



**LAS VEGAS
CITY COUNCIL**

CAROLYN G. GOODMAN
Mayor

BRIAN KNUDSEN
Mayor Pro Tem

CEDRIC CREAR
VICTORIA SEAMAN

OLIVIA DIAZ
FRANCIS ALLEN-PALENSKE
NANCY E. BRUNE

MIKE JANSSEN
City Manager

PUBLIC WORKS
JOEY PASKEY, P.E., PTOE
DIRECTOR

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



cityoflasvegas | lasvegasnevada.gov

June 20, 2024

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

RE: Desert Pines Master Traffic Impact Study Conceptual Approval, TIA76237

Dear Mr. Carroll:

The Transportation Engineering Division of the City of Las Vegas has reviewed the master traffic study for the Desert Pines Master Planned Community. The development is to be located on the southwest corner of Bonanza Road and Pecos Road. The development is planned to include 391 single-family attached dwelling units, 1,109 multi-family dwelling units, 119,000 square feet of retail use, 11,000 square feet of office use, a 35,000 square foot day care facility, 23,000 square feet of civic/entertainment use and 7 acres of park and trails. This letter constitutes a conceptual approval of this development, with the following conditions:

1. Additional rights-of-way in accordance with Clark County Area Standard Drawing #201.1 are required at this time to provide exclusive right turn lanes at the following locations:
 - a) Bonanza Road eastbound at Pecos Road (3)
 - b) Mojave Road northbound at Cedar Avenue (5)
 - c) Bonanza Road eastbound at Street D (102)
 - d) Mojave Road northbound at Street A (106)
 - e) Pecos Road southbound at Street A (113)

Construction of improvements on these rights-of-way is required at this time. The study indicates that a southbound right turn lane may be required on Pecos Road at Cedar Avenue (119); however the Cedar Trail is planned to be on the north side of Cedar Avenue at this location. Given the small numbers of anticipated right turning vehicles (23 in the AM peak hour and 32 in the PM peak hour), it seems preferable to avoid widening the trail crossing.

2. Additional rights-of-way in accordance with Clark County Area Standard Drawing #234.1 are required at this time for bus turnouts at the following locations:
 - a) Bonanza Road east of Mojave Road (2)
 - b) Pecos Road south of Bonanza Road (3)
 - c) Pecos Road south of Cedar Avenue (119)

Construction of improvements on these rights-of-way is required at this time. Bus shelter pad easements are required to be granted to the RTC at each location if requested.

3. Additional rights-of-way in accordance with Clark County Area Standard Drawing #234.4 for a bus turnout/right turn lane are required at this on eastbound Bonanza Road approaching Street E (103). Construction of improvements on these rights-of-way is required at this time. A bus shelter pad easement is required to be granted to the RTC if requested.
4. The developer is required to install a median in Bonanza Road from Mojave Road to Pecos Road. Left turns in and out will be permitted for Street D/Family Courts (102) and for the City of Las Vegas East Yard on the north side of Bonanza Road, located between Streets B and C (100 and 101). Left turns in, but not out, will be permitted for Street E (103). Street B and C (100 and 101) will be restricted to right turns only. Storage lengths for left turns from Bonanza Road will be established with the technical acceptance of this study.
5. All internal public streets are required to be constructed by the master developer. These streets are Cedar Avenue and Streets A, B, C, D and E, as well as the street connecting the south ends of Street D and Street E (Street F). All public streets must terminate in an acceptable manner. Specifically, the intersections of Street F with Streets D and E must be developed as a knuckle per CCASD 211 unless otherwise approved by the City Engineer. All public streets are required to be constructed with the first phase of development unless a phasing plan is submitted to and approved by the Department of Public Works.
6. Center turn lanes are not required on internal public streets. However, exclusive left turn lanes must be developed at all intersections with boundary streets where left turns from the internal street are permitted. A minimum of 150' of left turn storage must be developed on Cedar Lane westbound at Mojave Road (5) and on Street A westbound at Mojave Road (106). A minimum of 100' of left turn storage must be developed at all other locations. This storage will be developed by ending the on-street parking to provide the additional lane. Travel lanes must transition appropriately per AASHTO standards between the left turn lane and the resumption of on-street parking.
7. In general, on-street parking is proposed to be provided on both sides of the internal public streets; this is acceptable except where typically prohibited and where exclusive left turn lanes must be developed.

8. At all internal intersections, the intent is to bulb out the curblineline at intersections, shadowing the on-street parking. This is acceptable in concept. However, turning templates must be provided to show that these intersections will accommodate an SU-30, as well as meeting fire department requirements.
9. The following intersections are required to be installed as raised intersections unless not allowed by the Fire Department:
 - a) Street A and Street C (109)
 - b) Street A and Street D (111)
 - c) Street A and Street E (112)
 - d) Cedar Avenue and Street B (114)
 - e) Cedar Avenue and Street D (116)
 - f) Cedar Avenue and Street E (117)
10. The developer is required to install a traffic signal at the intersection of Cedar Avenue and Pecos Road (119), replacing the existing beacon at the trail crossing. Per “Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations” by FHWA, a flashing beacon is not appropriate at this location; a pedestrian hybrid beacon (PHB) is preferred. As PHBs do not provide indications for side street movements, a traffic signal is required to be installed at this location.
11. The developer is required to install underground improvements for future traffic signals at the intersections of Cedar Avenue and Mojave Road (5) and Bonanza Road and Street D/Family Courts (102). These undergrounds will include conduit, pull boxes, pole bases, poles and luminaries.
12. Bicycle facilities are required on all internal public streets. Trails are shown on the north side of Cedar Avenue and the east side of Street D. Provided that these trails are at least 12’ wide, they will serve as bike facilities. Where 12’ trails are not provided, 5’ bike lanes on each side of the street must be provided unless an alternative bicycle facility is proposed to and accepted by the City Traffic Engineer.

Prior to the technical acceptance of the study, the following issues must be addressed:

1. The study used internal capture procedures per NCHRP 684. This appears appropriate; however the trip reductions from internal capture should only apply to the external roadways. Internal capture should not apply to internal roadways.

2. The study noted that the Southern Nevada Household Travel Survey identified that the mode choice for work trips within the City of Las Vegas to be 5.1% for walking, 0.4% for biking and 2.0% for transit. However, the study did not provide justification for applying a reduction for alternative mode choice beyond that inherent in the counts conducted for the Trip Generation manual.
3. Provide an access management plan showing the medians to be constructed by this development in the boundary streets (Bonanza Road, Mojave Road and Pecos Road). Show that these medians will provide adequate storage and will adequately deter movements permitted that are not permitted, specifically where left turns to or from boundary streets are prohibited.

This conceptual approval does not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study may be required if the development of the site occurs in a manner not in keeping with the land use assumptions contained in the study. Technical acceptance of this study is required prior to submittal of the civil plans to the Land Development section of Building & Safety. Please contact me at 229-2452 if you have any questions.

Sincerely,



Rick Schroder, P.E.
Transportation Planning

RES

cc: Joseph Norby, P.E.
Sean Robinson, P.E.
Keith Letus, P.E.
Bart Anderson, P.E.
Lucien Paet, P.E.
file

Project Intersections

