

RESOLUTION NO. 3998
(CPA-11-500200 – Master Transportation Plan)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HENDERSON, NEVADA, TO AMEND THE COMPREHENSIVE PLAN OF THE CITY OF HENDERSON FOR THE PURPOSE OF UPDATING CHAPTER 5 OF THE COMPREHENSIVE PLAN TO COMBINE THE MASTER STREETS AND HIGHWAYS PLAN AND THE MASTER BICYCLE AND TRAILS PLAN TO ESTABLISH A COMPREHENSIVE MASTER TRANSPORTATION PLAN AND TO REVISE SOFT-SURFACE PORTIONS OF TRAILS IN CERTAIN AREAS.

WHEREAS, City of Henderson Community Development has made application to amend the City of Henderson Comprehensive Plan for the purpose updating Chapter 5 to combine the Master Streets and Highways Plan the Master Bicycle and Trails Plan to establish a comprehensive Master Transportation Plan to revise soft-surface portions of trails in certain areas, as depicted in Exhibit A attached hereto, consisting of five pages; and

WHEREAS, in accordance with Nevada Revised Statutes, the City of Henderson, Nevada, has deemed it necessary to amend the Comprehensive Plan for the purpose of updating Chapter 5, which, if implemented, would affect territory within Henderson's jurisdiction; and

WHEREAS, the Henderson Planning Commission has conducted the appropriate public hearing, received public comment, duly deliberated the proposal, and recommends approval; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Henderson, Nevada, that the amendment to the City of Henderson Comprehensive Plan be approved and that the Plan be revised to reflect the changes to Chapter 5.

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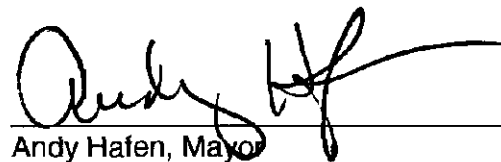
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PASSED, ADOPTED, AND APPROVED THIS 6th DAY OF SEPTEMBER 2011, BY THE
FOLLOWING ROLL-CALL VOTE OF COUNCIL.

Those voting aye: Andy Hafen, Mayor
 Councilmembers:
 Gerri Schroder
 Debra March
 Kathleen Vermillion
 Sam Bateman

Those voting nay: None
Those abstaining: None
Those absent: None



Andy Hafen, Mayor

ATTEST:



Sabrina Mercadante, CMC, City Clerk

Exhibit A

**MASTER TRANSPORTATION PLAN
(CHAPTER 5)**

Chapter 5: Connected Places

A connected community brings us together through a local and citywide system of pedestrian walkways, bike trails, equestrian trails, public transit opportunities, and functional streets for vehicles. In a connected community, the transportation system is designed in such a way that alternatives to automobile use are possible, and vehicular congestion throughout the community is minimized. Public transit is designed in a way that citizens find it convenient and feel safe and comfortable using it. Connectivity also provides a means of linking neighborhoods and places to one another, and to open spaces, bike trails, to other desirable recreational/ outdoor places, and to transit.



When our neighborhoods and places are well-connected, this encourages social interaction and cultural events, allows outdoor experiences to be more spontaneous and accessible, decreases pollution (through alternative transportation modes including walking), and allows for healthier lifestyles by allowing walking and bicycling.

Principles for Building Community through Connected Places

The Connected Places principles focus on:

- Ensuring connections at the local and regional levels through local streets and sidewalks that link neighborhoods together; and
- Promoting development of public transportation and land uses to support it.

Principle 1: Our neighborhoods will be connected through local streets, sidewalks, and trails.

New developments should provide local street, pedestrian, and bicycle connections between neighborhoods and to services, parks, and transit.



This development shows multiple travel options (path, sidewalk, street).



Local streets allow residents to have a safer pedestrian experience.



This automobile-free area of Lake Las Vegas allows a unique pedestrian experience.

Policy 1.a. New Developments Provide Multiple Options for Travel

Future development will be planned to accommodate pedestrians and bicycles along all streets via an enhanced network of connected sidewalks (on both sides of the street) that includes crosswalks, benches, signs, and shelters. Streets should be as narrow as possible to reduce vehicle speeds and improve the pedestrian environment and increase pedestrian safety, but still allow for emergency vehicle access requirements and accommodate multiple utility uses (i.e. water, sewer, storm, etc.). Narrower streets will provide space to develop routes for other modes of transportation, such as bicycle lanes and wider sidewalks with landscape buffers. Whenever possible, sidewalks and bikeways should be detached and wide enough to accommodate various pedestrian and bicycle uses, as well as multiple directions of travel.

Policy 1.b. Neighborhood Streets Kept as Local Streets

Local streets are an integral part of a larger network of routes and Henderson should ensure that they be designed to provide access to neighborhoods, shops, and businesses. While neighborhood streets will be extensively interconnected to foster movement, they should also be designed to protect neighborhoods from high-speed, cut-through traffic.

Policy 1.c. Pedestrian and Bicyclist Activity Promoted

Henderson's downtown, activity centers, shopping areas, and transit stations will give equal consideration to the pedestrian and bicyclist during the design of such places. By minimizing the width of local streets (while still allowing for emergency vehicles); adding pedestrian amenities (such as sidewalks, crosswalks, and clearly marked signs); shortening block lengths and adding through-block connections; the city will provide direct walkway and bicycle routes to schools, parks, and community facilities.

Policy 1.d. Connected Community Design

The city should promote neighborhood designs that foster multiple connections instead of restricting them. By limiting the future development of cul-de-sacs, gated developments, or other designs that restrict connectivity, more neighborhoods will be networked through a system of trails, sidewalks, local streets, and other direct multi-modal linkages.

Policy 1.e. Clearly Marked Destination Trails

The city should ensure that it has a well-distributed system of local trails and that these trails are an adequate width with ample, clear connections to open space and parks. Additionally, trails should be designed as destination facilities for recreation, and should be primarily located within drainage ways or other corridors that provide a safe and uninterrupted experience.

Policy 1.f. Recreational and Equestrian Trails

The city will pursue opportunities for recreational trails on surrounding public lands. The city will also include trails with equestrian opportunities in appropriately designated places, such as rural areas and public lands.

Policy 1.g. Connected Trail System

The city shall ensure that the development of its various trail systems (i.e., recreational trails, destination trails, and sidewalks) is integrated so that we have a connected system that is viable for both travel and recreation.

Trails shall be required and constructed in accordance with adopted land use plans, the Master Streets and Highways Plan, and the Parks and Recreation Master Plan to ensure that they align appropriately, have safe crossings at streets and interchanges, and are of appropriate width.

Policy 1.h. Compatible Infill Includes Pedestrian Linkages to Existing Networks

When the development of new housing or other buildings on scattered vacant sites in a built-up area occurs, it is important that this infill be sensitive not only to the established character of the surrounding area, but also to the established network of sidewalks and trails. New developments should continue to promote pedestrian activity through smaller block sizes. When longer blocks are already in place, mid-way pedestrian walkways will be inserted.



This trail marker is both clear and reflects the desert environment.



Trails can serve the city both as a recreational facility and a means of travel by walking or bicycling.

Principle 2: Our arterial street system will foster connectivity to destinations around the community.

Arterial streets will serve as primary connectors between areas of the city and to the larger region.



Arterials with bike lanes and traffic signals create a safer environment for pedestrians and cyclists.

Policy 2.a. Efficient Arterial Streets

The city should continue to utilize its arterial streets for efficiently moving vehicles throughout the city. Where necessary, the city should construct arterial street connections to reduce cut-through traffic in neighborhoods and provide better traffic flow to all areas of the city. Other considerations regarding arterial streets should include street widening, additional turn lanes, traffic signal timing and progression projects, and intersection improvements. The Regional Transportation Commission of Southern Nevada provides alternative street standards for use by developers.

Policy 2.b. Amenities for Arterial Streets

Arterial streets should include detached sidewalks with a significant separation between the curb and sidewalk and safe crosswalks to provide an attractive and safe environment for pedestrians and bicyclists. These sidewalks should be linked throughout the city to ensure a seamless network for alternative modes of transportation, recreation, and outdoor fitness. They should clearly communicate interactivity with vehicles through use of signage, pavement materials, grade separations, and other means.

Principle 3: Community destinations will be linked by transit and a balanced transportation system.

Our transportation network will include a balanced system of roadways, regional transit, and bicycle and pedestrian facilities.



A well-developed bus system allows alternative modes of travel throughout the city.

Policy 3.a. Transit Linkages

Development of future transit linkages will continue to promote the bus system and regional rail transit as efficient and viable alternatives to automobile transportation. The city will continue to work with the Regional Transportation Commission of Southern Nevada (RTC) to identify appropriate transit technologies for the Las Vegas Valley and be part of the planning for the Regional Fixed Guideway System.

Policy 3.b. Public Transit Accessibility & Connectivity

Pedestrian access to public transit should be consistent and clearly marked throughout the city in order to promote awareness and use. Particular emphasis shall be placed on neighborhood pedestrian access and walkability to transit stops. Shelters for pedestrians and bicyclists should be added to all mass-transit stations.

Policy 3.c. Coordinated Master Transportation Plan

To promote consistency, connectivity, and functionality, the Master Streets and Highways Plan and the Master Bicycle and Trails Plan shall be incorporated into an overall Master Transportation Plan. Interdepartmental collaboration and review will ensure that each facet of transportation is reflected and conveyed accurately across all documents.



Connectivity of the Master Bicycle Plan provides a means of linking neighborhoods and places to one another.