A Blueprint for Growth & Transformation

The transportation network for the Core Area of Las Vegas – Southern Nevada's economic engine – is near capacity. Without new investments, the roadways, pedestrian facilities, and transit system will be overwhelmed, the quality of the visitor experience degraded, and the Core Area's economic growth impeded.

To address these challenges, RTC of Southern Nevada has worked closely with public and private stakeholders to develop a program of transportation infrastructure investments and policy recommendations. The following list of recommendations are considered to be the most viable options for protecting Las Vegas' core tourism industry and driving economic diversification in areas beyond the Resort Corridor.

The TIBP recommendations are grouped according to seven “suites” – constellations of interrelated, complementary projects and policies that if implemented together will have the greatest strategic impact. While the TIBP recommendations are being considered for further development, the RTC, NDOT, and local governments will continue optimizing and enhancing the existing transportation system and infrastructure to maximize its effectiveness in connecting Las Vegas, its residents, and visitors.

PROJECT SUITE 1

Enhance visitor mobility between McCarran International Airport, the Resort Corridor, and Downtown

The following constellation of recommendations is proposed as the most impactful way to address the significant constraint on visitor mobility. Improving mobility for visitors arriving by air enhances those travelers' individual experiences and enables McCarran International Airport to realize its full growth potential. Las Vegas needs to be better equipped to accommodate and welcome such growth.

Surface/Local Roadway Improvements

- Improve passenger loading areas at McCarran International Airport – including strategies for private transportation services (taxis, limos, shuttles) that increase the movement of passengers, minimize conflicts, and accommodate the addition of transportation network companies
- Develop an elevated one-way couplet system on Koval Ln/Swenson St and segregated lanes on Tropicana Ave to serve as an express connection between the airport and the Resort Corridor

High-Capacity Transit Improvements

- Core Area light rail connecting McCarran International Airport to the Strip and Downtown Las Vegas, generally along Las Vegas Boulevard
- Bonneville Transit Center expansion to accommodate light rail
- Light rail extension to Cashman Center
- McCarran Multimodal Transportation Center adjacent to McCarran International Airport that could interface with the public transit system, private transportation services, and the airport’s on-site people mover circulation system
PROJECT SUITE 2

**Improve pedestrian safety and mobility along Las Vegas Boulevard**

Walking Las Vegas Boulevard – "the Strip" – can be the most iconic highlight of a Las Vegas visitor’s experience. But the sheer volume of people walking the Strip exceeds the capacity of sidewalks and street crossings. Moreover, the at-grade street crossing of so many pedestrians disrupts traffic flows and impedes vehicular access to adjacent properties. The recommendations below will substantially improve pedestrian access and mobility along and across Las Vegas Boulevard while also reducing pedestrian vehicle conflicts.

**Pedestrian Improvements**

- Circular pedestrian bridge at Las Vegas Blvd/Sahara Ave could also become an attraction and serve as a gateway between the Strip and Downtown Las Vegas
- Pedestrian bridges on Las Vegas Blvd at Riviera Blvd, Resorts World Dr, the LINQ, the Flamingo, Bellagio Dr/Paris Dr, and Hard Rock Café/MGM Dr
- Add capacity in constrained areas with elevated sidewalks between Caesar’s Palace and Bellagio, Bellagio and City Center, the Flamingo and Venetian, the Plaza (McDonald’s) and Harmon Ave, and in front of Treasure Island and Caesar’s Palace
- Widen sidewalks to 18 feet, where feasible
- Resort Corridor wayfinding system that includes a series of directional and destination signs installed throughout the Core Area to guide visitors to resort destinations and services

PROJECT SUITE 3

**Improve connections between convention and event facilities**

With stiff competition from other convention destinations, Las Vegas must improve mobility between facilities for pedestrians and vehicles, while also facilitating the freight movements that support the events. The following recommendations support Las Vegas’ efforts to maintain top billing as a convention and tradeshow destination.

**Surface/Local Roadway Improvements**

- Giles-Reno-Koval linkage improvements
- Koval Ln widening
- Paradise/Swenson one-way couplet extension
- Harmon Ave Complete Street
- Howard Hughes Parkway extension (Tropicana-Flamingo connector)
- Convention Center Dr/Riviera Blvd Complete Street (prioritize pedestrians)
- Convention Center Dr/Riviera Blvd Complete Street (prioritize transit/taxis)

**Pedestrian Improvements**

- Pedestrian bridges on Paradise Rd at Convention Center Dr and Harmon Ave, and on Koval Ln at Sands Ave and Tropicana Ave

**High-Capacity Transit Improvements**

- Monorail extension to Mandalay Bay
- New monorail station at Sands Expo and Convention Center
- Monorail spur to LVCVA expansion facilities
**PROJECT SUITE 4**

**Improve connectivity between the Core Area and workforce population centers**

Giving workers more transit options can help alleviate road congestion, thereby increasing network capacity for more efficiently moving visitors and goods within the Core Area. The following recommendations will help create a robust transit system that is more reliable, helping workers arrive on time, and reducing the demand for Core Area structured parking.

**High-Capacity Transit Improvements**
- High-capacity transit via Bus Rapid Transit or Light Rail Transit on Maryland Pkwy
- High-capacity transit via Bus Rapid Transit or Light Rail Transit on Charleston Blvd
- High-capacity transit via express bus lines utilizing North 5th St, Valley View Blvd / US 95/Summerlin Pkwy, South Las Vegas Blvd / Blue Diamond Rd, and I-215/CC-215
- Flamingo Rd corridor transit improvements
- Regional park-and-ride facilities

**PROJECT SUITE 5**

**Improve Core Area access from I-15**

The following improvements will provide better freeway access and street connections to help alleviate congestion caused by existing lack of through-street alignments, facilitating more efficient flow of people and goods from the freeway to the local street network. The improvements will also benefit visitors who drive to Las Vegas, whose access to the Resort Corridor from I-15 can be challenging.

**Surface/Local Roadway Improvements**
- Valley View-Harmon grade separated connection over the Union Pacific Railroad
- Martin L King Blvd extension south to Meade Ave
- Meade Ave connection to Resorts World Dr

**Freeway Improvements**
- I-15 direct access HOV drop ramp to Meade Ave
- I-15 direct access HOV drop ramp to Harmon Ave
- I-15 direct access HOV drop ramp to Hacienda Ave
- I-215 HOV direct airport connection
- I-15/Tropicana Ave interchange capacity upgrades

**PROJECT SUITE 6**

**Improve Downtown circulation and access**

Anchoring the north end of Las Vegas Boulevard, Downtown Las Vegas is a vibrant destination for visitors and a transportation hub for the Core Area. The proposed improvements will increase street capacity, improve access to Downtown, improve traffic flow between Downtown’s many destinations, and encourage development that will energize Downtown streets.

**Surface/Local Roadway Improvements**
- Intersection improvements at Las Vegas Blvd/Main/St. Louis/Paradise
- Martin L King Blvd extension to Oakey Blvd
- Grand Central Pkwy-Industrial Rd connector

**Freeway Improvements**
- I-515/City Pkwy interchange
- I-515/Maryland Pkwy interchange
- I-15/NEON Gateway direct access HOV drop ramp

**Pedestrian Improvements**
- Downtown Las Vegas pedestrian bridges across the Union Pacific Railroad

**High-Capacity Transit Improvements**
- Downtown Circulator Trolley
Support transportation infrastructure coordination and implementation

The following are policy and program recommendations that can be implemented in the near-term that are intended to support projects broadly throughout the Core Area, across multiple project suites.

Public Policy Actions

- **Transportation navigation program**: Give visitors the tools and information they need to understand where they are going, what transportation options are available, how much they cost, and where to access them.

- **Resort Corridor Mobility Association**: Establish a chartered group of Resort Corridor stakeholders (Resort Corridor Mobility Association) charged with mitigating impacts to the transportation system by scheduling, coordinating, and managing Core Area infrastructure needs related to conventions/major events, construction-related activities, roadway maintenance and parking-related issues.

- **Connectivity within superblocks**: Encourage connectivity between large properties with pedestrian pathways, access easements and new roadways that break up “super blocks,” allowing better flow for pedestrians and vehicles while reducing congestion on Las Vegas Boulevard and roadways connecting adjacent areas.

- **Parking management**: Establish parking regulations that encourage more efficient use by high-value users, such as carpoolers; that reduce required parking ratios or allow greater flexibility in calculating parking needs; and that increase availability and use of remote parking facilities served by express transit or shuttle.

- **Meeting peak demand for private transportation**: Improve the visitor experience by reducing waiting times for private transportation and improving loading zones, including increasing the viability and use of shuttles related to special events and establishing communication protocols between end users to coordinate anticipated demands and ensure availability of services.