



Traffic and Parking Commission Minutes

1. Call to Order and Roll Call

Minutes:

CHAIR TURNER called the meeting to order at 1:00 p.m. and led the audience in the Pledge of Allegiance.

PRESENT: CHAIR TURNER and COMMISSIONERS CALDERONE (excused until 1:03 p.m.), SWADLING, and LANG

EXCUSED: COMMISSIONERS RICE and EMANUEL

NOTE: ROSA CORTEZ, City Engineer and Deputy Public Works Director, was present as the Public Works Director's Designee and SERGEANT PETE QUINN was present as the Sheriff's Designee

ALSO PRESENT: JOE NORBY, City Traffic Engineer and Deputy Public Works Director; SEAN ROBINSON, Assistant City Traffic Engineer; DAVID CROSS, Fire Plans Review Section Manager; TIMOTHY GESWEIN, Deputy City Attorney; and BRIAN CARROLL, Senior 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 in accordance with the noticing standards as outlined in NRS 241.020: City Hall, 495 South Main Street, 1st Floor; the City of Las Vegas website – www.lasvegasnevada.gov; and the Nevada Public Notice website – notice.nv.gov.

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 December 14, 2023

Motion made by Bonnie Swadling to Approve

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

For-David Turner, Bonnie Swadling, John Lang, Rosa Cortez, Sheriff Designee; Excused-Marlon Rice, Amy Emanuel, Ronald Calderone;

5. Discussion for possible action to approve the revised Neighborhood Transportation Management Program manual – All Wards

Minutes:

SEAN ROBINSON, Assistant City Traffic Engineer, explained that the City Council adopted the Neighborhood Traffic Management Program (NTMP) manual on May 3, 1995, as a manual for public streets. The City hired a consultant to review the manual and ensure it satisfied their needs. The updated document contains an updated scoring system, lessons learned over the last 30 years, policies, process and procedures, and the inclusion of the best safety management procedures from the Federal Highway Administration (FHWA) for proven and effective traffic countermeasures. The updated plan aligns with the City's Vision Zero Action Plan that was adopted by the City Council on February 1, 2023. The Vision Zero Action Plan includes over 90 action items to eliminate all traffic fatalities and severe injuries, while increasing safe and equitable mobility for all. He noted one of the action items includes the update to the NTMP manual, which would be distributed to neighborhoods to help the Commission address traffic safety issues. MR. ROBINSON introduced JOHN TOBIN, Professional Engineer and Executive Vice President at GCW Inc., and explained he has over 36 years of transportation engineering experience. He concluded that the Traffic Engineering Division recommended approval of the updated manual.

MR. TOBIN narrated from a PowerPoint presentation, a copy of which was submitted for the record, to explain the NTMP's purpose, noting that the last update occurred in 2001. He recommended changing the title from Traffic to Transportation in order to recognize multiple modes of transportation. He noted that the updated manual includes more concise documents with a simpler format, flow charts to outline the implementation process, classification measures, new speed metrics, and slotted cushion designed speed humps. MR. TOBIN and his team reviewed FHWA publications and 18 neighborhood transportation management programs across the country for improvement ideas. He explained new chapters in the manual, which included the introduction, background, process and procedures, and measure selection. He noted NTMP eligible streets were public two-lane streets with specific right-of-way and curbed roadway widths and specific speed limit and traffic demands. He advised the manual directs the public to a Report a Problem link and the Public Works Department phone number. MR. TOBIN said the four levels NTMP measures are education and enforcement, maintenance improvements, minor construction, and major construction. He added that level four improvements incur higher costs and restrict larger areas compared to level three improvements. He described how petition forms were filed for NTMP requests, stating they require 10 signatures and may require homeowner association (HOA) involvement. The data is then analyzed and scored through a 100-point threshold to determine the qualifying level. He clarified level three and four improvements may need additional funding sources and may be heard by the Commission and City Council for approval. MR. TOBIN listed various measures that the City has taken that were not provided in the previous NTMP, and he displayed different transportation fact sheets available.

CHAIR TURNER said he read through the manual and believed it was very well done.

COMMISSIONER CALDERONE wondered the amount of federal funding that was involved in the update and how improvements would be implemented. MR. ROBINSON responded that no federal funding was used for this project, and the manual covered the procedures for traffic calming measures.

Motion made by John Lang to Approve

Passed For: 6; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

For-David Turner, Ronald Calderone, Bonnie Swadling, John Lang, Rosa Cortez, Sheriff Designee; Excused-Marlon Rice, Amy Emanuel;

6. Discussion for possible action to remove parking along the limits of the Maryland Parkway BRT (Bus Rapid Transit) Project – Wards 1 and 3 (Knudsen and Diaz)

Minutes:

SEAN ROBINSON, Assistant City Traffic Engineer, explained that the City had worked with the Regional Transportation Commission of Southern Nevada (RTC) and the Federal Transit Administration (FTA) to bring a high-capacity transit project along the Maryland Parkway corridor. He stated the corridor includes 23 transit route connections, including nine of the busiest in the valley. The investment encourages transit-oriented development and creates a compact walkable and mixed-use area. The creation of transit-oriented development is a goal of the project that aligns with the Las Vegas 2050 Master Plan. In August 2024, RTC of Southern Nevada will begin construction of the bus rapid transit (BRT) project and it will include infrastructure

improvements to be completed simultaneously. MR. ROBINSON explained this was a \$130 million investment that incorporates miles of dedicated transit lanes, roadway resurfacing, transit shelters, traffic signal improvements, fiber systems, streetlights, and wider sidewalk and drainage improvements. He noted this would transform the look of the corridor and improve safety and traffic. The BRT will include several streets, contain shared bus and bike lanes, and 200 street parking stalls will be removed. He opined RTC has been a great partner on the project and has facilitated public outreach efforts with the Engineering Division, Council Ward offices, and residents and businesses along the impacted corridor. He said the Parking Services Division helped identify parking lots that were not reaching their full capacity and identified supplemental parking areas. He introduced TIM McCOY, President of GCW Inc., and BRIDGE GALATI, Director of Capital Projects for RTC of Southern Nevada. MR. ROBINSON explained the Transportation Engineering Division recommended the removal of parking for the Maryland Parkway BRT project and clarified the Commission's vote would entail that specifically and not the entire project.

MR. McCOY, design consultant for the project, utilized a PowerPoint presentation, a copy of which was submitted for the record, to explain that six miles of the project would be on Maryland Parkway and the remaining six on other streets. He provided a project overview showing that Route 109 would be replaced with a BRT system that extends to the Medical District. He noted the project is multi-jurisdictional with combined funding from the FTA and local funding. He added the project would include hydrogen fuel cell electric busses, and he listed activity centers along the route. He displayed renderings of cross sections within the project that showed parking lanes being replaced with a bike and bus lane. He stated there will be shade structures, camera systems, and landscaping along the corridor and 10-foot sidewalks to accommodate pedestrians. MR. McCOY said there was an environmental assessment conducted in 2019 that included extensive public outreach and on-street parking. He provided a breakdown of the locations and number of spaces to be removed for this project. He advised that postcards in English and Spanish were sent out to 148 addresses along the corridor, and door hangers were sent to 120 addresses to ensure effected businesses were notified regarding the removal of parking spaces. The RTC project team received four comments from the postcards and he displayed from the presentation the responses that were sent. He advised biweekly meetings were being held with the contractor and construction management teams to maintain contact with people that would be affected. Lastly, he displayed contact information from the presentation that the public may utilize.

MR. ROBINSON listed the people in attendance that were able to answer any questions the Commissioners had.

COMMISSIONER SWADLING confirmed with MR. McCOY that Maryland Parkway would be moved from three lanes to two lanes. MR. McCOY said the right turn lanes would be added for larger areas, and RTC conducted an environmental analysis to ensure that capacity was maintained. He noted existing businesses would still be able to turn into their businesses. The Commissioner wondered if a study was done regarding the amount of traffic that would be impacted, and MR. McCOY replied the traffic study was conducted and reviewed by the City and the FTA. MR. ROBINSON added that traffic signals were reviewed and 30 signals would be effected, and improved timing would be provided along the corridor. He clarified that the red lane in the presentation would be dedicated as a bus lane that could still be used to turn right.

Motion made by Bonnie Swadling to Approve

Passed For: 6; Against: 0; Abstain: 0; Did Not Vote: 0; Excused: 2

For-David Turner, Ronald Calderone, Bonnie Swadling, John Lang, Rosa Cortez, Sheriff Designee; Excused-Marlon Rice, Amy Emanuel;

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 1:45 p.m.

Respectfully submitted:



Brian Carroll, Senior Deputy City Clerk



Sean Robinson, Assistant City Traffic Engineer

Minutes Prepared by:

Samantha DiNicola, Deputy City Clerk

Joseph Morby City Traffic Engineer

THIS MEETING WAS 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