

## CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING

### Before we start:

- We will be asking for verbal participation throughout this meeting. If possible, please make sure you are in a quiet space with minimal background noise.
- Make sure you can see the chat box for this call on your screen.
- If you experience technical difficulties at any time, please contact SUSAN BERKLEY. She can be reached via this meeting's chat box, via email at [susan.berkley@atkinglobal.com](mailto:susan.berkley@atkinglobal.com) or by phone at 702-510-1608
- Note, this meeting is being recorded for documentation purposes. This recording includes all audio, video, and chat messages.
- We will ask that participants be on mute if they are not speaking.

# DISTRICT PLAN

TAC MEETING No.3b  
November 18, 2020

RTC



CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING

# STADIUM DISTRICT PLAN

TAC MEETING No.3b  
November 18, 2020



# How to Participate Today

Look for the call's control bar in the lower, middle portion of the screen. Note, you may need to move your mouse around to have the bar appear.

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Code: 29 32 68 6



Mute/unmute

Raise and lower your  
hand to speak

Use the chat box

See who is talking

# AGENDA

WELCOME AND INTRODUCTIONS  
SUMMARY OF PREVIOUS MEETINGS  
STREET DESIGN  
NEXT STEPS

# WELCOME AND INTRODUCTIONS

SUMMARY OF PREVIOUS MEETINGS

STREET DESIGN

NEXT STEPS

# PROJECT TEAM



**ATKINS**

Member of the SNC-Lavalin Group

**Kimley»»Horn**

 **paceline**  
consulting |

*ea*

ERICKA AVILES  
CONSULTING

RAFI

ARCHITECTURE | DESIGN

WELCOME AND INTRODUCTIONS

# SUMMARY OF PREVIOUS MEETINGS

STREET DESIGN

NEXT STEPS

## OBJECTIVES OF THE STUDY

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- DEVELOP AN OVERALL VISION FOR THE DISTRICT
- DEVELOP A TOOLBOX OF SOLUTIONS THAT WILL GUIDE THE IMPLEMENTATION OF THE VISION
- DEVELOP AN ACTION PLAN
- IDENTIFY POTENTIAL INVESTMENTS



# PLANNING PROCESS

We are here



Initiate

Explore

Create

Validate

Deliver



## VISION STATEMENT

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“Create a **dynamic** district with a comprehensive mix of uses that supports the continuation of current businesses while **providing opportunities** to transition into a **thriving** destination for entertainment, hospitality, business, and sports”

# GOALS

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Goal 1

Enhance quality of life by creating a vibrant district with best practices for urban design.



Goal 2

Promote a vibrant economy by enabling multiple options that support individual property and business owners' intentions to remain or transition to new uses.

# GOALS

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## Goal 3

Promote flexibility within the built environment to accommodate both event day and non-event day functions.



## Goal 4

Provide connectivity and access to and throughout the district to improve mobility by encouraging the use of alternative modes of transportation.

# WHAT IS STREET TYPOLOGY?



Options for various street designs that evaluate each street and balance the transportation needs within the existing context and the social and economic needs and goals.

MULTIMODAL

EVENT

MAIN

FESTIVAL

NEIGHBORHOOD

PEDESTRIAN  
PATHWAYS

# STREET TYPOLOGIES APPLIED



Street Type		Description
Local Street	Neighborhood Street	These streets serve the Stadium District neighborhood and may or may not connect to adjoining neighborhoods. Local Streets are intended to provide direct access, safe and inviting places to walk to restaurants, offices, businesses, and other entertainment venues.
	Festival Street	These are local streets that are designed in a way that allow for temporary easy conversion to pedestrian-oriented activities such as concerts, gatherings, or farmer's markets. These streets have a social significance of a neutral public area for gathering.
	Industrial Area Street	Streets that serve industrial uses within the Stadium District. These streets will provide access to industrial properties that in the long term are not expected to evolve to other uses, such as the ones adjacent to UPRR.
Main Street		This street accommodates slower vehicle speeds, favors pedestrians most, and contains the highest level of streetscape features, typically dominated by retail and other commercial uses. Functions differently than other streets in that it is a destination.
Multimodal Street	Boulevard	This type of street traverses and connects districts and cities and is regional in nature.
	Regional High-Speed Street	This type of street traverses and connects districts and cities, provides access to the interstate system or other principal arterials and is regional in nature.
Event Street		This street type serves major events and destination areas.

WELCOME AND INTRODUCTIONS

SUMMARY PREVIOUS MEETINGS

# STREET DESIGN

NEXT STEPS



# DESIGN GUIDELINES

- Incorporate Complete Street Principles



- Prioritize pedestrian and bicycle activity

# DESIGN GUIDELINES

- Integrate public and private ROW



- Minimize need for major improvements

# DESIGN GUIDELINES

- Introduce opportunities for street furniture, amenities, and outdoor sitting areas



# LOCAL STREETS



NEIGHBORHOOD STREETS



FESTIVAL STREETS

# NEIGHBORHOOD STREET DESIGN

## Design Features

- **Speed Limit 25 mph**
- **Wide sidewalks/Pedestrian Zones**
- **Curb extensions**
- **Raised crosswalks**
- **Two travel lanes**
- **Bike lanes**
- **Parking options**
- **Furniture zone**

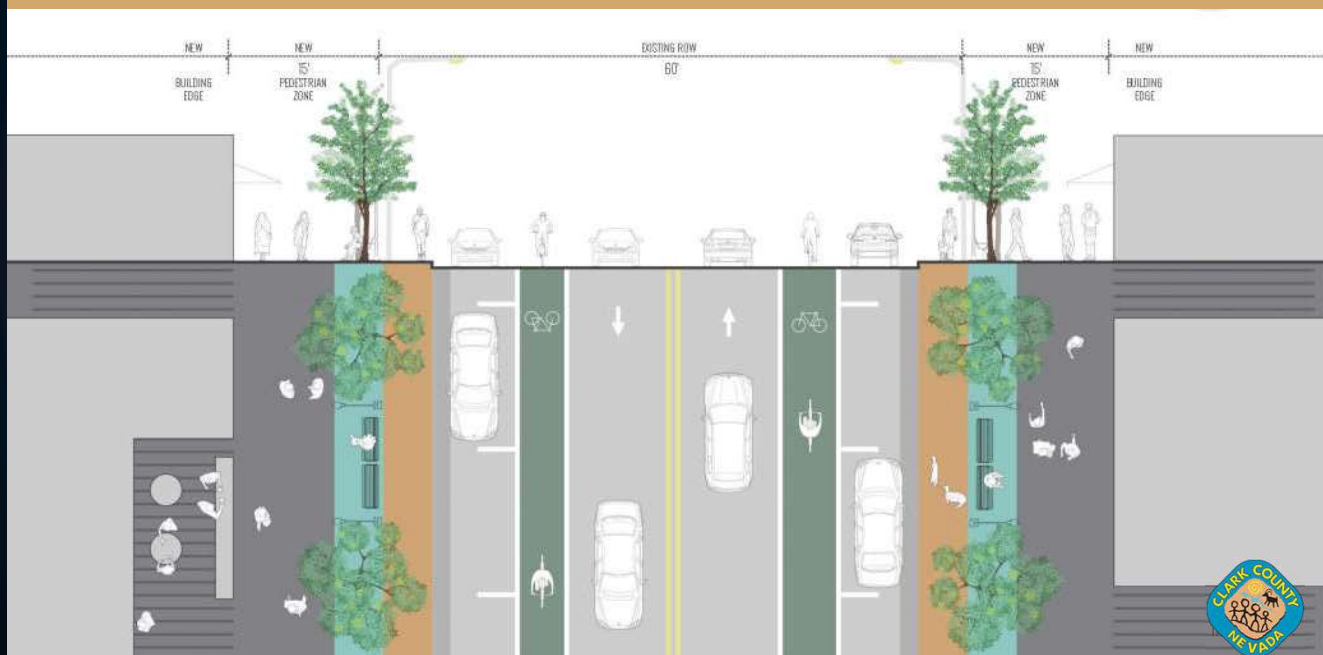


Reno Ave, Ali Baba Ln, Mesa Vista Ave, Diablo Dr,  
Dewey Dr, Quail Ave, Oquendo Rd, Procyon St, Polaris  
Ave, Ponderosa Way

# NEIGHBORHOOD STREET

## OPTION 1

### Design Elements and Criteria

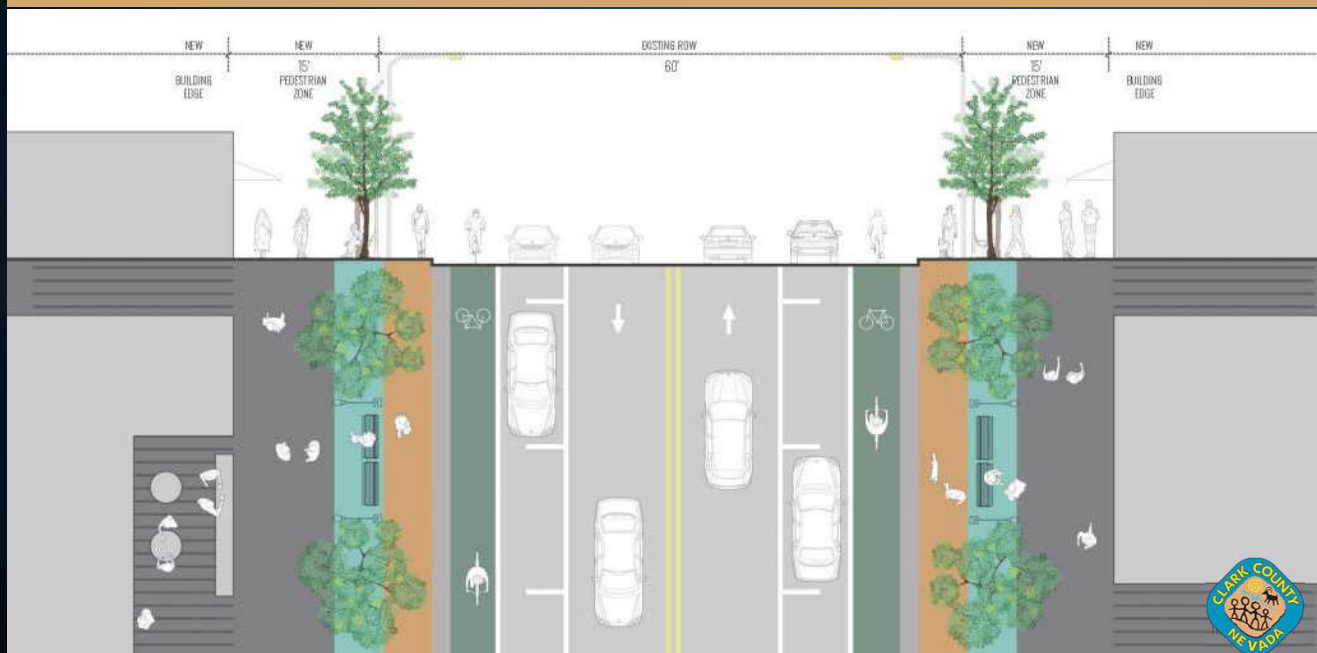


- **ROW—60 feet**
- **Lane width 11 feet**
- **No median**
- **Bicycle lane 4 feet**
- **Street / pedestrian lighting**
- **Parking lane 8 feet**
- **Curb extension in lieu of parking**

# NEIGHBORHOOD STREET

## OPTION 2

### Design Elements and Criteria

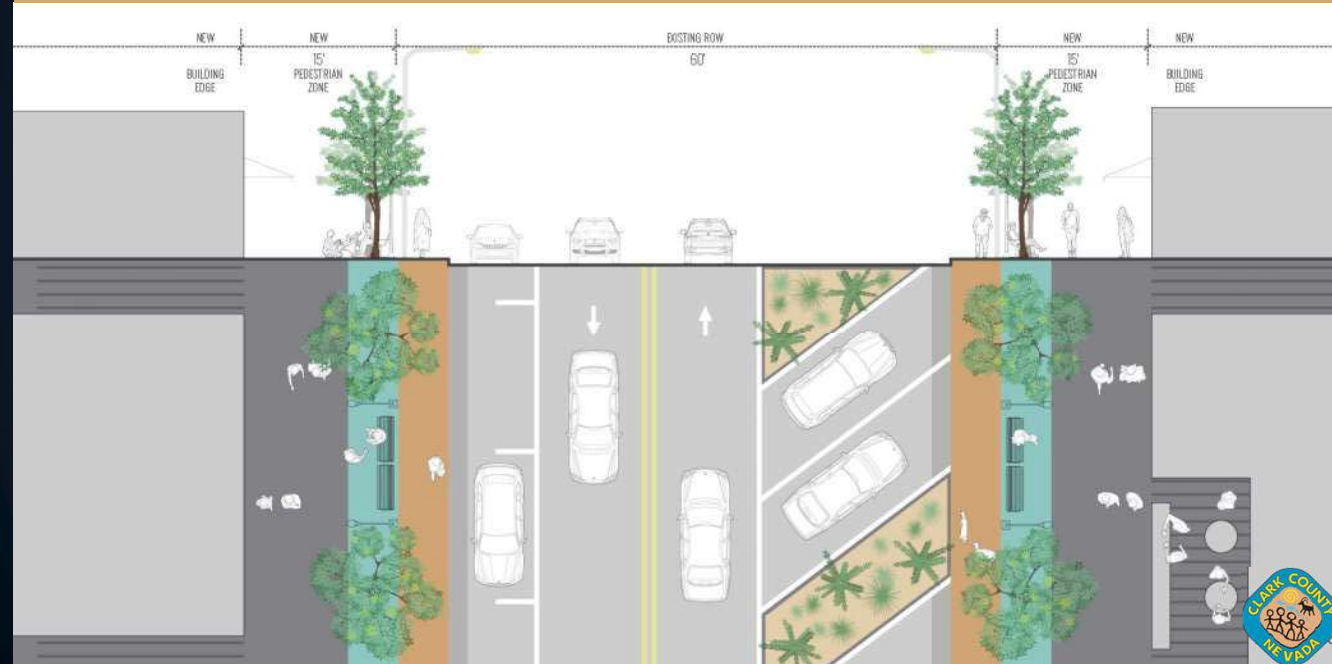


- **ROW—60 feet**
- **Lane width 11 feet**
- **No median**
- **Bicycle lane 4 feet**
- **Street / pedestrian lighting**
- **Parking lane 8 feet**

# NEIGHBORHOOD STREET

## OPTION 3

### Design Elements and Criteria



- **ROW—60 feet**
- **Lane width 11 feet**
- **No median**
- **Street / pedestrian lighting**
- **Parking lane 9 feet\***
- **Angle Parking 19 feet\***
- **Curb extension in lieu of parking**

\* Width includes 2 feet of gutter

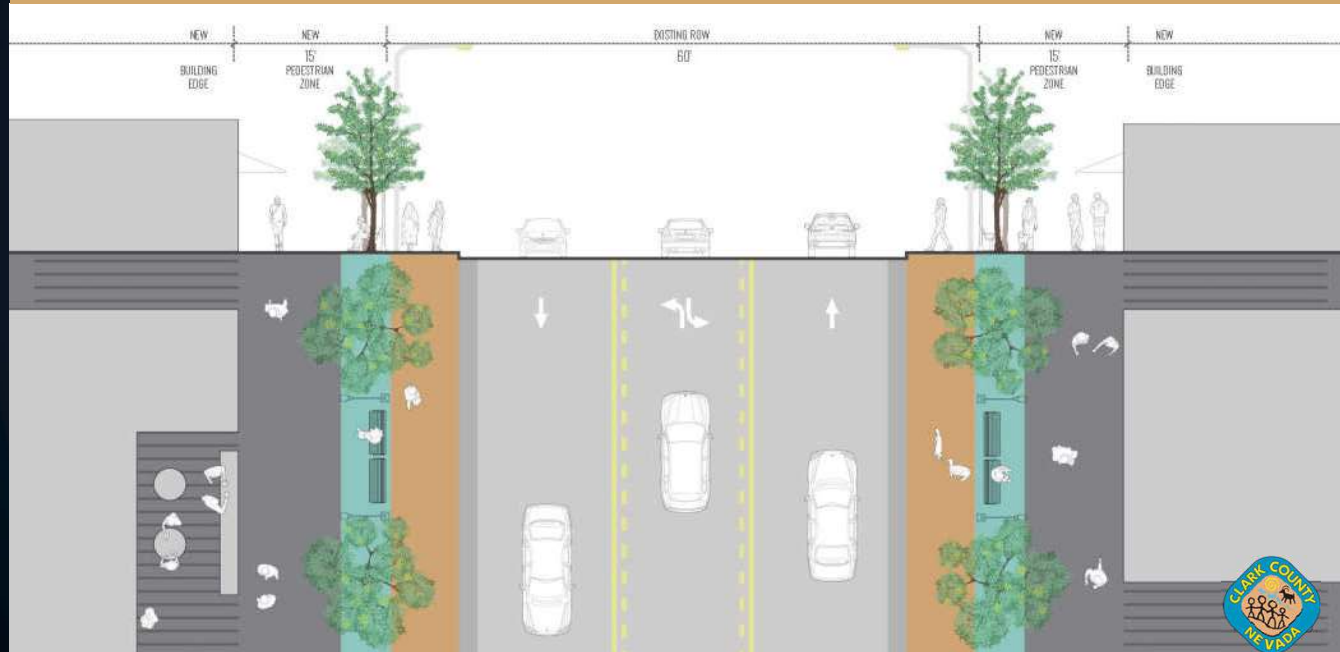




# NEIGHBORHOOD STREET

## OPTION 4

### Design Elements and Criteria



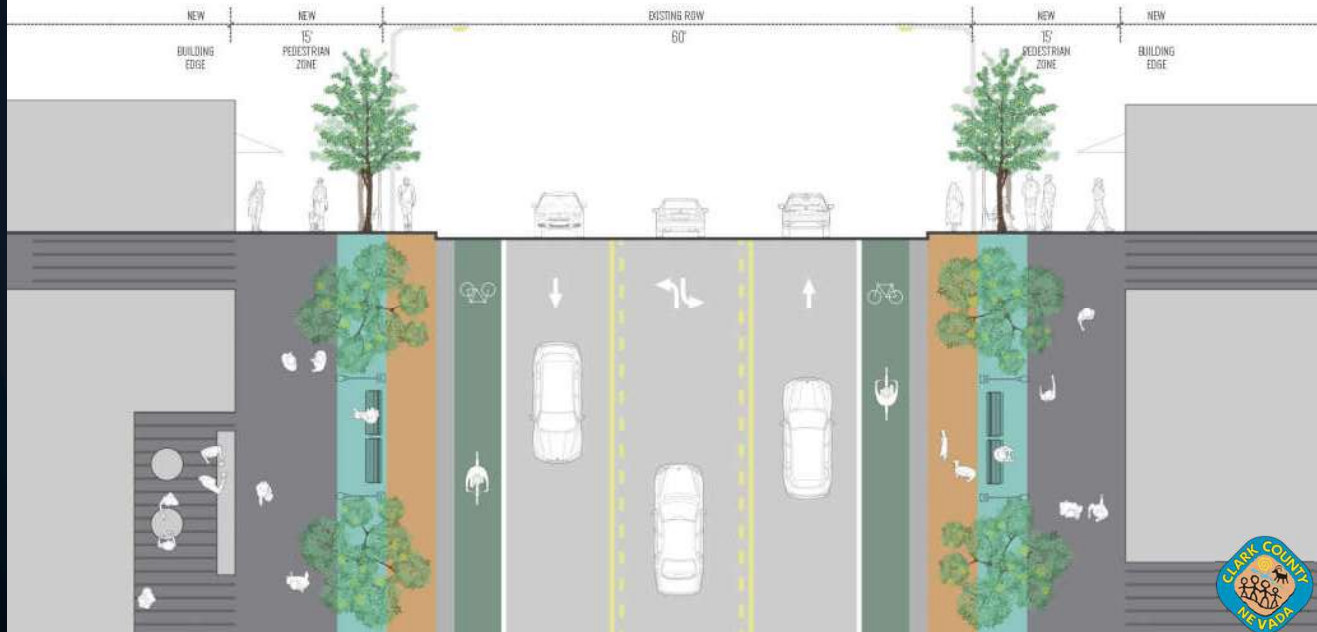
- **ROW—60 feet**
- **Two Way Left Turn Lane width 14 feet**
- **Travel Lane 16 feet**
- **Street / pedestrian lighting**

# NEIGHBORHOOD STREET

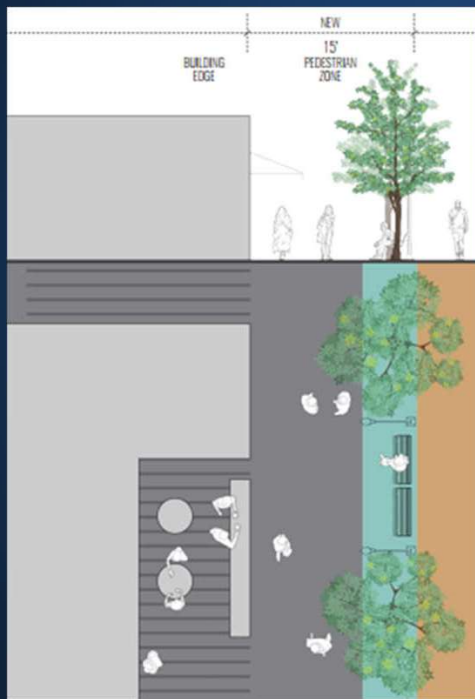
## OPTION 5

### Design Elements and Criteria

- **ROW—60 feet**
- **Two-Way Left Turn Lane width 14 feet**
- **Travel lane 11 feet**
- **Bicycle lane 5 feet**
- **Street / pedestrian lighting**



# Pedestrian Zone



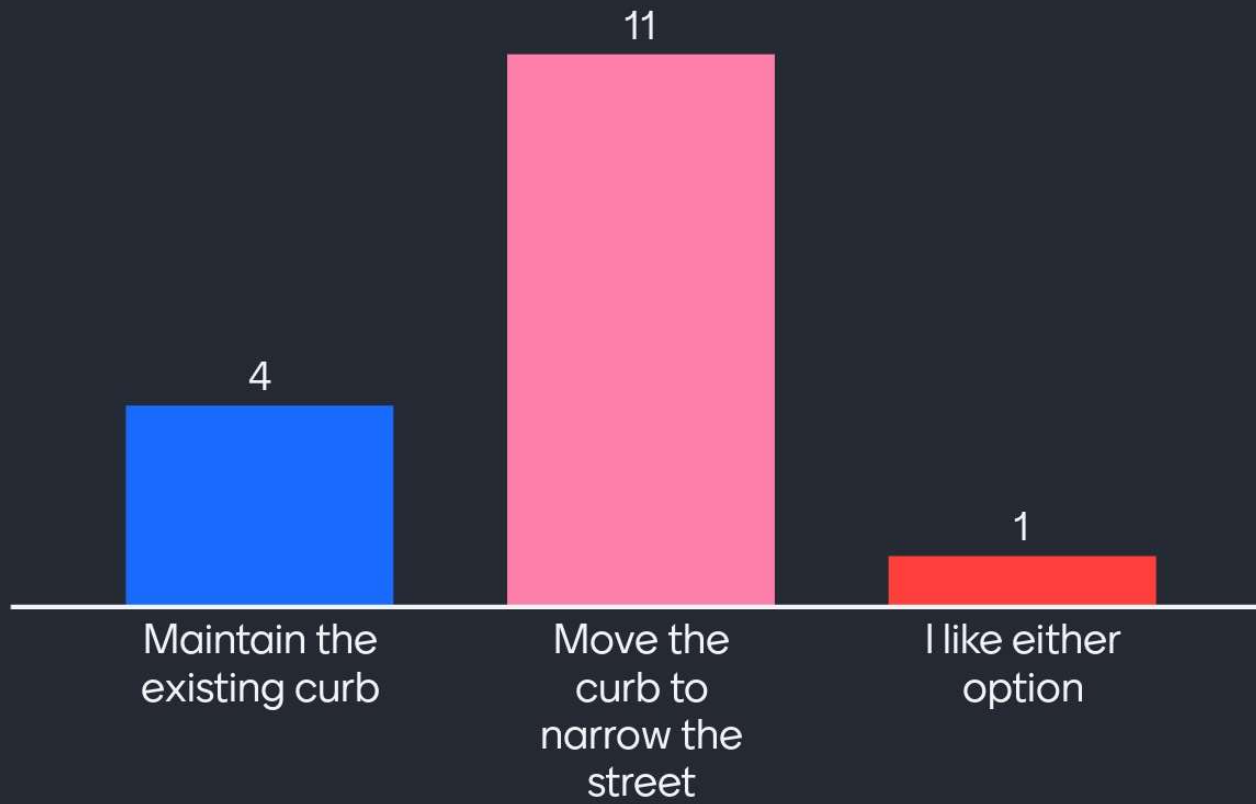
## Features

- Incorporates roadway and pedestrian scale lighting
- Eliminates the need for utility relocation
- Separates public and private ROW
- Maintains a minimum sidewalk at all times
- Creates lively streetscape

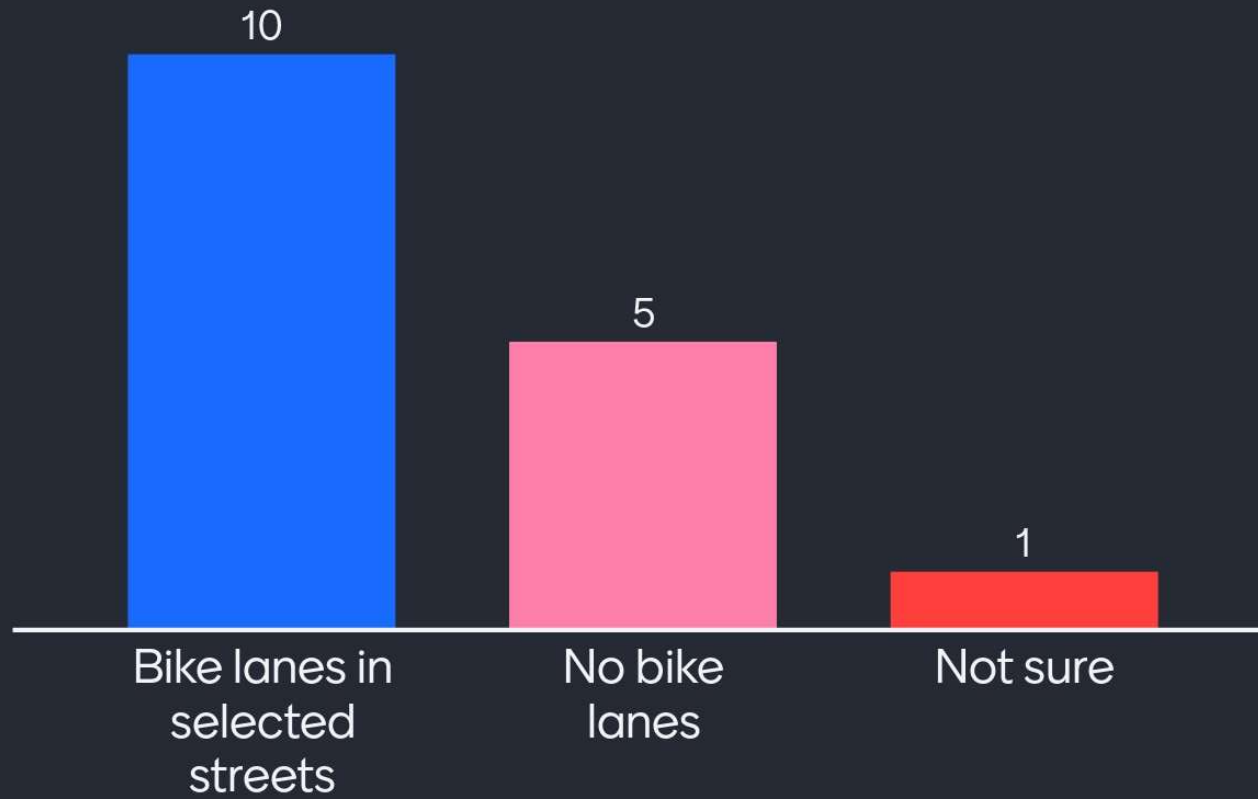
**Which of the following features and improvements would you like to see in neighborhood streets?**



# CURB:



# BIKE FACILITIES



# If you preferred bike lanes in specific streets, please list your street suggestions.

Hacienda and Valley View

N/A

Where ever possible to have them as a convenience.

Polaris north of Hacienda, and Reno

Everywhere possible, more people riding with E bikes and scooters

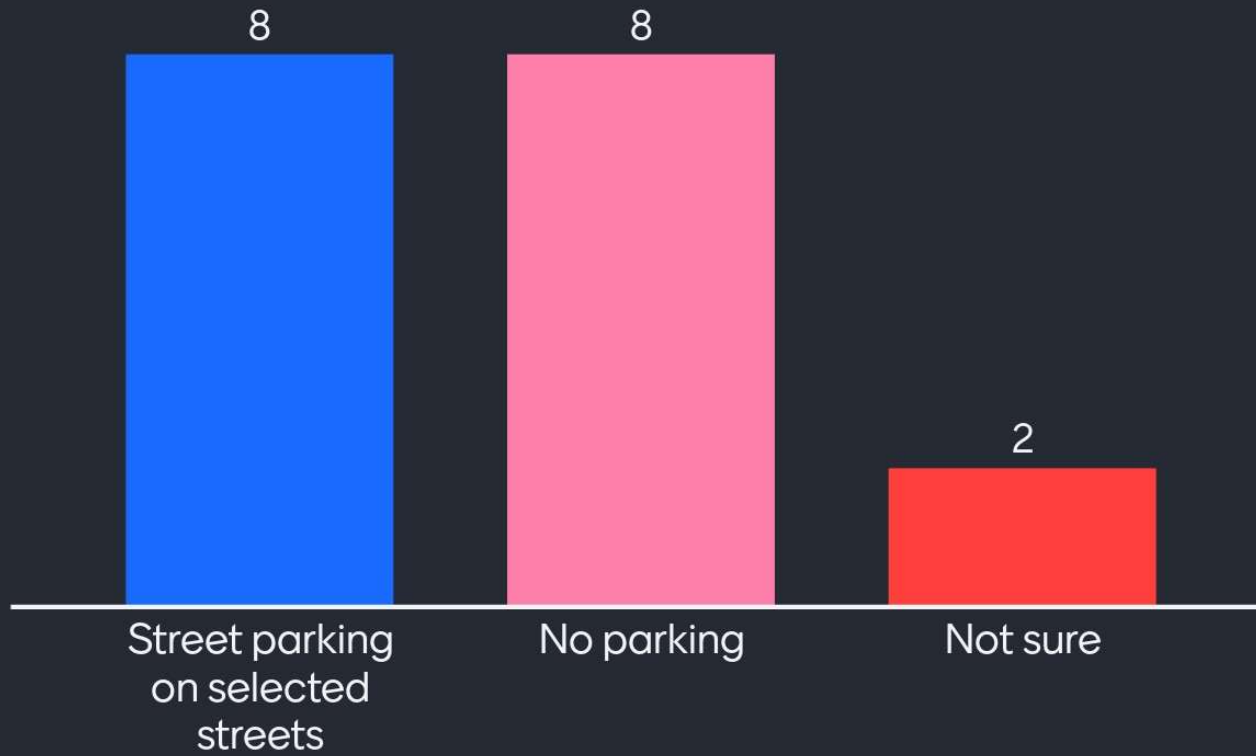
all of them where possible

I don't think there is a one size fits all solution. Some streets are going to have more car traffic than others and will more than likely require a left turn lane in the center.

Clearly marked bike lanes (bold/green).Aesthetically pleasing physical barriers in higher traffic areas. Bike traffic signal option if heavily used.

Which ever is direct routine

# PARKING





# If you preferred parking on specific streets, please list your street suggestions.

N/A

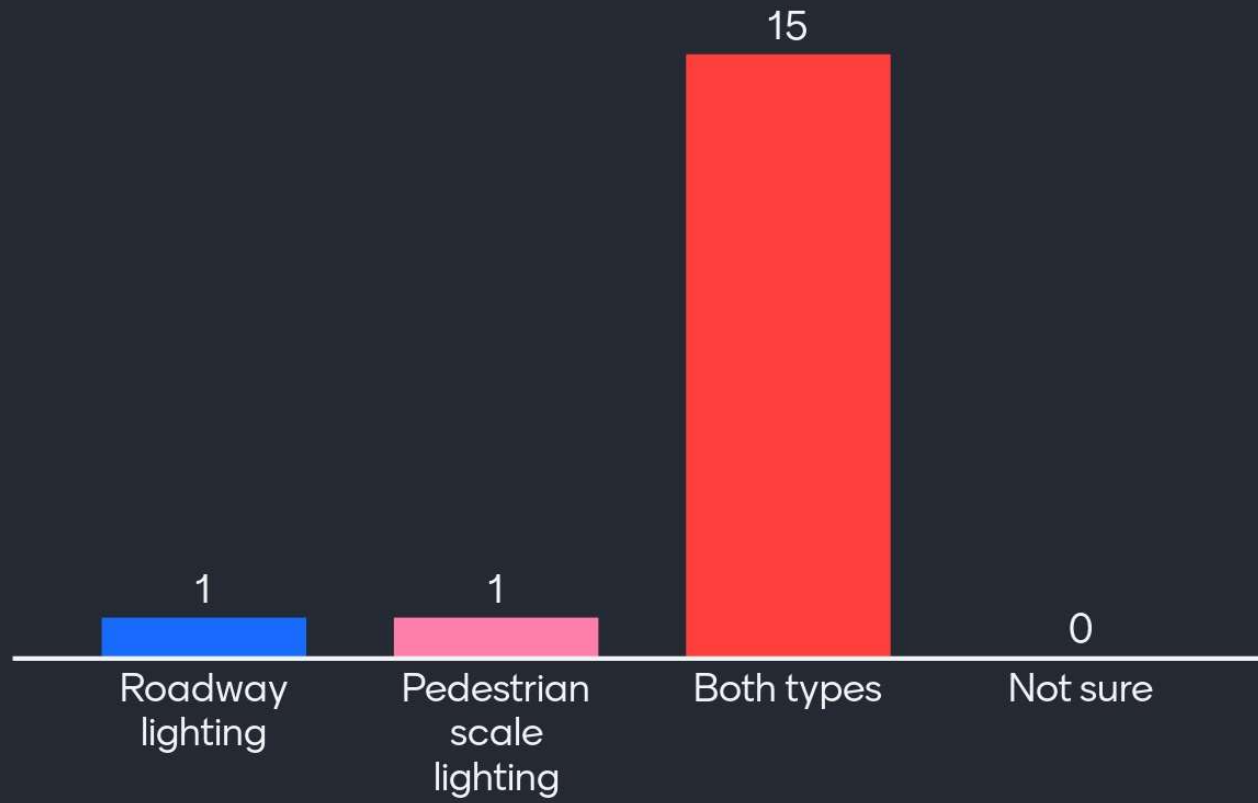
In front of retail

Lower traffic zones could have parking with appropriate business at the urban/street edge.

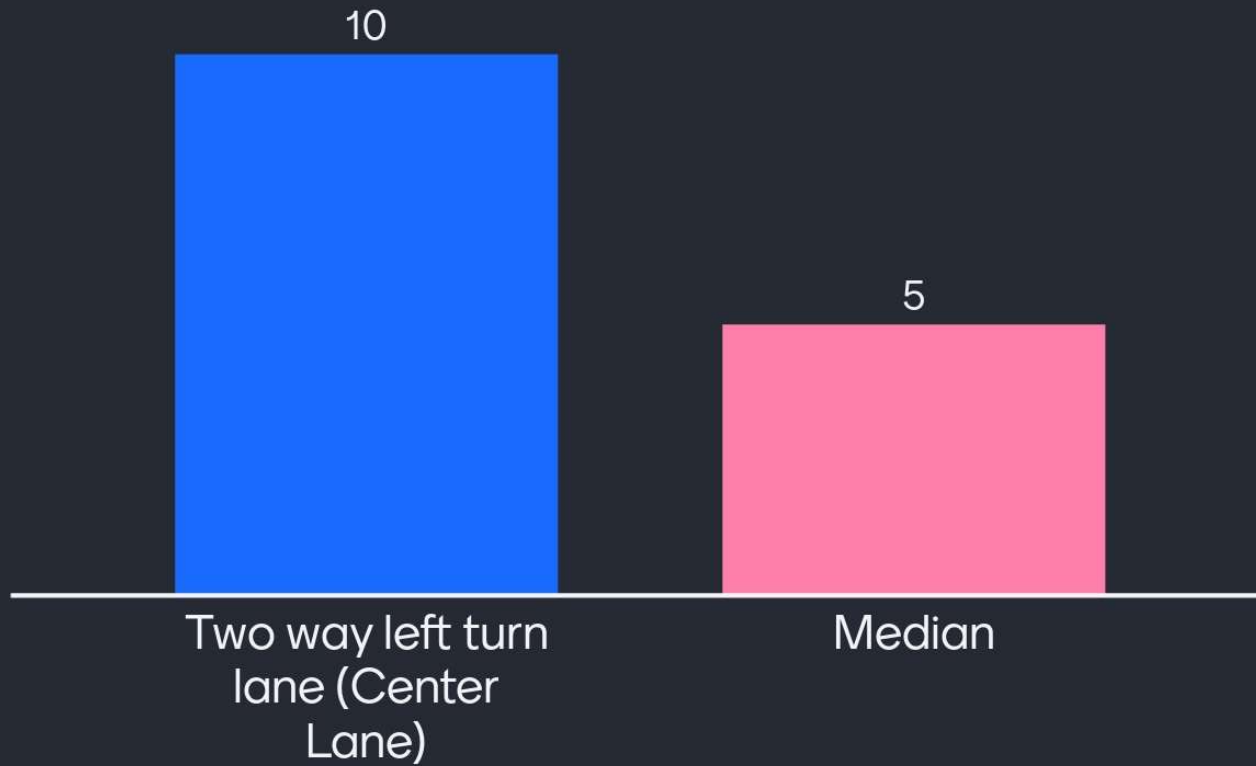
How would on street parking be handled on event days when the community has been told many streets will be posted for No Parking on those days? Would those parking lanes be able to be otherwise utilized on event days?

all streets where possible. it's used in most downtowns successfully to encourage daily use.

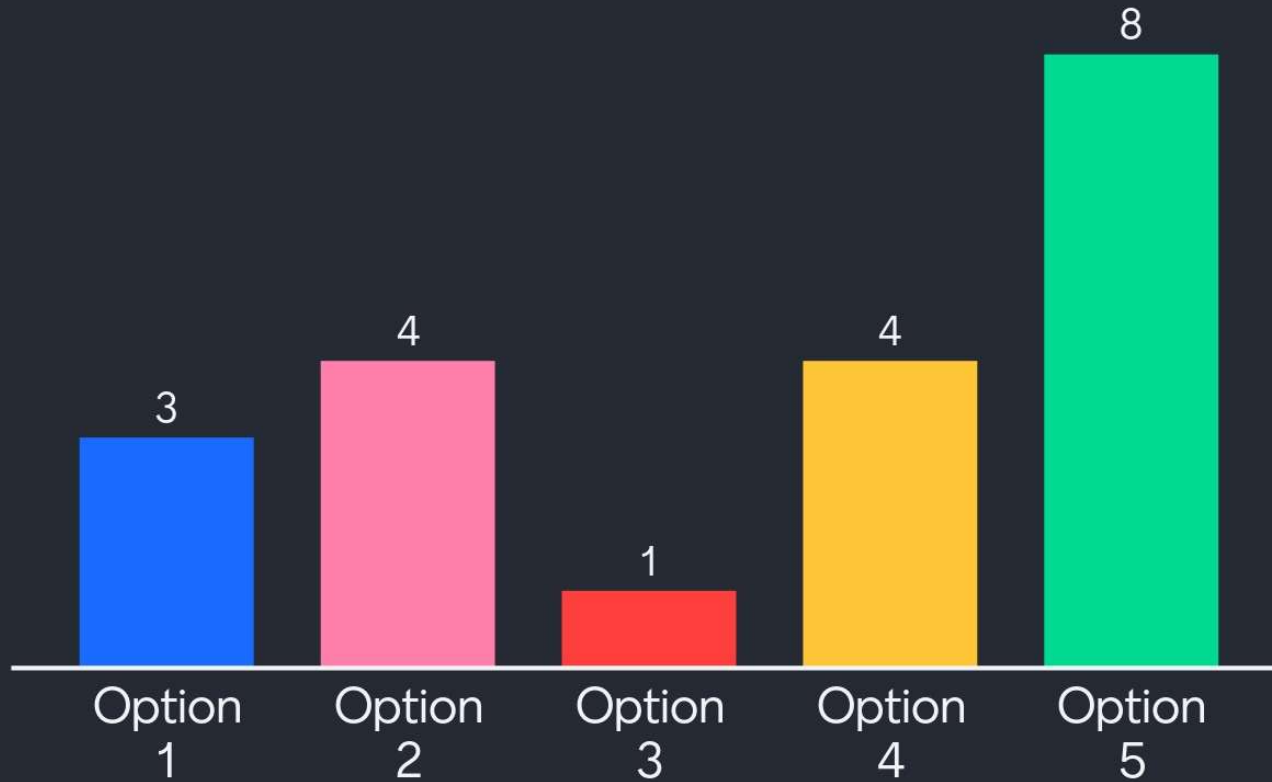
# LIGHTING



# ACCESS MANAGEMENT



# Which street option do you like the most?



# FESTIVAL STREET DESIGN

## Design Features

- **Speed Limit 25 mph**
- **No Curb**
- **Wide sidewalks/Pedestrian zones**
- **Two travel lanes**
- **Bike lanes**
- **Parking options (non-event day)**
- **Median integrated public space**
- **Furniture zones**

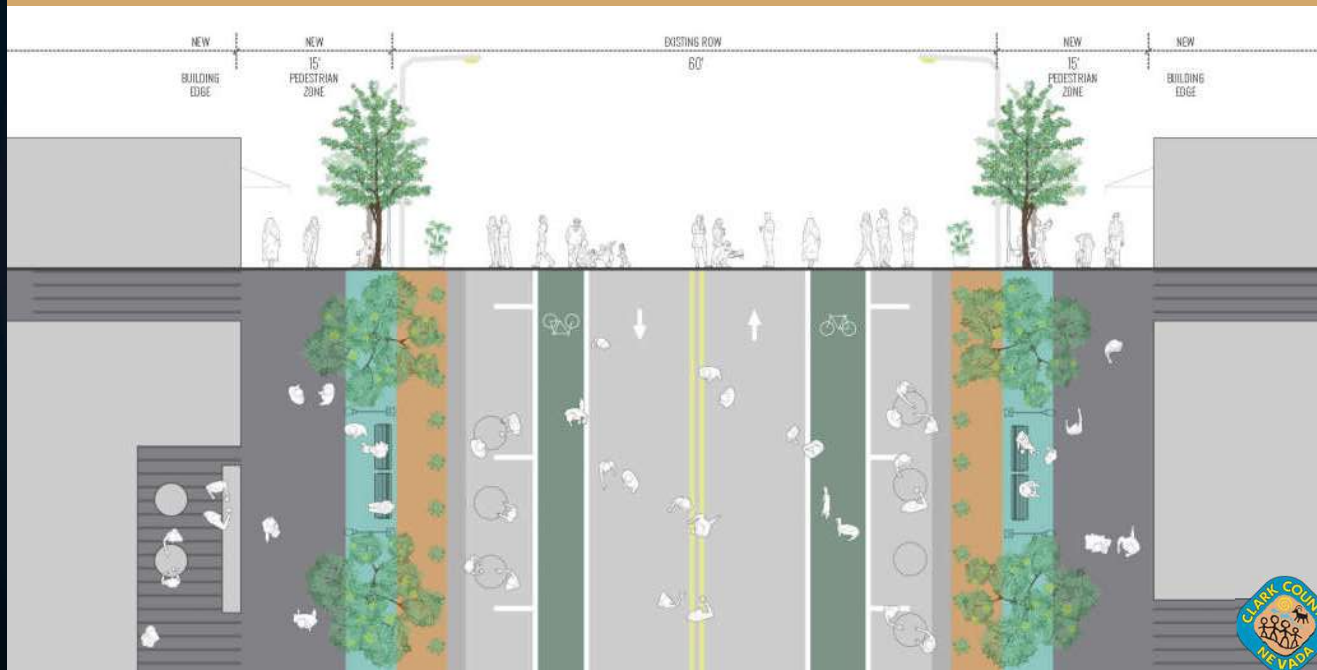


Ali-Baba Ln, Procyon St

# FESTIVAL STREET

## OPTION 1

### Design Elements and Criteria



- **ROW—60 feet**
- **Lane width 11 feet**
- **No median**
- **Bicycle lane 5 feet**
- **Street / pedestrian lighting**
- **Parallel Parking**
- **Opportunity to utilize parking areas for outside dining or sitting area**

# FESTIVAL STREET

## OPTION 2

### Design Elements and Criteria



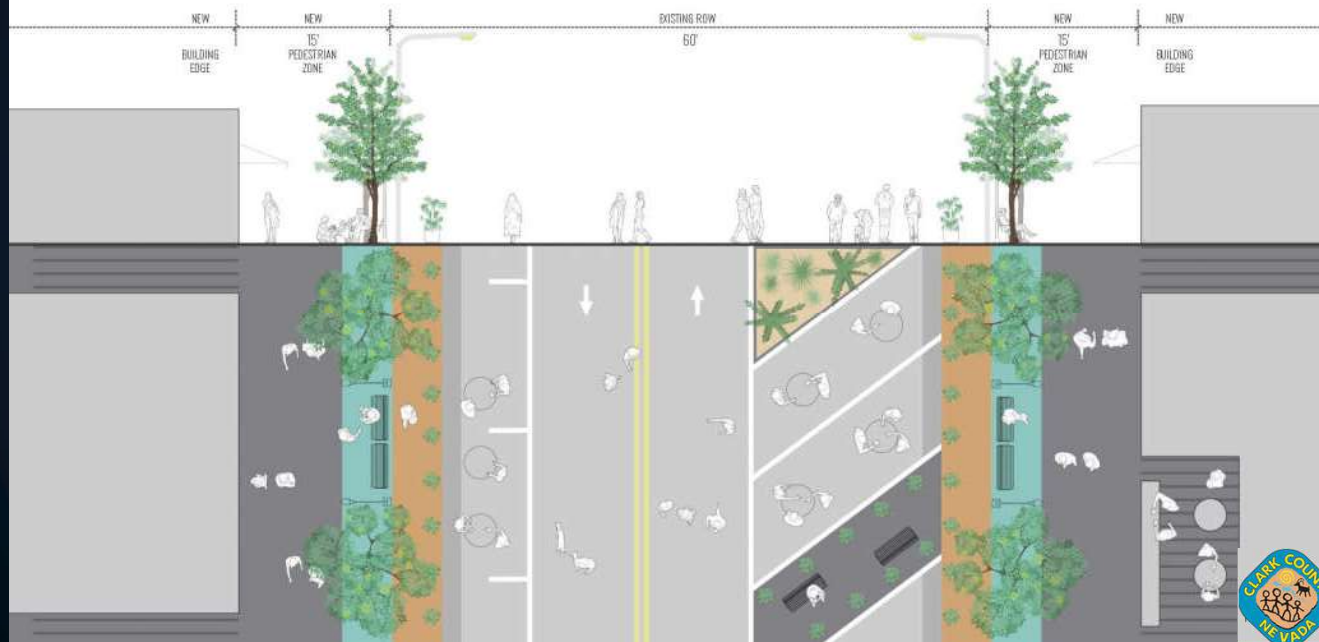
- **ROW—60 feet**
- **Lane width 11 feet**
- **No median**
- **Bicycle lane 4 feet**
- **Street / pedestrian lighting**
- **Parking lane 8 feet**



# FESTIVAL STREET

## OPTION 3

### Design Elements and Criteria



- **ROW—60 feet**
- **Lane width 11 feet**
- **No median**
- **Street / pedestrian lighting**
- **Parking lane 9 feet\***
- **Angle Parking 19 feet\***
- **Opportunity to utilize parking areas for outside dining or sitting areas**



\* Width includes 2 feet of gutter



# FESTIVAL STREET

## OPTION 4

### Design Elements and Criteria



- **ROW—60 feet**
- **Activated\* median 18 feet**
- **Travel Lane 14 feet**
- **Street / pedestrian lighting**

(\* ) Median is utilized to accommodate pedestrian sitting areas, walking, landscaping and amenities

# FESTIVAL STREET

## OPTION 5

### Design Elements and Criteria



- **ROW—60 feet**
- **Activated\* median 16 feet**
- **Travel Lane 11 feet**
- **Bicycle lane 4 feet**
- **Street / pedestrian lighting**

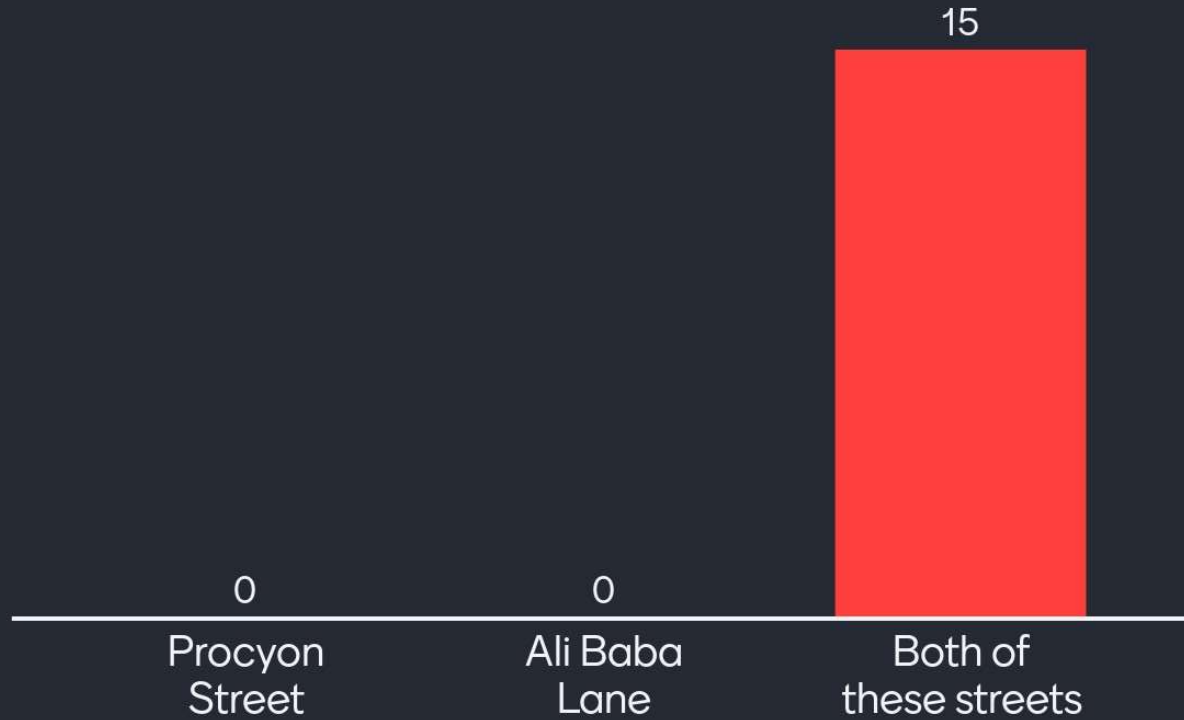
(\* ) Median is utilized to accommodate pedestrian sitting areas, walking, landscaping and amenities

# FESTIVAL STREETS

Procyon Street and Ali Baba Lane are being considered as Festival Streets. This designation would allow a street to be closed to vehicular traffic and host different events throughout the year. These two streets are near the parking areas at Reno Avenue and Valley View Boulevard providing easy access from both Valley View Boulevard and Tropicana Avenue.



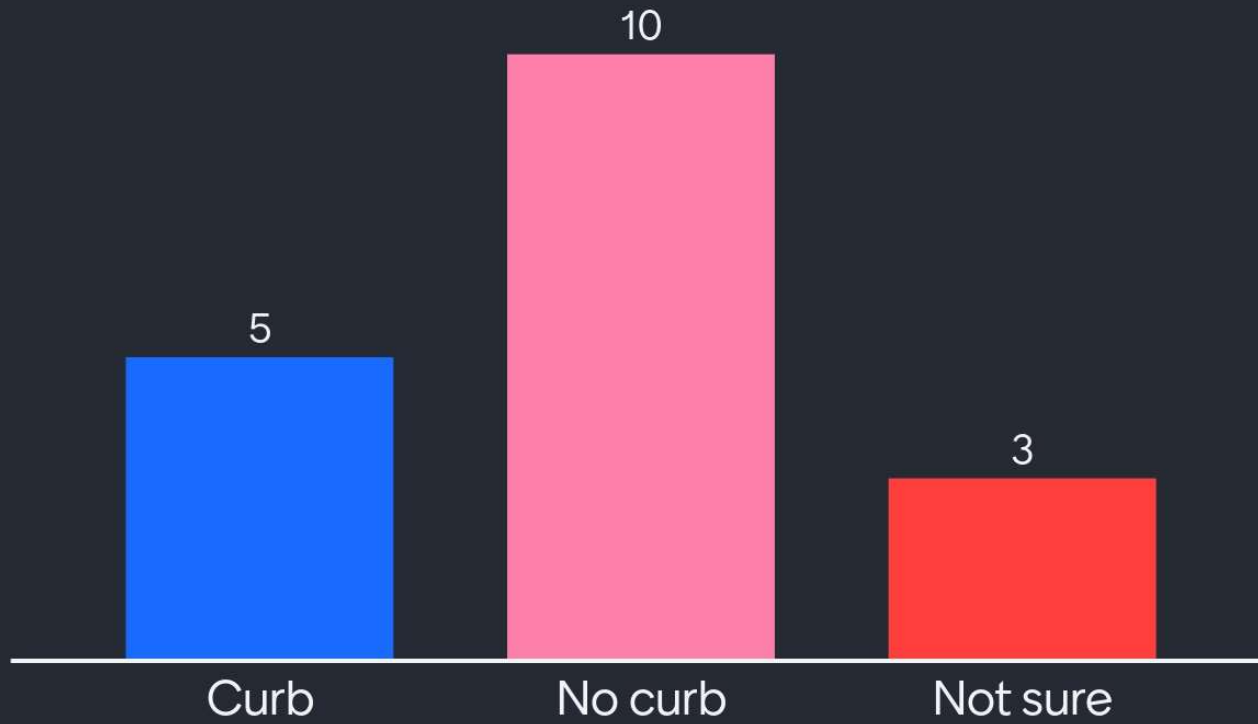
# Which of these streets would be appropriate for the Festival Street designation?



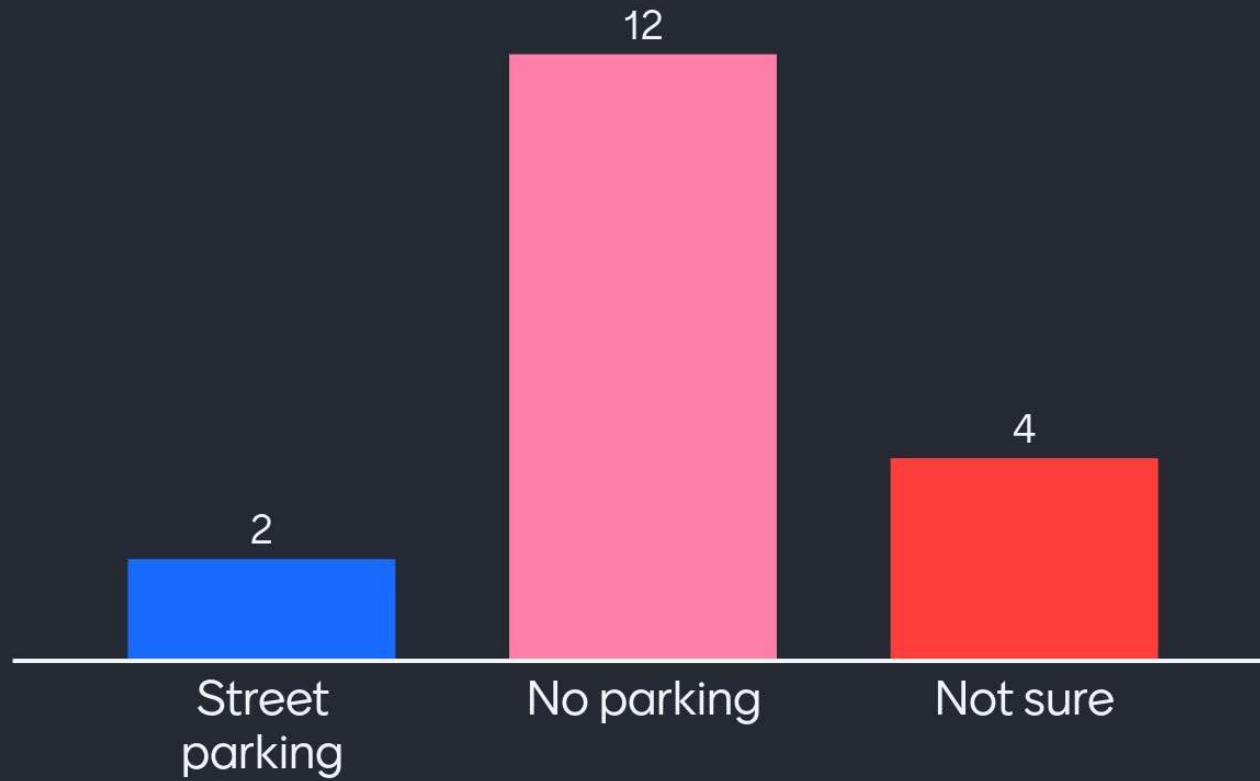
**What street features would you like to see in a  
Festival Street?**



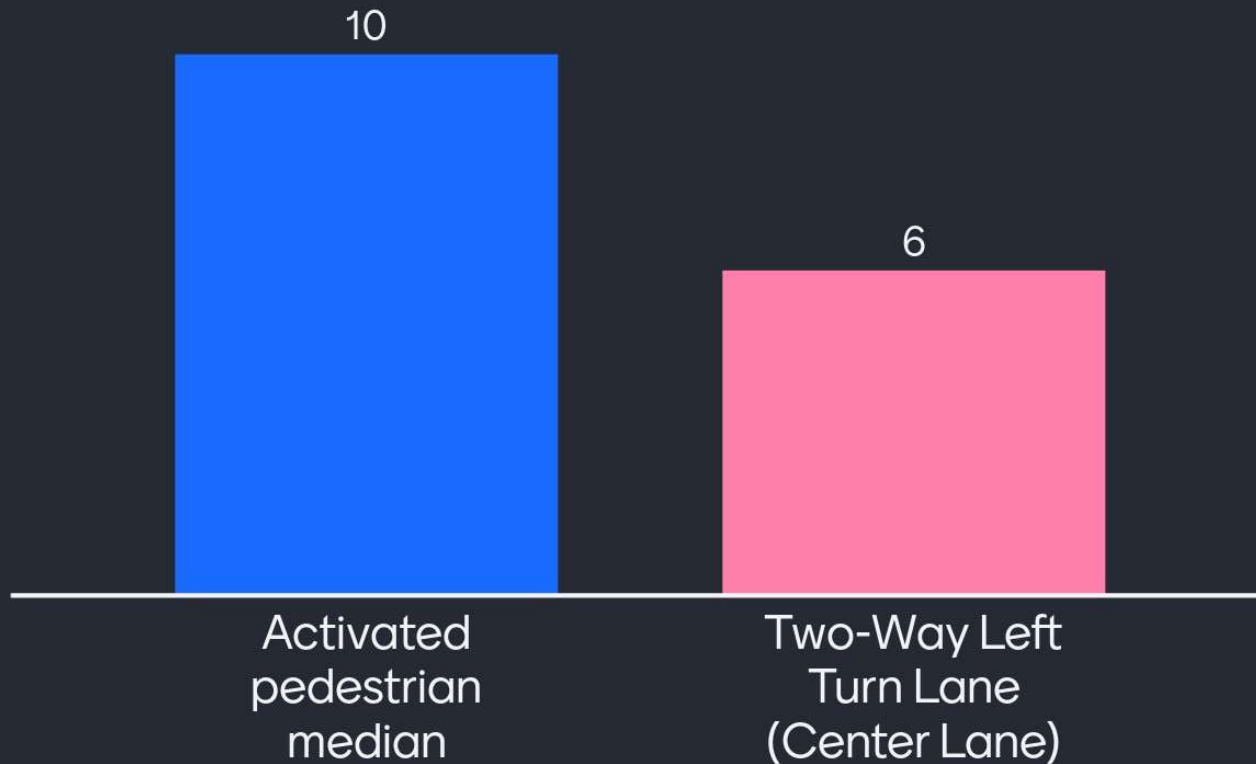
# CURB



# PARKING

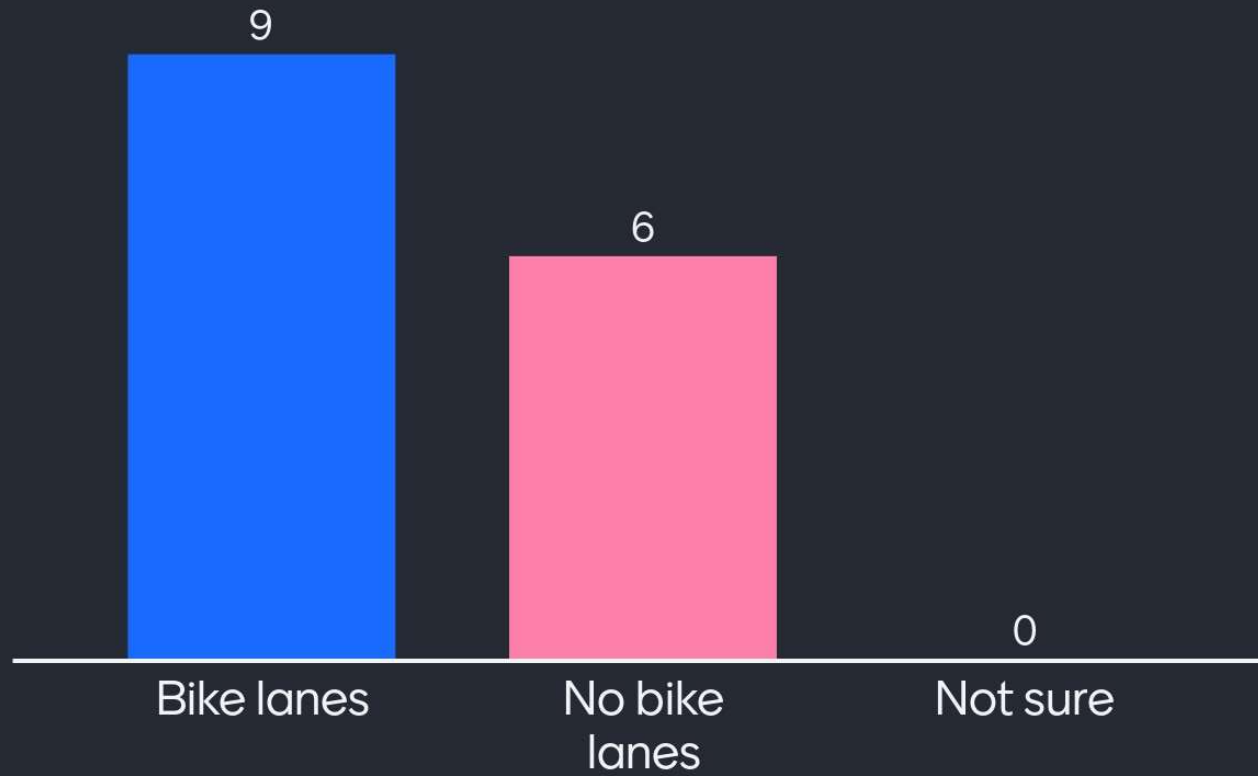


# ACCESS MANAGEMENT

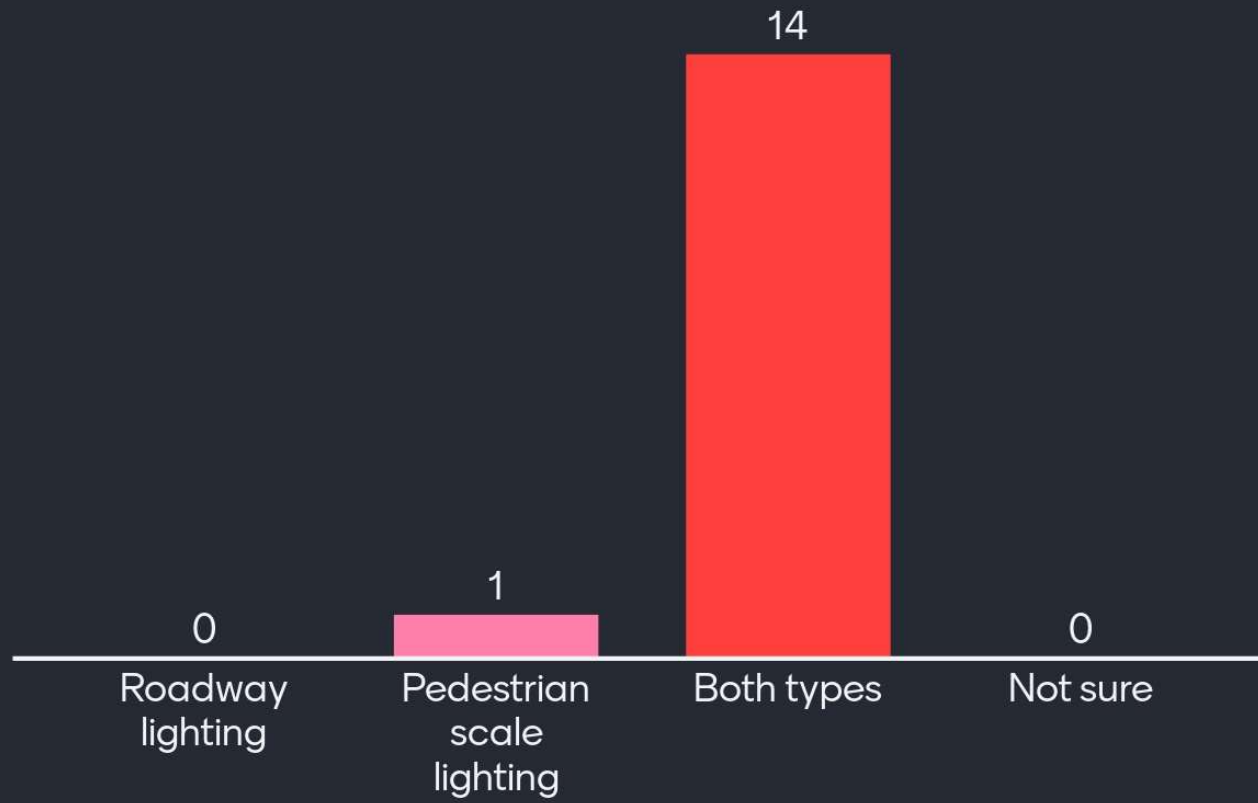




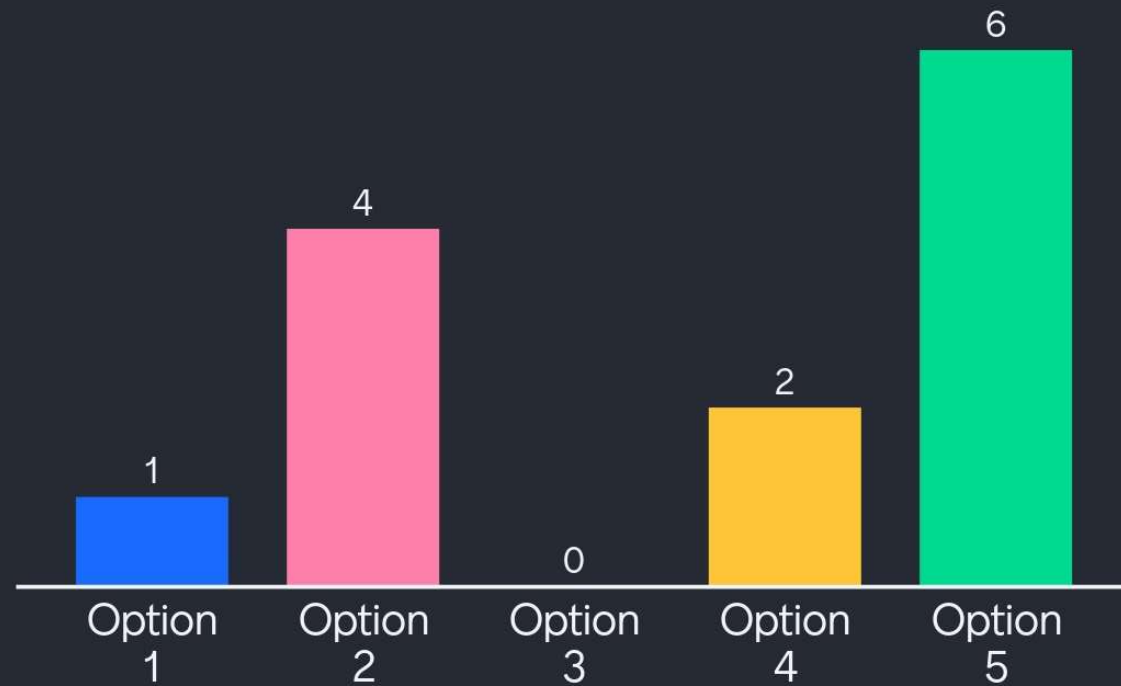
# BIKE FACILITIES



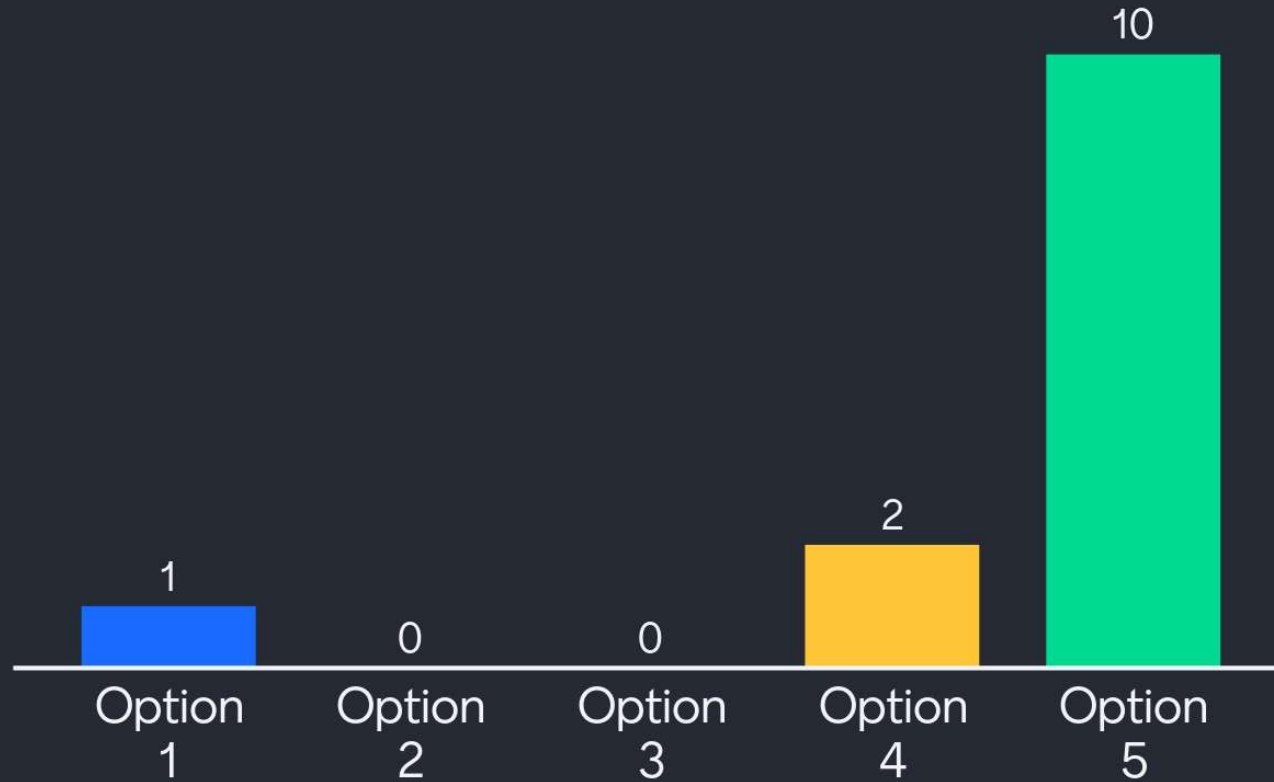
# LIGHTING



# Which street option do you like for Ali Baba Lane?



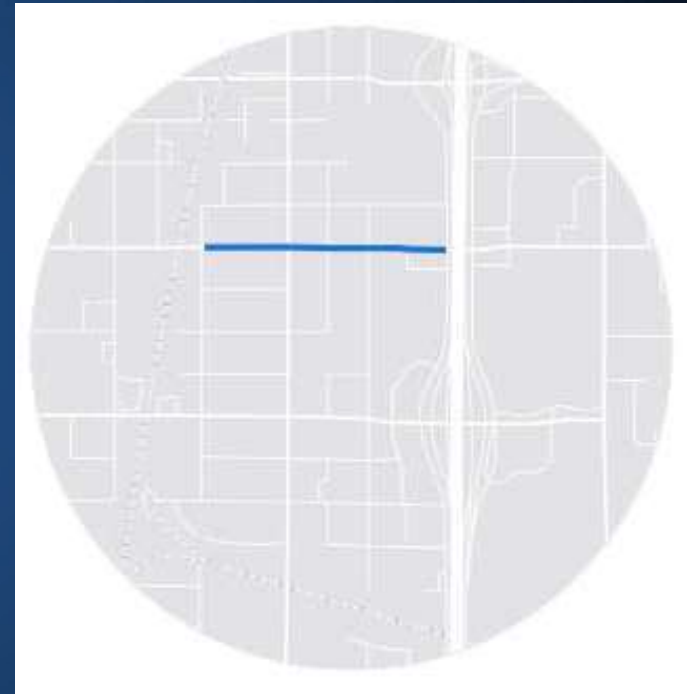
# Which option do you like for Procyon Street?



# MAIN STREET

## Design Features

- **Speed Limit 35 mph**
- **Wide sidewalks/pedestrian zones**
- **Four travel lanes**
- **Designated Bicycle Route**
- **Furniture zones**

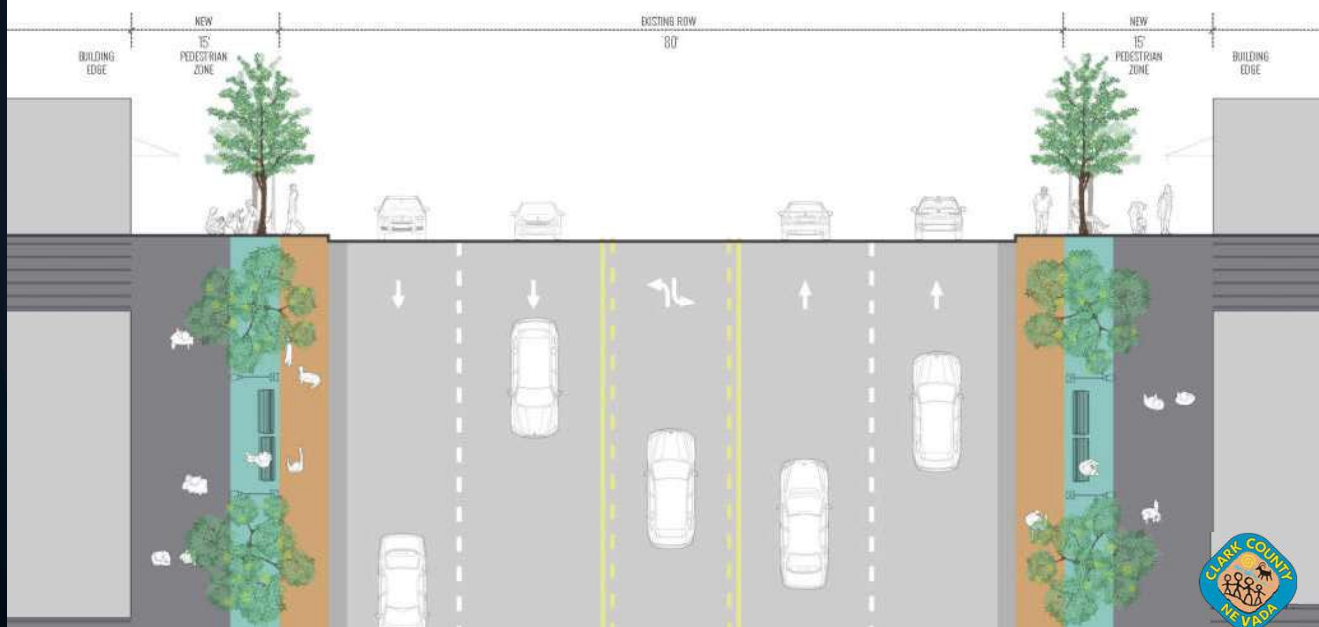


Hacienda Ave

# MAIN STREET

## OPTION 1

### Design Elements and Criteria



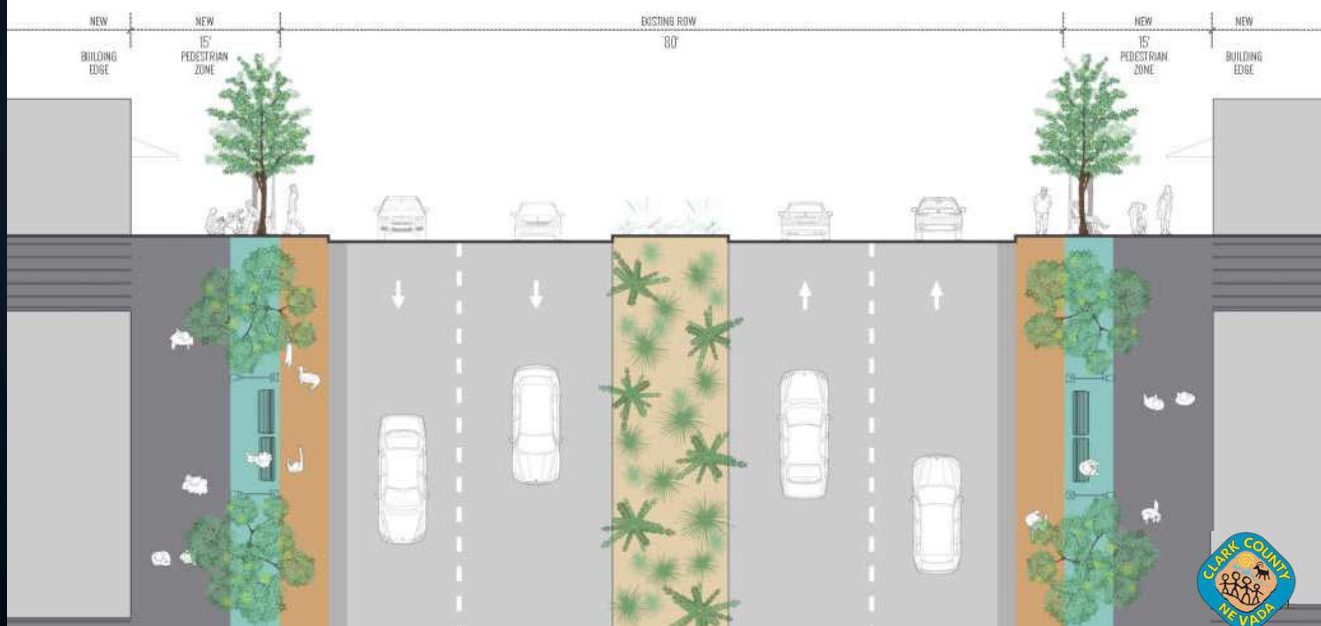
- **ROW—80 feet**
- **Maintains curb**
- **Two-Way Left Turn Lane width 14 feet**
- **Inside travel lane 11 feet**
- **Outside travel lane 14 feet**
- **Bicycle route signage**
- **Pedestrian lighting**



# MAIN STREET

## OPTION 2

### Design Elements and Criteria



- **ROW—80 feet**
- **Maintains curb**
- **Landscaped median 14 feet**
- **Inside travel lane 11 feet**
- **Outside travel lane 14 feet**
- **Bicycle Route signage**
- **Pedestrian lighting**

# MAIN STREET

## OPTION 3

### Design Elements and Criteria



- **ROW—80 feet**
- **Maintains curb**
- **Landscaped median width 12 feet**
- **Travel lanes 11 feet**
- **Bicycle lane 5 feet**
- **Pedestrian lighting**





# MAIN STREET

## OPTION 4

### Design Elements and Criteria

- **ROW—80 feet**
- **Curb reconstruction**
- **Landscaped median width 12 feet**
- **Travel lanes 11 feet**
- **Cycle track 10 feet**
- **Pedestrian lighting**

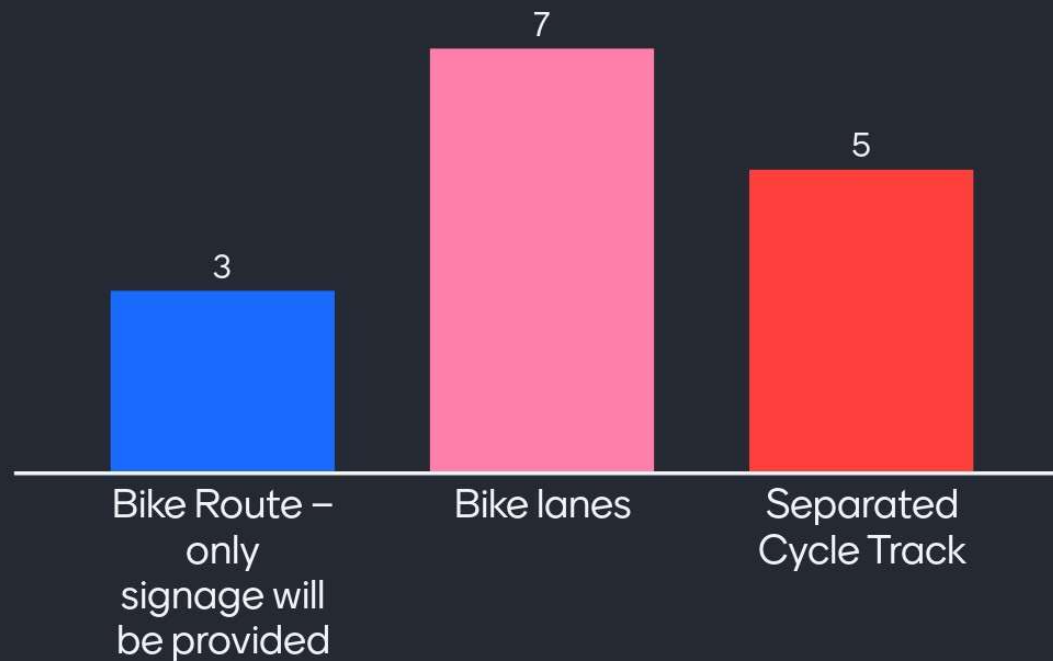


# MAIN STREET - HACIENDA AVENUE

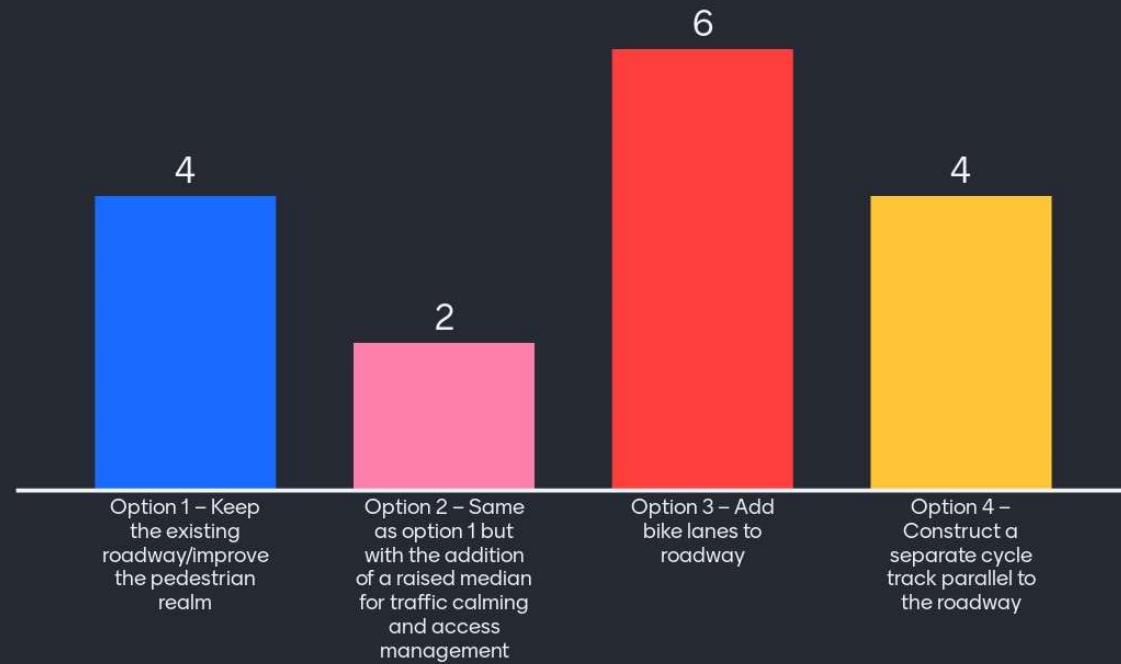
To provide bike connectivity between the Stadium District and the west side of the valley, Hacienda Avenue is proposed to be designated as a Bicycle Route. Bike route signage will be included along this street, and bike lanes at selected locations depending on ROW availability.



For the section of Hacienda west of Polaris, what type of bike facility would best address the study goals and be more appropriate for the context?



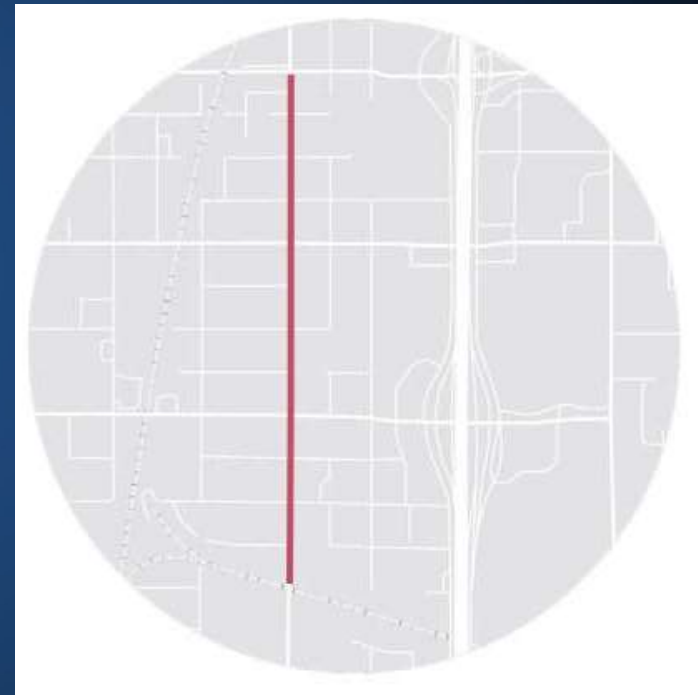
# Which street option do you like for Hacienda Ave?



# MULTIMODAL STREET – BOULEVARD

## Design Features

- **Speed Limit 35 mph**
- **Median separated/TWLTL**
- **Wide sidewalks/ Pedestrian zones**
- **Four to six travel lanes in each direction**
- **Elevated bike lanes**
- **Provides opportunity for transit**
- **Mid-Block pedestrian crossings**

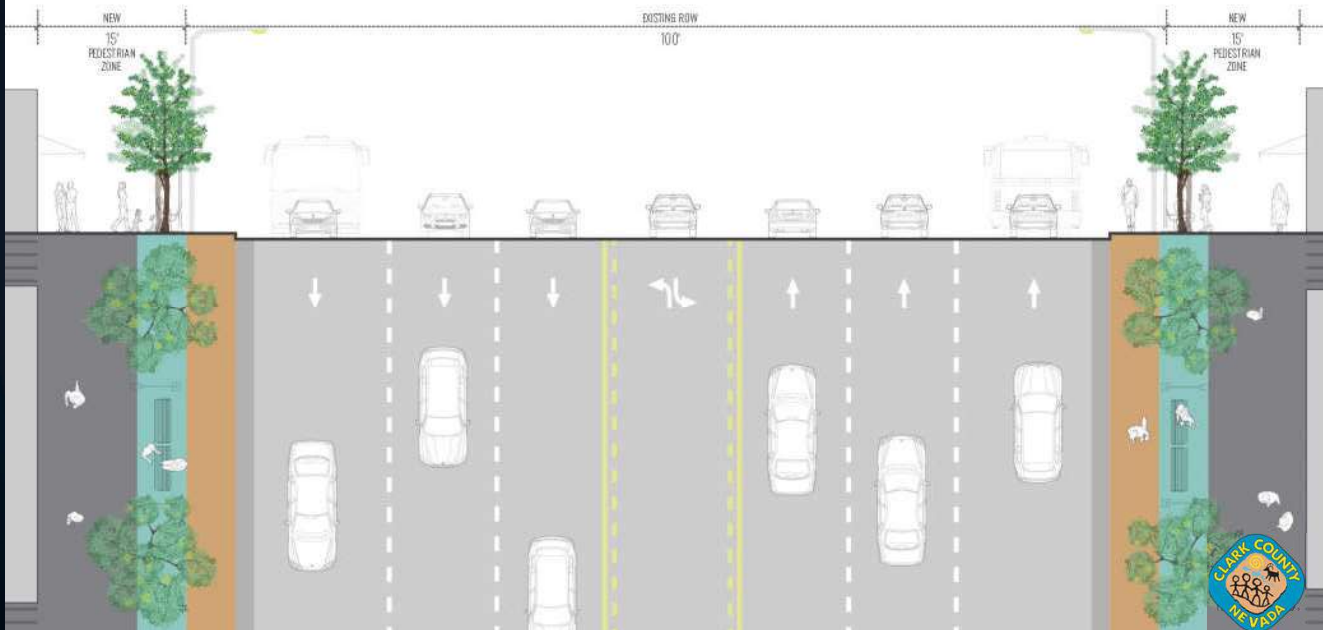


Valley View Blvd

# MULTIMODAL STREET – BOULEVARD

## OPTION 1

### Design Elements and Criteria

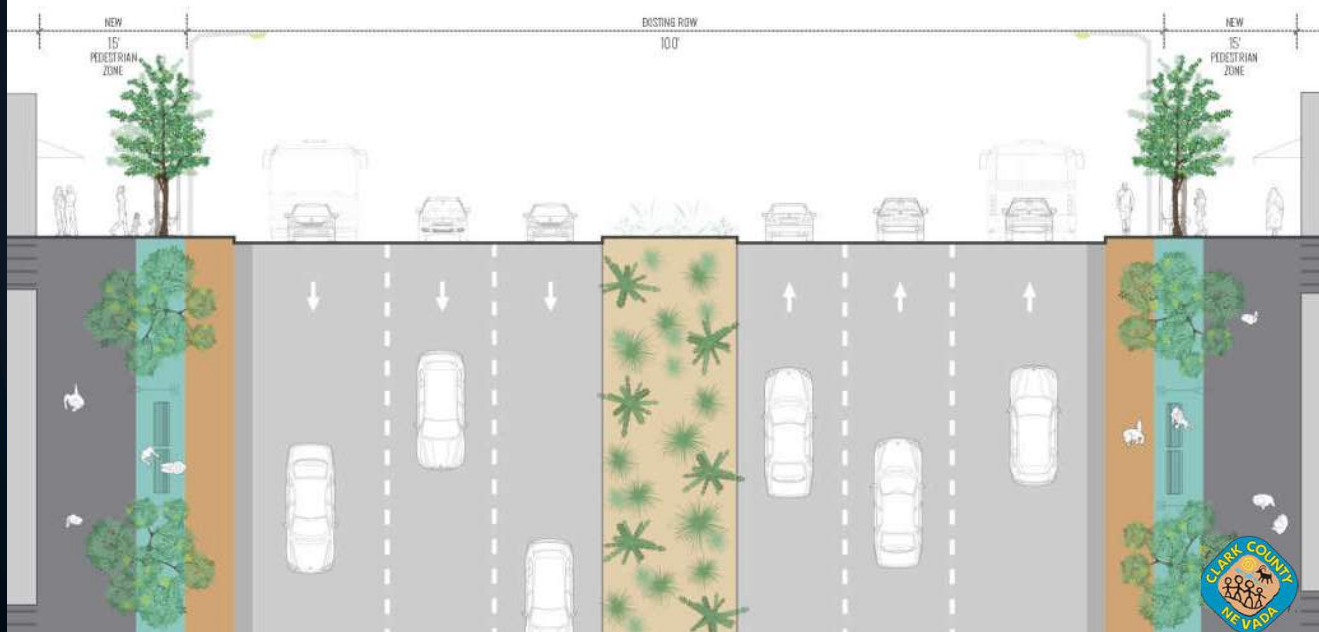


- **ROW—100 feet**
- **Two-Way Left Turn Lane width 14 feet**
- **Inside travel lanes 11 feet**
- **Outside travel lane 14 feet**
- **Transit route**
- **Pedestrian lighting**

# MULTIMODAL STREET – BOULEVARD

## OPTION 2

### Design Elements and Criteria

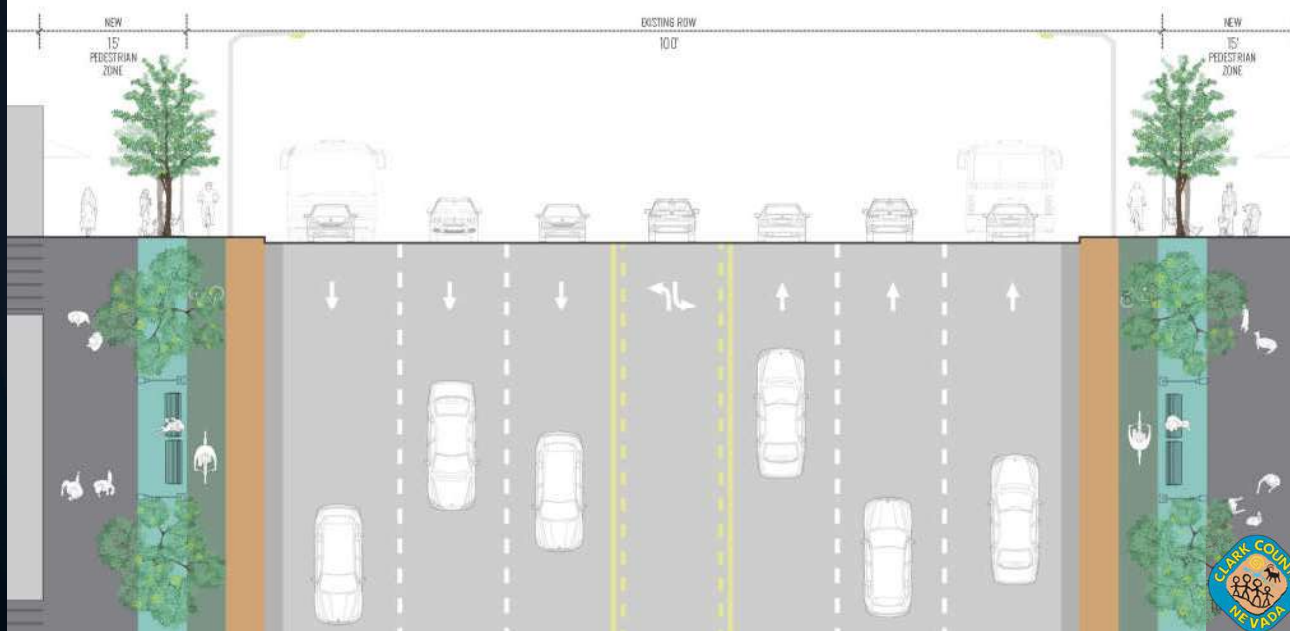


- **ROW—100 feet**
- **Landscaped median 14 feet**
- **Inside travel lanes 11 feet**
- **Outside travel lane 14 feet**
- **Transit route**
- **Pedestrian lighting**

# MULTIMODAL STREET – BOULEVARD

## OPTION 3

### Design Elements and Criteria



- **ROW—100 feet**
- **Requires reconstruction**
- **Two Way Left Turn Lane width 12 feet**
- **Inside travel lanes 11 feet**
- **Outside travel lane 14 feet**
- **Bicycle lane 4 feet**
- **Public ROW sidewalk 4 feet**
- **Pedestrian lighting**



# MULTIMODAL STREET – BOULEVARD

## OPTION 4

### Design Elements and Criteria



- **ROW—100 feet**
- **Requires reconstruction**
- **Landscaped median width 12 feet**
- **Inside travel lanes 11 feet**
- **Outside travel lane 12 feet**
- **Cycle Track 8 feet**
- **Sidewalk 4 feet**
- **Street / pedestrian lighting**

# MULTIMODAL STREET – BOULEVARD

## OPTION 5

### Design Elements and Criteria

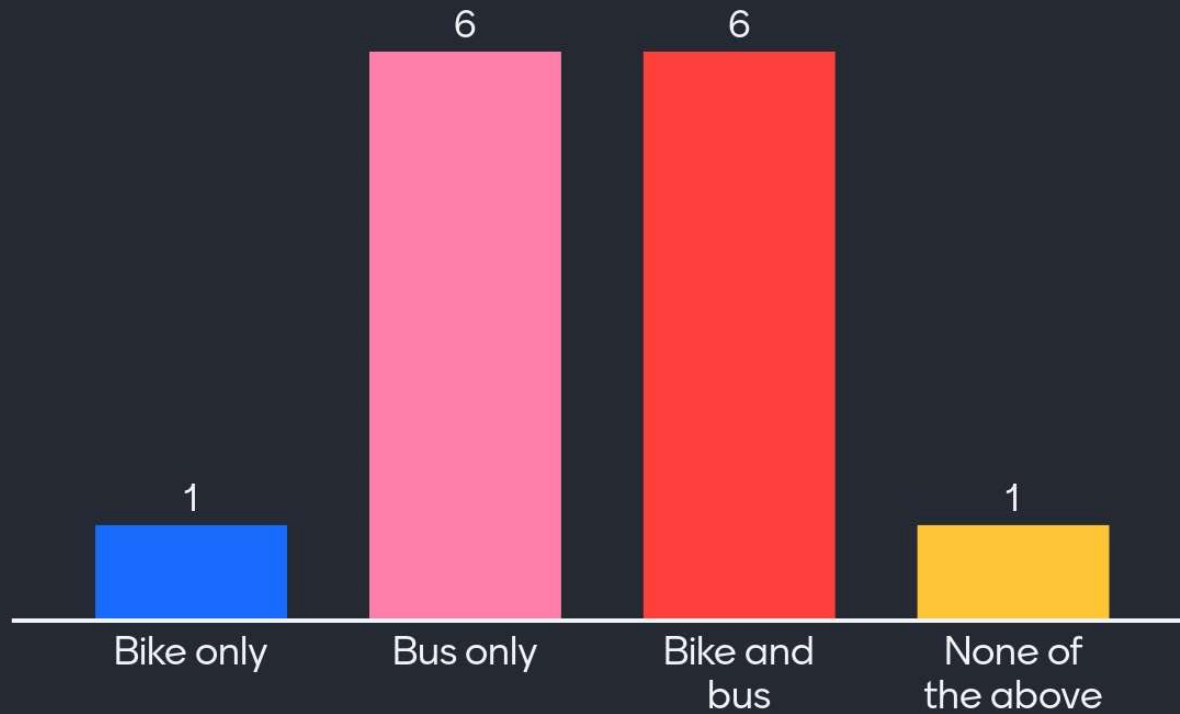


- ROW—100 feet
- Landscaped median width 14 feet
- Travel lanes width 11 feet
- Transit lane width 14 feet
- Pedestrian lighting

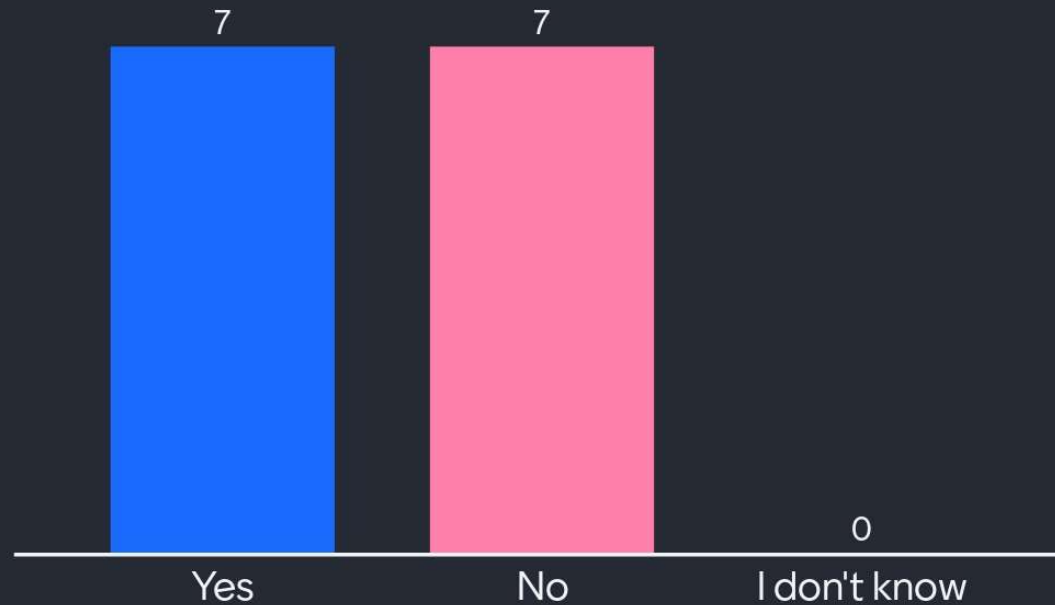
# MULTIMODAL STREET – VALLEY VIEW BOULEVARD



# In the near term what alternative modes of connectivity would you like to see along Valley View Boulevard?



Do you think adding pedestrian protective devices such as bollards/decorative fencing would be appropriate along Valley View Blvd within the District?

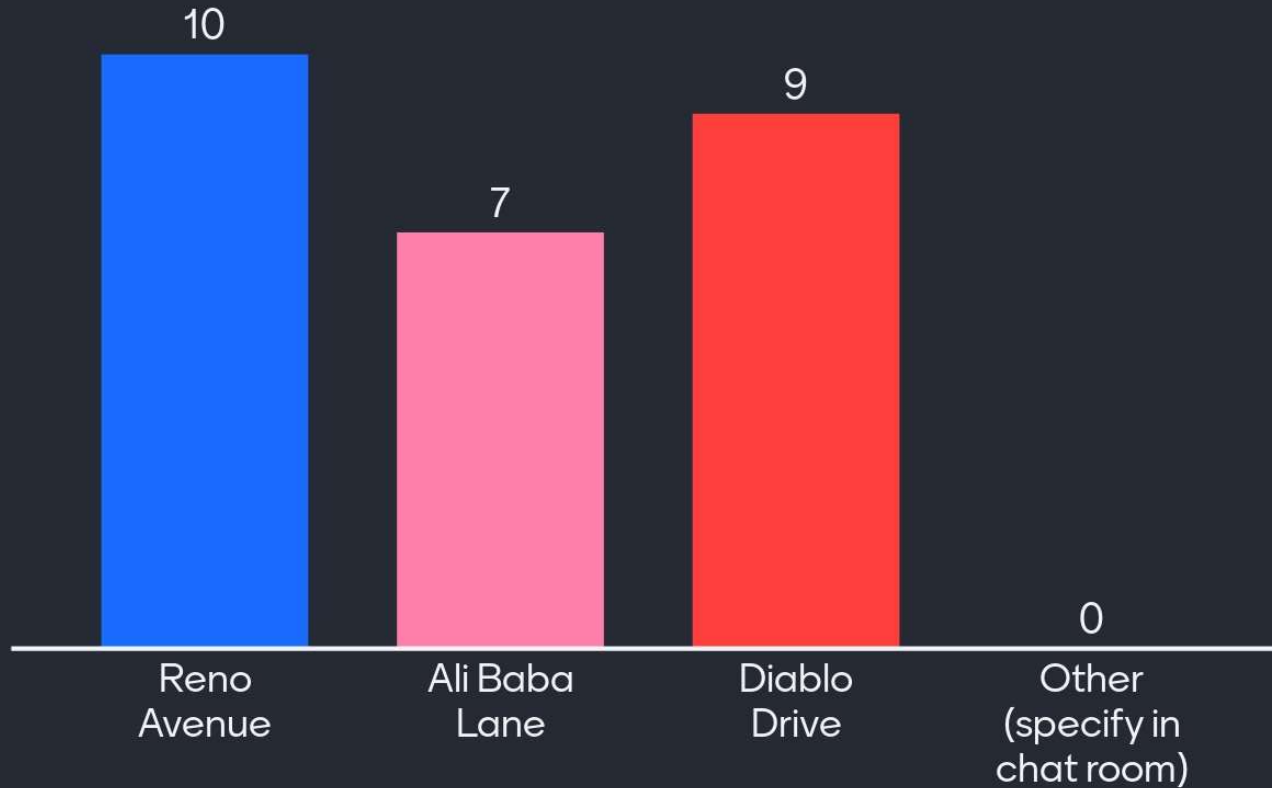


# Pedestrian Crossings

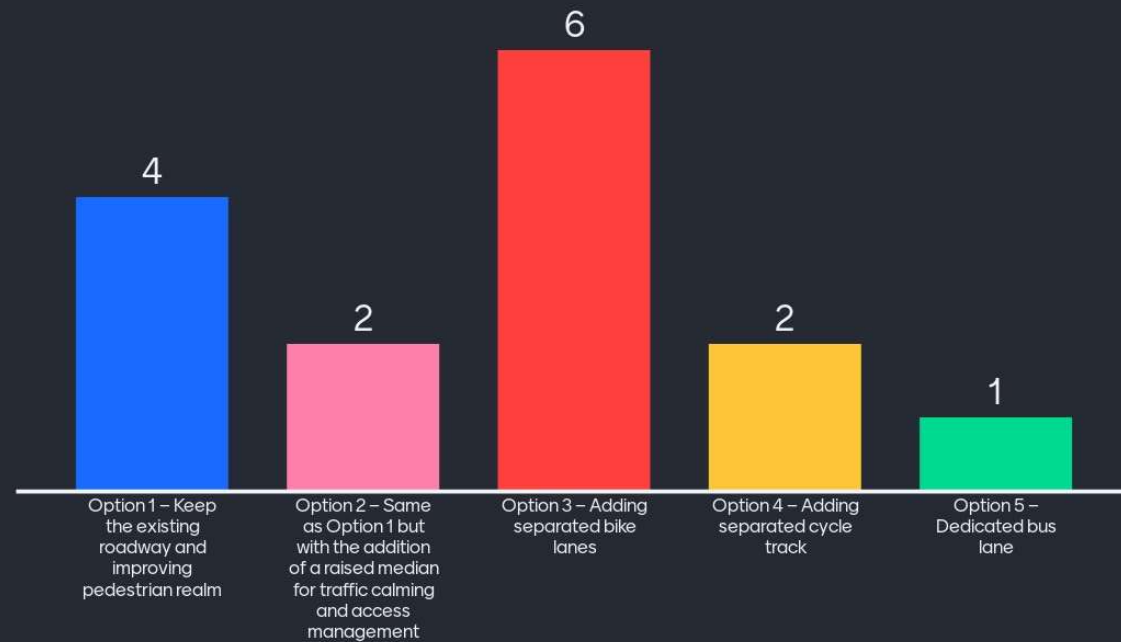
Designated pedestrian crossing locations are proposed along Valley View Boulevard at the intersections with Reno Avenue, Ali Baba Lane, and Diablo Drive. On the next slide, please indicate which crossings you think are most important.



# Crossing options (Check all that apply):



# Which street option do you like for Valley View Boulevard?





# MULTIMODAL STREET – REGIONAL HIGH SPEED

## Design Features

- **Speed Limit 45 mph**
- **Existing Curb**
- **TWLTL/Median separated roadway**
- **Wide sidewalks/ Pedestrian zones**
- **Six travel lanes**
- **Transit route**

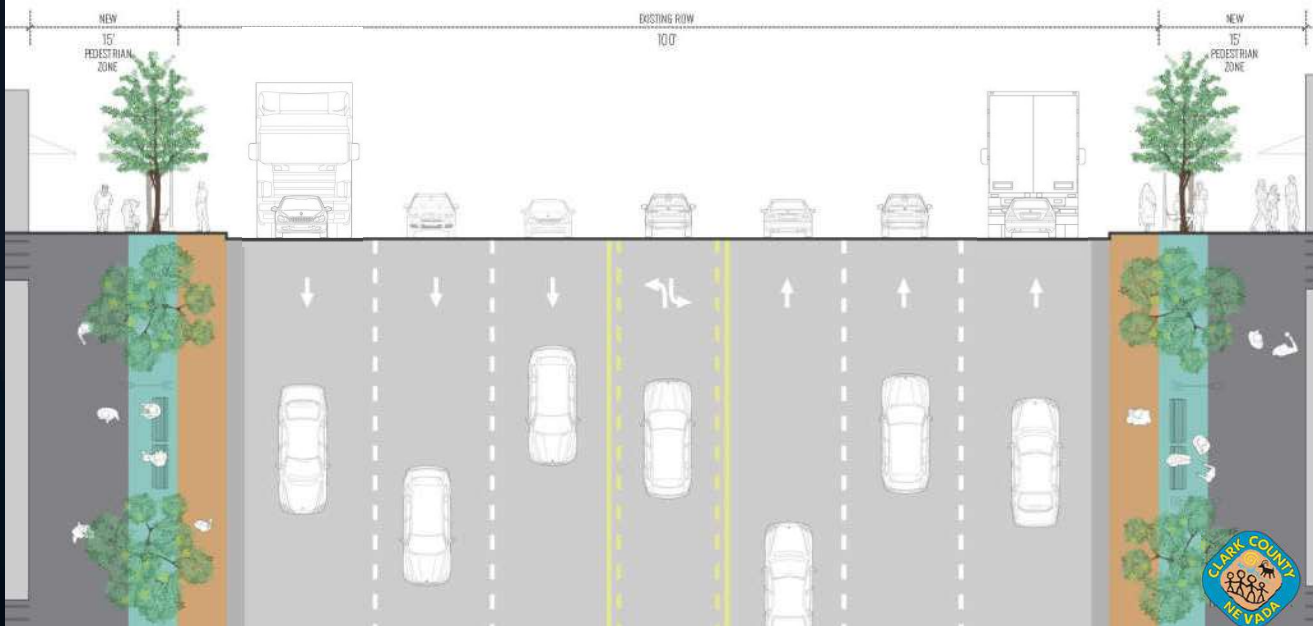


Russell Rd

# MULTIMODAL STREET – REGIONAL HIGH SPEED

## OPTION 1

### Design Elements and Criteria



- **ROW—100 feet**
- **Two Way Left Turn Lane width 14 feet**
- **Inside travel lanes 11 feet**
- **Outside travel lane 16 feet**
- **Pedestrian lighting**

# MULTIMODAL STREET – REGIONAL HIGH SPEED

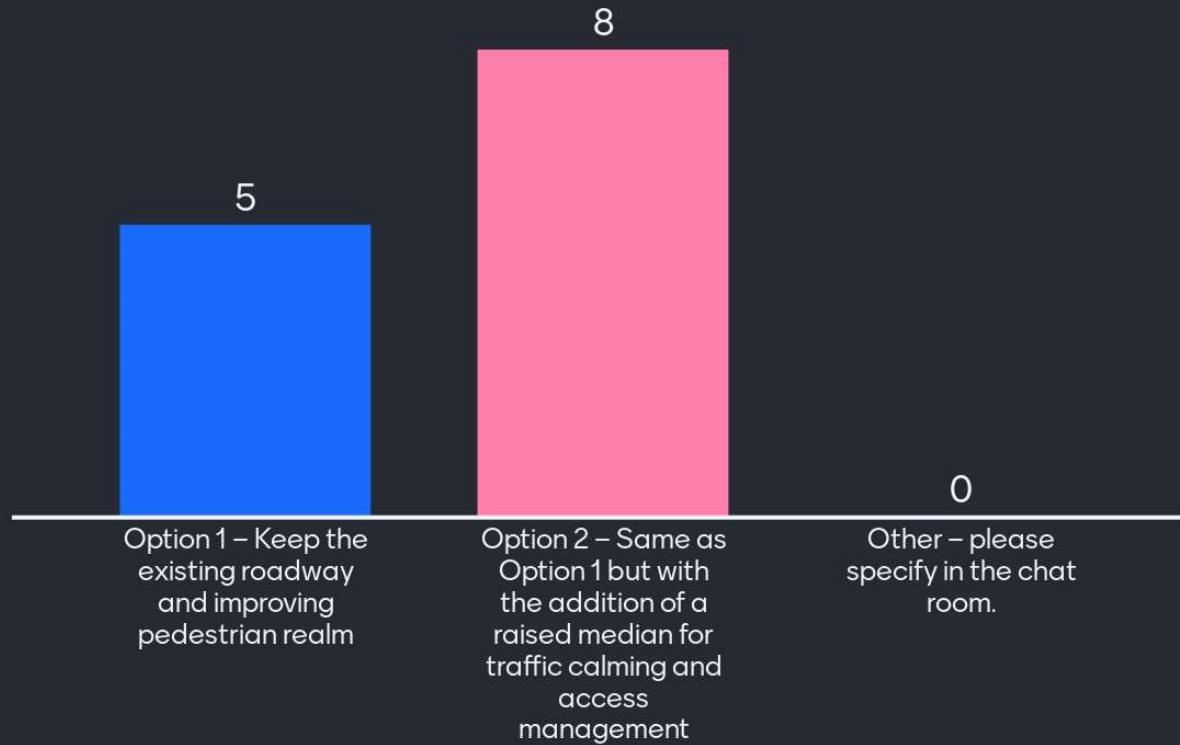
## OPTION 2

### Design Elements and Criteria



- **ROW—100 feet**
- **Landscaped median width 18 feet**
- **Inside travel lanes 11 feet**
- **Outside travel lane 14 feet**
- **Pedestrian lighting**

# MULTIMODAL STREET - RUSSELL ROAD: Which street option do you like for Russell Road?



# EVENT STREET

## Design Features

- Existing Curb
- Two Way Left Turn Lane
- Wide sidewalks/ Pedestrian zones
- Four travel lanes



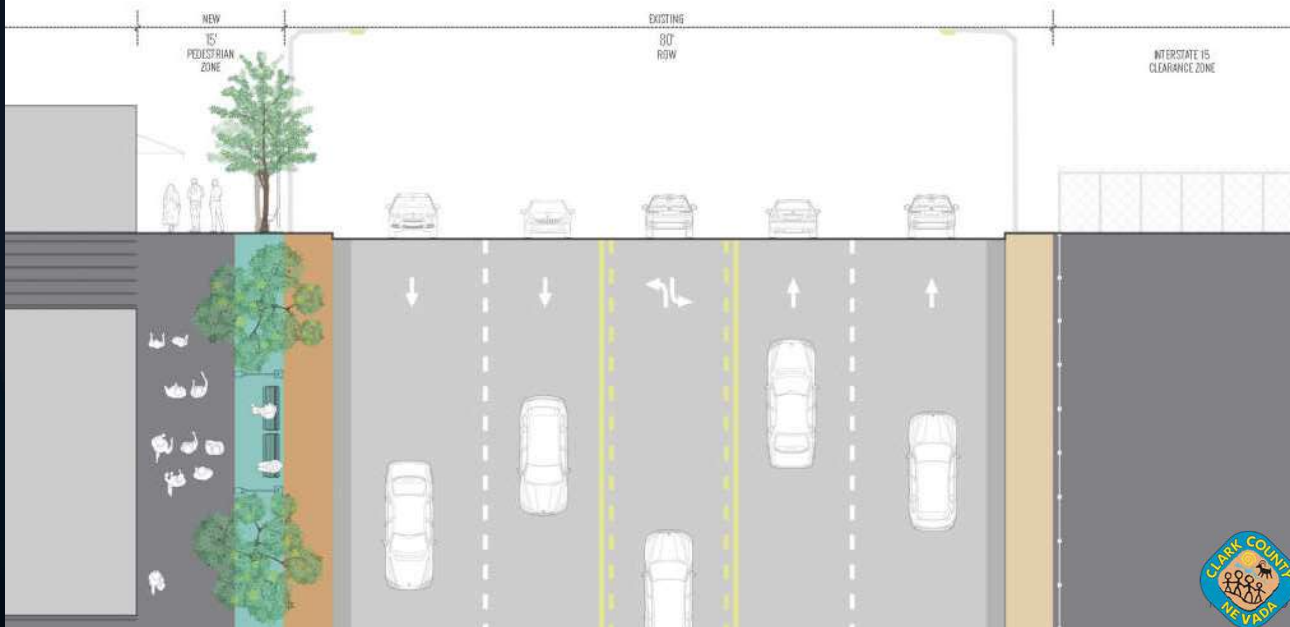
Dean Martin Drive; Polaris Avenue

# EVENT STREET

## DEAN MARTIN DRIVE

### Design Elements and Criteria

- **ROW—80 feet**
- **Speed Limit 35 mph**
- **Two Way Left Turn Lane width 14 feet**
- **Inside travel lane 11-12 feet**
- **Outside travel lane 14-16 feet**
- **Pedestrian lighting**

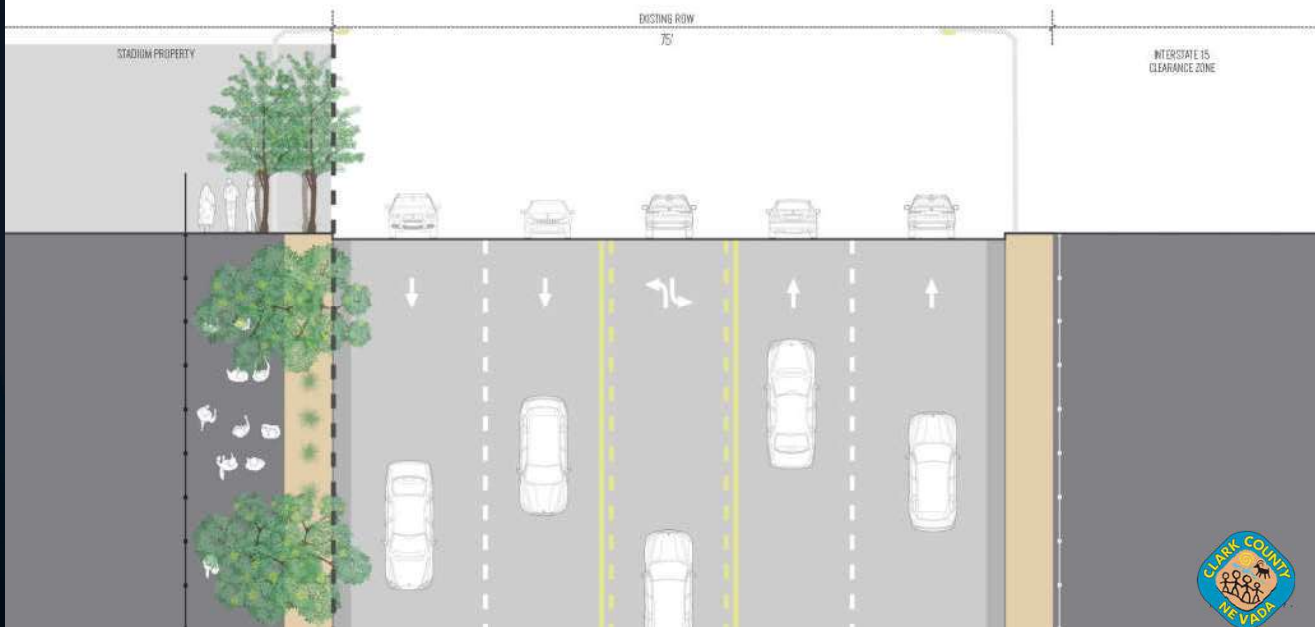


# EVENT STREET

## DEAN MARTIN DRIVE

### Design Elements and Criteria

- **ROW—75 feet**
- **Two Way Left Turn Lane width 14 feet**
- **Inside travel lane 11 feet**
- **Outside travel lane 16 feet**
- **Target speed 35 mph**
- **Street lighting**

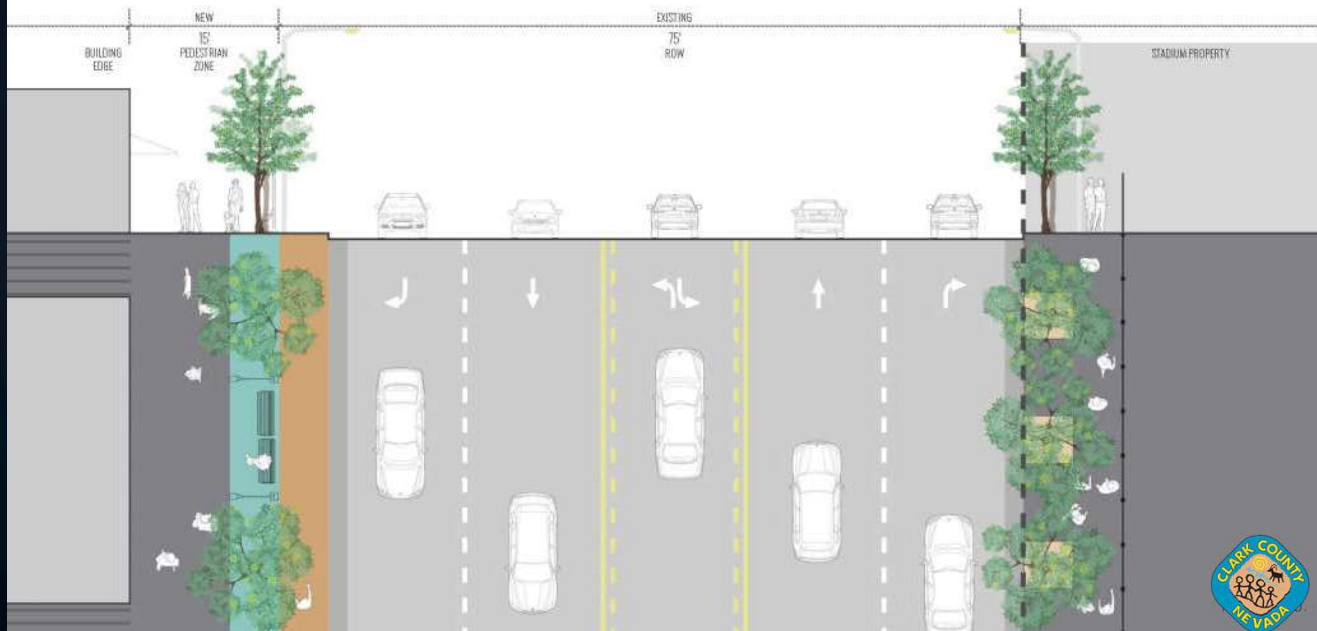


# EVENT STREET

## POLARIS AVENUE

### Design Elements and Criteria

- **ROW—75 feet**
- **Speed Limit 25 mph**
- **Two Way Left Turn Lane width 14 feet**
- **Inside travel lane 11 feet**
- **Outside travel lane 16 feet**
- **Street / pedestrian lighting**





WELCOME AND INTRODUCTIONS  
SUMMARY OF PREVIOUS MEETINGS  
STREET DESIGN

**NEXT STEPS**

# NEXT STEPS



Present  
Draft Report

Q&A