

# NEVADA PLANNER



American Planning Association  
**Nevada Chapter**

*Making Great Communities Happen*

A Publication of the Nevada Chapter of the American Planning Association

Summer 2013

Letter from the President

The Nevada State College Area  
Transportation Plan

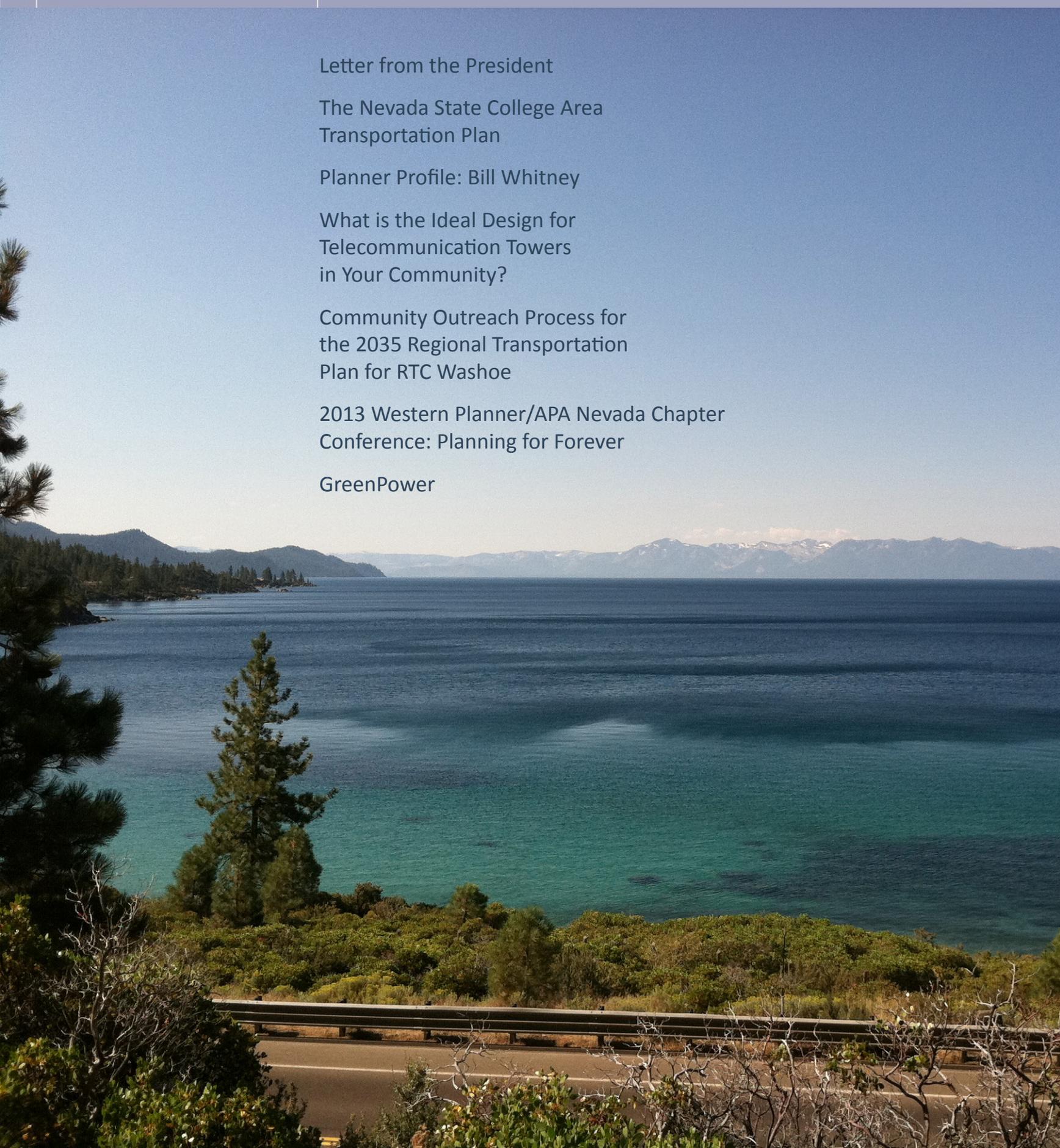
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GreenPower





# Letter from the President

## Greg Toth, AICP Nevada Chapter President

This issue's letter will be a bit of a hodge-podge, so I apologize for that up-front. There's just a few things I wanted to update you on. First, we're full-steam ahead gearing up for this year's State Planning Conference, in conjunction with the Western Planner Conference, in South Lake Tahoe this October. If you're not already volunteering, please do! We can always use more help. Just email me or Theresa Avance and we'll get you plugged in. And if you've never been to Lake Tahoe, I can't urge you enough – it is truly a national treasure right here in Nevada. You can have a great time with your friends and colleagues, get any CMs you need, and bask in some of the finest natural beauty anywhere. Check the website for more details, and I'm sure there's an ad in this issue somewhere.

Next, we have some new blood on the Executive Committee. Marco Velotta, AICP has taken the helm of Professional Development Officer (PDO) and will be helping all of us with our AICP, CM, and other professional development needs. Michael Howe, AICP has assumed his role as Secretary of the Southern Section. All of you southerners will see his name on emails from the Chapter. Since Richard Rojas, AICP, moved to So-Cal (we miss you!), Jared Tasko, AICP has taken his place as Assistant Director of the Southern Section. He's also taken over Richard's other role as webmaster.

And finally, I'm already  $\frac{3}{4}$  of the way through my second term as your President. At the risk of sounding cliché, time definitely flies when you're having fun. I've had fun getting to meet many more of you during the last two years – certainly not enough of you, but there's still time. I've had fun talking with you and going to your sessions at the state conferences; I've had fun reading your newsletter articles and seeing the newsletter "take off;" and I've even had fun playing lobbyist in D.C. on behalf of APA (I'll share more about that with you in the next newsletter).

And if you haven't noticed yet, I'm a bit of a sentimental. But I don't want to be overly sappy, so I'll just tell you that I've decided not to run for another term. It's time for someone else to have their turn and use their ideas to keep the Chapter fresh and relevant. You'll be receiving an email soon about elections, and thanks to your votes on the Bylaws amendment last fall, we can now hold the elections electronically.

But I'll hardly be gone. I'm really looking forward to my "less stressful" role as Past-President and spending more time on things like writing newsletter articles and drumming up membership. Who knows – you might even see me run for something else in the future. And I want to give you my usual challenge to get involved in the Chapter: Write newsletter articles, send us your fine Nevada photography, spread the word about Chapter-only memberships, give us your ideas about where the Chapter should go next. Or run for office.

Thank you for all of your help and support, and God bless Nevada!

Sincerely,  
Greg Toth

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### On The Cover

Join us in beautiful Lake Tahoe for the 2013 Western Planner/APA Chapter Conference October 13<sup>th</sup> - October 16<sup>th</sup>.

*Picture courtesy of Tahoe Transportation District.*

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# The Nevada State College Area Transportation Plan



Nevada State College Site

By Michael Gainor

## Sustainability in Southern Nevada

Las Vegas has traditionally been associated with an impermanent, “anything goes” urban culture – a mantra that continues to drive much of the region’s economic success and supports thousands of families that have built careers and livelihoods in the Valley as a result. And while the dazzling neon-scape of the Las Vegas Strip promotes indulgence and fun, beyond the Strip, urbanites and suburbanites alike strive to change the “anything goes” perception when it comes to their neighborhoods and seek to make this unique desert metropolis more sustainable and its neighborhoods more livable.

Some of the more well-known efforts have included the Southern Nevada ‘Complete Streets’ initiative, which offers the opportunity to reverse the automobile-centered land use paradigm that has guided development in the region since the Hoover Dam first began providing power to illuminate the earliest casinos in this remote desert outpost more than 70 years ago.

To help address the needs of the modern Las Vegas metropolis, the Regional Transportation Commission of Southern Nevada (RTC) is working toward establishing a ‘Complete Streets’ culture in the Las Vegas Valley. As the transit authority, transportation planning agency, and regional traffic management agency for Southern Nevada, RTC places a high priority on sustainable transportation planning and infrastructure, and the Nevada State College Area Transportation Plan is a prime example of those efforts.

The RTC has also been working with local jurisdictions on developing extensive plans for improved bicycle and pedestrian infrastructure throughout the region. With its warm, sunny, and dry year-round climate, Southern Nevada possesses enviable potential for development of an active outdoor culture, provided the requisite infrastructural improvements and safety enhancements are made available.

One of the instruments the RTC has been employing to develop these types of sustainable transportation infrastructure strategies is its annual Unified Planning Work Program (UPWP). As the federally recognized Metropolitan Planning Organization (MPO) for the Southern Nevada area, the RTC is required to develop an annual work program that coordinates and budgets federally funded planning activities in the region. The UPWP also provides funding for the development of transportation planning studies sponsored by the various transportation planning entities throughout the region, including the RTC. The results of UPWP planning studies often serve to establish the foundation for future transportation infrastructure improvement projects.

## The Nevada State College Area Transportation Plan

One of several transportation studies included in the Fiscal Year 2012 UPWP was the ‘Nevada State College Area Transportation Plan.’ Sponsored by the City of Henderson, this study offered the unique opportunity to proactively implement sustainable transportation and community development strategies in what is still largely an undeveloped suburban location.

Nevada State College (NSC) opened in 2002 and has a current enrollment of about 2,800 students. However, as the fastest growing higher-education institution in the state, the campus is projected to increase to a population of over 25,000 students and faculty over the next 30 years. As a result, NSC has developed an ambitious master plan to make judicious use of the largely vacant 500-plus acre gently sloping site in southeastern Henderson on which it will develop its campus (*Figure 1*).



Figure 1: Nevada State College Campus Plan

The task of developing a comprehensive transportation plan to serve the future community that will develop adjacent to the NSC campus offered the RTC and the City of Henderson an exciting ‘blank slate’ opportunity to develop the foundation for a sustainable community by optimizing the efficiency of the local transportation system. From the beginning, the Plan sought to emphasize multimodal access into and through the community, including the provision of infrastructural improvements to make transit, bicycling, and pedestrian modes attractive, safe, and very viable options for mobility within the Study Area.

In anticipation of future NSC campus development, the City of Henderson designated future land use in the areas directly adjacent to the campus site as 'Mixed-Use Transit-Oriented Development' to facilitate the kind of transit and pedestrian-oriented development patterns desired for the establishment of a sustainable, and highly livable college-centered community. The area along Nevada State Drive north of Paradise Hills Drive (the 'Gumdrop') is envisioned to develop into the hub of the community, featuring a mixture of residential and commercial activities easily accessible by bicycle, walking, or transit (Figure 2).



Figure 2: Nevada State College Area

## Intermodal Integration

Development of the Nevada State College Area Transportation Plan focused on separation of modal options to enhance safety, accessibility, and the overall travel experience for all modes through the NSC community. Although this set of recommendations were developed for implementation as a comprehensive, integrated transportation plan, for purposes of brevity and clarity, each modal category will be presented sequentially in this project overview. It should be noted, however, that in developing the set of recommendations for each mode, all other transportation options were considered to ensure intermodal connectivity, safety, and efficiency.

## Roadway Accessibility

The Nevada State College Area Transportation Plan (the Plan) was designed with the intention of maximizing opportunities for the establishment of non-motorized and transit modes as primary options for travel within this area. Regardless, efficient motor vehicle access into and through the area remains a major priority in the development of an integrated, multimodal transportation plan. The Plan identifies three alternatives for enhancing vehicular access to the NSC community.

### Alternative 1:

Interstate 515 provides the most direct access into the Study Area from the Las Vegas metropolitan area and Boulder City. At this time, the only arterial access from I-515 to the NSC campus is Nevada State Drive. Currently, Nevada State Drive is configured as a 3-lane arterial, with one travel lane in each direction and a center turn lane between the I-515 interchange and Paradise Hills Drive. Alternative 1 focuses on enhancing Nevada State Drive so that it may have the capacity to accommodate projected vehicular traffic into the campus community.

This alternative recommends expanding Nevada State Drive into a 6-lane arterial, with three travel lanes in each direction and an underpass grade separation at the Union Pacific Railroad (UPRR) crossing just north of the campus. The grade separation would be required with this option since periodic railroad traffic could potentially lead to severely congested conditions on Nevada State Drive as the campus community develops (Figure 3).



Figure 3: Roadway Alternative 1

### Alternative 2:

The second alternative recommends construction of a new interchange on I-515 one mile south of the I-515/Nevada State Drive exit. This option requires development of a new arterial roadway that would provide direct connection from I-515 to the NSC campus. For purposes of discussion, this new arterial has been referred to as the 'Scorpion Parkway' in reference to the NSC mascot. The new 'Scorpion Parkway' would be fully integrated with the regional bicycle lane system and would provide pedestrian facilities. Alternative 2 also recommends alignment of the proposed Boulder City Bypass frontage road to connect with the Scorpion Parkway to provide additional access to the community from the south (Figure 4). A significant advantage of this option is that construction of an expensive underpass at the UPRR crossing can be avoided since Nevada State Drive will no longer be the sole access road into the community.

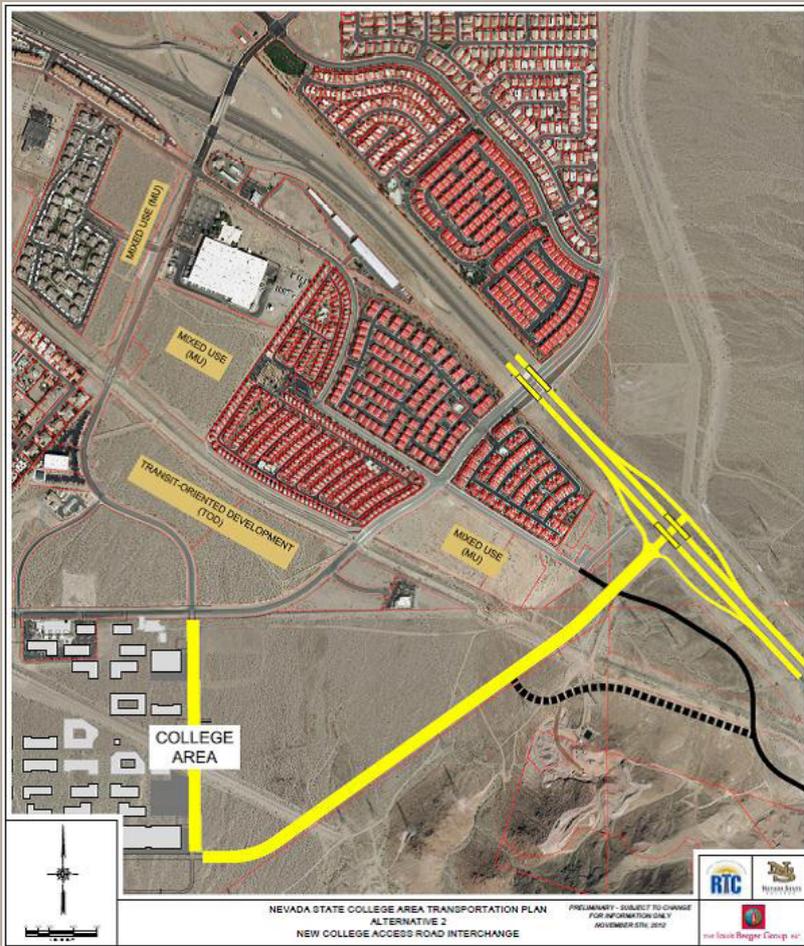


Figure 4: Roadway Alternative 2



Figure 5: Roadway Alternative 3

**Alternative 3:**

The third alternative combines some of the advantages of the other two options at a somewhat lower cost. This alternative discards the Alternative 2 proposal of a new full service interchange on I-515 in favor of a set of frontage roads extending from the I-515/ Nevada State Drive interchange to the new Scorpion Parkway one mile south (Figure 5). This alignment allows for direct access to the NSC community from the Nevada State Drive interchange without generating excessive traffic congestion on Nevada State Drive or encountering delay as a result of railroad obstruction. This alternative also retains the revised Boulder City Bypass frontage road alignment to connect with the Scorpion Parkway. During the public outreach event held in support of the Study, Alternatives 2 and 3 were most frequently cited as the favored options.

**Bicycle & Pedestrian Opportunities**

The provision of safe, convenient, and attractive bicycle and pedestrian facilities was a high priority component of the overall plan to create a vibrant, sustainable community adjacent to the NSC campus. All roadways providing access to the campus and the adjoining community will be equipped with marked bicycle lanes, wide pedestrian paths, and enhanced safety amenities to reduce risk of intermodal conflict. The expectation is that if appropriate infrastructure is provided, perceived as safe, and contributes to an enjoyable experience, a much larger share of commuters will choose active modes for traveling through this area (Figure 6).



Figure 6: Proposed Bike Lane Network

Nevada State Drive, proposed as a four-lane arterial in Alternatives 2 and 3 (previous page), would be equipped with a 14-foot paved shared-use path in the southbound direction and a 7-foot northbound sidewalk. Both sides of the road will feature 5-foot marked bicycle lanes and 8-foot landscaping strips to provide a buffer between roadway traffic and pedestrians.

## Regional Trail Network Connectivity

The Nevada State College Area Transportation Plan also envisions an extensive multi-use trail network that ensures connectivity with the developing Southern Nevada regional trail network.

Some of the factors evaluated when developing the trail plan for the NSC area included connectivity with existing and planned trails, enhanced circulation to centers of planned pedestrian oriented development (for example, the ‘Gumdrop’ area north of Paradise Hills Drive), potential locations for new shared-use trails in coordination with planned local development, and equestrian connectivity to existing trail systems.

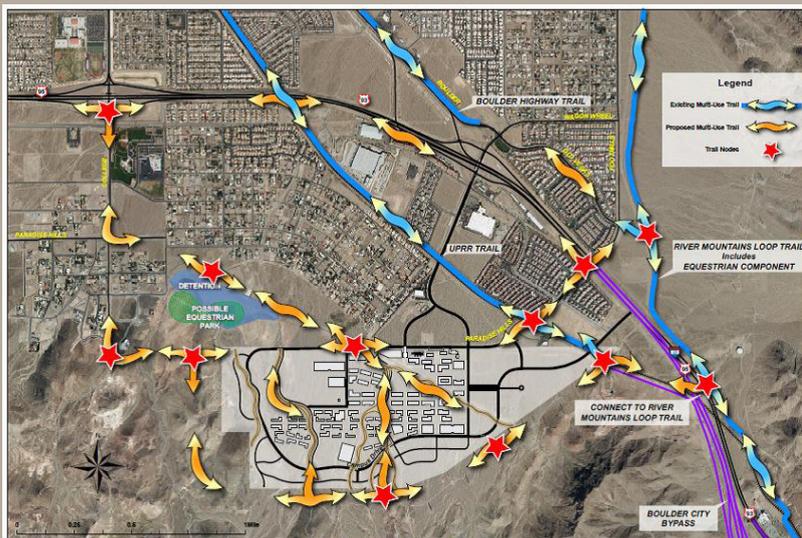


Figure 7: Proposed Multi-Use Trail Network

As illustrated in Figure 7, the NSC campus itself will be traversed by multiple shared-use trails, providing easy pedestrian and bicycle access to all major campus destinations. The existing UPRR Trail is a paved shared-use facility that offers the potential to connect the NSC trail system to the planned regional urban trail network. The proposed trail connections proceeding north and west from the campus area are recommended to be available to horse travel to allow use of the facilities by equestrians from adjacent communities. These proposed facilities will also provide equestrian access to the planned regional Vegas Valley Rim Trail and River Mountains Loop Trail.

To further enhance connectivity with the emergent Southern Nevada regional trail network, the Plan recommends construction of a bicycle/pedestrian bridge over I-515/ Boulder City Bypass to provide trail connectivity with the River Mountains Loop Trail east of the Study Area. The trail proposed along the southern perimeter of the campus would provide connectivity to the planned Vegas Valley Rim Trail.

## Transit Opportunities

The Nevada State College campus is already well served by the RTC Henderson/Downtown Express (HDX) transit route, with HDX stops now located on Nevada State Drive and on Paradise Hills Drive near the two existing NSC buildings. However, in order to attain the lofty long-term goal of a 10 percent transit mode share envisioned for the community at full build-out, an even more ambitious transit accessibility strategy will be required for the NSC community.

The Plan recommends increasing the frequency of service by the HDX transit line as demand gradually increases in the area in accordance with student population growth on the NSC campus over the next 10 years. It is envisioned that at full build-out, the NSC community will require additional transit routes to provide rapid, direct service from other areas of the metropolitan area that are not served by the HDX line. While not specifically identified in the Plan, the future development of a full-service transit center in the vicinity of Nevada State Drive and Paradise Hills Drive (adjacent to the ‘Gumdrop’ mixed-use development area) would further enhance the transit-oriented nature of this new sustainable community paradigm emerging from the desert scrublands of Southern Nevada.

### Bio:

Michael Gainor is a Transportation Planner with the Metropolitan Planning Organization (MPO) department of the Regional Transportation Commission of Southern Nevada. Michael is currently managing another UPWP-funded project, the ‘Henderson Downtown Pedestrian Circulation Study’, which is evaluating opportunities for enhancing non-motorized accessibility into and through the historic Water Street District in Downtown Henderson. Michael has extensive experience in regional transportation planning in the southwest, having served previously with regional transportation planning agencies in Los Angeles, Albuquerque, and Denver.



## Planner Profile: Bill Whitney

By: Angela Fuss, AICP

Bill Whitney is the Washoe County Planning and Development Division Director. His interest in land use planning began at an early age. As a kid, Bill spent his summers in Lake Tahoe, where he eventually volunteered and worked as a teenager for various environmental groups. After receiving his Bachelor's Degree in Environmental Studies and Planning from the University of California, Sonoma, he spent almost a decade working for Reno Mountain Sports and skiing in his spare time.

Over 25 years ago, Bill was hired by Washoe County as an Assistant Planner. He began his career in planning by working with the public and crafting a number of the Washoe County Area Plans, resulting in the first long-range land use plan for Washoe County. Several years into his career, Bill became the Washoe County Open Space Planner and was responsible for the adoption of the Washoe County Regional Open Space Plan, a founding board member of the Nevada Fire Safe Council, formation of the Nevada Land Conservancy and a plethora of Plans and multi-jurisdictional efforts related to the protection and preservation of open space.

More recently, Bill was named the Washoe County Planning and Development Division Director, a title that is well deserved after 25 years of working for Washoe County.

In his new leadership role, he hopes to be able to provide more opportunities for his staff. This includes everything from promotions, pay raises, training and work opportunities to creating a work environment that is team based. He strives to maintain a positive workplace where employees want to be at work.

When asked what he views as the greatest challenge for this Region, Bill's response only validates where his passion lies, with open space. He feels that protection and preservation of the area's natural resources, such as air quality, clean water, open space and recreation, is an important obstacle that we, as a community, need to tackle. It's not just about the resources in place today, but more importantly, what will be here for our children and grandchildren.

*Bio:*

*Angela Fuss has over 13 years of professional planning and urban design experience in the land use planning field. Prior to joining CFA in 2004, she worked for the Truckee Meadows Regional Planning Agency, and the Carson City Community Development Department. Angela has a broad breadth of knowledge in professional planning, design, land entitlement, project management, and advocacy. Her organization and project management skills have been instrumental in overseeing many successful developments in northern Nevada. Her project experience includes a mixture of residential, commercial, industrial, redevelopment, mixed use, and public facility planning.*

*Ms. Fuss has a Bachelor of Science in Environmental Policy Analysis from the University of Nevada, Reno. Angela currently serves as a City of Sparks Parks and Recreation Commissioner, Northern Nevada American Planning Association Board Treasurer, Washoe County HOME Consortium Committee Member, Truckee Meadows Tomorrow Board Member, and Design Innovation Creativity Energy (DICE) Committee Member. She is also a member of the American Institute of Certified Planners (AICP).*

## What is the Ideal Design for Telecommunication Towers in Your Community?

By: Todd Howell

People are using cell phones and wireless mobile devices more than ever before. In fact, as of early 2011 the number of mobile devices in America surpassed the population. That's nearly 330 million mobile devices that are consuming data through wireless networks. This trend isn't slowing down; it's gaining speed. The Cellular Telecommunications Industry Association (CTIA) estimates that mobile data will multiply by 26 times by 2015; that equates to 5.6 billion personal mobile devices in the world.

Pew Research indicates that 87% of American adults use a cell phone. In 2010, a Pew Research poll showed that 24.9% of all adults in America do not have a landline; only a cell phone. This trend is so apparent that one national multi-family developer excluded underground land-line conduit and wiring from its infrastructure in a recently completed project in North Las Vegas.

Polls from the Pew Research Center indicate that 25% of teenagers are using their cell phones to access the Internet and 50% of teenagers with smart phones access the Internet primarily through their phones. According to the CTIA, approximately one third of 911 calls in the United States are made from cell phones. Text messaging is also continuing to grow; up 16% in 2011. Data from the CTIA shows there were 2.27 trillion text messages sent in 2012!

As the market demand for mobile data continues to increase, the need for new telecommunication towers will continue as well. In 2012 alone, there were 28,641 new cell phone towers added to communities across the county according to CTIA. Most likely, some were added to your community. The current growth trend of the wireless market is a good indication that there will be a demand for more cell towers in your community; whether you like it or not.

Although the data suggests that most residents are using mobile devices, there are some that may not want a cell tower in their backyard. This leads to a delicate balance between satisfying customer demands and finding a design that works for each community. Unlike common household electronics that tend to get smaller as technology advances, cellular antennas are currently increasing in size.

This increase in size is due to the market demand growing faster than technology. In order to meet current and future demand for coverage, cellular companies are being required to increase the size of their antennas in order to properly supply data to their customers. In an ideal world this trend will eventually reverse, but for the foreseeable future larger antennas will become the norm. This means slim line and flag pole towers will become obsolete and antenna arrays will be expanding farther away from the tower. Market demand shows that citizens want the services provided by cell towers. The question for communities and planners is “how can we find the ideal design for cell towers in our community?”



*Example of Stealth Tower*

Some believe that standard monopole cell towers easily become hidden among power transmission poles, telephone poles, and even street lights. Others prefer stealth designs like palm trees, pine trees, cacti, windmills, or water tanks. Completely concealed antennas inside of church steeples, bell towers or building rooftops are perhaps the ideal solution, but these structures are often not available where cell towers are needed. Unfortunately, there most likely isn't one design that works for every situation in every community.

## Health Concerns

Some people are concerned with health problems that may be caused by non-ionizing radiation emitted from antennas commonly found on cell towers. However, radiofrequency (RF) waves emitted from cell towers are similar to FM radio waves, microwaves, visible light, and heat. This means that RF waves cannot cause cancer by directly damaging our DNA. The American Cancer Society explains that “at ground level near typical cellular base stations, the amount of RF energy is thousands of times less than the limits for safe exposure set by the US Federal Communication Commission (FCC) and other regulatory authorities. It is very unlikely that a person could be exposed to RF levels in excess of these limits just by being near a cell phone tower” (cancer.org). While the debate about health concerns will surely continue for decades, the market demand for wireless communication is not slowing down to listen to the debate.

## Revenue

Leases for cell towers can generate millions of dollars for your community. Private landlords love leasing small unused areas of their properties to telecommunication companies because they are typically long-term and quiet tenants as well as reliable payers. Municipalities can also generate revenue by allowing towers to be located on public land. By embracing the wave of wireless technology cities may be able to generate much needed revenues while simultaneously satisfying its citizen's thirst for better wireless coverage. Utilizing public land for wireless infrastructure may truly provide for the common good of your community.

## Zoning

While land use regulations differ across Nevada, most communities require some type of municipal approval for the construction of cell towers. The Telecommunications Act of 1996, Section 704 prohibits local municipalities from denying a tower application due to health concerns or banning telecommunication towers altogether. However, communities are allowed to regulate the location, size and design of towers. Through municipal code, Special Use Permits or Conditional Use Permits planners are able to regulate towers within their communities. However, municipal code is often slow to react to changing market demand and technology. Over the next few years planning departments are going to be inundated with requests for new cell towers. These requests may begin pushing the limits for a communities' tower-to-tower separation distance, tower height, or residential setback requirement.

Community leaders and wireless providers may need to think outside of the box and work together in order to provide the public the wireless service it demands without jeopardizing the beauty of the cities we live in. Stealth towers have become fairly common throughout Nevada, but “stealth” may not be an accurate description. An 80' stealth monopine tower may be stealth when it is nestled within a tall pine forest and an 80' monopalm tower may be stealth when it is in a row of other tall palms. However, neither one of these are truly stealth when they sit by themselves or dwarf the surrounding trees. In most instances a regular stand alone cell tower would be less obtrusive. In many cases it may benefit the community to not regulate cell towers based on zoning districts, but rather concealment potential. Allowing cellular antennas to reside within a barn's cupola on residential zoned property may provide a better solution than a monopalm tower in the middle of a commercial development.



*Water Tank Stealth Tower*

Today wireless telecommunication towers have become an integral part of our communication system. The demand for data on mobile devices is increasing faster than ever before. This increased demand for wireless technology is soon to overwhelm planning departments throughout Nevada. Embracing this demand for new towers may lead many communities to become very innovative and creative in their approach to zoning, design, and concealment.

A cell tower may even become an artistic landmark for your community to be proud of.

Note: All CTIA references can be found at [ctia.org](http://ctia.org) and Pew Research can be found at [pewresearch.org](http://pewresearch.org)



**Bio**

*Todd Howell has developed single family residential, commercial, and multi-family residential projects throughout southern Nevada for the past 16 years. He is now working in the telecommunications industry as a Site Acquisition Manager for Black & Veatch. For the past two years he has been a Planning Commissioner for the City of Henderson. Prior to that he served on the city's Parks and Recreation Board. Todd holds an MBA from the University of Phoenix and an MAS from Embry-Riddle Aeronautical University. Todd is also a part-time helicopter flight instructor.*

## 2035 Regional Transportation Plan Community Outreach Process

*By: Christina Leach, AICP*

The adopted 2035 Regional Transportation Plan (RTP) completed by the Regional Transportation Commission of Washoe County (RTC) defines the long-range planning policies and priorities for the community's future transportation system. It is the region's blueprint to maintaining access, mobility and air quality for Washoe County. The RTP is a key tool for preserving quality-of-life including short, safe commutes, a vibrant economy, and clear blue skies.



*Members of the Agency Working Group designing an ideal transportation system for the region.*



*Community workshop at the Children's Discovery Museum.*

The 2035 RTP was founded on a community outreach process intended to more fully understand the region's diverse and complex transportation needs through a people based approach. The RTC believes that effective transportation planning requires involvement from community stakeholders, elected officials, business owners, schools, economic development groups, and property owners. Collaboration with the public allows for innovative ideas to emerge that address complex transportation issues including funding, promoting the development of multi-modal roadways, and increasing travel options on a regional level. Strong community support for the planning process also enhances implementation of specific projects and programs in the plan.

The 2035 RTP outreach process was extremely successful at engaging the public to develop a vision for the future of transportation for the Washoe County region. The bottom up approach of this process played an important role in improving the community's overall understanding of regional planning, transportation and economic issues.

The entire outreach process was designed to provide the public with sufficient background information to cultivate an inviting environment where participants were able to collaborate with government staff and other community members. Attendees were encouraged to place stickers on large graphic boards to "vote" for their preferred alternatives, utilize oversized maps to design an ideal transit system and participate in small group discussions that were facilitated by staff, but lead by participants. The success of this approach was quickly realized when meetings that would normally draw five to ten people had an attendance of over 70 engaged participants.

*“At FHWA we have the opportunity to work with..MPO’s throughout the country. (The 2035 RTP’s) overall **public involvement process was second to none that I’ve seen in the United States.** Staff went far beyond the minimum federal requirements. They truly had the desire to develop the best product they possibly could and they achieved that goal. ”*

*–Paul Schneider, Assistant Division Administrator at the U.S. Department of Transportation Federal Highway Administration (FHWA) Nevada Division*



Participants reviewing the draft document at the last community workshop

Another valuable strategy was to “bring the plan to the public.” Many people who want to be involved in the planning process are often not included because they are unable to attend meetings. Roundtables and a smartphone application were effective at addressing this issue. The roundtables were held in locations people visited daily such as the senior centers and local high schools. The smartphone application and website were available 24 hours a day.

The results of this comprehensive outreach led to a community backed plan where the public not only provided meaningful input, but also saw their ideas and vision incorporated into the plan. RTC continues to utilize a robust public outreach process in all planning, engineering and transit projects.

**Bio:**

*Christina Leach, AICP, is a Planner for the Regional Transportation Commission of Washoe County. She has over 9 years of experience working on multi-modal Complete Street projects, sustainability initiatives and transit projects. She recently assisted in developing the long-range Regional Transportation Plan. She serves as a member of the Washoe County HOME Consortium Technical Review Committee and is the lead for the APA Transportation Division student paper competition. She holds a masters degree of Community and Regional Planning from the University of Nebraska-Lincoln.*

## 2013 Western Planner/APA Nevada Chapter Conference: Planning for Forever

Join us for the 2013 Western Planner/APA Nevada Chapter Conference being held October 13th-October 16th in Lake Tahoe, Nevada! The 2013 Conference is directed to professional and citizen planners, planning commissioners, elected officials, and anyone interested in the challenges of planning for growth, redevelopment, and environmental gains. The Conference will include 30 sessions on sustainability, public outreach, transportation, and the environment. Invited speakers include former APA President Mitchell Silver, AICP, and Jon Ralston. In addition, the conference will include several mobile workshops around Lake Tahoe. Register now at [westernplanner.org](http://westernplanner.org).

### Lake Tahoe Contest

Test your knowledge of Lake Tahoe before you arrive at the conference. If you answer all of the questions, you could win a \$100.00 gift card. Send your answers no later than October 1st to Candace H. Stowell, AICP at [chstowell@me.com](mailto:chstowell@me.com)

If more than one entry is received with the correct answers, a drawing will be held to select the winner at the Opening Reception on Sunday, October 13th. You do not have to be present to win, but only persons registered for the Conference are eligible to participate.

### Good Luck!

1. What is the average depth of Lake Tahoe?
2. Which governmental organization has jurisdiction over the most land in the Tahoe Basin?
3. What is the year-round deep-water temperature?
4. What two state governors signed the original Lake Tahoe Planning Compact in 1969?
5. What year did Tahoe host the winter Olympics?
6. What was Lake Tahoe called on official maps before it was called Tahoe?
7. How many tributaries feed into Lake Tahoe?
8. What is Lake Tahoe’s tallest peak?
9. What geological feature at Lake Tahoe is considered sacred to the Washoe Tribe?
10. Who was the first person to use the Secchi dish to measure clarity at Lake Tahoe?
11. What was the depth of lake clarity measured in 1873?
12. Which US President attended the first Lake Tahoe Summit?
13. What resort did “Ol Blue Eyes” purchase at Lake Tahoe?
14. How many miles is the Tahoe Rim Trail?
15. Which US President signed the bill creating the Tahoe Regional Planning Agency?



# GreenPower

By: Emma Benjamin

GreenPower is the educational outreach program of the Desert Research Institute (DRI) and also a partnership between DRI and NV Energy. It was created in 2000 and is funded by the generosity of those who voluntarily donate a few tax-deductible dollars each month to their NV Energy electric bill. The program aims to promote and support the education of Nevada's pre K-12 students about environmental and climate topics. It does this by providing educators with free professional development, trainings, and workshops. It also allows educators access to current curriculum and activities that meet state and core standards; various grants and scholarships; student opportunities; and field trip resources and opportunities.



GreenPower is represented in eleven of Nevada's seventeen counties with over 136 schools. Through teacher trainings and workshops over 500 teachers are served.

GreenPower's largest educational tool is their Green Box program. The program uses Teacher Training workshops throughout the state in order to educate teachers about specific Green Box topics. These workshops provide educational tools and skills that are beneficial to educators and transcribe easily to the classroom. They offer up-to-date information, ideas for instruction, and practical classroom applications for sustainability and green energy.

After the workshop, or even without attending one, a teacher can request a specific Green Box by filling out and submitting a form on the GreenPower website. The Box is then sent to the educator to use for a one to two month period.

A Green Box is made by educators for educators. It promotes environmental, sustainability, and climate education through "ready to go" lessons. Each Box includes curriculum and materials for hands-on activities and projects. Once created, each box is vetted through the Advisory Green Box Committee, which is comprised of education and environmental experts. Upon approval from the Advisory Committee, the Green Boxes then make their way to the GreenPower schools. The Boxes contain "Green" topics specific to certain grade levels.



Each one comes packed with two to four hands-on activities or projects and all materials needed to conduct them; enough content for one to two weeks of instruction; curriculum aligned to Nevada State, Common Core, and Next Generation Science Standards; and a flash drive with curriculum and supplemental materials.

While using the Green Box program, teachers record metrics such as the number of students exposed to the material, the number of hours used with the materials, and which classes and grade levels used the materials. After the Green Box has been used to its full extent, educators fill out a survey regarding their satisfaction with the Green Box and send it back to GreenPower via the pre-paid postage. GreenPower then reviews the survey, records the metrics, and replenishes the Green Box to be used again.

## Helping Nevada's Kids Grow Up Green!



**Nevada Chapter**

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**UPCOMING EVENTS****September 27, 2013**

The DICE (Design Innovation Creativity Energy) Conference will be held on the afternoon of Friday, September 27th at the Nevada Museum of Art in Reno. DICE is a multi-disciplinary conference working to empower the design community to promote a vision for our great City that will support an urban form that is rich in quality design, arts and culture and is economically sustainable. AICP CM credits will be available for this half day event. For more information visit [www.designconferencenv.com](http://www.designconferencenv.com).

**October 13-16, 2013**

Join us for the 2013 Western Planner/APA Nevada Chapter Conference being held October 13th-October 16th in Lake Tahoe, Nevada! The 2013 Conference is directed to professional and citizen planners, planning commissioners, elected officials, and anyone interested in the challenges of planning for growth, redevelopment, and environmental gains. The Conference will include 30 sessions on sustainability, public outreach, transportation, and the environment. Register now at [westernplanner.org](http://westernplanner.org).