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APPENDIX

NUESTRO FUTURO ESTE LAS VEGAS / OUR FUTURE
2023 EAST LAS VEGAS SPECIAL AREA PLAN

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PUBLISHED SEPARATELY AND UPDATED ANNUALLY:

DETAILED ACTION PLAN

PRIORITY PROJECT SHEETS







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APPENDIX

ENGAGEMENT SUMMARY

Main takeaways

- ELV is close to many stores, restaurants, and recreation opportunities, but people would like to have more direct access to these amenities and even see more of them within ELV rather than having to go out to find them
- There is a strong sense of community, with people that care for each other and appreciate the culture, diversity, and character of ELV, but one limitation is the carelessness that people have toward their landscape/setting as they trash and do not maintain their properties or are not considerate of neighbors. Addressing these issues and beautifying the neighborhoods would foster and enhance the already existing sense of community.
- People want to see more green spaces and spaces for children and interaction, but they are afraid that these spaces will be sites for homeless people to live in rather than a space for everyone.
- People want to find opportunities to care for their neighborhood, but they are not aware of their resources and would like to see more institutional/government care and intervention in ELV.
- People care about the youth and future of ELV, and they are concerned with the school system not helping the youth attain their goals, prepare to find jobs, and care for their community. People would like to see more partnerships and resources to help the youth
- Homelessness, crime, and safety more beautiful streets are the primary concerns to ELV a better community.



Transportation Takeaways

- More bus stops with shade
- Light rail to spur economic development
- RTC-routes supporting higher education, satellite stops that go directly to school
- Better connectivity
- Transit frequency is low
- High speed transit

- Transit that better serves schools
- More diverse transportation

Street Improvement Takeaways

- Bike and pedestrian improvements
- Better and continuous sidewalks
- Cleaner street. Trash is an issue
- More bike lanes
- Reduce speeding
- More lighting on the streets
- Streets are too dark at night, safety issue
- Trees
- Traffic calming
- Designated horse trails so when taking a walk around the neighborhood there aren't giant piles of horse shit on the sidewalk

Residential Takeaways

- The East side needs more enforcement on city codes loud music,, large parties, rooster compounds,, home businesses, farm animals, undermined structures, selling food out of homes or carts, loud mufflers, etc
- Rents prices too high
- Congested and lack of care to many properties

Services Takeaways

- More grocery stores
- Less liquor and smoke shops
- More and better Doctors
- Crime patrol needed
- All departments are short staffed
- More police patrolling in residential areas
- More restaurants and shopping!
- More community cleanup and policing
- New hospital
- More medical options seems like all specialists are on the opposite side of town
- Illegal activity needs to be addressed We have cops roaming during the day but that doesn't help with the 2am loud parties and illegal fireworks for days before and after holidays

Parks and Recreation Takeaways

- Water bottle refilling stations
- The east side is full of Hispanic culture, yet has no theater/ cultural center where the youth and others can learn about our community in a beautiful way
- more event spaces
- Latino Cultural Museum

- more activities for kids
- City-sponsored community activities
- Parks for kids and not homeless
- I would like to see more Latino heritage community recreational centers or plazas Adding more libraries for the kids ass well

Education Takeaways

- More kid friendly businesses like dance studios, gymnastics, art spaces etc
- Schools need better facilities
- More libraries that can provide computers and computer classes

Workforce

- Jobs and careers with livable wages and benefits!
- entice/incentivize higher end business' to move to the Eastside
- Attract new businesses, grocers, restaurants
- More Latin-owned business
- More shopping centers

Beautification:

- Beautification of commercial spaces to stimulate local economy by retaining consumers to area
- Las Vegas version of Chicano Park
- More native species
- More canopy and shade. It's too hot
- Many homeless people, City has to find a way to support and help these group
- Homelessness is important. How to address it
- More attention to graffiti removal/prevention
- More places for kids and families

5. Are there improvements not mentioned above that you would like to see?

- Homelessness
- Streets
- Cleanliness and Dirt
- Food and restaurant
 - More variety of restaurant choices
 - Please bring in better shopping: Winco, Sam's Club,
 - Would love to see more eateries
 - Variety of restaurants, entertainment options that are not a bar or casino
- Crime and Safety
 - More patrolling
 - Too much graffiti

6. What do you love most about living in East Las Vegas?

- Community and people
 - family closeness
 - Grew up on the Eastside and its close to my heart
 - My neighbors
 - For the most part the people are so good and friendly
 - The community comes together in hard times
 - Multicultural community laid back friendly people
 - Family oriented
 - Everyone minds their own business
- Proximity
 - The food & affordability & access to downtown
 - Proximity to the arts district
 - Close to everything
 - Being near the mountains
 - It's close to My entire family
 - It's close to my work
 - Freedom park since it's the only big park in East Las
 - Friendly easy access to shopping transportation and the strip
- Culture and diversity
 - The Latino culture - food dance music etc
 - Love to see the cultural mix and pride
 - old homes and historic feel it has
 - Culture history community presence
 -
- Stores and Food
 - A lot of family shopping centers
 - Many restaurants and food options nearby
 - Lots of mom and pop shops!
- Neighborhood character
 - Slow pace and kind people
 - It's more rural than it is urban
 - It's cheaper to live over here and the traffic is bad but not as bad as anywhere else in Vegas
 - Peaceful away from traffic
 - The mountain scenery
 - The history and beauty
 - My big properties and lot near everything
 - My condo and the ease in which I can get places with public transit
 - Rent is a little cheaper in this area

7. What do you dislike about living in East Las Vegas?

- Homelessness

- nothing is being done with the increase of homeless that's come to our side in the last year
 - Homeless population in the rise
 - Homeless and drugs
- Streets
 - Traffic is horrible at certain times of day limited food/coffee choices
 - They are always tearing up the roads but then they do an awful job repairing asphalt
 - People ignoring crosswalk signals
 - Not too many trees
 - Filthy streets and washes
- Trash and Dirt
 - I mostly dislike to carelessness to keeping our streets & public areas clean Many streets or payment are old withered and falling apart
 - dirty trash neglected derelict ghetto
 - So much trash graffiti eyesores Wish it could be cleaned up & beautified
 - Everything is aging in terms of building
 - People loitering drinking on the street trash littering
 - Run down streets with no street lights on at night increase in homeless on the streets with tents
 - Different bad smells around town high crime bad drivers
 - Lack of care by homeowners and business
 - No shade or benches
- Crime
 - Wash is scary
 - ZERO POLICE RESPONSE ZERO LAW ENFORCEMENT FOR ILLEGAL FIREWORKS 911 Refuses to send officers out for ILLEGAL FIREWORKS!!
 - Violence in streets and school
 - Drugs and vandalism
 - Gangs shootings homeless
 - Can become dangerous quickly
 - Dangerous with shootings
- Restaurants and Stores
 - Limited options
 - Not many things to do
 - Restaurant are lacking in this side of town.
 - Mostly fast food
 - Poor choices for dining

15 Engagement Events

- Next Door
- Earth Day
- Latin Chamber of Commerce - Desayuno Con Amigos
- Las Vegas SHIFT Resource Fair
- Advisory Committee #1
- Advisory Committee #2
- Latin Chamber of Commerce - La Oportunidad Expo
- Advisory Committee #3
- Economic Development / Small Business Focus Group
- ELV NRSA Housing Discussion
- ELV NRSA Public Safety Meeting
- City Department Meetings
- Collateral Distribution - Drop Off
- Back-To-School Fair
- Teen Lounge

Main Takeaways:

- Business and training:
 - More food options and less large institutions
 - Provide funding for exterior storefront business enhancements
 - Resources for job growth and small businesses (including how to get businesses legal and licensed)
 - Post-secondary partnerships or training facilities
 - Small business incubators
 - Continuing education workshops (seniors technology training)
 - Education for home dwellers
 - Education on code enforcement
 - Education on available support (city programs)
 - Pathways to unions--internships, apprenticeship
 - Educate residents on what's allowed for home businesses
 - More Real Estate opportunities for corner grocery stores
 - Expand Partnerships with trade school to bring more internships to our students
 - Offer paid internships of various professional fields outside of the community
 - Make training available
 - Accessible to people that are businesses minorities but lack formal training
 - Convening/work group of all non profits located in the area
 - lack of capital, lack of CDFI's
 - Hispanic focused work space/community space with job training or shared coworking space resources. Hybrid incubator, offering childcare
- People and community:
 - Find work for homeless
 - Spaces for children without homeless

- More Opportunities for people to get a sense of pride that are not parks alone
- Smells like weed a lot
- People should clean up their yards
- Gateway into ELV
- Create event centers and pop-up/food truck courts utilizing closed businesses like Kmart
- celebrate our cultures
- More community events
- Share a books station across neighborhood to promote education and culture
- Streets:
 - Cleaner Streets
 - Better lighting and more trees
 - Public water fountains
 - Better and more complete sidewalks
 - More safety and walkability
 - unsafe crossings
 - busy streets
 - more Bike Paths
- Housing:
 - Lower rent
 - Affordable housing for seniors
 - Rent control.
 - Programs to help people buy houses
 - Refurbish existing buildings for housing
 - Housing for homeless
 - Empty land into housing
 - Code enforcement needed
 - Senior Care
 - More sustainable and ecofriendly homes, apartments, buildings with solar panels
 - Assisting people at risk of being displaced
 - Some level of zoning reform needed – e.g. can get a casita in the back with R1 zoning/allow garage conversion to a dwelling unit (already being done illegally) – even if we allow, can people afford it?
 - Land acquisition strategy
- Schools:
 - More attention to schools
 - Fix violence in schools
 - Schools should focus on culture and arts
 - Cooler recreation centers for youth
 - Better transit to schools
 - Safer Bus stops for children
 - Creating work group charter schools and how can use their space to be community space or add beautification as part of their system
 - Make schools "centers of community"
 - school overcrowding

- Parks
 - More trees and planting
 - More Shade
 - Parks for kids and not homeless
 - Spaces for leisure walking and running
 - Community gardens
- Food
 - Urban gardens or farms
 - Affordable food options
 - Culturally-relevant Nutrition Programs
 - Traditional healthy cooking programs
 - Farmer's markets
 - Food truck
 - Core stores





B

APPENDIX

2050 MASTER PLAN ACTIONS

**APPLICABLE TO EAST
LAS VEGAS**

2050 MASTER PLAN ACTIONS

The following pages include the actions applicable to East Las Vegas from the 2050 Master Plan. These are the guiding actions that connect implementation in East Las Vegas from the Nuestro Futuro Plan to the greater citywide initiatives. Actions with bold text include updates from the Master Plan to be more specific to East Las Vegas. These actions are incorporated into the detailed action plan specific to East Las Vegas that is updated annually.

Under each topic, specific actions, tools, and a timeframe for implementation are identified. The details of the strategies to implement the Master Plan are specified in the table below.

TIMEFRAME

- Ongoing: annually
- Short-Term: 1-5 years
- Mid-Term: 1-10 years
- Long-Term: 10-30 years

RESPONSIBLE PARTY

- PLAN: Planning Department
- EUD: Economic and Urban Development
- CMO: City Manager’s Office
- FIN: Finance
- OCS: Office of Community Services
- OM: Operations and Maintenance
- PR: Parks and Recreation
- PS: Public Safety
- OEM: Office of Emergency Management
- CA: Cultural Affairs
- PW: Public Works
- YDSI: Youth Development and Social Innovation
- RDA: Redevelopment Authority

PARTNERS

- BLM: Bureau of Land Management
- CC: Clark County
- CoC: Las Vegas Metro Chamber of Commerce
- DEV: Developers
- LVCCLD: Las Vegas-Clark County Library District
- LVMPD: Las Vegas Metropolitan Police Department
- NPS: National Park Service
- NSHE: Nevada System of Higher Education
- REP: State Representative
- RFCD: Regional Flood Control District

- RTC: Regional Transportation Commission of Southern Nevada
- SNHD: Southern Nevada Health District
- TEL: Telecommunications providers
- UNCE: University of Nevada Cooperative Extension
- UNLV: University of Nevada, Las Vegas
- UTIL: Utilities

TOOL

- CIP: Capital Improvement
- LEG: Federal/State Legislative changes
- PAR: Partnership
- POL: Local policy or regulation (PC/CC)
- PRG: CLV Program

COST

- \$ = Primarily internal staff time
- \$\$ = outside consulting services expected; \$25,000<cost<\$100,000
- \$\$\$ = \$100,000<Capital improvements<\$1,000,000
- \$\$\$\$ = 1 million - 10 million
- \$\$\$\$\$ = 10 million+

EASE OF IMPLEMENTATION

- Grade scale of A to D (A being easiest to implement) based on anticipated level of effort and cost

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 2: LAND USE AND ENVIRONMENT									
I.A	Land Use	Transform zoning regulations for corridors and nodes to encourage a greater mixture of uses and densities to support transit.	Livable	SHORT	PLAN	Dev	POL	\$\$	B
I.A	Land Use	Prioritize catalytic redevelopment sites	Livable	SHORT	EUD	Dev	INC	\$\$	B
I.A	Land Use	Develop a strategy for integrating “missing middle” housing types into existing neighborhoods.	Livable	MID	OCS	Dev	POL	\$	C
I.A	Land Use	Strengthen neighborhood identity and pride by planning area.	Livable	SHORT	PLAN	Public	PRG	\$	C
I.B	Historic Preservation	Conduct proactive historic surveys for different locations and resource types	Livable	ON	PLAN	Public	PRG	\$\$	C
I.B	Historic Preservation	Prioritize education about value of historic preservation resources available, celebrating cultural heritage	Livable	ON	PLAN	Public	PRG	\$\$	B
I.B	Historic Preservation	Balance redevelopment pressures with preservation efforts to preserve key resources while encouraging adaptive reuse and sensitive infill development	Livable	LONG	PLAN	Dev	PRG	\$\$	D
I.C	Catalytic Sites	Amend zoning for corridor and mixed-use place types to incorporate stronger design standards and a more flexible mixture of uses.	Livable	ON	PLAN	Dev	POL	\$\$	C
I.C	Catalytic Sites	Develop a set of incentives for sites outside the RDA to help finance redevelopment.	Livable	SHORT	EUD	Dev	INC	\$	C
I.C	Catalytic Sites	Work with property owners of catalytic sites to encourage packaging their sites for redevelopment by marketing them via requests for proposals or qualifications.	Livable	ON	EUD	Private	PRG	\$	D
I.C	Catalytic Sites	Host investor tours, developer matchmaking events to spark interest in key redevelopment sites.	Livable	ON	EUD	Dev	PRG	\$	B
I.C	Catalytic Sites	Streamline the development review process and entitlements for priority redevelopment sites.	Livable	SHORT	PLAN	Dev	PRG	\$\$	B
III. B	Environment	SNPLMA must continue be supported as it has been an effective tool for concentrating urban growth, while providing funding for open space	Livable	ON	PW	BLM	PRG	\$	B
III. B	Environment	Preserve and maintain open space as a balance to man-made development.	Resilient	LONG	PLAN	BLM	PRG	\$\$	D
III. B	Environment	Use native plants to meet environmental objectives and reduce maintenance requirements; use native plants to reduce watering, fertilizing, and mowing.	Resilient	ON	PLAN	Dev	POL	\$	B
III. C	Urban Forestry	Within each area of the city, especially those with vulnerable populations, and when temperatures exceed 100 degrees, prepare an adequate extreme heat response	Equitable	ON	OCS	SNHD	PRG	\$\$\$\$	B
III. C	Urban Forestry	Increase outreach and education on trees and landscaping	Livable	ON	PLAN	Public	PRG	\$\$\$	B
III. C	Urban Forestry	In keeping with Tree City USA and urban forestry commitments, plant 60,000 high quality trees composed of a diverse list of native and adaptive species on public and private property that are tolerant of heat, cold, and wind; water efficient; low maintenance; non-invasive, and pest and disease resistant.	Resilient	ON	PR	Private	PRG	\$\$\$\$	C

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 2: LAND USE AND ENVIRONMENT									
III. D	Parks	Increase the amount of park and open space acreage	Equitable	ON	PW	Private	CIP	\$\$\$\$\$	A
III. D	Parks	Continue to integrate education, arts, and culture into community centers	Livable	ON	PR	Public	PRG	\$\$\$\$	C
III. D	Parks	Ensure safe, accessible park design	Livable	SHORT	PW	Private	PRG	\$	A
III. D	Parks	Develop innovative park typologies as part of redevelopment	Innovative	SHORT	PLAN	Private	PRG	\$\$	B
III. E	Park Connectivity	Continue to improve bicycle and pedestrian access along major roads and increase safety of alternative transportation.	Healthy	ON	PW	RTC	CIP	\$\$\$\$\$	C
III. F	Food & Urban Agriculture	Decrease food deserts and reduce food swamps in low-income, food insecure planning areas, further incentivize the establishment of grocery stores and healthy food retail outlets.	Healthy	MID	PLAN	UNCE	POL	\$\$	D
III. F	Food & Urban Agriculture	Provide at least one accessible community garden for urban agriculture activity in each planning area.	Livable	SHORT	PLAN	UNCE	POL	\$\$	B
III. F	Food & Urban Agriculture	Work closely with the Southern Nevada Food Council, CCSD, the University of Nevada Cooperation Extension, Three Square Food Bank, and other stakeholders to address food insecurity, hunger, and access issues for city residents.	Healthy	LONG	PLAN	UNCE	PAR	\$	B
III. F	Food & Urban Agriculture	Further expand allowable agricultural uses and activities within the community.	Livable	SHORT	PLAN	Private	POL	\$	B
III. G	Environmental Justice	Implement projects and actions from other parts of this plan that improve air and water quality	Healthy	ON	PW	CC	CIP	\$\$\$\$\$	D

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 3: ECONOMY AND WORKFORCE									
I. A	Equitable Education	Continue offering and expand supplemental before and after school programs and partnerships to achieve better K-12 educational outcomes	Livable	ON	YDSI	CCSD	PRG	\$\$\$\$	B
I. A	Equitable Education	Expand an educational support program with underperforming CCSD schools to provide additional resources for students and parents.	Innovative	SHORT	YDSI	CCSD	PRG	\$\$\$\$	C
I. A	Equitable Education	Resolve to support continuing education, workforce development, and collegiate program to improve post high school educational outcomes	Innovative	MID	YDSI	NDEP	PAR	\$\$	C
I. A	Equitable Education	Partner with NSHE to expand UNLV and CSN campuses and siting and development of a new state college campus tailored to City of Las Vegas residents with a dedicated focus on granting targeted and specialized 2 and 4 year degrees to further add teacher capacity.	Livable	LONG	YDSI	NSHE	LEG	\$\$\$\$\$	D

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 3: ECONOMY AND WORKFORCE									
I. B	School Sites	For future CCSD school facilities, additions, and expansions, partner with CCSD to acquire land or property for schools where overcrowding exists, expedite permitting and construction and ensure optimal locations of schools within master planned communities. Add classroom space at elementary schools and rebalance zoning to alleviate capacity concerns.	Equitable	SHORT	PLAN	CCSD	PAR	\$	C
I. B	School Sites	Continue working with CCSD on Safe Routes to School for existing and future schools	Healthy	ON	PW	CCSD	PRG	\$	A
II. A	Econ. Dev't	Foster a low cost and responsibly regulated business environment where small businesses can grow and thrive	Livable	ON	PLAN	LVGEA	POL	\$	B
II. B	Redev't	Modify the RDA's TIF program for specific identified purposes and to capture added value.	Livable	SHORT	RDA	Private	POL	\$	C
II. B	Redev't	Consider selective expansion of redevelopment areas consistent with Land Use goals and the 2050 General Plan to ensure redevelopment, small business development, and the ability to attract major large employers that are aligned with the Comprehensive Economic Development Strategy (CEDs)	Innovative	MID	RDA	Private	INC	\$\$	D
III. A	Housing Choices	Diversify and improve housing stock to include a range of building types and "missing middle" housing appropriate for transit-oriented developments	Livable	MID	PLAN	Private	PRG	\$\$	C
III. A	Housing Choices	Integrate affordable housing into the place types identified in the Land Use Chapter through the use of zoning regulations and other enabled policies	Livable	SHORT	PLAN	Private	POL	\$	C
III. A	Housing Choices	Accommodate a population increase of approximately 309,000 new residents by constructing approximately 110,000 new dwelling units, of which 121,000 of the City's total 366,535 projected units must be affordable or meet HUD's affordability criteria	Equitable	LONG	PLAN	SNRHA	PRG	\$\$	C
III. B	Homeless	Employ direct homelessness prevention measures and a "Housing First" strategy in East Las Vegas to quickly and efficiently serve at-risk or homeless individuals	Livable	ON	OCS	CoC	PRG	\$\$\$\$	D

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 4: SYSTEMS AND SERVICES									
I. A	Complete Streets	To reduce VMT and diversify the City's modal split, adopt the "Layered Complete Street Network" as part of the Master Plan for Streets and Highways, and construct the recommended improvements essential for traffic management, safety, and regional economic development. Specific to East Las Vegas: road diets, sidewalk infill, and separated bike lanes.	Livable	ON	PW	RTC	CIP	\$\$\$\$	B
I. C	Smart Systems	Further enable the electrification of transportation by continuing to develop vehicle charging infrastructure	Innovative	ON	PLAN	UTIL	CIP	\$\$\$\$	B

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 4: SYSTEMS AND SERVICES									
II. A	Water	Collaborate to clean up sensitive areas that flow to Lake Mead to prevent stormwater pollution, and comply with the NPDES MS4 permit; In East Las Vegas, specifically the Las Vegas Wash.	Healthy	ON	PW	RFCD	CIP	\$\$\$	B
II. B	Energy	Expand community renewable energy, energy conservation, storage, and green building efforts, particularly at Freedom Park and the future redesign of Chuck Minker Sports Complex.	Resilient	SHORT	PLAN	UTIL	CIP	\$\$\$\$\$	B
II. B	Energy	Electrify transportation by developing a robust EV charging network	Resilient	ON	PW	UTIL	CIP	\$\$\$\$	B
II. C	Waste	Require the provision of single-stream recycling service at multi-family and commercial properties	Livable	SHORT	PLAN	REP	POL	\$	D
III. A	Public Facilities	During future CIP planning, strategically identify priority facility and service needs and resources, whether provided by City, County, regional, state, or Federal providers, including the needs of priority populations and priority planning areas for evaluation to ensure adequate and equitable access to public resources. Specific priorities for East Las Vegas are included in the “Invest” chapter.	Equitable	LONG	PW	Private	CIP	\$\$\$\$\$	C
III. A	Public Facilities	Dedicate more places and spaces for the arts.	Livable	ON	CA	Private	CIP	\$\$\$	B
III. B	Public Health	Develop a City-specific Community Health Needs and Public Health System Assessment addressing personal health Indicators and health care facilities citywide and their accessibility. Prioritize a full care facility or micro-hospital; two new FQHC (Federally Qualified Health Centers) are underway	Healthy	SHORT	OCS	SNHD	PRG	\$\$	B
IV. A	Public Safety	Continue to adequately train, equip, and fund public safety personnel and officers to remain a trusted resource that quickly responds to calls for service.	Healthy	ON	PS	FR	PRG	\$\$\$\$	A
IV. A	Public Safety	Improve built environment safety and adopt a safe communities strategic plan with an approach that balances property and violent crime prevention with community needs.	Livable	SHORT	PS	LVMPD	PRG	\$\$	C
IV. A	Public Safety	Develop Safe Communities strategies for planning areas to facilitate an understanding of public safety concerns. Listos y Seguros Safety Program. Build stronger connection with LVMPD. Prioritize ongoing community trust-building between LVMPD’s NEAC / DTAC commands and community-oriented policing efforts to help alleviate real/perceived community safety concerns.	Livable	SHORT	PS	LVMPD	PAR	\$\$	C
IV. B	Hazards	Prepare for long-term, seasonal hazards such as extreme heat by investing in cooling infrastructure and developing urban design standards that mitigate the urban heat island effect.	Resilient	SHORT	PLAN	DEV	PAR	\$\$\$\$	B



BONANZA

B-8

EAST LAS VEGAS AREA PLAN

BONANZA

C

APPENDIX

PASEO BONANZA

EL CORAZÓN DE ESTE LAS VEGAS

2023 Corridor Plan

Nuestro Futuro Este Las Vegas / Our Future East Las Vegas Special Area Plan



RELATED PLANS

NDOT SAFETY MANAGEMENT

In 2021, the Nevada Department of Transportation (NDOT) completed the East Bonanza Road Safety Management Plan in order to improve safety along the Bonanza corridor in pursuit of zero fatalities on Nevada roadways. The East Bonanza Road Corridor was identified by NDOT as a facility with crash rates exceeding the statewide average crash rate, making roadway improvements along the corridor a high priority. The plan provides the following:

- Road Safety Assessment
- Existing conditions evaluation for all modes
- Short-term and long-term improvement strategies that are aimed at reducing fatalities and injuries for all road users

In addition to the table of segment specific improvements shown below, the plan recommends the following upgrades:

- Upgrading all facilities to be Americans with Disabilities Act (ADA) compliant
- New median islands for pedestrian refuge
- Revised right-turn channelization
- New pedestrian warning and control devices for mid-block crossings
- Enhanced street lighting at crosswalks
- Addition of dedicated bicycle and transit facilities
- Traffic calming measures
- Application of access management by reducing a number of access points

- Upgrading signal timing and signal heads
- Upgrading pavement markings and signs

The Paseo Bonanza Plan provides an updated version of this safety management plan in order to visualize safety improvements at key locations along the corridor, and apply roadway improvements strategies in the context of the Our Future East Las Vegas Area Plan.

LAS VEGAS VISION ZERO

Bonanza Road is part of the city's High Injury Network, where a high concentration of traffic deaths and serious injuries occur. The city's Vision Zero initiative sets the tone for roadway improvements that will create a safer experience for all users.

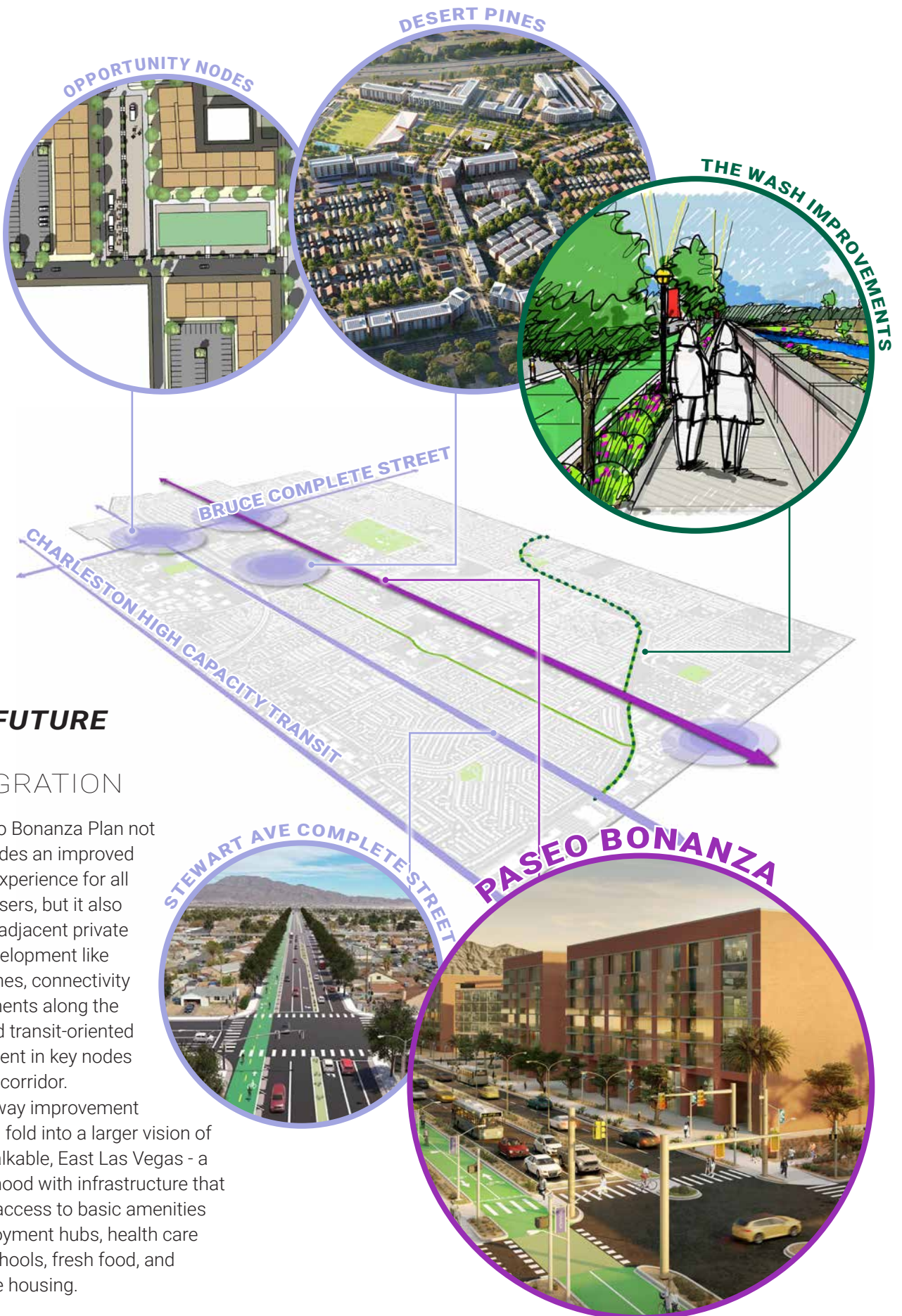
Vision Zero Strategies:

1. Reform the city's approach to transportation safety
2. Create safe streets for all
3. Implement safe speeds
4. Promote a culture of safety
5. Enhance communication, transparency, and accountability

The Paseo Bonanza Plan aims to communicate NDOT recommendations in a transparent manner for the East Las Vegas community. If implemented, recommendations will create a safer environment for all roadway users, improving the multi-modal experience through streetscape design, enhanced transit stops, bike infrastructure, and placemaking efforts.



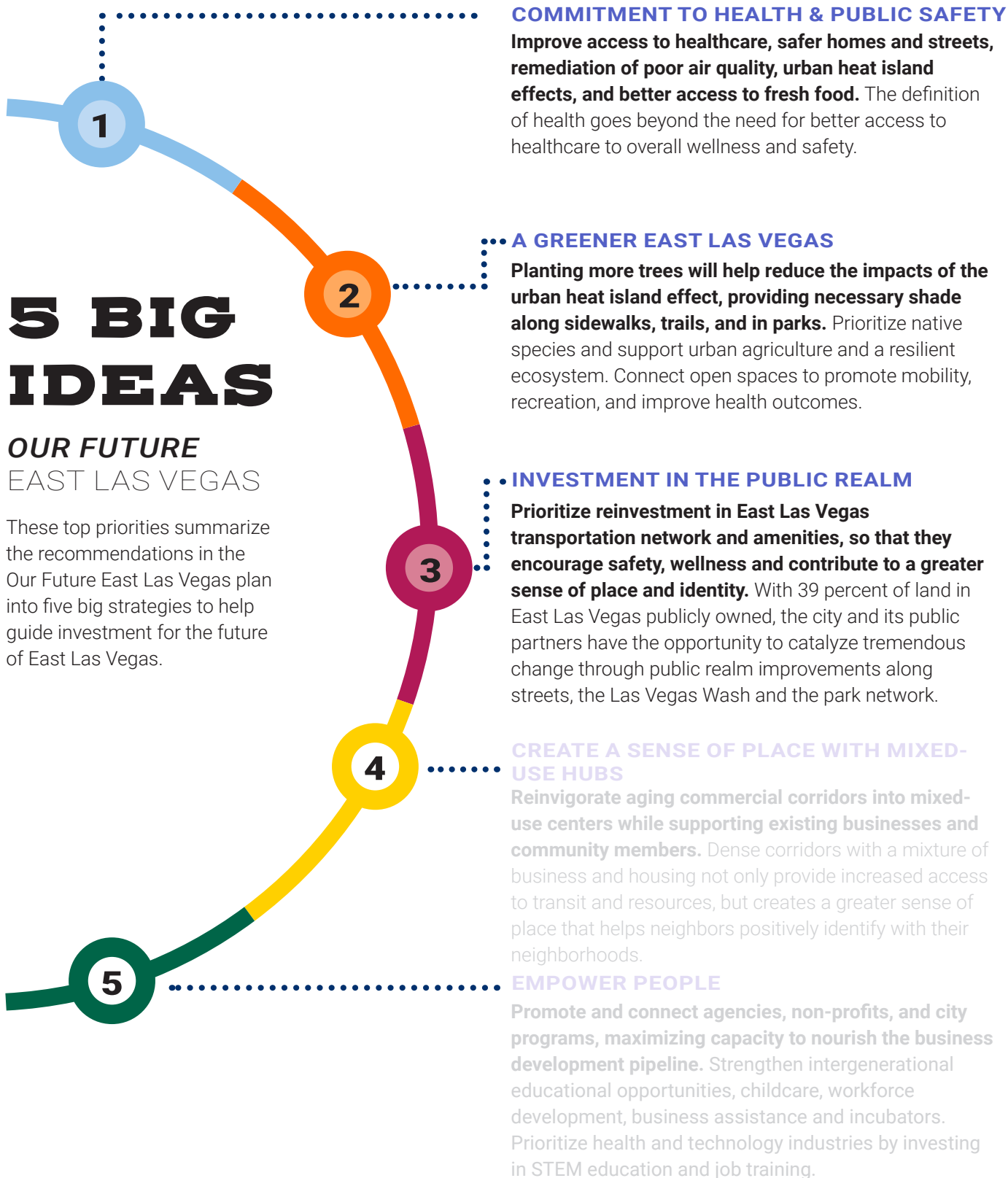
Fatal Crash Locations - NDOT East Bonanza Safety Management Plan



OUR FUTURE PLAN INTEGRATION

The Paseo Bonanza Plan not only provides an improved mobility experience for all corridor users, but it also supports adjacent private realm development like Desert Pines, connectivity improvements along the Wash, and transit-oriented development in key nodes along the corridor.

The roadway improvement strategies fold into a larger vision of a safe, walkable, East Las Vegas - a neighborhood with infrastructure that provides access to basic amenities like employment hubs, health care clinics, schools, fresh food, and affordable housing.



5 BIG IDEAS

OUR FUTURE EAST LAS VEGAS

These top priorities summarize the recommendations in the Our Future East Las Vegas plan into five big strategies to help guide investment for the future of East Las Vegas.



5 GRANDES IDEAS

Estas políticas y prioridades resumen las recomendaciones del plan al cinco grandes estrategias para ayudar en guiar la inversión para el futuro de East Las Vegas.

Las páginas siguientes perfilan estrategias claves par cada recomendación. Algunas estrategias se categoriza en hojas de proyectos prioritizados. Los planificadores de la ciudad las usará para hacer recomendaciones de zonificación, para los propuestos anuales, y para la planificación de mejoras de capital.

Se incluye un plan de acción detallado como apendice.

1

COMPROMISO CON LA SALUD Y LA SEGURIDAD PÚBLICA

Mejore para la gente de East Las Vegas el acceso de cuidado de salud, casas y calles más seguras, remediación del aire de calidad pobre y islas de calor urbanos, y la comida fresca. Hay que asegurar no solo el acceso de cuidado de salud, sino el bienestar y la seguridad en total

2

UN EAST LAS VEGAS MÁS VERDE

Plante más arboles y mejore el paisajismo tolerante a la sequía para reducir los efectos de la isla de calor urbana en East Las Vegas, proveendo la sombra adecuada en la propiedad privada, por las aceras, por los senderos, y en los parques. Priorize los especies nativos y apoye la agricultura urbana y un ecosistema resiliente. Conecte los espacios abiertos para promover la movilidad, el recreo, y los resultados de salud mejorados.

3

INVERSIÓN EN EL ÁMBITO PÚBLICO

Priorize reinversión en las calles y las aceras de East Las Vegas, para que fomenten la seguridad y el bienestar y contribuyan al sentido de lugar e identidad.

Con 39 por ciento de la tierra en East Las Vegas de propiedad pública, la ciudad y sus socios públicos tienen la oportunidad de catalizar cambio tremendo por mejoras del ámbito público por las calles, el Wash Las Vegas, y el red de parques.

4

CREE UN SENTIDO DE LUGAR CON CENTROS DE USO MIXTO

Revitalize los corredores comerciales envejecidos como centros de uso mixto, mientras apoyando a negocios existentes y miembros de la comunidad. Los corredores densos que tienen una mezcla de negocios y alojamiento no solo proveen acceso aumentado al tránsito y a recursos, sino que crean un sentido de lugar que ayuda a los vecinos en indentificarse positivamente con sus vecinidades.

5

CAPACITAR A LA GENTE

Promueve y conecte las agencias, las organizaciones sin fines de lucros, y los programas de la ciudad, maximizando la capacidad de alimentar la tubería de desarrollo de negocios. Fortalezca las oportunidades educacionales intergeneracionales, el cuidado de niños, el desarrollo de la fuerza laboral, y ayuda e incubadoras para los negocios. Priorize las industrias de la salud y la tecnología por invertirse en la educación STEM y la formación profesional.

INTRODUCTION



Los residentes de East Las Vegas tienen una visión para la calle Bonanza, para verla transformada de una arteria autocéntrica de alta velocidad a un vibrante corredor multimodal que crea un sentido de lugar y mejora la vida residencial y comercial. Para hacerlo, los peatones, los usuarios del transporte público, y los ciclistas tienen que sentirse seguros, y la mayor amenaza para estos usuarios vulnerables de la calle son los vehículos de alta velocidad, que hacen los choques más probables y al fin más severos. La calle Bonanza ha sido construido para altas velocidades, y ninguna cantidad de educación o cumplimiento puede compensar este desafío de diseño.

Hay docenas de herramientas bien probadas para cambiar el diseño de la carretera para fomentar velocidades más lentas y crear más espacio protegido para peatones y ciclistas. Realizarlos con éxito requiere repensar fundamentalmente el paradigma del diseño de carreteras, comenzando con los supuestos básicos.

LA CAJA DE HERRAMIENTAS DEL DESEMPEÑO

- Generalmente se usan los modelos de proyección de crecimiento del tráfico como una base para decisiones futuras de diseño de carreteras, pero los estudios han demostrado que a menudo sobreestiman el crecimiento del tráfico y pueden interferir con las metas municipales para el cambio de modo de transporte y la reducción de emisiones. El informe de NDOT identifica un modelo alternativo de proyección de la gestión de la demanda de transporte (TDM), lo que muestra un crecimiento del tráfico mucho menor. Usar este modelo como base en lugar del modelo convencional facilitaría mejor la transición a un corredor activo y multimodal.
- El nivel de servicio (NS) es una medida de rendimiento en la que a menudo se confía para guiar las decisiones de diseño, con niveles asignados basada en la calidad de flujo vehicular de un segmento de carretera. Además, las medidas de rendimiento que reflejan el nivel de servicio para los viajes no motorizados, como las tasas de choques, NS peatonal, NS ciclista, y el número de pasajeros y el rendimiento de tránsito, deben considerarse junto con el NS tradicional.

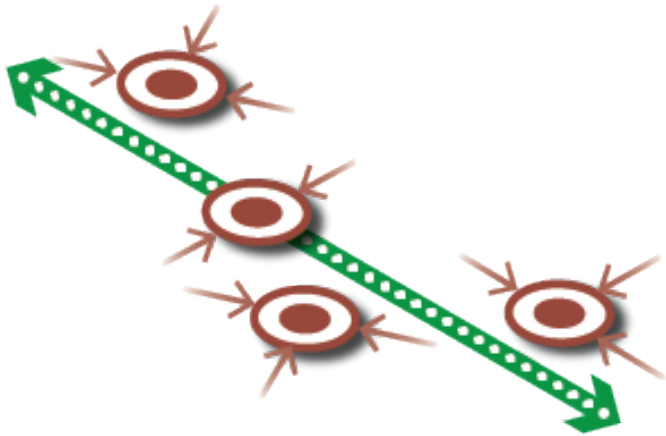


Residents of East Las Vegas have a vision for Bonanza Road, to see it transform from a high-speed auto-centric arterial to a vibrant multimodal corridor that builds a sense of place and enhances residential and commercial life. To make this happen, pedestrians, transit users, and bicyclists must feel safe, and the greatest threat to these vulnerable road users is high vehicle speeds, which make crashes more likely and ultimately more severe. Bonanza Road is currently built for high speeds, and no amount of education or enforcement can make up for this design challenge.

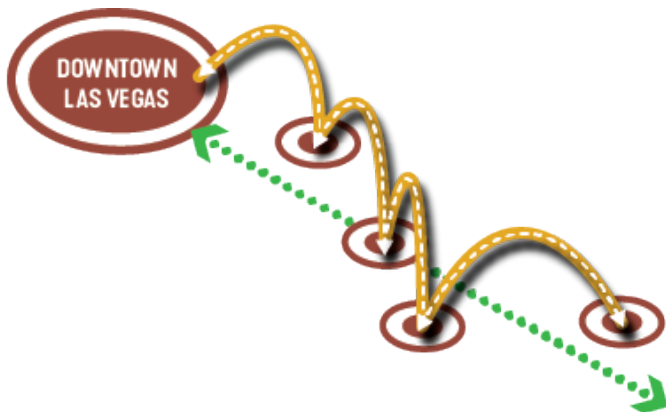
There are dozens of well-tested tools for modifying the design of a road to encourage slower speeds and create more protected space for pedestrians and bicyclists. Implementing them successfully requires fundamentally rethinking the road design paradigm, starting with base assumptions.

PERFORMANCE TOOLKIT

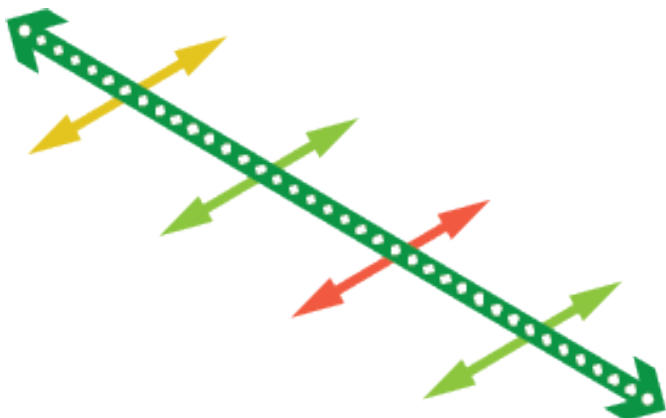
- Traffic growth projection models are typically used to provide a basis for future road design decisions, but studies have shown that they often overestimate traffic growth and can interfere with municipal goals for transportation mode shift and emissions reduction. ¹ The NDOT report identifies an alternative Transportation Demand Management (TDM) projection model that leads to much less traffic growth. Basing road design on this model instead of the conventional model would better facilitate the transition to an active, multimodal corridor. ¹
- Level of Service (LOS) is a performance measure often relied upon to guide design decisions, with levels assigned based on how free-flowing traffic is on a given road segment. In addition, performance measures that reflect level of service for non-motorized travel, such as crash rates, pedestrian LOS, bicycle LOS, and transit ridership and performance, should be considered along with traditional LOS. ²



NODOS/NODES



ENLAZAR/LINK

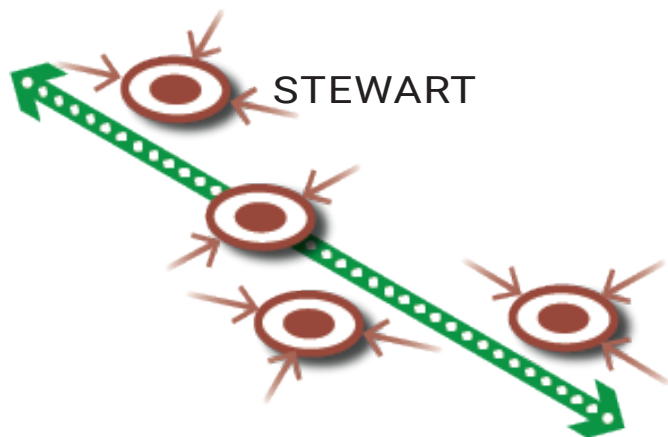


CONECTAR/CONNECT

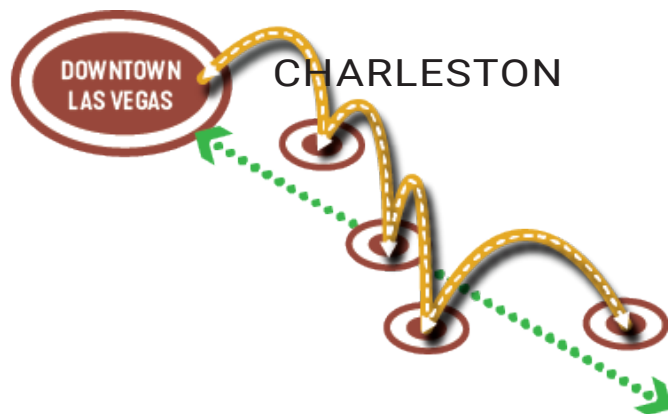
Entre las herramientas enumeradas en la caja de herramientas en la página A-15, este plan utiliza varias estrategias impactantes dentro del contexto de East Las Vegas y Bonanza. En primer lugar, se han propuesto **carriles bici protegidos** a lo largo del área de estudio: de un sentido único en el tramo occidental que va desde el centro, luego en transición a doble sentido. La investigación ha mostrado que los carriles bici protegidos hacen más seguros no solo los ciclistas, sino todos los usuarios de la calle. Los carriles de bicicletas más eficaces proporcionan un buffer horizontal y una barrera vertical del tráfico vehicular. Los carriles de bicicletas deben ser consistentes y conectarse a destinos importantes en la comunidad. En ciertos casos, se pueden combinar los carriles bici con los carriles de autobús, pero no se considera una opción cómoda para los ciclistas en carreteras de alta velocidad y alto volumen de tráfico.

En segundo lugar, se ha propuesto fortalecer la **infraestructura peatonal** a través de aceras más anchas y cruces peatonales más frecuentes y robustos. Un corredor dinámico construido para la vida pública puede incluir más espacio para caminar, correr, y usar cochecitos y sillas de ruedas, comedores y vendedores al aire libre, asientos públicos, centros de transporte, arte público, festivales, paisajismo resistente a la sequía, bebederos, y botes de basura. Los peatones también tienen que sentirse empoderados para llegar seguramente a sus destinos a través de la extensión de la calle Bonanza. Los cruces peatonales deben colocarse con la frecuencia suficiente para satisfacer las necesidades peatonales y los principales destinos, de lo contrario la gente cruzará en espacios no marcados a mitad de cuadra. En una carretera de alta velocidad y alto volumen de tráfico, como Bonanza, las mejoras en los cruces peatonales, como las balizas de intermitencia rápida rectangulares (RRFBs) y las balizas híbridas peatonales (PHBs), pueden mejorar el cumplimiento de los conductores al detenerse para los peatones.

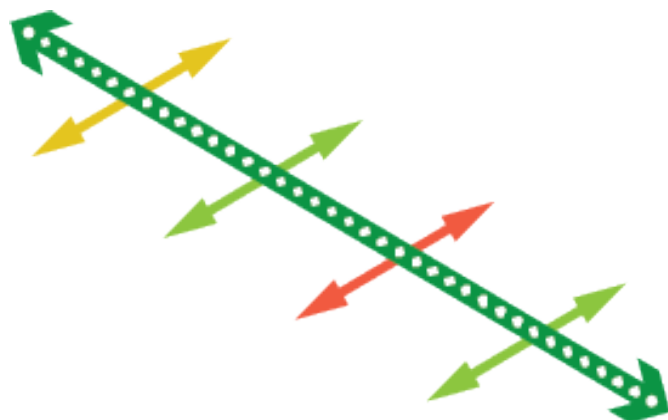
Finalmente, las calles son parte del sistema de **espacio público** en la ciudad, y tienen un papel crucial tanto para reducir las causas del cambio climático como para mitigar los impactos locales. Nevada ya se enfrenta a un aumento del calor extremo y la sequía debido al cambio climático, y los elementos de diseño del paisaje urbano, como un sistema de sombra y paisajismo resistente a la sequía, pueden contribuir a la infraestructura de resiliencia local y ayudar a preparar para el futuro la red de transporte de la ciudad.



NODOS/NODES



ENLAZAR/LINK



CONECTAR/CONNECT

Among the tools listed in the toolbox on page A-15, this plan makes use of a handful of impactful strategies within the context of East Las Vegas and Bonanza. First, **protected bike lanes** have been proposed across the length of the study area: one-way in the western stretch leading from downtown, transitioning to a two-way cycle track. Research has shown that protected bike lanes make not only bicyclists, but all road users safer.³ The most effective bike lanes provide a horizontal buffer and a vertical separation from vehicle traffic. Bike lanes should be consistent and connect to important community destinations. In certain cases, bike lanes can be combined with bus lanes, but this is not seen as a comfortable option for bicyclists on high-speed, high-volume roads.⁴

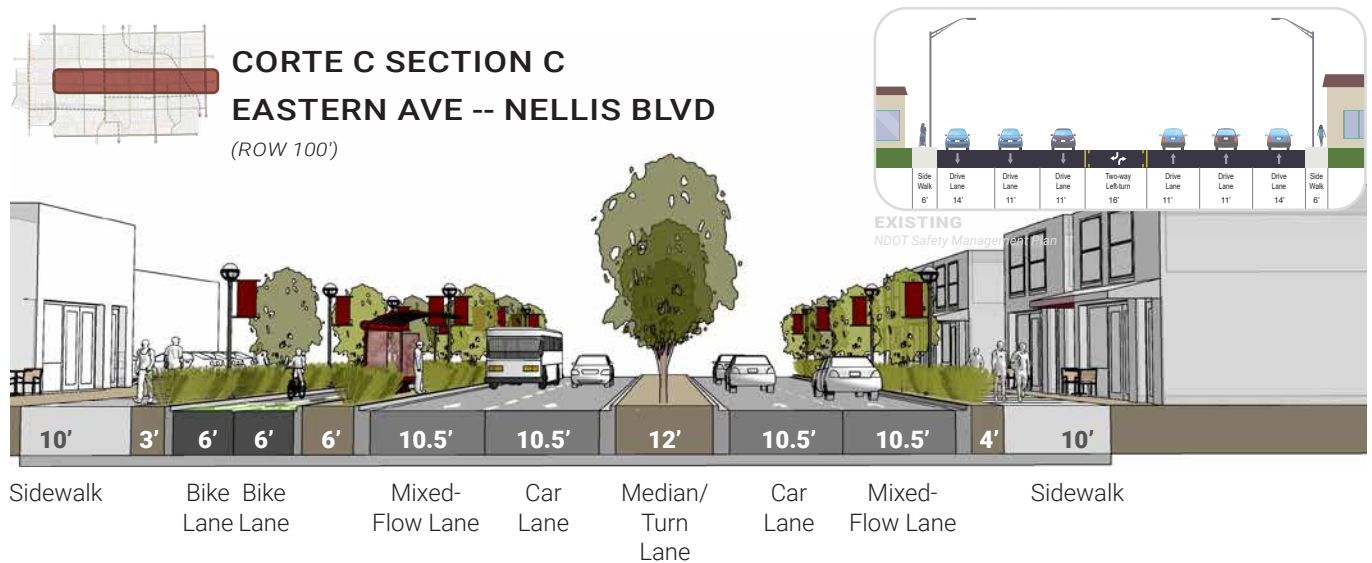
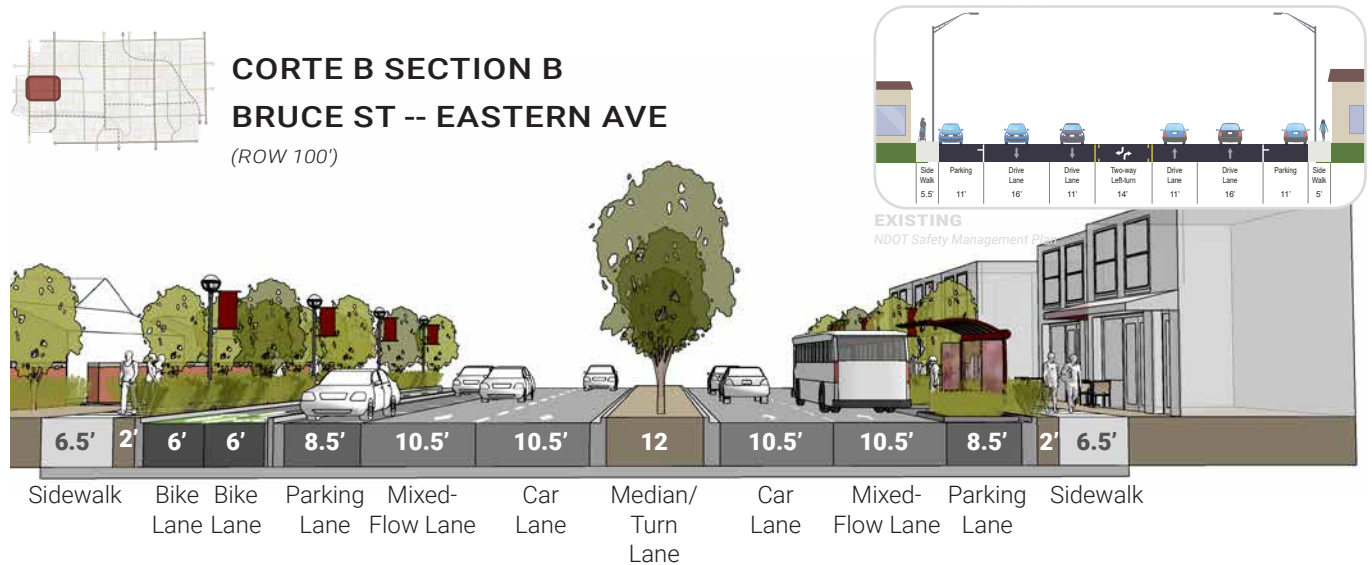
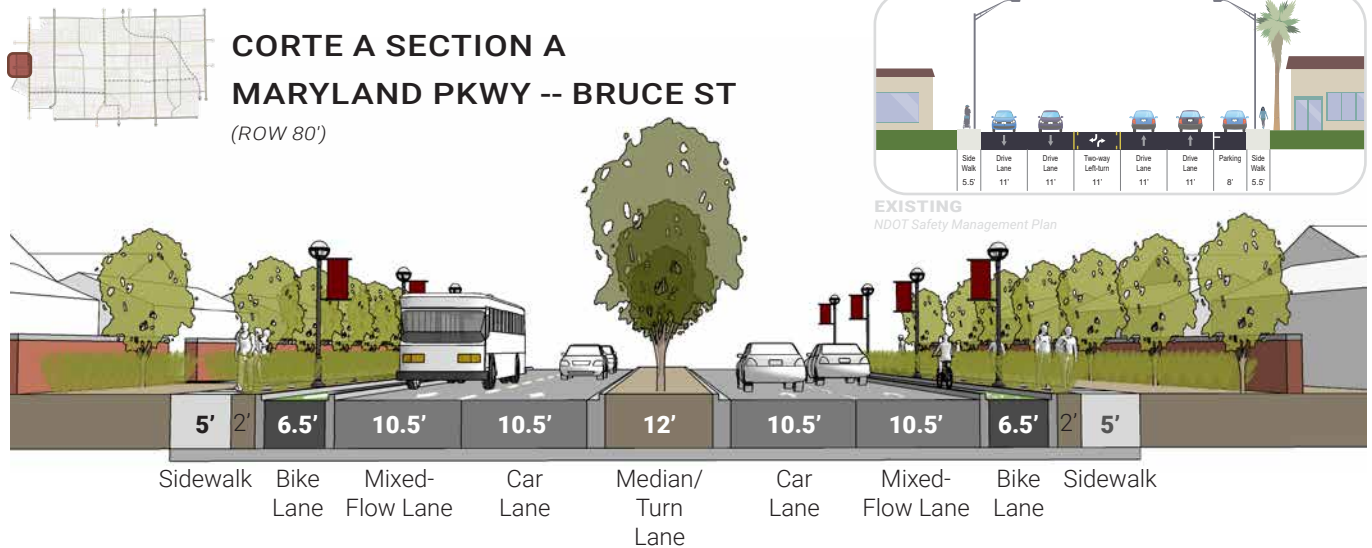
Second, strengthening **pedestrian infrastructure** has been proposed through wider sidewalks and more frequent, robust crosswalks. More space to accommodate walking, running, strollers, wheelchairs, outdoor dining and vendors, public seating, transportation hubs, public art, festivals, drought-resistant landscaping, drinking fountains, trash cans – all adds to a lively corridor built for public life. Pedestrians must also feel empowered to reach their destinations safely across the expanse of Bonanza Road. Crosswalks should be placed at sufficient frequency to serve pedestrian needs and major destinations, otherwise people will cross at unmarked mid-block locations. On a high-speed and high-volume road such as Bonanza, crosswalk enhancements like Rapid Rectangular Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs) can improve driver compliance in stopping for pedestrians.⁵

Finally, streets are part of a city's system of **public space** and have a crucial role in both reducing the causes of climate change and mitigating local impacts. Nevada is already facing an increase in extreme heat and drought due to climate change, and streetscape design elements such as a system of shade and drought-resistant landscaping can add to local resilience infrastructure and help prepare the city's transportation network for the future.

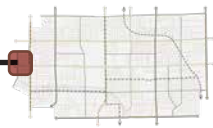
SECCIONES DE CALLES

STREET SECTIONS

* All dimensions include estimated curb and gutter



MARYLAND PKWY - BRUCE ST



Mixed-
Flow Lane

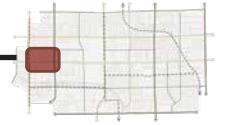
Bike Lane

Median/
Turn Lane

Car Lane

Sidewalk

BRUCE ST - EASTERN AVE



Two-Way
Cycle Track

Median/
Turn Lane

Bus Stop



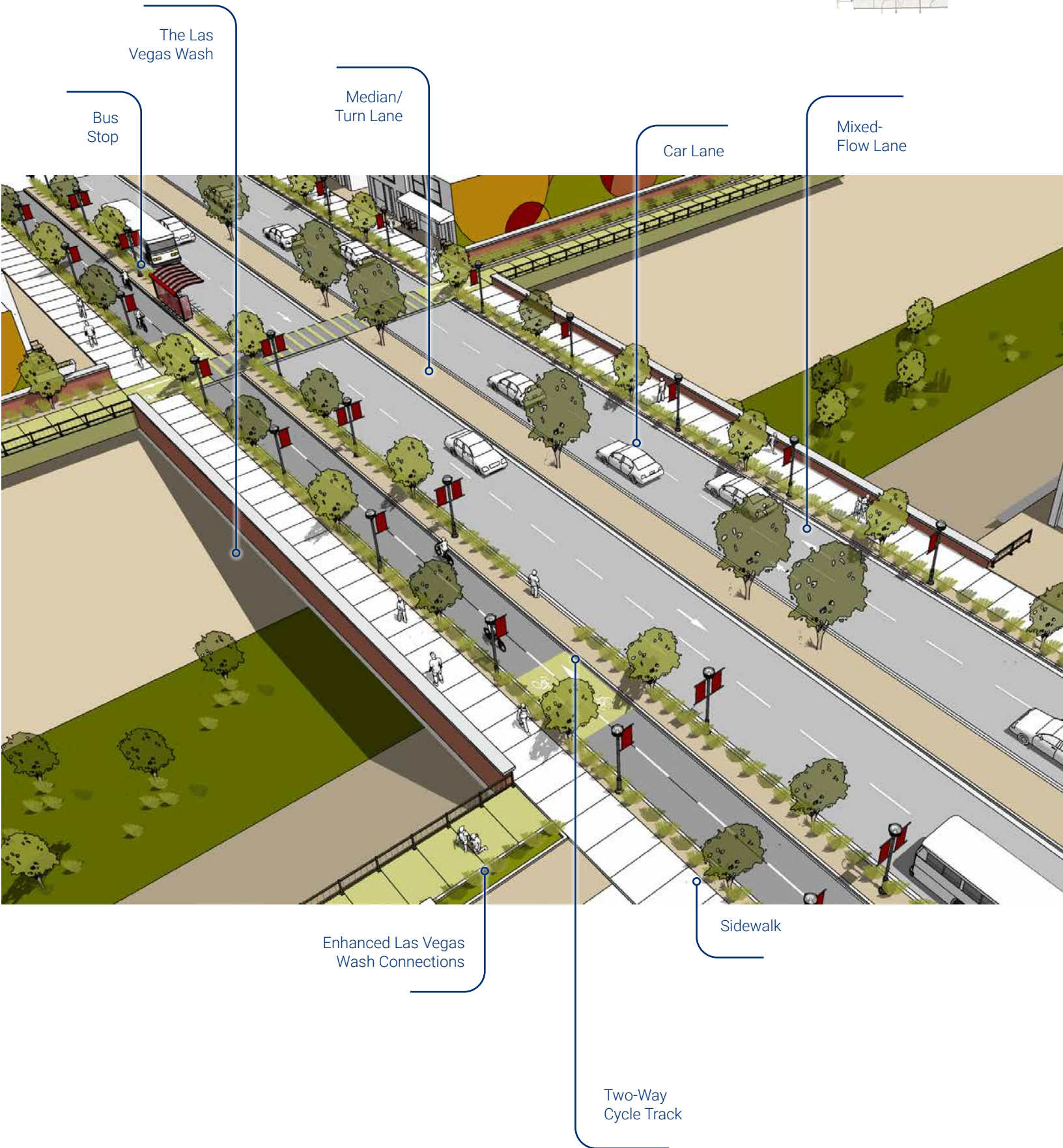
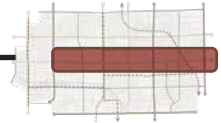
Sidewalk

Parking

Mixed-
Flow Lane

Car Lane

EASTERN AVE - NELLIS BLVD



The Las Vegas Wash

Bus Stop

Median/
Turn Lane

Car Lane

Mixed-
Flow Lane

Enhanced Las Vegas
Wash Connections

Two-Way
Cycle Track

Sidewalk

PECOS Y BONANZA



Median/
Turn Lane

Car Lane

A-14

Two-Way
Cycle Track

Mixed-Flow Lane

Sidewalk

HERRAMIENTAS DE MEJORA

IMPROVEMENT TOOLKIT

Actualmente, Bonanza es una avenida arterial de alta velocidad, no orientada a la comodidad y seguridad de usuarios que no sean conductores. Este conjunto de herramientas de mejora proporciona un set de estrategias adecuadas para transformar una carretera principal en un , reducir la velocidad, aumentar la infraestructura multimodal y mejorar el sentido de pertenencia.

Bonanza Road is currently a high-speed arterial, not geared towards the comfort and safety of users other than vehicle traffic. The road improvement toolkit provides a suite of strategies appropriate for transforming a major street, slowing speeds, increasing multimodal infrastructure, and enhancing a sense of place.

VELOCIDADES VEHICULARES SEGURAS

Conducir rápido resulta en paradas repentinas más difíciles, en un campo de visión reducido y en una mayor probabilidad de tener accidentes graves. Reducir la velocidad de los vehículos es una de las metas principales en la creación de calles seguras para todos.

SAFER VEHICLE SPEEDS

When people drive too fast, they have a harder time making sudden stops, have a reduced field of vision, and are more likely to get into severe crashes. Lowering vehicle speeds is one of the primary concerns in creating safe streets for all.



Image source: City of Port St. Lucie

REDUCCIÓN DEL LÍMITE DE VELOCIDAD

SPEED LIMIT REDUCTION

Correlating Vision Zero Actions: 3.1.2, 3.1.3, 3.2

Research has shown that lowering posted speed limits can lead to decreased rates of speeding.¹ However, a comprehensive speed management program also looks at design changes that naturally lower driver speeds.



Image source: FHWA

REDUCCIÓN DE ANCHO DE CARRIL

LANE WIDTH REDUCTION

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

Lanes set at lower widths encourage slower speeds.² In most urban settings, a lane width of 10 feet is sufficient for regular vehicle traffic. Average car widths range from 5.5 feet for compact cars to 7 feet for SUVs and pickups. For designated truck, bus, and emergency vehicle routes, the outside lane may need to be wider.



Image source: SmithGroup

AMPLIACIÓN DEL ANCHO DE LA ACERA

SIDEWALK WIDTH EXPANSION

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

When less space is allocated for travel lanes, more space can be used for pedestrian travel and amenities. The sidewalk space nearest to the curb can be used for street furniture, native landscaping, and street trees all of which visually narrow the roadway and encourage slower speeds. Adding pedestrian-scale lighting also improves visibility.

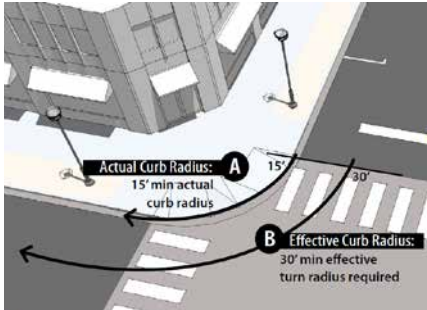


Image source: Michael Hintze, pedbikesafe.org

REDUCCIÓN DEL ÁNGULO DE LA ESQUINA

RADIUS REDUCTIONS

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

The radius of a corner, the sharpness of its angle, determines the speed that drivers will use for turning. A narrow turn radius, or a sharp corner angle, requires drivers to slow down to complete the turn. Narrowing the radius makes pedestrians more visible by bringing them farther into the driver sightline.



Image source: Insurance Institute for Highway Safety

TRATAMIENTO DE LÍNEA CENTRAL ENDURECIDA

HARDENED CENTERLINE TREATMENT PAVEMENT

Correlating Vision Zero Actions: 2.1, 2.2

Left turn movements sometimes make wide turns, allowing for faster speeds and reducing the visibility of pedestrians in the crosswalk. "Hardening" the centerline with bollards or other barriers requires drivers to make left turns closer to right angles, slowing their speed and improving sight lines.³



Image source: Designing for Pedestrian Safety, pedbikesafe.org

CAMELLONES ELEVADOS

RAISED MEDIANS

Correlating Vision Zero Actions: 2.1, 2.2

Raised medians narrow the roadway, encouraging slower speeds, while providing opportunities for landscaping and stormwater management. These medians can be incorporated into pedestrian refuge islands making a safe place for pedestrians as they cross.

CICLISMO Y TRANSPORTE PÚBLICO SEGUROS

Las calles que acomodan y respaldan modos distintos al automóvil son vitales para lograr objetivos de equidad, salud y emisiones. Investigaciones han demostrado que ciclistas se sienten más cómodos en una infraestructura para bicicletas separada y protegida.

SAFER BIKING & TRANSIT

Streets that accommodate and support modes other than cars is vital for achieving equity, health, and emissions goals. Research has shown that bicyclists are more comfortable with separated, protected bike infrastructure.



Image source: SmithGroup

CICLOVÍAS PROTEGIDAS PROTECTED BIKE LANE

Correlating Vision Zero Actions: 2.1, 2.2

Protected bike lanes are separated from traffic by concrete curbs, planters, bollards, or parking. They have better safety outcomes than traditional bike lanes and feel more comfortable to bicyclists of all ages and abilities.⁴ They can be 1-way or 2-way, but 2-way cycle tracks require enhanced visibility and signage to warn drivers of counter-directional bike traffic.



Image source: GO Active Long Beach

ISLA LATERAL AISLADA O COMPARTIDA PARA ABORDAR AUTOBUSES

SIDE BUS BOARDING ISLAND, FLOATING BUS STOPS OR SHARED BIKE & PED BOARDING ISLAND

Correlating Vision Zero Actions: 2.1, 2.2

Providing a side bus boarding island across from a bike lane reduces the conflict between bus and bike traffic.⁵ A shared bike & pedestrian boarding island narrows the dedicated bike lane width at the boarding island and brings it up to the island height, allowing for less roadway space utilization.⁶



Image source: REV Birmingham

CARRILES LATERALES FLEXIBLES

FLEXIBLE CURBSIDE LANES

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

Flexible curbside lanes reflect the reality that roads see different traffic volumes and types of users at different times of day. Outside lanes may fluctuate between parking, standard travel, and designated bus lanes.



Image source: [GO Active Long Beach](#)

ESQUINA PROTEGIDA PROTECTED INTERSECTION

Correlating Vision Zero Actions: 2.1, 2.2

In many cases, bike lanes merge with vehicle traffic in a mixing zone at intersections, increasing the likelihood of conflict. Protected intersections use corner islands to separate bike traffic throughout the intersection, sometimes with dedicated bike signals.⁷



Image source: SmithGroup

CAJAS DE COLA PARA CICLISTAS

BIKE TWO-STAGE TURN QUEUE BOXES

Correlating Vision Zero Actions: 2.1, 2.2

When protected intersections are not feasible, queue boxes provide a visible, dedicated space for bicyclists to wait while making a left turn in two phases.⁸



Image source: [City of Minneapolis](#)

PARADAS DE TRANSPORTE PÚBLICO MEJORADAS

ENHANCED TRANSIT STOPS

Correlating Vision Zero Actions: 2.1, 2.2

Providing high-quality shelters along with bike racks, travel time screens, shade, security light elements, trash cans, additional seating, charging stations, and placemaking elements can make a transit stop much more inviting and usable.

CRUCES PEATONALES SEGUROS

SAFER PEDESTRIAN CROSSINGS

Conflictos a menudo ocurren cuando los peatones se cruzan en el camino de vehículos. Décadas de políticas y normas sociales han reforzado la idea de que los automóviles tienen un derecho primario a la calles, por lo que se debe tener especial cuidado para ahora reforzar áreas exclusivas de espacio peatonal.

Conflict often occurs when pedestrians cross the path of vehicles. Decades of policy and social norms have reinforced the idea that cars have a primary right to the roadway, so special care must be now taken to reinforce areas of dedicated pedestrian space.



Image source: [NACTO](#)

CRUCES PEATONALES A MITAD DE CUADRA

ADDITION OF MID-BLOCK CROSSINGS

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

On many major arterials, crosswalks are not spaced close enough together to allow for convenient crossing. Studies show that pedestrians are willing to walk for 3 minutes to reach a crosswalk, otherwise they will cross at other undesignated locations.⁹ Adding more crosswalks to a corridor reduces this practice and adds more spaces specifically marked for pedestrians.



Image source: [Illinois DOT](#)

SEÑAL INTERMITENTE PARA PEATONES (RRFB)

RAPID RECTANGULAR FLASHING BEACON (RRFB)

Correlating Vision Zero Actions: 2.1, 2.2

On corridors with moderately high volumes and speeds, RRFBs can be used to improve compliance with yielding to pedestrians.¹⁰ The warning lights are activated by a pedestrian approaching the crosswalk, and drivers must stop for the length of the pedestrian's crossing.



Image source: Mike Cynecki, [FHWA](#)

SEÑAL HÍBRIDA PARA PEATONES (PHB)

PEDESTRIAN HYBRID BEACON (PHB)

Correlating Vision Zero Actions: 2.1, 2.2

On corridors with very high volumes and speeds, PHBs can be used to warn and control traffic at pedestrian crossings.¹¹ Drivers must stop during the yellow to red lighting sequence and may proceed once the device turns dark again.



Image source: SmithGroup

SEÑALES VIALES PARA PEATONES

IN-STREET PEDESTRIAN SIGNS (R1-6 OR GATEWAY)

Correlating Vision Zero Actions: 2.1, 2.2

These in-street signs have been shown to be effective at slowing cars and increasing yield rates for pedestrian crossings.¹² They reinforce pedestrian space, remind drivers of local laws, and encourage slower speeds.



Image source: streets.mn

EVITAR CARRILES DE VUELTA AISLADOS

AVOID CHANNELIZED RIGHT TURNS (SLIP LANES)

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

Slip lanes allow drivers to make right turns separate from the main intersection, often controlled by a stop or yield sign. These wide turns encourage high speeds and increase the amount of roadway a pedestrian must cross at an intersection.¹³



Image source: [GO Active Long Beach](https://goactive.org)

SEMÁFORO CON VENTAJA PARA PEATONES (LPI)

LEADING PEDESTRIAN INTERVAL (LPI)

Correlating Vision Zero Actions: 2.1, 2.2

At these intersections, the walk light for the pedestrian crossing is activated a few seconds before the green light for the corresponding vehicle traffic. This allows pedestrians to establish themselves in the intersection, increasing their visibility and reducing the likelihood of crashes from turning cars.¹⁴



Image source: FHWA

SEÑALES DE CUENTA REGRESIVA

COUNTDOWN SIGNALS

Correlating Vision Zero Actions: 2.1, 2.2

All signalized pedestrian crossings should be programmed with countdown signals, which provide information about time remaining in the cycle and help pedestrians determine when to proceed.¹⁵



Image source: [City of Toronto](https://cityoftoronto.ca)

VUELTAS A LA IZQUIERDA RETRASADOS

LAGGING LEFT TURNS

Correlating Vision Zero Actions: 2.1, 2.2

When a protected left turn signal is provided at the beginning of a cycle, more opportunity for conflict exists between left turners and crossing pedestrians. Lagging left turns allow pedestrians to cross at the beginning of a cycle, then reserve the protected left turn for the end of the cycle.¹⁶



Image source: [Maricopa Association of Governments](#)

NO DAR VUELTA EN ROJO

NO TURN ON RED

Correlating Vision Zero Actions: 2.1, 2.2

Allowing turns on red creates the potential for conflict between right-turning vehicles and pedestrians crossing perpendicular to them.²⁰



Image source: [Arizona DOT](#)

ISLAS PARA REFUGIO DE PEATONES

PEDESTRIAN REFUGE ISLANDS

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

These allow pedestrians to cross one direction of travel at a time.²¹ Offset crosswalks at refuge islands require the pedestrian to turn towards oncoming traffic before crossing. Refuge islands, like regular medians, can also narrow the roadway and therefore slow traffic.



Image source: [Portland Bureau of Transportation](#)

EXTENSIÓN DE ACERA

CURB EXTENSIONS

Correlating Vision Zero Actions: 2.1, 2.2, 1.3

Curb extensions serve several functions: reducing the roadway distance a pedestrian must cross, increasing the visibility of pedestrians to approaching drivers, and narrowing the roadway to encourage lower speeds.¹⁷ They can be inserted permanently using concrete or temporarily using paint, bollards, planters, and other materials.



Image source: [SmART Durham](#)

TRATAMIENTO DE CRUCE PEATONAL

CROSSWALK PAVEMENT TREATMENT

Correlating Vision Zero Actions: 2.1, 2.2

Using a distinctive texture, material, or color to demarcate the crosswalk improves its prominence and adds to an area's sense of place.¹⁸



Image source: [SEMIA](#)

CRUCE PEATONAL TIPO CEBRA

CONTINENTAL CROSSWALK STRIPING

Correlating Vision Zero Actions: 2.1, 2.2

Also known as "zebra" striping, these thick repeated bars are more visible and prominent than the traditional parallel lines.¹⁹

CREACIÓN DE LUGAR

Las calles constituyen una gran parte del espacio público de una ciudad y tienen el potencial de ser mucho más que una vía de paso. Estas intervenciones pueden generar orgullo en la comunidad y crear espacios para la permanencia y la conexión.

PLACEMAKING

Streets make up a huge portion of public land in a city, and have the potential to be much more than just a way of passing through. These interventions can build community pride and create spaces for lingering and connection.



Image source: [International Road Federation](#)

INFRAESTRUCTURA REFRESCANTE

COOLING INFRASTRUCTURE

Correlating Vision Zero Actions: 2.1, 2.2

Cool pavement, drought-resistant landscaping, and other cooling infrastructure address the ongoing issue of warming cities and improve comfort and functionality. While research is still being conducted, cooling infrastructure should be considered



Image source: SmithGroup

PAISAJE URBANO- LUCES, VEGETACIÓN, INSTALACIONES

LIGHTING, LANDSCAPE, AMENITIES

Correlating Vision Zero Actions: 2.1, 2.2

Adding street trees, street lighting, benches, trash cans, bike racks, and other amenities creates an enhanced sense of place and reinforces a sense of pedestrian space.

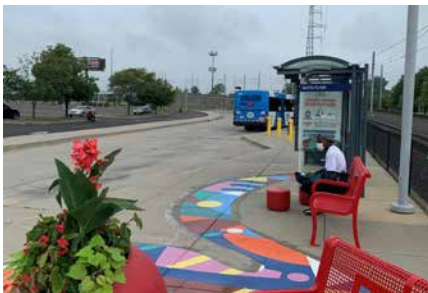


Image source: [NEXTSL](#)

CENTROS DE TRANSPORTE PÚBLICO

MOBILITY HUBS

Correlating Vision Zero Actions: 2.1, 2.2

These multimodal spaces bring together transit stops, bike parking, micromobility like scooters, ride share, EV charging, and other transportation amenities. Effective mobility hubs often incorporate art, landscaping, and other placemaking elements.



Image source: [City of Hattiesburg](#)

SEÑALIZACIÓN

WAYFINDING

Correlating Vision Zero Actions: 2.1, 2.2

Effective wayfinding simply and clearly provides directions to important landmarks and amenities. Auto-oriented wayfinding may point to parking areas, while bike-oriented wayfinding can direct riders to appropriate paths.



Image source: [Denver Public Art](#)

ARTE PÚBLICO

PUBLIC ART

Correlating Vision Zero Actions: 2.1, 2.2,
4.3

Public art often celebrates and reinforces the history and culture of a neighborhood, fostering a sense of pride and ownership. Municipal programs can connect local artists with businesses seeking beautification.



NOTAS FINALES / ENDNOTES

- 1 NACTO. "Speed Limit Changes Have Big Impacts." City Limits, 2020, pp. 22–26.
- 2 NACTO. "Lane Width." Urban Street Design Guide, 2013
- 3 https://www.virginiadot.org/programs/resources/BikePed/Left-Turn_Hardening_Brochure-acc11012021.pdf
- 4 <https://www.peopleforbikes.org/reports/protected-bikes-lanes-101>
- 5 NACTO. "Side Boarding Island Stop." Transit Street Design Guide, 2016
- 6 NACTO. "Shared Cycle Track Stop." Transit Street Design Guide, 2016
- 7 NACTO. "Protected Intersections." Don't Give Up at the Intersection, 2019
- 8 NACTO. "Two-Stage Turn Queue Boxes." Urban Bikeway Design Guide, 2014
- 9 NACTO. "Crosswalks and Crossing." Urban Street Design Guide, 2013
- 10 https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RRFB_508compliant.pdf
- 11 https://safety.fhwa.dot.gov/provencountermeasures/ped_hybrid_beacon.cfm
- 12 https://safety.fhwa.dot.gov/ped_bike/step/docs/cs_michigan110518.pdf
- 13 <https://t4america.org/2019/11/05/safety-week-slip-lanes-would-never-exist-if-we-prioritized-safety-over-speed/>
- 14 https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwas19040.pdf
- 15 http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=46
- 16 <https://www.cmap.illinois.gov/documents/10180/371771/complete+street+select+tr eatments+15+-+lead+ped+interval+-+turn+restrictions.pdf/fa182801-1427-43b5-b00c-6223d0c013bf#:~:text=Lagging%20left%20turn%20provides%20pedestrian,a%20protected%20 left%2Dturn%20phase.&text=To%20provide%20adequate%20crossing%20times,and%20motorists%20 at%20signalized%20intersections.&text=Low%2Dcost.,signalized%20intersections%20more%20 pedestrian%2Dfriendly.>
- 17 NACTO. "Curb Extensions." Urban Street Design Guide, 2013
- 18 http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=39
- 19 http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=4
- 20 <https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/44.htm#:~:text=Prohibiting%20right%20 turns%20on%20red,and%20places%20where%20children%20cross.>
- 21 https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugeIsland2018.pdf

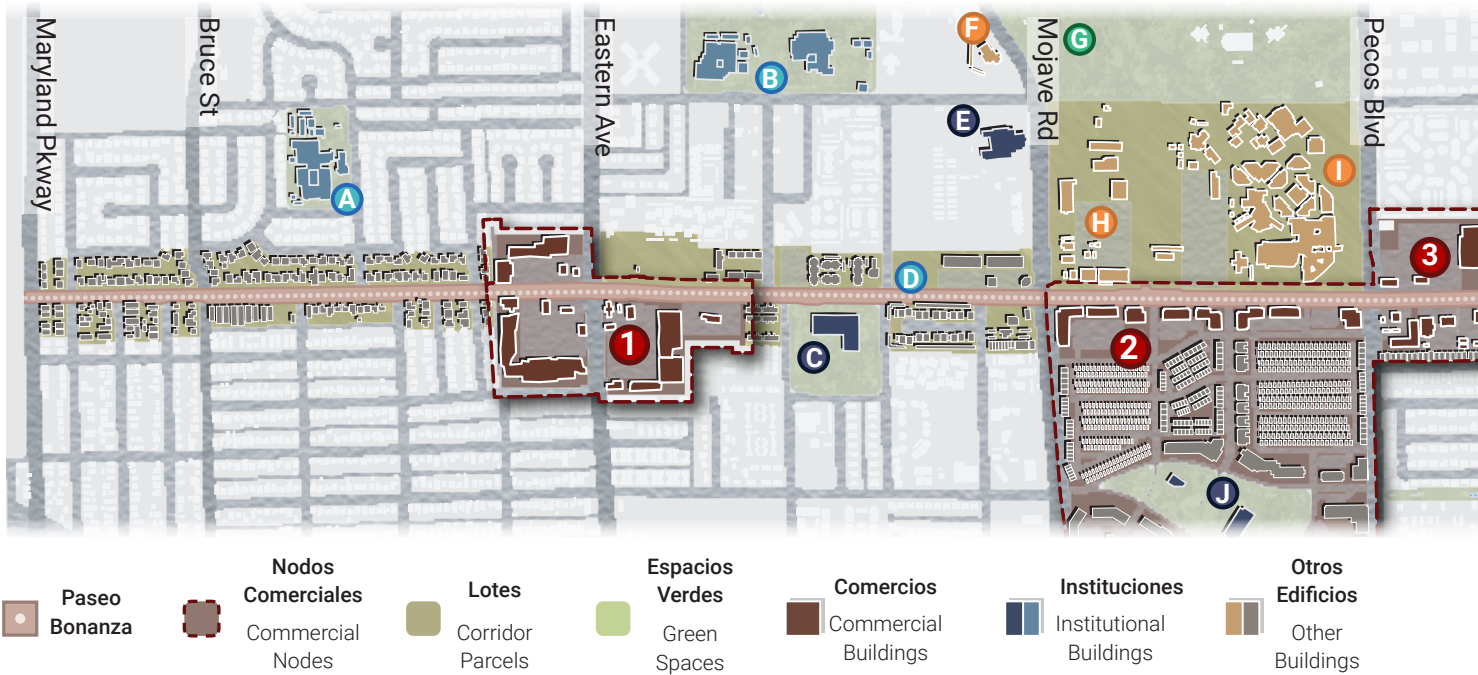
APPENDIX 01.

IMPROVEMENTS BY BLOCK



HERRAMIENTAS POR BLOQUE DE CALLE

IMPROVEMENT BY BLOCK



Corridor Mixed-Use Nodes

- 1) Mariana's (Eastern and Bonanza)
- 2) Desert Pines
- 3) Smith's (Pecos and Bonanza)
- 4) Cardenas (Lamb and Bonanza)
- 5) Kmart Site (Nellis and Bonanza)

Civic and Community Centers

- C) East Las Vegas Library
- E) The Animal Foundation
- J) Desert Pines

Educational Institutions and Schools

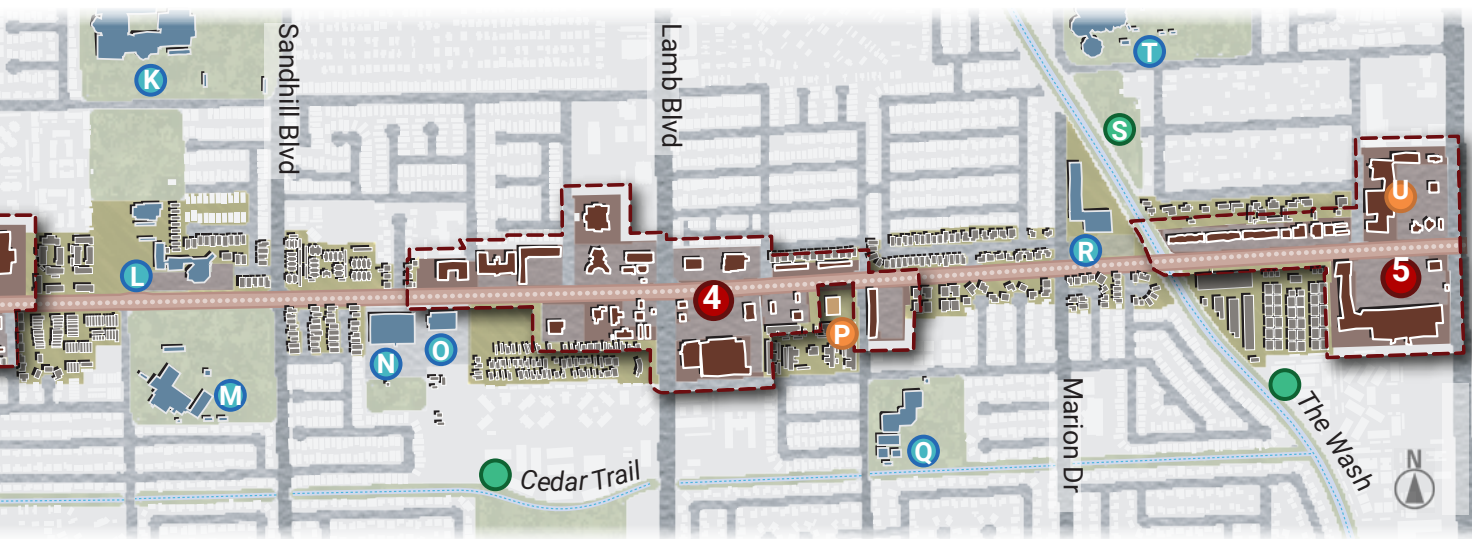
- A) Hewetson Elementary School
- B) Robert Lunt and Arturo Cambeiro Elementary Schools
- D) Strong Start Academy
- K) Desert Pines High School
- L) Mater Academy East Las Vegas

Government Services and Facilities

- F) Fire Station 8
- H) City of Las Vegas East Service Center
- I) Clark County Family Courts and Services Center
- P) Fire Station 108
- U) Division of Welfare Office and Salvadorian Consulate

Parks and Trails

- G) Freedom Park
- S) Harris Marion Park



- | | | | | | | |
|---------------|---------------------------------------|---------------------------|---------------------------------|-----------------------------------|--|------------------------------------|
| Paseo Bonanza | Nodos Comerciales
Commercial Nodes | Lotes
Corridor Parcels | Espacios Verdes
Green Spaces | Comercios
Commercial Buildings | Instituciones
Institutional Buildings | Otros Edificios
Other Buildings |
|---------------|---------------------------------------|---------------------------|---------------------------------|-----------------------------------|--|------------------------------------|

Corridor Mixed-Use Nodes

- 1) Mariana's (Eastern and Bonanza)
- 2) Desert Pines
- 3) Smith's (Pecos and Bonanza)
- 4) Cardenas (Lamb and Bonanza)
- 5) Old Kmart Site (Nellis and Bonanza)

Government Services and Facilities

- F) Fire Station 8
- H) City of Las Vegas East Service Center
- I) Clark County Family Courts and Services Center
- P) Fire Station 108
- U) Division of Welfare Office and Salvadorian Consulate

Civic and Community Centers

- C) East Las Vegas Library
- E) The Animal Foundation
- J) Desert Pines Community Center

Parks and Trails

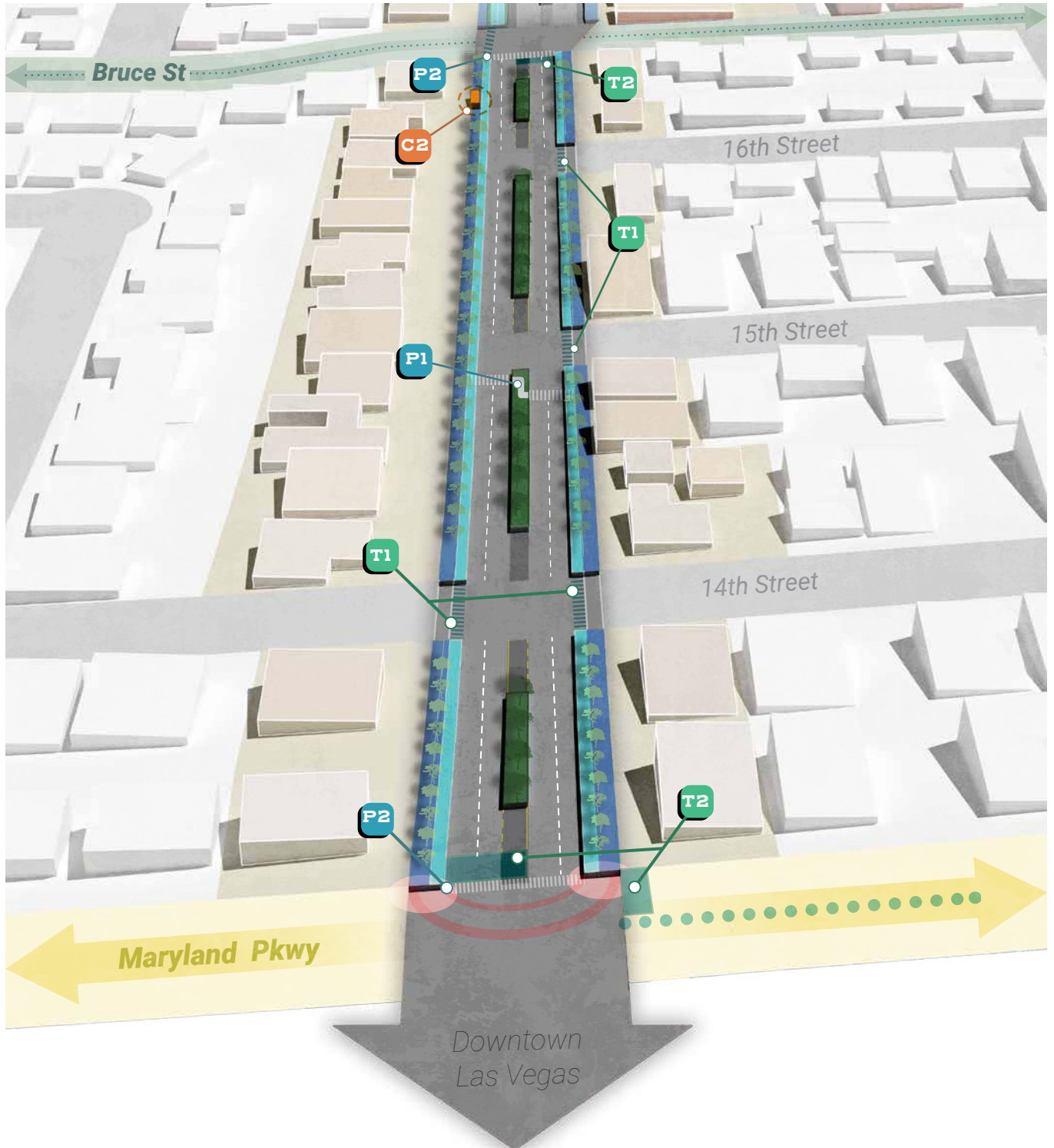
- G) Freedom Park
- S) Harris Marion Park

Educational Institutions and Schools

- | | |
|---|--|
| <ul style="list-style-type: none"> A) Hewetson Elementary School B) Robert Lunt and Arturo Cambeiro Elementary Schools D) Strong Start Academy K) Desert Pines High School L) Mater Academy East Las Vegas | <ul style="list-style-type: none"> M) Oran Gragson Elementary School N) Equipo Academy O) Laborer's Training Center Q) Elbert Edwards Elementary School R) Mater Bonanza Charter School T) Dell H. Robison Middle School |
|---|--|

① MARYLAND PKWY - BRUCE ST

The following concepts are subject to change throughout the final design process. (I.e. the cycle track may be located on the south or north side of the street depending on roadway constraints and conditions)



A-28

NUESTRO FUTURO ESTE DE LAS VEGAS

MEJORAS | IMPROVEMENTS

P1 Cruces Peatonales a Mitad de Cuadra Mid-block crossings	P2 Cruces Peatonales Tipo Cebra Continental crosswalk striping	T1 Tratamiento de Cruces Ciclistas sobre el Pavimento Bike crossing pavement treatment	Expansión de la Acera Sidewalk expansion
C1 Centro de Tránsito Mobility Hubs	C2 Mejoras a Paradas de Transporte Público Enhanced Transit Stops	T2 Cajas de Cola para Ciclistas Bike two-stage turn queue boxes	Ciclovías Protegidas Protected Bike Lanes Camellón Ajardinado Landscape Median

② BRUCE ST - EASTERN AVE



BIENES | ASSETS

- Esquina Protegida
Protected Intersection
- Puertas de Entrada
Gateways

- Nodos Comerciales
Commercial Nodes
- Servicios
Services

- Instituciones
Institutional
- Espacios Verdes
Green Spaces

CARACTERÍSTICAS | OTHER FEATURES

- Via Arterial Principal
Major Arterials
- Calle Collectora
Bike Collectors
- Carriles para Vueltas
Turn Lanes

- Via Arterial Secundaria
Car Collectors
- Otras Ciclovías
Other Bike Trails
- Carril de Estacionamiento
Parking Lane

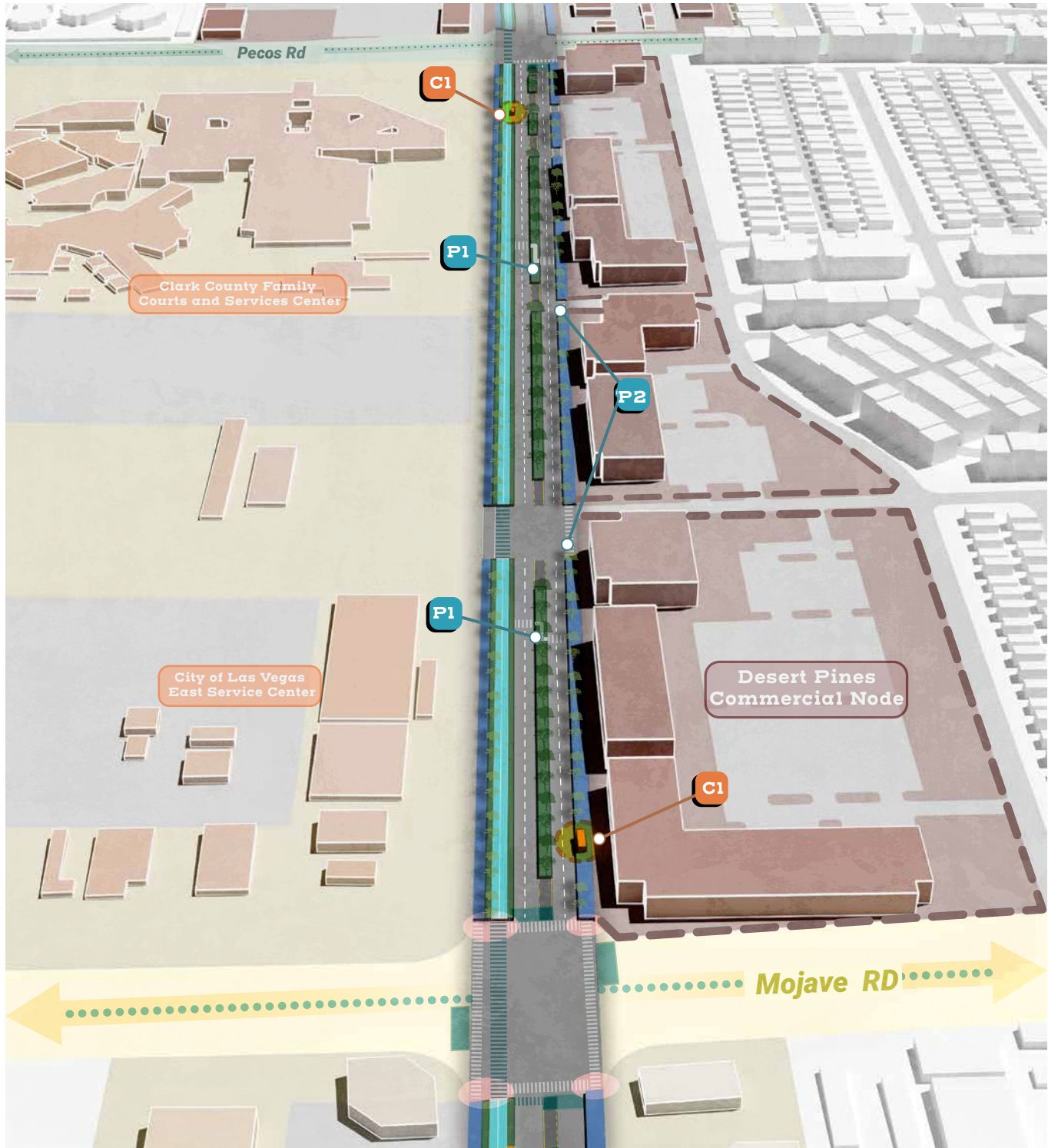
③ EASTERN AVE - MOJAVE RD



MEJORAS | IMPROVEMENTS

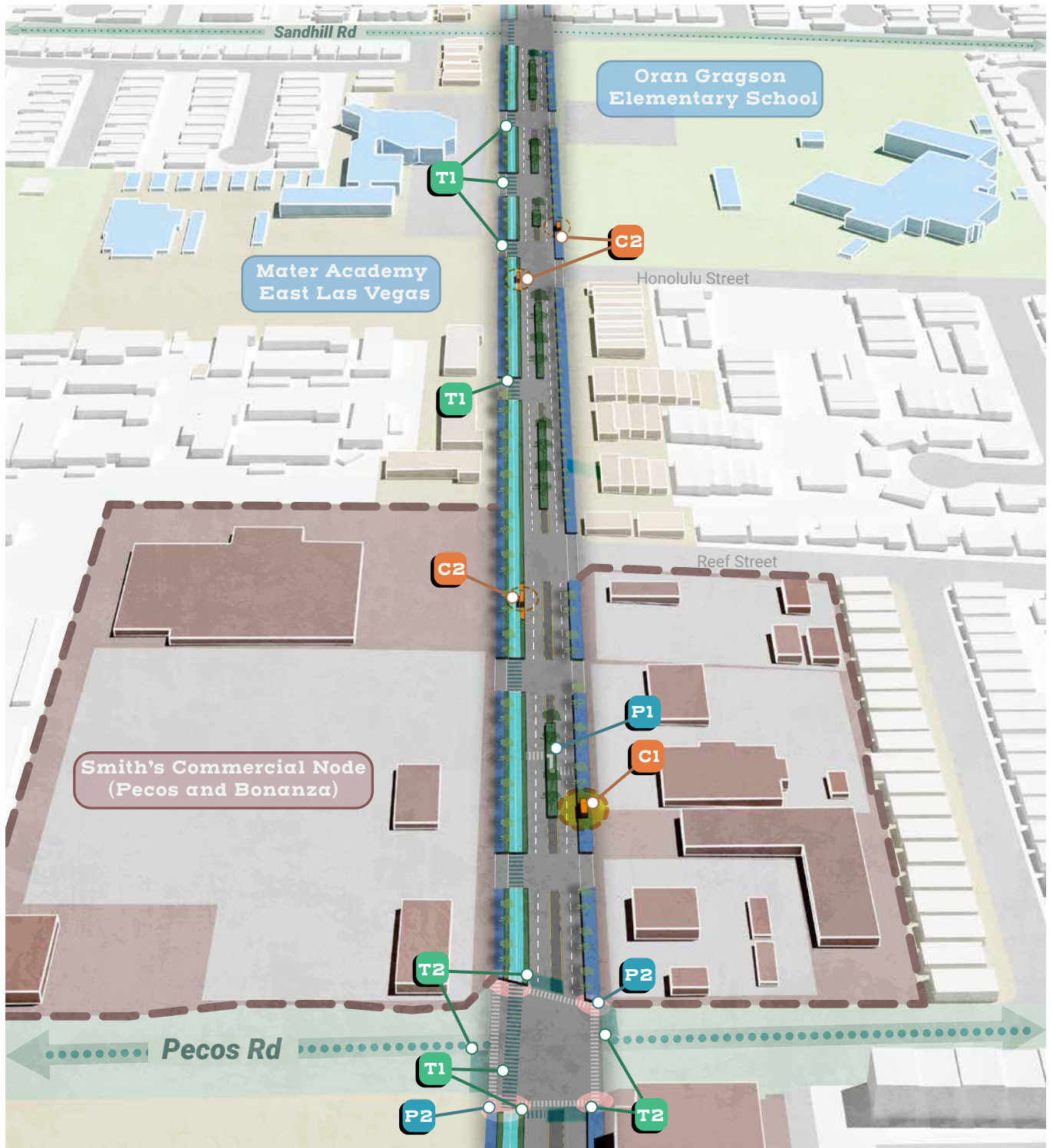
P1 Cruces Peatonales a Mitad de Cuadra Mid-block crossings	P2 Cruces Peatonales Tipo Cebra Continental crosswalk striping	T1 Tratamiento de Cruces Ciclistas sobre el Pavimento Bike crossing pavement treatment	Ampliación de la Acera Sidewalk expansion
C1 Centro de Tránsito Transit Hubs	C2 Mejoras a Paradas de Transporte Público Enhanced Transit Stops	T2 Cajas de Cola para Ciclistas Bike two-stage turn queue boxes	Ciclovías Protegidas Protected Bike Lanes
			Camellón Ajudinado Landscape Median

④ MOJAVE RD - PECOS RD



BIENES ASSETS		CARACTERÍSTICAS OTHER FEATURES	
Esquina Protegida Protected Intersection Puertas de Entrada Gateways	Nodos Comerciales Commercial Nodes Servicios Services Instituciones Institutional Espacios Verdes Green Spaces	Via Arterial Principal Major Arterials Calle Colectora Bike Collectors Carriles para Vueltas Turn Lanes	Via Arterial Secundaria Car Collectors Otras Ciclovías Other Bike Trails Carril de Estacionamiento Parking Lane

⑤ PECOS RD - SANDHILL RD



MEJORAS | IMPROVEMENTS

P1 Cruces Peatonales a Mitad de Cuadra
Mid-block crossings

P2 Cruces Peatonales Tipo Cebra
Continental crosswalk striping

T1 Tratamiento de Cruces Ciclistas sobre el Pavimento
Bike crossing pavement treatment

Expansión de la Acera
Sidewalk expansion

C1 Centro de Tránsito
Transit Hubs

C2 Mejoras a Paradas de Transporte Público
Enhanced Transit Stops

T2 Cajas de Cola para Ciclistas
Bike two-stage turn queue boxes

Ciclovías Protegidas
Protected Bike Lanes

Camellón Ajudinado
Landscape Median

⑥ SANDHILL RD - LAMB BLVD



-  **Esquina Protegida**
Protected Intersection
-  **Puertas de Entrada**
Gateways

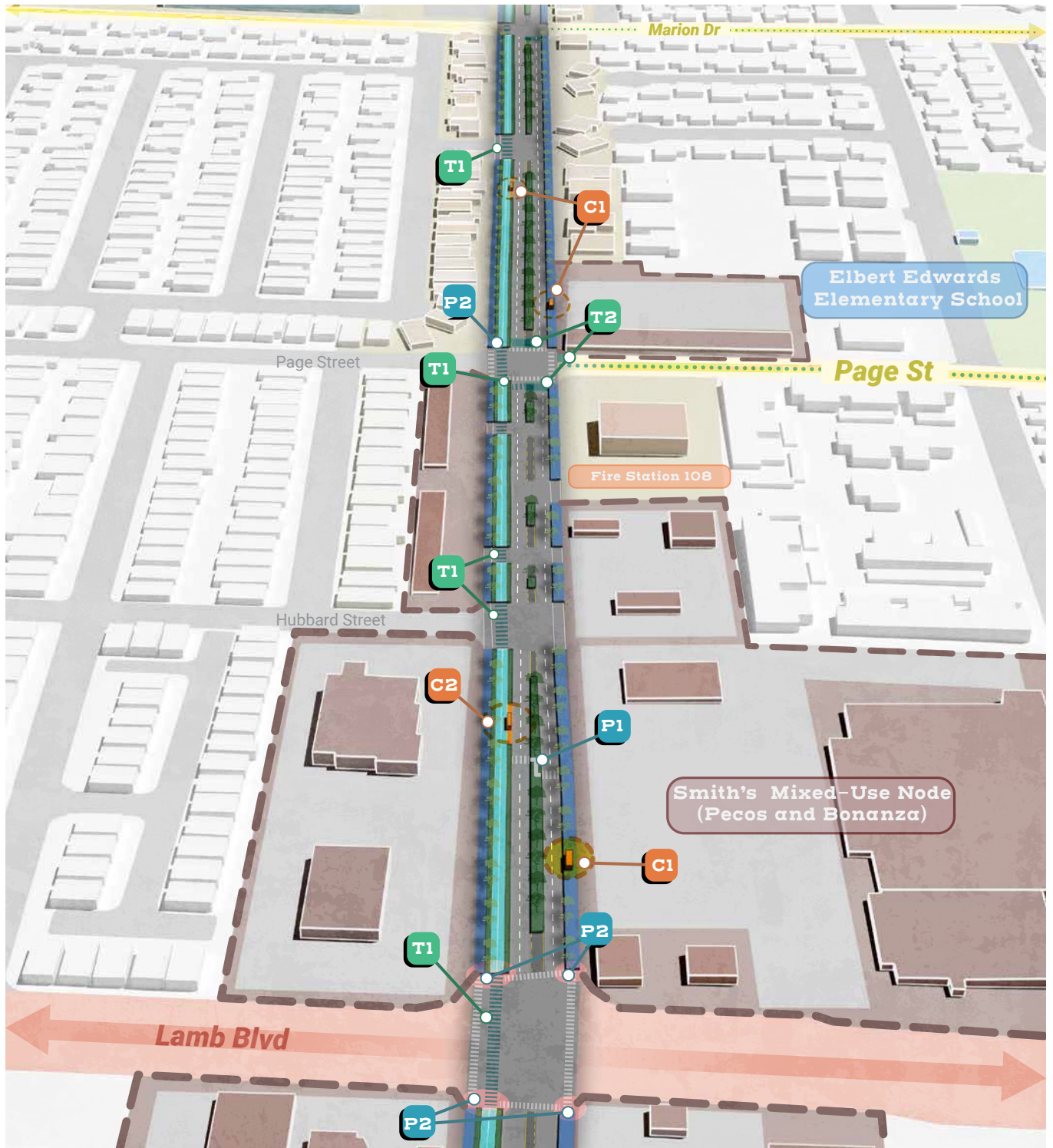
BIENES | ASSETS

-  **Nodos Comerciales**
Commercial Nodes
-  **Servicios**
Services
-  **Instituciones**
Institutional
-  **Espacios Verdes**
Green Spaces

CARACTERÍSTICAS | OTHER FEATURES

-  **Via Arterial Principal**
Major Arterials
-  **Calle Colectora**
Bike Collectors
-  **Carriles para Vueltas**
Turn Lanes
-  **Via Arterial Secundaria**
Car Collectors
-  **Otras Ciclovías**
Other Bike Trails
-  **Carril de Estacionamiento**
Parking Lane

⑦ LAMB BLVD - MARION DR



MEJORAS | IMPROVEMENTS

P1 Cruces Peatonales a Mitad de Cuadra Mid-block crossings	P2 Cruces Peatonales Tipo Cebra Continental crosswalk striping	T1 Tratamiento de Cruces Ciclistas sobre el Pavimento Bike crossing pavement treatment	Expansión de la Acera Sidewalk expansion
C1 Centro de Tránsito Transit Hubs	C2 Mejoras a Paradas de Transporte Público Enhanced Transit Stops	T2 Cajas de Cola para Ciclistas Bike two-stage turn queue boxes	Ciclovías Protegidas Protected Bike Lanes
			Camellón Ajudinado Landscape Median

8 MARION DR - NELLIS BLVD



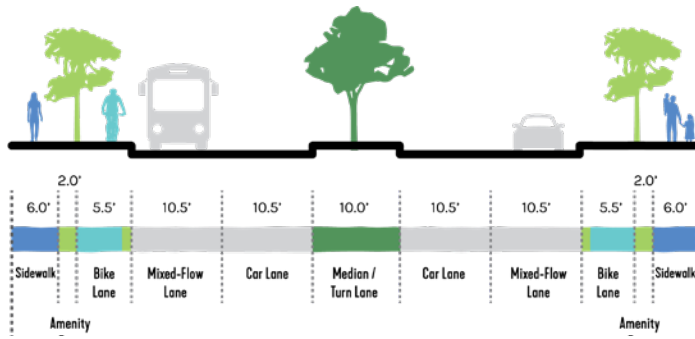
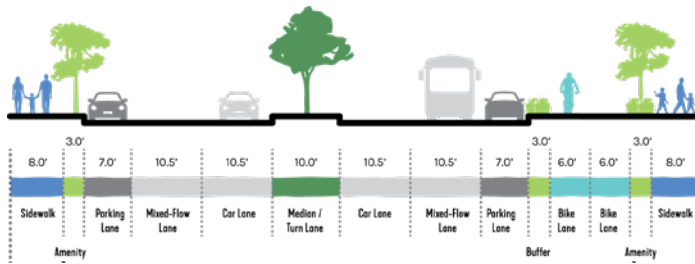
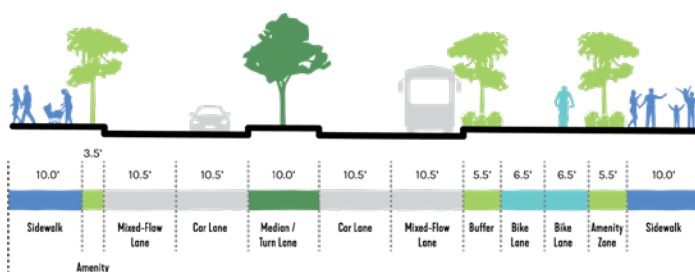
- Esquina Protegida
Protected Intersection
- Puertas de Entrada
Gateways

BIENES | ASSETS

- Nodos Comerciales
Commercial Nodes
- Servicios
Services
- Instituciones
Institutional
- Espacios Verdes
Green Spaces

CARACTERÍSTICAS | OTHER FEATURES

- Via Arterial Principal
Major Arterials
- Calle Collectora
Bike Collectors
- Carriles para Vueltas
Turn Lanes
- Via Arterial Secundaria
Car Collectors
- Otras Ciclovías
Other Bike Trails
- Carril de Estacionamiento
Parking Lane

CORTE A SECTION A:**MARYLAND PKWAY -- BRUCE ST****CORTE B SECTION B:****BRUCE ST -- EASTERN AVE****CORTE C SECTION C:****EASTERN AVE -- NELLIS BLVD**

① Maryland Pkway -- Bruce St

② Bruce St -- Eastern Ave

③ Eastern Ave -- Mojave Rd

④ Mojave Rd -- Pecos Blvd

⑤ Pecos Blvd -- Sandhill Blvd

⑥ Sandhill Blvd -- Lamb Blvd

⑦ Sandhill Blvd -- Lamb Blvd

⑧ Marion Dr -- Nellis Blvd

