

# Appendix N: RTP Engagement Summary



# Let's Go 2050 Regional Transportation Plan (RTP) Engagement Summary

## Purpose

RTC is committed to a community and agency engagement process that is inclusive and meaningful. Participation from partners and the broader community facilitates the plan development process, from initiation to adoption. The plan seeks input from people of all demographic backgrounds, ages, and abilities to provide insight into regional priorities to develop solutions that meet community needs. Objectives for the engagement process include:

- ▶ Engage and mobilize key community partners and the community at large, building capacity for effective participation in the planning process.
- ▶ Identify and confirm the community's vision, needs, and priorities for transportation for the next 20 years.
- ▶ Build community-wide support for the plan and its recommendations.

## RTC Public Participation Plan

The RTC Public Participation Plan defines requirements and objectives for community engagement for Let's Go 2050 and other planning studies, as identified below.

- ▶ Provide opportunities for involvement
- ▶ Engage the public early
- ▶ Engage traditionally underserved populations
- ▶ Build partnerships for engagement
- ▶ Provide easy access to information and meetings
- ▶ Use go-to-them strategies for public engagement
- ▶ Consider and respond to public input
- ▶ Coordinate with statewide plans

- ▶ Be creative and flexible, and evaluate participation outcomes

## Let's Go 2050 Community Engagement Plan

A plan was developed to facilitate a successful engagement process for Let's Go 2050. The selected outreach strategies ensure that expansive feedback from the community, including jurisdictional stakeholders, community leaders, and the general public, will be meaningful and inclusive. This input and participation will guide the development of the plan.

The engagement plan identified the target audiences for Let's Go 2050 and included an analysis of community demographics that was used to ensure outreach efforts are representative of the community.

## Executive Advisory Committee (EAC)

This standing RTC committee serves as a technical advisory committee for the RTP. Because the EAC's membership includes representatives from planning and public works departments of each RTC member jurisdiction as well as the Nevada Department of Transportation (NDOT), it provides a forum to seek input from each agency in a transparent and publicly accessible format. EAC meetings included the following:

- ▶ October 26, 2023 - The EAC was introduced to the Let's Go 2050 purpose, process, and schedule. Information was presented about existing conditions and trends. EAC members were informed about the upcoming call for projects.
- ▶ January 25, 2024 - The EAC was provided an overview of engagement activities, including one-on-one meetings with agency partners and the virtual public meeting. Information was provided about the call for projects. RTP project team members announced their availability to discuss any questions about the

RTP or call for projects individually following the meeting.

- ▶ May 30, 2024 - Summaries of virtual public meeting input, draft vision and goals, and results of the call for projects were presented.

## 1:1 Agency Meetings

RTC met individually with representatives of each member agency during October and November of 2023. The purpose of these discussions was to provide additional information about the Let's Go 2050 process and schedule, call for projects, and to ask each partner jurisdiction about their priorities.

Date	Agency Meeting
10/23/23	City of Las Vegas
10/24/23	Clark County Planning Clark County Office of Traffic Safety, Public Works, and Department of Environment and Sustainability Boulder City
10/27/23	City of Mesquite City of North Las Vegas
10/30/23	City of Henderson
11/7/23	Nevada Department of Transportation (NDOT)

Subsequent one-on-one agency meetings have been held with representatives of Federal Highway (FHWA) Central Federal Lands, NDOT, Clark County, and the Moapa Band of Paiute Indians.

### Summary of Follow-Up Agency Coordination Meetings

After receiving the project requests from each agency through the initial call for projects, RTC met individually with each agency to continue coordination. Discussion topics included preliminary results of the project benefits calculator, agency priorities, any additional project information not included with the project input

forms, and confirmation of the accuracy of the project details received. Input was received regarding any adjustments to the project lists and a subsequent request was made for each agency to assign an individual score to each of their respective projects so that they could be ranked accordingly and compared with the project benefit calculator ranking. The collective project lists were then compiled and prioritized on a regional scale to achieve a fiscally constrained project listing for the RTP. The following table shows the date of each of the agency meetings.

Date	Event
7/16/24	City of North Las Vegas
7/17/24	Regional Transportation Commission of Southern Nevada
7/17/24	Nevada Department of Transportation
7/17/24	Clark County
7/18/24	City of Henderson
7/24/24	City of Las Vegas
8/5/24	Department of Aviation

## Agency Partner Working Group

The RTP team met with planning staff from all of RTC's member jurisdictions on February 8, 2024, to discuss the vision and goals for Let's Go 2050, review the call for projects, and discuss scenario planning options.

## Stakeholder Workshops

The RTP development process included the facilitation of three stakeholder workshops to inform development of the vision, goals, priorities, and scenario planning framework.

### Workshop #1

Stakeholder Workshop #1 was held on January 17, 2024. Twenty-six community leaders and representatives participated in a robust discussion about community transportation needs. The



process started with a discussion of what people value most about the region. Key themes included the following:

- ▶ Sense of community: diversity, resiliency, collaboration
- ▶ Opportunity: anything is possible, ease of access to places and elected leaders
- ▶ Natural environment: beauty of the landscape, recreational opportunities, open space, climate



Participants were asked about what role the transportation system has in strengthening the community. Discussion points included the following:

- ▶ Connecting people with what they need.
  - Provides access to opportunity and essential resources
  - Helps prevent food insecurity

- ▶ Promoting safety
- ▶ Providing mobility options to people of all incomes through complete streets and transit
- ▶ Providing critical transit service
  - Crucial for seniors and low-income residents
  - Reduces congestion
  - Improves air quality
- ▶ Helps with extreme heat and urban heat island effect
- ▶ Builds inclusive places that strengthen the community and help retain our workforce

To help develop the vision for Let's Go 2050, the stakeholders were asked to talk about their ideal transportation system. Key elements of this vision include:

- ▶ Offer a variety of transportation choices that are safe and convenient
  - Expand walking and bicycling opportunities
  - Adopt a complete streets program



- ▶ Provide world class transit that is more efficient, direct, reliable, faster, and frequent
  - Expand to areas that don't have direct access today
  - Reliable transit for underserved communities
  - Expand high-capacity transit
- ▶ Provide transportation with dignity for area residents
- ▶ Improve community and public health



- Reduce emissions and address climate impacts

## Workshop #2

Stakeholder Workshop #2 was held on May 22, 2024, and included both virtual and in-person attendance options. There were 25 stakeholders in attendance, representing a broad spectrum of community perspectives. The meeting began with a presentation by the study team followed by a breakout group discussion.

Following a brief welcome and introductions, the project team summarized the results of the first stakeholder workshop, including responses to the two main discussion questions. The project team also provided an overview of results from the virtual public meeting, focusing on major themes from the online survey.

Next, the project team presented a summary of project requests received via the agency's call for projects. The team received 120 project requests, including 91 projects from local agencies, 17 RTC projects, and 12 NDOT projects. Proposed projects were presented via a series of maps by project type, including:

- ▶ Enhance multimodal connectivity
- ▶ Improve safety
- ▶ Manage congestion
- ▶ Maintain current infrastructure
- ▶ Economic development

The team also noted that there were 42 projects (or 33% of the total) within designated Communities of Concern (i.e., Equity Areas).

## ORGANIZATIONS REPRESENTED

- AAPI Chamber of Commerce Foundation
- AARP
- American Heart Association
- American Lung Association
- Boys and Girls Club of Southern Nevada
- Catholic Charities
- Clark County
- Culinary Union
- F1
- FOA
- Get Outdoors Nevada
- Latin Chamber of Commerce
- Moapa Band of Paiutes
- Nevada Aging and Disability Services
- Nevada Bicycle Coalition
- Nevada Conservation League
- Nevada Resort Association
- Nevada Senior Services
- Nevada Workforce Connections
- NV Energy
- Opportunity Village
- Safe Routes to Schools
- Sierra Club
- SNTC
- Southern Nevada Health District
- SWEEP
- Three Square Food Bank
- TSK Architecture
- University of Phoenix
- UNLV - Vulnerable User Project
- UNLV Immigration Clinic
- Urban Chamber of Commerce
- Veterans Stand Together
- Western Resource Advocate

The last segment of the workshop was a group activity, which asked participants to identify their top three project priorities by project type/goal area on maps located either around the room (for in-person participants), or online.

After participants completed the exercise, the group reconvened to discuss the prioritizations and discuss next steps. The study team then explained the process of evaluating project benefits and prioritizing projects for potential inclusion in the RTP.

### Workshop #3

Stakeholder Workshop #3 was held on August 28, 2024, and included both virtual and in-person attendance options. The stakeholders in attendance represented a broad spectrum of community perspectives. The overarching purpose of the workshop was to present and discuss the draft project list, along with the vision and goals developed based on previous community and stakeholder feedback. The study team presented the projects proposed in various years (i.e., 2027-2029 vs. 2030-2050), along with an overview of the project prioritization process and a summary of project benefits. Then the group held an open discussion where participants discussed the draft list of projects.



### Transportation Access Advisory Committee (TAAC)

The RTC TAAC provides input into transportation concerns, including the needs of elderly and disabled members of the community. TAAC serves as the Paratransit Consumer Advisory Committee.

Information about the Let's Go 2050 process, call for projects, and virtual public meeting was presented to the TAAC on March 27, 2024. The project team answered questions and encouraged TAAC members to take the project survey.

### Housing + Transportation Workshop

A workshop was held on February 21, 2024, to integrate housing development and affordability needs into the transportation planning process. The Bipartisan Infrastructure Law (BIL) introduced housing as a required planning factor in RTPs. This includes several components, as follows:

- ▶ Incorporating improved connections between housing and employment.
- ▶ Including housing officials and affordable housing organization in the planning process.
- ▶ Promoting consistency between transportation and housing patterns.
- ▶ Integrating housing, transportation, and economic development strategies.

A group of community advocates, state and local housing agency representatives, and local developers joined to discuss the critical housing needs facing the region and the role of transportation in supporting improved access between housing, jobs, and essential services.

Unique challenges in Southern Nevada include:

- ▶ High proportion (58%) of renter-occupied households.
- ▶ Rapid rent increases: between 2015 and 2021 the average rent index increased 69% from \$1,074 to \$1,784 per month.
- ▶ Wages have not kept pace with rent increases, as the rent affordable for a full-time minimum wage worker is \$585 per month and the fair market rent for a one-bedroom apartment is \$1,212 per month.

- ▶ A high proportion of all pedestrian fatalities in Clark County (35%) occur within ¼ mile of low-income housing.



Southern Nevada Strong is working with regional partners to address these needs. Participants highlighted the role of the Southern Nevada Public Lands Management Act in making more land available for affordable housing, and the need to expedite this process. Land use and zoning policies, such as waivers for parking to encourage transit-oriented development (TOD) can also promote affordable housing near corridors with mobility options. Private developments can also do more to market and support transit and bike share use. Housing vouchers could be considered for multi-family buildings with vacancies.



The group emphasized the importance of affordable housing in transit corridors and the investment in more high-frequency, high-capacity transit. Pedestrian safety and providing shade in transit corridors are important initiatives.

Pedestrian safety near affordable housing developments is an important concern. This can be addressed by improving lighting and crosswalks, improving transit services, slowing vehicle speeds, providing accessible transportation services for the unhoused, and raising public awareness.

## Virtual Public Meeting #1

A virtual public meeting was held to gather input from a broad spectrum of community members between February 15 and March 31, 2024. The engagement campaign reached over 121,000 people during this period through a combination of social media, e-blasts, website, and in-person grassroots events.

The ENGAGE platform was used to host the virtual public meeting, which provided convenient access



to information about the Let's Go 2050 purpose and process, key transportation issues and needs, and opportunities to participate. The site was designed with English and Spanish language sites, as well as an e-reader accessible site.

## Grassroots Engagement

To reach a broad and representative cross section of the community, the project team participated in over 20 events around the region to share information and invite participants to take the Let's Go 2050 survey. The dates of these events are summarized in the following table.

Date	Event
2/3/24	Gospel Fest
2/14/24	Urban Chamber Coffee and Commerce
2/18/24	Annual Spring Festival, Desert Breeze Community Center
2/17/24-2/18/24	Dragon Fest
2/22/24	Parkdale Food & Groove Drive Up Resource Fair
2/24/24	Downtown Summerlin Farmers Market
2/24/24	Nevada Microbusiness Summit
2/24/24	Shades of Black Excellence
3/7/24	Mastering Mindsets' Shower Kids with Love
3/8/24	Spring Job Fair
3/9/24	Bolden Little League Event
3/13/24	Urban Chamber Coffee and Commerce
3/16/24	Pearson's Eggstravaganza at Pearson Community Center
3/17/24	Game Day Express Red Rock
3/17/24	Game Day Express Green Valley Ranch
3/19/24	East Las Vegas Community Center Pop-Up
3/23/24	Mountain's Edge Spring Garage Sale
3/23/24	Easter Eggstravaganza Egg Hunt, North Las Vegas Neighborhood Recreation Center
3/26/24	RTC Bonneville Transit Center
3/26/24	UNLV Minority-Service Institution Week Celebration
3/28/24	RTC South Strip Transit Center
3/30/24	Family Spring Fling at Floyd Lamb Park

Date	Event
3/30/24	Easter Eggstravaganza Egg Hunt, Allen Lane in North Las Vegas



### Transportation Survey

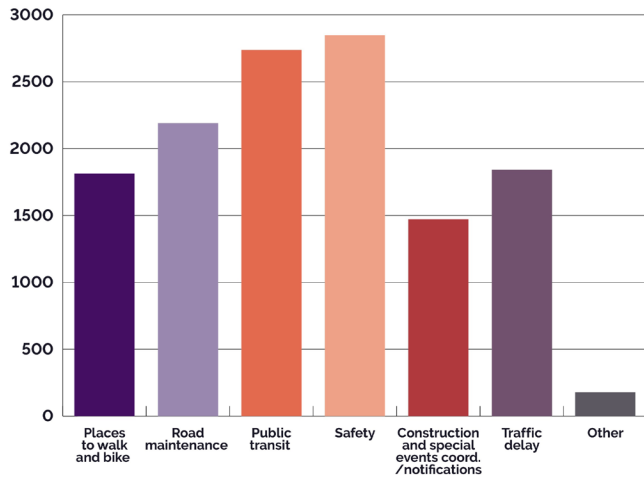
The virtual meeting included a survey to gather input about priorities for transportation. A total of 4,630 surveys were received. A clear theme that emerged is the high priority for safety and public transit, as summarized in the following image.



### What transportation issue is most important to you?

(Participants could select up to 3)

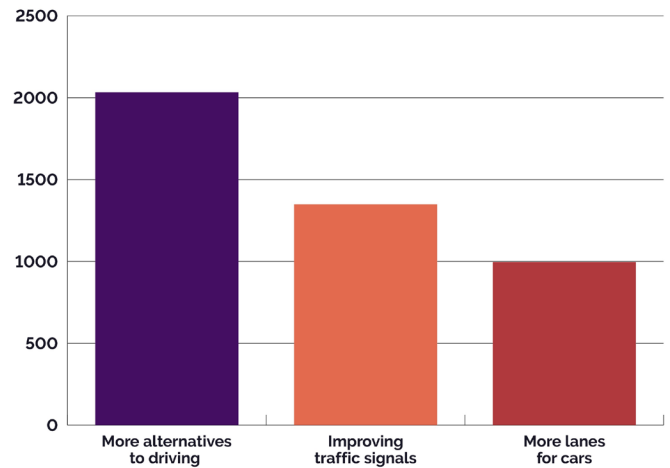
Over 4,300 surveys received and 25+ community events attended



When asked what should be done to reduce traffic congestion in the region, respondents preferred investing in more alternatives to driving as their top priority. Improving traffic signals was the second choice and adding more lanes for driving was the least-preferred option.

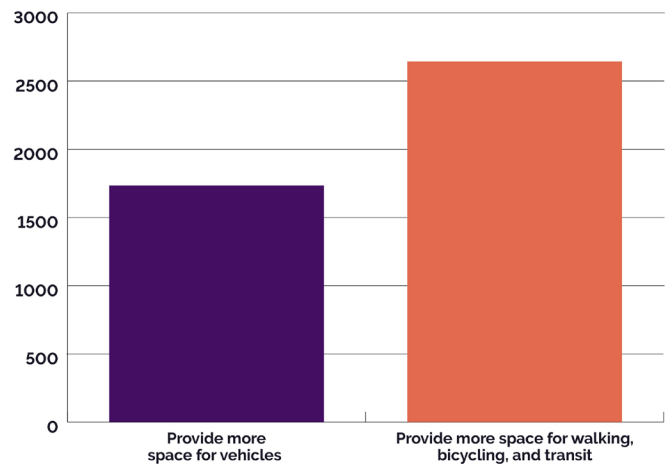


### To reduce traffic congestion, we should prioritize:



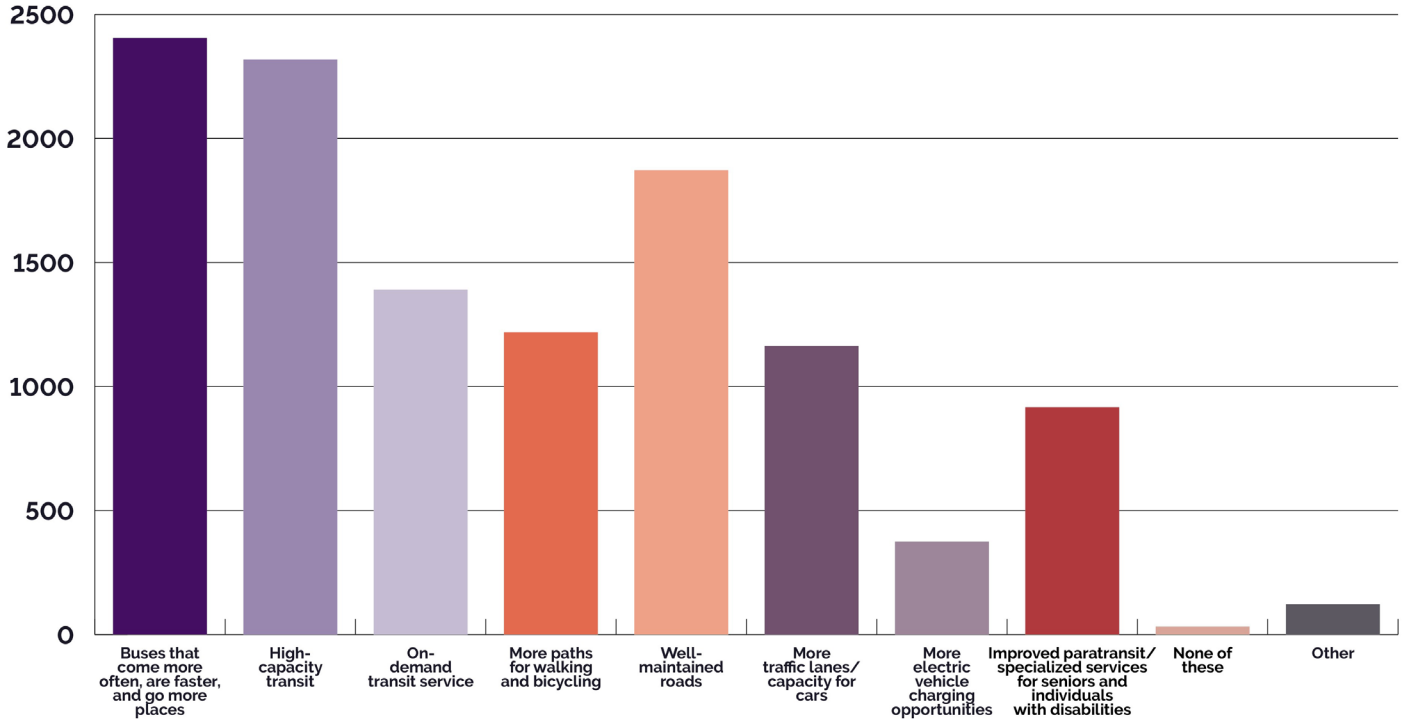
Participants also supported a Complete Streets approach. When asked what elements should be considered in roadway improvements, providing more space for walking, bicycling, and transit was clearly preferred over providing more space for vehicles.

### As road improvements are planned, do you think it's more important to:



When asked about what travel improvements they wanted most, survey participants selected more frequent, faster bus service and high-capacity transit as the top preferences.

## Which travel improvements do you want the most?



### Social Media

RTC used social media and e-blasts to spread the word about the virtual public meeting and survey. Incentives included drawings for two \$100 Visa gift cards and a pair of tickets to a Vegas Golden Knight game for people that completed the survey. RTC also shared links to local media coverage about Let's Go 2050.

**We want to hear from you**

**LET'S GO 2050**

WE'RE GOING PLACES. LET'S GO TOGETHER.

## Public Comment Period and Virtual Public Meeting #2

### Public Comment Period

The public comment period for the draft plan was held between October 8 and November 12, 2024. Materials were available for review on the project website and the RTC Let's Go 2050 web page. Over 250 comments were received, which are provided in Appendix U. Plan. Information was available at meetings in the following locations, which were noticed and open to the public:

Date	Meeting
10/1/24	North Las Vegas Citizens Advisory Board
10/8/24	Laughlin Town Board
10/8/24	Bonneville Transit Center
10/17/24	Henderson Citizen's Traffic Advisory Board

### Virtual Public Meeting #2

A second virtual public meeting was held in conjunction with the official public comment period for the draft Let's Go 2050 plan. The public meeting was available between October 8 and November 12, 2024. Key elements included an online comment map showing proposed projects, along with a virtual public meeting room. The map allowed people to place comments or click a thumbs-up or thumbs-down for individual projects. 90% of comments were thumbs-up.

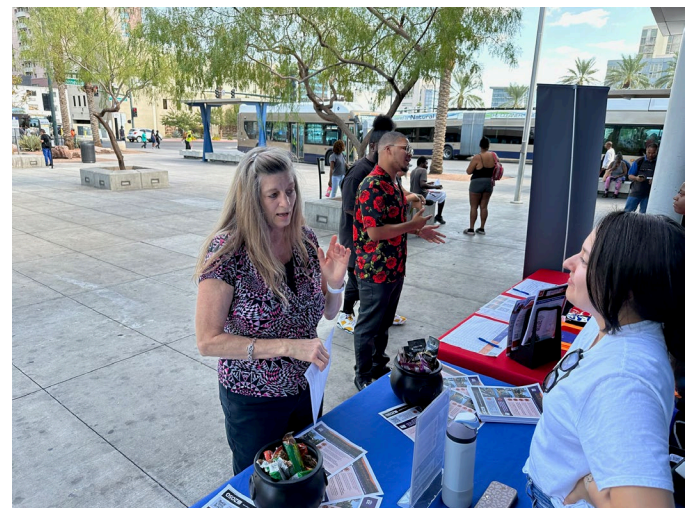
The virtual room included meeting boards describing the plan development process, proposed projects, and their cumulative regional benefits. There were over 5,600 unique visitors to the virtual public meeting room.

### Grassroots Engagement

In addition to the virtual tools and materials, the project team also attended 15 community events to solicit feedback about the draft plan and list of projects. The dates of these events are

summarized in the following table. It is estimated that about 11,500 people attended these events.

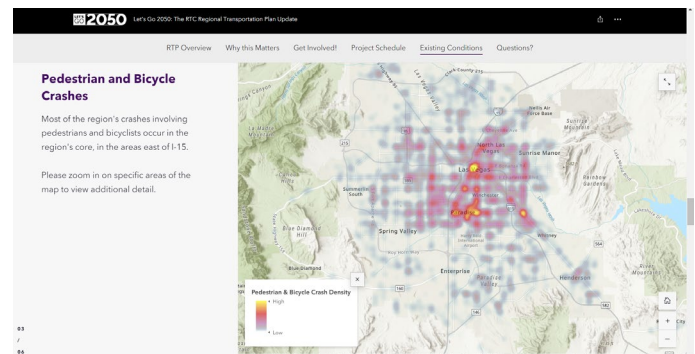
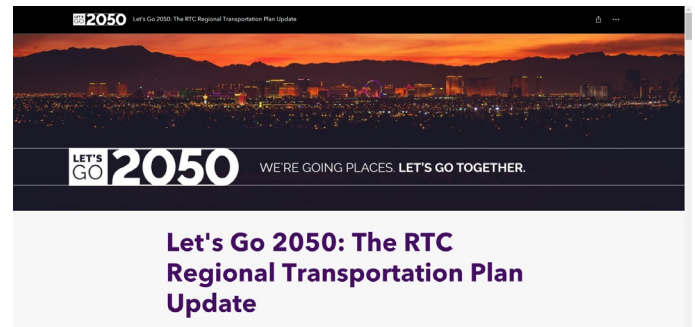
Date	Event
10/11/24	Ward 2 Trunk or Treat and Movie at the Park
10/17/24	Silver Summit Resource Fair
10/19/24	Monster Mash and Movie Bash
10/19/24	Harvest Festival
10/23/24	Rainbow Library Trunk or Treat
10/24/24	Fall Festival at East Las Vegas
10/24/24	Monster Mash Trunk or Treat
10/25/24	Downtown Henderson Farmers Market
10/26/24	Inspirada Fall Festival
10/28/24	Boo Bridge Halloween Event
10/30/24	Wicked Whitney
11/2/24	Dia de Los Muertos
11/2/24	Art in the Park
11/7/24	Veterans Day Celebration
11/10/24	American Lung Association Great Dam Ride





Attendees were able to provide comments online and on paper at these events.

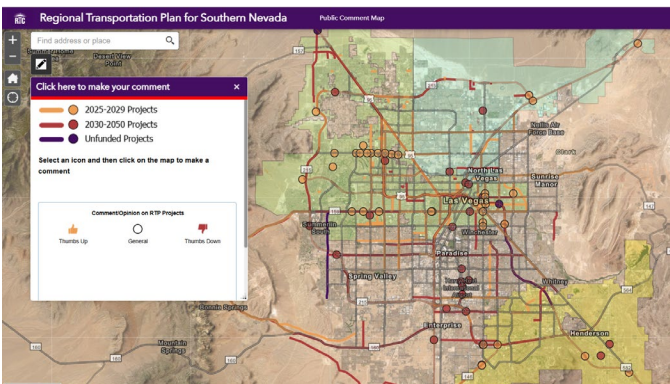
transportation needs. Information about Let's Go 2050 was also made available on the RTC website.



## Other Digital Engagement

Information about the Let's Go 2050 plan and the public comment period was distributed through a variety of additional measures:

- ▶ Email sent to over 169,000 people
- ▶ RTC transit Wi-Fi banner that was viewed by 50 transit customers
- ▶ Social media with a reach of 3,928



## Project Website

A project website was developed to make regional transportation information and analysis easily accessible to members of the community. The website is in a StoryMap format that provides interactive graphics. It includes a description for the purpose of the plan, schedule, and data about transportation safety, equity, and other key

## Attachment 1: Summary of Agency Coordination Meetings

The RTP team met with planning and public works representatives from each of RTC’s six member agencies over the course of two weeks in late October 2023. A virtual meeting with NDOT was held on November 7.

Each meeting began with an overview of the RTP process and upcoming activities, with a focus on local needs and the call for projects. The two main goals of the meetings were educating and informing agencies about the RTP process and learning about agency priorities for transportation improvements. Key discussion points from each of the meetings are summarized in the following sections, in the order the meetings were held.

### City of Las Vegas

The RTP team met with representatives from the City of Las Vegas on October 23, 2023. The group began their discussion with general thoughts on past calls for projects and expected funding levels. They then focused on specific project needs and priorities. City staff mentioned that safety and maintenance are currently high priorities, including a series of arterial overlay projects. The RTP team and City representatives discussed prospective funding sources for upcoming projects, recognizing the anticipated decline in fuel tax revenue in the future. This situation necessitates a prioritization process for roadway improvement projects in this iteration of the RTP.

The group discussed ongoing or existing planning efforts. Staff mentioned Vision Zero, a pending Mobility Master Plan update, Special Area Plans, and a pending amendment to their 2050 Master Plan. The City hopes to include developer incentives for infill and redevelopment, especially along transit corridors, as part of these initiatives.

Other specific efforts discussed included:

- ▶ The City plans to remove the US 95 interchanges from their project list

- ▶ The City requested a follow-up meeting with RTC staff after they develop their list of projects, due to changing priorities and delays with ongoing construction projects
- ▶ The importance of developer cooperation with housing and transportation (e.g., higher development along transit corridors) was discussed
- ▶ The City noted the challenges of excessive parking, and mentioned that they will be implementing a parking study soon
- ▶ The City also noted that they’re considering expanding the areas with bike parking requirements, aside from just downtown, to encourage mode shift
- ▶ Other ongoing/upcoming efforts include encouraging RTC to continue to add zero-emission buses to their fleet; improvements to corridors identified in the On Board Plan; FAST projects; and continued expansion of the bike share program
- ▶ The group also discussed the future of microtransit, given declining ridership

### Clark County Planning

The RTP team met with representatives from Clark County Planning on October 24, 2023. Planning staff provided an overview of some of their ongoing activities, including development standards for specific areas, such as the Maryland Parkway transit corridor and the Stadium District. They are also hoping to designate higher densities for resort corridors, expand industrial land use, and increase multimodal connections in the future. The Nellis Compatible Land Use Plan will be completed in November, and staff plans to begin an update of their Parks and Recreation Master plan in August of 2024. They suggested that this plan could tie into RTC’s Access to Parks grant.

County staff noted that significant development is expected between Sloan and Jean (Hidden Valley area), including residential, mixed use, and industrial, along with a proposed interchange.

The group also discussed some of the County's specific transportation concerns or needs, including:

- ▶ Expanding trail access
- ▶ Completing a missing link along the Valley Rim Trail between I-215 and the Green Valley area
- ▶ A potential interchange or bypass at Indian Springs

Finally, the group discussed RTC's ongoing Areas of Persistent Poverty Program and the potential for associated mobility hubs. Sunrise Manor is one potential location for a mobility hub, however there is a desire to preserve the rural, equestrian-oriented nature of this area. Paul will continue working with the County on this project.

### **Boulder City**

RTC and Parametrix staff met with representatives from Boulder City on October 24, 2023. Because Boulder City is not within RTC's urban area boundary, the City does not typically participate in the call for projects. However, both parties felt a conversation about vision, goals, priorities and needs would be beneficial, due to proximity.

City staff noted that they are hoping to move into phases 2 and 3 of their ongoing Boulder City Parkway Complete Streets Project. They are pursuing a RAISE grant to fund phase 2. This project is particularly important for tourism.

The City is continuing to address accessibility issues and local street access, including ADA improvements and better access to transit, particularly for seniors.

Other general priorities for the City include roadway maintenance and reconstruction activities. Growth within City boundaries is somewhat limited by their Growth Control Ordinance and maximum annual building permit allowance, so the City feels that an overall maintenance focus is more prudent than increasing capacity. However, the City is partnering with Henderson on a large industrial park development that will require the construction of a new internal roadway network.

The City also continues to promote tourism, including the development of a new Adventure Center.

City staff mentioned a need for ongoing maintenance of bus routes along the RTC Silver Ride route that runs through Boulder City. There is demand for additional transit service, especially by seniors looking to reach goods and services. The group discussed including this need in RTC's Coordinated Human Services Transportation Plan.

### **Clark County (Department of Environment and Sustainability and Office of Traffic Safety)**

RTC and Parametrix staff met with representatives from Clark County (Air Quality and Public Safety) on October 24, 2023. County staff mentioned the area's ozone status and noted that reducing congestion should be a priority. They also mentioned several ongoing initiatives to improve air quality, including allowing right turns on red; pursuing grant funding for an energy stacking program; and adding EVs to the County fleet.

The group also discussed several public safety issues, including:

- ▶ The need for improvements along Boulder Highway
- ▶ High crash rates on Pecos and Flamingo (suggested paint/restriping projects)
- ▶ Access management needs along Spring Mountain
- ▶ A need/desire to disseminate information about ongoing and upcoming construction projects to help mitigate resident concerns
- ▶ Consistency of design across jurisdictions
- ▶ 60% of recent fatalities within the county have occurred on NDOT-owned roads

Staff also mentioned that they would like to add crossing guards at middle school locations, in addition to elementary schools; add more walking paths in rural Las Vegas; add protected cycle tracks and horse trails; and create mobility hubs in high traffic areas. One other notable practice that the County is implementing is the suppression of

flashing yellow arrows at signalized intersections during peak times where the posted speed limit is over 45 mph on six-lane roadways. They are applying this same practice for pedestrian activated crossings under these conditions.

### City of Mesquite

The RTP team met with representatives from the City of Mesquite on October 26, 2023. The City of Mesquite has seen continued growth, primarily due to new residential development to the north and west of the City. They have been working on addressing the area’s affordable housing problem in part by adding multifamily units.

City of Mesquite staff mentioned significant pressure from residents to improve bicycle safety through Complete Streets projects and other facility improvements. They have been working to identify the optimal solutions for challenging roadway corridors. They noted the need for changes to several I-15 interchanges, including 118, 120, and 122. The underpass is too short and not wide enough, causing some drivers to scrape their cars. The City is hoping to work with NDOT on making these improvements.

Mesquite has also been working on ADA and bus stop improvements throughout the City and hopes to continue making these upgrades.

### City of North Las Vegas

RTC and Parametrix staff met with representatives from the City of North Las Vegas on October 26, 2023. The group began with a discussion of ongoing development around the City, including the UNLV campus expansion, North 5<sup>th</sup> Street corridor, and the role of job creation zones. They also discussed potential expansion into the Apex industrial area and planned commercial development along Rancho Drive, along with associated complete streets projects.

Specific areas of concern or potential future transportation projects include:

- ▶ School safety-related projects, including filling in missing sidewalks links

- ▶ Adding ADA ramps and pedestrian bridges in specific locations
- ▶ The City has a pending grant application to add EV charging stations, including a large station on Lake Mead Boulevard
- ▶ Would like to add high-capacity buses along North 5<sup>th</sup> Street to the UNLV campus, and along Deer Springs, Craig Road, and Martin Luther King Boulevard
- ▶ They recently completed their downtown complete streets study, and will use the results to inform potential projects for consideration in the RTP

### City of Henderson

RTC and Parametrix staff met with representatives from the City of Henderson on October 30, 2023. City of Henderson staff noted that they are currently working on their Transportation and Mobility Plan, which is expected to be completed in mid-2024. Public outreach for this plan has identified several priorities and/or areas of concern, including safety, street design, traffic speeds, driver behavior, and biking and walking infrastructure. Specific locations of concern mentioned through the outreach process included St. Rose Parkway, Stephanie Street, Eastern Avenue, and Boulder Highway.

In general, the City would like to pursue four major concepts regarding transportation improvements, including:

- ▶ Enhancing existing corridors for safety and multimodal improvements (complete streets)
- ▶ Improving access management on major roadways
- ▶ New capital improvements in advance of anticipated high-growth areas
- ▶ Expansion/connectivity of the existing trail network

In addition to the above concepts, the RTP team and City representatives recognize the importance of updating cost estimates to enhance prioritization and funding strategies. It has been noted that the City is currently allocating approximately \$60 million annually to street and

highway improvements, with an annual budget of about \$25 million. In light of these financial considerations, discussions with the RTP team and City representatives have focused on identifying potential funding sources for upcoming projects, while keeping in mind the projected decline in fuel tax revenue in the coming years.

Staff noted several priority project locations and needs, including:

- ▶ The interchanges at Via Nobileia and Sloan (to be constructed by NDOT)
- ▶ Boulder Highway (roadway design changes to address speeding)
- ▶ The I-215/St. Rose interchange (need a system-to-system interchange)
- ▶ Need to widen left turns on Eastern Avenue and St. Rose Boulevard
- ▶ Roundabouts at Casa Del Sol Drive and Larson Lane, and Shayna Avenue and Las Vegas Boulevard
- ▶ Further buildout of Las Vegas Boulevard towards St. Rose Parkway to address congestion
- ▶ Various multimodal improvements similar to those on Pueblo Boulevard
- ▶ Complete Streets projects along Racetrack Road and Major Avenue
- ▶ Safety improvements at Warm Springs Road and Pueblo Boulevard
- ▶ Converting the Pueblo Boulevard and Newport Drive intersection to a four-way stop, with improvements to accommodate pedestrians and bicyclists
- ▶ Safety improvements to College Drive/I-11/Mission Drive



## Attachment 2: Additional Analysis of Virtual Public Meeting #1 Survey Results

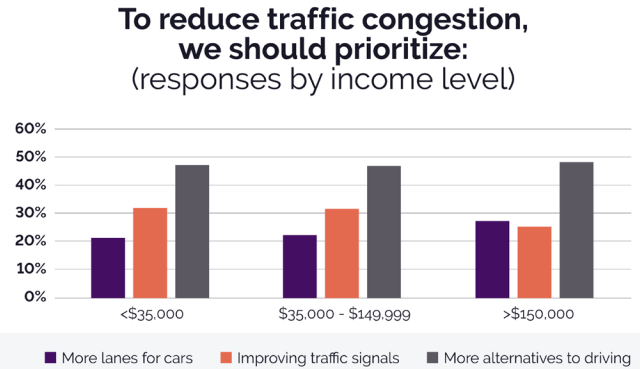
An overview of survey results from Virtual Public Meeting #1 is provided in Section 9. Additional details about these results are provided in this attachment.

It was also useful to stratify responses to certain questions by income level to gain a better understanding of regional characteristics. Questions 1 and 3, described in more detail in the following sections, were broad questions that provided important information about key priorities.

### What transportation issue is most important to you?

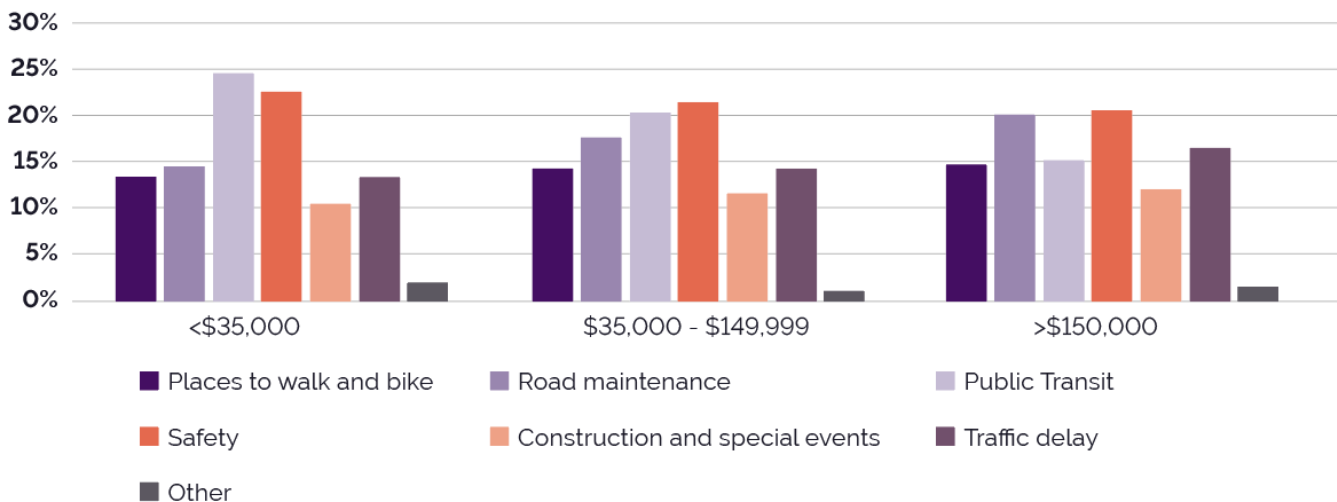
In general, lower income respondents were more likely to indicate that public transit was the transportation issue most important to them. Safety was universally important, and other differences between responses were minor.

To reduce traffic congestion, we should prioritize:



Responses about how to address traffic congestion tended to be relatively similar among income groups, with nearly half of respondents indicating that "more alternatives to driving" was their preferred method of reducing traffic congestion. Differences between the remaining responses were minor.

### What transportation issue is most important to you: (responses by income level)



## Survey Responses by Zip Code

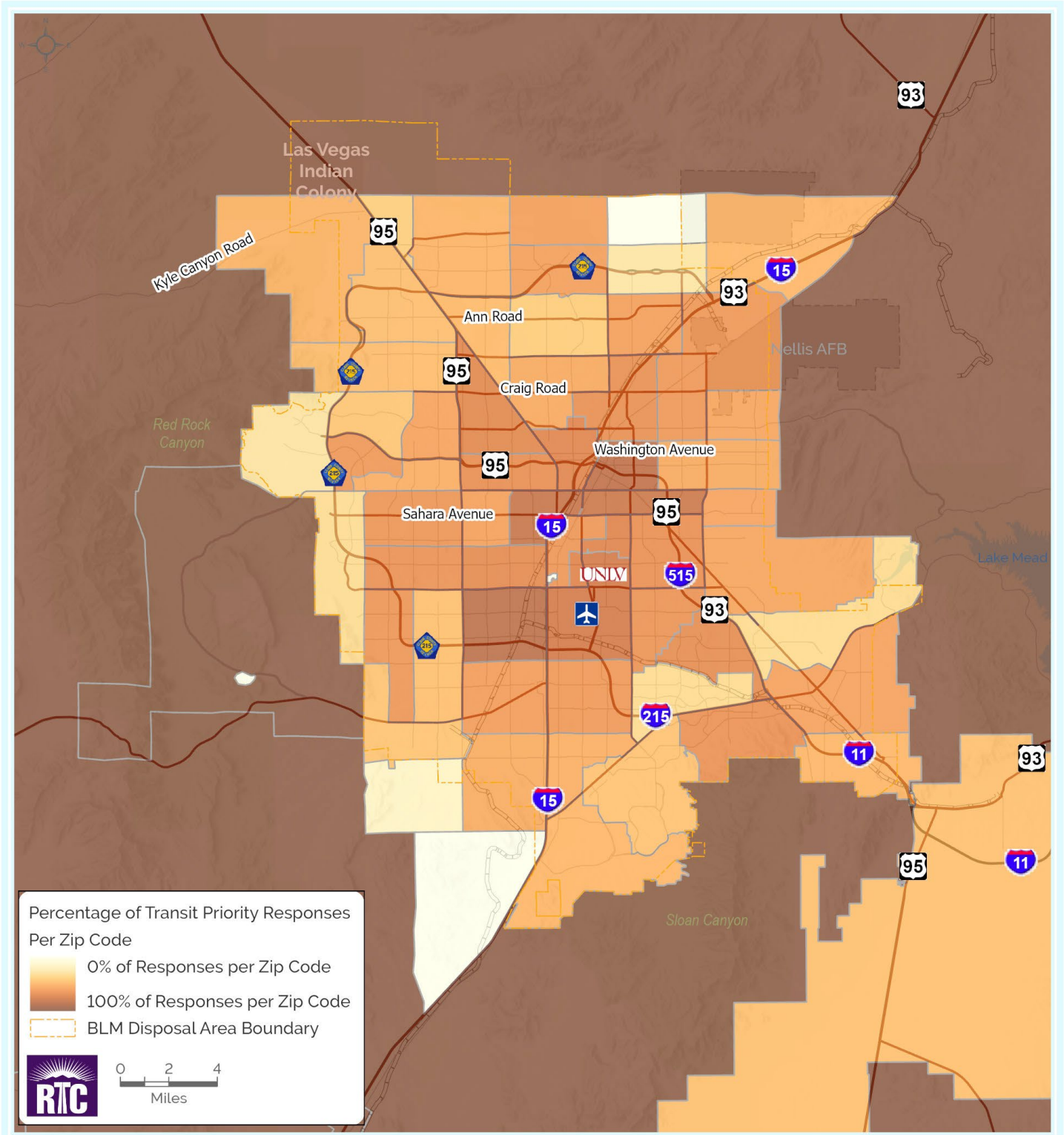
The following series of maps illustrates the location of respondents according to transportation issue priority as reflected in Question 1. Map 1 shows the distribution of those who indicated transit was their top priority. These residents were typically concentrated in the central portions of the region, in Las Vegas.

Map 2 shows the distribution of those who indicated that safety was their top priority. Many of

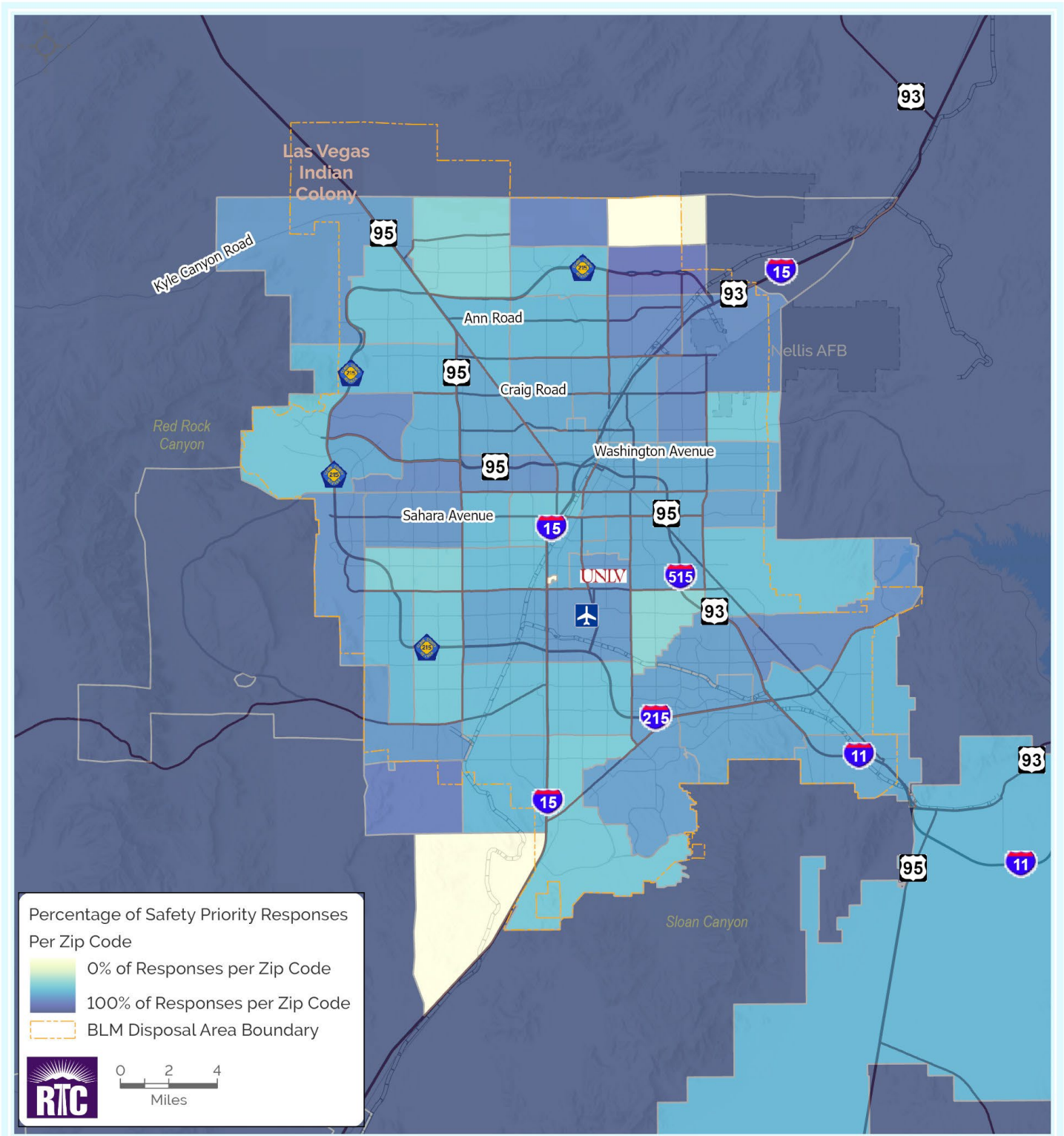
these respondents were also concentrated in Las Vegas.

Map 3 shows the distribution of those who indicated that traffic delay was their top concern. Although some of these respondents were concentrated in central Las Vegas, many also live just east of UNLV, or in East Las Vegas.

Map 1: Distribution of Survey Responses that Transit is a High Priority



Map 2: Distribution of Survey Responses that Safety is a High Priority



Map 3: Distribution of Survey Responses that Roadway Maintenance is a High Priority

