Regional Location - City of Las Vegas

2015 – 628,000
(27th Largest City in the US)

The Las Vegas Valley
Overview of this Presentation

• Goals & Vision of the Plan
• Summary of Public Input Process
• Major Projects Highlight
  • Transit Improvements
  • Bicycle/Multi-Use Facility Improvements
  • Vehicular Mobility Improvements
  • Pedestrian Safety & Mobility/Complete Streets Improvements
  • Future Automated Vehicles/Connected Vehicles
• Business & Financial Plan
• Next Steps
Las Vegas TODAY:

- Fully recovered from recession
- A growing City
- Aging Population
- Rising millennial generation with preference to be less car-focused
- Support and Demand for Higher Order Transit Investments; March ridership on entire system all-time high
- Revitalizing Downtown
- All-time high for visitation (42M)

Photo credit: Lucky Wenzel
Goals of the Mobility Master Plan (MMP)

- Develop transportation connectivity within the City and externally, with Downtown as the hub of the region
- Ensure the highest-quality and safest roads possible
- Support continued private investment in our community
- Provide safe and convenient mobility choices
- Create a “smart city” with intelligent infrastructure
- Identify transportation investments needed to achieve the City’s vision for the future. The MMP is the blueprint for future transportation investments
Mobility Plan is part of a coordinated planning effort

REGIONAL PLANS

- **Complete Streets Design Guidelines:** Incorporate Complete Street elements such as bike lanes, wide sidewalks, street trees and improved lighting in all transportation retrofit projects.

- **Southern Nevada HOV Master Plan:** Incorporate new direct access HOV freeway interchanges on I-15, I-515, US 95, and Summerlin Parkway.

- **Southern Nevada Strong Regional Plan:** Implement regional transportation goals by diversifying transportation choice, including expanding bicycle and pedestrian infrastructure, maintaining freight and vehicular corridors, and developing a regional mass transit system.

- **Project 100:** Revitalize and establish more Complete Streets in the historic Westside Community, tipping the focus from vehicular mobility to community experiences, including outdoor dining, music venues, and pedestrian activity.

- **Project Neon:** Account for and complement local street and freeway projects underway through Project Neon, including I-15, Charleston Boulevard, Grand Central Parkway, Industrial Road, and MLK Boulevard.

- **Las Vegas Medical District Master Plan:** Enhance access and circulation to and through the Medical District area with Charleston and Maryland light rail and local Complete Streets.

- **Transportation Investment Business Plan:** Incorporate TIBP recommendations and build upon recommendations for regional high-capacity transit connectivity.

- **I-515 Alternatives Development Study:** Implement freeway improvements to enhance access to Downtown, such as new interchanges at City Parkway and Pecos/Stewart.

- **Economic Development Investment Strategy:** Improve access to priority economic development projects.

- **Downtown Master Plan:** Ensure transportation access and choice for all residents to the Downtown area, including making streets for people by focusing streets more toward pedestrians, greening the Downtown with xeriscaping along major streets, and promoting transit-oriented development in strategically-located mixed-use transit hubs.

- **Maryland Parkway High-Capacity Transit Planning:** Accommodate and complement planning for urban light rail on Maryland Parkway to the Medical District.
Mobility Plan investments guided by resident input

- Visited multiple venues to gather opinions from a large and diverse group of residents
  - Community centers
  - Weekend farmer’s markets
  - Local neighborhood events
- Created a website www.MobilityMasterPlan.Vegas to keep the public informed and receive feedback
- Hosted an online survey, which was showcased on evening news
- Made presentations and received input from numerous community groups
- Established a Steering Committee of major stakeholders

Over 1,000 responses to the Mobility Survey received and thousands more citizens were introduced to the study
Our future without mobility improvements

- Drivers sit in traffic congestion more often
- Longer commute times
- Increase in the number of traffic incidents
- The economy stagnates as private investment is restricted due to a lack of capacity
Major Fixed Guideway Transit Investments

- RTC Lead
  - Las Vegas Boulevard
- CLV Lead
  - Rancho Drive
  - Charleston Boulevard
Future transportation investments to achieve our goals – **Major projects highlights**

[Map showing Charleston Boulevard Light Rail]
Charleston Boulevard Light Rail
Future transportation investments to achieve our goals – **Major projects highlights**

- Charleston Boulevard Light Rail
- Rancho Drive Transit-Oriented Development LRT/BRT Corridor
Rancho Drive Transit-Oriented Development LRT/BRT Corridor
STOPS Ridership Forecasts

Charleston Route 206 has the third most monthly ridership in the entire network only behind the Deuce and Strip & Downtown Express (SDX).

Future transportation investments to achieve our goals – **Major projects highlights**
Downtown Circulator – Currently Negotiating with TFR
BICYCLE/MULTI-USE FACILITY IMPROVEMENTS
Stewart Ave. Enhanced Bike Corridor
Among Las Vegas residents, the CC-215 Beltway Trail is the highest priority corridor for bicycle improvements in the City.
Bike Lane: 47 miles
Enhanced Bike Facilities: 89 miles
Trail: 23 miles
Future transportation investments to achieve our goals – **Major projects highlights**

- Charleston Boulevard Light Rail
- Rancho Drive Transit-Oriented Development LRT/BRT Corridor
- Downtown Circulator
- Stewart Ave. Enhanced Bike Corridor
Future transportation investments to achieve our goals – Major projects highlights

- Charleston Boulevard Light Rail
- Rancho Drive Transit-Oriented Development LRT/BRT Corridor
- Downtown Circulator
- Stewart Ave. Enhanced Bike Corridor
- US 95 Overpass Completions
US 95 Overpass Completions - US 95/Alexander Rd.
Future transportation investments to achieve our goals – **Major projects highlights**

- CC-215 Beltway Multi-use Trail Completion/Amenities Additions
- Charleston Boulevard Light Rail
- Rancho Drive Transit-Oriented Development LRT/BRT Corridor
- Downtown Circulator
- Stewart Ave. Enhanced Bike Corridor
- US 95 Overpass Completions
- Charleston Boulevard Light Rail
Vehicular Mobility Vision
Future transportation investments to achieve our goals – **Major projects highlights**

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- Charleston Boulevard Light Rail
- Rancho Drive Transit-Oriented Development LRT/BRT Corridor
- Downtown Circulator
- Stewart Ave. Enhanced Bike Corridor
- US 95 Overpass Completions
- Summerlin Parkway Traffic Safety and Capacity Improvements
Summerlin Parkway Traffic Safety and Capacity Improvements
Future transportation investments to achieve our goals – Major projects highlights

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- Charleston Boulevard Light Rail
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- Downtown Circulator
- Stewart Ave. Enhanced Bike Corridor
- US 95/Kyle Canyon interchange
- US 95 Overpass Completions
- Summerlin Parkway Traffic Safety and Capacity Improvements
- US 95 Overpass Completions
- Charleston Boulevard Light Rail
US 95/Kyle Canyon Interchange

Perspective | View of New US-95 Bridge at Kyle Canyon Underpass

Perspective | View West up Kyle Canyon Road
Future transportation investments to achieve our goals – **Major projects highlights**

- **CC-215 Beltway Multi-use Trail Completion/Amenities Additions**
- **Charleston Boulevard Light Rail**
- **Rancho Drive Transit-Oriented Development LRT/BRT Corridor**
- **Downtown Circulator**
- **Stewart Ave. Enhanced Bike Corridor**
- **US 95/Kyle Canyon interchange**
- **US 95/CC-215 Interchange Project, including John Herbert/Sky Point Drive/CC-215 Local Interchange and Oso Blanca Underpass**
- **Summerlin Parkway Traffic Safety and Capacity Improvements**
- **US 95 Overpass Completions**
- **Charleston Boulevard Light Rail**

[Map of City of Las Vegas Mobility Master Plan with highlighted projects]
US 95/CC-215 Interchange Project, including John Herbert/Sky Point Drive/CC-215 Local Interchange and Oso Blanca Underpass
Future transportation investments to achieve our goals – **Major projects highlights**

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- Downtown Circulator
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- Charleston Boulevard Light Rail
US 95/Elkhorn HOV Direct Connect Interchange
PEDESTRIAN SAFETY AND MOBILITY/COMPLETE STREETS IMPROVEMENTS
Pedestrian Safety and Mobility/Complete Streets Vision
Future transportation investments to achieve our goals – **Major projects highlights**

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- Stewart Ave. Enhanced Bike Corridor
- I-15 North Frontage Roads including Owens Ave. Complete Street
- Downtown Circulator
- Charleston Boulevard Light Rail
I-15 North Frontage Roads including Owens Ave. Complete Street
Future transportation investments to achieve our goals – **Major projects highlights**

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- I-15 North Frontage Roads including Owens Ave. Complete Street
- Symphony Park Ave. Extension to Main/Lewis
- Charleston Boulevard Light Rail
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Main/Commerce One-Way Couplet
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- **Summerlin Parkway Traffic Safety and Capacity Improvements**
- **Symphony Park Ave. Extension to Main/Lewis**
- **Sandhill Bridge over Las Vegas Wash with Traffic Calming Improvements**
- **Stewart Ave. Enhanced Bike Corridor**
- **Main/Commerce One-Way Couplet**
Sandhill Bridge over Las Vegas Wash with Traffic Calming Improvements
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- **US 95/Overpass Completions**
- **I-15 North Frontage Roads including Owens Ave. Complete Street**
- **Lake Mead Blvd. Complete Street**
- **Symphony Park Ave. Extension to Main/Lewis**
- **Sandhill Bridge over Las Vegas Wash with Traffic Calming Improvements**
- **Summerlin Parkway Traffic Safety and Capacity Improvements**
- **US 95/Elkhorn HOV Direct Connect Interchange**
- **I-15 North Frontage Roads including Owens Ave. Complete Street**
- **Symphony Park Ave. Extension to Main/Lewis**
- **Sandhill Bridge over Las Vegas Wash with Traffic Calming Improvements**
Lake Mead Boulevard Complete Street
Future transportation investments to achieve our goals – **Major projects** highlights

- **Historic Westside Community, Washington Ave. Complete Street**
- **Main/Commerce One-Way Couplet**
- **US 95/Kyle Canyon interchange**
- **CC-215 Beltway Multi-use Trail Completion/Amenities Additions**
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- **US 95/Elkhorn HOV Direct Connect Interchange**
- **I-15 North Frontage Roads including Owens Ave. Complete Street**
- **Summerlin Parkway Traffic Safety and Capacity Improvements**
- **Lake Mead Blvd. Complete Street**
- **Downtown Circulator**
- **Symphony Park Ave. Extension to Main/Lewis**
- **Sandhill Bridge over Las Vegas Wash with Traffic Calming Improvements**
- **Historic Westside Community, Washington Ave. Complete Street**
- **Symphony Park Ave. Extension to Main/Lewis**
- **Sandhill Bridge over Las Vegas Wash with Traffic Calming Improvements**
- **Stewart Ave. Enhanced Bike Corridor**
Historic Westside Community: Washington Avenue Complete Street
Future transportation investments to achieve our goals – **Major projects highlights**

- Las Vegas Blvd. Complete Street
- Historic Westside Community, Washington Ave. Complete Street
- CC-215 Beltway Multi-use Trail Completion/Amenities Additions
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Las Vegas Blvd. Complete Street
Future Automated Vehicle/Connected Vehicle
As a Smart City, Las Vegas will be a place where transportation works seamlessly with all other public service entities and improves the quality of life for all. Nearly 42 million tourists and business travelers will experience what it is like to be part of a Smart City, with safer, more efficient mobility, cleaner air, and a diverse, prosperous community.

These projects are the foundation of our Smart City:
- AV/CV Test Beds
- Smart Transit Program
- Vehicle to Pedestrian Safety Improvement Project
- Downtown Bike Share Safety Project
- Smart Wayfinding Signage
- Downtown Traffic Monitoring & Measurement
- ParkMe Real-time Parking
- Solar Charging & Smart Monitoring
- Smart Metering for City Streetlights
- Advanced Emergency Response Integration
- City of Las Vegas Fleet AV/CV Conversion

Core Demonstration Area & Corridor Test Beds - Deployment of roadside DSRC tie into City’s existing ITS network.
BUSINESS AND FINANCIAL PLAN
At the core of this business plan is the City of Las Vegas’ mission:

“To provide residents, visitors and the business community with the highest quality municipal services in an efficient, courteous manner and to enhance the quality of life through planning and visionary leadership.”

Key Considerations
- Population expanding
- Economy diversifying
- Record visitation
- Demographics evolving
- Increasing density
- Fiscal uncertainty
Combined, the Mobility Master Plan includes more than 200 projects with a cost of $3.2 billion.
Funding Sources

- Motor Vehicle Fuel Tax (23%)
- Question 10 Funds (8%)
- Fuel Revenue Indexing (Current) (4%)
- Fuel Revenue Indexing (Extended) (27%)
- Congestion Mitigation and Air Quality Improvement Funds (10%)
- Surface Transportation Block Grant Program (21%)
- Southern Nevada Public Land Management Act Funds (3%)
- Highway Safety Improvement Program Funds (3%)
- Room Tax Capital Allocations (1%)
“So, we know our revenues and our certainty are about as low as they’ve ever been. We know for sure that our country is growing and that we’re going to have more people accessing our roads, rails, and airports and more freight to move than ever before. Rather than having a single strategy, we need to have an all-of-the-above strategy. We need to use every financing tool available. When it makes sense, we need to turn to the private sector.”

-- United States Secretary of Transportation Anthony Foxx
<table>
<thead>
<tr>
<th>Scenario</th>
<th>Key Assumptions</th>
<th>Anticipated Revenues</th>
<th>Transportation Programming</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Conservative</td>
<td>Growth and transportation revenues are slower than anticipated, resulting in a funding gap; transportation funding to the City is more limited; federal funding opportunities are reduced</td>
<td>$1.1 billion; Q10 funding, fuel revenue indexing, and other key revenue sources are reduced by approximately 25 percent (to $300M) due to slower growth and/or lower allocations of available funds</td>
<td>Project timing is extended; siting projects along NDOT right of way that can be funded by NDOT; supplemental revenues may be required earlier than anticipated</td>
<td>Under the conservative scenario, project priority is maintained, but the timing of projects may be delayed due to funding capacity</td>
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<td>Mid-Case</td>
<td>Reflects highest probability growth patterns, revenue growth and funding allocation assumptions</td>
<td>$1.5 billion; reflects approximately $400 million from extended fuel revenue indexing; 8 additional revenue sources contribute to the balance</td>
<td>Projects are completed within a 20-year project horizon</td>
<td>Mid-case scenario does result in a funding gap in some periods; however, the carryforward fund balance is expected to offset funding shortfalls throughout the study period</td>
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<tr>
<td>Aggressive</td>
<td>Growth and transportation revenues are higher than anticipated, significantly reducing the out-year funding gap and potentially accelerating transportation projects</td>
<td>$1.8 billion; 20 percent higher than the mid-case scenario; extended fuel revenue indexing increases to $480 million; other revenues reflect increased yield consistent with higher rates of demand and consumption</td>
<td>Project timing is accelerated; NDOT projects remain important but are unlikely to affect near-term programming; potential revenue surplus may need to be allocated to additional projects due to greater-than-expected demand</td>
<td>Importantly, the aggressive scenario not only anticipates faster rates of revenue, but also, faster rates of demand due to a higher-than-expected pace of population growth</td>
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Notably, as currently programmed, available sources are sufficient to fund roadway projects identified in the City’s Mobility Master Plan under the mid-case scenario.

**Year-of-Expenditure Costs**
$1.39 Billion

**Inflation-Adjusted Revenues**
$1.48 Billion

**Anticipated Surplus/(Gap)**
$84.8 Million
Additional Considerations

#1 Federal Funding for Major Transit Programs

#2 Roadway Management Strategies

#3 Incremental Transportation Revenue Sources
Economic Benefits Are Significant

Meeting the demands of a growing community

- Increases in economic output due to construction activity adds more than 29,000 person-years of employment and $1.7 billion in incremental wages and salaries to the region
- Significant reductions in congestion-related losses, including time and gasoline consumption
- Increased economic growth potential due to increased mobility reaching $8.5 billion at completion
- Significant improvements to regional quality of life measures
NEXT STEPS & IMPLEMENTATION
Implementation of the Mobility Master Plan's recommendations will support development of a balanced transportation network for the City.

Improvements are phased over 20 years, totaling a transportation investment of $1.3 billion, excluding major transit projects, which will need to be funded separately.