ITEM	Commission Action	Department Action
V. GEORGE F. OGILVIE - CITY ATTORNEY		
A. Appeal of Work Card Denial Martha Stewart (Held in Abeyance from 4-20-83 meeting)	Item A Pearson - APPEAL GRANTED with stipulation if an arrest is made thereafter, work card is revoked. Motion carried with Briare & Christensen voting "No."	Clerk to notify Appellant and Mr. Duffy, NV Parole & Probation, appeared.
B. Appeal of Work Card Denial John J. Maurizio	Item B Christensen - APPEAL DENIED Unanimous	Clerk to notify Appellant appeared
C. Regional Transportation Commission Cooperative Agreement Providing for a Community Energy Emergency Board	Items C Christensen - TABLED and referred back to Convention Authority. Unanimous	Staff to proceed
D. Regional Transportation Commission Supplemental Cooperative Agreement No. 44a covering the construction of Valley View Boulevard between Spring Mountain Road and Charleston Boulevard.	Items D thru H Lurie - APPROVED Items D, E, F, G and H. Unanimous	Staff to proceed
E. Regional Transportation Commission Supplemental Cooperative Agreement No. 68a covering the construction of the intersection of Nellis Boulevard and Stewart Avenue.		
F. Regional Transportation Commission Supplemental Cooperative Agreement No. 93a covering the construction of a bridge structure on East Lake Mead Boulevard at Sloan Channel.		
G. Regional Transportation Commission Supplemental Cooperative Agreement No. 95b covering the construction of Eastern Avenue between Bonanza Road and Owens Avenue.		

City of Las Vegas

AGENDA DOCUMENTATION

0061

Date: April 29, 1983

TO:
The Board of City Commissioners

FROM:
George F. Ogilvie
City Attorney

SUBJECT:
Regional Transportation Commission Cooperative Agreement providing for a Community Energy Emergency Board

PURPOSE/BACKGROUND

In May of 1981, the Regional Transportation Commission developed an energy conservation and contingency plan for the community in order to assure mobility to the residents and visitors of the area during periods of energy shortages. The contingency plan provides for the Las Vegas Convention and Visitors Authority to serve as the Community Energy Board which would disseminate information with respect to the emergency situation and work in conjunction with the various entities in southern Nevada to provide the necessary strategies for energy conservation during those times.

The staff of the Las Vegas Convention and Visitors Authority includes a professional energy coordinator who will act as liaison between the staffs of the various entities and the community.

FISCAL IMPACT

NONE

RECOMMENDATIONS

It is recommended that the attached Cooperative Agreement which provides for a Community Energy Emergency Board be approved and and that the Mayor be authorized to execute the same on behalf of the City of Las Vegas.

DISPOSITION

Approved ☐
Disapproved ☐
Held ☐

Status Due: _____

Agenda Item

V-C

COOPERATIVE AGREEMENT
PROVIDING FOR A
COMMUNITY ENERGY EMERGENCY BOARD

THIS AGREEMENT, made and entered into by and between the COUNTY OF CLARK, hereafter referred to as COUNTY; the CITY OF LAS VEGAS, hereinafter referred to as LAS VEGAS; the CITY OF NORTH LAS VEGAS, hereinafter referred to as NORTH LAS VEGAS; the CITY OF HENDERSON, hereinafter referred to as HENDERSON; the CITY OF BOULDER CITY, hereinafter referred to as BOULDER CITY, and the Board of Directors of the Las Vegas Convention and Visitors Authority, hereinafter referred to as LVCVA.

W I T N E S S E T H

WHEREAS, it has been well established that mobility - the movement of people and goods - is a key element of economic and social health; and

WHEREAS, the Las Vegas valley economic base depends heavily on the flow of visitors to the area; and

WHEREAS, the advent of long, severe energy shortages may result in greater financial impacts than Las Vegas experienced in 1974 and 1979; and

WHEREAS, there exists in times of energy shortages, through effective organization and cooperation, the opportunity to provide continued mobility to the residents for basic transportation needs and to meet the recreational needs of visitors to the Las Vegas valley; and

WHEREAS, the Board of Directors of the LVCVA has indicated in open meeting a willingness to act as the Community Energy Emergency Board to provide the mechanism for a community response to the emergency situation, consistent with the recommendations made in the Energy Conservation and Emergency Contingency Plan which was adopted by the Clark County Transportation Study Policy Committee on May 14, 1981.

NOW, THEREFORE, the parties hereto agree as follows:

1. The COUNTY, LAS VEGAS, NORTH LAS VEGAS, HENDERSON, and BOULDER CITY hereby designate the LVCVA the Energy Emergency Board, and agree to work cooperatively with the LVCVA to resolve transportation energy problems.

2. The Board of Directors of the LVCVA agrees to be the Energy Emergency Board. In that capacity the LVCVA will be the energy clearinghouse, monitor energy levels for transportation, and coordinate community responses to energy emergencies.

IN WITNESS THEREOF, the parties have set their hands and affixed their seals as of the day and year indicated.

COUNTY OF CLARK

ATTEST:

Loretta Bowman
LORETTA BOWMAN, County Clerk

By: Thalia N. Dondero
THALIA DONDERO, Chairman

Date: April 5, 1983

CITY OF LAS VEGAS

ATTEST:

CAROL ANN HAWLEY, City Clerk

By: _____
WILLIAM H. BRIARE, Mayor

Date: _____

CITY OF NORTH LAS VEGAS

ATTEST:

ESTHER BORDEN, City Clerk

By: _____
JAMES SEASTRAND, Mayor

Date: _____

CITY OF HENDERSON

ATTEST:

DOROTHY VONDENBRINK, City Clerk

By: _____
LEROY ZIKE, Mayor

Date: _____

CITY OF BOULDER CITY

ATTEST:

DEE ESTES, City Clerk

By: _____
ROBERT H. BOSTON, Mayor

Date: _____

LAS VEGAS CONVENTION AND VISITORS AUTHORITY

ATTEST:

_____

By: _____
PAUL CHRISTENSEN, Chairman

Date: _____

Approved as to form:

By: Melvin R. Whipple
MELVIN R. WHIPPLE
Deputy District Attorney

Air Transportation

There are three airports within the urban area and one airport outside the urban area: McCarran International Airport (includes Hughes Executive Terminal), North Las Vegas Air Terminal, Sky Harbor Airport, and Boulder City Airport. McCarran International Airport had 340 average daily scheduled flights in 1983 produced by 17 airlines. There were a total of 10.3 million passengers enplaned/deplaned in 1983. The amount of air cargo handled at McCarran International Airport was 32,407,000 pounds.

The Hughes Executive Terminal is located west of McCarran International Airport. The number of aircraft based there was 230 in 1983.

The North Las Vegas Air Terminal provides general aviation services. Approximately 300 aircrafts were based at the terminal in 1983. The total number of operations was 133,468.

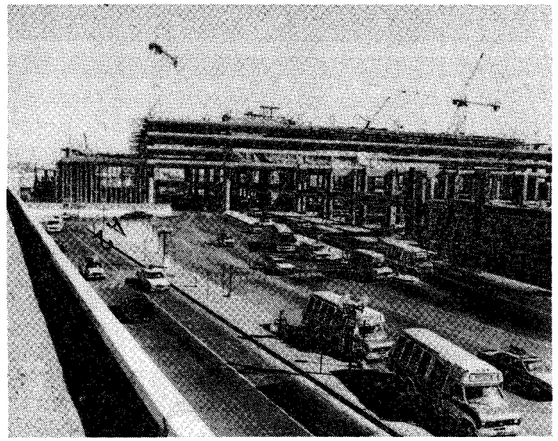
The Sky Harbor Airport is located near Highway No. 41 west of the City of Henderson. Approximately 98 aircrafts were based at the terminal in 1983.

The Boulder City Airport is located outside of the urbanized area. No data was provided for 1983.

Rail Transportati

In 1905, the Union Pacific Railroad made Las Vegas a major division point, and Las Vegas remains a principle terminal for the east-west flow of cargo. In 1983, 17 freight trains passed through Las Vegas daily. The number of cars per train averaged 85.

In 1983, the number of AmTrak passenger trains passing through Las Vegas daily was two. The average number of AmTrak passengers passing through Las Vegas annually was 60,036.



Regional Transportation Commission
P.O. Box 396
Las Vegas, Nevada 89125

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Ms. Carol Ann Hawley
City Clerk, Las Vegas
400 E. Stewart Avenue
Las Vegas, NV 89101

file

REGIONAL TRANSPORTATION COMMISSION

ANNUAL REPORT 1983

TRANSPORTATION PLANNING PROJECTS

The Regional Transportation Commission (RTC) continues to produce annual study projects based on a cooperative, continuing and comprehensive transportation planning process. Some accomplishments for 1983 are noted here.

Since its adoption in 1979, the Short Range Transit Plan (SRTP) has not been implemented because of financial limitations, especially funding for proposed operating deficits. In Fiscal Year 1983, transit planning activities were focused again on updating the SRTP to address issues of improvements in service with the existing funding resources. Furthermore, the plan furnished an evaluation of existing transit service to and after April, 1983. Copies of the 1983 SRTP Update can be obtained at the RTC Office at 230 Las Vegas Boulevard South.

In April, 1983, the Las Vegas Transit System (LVTS) enhanced and improved service by creating two new routes, modified and restructured seven routes, and improved transfer times and schedules for all routes.

The sales tax referendum passed by the 1981 Legislature to support transit operations in Clark County failed by a margin of 3 to 1 on June 7, 1983. Thus, the implementation of the SRTP will not materialize. The failure of the referendum leaves local officials with three options: 1) to support transit with minimal subsidy (possibly from their general funds), 2) let the private operator continue as he has in the past, or 3) return to the 1985 Legislature for funds for subsidizing transit. Consequently, the recommended improvement in the 1983 SRTP Update is for a private enterprise to initiate the purchase of bus stop signs and poles, while the municipalities incur the cost of installing the signs and poles.

While operating expenditures for LVTS continue to soar, they will continue to increase fares and cut costs when necessary. Local sources of funds used to match capital funds may no longer be available. If the recommendations of the 1983 SRTP Update are implemented, only minimal local sources of funds will be used.

The second passage of Senate Bill 460 during the 1983 Legislature provided the authority for the Nevada Department of Transportation (NDOT) to use appropriated monies to match federal funds available for mass transit capital programs. These funds were used to match federal funds for transit buses, EOB buses/vans, etc. Total program funds are available on a matching of 10% highway funds interest and 10% local funds in order to receive 80% federal funds. With the failure of the transit sales tax initiative for local funds the matching 10% highway fund interest may be directed to other state transportation interests.

In 1980, the City of Las Vegas, due to the determined leadership of the Mayor and City Commissioners, became excited over the prospect of connecting Las Vegas with communities in Southern California through a high-speed ground transportation system. Enthusiastic support and financial commitments were received from the Las Vegas City Commission, the Clark County Commission, the Board of Las Vegas Convention and Visitors Authority and the State of Nevada.

This enthusiasm created Las Vegas' new Department of Super Speed Train Development. With the help of a $1.25 million grant from the United States Department of Transportation/Federal Railroad Administration, the new staff hired has assembled and mailed over 150 Requests for Proposal for the proposed project.

Required as part of Phase II development, this year-long work effort signals the start of the Design/Development stage of the Las Vegas to Southern California Super Speed Ground Transportation System. Internationally-recognized firms with extensive experience and "bankable" reputations will be chosen to study in detail the environmental and socio-economic impacts, technology assessment, ridership verification, financial planning and legal questions. Work will begin when contracts are awarded by the Las Vegas City Council, following an in-house administrative review of the proposals and evaluation from Technical Advisory Committee members who

hold public and private positions in Nevada and California. The City of Las Vegas has awarded a contract to Barton-Aschman to do the ridership verification study. They're also going to engage the services of a consulting firm to provide a management function for the project.

Firms with blue chip reputations like Morrison-Knudsen, Fluor, Bechtel, Barton-Aschman Associates, Peat Marwick Mitchell, Arthur D. Little, Bear Sterns and Company and Shearson/American Express have expressed interest in working with the City of Las Vegas on this revolutionary rail system.

The Motor Vehicle Fuel Tax, which was increased to four cents per gallon on April 1, 1983, provides the revenue source for street and highway construction. This tax will generate approximately $9.6 million annually, half of which will be used to retire the existing debt service and fund future construction by selling bonds or a pay-as-you-go basis.

The RTC has adopted a priority project list totalling approximately $27.5 million, as immediate projects to be constructed. The RTC at their February 9, 1984 meeting approved selling $10 million of 10 year bonds, with the ability to bond again in the near future, to provide the funds necessary to construct the priority projects.

The priority projects and their current estimated cost are listed below:

REGIONAL TRANSPORTATION COMMISSION
OF
CLARK COUNTY
PROJECT PRIORITY LIST

	Estimated Cost
1. Smoke Ranch Road - Jones Blvd. to Rancho Dr.	$ 2,831,952
2. Desert Inn Road - Paradise Road to Mojave Road	3,361,220
3. Sunset Road - Mt. Vista St. to Gibson Road	2,189,532
4. Craig Road - Las Vegas Blvd. to Decatur Blvd.	5,330,000
5. Tropicana Avenue - Industrial Road to Rainbow Blvd.	4,057,663
6. Jones Blvd. - Smoke Ranch Road to Rancho Drive.	2,861,750
7. Tropicana Ave. - Las Vegas Blvd. to Paradise Road	345,000
8. Jones Blvd. - Spring Mt. Road to Tropicana Avenue	1,241,300
9. Gibson Road - Warm Springs Road to Boulder Hwy.	754,708
10. Rancho Drive - Sahara Ave. to Charleston Blvd. (Construction Cost Estimate at $1,200,304 includes R/W)	1,200,304
11. Stewart Avenue - 28th Street to Nellis Blvd.	2,800,000
12. Traffic Signals - County	504,795
13. Traffic Signals - Henderson	23,000
14. Rainbow Blvd. Railroad Crossing	43,388
Total	$27,544,592

REGIONAL SETTING

The economy of the Las Vegas Metropolitan area is primarily dependent upon the service industries, trade and government as sources for employment. According to the Nevada Employment Security Department, the service industries employed 48.6% of the work force employed. Trade accounted for 20.8% and government accounted for 11.7%. The total labor force in 1983 was 283,300 persons. The Las Vegas Valley experienced an annual average unemployment rate of 9.2%. Total employment was 255,500, an increase of 6% over 1982.

Dwelling unit statistics are the basis for all updates and projections of population size, density and distribution for the RTC transportation planning process. The relationships of persons, autos and employed persons to dwelling units are developed for each of the 408 traffic analysis zones in the urban area.

In 1983, there were approximately 205,308 dwelling units in the urban area of the Las Vegas Valley. The population estimate for 1983 was 535,150, a 3% increase over the 1982 population of 518,186. This results in an average of 2.61 persons per dwelling unit. Approximately 16% of the total Clark County population was enrolled in public schools in 1983 from kindergarten through the twelfth grade, according to the Clark County School District. The total enrollment was 88,029, a 1% decrease since 1982. There were 83,675 students enrolled in the study area. There were a total of 313 buses providing transportation for approximately 26,520 student round trips during the 1982-1983 school year. The number of miles covered during the 1982-1983 school year was 4,814,426. The annual cost per student passenger - round trip was $340.61.

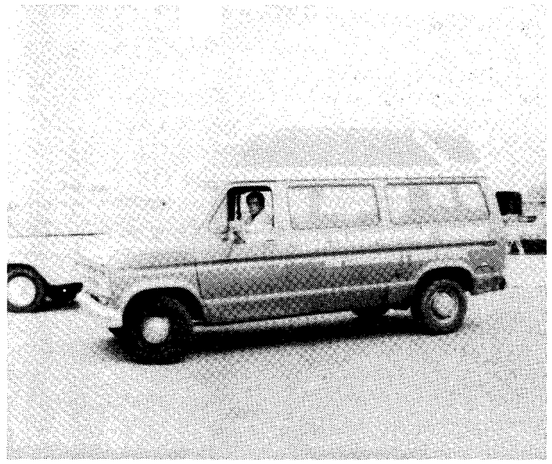
EOB Transportation Services pr[illegible]s transportation for seniors and handicapped citizens. EOB is a community service agency whose primary objective is to alleviate conditions which adversely affect the economically disadvantaged in Clark County. A great number of residents are affected by a lack of transportation to doctors and to agencies that provide service and assistance to the needy. EOB, which provides most of the elderly and handicapped service, has made significant changes in its operations to improve service in Clark County.

Four vehicles with excessive mileage and repair problems were deleted from the fleet in the latter part of Fiscal Year 1981-1982 which left 22 vehicles in the program. Twelve of the buses are equipped to handle wheelchairs. An additional two vehicles have been requested in Fiscal Year 1983 under UMTA Section 16(b)2. Ten replacement vehicles will be requested under the UMTA Section 5 Assistance Grant Program.

The system provides full service five days a week from 7:00 a.m. to 6:00 p.m. weekdays and limited service on Saturdays transporting dialysis patients to two local hospitals. An average of 8,400 rides are provided each month by 17 staff drivers and additional part-time, on-call drivers needed for backup during times of very heavy demand. There are approximately 1,600 riders in the system. In 1983, 97,000 rides were provided to elderly and handicapped persons.

Demand-responsive rides are provided five days a week from 9:30 a.m. to 5:30 p.m. in Las Vegas. A bus is provided for the exclusive use of seniors and handicapped persons in Henderson and East Las Vegas on a demand-responsive basis five days a week, and two days a week round trip service is provided between Boulder City, Henderson and Las Vegas.

Demand-responsive services are provided on a priority basis during daily peak hours to clients who call in for medical, nutrition, employment, and recreational trips on a first-come, first-served basis.



Fixed routes provide scheduled door-to-door service. There are presently five routes for transportation of seniors to Senior Nutrition Meal Sites, rides to the Blind Center, Vocational Rehabilitation, Veteran's Administration, Sunrise and Southern Nevada Memorial hospitals for daily dialysis, to the University of Nevada Las Vegas, and Clark County Community College, while other routes transport Foster Grandparents, and others to employment. The fixed routes are providing in excess of 125 rides per day.

Planning for the future in the elderly and handicapped services has been very limited because of the lack of a dedicated funding source. Funding has been limited to what was available from grants, local governments and federal agencies, but the flow of funds has been in peaks and valleys. It is not known from one year to the next what monies are available.

A guaranteed revenue source for ongoing and future transportation needs of the elderly and handicapped is needed. The monies would be used to acquire vans for an increased level of service and for operating the system.

The preparation of this report was financed, in part, by a grant from the United States Department of Transportation, Urban Mass Transportation Administration, under Section 9 of the Urban Mass Transportation Act of 1964, as amended, and the Federal Highway Administration under Title 23, Section 134 of the United States Code

TABLE 4

RIDERSHIP BY SEX

Sex	Number	Percent
Male	1,610	52%
Female	1,490	48%
	3,100	100%

Ridership on LVTS is dominated by males - 52%.

TABLE 5

INCOME BY RIDERS

Income	No. of Riders	Percent	Cummulative %
$ 5,000 or less	595	22%	22%
$ 5,000 - 7,500	377	14%	36%
$ 7,500 - 10,000	399	15%	51%
$10,000 - 15,000	539	20%	71%
$15,000 - 25,000	420	16%	87%
$25,000 or more	347	13%	100%
Total	2,677	100%	

Cummulatively, 71% of the riders have income less than $15,000.

TABLE 6

TRANSIT TRIPS BY TRIP PURPOSE

Trip Purpose	No. of Trips	Percent
Home	743	22%
Work	984	30%
School	70	2%
Shopping	339	10%
Medical	121	4%
Recreation	569	17%
Other	494	15%
Total	3,320	100%

Work trips were the major trip purpose - 30%.

TABLE 7

TRANSIT USE - FREQUENCY OF USE

Frequency	No. of Use	Percent
Less than once a week	518	16%
Once a week	159	5%
Twice a week	268	8%
3 or 4 times a week	667	21%
Almost everyday	1,577	50%
Total	3,189	100%

The majority of the persons surveyed rode the bus almost everyday - 50%.

TABLE 8

MODE TO BUS

Mode	Number	Percent
Walked	3,041	93%
Bicycled	13	0%
Drove/Rode	98	3%
Other	117	4%
Total	3,269	100%

The survey revealed that 93% of the persons surveyed walked to the bus.

TABLE 9

RIDERSHIP BY ROUTE FROM 1983 ON-BOARD SURVEY

Route	Total Ridership
1	175,441
2	133,404
3	240,876
4	191,540
5	152,595
6	3,311,151
7	138,249
8	162,768
9	135,602
10	156,714
11	140,175

TABLE 10

PERMANENT PHYSICAL HANDICAP

Type of Handicap	No.	%*
1) Poor Vision	41	20%
2) Crippled in wheelchair	20	10%
3) Crippled, but able to walk	93	44%

This table shows the percentage of bus passengers with permanent physical handicaps utilizing the transit system.

* Percentages are based on 210 passengers who indicated that someone in their household had a permanent physical handicap that would affect them using the transit system.

The Clark County Department of Comprehensive Planning is responsible for managing the Air Quality Planning Program. A close, informal working staff relationship is maintained with the RTC for cooperative air quality and transportation planning purposes. The revised Air Quality Implementation Plan (AQIP) prepared by the Clark County Department of Comprehensive Planning was adopted by the Clark County Board of Commissioners on November 18, 1980.

The 1982 Update of the AQIP updates and clarifies carbon monoxide and ozone air pollution control programs presented in the 1980 version of the AQIP. Strategies to improve air quality have been reexamined; however, no significant policy changes were made from the 1980 AQIP.

Control recommendations for attainment of the carbon monoxide standard center upon the state's motor vehicle emission inspection and maintenance program. The plan also calls for improvements to the transit system and highway network, areawide carpooling, traffic flow improvements such as traffic light synchronization, and the implementation of bicycle routes.

With regard to ozone, the plan indicates that the Las Vegas Valley is currently in attainment of the health standard except for a portion of the southeast Valley near Henderson. The southeast valley ozone and "cloud" phenomenon require special analysis, outlined in the plan, before control strategies for that portion of the valley are finalized. For other portions of the Las Vegas Valley, the plan recommends continuation of stationary air pollution source controls as well as the entire package of transportation control measures needed for control of carbon monoxide as outlined above.

The 1982 Update of the AQIP was adopted by the Clark County Board of Commissioners on June 1, 1982, and approved by the Nevada Environmental Commission on June 8, 1982. The plan has been submitted to the U.S. Environmental Protection Agency for approval as part of the Nevada State Implementation Plan.

TRANSPORTATION SYSTEM

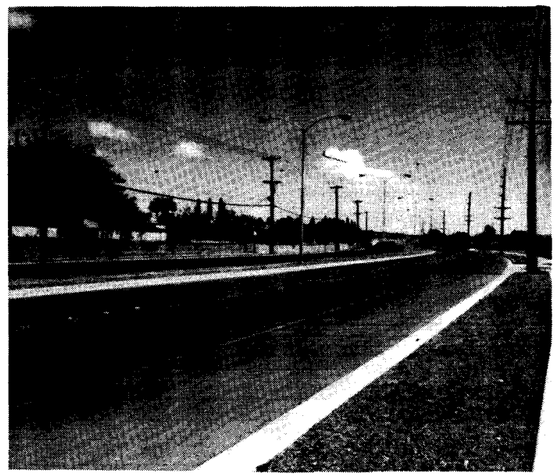
Vehicle Inventories

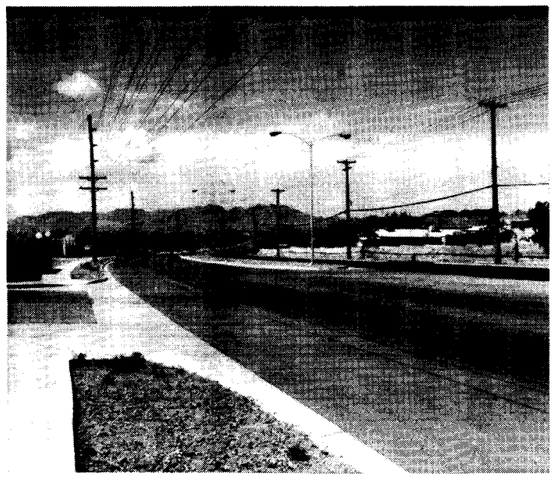
Motor vehicle registration is a standard socio-economic indicator utilized in transportation studies. There were 426,786 registered vehicles within Clark County in 1983, including 83,347 trucks, 32,158 trailers, 11,905 motorcycles, 38 special plates, and 299,338 passenger cars. Consequently, in Clark County there are 2.08 vehicles per dwelling unit.

The federal government and its various departments located within the study area have a fleet of vehicles that are not registered within Clark County, but must be considered when planning adequate transportation facilities. The United States Air Force has an estimated motor vehicle fleet of approximately 1,440. The U.S. Post Office Department has approximately 428 vehicles. Also, Nellis Air Force Base maintains approximately 400 service vehicles from other bases.

Streets and Highways

Listed on the following pages are tables of street and highway projects completed during 1983, projects begun in 1983 but not completed, short range projects and long range projects:





PROJECTS COMPLETED IN 1983

Project Site	From	To	Type of Construction
Maryland Parkway	Stewart Avenue	Owens Avenue	Reconstruct surface
Carey Avenue	Rancho Drive	Clayton Avenue	Construct 4-lanes
I-515	Las Vegas Boulevard	Maryland Parkway	Construct 6-lane viaduct
I-515	Pecos Road	Stewart Avenue	Construct structure
I-515	Eastern Avenue	Charleston Boulevard	Construct grade for 6-lane freeway
Main Street	Las Vegas Blvd. North	Las Vegas Blvd. South	Reconstruct surface
Nellis Boulevard	Flamingo Road	Flamingo Wash	Construct 6-lanes with median
Sunset Road	Eastern Avenue	Mountain Vista Street	Construct 4-lanes with median
Washington Avenue	Las Vegas Boulevard	Bruce Street	Cover channel and reconstruct 4-lanes with median
Computerized Signal System			Final phase of construction
Arizona Street	Railroad Street	Avenue M	Reconstruction
Utah Street	Adams Boulevard	Park Street	Reconstruction
Adams Boulevard	Avenue K	Utah Street	Reconstruction

SIGNALIZATION

Lamb Boulevard and Owens Avenue	Installed
Lamb Boulevard and Washington Avenue	Installed
Owens Avenue and Mojave Road	Installed
Ogden Avenue and Maryland Parkway	Installed
Ogden Avenue and 13th Street	Installed
Carson Avenue and Maryland Parkway	Installed
Carson Avenue and 13th Street	Installed
Bridger Avenue and Main Street	Installed
Bonanza Road and Casino Center Drive	Installed
Cheyenne Avenue and Commerce Street	Installed
Civic Center Drive and City Hall Access	Installed
Charleston Boulevard and Lamb Boulevard	Upgraded
Charleston Boulevard and Arville Street	Installed
Decatur Boulevard and Washington Avenue	Installed
Washington Avenue and Cashman Field (2 signals)	Installed
Maryland Parkway and Cashman Field	Installed
Las Vegas Boulevard North and Cashman Field	Installed
Alta Drive and Torrey Pines	Installed
Las Vegas Boulevard and Oakey Boulevard	Installed

PROJECTS STARTED IN 1983 BUT NOT COMPLETED

Project Site	From	To	Type of Construction
Bonanza Road	Pecos Road	Nellis Boulevard	Construct 4-lanes
Flamingo Road	Rainbow Boulevard	Valley View Boulevard	Construct 6-lanes
I-515	Maryland Parkway	Eastern Avenue	Construct 6-lane viaduct
I-515	At Eastern Avenue		Construct interchange
I-515	At Las Vegas Blvd.		Construct interchange
Nellis Boulevard	Flamingo Wash	Cheyenne Avenue	Construct 6-lanes
Pecos Road	Owens Avenue	Las Vegas Boulevard	Construct 4-lanes
Rainbow Boulevard	Flamingo Road	Sahara Avenue	Construct 6-lanes
Sahara Avenue	Las Vegas Boulevard	Paradise Road	Reconstruct intersection

SIGNALIZATION

Spring Mountain Road and Decatur Boulevard	Upgraded

Fares

LVTS petitioned the Public Service Commission, and received approval in February, 1983 to modify their rate structure as follows:

	Original	Approved
Adult cash fare	$ .90	$ .90
Adult token fare	6 for 3.90	6 for 4.50
Adult commuter card fare, 10 rides	5.25	6.05
Children 6 years of age with adult paying passenger	Free	Free
Children 6 years through 18 years	.40	.40
Transfer	.10	.15
School fare tickets, 40 rides	10.20	12.00
Senior citizen fares, (65 and older) 10 ride card only	3.50	3.50
Handicapped fare, 10 ride only	3.50	3.50

The senior and the handicapped fares at $.35 per ride is less than one-half the adult cash fare.

The Nevada Public Service Commission has permitted LVTS to provide transit service for the Las Vegas/Henderson area. The LVTS service area is approximately 50 square miles. It encompasses the Black, Hispanic and Indian communities and all major commercial, public and educational activity centers in the valley. LVTS operates 11 routes within this service area with nine routes on 60 minute headways, one route on 30 minute headways during the peak period and one route on a 15 minute headway. Hours of operation are 5:45 a.m. to 9:45 p.m. on seven routes, 5:45 a.m. to 6:15 p.m. on Routes 2 and 9, 6:10 a.m. to 6:40 p.m. on Route 10, and twenty-four hour service is provided on Route 6. Service is provided 7 days a week, 365 days a year on nine routes. Routes 2 and 11 do not operate on Sunday. Routes 1, 2, 4, 5, 7, 8, 9, 10 and 11 utilize one bus a day for all trips. Route 3, utilizes two vehicles for peak period trips and one vehicle for off peak trips. Route 6 utilizes six vehicles (five regular and one extra) for peak hour trips and four vehicles for off peak trips. Fifty-six drivers man the buses and six mechanics maintain them.

From April 1983 to September 30, 1983, LVTS carried 1,258,192 passengers. Average peak period passenger trips were 541,023 or 6,011 per day. The average trip length per passenger in the system was 3.2 miles.

Table 1 shows passengers per route. Route 6, the "Strip" route has the greatest ridership while Route 2, North Las Vegas, has the lowest ridership.

TABLE 1

PASSENGERS PER ROUTE

1 Hyde Park	44,697
2 North Las Vegas	33,987
3 Salt Lake Highway	61,368
4 Boulder Highway	48,799
5 Huntridge	38,877
6 Strip	843,587
7 College Park	35,222
8 Golfridge	41,469
9 Vegas Heights	34,547
10 University	39,926
11 Henderson	35,713
TOTAL	1,258,192

Table 2 shows average daily ridership. Note that Saturday ridership is lower than weekday ridership for all routes except Route 6. Sunday ridership follows the same pattern except for Route 4 where Sunday ridership is greater than Saturday ridership.

TABLE 2

AVERAGE DAILY RIDERSHIP

Route	Weekday	Saturday	Sunday
1	607	272	197
2	524	39	—
3	898	236	80
4	725	53	136
5	489	308	297
6	9,331	14,159	5,883
7	423	402	254
8	574	367	165
9	516	87	38
10	569	201	85
11	522	193	—

A passenger survey was taken on all LVTS routes on June 15 through July 1, 1983. This survey was taken to update ridership characteristics and develop a profile of the average rider since the system was modified on April 3, 1983. There were 3,608 respondents to the survey including tourist and local users of the system. However, the sample was expanded to present the universe of riders which was 4,938,515 by the end of 1983. The data reflects that 67% of all the trips were made on Route 6. Ridership is expected to decline slightly in 1983 because of service cuts and the state of the economy. Ridership is expected to increase in 1984 as the economy improves and new riders replace the ones lost this year.

The on-board survey revealed that the average rider was:

Sex: Male
Age: 33
Income: $9,500 - $10,000
Trip Purpose: Work
Frequency of Use: Daily
Knowledge of Route and Schedule Change: Yes
Opinion of Service: Worse
Registered Voter: No
Voted in the June 7 Election: No

Significant facts revealed by the on-board survey about riders are presented below:

TABLE 3

AGE GROUP OF RIDERSHIP

Age	No. of Riders	Percent
less than 17	270	9%
18-24	626	20%
25-34	782	25%
35-59	1,025	32%
60-Plus	489	15%
Total	3,192	100%

A system profile and ridership inf ation is presented below to describe the ıtity of service provided and the demand for that service.

Profile of the Las Vegas Transit System April 3, 1983 - June 30, 1983

Operating Data

Fleet Size	26
Average Fleet Age	4.5 Years
Vehicular Usage	16 Buses Peak
Number of Routes	11
Vehicle Miles	287,830
Vehicle Hours	20,559
Number of Spares	5
Spare Ratio	20%

Peak Period Headways

Route 3	30 minutes
Routes 1, 2, 4-11	60 minutes

Off Peak Headways

Routes 1-5, 7-11	60 minutes
Route 6	15 minutes

Employee Data

Number of Operators	56
Number of Mechanics	6
Other Maintenance Employees	7
Administrative - (includes operations supervisors)	13

Financial Data

Total Expenses	$798,140
Total Revenue	$864,458

Performance Statistics (System)

Passengers Carried	1,258,192
Peak Period Passenger Trips (average)	541,023
Passengers Per Vehicle Hour	61
Passengers Per Day	13,980
Revenue Per Passenger	.68
Cost Per Passenger	.63
Cost Per Vehicle Mile	2.77
Ratio of Pay Hours to Platform Hours	1.06
Operating Speed (average)	11.4 mph
Fuel Consumption (average)	3.4 mpg

SHORT RANGE

Project Site	From	To	Type of Construction
Civic Center Drive	Lake Mead Boulevard	Las Vegas Boulevard	Reconstruction
Civic Center Drive	Saturn Avenue	Gowan Road	Reconstruction
Craig Road	Lamb Boulevard	Decatur Boulevard	Reconstruction
Decatur Boulevard	No. of Meadow Lane		Median modification
Desert Inn Road	Paradise Road	Mojave Road	Reconstruction
Flamingo Road	I-15	Valley View Boulevard	Construct 4-lanes
Gibson Road	Warm Springs Road	Boulder Highway	New construction
Gowan Road	Civic Center Drive	Berg Street	Reconstruction
Highland Drive	Charleston Boulevard	Carey Avenue	Reconstruction
I-15	At Flamingo Wash		Reconstruct interchange
I-515	Charleston Boulevard	Eastern Avenue	Pavement and structure at 28th Street and Mojave Road
I-515	Boulder Highway	Charleston Boulevard	Construct freeway roadbeds to subgrade and structures at Flamingo, Washington, Sahara and Wyoming
I-515	Charleston Boulevard	21st Street	Place base and surface courses and install roadway appurtenances
Jones Boulevard	Smoke Ranch Road	Rancho Drive	Reconstruction
Jones Boulevard	Tropicana Avenue	Spring Mountain Road	Reconstruction and resurface
Nellis Boulevard	Cheyenne Avenue	Craig Road	New construction 6-lanes
Owens Avenue	Pecos Road	Nellis Boulevard	Reconstruction
Pecos Road	Charleston Boulevard	Owens Avenue	New construction
Pecos Road	Flamingo Road	Sunset Road	Reconstruction
Sunset Road	Mountain Vista Street	Gibson Road	Reconstruction
Smoke Ranch Road	Jones Boulevard	Rancho Drive	Reconstruction
Tropicana Avenue	I-15	Rainbow Boulevard	Reconstruction
Tropicana Avenue	Las Vegas Boulevard	Paradise Road	Construct 6-lanes
U.S. 95 Freeway	At Flamingo Road		Construct interchange structure
U.S. 95 Freeway	Flamingo Road	I-515	Construct freeway roadbed
Rancho Drive	Sahara Avenue	Charleston Boulevard	Reconstruction
Flamingo Road	Eastern Avenue	Koval Lane	Reconstruction

SIGNALIZATION - INSTALL OR MODIFY

Boulder Highway and Basic Street
Boulder Highway and Horizon Drive
Boulder Highway and Major Street
Charleston Boulevard and Jones Boulevard
Charleston Boulevard and Rainbow Boulevard
Charleston Boulevard and 28th Street
Decatur Boulevard and Edna Avenue
Decatur Boulevard and Vegas Drive
Decatur Boulevard and Smoke Ranch Road
Desert Inn Road and Sandhill Road
Eastern Avenue and Karen Avenue
Flamingo Road and Spencer Street
4th Street and Odgen Avenue
Harmon Avenue and Sandhill Road
Jones Boulevard and Oakey Boulevard
Lamb Boulevard and Wyoming Avenue
Las Vegas Boulevard and Washington Avenue
Twain Avenue and Cambridge Street

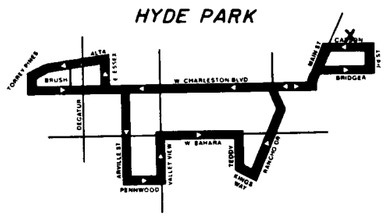
LONG RANGE

Project Site	From	To	Type of Construction
Alta Drive	Statehood Street	Main Street	New construction 4-lanes
Bruce Street	Owens Avenue	Las Vegas Blvd. North	Reconstruction
Cedar Avenue	25th Street	30th Street	Reconstruction
Desert Inn Road	Valley View Boulevard	Las Vegas Boulevard	New construction 6-lanes
Evans Avenue	Civic Center Drive	Las Vegas Blvd. North	Reconstruction
Highland Drive	Cheyenne Avenue	Craig Road	Reconstruction
Michael Way	Vegas Drive	Washington Avenue	Reconstruction
Mojave Road	Washington Avenue	Boulder Highway	Reconstruction
Pecos Road	Gowan Road	Craig Road	Street improvement
Simmons Street	Lake Mead Boulevard	Cheyenne Avenue	Street improvement
U.S. 95 Expressway	Tropicana Avenue	Russell Road	New construction 6-lanes
Washington Avenue	Lamb Boulevard	Nellis Boulevard	New construction
"Fruit Tree" Streets	Nevada Highway	Colorado Street	Reconstruction
"Lettered" Avenues	Fifth Street	Arizona Street	Reconstruction
New Mexico Street	Fifth Street	Arizona Street	Reconstruction
Fifth Street	Avenue G	Utah Street	Reconstruction
Sixth Street	Avenue G	Utah Street	Reconstruction
Seventh Street	Avenue G	Utah Street	Reconstruction
Buchanan Boulevard	Nevada Highway	El Camino Way	Reconstruction
Wyoming Street	Nevada Highway	Utah Street	Reconstruction
Georgia Avenue	Adams Boulevard	Marita Drive	Reconstruction

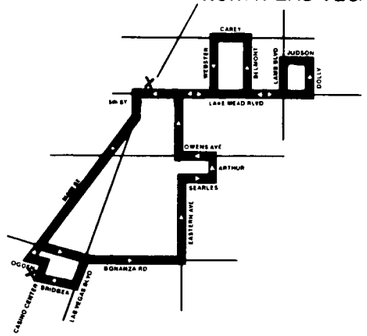
Public Transportation

LVTS, a privately owned company, provides virtually all commuter and local transit service in the Las Vegas urban area. LVTS operates eleven radial routes with a common transfer point in downtown Las Vegas. Other transfer points in the system are at Salt Lake Highway and Pecos Road on Routes 3 and 7; Las Vegas Boulevard and Lake Mead Boulevard on Routes 2 and 3; Sahara Avenue and Boulder Highway on Routes 4 and 5; Maryland Parkway and Twain Avenue on Routes 5 and 10; and in East Las Vegas at Nevada Street on Routes 4 and 11. (See maps with routes)

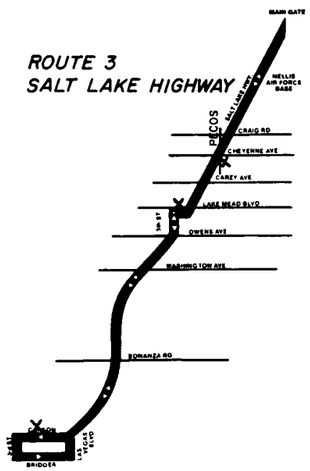
ROUTE 1
HYDE PARK



ROUTE 2
NORTH LAS VEGAS



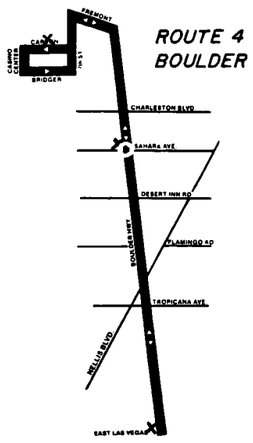
ROUTE 3
SALT LAKE HIGHWAY



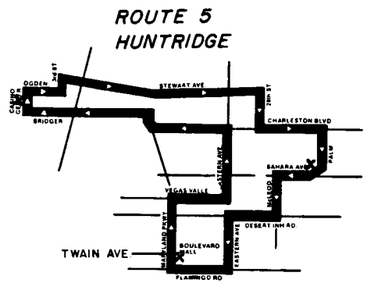
LEGEND

X — TRANSFER POINT

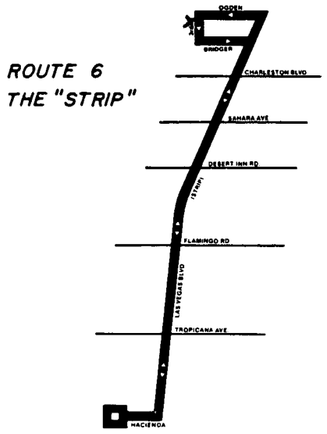
ROUTE 4
BOULDER HWY.



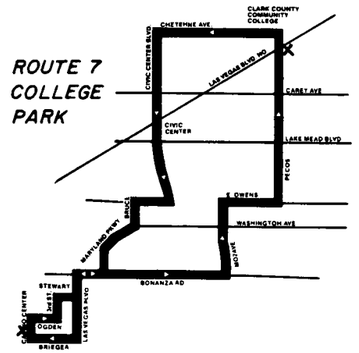
ROUTE 5
HUNTRIDGE



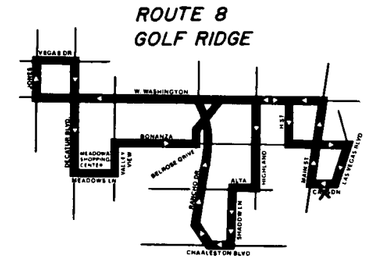
ROUTE 6
THE "STRIP"



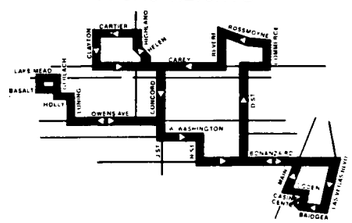
ROUTE 7
COLLEGE
PARK



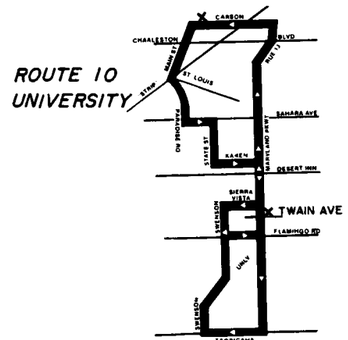
ROUTE 8
GOLF RIDGE



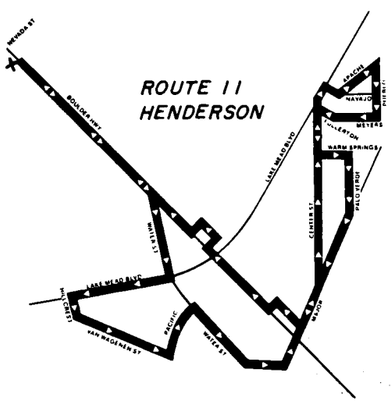
ROUTE 9
VEGAS HEIGHTS



ROUTE 10
UNIVERSITY



ROUTE 11
HENDERSON



LEGEND

X — TRANSFER POINT