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May 14, 2025

Randy Carroll, P.E.
Westwood
5725 W Badura Avenue
Las Vegas, NV 89118

RE: Traffic Impact Analysis for Badlands, 24-0629-SDR1, 24-0629-TMP1, TIA76269

Dear Mr. Carroll:

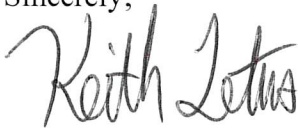
The Traffic Engineering Division of the City of Las Vegas has performed a preliminary review of the traffic impact analysis for Badlands, located at the southwest corner of Alta Drive and Rampart Boulevard. This development consists of 559 single-family detached units, 773 single-family attached units, and 148 multi-family units, for a total of 1,480 residential units on 253.51 acres. The following issues must be addressed in order to permit a comprehensive review of the analysis:

1. The analysis recommends modifying traffic signal cycle lengths to optimize the timing at several intersections in the 2030 buildout condition. The RTC determines traffic signal timing cycle lengths so signals can be coordinated along a corridor. Please submit the analysis using only the traffic signal cycle lengths currently used by the RTC at each intersection.
2. Intersection 7 (Rampart Boulevard & Boca Park/Future Badlands Access) must have a v/c of 1.00 or lower per HCM. This must be addressed and mitigated. The recommendation to not install a traffic signal but instead adjust the signal timing at nearby intersections to provide for gaps is not an acceptable mitigation, especially since other recommendations within the analysis recommend adding right-turn overlaps at Intersection 6 (Rampart Boulevard & Alta Drive) which will eliminate all gaps in SB traffic from Intersection 6 towards Intersection 7. Some type of traffic signal is needed at Intersection 7, if only to stop SB through traffic to provide a gap for NB left turns to enter the development.
3. Intersection 9 (Rampart Boulevard & Charleston Boulevard) SB left turn movements will exceed the available capacity with buildout conditions. The analysis states that additional right-of-way is required, but there are possibilities to lengthen SB left turn storage such as extending additional left turn lane storage with a single lane instead of dual. Please address using existing right-of-way to lengthen the storage for SB left turns.

4. Please clarify the NB lane assignments at Intersection 15 (Alta Drive & Clubhouse/Suncoast). Figure 7.0 shows a left turn and a shared through/right turn lane. However, based on the higher right turning volumes compared to the amount of through and left turns, please evaluate the lane assignments as a shared left/thru and exclusive right turn for NB.
5. Per 24-0629-TMP1 Condition #20, the future access at Intersection 12 (Hualapai Way & Private Drive/Future Access) must be right-in/right-out only due to right-of-way constraints at the median, unless right-of-way in the median is granted by Summerlin. The analysis shows SB left turns and WB left turns at intersection. Please either include correspondence with Summerlin regarding its intention to grant the needed right-of-way in the median or adjust the analysis to comply with the right-in/right-out condition. Note that changing the intersection to right-in/right-out will affect the analysis of nearby intersections as well.
6. The analysis does not provide for Vision Zero pedestrian safety improvements to provide safe connectivity from the project to the adjacent pedestrian attractors of Boca Park commercial development and the Suncoast casino.

These items are from a preliminary review only. After these items are addressed in a 2nd submittal, staff may find items in the 2nd submittal that were not commented on during the preliminary review. Please e-mail me (kletus@LasVegasNevada.gov) and Cesar Lopez (calopez@LasVegasNevada.gov) if you have any questions.

Sincerely,



Keith Letus, P.E.
Engineering Project Manager
Transportation Engineering Division

cc: Joseph Norby, P.E.
Sean Robinson, P.E.
Lucien Paet, P.E.
Rick Schroder, P.E.
Cesar A. Lopez, EIT
Joshua Edelman, EIT
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