



CORE VALUE 4: A MORE CONNECTED CLARK COUNTY

Where are we today?

Connectivity in this context refers to both the physical aspects as they relate to transportation and mobility—and the less tangible aspects—as they relate to governance and community.

From a physical standpoint, many residents struggle to get where they need to go in Clark County without an automobile. Residents have appreciated seeing new infrastructure with shared space, allowing cars to travel alongside bicyclists, pedestrians, and public transportation. They would like to see this trend continue by focusing on efforts to connect existing trails, bike lanes and pedestrian facilities, along with expanding public transportation. As with many County initiatives, efforts at expanding transportation networks cross boundaries and jurisdictional lines which makes interagency collaboration in this area central to accomplishing these goals.

From a governance standpoint, connectivity refers to transparency, community engagement, and a focus on regional collaboration. Residents express the desire for County government to provide timely information, to make decisions consistent with adopted goals and policies, and to allow for meaningful opportunities for citizen participation.

Lastly, connectivity refers to residents' desire to foster a collective sense of community in Clark County. Living in Searchlight is, of course, different from living in Summerlin South, but these places are connected through the people who call them home. These people are friends, neighbors, relatives, and coworkers who are connected in countless different ways. Fostering a sense of community among these diverse people and places is achieved by embracing and working toward a common set of goals for the County as a whole.

In 2050, Clark County is a place where...

- Sidewalks, high comfort bike facilities, trails and transit form a seamless, integrated network within and to major destinations in Clark County;
- County government is part of a well-established network of service providers and support agencies all collaborating to provide the best service and most efficient government possible;
- Effective government serves as the basis for transparent information sharing and predictable decision-making, while allowing meaningful opportunities for community input; and
- People have strong connections to their communities, to shared values, and to one another.





CV 4: A MORE CONNECTED CLARK COUNTY

Countywide Goals and Policies

Goal 4.1: Encourage the expansion and use of multimodal transportation options throughout Clark County

POLICY 4.1.1: REGIONAL HIGH-CAPACITY TRANSIT SYSTEM

Support efforts to provide faster, cleaner, more frequent, more equitable, and more convenient transit service to and from major destinations within the region through the phased implementation of the High-Capacity Transit network. Align land use and transportation decisions in unincorporated Clark County with recommendations contained in RTC's *On Board Mobility Plan* and subsequent implementation documents.

POLICY 4.1.2: TRANSIT COVERAGE – LAS VEGAS VALLEY

Support efforts by RTC to enhance, redistribute, and/or expand service hours, coverage, and frequency to maximize access to jobs and housing, make short trips easier, better address the needs of underserved or transit-dependent populations, and connect major destinations in unincorporated Clark County with other destinations throughout the Las Vegas Valley.

POLICY 4.1.3: TRANSIT COVERAGE – OUTLYING COMMUNITIES

Support efforts by the Southern Nevada Transit Coalition (SNTC) to sustain and enhance Silver Rider Transit service for the rural parts of Clark County.

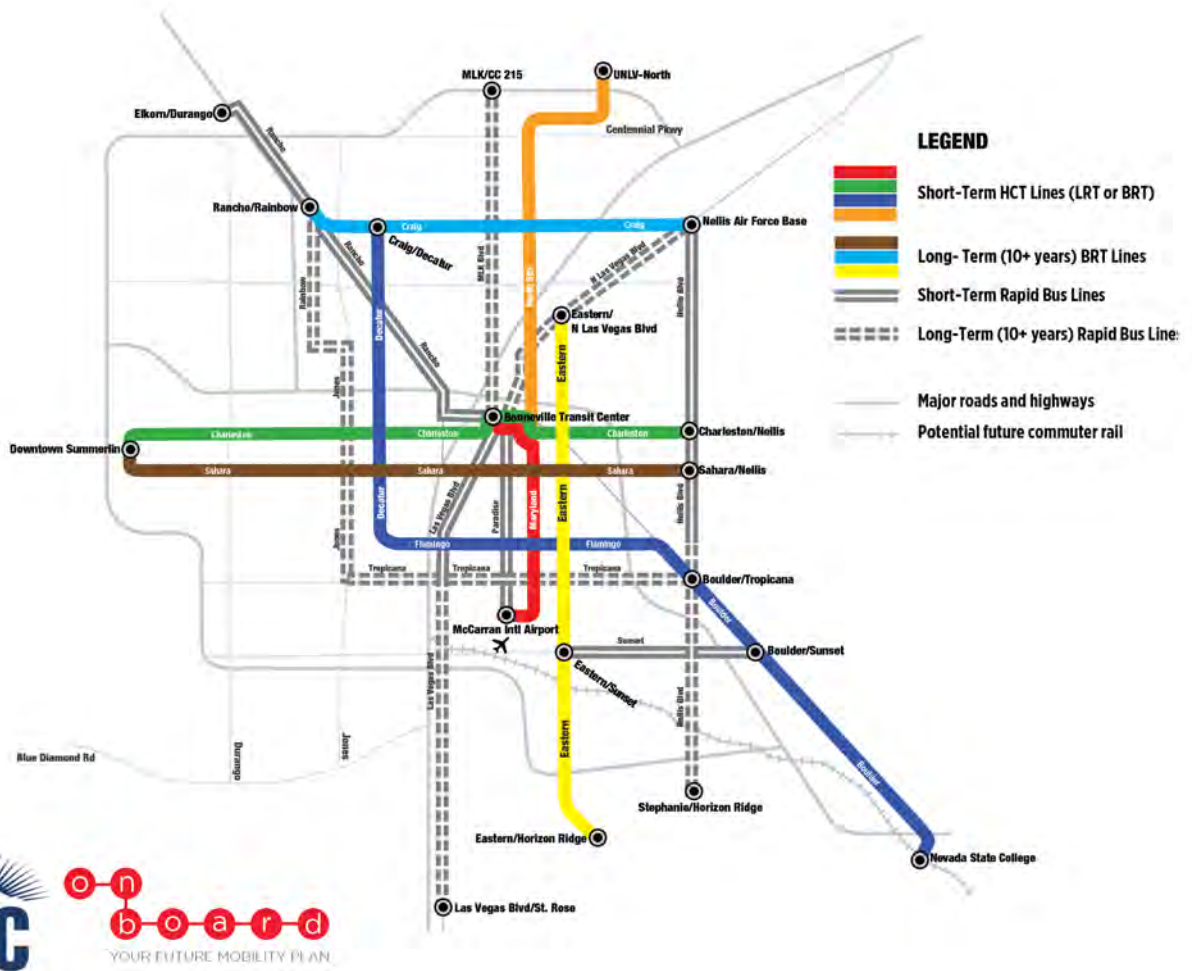
POLICY 4.1.4: MICROTRANSIT

Support efforts by RTC and partners to expand on-demand transit service in underserved areas of Clark County.





Proposed Southern Nevada High-Capacity Transit System





POLICY 4.1.5: HIGH-SPEED PASSENGER RAIL

Support efforts to explore the future potential for high-speed passenger rail service between Las Vegas and Southern California.

POLICY 4.1.6: BICYCLE AND PEDESTRIAN CONNECTIVITY

Support the implementation of the *Regional Bicycle and Pedestrian Plan for Southern Nevada* by:

- Planning and implementing incremental improvements to existing roadways and trails in unincorporated Clark County to improve safety and connectivity for all modes, and people of all ages and abilities;
- Prioritizing the installation of pedestrian, equestrian, and high comfort bicycle facilities in areas of unincorporated Clark County that are currently underserved, contain, or are planned for—land uses or transportation facilities that generate high levels of activity, or where “gaps” between existing segments of sidewalks, trails, or bike lanes exist; and
- Adopting stronger, context-sensitive connectivity standards for future development and redevelopment.

POLICY 4.1.7: COMPLETE STREETS

Seek opportunities to integrate Complete Streets attributes as part of County infrastructure projects to the maximum extent practicable as a means to reduce traffic congestion, improve air and water quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, public transportation, and driving.

What is a Complete Street?

Complete Streets are roadways designed to accommodate all users safely and comfortably, regardless of age, ability, or mode of transportation. Users include motorists, cyclists, pedestrians, and all vehicle types, including public transportation, emergency responders, and freight and delivery trucks, among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility. (Source: RTC Policy for Complete Streets)

POLICY 4.1.8: SAFE ROUTES TO SCHOOL

In coordination with Clark County School District (CCSD), support Safe Routes to Schools programs as a way to reduce vehicular congestion in school zones and create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation to travel to and from school.

Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety

POLICY 4.2.1: FREEWAYS

Collaborate with the Nevada Department of Transportation (NDOT), RTC, and other regional partners on efforts to implement projects and programs that result in a more efficient freeway system, and support reductions in travel demand, air pollution, energy consumption, and infrastructure needs.

POLICY 4.2.2: ROADWAY DESIGN AND CLASSIFICATION

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 and climate goals.

POLICY 4.2.3: RIGHT-OF-WAY PRESERVATION

Support the identification and retention of rights-of-way for future roadways, fixed guideway systems, or other transportation facilities identified in adopted plans. Discourage the vacation of existing, or elimination of planned, rights-of-way unless alternative multimodal connections exist or can be provided in the vicinity.

POLICY 4.2.4: ACCESS MANAGEMENT

Limit driveway frequencies on arterial and collector streets in accordance with the *RTC Clark County Area Access Management Plan*.

POLICY 4.2.5: TRAFFIC CALMING

Encourage the use of context-sensitive traffic calming measures, such as roundabouts and road diets, in appropriate locations to reduce vehicle speeds, discourage shortcutting traffic, increase safety, and enhance the livability of neighborhoods and communities.

POLICY 4.2.6: FREIGHT NETWORK

Support efforts to enhance connectivity between truck, rail, and air transport to support the efficient movement of goods in and through Clark County. Support development that is compatible with freight operations to protect existing uses and maintain opportunities for future expansion of employment and industrial land uses in areas with desirable freight access. [See also, Core Value 5, *A Diverse and Resilient Economy*]

Goal 4.3: Support regional and interagency collaboration

POLICY 4.3.1: REGIONAL PLANNING

Continue participation in regional planning efforts, working alongside partner agencies to pursue shared goals related to growth management, infrastructure, affordable housing, economic development, social service provision, transportation, resource conservation, sustainability, and other issues of mutual importance within the Las Vegas Valley.

POLICY 4.3.2: SERVICE PROVIDERS

Continually seek opportunities to gain efficiency and efficacy in the delivery of County services, working with partner organizations and service providers to understand core strengths, capacities, and initiatives, better plan for coordinated service provision, and avoid the duplication of efforts.

POLICY 4.3.3: INTERAGENCY COORDINATION

Work with regional, state, and federal agencies to develop coordinated plans and regulations, prioritize inter-jurisdictional infrastructure improvements, develop coalitions to finance and implement needed improvements, and address other issues of mutual importance.

POLICY 4.3.4: LOCAL PLANS AND POLICIES

Actively participate in planning efforts led by the incorporated cities to encourage consistency with Clark County policies and regulations and identify opportunities for partnerships.

POLICY 4.3.5: INFORMATION SHARING

Facilitate improved interagency communication, encourage the exchange of information, and encourage resource sharing between Clark County and its regional, state, and federal agency partners.

POLICY 4.3.6: FEDERAL LAND MANAGEMENT

Strive for consistency between Clark County's Master Plan and Title 30 and federal land management plans through on-going coordination with federal land management agencies.



Goal 4.4: Foster a culture of transparent and inclusive County government

POLICY 4.4.1: MASTER PLAN IMPLEMENTATION

Incorporate the Master Plan into County capital improvement planning (CIP), departmental work programs, and decision-making at all levels to encourage consistency and continuity as elected officials and staff change over time.

POLICY 4.4.2: GEOGRAPHIC REPRESENTATION

Evaluate projects, proposals, and investments in the context of both countywide and area-specific interests, as expressed through the goals and policies of this Master Plan and supporting land use plans. Strive to ensure that the benefits resulting from a particular decision are fairly shared, and that any burdens or negative impacts do not disproportionately affect a particular group or location in the County.

POLICY 4.4.3: COUNTY BOARDS AND COMMISSIONS

Strive to reflect the diversity of the County in the membership of volunteer boards and commissions, including but not limited to people of different genders, races, ethnicities, income levels, ages, backgrounds, and occupational experience.

POLICY 4.4.4: PUBLIC PARTICIPATION

Encourage fair and equitable participation in County processes and public hearings through focused efforts to engage all members of communities including typically hard to reach constituent groups.

POLICY 4.4.5: INCLUSIVE ENGAGEMENT

Seek to engage with a broad spectrum of the community during all County-led outreach efforts. This includes residents and businesses from different ages, racial backgrounds, education levels, and income levels, as well as those who face other barriers to participating in engagement activities.

POLICY 4.4.6: COMMUNICATIONS

Continue to use a range of tools, techniques, and technologies to disseminate timely information to Clark County residents and other interested parties, and encourage participation in County-sponsored events and processes.

Relationship to the County’s All-In Sustainability and Climate Action Plan

The goals and policies of Core Value 4 support a more sustainable and resilient Clark County by:

- Expanding access to alternative forms of transportation;
- Improving reliability, efficiency, and safety of transportation system; and
- Encouraging regional collaboration, transparency, and inclusiveness of local government.

GOALS	GHG Reduction Potential	INCREASED RESILIENCE			Equity Considerations
		Social	Economic	Built Environment	
Goal 4.1: Encourage the expansion and use of multimodal transportation options throughout Clark County					
Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety					
Goal 4.3: Support regional and interagency collaboration					
Goal 4.4: Foster a culture of transparent and inclusive County government					