

# ACCESS 2050: SOUTHERN NEVADA REGIONAL TRANSPORTATION PLAN

## EXECUTIVE SUMMARY

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**The Regional Transportation Plan serves as a blueprint for Southern Nevada’s transportation investments - including roads, bikeways, sidewalks, transit, rail, and freight infrastructure - over the next 30 years.**

As the federally designated Metropolitan Planning Organization for lands within Clark County, the RTC of Southern Nevada (RTC) completes a comprehensive update of the Regional Transportation Plan every 4 years. During 2020, the RTC worked with state, county, and local governments to identify projects that align with plan goals, program funding, determine phasing for implementation, and obtain community input.

### Guided by Community Needs

The plan aligns with county and city master plans, which identify community-driven goals and priorities related to transportation. Additionally, the plan implements the Southern Nevada Strong Regional Plan, which includes strategies to *“invest and maintain infrastructure that meets the needs of a diversified economy”*.

Approximately **500** residents provided input on the plan document and its **188** transportation projects through an online map and survey shared through e-blasts, social media, and in-person outreach. Additionally, public meetings were held in conjunction with two local farmers markets and meetings of RTC Metropolitan Planning and Transportation Access Advisory Committees.

## GOALS

- ✓ **Strengthen regional economic competitiveness.** Provide equitable access to jobs and enhance the region’s attractiveness for business and enterprise.
- ✓ **Maintain and enhance quality of life.** Ensure that Southern Nevadans can live safely and equitably with access to services and goods.
- ✓ **Ensure sustainable use of infrastructure and resources.** Maintain the high quality of existing infrastructure and protect future opportunities by sustainably managing resources and environmental quality.

## STRATEGIES

- 1. Improve safety** for motorists, pedestrians, and cyclists.
- 2. Manage traffic congestion** for fast, reliable travel.
- 3. Enhance multimodal connectivity** through a system of roads, transit, sidewalk, and bikeways.
- 4. Maintain current infrastructure** to ensure system performance for people and goods.
- 5. Promote economic development** by creating jobs, providing access, and shaping development.

## CURRENT TRANSPORTATION SYSTEM

The regional transportation system is an interconnected network of facilities that allow for travel by people and freight, including the following public facilities and services:

- **Roads:** The regional system includes over **7,000 miles** of roadways including freeways and highways, wide arterial roads (e.g. Sahara Avenue, Eastern Avenue), and local roads. Drivers experience increased traffic during commutes and expressed safety concerns due to a growing number of fatalities.
- **Transit:** RTC is the primary transit operator in the urban core providing over **65 million trips** in 2018. Challenges include a limited service area, long trips, times, and declining ridership and revenue during COVID-19.
- **Bike and Pedestrian Facilities:** The region has over **1,000 miles** of bike facilities including bike lanes and shared use paths. However, only 2% of commutes include biking or walking. Auto-oriented roads, suburban land use patterns, and low-comfort facilities are a challenge for people walking, rolling, and biking.
- **Freight:** Freight includes the transportation of goods and services such as food, package delivery, garbage, construction materials, and petroleum. Freight is transported by multiple modes including air, pipeline, rail, and trucks, which move **39 million tons** of goods annually. The freight network is experiencing increased demand, which contributes to traffic congestion.

## FUTURE TRANSPORTATION PROJECTS

In addition to addressing current challenges, projects included in the Regional Transportation Plan will:

- ✓ **Implement Access 2050 strategies** for improving safety, traffic congestion, multimodal connectivity, maintenance, and economic development.
- ✓ **Meet the needs of a growing population**, which is expected to increase to nearly 3 million people by 2050. Despite more people and cars on the road, travel times are expected to decrease by 13% through implementing Access 2050 projects.
- ✓ **Maintain air quality conformity** since estimated emissions from vehicle use are within “emissions budgets”, which establish maximum levels allowed per air quality regulations and plans.

### Investment Program

Transportation investments primarily rely on fuel tax and include federal, state, and local funds. Projects range widely in scope and costs, as shown by the examples below:

- Clark County School District Safe Routes to School (\$6.2 million)
- I-515 and Sahara Interchange (\$245 million)
- Spencer Greenway Trail (\$38 million)
- RTC Transit Bus Replacement Program (\$147 million)

Future plan updates will consider unfunded projects, such as the On Board Mobility Plan high capacity transit network, that support the region’s long term transportation future.