

Balanced Transportation

GOAL

Goal TR-1: Provide a balanced transportation system that supports the land use vision for industrial, commercial, and residential uses.

POLICIES

Policy TR-1: Integrate land use and transportation decisions to ensure that the transportation system supports the community land use vision.

Policy TR-2: Develop a transportation system that supports the Countywide Planning Policies urban centers growth concept.

Policy TR-3: Design streets to serve their anticipated function and intended uses as determined by the Comprehensive Plan.

Policy TR-4: Develop a safe and accessible pedestrian and bicycle system that includes shared roadways, multi-use paths, and sidewalks.

Policy TR-5: Provide connectivity to each area of the City for convenient multi-use access.

Policy TR-6: Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

STRATEGIES

Strategy TR-1: Encourage growth in areas with existing or planned infrastructure capacity. (Policies TR-1 through 3)

Strategy TR-2: Implement public street standards that support the multi-use nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use. (Policies TR-2 through 5)

Strategy TR-3: Encourage new developments to include intensity/density of land uses sufficient to support multiple modes of transportation such as mass transit, pedestrian, and bicycle. (Policies TR-1 through 5)

Strategy TR-4: Locate new community facilities, if possible, near major transit routes and in areas convenient to pedestrians and bicyclists. (Policies TR-1 through 3)

Strategy TR-5: Where appropriate, incorporate transit-supportive and pedestrian-friendly design features in new developments through the Design Review process. (Policies TR-1 through 4)

Strategy TR-6: Continue to coordinate with Clark County Bicycle Advisory Group on routes. Rank missing multi-modal links on the six-year plan for implementation. (Policies TR-4 through 6)

Strategy TR-7: Continue to coordinate with C-TRAN to improve transit service, pedestrian facilities leading to bus stop waiting areas, and signal priority. (Policy TR-2)

Strategy TR-8: Design arterial and collector streets to accommodate pads for public transit and to provide convenient access to transit stops. (Policies TR-2 through 3)

Strategy TR-9: Use the six-year Capital Improvement Plan to identify deficiencies and plan improvements for the multi-use path, bicycle, and street systems. (Policies TR-1-6)