The Ultimate Destination

Betting on Transit in Las Vegas
The Need for Transit

- Improve Air Quality
- Improve Mobility
- Mitigate Congestion

Red 2001 Projections – Blue 2003 Projections
Existing Transit Modes
Regional Fixed Guideway

Source: Regional Transportation Commission of Southern Nevada
Ridership Forecasts

Source: Regional Transportation Commission of Southern Nevada
Projected Station Activity

- North Las Vegas: 22%
- Henderson: 7%
- Resort Corridor: 71%

Source: Regional Transportation Commission of Southern Nevada
Minimum Operating Segment

- BRT Technology
- Connection between Downtown and the Airport via the Strip
- +/- 13 miles
- 19 stations
- Preliminary Estimate of Capital Costs: “MOS Only” – $500 to $600 M (in 2014 dollars)*

Source: Regional Transportation Commission
Tentative Schedule

- RTC Board Adoption of LPA 2006
- Obtain FTA Approval of AA 2006
- Obtain Environmental Clearance 2008
- Complete Preliminary Engineering 2008
- Obtain FTA Funding 2009
- Complete Final Design 2011
- Construct MOS 2013
- Begin Operations 2014
BRT Station and Vehicle

Source: Regional Transportation Commission
BRT Station and Vehicle

Source: Regional Transportation Commission
Suburban RFG Concept
NORTH FIFTH STREET TRANSIT SUPPORTIVE CONCEPT PLAN

Transit Oriented Development Strategy

February 13, 2006

Prepared for: City of North Las Vegas
Prepared by: PB PlaceMaking
Parsons Brinckerhoff
This concept influences the proper location of higher densities, mixed uses, and the design of the circulation system with respect to the distance from the transit station. The \( \frac{1}{2} \) mile distance is based upon the maximum distance that people usually are willing to walk to transit.

**Core Area**
- Within 600 feet of transit station (2-3 minute walk)
- Highest density
- Most walkable
- Greatest mix of uses

**Center Area**
- 600 to 1,500 feet from transit station (up to 5 minute walk)
- High density
- Pedestrian-oriented
- Mixed-use

**Edge Area**
- \( \frac{1}{4} \) to \( \frac{1}{2} \) mile from transit station (5 to 10 minute walk)
- Transitions between the higher density in the core and center to the lower density residential uses beyond the \( \frac{1}{2} \) mile radius from the transit station.
- Pedestrian friendly
- Less mixed uses, more residential
### SUBURBAN CENTER

#### DESIGN FEATURES

<table>
<thead>
<tr>
<th>Design Feature</th>
<th>Density</th>
<th>Land Use Mix</th>
<th>Pedestrian Environment</th>
<th>Defined Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous ground-floor retail and office uses activate streetscape</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Structural parking allows for more intense development of properties in corridor</td>
<td>X</td>
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<tr>
<td>Office and/or residential above the ground floor</td>
<td>X</td>
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<tr>
<td>Building facade setbacks transition building heights</td>
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<tr>
<td>Buildings oriented toward street and sidewalk with limited building setback. Setbacks used for outdoor dining, merchandise display, public plazas, and displays of public art</td>
<td>X</td>
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<tr>
<td>Mixed use buildings oriented to corners</td>
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<tr>
<td>Alleys provide access for utilities, services, and surface parking</td>
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<tr>
<td>Required on-street parking beneficial to ground floor retail visibility and access</td>
<td>X</td>
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<tr>
<td>A variety of building footprints allow for a greater mix of retail and commercial tenants</td>
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<td>Curb extensions and crosswalks with accent paving</td>
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<tr>
<td>10 feet wide minimum continuous sidewalk pavement from curb to building face</td>
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<tr>
<td>Surface parking oriented to sides and rear of buildings</td>
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<tr>
<td>Block circumference - 1,600 linear feet maximum</td>
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<tr>
<td>Local street width varies 38-52 feet maximum curb to curb. Pedestrian travel lane crossing to transit facility: 21-24 feet maximum curb to curb.</td>
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</tbody>
</table>
For more information:
www.rtcsouthernnevada.com
www.rfguideway.com
www.north5thstreet.com
www.lasvegasnevada.gov