



CHAPTER 9

A CONNECTED CITY



WHERE WE ARE TODAY

Carson City has seen a number of roadway improvement projects, such as the Carson Freeway and the Complete Streets program, that have transformed the look, feel, and function of the City's multimodal transportation network.

The improved connectivity in Carson City allows residents to travel throughout the community using a safe and efficient multi-modal transportation system. Enhancing the City's multi-modal system has many benefits, including providing affordable transportation options for lower-income residents, creating opportunities for active transportation options through walking, rolling, and biking, and improving traffic congestion. As Carson City continues to grow, traffic volumes and safety are top of mind for many residents.

The Carson Area Metropolitan Planning Organization (CAMPO) is the agency responsible for creating and maintaining the Regional Transportation Plan and other transportation-related documents for the Carson City urbanized area, which includes Carson City, northern Douglas County, and western Lyon County. Within Carson City, street patterns and roadway designs are influenced by the same plans and policies that inform the design of our built environment.



LOOKING TO THE FUTURE

Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes. The City will seek to ensure that destinations, parks, and open space areas within the community are accessible via safe, enjoyable routes, free of vehicular conflicts, that allow the user to appreciate the natural setting of Carson City with or without their automobiles. Additionally, the City will seek opportunities to enhance existing transit services as feasible to increase travel choices for the community and to support a more compact pattern of growth.

GOALS AND POLICIES

Goal 9.1—Provide a Safe and Efficient Multi-Modal Transportation System For All Users

9.1a—Plan Consistency

Promote the development of an integrated multi-modal transportation system through the ongoing implementation of the Regional Transportation, Transit, Roadway Functional Classification, and Unified Pathways Master Plans within the context of land development.

9.1b—Plan Overlap and Implementation

Seek opportunities for coordination in the implementation of the Regional Transportation, Transit, and Unified Pathways Plans. Actively encourage ridership of the City's transit system.

See also, policy 6.1a



9.1c—Street Design and Connectivity

Maintain a comprehensive, integrated, and connected transportation network through the continued implementation of Carson City's Complete Streets Policy and the construction of roads consistent with the City's Regional Transportation Plan, prioritizing the creation or enhancement of parallel routes.

9.1d—Safe Routes

Continue to improve the safety of pedestrians, bicyclists, transit riders, passengers, and drivers throughout the region by aligning the goals of the Local Road Safety Plan and the Safe Routes to School Master Plan with the goals and policies contained in this Master Plan.

9.1e—Regional Coordination

Maintain an active presence in regional and state-level transportation planning activities to identify opportunities for joint planning/construction efforts, enhanced levels of service, and to monitor the impacts of potential projects on the community. Coordinate ongoing road improvement projects with recommendations contained in the City's Unified Pathways Master Plan as appropriate to promote the most efficient use of rights-of-way and resources.

Goal 9.2—Coordinate Land Use and Transportation Decisions to Support the Use of Alternative Modes of Transportation

9.2a—Plan Coordination

Ensure that the City's transportation system is supportive of the goals and policies contained in this Master Plan and can efficiently accommodate the types and intensities of development specified on the Land Use Map. Conduct periodic updates to the City's transportation model based on future development projections to ensure the feasibility of development patterns portrayed on the Land Use Map.

9.2b—Transit-Supportive Development

Promote the development of transit-supportive development patterns and amenities (e.g., bike racks, mix of uses, pedestrian-orientation, higher density) along major gateway corridors to facilitate future transit. Coordinate the review of development

proposals with local transit providers and the Regional Transportation Commission as appropriate to respond to existing/planned transit service.

9.2c—Design and Access Standards

Establish design and access standards for development occurring along major gateway corridors to ensure functionality that accommodates safe multi-modal options. Support compact development patterns that utilize existing streets and pathways managed by the City wherever possible.

Goal 9.3—Establish a City-wide System of Sidewalks, Multi-Use Pathways, and Bike Lanes by Identifying and Closing Gaps in Connectivity

9.3a—Enhance the Pathways Network



Continue to maintain and expand the City's existing network of pathways to link distinct geographic locations within the community and to provide improved access to and between neighborhoods. Provide multi-use paths as identified on the Unified Pathways Master Plan map to cross physical barriers, establish direct connections between neighborhoods, schools (as consistent with the Safe Route to School Master Plan), and other destinations, and to take advantage of available opportunities such as utility and open space corridors where possible.

9.3b—Broaden Facility Types

Continue to broaden the types of facilities provided within the community. Implement the Unified Pathways Master Plan as adopted to promote the shared use of trail corridors and increased access for persons with disabilities.

9.3c—Section-by-Section Implementation

Seek opportunities to complete individual sections of the City's adopted Unified Pathways Master Plan on a site-by-site and "missing link" basis as future development occurs. Continue to require future development to construct, to City standard, on-site sidewalks and connections to adjacent pedestrian and bicycle systems as needed and coordinate the dedication of rights-of-way for planned pathway connections at the time of development.

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