

Clark County Transportation Element



Developed by:
Clark County Department of Comprehensive Planning
500 South Grand Central Parkway
Las Vegas, NV 89155
www.accessclarkcounty.com

Adopted July 16, 2003
Last Amendment December 3, 2008

RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY COMPREHENSIVE
PLAN TRANSPORTATION ELEMENT

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983; and

WHEREAS, the Las Vegas Valley in Clark County, Nevada is a well established, but still evolving, community and the Board directed the amendment to the Transportation Element; and

WHEREAS, a certified copy of a report entitled Clark County Transportation Element 2003 as adopted by the Clark County Planning Commission has been received by the Board as specified in the Nevada Revised Statutes 278.220; and

WHEREAS, on July 16, 2003, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statutes 278.220 on the amended transportation element;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

1. That the Clark County Board of County Commissioners does adopt and accept an amendment to the Clark County Comprehensive Plan Transportation Element.
2. That the Planned Streets as set forth in the Element legend, do not designate any specific location or maximum width. The color-coded streets constitute general categories of planned streets with a range of right-of-way widths and do not guarantee adjacent property owners a particular standard of street improvements or traffic intensity in the future. Requests for specific street reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, and the character of the area.
3. That when a street reclassification includes a request for a decrease or increase in right-of-way width which is not within the range of rights-of-way widths

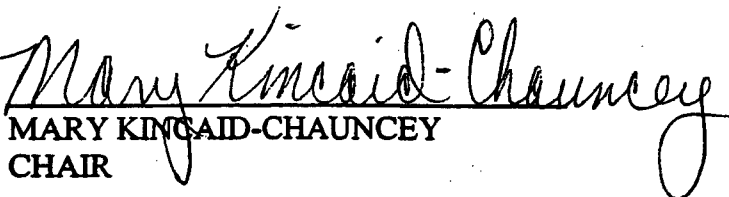
indicated for the subject street in the Element, the applicant shall have the burden of establishing that the request either complies with the Element, or that exceptional circumstances or conditions apply to the street in question which warrant a deviation from the Element. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Board of County Commissioners adopts the certified copy of the report entitled "Clark County Transportation Element 2003", as an amendment to the Clark County Comprehensive Plan.

PASSED, ADOPTED, AND APPROVED this 16th
day of July 2003.

CLARK COUNTY, NEVADA

By:


MARY KINCAID-CHAUNCEY
CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, THE Las Vegas Valley in Clark County, Nevada is a well established, but still evolving community and the Board directed an update of the Transportation Element; and

WHEREAS, on May 8, 2003, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220 on the planned street system and related policies;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

1. That the Clark County Planning Commission does adopt and accept the updated descriptive maps and text identifying major roadway names, rights-of-way, location and widths, goals and policies, and which is entitled Clark County Transportation Element 2003.

2. That the Planned Streets as set forth in the Element, do not designate any specific location or maximum width. The color-coded streets constitute general categories of planned streets with a range of right-of-way widths and do not guarantee adjacent property owners a particular standard of street improvements or traffic intensity in the future. Requests for specific street reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, and character of the area.

3. That when a street reclassification includes a request for a decrease or increase in right-of-way width which is not within the range of rights-of-way widths indicated for the subject street in the Element, the applicant shall have the burden of establishing that the request either complies with the Element, or that exceptional circumstances or conditions apply to the street in question which warrant a deviation from the Element. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Planning Commission submits the certified copy of a report entitled "Clark County Transportation Element 2003", which is an amendment to the Clark County Comprehensive Plan, to the Board of County Commissioners for their endorsement, adoption, and certification.

PASSED, ADOPTED, AND APPROVED this 8th day of May, 2003.

CLARK COUNTY PLANNING COMMISSION

By:


CHAIRMAN

ATTEST:

BARBARA GINOULIAS
EXECUTIVE SECRETARY

ACKNOWLEDGEMENTS

Board of County Commissioners:

Mary Kincaid Chauncey, Chairman
Chip Maxfield, Vice-Chair
Yvonne Atkinson Gates
Mark James
Rory Reid
Myrna Williams
Bruce Woodbury

Planning Commission

Will Watson, Chairman
Kirby Trumbo, Vice-Chair
Chris Finlay
Charley Johnson
Bernard Malamud
Doug Malan
Ron Newell

Comprehensive Plan Steering Committee

Michael Dias, Chair
Ronald Newell, Vice-Chair
Curtis Alexander
Eddie Bensyl
Don Dickson
Leo Dupre
Carolyn Edwards
Alan Feld
Ralph Hamilton
Dan Holt
Charlie Johnson
Bill King
Tim Kuptz
Jennifer Lewis
Dea McDonald
Dr. Bernard Malamud
Helen Mortensen
Maria Newell
Nick Nicholson
Colonel Mike Norris
Richard Shenberger
Jim Shibler
Carroll Varner

Stakeholders:

Kim Bush, Clark County
Randy Fultz, City of North Las Vegas
Clete Kus, City of North Las Vegas
Stephanie Garcia, City of Henderson
Don Matson, City of Mesquite
John Hoole, Boulder City
Charity Fechter, RTC
Colleen Wilson-Papa, SNHBA
Michael Newman, NAIOP

Office of the County Manager:

Thom Reilly, County Manager
Richard B. Holmes, Assistant CM
Catherine Cortez Masto, Assistant CM
Virginia Valentine, Assistant CM

Department of Comprehensive Planning:

John Schlegel, Director
Alan Pinkerton, Assistant Director
Jory Stewart, Planning Manager

Planning Team:

Rodney Allison, Assistant Plng. Mgr.
Phillip Shinbein, Transportation Planner
Walter Cairns, Senior Planner
Dennis Cedarburg, Design Eng. Mgr.
Fidel Calixto, Principal Civil Engineer
John Toth, Traffic Management Mgr.
Urb Livengood, P. W. Assistant Director
Bruce Arkell, Special Proj. Coordinator
Terri Rogers, GIS Analyst II
Eddie Lucero, GIS Technician
Daniel Sinagra, Planner

Table Of Contents

I. INTRODUCTION	4
STATE LAW	4
VISION STATEMENT	4
II. EXISTING SURFACE TRANSPORTATION SYSTEM.....	5
BACKGROUND	5
FIGURE 1: CLARK COUNTY STANDARD FUNCTIONAL CLASS SYSTEM	6
INTERSTATES, FREEWAYS AND LIMITED ACCESS ARTERIALS.....	7
ARTERIAL ROADWAYS	7
COLLECTOR STREETS	8
LOCAL STREETS.....	8
NON-URBAN ROADWAYS	8
RIGHTS-OF-WAY	9
MASS TRANSIT	9
NON-MOTORIZED TRANSPORTATION	10
III. TRANSPORTATION ELEMENT MAP AMENDMENT PROCESS.....	11
FIGURE 2: MAP AMENDMENT PROCESS CHART	12
IV. CAPITAL IMPROVEMENTS PROGRAM.....	13
PROCESS AND METHODOLOGY FOR PROJECT SELECTION	13
FIGURE 3: CAPITAL IMPROVEMENT PROCESS CHART	15
V. TRANSPORTATION PLANNING ISSUES.....	16
VI. POSSIBLE TRANSPORTATION SOLUTIONS	18
VII. TRANSPORTATION GOALS AND POLICIES	20
PUBLIC PROCESS	20
CONNECTING LAND USE	20
ACCESS AND SAFETY	21
PROTECTING THE ENVIRONMENT	21
DESIGNING THE TRANSPORTATION SYSTEM.....	22
IMPLEMENTING THE TRANSPORTATION SYSTEM	23

VIII. Appendix 1 Maps	24
<i>Map 1a No. West Las Vegas Valley.....</i>	<i>25</i>
<i>Map 1b No. East Las Vegas Valley.....</i>	<i>26</i>
<i>Map 1c So. West Las Vegas Valley</i>	<i>27</i>
<i>Map 1d So. East Las Vegas Valley.....</i>	<i>28</i>
<i>Map 2 Blue Diamond</i>	<i>29</i>
<i>Map 3 Bunkerville</i>	<i>30</i>
<i>Map 4 Glendale / Moapa.....</i>	<i>31</i>
<i>Map 5 Goodsprings.....</i>	<i>32</i>
<i>Map 6 Indian Springs.....</i>	<i>33</i>
<i>Map 7 Jean.....</i>	<i>34</i>
<i>Map 8 Laughlin</i>	<i>35</i>
<i>Map 9 Logandale / Overton.....</i>	<i>36</i>
<i>Map 10 Primm</i>	<i>37</i>
<i>Map 11 Sandy Valley.....</i>	<i>38</i>
<i>Map 12 Searchlight.....</i>	<i>39</i>

I. INTRODUCTION

State Law

This transportation element is intended to meet the requirements of Nevada Revised Statutes for a Streets and Highways Plan and a Transportation Plan [NRS 278.160 (1) (p&r)]. As referenced in the statute, a transportation element is an important component of a good, comprehensive, long-term, general plan for the physical development of Clark County. These goals, policies and maps should be used in conjunction with the adopted land use plans and any air quality implementation plans approved by the Environmental Protection Agency (EPA) to help guide non-urban and urban regional development to provide mobility and goods movement options for Clark County residents and businesses.

Vision Statement

The Clark County Transportation Element is intended to provide information to the public on future transportation needs in the context of projected growth and development. It should highlight not only the transportation facilities and elements already defined within the Clark County Code, but also address the needs of development as approved by Clark County. In addition, the Transportation Element should also be an information tool capable of adapting to a rapidly growing community, changes in land uses, and attendant public transportation facilities resulting from land development decisions made in the land development approval processes.

Our vision is to develop a Clark County Transportation Element that:

- informs the public of transportation needs and opportunities;
- anticipates the County's current and future travel needs;
- identifies the appropriate modes of travel to support development decisions;
- can be adapted to adopted County land use plans; and
- can be adapted to the key elements of air quality implementation plans as approved by the EPA.

II. EXISTING SURFACE TRANSPORTATION SYSTEM

Background

The Clark County Unified Development Code, Title 30 (Chapter 30.52.030) provides for the dedication of a 100-foot right-of-way on each section line, an 80-foot right-of-way on each one-quarter section line, and a 120-foot right-of-way on township and range lines. This "grid system" of roadways serves as the "historic" plan for the Las Vegas Valley road network.

New streets are built in accordance with a functional classification system of streets and highways. Functional class encompasses all categories of roadways. At one extreme, freeways and arterials carry high volumes of traffic from one regional activity center to another and at the other extreme, local roads, and existing alleys (currently not permitted for new development) provide access to individual parcels of land. The functional classification system for unincorporated Clark County is found in the Clark County Supplement to Uniform Standards Drawings for Public Works' Construction, Off-Site Improvements, Clark County Area, Nevada, of the Unified Development Code, Title 30, (Chapter 30.52.050).

Clark County has met its transportation needs primarily by constructing new roads with federal, state, and local funds. The Las Vegas Valley region has not recently undergone a comprehensive study evaluating transportation modes and options. Such an alternative mode study is underway by the Regional Transportation Commission of Southern Nevada. The alternative mode study will examine the feasibility of an integrated approach to transportation planning and implementation that includes links to land uses and air quality planning. The study may provide solutions for our region's increasing travel demand and dependency on single occupancy automobiles.

Figure 1, *Clark County Functional Class System* shown on page 6, describes the relationship among the functional classifications, which relates to mobility and access to land uses and activity centers in Clark County. The general street system in Clark County is depicted on Maps 1.1 through 12 found in Appendix A. The general street system classifies roads into the following categories: Limited Access Arterials, Arterial Roadways, Collector, and Local streets.

All streets in Clark County have current and future functional classifications. The design objective for the functional classification system within Clark County should not exceed a Level Of Service (LOS) "C" (as defined by the current edition of the Highway Capacity Manual) for all residential developments and an LOS "D" (as defined by the current edition of the Highway Capacity Manual) for all non-residential developments. It is important to note that the functional classification of roads identified as local, collector and arterial roadways may change over time as activity centers shift, area traffic volumes change, and the transportation system matures.

Interstates, Freeways and Limited Access Arterials

NDOT and Clark County are responsible for highway and freeway construction and maintenance within Nevada. The Southern Nevada Regional Transportation Commission's Regional Transportation Plan calls for a substantial increase in the construction of freeway lane miles over the next twenty-five years. Freeways in Clark County are divided high-speed roads with grade separated interchanges at arterial roadway crossings and have four or more lanes. Limited Access Arterials function the same as freeways, but are County constructed and maintained.

Arterial Roadways

Arterial roadways connect and collect traffic from collectors and local streets and provide access to and between commercial activity centers and residential areas. Rights-of-way are typically 80 to 120 feet in width and have traffic volumes in excess of 3,500 vehicles per day.

A key principle of the arterial system is the need to control access. Access is subordinate to the primary need of servicing traffic movement. Parking is often prohibited on these routes and remains restricted in future planning considerations. In addition, traffic movement on the arterial system should not be hindered by the placement of unlimited points of access such as cross streets and driveways that are not controlled.

Collector Streets

Collector streets direct traffic from arterial streets to activity centers and residential areas; bringing traffic to their ultimate destinations or to local streets. Collector streets can be critical to regional commuting, but may be suitable candidates for bicycle lanes or other components of the approved non-motorized trail system. The County has recently adopted a set of non-urban street design standards that enable roads to be consistent with the character of rural communities and/or non-urban areas.

The function of a collector street varies depending on the location of the road and nearby land uses. Some existing collector streets with a minimum right-of-way of 60 feet also can be found on quarter section line alignments and typically carry volumes less than 3,500 vehicles per day. Traffic movement along collector streets provides local access and routes between local areas and the arterial system, bringing traffic to their ultimate destinations and to the local streets.

Local Streets

The function of the local street is to carry local traffic to the collector and arterial roadways. Local streets typically carry volumes less than 1,500 vehicles per day and are suitable candidates for bicycle lanes or other components of the approved non-motorized trail system.

Non-Urban Roadways

The County has approved a "Minimum Road Design Standards For Non-Urban Roadways" manual that defines "non-urban areas" and specifies standards for road improvements in the non-urban areas of Clark County. The use of these standards are intended to provide for the desired needs of outlying communities.

"Non-Urban Roadways" are those roads serving property residentially zoned for single family dwellings only and located in one of the following areas of the County:

- Community Districts 3,5 and 6;
- Residential Neighborhood Preservation Overlay Districts.

Rights-of-Way

The right-of-way is the total width of the linear segment of land required for the road paving, sidewalks, streetlights, traffic control devices, placement of utilities, and drainage, as well as ancillary uses such as elements of the approved non-motorized system on appropriately classified roadways. The development process provides for the dedication of transportation-related rights-of-way.

Rights-of-Way are preserved by ordinance as described in the Clark County Unified Development Code, Title 30, Section 30.52. Preservation of rights-of-way is important as land uses can change, and other alternate modes of transportation may have rights-of-way needs in the future. Section 30.52 entitled, "Off-Site Development Requirements", sets forth the requirements for the dedication of rights-of-way, provision of utilities, street improvement requirements and drainage improvements within public rights-of-way or private streets whenever land is subdivided or developed within various districts. Section 30.52.030 specifically addresses when dedication of right-of-way is required for development. As the County makes provision for other modes (e.g.: trails, bicycle paths, fixed guideways, etc.), those rights-of-way dedications may have to be increased, particularly for transportation facilities designated for regional travel and a non-motorized trail system.

Mass Transit

The Regional Transportation Commission (RTC) is the provider of public mass transit services in Clark County. The RTC is responsible for planning and implementing transit systems that are designed to move large numbers of residents and tourists. The systems currently in use and planned for include bus transit, para-transit and fixed guideway-monorail systems. This element contains several goals and policies which support and coordinate with RTC's public mass transit programs and systems.

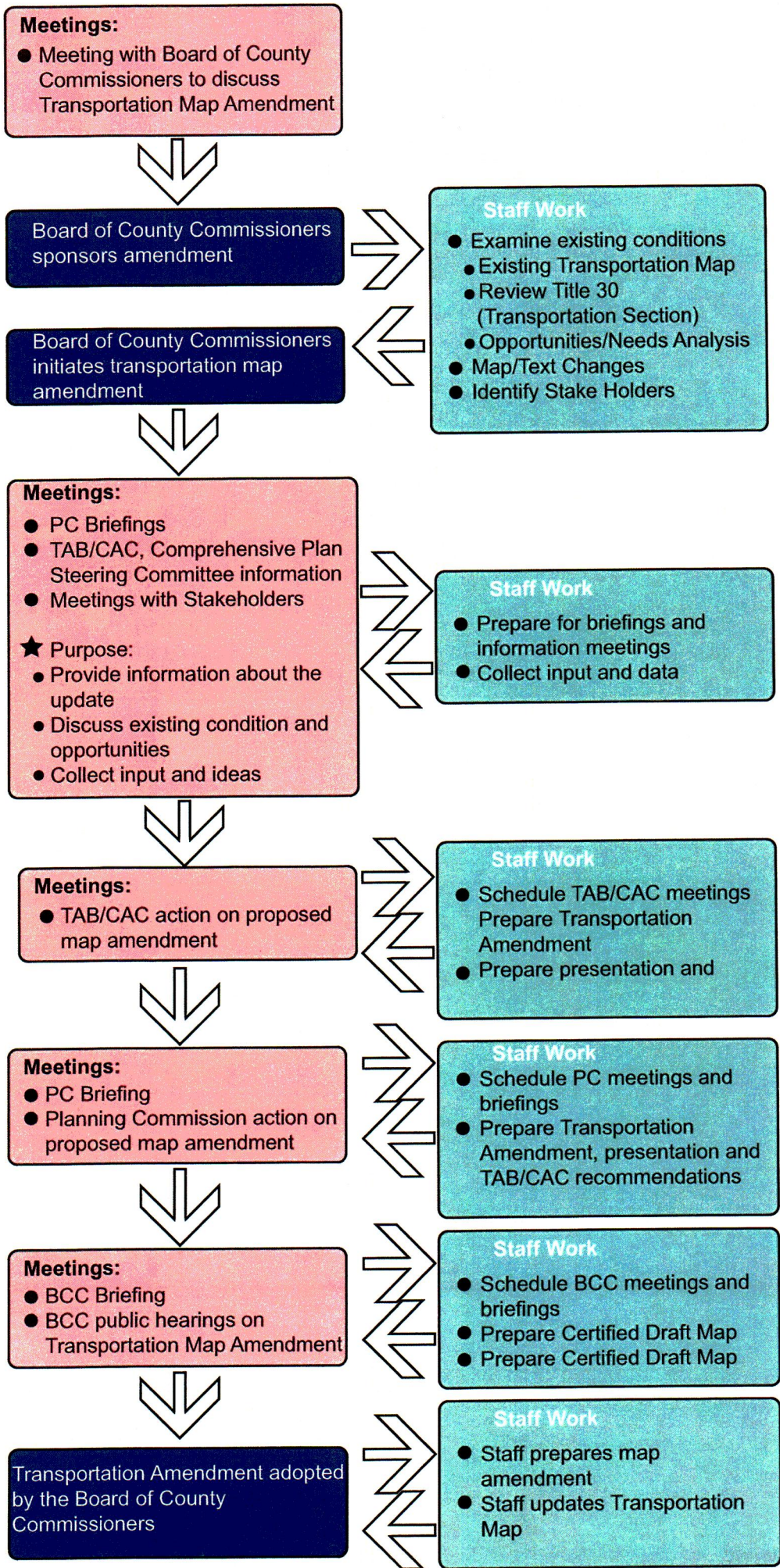
Non-Motorized Transportation

Non-motorized modes of transportation are beginning to play an increasingly larger role in the transportation system. These modes of transportation include pedestrian sidewalks and trails, bicycle paths and horse trails. Multi-use trail systems are detailed in plans contained in separate Secondary Trails Plans that are addendums to the "Parks and Recreation Master Plan 2000-2020". Contained within this element are several goals and policies that support the use and intent of the non-motorized transportation systems.

III. TRANSPORTATION ELEMENT MAP AMENDMENT PROCESS

The functional class and location of County roads and highways may change over time as growth occurs, regional activity centers shift, traffic volumes change, and the transportation system matures. In order to keep the transportation map consistent with the current land use plan, a Transportation Element map amendment process for Clark County has been established and adopted in Title 30, Clark County Unified Development Code. The Transportation Element map amendment process is initiated by the Board of County Commissioners at a public meeting. As required, County staff will prepare the map amendment application for review with a recommendation to the appropriate TAB/CAC and the Planning Commission before a final decision is made by the Board of County Commissioners. Figure 2 outlines the Transportation Element map amendment process.

Map Amendment Process



IV. CAPITAL IMPROVEMENTS PROGRAM

The transportation portion of the Capital Improvements Program (C.I.P.) is designed to fulfill the County's mission to provide a quality transportation system at the right time and cost. The C.I.P. is defined as a schedule of future improvements over a specific timeframe, together with cost estimates and anticipated fund sources. The priority of projects is normally defined by the year of implementation (i.e. first year projects generally are higher in priority than year 5 projects). The transportation portion of the C.I.P. is approved annually by the Board of County Commissioners.

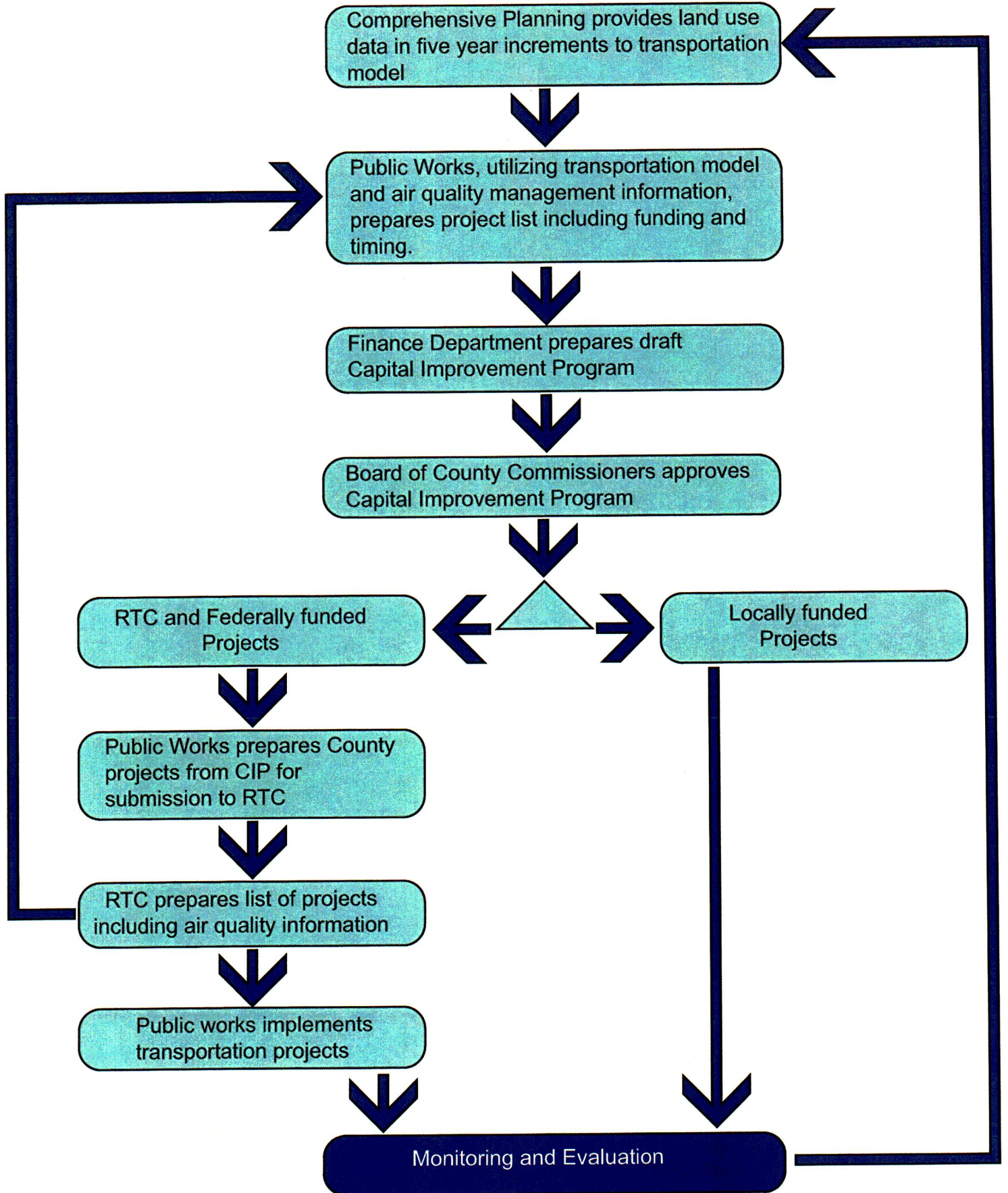
Process and Methodology For Project Selection

As a result of fiscal, land use and environmental constraints, the Department of Public Works prepares a transportation project list, with input from the Departments of Comprehensive Planning and Air Quality Management. The transportation process is outlined in Figure 3. This process involves seven steps that are explained below:

1. After identifying specific projects, the Department of Public Works refines the projects based on a set of criteria that may include, but is not limited to: land use plans, air quality impacts, citizen input, saw-tooth nature of existing roads, available utilities, flood control, drainage improvement, condition of road, relationship to other projects, continuity, network benefits, funding availability, safety, ease of implementation and rights-of-way needs;
2. The land use, population, and employment data is updated by Comprehensive Planning and provided to the Department of Public Works. This information is checked against adopted land use plans to provide accurate information and demographic input into the transportation model. The transportation list will be provided to the Department of Air Quality Management and may be modeled for air quality impacts;
3. Any transit needs that are identified will be submitted to the Regional Transportation Commission for evaluation, review and refinement;
4. Once projects have been identified they should be prioritized based on timing of land development and special projects. The result will be a priority list of projects for submittal to the Commission;

5. The project list is then combined with the other County capital needs into the County's C.I.P. recommendation and presented to the Board of County Commissioners for final approval;
6. Once the C.I.P. is developed and approved, the transportation projects are integrated into the Regional Transportation Commission of Southern Nevada's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP); and
7. Once a regional transportation program is prepared, it is then subjected to an air quality analysis if air quality issues are identified. The draft RTP and TIP are adjusted regionally which may result in amendment to the adopted County C.I.P.

TRANSPORTATION ELEMENT CIP



V. TRANSPORTATION PLANNING ISSUES

The need for mobility and movement of people and goods in urban areas is directed by land use and activity patterns. Shifts in where people live and work will influence travel demand and modal options. The Las Vegas Valley continues to be the fastest growing urbanized area in the country, due to economic opportunities, favorable climate and a reasonable cost of living. The core of Las Vegas economy is resort development, which has grown in the last ten years creating jobs in gaming, construction and various service industries. From 1990 to 2000, the number of jobs in Las Vegas increased 124%, adding 420,825 jobs to the Las Vegas valley. During the 1990s, population increased by 85%, from 706,750 to 1,313,450, creating a demand for housing, schools, services and road capacity. Most of the population lives in the periphery of the Las Vegas Valley while working in the resort corridor which extends from Washington Avenue southward to Robindale Road between Valley View Boulevard and Maryland Parkway.

The increase in population and growth in the Las Vegas economy has increased the number of vehicles on the road system and overall demand for travel. While the regional transportation roadway system has increased in capacity in terms of lane miles, growth in population and increased auto ownership has created demands greater than existing capacity can accommodate. In fact, based on projected population estimates, the Las Vegas Valley could reach 2.5 million people by the year 2025, creating a travel demand that cannot be accommodated by all possible combinations of road projects. Clearly, there is a need to develop alternative strategies to accommodate anticipated demand, which include a variety of options including transit, alternative land use, telecommuting, ridesharing and incentives that discourage single occupancy vehicular use.

Increased vehicular traffic has been a significant contributing factor to diminished air quality. Therefore, transportation planning in Clark County must include sensible strategies addressing air quality in the transportation planning activities to meet Environmental Protection Agency ambient air quality standards. This is a challenge since the County's prevalent land use pattern is characterized by segregated land uses, encouraging reliance on the automobile.

To maintain a successful transportation system and meet the access and mobility needs of the Las Vegas Valley, the region should begin to explore multi-modal options to move people and goods among major activity centers. These solutions are ultimately regional in nature, which will require a greater reliance upon

cooperative land use and transportation planning, with involvement of the airport, mass transit operator, and those involved in goods movement. Clark County is served by a transportation system of roads, highways, regional airports and an international airport that support cars, trucks, buses and passenger and freight aircraft. This transportation system accommodates thousands of trips daily, mostly by single occupancy vehicles. However, the construction of transportation facilities within the county has not kept pace with development over the past thirty years, and settlement patterns with dispersed origins and destinations require an automobile for most trips. Increased congestion on freeways and major arterials, combined with insufficient use of mass transit, highlight the need to develop a more comprehensive multi-modal transportation system that is supported by more appropriate and sustainable land use in developing growth areas within Clark County.

A likely consequence of the Congress' recent decision to override the Governor of Nevada's veto of the Yucca Mountain Site is that high-level radioactive waste will be transported through Clark County in large quantities for at least 40 years. At present, very little is known about the plan Yucca Mountain through Clark County. However, the default truck routes for the waste are Interstate 15 from both the north and south. The northern and western beltways may eventually be used for the final leg of the journey to Yucca Mountain. However, until those portions of the beltways are constructed to interstate standards, waste must travel through the US 95/I-15 interchange and then use US 95 to travel northwest to Yucca Mountain.

It is not yet clear when the shipments of waste will begin. Nor is it clear how much waste will travel through Clark County. It is likely that there will be implications for the development and use of Clark County's transportation system. Clark County continues to monitor the development of the Yucca Mountain Program and will provide additional information as it becomes available.

VI. POSSIBLE TRANSPORTATION SOLUTIONS

Clark County will have to address the demands for mobility with a variety of strategies that focus on moving people and not just vehicles. Various modes of transportation such as transit, walking, bicycling and traffic demand management strategies should be utilized to provide mobility as growth continues to occur. To maintain mobility vital to a healthy economy, Clark County should develop a more balanced transportation system that includes many modes.

Having recognized that low density activity patterns and dispersed land uses create the highest demand for trips and single occupancy vehicles, the use of transportation modeling tools to do integrated analysis of transportation alternatives as related to air quality and future land uses will be key in developing multi-modal strategies while meeting mobility needs. These tools will help link air quality, transportation and land use analysis to the decision making process by providing better information to decision makers about these relationships and the implications of specific decisions with respect to project solutions.

The Southern Nevada Regional Planning Coalition (SNRPC) developed a policy plan which proposes a number of transportation planning strategies and policies that have the potential to improve integrated transportation, air quality and land use planning coordination. By connecting the various analysis tools and findings of the studies conducted, a coordinated planning effort can be accomplished. SNRPC's adopted goals are:

- To complete a coordinated and integrated regional air quality plan that reflects and guides local land use plans;
- To reduce vehicle miles traveled by promoting mixed-use developments and better jobs/housing balance in each jurisdiction; and
- To develop an objective validation process for the prioritization and expenditure of street and highway funds.

A substantial portion of growth and development in Clark County is occurring in areas where the major projects process is utilized. Through the major projects process opportunities exist to coordinate and design transportation options to existing and future land use patterns. The current transportation options include conventional transit, express transit, rail transit, walking, bicycling, horseback riding and traffic demand strategies that include vanpools and ridesharing. The development design of future land use patterns will have the greatest effect in making other transportation options viable. The transportation goals and policies, which follow, are designed to address the solutions identified in this section.

VII. TRANSPORTATION GOALS AND POLICIES

The goals and policies are grouped into six subject areas. The goals and policies are intended to coordinate with other area plans, elements and the Unified Development Code.

Public Process

- Goal T-1 Provide the public complete information and full participation in the transportation decision process. Encourage broad-based public involvement in all aspects of the County transportation planning process.
- Policy T-1.1 Provide a process for public comment on transportation elements, programs, policies and scope of work for transportation studies.
- Policy T-1.2 Coordinate development of this element with the Regional Transportation Commission of Southern Nevada (RTC), Southern Nevada Regional Planning Coalition (SNRPC), and local jurisdictions through the use of inter-agency/inter-local agreements.

Connecting Land Use

- Goal T-2 Ensure the identified functional class, right-of-way, design, capacity and level of service of transportation facilities are consistent in supporting existing and future land use development patterns.
- Policy T-2.1 As is economically feasible, provide auto, bicycle, pedestrian, and transit routes within and between new and existing residential, commercial and employment areas and other activity centers.
- Policy T-2.2 Promote mixed use neighborhoods (housing, employment opportunities and retail) that supports transit, bicycling and walking and reduces automobile dependence.
- Policy T-2.3 When appropriate, utilize minimum non-urban road design standards for the desired needs of outlying communities.

Policy T-2.4 Assist the RTC in developing intermodal and other transportation facilities, such as bus stops, turnouts and transit transfer facilities, by promoting them in the Clark County land use plans.

Access and Safety

Goal T-3 Create transportation choices for travel throughout the County.

Policy T-3.1 Continue to work with local, regional and state jurisdictions to provide transportation facilities that comply with the Americans with Disabilities Act of 1990 (ADA).

Policy T-3.2 Assist the RTC in developing a transportation system that minimizes conflict between transportation modes, particularly automobiles, freight, transit, pedestrians and bicycles.

Policy T-3.3 Anticipate and address transportation system deficiencies that threaten the safety of users.

Protecting The Environment

Goal T-4 Develop and improve a transportation system that minimizes impact upon the natural environment and approved water and air quality standards.

Policy T-4.1 Minimize the environmental impacts associated with road construction and maintenance, especially with respect to residential areas, parks and other protected and unprotected natural areas; including mitigation associated with development adjacent to areas of conserved habitat.

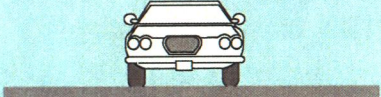
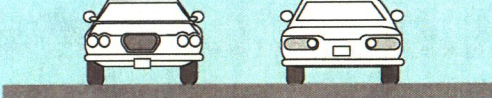
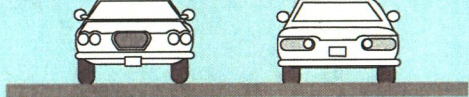
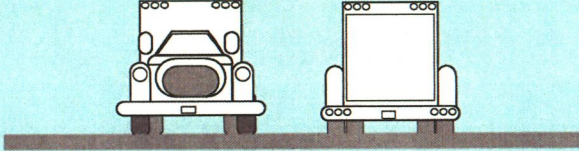



Designing the Transportation System

- Goal T-5 When economically feasible, and when there is no negative impact to the street's ability to accommodate vehicular traffic, design arterial, collector and local streets to accommodate various modal options identified in adopted alternative mode plans. The design should support adjacent land uses and be consistent with adopted street design standards.
- Policy T-5.1 Support street connectivity, and discourage vacating rights-of-way that forces traffic onto local streets or a limited number of arterial roadways.
- Policy T-5.2 Require development projects to design local street systems that complement planned land uses and reduce dependence on arterial streets for local circulation.
- Policy T-5.3 Level of Service (LOS) "D" should be the design objective for non-residential local, collector and arterial streets. LOS "C" should be the design objective for residential local, collector and arterial streets. The design year to be used by all developers should be the buildout year of the development's final phase.
- Policy T-5.4 Provide a system of freeways and arterials for longer distance and high speed trips within the County.
- Policy T-5.5 Develop, support and preserve rights-of-way for future fixed guideway systems, and other alternative modes identified in adopted plans.
- Policy T-5.6 Support the planning and development of safe and efficient freight transportation corridors.
- Policy T-5.7 On arterial and collector streets prohibit excessive driveways.

Implementing the Transportation System

- Goal T-6 Implement a County transportation system that supports the adopted land use plans by selection of complimentary transportation projects and programs.
- Policy T-6.1 Place a high priority on projects and programs which best serve the transportation needs of the Strip, regional centers, intermodal facilities and industrial areas.
- Policy T-6.2 Emphasize projects and programs that provide or promote a wide range of transportation choices.

Figure 1
Clark County Standard Functional Class System

CLASS Minimum Right-of-Way	PURPOSES	TRAFFIC VOLUME (When fully developed)	ACCESS CONTROL
<p>Local Residential</p>  <p>One Way 39 feet</p>	<p>Access to abutting single family homes</p>	<p>Less than 200 vehicles per day total</p>	<p>Directional Restriction</p>
<p>Local Residential Two-Way (Option A)</p>  <p>with Hammerhead 51 feet</p>	<p>Access to abutting single family homes</p>	<p>Less than 1,500 vehicles per day total both directions</p>	<p>None</p>
<p>Local Residential Two-Way (Option B)</p>  <p>with Hammerhead 48 plus feet</p>	<p>Access to abutting residential properties</p>	<p>Less than 1,500 vehicles per day total both directions</p>	<p>None</p>
<p>Local</p>  <p>60 feet</p>	<p>Access to industrial, commercial and residential lands</p>	<p>1,500 to 3,500 vehicles per day total both directions</p>	<p>None</p>
<p>Collector*</p>  <p>80 plus feet</p>	<p>To convey traffic from local residential streets to major collector or arterial streets while affording abutting properties access</p>	<p>1,500 to 3,500 vehicles per day total both directions</p>	<p>Limited access for single family residential.</p>
<p>Arterial*</p>  <p>Arterial Roadways 100 plus feet , Arterial-Section Line Roadways 100 plus feet, Arterial Range and Township Roadways 120 plus feet</p>	<p>To convey traffic from local and collector streets</p>	<p>3,500 and greater vehicles per day total both directions</p>	<p>Partial control by means of limitations on driveway locations and/or raised medians within the street. Limited access for single family residential.</p>
<p>Arterials-Limited Access</p>  <p>120 plus feet</p>	<p>To convey traffic between regional activity centers</p>	<p>3,500 and greater vehicles per day total both directions</p>	<p>Full control, limited access</p>

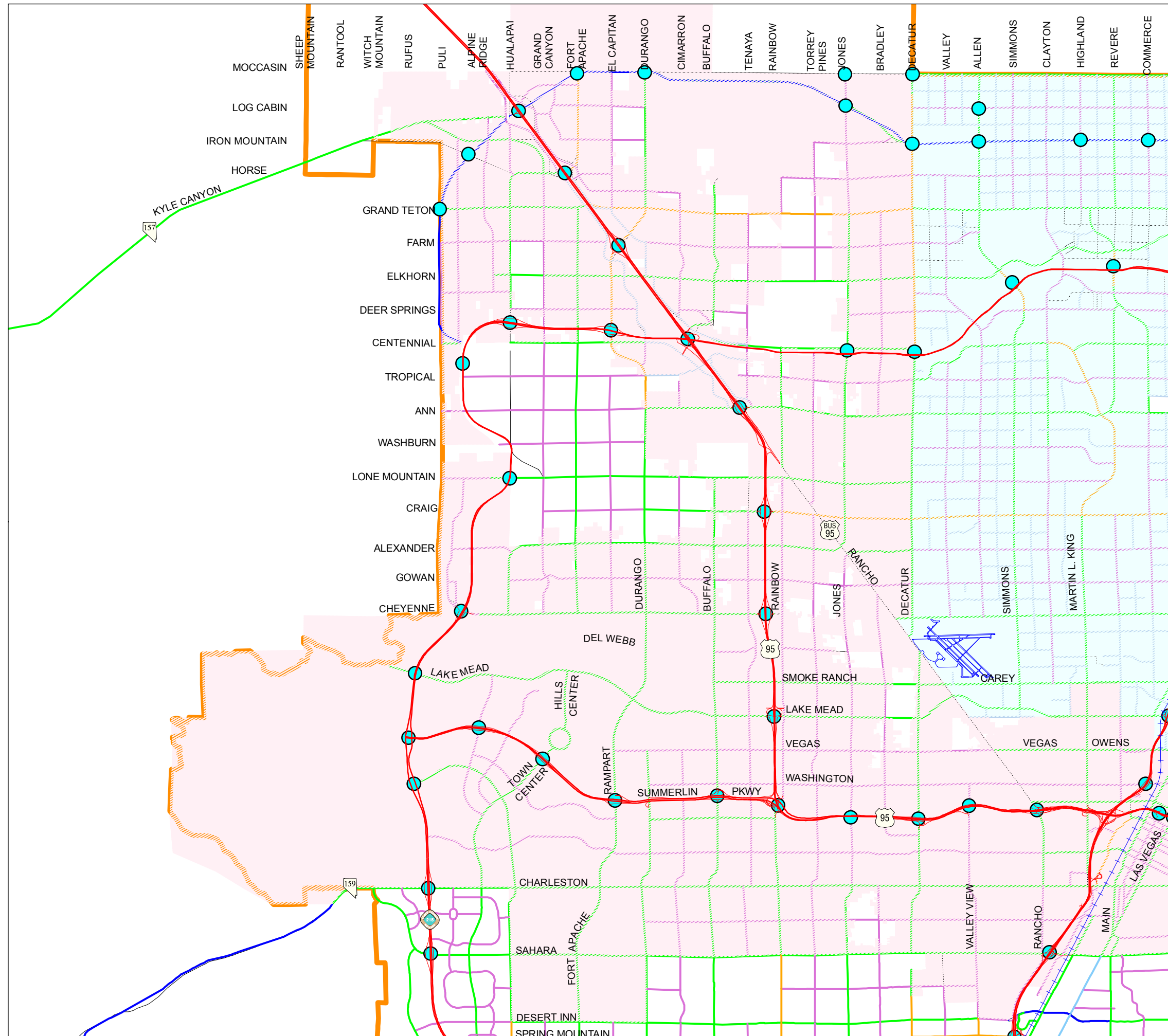
* Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer

VIII.

Appendix 1 Maps

Transportation Element

Map 1.1 Las Vegas Valley (NW) Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas

NOTES:

1. — Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

 In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.
6. Right-of-way in incorporated cities is general and for informational use only. Consult the individual plans of each city for specific right-of-way requirements

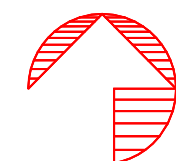
0 3,800 7,600 11,400 15,200



SCALE IN FEET

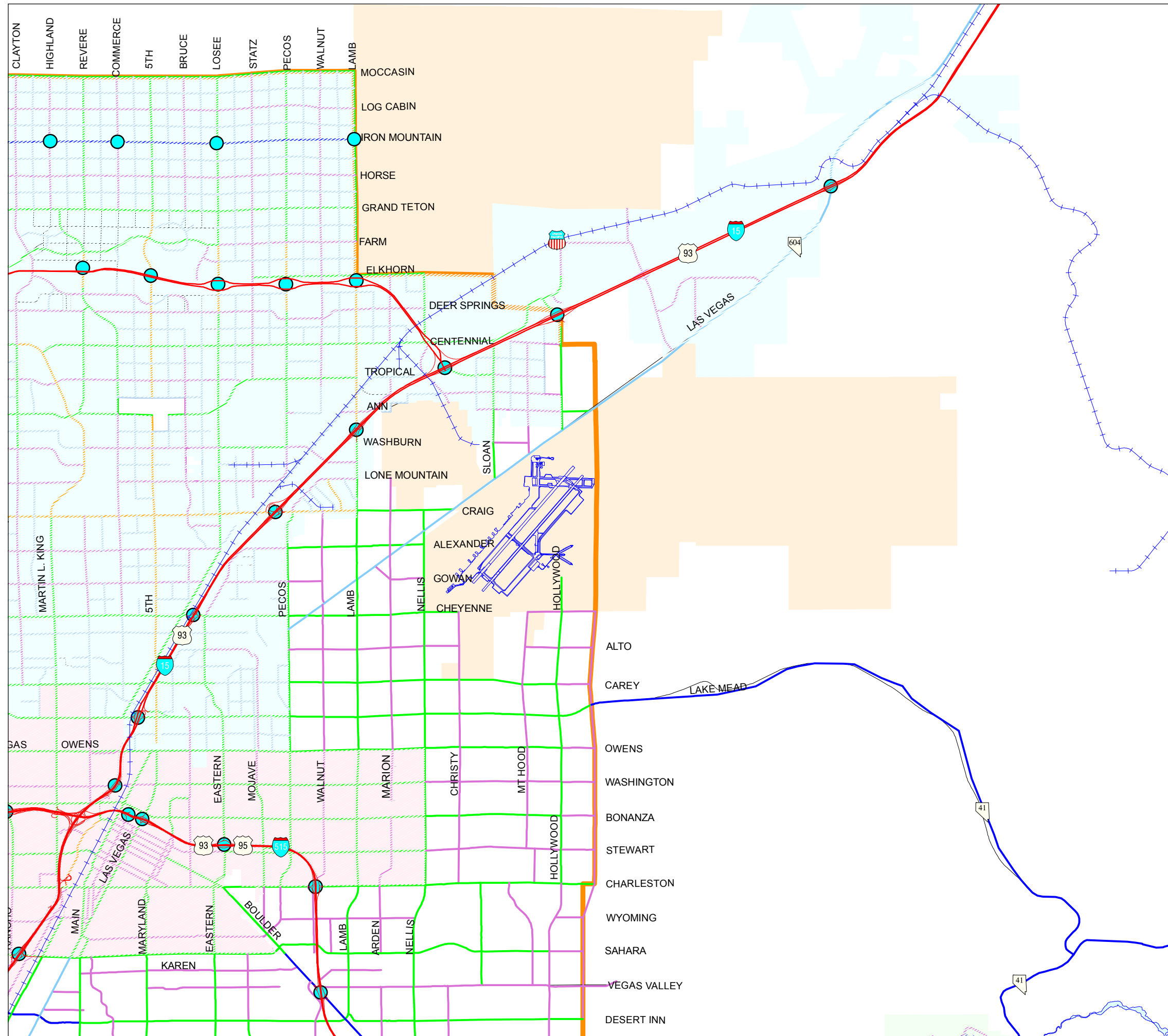
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 1.2 Las Vegas Valley (NE) Clark County, Nevada



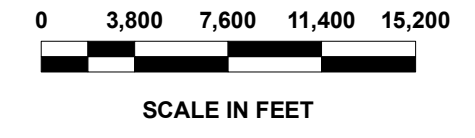
- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas

NOTES:

1. - - - Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:

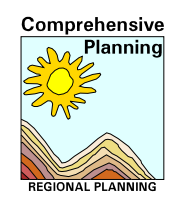
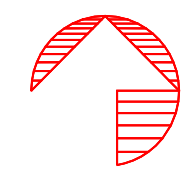
Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.
6. Right-of-way in incorporated cities is general and for informational use only. Consult the individual plans of each city for specific right-of-way requirements



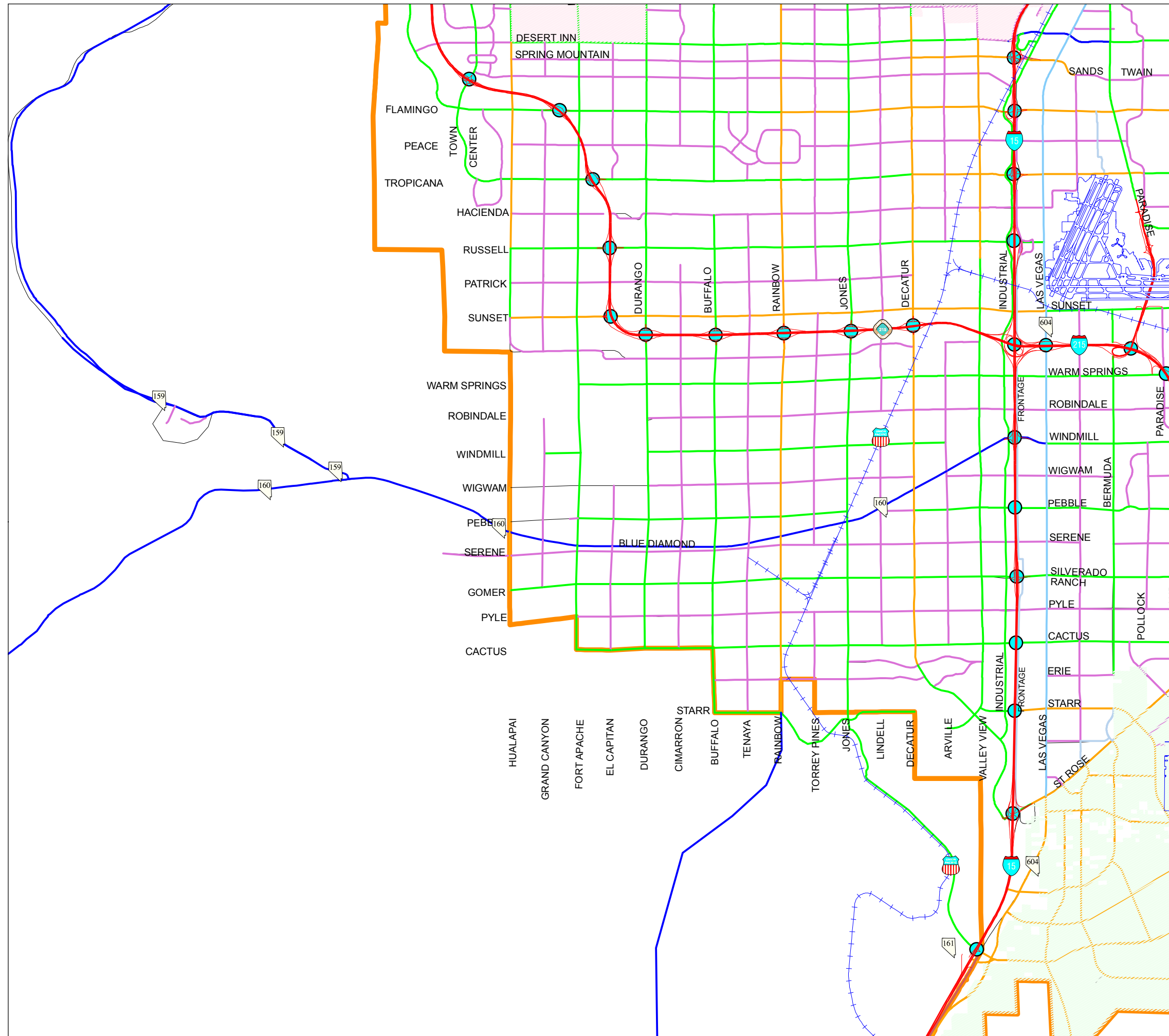
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 1.3 Las Vegas Valley (SW) Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas

NOTES:

1. — Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

 In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.
6. Right-of-way in incorporated cities is general and for informational use only. Consult the individual plans of each city for specific right-of-way requirements

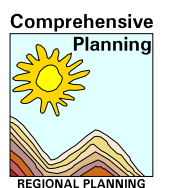
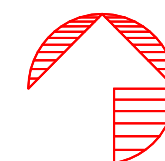
0 3,800 7,600 11,400 15,200



SCALE IN FEET

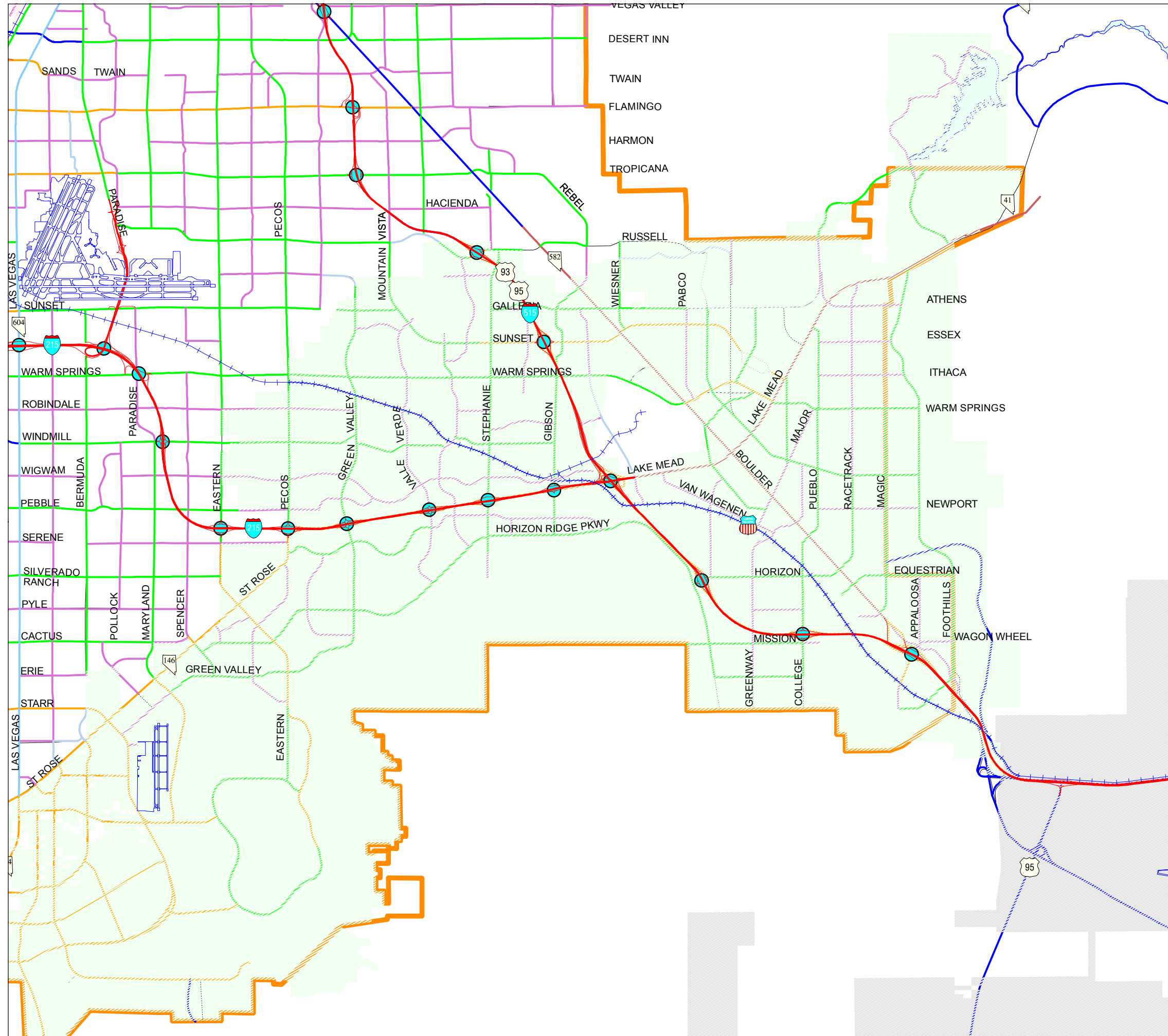
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 1.4 Las Vegas Valley (SE) Clark County, Nevada



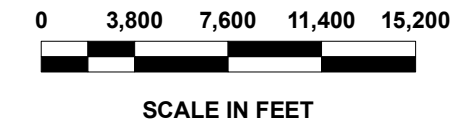
- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + Railroads
- Interchanges
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas

NOTES:

1. — Routes as Planned by Incorporated Cities. (To be determined)
2. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
3. The following minimum right-of-way widths shall be required on all grid line streets:

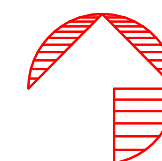
Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

 In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
4. Right-of-way widths may be wider at intersections than as shown on map.
5. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.
6. Right-of-way in incorporated cities is general and for informational use only. Consult the individual plans of each city for specific right-of-way requirements



Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 2 Blue Diamond Clark County, Nevada



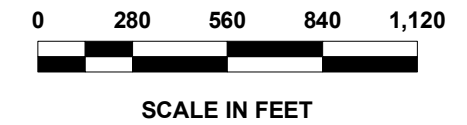
- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + + Railroads
- Disposal Boundary
- Boulder City
- Las Vegas
- Henderson
- North Las Vegas

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

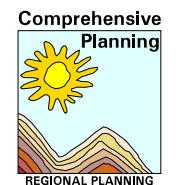
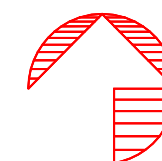
Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.



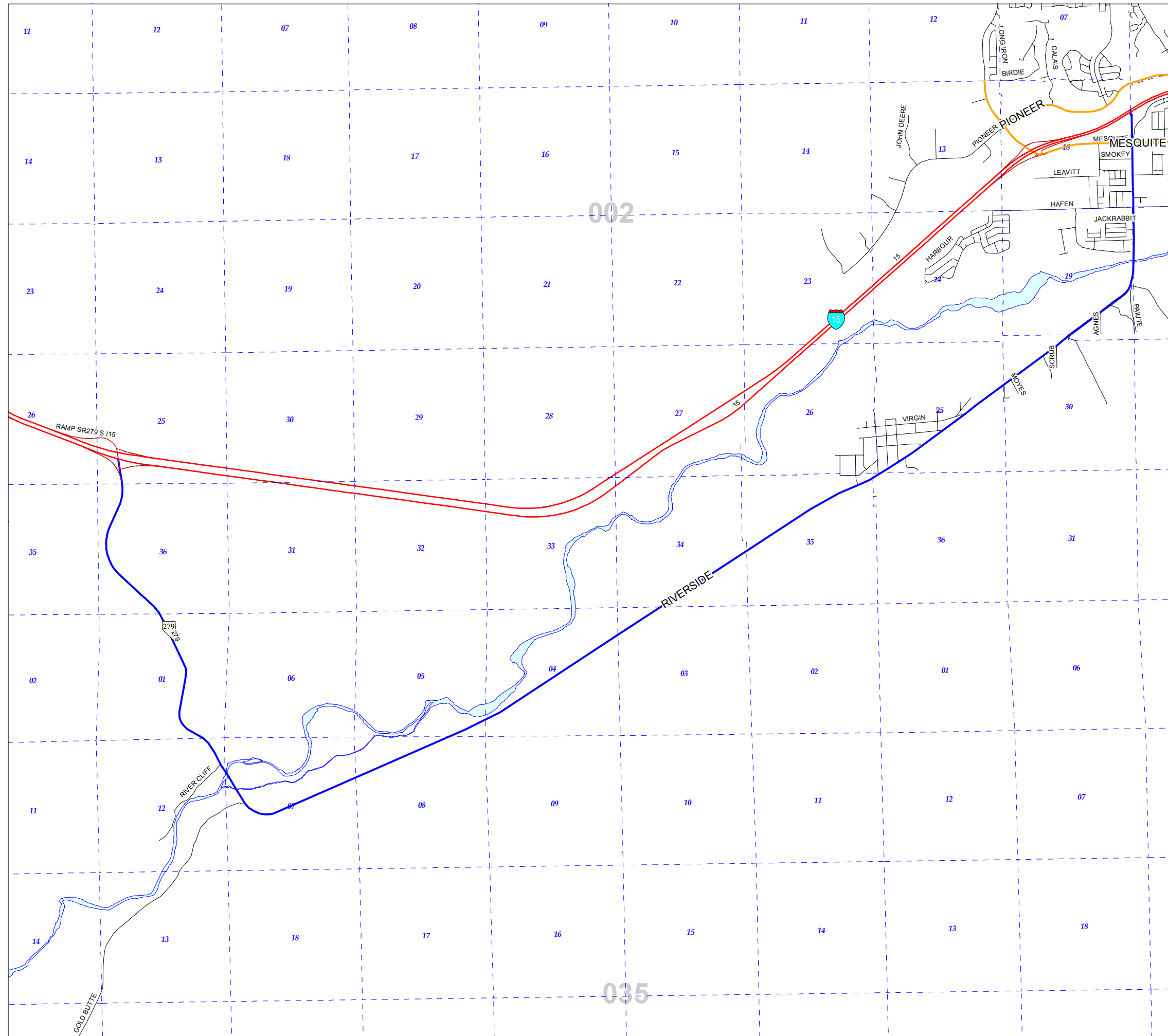
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 3 Bunkerville Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

 In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

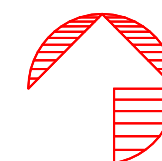
0 2,000 4,000 6,000 8,000

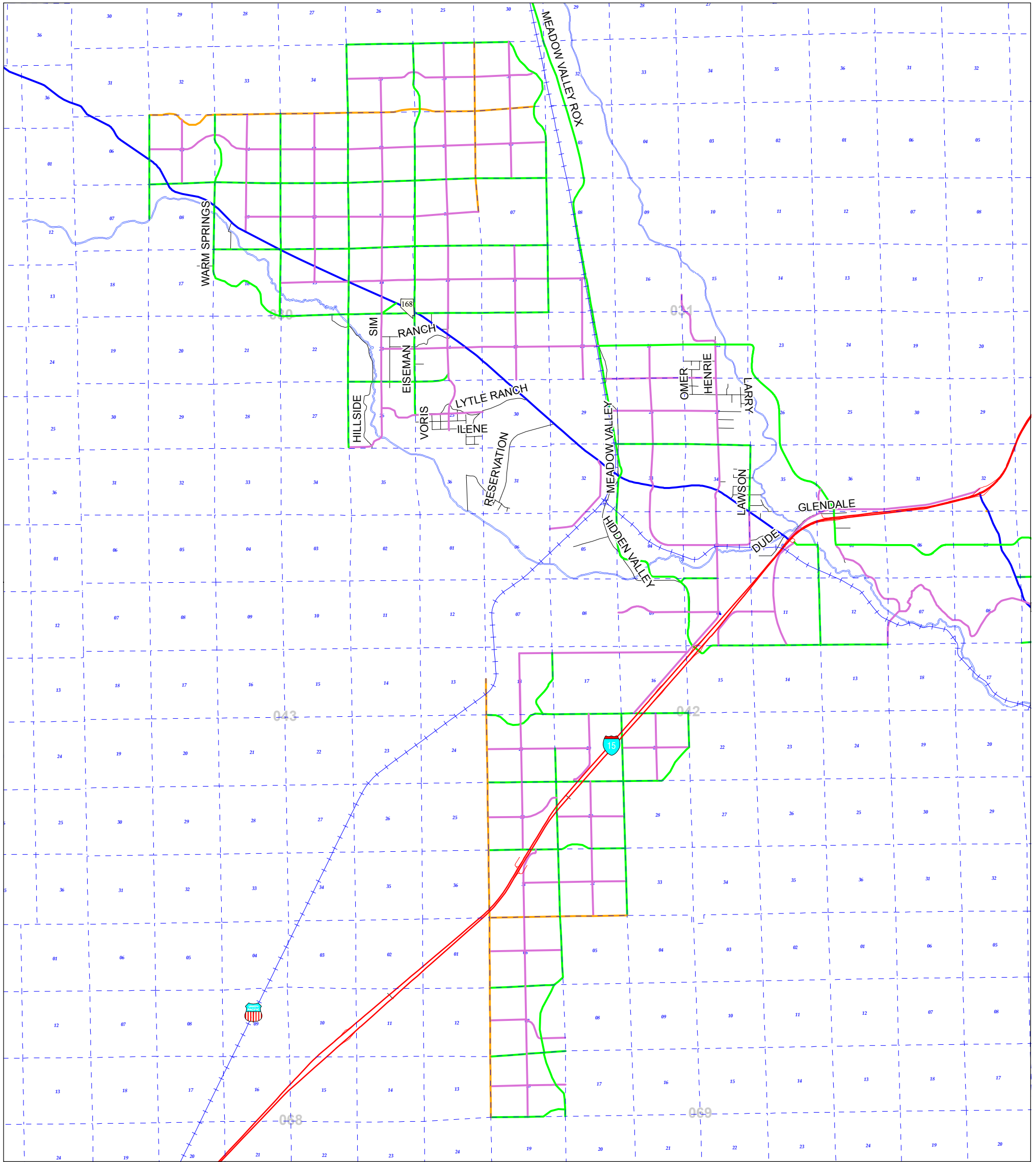


SCALE IN FEET

Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*

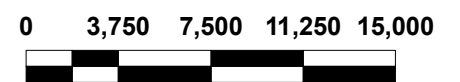




- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- - - - Railroads
- - - - Section Lines

Transportation Element

Map 4 Glendale/Moapa Clark County, Nevada



SCALE IN FEET

Map Created On: February 23, 2009

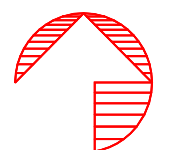
*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*

NOTES:

1. For detailed right-of-way information see:
"Uniform Standard Drawings for Public Works Construction of
Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

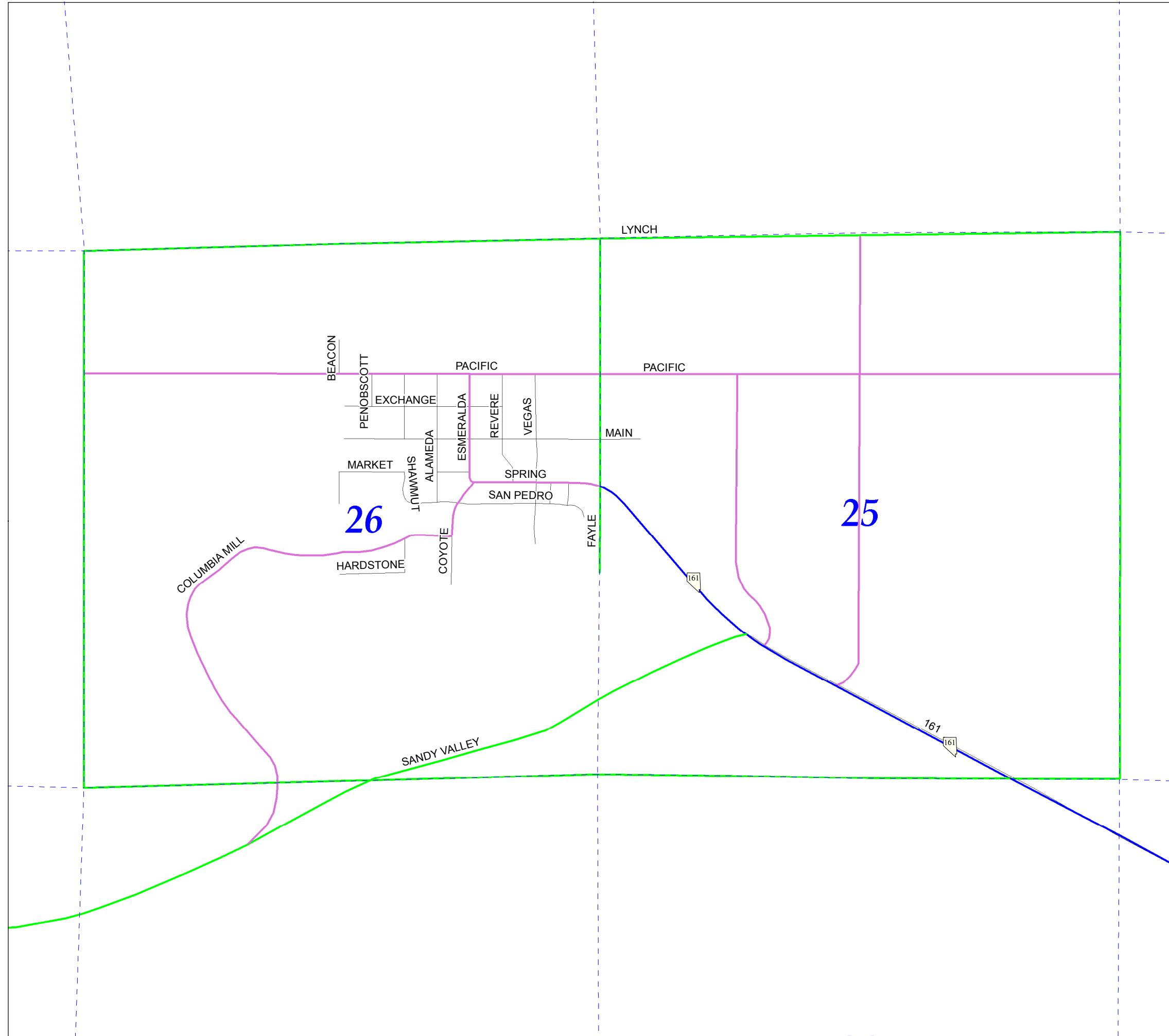
Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.



Transportation Element

Map 5 Goodsprings Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + + Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

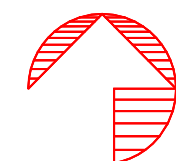
0 470 940 1,410 1,880



SCALE IN FEET

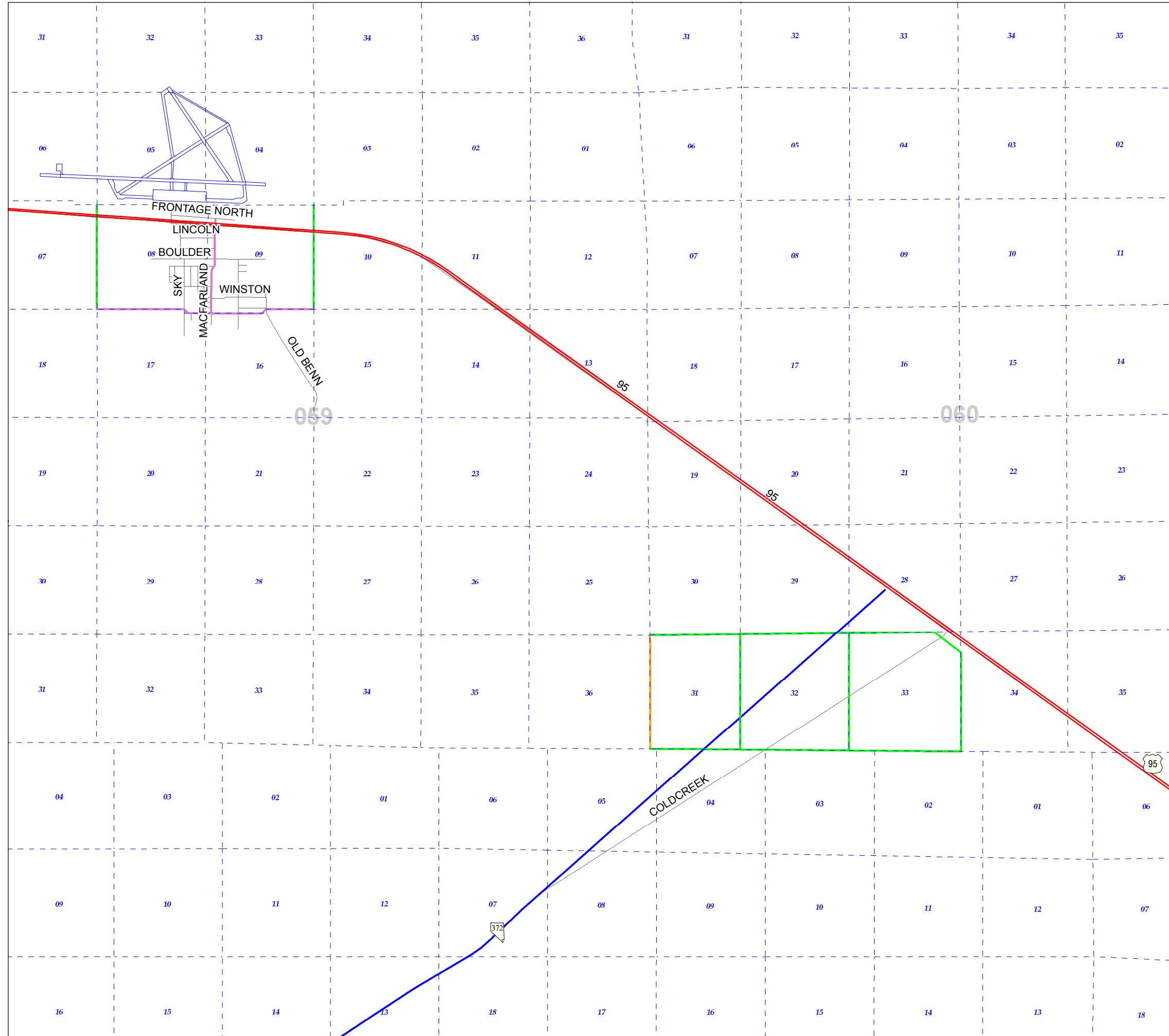
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 6 Indian Springs Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + + + Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

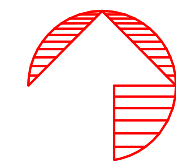
0 2,300 4,600 6,900 9,200



SCALE IN FEET

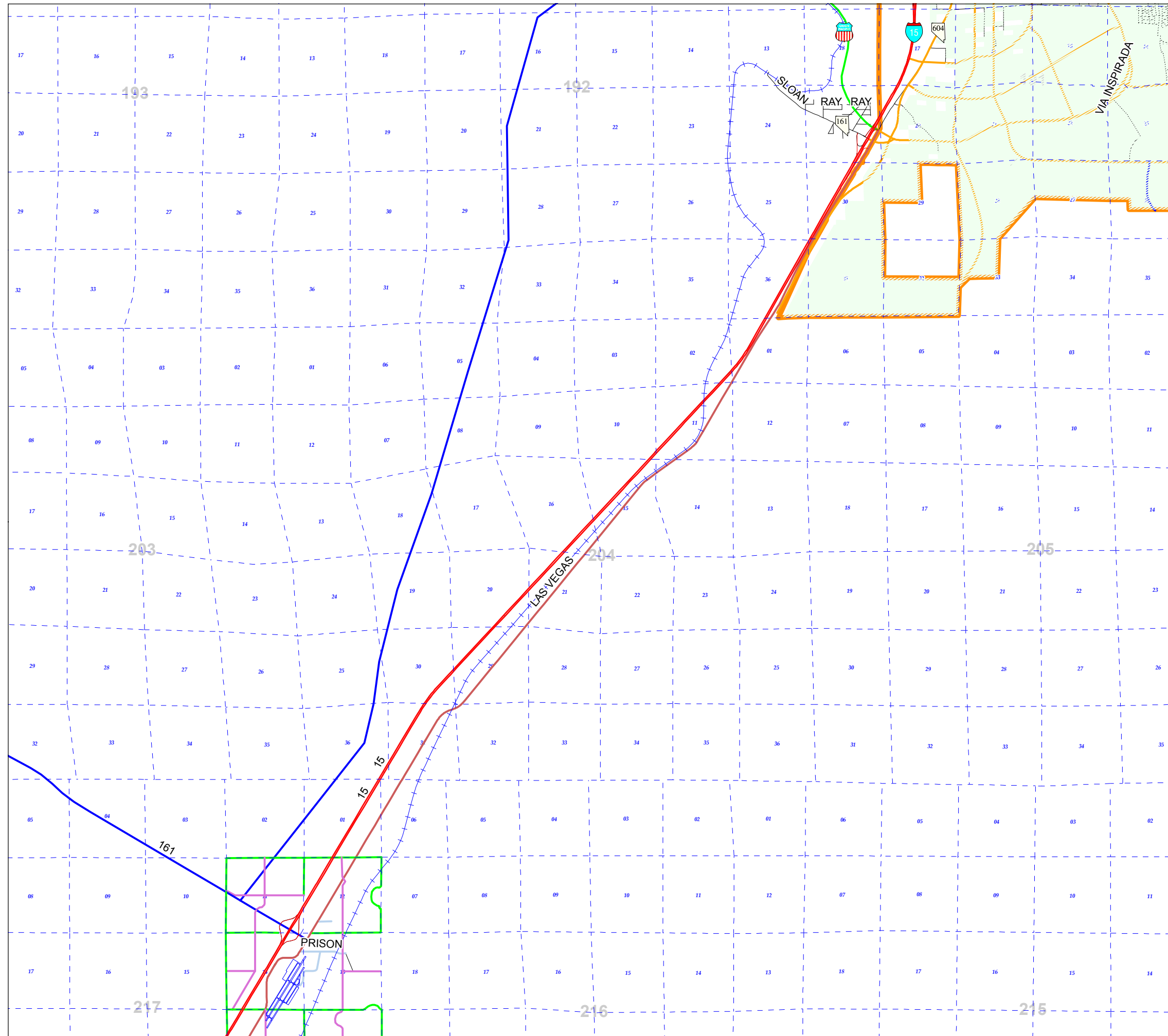
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 7 Jean Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
 - Las Vegas Blvd (200+ ft R-O-W)
 - Interstates/State Hwys (200+ ft R-O-W)
 - Arterials (120+ ft R-O-W)
 - Arterials (100+ ft R-O-W)
 - Collectors (80+ ft R-O-W)
 - Collectors (60+ ft R-O-W)
 - Local Streets (R-O-W Varies)
 - + + Railroads
 - - - Section Lines
- | | |
|--|---|
| Boulder City | Las Vegas |
| Henderson | North Las Vegas |

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

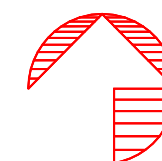
0 3,400 6,800 10,200 13,600



SCALE IN FEET

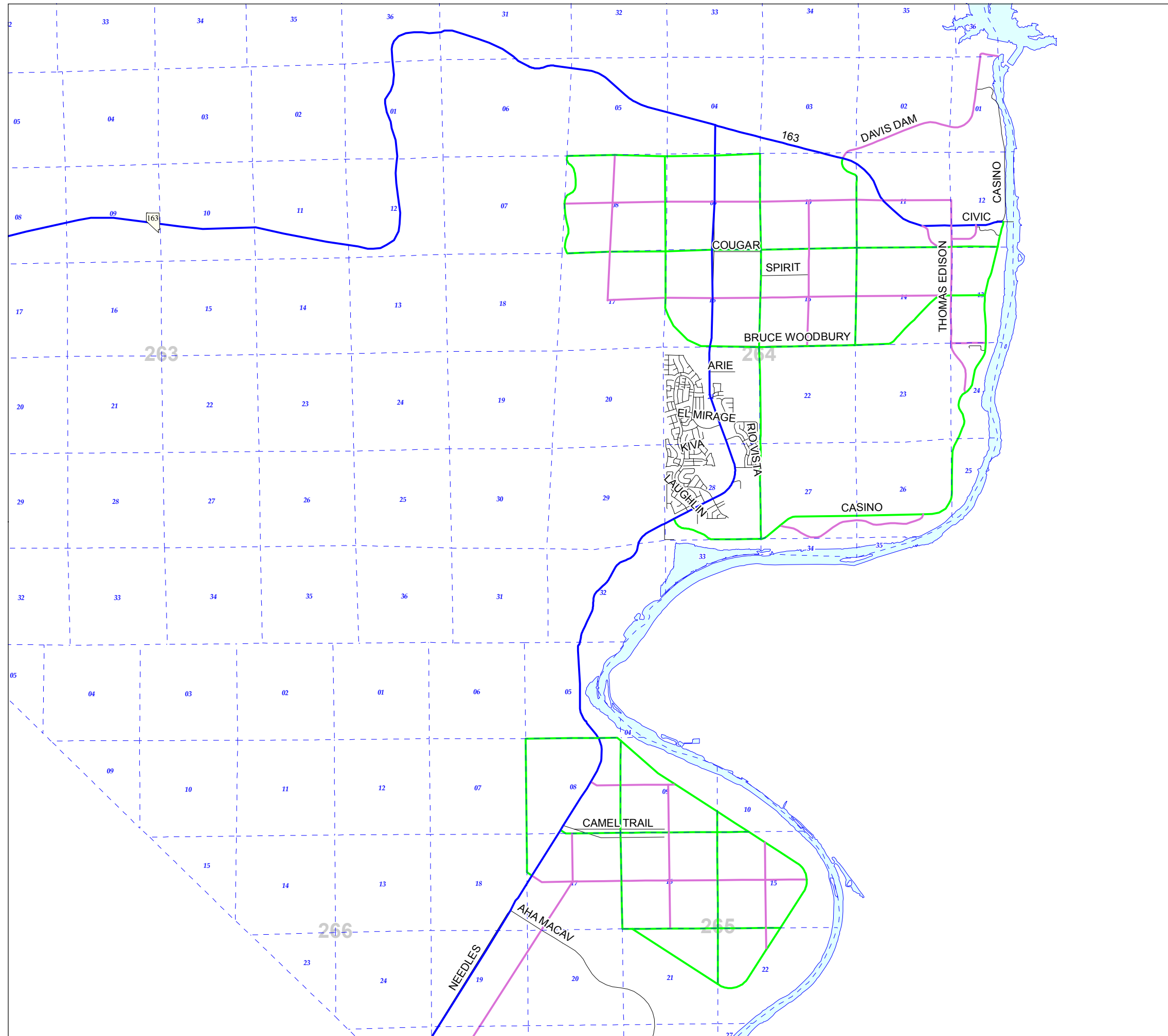
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 8 Laughlin Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- +— Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

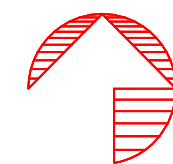
0 2,600 5,200 7,800 10,400



SCALE IN FEET

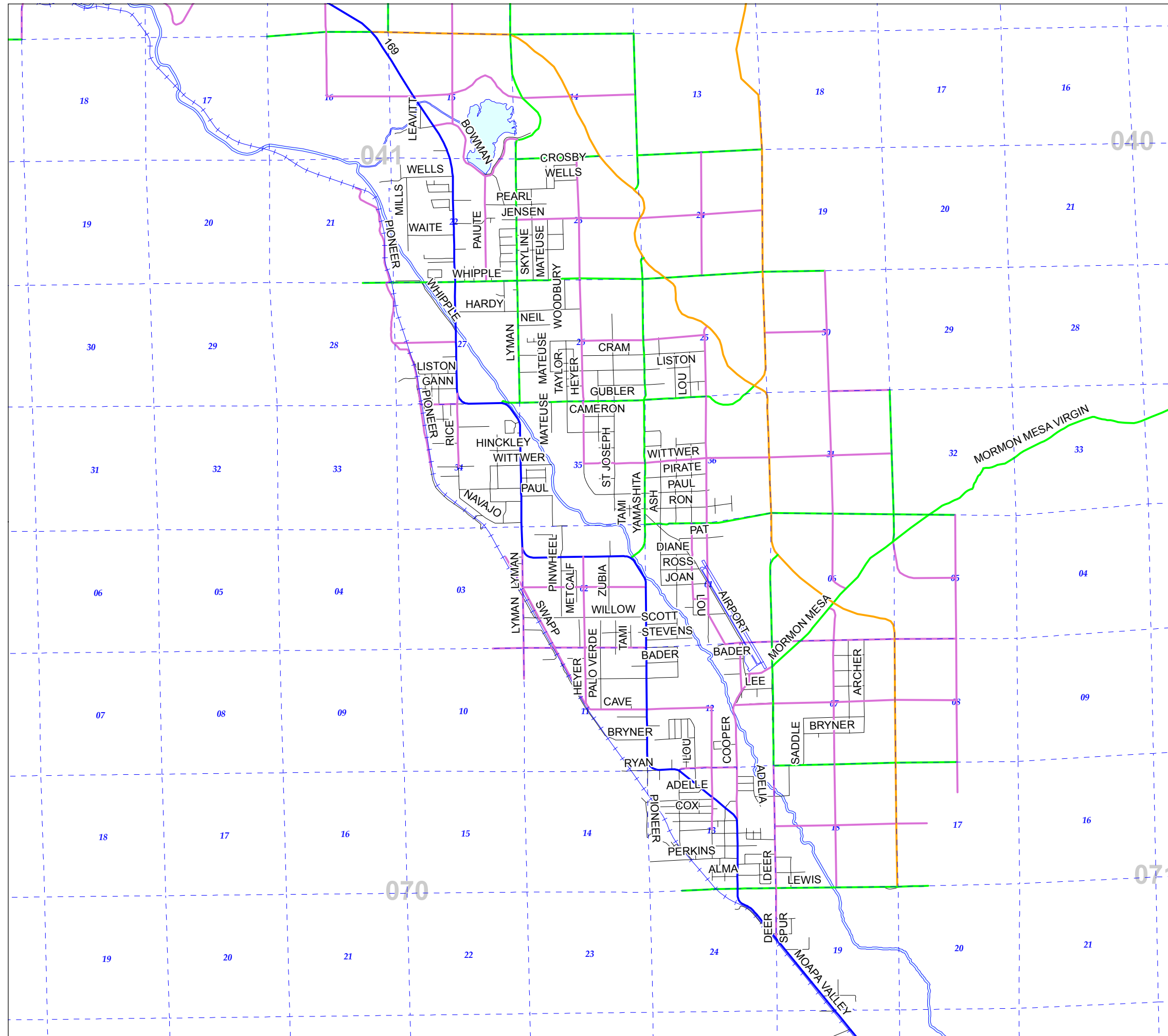
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 9 Logandale/Overton Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

 In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

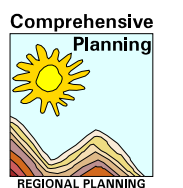
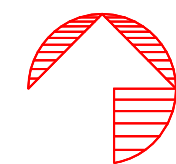
0 2,000 4,000 6,000 8,000



SCALE IN FEET

Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*

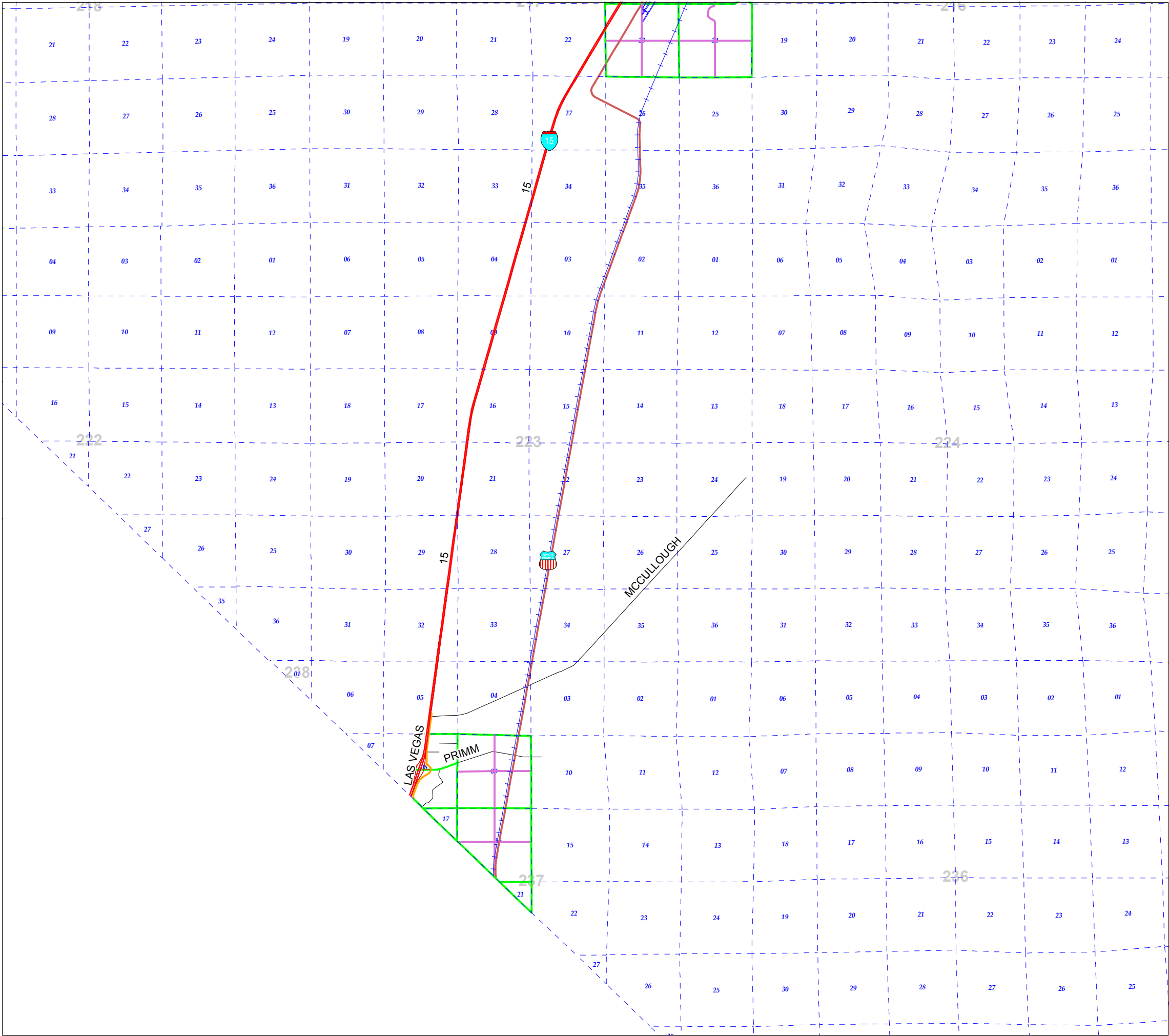


Transportation Element

Map 10

Primm

Clark County, Nevada



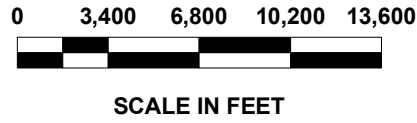
- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

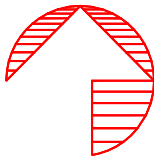
Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

 In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.



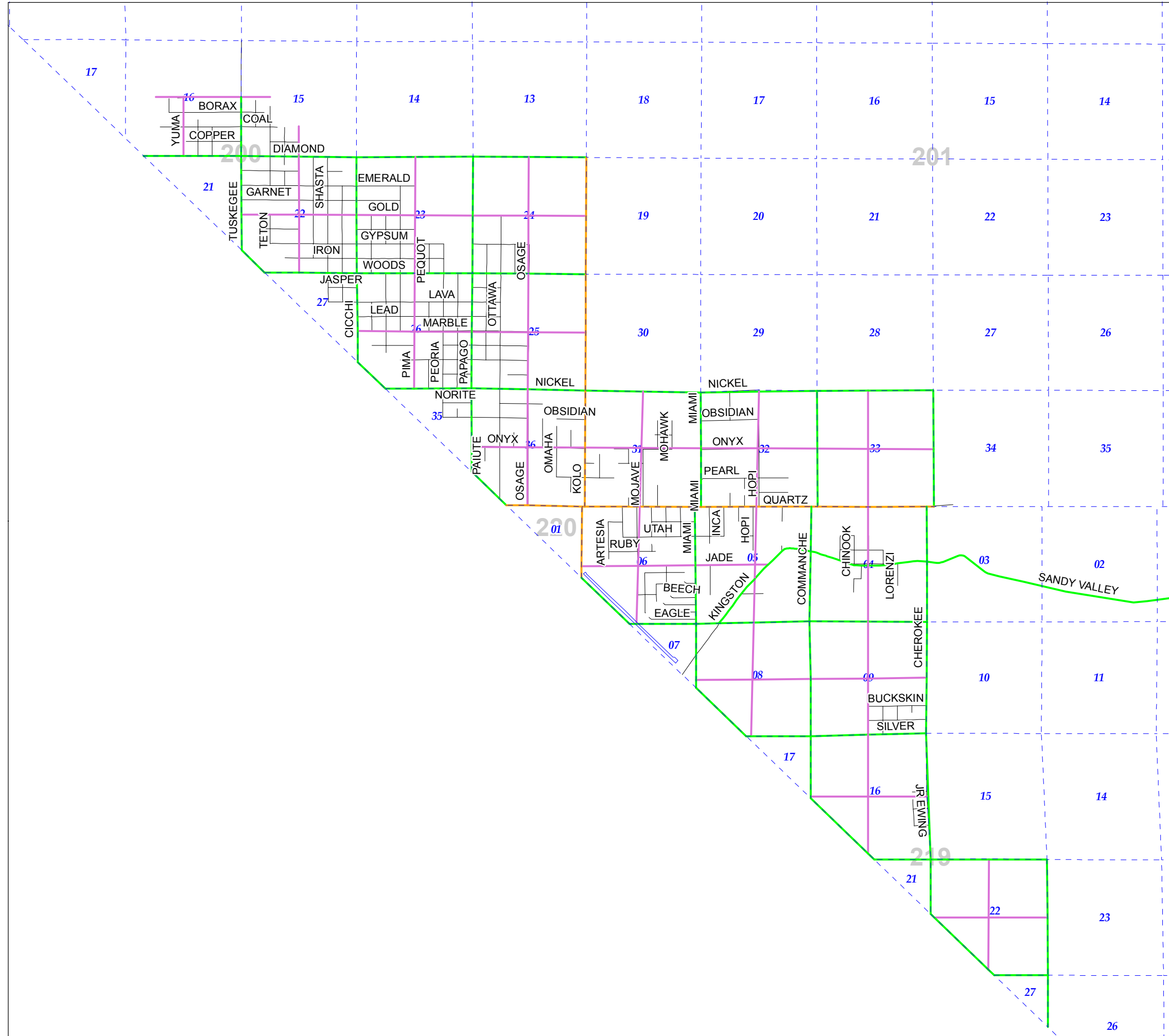
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 11 Sandy Valley Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

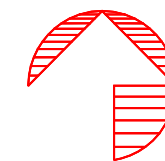
0 2,200 4,400 6,600 8,800



SCALE IN FEET

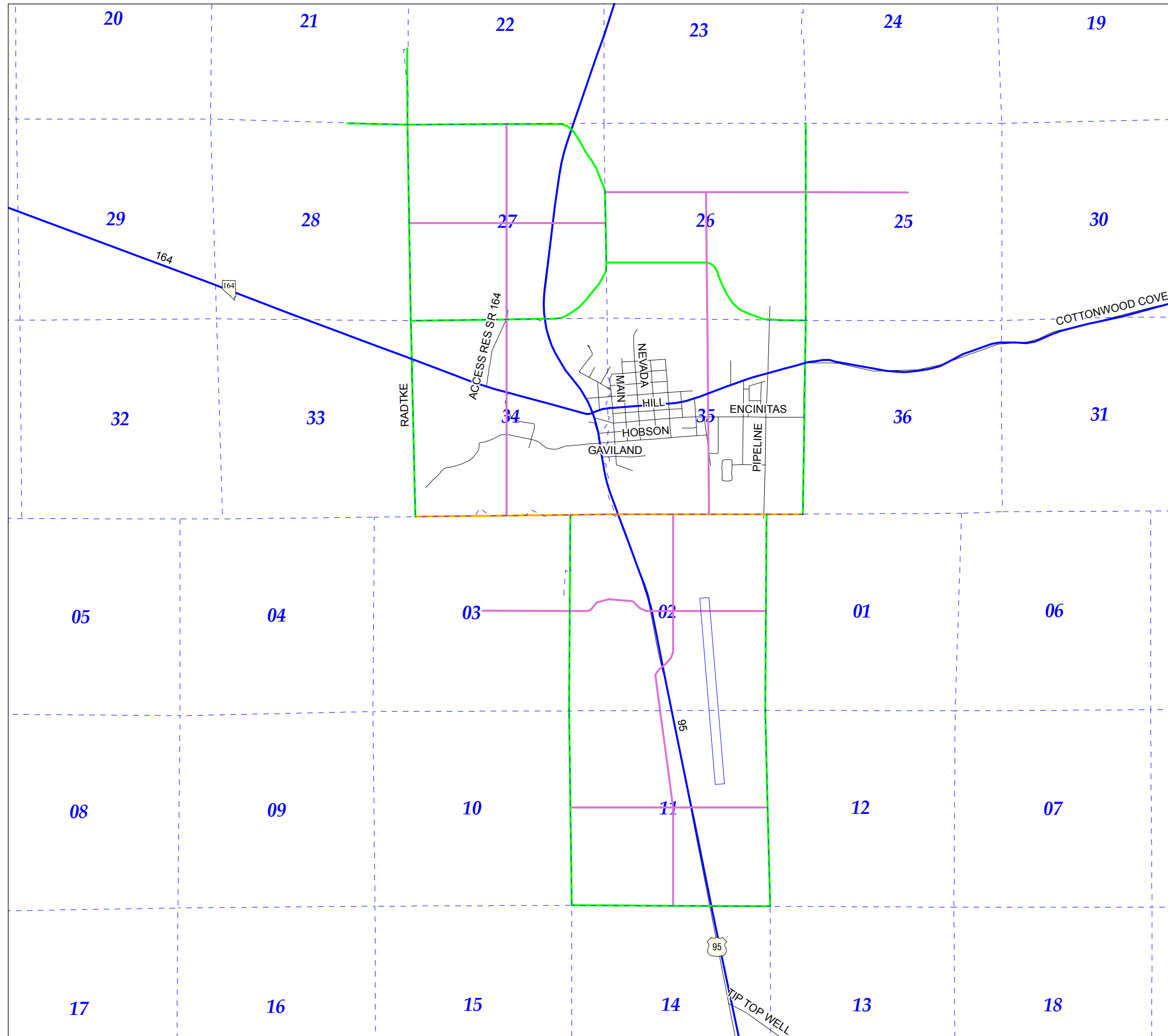
Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



Transportation Element

Map 12 Searchlight Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- + Railroads
- - - Section Lines

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

 In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

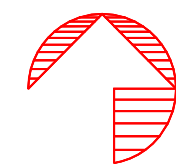
0 1,250 2,500 3,750 5,000

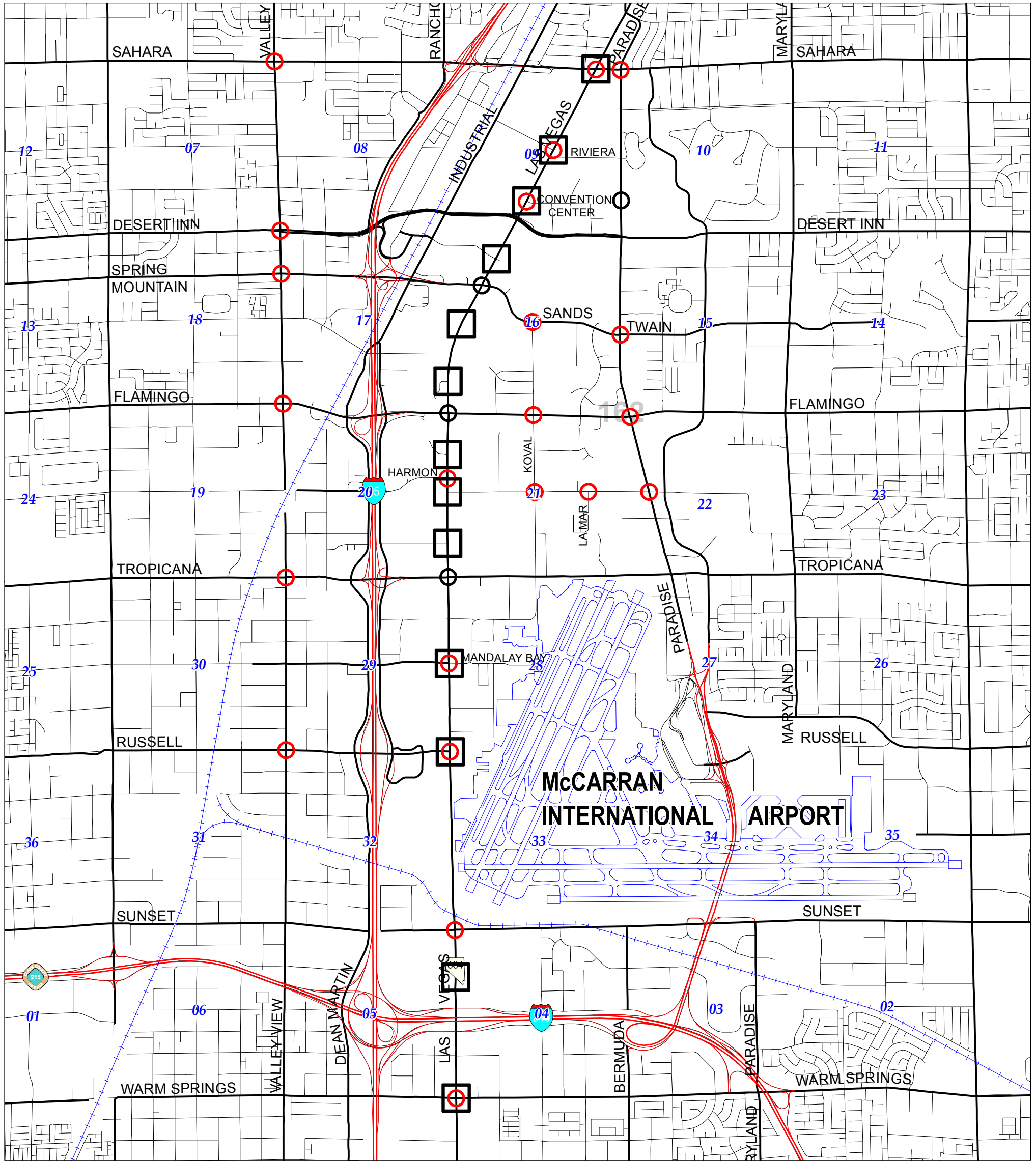


SCALE IN FEET

Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*





Transportation Element




Map 13 Public Pedestrian Grade Separations and Transit Stations

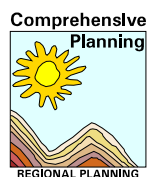
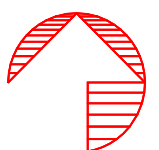
0 750 1,500 3,000 4,500 6,000

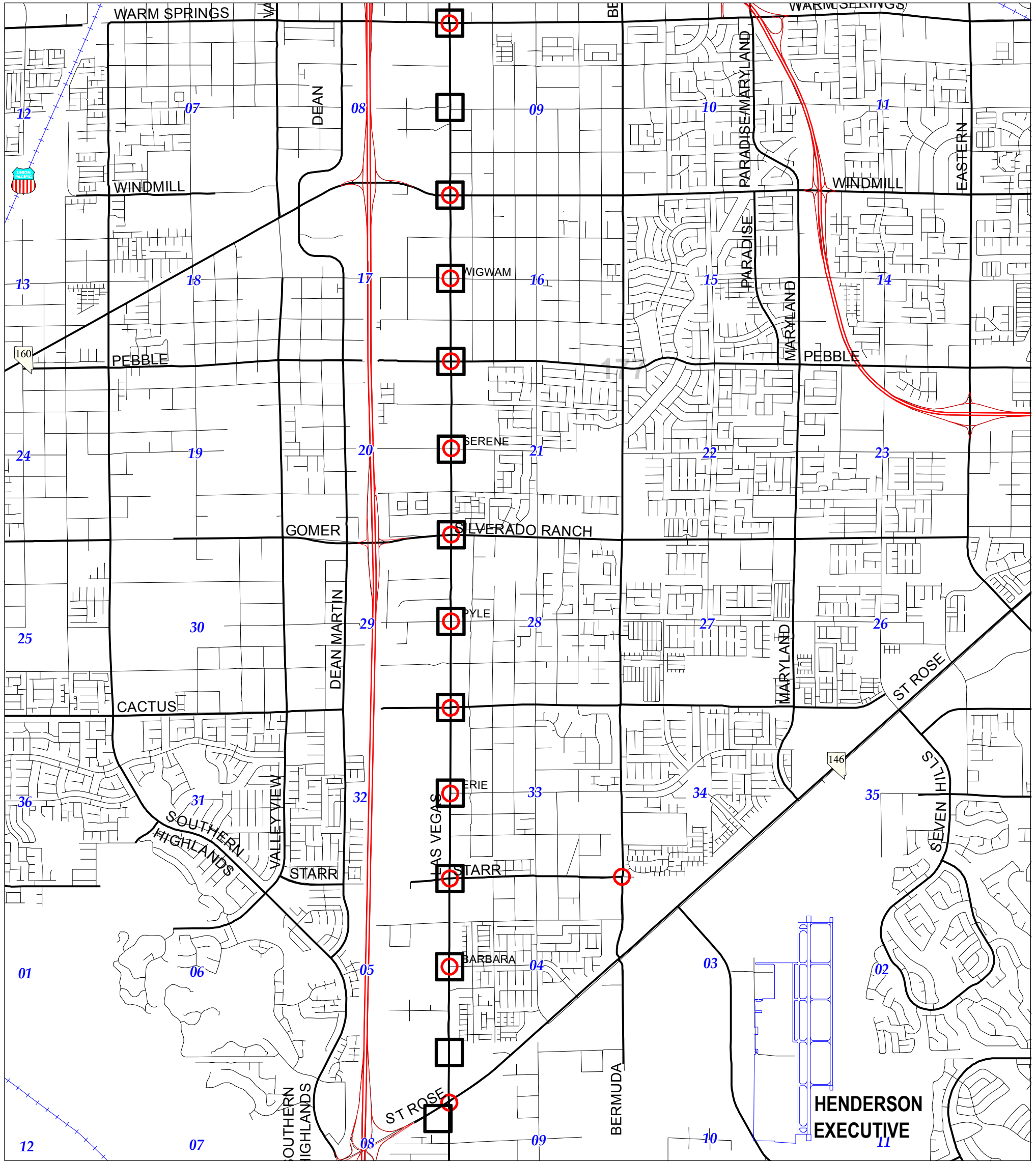
SCALE IN FEET

Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*

-  Existing Public Pedestrian Grade Separations
-  Planned Public Pedestrian Grade Separations
-  Future Transit Stations - General Locations





Transportation Element

Map 14 Public Pedestrian Grade Separations and Transit Stations




0 750 1,500 3,000 4,500 6,000

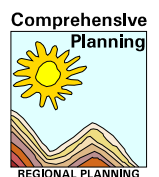
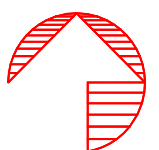


SCALE IN FEET

Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*

-  Existing Public Pedestrian Grade Separations
-  Planned Public Pedestrian Grade Separations
-  Future Transit Stations - General Locations



Transportation Element

Map 15

BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities

NUM	PARCEL	ACRES	LOCATION
1	16213704003	4.95	SE Pecos-McLeod/Twain Flood Control Facility
2	16316101001	80.8	East side of Desert Breeze Park
3	16324801001	76.45	NWC Decatur & Tropicana
4	17619101002	11.27	NEC Blue Diamond & Hualapai
5	17619201001	15.04	SEC Blue Diamond & Hualapai
6	17620601009	9.54	W of SWC Durango & Blue Diamond
7	17620601014	10.54	NWC Blue Diamond & Durango
8	17623201003	7.76	SS Blue Diamond & EW of Torrey Pines
9	17623501011	26.67	NS Blue Diamond between Torrey Pines & Jones
10	17623601018	7.19	E of UPRR, S of Blue Diamond
11	17707401014	37.71	NW corner Windmill & Arville
12	17729101006	125.64	SWC Polaris & Silverado
13	19105601017	4.64	One of several N of the NWC LVB & St. Rose
14	19105701001	8.31	One of several N of the NWC LVB & St. Rose
15	19105701008	26.22	One of several N of the NWC LVB & St. Rose
16	19105801010	28.12	One of several N of the NWC LVB & St. Rose
17	19117601010	4.64	Sloan Split by LVB N of join with I-15
18	19117402009	0	E LVB N of Sloan
19	19130501004	7.59	E of LVB and Jean Airport

Park and Ride lots may share parcels with other public uses

Cities

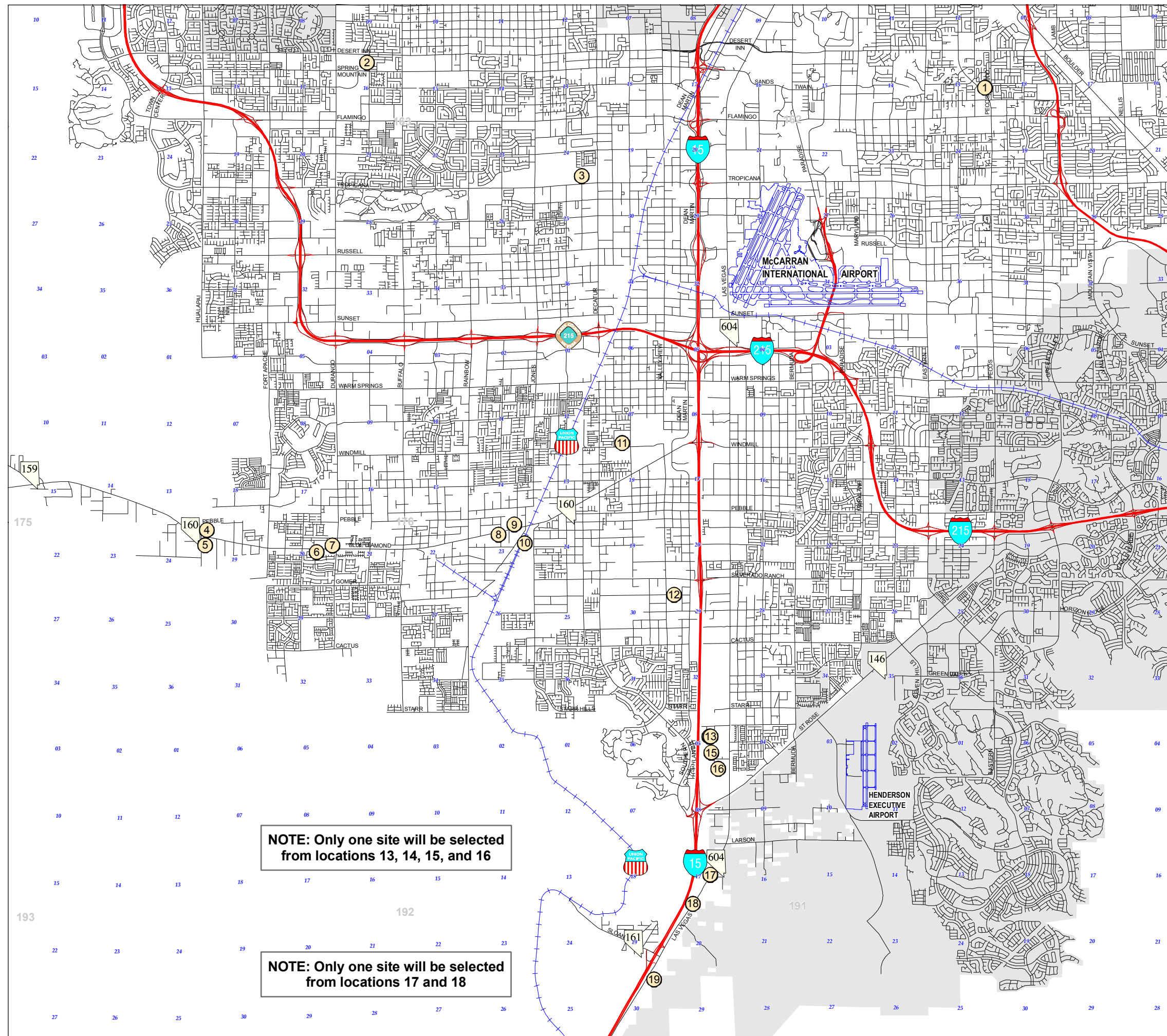
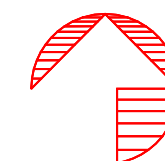
0 3,700 7,400 11,100 14,800



SCALE IN FEET

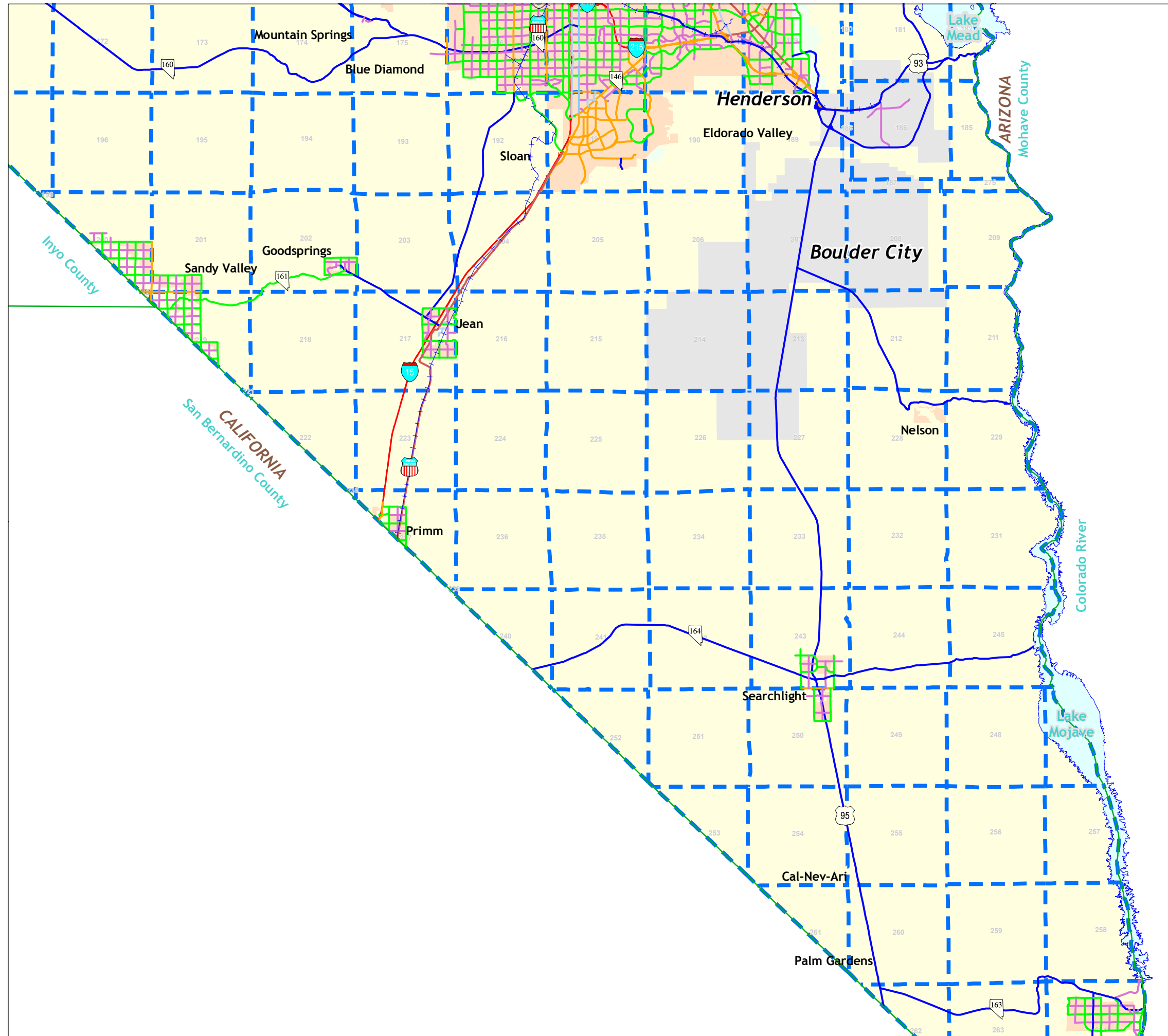
Map Created On: February 23, 2009

This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.



Transportation Element

Map 16 South County Clark County, Nevada



- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Railroads
- - - Book Boundaries
- Disposal Boundaries

NOTES:

1. For detailed right-of-way information see: "Uniform Standard Drawings for Public Works Construction of Offsite Improvements, Clark County Area, Nevada."
2. The following minimum right-of-way widths shall be required on all grid line streets:

Township and Range Lines	120 foot right-of-way width
Section Lines	100 foot right-of-way width
Quarter Section Lines	80 foot right-of-way width

In addition to these requirements, minimum right-of-way requirements for new development shall be required as shown on the Standard Drawings for the various functionally classified streets shown on this map and shall apply to non-grid line streets and highways, curvilinear alignments, tangential alignments, special design configurations and off-grid jogs and segments of grid line streets and highways.
3. Right-of-way widths may be wider at intersections than as shown on map.
4. Classification of proposed streets as collector or arterial roadways shall be determined by the County Engineer and may have greater or less right-of-way widths than shown.

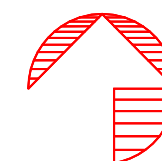
0 17,000 34,000 51,000 68,000



SCALE IN FEET

Map Created On: February 23, 2009

*This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.*



**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on January 17, 2006, the Clark County Planning Commission approved the proposed amendment: and

WHEREAS, on February 7, 2006, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to change Two Streets north of Duesing Road and west of Moapa Valley Boulevard designated as Collectors (80 foot right-of-way) to Local Streets (60 foot right-of-way) as shown on the attached Map 9.

PASSED, ADOPTED, AND APPROVED this 7th day of February, 2006.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on May 16, 2006, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map to designate the planned right-of-way widths on Las Vegas Boulevard as:

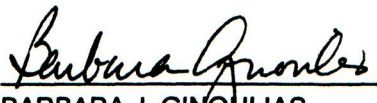
Sahara Avenue to St. Rose Parkway	200+
St. Rose Parkway to California State Line	300+

PASSED, ADOPTED, AND APPROVED this 16th day of May, 2006.

CLARK COUNTY PLANNING COMMISSION

By: 
RON NEWELL, CHAIRMAN

ATTEST:


BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on May 16, 2006, the Clark County Planning Commission approved the proposed amendment: and

WHEREAS, on June 7, 2006, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to designate the planned right-of-way widths on Las Vegas Boulevard as:

Sahara Avenue to St. Rose Parkway	200+
St. Rose Parkway to California State Line	300+

PASSED, ADOPTED, AND APPROVED this 7th day of June, 2006.

CLARK COUNTY NEVADA

By: 

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 6, 2006, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map to remove Wittwer Street from the Union Pacific Railroad to Moapa Valley Boulevard as an 80 foot right-of-way collector street .

PASSED, ADOPTED, AND APPROVED this 6th day of July, 2006.

CLARK COUNTY PLANNING COMMISSION

By: _____


RON NEWELL, CHAIRMAN

ATTEST:

BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 6, 2006, the Clark County Planning Commission approved the proposed amendment: and

WHEREAS, on July 19, 2006, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to remove Witter Street between Moapa Valley Boulevard and the Union Pacific Railroad as a collector street.


PASSED, ADOPTED, AND APPROVED this 19th day of July, 2006.

CLARK COUNTY, NEVADA

By: 

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 6, 2006, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map to remove Warm Springs Road from Fort Apache Road to Grand Canyon Drive as an 80 foot right-of-way collector street .

PASSED, ADOPTED, AND APPROVED this 6th day of July, 2006.

CLARK COUNTY PLANNING COMMISSION

By: _____


RON NEWELL, CHAIRMAN

ATTEST:

BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 6, 2006, the Clark County Planning Commission approved the proposed amendment: and

WHEREAS, on July 19, 2006, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to remove Warm Springs Road between Fort Apache Road and Grand Canyon Drive as a collector street.


PASSED, ADOPTED, AND APPROVED this 2nd day of August, 2006.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 19, 2006, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to remove Hualapai Way between Centennial Parkway and Regena Avenue as a collector street.

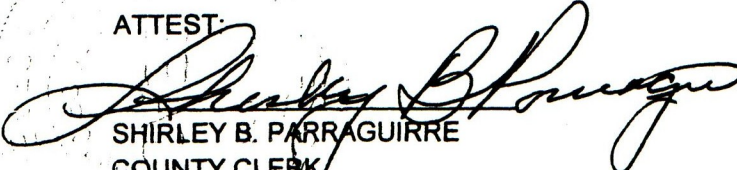
PASSED, ADOPTED, AND APPROVED this 2nd day of August, 2006.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on November 8, 2006, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to remove Torrey Pines Drive from Post Road to Patrick Lane as an 80 foot right-of-way collector street .

PASSED, ADOPTED, AND APPROVED this 8th day of November, 2006.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on January 16, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

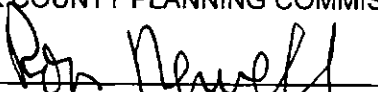
NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element to add two maps of Planned Public Pedestrian Grade Separations Locations and Future Transit Station Locations with Standards for the Grade Separations.

PASSED, ADOPTED, AND APPROVED this 16th day of January, 2007.

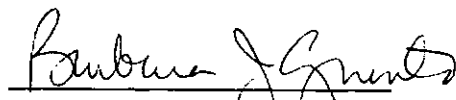
CLARK COUNTY PLANNING COMMISSION

By:



RON NEWELL, CHAIRMAN

ATTEST:



BARBARA J. GINOALIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on January 16, 2007, the Clark County Planning Commission approved the proposed amendment; and

WHEREAS, on February 7, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to designate the planned locations of Public Pedestrian Grade Separations and Future Transit Station Locations and to amend the Transportation Element Text to add several Policies pertaining to Public Pedestrian Grade Separations and Future Transit Station Locations.

PASSED, ADOPTED, AND APPROVED this 7th day of February, 2007.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION
ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on May 1, 2007, the Clark County Planning Commission approved the proposed amendment: and

WHEREAS, on May 16, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended Map 8 of the Transportation Element;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to make the following revisions and additions to Transportation Element Map 8 (Laughlin):

1. Remove Casino Drive north of State Route 163.
2. Add a proposed east/west collector in Book 264 Section 15 as a continuation of the street network already established in Book 264 Sections 14 and 16.
3. Add a proposed north/south collector in Book 264 Section 15 to connect the street network already established in Book 264 Section 10 to Bruce Woodbury Drive.
4. Add Cougar Drive, an arterial, to connect Bruce Woodbury Drive and Casino Drive.
5. Include Book 265 in the Transportation Element Map. This area includes proposed collectors and arterials in a grid system to accommodate growth on Colorado River Commission of Nevada land that will be made available for development to Laughlin in the near future. Also, this street network could provide access points for future bridges to Bullhead City, Arizona.
6. Remove State Route 162 designation on Needles Highway.
7. Add "Expressway" to legend of the map.

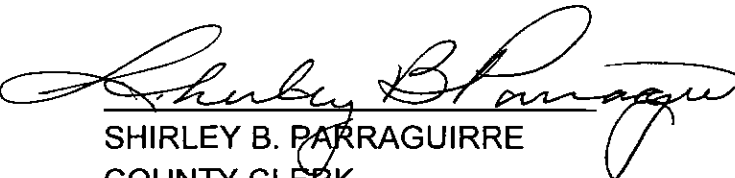
2007. PASSED, ADOPTED, AND APPROVED this 16th day of May.

CLARK COUNTY, NEVADA

By: 

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on May 1, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

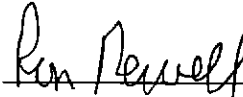
That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element to make the following revisions and additions to Transportation Element Map 8 (Laughlin):

1. Remove Casino Drive north of State Route 163.
2. Add a proposed east/west collector in Book 264 Section 15 as a continuation of the street network already established in Book 264 Sections 14 and 16.
3. Add a proposed north/south collector in Book 264 Section 15 to connect the street network already established in Book 264 Section 10 to Bruce Woodbury Drive.
4. Add Cougar Drive, an arterial, to connect Bruce Woodbury Drive and Casino Drive.
5. Include Book 265 in the Transportation Element Map. This area includes proposed collectors and arterials in a grid system to accommodate growth on Colorado River Commission of Nevada land that will be made available for development to Laughlin in the near future. Also, this street network could provide access points for future bridges to Bullhead City, Arizona.
6. Remove State Route 162 designation on Needles Highway.
7. Add "Expressway" to legend of the map.

PASSED, ADOPTED, AND APPROVED this 1st day of May, 2007.

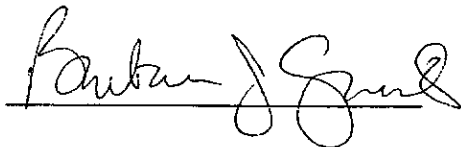
CLARK COUNTY PLANNING COMMISSION

By:



RON NEWELL, CHAIRMAN

ATTEST:



BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on September 19, 2006, the Planning Commission in accordance with Nevada Revised Statute 278.220 approved the amendment;

WHEREAS, on October 4, 2006, a public hearing was held by the Clark County Board of County Commissioners;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to add Bruner Avenue as an 80 foot right-of-way collector road from Las Vegas Boulevard to St. Rose Parkway.

PASSED, ADOPTED, AND APPROVED this 4th day of October, 2006.

CLARK COUNTY, NEVADA

By: 

RORY REID, CHAIR

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on June 5, 2007 the Clark County Planning Commission approved the proposed amendment; and

WHEREAS, on June 20, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the proposed amendment;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to revise the future right-of-way width on Spring Mountain Road between Decatur Boulevard and Interstate 15 from an 80+ foot future right of way collector street to a 120+ foot future right of way arterial.

PASSED, ADOPTED, AND APPROVED this 20th day of June, 2007.

CLARK COUNTY, NEVADA

By: 

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. FARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on June 5, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

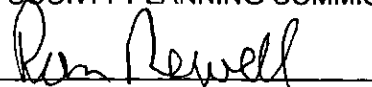
NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map to revise the future right-of-way width on Spring Mountain Road between Decatur Boulevard and Interstate 15 from an 80+ foot future right of way collector street to a 120+ foot future right of way arterial.

PASSED, ADOPTED, AND APPROVED this 5th day of June, 2007.

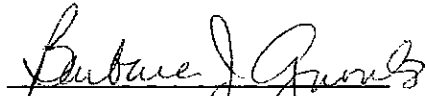
CLARK COUNTY PLANNING COMMISSION

By:



RON NEWELL, CHAIRMAN

ATTEST:



BARBARA J. GINOULAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, ON June 5, 2007, the Clark County Planning Commission approved the proposed amendment; and

WHEREAS, on June 20, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to add a new 60 foot right of way collector street from Tropicana Avenue to Flamingo Road that connects at Flamingo Road with Howard Hughes Parkway.

PASSED, ADOPTED, AND APPROVED this 20th day of June, 2007.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on June 5, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

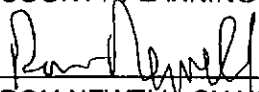
NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map to add a new 60 foot right of way collector street from Tropicana Avenue to Flamingo Road that connects at Flamingo Road with Howard Hughes Parkway.

PASSED, ADOPTED, AND APPROVED this 5th day of June, 2007.

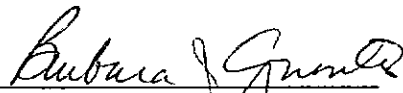
CLARK COUNTY PLANNING COMMISSION

By:



RON NEWELL, CHAIRMAN

ATTEST:



BARBARA J. GINOULAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on June 5, 2007 the Clark County Planning Commission approved the proposed amendment; and

WHEREAS, on June 20, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the proposed amendment;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to revise the future right-of-way width on Valley View Boulevard between Sirius Avenue and Oquendo Road from an 100+ foot future right of way to a 120+ foot future right of way .

PASSED, ADOPTED, AND APPROVED this 20th day of June, 2007.

CLARK COUNTY, NEVADA

By: 

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on June 5, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

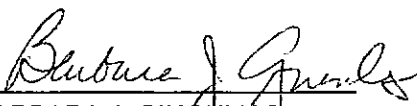
That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map to revise the future right-of-way width on Valley View Boulevard between Sirius Avenue and Oquendo Road from an 100+ foot future right of way to a 120+ foot future right of way .

PASSED, ADOPTED, AND APPROVED this 5th day of June, 2007.

CLARK COUNTY PLANNING COMMISSION

By: 
RON NEWELL, CHAIRMAN

ATTEST:


BARBARA J. GINOALIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on October 3, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

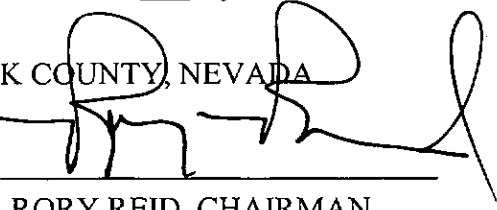
NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map 1.3 to add a frontage road with a planned right of way of sixty feet along the east side of Interstate 15 between St. Rose Parkway and Le Baron Avenue.

PASSED, ADOPTED, AND APPROVED this 3rd day of October, 2007.

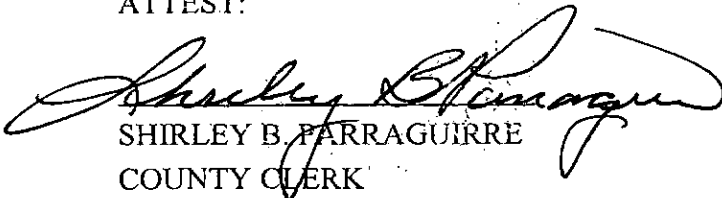
CLARK COUNTY, NEVADA

By: _____



RORY REID, CHAIRMAN

ATTEST:



SHIRLEY B. FARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 17, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map 1.3 to add a frontage road along the east side and adjacent to Interstate 15 between St. Road Parkway and Silverado Ranch Boulevard.

PASSED, ADOPTED, AND APPROVED this 17th day of July, 2007.

CLARK COUNTY PLANNING COMMISSION

By: Ron Newell
RON NEWELL, CHAIRMAN

ATTEST:

Barbara J. Ginooulis

BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on November 7, 2007, a public hearing was held by the Clark County Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element to remove Karen Avenue from the Transportation Element Map between Jacyra Avenue (Pecos Road alignment) and Boulder Highway.

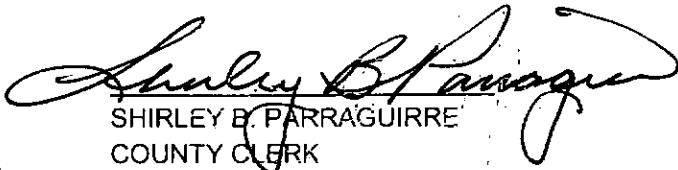
PASSED, ADOPTED, AND APPROVED this 7th day of November, 2007.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on October 18, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element to remove Karen Avenue from the Transportation Element Map between Jacyra Avenue (Pecos Road alignment) and Boulder Highway.

PASSED, ADOPTED, AND APPROVED this 18th day of October, 2007.

CLARK COUNTY PLANNING COMMISSION

By: _____


RON NEWELL, CHAIRMAN

ATTEST:


BARBARA J. GINOULAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners adopted the Clark County Comprehensive Plan in December 1983,; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on November 7, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element to:

- Change Sahara Avenue from a 100 foot planned right of way Arterial to an 80 foot planned right of way between Hollywood Boulevard and Los Feliz Street.
- Remove Los Feliz Street as an 80 foot planned right of way collector from Sahara Avenue to Vegas Valley Drive.

PASSED, ADOPTED, AND APPROVED this 7th day of November, 2007.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on October 18, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

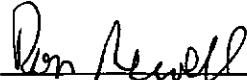
NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element to:

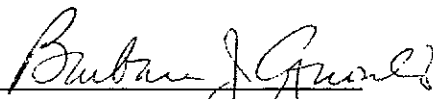
- Change Sahara Avenue from a 100 foot planned right of way Arterial to an 80 foot planned right of way between Hollywood Boulevard and Los Feliz Street.
- Remove Los Feliz Street as an 80 foot planned right of way collector from Sahara Avenue to Vegas Valley Drive.

PASSED, ADOPTED, AND APPROVED this 18th day of October, 2007.

CLARK COUNTY PLANNING COMMISSION

By: 
RON NEWELL, CHAIRMAN

ATTEST:


BARBARA J. GINOALIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on October 18, 2007, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element to add Map 15 BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities excluding sites number 13 and 14 and a goal and two policies to the text.

PASSED, ADOPTED, AND APPROVED this 18th day of October, 2007.

CLARK COUNTY PLANNING COMMISSION

By: Ron Newell
RON NEWELL, CHAIRMAN

ATTEST:

Barbara J. Ginoalias
BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on December 5, 2007, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Transportation Element be amended to add Map 15 BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities excluding sites number 13 and 14 and a goal and two policies to the text.

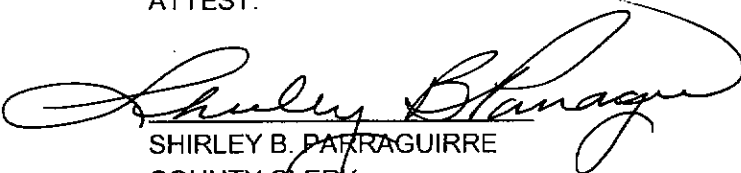
PASSED, ADOPTED, AND APPROVED this 5th day of December, 2007.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

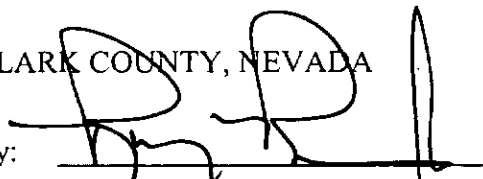
WHEREAS, on April 2, 2008, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

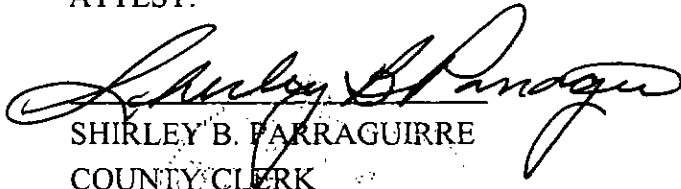
That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map 1.3 to add a frontage road along the east side and adjacent to Interstate 15 between LeBaron Avenue and existing Frank Sinatra Road at Russell Road.

FURTHER RESOLVED, by way of clarification, that this Amendment to the Clark County Transportation Element is not intended to change the agreement or the conditions under which the owner or owners of Clark County Assessor's Parcel Nos. 177-20-501-001, 177-29-501-002 and/or 177-29-510-001 shall be requested or required to dedicate right-of-way for such frontage road, which agreement and conditions are set forth in the Amended Agreement for Right-of-Way Easement dated October 1, 2007 between the County and Gaughan South LLC regarding dedication of Ensworth Street roadway and right-of-way.

PASSED, ADOPTED, AND APPROVED this 16th day of April, 2008.

CLARK COUNTY, NEVADA
By: 
RORY REID, CHAIRMAN

ATTEST:



SHIRLEY B. FARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on June 17, 2008, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

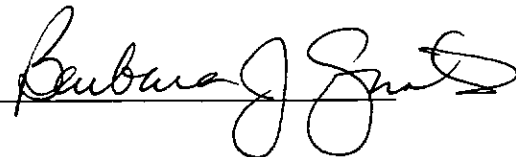
That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map 1.3 to revise the future right-of-way width on Tropicana Avenue between Decatur Boulevard and Interstate 15 from an 100+ foot future right of way Arterial to a 120+ foot future right of way Arterial.

PASSED, ADOPTED, AND APPROVED this 17th day of June, 2008.

CLARK COUNTY PLANNING COMMISSION

By: 
RON NEWELL, CHAIRMAN

ATTEST:



BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on June 17, 2008 the Clark County Planning Commission approved the proposed amendment; and

WHEREAS, on July 2, 2008, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the proposed amendment;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map to revise the future right-of-way width on Tropicana Avenue between Decatur Boulevard and Interstate 15 from an 100+ foot future right of way to a 120+ foot future right of way; and

FURTHER RESOLVED, by way of clarification, that this Amendment is not intended to require dedication of additional 10 feet of Tropicana Avenue right-of-way from a parcel as a condition to approval of every land use application relating to that parcel; rather, any dedication requirement would be applicable to (i) development agreements, (ii) land use applications for zone changes or (iii) land use applications for use permits for high impact projects if those development agreements or land use applications are considered by Clark County on or after July 2, 2008 and that require mitigation of significant traffic impacts;

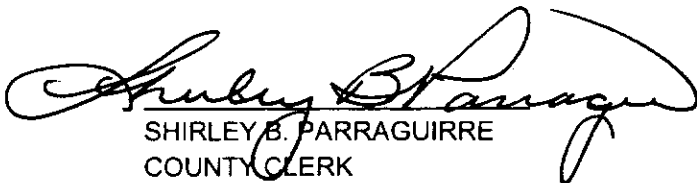
PASSED, ADOPTED, AND APPROVED this 2nd day of July, 2008.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns and

WHEREAS, on July 17, 2008, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map 1.3 to remove Wigwam Avenue from Hualapai Way to Durango Drive as an 80 foot right-of-way Collector Street.

PASSED, ADOPTED, AND APPROVED this 17th day of July, 2008.

CLARK COUNTY PLANNING COMMISSION

By: Ron Newell
RON NEWELL, CHAIRMAN

ATTEST:

Barbara J. Gino
BARBARA J. GINOULIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 17, 2008, the Planning Commission approved the amendment: and in accordance with Nevada Revised Statute 278.220;

WHEREAS, on August 6, 2008, the a public hearing was held by the Board of County commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map 1.3 to remove Wigwam Avenue from Hualapai Way to Durango Drive as an 80 foot right -of-way Collector Street.

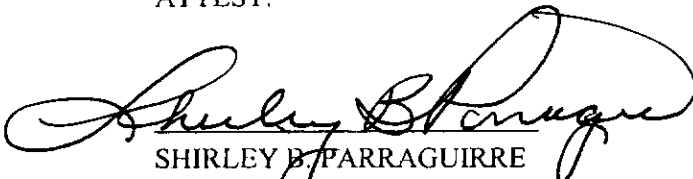
PASSED, ADOPTED, AND APPROVED this 6th day of August, 2008.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Transportation Element on July 16, 2003; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the "Planning Commission") is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the "County"), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 15, 2008, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element to add Transportation Element Map 16 (South County):

PASSED, ADOPTED, AND APPROVED this 15th day of July, 2008.

CLARK COUNTY PLANNING COMMISSION

By: Ron Newell
RON NEWELL, CHAIR

ATTEST:

Barbara J. Ginoalias
BARBARA J. GINOALIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners adopted the Clark County Transportation Element on July 16, 2003; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on July 15, 2008, the Planning Commission approved the proposed amendment; and

WHEREAS, on August 20, 2008, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element to add Transportation Element Map 16 (South County):

PASSED, ADOPTED, AND APPROVED this 20th day of August, 2008.

CLARK COUNTY, NEVADA

By:


RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on October 21, 2008, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map 1.3 to remove Pebble Road as a 100 foot arterial from 660 feet west of Ft. Apache Road to Hualapai Way and reduce the first 660 feet of Pebble Road west of Ft. Apache to an 80 foot collector.

PASSED, ADOPTED, AND APPROVED this 21st day of October, 2008.

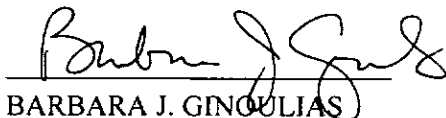
CLARK COUNTY PLANNING COMMISSION

By:



RON NEWELL, CHAIRMAN

ATTEST:



BARBARA J. GINOALIAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on October 21, 2008, the Planning Commission approved the amendment: and in accordance with Nevada Revised Statute 278.220;

WHEREAS, on November 5, 2008, the a public hearing was held by the Board of County commissioners in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Board of County Commissioners does adopt and amend the Clark County Transportation Element Map 1.3 to remove Pebble Road as a 100 foot arterial from 660 feet west of Ft. Apache Road to Hualapai Way and reduce the first 660 feet of Pebble Road west of Ft. Apache to an 80 foot collector.

PASSED, ADOPTED, AND APPROVED this 5th day of November, 2008.

CLARK COUNTY, NEVADA

By: 

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on November 20, 2008, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

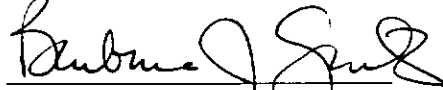
That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map 4 (Moapa) to establish a road plan supporting the Riverview Major Development Project

PASSED, ADOPTED, AND APPROVED this 20th day of November, 2008.

CLARK COUNTY PLANNING COMMISSION

By: 
RON NEWELL, CHAIRMAN

ATTEST:


BARBARA J. GINOULAS
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN AMENDMENT TO THE CLARK COUNTY
TRANSPORTATION ELEMENT**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners adopted the Clark County Comprehensive Plan in December 1983, and

WHEREAS, from time to time the Clark County Transportation Element needs to be amended to facilitate local land use patterns; and

WHEREAS, on November 20, 2008, the Planning Commission approved the amendment: and in accordance with Nevada Revised Statute 278.220;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

That the Clark County Planning Commission does adopt and amend the Clark County Transportation Element Map 4 (Moapa) to establish a road plan supporting the Riverview Major Development Project.

PASSED, ADOPTED, AND APPROVED this 3rd day of December, 2008.

CLARK COUNTY, NEVADA

By: _____

RORY REID, CHAIRMAN

ATTEST:


SHIRLEY B. PARRAGUIRRE
COUNTY CLERK