

CITY OF NORTH LAS VEGAS COMPLETE STREETS POLICY

STATEMENT OF PURPOSE

The City of North Las Vegas' (City) Complete Streets Policy was developed to support the City's Mission Statement to create and sustain "Your Community of Choice" for its residents, visitors, and businesses. The City is committed to being a balanced and well-planned community that provides quality municipal services, education, housing, recreation and leisure opportunities, economic vitality, security, public safety, strong community partnerships, civic pride for a culturally rich, active, and diverse population.

Complete Streets is a design approach used to safely and comfortably develop a street network for all users. Benefits of Complete Streets include safety improvements; increased transportation choices; economic revitalization; positive environmental impacts; and opportunities for increasing physical activity. With the goals and objectives incorporated herein, the Complete Street Policy is a guide to successfully develop and provide a safe, accessible, well-connected, and visually attractive transportation network. This network will balance the needs of all users, including motorists, pedestrians, bicyclists, public transportation users, emergency responders, freight and delivery trucks, and land owners while promoting a more livable community for people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Implementation of the Complete Streets Policy will positively contribute to the City's mission with the development of an integrated multi-modal transportation system that provides residents a variety of options for their daily travel.

SHARED VISION

The intent of the Complete Streets Policy is to reduce traffic congestion, improve air quality, and increase quality of life of the City's residents by providing safe, convenient, and comfortable routes for driving, walking, bicycling, and public transportation. The Complete Streets Policy also has the potential to reduce motor vehicle related injuries and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in the City of North Las Vegas. It is the City's vision that this Complete Streets Policy will help in accomplish the following:

- Create a modern transportation network that is interconnected with employment centers, commercial destinations, and neighborhoods throughout the City
- Develop a safe and efficient street network that includes a variety of transportation choices
- Create a Complete Transportation Network that expands transportation options and enhances community pride and livability
- Develop design standards and guidelines to ensure Complete Streets elements are incorporated throughout the City's transportation network

The City's vision for Complete Streets is shared with the Regional Transportation Commission of Southern Nevada (RTC). The RTC is the region's Metropolitan Planning Organization and oversees public transportation; traffic management; roadway design and construction funding; and transportation planning for Southern Nevada. In addition, the RTC is also the Core Administrator for the Southern Nevada Strong Regional Policy Plan (SNS). The purpose of Southern Nevada Strong is to develop regional support for long-term economic success and stronger communities by integrating reliable transportation, quality housing for all income levels, and job opportunities throughout Southern Nevada.

The City's policy is consistent with and compliments adopted regional plans, policies and studies such as Southern Nevada Strong; RTC Complete Streets Policy, RTC Regional Complete Streets Study; and RTC Complete Streets Design Guidelines for Livable Communities . The regional plans, polices and studies established goals to increase transportation choices; enhance walking and bicycling infrastructure; improve access to public transportation; and encourage local entities to consider Complete Street elements as an integral part of planning and design of roadway projects.

COMPLETE STREETS DEFINITION

The City of North Las Vegas fully embraces the RTC's definition of Complete Streets as found in their adopted Policy for Complete Streets. The RTC's definition and design is as follows:

Complete Streets are roadways designed to safely and comfortably accommodate all users, 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 Americans with Disabilities Act (ADA). Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

Implementation of Complete Street design treatments will be based on whether it connects the networks for all modes, whether it improves the functionality for all users, and whether it is appropriate given the surrounding context of the community. The final elements of a Complete Street roadway will be largely based on these factors. At a minimum, a Complete Street roadway includes sidewalks and sidewalk amenities, transit shelters and amenities whenever there is a route along the corridor, and provisions for bicycle facilities where appropriate.

The City intends to use Complete Street projects and concepts to create a Complete Transportation Network for all users within the City. When implementing Complete Street projects it is important to recognize the overall transportation network so that each project works towards the creation of a Complete Transportation Network throughout the entire City. It is understood that not every street can be designed to serve all users equally, but there is the ability to design a Complete Transportation Network that is able to serve all users of all abilities. A Complete Transportation Network defines roadways with a particular area of emphasis and properly layers these areas of emphasis throughout the network. Transportation areas of emphasis include auto, transit, bicycle, and pedestrian emphasis. For a successful Complete Transportation Network all streets must be able to accommodate all users but may be designed differently to emphasize a particular user.

DESCRIPTION OF ROAD USERS

The City of North Las Vegas recognizes that road users consist of various transportation modes including, but not limited to motorists, pedestrians, bicyclists, public transportation users, school bus riders, motorcyclists, delivery and service personnel, freight haulers, emergency responders, and adjacent land owners are legitimate users of our roadways and deserve safe facilities. It is understood that users include both residents and visitors of all ages, abilities, and income levels.

PROJECTS AND PHASES

The City of North Las Vegas will approach every public and private transportation improvement project as an opportunity to create a safer, more accessible multimodal transportation network for all users. All new construction and reconstruction projects are recognized as potential opportunities to apply Complete Street design principles. This complete streets policy will act as a filter through which all proposed projects, both public and private, will be evaluated. The City will also consider opportunities to incorporate Complete Street principles on all project phases, including, but not limited to planning, design, right-of-way acquisition, construction, construction engineering, reconstruction, maintenance, and operations. Complete Street projects will be used to connect existing and planned street networks and will be incorporated into all major development projects such as master planned communities.

EXCEPTION

Exceptions to the City's Complete Streets Policy may be approved when appropriate. These exceptions shall be approved by the City of North Las Vegas Public Works Director. Exceptions may be considered for approval when:

- The roadway prohibits the use by a specific transportation user.
- The cost of providing accommodations is excessively disproportionate to the need or probable use.

DESIGN GUIDANCE

The City of North Las Vegas shall follow accepted or adopted design standards and guidelines to incorporate best practices and latest design standards available including the following list of nationally recognized guidelines:

- American Association of State Highway and Transportation Officials (AASHTO) – Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO – Guide for the Development of Bicycle Facilities
- National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide
- NACTO – Transit Street Design Guide
- Institute of Transportation Engineers (ITE) – Designing Urban Walkable Thoroughfares: A Context Sensitive Approach
- FHWA – Bicycle and Pedestrian Guidance

In addition, the City will use the following standards and guidelines when implementing Complete Street projects as appropriate:

- Manual on Uniform Traffic Control Devices (MUTCD), latest edition
- FHWA Performance-Based Practical Design
- RTCSNV's Complete Streets Design Guidelines for Livable Communities

CONTEXT SENSITIVITY

Complete Streets solutions should be developed to fit within the context of the community and those solutions should be flexible so that the needs of the roadway can be met. Flexibility must be retained

when designing various elements of a Complete Streets project, realizing that not all standards lend themselves to a “one-size-fits-all” approach. Innovative practices should be researched and considered where appropriate. Public input should be sought from residents and non-residents that will be directly affected by a proposed project. Understanding that the underlying concept behind Complete Streets is to design for the needs of the users of the roadway, a design that might be appropriate for one location of the City may not be appropriate in a different location of the City. Consideration should always be given to the development of a Complete Transportation Network when implementing Complete Street projects.

PERFORMANCE MEASURES

The following performance measures can be used to measure the success of this Complete Streets policy:

- Total miles of bicycle lanes built or striped
- Total miles of trails built
- Linear feet of new pedestrian accommodations
- Number of ADA accommodations built
- Number of transit accessibility accommodations built
- Number of new curb ramps installed along City streets
- Number of new trees planted
- Compliments and complaints
- Bicycle, pedestrian, and multimodal Levels of Service
- Number of crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Before and after safety analysis of complete street corridors
- Number of approved exemptions from this policy

IMPLEMENTATION PLAN

The City of North Las Vegas views this Complete Streets Policy as an integral part of everyday transportation decision-making practices and processes. To assist with the implementation of this Complete Streets Policy the City will:

- Utilize the Complete Streets Policy and its proper use in all transportation project contracts and scopes
- Update the Master Streets and Highway Plan to include street areas of emphasis in an effort to develop a Complete Transportation Network, as funding and resources become available
- Update the City’s design and development codes to include Complete Street design elements and cross-sections based on a roadway’s designated areas of emphasis, as funding and resource become available
- Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project, as funding and resources become available
- Have the City Traffic Engineer review all Complete Street projects to ensure this policy is being implemented properly, meets the vision and goals of the community, and allows for community input when appropriate
- Inform City staff members and decision makers on this Complete Street Policy and its proper use
- Develop a framework to review complete street elements in the project review process
- Track the total miles of bicycle lanes and trails built or striped