

NEVADA PLANNER



American Planning Association
Nevada Chapter

Making Great Communities Happen

A Publication of the Nevada Chapter of the American Planning Association

FALL 2020

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ON THE COVER: EVEN RENO SERIAL KILLERS ENJOY USING ALTERNATE MODES. (NOTE: WE HAVE NO EVIDENCE THAT THIS CLOWN IS ACTUALLY A SERIAL KILLER). PHOTO BY COLE PEIFFER, AICP.

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LETTER FROM THE PRESIDENT

NATHAN GOLDBERG, AICP
PRESIDENT, NEVADA CHAPTER

Happy fall everyone!

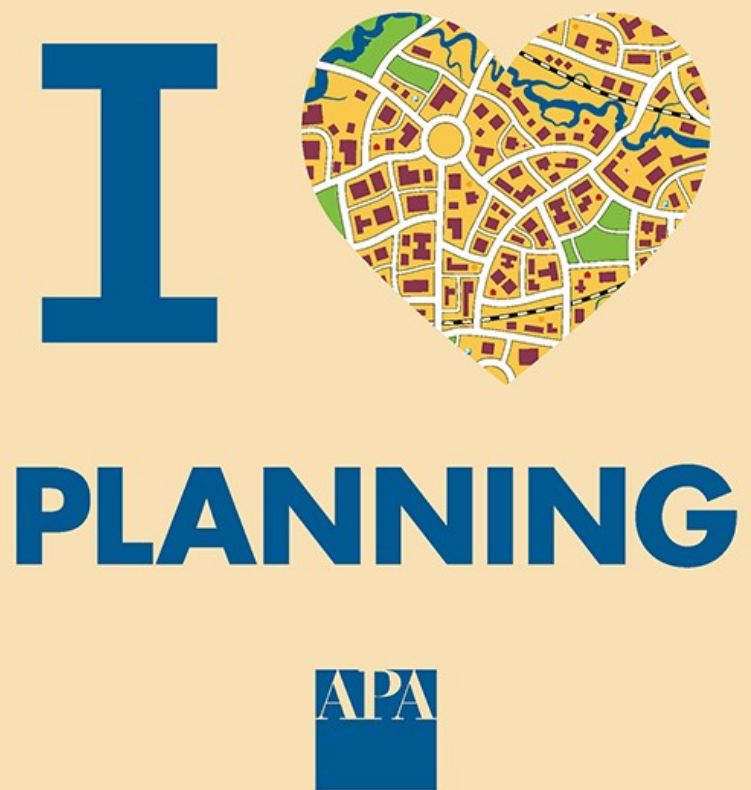
First and foremost I hope this finds you doing well as we continue to traverse this strange period in history.

With the changing of the leaves in much of the country, so come some changes in the APA sphere and I would like to advise you as to some of the happenings at the national level that may impact you. At the most recent Chapter Presidents Council meeting, there were announcements and/or votes on changes coming to AICP and CM credit requirements. The first is that the AICP Exam will be changing with the November, 2021, exam. This is an update to, for lack of a better term, modernize the content. The exam prep materials will be altered to mirror those changes, so for anyone considering the AICP in the near future, please take this into consideration. In terms of CM credits: for those of you with a reporting period ending in 2020, your reporting period is now extended to 2021. You may or may not have already been informed (there were mixed messages from the various Chapter Presidents as to whether they received notice). Making this change places everyone on the same cycle, which is helpful as changes are coming. Changes to the CM requirements include that, in addition to the Law/Ethics mandatory credits, there will now be mandatory credits in Social Equity and Resilience/Sustainability. These changes will begin with the reporting period that starts in January 2022 (the one we are all on now). As for plans for 2021, APA will announce in late November or early December the plans for the National Planning Conference (scheduled for Boston in May). The NPC is working with Boston, the venue, vendors, sponsors, etc. to determine the best course of action. Other than that, there will be no travel budgeted. All other APA events and workshops will go virtual for 2021.

Locally, I know that you are all working your hardest to see your respective jurisdictions through the pandemic. It was great to hear from so many of you on the WebEx sessions that made up the amazing State Conference this year. Know that, like APA National, your Chapter leadership will keep you apprised of our options heading into 2021 with regard to our CM offerings and what the 2021 State Conference might look like for us. Everyone's health and safety will be our top priority – that said we have 8-9 months before we have to make a decision and during that time will keep a close eye on things. I am proud to be your Nevada Chapter President and look forward to continuing to serve you.

Thank you,

Nathan Goldberg, AICP





A HOLISTIC MASTER PLAN FOR SAFE ROUTES TO SCHOOL IN THE STATE CAPITAL

COLE PEIFFER, AICP, AND KELLEY NORMAN

In 1969, approximately 41% of elementary and middle school students across the country walked and biked to school every day. Now, nearly 50 years later, that has fallen to roughly 13% percent nationally.¹ This is due to a wide variety of factors, with distance to school and traffic-related danger being the most prominent concerns from parents.² Safe Routes to School (SRTS) planning is a field of planning that seeks to parse out the specific barriers and safety concerns that prevent children from walking and biking to school and develop a holistic program of projects and strategies covering the “six Es” of SRTS planning (Engineering, Education, Engagement, Encouragement, Equity, and Evaluation), which address primary concerns and safety issues to make walking and biking a safer and more viable option for all students.

Headway Transportation recently assisted the Western Nevada Safe Routes to School program and Carson City Public Works in developing their first SRTS Master Plan for all six public elementary schools and two public middle schools. This holistic and comprehensive plan enhanced the standard SRTS planning process with unique and forward-thinking processes and recommendations.

HOLISTIC PLANNING

Developing a good SRTS Plan can only be accomplished by gathering data and insights from a wide variety of sources, which can help to paint a complete picture of transportation needs and concerns. The team accomplished this by using a three-pronged approach of Listening, Looking, and Learning to evaluate the existing conditions around the school and develop tailored and focused recommendations across all six Es.

Listening

The first step in the SRTS process is to listen to the concerns of school staff, students, and parents. The project team conducted interviews with principals and staff members at each study school and, as a result, the team expanded the project to include bus stop safety.

STUDENTS WALKING NEAR THE STATE CAPITOL IN CARSON CITY.
PHOTO: HEADWAY TRANSPORTATION

This was identified as an important safety consideration for many Carson City students who live too far away from their school to walk or bike. A survey was developed for parents at all eight study schools and students at the two middle schools to provide their input on transportation safety and identify concerns they have. These listening efforts proved to be highly insightful and effective. By the close of the survey, nearly half of all middle school students in the city responded to the survey and voiced their opinion about what the major safety concerns are for students walking and biking to school. Both the parent and student surveys consisted of similar questions which helped to identify safety issues which both groups agreed upon. Both identified three key areas of focus which helped guide development of project recommendations.

Areas of Focus

1. Improve safety of intersections & crossings.
2. Improve sidewalks & pathways.
3. Reduce traffic speeds along routes to school.

Looking

The project team conducted in-person site visits during pick-up and drop-off periods at each study school to identify pinch points, safety concerns, travel patterns, and overall circulation. Headway supplemented this effort by collected high-quality, aerial drone footage during each site-visit. Gathering video footage from nearly 400 feet in the air allowed the project team to gauge walking and biking activity levels at each school and easily identify travel patterns immediately surrounding each school. The video footage was a great resource for the project team and helped bolster the team’s understanding of travel patterns without needing to conduct multiple in-person site visits.

¹ The National Center for Safe Routes to School, 2011

² Centers for Disease Control and Prevention. [Barriers to Children Walking to or from School- United States, 2004](#). MMWR 2013; 54(38):949-952.

Learning

The project team supplemented the valuable insights gained through the parent and student surveys with available data. Headway utilized geolocated datasets including sidewalks, bicycle facilities, curb ramps, crosswalks, and school zone boundaries to help develop focused recommendations. Vehicle speed and volume data collected on major roadways surrounding the study schools was used to help tailor recommendations to the roadway context. The project team also gathered recent crash history data to identify high-crash areas along primary routes to school and evaluated crash trends during pick-up and drop-off periods.

INDIVIDUALIZED RECOMMENDATIONS

The project team used the three identified areas of focus and insights drawn from the survey results and site visits as guides while developing recommendations. The final engineering recommendations were divided into three project tiers based on their timeline for implementation. The first tier, “Quick Wins,” includes projects which can be implemented quickly, with minimal cost, while providing an immediate benefit. The second tier, “SRTS Core Projects,” includes over 50 projects across all eight study schools intended to be implemented over the next 30 years and are central to improving walking and biking to school in Carson City. The final tier, “Aspirational Projects,” includes projects that are transformational in nature and incorporate low-stress bicycle facility designs. These projects have no timeline for implementation and represent an idealized bicycle network. The Master Plan

*AERIAL DRONE VIDEO CAPTURE OF PICK-UP PERIOD AT EAGLE VALLEY MIDDLE SCHOOL IN CARSON CITY
PHOTO: HEADWAY TRANSPORTATION*

also includes the SRTS Infrastructure Design Toolbox, which highlights best practices in SRTS facility design from around the country for a variety of roadway contexts, from urban to rural. This toolbox can help inform future SRTS planning and bicycle and pedestrian planning across Carson City.

Recommended engineering projects underwent a data-driven prioritization process which evaluated projects based on eight distinct factors including project cost, school proximity, population density, integration with Capital Improvement Program (CIP) projects, and benefit to economically disadvantaged areas. This data-driven process helped to identify the projects which would provide the most immediate benefit and help guide the future implementation of recommendations. A list of prioritized projects benefiting each school is included in Recommendation School Profile for each school.

Beyond engineering, recommendations addressing the other five Es help to create a holistic SRTS program. The recommended strategies are intended to increase the number of students walking and biking along existing safe routes and those to be constructed in the future. The Master Plan recommends numerous strategies including increased engagement with law enforcement to better educate students, parents, and drivers on the rules of the road, especially regarding the special laws governing school speed zones.

FLEXIBLE AND ADAPTABLE PLANNING

As Carson City grows, so will the number of public middle and elementary schools and their boundaries and student travel patterns. To be adaptive to these future changes, the plan considers the entire bicycle and pedestrian



network within 1 mile of all study schools as a whole. Evaluating the network in this holistic manner helped ensure that the recommended program of projects improve walking and biking towards any school in Carson City that a student could realistically walk or bike to in the future. It is difficult to identify the long-term impact to our transportation system from COVID-19, but recent data indicates there has been a significant increase in active transportation. This plan includes conceptual projects which can support increased active transportation volumes from the general public while creating low-stress bicycle facilities for students walking and biking to school.

The final Carson City SRTS Master Plan received formal support from the Carson City RTC on September 9, 2020. The comprehensive list of prioritized projects included in the Master Plan will be incorporated into the upcoming 2050 Regional Transportation Plan by the Carson City Public Works Transportation Department and Carson Area Metropolitan Planning Organization based on available funding. 

Special thanks to thank the full project team for their efforts in creating the master plan including Kelly Norman (Carson City), Lucia Maloney (Carson City), Dirk Goering (Carson City), Cole Peiffer (Headway), Loren Chilson (Headway), Marissa Harned (Headway), Dylan Axtell (Headway), Sam Corbett (Alta), Courtney Banker (Alta), and Chris Heliotes (CFA).



Cole Peiffer, AICP, focuses on bicycle & pedestrian facilities & network planning, impacts of emerging modes, Safe Routes to School, geo-spatial data analysis, and multi-modal transportation planning as a Senior Planner at Headway Transportation. Cole graduated from the University of Minnesota with both a Master of Urban and Regional Planning and a Bachelor of Individualized

Studies and has a passion for fostering livable, walkable, and bikeable cities through community collaboration and data-driven decision making.



Kelly Norman is a Transportation Planner/Analyst with Carson City Public Works and is the Western Nevada Safe Routes to School (WN-SRTS) Coordinator. Kelly focuses on Active Transportation and leads safe pedestrian and bicycling outreach and education in Carson City, Douglas, Lyon, and Storey counties. Kelly received her B.S. in Geography from U.C. Berkeley and an M.S.

in Geography from the University of Nevada, Reno. Walking is her favorite mode of Active Transportation.

TRANSFORM CLARK COUNTY INITIATIVE 2020-2022


GARRETT TERBERG III, AICP

Earlier in 2020, Clark County launched a major effort called Transform Clark County to establish a cohesive, countywide vision for the future and an actionable strategy to achieve that vision. Transform Clark County includes a rewrite of Clark County's key policy and regulatory documents: the Master Plan and Development Code.

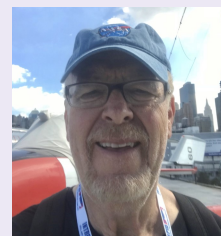
Clark County is updating its entire Master Plan for the first time since 1983, although individual plan elements have been periodically updated since then. The Master Plan will establish a cohesive vision and policy framework to guide the County's decision-making for the coming decades. Clark County is a large (2+ million people in an area the size of New Jersey), complex, and rapidly growing community and the updated Master Plan will engage citizens, businesses, stakeholders, and County leaders to provide input on existing conditions, community issues, and expected future trends that the County needs to address. Once a shared vision and goals for the community is established, the community will move towards developing policies to ensure day-to-day actions and decision-making support the vision and goals of the Plan. The goals will also be supported by a set of actions that can be readily implemented by County staff, elected leaders, and community organizations.

Following the update of the Master Plan, the County will be reviewing and updating the Development Code (Title 30 of the County Code), which includes ordinances for zoning, the subdivision of land, off-site improvements, signs, and other land development-related issues and topics.

On behalf of the County, the project team is being led by Clarion Associates, a Denver-based consulting firm that specializes in comprehensive planning and plan implementation, with support from Denver-based MIG, a consulting firm specializing in urban design and placemaking.

[Visit the website](#) for more information or to leave comments. All constructive input is welcome! 

Garrett TerBerg, III, AICP, has served at planning agencies, served on APA Chapter Boards, and has taken on teaching and mentoring roles throughout the Southwest since the 1980s. He's made Southern Nevada his home since 1992.





CITY OF LAS VEGAS 2050 MASTER PLAN

MARCO VELOTTA, AICP

The City and its consultant team, SmithGroup, have prepared a first draft of the City of Las Vegas 2050 Master Plan, a thirty-year comprehensive plan that develops a clear vision and framework for the future of Las Vegas. The draft provides strong direction and practical guidelines for development, as well as recommendations that are implementation-focused, relevant, clear, and adaptable to change. The plan was developed after receiving community-driven information campaign and surveys in an effort to be inclusive, transparent, and broadly-supported by community consensus. The public identified education, homelessness, water, health care, public safety, and parks and open space as the top issues for the city to address for the future.


As required by state law, the plan addresses numerous and diverse inter-related and complex opportunities and challenges:

- Land Use, infill, historic preservation, and transit-oriented development for 16 areas of the city
- The Mojave Desert environment, urban forestry, parks and open space, food and urban agriculture, and environmental justice
- Education, economic and workforce development, housing, and homelessness
- Transportation, natural resources, water conservation, greenhouse gas emissions, public health and safety, public facilities and services, and hazard mitigation

For each respective topic, the plan uses guiding principles that measure success, weigh recommendations, and improve quality of life for all residents. These principles guide Las Vegas to be:

- Equitable: Las Vegas will be a welcoming and accessible to all people.
- Resilient: The city will be prepared and adaptable to shocks and stresses.
- Healthy: Residents can improve personal health outcomes.
- Livable: Quality of life will be distinct and uniquely “Vegas.”
- Innovative: The region will educate and attract the boldest and brightest.

Using these principles as a foundation for the goals of this plan, by 2050, it is envisioned that the City of Las Vegas will be a leader in resilient, healthy cities, leveraging the pioneering, innovative spirit of its residents to provide equitable access to services, education, and jobs in the new economy.

If this vision is met, measurable change will occur. More than 300,000 new residents will live within the City, increasing the City’s population to more than 900,000 and the regional population to more than 3 million. At least 100,000 housing units will need to be developed to accommodate this population. As a result of this growth, 72 million square feet of new commercial space may be developed and 9,500 acres of new parks and open space will need to be accessible and available, whether in the form of new parks or high quality existing ones. Finally, at least 600 new police officers will be needed, as well as 30 new schools, 2,500 new teachers, and more than 1,500 City employees. 

More information about the plan can be found at the website www.masterplan.vegas. The City anticipates consideration of the final draft of the Master Plan by Planning Commission on November 10 and City Council on December 16, 2020.

Marco Velotta, AICP, is the Chapter’s Professional Development Officer, works in the City of Las Vegas Office of Sustainability, and loves all things Nevada.



American Planning Association
Nevada Chapter

Making Great Communities Happen

HENDERSON & HOPELINK


PROVIDE HOUSING ASSISTANCE

The City of Henderson has partnered with [HopeLink of Southern Nevada](#) to offer housing assistance to Henderson residents who have suffered substantial financial hardship due to the COVID-19 pandemic and now lack sufficient income/resources to pay their housing costs. The City of Henderson CARES Housing Assistance Program ([Henderson CHAP](#)) is modeled after the [Clark County CHAP Program](#) and will operate under the same policy manual guidelines and requirements.

Henderson leaders designated \$1 million of the City's allocated Coronavirus Relief Funds to mortgage, rental, and utility assistance for Henderson residents negatively impacted by the COVID-19 emergency. The program will be administered exclusively by HopeLink of Southern Nevada and launched in October to assist residents struggling with housing costs as a result of the crisis.

"HopeLink has been on the frontlines of the Coronavirus Relief effort in Clark County since the onset of the pandemic," said Director of Operations Aaron Sheets. "We have a well-established operational model that allows us to assist residents while avoiding some of the common pitfalls of backlogs, waitlists, and uncertainty regarding remaining resources. In addition to current assistance available through the County CHAP program, HopeLink will assist Henderson residents in need until all Henderson CHAP program funds have been exhausted. We operate on a first-come, first-served call center model and encourage all residents seeking assistance to continue calling. Help is available," Sheets added.

"We are extremely grateful for the diligent work of HopeLink of Southern Nevada and our other dedicated nonprofit partners who are working overtime to serve our community through this health and economic crisis," said Henderson Mayor Debra March. "HopeLink's approach to administering this assistance will reduce fraud by screening people over the phone and balance speed and responsiveness with accountability to ensure that these funds go to those who most need our help."

HopeLink of Southern Nevada, a 501(c)(3) founded in 1991, serves Southern Nevada with housing, food, medical, employment, shelter, utility, and low-income child, family, senior, and homeless assistance programs from its offices in Henderson and Las Vegas. Now in its 29th year, it is a designated Family Resource Center in Clark County operating on donations from individuals, corporate giving, foundations, grants, and annual fundraising events. (NOTE: HopeLink of Southern Nevada is not affiliated with other HopeLink organizations in Washington State, Indiana or elsewhere.) 

COMING EVENTS

OHIO APA WEBCASTS

([Click Here to Register for All Ohio APA Webcasts](#))

October 30

10:00 a.m. to 11:30 a.m.

[Capturing the Best Elements of Engagement in a Digital First World](#)

Presented by the Colorado Chapter
CM | 1.5

November 6

10:00 a.m. to 11:30 a.m.

[The Value of the Curb: Organization, Regulation, and Monetization of Your Precious Right-of-Way](#)

Presented by the Colorado Chapter
CM | 1.5

November 18

10:00 a.m. to 11:30 a.m.

[Planning for Resilient Communities in the Midst of Pandemic, Social Justice, and Climate Change Challenges](#)

Presented by the International Division
CM | 1.5

November 20

10:00 a.m. to 11:30 a.m.

[Planning for Freight/Logistics and Industrial Development: Lessons Learned](#)

Presented by the Pennsylvania Chapter
CM | 1.5

December 16

10:00 a.m. to 11:30 a.m.

[Historic Urban Landscape Framework and Historic Preservation](#)

Presented by the Urban Design & Preservation Division
CM | 1.5

CM credits can be claimed by looking up the sponsoring Chapter or Division as provider on the [APA website](#).

PLANETIZEN WEB COURSES

([Click here for list of courses](#))

All courses are free, available anytime, and are approved for 1 CM.

DISTANCE EDUCATION

These two recorded webcasts have been selected for AICP CM Distance Education credit for viewing anytime during the 2020 calendar year. Both are 1.5 CM + Law/Ethics.

Law: [Public Art and Artists' Property Rights](#)

Sponsored by the Urban Design & Preservation Division

Ethics: [APA Ethics Case of the Year](#)

Sponsored by the California Chapter

2020 DeBoer Awards for Excellence in Planning

OUTSTANDING PLAN

LAS VEGAS ON BOARD MOBILITY PLAN

OUTSTANDING INDIVIDUAL PROJECT

WEST HENDERSON GLOBAL BUSINESS DISTRICT DESIGN GUIDELINES

OUTSTANDING IMPLEMENTATION PLAN

VIRGINIA STREET BUS RAPID TRANSIT EXTENSION PROJECT

OUTSTANDING PUBLIC OUTREACH & JOURNALISM

SOUTH MEADOWS MULTIMODAL TRANSPORTATION STUDY

OUTSTANDING COMMUNITY PARTNER

WASHOE COUNTY VISION ZERO TASK FORCE

CITIZEN PLANNER

CODY WAGNER

**For distinguished leadership and commitment promoting the
cause of planning.**

PROFESSIONAL PLANNER

MICHAEL TASSI, AICP

**For distinguished leadership and sustained contribution to
the profession.**

ELECTED OFFICIAL

HENDERSON COUNCILWOMAN MICHELLE ROMERO, AICP

**For distinguished leadership and commitment promoting the
cause of planning.**

PRESIDENT'S AWARD

ADRIAN FREUND, FAICP

**In recognition of extraordinary services to the Chapter to an
individual who reflects most positively on planning in Nevada.**

2020 DeBoer Awards for Excellence in Planning



American Planning Association Nevada Chapter
2020 DeBoer Award • Outstanding Implementation Plan
RTC Washoe Virginia Street Bus RAPID Transit Extension Project



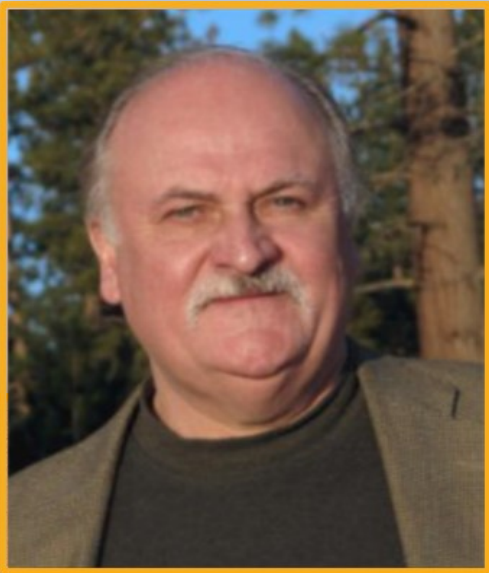
2020 DeBoer Awards For Excellence In Planning



2020 DeBoer Awards for Excellence in Planning



SANDY FREUND, AICP



NEVADA STATE CLIMATE STRATEGY



Nevada-wide Climate Action Starts Here.

Climate Change in Nevada

Over the past five decades, greenhouse gas emissions have driven daytime and nighttime temperatures higher and higher, drying our landscapes, compromising our water resources, exacerbating wildfires, and impacting our air quality. Both of Nevada's major cities rank among the fastest-warming in the nation and the severe heat is impacting our natural resources, quality of life, and our most vulnerable communities. For the sake of Nevada's future, and our children's future, we must proactively mitigate climate change and set Nevada on a trajectory that will lead to healthier communities, a stronger economy, and more resilient natural landscapes throughout the state.

Coming December 2020: Nevada Climate Strategy

In November 2019, Governor Sisolak issued Executive Order 2019-22 calling for development of a Nevada State Climate Strategy by December 2020. In response to this directive, an interagency team created a framework for the Climate Strategy that is focused on robust engagement, assessment, and action on climate change issues in Nevada. The Climate Strategy will provide a framework designed to evaluate the alignment of policies with the timelines and benchmarks necessary for Nevada to achieve its greenhouse gas emission reduction goals.



Take the Climate Strategy Survey: ClimateAction.nv.gov

Nevada Climate Action Goals Pursuant to SB 254

- ✓ Sets GHG emission-reduction targets as follows:
 - 28% below 2005 by 2025
 - 45% below 2005 by 2030
 - Net-zero by 2050
- ✓ Requires Annual GHG Inventory and Catalog of Policy Options
- ✓ Projections of Future Emissions

State of Nevada Climate Initiative

Under the leadership of Governor Sisolak, the new State of Nevada Climate Initiative (NCI) is moving Nevada forward on climate action. The growing effects of climate change are already being felt in all corners of the Silver State, impacting our collective public health and natural resources. NCI is committed to taking bold climate action to improve the health of all Nevadans while simultaneously fostering a sustainable, climate-friendly economy for Nevada.

NEVADA PLANNER

The *Nevada Planner* is a publication of the Nevada Chapter of the American Planning Association, with a circulation of approximately 300 Chapter members, members of APA leadership, and Chapter Presidents. It is published three times per year.

ARTICLES

To submit articles, letters, announcements, events, or photos, please contact Greg Toth, Editor, at greg.toth@cityofhenderson.com. The next issue is planned for early 2021

CHANGES OF ADDRESS

The Nevada Chapter receives all member mailing and email addresses from APA's National database. To change your mailing or email address, please log in to your account at www.planning.org and update your information there.

CHAPTER-ONLY MEMBERSHIPS

Become a member of the Nevada Chapter! For only \$40 annually, you'll receive all emails, newsletters, announcements, in-state registration discounts, and Chapter voting privileges that National members receive. Visit our website for an application and mail it with your payment to:

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BATTLE BORN
ALL FOR OUR COUNTRY



More than 5,000 people attended the first-ever NCP@Home this year. In case you missed it, you can relive (and get CMs for) the entire event! Click the logo above for details and to purchase a registration.



PLANNING CONNECTS US