

POLICY FOR COMPLETE STREETS

VISION

As the transit agency and Metropolitan Planning Organization (MPO) for the region, the Regional Transportation Commission of Southern Nevada (RTCSNV) is committed to fully integrating multi modal transportation options and improving the health, safety, livability, and opportunity of all its residents, regardless of age, ability, gender or income. Therefore, the RTCSNV will, through the adoption of this Complete Streets policy, consider all users of all abilities in consideration of transportation funding, decision-making, planning, building, maintenance, and operations to create a complete, connected transportation network. Additionally, the RTCSNV will continue to improve access to public transportation facilities and services. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. The RTCSNV will also continue to improve safety for all users of the transportation network, including, but not limited to, those that walk, bike, ride transit and drive.

Prioritizing Complete Streets projects is an effective way for Southern Nevada to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, public transportation and driving. Integration of Complete Streets into the RTCSNV's existing policies is intended to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and improve access of transportation options to all people in Southern Nevada including the historically underserved, disadvantaged and vulnerable populations.

COMPLETE STREETS DEFINITION

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 ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

COMPLETE STREETS ATTRIBUTES

Complete Streets incorporate community values and support adjacent land uses while ensuring safety and mobility. Proper applications of Complete Streets concepts support sustainable growth and preservation of scenic, aesthetic and historic resources. A Complete Street roadway typically includes sidewalks and sidewalk amenities, transit shelters and amenities whenever there is a route along the corridor, and provisions for bicycle facilities where appropriate while maintaining its principle function.

GOALS

The purpose of this RTCSNV Complete Streets Policy is to create a comprehensive Complete Streets vision and policy throughout the region. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into all phases of development and redevelopment whenever possible.

This Policy shall conform to the Complete Streets Design Guidelines for Livable Communities, dated March 2013 and adopted by the Commission herein referred to as the "Design Guidelines."

BEST PRACTICES

Implementing agencies should use the latest and best Design Guidelines, as well as adopt individual Complete

Streets Policies that address the needs of the public and fit within their agencies overall transportation goals and objectives. These policies should include the following:

1. Vision and intent: Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create a complete and connected network and specifies at least four modes, two of which must be biking and walking.
2. Diverse users: Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. Commitment in all projects and phases: Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. Clear, accountable expectations: Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. Jurisdiction: Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. Design: Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. Land use and context sensitivity: Considers the surrounding community's current and expected land use and transportation needs.
8. Performance measures: Establishes performance standards that are specific, equitable, and available to the public.
9. Project selection criteria: Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. Implementation steps: Includes specific next steps for implementation of the policy.

REIMBURSEMENT OF COSTS

All costs associated with the Complete Streets project in accordance with the Design Guidelines are eligible for reimbursement in accordance with the laws that govern the funds used.

PERFORMANCE MEASURES

The RTCSNV is committed to the implementation of this policy and tracking the progress of its work on Complete Streets. The RTCSNV will collect and report best practice performance measures from member agencies and make them available to the public annually.

COLLABORATION

The RTCSNV recognizes that to create a transportation network for all users of all abilities, the RTCSNV must work with multiple jurisdictions and entities to implement Complete Streets. Therefore, for RTCSNV commits to working with other jurisdictions to coordinate Complete Streets efforts.

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