



CONTEXT

The Las Vegas region has a number of entities which guide the operations and maintenance of transportation facilities, shown in Table 2-1. These entities have their own guiding goals and objectives and priorities in terms of servicing its users.

2.1 EXISTING ROADWAY CHALLENGES AND OPPORTUNITIES

Existing Roadway Conditions/Challenges

Until 2009, Southern Nevada continued to be one of the fastest growing urbanized areas in the country. A combination of high density development, high concentration of jobs in the Las Vegas Resort Corridor (the “Strip”), limited freeways in the overall network, and over-use of arterial streets have created conditions that induce traffic congestion in the Las Vegas metropolitan area. Overall, the area is auto-dominated. And although residential development is high in density, more recent developments have been designed as single-family housing units with large blocks, curvilinear street patterns, subdivision walls, and single points of vehicular access that lead to congestion at subdivision entryways. These development patterns have resulted in several transportation consequences, including neighborhood speeding, requests for signalization at entryways intersecting major roadways, and indirect biking and walking routes.

Downtown Las Vegas was developed a century earlier, so the area has a street design grid pattern that provides more direct connections for bicyclists and pedestrians. As it continues to go undergo redevelopment, various pedestrian and transit improvements have recently been completed, including conversion of Bonneville and Clark Streets into a one-way couplet with improved sidewalks and bicycle lanes, construction of center-running bus-rapid transit along Casino Center Boulevard, and improvement of sidewalks along 1st Street. Sidewalk improvements of these capital projects include 10 foot sidewalks, benches, planters, palm trees, and shade trees. However, there are plenty of street corridors in Downtown Las Vegas that need sidewalk improvement. Results from a survey conducted as part of the “Downtown Pedestrian Circulation Study,” completed in 2008, reports that the biggest challenges for walking in Downtown Las Vegas include poorly designed sidewalks, sidewalk obstructions, and the lack of street lighting that may contribute to the feeling of being safe. Downtown Henderson has gone through similar challenges and redevelopment projects, with Water Street be-

ing a recipient of recent pedestrian and transit improvements.

These challenges can actually be found throughout much of the Las Vegas metropolitan area. Often, streets have narrow sidewalks cluttered with furniture and utility poles with no buffer for fast-moving traffic in the adjacent travel lanes of the roadway, making it uncomfortable for pedestrians. The more recent master-planned communities, like Summerlin, Anthem, and Southern Highlands, have a unique combination that is fairly new to the region. These areas have the large blocks, curvilinear street patterns, and subdivision walls that provide few direct bicycle and pedestrian connections to desired destinations. However, these areas also provide detached sidewalks with landscaped buffers and sometimes tree shade and benches. Some residents have found this sidewalk pattern to be more desirable than what one sees in the older parts of the metropolitan area.

As part of the 2008 RTC Bicycle and Pedestrian Plan, RTC staff collected information on sidewalk types, driveways, and medians. Sidewalk types were characterized into the following four classes:

- Class 1 – detached sidewalk (landscaped buffer between the block wall/adjacent property and sidewalk; landscaped buffer between the sidewalk and curbside travel lane)

Table 2-1 Lead Transportation Agencies

Level	Agency	Transportation Responsibility
National	Federal Highway Administration (FHWA)	National Interstate System (I-15, I-215, I-515) and National Highway System (US 93, US 95)
	Federal Transit Administration (FTA)	Oversight and funding of RTC Transit System
State	Nevada Department of Transportation (NDOT)	State highway facilities
Regional	Regional Transportation Commission of Southern Nevada (RTC)	Regional fixed route transit and paratransit services, regional bicycle facilities, regional ITS (FAST), Transportation Demand Management (Club Ride)
County	Clark County	Countywide roadway, bicycle, and pedestrian facilities
Local	Cities of Las Vegas, Henderson, North Las Vegas, Boulder City, Mesquite	Citywide roadway, bicycle, and pedestrian facilities



This bicycle trail between Downtown Las Vegas to Red Rock is a class 1 facility.

- Class 2 – same as class 1, except no buffer between the sidewalk and curbside travel lane
- Class 3 – typical sidewalk abutting block wall/adjacent property with no separation from the curbside travel lane
- Class 4 – no sidewalk provision

Analysis of the data collection found that roughly half the streets in the Las Vegas metropolitan area had sidewalks in Class 1 or 2, while the other half had sidewalks in Class 3 or 4. Class 1 and 2 sidewalks were often found in either master-planned communities or newer developed areas of the region. Class 3 or 4 sidewalks were often found in older developed areas or outlying parts of the region. Driveway and median information was also collected due to their bearing on cycling and walking safety. This information also provided the rationale for installing pedestrian countermeasures on certain roadway corridors.

Recently, RTC studies were conducted on pedestrian safety and access management to help push strategies and policies that may eventually be adopted by the Southern Nevada jurisdictions. These efforts have been important given that 36 pedestrian fatalities and 180 pedestrian injuries have occurred in the State of Nevada for 2009.¹ The majority of pedestrian fatalities occurred either mid-block or at marked crosswalks. Intersections continue to be a place

1. 2011-2015 Nevada Highway Safety Plan

where pedestrian injuries and fatalities often occur. These statistics point to the opportunity that exists to improve pedestrian safety through complete streets treatments. Many pedestrian accidents occurred in areas with significant pedestrian activity and a lack of pedestrian infrastructure. Such locations are prime locations for incorporating complete streets treatments and evaluating their effects on pedestrian safety.

Past Accomplishments

In the past 10-15 years, the RTC has pushed for alternative transportation modes through the continuous development of the transit system and the bicycle master plan. The RTC and its jurisdictional agency partners have made steps in previous years to serve the overall transportation needs of Southern Nevada residents, including:

- The RTC Transit system, which has managed to serve the transit base population, while updating the transit fleet and facilities in recent years.
- Bus rapid transit (BRT) infrastructure and express routes have been developed in recent years, including Las Vegas Boulevard, Downtown Las Vegas, US 95, Boulder Highway, and Downtown Henderson.
- The ability to fund and construct the needed roadway capacity projects to serve the Southern Nevada population (that

grew exponentially for many years until the recent recession).

- An expanding bicycle network with an existing system in-place and adopted segments awaiting implementation.
- The Club Ride Transportation Demand Management (TDM) program that promotes carpooling and other alternative modes of travel for employees getting to their workplace.
- Bike racks on buses in order to allow bicyclists a safer travel within the gaps of the existing bicycle network.

Future Opportunities

In general, the travel behavior is still oriented to driving alone rather than carpooling, transit riding, bicycling, or walking. According to the U.S. Census Bureau's American Community Survey (2005-2009 five year estimates), 78.4 percent of Clark County residents drive alone to work, while 11.6 percent carpool, 3.4 percent take public transportation, and 1.9 percent walk (Figure 2-1). There are several opportunities to further enhance the existing transportation network, which include:

- Creating better connectivity between transportation modes within dense but suburban-designed neighborhood developments that exist in the Las Vegas Valley.

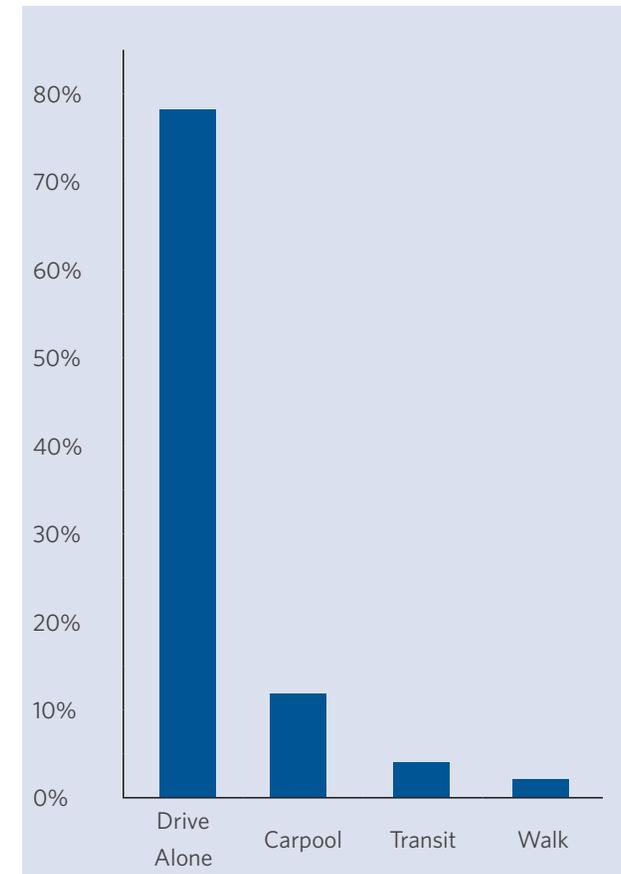
- Applying better access management tools to reduce excessive commercial driveways that are found in many of the arterial roads.
- Creating safe roads compliant with state and federal ADA regulations.
- Providing aesthetically pleasing roadway features, such as landscaping, better lighting, and other pedestrian furnishings that help create a sense of place.
- Helping address the general economic climate – livable/sustainable roadways may lead to commercial and residential development that is attractive to Southern Nevada residents and can provide employment opportunities.

2.2 EXISTING PLANS AND POLICIES

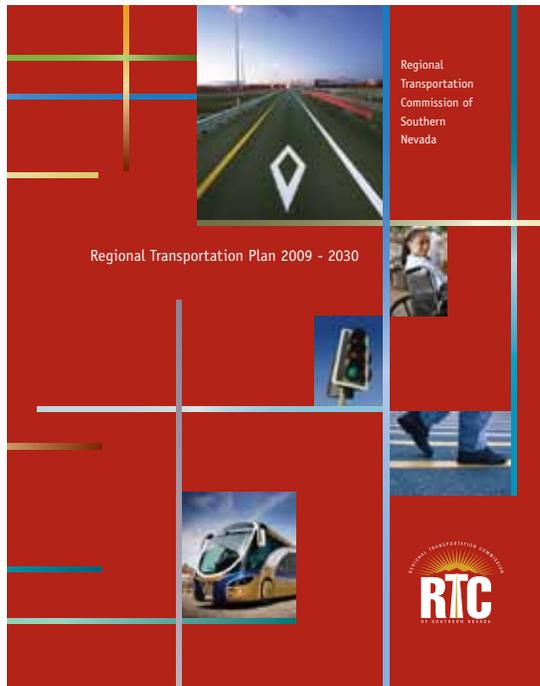
When the suggested Complete Streets policy statement and design guidance are forwarded for comments and recommendations, they will go through several RTC committees, including the following:

- Operations Subcommittee
- Specifications Subcommittee
- Metropolitan Planning Subcommittee
- Transportation Access Advisory Committee (TAAC)

Figure 2-1 Clark County Mode to Work (2009)



Source: U.S. Census Bureau's American Community Survey (2005-2009 five year estimates)



There are several planning documents to guide development of the transportation network including the Regional Transportation Plan.

- Executive Advisory Committee (EAC)

Getting comments from the subcommittees and TAAC is important, as their comments will guide how to proceed presenting the information to the EAC. Once EAC reviews the Complete Streets information from this report, they will help decide how to proceed forward. For example, the EAC might recommend the policy statement be adopted by the RTC Board, recommend some of the information from the design guidance become standard drawings, or recommend policies be placed onto plan documents, etc. In the future, the RTC will try and incorporate industry review (e.g., residential and office property builders) in the comments and recommendation phases of study reports and plan documents.

Most of RTC study reports, plans, and capital program lists go through this general committee structure. In general, past and present planning study efforts from the RTC and the jurisdictions provide legitimacy to and context for the Complete Streets Study. The following sections go into these efforts in detail.

Study Reports

Previous transportation study efforts have attempted to convey multi-modal transportation elements in them. This includes several corridor studies that have led to BRT projects. These planning studies have focussed on a variety of issues, and have included goals to improve

roadways for cars, provide access to transit, develop the bicycle network, and improve pedestrian amenities. Table 2 provides a list of previous and current studies that touch on multi-modal street design or Complete Streets.

Plans

The Regional Transportation Plan (RTP), last developed in 2008, provides a regional foundation to transportation decisions. Discussion regarding how to accommodate all users is found within various sections of the RTP document. Accommodating all users is also reflected within the following RTP goals:

- Goal 2: Develop fully integrated modal options.
- Goal 4: Improve access to mass transportation facilities and services.
- Goal 7: Improve safety for all travelers.
- Goal 11: Contribute to the long-term sustainability of Southern Nevada communities.

The RTP identifies the strategic transportation investments that the RTC expects will be made over the next 20 years. Projects scheduled to be funded in the next four years are listed in the Transportation Improvement Program (TIP). The TIP is reviewed at least once a year and includes bicycle and pedestrian improvements as well as roadway and transit projects. For a roadway project to be eligible for Federal

Table 2-2 Previous Studies (since 2008)

Previous Studies (since 2008)	Transportation Elements	Land Use Elements
Sahara Avenue Corridor and Bus Rapid Transit Study	transit, pedestrian, intersection improvements	transit corridor planning
Tropicana Avenue Corridor Study	transit, pedestrian, intersection improvements	transit corridor planning
Flamingo Road Corridor Study	transit, pedestrian, access management, intersection improvements	transit corridor planning
Valley View Boulevard Study	transit, bicycle, pedestrian	
Las Vegas Valley Arterial Development Study	access management, bus turnouts, intersection improvements	
Las Vegas Boulevard North Land Use, Transit and Pedestrian Study	transit, bicycle, pedestrian	design standards for infill development, community gateway corridors
UNLV Multimodal Transportation Hub Feasibility Study	transit, bicycle, pedestrian	transit center
Maryland Parkway Bus Rapid Transit Study	transit, pedestrian, intersection improvements	transit corridor planning
Pecos Road Corridor Study	transit, pedestrian, access management, intersection improvements	
Jones Boulevard Corridor Study	transit, bicycle, pedestrian	
East Charleston Boulevard Corridor and Parking Study	transit, Complete Streets (pedestrian enhancements and narrower traffic lanes), access management, intersection improvements	redevelopment / infill development
Buffalo Drive Road Safety Audit	roadway safety	
Clark County Area Access Management	roadway safety	
Pedestrian Safety Action Plan	roadway safety	

Table 2-3 Current Studies

Current Studies	Transportation Elements	Land Use Elements
Community Mobility Study for Central Las Vegas	transit, bicycle, pedestrian	transit-oriented development
Analysis of Alternative Mode Enhancements on Arterial Roadways in Henderson	transit, bicycle, pedestrian	
Nevada State College Area Transportation Plan	transit, bicycle, pedestrian	
Decatur Boulevard Transit Study	transit, pedestrian, intersection improvements	transit corridor planning
City of North Las Vegas Major Downtown Area Study	transit, bicycle, pedestrian	transit-oriented development
Stephanie Street Corridor Transportation Study	transit, pedestrian, intersection improvements	transit corridor planning
Boulder Highway Relinquishment and Frontage Road Study	transit, bicycle, pedestrian	transit-oriented development
Transit Node Improvements in Southern Nevada	transit, bicycle, pedestrian	transit-oriented development
Las Vegas Downtown Pedestrian Circulation Study	pedestrian	
West Henderson UPWP Study	transit, bicycle, pedestrian	

funding under the TIP, it must be on a road that is classified as a “Collector” or higher in the Federal Roadway Functional Classification. Transit, bicycle and pedestrian projects are not necessarily subject to this condition.

Projects have to be shown in the RTP and TIP to be eligible for federal transportation funding. In addition to federal funds, the RTC also oversees substantial local funds for transportation. Projects scheduled to receive local funding are identified in the RTC’s Capital Improvement Program. By agreement with the local entities, roadway projects eligible for local funds must be on the agreed Master Plan of Streets and Highways, all of which have a minimum of 80 feet of planned right-of-way.

Although the procedures for project development and implementation are different depending on whether or not federal funding is used, in practice the two processes work in parallel. For example, the locally-defined Master Plan of Streets and Highways forms the basis for the Federal Roadway Functional Classification, so that most roadways that are eligible to receive local funding may also qualify for federal funds. In considering complete streets elements, the significant point is that nearly all the of the fund sources available to the RTC can be applied in some degree to complete streets, but that each fund source, federal as well as local, has its own particular purposes and restrictions.

The RTC also has several plan documents that support the goals and objectives of the RTP document. This includes the Bicycle and Pedestrian Plan and the Short Range Transit Plan. NDOT also has their plan documents that affect Southern Nevada, including the Statewide Transportation Plan and the Statewide Bike Plan.

As mentioned above, each Southern Nevada jurisdiction has either a transportation plan, transportation element associated with a Comprehensive/Master Plan, or both. These documents are important, as several of them recognize the need for Complete Streets. In addition, there are several specific area- or corridor-level plan documents that develop strategies based on the linkage between land use and transportation. These documents include, but are not limited to:

- Boulder Highway Corridor Investment Strategy (City of Henderson)
- Downtown Centennial Plan (City of Las Vegas)
- Walkable Community Plans (City of Las Vegas)
- Downtown Master Plan and Investment Strategy (City of North Las Vegas)
- North 5th Street Transit-Supportive Concept Plan (City of North Las Vegas)

- South of Sahara Avenue Design Standards and Guidelines (Clark County)
- Design Standards for West Village Streetscapes (Clark County)
- Mesquite Boulevard Corridor Plan (City of Mesquite)
- Bikeways Plan (City of Mesquite)

Design, Development and Zoning Codes

In addition to studies and plans, most Clark County jurisdictions have adopted ordinances that require adherence to specific standards for new development and retrofit projects. The following references relate to zoning and development codes recently adopted by Southern Nevada jurisdictions. Each of these jurisdictional ordinances has a direct relationship to sections of the public right-of-way that are important for complete streets enhancements.

City of Las Vegas

There is a section in the City of Las Vegas Unified Development Code devoted to Complete Streets Standards. The following section of the City’s development code provides for standards for: street and network connectivity for development sites, standards for amenity zones, transportation and land use compatibility for various street rights-of-way, and cross sections and amenity zones for roadway right-of way widths from 120’ to 47’. This ordinance applies to all new development projects, and, potential-

ly, could be expanded to include redevelopment projects in the future if the City chooses.

- Chapter 19.04, Complete Streets Standards, City of Las Vegas Unified Development Code (2011)

City of North Las Vegas

The City of North Las Vegas has a comprehensive, and recently updated, ordinance dealing with all aspects of site development dimensional standards. While these standards do not call out complete streets treatments per se, they do provide standards for the same cross sectional elements that are important to implementation of complete streets attributes in the community.

- Chapter 17.24, Development Standards, City of North Las Vegas Zoning Ordinance (2011)
 - 17.24.040 – Parking and Loading. This section provides standards for on and off-street parking and loading, handicapped parking requirements, bicycle facilities, reduction of parking spaces and alternative parking spaces.
 - 17.24.050 – Mobility and Circulation. The Mobility and Circulation section deals with multi-modal mobility and circulation. Page 271 includes five key purposes of this section of the code, which are in alignment with the principles of complete streets. This section

also includes a street connectivity index for walled communities, lot layout and traffic calming measures, sidewalk standards, public transportation access standards, and bicycle and pedestrian linkages/circulation requirements.

- 17.24.060 – Landscaping. This section provides standards for transit stop landscaping and amenities as well as landscaping standards adjacent to or located in the public right-of-way.
- 17.24.110 – Site Design. This section provides guidelines for mixed use development within the City of North Las Vegas.

City of Henderson

The City of Henderson has adopted a very comprehensive set of development design standards. In many instances these are very similar to those adopted by the City of North Las Vegas. Chapter 19 of the Development and Design standards ordinance is applicable to all new development except for master planned or planned unit development. It is applicable to redevelopment in the case of demolition of a primary structure or “substantial renovation” projects.

- Chapter 19.7, Development Design Standards, in the City of Henderson Development Code (2010)

- 19.7.3 – Circulation and Mobility. This section’s purpose is to “promote the creation of a highly connected transportation system.” There are sub sections dealing with the development of a circulation plan and provisions for street connectivity. The street connectivity index, cross access, and pedestrian circulation elements are key sections of the ordinance that provide the basis for permitting that supports complete streets.
- 19.7.4 – Parking and Loading. This section provides incentives for parking reduction that supports the use of alternative modes, including provisions for bicycle parking. Additionally, there are on- and off-street parking and loading standards that are very similar to those adopted by North Las Vegas.
- 19.7.6 – District-Specific Standards. This section provides access, parking, and landscaping standards for mixed use districts in the City.
- 19.7.12 – Sustainability. This section encourages and promotes use of alternative transportation modes, such as biking and walking. It promotes access to transit, carpooling, interconnected pedestrian systems, facilities for bicycle commuters, bicycle circulation systems and developer sponsored transit.

Clark County

The County has made changes to their development code in recent years to strengthen the pedestrian realm, including the option to install detached sidewalks and adjacent landscaping and enhanced pedestrian standards for streets in the mixed use overlay district.

- Chapter 30.24, Planned Unit Development
 - 30.24.080 – Design Standards and Guidelines. In general, this chapter is intended to encourage innovation for residential development projects. Particularly, it seeks to allow developers to provide efficient pedestrian and vehicular traffic systems in residential developments. Within the design standards and guidelines section, there is a list of optional amenities that includes enhanced perimeter landscaping with detached sidewalks and provision of bicycle and pedestrian pathway systems.
- Chapter 30.48, Zoning Overlay Districts, Clark County Development Code
 - 30.48.760 – Mixed Use Overlay Sub-district. This section provides for development density incentives for proximity to an existing or planned transit stop, provision of park and ride facilities, supplemental pedestrian facilities, parking and traffic circulation,

and development of streetscapes that encourage pedestrian activity. This section also includes comprehensive requirements for the “pedestrian realm,” including minimum and enhanced standards for sidewalk width, amenity zones, and other streetscape features

- Chapter 30.64, Site Landscape and Screening Standards
 - 30.64.030 – Landscaping. This section provides requirements with regards to maintenance of landscaping and sidewalks.

Regional Impacts

When combined with the recommended Complete Streets policy, the efforts outlined above will better enable Southern Nevada to realize the benefits of integrated multi-modal planning. As seen above, several jurisdictions have already adjusted their codes to facilitate Complete Streets concepts. Since the recommended Complete Streets policy is inherently limited in scope to primarily focus on improvements within the public right of way, these and other future planning efforts will continue to be invaluable in increasing transportation choices.

While Complete Streets are designed to accommodate all modes, their ability to attract increased numbers of pedestrians, bicyclists, or transit riders will be limited without corresponding land use changes that increase densities, mixed-uses, and street connectivity.

Since local land use decisions are controlled by the Southern Nevada jurisdictions, the RTC can best promote multi-modalism by eventually developing the design guidance in this report into context-sensitive roadway design specifications. The overall Complete Streets initiative will help ensure roadways are designed to support increased travel options when streets are built or reconstructed, or when there are significant changes in land use. The design guidelines provided in Chapter 5 of this Study Report are intended to compliment existing standards adopted by Clark County jurisdictions. Recommended standards are based on national best practices and may be referred to when updating local development or zoning codes.

2.3 EXISTING REGIONAL EFFORTS

CMAQ Funded Bicycle Improvement Projects

Through the RTC’s Alternative Transportation Mode Master Plan Working Group – a cooperative effort with the local jurisdictions that include Clark County and the cities of Las Vegas, Henderson, and North Las Vegas – roadways were identified where installation of either bicycle lanes or bicycle routes would improve the regional bicycle network. The project will add approximately 100 centerline miles of existing roadways totaling 200 linear miles, 1600 bike lane symbol markings, and 1500 roadway signs.



The Electric Bicycle Program provides participating organizations E-bikes for use during the work day.

In addition, the project will add approximately 60 miles of new bicycle routes and 260 new bicycle route signs. The project is anticipated for completion in mid-2012.

Active Transportation Improvement Project

Through a cooperative effort with the City of Las Vegas and Southern Nevada Health District, the RTC will be using funding secured from the Centers for Disease Control and Prevention to facilitate increased active transportation. Concurrent with the City of Las Vegas' regular roadway maintenance program, new bicycle lanes will be installed along nearly 12 centerline miles to bridge gaps and bolster the overall bicycle network. A number of these proposed improvements are located along adopted Safe Routes to School and connect to public recreation facilities.

Downtown Bicycle and Pedestrian Improvement Project

Downtown Las Vegas is located in the urban core of the Las Vegas Valley, which includes major residential developments and serves as the second largest employment center for the region. The project will provide bicycle improvements, including new bicycle lanes, pavement striping, signage, and other improvements as needed to provide contiguous bicycle travel between various downtown land uses.

In addition, some corridors will be developed with wider sidewalks and landscape buffers to encourage comfortable and safe pedestrian movement. The main goal is to improve transportation accessibility and options within Downtown Las Vegas for all who live, work, and visit the area. Engineering design is being funded through local sources and construction will be supported partly through Federal Transit Administration funding. The project is anticipated to begin in early 2012.

Electric Bicycle Program

To help minimize short distance travel by car, the RTC (through its Club Ride Program) has partnered with several government agencies to implement the Electric Bicycle (E-Bike) program. Participating organizations are encouraged to use the E-Bikes to go to meetings, lunch, short distance errands, and other activities instead of using an automobile. Ultimately the program is intended to reduce congestion and impacts to air quality while also encouraging more physical activity. Through a cooperative effort with NDOT, the RTC was able to secure funding for the procurement of 25 electric-assist bicycles along with lockers to be deployed at the partner agencies' work sites. In addition to the RTC, E-bikes will be deployed at multiple office locations for the Southern Nevada Water Authority, City of Las Vegas, Clark County, FAST Traffic Management Center, and Clark County Department of

Air Quality and Environmental Management. Maintenance of the E-bikes will be managed by the RTC through its Bike Center at the Bonneville Transit Center.

Bonneville Transit Center

In November 2010, the RTC opened the Bonneville Transit Center in Downtown Las Vegas. The facility serves as the main terminal for all express routes and one-third of the existing bus routes, making it a major destination point with greater intermodal choices for those traveling to or within the downtown area. Notably, the Bonneville Transit Center is also the home for the first bicycle center in Southern Nevada.

The RTC Bike Center is a bike valet, shop, and repair facility that encourages sustainable transportation in Downtown Las Vegas. This facility provides secure, indoor parking for up to 75 bikes at a time with staff available to repair patrons' bicycles while they are parked. Membership costs \$20 per year for unlimited use of the facility and registration includes a BikeLink smart card and identification stickers. Members of the RTC Bike Center are able to use restroom and private showers (also located within the Bonneville Transit Center) that are secured for their exclusive use. There are also regular free clinics, such as how to repair flat tires and safety tips for bicycle commuting, as well as events to encourage ridership. In addition to the RTC Bike Center, there are also 15 bicycle

racks located outside the Bonneville Transit Center for patrons that need the flexibility of 24-hour access.

UNLV Transit Center

The RTC is working with the University of Nevada, Las Vegas (UNLV) to develop a new transit facility within the campus. UNLV typically has over 25,000 students per year in attendance and is located adjacent to one of the region's busiest transit corridors. To facilitate and encourage access via public transportation and non-motorized travel, the RTC is planning to implement a self-serve bike center within this transit center so that students will have an enclosed and secure facility on campus to store their bicycles.

Sahara Avenue Bus Rapid Transit Project

The RTC is developing a 12-mile BRT corridor along Sahara Avenue from Hualapai Way to Boulder Highway. Sahara Avenue is located near the center of the developed Las Vegas metropolitan area that serves the heaviest employment centers along with extensive areas of existing/planned commercial and residential development. The implementation of this project will further bolster the RTC's efforts to implement a comprehensive BRT network by connecting directly to three other BRT routes (Strip and Downtown Express, Henderson and Downtown Express, and Boulder Highway

Express) and the Deuce premium double-deck bus service on the Las Vegas Strip. Funding for the project comes from the TIGER Discretionary Grant Program. The project is anticipated for completion in early 2012.

Downtown Las Vegas Multi-Modal Transportation Project

The RTC is working with the City of Las Vegas to convert Main Street and Commerce Street into a one-way couplet. Besides the conversion of traffic flow along these street corridors, the project will also enhance sidewalks/crosswalks and install bicycle lanes and transit amenities. Many of the multi-modal elements resemble the basic design features of Complete Streets, which is why both jurisdictions are interested in implementing the project. Another benefit of this project is that the roadway improvements will be implemented in conjunction with the reconstruction of storm water and sewer systems in the same area. The project is under design and the City of Las Vegas is seeking local and federal funds to pay for the construction.