



Special Traffic and Parking Commission Minutes

1. Call to Order and Roll Call

Minutes:

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

PRESENT: VICE CHAIR CALDERONE and COMMISSIONERS EMANUEL, SWADLING, LANG, and STAMPER

EXCUSED: CHAIR TURNER, COMMISSIONER RICE, and the Sheriff's Designee

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

ALSO PRESENT: JOE NORBY, City Traffic Engineer and Deputy Public Works Director; DAVID CROSS, Fire Plans Review Section Manager; TIMOTHY GESWEIN, Deputy City Attorney; BRIAN CARROLL, Senior Deputy City Clerk; and YVETT LOZOYA, 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:

BOYD KATZ stated he lives on O'Bannon Drive and thanked the Commission on behalf of himself and his fellow neighbors. He believed O'Bannon Drive had turned into a speedway, and he supported the installation of speed cushions to slow traffic in the area. Additionally, he noted his trash cans had been hit and replaced on multiple occasions, stating there had been many near accidents involving children. Another area of concern for speeding traffic was Rainbow Family Park between Rosanna Street and Tenaya Way on O'Bannon Drive, as he mentioned cars had driven up to 100 miles per hour with kids going on the street. He suggested developing full-sized speed bumps from Rainbow Boulevard to Tenaya Way to deter heavy motorcycle traffic. Accordingly, a meeting was held with COUNCILMAN BRIAN KNUDSEN, Red Rock Harley-Davidson, and others regarding the issue; however, they responded they could not control the riders. MR. KATZ believed motorcyclists could easily bypass the speed humps and their speed would not be regulated. If speed bumps could not be installed from Rainbow Boulevard to Tenaya Way, he requested consideration of Rosanna Street to Tenaya Way in order to protect the park and save lives. Furthermore, he asked for the park to be a priority, since the project would not start until 2026. Lastly, he said he has worked in public safety for 20 years, saw the issues at hand, and believed a lot could be prevented.

TERRI O'ROURKE, Buffalo Coalition Neighborhood Association, felt saddened that money needed to be spent to calm traffic and control speed and drivers. She believed the speed humps installed on O'Bannon Drive between Cimarron Road and Durango Drive made a considerable difference with the speed of traffic. MS. O'ROURKE thanked the Commission for their effort, noting it takes a lot of work to complete traffic studies and apply for grants.

SARA FELDMAN expressed appreciation towards the Commissioners for considering the issue, stating she lives near Via Olivero Avenue and walks her dog to Rainbow Family Park. She noted Via Olivero Avenue between Tenaya Way and Rainbow Boulevard was considered a quiet street due to its location behind car dealerships and houses; however, she avoids the street as cars have accelerated through the intersection without speed bumps. MS. FELDMAN agreed the park area was a priority with there being more kids but also believed the street was important. Additionally, she displayed a photo on the overhead of an accident that took place on September 14th near her house where a car crashed through a cinder block wall. Moreover, she advised she could not walk to the Rainbow Family Park safely after 5:00 p.m. without double crossing Tenaya Way, since sidewalks and lights were not included on both sides of the street.

MARK FRENCH stated his house touched Via Olivero Avenue and Belcastro Street, adding there are speeders when he walks his dog every morning to the park. He referenced a letter regarding speed bump considerations he received on October 17th for Via Olivero Avenue from Cimarron Road to Montessori Street, noting the agenda did not list those streets. MR. FRENCH questioned if another hearing would take place regarding those streets. VICE CHAIR CALDERONE advised MR. FRENCH they would discuss that at a later time.

LOUIS CONONELOS noted he moved into his home in 2013 and walks to the park several times a week. He opined it was dangerous to arrive and depart from the park. He expressed concern regarding traffic on Via Olivero Avenue, as cars travel in excess of 90 miles per hour. MR. CONONELOS wondered if the nearby mechanics of the shops were test driving their vehicles. In conclusion, he said the amount of speeding traffic was extremely dangerous, and he hoped to have traffic bumps considered on Via Olivero Avenue and what was already stated for the other streets.

CLAY WERTS said he has lived at his address for over 20 years and adamantly opposed the speed bumps. He explained he counted 14 cars on Via Olivero Avenue one morning from 8:00 a.m. to 9:00 a.m., which he believed did not merit speed bumps. Moreover, he stated he had 26 homeowners sign a petition opposing the speed bumps. In regards to the Buffalo (sic) Coalition, he advised they did not represent the local people who live and drive on Via Olivero Avenue, stating that many of the locals did not belong to or know of the organization. Furthermore, he believed the speed bumps were intrusive and not required as there was not much traffic on Via Olivero Avenue and O'Bannon Drive. MR. WERTS conceded that Tenaya Way had considerably more traffic but was unsure if it required speed bumps.

4. For possible action to approve the Final Minutes by reference of the Regular Meeting of May 23, 2024

Motion made by Bonnie Swadling to Approve

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

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

5. Discussion for possible action to install speed cushions on Tenaya Way between Del Rey Avenue and Via Olivero Avenue – Ward 1 (Knudsen)

Minutes:

JOSEPH NORBY, City Traffic Engineer and Public Works Director, utilized a PowerPoint presentation, a copy of which was submitted for the record, and explained the entire area was studied and would be discussed segment by segment. The area is generally bound by Durango Drive on the west, Sahara Avenue on the south, Rainbow Boulevard on the east, and Oakey Boulevard on the north. In 2021, the City Traffic Engineering team completed an intense study of the area based on citizen complaints of speeding and were working towards remediation. Following the study in 2023, a handful of speed humps were installed as a test measure. MR. NORBY noted speed humps were completed as a test-bed of the area west of O'Bannon Drive and east of Durango Drive, as well as on Via Olivero Avenue and east of Buffalo Drive to gauge their effectiveness. Before and after speed data was collected and the findings were presented on the PowerPoint presentation. With the

test installation, a ten to 40 percent general reduction was seen in speed and volume. The proposed speed humps would be installed with the City Storm Drain Project and is slated to start in the first quarter of 2025, as it was formerly approved at a T&P (Traffic and Parking) Commission meeting in 2022. The remaining speed hump proposals would be installed late Q4 (Quarter 4) of 2025 when funding for the project would become available. Along Tenaya Way and various segments, there were around 2,500 vehicles per day that average more than five miles per hour above the speed limit. The 85th percentile speed was nearly 40 miles per hour with the highest recorded speed in most segments being 50 miles per hour. Additionally, the roadway segment met all criteria for the Neighborhood Transportation Management Plan for speed cushions. Furthermore, the study proved the average speeds could be reduced by 20 to 25 percent and could reduce traffic volumes up to 20 percent. Moreover, they have been working with Fire and Rescue (Las Vegas Fire & Rescue) to create a speed cushion design that would allow for their vehicles to pass through and not hinder response times. Lastly, staff recommended to approve the speed cushions for the segment.

MR. NORBY confirmed for COMMISSIONER LANG that daily volumes for O'Bannon Drive were reduced from 529 to 319 and reiterated that pre- and post-studies were completed for an entire midday of the week. Moreover, the traffic volume increased for Via Olivero Avenue but had a decrease in the 85th percentile speed and average speed. COMMISSIONER LANG believed it was good averages to go by in the hundreds per day.

COMMISSIONER SWADLING wondered if the temporary cushions were still in place and MR. NORBY responded affirmatively.

MR. NORBY clarified for COMMISSIONER STAMPER the data for citizen responses included one support, seven opposed, and 462 indifferent, which often includes no response. The Commissioner wondered how the segments were prioritized. MR. NORBY said a complete speed study for the Buffalo Coalition Neighborhood was given to the Commissioners and they pulled out areas with the highest concern. COMMISSIONER STAMPER requested a comment regarding the refocus and prioritization on the sequence of the installations. MR. NORBY stated the green outlined area was formerly approved by the Commission in 2022 and was set to be included as part of the Storm Drain Project. Additionally, he reiterated some speed humps were installed on O'Bannon Drive and Via Olivero Avenue as a test-bed. The project would be scheduled to start Q1 (Quarter 1) of 2025, as it was being sorted out with the City Engineer. As the Storm Drain goes in and the pavement is restored, the final speed humps would replace the test speed humps.

COMMISSIONER EMANUEL requested MR. NORBY to address MR. KATZ'S concern regarding the speed hump design. MR. NORBY said there are opposing goals of the City to improve traffic safety and Fire and Rescue to quickly respond. Theoretically, when speed humps are put in they have a reduced response time. In working with Fire and Rescue and viewing what other jurisdictions do, they came up with a speed cushion design that creates three cushions rather than a solid hump across the road, which are slotted to fit Fire and Rescue vehicles. This design has been tested, several are installed throughout the city, and travel speeds and volume have been reduced. MR. NORBY noted the area adjacent to the park could be a potential one-off but that was not discussed with Fire and Rescue prior to the meeting. Further, they would need to see their specific routing to see if it would cause an impact. Additionally, he could not commit to the two or three humps being full sized without discussing it with them. COMMISSIONER EMANUEL thanked and appreciated the residents for attending. She advised she has lived on Buffalo Drive and Oakey Boulevard for 20 years, noting it has gotten increasingly scary as time goes on. In addition, she was familiar with the issues in the neighborhood as she also drives to All American Park and Rainbow Family Park where her son plays little league.

VICE CHAIR CALDERONE acknowledged the concern of the residents in the area and requested the situation around the park to be reviewed. MR. NORBY was unsure if it would change the speed of the vehicles but believed it would affect the reaction speed of Fire and Rescue. VICE CHAIR CALDERONE questioned if the notices were sent out by sections or as an entire area, and MR. NORBY confirmed it was for the whole area. The Vice Chair wondered if individuals were able to respond on specific areas, explaining they may only be interested if it impacts where they are and what is presented for speed cushions. MR. NORBY advised it was set up as the area of discussion for speed humps and comment was available as a whole. The response in favor was low through the survey mailer.

COMMISSIONER SWADLING asked for clarification for the timing between the Storm Drain Project and if a positive vote was taken for the proposed cushions. With respect to the Storm Drain Project, MR. NORBY stated if it started in April of next year it would likely not show full restoration in the area until mid to late 2026, which would correspond well with the remaining ones outside of the Storm Drain, as funding for the

project would likely be unavailable until late 2025. Ultimately, the cushions would be installed after the project. VICE CHAIR CALDERONE confirmed if it was the other way around they would have to rip up and reinstall the cushions.

In response to COMMISSIONER STAMPER, VICE CHAIR CALDERONE stated the Commission could table or accept the item. Furthermore, the Vice Chair asked if there were additional comments from the Transportation Engineering Division and understood the people attending the meeting had raised concerns.

MR. NORBY explained their intent to separate each street was to have a vote per roadway so if they needed to go back it would be per segment. Specifically, Item 5 addressed Tenaya Way and he did not have specific data on respondents, as it was for the whole area. This particular segment would install five speed cushions in the area, essentially one per block. Lastly, he recommended speed humps for Tenaya Way between Del Rey Avenue and Via Olivero Avenue, since he did not recall the citizens being opposed to it.

COMMISSIONER EMANUEL wondered what additional road signage would be included in the project to communicate to drivers that there are speed humps. MR. NORBY responded at each speed cushion there would be a speed hump sign, pavement markings on the road around each speed hump, and a legend that says hump.

Motion made by John Lang to Approve

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

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

6. Discussion for possible action to install speed cushions on O'Bannon Drive between Buffalo Drive and Rosanna Street – Ward 1 (Knudsen)

Minutes:

Subsequent to the motion, JOE NORBY, City Traffic Engineer and Public Works Director, clarified this item would be tabled until the next scheduled Traffic and Parking Commission meeting, since the Commission does not meet every month.

Motion made by George Stamper to Table for reconsideration on the design of humps particularly in the park area

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

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

7. Discussion for possible action to install speed cushions on Via Olivero Avenue between Durango Drive and Buffalo Drive – Ward 2 (Seaman)

Motion made by George Stamper to Table for reconsideration of the need for cushions

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

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

8. Discussion for possible action to approve the conversion of 9th Street (between Bridger Avenue and Lewis Avenue) and Lewis Avenue (between 9th Street and 10th Street) to a one-way street going west and north – Ward 3 (Diaz)

Minutes:

JOSEPH NORBY, City Traffic Engineer and Public Works Director, utilized a PowerPoint presentation, a copy of which was submitted for the record, to report the City was expanding the Strong Start Academy Charter School, which is located at the southwest corner of Bridger Avenue and 9th Street. They anticipated expanding the grades to K (Kindergarten) through five over the next several years. This expansion would increase enrollment and drop off and pickup traffic. They have studied the queues associated with the school drop off and pickup and worked with the school and City departments to see how they can safely operate the parent

pickup and drop off. The school does before and aftercare through the Safekey program so before school tends to be more staggered; however, after school is more concentrated but can also stagger until Safekey concludes at 6:00 p.m. Current enrollment was approximately 241 students and was projected to be 360 students by the 2027-2028 school year. The expansion building would be constructed on the property. Additionally, MR. NORBY said they considered several ways for adequate storage for the parent pickup and drop off while being cognizant of neighbors that live nearby and safety of the children. The proposed one-way street westbound on Lewis Avenue between 10th Street and 9th Street and northbound on 9th Street between Lewis Avenue and Bridger Avenue would allow for more queuing of vehicles and would be less impactful for the surrounding areas. Furthermore, a three lane, one-way segment was proposed with two lanes for parent pickup and one for through traffic. On-street parking would not be changed.

VICE CHAIR CALDERONE questioned if a survey was completed. MR. NORBY could not recall and added it was different than the standard speed hump petition since there was no petition for one-way traffic conversions. However, the neighborhood was noticed of the meeting as part of Open Meeting Law. In response to the Vice Chair, MR. NORBY confirmed this matter was considered when discussing the construction of an additional building, as it would double the enrollment and add more traffic. ROSA CORTEZ, City Engineer and Deputy Public Works Director, reported the project was under construction, and she hoped to have it open for the 2025-2026 school year. Further, it would not be at full capacity until the 2027-2028 school year.

COMMISSIONER SWADLING wondered what happens to the lanes during summer when school is not in session, and MR. NORBY noted they would continue to be service lanes. He advised that other options were being considered for the area, such as creating a hard median with a right through lane. MR. NORBY advised COMMISSIONER SWADLING the vote would be conversion of the two-way street to a one-way street and the need for additional treatments would be based on observations as they move forward, which would be considered low level maintenance items that could be implemented within a day.

In response to VICE CHAIR CALDERONE, MR. NORBY said there were 100 vehicles entering and exiting from Bridger Avenue during the morning rush hour and 30 vehicles during the evening rush hour. There were 31 vehicles during the morning peak and 56 vehicles during the evening peak on 9th Street. Given the number of housing units, they were considerably low volume roadways, and he anticipated the volumes to remain low. Additionally, the City recently vacated 9th Street south of Lewis Avenue for LVA (Las Vegas Academy of the Arts) High School; therefore, the Lewis Avenue to 9th Street connection was required to be on the roadway.

VICE CHAIR CALDERONE wondered if there was a percentage of school traffic versus residential traffic. MR. NORBY responded it was less than one vehicle to one student/faculty. He anticipated an upwards of 300 vehicles for the morning and evening drop-off and pickups associated with the school. This project would be completed over the summer and correspond with the opening of the new building.

Motion made by George Stamper to Approve

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

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

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:

TERRI O'ROURKE stated Buffalo Drive was recently re-asphalted and re-stamped, and she questioned if the map displayed earlier was correct, as it showed the Storm Drain on Buffalo Drive instead of Cimarron Road.

DEPUTY CITY ATTORNEY TIMOTHY GESWEIN opined there was only commentary allowed during public comment.

VICE CHAIR CALDERONE said the Commission appreciated the public's comments, as it made a difference and made them take different stands on some of the items.

MARK FRENCH questioned if Items 6 and 7 would be renotified, adding that Item 6 did not mention speed humps between Buffalo Drive and Rosanna (sic) Street but the letter he received on October 17th did. He was more concerned with this street as it was behind the car dealerships and the mechanics often test drive the cars. VICE CHAIR CALDERONE clarified there would be no mailer but all the meetings are posted and noticed according to the law, noting MR. FRENCH'S comments were being heard by staff dealing with it.

BOYD KATZ thanked the Commission for being heard and noted the concern seemed to be mainly in the east area. He said the park was more fragile and it seemed there would not be construction of the drainage area there. He believed full speed bumps would control motorcycle and vehicle traffic, which he was looking forward to. Furthermore, he thanked the City Engineer for listening to their comments, adding as a former officer he understood having to respond rapidly but felt the speed still needed to be reduced near the park. Lastly, he said that area should be prioritized.

Regarding the mailers, SARA FELDMAN thought it would be important to separate the indifference responses from the non-responses.

10. **Adjournment**

Minutes:

The meeting was adjourned at 2:03 p.m.

Respectfully submitted:



Yvett Lozoya, Deputy City Clerk



Sean Robinson, Assistant 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