

BIG MOVE #1:

Build High Capacity Transit System

Overview

High Capacity Transit (HCT) provides faster, more frequent and convenient service for passengers on high demand routes. HCT includes Light Rail, Bus Rapid Transit, which is light rail-like service provided with buses, and Rapid Bus, which consists of a mix of transit measures. HCT also generates economic development for the region and along the corridors where it operates. On Board would build a total of about 200 miles of HCT in Southern Nevada on 18 different routes (which will take five to 10 years for the first projects).

Implementation

The first step in the development of HCT will be completion of High Capacity Transit on Maryland Parkway. Additional development will be in two phases over about 20 years. A proposed system map is on the inside cover, and each project is listed on the next page.

In addition:

- Until HCT is developed, existing local bus service would be improved to operate frequently to start providing improved service to future HCT passengers
- RTC would pursue public-Private Partnerships to build Transit-Oriented Developments (TOD) along High Capacity Transit routes that could generate on-going revenue and increase transit use.

You told us...



“What is your impression of Light Rail?”

I Like It...

I Don't Like It...

83%

4%

High Capacity Transit “would encourage me to try a new mode of travel”

60%

Source: RTC On Board Vision Survey, 2018

Comparing High Capacity Transit Alternatives

LIGHT RAIL

TYPICAL FEATURES

- Two car trains
- Service in exclusive rights-of-way
- Center running in urban arterials
- High quality stations with level boarding
- Very frequent service (at least every 10 minutes)
- Service for 24 hours a day
- Limited stops
- Transit signal priority
- Special branding
- Off-board fare collection
- Real-time passenger information



Salt Lake City TRAX light rail service

BUS RAPID TRANSIT (BRT)

TYPICAL FEATURES

- Larger, rail-like buses
- Primarily center-running on urban arterials
- Primarily operates in exclusive rights of way
- High quality stations
- Very frequent service (at least every 10 minutes)
- Service from early morning to late night
- Simple service design
- Limited stops
- Transit signal priority
- Special branding
- Off-board fare collection
- Real-time passenger information



Cleveland Healthline BRT service

RAPID BUS

TYPICAL FEATURES

- Similar to BRT but without exclusive lanes, or only limited exclusive lanes
- 40' or 60' articulated coaches
- More limited forms of transit priority:
 - Transit signal priority
 - Queue jump lanes
- Frequent service, but less frequent than light rail or BRT
- Service from early morning to late night, but often shorter span than light rail or BRT



Las Vegas SDX service



Projects and Programs

Finish Maryland Parkway HCT Project

Phase One Projects*:

- Charleston (LRT or BRT)
- Cross-Valley Connector (BRT or LRT) [Boulder Highway-Flamingo-Decatur]
- North 5th (BRT or LRT)
- 6 Rapid Bus (Rancho, Craig, Nellis, Eastern, Sunset, Paradise)

Phase Two Projects (10+ years)*:

- Sahara (BRT)
- Craig Road (BRT)
- Eastern BRT
- 6 Rapid Bus (Jones/Rainbow, Tropicana, Martin Luther King Blvd, Nellis/Stephanie, North Las Vegas Blvd, South Las Vegas Blvd)

Develop Resort Corridor Rail-Based Transit (“Euro-Tram”) between Downtown Las Vegas and McCarran Intl Airport Via the Strip (Long-term; ~20-year)



Key Benefits

All mobility strategies generate benefits for individual travelers, the regional economy and the environment. The graphic below provides a relative scale of the benefits.



*See proposed system map, inside cover.



Effectiveness in Addressing Regional Priorities

Building a High Capacity Transit System in Southern Nevada will directly help achieve the following priorities identified through extensive public outreach with nearly 80,000 people and multiple surveys that had almost 25,000 combined responses:

REGIONAL MOBILITY PRIORITIES

1	Improved Road & Transit Safety	
2	Fewer Traffic Jams	
3	High Capacity Transit (including light rail)	
4	Better Connectivity	
5	Well-Maintained Roads	
6	Frequent Bus Service	
7	More Transportation Choices	
8	Expanded Service for Seniors, Veterans, & People with Disabilities	
9	Improved Job & Housing Access	
10	Better Walking & Biking Conditions	
11	New Modal Technologies & Investments	
12	Expanded Transit Service Area	
13	New Information Technologies	
14	Better Transit Stops & Stations	
15	Improved Transit Security	

KEY

-  Strongest
-  Strong
-  Less Strong