

TRANSPORTATION

Regional Transportation Planning

Goal and Policies

- 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 and Policies

- 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 and Policies

- 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 and Policies

- 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 and Policy

- 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 and Policies

- 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

Goals and Policies

- 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

Goals and Policies

- 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

Goals and Policies

- 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 and Policy

- 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

Goals and Policies

- 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.

