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Phone:	503-200-5078	Date:	March 2019
Ref:	cc:		
Subject:	East Henderson Investment Strategy - Transportation and Infrastructure Framework Memo		

Transportation and Infrastructure Framework Memo

This document was created to advance recommendations relating to transportation and infrastructure improvements in the East Henderson Redevelopment Area. The recommendations offered here will be reviewed by City of Henderson Redevelopment Agency staff along with staff from other relevant City of Henderson Departments (e.g. Traffic, Public Works) and may be advanced in the *East Henderson Investment Strategy Report*. The Report is expected to be published in Spring 2019.

This section will discuss the gaps in the transportation network and the actions that need to be taken to improve mobility and access of residents within the redevelopment areas to all modes of transportation. A review of the planning context will outline all local and regional initiatives that would help support the proposed actions and parallel efforts that would improve the mobility and access of residents to goods, services, and recreational activities. Based on this context, the memo will develop a framework that focuses the analysis, identifies gaps, and proposes actions to achieve the mobility and access goals for the East Henderson neighborhoods.

1. Planning Context

Before developing a process that would help prioritize Complete Streets treatments in the East Henderson Redevelopment Area, it is important to review existing initiatives, previous studies, and documents that support this process. This review ensures that the process considers the recommendations of these initiatives, previous studies, and plans while at the same time recognizing changing conditions in the study area and the ensuing changes to the relevance of some of these older documents. This section reviews and emphasizes those studies or plans and sections of documents that are relevant to the East Henderson Investment Strategy Study.

1.1. Livable Communities Initiative

The Livable Communities Initiative marks a transformational shift for the policy of the US Department of Transportation that focuses on creating better places to live rather than improving vehicular access to services. On June 16, 2009, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the Environmental Protection Agency (EPA) established the Sustainable Communities Partnership. The goal of this partnership is "... to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment." To guide this work, the partnership developed six livability principles that are incorporated into the federal funding programs and policies.

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.

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4. Support existing communities.
 5. Coordinate and leverage federal policies and investment.
 6. Value communities and neighborhoods.

Many government agencies such as the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have already supported this initiative and have identified eligible activities, recipients, sources of funding, and criteria for selection.

1.2. RTC's Complete Streets Policy and Guidelines

The Regional Transportation Commission (RTC) and its regional partners launched the Complete Streets Initiative in 2010. A Complete Streets Study was completed in 2012 with the purpose of providing guidance to the local and regional agencies looking into incorporate Complete Streets design concepts into their standard practices. The momentum generated by this study culminated with the approval of a Complete Streets Policy in June 2012. The Complete Streets Policy outlines the RTC's vision, goals, objectives, and policies for fully integrating modal options and supporting projects that enhance walking and bicycling infrastructure.

Following this policy, a *Complete Streets Design Manual for Livable Communities* was published in November 2012. This manual offers a template for the local entities to begin updating existing street design manuals.

Goals

- Southern Nevada's transportation network will be supported through a variety of feasible transportation choices, allowing for sustainable growth.
- The livability of neighborhoods and commercial centers located along the region's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks, and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the region.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.

Complete Streets Policies

1. RTC promotes the incorporation of Complete Streets concepts and design standards in all appropriate public streets (except freeways) throughout the region.
2. RTC will seek every opportunity to provide guidance and funding for the planning, design, and implementation of Complete Streets.
3. RTC will provide policy and technical support to local entities in the incorporation of Complete Streets elements into their development codes and comprehensive plans.

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4. RTC will provide technical support to local entities in the **development** of a process for evaluating, ranking, and prioritizing Complete Streets projects in their area.
 5. RTC will encourage local entities to consider Complete Streets elements as an integral part of the planning and design of roadway projects, whether new construction, reconstruction, or rehabilitation.
 6. RTC will consider modifications to the Master Plan of Streets and Highways or the Roadway Functional Classification that may be necessary to configure a particular street as a Complete Street.
 7. Public streets excluded from this policy include those where:
 - a. Complete streets concepts are in conflict with existing laws, codes, or ordinances; or
 - b. Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.

1.3. Southern Nevada Strong

Southern Nevada Strong is a regional collaborative effort focused on planning, creating and sustaining neighborhoods where residents can have access to quality education, a variety of housing choices, good-paying jobs and transportation options. Increasing transportation choices is one of the Visions of this initiative. Three major goals are identified to increase the transportation choice of residents as outlined below.

- Goal 1. Develop a modern transit system that is integrated with vibrant neighborhood and employment centers, better connecting people to their destinations.
- Goal 2. Connect and enhance bike and pedestrian facilities throughout the region.
- Goal 3. Develop a safe, efficient road network that supports all transportation modes.

A more detailed description of objectives, strategies, and actions to accomplish these goals in provided at <http://sns.rtcsnv.com>.

1.4. Boulder Highway and Gibson Road Opportunity Site Investment Strategy

The City-owned parcels at the corner of Boulder Highway and Gibson Road are a key development opportunity for future mixed-use, transit-oriented development within the City of Henderson. To advance planning on the sites and demonstrate development possibilities would interplay with the surrounding neighborhood, the Southern Nevada Strong effort included an investment strategy for these sites with the following guiding principles:

- Develop this area as a gateway to Henderson.
- Provide neighborhood-serving destinations and amenities, such as shopping and plazas, integrated into a housing development.
- Improve the pedestrian experience.
- Plan for housing types that mesh with existing neighborhoods.

The initial steps for the plan include demonstrating public commitment to the site. This includes actions that advance projects that implement the City's planning objectives for multi-modal transportation in the area, developing a strategy to respond to developer interest, amending the zoning code to provide more flexibility, establishing a commitment from RTC to upgrade service to the site in the event that the site redevelops, and working with surrounding property owners on potential partnership related to their sites.

The full strategy can be found at: <http://sns.rtcsnv.com/wp-content/uploads/2016/04/SNS-Boulder-Highway-Final.pdf>

1.5. Henderson Strong

Henderson Strong is the City of Henderson’s Comprehensive Plan that “communicates the vision, long-term goals and strategies that guide the physical development and orderly management of growth in the city over the next 20 years.”¹ The plan includes a section on transportation with goals that emphasize planning for Comprehensive Transportation systems, transit-oriented development, accessible transit systems, bicycle and pedestrian facilities, and projects that improve the region’s air quality. The comprehensive plan also includes a Master Transportation Plan that provides policies that integrate land use and transportation and apply Complete Streets concepts.

As part of extensive Henderson Strong public outreach, community members identified Boulder Highway as a priority area for city investment, especially at key nodes. There is strong support for improved multi-modal connection, narrowing the right-of-way, adding high-capacity public transit, and updating land uses along this thoroughfare.

Key actions for Boulder Highway include:

Economic Development:

- A. Enhance code enforcement efforts in the area and assist in the revitalization, retrofit and updating of older auto-oriented shopping centers;
- B. Update the Boulder Highway Corridor mixed use zoning designation to emphasize density and activation of key nodes rather than encouraging high density throughout entire corridor (e.g., near intersections of Boulder Highway with Lake Mead Parkway and Broadbent/Gibson);
- C. Target medical office development near Henderson Hospital; and
- D. Encourage greater amount and variety of retail, grocery, dining and entertainment options in the area.

Housing and Healthy Communities:

- E. Encourage mixed income, senior and affordable housing and increase the overall quantity and types of housing provided along and near the corridor;
- F. Provide high quality multifamily and attached single family (i.e. townhomes) housing near parks, schools and grocery stores;
- G. Address crime and negative perceptions along the corridor, especially related to existing daily and weekly rental properties; and
- H. Increase parks, green space and community gardens in the corridor while improving amenities and maintenance in existing facilities.

Transportation:

- I. Reduce the width of Boulder Highway while providing safer and more comfortable pedestrian and bicycle facilities;
- J. Continue conversations with Nevada Department of Transportation (NDOT) regarding road narrowing and/or relinquishment of right-of-way and associated maintenance funds to the City of Henderson;
- K. Target complete street improvements, enhanced pedestrian crossings, lighting and signage in nodes identified for high intensity, mixed use development; and
- L. Provide light rail transit (LRT) in dedicated right-of-way along Boulder Highway with well-designed and identifiable transit stops, shelters and other amenities.

¹ Henderson Strong Executive Summary. <http://www.cityofhenderson.com/docs/default-source/community-development-docs/comprehensive-plan/henderson-strong-executive-summary.pdf?sfvrsn=3>

Schools and Education:

- M. Designate areas for charter schools and provide higher quality schools in and near the corridor to help attract homebuyers with families, thereby supporting housing development and resales in the area; and
- N. Calm traffic, improve circulation, and provide Safe Routes to Schools, especially near existing schools and areas designated for charter schools.

Urban and Environmental Design:

- O. Increase density and encourage mixed use development in key nodes;
- P. Enhance landscaping, provide shade structures and trees, and incorporate pedestrian amenities into future roadway improvements;
- Q. Encourage new development to locate closer to the corridor and facilitate parking on the side or rear of structures moving forward;
- R. Connect retail and other commercial uses to surrounding neighborhoods; and
- S. Embrace and enhance cross streets, especially at key focal nodes along the corridor.

The Henderson Strong Priority Areas Overview can be found at:
<http://www.cityofhenderson.com/docs/default-source/community-development-docs/comprehensive-plan/henderson-strong-priority-areas.pdf?sfvrsn=3>

1.6. City of Henderson Smart City Strategy

In February 2018, the City of Henderson published the Smart City Strategy. The three main goals outlined in this document align with and support the overarching goals identified in the Henderson Strong Comprehensive Plan and include:

- Goal 1: Healthy, Livable Communities
- Goal 2: Vibrant, Resilient Economy
- Goal 3: Active, Complete Transportation

Strategies to implement the third goal include:

- **Big Data for Trip Modeling.** Leverage big data analytics for transit planning, trip generation modeling, and identifying high-accident locations for autos and pedestrians.
- **Mobility Marketplace App.** Support regional effort to develop and deploy mobility marketplace app to help inform travelers about transportation options and provide simple payment choices
- **Telematics.** Improve operational efficiency by using telematics / sensors / Internet of Things technology in City vehicles to document pavement conditions, potholes, and traffic congestion.
- **Pedestrian-to-vehicle (P2V) Technology.** Serve as a test bed for emerging transportation safety technology by equipping City vehicles with Pedestrian-to-Vehicle (P2V) detection technology
- **Power Spike/Street Lamp Monitoring.** Proactively prevent safety issues by monitoring electric current drops / spikes across the City's street light network to identify possible lamp outages.

The Smart City Strategy can be found at: http://www.cityofhenderson.com/docs/default-source/information-technology-docs/henderson_smart_city_strategy.pdf?sfvrsn=2

1.7. Access 2040 Regional Transportation Plan

ACCESS2040 is the 2017-2040 Regional Transportation Plan for the Southern Nevada Metropolitan Area. The plan provides the guide for maintaining and improving Southern Nevada's transportation system and identifies the main strategies that local transportation agencies will follow to ensure that Southern Nevadans and the regional economy can thrive as growth continues.

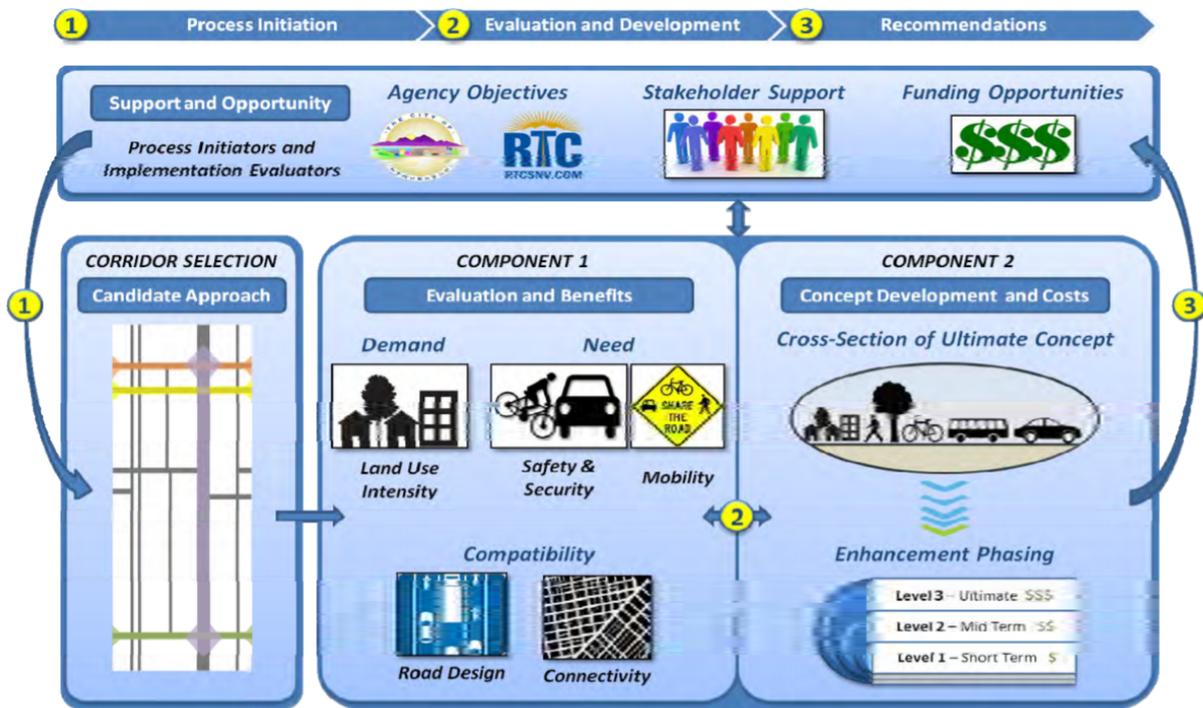
1.8. Regional Bicycle and Pedestrian Plan

The 2017 Regional Bicycle and Pedestrian Plan identifies regionally significant bicycle and pedestrian facilities in the urbanized areas of Clark County including the City of Henderson. This plan builds upon the RTC Complete Streets Initiative and the Southern Nevada Strong Initiative. The plan will be included in the next update of the Regional Transportation Plan.

1.9. Complete Streets Evaluation Process for the City of Henderson

This study developed a process that helps the City of Henderson identify and assess candidate corridors within the City of Henderson for implementation of Complete Streets treatments such as opportunities for “road diets”, roundabouts, enhancements of bicycle and pedestrian facilities, and other related multi-modal improvements. The evaluation is conducted through a three-step process including: 1. Initiation, 2. Evaluation and Development, and 3. Recommendations. Figure 1 below summarizes the recommended process.

Figure 1. City of Henderson Complete Street Process



1.10. City of Henderson ADA Planning Study

In coordination with RTC, the City of Henderson conducted an Americans with Disabilities Act (ADA) Planning study that developed a methodology for evaluating and prioritizing ADA improvements. The study also summarized City activities completed to-date related to ADA compliance and provided an implementation plan to guide the City of Henderson in identifying improvement projects in the coming years.

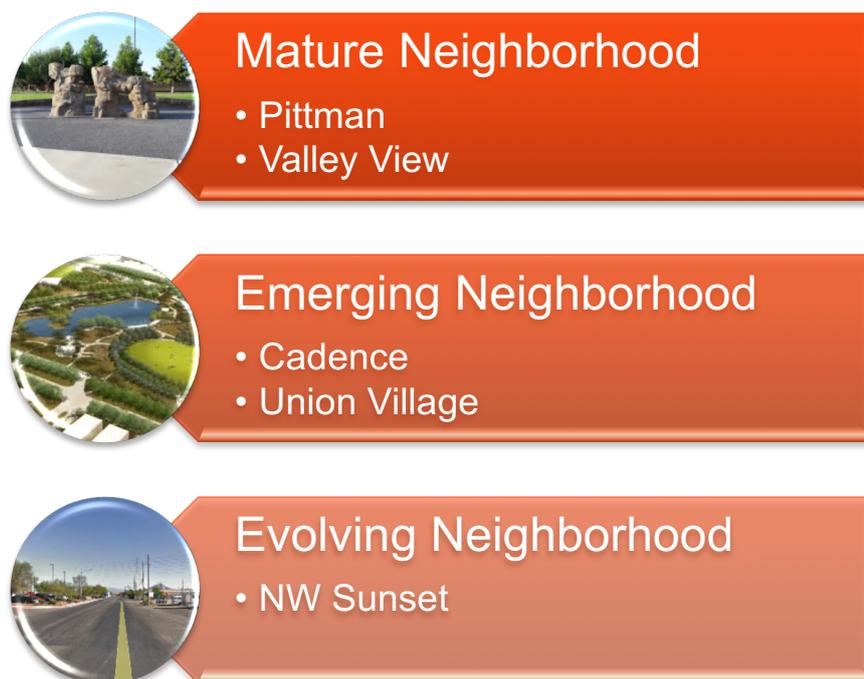
2. Transportation Improvement Strategies

The initiatives summarized in Section 1 have paved the way for the local agencies and the City of Henderson to move from conventional transportation planning to a new approach that emphasizes multimodal transportation and accessibility. While these documents provide the local agencies with tools to implement Complete Streets design, more in-depth assessment is needed to determine the types of improvements and where these Complete Streets treatments are needed the most. This section will provide an analysis of the characteristics of each area and the recommended Complete Streets strategies that would contribute to Healthy, Vibrant, and Active communities within the redevelopment area.

2.1. Area Characteristics and Improvement Goals

The existing conditions analysis identified five sub areas with distinct characteristics within the East Henderson Redevelopment Area. Generally, the neighborhood development timeline is an indicator in evaluating the characteristics of the existing transportation infrastructure. Three categories of redevelopment areas are identified based on neighborhood development timeline characteristics as shown in Figure 2 below.

Figure 2. Neighborhood Types by Development Timeline



A characteristic of mature neighborhoods is that the majority of land has been developed and a community has been established. Two neighborhoods included in this category include Pittman and Valley View. To accomplish the goal of improving the quality of life in these types of neighborhoods three major transportation goals were identified:

- Improve multimodal connectivity
- Promote Health and Active Transportation by improving multimodal access
- Improve Safety and Security

Emerging neighborhoods are communities under planning and construction. The development of these neighborhoods is conducted in full coordination with the City of Henderson, and transportation facilities provided within these neighborhoods comply with most recent standards. Such neighborhoods include Cadence Master Planned Community and Union Village. To address challenges in these neighborhoods the following transportation system goals are identified:

- Provide continuity of facilities and amenities in adjacent older neighborhoods
- Provide connectivity to the adjacent multimodal facilities

Evolving neighborhoods include many vacant lots where land use or built form might evolve in the future. Northwest Sunset neighborhood is included in this category. The changes to land use within this neighborhood might alter the function of the transportation system within and adjacent to the neighborhood. Therefore, as part of the planning process, the goal would be to:

- Implement the Complete Street Process that would support the community goals.

The following sections will discuss each type of neighborhood and specific actions that need to be taken to improve the transportation network.

2.2. Mature Neighborhoods

Pittman and Valley View neighborhoods are two mature neighborhoods within the redevelopment area included in this category. At the time of development, these neighborhoods were isolated and surrounded by undeveloped land where the primary mode of travel was automobile. The development of the surrounding land around these neighborhoods contributed to increased access to the freeway system and transit services along major arterials. While this improved the automobile connectivity, the access of these neighborhoods to services and multimodal connectivity remains limited. The evolution of the street development standards is visible when transitioning from these neighborhoods to the new ones.

Pittman Neighborhood

Pittman neighborhood is located on the east side of Boulder Highway between Warm Springs Road and Sunset Road. On the east side, Pabco Road separates Pittman Neighborhood from the new Cadence Master Planned Community, and on the north side Sunset Road separates the neighborhood from industrial properties. Major corridors surrounding Pittman neighborhood include Boulder Highway, Sunset Road, and Pabco Road. Figure 3 below identifies the current and planned transportation infrastructure and services for this neighborhood.

Pabco Road separates the Pittman Neighborhood from the new Cadence development and connects Pittman neighborhood with major east-west transportation corridors such as Sunset Road, Galleria Drive, and Warm Springs. When the parcels east of Pabco Road develop, the roadway is planned to have two lanes in each direction with bicycle lanes and a wide, landscaped sidewalk on the east side. Improvements to the existing sidewalk on the west side will be required to bring it up to required ADA standards, relocate the power lines, and accommodate up to standard street lighting.

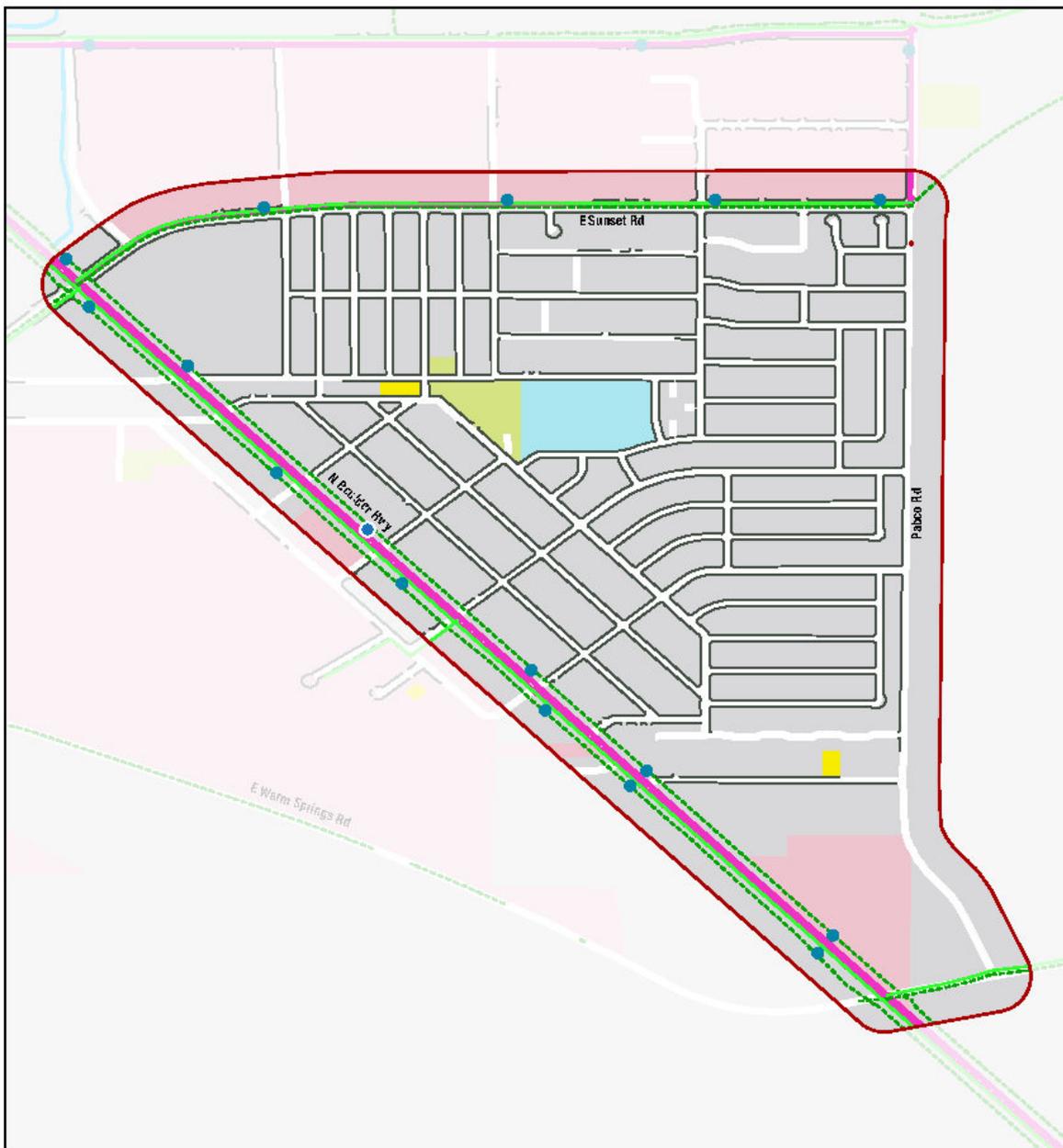
Sunset Road north of Pittman neighborhood is an important arterial that provides Pittman and Cadence Neighborhoods access to I-515. Sunset Road also accommodates transit Route 212. Within the Cadence Development, Sunset Road will be extended east of Pabco Road to connect to Lake Mead Parkway. The Sunset Road layout will follow the Cadence Development Standards accommodating one to two lanes of traffic in each direction, linear parks, pedestrian and bicycle facilities.

The internal transportation network of Pittman neighborhood is a very important component of promoting community wellbeing where the pedestrian and bicycle activities take priority over the vehicular traffic. A safe pedestrian and bicycle network could contribute to increased walking and biking to neighborhood destinations such as Hinman Elementary School, Wells Park and Sport Complex, and to transit stations along major transportation corridors.

The City of Henderson's Community Development Department completed the *Pittman Neighborhood Plan* in 2017, outlining several transportation and infrastructure improvements that are needed. Issues included missing sidewalks, missing or non-visible crosswalks, street restriping and repairs, bus stop placements, lack of connectivity to trails, and high car travel speeds on the roads surrounding the neighborhood. Transportation improvement goals were grouped into three major categories including: enhanced pedestrian safety, better access to public transit, and connecting to neighborhood places and regional trail systems. Transportation in the area, particularly for the major roads ringing the neighborhood, needs to balance pedestrian comfort and safety with navigability and access for cars and trucks.

In addition, the City of Henderson is currently funding Complete Street improvements along Foster Avenue and Price Street. Further coordination with the Safe Routes to School Program would be beneficial to conducting school walking audits and identifying additional improvements within the neighborhood.

Figure 3. Pittman Neighborhood



Legend					
	Redevelopment Area		Transit Stop		Schools
	Dedicated Bike Lane		Transit Route		Religious
	Shared Bike Lane		Medical Facilities		Business/Commerical
	Stormdrain Channels/wash		Sidewalks		Public/Semi Public

Table 1 below summarizes the transportation challenges and proposed actions to improve mobility and access of this neighborhood.

Table 1. Pittman Neighborhood Transportation Challenges and Actions

Identifier	Transportation Challenge	Solution Toolbox/Actions
A	Multimodal Access and Connectivity to destinations outside of neighborhood	<ul style="list-style-type: none"> • Upgrade pedestrian facilities along Pabco Road, and Sunset road to current standards. • Provide bicycle facilities to connect to major transportation corridors. <ul style="list-style-type: none"> ○ Pabco Road (Warm Springs to Galleria Drive) ○ Sunset Road (Pabco Road to Boulder Highway) • Coordinate with RTC to Identify key pedestrian crossing locations along Boulder Highway to primarily access transit stations.
B	Pedestrian and bicycle comfort	<ul style="list-style-type: none"> • Provide Complete Street treatments including any traffic calming measures along Sunset Road that align with the Cadence Development improvements east of Pabco Road. • Provide pedestrian scale lighting or roadway lighting. <ul style="list-style-type: none"> ○ Pabco Road (Warm Springs to Galleria Drive) ○ Sunset Road (Pabco Road to Boulder Highway) • Identify neighborhood preferred crossing points along Boulder Highway and Sunset Road and develop high visibility crossings using visual cues coupled with passive and active crossing technology. NDOT is adding pedestrian activated crossings at Foster Avenue and Corn Street. • Provide shade along major connectivity routes, such as Pabco Road and Sunset Road. • Coordinate with the Safe Routes to School Program to identify potential improvements and initiatives to promote safe walking to school.
C	Awareness of Multimodal Options	<ul style="list-style-type: none"> • Develop and disseminate information about transit, biking, and walking options for accessing community amenities beyond the neighborhood.
D	Travel Information	<ul style="list-style-type: none"> • Develop a way-finding program that allows residents to travel with confidence about their journey.

Valley View neighborhood

Valley View neighborhood is located just east of Downtown Henderson. Two major arterials, Boulder Highway and Lake Mead Parkway, surround this neighborhood. Figure 4 below shows the current and planned transportation infrastructure and services for this neighborhood.

Boulder Highway, a major vehicular and transit corridor separates this neighborhood from Downtown Henderson. The size of this arterial currently creates a barrier for the pedestrian and bicycle activity between Valley View and Downtown Henderson. Big box commercial development along the east side of Boulder Highway make access to Downtown even more difficult. Planned improvements along Boulder Highway intend to convert Boulder Highway to a boulevard, improving safety and multimodal access to land uses along this corridor. Coordination and active participation in the design process will be crucial in determining proper locations of crossings.

Lake Mead Parkway is another major transportation corridor that provides connectivity to the regional freeway system and to the Lake Mead National Recreation Area. The amount of traffic, width of this corridor, and the highway style frontage roads present a barrier for the multimodal access of the community. Transit Route 217 loops around Valley View Neighborhood in one direction, capturing Lake Mead Parkway, Pueblo Boulevard, Center Street, Warm Springs and Burkholder Boulevard.

Similar to Pittman neighborhood, the internal transportation network of Valley View neighborhood is also a very important component of promoting community wellbeing where the pedestrian and bicycle activities take priority over the vehicular traffic. An improved pedestrian and bicycle network could contribute to increased walking and biking to neighborhood destinations such as the Boys and Girls Club of Henderson, Sewell Elementary School, Brown Junior High School, Basic High School, Heritage Park, Valley View Recreational Center, and to Route 217 transit stations. The City of Henderson recently completed Complete Street improvements along Center Street. Future improvements are planned for Warm Springs Road and Pueblo Boulevard. Further coordination with the City of Henderson Public Works Department and Safe Routes to School Program would be beneficial to conducting school walking audits and identifying additional improvements within the neighborhood. Table 2 below summarizes the transportation challenges and proposed actions to improve mobility and access of this neighborhood.

Figure 4. Valley View

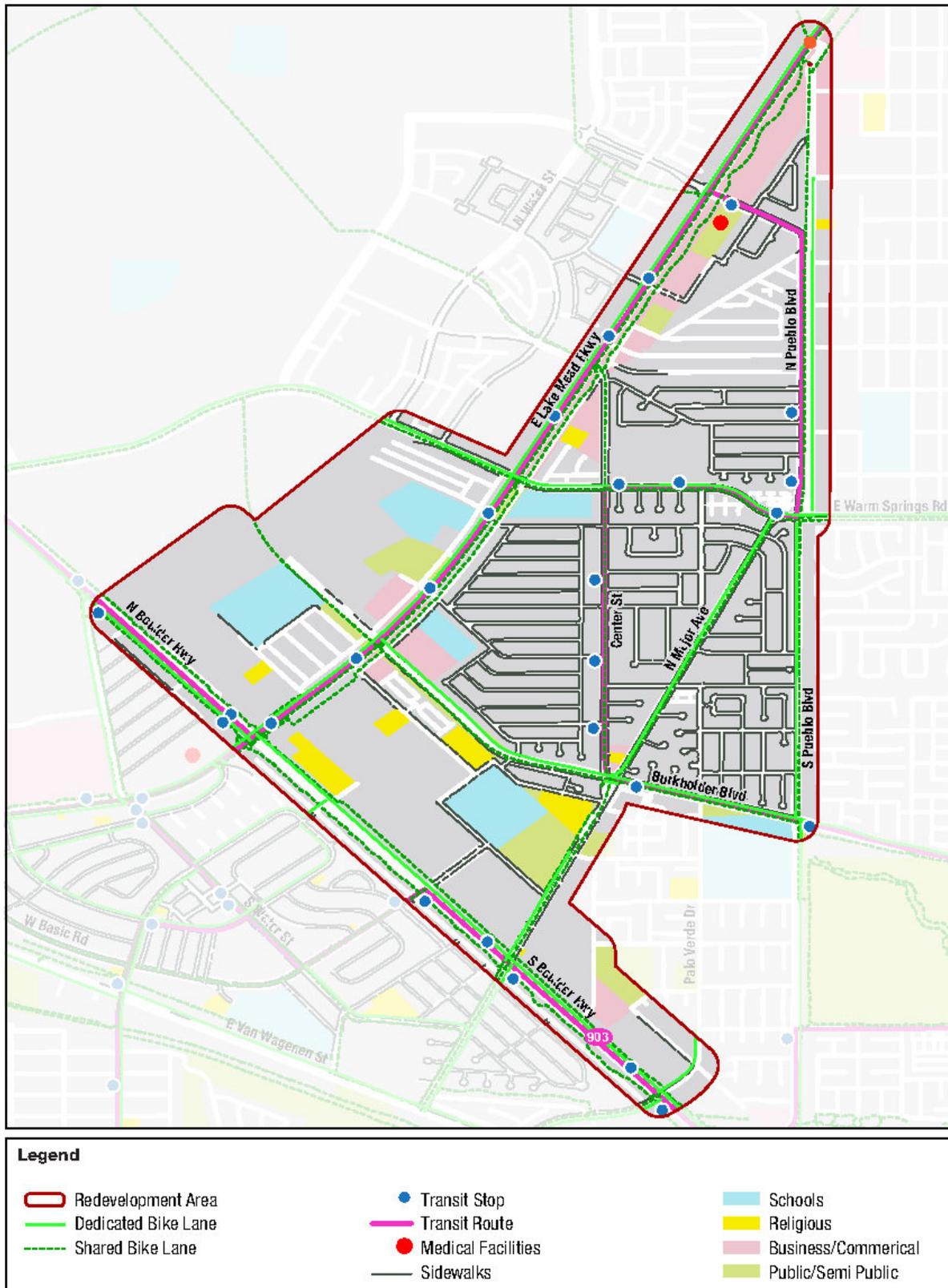


Table 2. Valley View Transportation Challenges and Actions

Identifier	Transportation Challenge	Solution Toolbox/Actions
A	Multimodal Access and Connectivity to destinations outside of neighborhood	<ul style="list-style-type: none"> • Upgrade pedestrian facilities along neighborhood streets that connect to Lake Mead Parkway, Boulder Highway, Pueblo Boulevard, and Warm Springs to current standards. • Seek opportunities for road diets to better accommodate pedestrian and bicycles and increase their access to transit routes. • Coordinate with RTC to identify key pedestrian crossing locations along Boulder Highway to primarily access transit stations, as needed. • Coordinate with the City of Henderson to advance the opportunities of improving pedestrian and bicycle access along Lake Mead Parkway (in coordination with NDOT).
B	Pedestrian and bicycle comfort	<ul style="list-style-type: none"> • Provide Complete Street treatments including any potential road diet and traffic calming measures along Warm Springs road that align with the Cadence Development improvements north of Lake Mead Parkway. A project on Warm Springs Road between Lake Mead Parkway and Racetrack Road funded by Fuel Revenue Indexing dollars recently completed its design and is scheduled to start construction soon. • Provide Complete Street treatments along Pueblo Boulevard and utilize the space adjacent to the flood control facility and accommodate a multimodal trail. • Provide pedestrian scale lighting or improve current lighting along major neighborhood streets. • Identify neighborhood preferred crossing points along Boulder Highway and Lake Mead Parkway and develop any additional high visibility crossings using visual cues coupled with passive and active crossing technology. • Provide shade along major connectivity routes, such as Major Avenue, Pueblo Boulevard, Center Street, and Warm Springs. • Coordinate with the Safe Routes to School Program to identify potential improvements and initiatives to promote safe walking to school. Upgrade signing and striping along designated Safe Routes to School.
C	Awareness of Multimodal Options	<ul style="list-style-type: none"> • Develop and disseminate information about transit, biking, and walking options for accessing community amenities beyond the neighborhood.
D	Travel Information	<ul style="list-style-type: none"> • Develop a way-finding program that allows residents to travel with confidence about their journey.

2.3. Emerging Neighborhoods

These neighborhoods consist of new master planned communities that are currently under development. These communities have incorporated a state of the art transportation system that consist of roadways that accommodate all modes of transportation. There are two communities that are included in this category: Cadence and Union Village.

Cadence Community

Located just east of Pittman neighborhood and north of Lake Mead Parkway, Cadence is a master planned community that is under development and is expected to be complete by year 2026. Figure 5 below shows the current and planned transportation infrastructure and services for this neighborhood.

Cadence, with more than 450 acres of open space, will incorporate Complete Streets treatments, bicycle facilities and trails with free Wi-Fi for people to stay connected. While the community promotes multimodal travel to schools, parks, and restaurants, the community will be auto dependent in terms of reaching employment destinations. A thoughtful consideration of how to efficiently connect to these destinations across all generations, ethnicities, and economic situations will be crucial in achieving the aspirations of this community. Table 3 below summarizes the transportation challenges and proposed actions to improve mobility and access of this neighborhood.

Figure 5. Cadence Master Planned Community

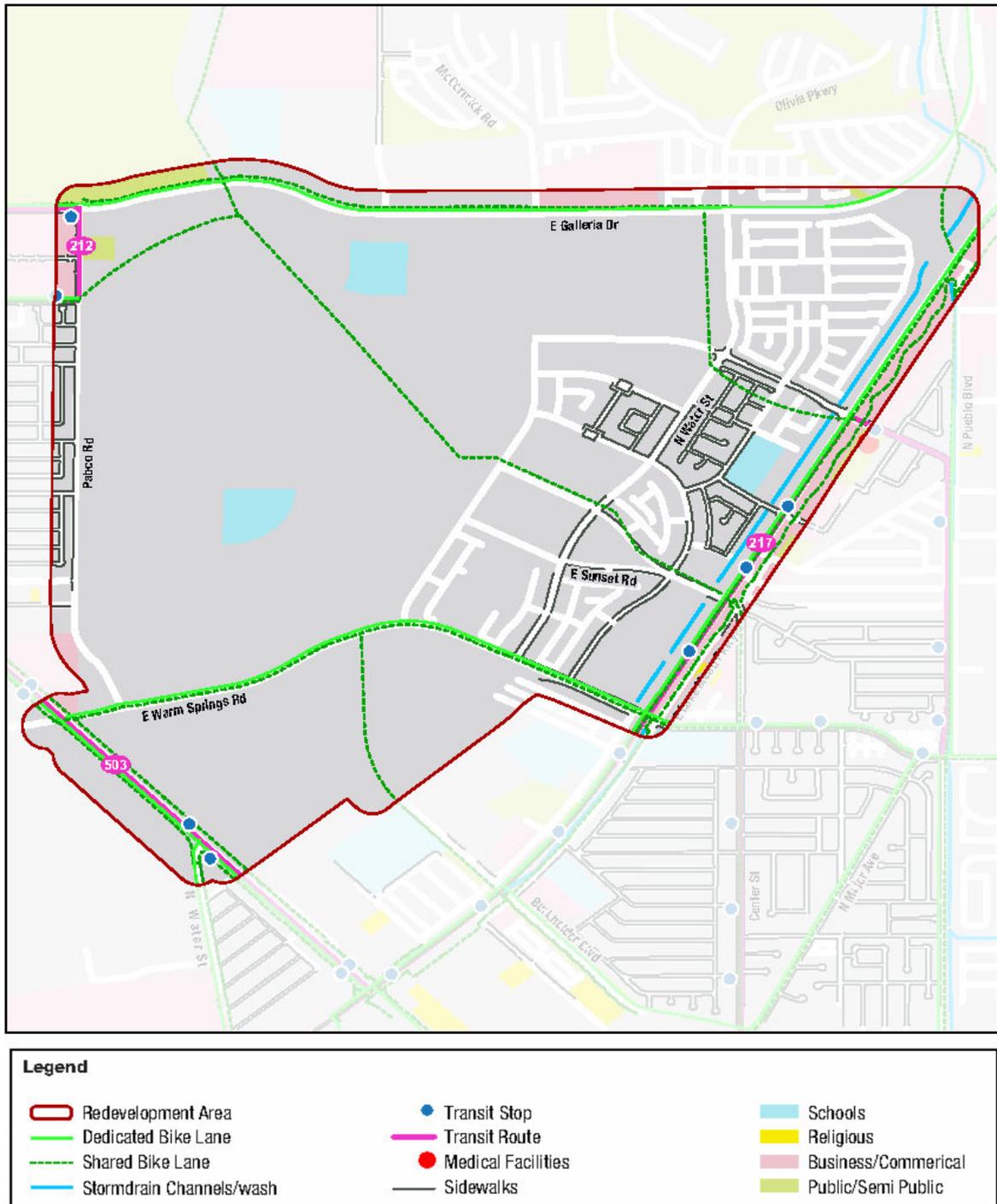


Table 3. Cadence Transportation Challenges and Actions

Identifier	Transportation Challenge	Solution Toolbox/Actions
A	Multimodal Access and Connectivity to destinations outside of neighborhood	<ul style="list-style-type: none">• Coordinate with the RTC and the City of Henderson to develop a vision that would support transit access and connectivity of this neighborhood to major destinations.
B	Pedestrian and bicycle comfort	<ul style="list-style-type: none">• Ensure seamless transition of pedestrian and bicycle facilities to adjacent neighborhoods.
C	Awareness of Multimodal Options	<ul style="list-style-type: none">• Develop and disseminate information about transit, biking, and walking options for accessing community amenities beyond the neighborhood.
D	Travel Information	<ul style="list-style-type: none">• Develop a way-finding program that allows residents to travel with confidence about their journey.

Union Village

Union Village brings healthcare, retail, entertainment, and real estate into one location. Located east of I-515 and north of Galleria Drive, this village is intended to be a local and regional destination. Figure 6 below shows the current and planned transportation infrastructure and services for this neighborhood.

The close proximity to I-515 makes this an easy destination for vehicles to reach and very difficult for users of alternative modes of transportation. Close coordination with the RTC will be required to potentially evaluate the location of transit stations for Transit Route 903, 212, and the Boulder Highway Express (BHX), and street improvements around these stations that will promote safe walking, biking, and separation from high speed traffic that approach the interchange terminal. Table 4 below summarizes the transportation challenges and proposed actions to improve mobility and access of this neighborhood.

Figure 6. Union Village

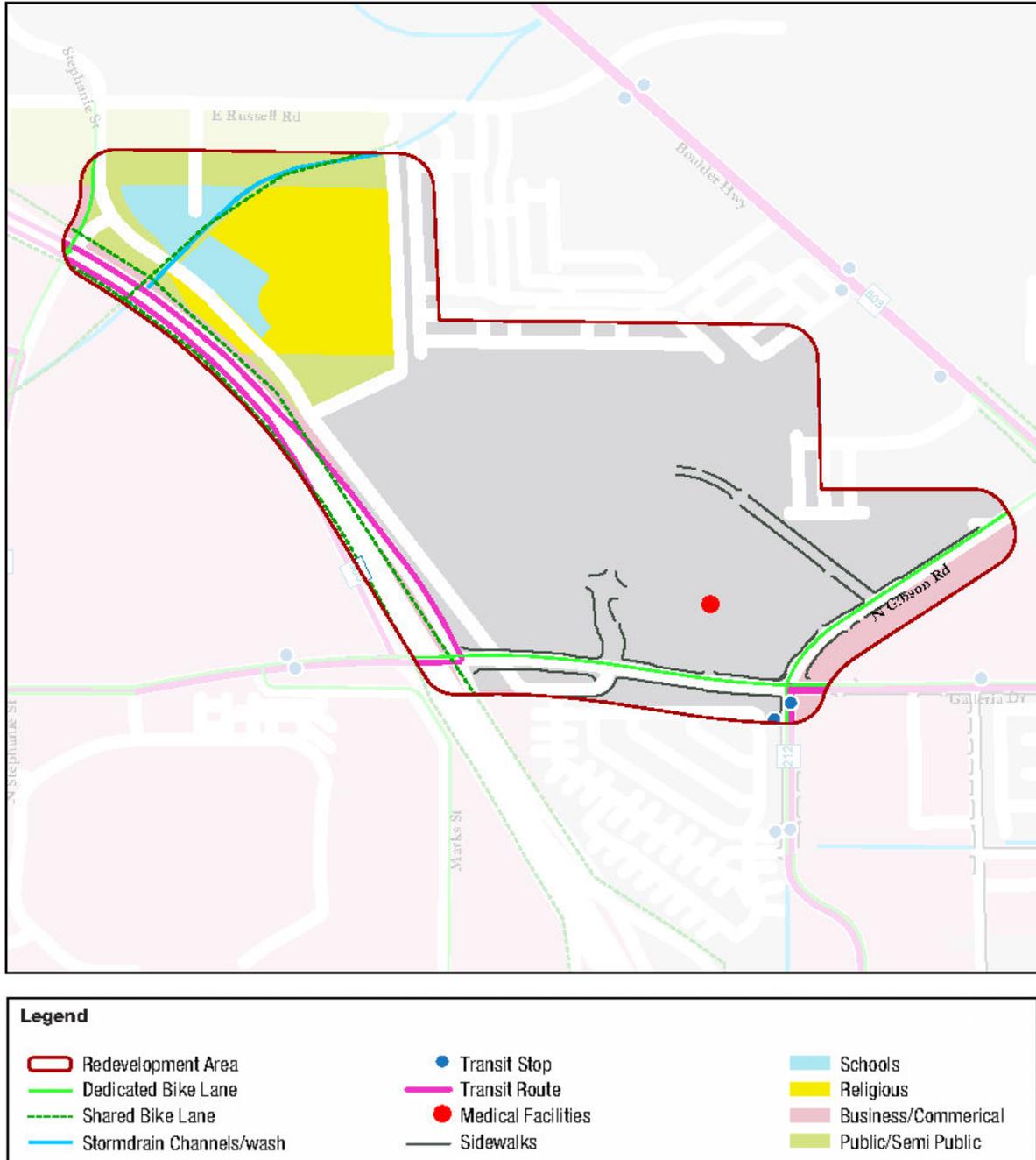


Table 4. Union Village Transportation Challenges and Actions

Identifier	Transportation Challenge	Solution Toolbox/Actions
A	Multimodal Access and Connectivity to destinations outside of neighborhood	<ul style="list-style-type: none"> • Coordinate with RTC and the City of Henderson to evaluate transit station locations that will serve Union Village.
B	Pedestrian and bicycle comfort	<ul style="list-style-type: none"> • Identify Complete Streets improvement in areas surrounding transit stations to promote safe walking, biking, and separation from high speed traffic.
C	Awareness of Multimodal Options.	<ul style="list-style-type: none"> • Develop and disseminate information about transit, biking, and walking options for accessing this community and other amenities beyond the neighborhood.
D	Travel Information	<ul style="list-style-type: none"> • Develop a way-finding program that allows residents to travel with confidence about their journey.

2.4. Evolving Neighborhoods

These neighborhoods consist of existing neighborhoods with many vacant lots where land use or built form might evolve in the future. Northwest Sunset neighborhood is one of the neighborhoods that will potentially evolve in the future. Figure 7 below shows the current and planned transportation infrastructure and services for this neighborhood.

Once the vision for this neighborhood is established, the community transportation goals and strategies need to be developed. The Complete Streets process established by the City of Henderson and other regional guidelines will need to be incorporated into the land development process to plan and implement transportation facilities and services that safely accommodate all modes of transportation and connect to local and regional destinations. Major transportation corridors surrounding this area provide opportunities for connectivity; however, they serve as barriers to pedestrian and bicycle travel. Therefore, the focus should be in providing improved access to transportation and services along these corridors. Table 5 below summarizes the transportation challenges and proposed actions to improve mobility and access of this neighborhood.

Figure 1. NW Sunset

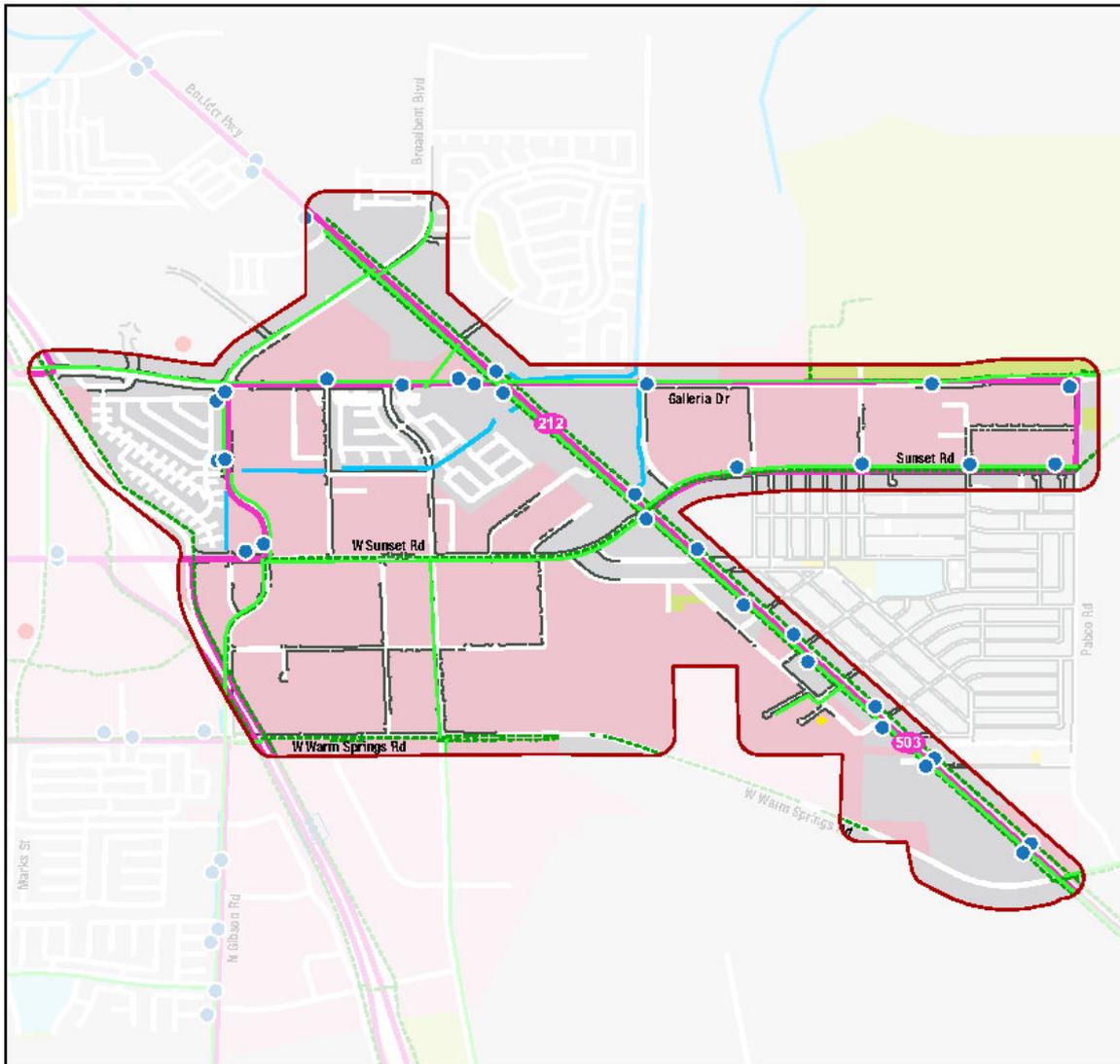


Table 1. NW Sunset Transportation Challenges and Actions

Identifier	Transportation Challenge	Solution Toolbox/Actions
A	Multimodal Access and Connectivity to destinations outside of neighborhood	<ul style="list-style-type: none"> • Develop new community goals and transportation strategies. • Identify any modification on street typology along major corridors adjacent to the neighborhood. • Coordinate with local and regional entities in the planning process that seek to modify adjacent network with the goal of incorporating the future community needs.
B	Pedestrian and bicycle comfort	<ul style="list-style-type: none"> • Develop new community goals and transportation strategies. • Follow the Complete Street Process established by the City of Henderson to determine street typology and needs for pedestrian and bicycle facilities. • Provide improved access to transportation and services along major corridors surrounding the neighborhood.
C	Awareness of Multimodal Options	<ul style="list-style-type: none"> • Develop and disseminate information about transit, biking, and walking options for accessing this community and other amenities beyond the neighborhood.
D	Travel Information	<ul style="list-style-type: none"> • Develop a way-finding program that allows residents, workers, and customers to travel with confidence about their journey.