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495 S. MAIN ST.
LAS VEGAS, NV 89101
702.229.6011 | VOICE
711 | TTY



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October 2, 2025

Paul Villaluz, P.E.
Westwood Professional Services
5725 Badura Avenue, Suite 100
Las Vegas, Nevada 89118

RE: Pedestrian Circulation Plan for Summerlin Village 30 Parcel E, 25-0172-TMP1, TIA76143-3

Dear Mr. Villaluz:

The Traffic Engineering Division has reviewed the pedestrian circulation plan for Summerlin Village 30 Parcel E dated July 10, 2025. This development is located on the north side of Mountain Run Drive approximately 700 feet west of at Park Drift Trail and consists of 99 single-family detached units. The plan is accepted with the following conditions:

1. Private pedestrian access will be constructed at the following locations:
 - a. Along both sides of the private entrance Street E via the common lots between Lots 1 & 46.
 - b. From the private Street C cul-de-sac to the public sidewalk on Mountain Run Drive via the common lot between lots 36 & 37.
2. A future crosswalk across Mountain Run Drive will align with the future park and trail in Parcels NP-1 & COS-1, near the pedestrian access to Parcel E between lots 36 & 37. This crosswalk will be constructed concurrent with the trail and/or park in Parcels NP-1 and/or COS-1 and will include:
 - a. Crosswalk pavement markings.
 - b. Crossing warning signs placed at the crosswalk.
 - c. Underground infrastructure for a Rectangular Rapid Flashing Beacon (RRFB) will be installed at the future crosswalk in Mountain Run Drive per approved civil plan 107V10696 (L24-00289). However, Mountain Run Drive is no longer anticipated to be a four-lane roadway as originally planned in TIA76143. Instead, Mountain Run Drive will be a three-lane roadway (one lane in each direction with a two-way left turn lane) per TIA76143-1. FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)* Table 1 shows that RRFB is not a countermeasure that should always be considered for a three-lane roadway. Therefore, construction of an RRFB is not anticipated at this crosswalk location.

These conditions of approval do not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study is required if the development of the site occurs in a manner not in keeping with the land use assumptions contained in the report. Please contact me at kletus@LasVegasNevada.gov and Cesar A. Lopez at calopez@LasVegasNevada.gov if you have any questions.

Sincerely,



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

cc: Sean Robinson, P.E.
Lucien Paet, P.E.
Cesar A. Lopez, EIT
Joshua Edelman, P.E.
file