


Regional Transportation Commission of Southern Nevada

April 7, 2009

RTC

RTC Responsibilities

- Mass transit
- Transportation planning & funding
- Freeway & arterial management

Transit Efficiency

- In 2007, RTC ranked 20th in the nation in ridership, using 253 vehicles during peak deployment.
- The 19th ranked system, Tri-Met in Portland, used 532 vehicles and carried just 3,000 more passengers.

Transit Efficiency

- In 2007, every RTC vehicle carried 248,377 passengers.
- That exceeds such agencies as MUNI in San Francisco, MTA in New York City, Metro in Los Angeles and CTA in Chicago.

Cost Efficiency

Regional Transportation Commission	$1.77
NYC Transit	$2.07
MUNI	$2.08
LACTMA	$2.09
SEPTA	$2.23
Valley Metro-Phoenix	$2.25

Rapid Transit

Buses are good but not always fast

Regional Fixed Guideway

the future of transportation

- **Stakeholder committee spent nearly two years studying options**
  - **Light rail**
  - **Bus rapid transit**
- **Series of public meetings throughout the process**

Light Rail Pros

- Avoids surface congestion
- Reliability
- Image

Light Rail Cons

- High capital & operating costs
- Long and difficult construction
- Inflexibility of the network

Bus Rapid Transit

- Pros
  - Less expensive to build
  - Flexibility
  - Speed
- Cons
  - “Bus” has a negative image

Similar in Appearance

Not Similar in Price

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Cost Comparison

	2005 Dollars	2008 Dollars
GAO Avg. for Light Rail	$42.4 million /mile	
Los Angeles Red Line	$415 million / mile	
Valley Metro in Phoenix		$70 million / mile
ACE Downtown Connector		$3.7 million / mile

- $52 million for the ACE Downtown Connector
- $48 million for ACE Boulder Highway

Level Platforms

Allows rapid loading and unloading passengers

Ticket Vending Machines

Simplified, off-board fare collection

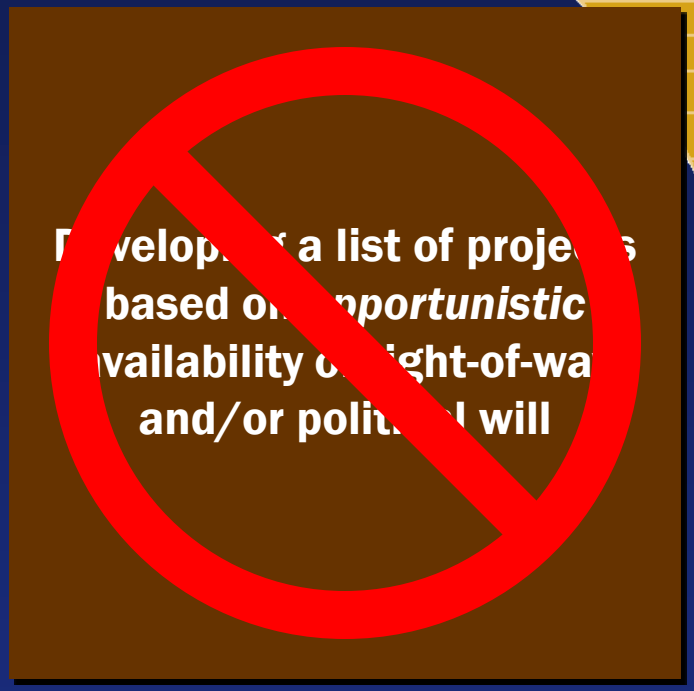
Dedicated Transit Lanes

New Downtown Transit Hub

Developing an Effective Strategy

Strategic Goal

Significantly increase transit's future mode split relative to the current RTP.



Seizing opportunities is *good*, but effective *strategy* is always more than just that.

Developing an Effective Strategy

Network Strategy

What set of *connections* will most drive transit ridership?

Infrastructure Strategy

What's the best way, over time, to support a viable network strategy?

1. **Identify the problem.**
2. **Solve it, being *mindful* of budgetary, political, and physical limitations, but not yet *constrained* by them.**
3. **Understand what it is that actually *solves* the problem.**
4. **Then, and only then, look at staging, value engineering, and related issues.**

Too many organizations and individuals self-censor themselves too early in the planning process—before they know what they could potentially achieve with the right set of circumstances.

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Market Research Major Findings

Bus "Image Issues"

Key elements of the network will need to be designed and perceived as "rapid transit," not "faster bus."

Stop/Station Climate Issues

Air-cooling of stations can lead to a significant increase in ridership.

Travel Time

Travel times must be *significantly* reduced—key finding is "make it *faster.*"

Strip Story

The Deuce already makes a major and positive impact on the Strip—regardless of initial reaction, we *do* have a story we can sell to the Casinos.


N
Legend: 2010 Las Vegas Demographic Densities
Jobs per Quarter Mile
0 - 544
544 - 3,327
3,327 - 11,278
11,278 - 18,901
18,901 - 26,607
Population per Quarter Mile
0 - 1,085
1,085 - 1,908
1,908 - 2,720
2,720 - 4,072
4,072 - 5,428


Central City Terminal
South Strip Transfer Terminal / Park & Ride
Current and Proposed Routes
MAX North Las Vegas Blvd. - 2004
Express Transit in HOV Lanes - 2009
ACE Downtown Connector - 2009
ACE Boulder Hwy. - 2010
ACE Sahara Ave. - 2011
ACE North 5th Corridor - TBD
ACE Downtown Connector Mixed Flow - TBD
ACE South Corridor - TBD
ACE Flamingo Ave. - TBD
ACE Maryland Pkwy - TBD
Private Monorail
Park & Rides

ACE Downtown Connector

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PALACE STATION HOTEL
MANDALAY BAY HOTEL
FOUR SEASONS
Legend
Palace Station and Mandalay Bay
ACE Downtown Connector Stops
ACE Downtown Connector
DEUCE
RTC
ACE Downtown Connector and DEUCE

Travel Time Comparison

Fremont to Convention Center

30 mins. + walking

Las Vegas Blvd. &
Convention Center Dr.

Travel Time

Fremont to Convention Center

14 mins. (door-to-door)

Vehicle Every 8 minutes

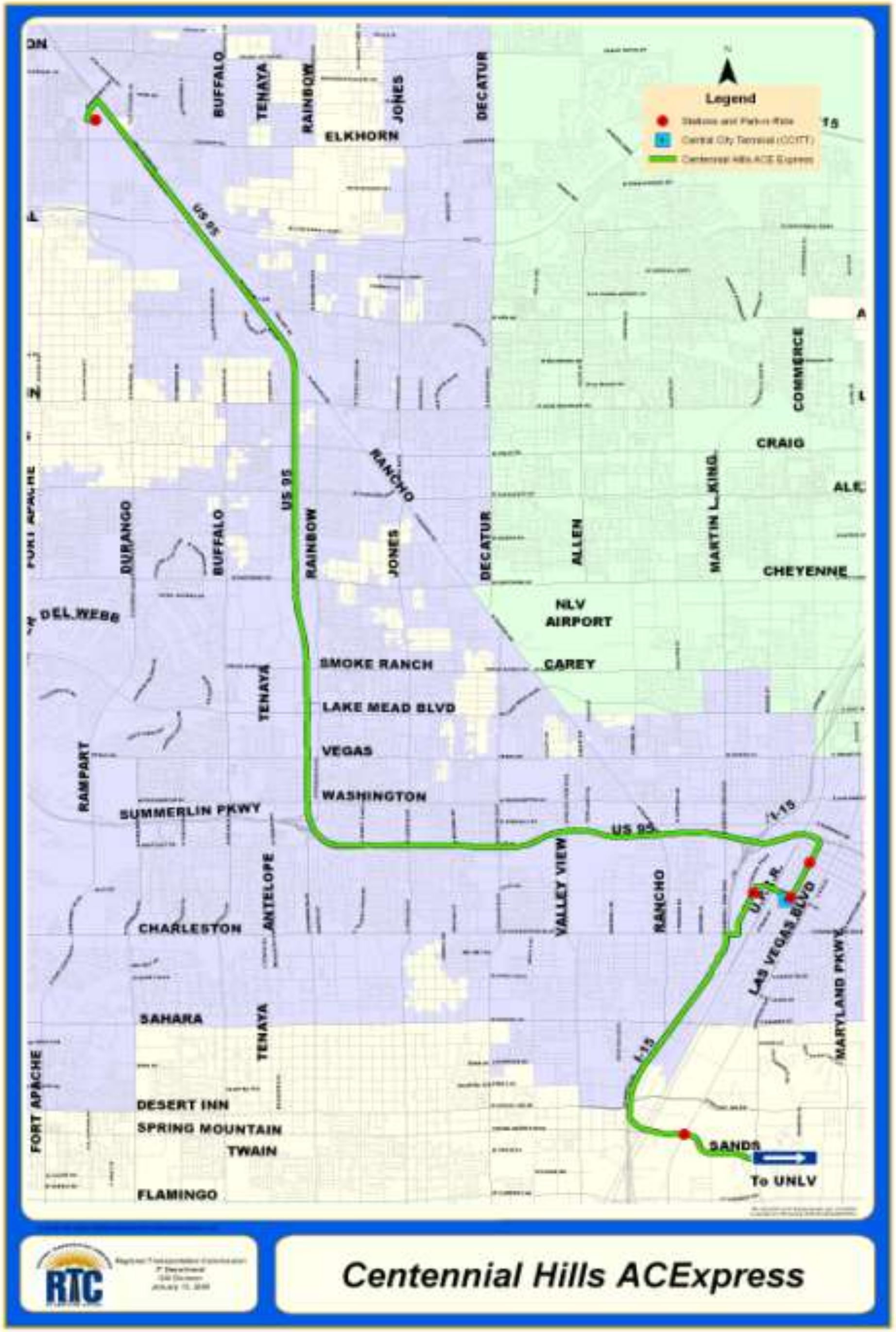
Current Fare Collection System

Off-Board Fare Collection

Mexico City

Off-Board Fare Collection

- Deuce barrier-free boarding savings assumes that implementation would save *six seconds* for each passenger boarding
- Assume 75% of boarding passengers do not interact with the farebox.



Legend
BUFFALO
TENAYA
RAINBOW
JONES
DECATUR
ELKHORN
US 95
RANCHO
COMMERCE
CRAIG
FORT APACHE
DURANGO
ALLEN
MARTIN L. KING
CHEYENNE
DEL WEBB
NLV AIRPORT
SMOKE RANCH
CAREY
LAKE MEAD BLVD
VEGAS
RAMPART
WASHINGTON
SUMMERLIN PKWY
I-15
ANTELOPE
VALLEY VIEW
CHARLESTON
LAS VEGAS BLVD
MARYLAND PKWY
SAHARA
DESERT INN
SPRING MOUNTAIN
TWAIN
FLAMINGO
SANDS
To UNLV
RTC
Centennial Hills ACExpress

ACE Express

Travel Time Comparison

Durango & 95
Park and Ride

Central City
Terminal

110 mins
Route 106

20 mins
ACE Express


Central City Terminal
South Strip Transfer Terminal / Park & Ride
Current and Proposed Routes
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Private Monorail
Park & Rides

Questions?

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