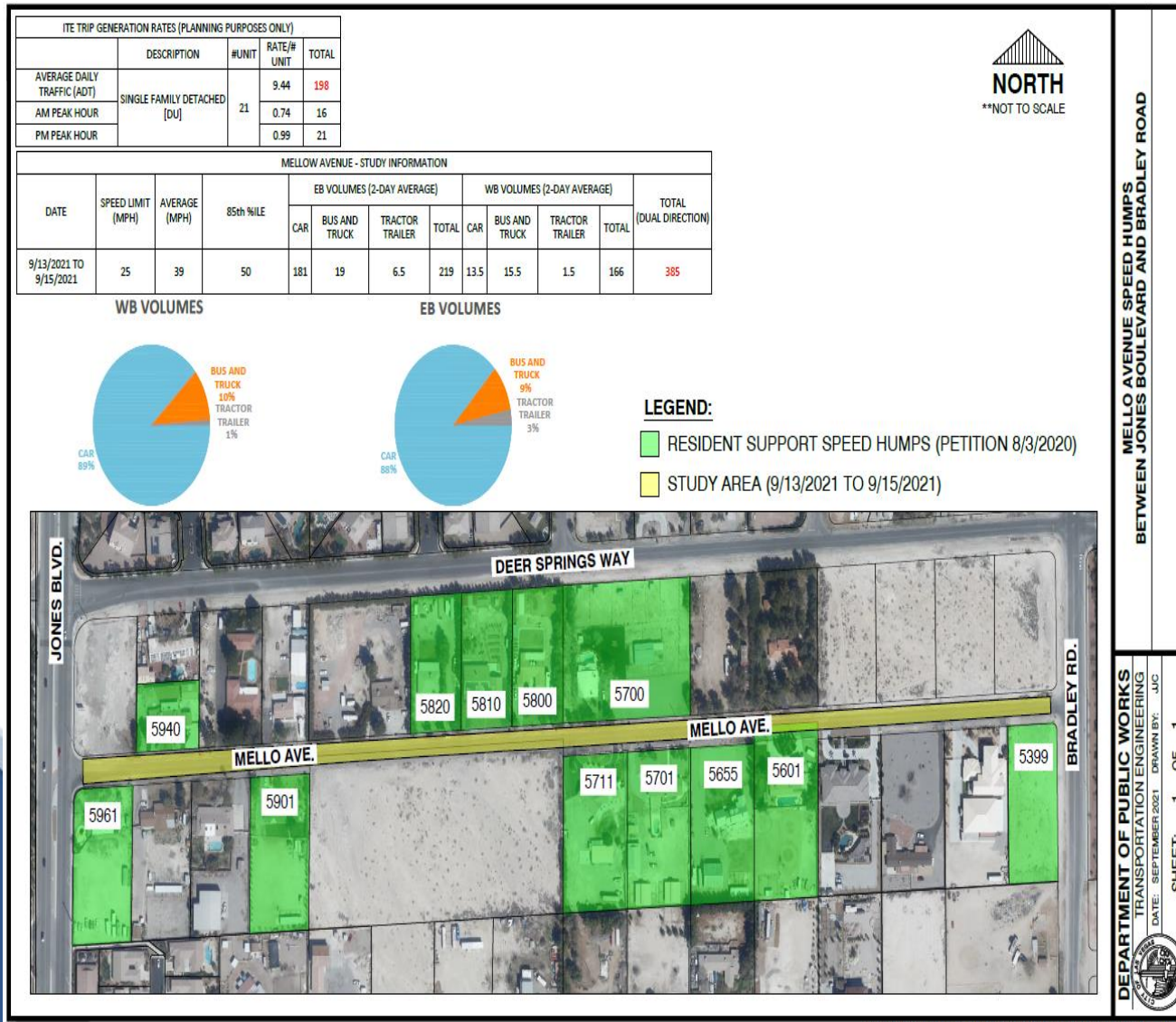


Item 5 – Mello Avenue Speed Cushion

Vicinity Map



Item 5 – Mello Avenue Speed Cushion

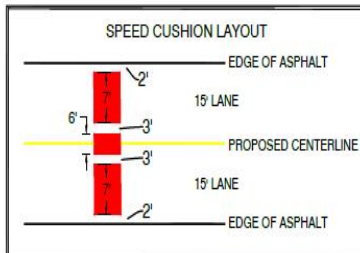


Mello Ave. Speed Study:

- Study date: September 2021
- Posted Speed: 25 mph
- 85th Percentile Speed: 50 mph
- Average Speed: 39 mph
- 24 hr counts: 385
 - For 21 single family homes, trip generation would expect ~198 vehicle trips.
- Data collected showed ~10% heavy vehicles and cut through traffic.
- Total Points: 49
 - Speed hump installation does not meet the criteria set forth in the Neighborhood Traffic Management Program, as the ADT is below 800 vehicles.



Item 5 – Mello Avenue Speed Cushion



SPEED CUSHION LOCATION IS APPROXIMATE,
EXACT LOCATION TO BE SET IN FIELD.



EXAMPLE SPEED CUSHION LAYOUT ON 15TH STREET

MELLO AVENUE EXHIBIT
JONES BOULEVARD TO BRADLEY ROAD
SPEED CUSHION LOCATIONS

DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION ENGINEERING
DATE: MARCH 2022 DRAWN BY: LG
SHEET: 1 OF 1

Timeline:

- November 2021 – Resident requested a road closure at Jones Blvd, and other residents supported this closure.
 - Closure not supported by City Fire & Rescue, as emergency response times would increase
- January 12, 2022 – Transportation Engineering Division (TED) staff met with several residents at a neighborhood meeting to discuss Mello Avenue and many other traffic related concerns in this area.
- February 2022 – Due to known speeding, cut through traffic and increased heavy vehicle (truck) traffic staff recommended speed cushions. Staff mailed letters to residents.
 - Install at 6 locations
 - ~220 feet from intersecting street
 - ~430 feet between cushions
 - CLV Fire supports speed cushions



Item 5 – Mello Avenue Speed Cushion

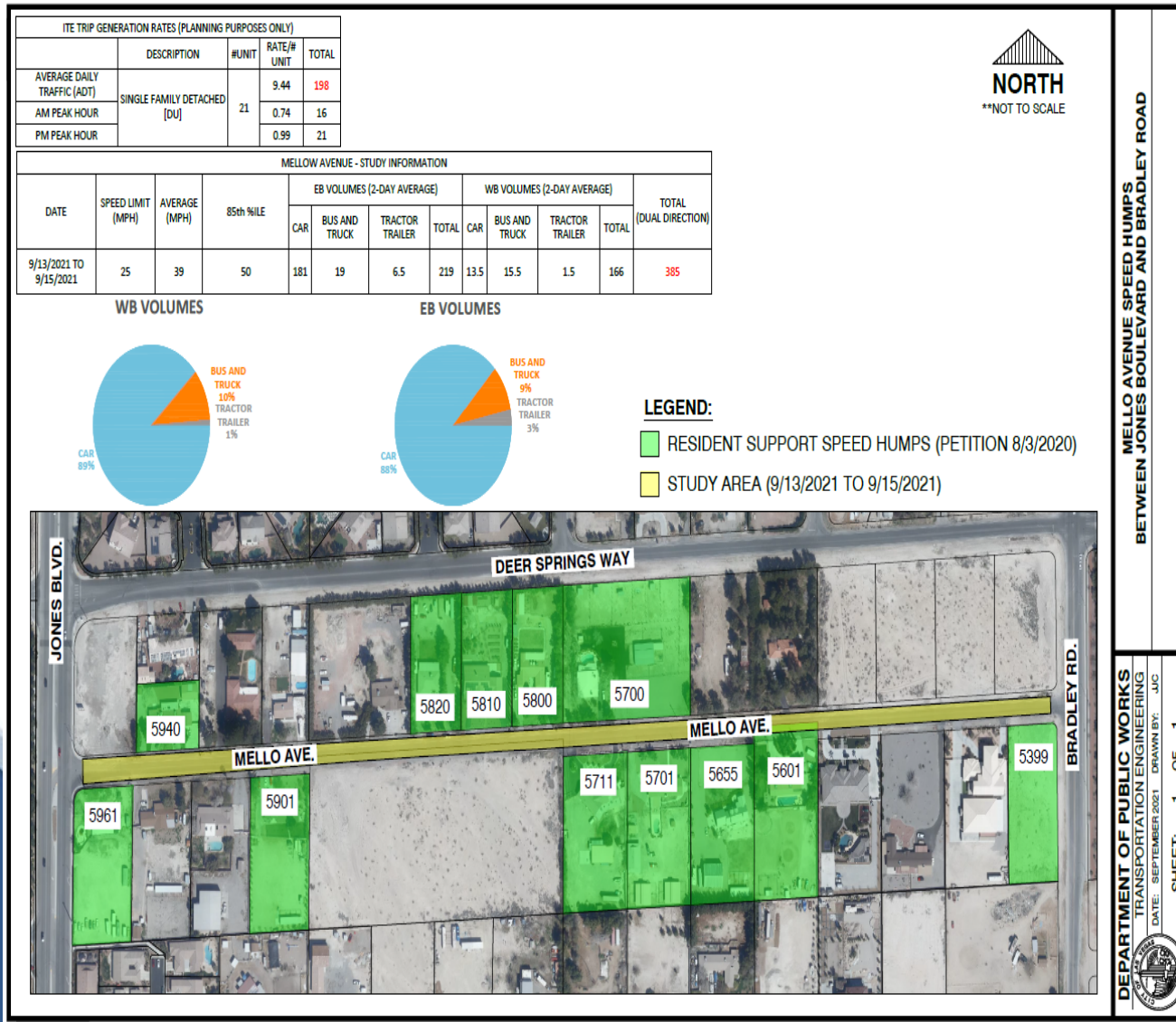
Submitted at Meeting by Staff

Date: 4/28/2022 Item: 5

Vicinity Map



Item 5 – Mello Avenue Speed Cushion



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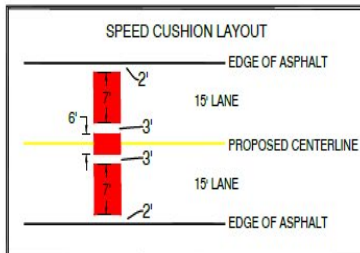


Item 5 – Mello Avenue Speed Cushion



LEGEND:

- RESIDENT SUPPORTS THROUGH PETITION (AUGUST 2020)
- RESIDENT SUPPORTS AFTER NOTIFICATION (FEBRUARY 2022)
- RESIDENT OPPOSES AFTER NOTIFICATION (FEBRUARY 2022)



SPEED CUSHION LOCATION IS APPROXIMATE,
EXACT LOCATION TO BE SET IN FIELD.



EXAMPLE SPEED CUSHION LAYOUT ON 15TH STREET

MELLO AVENUE EXHIBIT
JONES BOULEVARD TO BRADLEY ROAD
SPEED CUSHION LOCATIONS

DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION ENGINEERING
DATE: MARCH 2022
DRAWN BY: LG
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AGENDA DOCUMENTATION

DATE: APRIL 28, 2022
TO: TRAFFIC AND PARKING COMMISSION
FROM: TRANSPORTATION ENGINEERING DIVISION
SUBJECT: **ITEM 7**

DISCUSSION FOR POSSIBLE ACTION TO TEMPORARILY CHANGE THE SPEED LIMIT ON ALTA DRIVE FROM RANCHO DRIVE TO MARTIN L. KING, JR. BOULEVARD AND BONNEVILLE AVENUE FROM MARTIN L. KING, JR. BOULEVARD TO MARYLAND PARKWAY FROM 30 MPH TO 25 MPH – WARD 1 (KNUDSEN), WARD 3 (DIAZ) AND WARD 5 (CREAR)

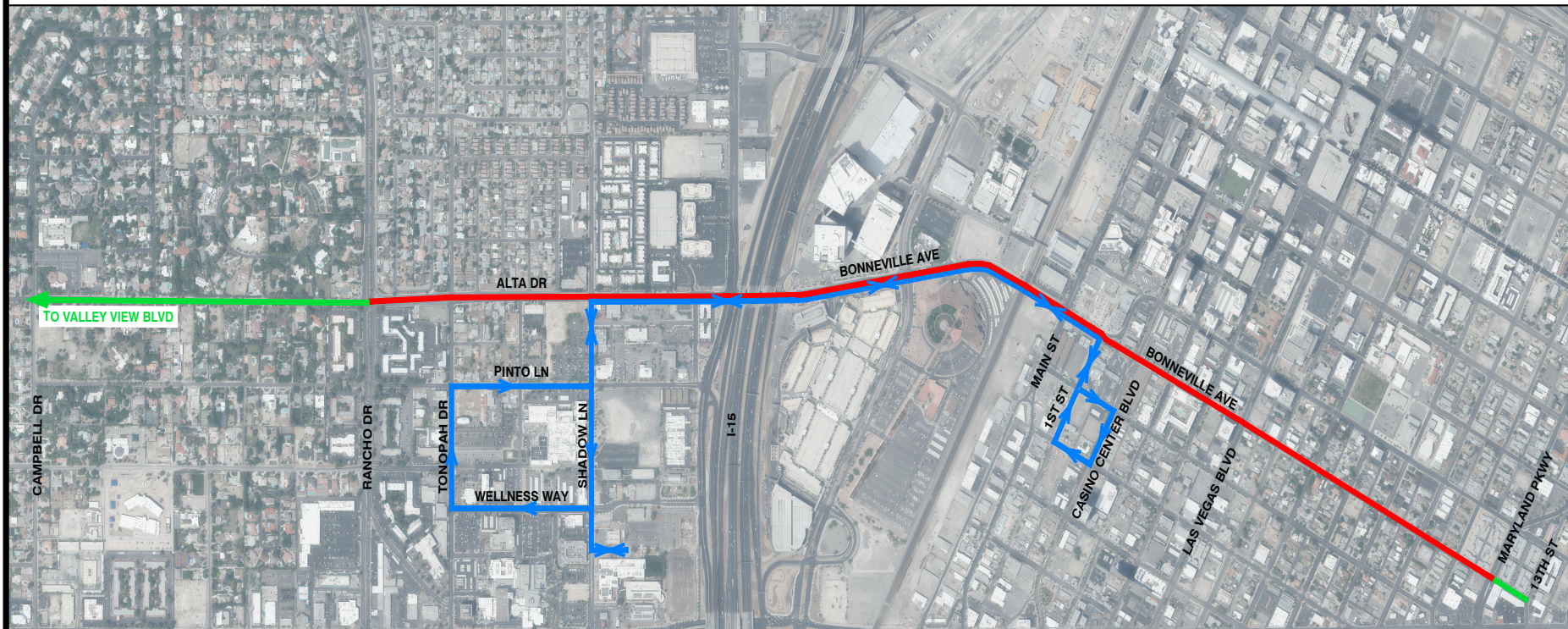
SITUATION

The City of Las Vegas (City) is a partner to the Regional Transportation Commission of Southern Nevada (RTC) in their implementation of the GoMed autonomous vehicle pilot project. The project will provide accessible mobility for patients, staff, medical students, and the public via shuttles traveling between the Bonneville Transit Center Downtown transit hub to the Las Vegas Medical District along a pre-defined route. The autonomous vehicles will be limited to operate at 25 mph, with the capability to accelerate up to 30 mph, and will maintain the required speed throughout operating hours.

In support of this project, the Transportation Engineering Division recommends a temporary lowering of the speed limit from 30 mph to 25 mph to accommodate the slower-moving autonomous vehicles along Alta Drive/Bonneville Avenue from Rancho Drive to Maryland Parkway. This change would be effective with implementation of the GoMed pilot, which will begin operations in 2023 and continue for 24 months.

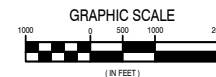
RECOMMENDATION

The Transportation Engineering Division recommends temporarily changing the posted speed limit from 30 mph to 25 mph on Alta Drive from Rancho Drive to Martin L. King, Jr. Boulevard and Bonneville Avenue from Martin L. King, Jr. Boulevard to Maryland Parkway.



LEGEND

- CURRENT POSTED SPEED LIMIT: 25 MPH
- DECREASE SPEED LIMIT FROM 30 MPH TO 25 MPH
- GOMED ROUTE



Item 7 – Alta Drive/Bonneville Avenue Speed Limit



GoMed Route on Alta/Bonneville:

- Shadow Lane to 1st Street
- Continues through Medical District
- Turns around at Downtown Transit Center

Alta Drive:

- 25 mph existing from Valley View Blvd. to Rancho Dr.
- Change speed limit from Rancho Dr. to Martin L. King, Jr. Blvd. from 30 mph to 25 mph
- Shadow Ln. to Rancho Dr. is 2,100 feet

Bonneville Avenue:

- 25 mph existing from Maryland Pkwy. to 13th St.
- Change speed limit from Martin L. King, Jr. Blvd. to Maryland Pkwy. from 30 mph to 25 mph
- 1st St. to Maryland Pkwy. is 4,200 feet



Item 7 – Alta Drive/Bonneville Avenue Speed Limit



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Submitted at Meeting by Staff

Date: 4/28/2022 Item: 6

