



**Changes to Draft Transit Element**  
**Prepared: October 23, 2007**

SECTION/PAGE	EXISTING	CHANGED
History of Transit in Las Vegas Page 11	<p>3<sup>rd</sup> and 4<sup>th</sup> sentences read,                      “At one point during its tenure, LVTS was named America’s worst transit system. Pressure from the county and state ultimately resulted in LVTS being ordered by the court to cease operations, and relinquish all equipment and property to the Regional Transportation Commission of Southern Nevada (RTC: see detailed description below).”</p>	Both sentences deleted
Regional Transportation Commission of Southern Nevada Page 12	<p>3<sup>rd</sup> paragraph, 7<sup>th</sup> sentence read,                      “Drivers walked off the job, crippling the system.”</p>	Sentence replaced with “ <u>The strike resulted in service reductions to 25 percent capacity.</u> ”
CATSTAR Non-ADA Service Page 24	<p>1<sup>st</sup> paragraph, 1<sup>st</sup> sentence reads,                      “...for disabled and non-disabled individuals.”</p> <p>1<sup>st</sup> paragraph, 2<sup>nd</sup> and 3<sup>rd</sup> sentences read,                      “Subscription service is available for regularly scheduled trips occurring at least three (3) times a week, a minimum of six (6) consecutive months. Once approved for the service, the customer no longer is required to call for additional reservations to/from their specified destination.”</p>	<p>Changed to read,                      “...for disabled and non-disabled individuals participating in sheltered workshop programs for persons with disabilities. This service is organized directly with the agency.”</p> <p>Both sentences deleted. Rules for subscription service apply to ADA service, not CATSTAR.</p>
Page 25	<p>2<sup>nd</sup> paragraph read,                      “Due to the high demand for this service, RTC has prioritized subscriptions based on the following trip purposes:</p>	Deleted entire paragraph: rules cited pertained to subscription service for ADA service, not CATSTAR.

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	<ul style="list-style-type: none"> <li>• Medical and agency subscriptions</li> <li>• Employment and nutritional services</li> <li>• Post secondary education</li> <li>• All other subscription requests</li> </ul> <p>3<sup>rd</sup> paragraph read,          “The ADA strictly limits the number of subscriptions an agency can offer, so the RTC normally has a waiting list, and estimates up to six (6) month waiting period before an individual receives subscription service. When an opening does become available, the oldest request in the highest-ranking priority order is given the available subscription. In 2006, CATSTAR ridership was estimated at 152,764 annually.”</p>	<p>Deleted entire paragraph, with the exception of the last sentence: rules cited pertain to subscription service for ADA service, not CATSTAR.</p>
<p>Flexible Demand Response                  Specialized Transportation                  (FDR)                  Page 25</p>	<p>1<sup>st</sup> paragraph, 3<sup>rd</sup> sentence reads,          “It is currently available only to residents within the Sun City Anthem and Sun City Summerlin communities.”</p>	<p>Changed to read,          “It is currently available to residents within the Sun City Anthem and Sun City Summerlin communities, and in <u>Boulder City.</u>”</p>
<p>Las Vegas Monorail Service                  Page 27</p>	<p>5<sup>th</sup> paragraph, 1<sup>st</sup> sentence reads,          “An originally proposed 2.3 mile (3.7 km) extension of the monorail to the Golden Nugget Hotel Casino and Downtown Las Vegas...”</p> <p>5<sup>th</sup> paragraph, 2<sup>nd</sup> sentence reads,          “New stations were to be provided at the Stratosphere Hotel, Charleston Boulevard, World Market Center, and the Golden Nugget.”</p>	<p>Changed to read,          “<u>An originally proposed 2.3 mile (3.7 km) extension of the monorail to Downtown Las Vegas...</u>”</p> <p>Changed to read,          “New stations were to be provided at the <u>Stratosphere Hotel/Northern Strip. Arts District/Charleston Boulevard, Office District/Downtown Intermodal, and Fremont Street Experience.</u>”</p>

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<p>Downtown Transportation Center (DTC) Page 31</p>	<p>2<sup>nd</sup> paragraph, 2<sup>nd</sup> sentence reads,          “The new terminal would be located in downtown Las Vegas on approximately 6 to 8 acres of land, in a study area bounded by U.S. Highway 95 on the north, Colorado Avenue on the south, and from Grand Central Parkway on the west to 3<sup>rd</sup> Street on the east (see Map 3).”</p>	<p>Changed to read,          “The new terminal would be located in downtown Las Vegas on approximately 3 to 4 acres of land in a study area bounded <u>Casino Center, Bonneville, Garces, and First Street</u> (see Map 3). <u>RTC anticipates having amenities similar to the DTC with security provided by a private company.</u>”</p>
<p>Park-and-Ride Page 36</p>	<p>1<sup>st</sup> paragraph, 1<sup>st</sup> and 2<sup>nd</sup> sentences read,          “The city of Las Vegas does not currently operate any park-n-ride facilities, nor do the surrounding jurisdictions. Though the South Strip Transfer Terminal (SSTT) has a quasi park-n-ride, RTC neither monitors nor tracks use of this facility.”</p>	<p>Changed to read,          “The city of Las Vegas currently has two funded <u>Park-and-Ride facilities under development within the city at (1) Durango and Westcliff, and (2) Grand Montecito Parkway and Oso Blanca (U.S. Highway 96 and Durango). The city owns both these sites and is negotiating Interlocal Agreements with the RTC to relinquish land ownership to the RTC. Construction of these facilities is anticipated to begin within the next 12-24 months. Additionally, RTC’s South Strip Transfer Terminal (SSTT) has a Park-and-Ride, which is currently being expanded.</u>”</p>
<p>Future Projects Page 38</p>	<p>1<sup>st</sup> tabbed entry, 2<sup>nd</sup> sentence reads,          “...the Community College of Southern Nevada (CCSN), and landowners to procure or lease property near Durango Drive and U.S. 95 for a Park-n-Ride facility.”           1<sup>st</sup> tabbed entry, 3<sup>rd</sup> sentence reads,          “Once the facility is constructed, RTC anticipates introducing an express service from/to the location utilizing an HOV lane on U.S. 95, traveling to downtown Las Vegas and the Strip.”</p>	<p>Changed to read,          “<u>the College of Southern Nevada (CCSN), and landowners to procure or lease property at Grand Montecito Parkway and Oso Blanca (near U.S. Highway 95 and Durango Drive) for a Park-and-Ride facility and transit center.</u>”           Changed to read,          “<u>Once the facilities are constructed, RTC anticipates introducing an express service featuring commuter coaches with high back reclining seats. The service will utilize the HOV lane on U.S. Highway 95,</u>”</p>

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	<p>traveling to/from downtown Las Vegas and the Strip.”””</p> <p>Added the following tabbed entry:</p> <ul style="list-style-type: none"> <li>• <u>In 2009, the Durango Drive and Westcliff Express Service</u></li> </ul> <p>The city of Las Vegas is presently negotiating with RTC to relinquish land ownership for property located at Durango Drive and Westcliff to construct a park-and-ride and transit center. Once the facilities are constructed, RTC intends to operate express service non-stop from the park-and-ride to the DTC (or CCITT), then non-stop to the SSTT, continuing to McCarran International Airport. Furthermore, an HOV lane on Summerlin Parkway and direct connector ramps between Summerlin Parkway HOV lanes to the U.S. Highway 95 HOV lanes are projected as part of a widening project expected to be completed in 2011. Once the project is complete, the express bus service anticipates using the HOV lanes to expedite travel times.</p>	<p>Changed to read,          “Secondly, the construction of a westbound Sahara Avenue one-way east-west couplet at Las Vegas Boulevard was evaluated.”          (Deleted Figure 3)</p> <p>Sentences 2-5 deleted and replaced with          “Due to the extensive cost associated with acquiring the land needed to construct the couplet, the team decided that it would be cost prohibitive and therefore this option was not pursued at this time. Increasing vehicular traffic into the Resort Corridor</p>
<p>Future Projects</p> <p>Page 54</p>	<p>3<sup>rd</sup> tabbed entry, 5<sup>th</sup> paragraph, item #2, 1<sup>st</sup> sentence reads,          “Secondly, the construction of a westbound Sahara Avenue one-way east-west couplet at Las Vegas Boulevard will be completed as part of the project (see Figure 3).”</p> <p>3<sup>rd</sup> tabbed entry, 5<sup>th</sup> paragraph, item #2, sentences 2-5 read,          “According to the study, increasing vehicular traffic into the Resort Corridor is nit possible without a very substantial increase in the capacity of Sahara Avenue at Las Vegas Boulevard. Several alignments for a</p>	<p>Increased to read,          “Secondly, the construction of a westbound Sahara Avenue one-way east-west couplet at Las Vegas Boulevard was evaluated.”          (Deleted Figure 3)</p> <p>Sentences 2-5 deleted and replaced with          “Due to the extensive cost associated with acquiring the land needed to construct the couplet, the team decided that it would be cost prohibitive and therefore this option was not pursued at this time. Increasing vehicular traffic into the Resort Corridor</p>

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<p>westbound Sahara Avenue were considered. A one-way couplet would be less expensive to build than a tunnel with minimal traffic disruption during construction, and could accommodate a dedicated bus lane in each direction to allow extension of the BRT route through the Resort Corridor. With the proposed one-way couplet, peak-hour traffic on Sahara Avenue is projected to improve the current level F service that accommodates only 3,800 vehicles per hour to level E that will accommodate 7,200 vehicles per hour.”</p> <p>3<sup>rd</sup> tabbed entry, 5<sup>th</sup> paragraph, item #2, 2<sup>nd</sup> paragraph reads,          “Improvements at the Sahara Avenue/Las Vegas Boulevard intersection are crucial to accommodate increased traffic flow between I-15 and I-515. A tunnel at Las Vegas Boulevard is being considered if the one-way couplet cannot be constructed. Without one of these alternatives, a super arterial to attract traffic to the Resort Corridor will be impracticable and ineffective.”</p> <p>3<sup>rd</sup> tabbed entry, 5<sup>th</sup> paragraph, item #4, 4<sup>th</sup> sentence reads,          “Unfortunately, no new development is occurring at Sahara Avenue and Las Vegas Boulevard, therefore financial commitments from property owners are not likely.”</p> <p>3<sup>rd</sup> tabbed entry, 6<sup>th</sup> paragraph, 3<sup>rd</sup> sentence reads,          “As with the Downtown Connector, the city favors the center-running rapid transit alternative so as to better mimic train travel...”</p>	<p>is not possible without a very substantial increase in the capacity of Sahara Avenue. To accommodate increased traffic flow and capacity on Sahara, the road will be widened from Industrial to Paradise.” (Delete footnote #39)</p> <p>Entire paragraph deleted</p> <p>Changed to read,          “Unfortunately, no new development is occurring at Sahara Avenue and Las Vegas Boulevard, therefore financial commitments from property owners are not likely, and costs therefore would have to be borne by applicable governmental entities.”</p> <p>Changed sentence to read,          “As with the Downtown Connector, the city <u>initially</u> favored the center-running rapid transit alternative to better mimic train travel...”</p>
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	<p>3<sup>rd</sup> tabbed entry, 6<sup>th</sup> paragraph, 4<sup>th</sup> sentence reads,          “However, based on the study’s data on cost estimates, this option is not recommended at this time.”</p>	<p>Changed sentence to read,          “<u>However, based on cost estimates, and the impacts to left turn vehicular capacity with the center-running alternative, it was decided to pursue the side-running rapid transit alternative for Sahara Avenue.</u>”</p>
<p>Amenities/Bus Stops  Page 77</p>	<p>3<sup>rd</sup> paragraph, 3<sup>rd</sup> sentence reads,          “Though RTC is currently negotiating an agreement with the franchisee; their ultimate goal is to have at minimum a shelter at each bus stop location.”</p> <p>3<sup>rd</sup> paragraph, 4<sup>th</sup> sentence reads,          “... (TVM), signage, landscaping, amenities, related sidewalk improvements, and real-time...”</p>	<p>Changed to read,          “Though RTC is currently negotiating an agreement with the franchisee; their ultimate goal is to have at minimum a <u>lit shelter</u> at each bus stop location.”</p> <p>Changed to read,          “... (TVM), signage, landscaping, amenities, <u>security cameras</u>, related sidewalk improvements, and real-time...”</p>