Clark County, Nevada

Comprehensive Master Plan Transportation Element 2016

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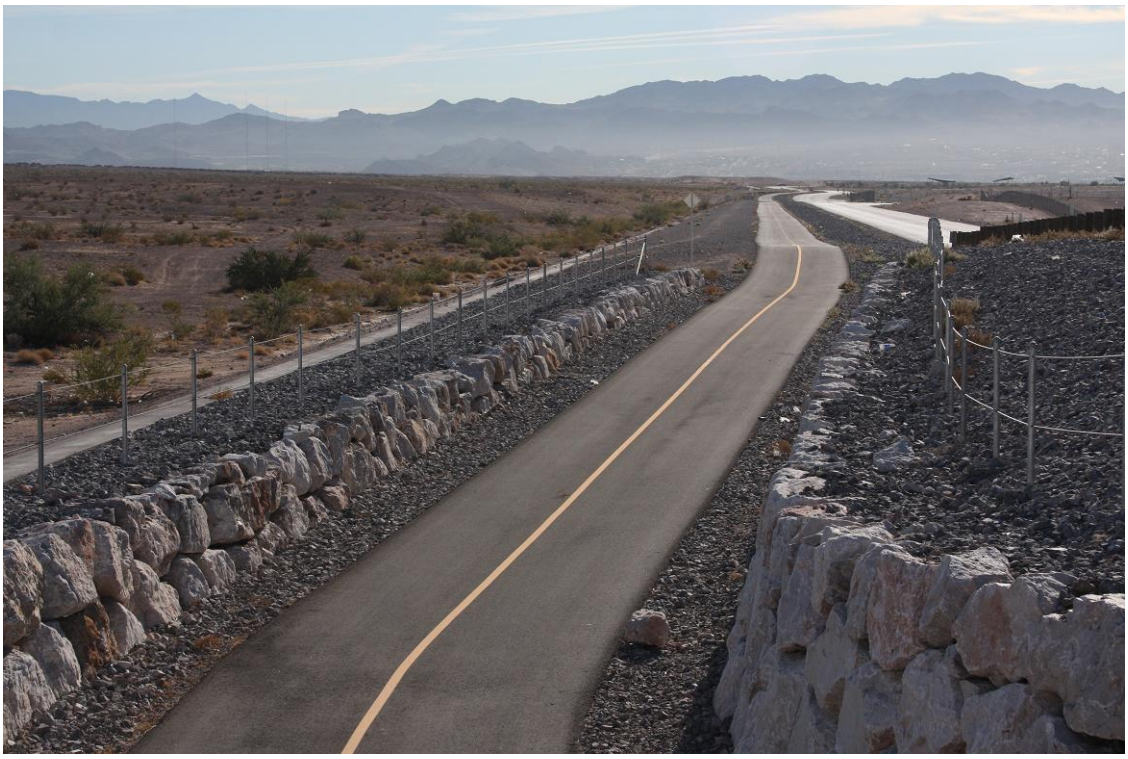

(Retrieved from http://www.clarkcountynv.gov/comprehensive-planning/advanced-planning/Pages/Trails.aspx)

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I. INTRODUCTION

Background

An essential part of any populated area is the ability for people to move between destinations. The Clark County Transportation Element is a comprehensive and long-range plan for the transportation system in the unincorporated parts of Clark County. As populations grow, infrastructure and modes of transportation also change. Clark County works with other jurisdictions in Southern Nevada and also the Regional Transportation Commission of Southern Nevada (RTC) to expand and improve transportation mobility for the region. This document is meant to provide goals and policies to guide future transportation solutions.

State Law

This Transportation Element is intended to meet the requirements of Nevada Revised Statutes (NRS) for a Streets and Highways Plan, a Transit Plan, and a Transportation Plan [NRS 278.160 (1) (h)].

Purpose

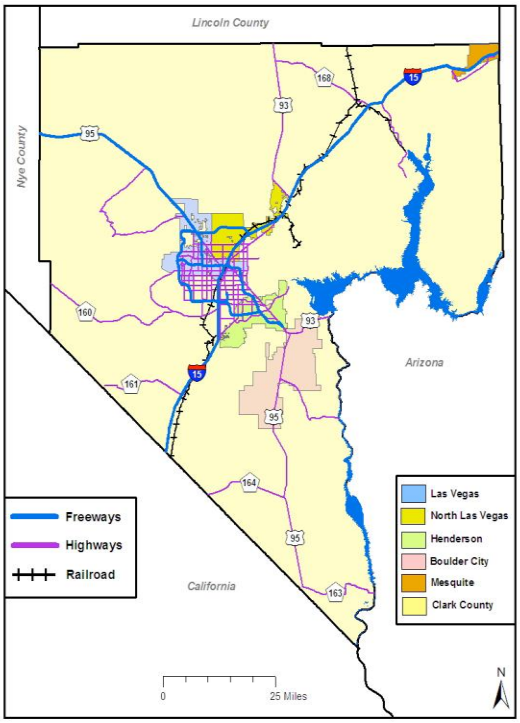
The Clark County Transportation Element is a policy document that provides information on future transportation needs in the context of projected growth and development. The Element also references and enhances existing plans such as the RTC Regional Transportation Plan 2015-2035 and Southern Nevada Strong (SNS) Regional Plan. A comprehensive, well-planned, and efficiently functioning transportation system is essential to long-term growth and vitality. The Transportation Element provides the necessary framework to guide the growth and development of the County's transportation related infrastructure and integrates land use and transportation planning by ensuring that all existing and future developments have adequate roadway capacity and transportation options. The element is not limited to automobile-related transportation, but addresses the development of a balanced, multimodal transportation system for the County. The regional nature of transportation facilities that various transport modes use and the need for interagency coordination is also recognized.

Vision

Residents and visitors desire Clark County to be a connected community where safe and convenient walking, bicycling, and public transportation is part of the daily routine to access shopping, schools, parks, work, health care facilities and other destinations. Also, vehicular traffic throughout the County needs to move more efficiently. There is a commitment to develop a multi-modal transportation system which is safe, efficient, accessible, and supports reinvestment into the community.[17]

II. Existing Transportation Network

Freeways: Map 1 displays the regional highway system connecting Clark County with adjacent counties and states. Interstate 15 (I-15) runs through the heart of the Las Vegas Valley, connecting Las Vegas with the rest of the nation and providing access to the Resort Corridor. I-15 northeast of the Valley connects Las Vegas with Salt Lake City and ultimately, areas north and east. I-15 southwest of Las Vegas leads to Southern California. The interchange of I-15 and U.S. Routes 95/93 near downtown Las Vegas, known locally as the 'Spaghetti Bowl', is the major transitional point for both inter-regional travelers and local commuters. Population and employment growth over the past two decades has resulted in increased travel demand and traffic congestion in the Las Vegas area, stressing regional roadway infrastructure. Total daily miles traveled on the Southern Nevada roadway network has increased from 12 million in 1990 to over 40 million projected 2015.[11] Project Neon (see page 12), under construction in 2016, is intended as a solution to relieve this congestion.



Map 1: Regional Highways and Railroads

U.S. 95 provides connectivity between Nevada's two major metropolitan areas – Las Vegas and Reno. It connects the northwest area of Clark County with Downtown Las Vegas, Henderson, and Boulder City. It intersects I-15 at the Spaghetti Bowl interchange joining U.S. 93 and Interstate 515 (becoming U.S. 93/U.S. 95/I-515) before continuing to a point just west of Boulder City. It turns south and proceeds to the California border. It also provides connectivity to Laughlin via State Route 163. The U.S. 95 corridor is heavily used by local traffic. During peak periods, the portion of southbound U.S. 95 travelling through the curve at Rainbow Boulevard and into the downtown Spaghetti Bowl is particularly congested. The High Occupancy Vehicle (HOV) lane constructed between Cheyenne Avenue and Valley View Boulevard was intended to relieve some of this congestion when it opened in 2007.

U.S. 93 connects northern and central Nevada with Clark County. It joins I-15 north of the Valley, travelling south to the Spaghetti Bowl. U.S. 93/U.S. 95/I-515 continues from the Spaghetti Bowl east then south through Henderson before resuming as separate routes west of Boulder City (I-515 designation ends just north of Railroad Pass), with U.S. 93 entering Arizona just south of Hoover Dam.[11]

Interstate 215 (I-215)/Clark County 215 (CC-215), also known as the Bruce Woodbury Beltway, circles three-quarters of the Las Vegas Valley from I-15 near the Las Vegas Motor Speedway in the northeast and extending west to U.S. 95 through the Lone Mountain area, then south through Summerlin, and then east passing through Henderson in the southeast. The beltway is planned as a full freeway with an ultimate completion date of 2025. Due to the valley's population growth, an accelerated construction approach was adopted completing much of the beltway as a four lane interim facility in 2003. Construction phases continue towards completing the beltway as a full freeway.

Summerlin Parkway begins at its west junction with CC-215, becoming a divided highway with two lanes in each direction as it heads east. At Anasazi Drive, it becomes a full freeway as it continues eastward through the Summerlin area within the City of Las Vegas. The freeway terminates at the interchange with U.S. 95, locally known as the "Rainbow Curve" interchange.

Non-Motorized Transportation: Through the use of an inter-connected system of lanes, routes, and shared use trails, cyclists are provided with a comprehensive growing network for access to many destinations in the Las Vegas Valley. The regional bicycle network consists of 297 miles of bike lanes, 54 miles of bike routes, and 189 miles of shared use trails.[11]

Airports: There are 11 existing airports (McCarran International, North Las Vegas, Boulder City, Cal-Nev-Ari, Henderson Executive, Jean Sport Aviation Center, Mesquite, Perkins and Echo Bay in Overton, Sandy Valley, and Searchlight) along with one planned airport (Southern Nevada Supplemental Airport in the Ivanpah Valley) in Clark County. In 2015, McCarran was the 7th busiest airport in the world based on aircraft movements (530,330 operations) and 8th busiest airport in North America based on passenger movements (servicing 45,443,900 passengers).

McCarran International, Henderson Executive, North Las Vegas, Jean Sport Aviation Center, and Overton/Perkins Field Airports are operated by Clark County. Henderson Executive and North Las Vegas Airports are considered reliever airports to McCarran and offer staffed air traffic control facilities. General aviation is accommodated at Boulder City Municipal, Cal-Nev-Ari, Mesquite, and Perkins Field Airports; however, no air traffic control facilities are available. Echo Bay and Searchlight Airports are on federal land and accommodate daylight activity. Sky Ranch, in Sandy Valley, is a public use airfield adjacent to privately owned Sky Ranch Estates.

There are also two U. S. Air Force Bases (AFB) in Clark County (Nellis and Creech AFB). Construction of the "Las Vegas Army Air Field" began in March 1941. The base was renamed Nellis Air Force Base on April 30, 1950. The base also became a part of testing programs for new aircraft. From their testing and tactics development programs to their training schools and venues, they provide a means to equip the U.S. Air Force with proven technology and the most current tactics. Nellis utilizes the Nevada Test and Training Range to the north and hosts a number of training operations involving aircraft and crews from all over the world. Creech is a major drone operations base for the Air Force and the practice field for the Air Force Thunderbirds. As of 2016, Nellis AFB annual operations average 77,000 flights.[6]

Transit: RTC provides transit bus service throughout much of the Las Vegas Valley. Private transit includes monorail services in the urban core of the Las Vegas Strip. A large majority of Las Vegas area residents live within a short walking distance of a transit stop (generally one quarter mile or less). RTC also provides bus service, through the Silver Rider, in Laughlin and Mesquite/Bunkerville. Silver Rider also provides four day a week shuttles between Laughlin and Las Vegas and one day each week between Mesquite and Las Vegas and Mesquite and St. George, Utah.[11]

Paratransit: The (RTC's Paratransit Service is a shared-ride, door-to-door program available for those who are functionally unable to independently use the RTC's fixed-route system either all of the time, temporarily or under certain circumstances. All Paratransit customers are eligible and encouraged to use fixed- route services. Paratransit ID card holders can ride any fixed route or express route free of charge.[10]

Rail Freight: Southern Nevada is served by the Union Pacific Railroad (UPRR), generally following I-15 from the California line through the Las Vegas Valley. The main line connects the Ports of Los Angeles and Long Beach with Salt Lake City and the UPRR transcontinental line to eastern U.S. destinations. There are two rail facilities in the Las Vegas Valley: Arden Rail Yard near Blue Diamond Road and Jones Boulevard; and Las Vegas Intermodal Facility west of the interchange of the I-215 beltway and I-15 in North Las Vegas.[9]

Passenger Train Service: Amtrak discontinued passenger service to Las Vegas in 1997. Early discussions and planning were underway in 2016 to provide high-speed rail service between Las Vegas and Victorville, California with possible tie in to Palmdale, Burbank, Los Angeles and Anaheim.

Bus Service: The two major bus carriers in Southern Nevada are Greyhound and Tufesa Bus Lines. Greyhound operates a station in downtown Las Vegas on Main Street at the Plaza Hotel. Tufesa has a station on Martin Luther King Boulevard just south of U.S. 95. Both companies provide regular service to destinations in the western region. Greyhound also provides service nationwide and Tufesa provides service into Mexico. There are also a variety of bus tour services that carry visitors to and from Las Vegas.

Roadway Classifications and Design Standards

New streets are built in accordance with Federal, State, and Local standards. The functional classification system for unincorporated Clark County is found in the Clark County Supplement to Uniform Standards Drawings for Public Works' Construction, Off-Site Improvements, Clark County Area, Nevada.[3]

It is important to note that the functional classification of roads identified as local, collector and arterial roadways may change over time as activity centers shift, area traffic volumes change, and the transportation system matures. The types of streets used in the network are described in complete street type design standards. The types differ in terms of their network continuity, cross-section design, and adjoining land use. The individual streets themselves will change in character depending on their immediate land use context.[4]

Freeways: Freeways in Clark County are divided high-speed roads with grade separated interchanges at arterial roadway crossings and have two or more lanes in each direction with an average right-of-way width of 350 feet.

Arterial Roadways and Limited Access Arterials: Arterial roadways connect and gather traffic from collectors and local streets and provide access to and between commercial activity centers and residential areas. Rights-of-way are typically 100 to 120 feet in width.[3]

Exceptions include the right-of-way width for Las Vegas Boulevard South between Sahara Avenue (City of Las Vegas boundary) and St. Rose Parkway at 200 feet and from St. Rose Parkway to the California State Line at 300 feet. This additional right-of-way may be needed to accommodate future transit improvements, future road improvements, and pedestrian realm widening to provide vehicle and transit access and utility service to the proposed Southern Nevada Supplemental Airport.

Limited Access Arterials (presently the Desert Inn Super Arterial and a portion of Frank Sinatra Drive) function similar to freeways with restricted access, but are County constructed and maintained with average right of way width of 120 feet.

Collector Streets: Collector streets gather traffic from arterials, as well as direct traffic from arterial streets to activity centers and residential areas by conveying traffic to their ultimate destinations or to local streets. Collector streets can be critical to regional commuting, although the traffic volume on a collector street may vary depending on the location of the road and nearby land uses. Rights-of-way are typically 60 to 80 feet in width and have a minimum of 4 travel lanes with medians and/or a two way left turn lane.

Local Streets: The function of the local street is to carry local traffic to collector and arterial roadways. Local streets typically have right-of-way widths of 60 feet or less with 2 travel lanes.

The County has approved a "Minimum Road Design Standards for Non-Urban Roadways" manual that defines "non-urban areas" and specifies standards for road improvements in these areas of Clark County. The use of these standards is intended to provide for the desired needs of outlying communities as well as Rural Neighborhood Preservation (RNP) areas in the Las Vegas Valley. When used in urban areas, the area must be in an RNP and where the minimum lot size is 18,000 square feet.

Dedication of Rights-of-Way/Building Setback Lines: Clark County requires dedicated rights-of-way for all types of transportation. A right-of-way is the total width of the linear segment of land required for the road paving, curb & gutter, sidewalks, bus turnouts and shelters, streetlights, traffic control devices, placement of utilities, and drainage, as well as ancillary uses such as elements of an approved non-motorized system on appropriately classified roadways. The development process provides for the dedication of transportation-related rights-of-way and is the basis for creation of Building Setback Lines along those rights-of way.

Rights-of-Way/Building Setback Lines and improvements are described by ordinance in the Clark County Unified Development Code, Title 30. Preservation of rights-of-way is important as land uses can change, and other alternate modes of transportation may have rights-of-way needs in the future. Chapter 30.52 entitled, "Off-Site Development Requirements", sets forth the requirements for the dedication of rights-of-way, provision of utilities, street improvement requirements and drainage improvements within public rights-of-way or private streets whenever land is subdivided or developed within various districts. Section 30.52.030 specifically addresses when dedication of rights-of-way are required for development.

III. TRANSPORTATION CHALLENGES

Throughout the Las Vegas Valley, there is a general lack of connectivity not just between residential neighborhoods but also with adjacent land uses. Improving these connections can help neighborhoods turn into communities with a sense of place and quality of life. The Transportation Element is intended to encourage development of parcels that help to lessen reliance on automobiles and to provide pedestrian and bicycle connections between all uses. These actions will help to establish a land use and transportation network that is efficient and accessible

Land use planning can also have a significant impact on managing local traffic problems and regional problems. For instance, sections of the Land Use Plans and their policies are aimed at giving more residents the choice of living closer to their jobs. It also contains policies supporting mixed-use developments, higher-density development in the core areas, and locating neighborhood shopping facilities closer to residential neighborhoods.

Non-Motorized Travel

Connectivity Lack of connectivity between many developments (particularly residential subdivisions) limits pedestrian/bicycle access due to overuse of cul-de-sacs and lack of entrance gates along perimeter walls. This can lead to a significant increase in travel time when travelling relatively short distances.

Freeways

Capacity The ongoing issue in any metropolitan area is the ability to carry the load of vehicular traffic, particularly during peak periods. Growth in the Las Vegas Metropolitan Area since the 1980's has resulted in auto-oriented development at higher than average number of trips by car with longer commute distances. One consequence is that freeway congestion has increased 35 percent since 2000 (Southern Nevada Strong Regional Plan 2015, p. 111). Given scarce resources, the region needs to allocate transportation funds more wisely. Transportation planners and engineers should prioritize efforts to maintain, enhance and modernize the existing system. Expensive, new roadway capacity projects should be built only if they yield benefits that outweigh their costs.[16]

Arterial Roadways and Limited Access Arterials

Capacity Much like freeways, an ongoing issue is the ability to carry the load of all types of traffic (which includes not only motorized but also non-motorized), particularly during peak periods. Many of these streets cannot currently carry motorized, non-motorized and pedestrian traffic loads that would facilitate mixed-uses envisioned in future land use development. Complete street components can include facilities such as sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.[11]

Collector Streets

Capacity As with arterials, many of these streets typically cannot currently carry motorized, non-motorized and pedestrian traffic loads that would facilitate mixed-uses envisioned in future land use development. A complete street is designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete street type designs make it easy to cross the street, walk to shops, and bicycle to work.[11]

Local Streets

Connectivity In some areas, lack of connectivity in the street network and sidewalk obstructions hinder different modes of transportation. Many residential subdivisions are designed as walled and gated communities that restrict mobility by any mode other than the automobile (i.e. walking or biking to a variety of destinations). Design impediments, such as block walls, cul-de-sacs, roadway design and the separation of uses leave people reliant on cars. In order to reduce reliance on motor vehicles, local streets should be designed to allow for non-vehicular movements.

Transit

Balanced approach The region's public transit system, while well used and among the most fiscally efficient in the country, is limited in its service, frequency and coverage across areas of the valley which is also exacerbated by the fragmented development patterns and subdivision design. In order to complement existing transit service, all types of transit should be considered, including Bus Rapid Transit (BRT) and Light Rail.

Rights-of-Way

Changing policy regarding Vacation and Abandonments There has been growing concern about the granting of vacation and abandonments on a number of alignments without considering long-term consequences of the loss of right-of-way. However, greater analysis of these applications has increased the scrutiny of these requests. Potential consequences of excessive vacation and abandonments include:

- Reduced access to land uses such as residential neighborhoods, schools, and parks, and shopping.
- Longer wait times at intersections thereby increasing carbon emissions.
- Increased commute times that can affect health of workers.

IV. TRANSPORTATION SOLUTIONS

Regional Planning is a key element in dealing with the traffic congestion and air pollution that result from motor vehicle use. Clark County works closely with RTC to ensure area transportation needs are met. As exemplified by other regions that have implemented broad transportation and land use visions, a coordinated, multi-pronged approach that improves the transportation system while addressing development pattern issues will achieve further reductions in auto trips, trip lengths, and vehicle emissions over the next 20 years.[16]

Clark County will have to address the demands for mobility with a variety of strategies that focus on moving people and not just vehicles. Various modes of transportation such as transit, walking, and bicycling in conjunction with traffic demand management strategies should be utilized to provide mobility as growth continues to occur. To maintain mobility vital to a healthy economy and community – the County should develop a more balanced transportation system that includes a variety of modes.

Non-Motorized Travel

Non-motorized transportation facility options include sidewalks, trails, on-street bicycle facilities and to some extent equestrian trails. Multi-use trail systems are outlined in the Recreation and Open Space Element of the Comprehensive Plan. Contained within the Transportation Element are goals and policies that support the use and intent of non-motorized transportation options. These transportation options provide people non-motorized connections to parks, schools, special activities, shopping areas, natural areas, federal lands and employment centers. Safe Routes to School (SRTS) program is an opportunity to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle.[12] These modes traditionally contribute to an improvement in air quality and a reduction in traffic congestion. Additionally, transportation options provide people with outdoor recreational opportunities and enjoyable ways to improve their health and wellbeing when they choose a non-motorized transportation option. This option should be incorporated into street designs whenever possible and practical.

The RTC Alternative Mode Master Plan has adopted a total of 690 miles of bike lanes, 390 miles of bike routes, and 760 miles of off-street shared use trails. Once this Plan is fully implemented, Southern Nevada will be a national leader in the provision of bicycle facilities. Not only will these facilities provide an attractive and viable option for using these modes of transportation in the Las Vegas area, they will also improve the livability of local communities, promote a healthy lifestyle for residents, and ultimately help sustain a growing regional economy by making the area more attractive for businesses.[10] Bikeway and pedestrian facilities need to be considered as part of the roadway infrastructure. Cities and counties typically do not build roadways that terminate abruptly or are disconnected from other parts of the system. However, the same cannot be said for bikeway and pedestrian facilities. Non-motorized mode facilities need the same continuity/connectivity in order to provide a reliable network of infrastructure for non-motorized options.[16]

Freeways

Project NEON With construction commencing in Spring 2016, U.S. 95 is designed to connect its High Occupancy Vehicle (HOV) or carpool lanes to the I-15 express lanes with a flyover bridge while creating direct access carpool ramps and a new interchange called "Neon Gateway." Other planned upgrades include reconstructing the Charleston Boulevard interchange, extending Grand Central Parkway over the Union Pacific Railroad tracks and then connecting to Industrial Road for improved downtown Las Vegas access and mobility. There will also be aesthetic and landscape upgrades, intelligent messaging signs and improved drainage, among other things. Project NEON should reduce travel delays by 28 percent for a $110 million annual savings through increased productivity. Air quality will improve due to less idle time and vehicle exhaust while enhancing motorist safety from less merge and weave traffic.[7]

Interstate 11 (I-11) Las Vegas, Nevada and Phoenix, Arizona, two major southwestern metropolitan regions, are the only two cities in the nation with a population of more than one million that are not linked by an interstate highway. This vision of connecting the two regions with an interstate highway began decades ago. The CANAMEX Corridor Project is a broad reaching plan whose key objective is to create a direct trade route from Canada to Mexico. Through the efforts of legislators, businesses, and citizens in both states, I-11 has reached the point of being designated for future development. This transportation improvement will provide a direct connection with I-40/I-15 and will provide commerce centers and sea ports along the Pacific coast accessibility to the CANAMEX.[2] This initiative is being supported for its development and implementation by the U.S. States enroute for this plan: Montana, Idaho Nevada, Utah, and Arizona.[1] Construction of a segment of I-11 through Boulder City began in 2015.

CC-215 Northern Beltway As of mid-2016, progress on the Northern Beltway continues with the build-out of CC-215 between Decatur Boulevard and North 5th Street**.** Project includes widening, drainage improvements, and new LED energy-efficient lighting along with reconstruction of the eastbound on-ramp at the Aliante interchange and sound berms. Also, the U.S. 95/CC-215 interchange is being improved with new connector ramps for both westbound CC 215 to southbound U.S. 95 and northbound U.S. 95 to eastbound CC-215.[9]

CC-215 Western Beltway In 2016, improvements on the Western Beltway include realignment and construction of new roadway and bridges from Centennial Parkway on the north to south of Lone Mountain Road. Interchanges along the Beltway will also be completed at Ann and Lone Mountain Roads.

Arterial Roadways and Limited Access Arterials

New arterials should incorporate complete street designs, and existing streets could be retrofitted to incorporate these designs. Considering complete streets elements in roadway planning can increase multi-modal roadway capacity and help mitigate some of the transportation challenges in Southern Nevada.[10] Complete streets also increase the usability of the facilities for walking and biking which also improves safety and the overall health of the community.

Collector Streets

Just as in arterials, new collectors should incorporate complete street type designs, and retrofits should also accommodate diverse street designs as well to enhance safety for all modes of travel.

Local Streets

Good connectivity designs to less walled-in developments with fewer cul-de-sacs during the land use approval process can improve local circulation for both non-motorized and motorized trips.

Transit

Consider all potential transit options when designing or retrofitting a major street. This involves coordination with the RTC. Transit planning studies have determined that people are generally willing to walk one quarter mile, the equivalent of two city blocks, to access transit service. One of the goals for the implementation of the Bus Rapid Transit (BRT) system in Southern Nevada is to attract more of these residents to use the transit option. One example (in process as of 2016) is the Maryland Parkway Corridor Study. By providing a transit option that is fast, reliable, safe, comfortable, and convenient, it is expected that many commuters who previously shunned traditional fixed route bus service will view BRT as an attractive alternative to single occupancy vehicle travel.[9] The approach taken by the Transportation Investment Business Plan (TIBP) assesses various modes and technologies to determine how effective they would be in addressing each mobility focus area. This analytical process led the TIBP working groups to recommend transit solutions most appropriate to specific needs within each mobility area, as well as those most likely to serve the region's comprehensive needs now and in the future.[13]

Rights-of-Way: Requests for adequate dedications and limited use of vacation/abandonments to accommodate potential future land uses are critical to the success of the transportation network. Ways to promote this concept include:

- Making the most efficient use of the existing transportation network;
- Implementing a County transportation system that supports the adopted land use plans by selection of complementary transportation projects and programs; and
- Closely analyzing street dedication/vacation and abandonment tools with every land use application.

V. LAND USE PATTERNS

Transportation, land use, and air quality are vitally linked together. One of the key ways to improve air quality in Southern Nevada is to reduce vehicle traffic and the number of miles traveled. Implementing programs and processes that will improve air quality within the Las Vegas Valley is critical.

The regional land use pattern is an important factor for explaining transportation behavior and challenges in large metropolitan areas like Southern Nevada. The distance between the locations of jobs and housing contributes to the need for collectors, arterials, and freeways and is a key contributor to peak congestion. Where there is an adequate supply of desirable and appropriately priced housing near major employment centers, it is likely that more people will choose to live closer to their workplace or work near where they live.[11]

All the varying land uses in Clark County are connected through a series of freeways, arterials, collectors, and local streets. These generally follow a square mile grid pattern. Clark County uses the land use planning process and zoning principles to promote sustainable development. The intended outgrowth of these principles include: promoting Transit Oriented Development (TOD) and effective mixed-use developments; addressing cumulative impacts of development; improving the jobs/housing balance; facilitating alternative and/or active modes of transportation; providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation to enable active travel as part of daily activities for all users of the streets, including children, families, older adults, and people with disabilities; and placing high-polluting facilities away from residential, schools, hospitals, and parks. These principles add to quality of life in the community

Traffic congestion results in costly delays and wastes natural resources. An over-reliance on automobiles also leads to low-density and low-intensity land use patterns which can consume precious land. In a sustainable community, citizens have access to affordable, effective and reliable public transportation. The Transportation Element of the Comprehensive Plan encourages an integration of roads, mass transit, bicycle and pedestrian paths. The Regional Transportation Commission seeks to operate a variety of transit services which provide affordable, effective and reliable transportation to a growing number of riders.

As land use plans are updated, planners and the community should take a critical look at corridors that already have transit to look for transit-oriented infill and mixed-use opportunities. There may be areas that are developing at higher densities and intensity that could be serviced by transit. There should also be a greater focus on opportunities for improved ease of movement and safety for pedestrians and cyclists.

VI. TRANSPORTATION GOALS AND POLICIES

The following goals and policies are intended to coordinate with other adopted area plans such as the RTC Regional Transportation Plan 2013-2035, Southern Nevada Strong Regional Plan 2015, Comprehensive Master Plan Elements and the Title 30 Unified Development Code.

Regional Transportation Planning

Goal 1 Ensure interagency and regional coordination with regard to transportation planning and improvements.

Policy 1 Coordinate with relevant agencies to pursue interstate regional passenger rail service.

Policy 2 Continue to evaluate Maryland Parkway and future corridors for BRT or light rail giving consideration to the implementation of strategies and methods identified in the Maryland Parkway Opportunity Site Study.

Freeways

Goal 1 Support efforts to implement I-11 through Clark County and Project Neon in Downtown Las Vegas.

Policy 1 Consider the potential impacts of the development of the I-11 corridor.

Policy 2 Evaluate planned transportation infrastructure to reflect the land use vision.

Arterial Roadways/ Limited Access Arterials/Collector Streets/Local Streets

Goal 1 Establish a system to help to identify streets as candidates for complete street designs as resources become available. Ensure that existing standards, programs, and procedures include Complete Streets implementation wherever feasible as a main focus.

Policy 1 Design arterials, collectors, and local streets to accommodate various modal options (keeping pedestrian and bicycle use as a high priority) identified in adopted alternative mode plans. The design should support adjacent land uses and be consistent with adopted street design standards.

Policy 2 Provide an interconnected and appropriately scaled local public street network that reinforces the compact development patterns promoted by the Land Use Element and individual community plans. In addition, curb and infrastructure should create a clear definition between the street and walkways to improve pedestrian safety.

Policy 3 Provide safe, efficient, and comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, and meet the needs of all users of the streets.

Policy 4 Provide an interconnected and appropriately scaled local public street network that reinforces the compact development patterns promoted by the Land Use Element and individual community plans. In addition, curb and infrastructure should create a clear definition between the street and walkways to improve pedestrian safety.

Policy 5 Ensure that multimodal infrastructure improves transportation choices for pedestrians, bicyclists, motorists, and public transportation riders of all ages and abilities and that all users are considered and included in the planning, design, approval, construction, and operation of new streets, and the alteration and maintenance phases of existing streets.

Transit

Goal 1 Promote a public transit system that is safe, efficient, cost-effective, and responsive to the needs of residents and visitors.

Policy 1 Work with RTC in planning intermodal and other transportation facilities, such as bus stops, turnouts and transit transfer facilities in conjunction with existing and planned land uses.

Policy 2 Coordinate with RTC to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for mixed-use developments, transit nodes, and large scale commercial or residential development projects.

Policy 3 Analyze the feasibility of transit stations with bicycle and pedestrian infrastructure provisions adjacent to existing and future mixed-income developments.

Policy 4 Work with local governments to acquire key parcels for transit-oriented development (TOD).

Policy 5 Support transit and land use improvements and amenities that make walking and biking short distances viable, to further reduce carbon emissions.

Policy 6 Develop implementation criteria by which future corridors will be prioritized including: potential ridership, economic development/TOD potential, proximity to jobs, housing and education, enhanced quality of life, and integration with the bike and pedestrian network.

Rights-of-Way

Goal 1 Encourage close examination regarding street dedication/vacation and abandonment tools with every land use application.

Policy 1 Support more stringent criteria to justify roadway capacity expansion and ensure that any capacity expansions accommodate viable multi-modal transportation options.

Connecting Land Use

Goal 1 Ensure the identified functional class, right-of-way, design, capacity and level of service of transportation facilities are consistent in supporting existing and future land use development patterns.

Policy 1 Continue support for land use compatibility with airports and military bases (also see Land Use Element Aviation Specific Policies).

Policy 2 Promote mixed-use neighborhoods (housing, employment opportunities and retail) that supports transit, bicycling and walking and reduces automobile dependence.

Policy 3 Provide increased mobility in neighborhoods to everyday amenities, such as grocery stores, offices, and schools.

Access and Safety

Goal 1 Create transportation choices with access for safe travel throughout the County.

Goal 2 Encourage traffic calming measures to increase safety and enhance the livability of communities.

Policy 1 Continue to work with local, regional and state jurisdictions to provide transportation facilities (keeping pedestrian and bicycle use as a high priority) that comply with the Americans with Disabilities Act of 1990 (ADA).

Policy 2 Assist appropriate entities in developing a transportation system that minimizes conflict between transportation modes, particularly automobiles, freight, transit, pedestrians and bicycles.

Policy 3 In coordination with Clark County School District, support Safe Routes to Schools programs.

Policy 4 Consider development standards to reduce impediments to pedestrian access, such as block walls, cul-de-sacs, fencing and other obstacles that require the unnecessary use of a vehicle to travel short distances to otherwise adjacent uses, or consider including pedestrian access in the subdivision approval process.

Policy 5 Promote opportunities to design streets and streetscapes that integrate land use and pedestrian safety.

Policy 6 Place traffic calming devices so that the full benefit of calming can be realized with little or no negative effect upon the overall safety or quality of the roadway.

Policy 7 Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic.

Policy 8 Choose traffic calming devices to best fit the situation for which it is intended.

Protecting the Environment

Goal 1 Develop and improve a transportation system that minimizes impact on the natural environment.

Goal 2 Promote energy efficient transportation that will help ease air quality issues.

Goal 3 Encourage street design to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.

Policy 1 Minimize the environmental impacts associated with road construction and maintenance.

Policy 2 Continue to develop a fleet of vehicles that use alternative fuels with low emissions.

Policy 3 Promote Rapid/Mass Transit to improve air quality.

Policy 4 Encourage non-motorized transportation alternatives by keeping pedestrian and bicycle use as a high priority.

Designing the Transportation System

Goal 1 Integrate future land use planning with existing and future transportation improvements.

Goal 2 Evaluate the benefits of major transportation projects based on movement of persons and goods, rather than vehicle movement, and look for opportunities on the arterial system to enhance ridesharing and transit.

Policy 1 Support street connectivity within and between neighborhoods for all types of non-motorized traffic.

Policy 2 Discourage vacating rights-of-way that forces movements onto local streets or a limited number of arterial roadways.

Policy 3 Prevent early right-of-way vacations before the neighborhood transportation network is determined.

Policy 4 Require development projects to design local street systems that complement planned land uses and reduce dependence on arterial streets for local circulation.

Policy 5 The design objective for the functional street classification system within Clark County should reach a reasonable Level of Service (LOS).

Policy 6 Develop, support, and preserve rights-of-way for future fixed guideway systems, and other alternative modes identified in adopted plans.

Policy 7 Support the planning and development of safe and efficient freight transportation corridors.

Policy 8 Discourage excessive driveways on arterial and collector streets.

Policy 9 Support the goals of the RTC Transportation Investment Business Plan (anticipated for adoption in 2016). Coordinate efforts with the RTC Regional Plan.

Policy 10 Provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation to enable active travel as part of daily activities for all users of the streets, including children, families, older adults, and people with disabilities.

Policy 11 Create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation enroute to school.

Park and Ride/Pool and other Future Facilities

Goal 1 Promote increasing car-pooling and transit ridership by planning for Park and Ride/Pool facilities in appropriate locations.

Policy 1 Coordinate with RTC the reservation of land parcels with the Bureau of Land Management or partnerships with large businesses at key locations for Park and Ride/Vehicle Pool Facilities.

Implementing the Transportation System

Goal 1 Implement a County transportation system that supports the adopted land use plans by selection of complementary transportation projects and programs.

Goal 2 Make the most efficient use of the existing transportation network.

Policy 1 Prioritize projects and programs which best serve the transportation needs of the Strip, regional centers, intermodal facilities and industrial areas.

Policy 2 Prioritize public infrastructure improvements to address bike and pedestrian safety.

Policy 3 Address the mobility needs of all members of the community.

Policy 4 Develop implementation criteria by which future transit corridors will be prioritized including: potential ridership, economic development/TOD potential, proximity to jobs, housing and education, enhanced quality of life, and integration with the bike and pedestrian network.

Policy 5 Ensure high use facilities such as schools and parks have sufficient local street access to disperse associated traffic (keeping pedestrian and bicycle use as a high priority).

Policy 6 Prevent early right-of-way vacations before the neighborhood transportation network is determined.

Policy 7 Update design standards to create wider sidewalks with street trees, benches, trash receptacles, street lighting, and other streetscape amenities along key transportation corridors to make walking to transit stops more welcoming for riders and to shield them from heat during extreme temperatures.

Policy 6 Work with the RTC and public works to implement a regional system of fully multi-modal interconnected arterial and local streets, pathways and bikeways that are integrated with public transit in order to increase mode share.

Policy 7 Evaluate planned transportation infrastructure to reflect the land use vision.

Policy 8 Access to residential lots should be taken from local streets.

Policy 9 Rehabilitation of freeways and streets should be completed as efficiently (time and cost) as possible.

Policy 10 Promote completion of I-11 through Clark County connecting Arizona to the south and points north of the County.

VII. ADDRESSING

The Las Vegas Valley Street Naming and Address Assignment Policy is intended to reduce the number of conflicts between local government agencies, land developers and property owners while maintaining a clear and efficient system for the provision of emergency services and postal deliveries (See Appendix A of Title 30 of the Clark County Code).

As development and population patterns change throughout the County, it is anticipated that the guidelines and standards in this policy will be amended in order to maintain an updated and relevant addressing and street naming policy for Clark County.

VIII. REFERENCES

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http://www.canamex.org/

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3 Clark County Supplement to Uniform Standards Drawings for Public Works' Construction, Off-Site Improvements, Clark County Area, Nevada, retrieved from:
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4 Complete Streets Design Guidelines for Livable Communities. Regional Transportation Commission of Southern Nevada. March 2013. Print.

5 Los Angeles City General Plan. Print.

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11 Regional Transportation Commission of Southern Nevada. 2013 – 2035 Regional Transportation Plan. 2012. Print.

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13 Safe Routes to School (SRTS) information retrieved from:
http://www.saferoutesinfo.org/program-tools/build-sustain-program

14 San Diego City Traffic Calming Program Handbook retrieved August 2016 from:
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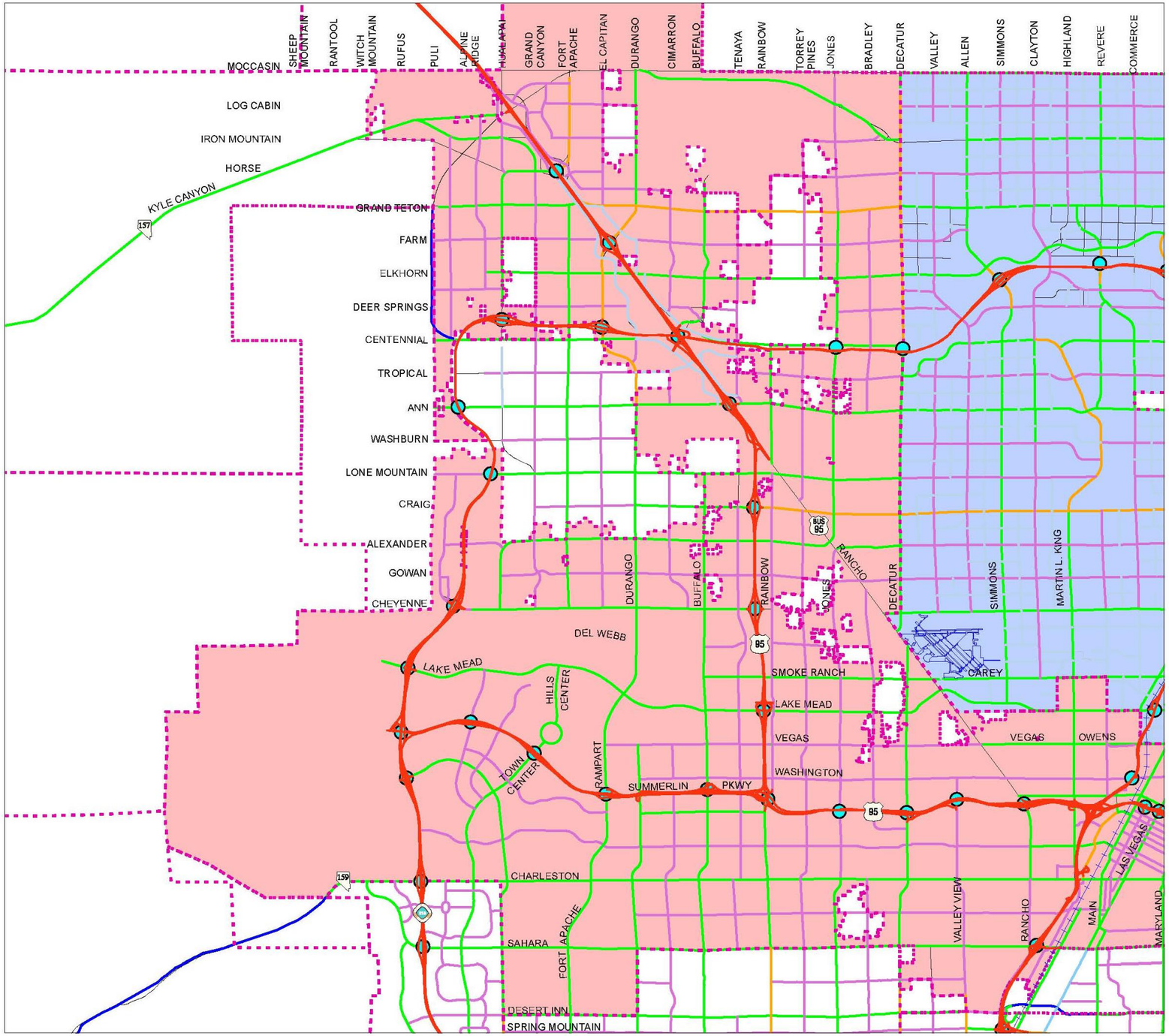
IX. MAPS (see pages 22 ff)

Transportation Element

Map 1.1
Las Vegas Valley (NW)
Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas
- Place Boundaries

NOTES:

1. Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:
   - Township and Range Lines — 120 foot right-of-way width
   - Section Lines — 100 foot right-of-way width
   - Quarter Section Lines — 80 foot right-of-way width

   In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.
6. Right-of-way in incorporated cities is general and for informational use only. Consult the individual plans of each city for specific right-of-way requirements

0 3,750 7,500 11,250 15,000

SCALE IN FEET

Map Created On: October 4, 2016

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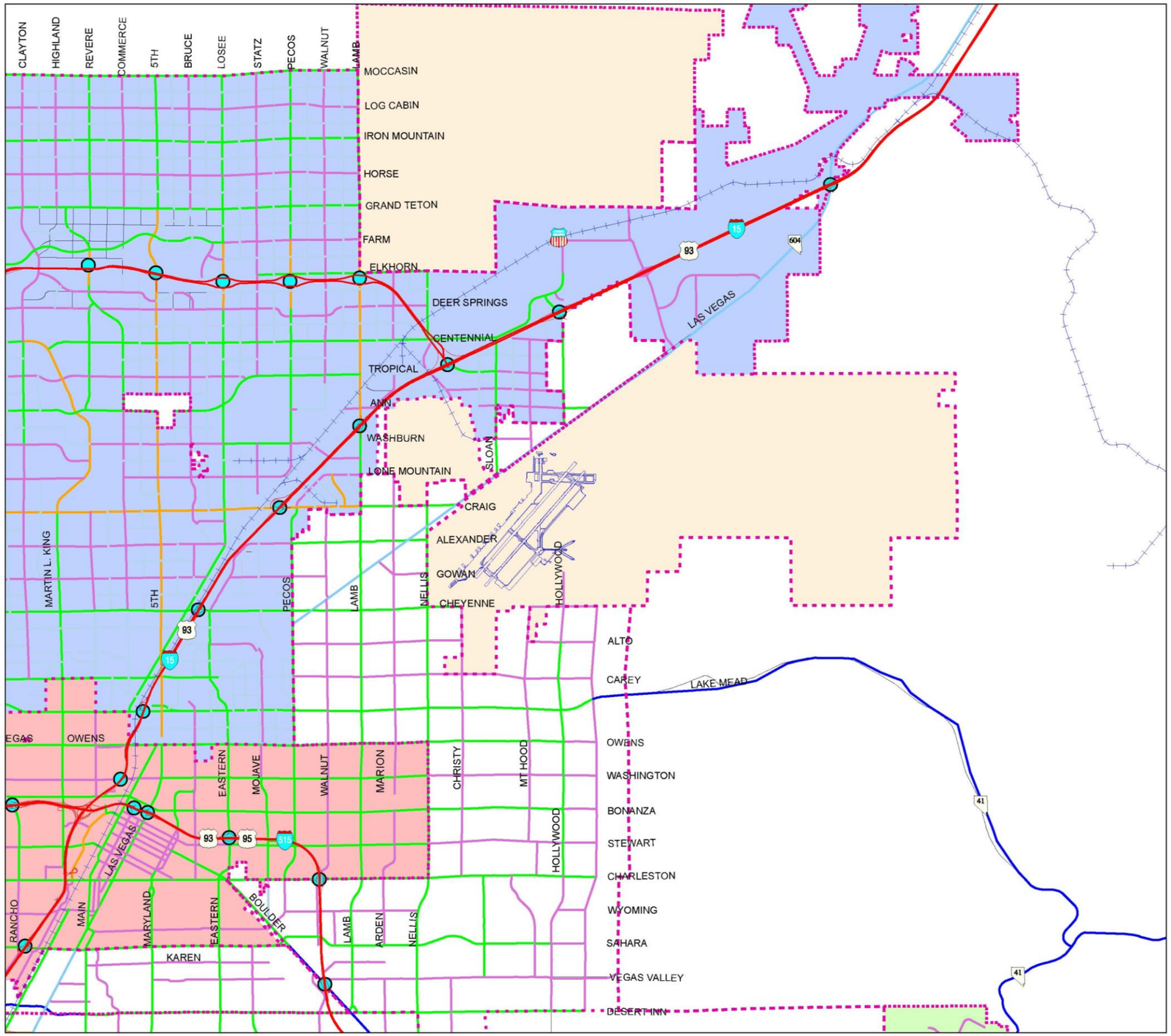

Transportation Element

Map 1.2
Las Vegas Valley (NE)
Clark County, Nevada

- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas
- Place Boundaries

NOTES:

1. Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:
   - Township and Range Lines — 120 foot right-of-way width
   - Section Lines — 100 foot right-of-way width
   - Quarter Section Lines — 80 foot right-of-way width

   In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.
6. Right-of-way individual plated cities is given as a reference for information and use only.

0 3,750 7,500 11,250 15,000

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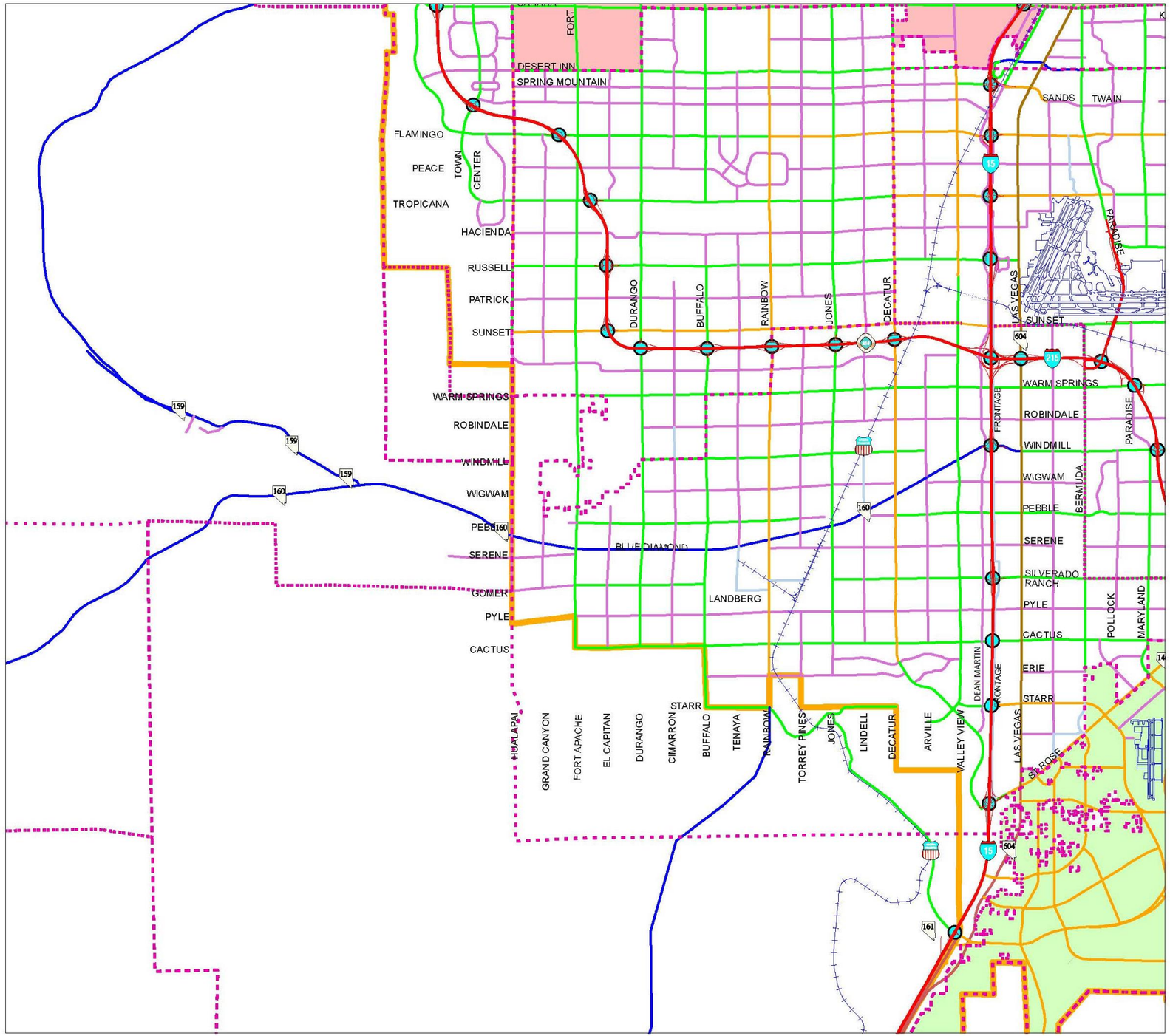

Transportation Element

Map 1.3
Las Vegas Valley (SW)
Clark County, Nevada

Amended December 18, 2013

- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas
- Place Boundaries

NOTES:

1. Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:
   - Township and Range Lines — 120 foot right-of-way width
   - Section Lines — 100 foot right-of-way width
   - Quarter Section Lines — 80 foot right-of-way width

   In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.
6. Right-of-way in incorporated cities is general and for informational use only. Consult the individual plans of each city for specific right-of-way requirements

0 3,900 7,800 11,700 15,600

SCALE IN FEET

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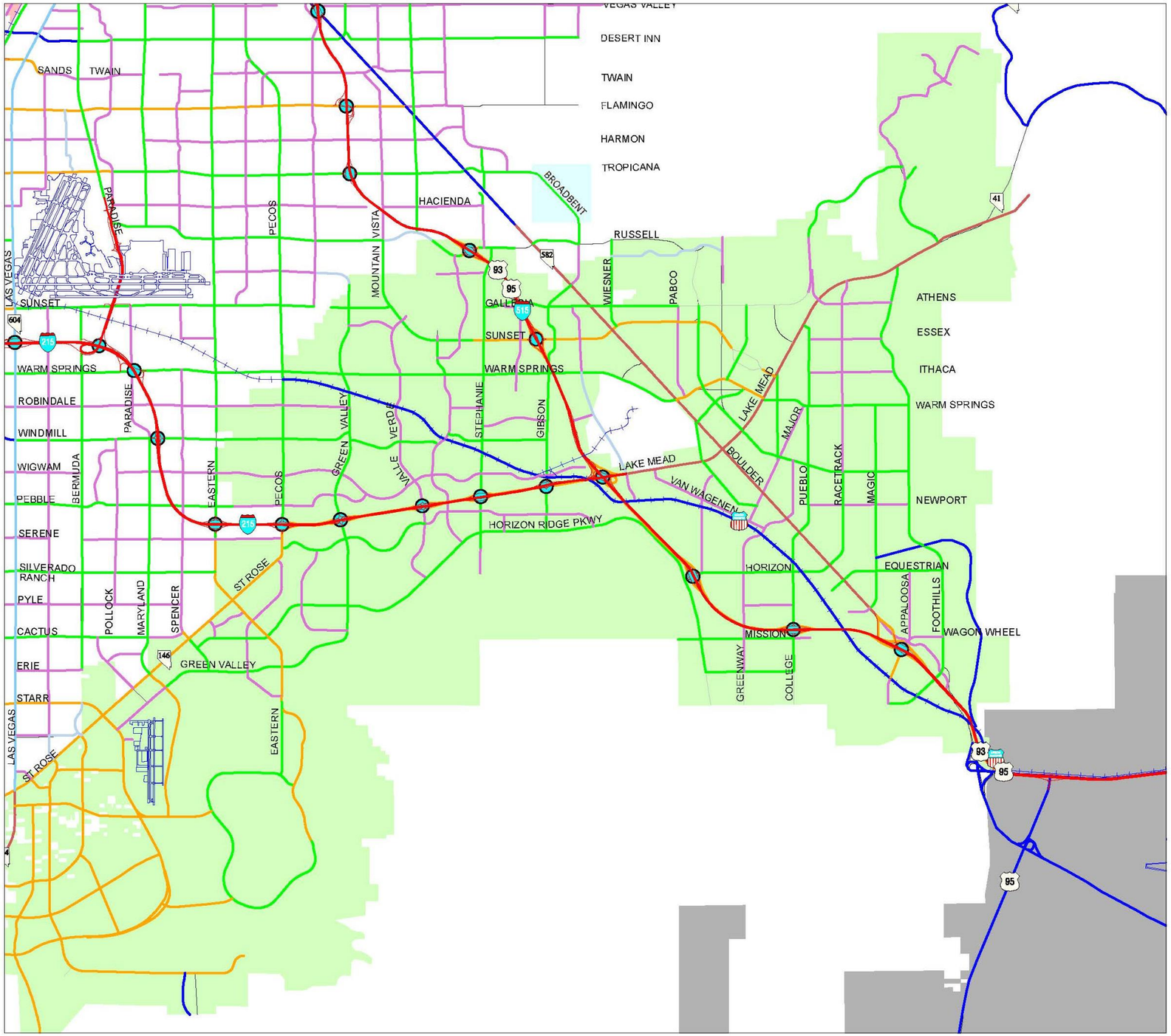

Transportation Element

Map 1.4
Las Vegas Valley (SE)
Clark County, Nevada

- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas
- Place Boundaries

NOTES:

1. Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.

4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.
6. Right-of-way in incorporated cities is general and for informational use only. Consult the individual plans of each city for specific right-of-way requirements

0 3,750 7,500 11,250 15,000

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Transportation Element

Map 2
Blue Diamond
Clark County, Nevada

Las Vegas Blvd (300+ ft R-O-W)
Las Vegas Blvd (200+ ft R-O-W)
Interstates/State Hwys (200+ ft R-O-W)
Arterials (120+ ft R-O-W)
Arterials (100+ ft R-O-W)
Collectors (80+ ft R-O-W)
Collectors (60+ ft R-O-W)
Local Streets (R-O-W Varies)
Railroads
Disposal Boundary
Boulder City
Las Vegas
Henderson
North Las Vegas

NOTES:

1. For detailed right-of-way information see:
   "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

   In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 280 560 840 1,120

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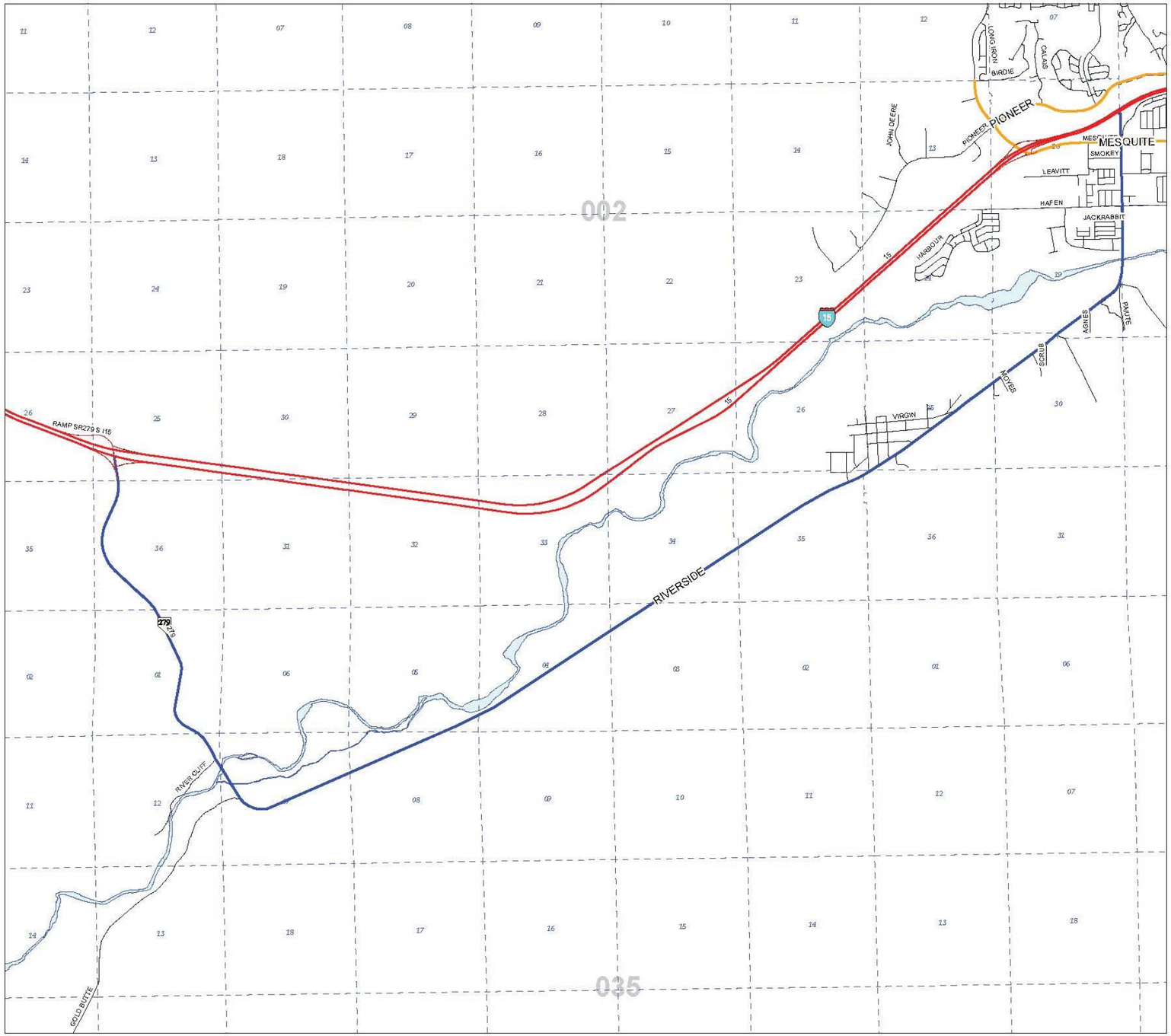
Transportation Element

Map 3
Bunkerville
Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Section Lines

NOTES:

1. For detailed right-of-way information see:
   "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

   In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 2,000 4,000 6,000 8,000

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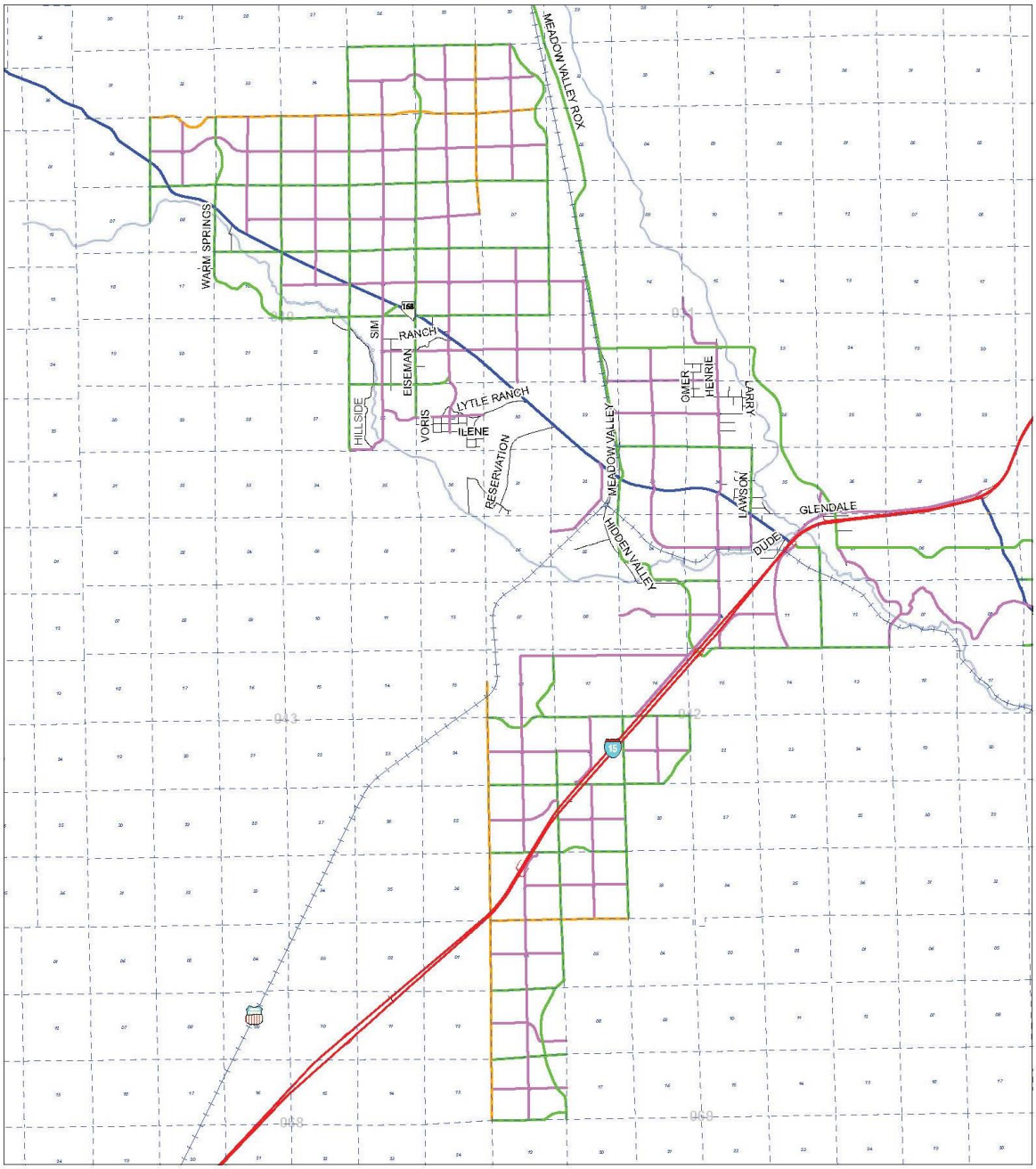

Las Vegas Blvd (300+ ft R-O-W)

Las Vegas Blvd (200+ ft R-O-W)

Interstates/State Hwys (200+ ft R-O-W)

Arterials (120+ ft R-O-W)

Arterials (100+ ft R-O-W)

Collectors (80+ ft R-O-W)

Collectors (60+ ft R-O-W)

Local Streets (R-O-W Varies)

Railroads

Section Lines

Transportation Element

Map 4
Glendale/Moapa
Clark County, Nevada

0 3,750 7,500 11,250 15,000

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NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.

3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

Comprehensive Planning

REGIONAL PLANNING

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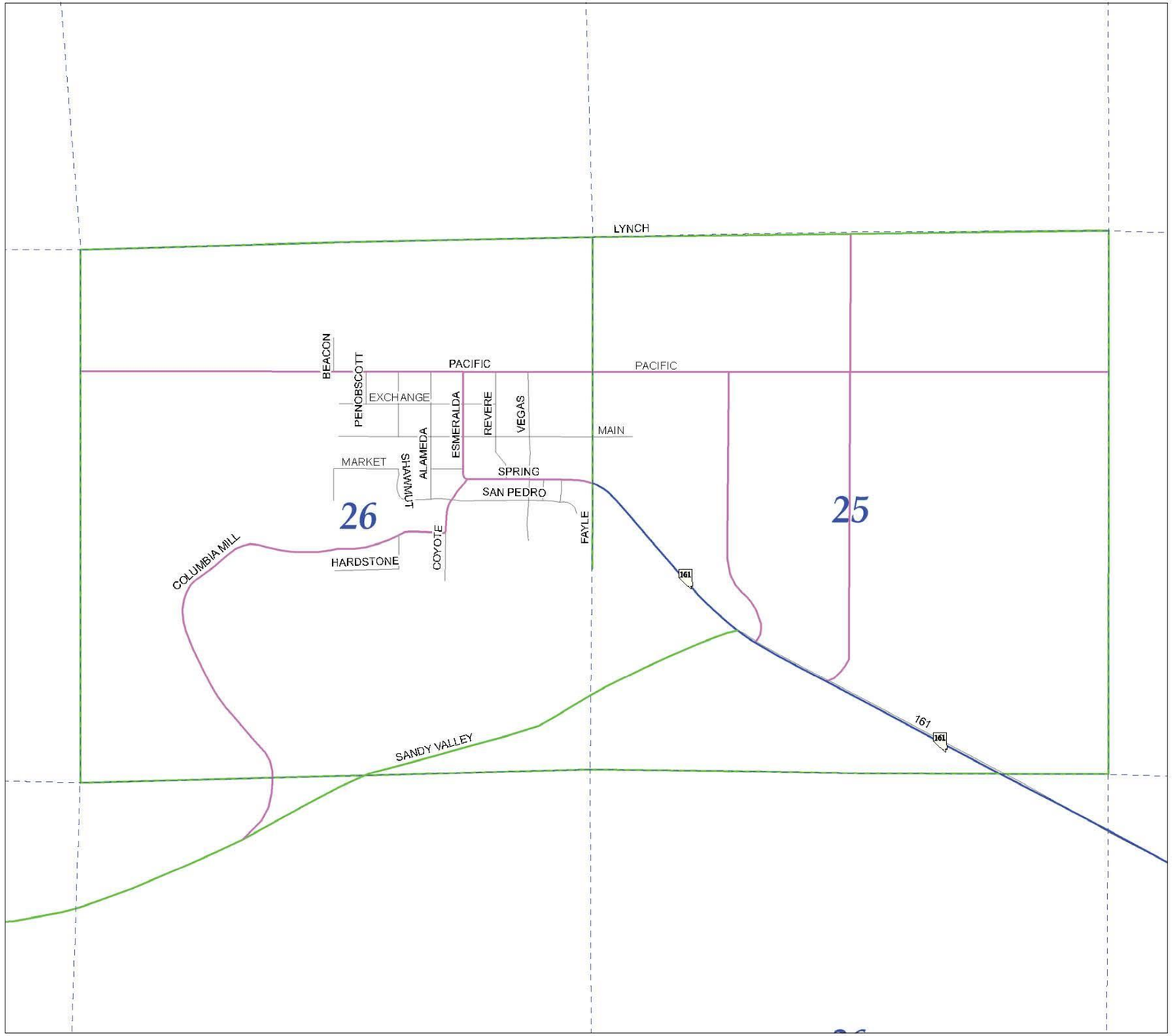
Transportation Element

Map 5
Goodsprings
Clark County, Nevada



Las Vegas Blvd (300+ ft R-O-W)
Las Vegas Blvd (200+ ft R-O-W)
Interstates/State Hwys (200+ ft R-O-W)
Arterials (120+ ft R-O-W)
Arterials (100+ ft R-O-W)
Collectors (80+ ft R-O-W)
Collectors (60+ ft R-O-W)
Local Streets (R-O-W Varies)
Railroads
Section Lines

NOTES:

1. For detailed right-of-way information see:
   "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

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Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

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3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 470 940 1,410 1,880

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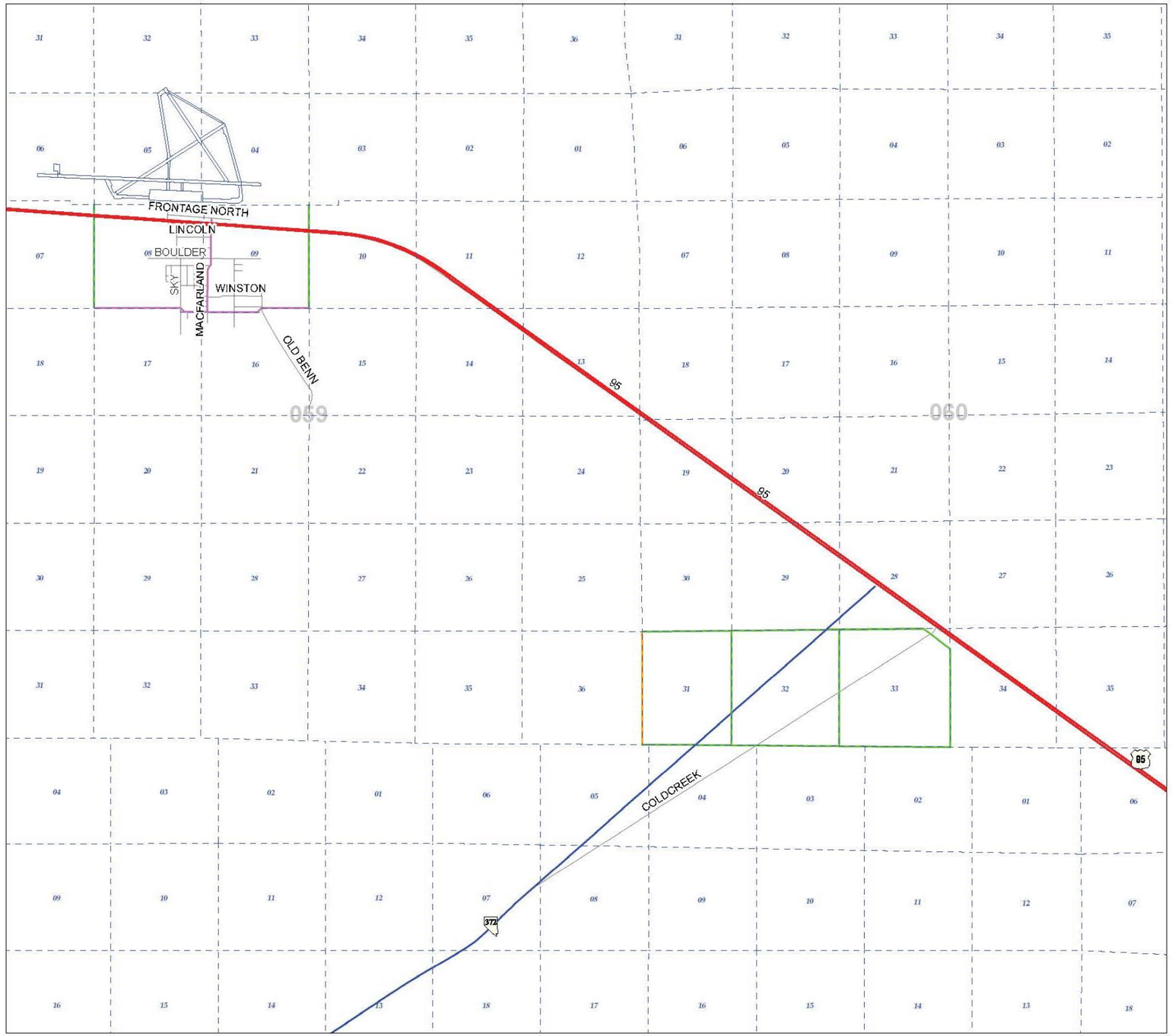
Transportation Element

Map 6
Indian Springs
Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
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Quarter Section Lines	80 foot right-of-way width

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3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 2,300 4,600 6,900 9,200

SCALE IN FEET

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Comprehensive Planning
REGIONAL PLANNING

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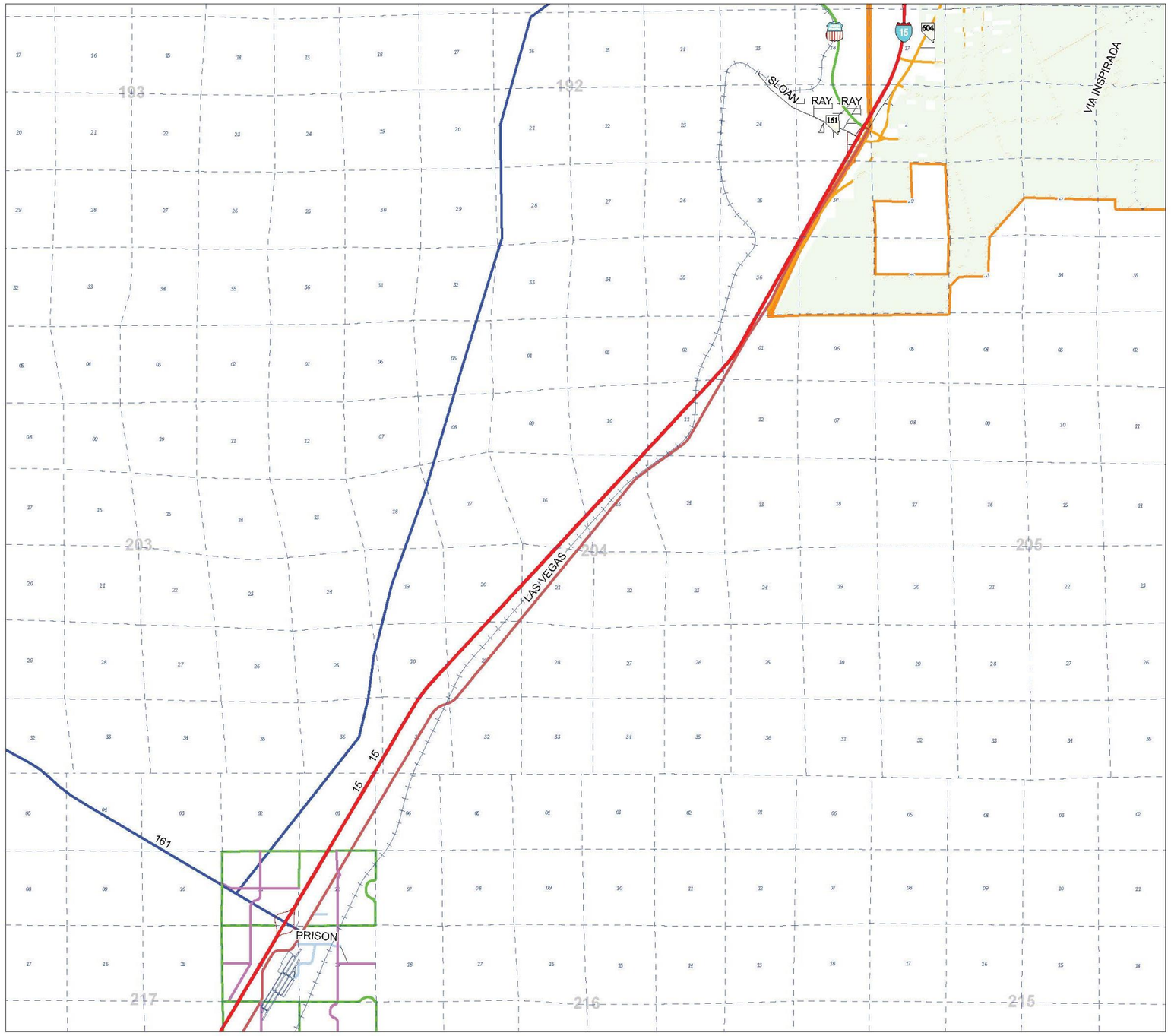

Transportation Element

Map 7
Jean
Clark County, Nevada

- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Section Lines

Boulder City | Las Vegas
Henderson | North Las Vegas

NOTES:

1. For detailed right-of-way information see:
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2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

   In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 3,400 6,800 10,200 13,600

SCALE IN FEET

Map Created On: February 23, 2009

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Comprehensive Planning
REGIONAL PLANNING

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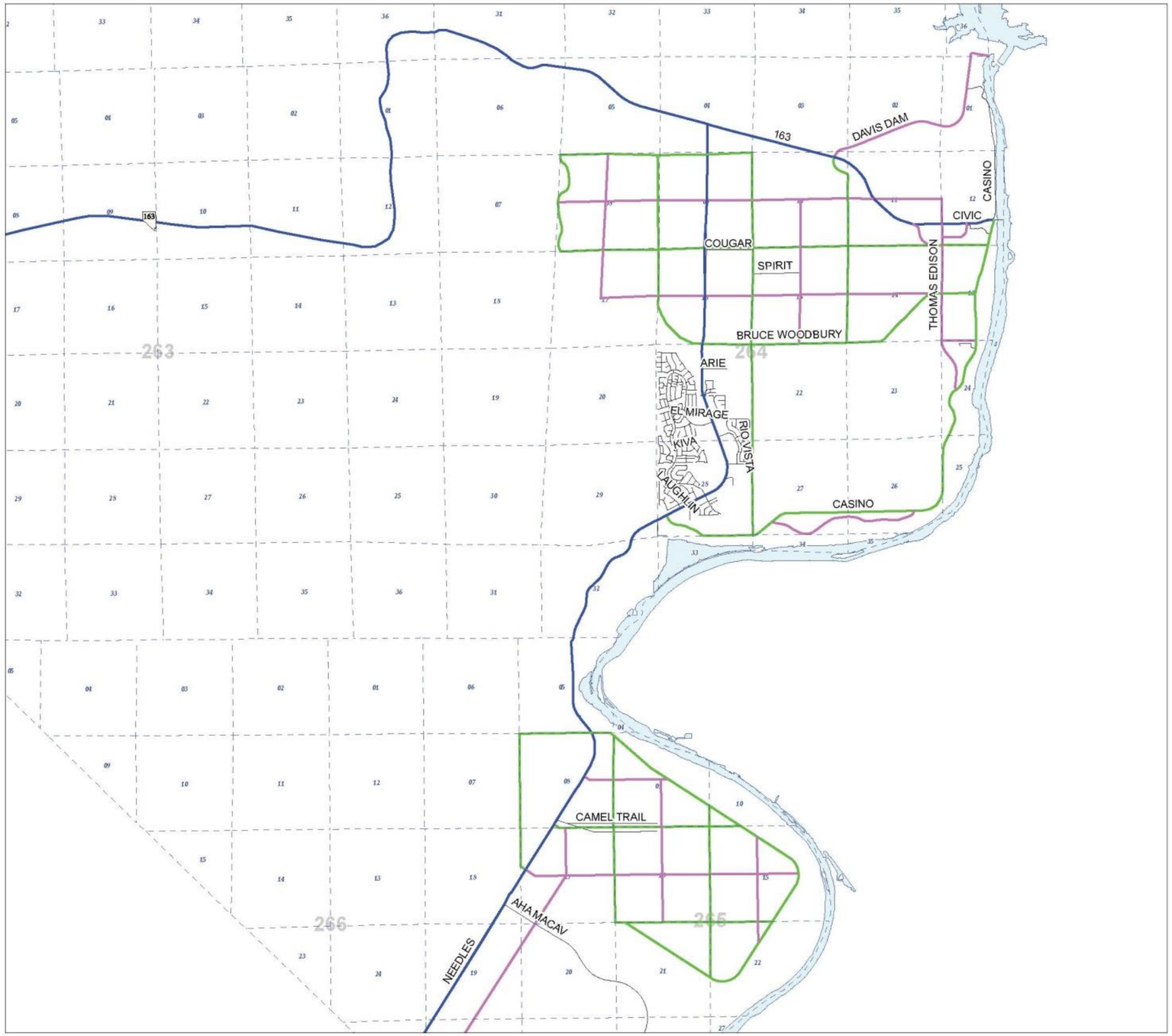
Transportation Element

Map 8
Laughlin
Clark County, Nevada



Las Vegas Blvd (300+ ft R-O-W)
Las Vegas Blvd (200+ ft R-O-W)
Interstates/State Hwys (200+ ft R-O-W)
Arterials (120+ ft R-O-W)
Arterials (100+ ft R-O-W)
Collectors (80+ ft R-O-W)
Collectors (60+ ft R-O-W)
Local Streets (R-O-W Varies)
Railroads
Section Lines

NOTES:

1. For detailed right-of-way information see:
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2. The following minimum right-of-way widths shall be required on all grid line streets:

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4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 2,600 5,200 7,800 10,400

SCALE IN FEET

Map Created On: February 23, 2009

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REGIONAL PLANNING

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Transportation Element

Map 9
Logandale/Overton
Clark County, Nevada

Amended June 20, 2012

Las Vegas Blvd (300+ ft R-O-W)
Las Vegas Blvd (200+ ft R-O-W)
Interstates/State Hwys (200+ ft R-O-W)
Arterials (120+ ft R-O-W)
Arterials (100+ ft R-O-W)
Collectors (80+ ft R-O-W)
Collectors (60+ ft R-O-W)
Local Streets (R-O-W Varies)
Railroads

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, cuvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.

3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 2,000 4,000 6,000 8,000

SCALE IN FEET

Map Created On: April 2, 2015

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REGIONAL PLANNING

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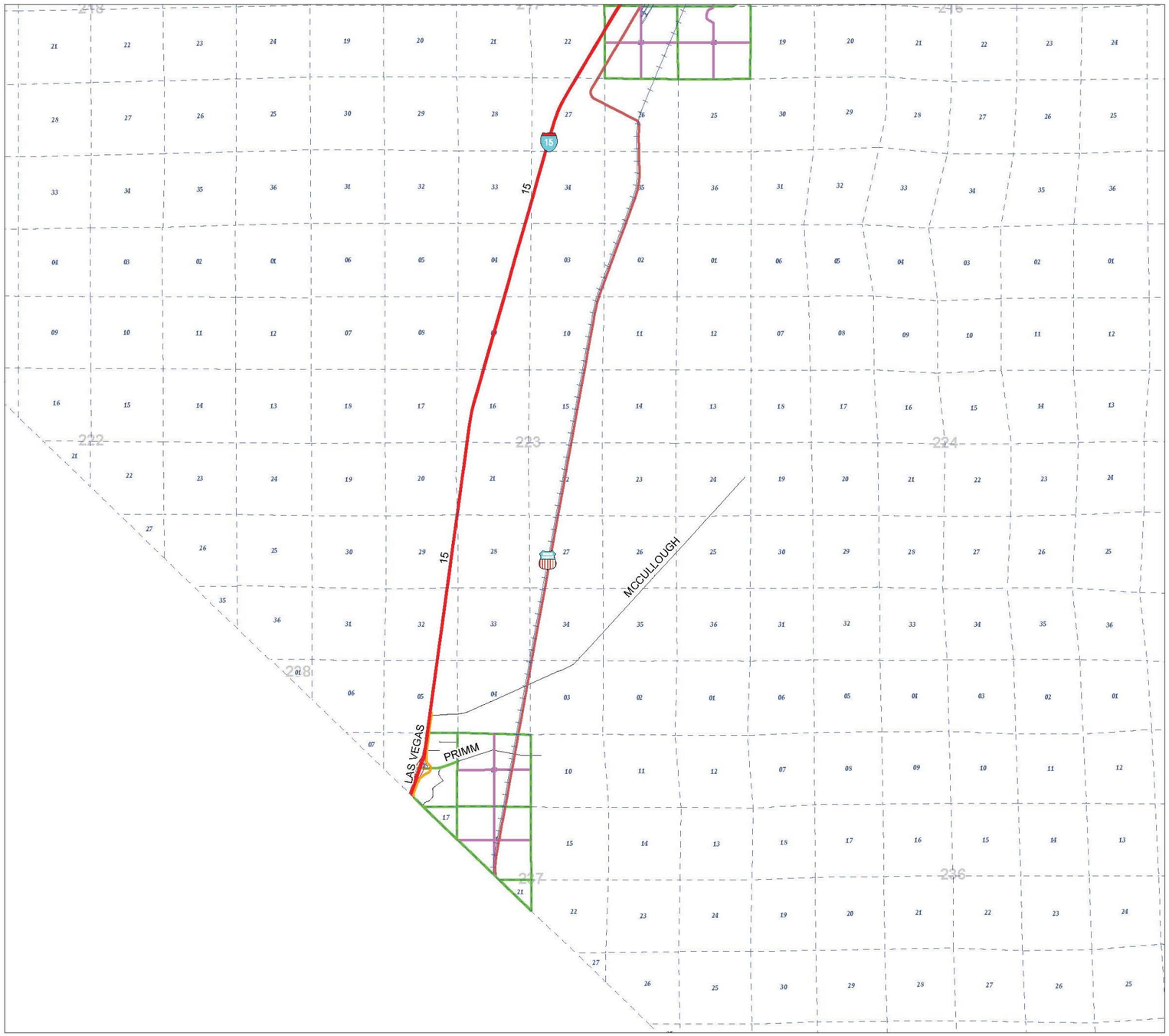

Transporation Element

Map 10
Primm
Clark County, Nevada

- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Section Lines

NOTES:

1. For detailed right-of-way information see:
   "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

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Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

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3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 3,400 6,800 10,200 13,600

SCALE IN FEET

Map Created On: February 23, 2009

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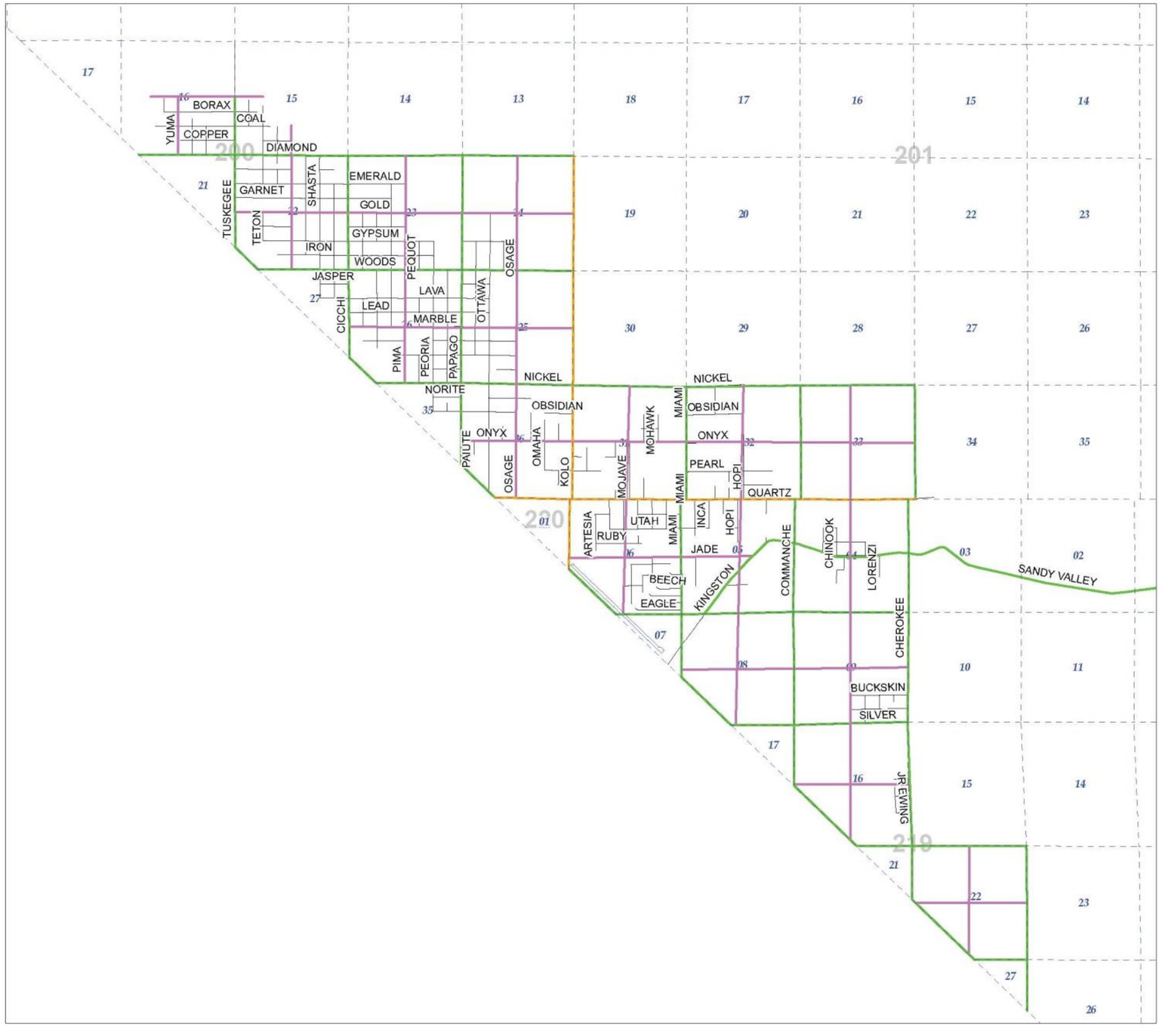
Transportation Element

Map 11
Sandy Valley
Clark County, Nevada



Las Vegas Blvd (300+ ft R-O-W)
Las Vegas Blvd (200+ ft R-O-W)
Interstates/State Hwys (200+ ft R-O-W)
Arterials (120+ ft R-O-W)
Arterials (100+ ft R-O-W)
Collectors (80+ ft R-O-W)
Collectors (60+ ft R-O-W)
Local Streets (R-O-W Varies)
Railroads
Section Lines

NOTES:

1. For detailed right-of-way information see:
   "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
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Quarter Section Lines	80 foot right-of-way width

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3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 2,200 4,400 6,600 8,800

SCALE IN FEET

Map Created On: February 23, 2009

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REGIONAL PLANNING

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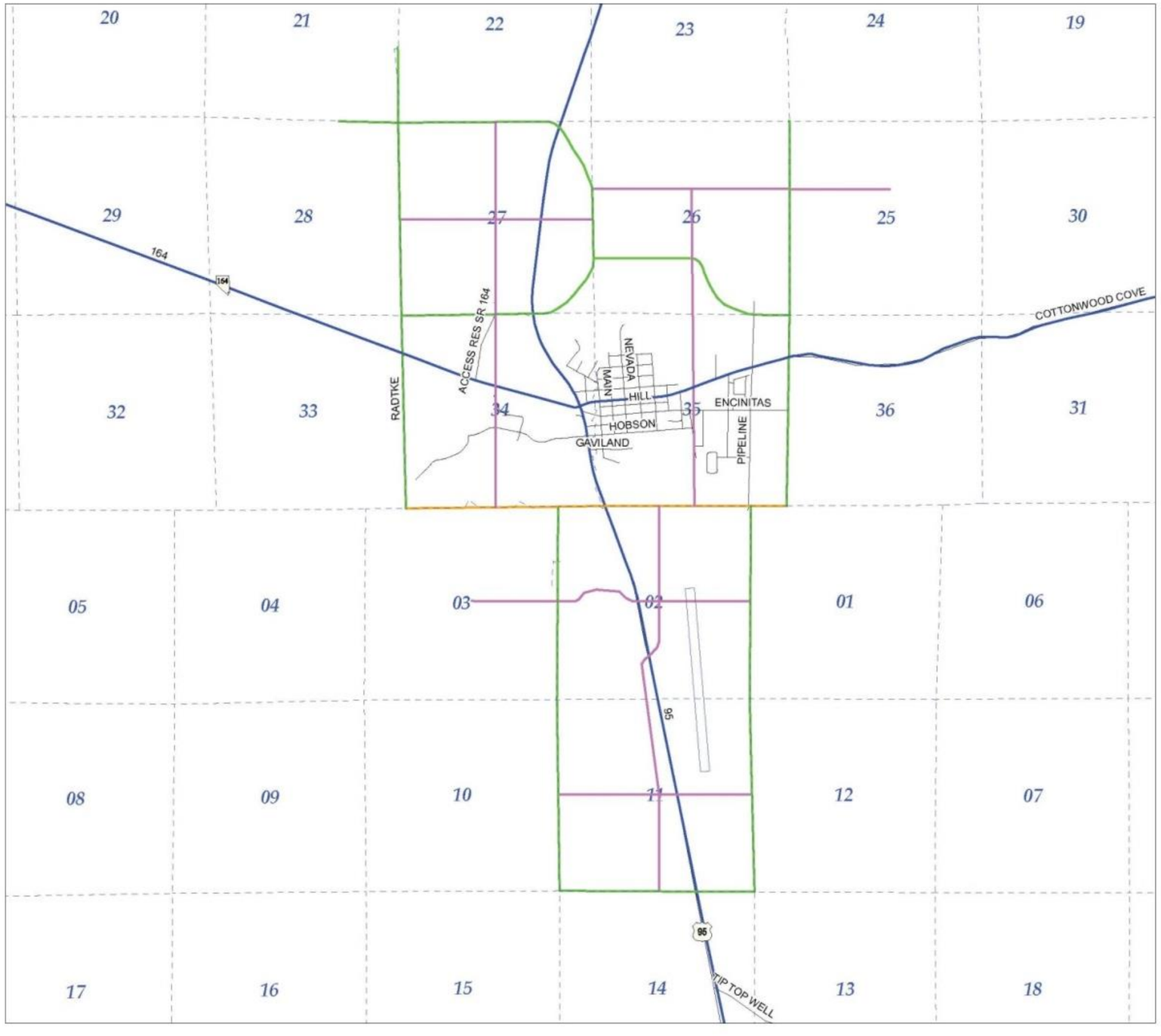

Transportation Element

Map 12
Searchlight
Clark County, Nevada

- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Section Lines

NOTES:

1. For detailed right-of-way information see:
   "Uniform Standard Drawings for Public Works Construction of Offsite Imporvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

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4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 1,250 2,500 3,750 5,000

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Map Created On: February 23, 2009

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REGIONAL PLANNING

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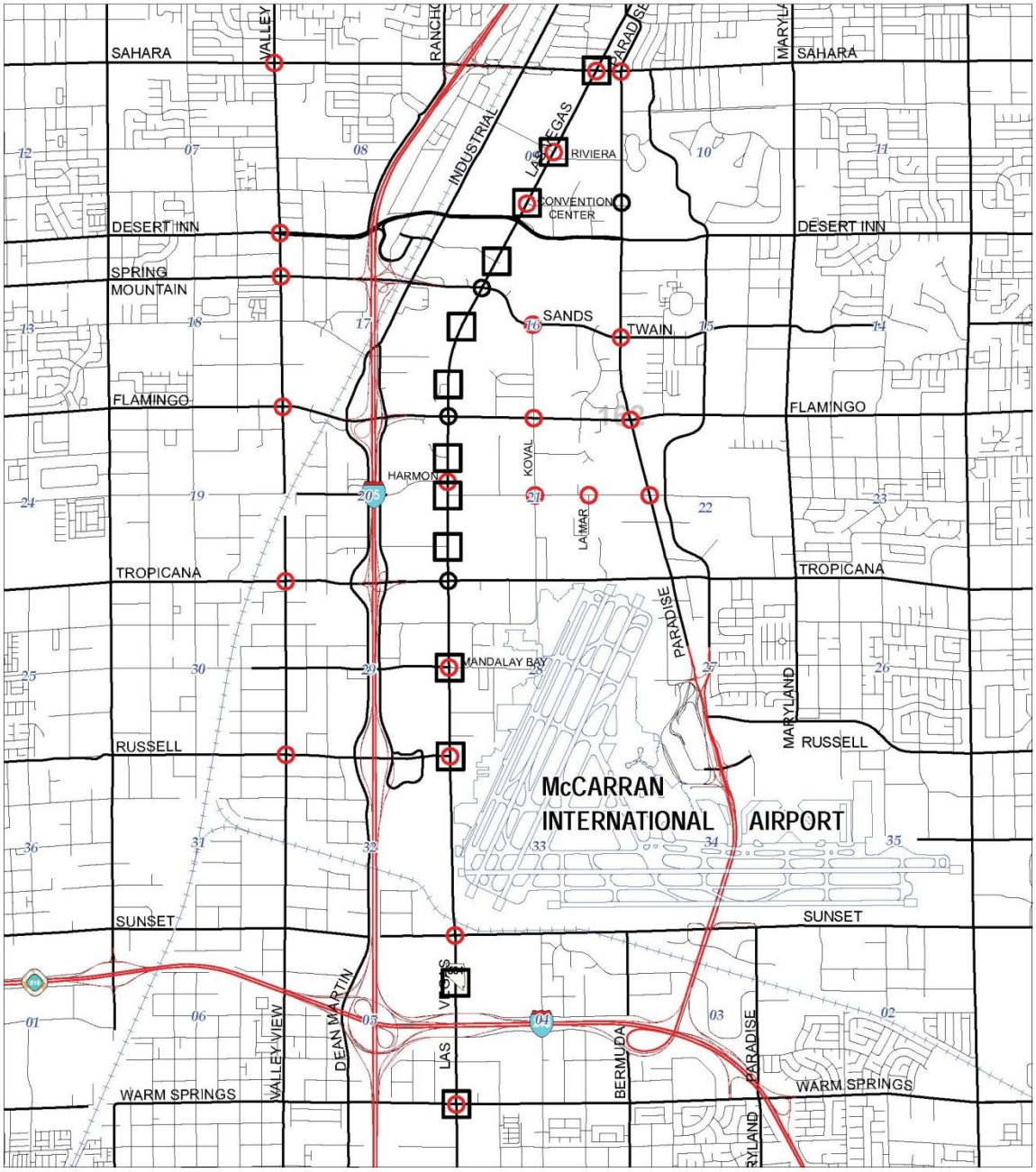


Transportation Element

Map 13
Public Pedestrian Grade Separations and Transit Stations

0 750 1,500 3,000 4,500 6,000
SCALE IN FEET

Map Created On: February 23, 2009

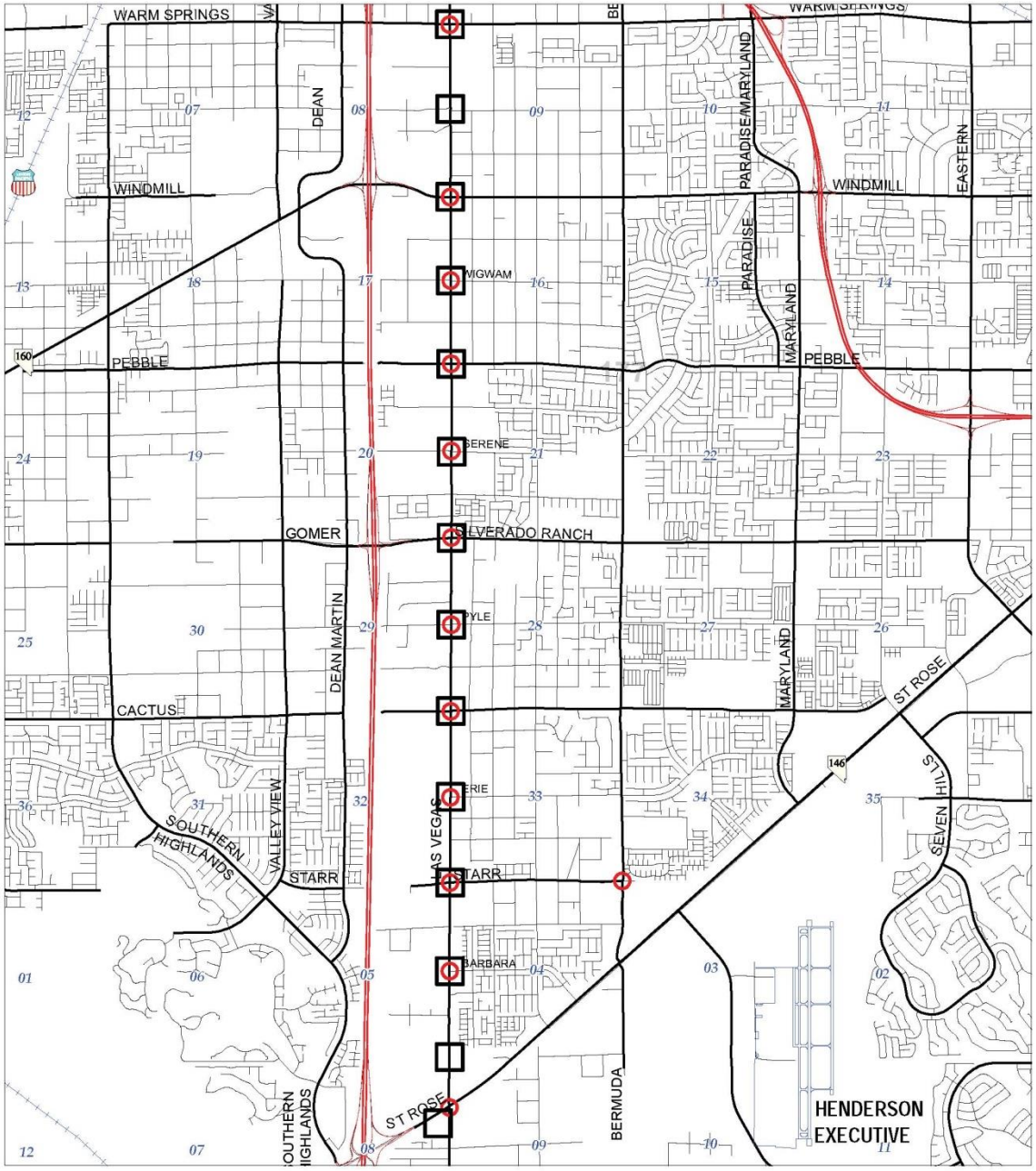
This information is for display purposes only. No liability is assumed as to the accuracy of the data delineated hereon.

Existing Public Pedestrian Grade Separations

Planned Public Pedestrian Grade Separations

Future Transit Stations - General Locations

Comprehensive Planning
REGIONAL PLANNING



Transportation Element

Map 14
Public Pedestrian Grade Separations and Transit Stations

0 750 1,500 3,000 4,500 6,000

SCALE IN FEET

Map Created On: February 23, 2009

This information is for display purposes only. No liability is assumed as to the accuracy of the data delineated hereon.

Existing Public Pedestrian Grade Separations

Planned Public Pedestrian Grade Separations

Future Transit Stations - General Locations

Comprehensive Planning

REGIONAL PLANNING

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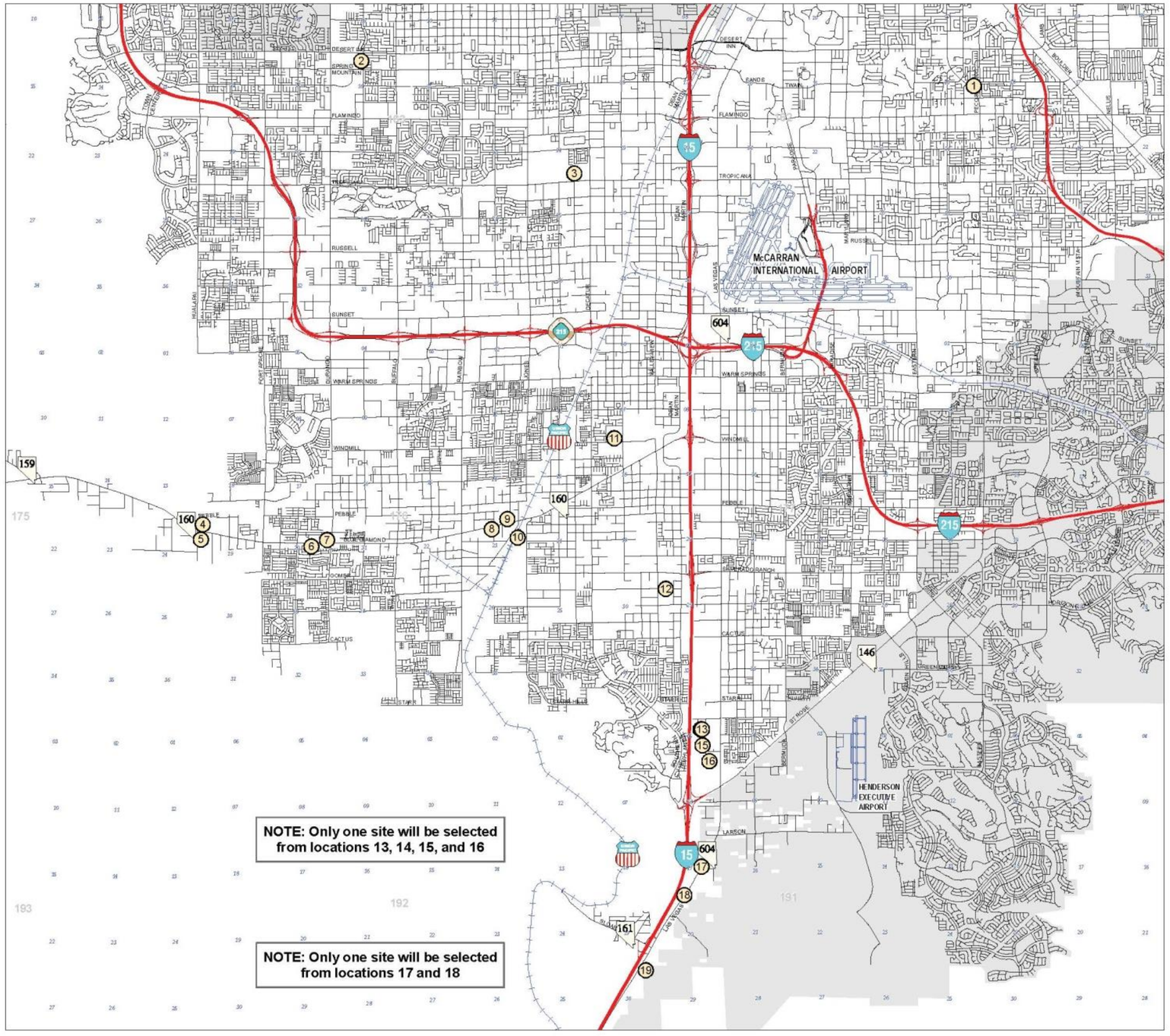
Transportation Element

Map 15
BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities



NUM	PARCEL	ACRES	LOCATION
1	16213704003	4.95	SE Pecos-McLeod/Twain Flood Control Facility
2	16316101001	80.8	East side of Desert Breeze Park
3	16324801001	76.45	NWC Decatur & Tropicana
4	17619101002	11.27	NEC Blue Diamond & Hualapai
5	17619201001	15.04	SEC Blue Diamond & Hualapai
6	17620601009	9.54	W of SWC Durango & Blue Diamond
7	17620601014	10.54	NWC Blue Diamond & Durango
8	17623201003	7.76	SS Blue Diamond & EW of Torrey Pines
9	17623501011	26.67	NS Blue Diamond between Torrey Pines & Jones
10	17623601018	7.19	E of UPRR, S of Blue Diamond
11	17707401014	37.71	NW corner Windmill & Arville
12	17729101006	125.64	SWC Polaris & Silverado
13	19105601017	4.64	One of several N of the NWC LVB & St. Rose
14	19105701001	8.31	One of several N of the NWC LVB & St. Rose
15	19105701008	26.22	One of several N of the NWC LVB & St. Rose
16	19105801010	28.12	One of several N of the NWC LVB & St. Rose
17	19117601010	4.64	Sloan Split by LVB N of join with I-15
18	19117402009	0	E LVB N of Sloan
19	19130501004	7.59	E of LVB and Jean Airport

Park and Ride lots may share parcels with other public uses

Cities

0 3,700 7,400 11,100 14,800

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Map Created On: February 23, 2009

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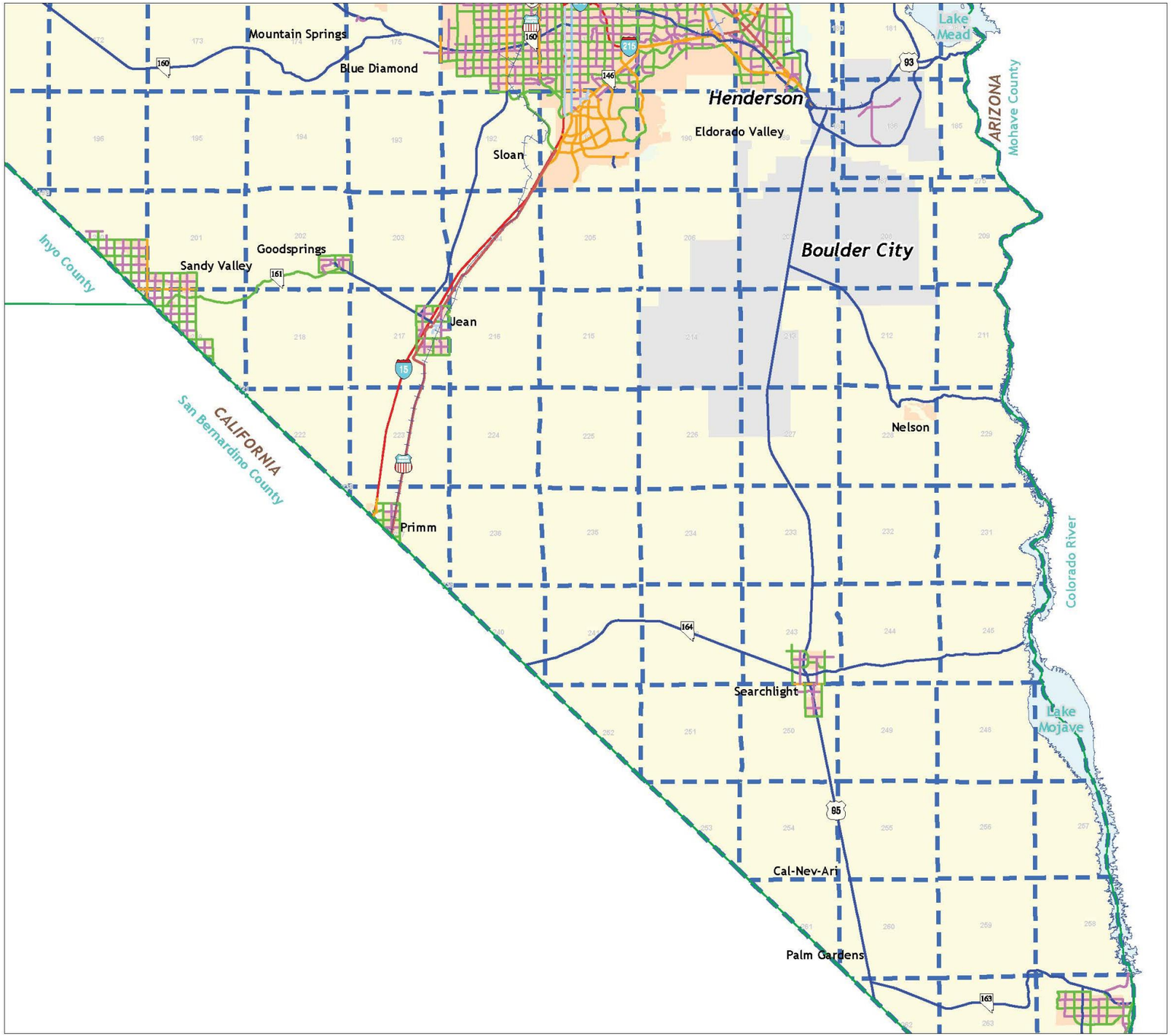
Transportation Element

Map 16
South County
Clark County, Nevada



Las Vegas Blvd (300+ ft R-O-W)
Las Vegas Blvd (200+ ft R-O-W)
Interstates/State Hwys (200+ ft R-O-W)
Arterials (120+ ft R-O-W)
Arterials (100+ ft R-O-W)
Collectors (80+ ft R-O-W)
Collectors (60+ ft R-O-W)
Railroads
Book Boundaries
Disposal Boundaries

NOTES:

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4. Classification of proposed strets as collector or arterial roadways shall be determined by the County Engineer and amy have greater or less right-of-way widths than shown.

0 17,000 34,000 51,000 68,000

SCALE IN FEET

Map Created On: February 23, 2009

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