TIA PW26-11566 PW26-11566 3/9/26 MIT

March 5, 2026

Kent Chang, P.E.
Clark County Traffic Management Division
Public Works Department
500 S. Grand Central Parkway
Las Vegas, NV 89155

SUBJET: TRAFFIC MITIGATION LETTER FOR CACTUS TRAILS (APNS 176-27-401-013)

Mr. Chang:

The Cactus Trails site is a 20.10± acre residential development consisting of 210 lots, located 1/2 mile to the west of the Rainbow Blvd / Cactus Ave intersection (APN 176-27-401-013). This project will result in a net increase of 158 new morning peak hour trips and 204 new evening peak hour trips when completed. This mitigation letter will also provide a cost participation analysis.

The Institute of Transportation Engineers (ITE) *Trip Generation 12th Edition*, handbook was used to determine the number of trips generated by the proposed land use on an average weekday. The peak hour trip rates used in this mitigation letter are for the peak hours of the adjacent street traffic which is typically between 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. The following section best describes the proposed land use in detail as defined in (ITE) *Trip Generation 12th Edition*. A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

TABLE 1.A LINEAR REGRESSION RATES

Land Use	LAND USE CODE	INDEPENDENT VARIABLE	AM TRIP RATE			PM TRIP RATE			AVERAGE WEEKDAY
			ENTER RATIO	EXIT RATIO	TOTAL RATIO	ENTER RATIO	EXIT RATIO	TOTAL RATIO	RATIO
Single Family Detached Housing	ITE - 210	DWELLING UNIT	0.20	0.55	0.75	0.61	0.36	0.97	9.09

TABLE 1.B LINEAR REGRESSION TRIPS

Land Use	LAND USE CODE	INDEPENDENT VARIABLE	AM TRIP RATE			PM TRIP RATE			AVERAGE WEEKDAY
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
Single Family Detached Housing	ITE - 210	210 UNITS	42	116	158	129	76	204	1909

TABLE 2 FITTED CURVE TRIPS

Land Use	LAND USE CODE	INDEPENDENT VARIABLE	AM TRIP RATE			PM TRIP RATE			AVERAGE WEEKDAY
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
Single Family Detached Housing	ITE - 210	210 UNITS	43	115	158	125	74	199	1961

TABLE 3 LINEAR REGRESSSION W/ FITTED CURVE TRIPS

Land Use	LAND USE CODE	INDEPENDENT VARIABLE	AM TRIP RATE			PM TRIP RATE			AVERAGE WEEKDAY
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
Single Family Detached Housing	ITE - 210	210 UNITS	43	116*	158	129*	76*	204*	1961

* Derived from Linear Regression Trips

SCHOOL WALKING ROUTE ANALYSIS

Students walking routes was a concern of the Clark County Traffic Management Division, so they will be addressed in this section. According to the Clark County School District for School year 2025-2026, the future students residing at this subdivision are expected to attend one of the following schools: the Carolyn S. Reedom Elementary School at 10025 Rumrill St, the Barry and June Gunderson Middle School at 10155 Marnie St, or the Desert Oasis High School at 6600 Erie Ave.

Students attending the Carolyn S. Reedom Elementary School are eligible for bussing to school. While students attending the Barry and June Gunderson Middle School and Desert Oasis High School are within the 2-mile walking distance of the School and are ineligible for bussing.

Clark County School District regulation states that "walking distance" of two miles from a school is measured from the edge of a dedicated street or road immediately in front of the main entrance to the school grounds along dedicated streets or roads to a point on the edge of the street or road immediately in front of the walkway or access to the individual residence. In addition, we were advised that the school zoning and transportation can change every year and by the time this proposed complex is finished the school assignments may also change.

The Carolyn S. Reedom Elementary School is a 9-month school located approximately 1.40 miles from the project site. The students will use the bus stop located at Cactus Ave / Singing Rock St (bus route W0631) for both pick up and drop off.

The Barry and June Gunderson Middle School is a 9-month school located approximately 1.00 miles from the project site. Students attending the middle school will walk west along Cactus Ave until

reaching Buffalo Dr where they will turn north. Student will then walk north along Buffalo Dr until reaching Haleh Ave where they will then turn east and walk along Haleh Ave until reaching the Barry and June Gunderson Middle School. The total travel time will average 23 minutes. The school district informed us that all safety measures and precautions are to be observed when the students walk to and/or from the school.

The Desert Oasis High School is a 9-month school located approximately 1.80 miles from the project site. Students attending the high school will walk east along Cactus Ave until reaching the Tenaya Paseo walking path where they will use the signaled crosswalk to cross Cactus Ave and travel south along the walking path. Students will continue along the Tenaya Paseo walking path until reaching Erie Ave where they will cross Erie Ave using the signaled cross walk and then travel east along Erie Ave. Students will continue east along Erie Ave until reaching Rainbow Blvd where they will use the signaled crosswalk to cross to the east of Rainbow Blvd continuing along Erie Ave until reaching Desert Oasis High School.

COST PARTICIPATION ANALYSIS

In accordance with Title 30, section 52.055 of the Clark County Code, the calculation to determine the developer's mitigation fee is as follows:

$150.00/trip x 204 trips = $3,060.00

In conclusion, this project qualifies for a traffic mitigation letter. The projects mitigation fee is $3,060.00 and that Students attending the Carolyn S. Reedom Elementary school are eligible for bussing while students attending the Barry and June Gunderson Middle School and Desert Oasis High School are not eligible for bussing.

If there are any questions, or additional information is necessary, please contact this office.

Sincerely,

THOMASON CONSULTING ENGINEERS

Chad Lark, EI

Joe Thomason, P.E.
Project Manager

Single-Family Detached Housing
(210)

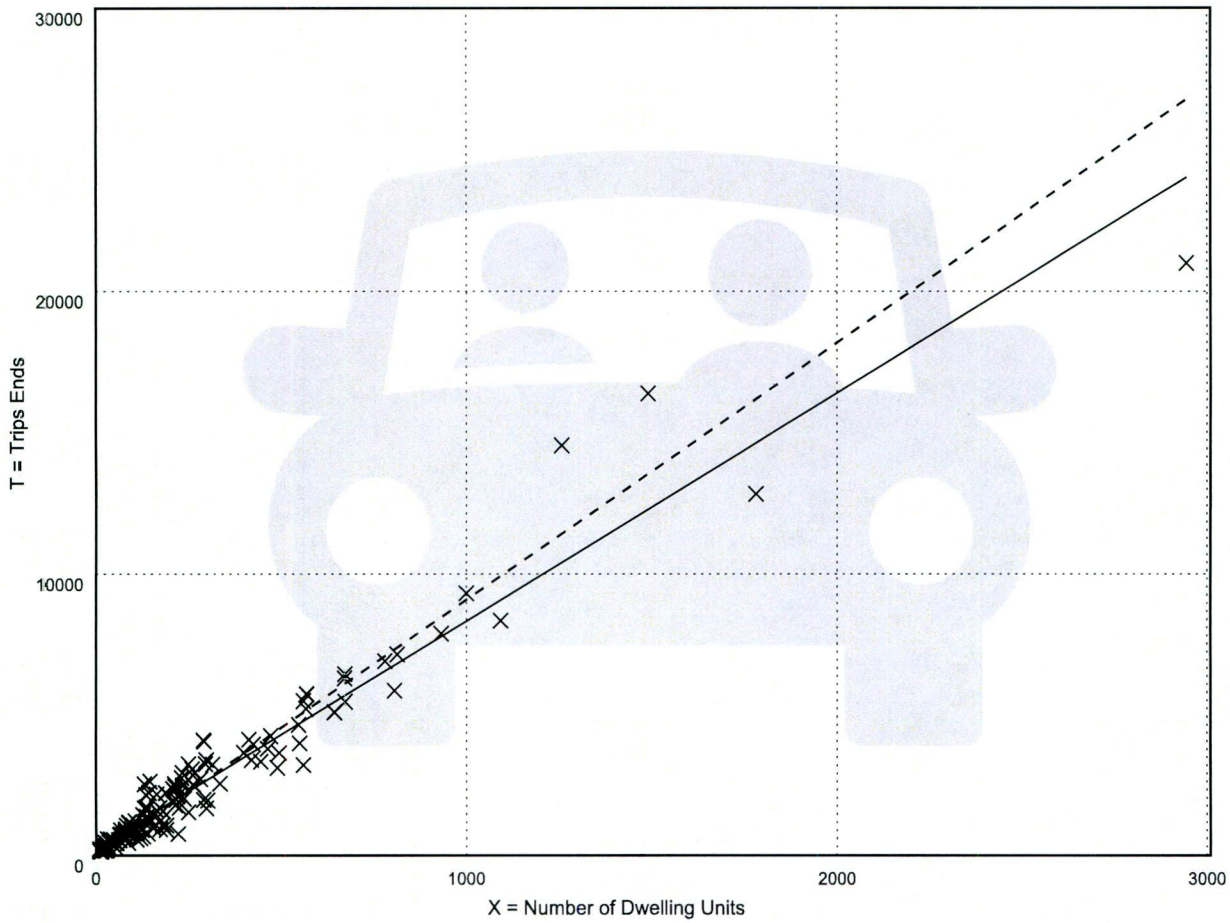
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Fitted Curve Equation: T = 8.07(X) + 265.45

R^2= 0.94

Single-Family Detached Housing
(210)

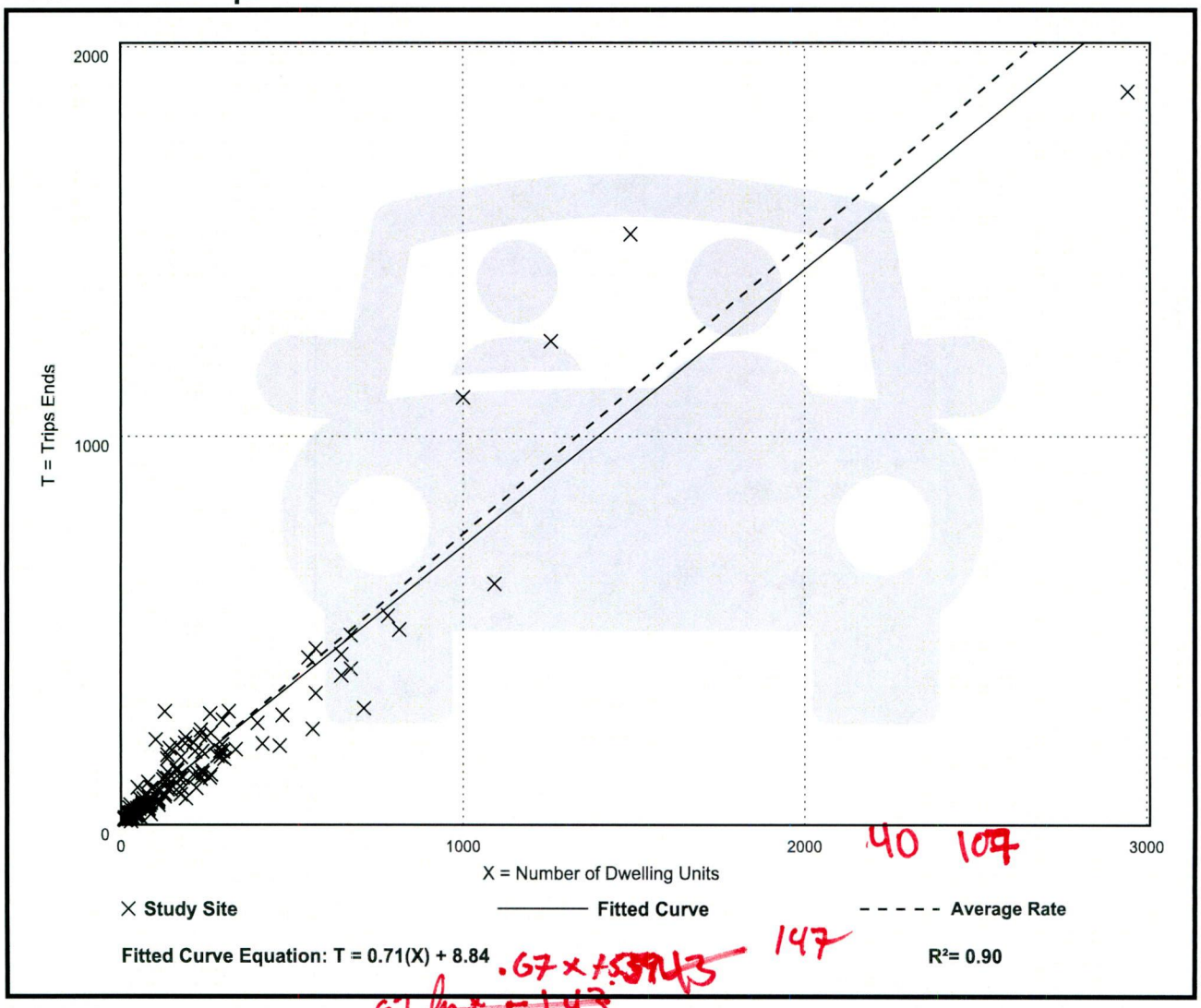
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 132
Avg. Num. of Dwelling Units: 232
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75 .7	0.32 - 2.27 45 147	0.26

Data Plot and Equation



Single-Family Detached Housing
(210)

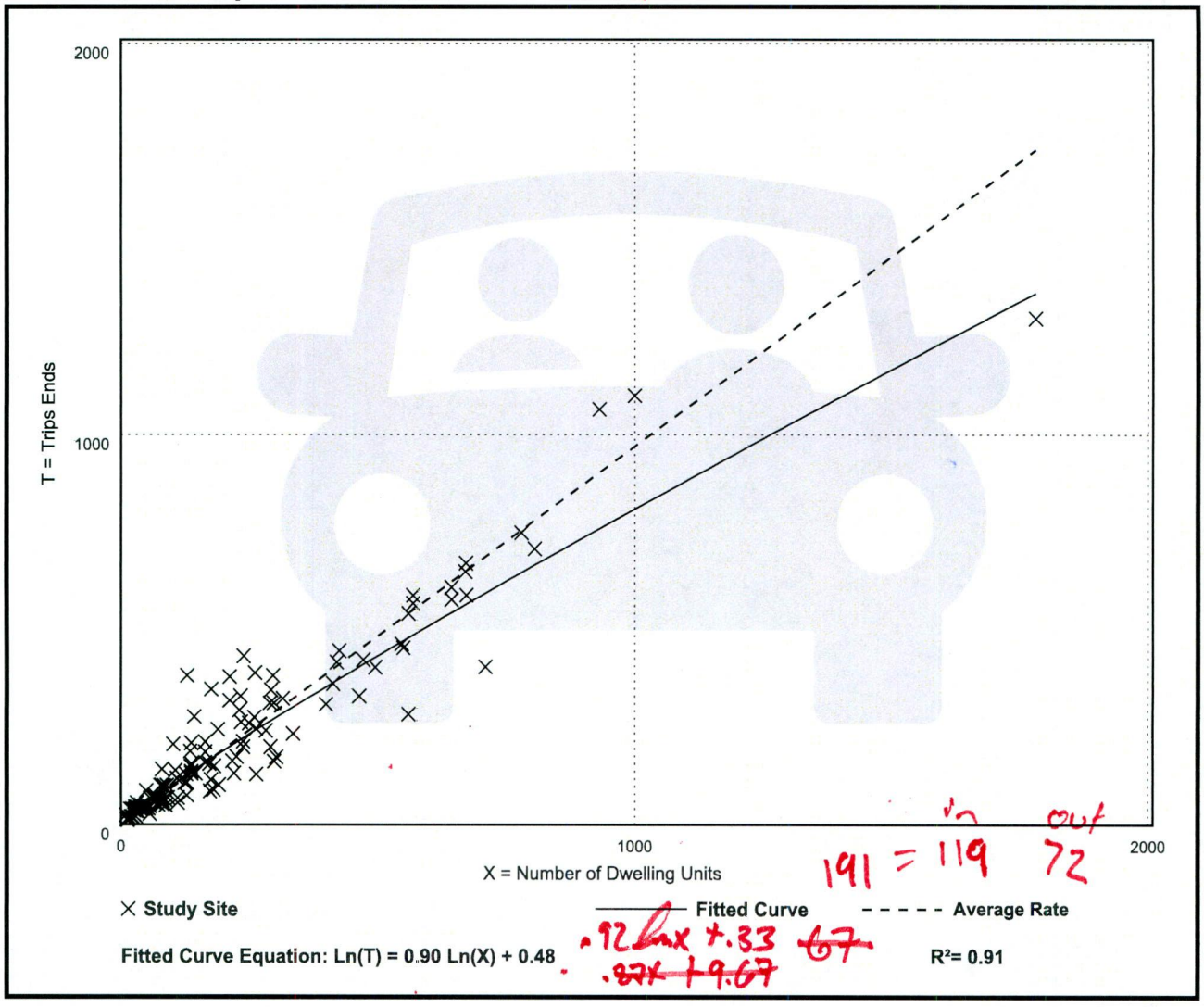
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 138
Avg. Num. of Dwelling Units: 214
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.97	0.49 - 2.98	0.32

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.90 Ln(X) + 0.48

R^2= 0.91

SITE PLAN