

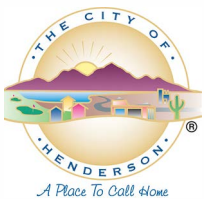


OUR COMMUNITY

OUR FUTURE



AMENDED OCTOBER 2022



COMPREHENSIVE PLAN Appendices

Appendix P – City of Henderson Complete Streets Policy



CITY OF HENDERSON COMPLETE STREETS POLICY

STATEMENT OF PURPOSE

The City of Henderson adopted the slogan “Henderson - A Place to Call Home” to reflect the small-town values of the community while benefiting from big city efficiencies. City of Henderson residents have high aspirations for their community. These aspirations can be achieved through thoughtful, consistent implementation of land use policies realized through engineering design and construction. These policies promote better connections between the types of housing that are built, how these locations interact with the transportation network and their proximity to jobs, schools and services.

Complete Streets is a design approach used to help reach these aspirations. Projects where Complete Streets are employed benefit from added safety improvements; increased transportation choices; economic revitalization; positive environmental impacts; and opportunities for increasing physical activity. This policy is a guide to implementing projects that adhere to Complete Streets principles and balances the needs of all users, including motorists, pedestrians, bicyclists, public transportation users, emergency responders, freight and delivery trucks, and landowners.

SHARED VISION

The goals of the Complete Streets Policy are to reduce traffic congestion, improve air quality, and increase quality of life for residents and visitors by providing safe, convenient, and comfortable routes for driving, walking, bicycling, and public transportation. This policy has the potential to reduce motor vehicle related injuries and deaths, improve environmental health, stimulate economic development, and ensure access to transportation options for all people in the City of Henderson.

The 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, public roadway design and construction funding, and transportation planning for Southern Nevada. In addition, the RTC is the Core Administrator for the Southern Nevada Strong Regional Plan (SNS). The purpose of SNS 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 of Henderson was the lead agency in developing the SNS Regional Plan and leveraged their expertise to tie the City’s Comprehensive Plan, Henderson Strong, directly to the SNS Regional Plan and apply those principles locally.

A component of Henderson Strong is the Master Transportation Plan. This plan identifies complete street elements to be incorporated in projects throughout the city and includes areas of urban centers, schools, parks and transit routes. Interdepartmental communication and collaboration to achieve the complete streets vision within Henderson Strong is shared between the departments of Public Works, Parks and Recreation, Community Development and Services, Utility Services, and the Henderson Fire Department, among others.

The City of Henderson Complete Streets Policy compliments adopted regional plans including Southern Nevada Strong, RTC Complete Streets Policy, RTC Regional Complete Streets Study; and the RTC Complete Streets Design Guidelines for Livable Communities.

DEFINITIONS:

1. The City of Henderson 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.

2. "Low-Income Community" means any population census tract that meets one of the following criteria, as reported in the most recently completed decennial census published by the U.S. Bureau of the Census:
 - a. The poverty rate for the census tract is at least 20 percent, or
 - b. In the case of a low-income community located:
 - i. Outside of a metropolitan area, the median family income (MFI) for such tract does not exceed 80 percent of statewide MFI, or
 - ii. Within a metropolitan area, the MFI for such tract does not exceed 80 percent of statewide MFI or metropolitan area MFI.
3. "Moderate-Income Community" means any population whose incomes are between 81 percent and 95 percent of the median income for the area.
4. "Priority Community" means an area with history of disinvestment or underinvestment, an area with poor health outcomes, and/or an area with diminished access to transportation options. Priority Communities are often associated with racial and ethnic disparities.

DESCRIPTION OF ROAD USERS

The City of Henderson recognizes that road users consist of various transportation modes including, but not limited to motorists, pedestrians, bicyclists, transit, school bus riders, motorcyclists, delivery and service personnel, freight haulers, and emergency responders. All are legitimate users of the roadways and deserve safe, accessible, and connected facilities. It is understood that users include both residents and visitors of all ages, abilities, and income levels.

PROJECTS AND PHASES

The City of Henderson approaches all transportation improvement projects as an opportunity to incorporate Complete Streets and improve the transportation network for all users. This includes all phases of projects including planning, design, right-of-way acquisition, construction, construction engineering, reconstruction, and operations. This Complete Streets Policy will act as a filter through which projects will be evaluated.

All transportation projects within the City of Henderson conducted, funded, and/or approved by the City shall contribute to a transportation network that enables reasonably safe travel for all modes of transportation and which addresses the current and future needs of all users and all modes of transportation, using Complete Streets.

When implementing projects, it is important to recognize the goals of the overall transportation network and how an individual project contributes to those goals. It is understood that not every street can be designed to serve all users equally, but there is the ability to design an overall transportation network in which everyone can safely and comfortably travel.

DESIGN GUIDANCE

The City of Henderson strives to use the best and latest national design standards and guidelines to maximize design flexibility and innovation, and to ensure that design solutions are proactively applied to address the safety and comfort of all users. The City will make at least one of these design standards available publicly online. These standards and guidelines include, but are not limited to:

- Manual on Uniform Traffic Control Devices (MUTCD), latest edition
- American Association of State Highway and Transportation Officials (AASHTO) – Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO's A policy on Geometric Design of Highways and Streets and Guide for the Development of Bicycle Facilities
- FHWA – Bicycle and Pedestrian Guidance
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide; Urban Bikeway Design Guide; Transit Street Design Guide
- Institute of Transportation Engineers (ITE) – Designing Urban Walkable Thoroughfares: A Context Sensitive Approach
- ITE Recommended Practice Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.
- FHWA Performance-Based Practical Design
- FHWA – Guide for Separated Bike Lane Planning and Design
- Public Rights of Way Accessibility Guidelines (PROWAG)
- The National Complete Streets Coalition
- Intersection Control Evaluation (ICE) principles to determine proper control at intersections
- RTCSNV's Complete Streets Design Guidelines for Livable Communities
- RTCSNV's Complete Street Corridor Location and Ranking Study for the City of Henderson
- The Henderson Strong Comprehensive Plan
- The City of Henderson's Master Transportation Plan

CONTEXT SENSITIVITY

Complete Streets solutions should be developed to fit within the context of the community and be adaptable to meet the goals of Henderson Strong and the intent of the Master Transportation Plan. 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 implemented where appropriate.

Community input and engagement is welcomed through all stages of projects, from planning through implementation. 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 in the City may not be appropriate for a different location.

EXCEPTIONS

Exceptions to the City's Complete Streets Policy may apply in the following situations:

- Accommodation is not necessary on corridors where specific users are prohibited/ such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
- The project's funding source is restricted in such a way that prevents Complete Streets implementation.
- The existing roadway context is not compatible with all user types.
- Severe historical, topographic or natural resource restraints are present.
- The cost of establishing facilities for all users would be excessively disproportionate to the need or probable use.
- Where a reasonable and equivalent project along the same street is already programmed to provide facilities exempted from the project at hand.
- A project consisting of routine maintenance that does not include street overlays and is designed to keep assets in serviceable condition. Emergency repairs are not subject to this policy.

Exceptions to the Master Transportation Plan and this policy for privately funded developments are reviewed by staff and considered by Planning Commission and/or City Council as appropriate. These meetings are publicly noticed and open to comment.

Publicly funded projects are generally opportunities to refresh and/or advance existing complete streets features to align with currently adopted plans. These projects are reviewed by the City Engineer, City Traffic Engineer, and the Bicycle Program Manager for conformance with the Master Transportation Plan.

Publicly funded projects are listed on the RTC's webpage during the planning, design, and construction phase of the project. A project specific City of Henderson contact name and phone number is provided. The public is welcome to offer comments.

PERFORMANCE MEASURES

The following performance measures will be used to measure the success of this Complete Streets Policy. The Complete Streets will consist of the following measures and the report will be made publicly available online. The following metrics will be updated annually with the most recently available information:

- Percent of residents within a 10-minute walk to a City Park
- Percent of residents within ¼ Mile of bike lanes
- Percent of residents within ¼ Mile of a bus stop
- Percent of residents within 1/8 mile of a sidewalk
- Percent of residents within 1/8 mile of a trail
- Percent of residents within 5 miles of a school

- Motor Vehicle Accidents with Pedestrian injury
- Motor Vehicle accidents involving bicycles with injury
- A summary of how the Complete Streets Policy implementation is being prioritized in Low-Income Communities, Moderate-Income Communities, and Priority Communities.

IMPLEMENTATION PLAN

The City of Henderson 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 in all transportation projects
- Create plans, set goals, and provide training to staff to ensure the successful implementation of the Complete Streets Policy in Low-Income Communities, Moderate-Income Communities, and Priority Communities.
- The City will identify barriers and solutions to the equitable implementation of Complete Streets, and work with other agencies as appropriate on equitable implementation.