2 EXISTING PLANS AND POLICY REVIEW

This chapter reviews existing plans and policies across Southern Nevada to support the Charleston Boulevard Alternatives Analysis. By examining these documents, RTC can gain a clearer understanding of current local and state policies, helping to align the alternatives analysis with existing plans and identify any potential conflicts.

The plan and policy review focused on studies related to transportation, land use, zoning, and sustainability. Many plans highlight the need and demand for high-capacity transit in Southern Nevada, recognizing both the challenges of the existing pedestrian environment along potential high-capacity corridors and the importance of a connected street network to expand transportation options.

The most relevant findings from each plan regarding these efforts are summarized over the following pages. Table 1 lists the plans reviewed as part of this report.

Table 1 Reviewed Plans and Reports

Plan	Agency/City	Publication Date	Link (if available)
Transportation Studies			
Access 2050 Regional Transportation Plan	RTC	2021	Link
Let's Go 2050 Regional Transportation Plan	RTC	2025	Link
On Board Mobility Plan and On Board Mobility Plan Update	RTC	2020 and Underway	Link
Reimagine Boulder Highway	RTC	2020	Link
Regional Walkability Plan	RTC	2022	Link
Maryland Parkway High Capacity Transit Project - Summary of Initial Alternatives Analysis Process	RTC	2018	Link
GoMed	RTC	2023	
SMART Grant Program	RTC	2023	Link
City of Las Vegas Mobility Master Plan	City of Las Vegas	2016	Link
City of Las Vegas Vision Zero Action Plan	City of Las Vegas	2022	Link
City of Las Vegas FY23 SS4A Implementation Project	City of Las Vegas	2023	Link
City of Las Vegas Advanced Mobility Plan	City of Las Vegas	2024	Link

Neighborhood Transportation Management Program	City of Las Vegas	2024	Link
Maryland Parkway Corridor TOD Plan – Charleston Boulevard Focus Area	RTC	2021	Link
LVMC Title 19.12 Parking Study	City of Las Vegas	Underway	
RTC Bike Share Expansion Plan	RTC		
Neighborhood Plans			
2045 Downtown Master Plan	City of Las Vegas	2021	Link
Historic Westside HUNDRED Plan	City of Las Vegas	2016	Link
Our Future East Las Vegas Special Area Plan	City of Las Vegas	2023	Link
Nuestro Futuro Este Las Vegas (Our Future East Las Vegas) Special Area Plan / East Las Vegas Neighborhood Revitalization Strategy (NRSA)	City of Las Vegas	Adopted	Link
Charleston Special Area Plan	City of Las Vegas	Underway	Link
Angel Park Special Area Plan	City of Las Vegas	2024	Link
Land Use/Zoning Plans			
City of Las Vegas 2050 Master Plan	City of Las Vegas	2021	Link
Clark County Master Plan	Clark County	2021	Link
Clark County Development Code	Clark County	2024	Link
Southern Nevada Strong Regional Plan	Southern Nevada Regional Planning Coalition (SNRPC)	2015	Link
Urban Forestry Management Plan	City of Las Vegas	Underway	
TOD Zoning Ordinance	City of Las Vegas		
Environment, Climate and Health- Related Studies			
All-In Clark County	Clark County	2023	Link
NDOT's Planning and Environmental Linkages Questionnaire and Checklist	Nevada DOT		Link
Southern Nevada Extreme Heat Vulnerability Analysis	RTC	2021	Link
Southern Nevada Transportation Impacts on Health	RTC	2022	Link
Southern Nevada Urban Heat Island Mapping Campaign	RTC	2023	Link
Strengthening Heat Resiliency in Communities of Color in Southern Nevada	Guinn Center	2021	Link

Design and Construction Projects			
I-11/US 95 Charleston Boulevard Interchange Improvement Project	NDOT	2024	
Charleston Boulevard/Maryland Parkway Regional Flood Control Improvements Project	City of Las Vegas	2024	
Charleston Boulevard Complete Street Project – Rancho Drive to MLK Boulevard	City of Las Vegas	2024	
Charleston Underpass (NEPA and Design) – Grand Central Parkway to Commerce Street	City of Las Vegas	2024	
Meadows-Charleston Storm Drain - Essex Drive to Lindell Road	City of Las Vegas	2024	
Charleston Boulevard Storm Drain - Main to Maryland	City of Las Vegas	2024	
West Charleston Bus Turnouts - I -15 to Hualapai	City of Las Vegas	2024	
Buffalo Drive Traffic Improvements and Street Rehabilitation	City of Las Vegas	2024	
Jones Boulevard from Sahara Avenue to Clarise Avenue	NDOT	2024	
NDOT Project Rainbow Boulevard (SR596) 3R Project, Westcliff to Tropicana	NDOT	2024	Link

TRANSPORTATION STUDIES

Access 2050 Regional Transportation Plan (RTC, 2021)

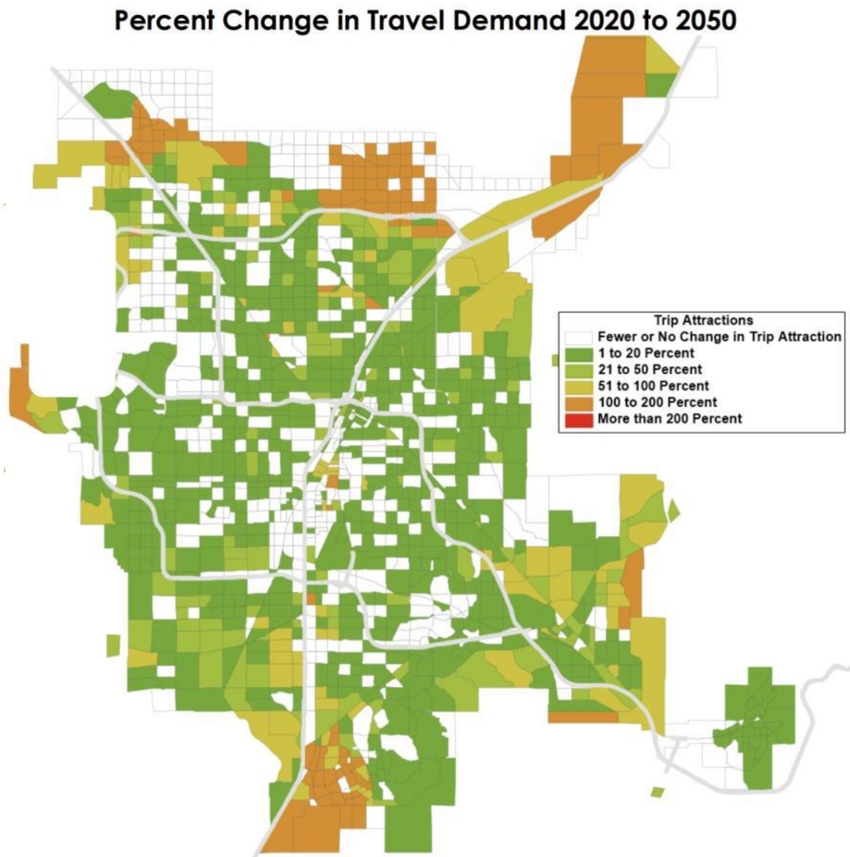


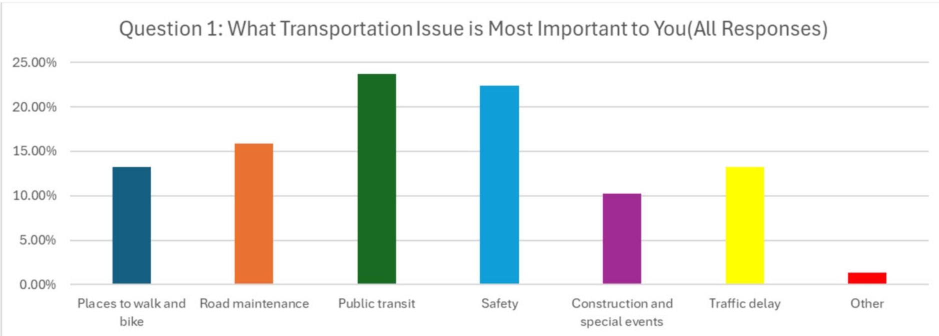
Figure 2 Travel Demand Comparison between 2020 and 2050 (Access 2050 Regional Transportation Plan, pg. 29)

The Access 2050 Regional Transportation Plan is a long-range transportation planning document developed by the Regional Transportation Commission of Southern Nevada (RTC). The plan outlines the transportation goals, strategies, and projects for the region over a 30-year period, focusing on creating a more sustainable, efficient, and equitable transportation system. Access 2050 considers various transportation modes, including highways, public transit, biking, and walking, as well as emerging technologies like autonomous vehicles. One of the main goals of Access 2050 is to explore the feasibility of high-capacity connections throughout Southern Nevada. The plan aims to enhance multimodal connectivity by implementing transit system enhancements and expanding transit to new areas, including by adding new express and commuter routes.

While the plan does not identify funding high-capacity transit (HCT) along the corridor as part of the fiscally constrained plan, it does support the recommendations of the On Board Mobility plan, which lays out a roadmap to modernize and transform the way people travel in Southern Nevada and proposes HCT along Charleston Boulevard.

This plan included a regional survey that found most respondents were willing to try high-capacity transit, and that Southern Nevadans want a transportation system that allows them to safely and efficiently access destinations while also providing choice.

Let's Go 2050 RTP (RTC, 2024)



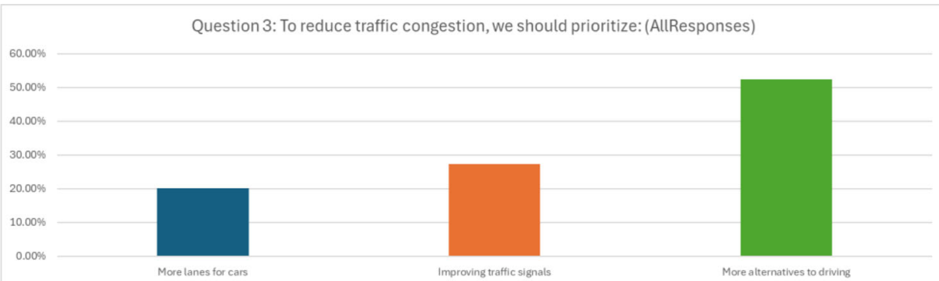


Figure 3 RTP survey question responses

The development of the Let's Go 2050 RTP is currently underway, with completion expected in January 2025. The plan identifies multimodal projects over the next 20+ years that are anticipated to receive federal funds or are designated as Regionally Significant. Full funding for a Charleston Boulevard High-Capacity Transit Project is not identified as part of the fiscally constrained plan but is included on the unfunded needs list. However, this project was among the most highly ranked in the plan due to significant safety and mobility benefits that will result from implementation, including benefits in communities of concern.

According to the Let's Go 2050 community survey, transportation safety and public transit are two most important issues in the region, both of which are addressed by the Charleston Boulevard project. Among survey respondents from zip codes in the Charleston Boulevard corridor, improvements to public transit are the most highly ranked priority. In addition, 52% of respondents recommend more alternatives to driving as the best way to address traffic congestion.

On Board Mobility Plan (RTC, 2020) and On Board Mobility Plan Update (Underway)

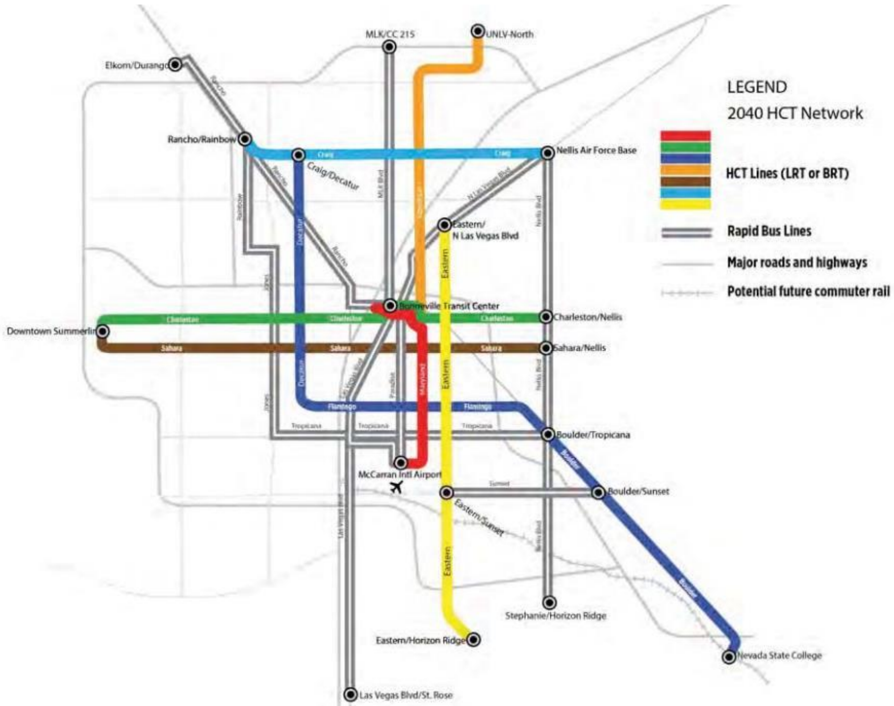


Figure 4 Proposed High-Capacity Transit Network (On Board Mobility Plan, pg. 1-5)

The On Board Mobility Plan (2020) is Southern Nevada's comprehensive mobility plan. The plan consists of eight "big moves" that will improve future mobility for residents and visitors, and the first one is focused around building a high-capacity transit network linking residential areas with employment, education, medical facilities, and other destinations. The plan proposes developing about 200 miles of HCT in 17 corridors over two phases, including either LRT or BRT along Charleston Boulevard.

One of the goals of enhancing the transit network and specifically high-capacity transit is to stimulate economic development throughout the region, and building out the network will provide residents with frequent, fast, and reliable service that connects neighborhoods to key destinations. The plan found that during Phase I, projected to be completed by 2050, the Charleston Boulevard corridor would be used by 21,000 daily riders with LRT and 18,100 with BRT. The corridor also has a high potential for TOD.

Beginning in 2023, RTC reanalyzed the potential for HCT in the Valley to reflect post-pandemic travel changes and new area services such as Boring Company service in the Strip. This analysis continued to show a strong market for high-capacity transit on Charleston Boulevard, and the corridor continues to be identified for BRT or LRT.

This analysis spurred changes to the On Board Mobility Plan, which is being updated as of December 2024. The update is expected to be released in 2025.

Reimagine Boulder Highway (RTC, 2020)

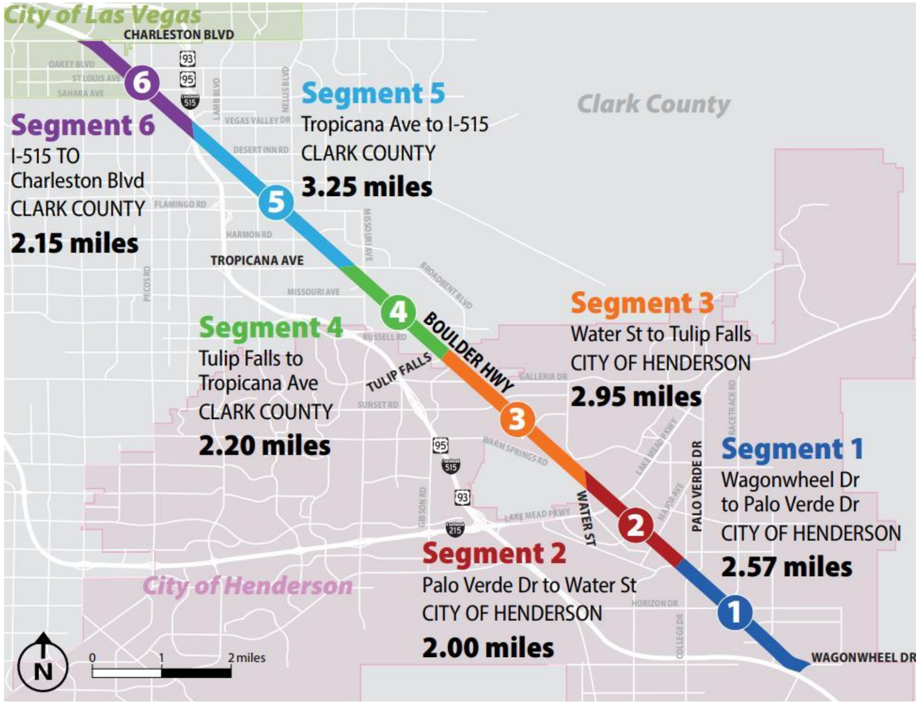


Figure 5 Plans to reimagine Boulder Highway (Reimagine Boulder Highway, pg. E-3)

The plan to reimagine Boulder Highway aims to identify and analyze potential improvements for the corridor, which intersects Charleston Boulevard. Since the highway was constructed, development along the corridor has been auto oriented and high-speed travel has resulted in high numbers of crashes and pedestrian fatalities. The Reimagine Boulder Highway proposes improvements to corridor that enhance safety and encourage multimodal travel, which aligns with the effort for high-capacity transit.

The study found that the area where Charleston Boulevard intersects Boulder Highway has predominantly low and medium density residential and commercial land uses, as well as relatively low building density overall. This segment of Boulder Highway also has a dedicated bus and bike lane, as well as pedestrian and bike facilities, but the corridor has a poor pedestrian environment directly south of Charleston Boulevard. The plan recommends developing mixed-use developments adjacent to Charleston Boulevard, as well as incorporating additional mixed-use and open space near the right-of-way.

Regional Walkability Plan (RTC, 2022)

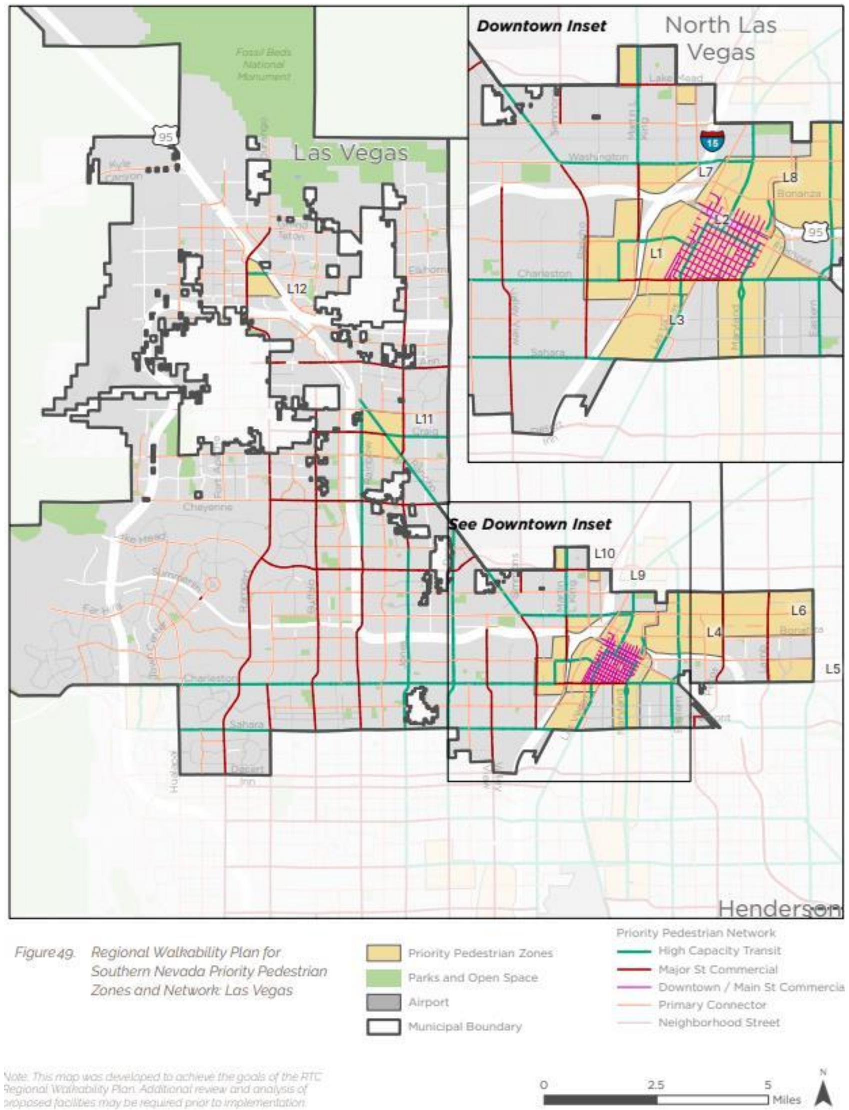


Figure 6 Regional Walkability Plan for Southern Nevada (Regional Walkability Plan, pg. 110)

The goal of the Regional Walkability Plan is to develop a walkable street network in Southern Nevada. One of the recommendations in this plan is to enhance connectivity in Southern Nevada by improving and expanding the accessible pedestrian network that connects people to transit and destinations. One of the policy recommendations, increasing first-last-mile connections to popular transit stops to encourage increased transit use, directly aligns with this analysis. The plan also aims to better prepare the region for high-capacity transit specifically by improving pedestrian infrastructure, which aligns directly with this analysis.

The plan also recommends reducing the transportation cost burden on underserved communities, which are often more likely than average to take transit.

This study found that Charleston Boulevard has high intersection density. This indicates a strong pedestrian network on the corridor, which is important for implementing high-capacity transit. During community engagement, however, pedestrians noted that crossing infrastructure is missing at different points along the corridor, particularly at transit stops, and the pedestrian environment is generally hostile, with narrow and/or obstructed sidewalks, wide intersections with no refuges, inadequate street lighting, and a lack of accessible curb ramps. Having a strong pedestrian network is important to support high-capacity transit.

Maryland Parkway High Capacity Transit Project: Summary of Initial Alternatives Analysis Process (RTC, 2018)

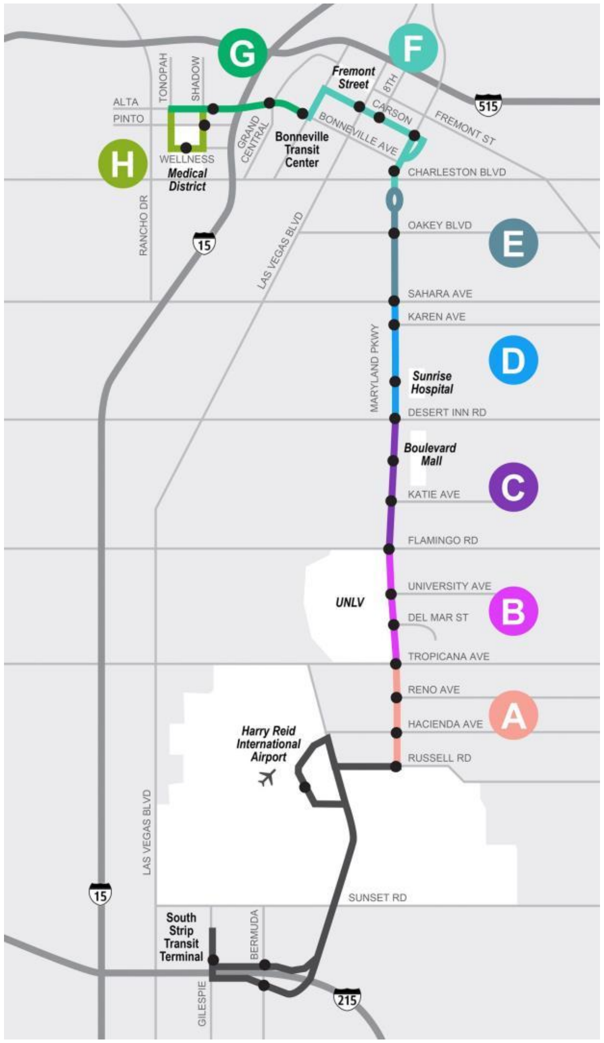


Figure 7 Maryland Parkway BRT Route (Let's Go Maryland Parkway website)

The Regional Transportation Commission (RTC) of Southern Nevada commissioned the Maryland Parkway Corridor Alternatives Analysis (AA) to study potential transit improvements between downtown Las Vegas and the South Strip Transit Terminal. The project, which proposes the implementation of bus rapid transit, extends 12.5 miles from the South Strip Transit Terminal to the Las Vegas Medical District, crossing Charleston Boulevard and with a stop at Charleston Boulevard. This route would provide an important north-south connection for any high-capacity transit along Charleston Boulevard. There is potential for both high-capacity routes to share dedicated transit facilities, including transit priority lanes and stops, across Downtown Las Vegas. The project completed its design phase in Spring 2024 and initiated construction in Summer 2024.

GoMed Concept of Operations (RTC, 2023)

Figure 8 Key elements of the GoMed Project (GoMed Concept of Operations, pg. 6)

The GoMed program is designed to enhance connectivity and safety within the Las Vegas Medical District through innovative technologies, including autonomous vehicles, pedestrian detection systems, analytics platforms, and smart transit shelters. The program focuses on improving access to the Medical District, which is bounded in part by Charleston Boulevard, a key corridor serving more than 200,000 patients annually across four hospitals in downtown Las Vegas. The proposed route alignment for GoMed leverages Charleston Boulevard as a critical boundary, creating opportunities to integrate its transit infrastructure with a future high-capacity transit (HCT) route along Charleston. By connecting GoMed's autonomous vehicle routes to the planned HCT corridor, transit riders could seamlessly travel to and from the Medical District, enhancing first- and last-mile connectivity and encouraging greater use of both systems.

A significant feature of GoMed is its deployment of smart transit shelters, which provide real-time travel information, enhanced safety features, and improved comfort for users. These shelters are equipped with technologies such as passenger counting systems, emergency communication devices, and solar-powered lighting. As Charleston Boulevard is considered for HCT, incorporating similar smart shelters along the corridor could create a consistent, high-quality user experience. These shelters could also support Charleston's transit system by improving wayfinding, enhancing safety, and offering real-time service updates, aligning with broader goals of connectivity and user satisfaction.

SMART Grant Program (RTC, 2023)

RTC will be receiving $2 million in federal grant funding through the U.S. Department of Transportation's inaugural Strengthening Mobility and Revolutionizing Transportation (SMART) grant program, which aims to advance transportation safety and efficiency. The funding will specifically support a project that will optimize traffic signal timing. As part of the project, transit signal priority will be tested along a portion of Charleston Boulevard, which would help support high-capacity transit because the technology would allow vehicles to adhere to route schedules and improve transit reliability. RTC announced the project in April 2023, and it is expected to take 18 months to complete.

City of Las Vegas Mobility Master Plan (City of Las Vegas, 2016)

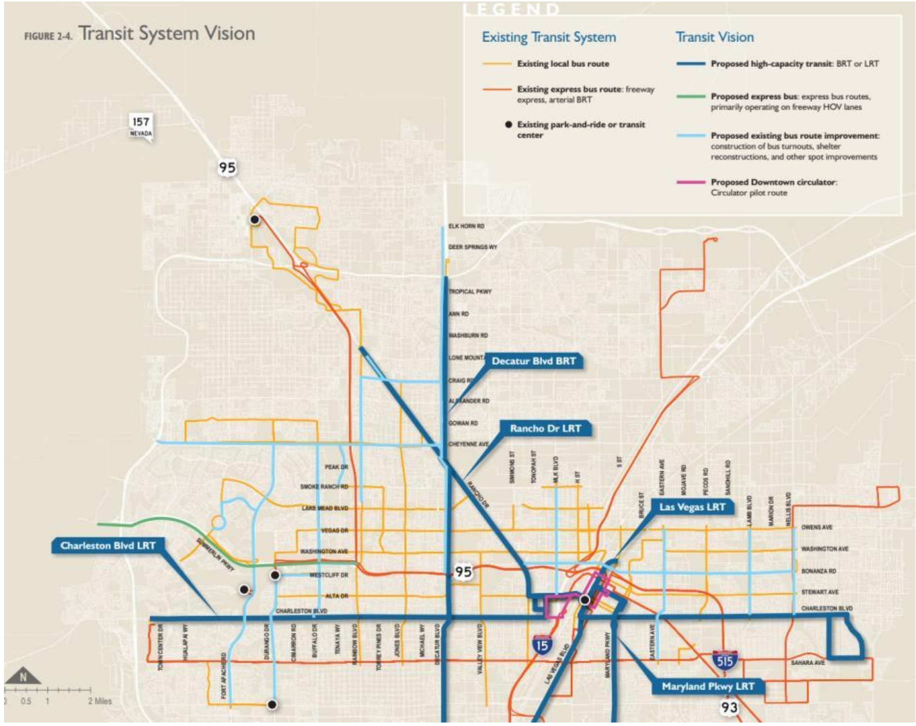


Figure 9 **Las Vegas Transit System Vision (City of Las Vegas Mobility Master Plan, pg. 33)**

The City of Las Vegas Mobility Master Plan aims to develop connectivity and expand transportation options for the City of Las Vegas, focusing on complete streets that support the development of high-capacity transit on corridors like Charleston Boulevard. According to the study, roads from the west side of the city, including Charleston Boulevard and Sahara Avenue, have a current capacity of 302,000 vehicles and a future total potential volume of 350,000. The plan found that there is a need to increase transportation infrastructure capacity, partially through high-capacity transit, which could potentially remove as many as 16,000 vehicle trips on an average weekday from Charleston Boulevard.

The plan proposes to create a transit commuter corridor on Charleston Boulevard, providing center-running light rail eastward to Sloan Lane to serve the residential neighborhoods east of Las Vegas. The recommendation to transform Charleston Boulevard into a Complete Street with a transit focus aligns with the current high-capacity transit effort. This plan is anticipated to be updated during the development of the Alternatives Analysis and will be incorporated as a transportation element consistent with the City of Las Vegas 2050 Master Plan.

City of Las Vegas Vision Zero Action Plan (City of Las Vegas, 2022)

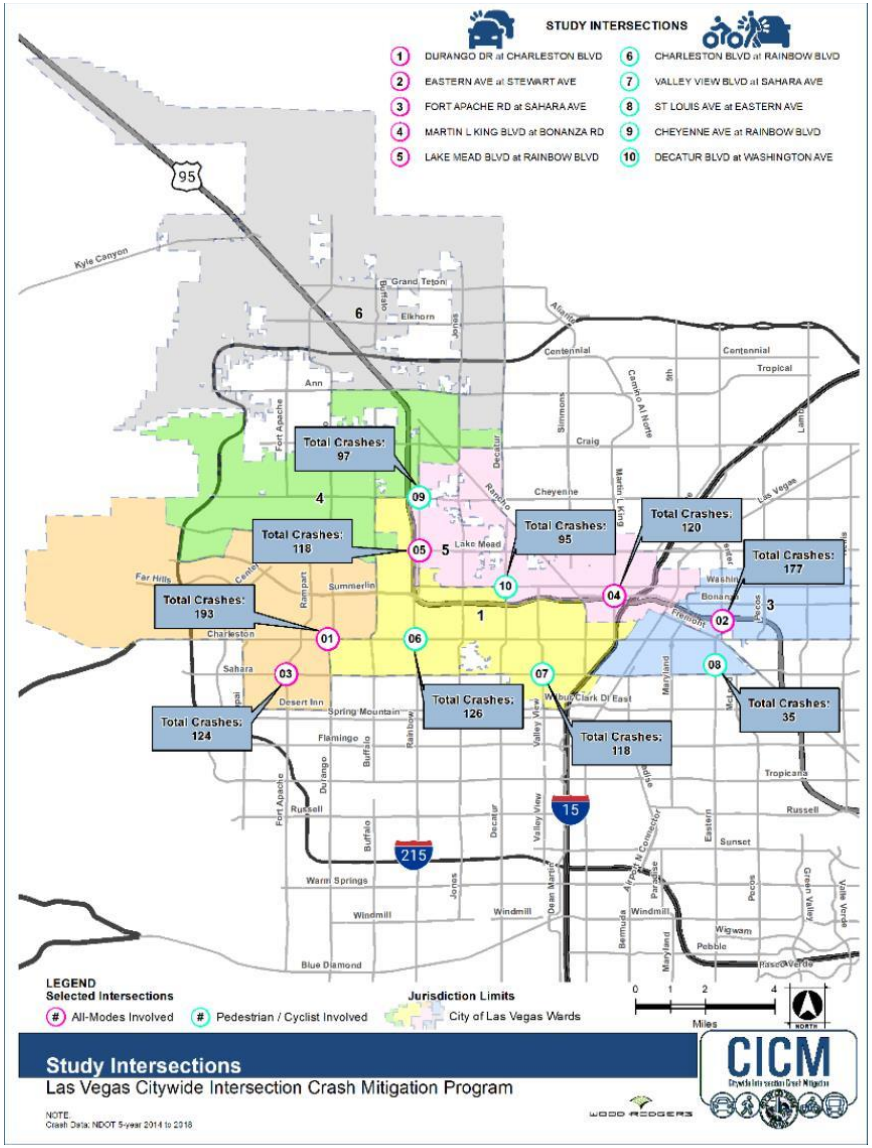


Figure 10 Study Intersections for Las Vegas Vision Zero Action Plan (Vision Zero Action Plan, pg. 24)

The City of Las Vegas' Vision Zero Action Plan developed strategies to eliminate traffic fatalities and serious injuries by 2050. This study found that multiple intersections along Charleston Boulevard have a high rate of crashes, especially involving pedestrians and bicyclists. The plan makes recommendations to improve safety in these areas and for transit riders throughout Las Vegas.

The Vision Zero Plan has specific recommendations for Charleston Boulevard, including improvement projects at the intersections at Rainbow Boulevard and Warbonnet Way to improve safety for vulnerable users. The plan also recommends generally improving pedestrian safety and access to transit stops and stations, which would also benefit riders accessing high-capacity transit on Charleston Boulevard.

The City of Las Vegas recently received FY 2022 Safe Streets and Roads for All (SS4A) Grant funding to update its Vision Zero Safety Action Plan. The project consists of two key tasks aimed at enhancing the City of Las Vegas' Vision Zero Action Plan through 2025. The first task involves a comprehensive update to the Vision Zero Action Plan (VZAP), which will document progress and implementation efforts over the next two years. This update will feature revised goals, objectives, and key results and will be presented in a public-friendly report for broad distribution. It will integrate updated data from the High Injury Network and Communities of Concern, incorporating metrics like Justice40 and other socioeconomic factors. The second task focuses on developing a public-facing Vision Zero dashboard to showcase progress on Action Plan implementation. The dashboard will support safety evaluation through Vision Zero strategies, such as analyzing arterials for bicycle and pedestrian infrastructure, implementing a speed data collection program on high-risk streets, and using speed data to identify areas needing enforcement or engineering improvements.

City of Las Vegas FY23 SS4A Implementation Project (City of Las Vegas, 2023)

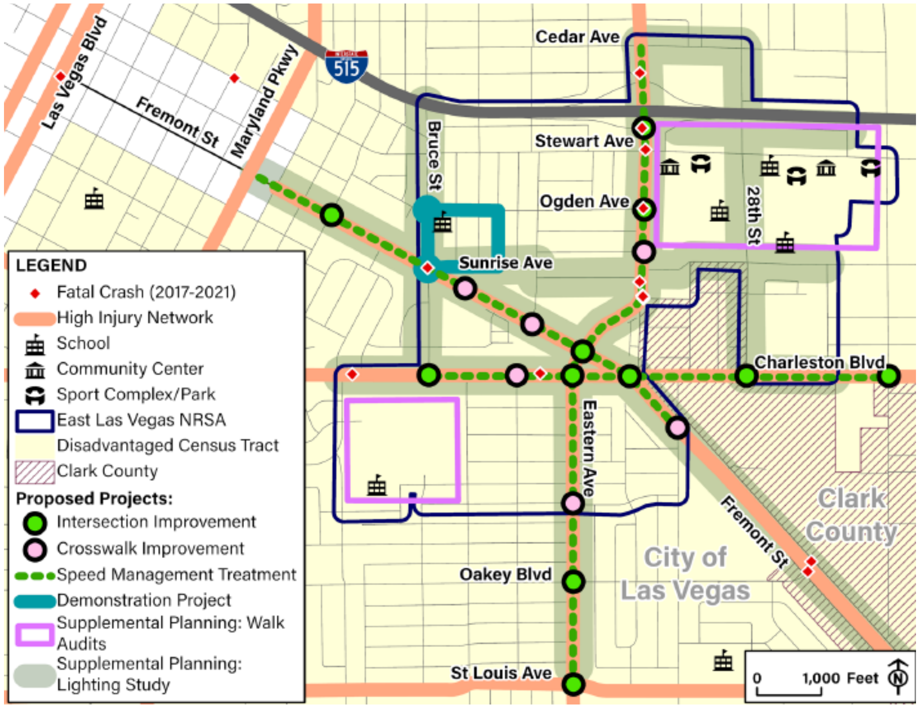


Figure 11 City of Las Vegas FY23 SS4A Grant Location Map and Proposed Projects (SS4A Awards FY 2023 Implementation Grants, pg. 34)

The City of Las Vegas has been awarded funds to implement a range of proven safety countermeasures in one of its most disadvantaged areas. The project focuses on low-cost, high-impact strategies to protect vulnerable road users, including pedestrians, cyclists, transit users, and people with disabilities. Excessive speeding, particularly near schools, has made travel unsafe for these groups. Additionally, inadequate lighting has been identified as a safety concern for vulnerable users. Capital improvements along three corridors in the high-injury network will include pedestrian hybrid beacons, leading pedestrian intervals, enhanced lighting, upgraded pavement markings, curb extensions, and traffic signal progression systems. The project will also feature a safety demonstration near Hollingsworth STEAM Academy, a planning study on lighting improvements, and walk audits near schools, parks, and senior centers. These countermeasures aim to support the City's goal of achieving zero traffic fatalities or serious injuries.

Advanced Mobility Plan (City of Las Vegas, 2024)

The Advanced Mobility Plan (AMP) serves as a strategic framework for the City of Las Vegas to effectively integrate innovative transportation technologies while addressing current and future mobility challenges. Central to this plan is the recognition of the City of Las Vegas's goal to achieve a balanced mode split that includes 20% public transit and increased access for vulnerable road users (VRUs). The aligns with existing frameworks such as the 2050 Master Plan and emphasizes the need for mobility hubs to facilitate seamless transfers between transportation modes, ultimately improving connectivity, safety, and accessibility for residents and visitors.

Key strategies outlined in the plan include the development of a VRU Service Index to assess and improve existing infrastructure such as sidewalk widths, lighting, obstructions blocking walkaways, and pedestrian amenities like sidewalks, benches, and shade, ensuring safe and equitable access for pedestrians, cyclists, and transit users. Additionally, while a recent legislative proposal to create transit-oriented development zones did not pass, it highlights the city's commitment to fostering mixed-use, accessible housing near transit corridors. The city has identified speeding as a significant factor contributing to traffic fatalities and is committed to establishing design guidelines that promote safer speed limits. Additionally, there is a strong focus on creating an asset management database to efficiently manage and maintain transportation data. This comprehensive approach aims to enhance road safety and improve overall transportation management.

Neighborhood Transportation Management Plan (City of Las Vegas, 2024)

The Neighborhood Transportation Management Plan (NTMP) offers a structured approach for the evaluation of the neighborhood streets and measures to address issues such as speeding, high traffic volumes, and unsafe conditions for pedestrians and cyclists. It provides citizens with an opportunity to express their concerns and work with the City's Transportation Engineering Division to develop effective and relevant solutions. The NTMP has four goals:

- Improve residents' quality of life by promoting safe conditions for all vulnerable road users.
- Reduce vehicular speeds, crash severity, and crash frequency.
- Reduce unnecessary cut-through traffic on residential streets.
- Encourage City transparency and accountability in neighborhood transportation management process.

The NTMP suggests a number of measures such as education and enforcement initiatives, traffic engineering improvements like signing and pavement markings and physical traffic calming treatments. These measures are selected via a screening process that involves the following steps: determination of measures that are applicable to the urban setting, identification of the measure that can mitigate the operational concern, and assessment of the cost of the measure. Further, the plan outlines a 'six-step' standard procedure for facilitating the implementation of these measures.

Maryland Parkway Corridor TOD Plan – Charleston Boulevard Focus Area (City of Las Vegas, 2021)

This plan presents an overview of the strategy that aims to promote Transit Oriented Development (TOD) with Charleston Boulevard as the focus area and the proposed station location at the intersection of Charleston Boulevard and Maryland Parkway. The plan presents a series of interventions that would gradually shape the focus area to prioritize transit friendly features. These features include a diverse mix of land uses, pedestrian-oriented building frontages, convenient access to essential services and amenities, strong connections to various transportation options, and a focus on safety in public spaces for people of all ages and abilities. The TOD Plan also identifies the top priority projects for the focus area as determined by community input, expected impact, and feasibility. These include the reopening of Huntridge Circle Park; infill and redevelopment near Orleans Square and along Charleston Boulevard; connecting nodes and neighborhoods; and restoration of the historic essence of the area.

LVMC Title 19.12 Parking Study (City of Las Vegas, Underway)

The City of Las Vegas is reviewing and recommending updates to the LVMC Title 19 Unified Development Code with respect to parking loads within zoning and use standards. The 2050 Master Plan identifies a wide range of opportunities for infill development, much of it at locations currently occupied by parking lots over-designed using older standards that contribute to higher construction costs, the urban heat island effect, poor walkability/transit use, and wasted beneficial space. Updated zoning standards will "right-size" parking standards across use types to more accurately match supply with actual use and demand. This project supports the 2050 Master Plan Land Use and Complete Streets goals and may consider:

- Standards to limit parking in core TOD areas through means such as maximum parking standards, parking space dimension reductions, shared parking, payment-in-lieu of parking programs; the provision of incentives for reduction of parking, or encouraging of structured lots instead of surface lots
- Arranging parking in rear or side yards
- Adoption of maximum parking requirements and reduction or elimination of minimum parking standards in both suburban areas and the urban core.
- Pricing public parking at economical rates
- Evaluation of Title 19.18 parking alternatives and consideration of new or updated standards to allow for greater flexibility for applicable types of development.
- Allow or permit paid parking as part of application proposals, traffic or parking management plans
- Require bicycle parking or credits toward parking requirements based on proximity to transit lines
- Strengthen parking lot landscaping requirements
- Recognizing variables contributing to parking demand and matching local policy (such as the Unified Development Code) to individual geographic factors such as available on-street parking, density, transit access, income, and household size.
- Evaluate other proactive measures including regulatory approaches to reduce the number of impervious surfaces and parking lots to reduce the urban heat island effect

RTC Bike Share Expansion (RTC, Underway)

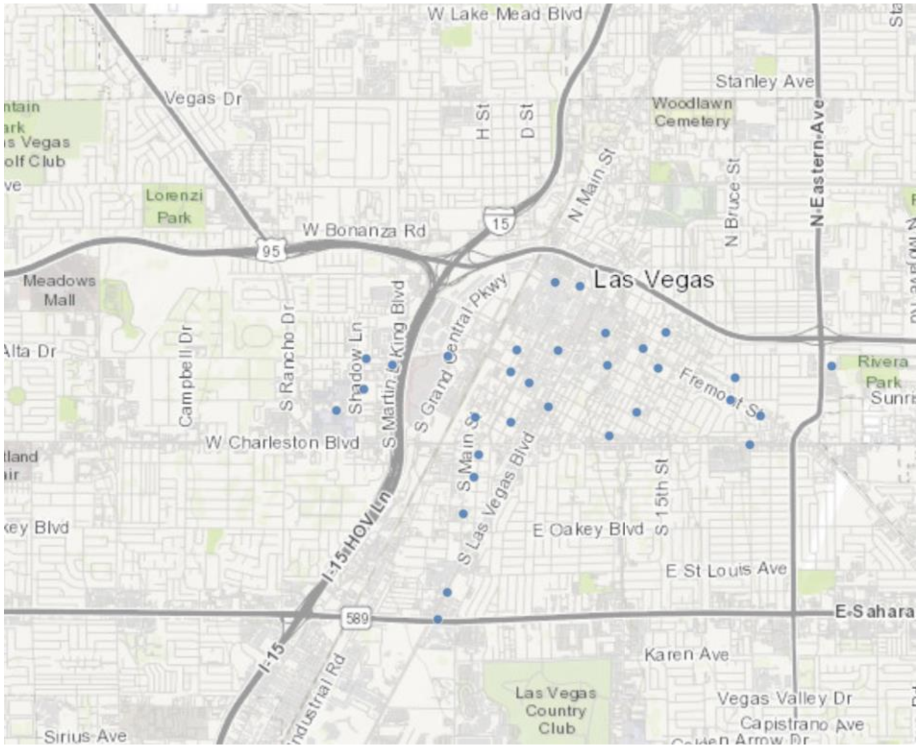


Figure 12 Current RTC Bike Share locations in Las Vegas (RTC)

The RTC Bike Share program offers a convenient and sustainable transportation option, featuring 31 stations with both regular and electric bikes. Since its inception in 2016, there have been over 250,000 trips taken on the RTC Bike Share system. Currently centered in downtown Las Vegas, RTC is expanding the service into additional neighborhoods, with a focus on traditionally underserved communities. In October 2023, RTC was awarded a grant to expand the program into East Las Vegas with the addition of 37 new electric bikes and 24 docks across six new stations. This includes a bikeshare station at Charleston Boulevard and Burnham Avenue.

The expansion of RTC Bike Share can significantly enhance first- and last-mile connectivity to Charleston Boulevard and a future HCT service by providing an affordable, flexible transportation option for short trips to and from transit stations. By strategically placing bike share stations near HCT stops and key destinations, riders can easily bridge the gap between their homes, workplaces, or other locations and the high-capacity transit corridors, increasing accessibility and encouraging greater use of public transit.

For future expansion, RTC has identified three key priorities. First, increasing station density through infill stations will enhance network coverage and convenience for users. Second, RTC aims to leverage opportunities to co-locate bike share stations with Complete Streets projects, such as the Maryland Parkway BRT and the Stewart Avenue RAISE project led by the City of Las Vegas. Finally, RTC is committed to extending bike share services to the Historic Westside.

NEIGHBORHOOD PLANS

2045 Downtown Master Plan (City of Las Vegas, 2021)

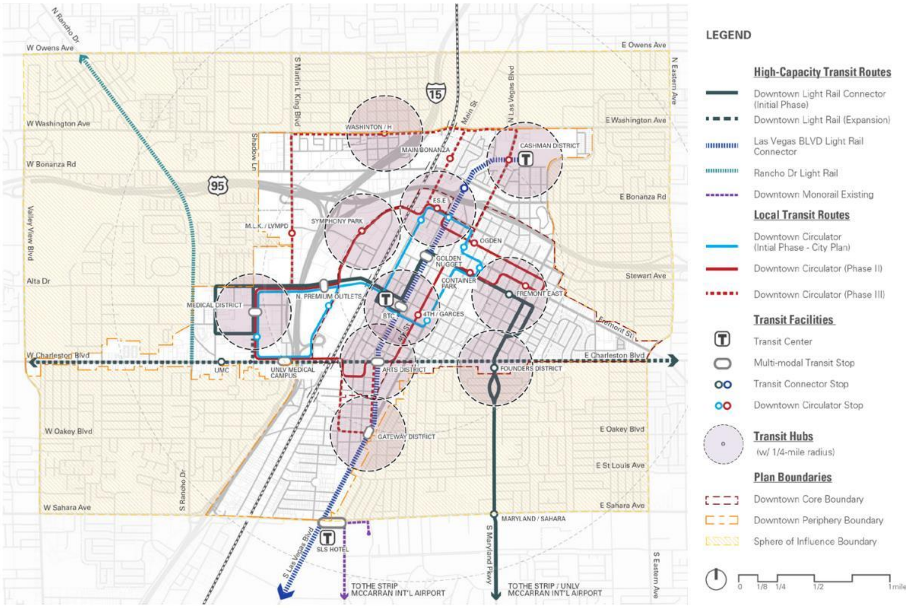


Figure 13 Proposed expanded transit network concept (Vision 2045 Downtown Las Vegas Master Plan, pg. 21)

The 2045 Downtown Master Plan, a special area plan implementing the 2050 Master Plan, is a comprehensive long-term vision and planning document developed by the City of Las Vegas to guide the growth, development, and revitalization of its downtown area over the next few decades. Encouraging high-density, mixed-use development is a major theme. The plan supports Transit-Oriented Development (TOD), especially around high-capacity transit corridors. identifies 10 mixed-use hubs along potential light rail or bus rapid transit corridors, which directly aligns with this effort. The plan also includes strategies for streetscape improvements that would increase mobility choices and be supportive of high-capacity transit. One specific recommendation in the plan is to convert general purpose travel lanes along key routes to dedicated transit lanes, including Charleston Boulevard.

Historic Westside HUNDRED Plan (City of Las Vegas, 2016)

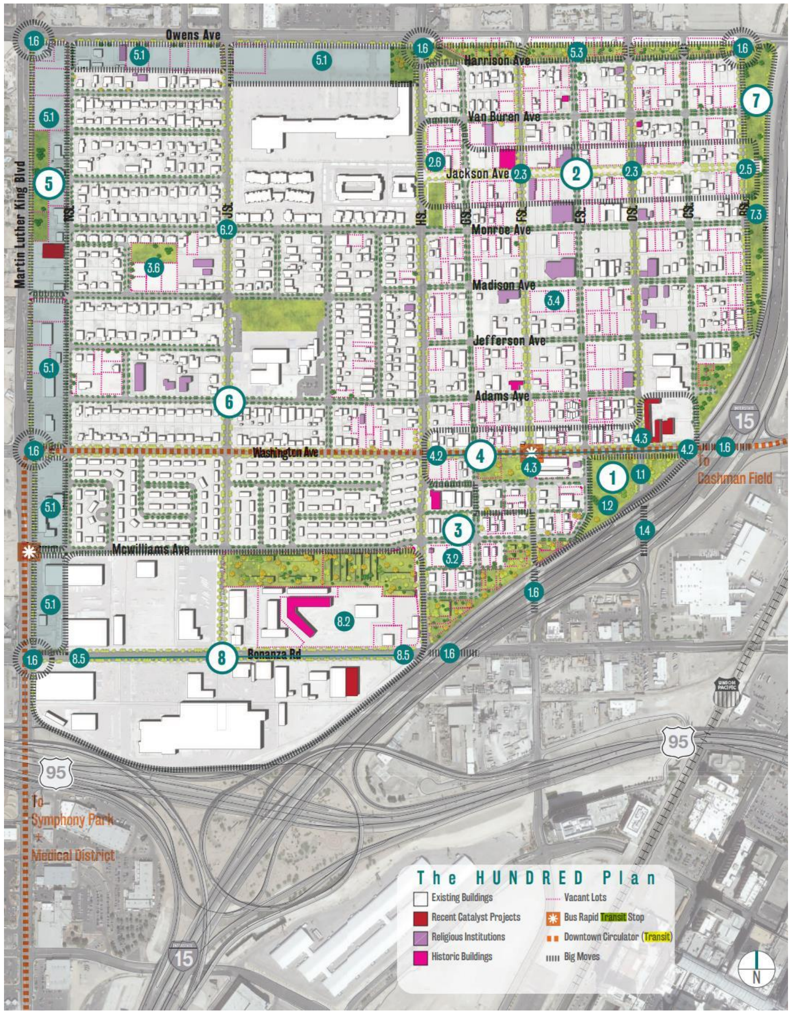


Figure 14 Las Vegas HUNDRED Plan (The HUNDRED Plan for the Historic Westside Community, pg. 7)

This plan seeks to improve economic conditions in the historic Westside neighborhood of Las Vegas by expanding transportation options, encouraging development, and enhancing public spaces. Although Charleston Boulevard is not part of the study area, the neighborhood's proximity to this major corridor makes improving nearby streets critical for providing better first and last mile connections to high-capacity transit. The plan recommends adopting complete streets on the Westside, a strategy that responds to the city's growing demand for better pedestrian and bike facilities and aims to integrate the neighborhood into the proposed citywide high-capacity transit network. Additionally, the plan promotes mixed-mode transportation by improving the network, supporting higher transit-oriented densities, and encouraging a diverse mix of land uses.

Nuestro Futuro Este Las Vegas/Our Future East Las Vegas Special Area Plan (City of Las Vegas, 2023)

Figure 15 Proposed street improvements (East Las Vegas Special Area Plan, pg. 40)

East Las Vegas was the first area selected for a focused plan in Las Vegas. This plan recommends placemaking through transit-oriented mixed-use hubs to reinvigorate the city's commercial corridors that provide access to transit and resources. Planned locations for the hubs on Charleston Boulevard include at the 95 Interchange, Lamb, and Nellis. This study is supportive of the plan for BRT on Charleston Boulevard and aims to partner with RTC to allocate transportation enhancements along major roadways like Charleston Boulevard. The plan also recommends improving wayfinding along major roadways, which aligns with the high-capacity transit effort because it improves the pedestrian experience for transit riders. This plan was developed concurrently with the East Las Vegas Neighborhood Revitalization Strategy Area (NRSA) Action Plan.

Nuestro Futuro Este Las Vegas (Our Future East Las Vegas) Special Area Plan/East Las Vegas Neighborhood Revitalization Strategy (NRSA)
(City of Las Vegas, Adopted)

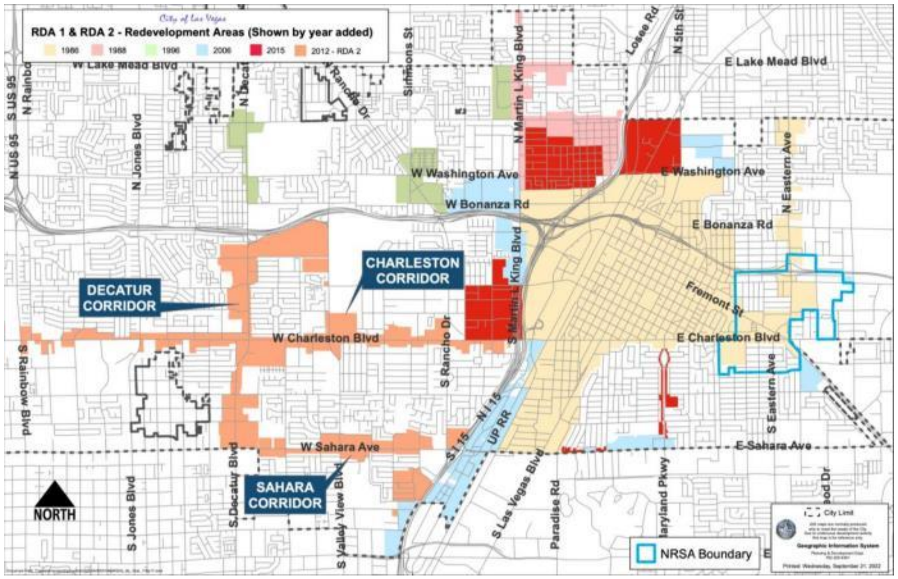


Figure 16 Las Vegas Redevelopment Areas (Neighborhood Revitalization Strategy Area, pg. 11)

The Nuestro Futuro East Las Vegas Special Area Plan is the adopted plan aligned with the City's 2050 Master Plan. Within this plan there are specific implementation policies intended to align with related development strategies and efforts, including pursuing designation of Neighborhood Revitalization Strategy Areas (NRSAs). The East Las Vegas NRSA, as are designated by the U.S. Department of Housing and Urban Development (HUD), is as part of a program designed to create opportunity in distressed neighborhoods by stimulating investment that economically empowers low-income residents. The East Las Vegas Neighborhood Revitalization Strategy, which was developed as part of the program, NRSA is an asset-based, community-led plan to empower the community to use its voice in determining the future of the neighborhood. One of the themes of the program is to make mobility and access within and to the neighborhood a priority, and specifically, "more safe roads, walk signs for people to cross, and robust, permanent public transportation."

This plan is relevant for the high-capacity transit effort because one of the goals aims to improve mobility and access within and to the East Las Vegas neighborhood a priority. The plan outlines specific safety improvements that all align with and are supportive of high-capacity transit, including upgrades to the sidewalk network, address high vehicle speed, and establish transit that connects residents with activity centers within the neighborhood.

The NRSA has overlays for community planning areas that cover substantial portions of Charleston Boulevard, covering Downtown Las Vegas, East Las Vegas, and Downtown South. The plan recommends implementation of multiple multimodal plans for complete streets throughout the region, which would prioritize modes other than single-occupancy vehicles and make improvements for transit riders. The plan also highlights the proposal for Bruce Street to address gaps and make improvements for multimodal connections between Charleston Boulevard and Lake Mead Boulevard.

Charleston Special Plan Area (City of Las Vegas, Underway)

Figure 17 Charleston Special Area Plan (Las Vegas 2050 Master Plan – Charleston Area)

The City of Las Vegas is developing this plan specifically for the Charleston area as part of the 2050 Master Plan, intending to guide the growth of the region for the next 25 years. The plan is currently in development but will address priorities and investments for transit, sidewalks, and bike lanes, which align with the effort for high-capacity transit. The plan will also specifically prepare the city for the proposed upgrades on Charleston Boulevard, including dedicated bus lanes, enhanced transit station areas, widened sidewalks, bike infrastructure, and other streetscape improvements.

Angel Park Special Area Plan (City of Las Vegas, 2024)

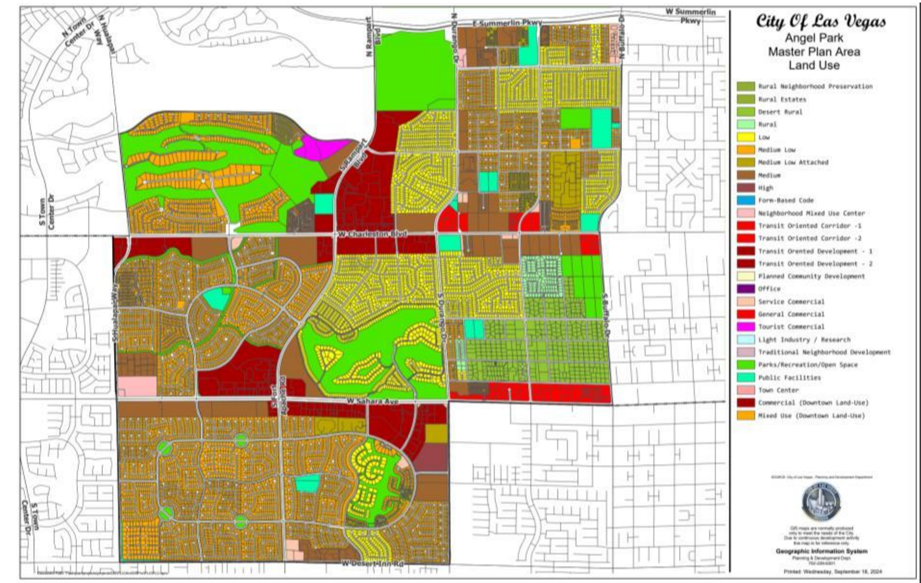


Figure 18 Angel Park Special Area Plan (City of Las Vegas Angel Park Master Plan Area Land Use, pg. 1)

As with other adopted Special Area Plans as part of the implementation of the City's 2050 Master Plan, the Angel Park Special Area Plan identifies the land uses along Charleston Boulevard between S Hualapai Way and S Buffalo Drive. Most of the parcels abutting Charleston Boulevard are zoned as Transit Oriented Corridor 1 and 2, Transit Oriented Development 1 and 2, and Medium-rise.

LAND USE AND ZONING PLANS

City of Las Vegas 2050 Master Plan (City of Las Vegas, 2021)

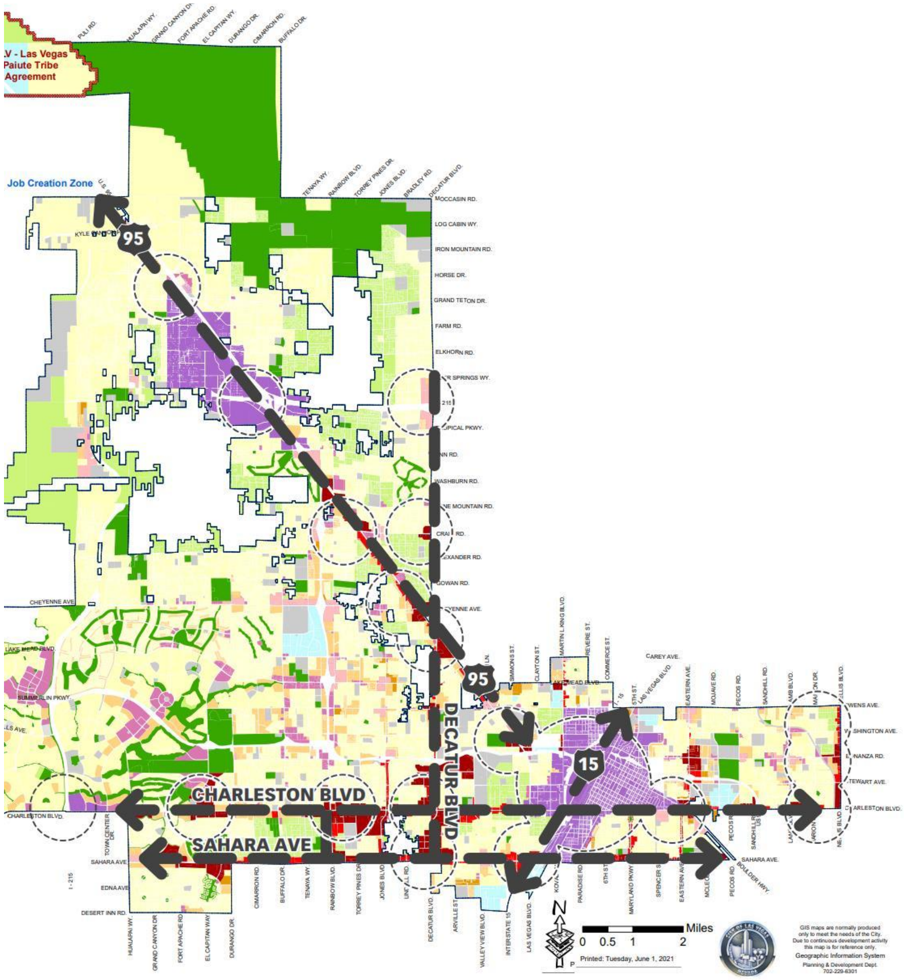


Figure 19 City of Las Vegas land use (Las Vegas 2050 Master Plan, pg. 19)

The City of Las Vegas' 2050 Master Plan, adopted the Las Vegas Planning Commission and City Council in July 2021, is the City's comprehensive vision and framework for the future of Las Vegas. As required by NRS 278, the Master Plan addresses a comprehensive range of topics, including land use, housing, transportation, the environment, public health and safety, parks and recreation, economic development, historic preservation, and public service provision, among other topics. It was developed with community support and consensus using guiding principles to foster community-driven implementation and improve quality of life for all residents, including equity, resilience, health, livability, and innovation designed to ensure that Las Vegas remains a sustainable, livable and desirable city. and provides even greater potential for health, education, investment, talent, leisure, and the other hallmarks of a desirable quality of life for all of its residents, business owners, and visitors. With respect to transit, the plan states that "the City and RTC must develop and implement the recommendations from RTC's On Board Mobility Plan that will enable high-capacity transit to be built on key TOD corridors," including Charleston Boulevard. The Plan's other related goals with respect to land use and transportation are facilitating infill and redevelopment, mixed-use transit-oriented development, and increasing the diversity of housing stock, all with community support. To do so, the Master Plan created 16 unique areas of the city comprised of neighborhoods that build identity and a sense of place. Special area plans for those areas, including approved plans for Downtown Las Vegas and East Las Vegas, as well as plans under development for Charleston and Angel Park, include a thorough analysis of existing conditions and proposed future improvements and targeted implementation recommendations consistent with the 2050 Master Plan.

The Master Plan advocates for making transit options better integrated with neighborhoods and employment centers and more convenient for residents, especially linking regional centers with mixed-use transit-oriented development. The plan identifies

Charleston Boulevard, as well as Sahara Avenue, as a key development corridor that has enough density to support transit infrastructure. The plan recommends a new layered complete streets network to improve modal split and the jobs-housing balance, but the inclusion of Complete Streets is also supportive of a high-capacity transit effort. The plan also recommends integrating with other major projects throughout the state and region, including the Downtown Access Project, future I-15 improvements, Summerlin Parkway improvements, and other plans. These plans are important in relation to this analysis because although they do not specifically intersect with the high-capacity transit corridors, improvements to the network on surrounding corridors can help support high-capacity transit on Charleston Boulevard.

Clark County Master Plan (Clark County, 2021)

The Clark County Master Plan includes multiple area-specific goals and policies in different topic areas, including transit. This plan outlines specific needs within Spring Valley, which includes portions of Charleston Boulevard and Sahara Avenue, including specific goals to enhance multimodal connectivity to and within the region. One of the policies that the plan recommends is to coordinate with the City of Las Vegas and RTC on the expansion of high-capacity transit along Sahara Avenue and include transit-supportive infrastructure in plans. The plan also includes goals and policies for Summerlin South, which also includes portions of Charleston Boulevard and Sahara Avenue, to enhance multimodal connections within Summerlin and to other destinations in the Las Vegas Valley by explore alternative transportation programs and coordinating with the City of Las Vegas and RTC on the planned expansion of high-capacity transit on Sahara Avenue and Charleston Boulevard.

Clark County Development Code (Clark County, 2024)

The Clark County Development Code has key points that outline transit-specific ordinances that encourage the development of transit infrastructure and the inclusion of transit in development. One ordinance in the code outlines alternative standards to reduce parking requirements, including transportation demand management strategies to encourage transit use to support the goals and policies of the Clark County Comprehensive Master Plan. The code also includes a mixed-used overlay district to encourage a diversity of land uses and act as a mechanism to encourage new housing that is less dependent on vehicle travel. Mixed-use subdistricts are intended to permit different levels of density, from urban to suburban, that are all supportive of high-capacity transit. In addition to density, these subdistricts would be characterized by highly developed pedestrian networks and access to a combination of different transportation modes.

Southern Nevada Strong Regional Plan (Southern Nevada Regional Planning Coalition, 2015)

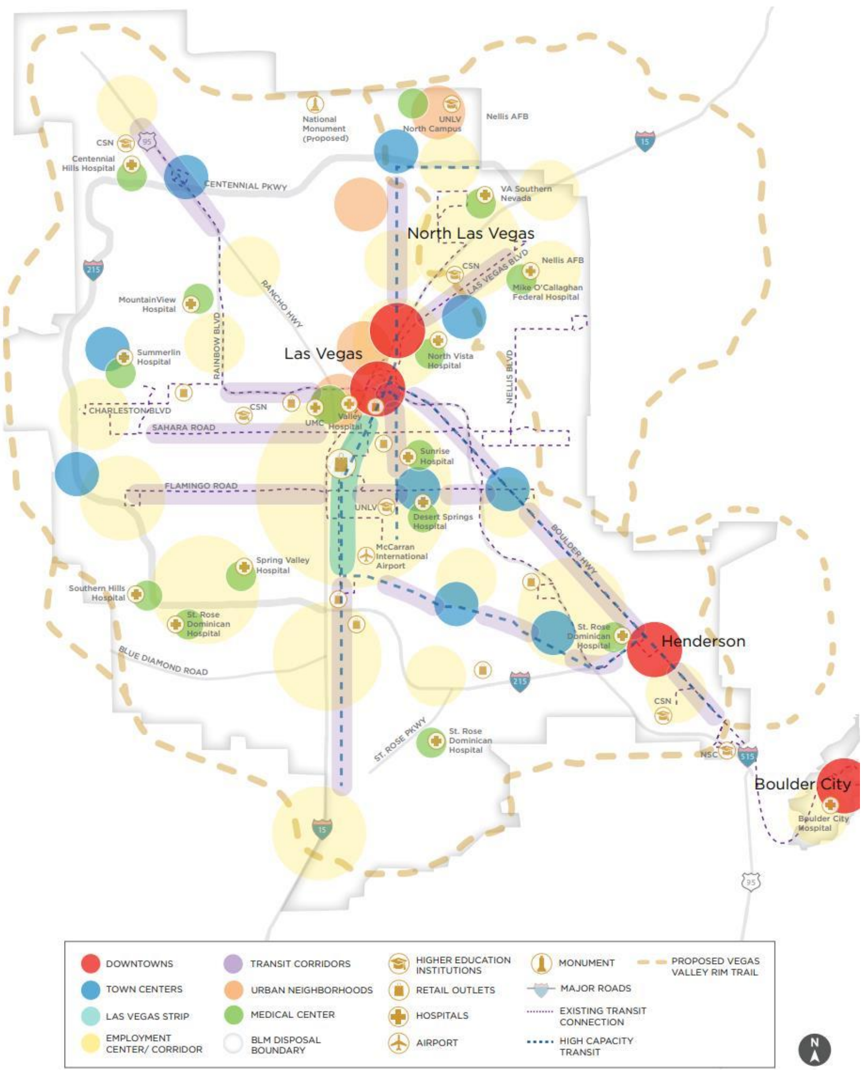


Figure 20 Vision map (Southern Nevada Strong Regional Plan, pg. 10)

The Southern Nevada Strong (SNS) Regional Plan identifies high-capacity transit (HCT) as a critical strategy for improving regional mobility, supporting sustainable development, and enhancing economic opportunity. Charleston Boulevard is recognized as a priority corridor for transit investment due to its high ridership, strategic connectivity, and potential to support transit-oriented development (TOD).

The plan emphasizes the importance of integrating HCT with supportive land use policies, encouraging higher-density, mixed-use development along major transit corridors like Charleston Boulevard. By aligning transit investments with zoning and development incentives, the corridor can become a more accessible and efficient multimodal corridor. Additionally, SNS highlights the need for enhanced first/last mile connections, including improved pedestrian and bicycle infrastructure, to maximize the benefits of transit investments. The plan also underscores the role of transit in advancing equity and sustainability goals, as many residents along Charleston Boulevard rely on public transportation. By investing in faster, more reliable HCT service, the region can expand mobility options, reduce congestion, and lower vehicle emissions while improving access to jobs, education, and essential services.

The SNS Regional Plan provides a strong policy foundation for advancing high-capacity transit along Charleston Boulevard, reinforcing its role as a critical east-west connector in Southern Nevada's transit network.

Urban Forestry Management Plan (City of Las Vegas, Underway)

Within the 2050 Master Plan's Land Use and Environment Chapter, the Urban Forestry goal describes a number of opportunities and challenges related to the urban heat island effect and notes City efforts to mitigate it through urban forestry and landscaping. The City's long-term outcomes are to plant and maintain 60,000 diverse and high quality native and adaptive trees on public and private property and to increase the tree canopy to 20% by 2035 and 25% by 2050. The 2024 Annual Report of the Master Plan notes that 2400 trees have been planted, and canopy coverage is approximately 10% citywide. Many of these trees have been grown and maintained at the City's tree nurseries. In an effort to attain these outcomes, the City Council adopted a resolution creating the Urban Forestry Program; this resolution establishes a number of guidelines for the program and development of an Urban Forestry Management Plan by Inventorying and determining where more trees can be planted, how they should be maintained, how they can be paid for, and what efforts will be required. The plan will weigh and balance at least two of the region's climate hazards described in the Master Plan (extreme heat and drought) as well as Environmental Justice and be supplemental to the 2050 Plan by providing direction for the Urban Forestry Program and incorporating useful policy recommendations for further consideration by the City.

TOD Zoning Ordinance (City of Las Vegas)

As recommended in the 2050 Master Plan's Land Use and Environment Chapter, infill and redevelopment are primary drivers of land use implementation, with TOD heavily recommended as a strategy. The Master Plan's adoption Ordinance reclassified approximately 3,000 parcels to five new land use types (TOD-1, TOD-2, TOC-1, TOC-2, NMXU), allowing mixed use development and much greater densities in nodal, corridor, and neighborhood settings. Two TOD zoning options consisting of similar standards, albeit a different approach, have been developed. TOD designated properties from the Master Plan would be subject to this new zoning with a heavy emphasis on Charleston, Sahara, Maryland. In one version, a TOD overlay would apply to C-1, C-2, R-3, R-4, and C-V districts. TOD principles, include:

- Modified building height, setback, frontage, residential adjacency waivers (bringing buildings to street frontages)
- Modified residential/commercial mixed-use standards; the mixed use definition in 19.12 reads differently
- Additional required pedestrian and open space requirements
- Parking maximums and bike parking requirements, as well as tandem parking allowances and parking lot / structure placement restrictions
- Discretion to accommodate exceptions and waivers
- Restrictions on uses not compatible with TOD principles
- A new review and approval procedure

ENVIRONMENT, CLIMATE AND HEALTH-RELATED STUDIES

All-In Clark County (Clark County, 2023)

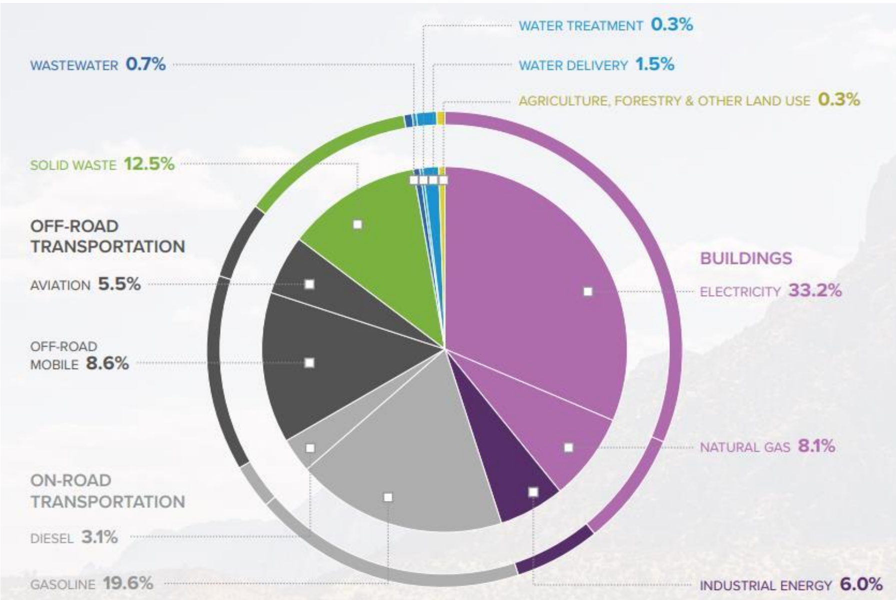


Figure 21 Clark County's 2019 Primary GHG Emission Sources by Sector (Community Sustainability & Climate Action Plan, pg. 10)

All-In Clark County is a community-driven initiative focused on creating a sustainable future for Southern Nevada. By reducing greenhouse gas emissions, improving energy efficiency, and promoting renewable energy, the initiative aims to mitigate the impacts of climate change. Equitable mobility is one of the six goal areas in the plan. This plan impacts Charleston through transportation improvements and energy efficiency programs. All-In Clark County seeks to foster reliable, accessible, and emissions-free transportation options that will improve mobility and access for people in Southern Nevada of any age, income level, and abilities. The Charleston Boulevard High Capacity Transit Project supports the goals of All-In Clark County by providing an efficient and reliable alternative to driving, using technology that reduces emissions, improving ADA accessibility, and improving bicycle and pedestrian facilities.

NDOT's Planning and Environmental Linkages Questionnaire and Checklist (Nevada DOT)

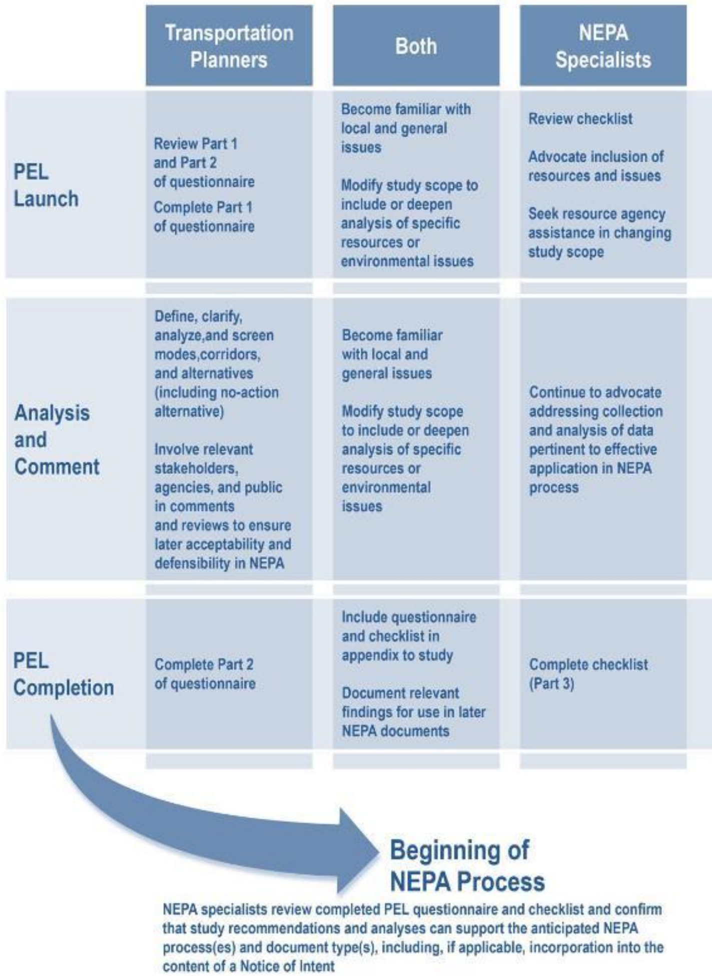


Figure 22 NDOT Checklist (Planning and Environmental Linkages Questionnaire and Checklist, pg. 3)

The Planning and Environmental Linkages (PEL) process is an integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the planning process, and uses the information and analysis to inform the environmental review process required under NEPA (National Environmental Policy Act). NDOT worked with the FHWA to adapt the federal PEL guidance into a state-led process, which includes three checklists to be completed throughout a study's process, documenting analysis methodologies and assumptions, inputs received from the public and stakeholders, and decisions made – laying the foundation and informing subsequent studies. As noted on the FTA website, FTA jointly uses FHWA PEL guidance. RTC will implement a PEL process during the Alternatives Analysis for the Charleston Boulevard High-Capacity Transit Project.

Southern Nevada Extreme Heat Vulnerability Analysis (RTC, 2021)

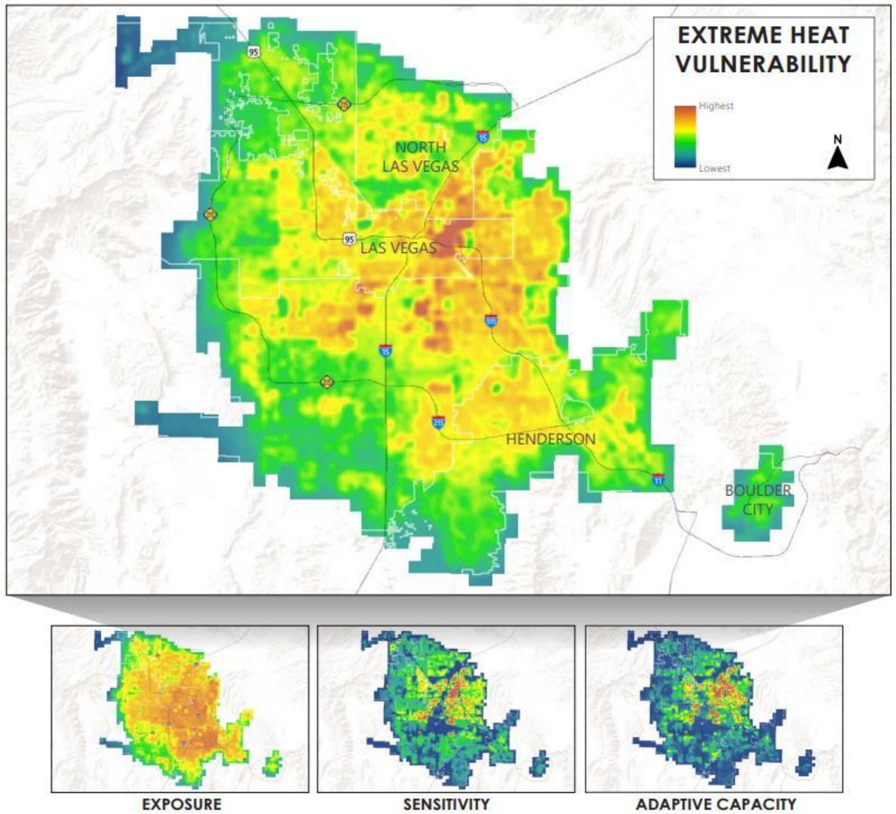


Figure 23 Extreme Heat Vulnerability in Las Vegas (Southern Nevada Extreme Heat Vulnerability Analysis, pg. 9)

The Extreme Heat Vulnerability Study focuses on the adverse health impacts of rising temperatures. The study developed a heat vulnerability index and a map that identifies the areas where people are at a higher risk for exposure to extreme heat and resulting health impacts. Southern Nevada has one of the hottest climates in the United States and is among the fastest-warming regions as well. Portions of Charleston Boulevard were included in the neighborhood profiles that were studied as a part of this analysis. It was among the highest scoring, indicating that the area is highly vulnerable to extreme heat. The study identifies improvements to pedestrian and transit infrastructure as key ways to mitigate extreme heat impacts.

The Extreme Heat Vulnerability Study provides an overview of related research, including a synopsis of heat-related health outcomes, factors that increase illness and death with a correlation to heat exposure, spatial distribution of heat vulnerability, an overview of the top areas of high-heat vulnerability in Southern Nevada, and a discussion of strategies other cities and regions have used to help mitigate extreme heat.

Southern Nevada Transportation Impacts on Health (RTC, 2022)

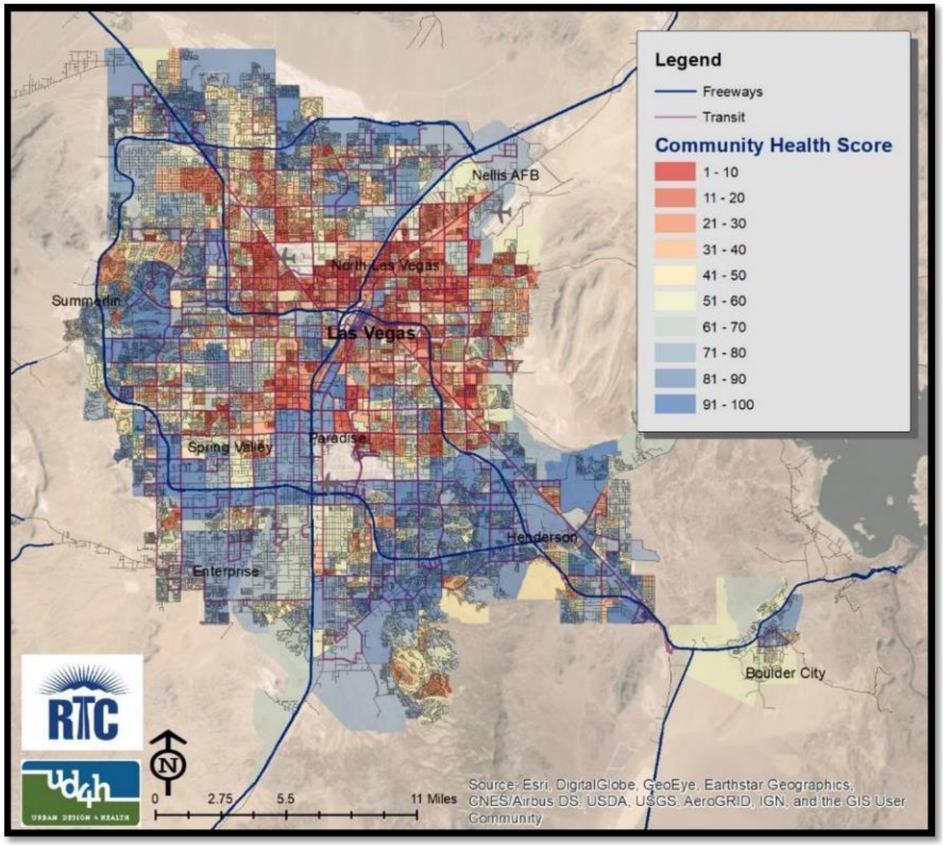


Figure 24 Community Health Score (lower values indicate locations with more health vulnerability concerns) (Transportation Health Study, pg. 12)

The Southern Nevada Transportation Health Study provides a set of tools to estimate the health-related impacts of Southern Nevada's transportation system and integrate health outcomes into future planning. It developed four tools: Community Health Score, Communities of Concern Identification, Transportation Project & Health Considerations, and Health Impacts of Future Scenarios. These tools use data and analysis methods to evaluate the impact of transportation on health, including physical activity, air quality, and access to resources. The study informs transportation planning decisions and promotes healthier communities in Southern Nevada. The Charleston Boulevard corridor includes priority need areas based on the Community Health Score and Communities of Concern. This study supports planning initiatives on Charleston Boulevard by identifying health-related benefits and risks associated with various transportation options.

Southern Nevada Urban Heat Island Mapping Campaign (RTC, 2023)

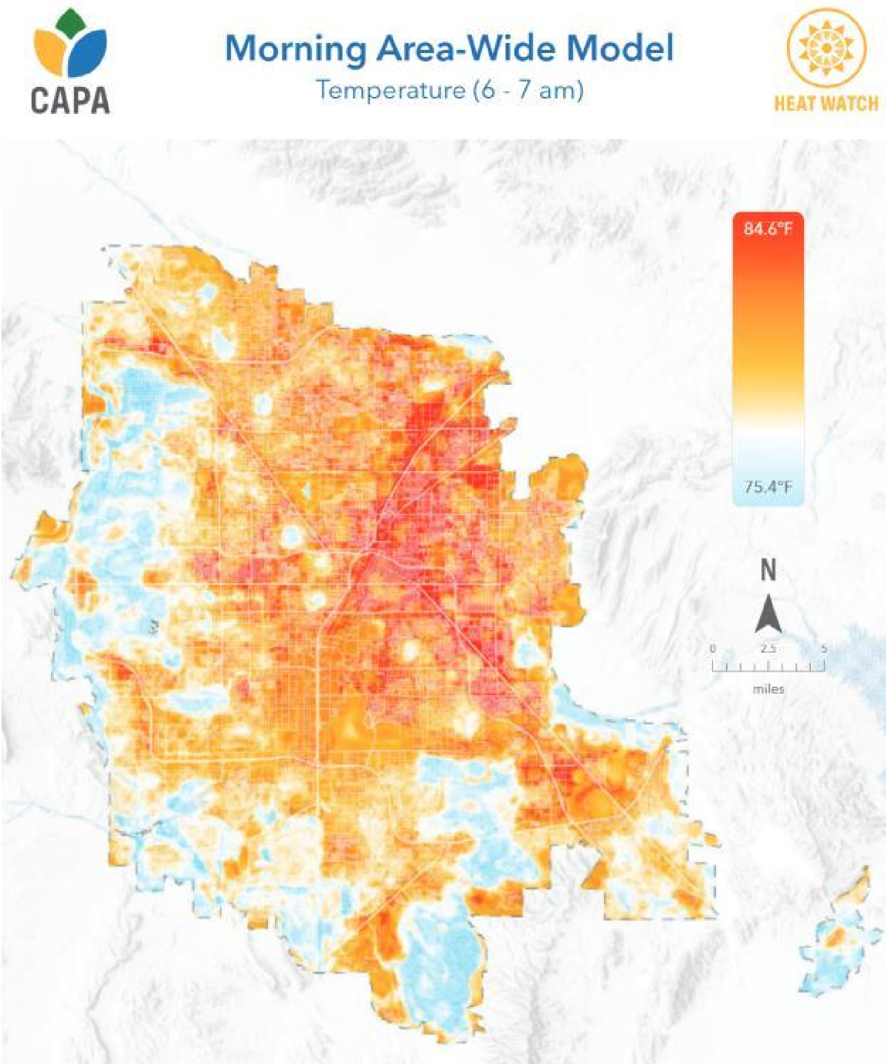


Figure 25 Urban Heat Map (Heat Watch Report, pg. 10)

The Southern Nevada Urban Heat Mapping Project was a community initiative to better understand the distribution of heat across the region. Volunteers drove pre-mapped routes with temperature sensors mounted on their vehicles, collecting data that was used to create detailed heat maps. The project revealed that higher temperatures were concentrated in the central and eastern valley, particularly in areas with limited vegetation and high concentrations of dark, impervious surfaces. With the vulnerable communities that are more at-risk of heat stress being in the central and eastern areas, most of Charleston Boulevard is considered a "hot spot" where temperatures are significantly higher. The findings from this project point to potential avenues for heat mitigation and adaptation strategies along this corridor.

Strengthening Heat Resiliency in Communities of Color in Southern Nevada (Guinn Center, 2021)

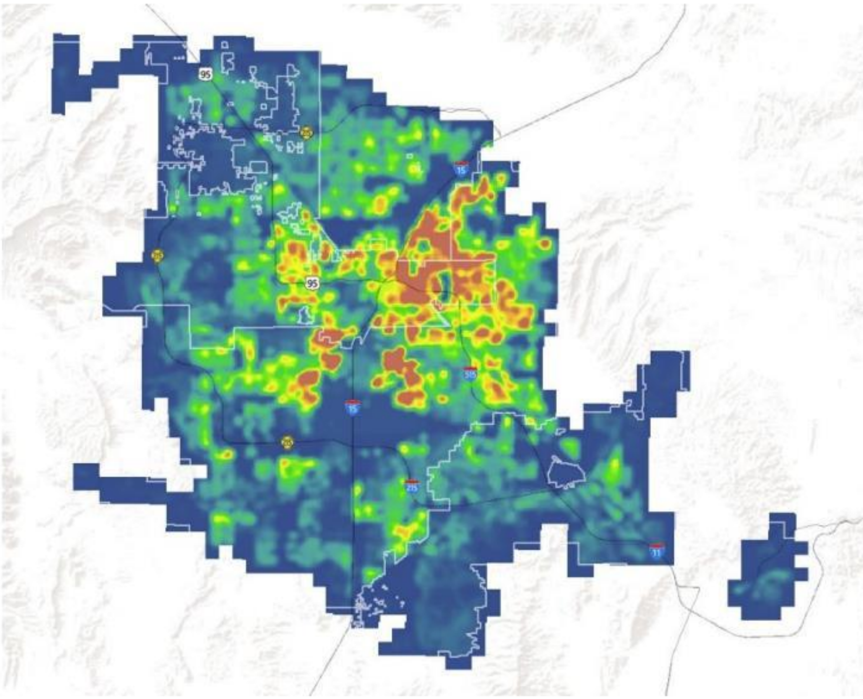


Figure 26 Adaptive Capacity to Heat, Southern Nevada (Strengthening Heat Resiliency in Communities of Color in Southern Nevada, pg. 10)

This report explores the disproportionate impact of extreme heat on marginalized communities, particularly during the COVID-19 pandemic. The report helps understand the vulnerabilities of these communities, identify existing policies and their effectiveness, and propose recommendations for enhancing heat resilience. The study focuses on Latino and Native American communities in Southern Nevada, given their high risk and the region's increasing extreme heat weather events.

Las Vegas is now the fastest warming city in the United States. Additionally, Southern Nevada is one of the most diverse regions of the country, ranking in the top 10 of states with significant Native American populations. Along the more eastern portion of Charleston Boulevard there are more communities with less adaptive capacity, which is linked to a higher reported rate of poverty, unemployment, and less access to healthcare. By understanding the intersection of extreme heat vulnerability and socio-economic factors in underserved communities in Southern Nevada, this report aims to contribute to a more equitable and sustainable future in the face of increasing extreme heat events.

DESIGN AND CONSTRUCTION PROJECTS

I-11/U.S. 95 Charleston Boulevard Interchange Improvement Project (NDOT)

The I-11/U.S. 95 Charleston Boulevard Interchange Improvement project (also known as the I-515/Charleston Boulevard Project) was a $99 million infrastructure upgrade led by NDOT, focused on enhancing safety, accessibility, and mobility in East Las Vegas, with benefits extending to the broader Southern Nevada region. Completed in August 2024, the project introduced a range of significant improvements. Charleston Boulevard was widened and reconstructed from Honolulu Street to Sacramento Drive, adding more and longer turn lanes to improve access between Charleston Boulevard and the I-11 ramps. Sidewalks and ramps were also upgraded to meet Public Right-of-Way Accessibility Guidelines (PROWAG), enhancing pedestrian safety.

Additional upgrades included improved traffic signals, new LED street lighting along Charleston Boulevard, and high-mast lighting on I-11, all contributing to better visibility and safety. To address noise concerns, sound walls were reconstructed along northbound I-11, with new sound walls installed on Charleston Boulevard. These enhancements aim to improve travel time reliability, provide more efficient access to I-11 for local businesses and residents, and support smoother traffic flow, which positively impacts air quality. Overall, the project creates a safer, more accessible transportation corridor for all users.

Charleston Boulevard/Maryland Parkway Regional Flood Control Improvements Project (City of Las Vegas)

In summer 2024, the City of Las Vegas completed construction of a new regional flood control storm drain system along Charleston Boulevard. This $51.5 million project involves the installation of storm drains on Fremont Street from Atlantic Avenue, proceeding west up Charleston to Maryland Parkway, and includes more than 10,000 feet of new, reinforced concrete box, varying in size from 6 feet by 5 feet to 24 feet by 6 feet, within Charleston Boulevard from Fremont Street to Maryland Parkway. Project improvements also included new storm drain laterals and a mainline in Charleston Boulevard from 11th Street to Fremont Street, designed to reduce or eliminate roadway flooding within the corridor. The project was funded by the Clark County Regional Flood Control District and the Las Vegas Valley Water District. The project was part of the Clark County Regional Flood Control District's master-planned facilities to alleviate the heavy flow of stormwater that previously flooded Charleston Boulevard.

Charleston Boulevard Complete Street Project – Rancho Drive to MLK Boulevard (City of Las Vegas)

A stretch of Charleston Boulevard between Rancho Drive and Martin L. King Jr. Boulevard in the expanding Las Vegas Medical District is undergoing a $38.5 million complete streets project. Currently under construction and expected to be completed in the 4th quarter of 2024, the project will reconstruct Charleston Boulevard with new pavement and ADA-compliant pedestrian walkways. Additional improvements include intersection bulb-outs, bike lanes, wayfinding signs, a new storm drain system, upgraded traffic signals, new lighting with ITS connectivity, and enhanced landscaping and aesthetics.

Charleston/UPRR Underpass (NEPA and Design) – Grand Central Parkway to Commerce Street (City of Las Vegas)

The Charleston Boulevard Union Pacific Railroad (UPRR) grade separation replacement project, located 1/5 mile east of Interstate 15 in Central Las Vegas, will replace the existing deficient structure that currently carries two mainline and one UPRR siding tracks over Charleston Boulevard. The new structure will be built to provide a 16' 6" vertical clearance and accommodate up to 5 UPRR tracks. The structure will also provide a span clearance that accommodates multimodal features along Charleston Boulevard, including ADA compliant bike and pedestrian accommodations and 6 vehicle travel lanes. High-capacity transit and freight vehicles will also be accommodated in the project design.

Meadows-Charleston Storm Drain – Essex Drive to Lindell Road (City of Las Vegas)

This project will construct a new storm drain in Charleston Boulevard consisting of a new reinforced concrete box and new laterals and drop inlets. Project improvements also include repaving and new median islands to channelize left turning vehicles at Lindell Road, Mohawk Road, Wilshire Street, Brush Street, Decatur Boulevard, Essex Drive, and at various business driveways. On November 6, 2024, the Las Vegas City Council approved the award of Bid No. 23.MWA719.C-DD Lot 1, Meadows-Charleston Storm Drain Lot 2 Sewer Rehabilitation Group K, which includes work along Charleston Boulevard from Essex Drive to Lindell Road, Arville Street from Charleston Boulevard to Oakey Boulevard, Charleston Boulevard from Rainbow Boulevard to Arville Street, and Sahara Avenue from Decatur Boulevard to I-15. The project involves the construction of storm drain facilities, sanitary sewer facilities, and the rehabilitation of various sewer lines and manholes. The contract was awarded to Las Vegas Paving Corporation and construction will begin in the 4th quarter of 2024 and will be expected to be completed in mid-2025.

Charleston Boulevard Storm Drain – Main to Maryland (City of Las Vegas)

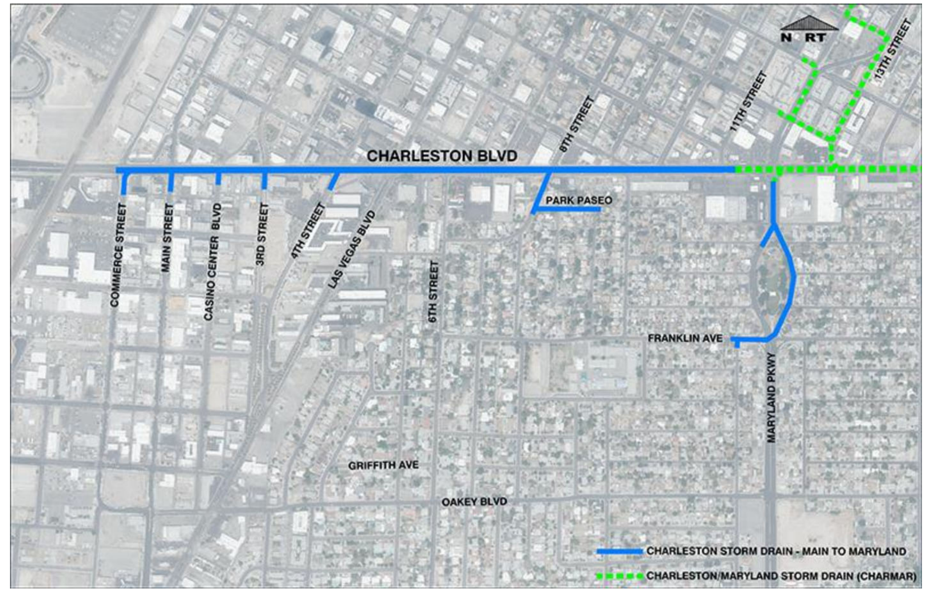


Figure 27 Charleston Boulevard Storm Drain Project - Commerce to Maryland (Credit: City of Las Vegas)

This flood control project, set to begin in May 2025 on Charleston Boulevard, will install new storm drains between Maryland Parkway and Commerce Street, with construction expected to last two years. The project will include the installation of a new storm drain system featuring a reinforced concrete box structure, new laterals, drop inlets, and a new sanitary sewer line. Additionally, there will be pavement updates and pedestrian improvements, including new median islands, pavement, striping, and signage, along with utility relocations to accommodate the new infrastructure.

West Charleston Bus Turnouts – I -15 to Hualapai (City of Las Vegas)

This project will construct five new bus turnouts along Charleston Boulevard. Storm drain modifications are included where existing inlets are impacted by the relocated curb line. ADA compliant pedestrian ramps and driveways will be installed to facilitate pedestrian access to the new transit stop locations.

Buffalo Drive Traffic Improvements and Street Rehabilitation (City of Las Vegas)

This project will construct a new eastbound right turn lane to southbound Buffalo Drive, install eastbound dual left turn lanes to northbound Buffalo Drive, and upgrade the traffic signal system to accommodate the improved traffic turn movements and install new FAST fiber connections. Minor storm drain improvements will also be constructed to accommodate the relocated curb and gutter. This $1.4 million project is funded by the Federal Highway Administration with matching funds from the Motor Vehicle Fuel Tax.

Jones Boulevard from Sahara Avenue to Clarise Avenue (NDOT)

NDOT is starting the design for improvements on Jones Boulevard from Sahara Avenue to Clarise Avenue, just north of US 95. This pavement rehabilitation project will include pedestrian facilities and ADA improvements, lighting and signal upgrades, ITS improvements, signs and striping, hydraulics/stormwater, multimodal elements, and landscape architecture.

Rainbow Boulevard (SR596) 3R Project, Westcliff to Tropicana (NDOT)

The Rainbow Boulevard ADA Project, stretching 5.5 miles from West Tropicana Avenue to Westcliff Drive, involves a 2-3/4 inch cold milling process followed by the application of a 2-inch plantmix bituminous surface with an open-graded top layer. The project will also include roadway patching, traffic signal replacements, sign panel replacements, and ADA-compliant accessibility improvements, ensuring safer and more efficient travel along this busy corridor.

SUMMARY AND OPPORTUNITIES

The plans and documents reviewed for this report envision Charleston Boulevard as a key corridor for high-capacity transit, with accompanying transit-oriented development and infrastructure improvements aimed at making the area safer, more accessible, and more conducive to multimodal transportation. Key takeaways related to high-capacity transit and development along Charleston Boulevard:

1. **High-Capacity Transit (HCT) Potential:** Charleston Boulevard is identified as a critical corridor for high-capacity transit, including Bus Rapid Transit (BRT) or Light Rail Transit (LRT). The analysis suggests that implementing HCT along this route could attract significant ridership and improve mobility, particularly by connecting residential areas to employment and education centers. The potential for HCT on Charleston Boulevard is supported by projected high daily ridership and strong demand for efficient transit. HCT on Charleston Boulevard aligns with other regional transportation plans, such as the **Access 2050** and **On Board Mobility Plan**, further reinforcing the corridor's strategic importance for the future of Southern Nevada's transit network.
2. **Transit-Oriented Development (TOD)**: Multiple plans like the **Maryland Parkway Corridor TOD Plan – Charleston Boulevard Focus Area** and **the City of Las Vegas 2050 Master Plan** emphasize the opportunity for transit-oriented development (TOD) along Charleston Boulevard. These plans emphasize infill and redevelopment, and creating mixed-use, higher-density developments near transit stations to promote walkability and reduce reliance on cars. TOD is seen as a key strategy for fostering economic development while supporting transit ridership.
3. **Complete Streets Strategy:** Plans like the **City of Las Vegas 2050 Master Plan,** the City's **Mobility Master Plan** and the **Nuestro Futuro East Las Vegas Special Area Plan** and **Neighborhood Revitalization Strategy Area** recommend adopting a Complete Streets approach along Charleston Boulevard. This would improve infrastructure for all users, including pedestrians, cyclists, and transit riders. Enhancing pedestrian and bike facilities along the corridor would increase first- and last-mile connections, making it easier for people to access high-capacity transit options.
4. **Safety Improvements**: Addressing safety concerns along Charleston Boulevard is a priority. Several intersections along the corridor have high crash rates, particularly involving pedestrians and cyclists. The **City of Las Vegas Vision Zero Action Plan**, among other plans, recommends targeted safety improvements, such as better crossing infrastructure, wider sidewalks, improved street lighting, and more accessible curb ramps to make the corridor safer and more pedestrian-friendly and enhance the overall environment for transit riders.
5. **Supportive Land Use Changes**: **City of Las Vegas 2050 Master Plan**, the **TOD Zoning Ordinance** and multiple **Special Area Plans** encourage zoning and land use adjustments to promote transit-supportive densities and a diverse mix of uses along Charleston Boulevard. Some of these changes are actively being undertaken by the City of Las Vegas and aim to ensure that the corridor develops in a way that enhances access to public transportation and creates a more walkable, vibrant urban environment.