LAS VEGAS
NFL STADIUM SITE COMPARISON
TRANSPORTATION

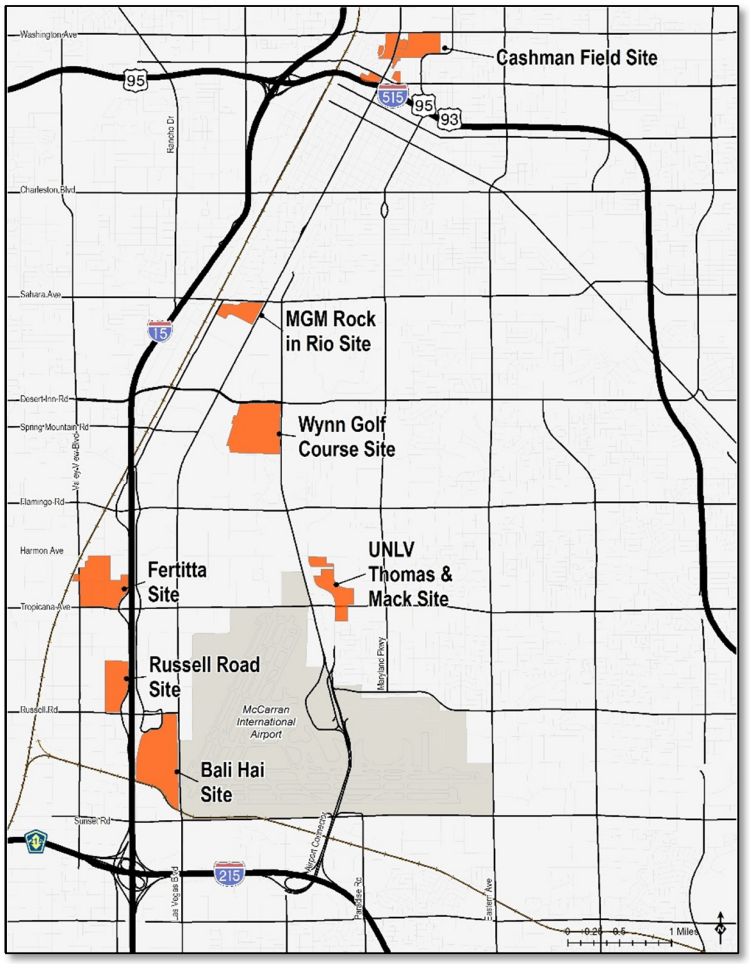


PREPARED FOR

CITY OF LAS VEGAS

The City of Las Vegas is currently being considered for the development of a sports stadium complex to support an NFL team. The stadium would seat approximately 65,000 fans, offer private suites and premium club seating, and include outdoor plaza areas. This stadium would host soccer games, concerts, convention or trade shows, and other exciting opportunities. The stadium would be an attraction for locals and visitors to the City. Seven sites shown below are potential candidates and include:

- Bali Hai Golf Course Site
- Russell Road Site
- Fertitta Site
- UNLV, Thomas & Mack Center Site
- Wynn Golf Course Site
- MGM Rock in Rio Site
- Cashman Field Site



The following pages summarize a high level overview of the benefits and considerations of each site through the lens of transportation and access for both vehicles and pedestrians; specific criteria included:

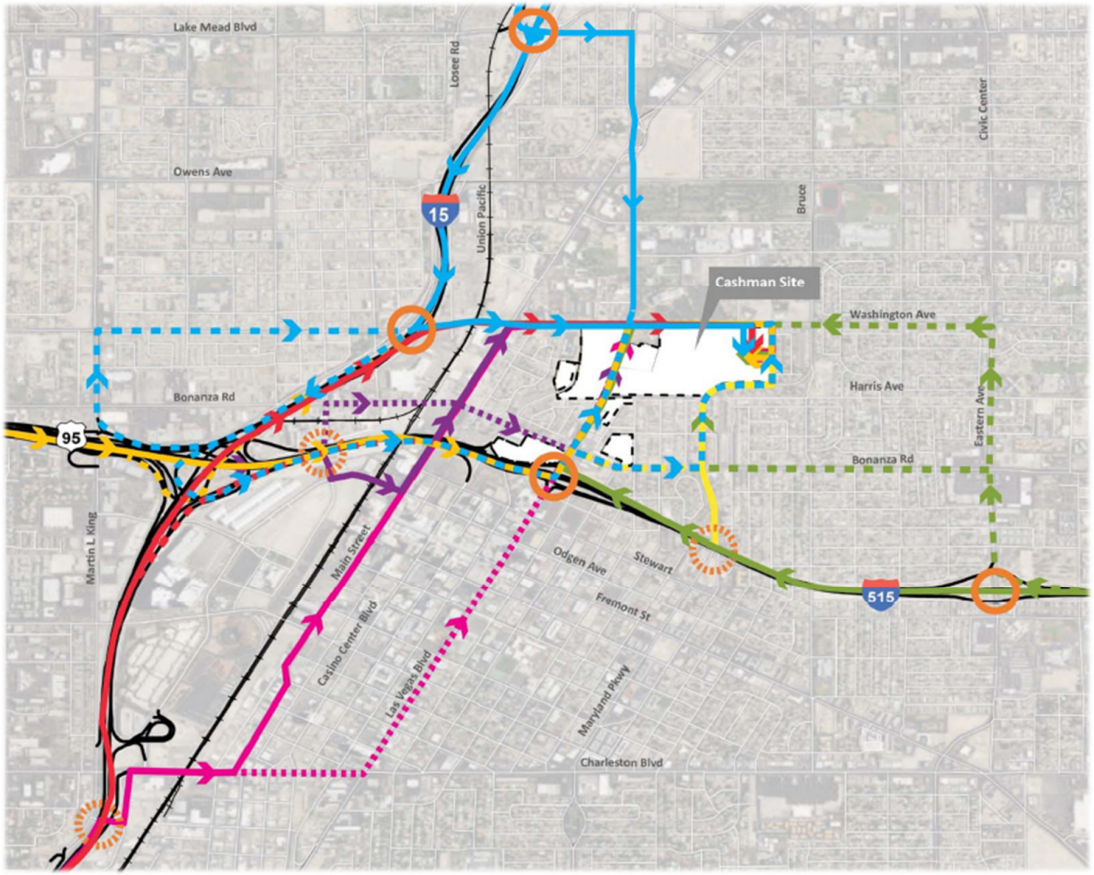
- Proximity/Access to Interstate
- Opening Year (2019) Street Network Performance
- Future (2035) Street Network Performance
- Public Transit and Alternative Modes
- Pedestrian Connectivity
- On-Site and Off-Site Parking
- Pre/Post-Event Tailgating Experience
- Directional Vehicle Access
- Timing of Off-Site Improvements
- Committed/Programmed Funding

How people choose to travel, future planned/programmed transportation improvements, and information provided by the City of Las Vegas were used in this analysis.

Summary of Findings: The **Cashman Field Site,** owned by the City of Las Vegas and leased to be managed by the Las Vegas Convention and Visitors Authority (LVCVA), provides more benefits in terms of transportation compared to other sites.

- ✓ The Cashman Field Site offers ***significant existing on-site parking*** that can be retained in large part to support the new stadium.
- ✓ The Cashman Field Site also ***benefits from nearly $2.5 billion*** in recently completed, under construction, or planned transportation infrastructure on the connecting roadways that serve the site – a level of investment unmatched by other sites being considered.
- ✓ The site can be accessed via the I-15 and I-515 freeways at ***four existing, full service interchanges***, which provide diverse travel options to and from all directions.
    - From the north via I-15, vehicles can take the Lake Mead Boulevard interchange and travel south on North 5th Street directly to the Cashman Field Site. Vehicles can also take the Washington Avenue interchange to arrive at the site within just a few minutes.
    - From the south on I-15 or from the west on US-95, vehicles have the option of the I-15/Washington Avenue interchange or the I-515/Las Vegas Boulevard interchange. From either interchange, vehicles only need to travel a few blocks to reach the Cashman Field Site.
    - From the east on I-515, vehicles have the option of I-515/Las Vegas Boulevard or the Eastern Avenue interchanges and travel northbound on the local road for less than two miles. From Eastern Avenue, drivers can choose either Bonanza Road or Washington Avenue to continue heading west towards the Cashman Field Site.
- ✓ The ***new I-15/NEON Gateway interchange*** is currently under construction as part of Project NEON, the state of Nevada's largest and most expensive public works project ever, and will be in operation before the opening year of the potential stadium. This interchange would provide direct HOV access ramps at Wall Street from the I-15 to Charleston Boulevard, where vehicles could head north on either Main Street or Las Vegas Boulevard to the site.
- ✓ Future access to the Cashman Field Site will be improved with ***two planned interchanges***. The US-95/City Parkway interchange would increase access options from the west, while the proposed I-515/Maryland Parkway HOV Connector interchange would improve access from the east.

Access route options, interchange locations, and potential travel paths to the Cashman Field Site are shown below.



- ✓ The multitude of route options is unique to the Cashman Field Site – no other site can be accessed from as many regional routes or local roadway options. This will be a ***significant benefit in terms of day-of-event traffic operations***.
- ✓ As important as the ease of access to the site, traffic leaving an event must be managed quickly and efficiently. Current events at Cashman Field have prepared the City of Las Vegas to ***effectively handle traffic dispersion*** through temporary lane closures and traffic re-routes. The site is also ***surrounded by streets with less volume of traffic and congestion*** than other sites being considered, both of which will make attending an event at the Cashman Field Site a superior experience.
- ✓ Cashman Field stadium is owned by the City of Las Vegas and operated by the LVCVA. Its primary use is for baseball, and is the home field of the Las Vegas 51s Triple-A minor league baseball team, an affiliate of the New York Mets. Also, Cashman Field was home to the Triple-A World Series from 1998 until 2000. Since 1998, the City of Las Vegas in partnership with the LVCVA and the RTC of Southern Nevada has been effectively managing travel to/from Cashman

Field and providing a pleasant experience for spectators. One of the strategies of successfully managing arrivals and departures effectively and efficiently is through a network of robust transit service. Research of comparable sites shows that availability/quality of options influences mode choice. Previous studies shows that typically when frequent/convenient transit is available, a higher percentage of attendees are likely to choose not to drive.

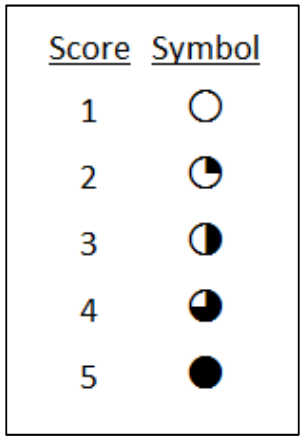
- A study of major baseball, football, and soccer stadiums in Denver, Colorado revealed that the automobile share of arrivals increased as stadiums were located further away from urban, populated areas where convenient transit was limited or not available. At Sports Authority Field, located in an urban area accessible by transit, approximately 14 percent of attendees are able to arrive by transit.
- LEVI's Stadium in Santa Clara, California is located in an urban area, accessible by multiple transit options, including light rail transit, heavy rail transit, and local bus routes. Transportation studies for this stadium showed that nearly 20 percent of attendees would be able to arrive via transit. Automobile arrivals would account for 74 percent of attendees.
- Century Link Field in Seattle, Washington is accessible via two major interstate freeways at the south end of the downtown business district. Multiple light rail transit stations and local/regional bus stops are located within a few blocks of the stadium. With fewer transit options than LEVI's Stadium, 85 percent of attendees are expected to arrive via automobile.

✓ Cashman Field is currently served by numerous RTC bus routes including the Las Vegas Boulevard routes (SDX and Deuce), routes 106, 207, 208, 215 and various other bus routes adjacent to or in the vicinity of the Cashman Field site. ***Transit access to the Cashman Field Site is robust*** and even expected to increase by the anticipated opening year.

Evaluation Criteria used for Site Analysis

Potential sites were evaluated using the metrics for each of the criteria summarized below. For each criteria, sites were assigned a rank or score based on a qualitative assessment comparing the sites. For analysis, a score of ***1 (open symbol) indicated the site was less desirable*** and a score of ***5 (closed symbol) indicated the site was the most desirable***.

- Proximity/Access to Interstate
  - Distance from Freeway
  - Ease of Access
  - Planned Future Improvements
- Opening Year (2019) Street Network Performance
  - Number of Lanes on Access Roads
  - Daily and Peak Traffic Volumes
  - Volume-to-Capacity Ratio
- Future (2035) Street Network Performance
  - Number of Lanes on Access Roads
  - Daily and Peak Traffic Volumes
  - Volume-to-Capacity Ratio
- Public Transit and Alternative Modes
  - Access to and Frequency of Existing Providers
  - Future Planned Service Improvements
- Pedestrian Connectivity
  - Existing Pedestrian Environment (to resorts/hotels, attractions, transit services)
  - Future Planned Pedestrian Improvements
- On-Site and Off-Site Parking
  - Existing On-Site Parking Supply/Ability to Develop Parking On-Site
  - Proximity to Nearby Parking
- Pre/Post-Event Tailgating Experience
  - Proximity to Pre/Post-Event Entertainment
  - Potential for Event-Related Development
- Directional Vehicle Access
  - Lane Management (temporary lane closures in one direction of travel to facilitate vehicles in the opposite direction, before or after an event)
  - Parking Ingress and Egress
- Timing of Off-Site Improvements
  - Short-, Mid-, or Long-Term Improvements
- Committed/Programmed Funding
  - Level of Investment



Summary of Site Evaluation and Overall Rankings

	Evaluation Criteria	Proximity/Access to Interstate	Opening Year (2019) Street Network Performance	Future (2035) Street Network Performance	Public Transit and Alternative Modes	Pedestrian Connectivity	On-Site and Off-Site Parking	Pre/Post-Event Tailgating Experience	Directional Vehicle Access	Timing of Off-Site Improvements	Committed/ Programmed Funding	AVERAGE SCORE
	Potential Stadium Site											
1	Bali Hai Golf Course Site	◕	◕	◕	◔	◕	◑	◔	◔	○	◔	◔
2	Russell Road Site	◕	●	●	◔	◔	◔	◔	○	○	◔	◔
3	Fertitta Site	●	◑	◑	○	○	◔	○	○	◔	◔	○
4	UNLV, Thomas & Mack Center Site	◔	○	○	◑	◔	◕	◔	◔	◑	◑	○
5	Wynn Golf Course Site	◔	◑	◔	●	●	◑	◕	◑	◕	○	◑
6	MGM Rock in Rio Site	◕	◔	○	◑	◑	○	◕	◑	◑	◕	◔
7	Cashman Field Site	●	◕	◕	●	◑	●	◑	◕	●	●	●

Legend

○ Site ranks ***lowest*** based on evaluation criteria

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● Site ranks ***highest*** based on evaluation criteria

Evaluation Criteria: Proximity/Access to Interstate

	Potential Site	Existing Proximity to Major Freeway	Ease of Access from Interstate	Future Potential/Recommended Improvements to Site Access [1]	Rank
1	Bali Hai Golf Course Site	*Adjacent to I-15, access via Russell Rd interchange *0.75 miles from I-215, access via Las Vegas Blvd interchange	*Access to site is possible within 1 or 2 signalized intersections of interchange	*I-15 direct access HOV ramps at Hacienda Ave/Mandalay Bay Rd ***(6-10 years)*** *I-215/I-15 HOV ramp and airport direct access HOV ramps ***(6-10 years)*** *Reconstruct I-15/Tropicana Avenue interchange ***(6-10 years)***	
2	Russell Road Site	*Adjacent to I-15, access via Russell Rd interchange *2.0 miles from I-215, access via Las Vegas Blvd interchange	*Access to site is possible within 1 or 2 signalized intersections of interchange	*I-15 direct access HOV ramps at Hacienda Ave/Mandalay Bay Rd ***(6-10 years)*** *I-215/I-15 HOV ramp and airport direct access HOV ramps ***(6-10 years)*** *Reconstruct I-15/Tropicana Avenue interchange ***(6-10 years)***	
3	Fertitta Site	*Adjacent to I-15, access via Tropicana Ave interchange *0.75 miles from I-15/Flamingo Rd interchange	*Access to site is possible within 1 or 2 signalized intersections of interchange	*Grade separation at Harmon Ave/Valley View Blvd ***(1-5 years)*** *Reconstruct I-15/Tropicana Avenue interchange ***(6-10 years)*** *I-15 direct access HOV ramps at Harmon Ave ***(6-10 years)***	
4	UNLV, Thomas & Mack Center Site	*1.9 miles from I-15, access via Tropicana Ave interchange *2.8 miles from I-215, access via the Airport Connector interchange	*Access to site is 3 or more signalized intersections from interchange	*Reconstruct I-215/Airport Connector interchange ***(1-5 years)*** *Elevated couplet system on Koval Ln and Swenson St between the airport and Flamingo Rd ***(6-10 years)*** *Reconstruct I-15/Tropicana Avenue interchange ***(6-10 years)***	
5	Wynn Golf Course Site	*1.1 miles from I-15, access via Spring Mountain Rd interchange	*Access to site is 3 or more signalized intersections from interchange	*New direct access HOV ramps at I-15/NEON (NEON Gateway) ***(1-5 years)*** *Elevated couplet system on Koval Ln and Swenson St between the airport and Flamingo Rd ***(6-10 years)***	
6	MGM Rock in Rio Site	*0.5 miles from I-15, access via Sahara Ave interchange	*Access to site is possible within 1 or 2 signalized intersections of interchange	*Increase capacity at Las Vegas Blvd/Main St intersection ***(1-5 years)***	
7	Cashman Field Site	*0.3 miles from I-515, access via N. Las Vegas Blvd interchange and N. Casino Center Blvd interchange *0.7 miles from I-15, access via Washington Ave interchange and Lake Mead Blvd interchange	*Access to site via I-15 is possible within 1 or 2 signalized intersections of interchange *Access via I-515 is possible within 1 or 2 signalized intersections of interchange	*New interchange on I-515 at City Parkway ***(1-5 years)*** *New frontage roads on I-15 between Lake Mead Blvd and Washington Ave ***(1-5 years)*** *North 5th Street - improved direct connection from North Las Vegas to Downtown ***(1-5 years)*** *New direct access HOV ramps at I-515/Maryland Pkwy interchange ***(6-10 years)*** *I-515 Capacity Improvements include projects to add capacity and reduce congestion on the freeway, and improve access to the Downtown area	

[1]Future planned improvements were obtained from the RTC's recently approved Transportation Investment Business Plan, Draft Fuel Revenue Index 2 (FRI-2) proposed project list, Transportation Improvement Program (2015-2019), and Regional Transportation Plan (2013-2035), in addition to information received from the City of Las Vegas.

• In terms of proximity/access to interstates, the Fertitta Site and Cashman Field Site score highest relative to other sites. The Fertitta Site is located adjacent to I-15, with immediate access to the freeway via the Tropicana Avenue interchange. This site is also expected to benefit from a near-term, planned/programmed Union Pacific Railroad (UPRR) grade separation improvement project connecting Harmon Ave to Valley View Boulevard. This project will allow increased vehicle access to and from the west.

• The Cashman Field Site is currently accessible by two major interstates and four existing interchanges, one under construction (in place by planned opening year of 2019), and two additional planned interchanges. Local road improvements will also improve residential/local connectivity to the site. This diversity of routes is unique to the Cashman Site and a huge differentiator in providing attendees/motor vehicles multiple routes for traffic dispersion when arriving and departing in a relatively quick timeframe after an event, resulting in an overall positive gameday experience.

• The UNLV, Thomas & Mack Center Site scores lowest relative to the other sites because it is the furthest from any major interstate, and does not have significant future planned/programmed improvements to improve regional access.

Evaluation Criteria: Opening Year (2019) Street Network Performance

	Potential Site	Access Road	Number of Lanes		Future Conditions (2019)					Rank
			Existing	Future [1]	Average Daily Traffic	Weekday PM Peak Hour	Saturday Peak Hour	Hourly Roadway Capacity [2]	Worst Peak Hour V/C Ratio [3]	
1	Bali Hai Golf Course Site	Russell Road	6	6	27,900	2,500	2,300	3,600	0.69	
		Las Vegas Boulevard	6	6	52,600	4,000	3,700	4,500	0.89	
		I-215	10	10	227,700	15,200	14,500	18,000	0.84	
		I-15	12	12	231,200	14,000	11,900	22,200	0.63	
2	Russell Road Site	Hacienda Avenue	4	4	12,500	1,300	1,000	1,800	0.72	
		Dean Martin Drive	4	4	11,400	1,300	700	2,400	0.54	
		Russell Road	6	6	21,600	2,000	1,800	3,600	0.56	
		I-215	10	10	227,700	15,200	14,500	18,000	0.84	
		I-15	10	10	252,500	12,800	11,200	19,800	0.65	
3	Fertitta Site	Harmon Avenue	6	6	11,000	1,000	900	3,600	0.28	
		Valley View Boulevard	2	6	18,300	1,800	900	3,600	0.50	
		Dean Martin Drive	4	4	24,900	2,200	2,000	2,400	0.92	
		Tropicana Avenue	6	6	55,100	3,600	2,900	4,500	0.80	
		I-15	13	13	262,000	21,300	19,000	24,000	0.89	
4	UNLV, Thomas & Mack Center Site	Swenson Street	4	4	28,600	2,500	2,800	2,400	1.17	
		Paradise Road	5	5	42,700	3,300	2,700	3,750	0.88	
		Harmon Avenue	4	4	35,900	2,900	2,600	2,400	1.21	
		Tropicana Avenue	8	8	94,100	6,600	6,400	6,000	1.10	
5	Wynn Golf Course Site	Desert Inn Road	6	6	37,600	4,100	3,000	4,500	0.91	
		Paradise Road	6	6	36,200	3,000	2,500	4,500	0.67	
		Sands Avenue	6	6	16,900	1,600	1,300	3,600	0.44	
		Las Vegas Boulevard	6	6	60,600	3,100	3,600	4,500	0.80	
		I-15	12	12	282,100	20,400	20,100	23,000	0.89	
6	MGM Rock in Rio Site	Industrial Road	6	6	30,900	3,400	3,100	3,600	0.94	
		Las Vegas Boulevard	6	6	37,200	2,500	2,500	4,500	0.56	
		Sahara Avenue	7	7	70,500	4,700	4,700	5,250	0.90	
		I-15	12	12	320,700	23,200	22,900	23,000	1.01	
7	Cashman Field Site	Maryland Parkway	4	4	7,000	800	500	2,400	0.33	
		Washington Avenue	4	4	12,400	1,300	900	2,400	0.54	
		Las Vegas Boulevard	4	6	19,300	1,700	1,700	6,000	0.28	
		I-15	10	10	176,800	14,700	11,500	19,000	0.77	
		I-515	8	8	190,400	12,600	11,400	14,000	0.90	

Notes:

[1] Planned/programmed future lane widening is highlighted green.

[2] The hourly capacities were retained from the RTC Regional Travel Demand Model, based on various roadway functional classifications (interstate, major arterial, minor arterial, and collector).

[3] V/C Ratio - Volume-to-capacity ratio - generally indicates the level of congestion on a roadway based on the number of vehicles and the number of lanes. Peak hour V/C ratios higher than 1.0 are highlighted red, indicating congestion. Ratios higher than 0.85 are highlighted yellow, indicating the roadway could be nearing capacity.

• In terms of opening year (2019) street network performance, the Russell Road Site scores highest relative to other sites because the surrounding freeway and local roadways are expected to have the most roadway capacity in 2019. The Cashman Field Site also scores high because the local roadways immediately surrounding the site are expected to have an excess of capacity at the year of stadium opening.

• The UNLV, Thomas & Mack Center Site scores lowest relative to the other sites because all surrounding roadways would be congested or nearing capacity. The primary access to the UNLV Thomas & Mack Center Site is Tropicana Ave. The Tropicana Ave and Swenson St intersection is currently the primary bottleneck in the roadway network between the airport and the resort corridor, resulting in congestion that backs up the airport's internal circulation.

Evaluation Criteria: Future (2035) Street Network Performance

	Potential Site	Access Road	Number of Lanes		Future Conditions (2035)					Rank
			Existing	Future [1]	Average Daily Traffic	Weekday PM Peak Hour	Saturday Peak Hour	Hourly Roadway Capacity [2]	Worst Peak Hour V/C Ratio [3]	
1	Bali Hai Golf Course Site	Russell Road	6	6	30,500	2,800	2,500	3,600	0.78	
		Las Vegas Boulevard	6	6	52,600	4,000	3,700	4,500	0.89	
		I-215	10	10	52,600	4,000	3,700	18,000	0.22	
		I-15	12	14	304,300	18,400	15,600	25,800	0.71	
2	Russell Road Site	Hacienda Avenue	4	4	11,600	1,200	1,000	1,800	0.67	
		Dean Martin Drive	4	4	11,400	1,300	700	2,400	0.54	
		Russell Road	6	6	29,200	2,700	2,400	3,600	0.75	
		I-215	10	10	52,600	4,000	3,700	18,000	0.22	
		I-15	10	12	319,700	16,200	14,200	23,800	0.68	
3	Fertitta Site	Harmon Avenue	6	6	11,000	1,000	900	3,600	0.28	
		Valley View Boulevard	2	6	18,300	1,800	900	3,600	0.50	
		Dean Martin Drive	4	4	24,900	2,200	2,000	2,400	0.92	
		Tropicana Avenue	6	8	71,400	4,700	3,700	6,000	0.78	
		I-15	13	13	274,200	22,300	19,900	24,000	0.93	
4	UNLV, Thomas & Mack Center Site	Swenson Street	4	4	32,000	2,800	3,100	2,400	1.29	
		Paradise Road	5	5	46,300	3,600	3,000	3,750	0.96	
		Harmon Avenue	4	6	34,700	2,800	2,500	3,600	0.78	
		Tropicana Avenue	8	8	103,500	7,300	7,000	6,000	1.22	
5	Wynn Golf Course Site	Desert Inn Road	6	6	40,800	4,500	3,300	4,500	1.00	
		Paradise Road	6	6	36,600	3,000	2,500	4,500	0.67	
		Sands Avenue	6	6	17,600	1,600	1,400	3,600	0.44	
		Las Vegas Boulevard	6	6	58,500	3,000	3,500	4,500	0.78	
		I-15	12	12	328,700	23,800	23,500	23,000	1.03	
6	MGM Rock in Rio Site	Industrial Road	6	6	40,200	4,400	4,000	3,600	1.22	
		Las Vegas Boulevard	6	6	47,900	3,300	3,200	4,500	0.73	
		Sahara Avenue	7	7	67,700	4,500	4,500	5,250	0.86	
		I-15	12	12	328,700	23,800	23,500	23,000	1.03	
7	Cashman Field Site	Maryland Parkway	4	4	8,000	900	600	2,400	0.38	
		Washington Avenue	4	4	12,600	1,300	900	2,400	0.54	
		Las Vegas Boulevard	4	6	27,300	2,400	2,400	6,000	0.40	
		I-15	10	10	221,500	18,500	14,400	19,000	0.97	
		I-515	8	8	165,500	10,900	9,900	14,000	0.78	

Notes:

[1] Planned/programmed future lane widening is highlighted green.

[2] The hourly capacities were retained from the RTC Regional Travel Demand Model, based on various roadway functional classifications (interstate, major arterial, minor arterial, and collector).

[3] V/C Ratio - Volume-to-capacity ratio - generally indicates the level of congestion on a roadway based on the number of vehicles and the number of lanes. Peak hour V/C ratios higher than 1.0 are highlighted red, indicating congestion. Ratios higher than 0.85 are highlighted yellow, indicating the roadway could be nearing capacity.

• In terms of future (2035) street network performance, the Russell Road Site scores highest relative to other sites because the surrounding freeway and local roadways are expected to have the most roadway capacity in the future. Future planned lane widening on I-15, from 5 lanes in each direction to 6 lanes in each direction, is expected to increase vehicle capacity approaching the site.

• The UNLV, Thomas & Mack Center Site and the MGM Rock in Rio Site both score lowest relative to the other sites because at least one surrounding roadway that would be expected to carry stadium traffic is expected to have more vehicles than the road may be able to handle. The primary access to the UNLV Thomas & Mack Center Site is Tropicana Ave. The Tropicana Ave and Swenson St intersection is currently the primary bottleneck in the roadway network between the airport and the resort corridor, resulting in congestion that backs up the airport's internal circulation.

Evaluation Criteria: Public Transit and Alternative Modes

	Potential Site	Existing RTC Service Areas	Average Frequencies		Nearest Access to Existing Transit	Future Potential/Recommended Transit Improvements [1]	Future Potential/Recommended Monorail Improvements [2]	Rank
			Weekday	Weekend				
1	Bali Hai Golf Course Site	* 1 local/residential route, SSTT to NW Las Vegas	*30 minutes	*60 minutes	*RTC bus stops adjacent to site on Las Vegas Blvd	*Improvements to regional bus serving south Las Vegas ***(6-10 years)*** *Potential light rail to serve Airport, Las Vegas Blvd, Downtown, Cashman Center ***(11-20 years)***	*Proposed extension of LV Monorail and new station at Mandalay Bay, within 1/2-mile of site ***(1-5 years)***	◔
2	Russell Road Site	* 1 local/residential route, SSTT to NW Las Vegas	*30 minutes	*60 minutes	*RTC bus stops adjacent to site on Russell Rd	*Improvements to regional bus serving south Las Vegas ***(6-10 years)*** *Potential light rail to serve Airport, Las Vegas Blvd, Downtown, Cashman Center, located 0.5 miles from site ***(11-20 years)***	*Proposed extension of LV Monorail and new station at Mandalay Bay, within 1/2-mile of site ***(1-5 years)*** *Potential extension of LV Monorail from Mandalay Bay to Russell Road site, within 1/2-mile of site ***(6-10 years)***	◔
3	Fertitta Site	* 1 local/residential route, Sam Boyd Stadium to west Las Vegas	*15 minutes	*20 minutes	*RTC bus stops adjacent to site on Tropicana Ave	*Potential improvements to regional/express bus serving Valley View Blvd/northern Las Vegas Valley ***(6-10 years)*** *Potential light rail to serve Airport, Las Vegas Blvd, Downtown, Cashman Center, located 0.5 miles from site ***(11-20 years)***		○
4	UNLV, Thomas & Mack Center Site	* 2 local/residential routes (serves Sam Boyd Stadium, Airport, Downtown)	*30 minutes	*30 minutes	*RTC bus stops adjacent to site on Tropicana Ave and Paradise Rd	*Improvements to regional bus through UNLV campus to UNLV Transit Center ***(6-10 years)*** *Potential high-capacity transit service on Maryland Pkwy ***(6-10 years)*** *Potential light rail to serve Airport, Las Vegas Blvd, Downtown, Cashman Center ***(11-20 years)***		◑
5	Wynn Golf Course Site	* 4 local/residential routes (serves Nellis AFB, Downtown, Las Vegas Blvd, NW Las Vegas, Airport, SSTT) * 2 local/express routes (serves Downtown, Airport)	*15-30 minutes	*60 minutes	*RTC bus stops adjacent to site on Sands Ave and Paradise Rd *Additional bus stops within 1/2-mile *Within 1/2-mile of LV Monorail - Harrah's/The LINQ Station and Convention Center Station	*Improvements to regional bus service along Paradise Rd ***(6-10 years)*** *Potential light rail to serve Airport, Las Vegas Blvd, Downtown, Cashman Center, located 0.5 miles from site ***(11-20 years)***	*Proposed monorail station at Sands Ave/ Koval Ln ***(1-5 years)***	●
6	MGM Rock in Rio Site	* 2 local/residential routes (serves Downtown, Las Vegas Blvd, Airport, SSTT) * 2 local/express routes (serves Downtown, SSTT, NE Las Vegas)	*15-30 minutes	*15-30 minutes	*RTC bus stops adjacent to site on Las Vegas Blvd and Sahara Ave *Additional bus stops within 1/4-mile *Within 1/2-mile of LV Monorail - SLS/Sahara Ave Station	*Improvements to regional bus service along Paradise Rd ***(6-10 years)*** *Potential light rail to serve Airport, Las Vegas Blvd, Downtown, Cashman Center ***(11-20 years)*** *Proposed Charleston Boulevard high-capacity transit, providing east-west regional service ***(11-20 years)***		◑
7	Cashman Field Site	* 4 local/residential routes (serves Downtown, Nellis AFB, SSTT)	*15-30 minutes	*15-30 minutes	*RTC bus stops adjacent to site on Las Vegas Blvd and Maryland Pkwy *Additional bus stops within 1/4-mile	*Downtown Las Vegas Circulator between Fremont Street corridor and site ***(1-5 years)*** *Improvements to regional bus service along Las Vegas Blvd, North 5th St ***(6-10 years)*** *Potential urban light rail on Maryland Pkwy connecting the Airport to Downtown ***(6-10 years)*** *Potential light rail to serve Airport, Las Vegas Blvd, Downtown, new transit center Cashman Center ***(11-20 years)*** *Proposed Charleston Boulevard high-capacity transit, providing east-west regional service ***(11-20 years)***		●

Notes:

[1]Future planned improvements were obtained from the RTC's recently approved Transportation Investment Business Plan, Draft Fuel Revenue Index 2 (FRI-2) proposed project list, Transportation Improvement Program (2015-2019), and Regional Transportation Plan (2013-2035), in addition to information received from the City of Las Vegas.

[2]Future planned Las Vegas Monorail improvements were obtained from RTC's recently approved Transportation Investment Business Plan.

RTC - Regional Transportation Commission of Southern Nevada

SSTT - South Strip Transfer Terminal

• In terms of public transit and alternative modes, the Wynn Golf Course Site scores high relative to other sites because it is most easily accessed by transit. The site is currently served by 6 transit routes, more than any other site, and it is also closer than any other site to two LV Monorail stations. The future planned/programmed LV Monorail station at the Sands Ave/Koval Ln intersection improve transit accessibility to this site. The Cashman Field Site also scores high because it is expected to have robust improvements to transit access in the future.

• The Fertitta Site is least accessible by transit or monorail. It also has few planned/programmed transit or monorail improvements, so it scores lowest relative to other sites.

Evaluation Criteria: Pedestrian Connectivity

	Potential Site	*Existing Pedestrian Environment*	*Future Improvements to Pedestrian Environment*	Rank
1	Bali Hai Golf Course Site	*ADA-compliant sidewalks along Las Vegas Blvd, Russell Rd, and portions of Frank Sinatra Dr *Transit services/stops next to site *Across from flight support/helicopter services *Within walking distance to parking lots north of site *Adjacent to Las Vegas Blvd, major arterial, 45mph speed limit	*Light rail airport connectivity extension along Las Vegas Blvd *Accessible to South Strip Transfer Center *Easy access to future on-site parking facilities	◕
2	Russell Road Site	*Minimum-standard sidewalks surrounding the site *Industrial area *Bus services/stops within walking distance to site *Limited off-site pay parking lots within walking distance	*Accessible to future LV Monorail extension to Mandalay Bay	◔
3	Fertitta Site	*Minimum-standard sidewalks surrounding the site *Industrial area *Transit services/stops within walking distance to site *Limited off-site pay parking lots within walking distance, with exception of parking lot just to the east of site	*Accessible to future regional bus route extensions	○
4	UNLV, Thomas & Mack Center Site	*ADA-compliant sidewalks surrounding the site *Transit services/stops serving the south and west ends of the site *Accessible to existing UNLV event venue *Off-site pay parking lots/garages available surrounding the site	*Within one block of future potential Maryland Pkwy urban light rail and airport connectivity *Benefits from proposed Complete Streets development along Harmon Ave *Accessible to UNLV Transit Center	◔
5	Wynn Golf Course Site	*ADA-compliant sidewalks surrounding the site *Across from Las Vegas Convention Center *Transit and Monorail services/stops serving Paradise Rd *Off-site pay parking lots/garages available surrounding the site *Accessible to surrounding hotels/casinos	*Ample space on-site for development of pedestrian amenities	●
6	MGM Rock in Rio Site	*ADA-compliant sidewalks surrounding the site *Accessible to surrounding hotels and casinos *Transit services/stops serving Las Vegas Blvd *Off-site pay parking lots/garages available surrounding site	*Future proposed circular pedestrian bridge at Sahara Ave and Las Vegas Blvd *Future proposed light rail transit along Las Vegas Blvd *Benefits from nearby future Complete Streets project and pedestrian bridge planned over Las Vegas Blvd *Limited on-site parking facilities, pedestrians anticipated to walk/park off-site	◑
7	Cashman Field Site	*ADA-compliant sidewalks surrounding the site *Transit services/stops within walking distance of site *Accessible to surrounding residential neighborhoods *Limited off-site pay parking lots/garages available surrounding the site *Within 3/4-mile of Fremont Street attractions	*Located at the terminus of potential future light rail transit line from the airport to the Strip *Accessible to potential transit center development *Complete Streets project on Las Vegas Blvd will widen sidewalks to 10-15 feet and improve pedestrian connection between Fremont St and the site	◑

Notes:
ADA - Americans with Disabilities Act
ADA-compliant sidewalks typically provide superior access and comfort as compared to minimum-standard sidewalks

• In terms of pedestrian connectivity, the Wynn Golf Course Site scores highest relative to other sites because the existing pedestrian environment is robust and already well-used between nearby resort casinos, attractions, parking garages, and the convention center. This site is also a relatively short walk from multiple LV Monorail stations, and on-street transit stops. This site also appears to have ample square footage to develop on-site pedestrian amenities and plazas.
• The Fertitta Site scores lowest relative to the other sites because it located in an industrial area, with limited existing pedestrian amenities, and only a few planned/programmed future pedestrian improvements. The site is located across the I-15 freeway from the resort corridor and attractions, which could make the pedestrian experience between the site and the resorts less enjoyable compared to other sites.

Evaluation Criteria: On-Site and Off-Site Parking

	Potential Site	*Existing On-site Parking/ Ability to Develop On-Site Parking*	*Proximity to Existing Off-site Parking*	*Potential Improvements to Parking*	Rank
1	Bali Hai Golf Course Site	*No existing parking on-site *Approximate size of site: 150 acres	*Within 1/4-mile of Mandalay Bay property (garage) *Within 1/4-mile of Town Square (surface lot)		
2	Russell Road Site	*No existing parking on-site *Approximate size of site: 60 acres	*Within 1/4-mile of Mandalay Bay property (garage) *Within 1/4-mile of Luxor property (garage)		
3	Fertitta Site	*No existing parking on-site *Approximate size of site: 115 acres	*Adjacent to parking lot northeast of site (garage and surface lot)		
4	UNLV, Thomas & Mack Center Site	*Approximately 30 acres of surface parking on-site *Approximate size of site: 60 acres	*Adjacent to approximately 15 acres of parking (surface lot) west of site *Within 1/4-mile of sports club/complex property (surface lot)		
5	Wynn Golf Course Site	*Fewer than 30 existing parking stalls on-site *Approximate size of site: 140 acres	*Adjacent to Wynn Casino (garage) *Within 1/4-mile of Venetian property (garage) *Within 1/2-mile of Treasure Island property and Fashion Show Mall (garages)		
6	MGM Rock in Rio Site	*No existing parking on-site *Approximate size of site: 35 acres	*Within 1/4-mile of SLS property (garage) *Within 1/4-mile of Stratosphere property (garage) *Within 1/2-mile of Circus Circus property (garage)		
7	Cashman Field Site	*Approximately 20 acres of surface parking on-site *Approximate size of site: 85 acres	*Nearly 25,000 parking stalls (in garages) *Nearly 17,000 parking stalls (surface lots) *Parking stalls are located 1/2-mile to 1-mile away in Downtown	*Opportunity to negotiate with parking lots on City-owned property to leverage existing capacity and lower need for new parking on-site	

• In terms of parking, the Cashman Field Site scores highest relative to other sites because of its existing on-site parking supply, and the potential for future leveraging of City-owned properties off-site to reduce demand for additional on-site parking development. A proposed circulator/trolley between the site and Downtown would improve access to nearby parking garage and lots.

• The Bali Hai Golf Course Site and the Russell Road Site score lowest relative to the other sites because they currently do not provide any on-site parking; all parking on-site would need to be constructed or developed. These sites are also not adjacent to existing parking garages or lots.

Evaluation Criteria: Pre/Post-Event Tailgating Experience

	Potential Site	*Proximity to entertainment*	*Potential for event-related development*	Rank
1	Bali Hai Golf Course Site	*Within 1/4-mile of Mandalay Bay property *Within 1/4-mile of Town Square (Free shuttle offered to various resort locations) *Available dining options	*Lower potential for adjacent accessible development *Site is bound by the airport, freeway, and freight rail	
2	Russell Road Site	*Within 1/4-mile of Mandalay Bay property *Within 1/4-mile of Luxor property *Available dining options	*Medium potential for adjacent development *Many lots are already built-up (industrial)	
3	Fertitta Site	*Approximately 1/2-mile to City Center and Cosmopolitan properties	*Medium potential for adjacent development *Many lots are already built-up (industrial) *Site is bound by freight rail on the west side	
4	UNLV, Thomas & Mack Center Site	*Within 1/4-mile of UNLV Campus *Located near UNLV campus bars/restaurants	*Higher potential for nearby development *Multiple vacant lots within 1/4-mile of site along Tropicana Ave	
5	Wynn Golf Course Site	*Adjacent to Wynn Las Vegas and Encore Hotel properties *Within 1/4-mile of Venetian and Palazzo properties *Within 1/2-mile of TI property and Fashion Show Mall *Available dining options	*Lower potential for adjacent development *Many lots are already built-up (business offices)	
6	MGM Rock in Rio Site	*Within 1/4-mile of SLS and Stratosphere properties *Within 1/2-mile of Circus Circus property *Available dining options	*Medium potential for nearby development at old Wet-N-Wild or Riviera properties *Site is bound by freight rail on the west side	
7	Cashman Field Site	*Approximately 3/4-mile from Downtown/Fremont Street Experience *Close to local resort casinos and local bars/restaurants	*Lower potential for adjacent development *Located in highly residential area (rather than retail/commercial)	

• In terms of pre/post-event tailgating experience, the Wynn Golf Course Site and the MGM Rock in Rio Site score highest relative to other sites because of their location next to multiple large resort casino properties on Las Vegas Blvd.

• The Fertitta Site scores lowest relative to the other sites because it is located within an industrial area that appears to be built-up, with modest potential for adjacent redevelopment of event-specific uses. The site is also approximately 1/2-mile walking distance from the nearest resort/casino.

Evaluation Criteria: Directional Vehicle Access

	Potential Site	*Directional Lane Management*	*Directional Ingress & Egress (for Parking)*	Rank
1	Bali Hai Golf Course Site	*Lane closures or reductions not likely to occur on Las Vegas Blvd due to median *Lane closures possible on Russell Road	*Ingress and egress allowed to/from both directions of travel on Las Vegas Blvd, at signalized intersections *Access to parking via Russell Rd possible, with potential for ingress queues backing up to I-15 interchange ramps	◔
2	Russell Road Site	*Lane closures not likely on Russell Road due to proximity to I-15 interchange *Temporary lane closures possible on Dean Martin Dr or Polaris Ave	*Ingress and egress could be allowed in both directions of travel on Polaris Ave or potentially Mandalay Bay Rd *Access to/from Russell Road may be challenging due to proximity to I-15 and potential queues backing up to off-ramps	○
3	Fertitta Site	*Lane closures not likely on Tropicana Ave due to proximity to I-15 interchange *Temporary lane closures possible on Dean Martin Dr or Harmon Ave	*Access to site could be allowed from both directions of Tropicana Ave at Valley View Blvd and at Polaris Ave (both signalized intersections) *Potential for ingress queues backing up to I-15 interchange ramps *Egress to Dean Martin Dr could serve as alternate route northbound (reduces number of vehicles making left-turns to I-15 NB)	○
4	UNLV, Thomas & Mack Center Site	*Lane closures or reductions possible on Tropicana Ave due to higher number of lanes *Closures or reductions possible on Swenson St, and may already occur with events at existing arena	*Heavy traffic is typical on Tropicana Ave and Swenson St *Ingress and egress allowed to/from both directions of travel on Tropicana Ave at signalized intersection *Potential for new access on Harmon Ave *Access on Swenson St via unsignalized intersection	◔
5	Wynn Golf Course Site	*Lane reductions possible on Desert Inn Rd, Paradise Rd, or Sands Ave *Closures or reductions may be difficult within the resort corridor due to traffic volumes *Alternate routes available through this area of resort corridor	*Existing vehicular access on Paradise Rd at Sierra Vista, and on Sands Ave at Howard Hughes Pkwy, both signalized, all movements allowed *No existing ingress/egress allowed from Desert Inn Rd, potential for vehicles to access stadium parking through Wynn property	◑
6	MGM Rock in Rio Site	*Lane closures or reductions not likely to occur on Las Vegas Blvd or Sahara Ave due to median and traffic volumes *Lane closures possible on Industrial Road *Alternate routes available through this area of resort corridor	*Ingress and egress allowed to/from both directions of travel on Industrial Rd. *Right-in/right-out movements only on Sahara Ave eastbound *No existing access on Las Vegas Blvd, potential to expand traffic signal at SLS Way	◑
7	Cashman Field Site	*Lane closures or reductions may be difficult on Las Vegas Blvd and Washington Ave due to median and lower number of existing lanes *Lane closures or reductions can be implemented on Maryland Pkwy because it has few driveways and intersecting roads, and would benefit from future interchange improvements at I-515 *Lower traffic volumes outside the resort corridor may allow more flexibility in closures/reductions	*Ingress and egress allowed to/from both directions of travel on Washington Ave and on Las Vegas Blvd, at signalized intersections *Access on Maryland Pkwy via unsignalized intersections	◕

• In terms of directional vehicle access, the Cashman Field Site scores highest relative to the other sites because ingress and egress is allowed to/from all directions of adjacent streets. Traffic is typically light on these roadways.

• The UNLV, Thomas & Mack Center Site allows for more opportunities to manage/shift traffic by direction before or after events on Tropicana Ave, which is 4-lanes in each direction, but congestion is fairly typical surrounding this site and lane reductions would likely cause secondary effects on nearby roadways.

• The Fertitta Site and Russell Road Site score lowest relative to the other sites because lane closures or reductions adjacent to freeway interchanges may be difficult to stage or may cause back-ups onto the I-15 mainline. Lane closures or reductions on side streets adjacent to each site may effectively channel pre-/post-event traffic, but it is likely that the highest concentration of vehicles is between the site and the freeway.

Evaluation Criteria: Timing of Off-Site Improvements

			When Will Improvement be Complete?			
	Potential Site	*Proposed Off-Site Improvement*	*Short-Term (1-5 years)*	*Mid-Term (6-10 years)*	*Long-Term (11-20 years)*	Rank
1	Bali Hai Golf Course Site	*Extend LV Monorail to new station at Mandalay Bay, within 1/2-mile of site	X			○
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements		X		
		*Direct access I-15 HOV ramps from Hacienda Ave		X		
		*Construct I-215/I-15 HOV ramp and airport direct access HOV ramps		X		
		*Widen I-15 between Tropicana Ave and Saint Rose Pkwy, improves access to Russell Rd			X	
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center			X	
2	Russell Rd Site	*Extend LV Monorail to new station at Mandalay Bay, within 1/2-mile of site	X			○
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements		X		
		*Direct access I-15 HOV ramps from Hacienda Ave		X		
		*Construct I-215/I-15 HOV ramp and airport direct access HOV ramps		X		
		*Potential extension of LV Monorail from Mandalay Bay to Russell Road site, within 1/2-mile of site		X		
		*Widen I-15 between Tropicana Ave and Saint Rose Pkwy, improves access to Russell Rd			X	
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center			X	
3	Fertitta Site	*Grade separation at Harmon Ave/Valley View Blvd, widening of Valley View Blvd	X			◔
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements		X		
		*Direct access I-15 HOV ramps from Harmon Ave		X		
		*Direct access I-15 HOV ramps from Hacienda Ave		X		
		*Lane widening on Valley View Blvd (for a total of 6 lanes) and on Tropicana Ave (for a total of 8 lanes)	*occurs as part of above projects*			
		*Widen I-15 between Tropicana Ave and Saint Rose Pkwy, improves access to Tropicana Ave			X	
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center			X	
4	UNLV, Thomas & Mack Center Site	*Implement Intelligent Transportation System (ITS) improvements to Paradise Rd and Swenson St	X			◔
		*Planned elevated couplet system on Koval Ln and Swenson St between the airport and Flamingo Rd		X		
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements		X		
		*Extend Paradise Rd and Swenson St couplet system between Harmon Ave and Sahara Ave		X		
		*Proposed extension of Howard Hughes Pkwy between Flamingo Rd and Tropicana Ave		X		
		*Proposed Complete Streets improvements on Harmon Avenue between Las Vegas Boulevard and UNLV, including pedestrian bridge at Harmon Ave/Paradise Rd		X		
		*Urban light rail transit on Maryland Pkwy connecting the airport, UNLV, Downtown, and the Charleston Boulevard Medical District, currently in the planning and environmental (NEPA) stages (potential extension to Cashman Field)		X		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center			X	

(continued)

Evaluation Criteria: Timing of Off-Site Improvements

			When Will Improvement be Complete?			
	Potential Site	*Proposed Off-Site Improvement*	*Short-Term (1-5 years)*	*Mid-Term (6-10 years)*	*Long-Term (11-20 years)*	Rank
5	Wynn Golf Course Site	*Proposed pedestrian bridge across Las Vegas Blvd at Resorts World Dr (two legs), across Las Vegas Blvd at Riviera Blvd, across Sands Ave at Koval Ln, and across Convention Center Dr at Paradise Rd	X			
		*Proposed LV Monorail station at Sands Expo and Convention Center	X			
		*Implement Intelligent Transportation System (ITS) improvements to Paradise Rd and Swenson St	X			
		*Extend Paradise Rd and Swenson St couplet system between Harmon Ave and Sahara Ave		X		
		*Proposed Complete Streets concept on Convention Center Dr and Riviera Dr between Las Vegas Boulevard and Paradise Rd to improve pedestrian and transit mobility		X		
		*Direct access I-15 HOV ramp at Meade Ave, with Meade Ave/Resorts World Dr connector		X		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center			X	
6	MGM Rock in Rio Site	*Project NEON improvements, including HOV lanes on I-15, new "NEON Gateway" I-15 HOV interchange, reconstruction of Charleston Blvd interchange, and Grand Central Pkwy extension to Industrial Rd	X			
		*Widen and conduct Complete Street improvements to Las Vegas Boulevard to improve vehicular capacity and pedestrian mobility and access between Sahara Ave and Owens Ave, currently in design stage	X			
		*Proposed circular pedestrian bridge at Sahara Ave/Las Vegas Blvd, all four legs of intersection	X			
		*Direct access I-15 HOV ramp at Meade Ave, with Meade Ave/Resorts World Dr connector		X		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center			X	
		*Proposed Charleston Boulevard high-capacity transit, providing east-west regional service			X	
7	Cashman Field Site	*New interchange on I-515 at City Parkway	X			
		*Current phase of Project NEON to improve I-15 freeway operations south of I-515/US-95 substantially complete	X			
		*I-15 North widening project will widen I-15 to 6 lanes between Craig Rd and Speedway Boulevard	X			
		*City of Las Vegas proposed pedestrian bridges across the Union Pacific Railroad between Downtown and Symphony Park	X			
		*Downtown Circulator with access to Downtown and Cashman Field	X			
		*Extension and improvements to North 5th Street from Downtown Las Vegas to North Las Vegas	X			
		*Enhanced transit access to Cashman Center via the SDX and Deuce express double-decker bus routes (Casino Center northbound connection)	X			
		*Widen and conduct Complete Street improvements to Las Vegas Boulevard to improve vehicular capacity and pedestrian mobility and access between Sahara Ave and Owens Ave, currently in design stage	X			
		*Lane widening on Las Vegas Blvd (for a total of 6 lanes) between I-515 and the Main St/North 5th St intersection	X			
		*Urban light rail transit on Maryland Pkwy connecting the airport, UNLV, Downtown, and the Charleston Boulevard Medical District, currently in the planning and environmental (NEPA) stages (potential extension to Cashman Field)		X		
		*Planned capacity improvements on I-515 to include widening and auxiliary lanes, frontage roads, new interchanges and interchange modifications (e.g., direct access HOV ramp at Maryland Pkwy), and rehabilitation of the viaduct structure through downtown		X		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center			X	
		*Proposed Charleston Boulevard high-capacity transit, providing east-west regional service			X	

Note: Future planned improvements were obtained from the RTC's recently approved Transportation Investment Business Plan, Draft Fuel Revenue Index 2 (FRI-2) proposed project list, Transportation Improvement Program (2015-2019), and Regional Transportation Plan (2013-2035), in addition to information received from the City of Las Vegas.

Evaluation Criteria: Committed/ Programmed Funding

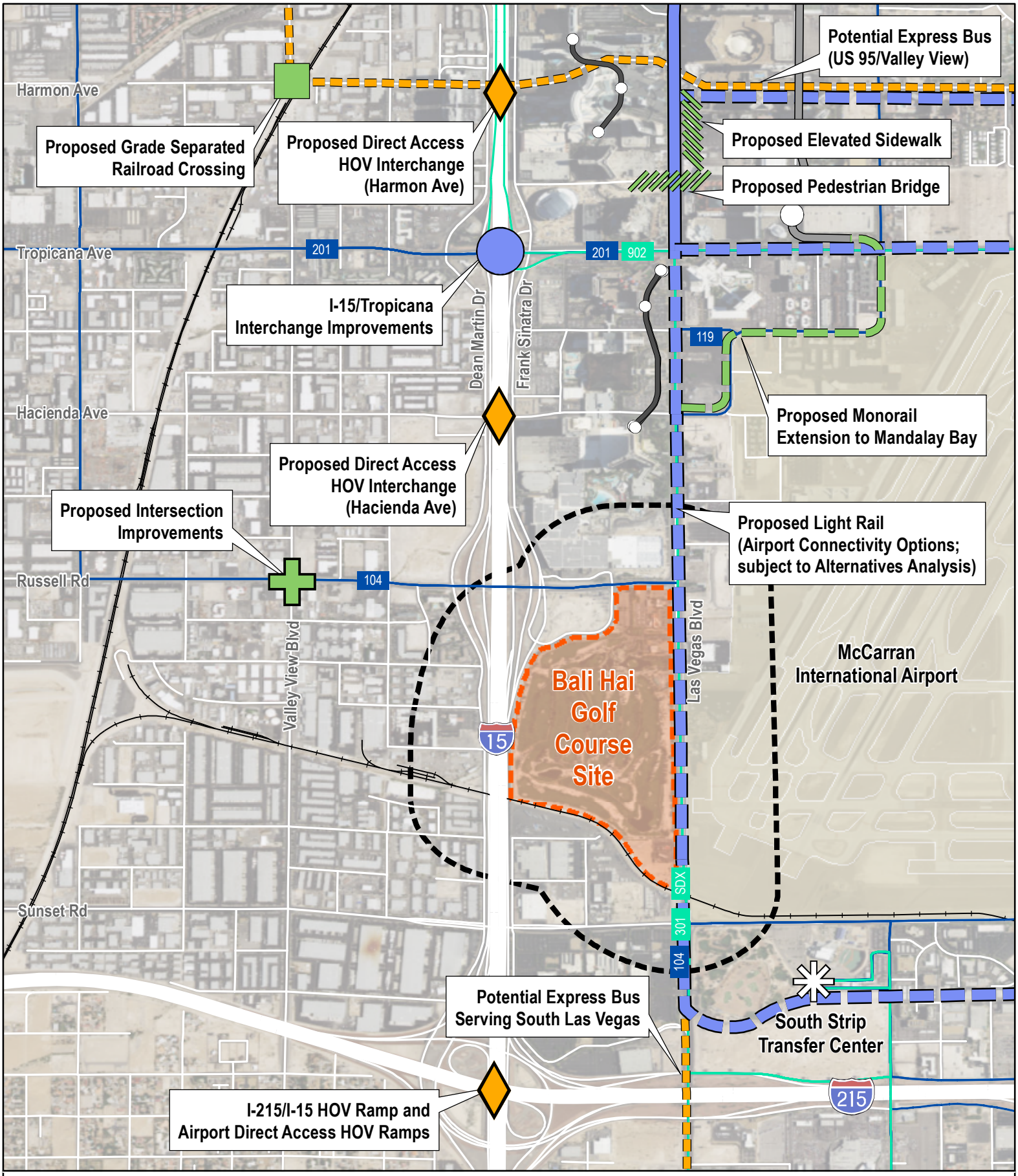
	Potential Site	*Proposed Off-Site Improvement*	*Estimated Cost ($M)*	*Total Estimated Programmed Funds ($M) by Site*	Rank
1	Bali Hai Golf Course Site	*Extend LV Monorail to new station at Mandalay Bay, within 1/2-mile of site	**$120.0**	**$680.4 - $1,105.7**	
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements	**$150.0**		
		*Direct access I-15 HOV ramps from Hacienda Ave	**$18.8 - $24.7**		
		*Construct I-215/I-15 HOV ramp and airport direct access HOV ramps	-		
		*Widen I-15 between Tropicana Ave and Saint Rose Pkwy, improves access to Russell Rd	**$343.0**		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center	**$48.6 - $468.0**		
2	Russell Rd Site	*Extend LV Monorail to new station at Mandalay Bay, within 1/2-mile of site	**$120.0**	**$680.4 - $1,105.7**	
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements	**$150.0**		
		*Direct access I-15 HOV ramps from Hacienda Ave	**$18.8 - $24.7**		
		*Construct I-215/I-15 HOV ramp and airport direct access HOV ramps	-		
		*Potential extension of LV Monorail from Mandalay Bay to Russell Road site, within 1/2-mile of site	-		
		*Widen I-15 between Tropicana Ave and Saint Rose Pkwy, improves access to Russell Rd	**$343.0**		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center	**$48.6 - $468.0**		
3	Fertitta Site	*Grade separation at Harmon Ave/Valley View Blvd, widening of Valley View Blvd	**$68.7 - $82.5**	**$642.4 - $1,084.4**	
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements	**$150.0**		
		*Direct access I-15 HOV ramps from Harmon Ave	**$13.3 - $15.9**		
		*Direct access I-15 HOV ramps from Hacienda Ave	**$18.8 - $24.7**		
		*Lane widening on Valley View Blvd (for a total of 6 lanes) and on Tropicana Ave (for a total of 8 lanes)	-		
		*Widen I-15 between Tropicana Ave and Saint Rose Pkwy, improves access to Tropicana Ave	**$343.0**		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center	**$48.6 - $468.0**		
4	UNLV, Thomas & Mack Center Site	*Implement Intelligent Transportation System (ITS) improvements to Paradise Rd and Swenson St	**$4.2**	**$881.5 - $1,307.1**	
		*Planned elevated couplet system on Koval Ln and Swenson St between the airport and Flamingo Rd	**$183.8 - $237.1**		
		*Reconstruct I-15/Tropicana Avenue interchange to provide capacity improvements	**$150.0**		
		*Extend Paradise Rd and Swenson St couplet system between Harmon Ave and Sahara Ave	**$13.5 - $16.2**		
		*Proposed extension of Howard Hughes Pkwy between Flamingo Rd and Tropicana Ave	**$16.4 - $19.9**		
		*Proposed Complete Streets improvements on Harmon Avenue between Las Vegas Boulevard and UNLV, including pedestrian bridge at Harmon Ave/Paradise Rd	-		
		*Urban light rail transit on Maryland Pkwy connecting the airport, UNLV, Downtown, and the Charleston Boulevard Medical District, currently in the planning and environmental (NEPA) stages (potential extension to Cashman Field)	**$465.0**		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center	**$48.6 - $468.0**		

(continued)

Evaluation Criteria: Committed/ Programmed Funding

	Potential Site	*Proposed Off-Site Improvement*	*Estimated Cost ($M)*	*Total Estimated Programmed Funds ($M) by Site*	Rank
5	Wynn Golf Course Site	*Proposed pedestrian bridge across Las Vegas Blvd at Resorts World Dr (two legs), across Las Vegas Blvd at Riviera Blvd, across Sands Ave at Koval Ln, and across Convention Center Dr at Paradise Rd	**$76.7 - $94.5**	**$203.5 - $652.3**	○
		*Proposed LV Monorail station at Sands Expo and Convention Center	**$19.3**		
		*Implement Intelligent Transportation System (ITS) improvements to Paradise Rd and Swenson St	**$4.2**		
		*Extend Paradise Rd and Swenson St couplet system between Harmon Ave and Sahara Ave	**$13.5 - $16.2**		
		*Proposed Complete Streets concept on Convention Center Dr and Riviera Dr between Las Vegas Boulevard and Paradise Rd to improve pedestrian and transit mobility	**$9.5 - $13.2**		
		*Direct access I-15 HOV ramp at Meade Ave, with Meade Ave/Resorts World Dr connector	**$31.7 - $36.9**		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center	**$48.6 - $468.0**		
6	MGM Rock in Rio Site	*Project NEON improvements, including HOV lanes on I-15, new "NEON Gateway" I-15 HOV interchange, reconstruction of Charleston Blvd interchange, and Grand Central Pkwy extension to Industrial Rd	**$1,000.0**	**$1,241.6 - $1,646.9**	◔
		*Widen and conduct Complete Street improvements to Las Vegas Boulevard to improve vehicular capacity and pedestrian mobility and access between Sahara Ave and Owens Ave, currently in design stage	**$65.0**		
		*Proposed circular pedestrian bridge at Sahara Ave/Las Vegas Blvd, all four legs of intersection	**$69.3 - $77.0**		
		*Direct access I-15 HOV ramp at Meade Ave, with Meade Ave/Resorts World Dr connector	**$31.7 - $36.9**		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center	**$48.6 - $468.0**		
		*Proposed Charleston Boulevard high-capacity transit, providing east-west regional service	**-**		
7	Cashman Field Site	*New interchange on I-515 at City Parkway	**-**	**$2,021.2 - $2,455.8**	●
		*Current phase of Project NEON to improve I-15 freeway operations south of I-515/US-95 substantially complete	**$1,000.0**		
		*I-15 North widening project will widen I-15 to 6 lanes between Craig Rd and Speedway Boulevard	**-**		
		*City of Las Vegas proposed pedestrian bridges across the Union Pacific Railroad between Downtown and Symphony Park	**$30.3 - $45.5**		
		*Downtown Circulator with access to Downtown and Cashman Field	**$3.0**		
		*Extension and improvements to North 5th Street from Downtown Las Vegas to North Las Vegas	**-**		
		*Enhanced transit access to Cashman Center via the SDX and Deuce express double-decker bus routes (Casino Center northbound connection)	**-**		
		*Widen and conduct Complete Street improvements to Las Vegas Boulevard to improve vehicular capacity and pedestrian mobility and access between Sahara Ave and Owens Ave, currently in design stage	**$65.0**		
		*Lane widening on Las Vegas Blvd (for a total of 6 lanes) between I-515 and the Main St/North 5th St intersection	**$9.3**		
		*Urban light rail transit on Maryland Pkwy connecting the airport, UNLV, Downtown, and the Charleston Boulevard Medical District, currently in the planning and environmental (NEPA) stages (potential extension to Cashman Field)	**$465.0**		
		*Planned capacity improvements on I-515 to include widening and auxiliary lanes, frontage roads, new interchanges and interchange modifications (e.g., direct access HOV ramp at Maryland Pkwy), and rehabilitation of the viaduct structure through downtown	**$400.0**		
		*Proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center	**$48.6 - $468.0**		
		*Proposed Charleston Boulevard high-capacity transit, providing east-west regional service	**-**		

Note: The estimated costs for future planned improvements were obtained from RTC's recently approved Transportation Investment Business Plan, Draft Fuel Revenue Index 2 (FRI-2) proposed project list, Transportation Improvement Program (2015-2019), and Regional Transportation Plan (2013-2035), in addition to information received from the City of Las Vegas.
The range of investment shown for proposed light rail transit along Las Vegas Blvd from the airport to Cashman Center reflects options for above-ground vs. below-ground alignments.



Bali Hai Golf Course Site

Implementation Phasing

- Green Shading: Near-Term (1-5 yrs)
- Orange Shading: Mid-Term (6-10 yrs)
- Blue Shading: Long-Term (11-20 yrs)

Transportation Context

- Proposed Stadium Site
- 1/4 Mile Walk Radius
- Las Vegas Monorail
- Private Tram
- Local Bus Route
- Express Bus Route
- Corridor Improvement
- One-Way Couplet
- Interchange Reconstruction
- Direct Access HOV Interchange
- Intersection Improvement
- Pedestrian Bridge/ Elevated Sidewalk

0 0.125 0.25 0.5 Miles

N



Russell Road Site

Implementation Phasing

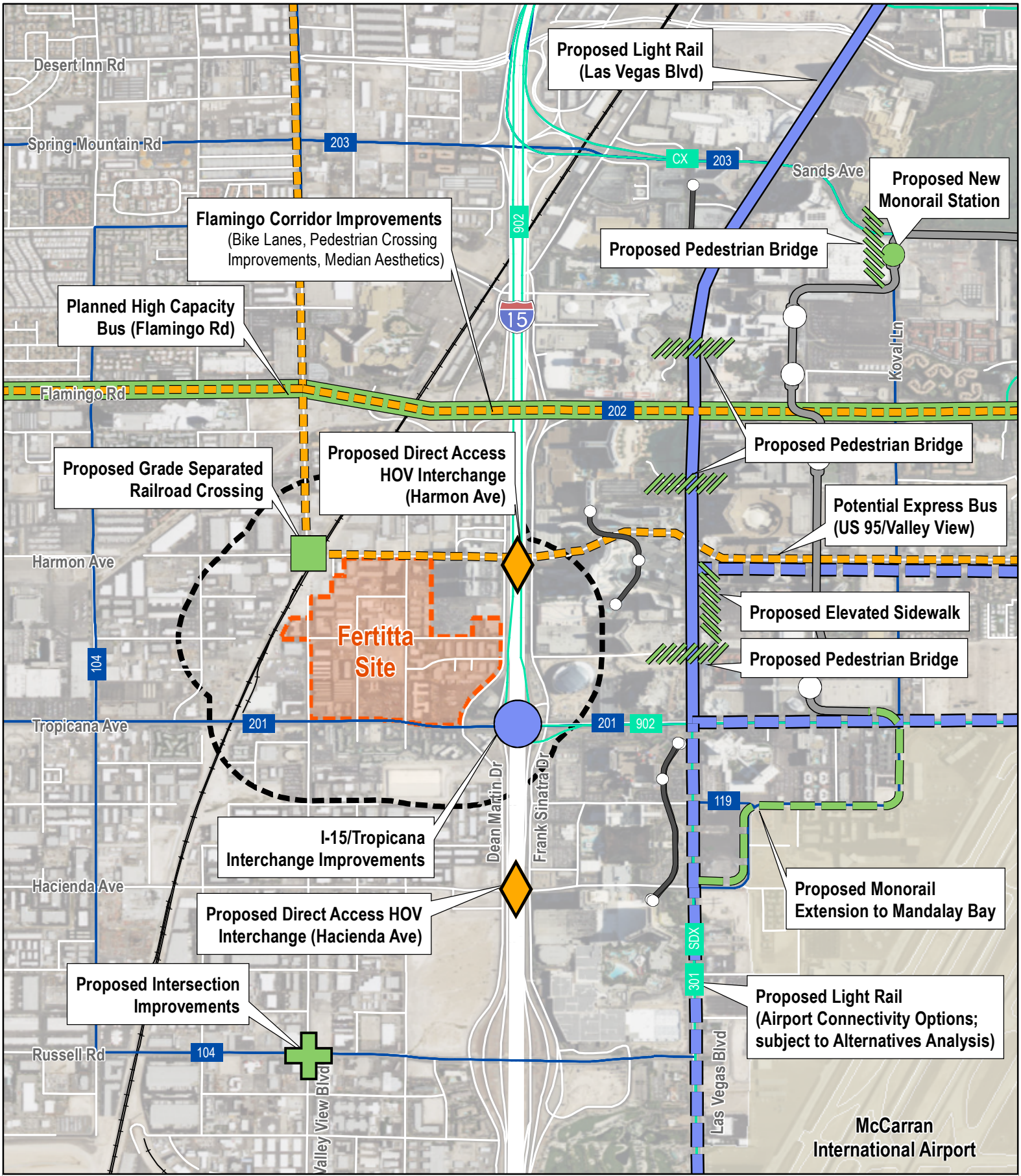
- Green Shading: Near-Term (1-5 yrs)
- Orange Shading: Mid-Term (6-10 yrs)
- Blue Shading: Long-Term (11-20 yrs)

Transportation Context

- Proposed Stadium Site
- 1/4 Mile Walk Radius
- Las Vegas Monorail
- Private Tram
- Local Bus Route
- Express Bus Route
- Corridor Improvement
- One-Way Couplet
- Interchange Reconstruction
- Direct Access HOV Interchange
- Intersection Improvement
- Pedestrian Bridge/ Elevated Sidewalk

0 0.125 0.25 0.5 Miles

N



Fertitta Site

Implementation Phasing

- Green Shading: Near-Term (1-5 yrs)
- Orange Shading: Mid-Term (6-10 yrs)
- Blue Shading: Long-Term (11-20 yrs)

Transportation Context

- Proposed Stadium Site
- 1/4 Mile Walk Radius
- Las Vegas Monorail
- Private Tram
- Local Bus Route
- Express Bus Route
- Corridor Improvement
- One-Way Couplet
- Interchange Reconstruction
- Direct Access HOV Interchange
- Intersection Improvement
- Pedestrian Bridge/ Elevated Sidewalk

0 0.125 0.25 0.5 Miles

N


Proposed Light Rail (Las Vegas Blvd)
Potential Express Bus (Paradise Rd)
Desert Inn Rd
Proposed Pedestrian Bridge
Paradise Rd
Swenson St
Sands Ave
Proposed New Monorail Station
108
Proposed Extension of Paradise/Swenson One-Way Couplet
203
CX
Flamingo Corridor Improvements
(Bike Lanes, Pedestrian Crossing Improvements, Median Aesthetics)
Proposed Howard Hughes Extension
Planned High Capacity Bus (Flamingo Rd)
202
Flamingo Rd
Maryland Pkwy
Koval Ln
Proposed Complete Street Mobility Improvements (Harmon Ave)
Potential Express Bus (US 95/Valley View)
Proposed Maryland Pkwy Urban LRT
Harmon Ave
CX
301
Proposed Elevated Sidewalk
Proposed Pedestrian Bridge
Proposed Pedestrian Bridge
UNLV Thomas & Mack Site
UNLV Transit Center
201
902
201
Tropicana Ave
Proposed Koval/Swenson Elevated Couplet System
Las Vegas Blvd
119
902
108
SDX
301
Proposed Multimodal Transportation Center
Hacienda Ave
Proposed Light Rail (Airport Connectivity Options; subject to Alternatives Analysis)
McCarran International Airport
Russell Rd
UNLV Thomas & Mack Site
Implementation Phasing
Green Shading: Near-Term (1-5 yrs)
Orange Shading: Mid-Term (6-10 yrs)
Blue Shading: Long-Term (11-20 yrs)
Transportation Context
Proposed Stadium Site
1/4 Mile Walk Radius
Las Vegas Monorail
Private Tram
Local Bus Route
Express Bus Route
Corridor Improvement
One-Way Couplet
Interchange Reconstruction
Direct Access HOV Interchange
Intersection Improvement
Pedestrian Bridge/ Elevated Sidewalk
0 0.1 0.2 0.4 Miles
N



Wynn Golf Course Site

Implementation Phasing

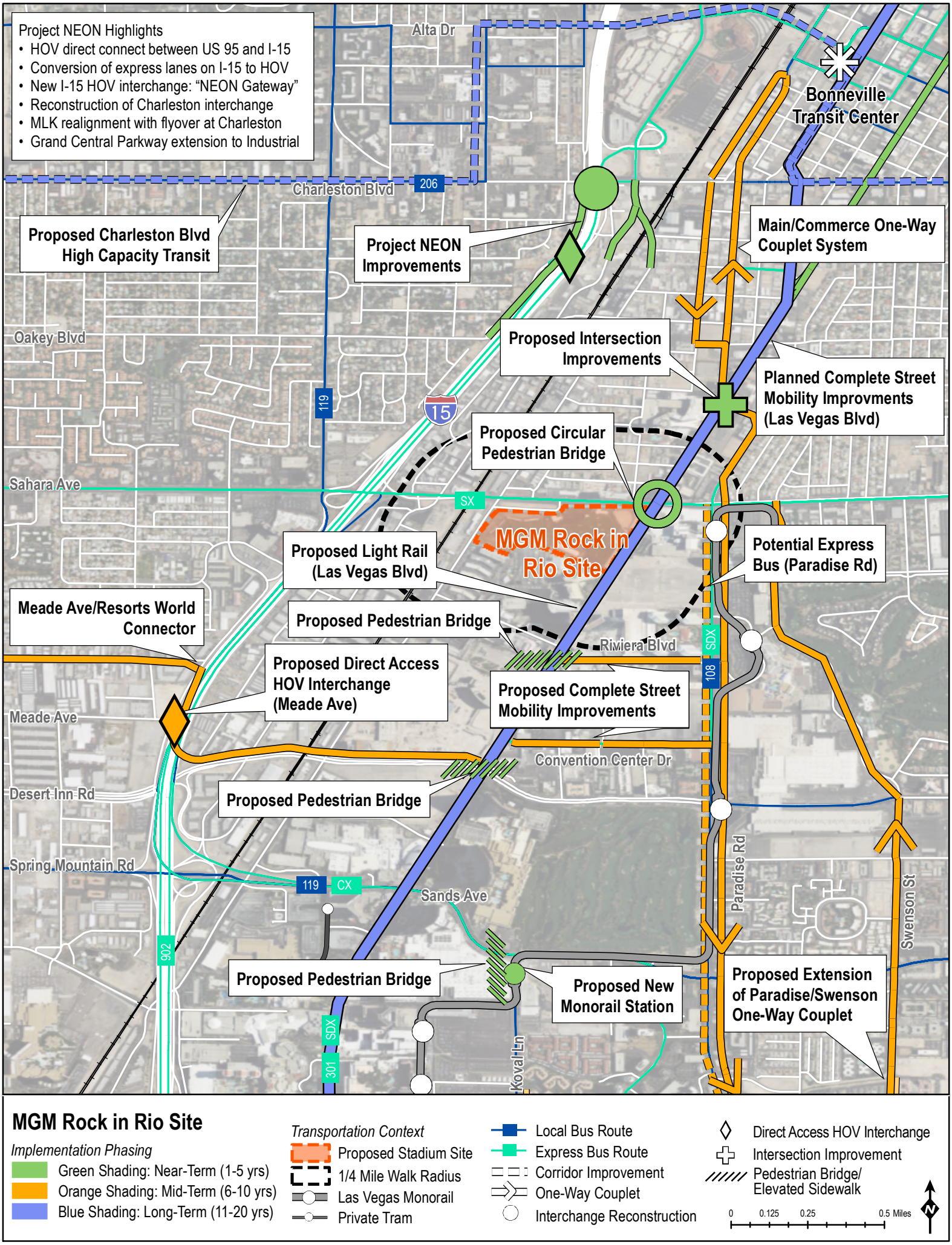
- Green Shading: Near-Term (1-5 yrs)
- Orange Shading: Mid-Term (6-10 yrs)
- Blue Shading: Long-Term (11-20 yrs)

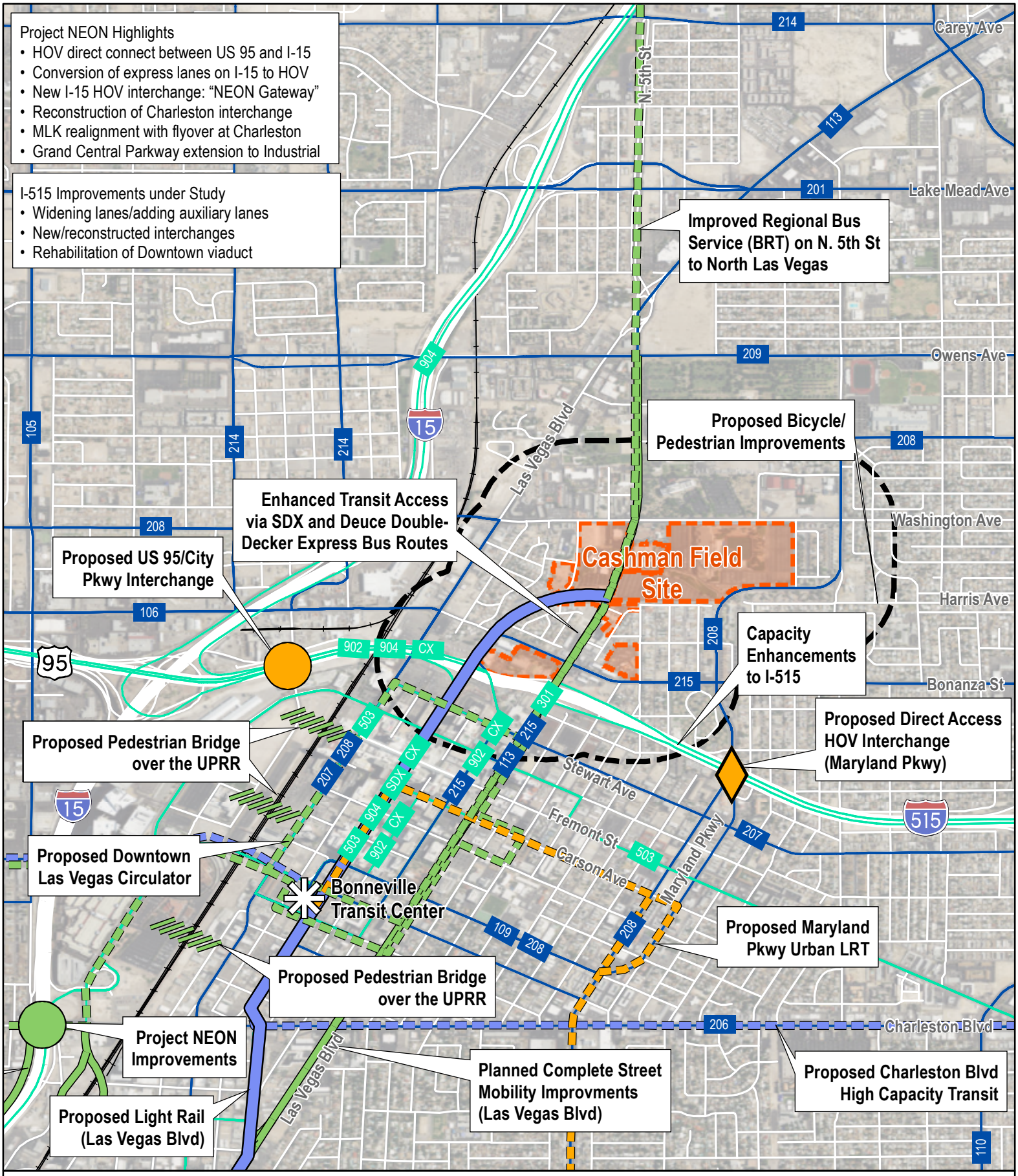
Transportation Context

- Proposed Stadium Site
- 1/4 Mile Walk Radius
- Las Vegas Monorail
- Private Tram
- Local Bus Route
- Express Bus Route
- Corridor Improvement
- One-Way Couplet
- Interchange Reconstruction
- Direct Access HOV Interchange
- Intersection Improvement
- Pedestrian Bridge/ Elevated Sidewalk

0 0.125 0.25 0.5 Miles

N


Project NEON Highlights
• HOV direct connect between US 95 and I-15
• Conversion of express lanes on I-15 to HOV
• New I-15 HOV interchange: "NEON Gateway"
• Reconstruction of Charleston interchange
• MLK realignment with flyover at Charleston
• Grand Central Parkway extension to Industrial
Alta Dr
Bonneville Transit Center
Charleston Blvd
206
Proposed Charleston Blvd High Capacity Transit
Project NEON Improvements
Main/Commerce One-Way Couplet System
Oakey Blvd
Proposed Intersection Improvements
Planned Complete Street Mobility Improvments (Las Vegas Blvd)
119
15
Proposed Circular Pedestrian Bridge
Sahara Ave
SX
MGM Rock in Rio Site
Proposed Light Rail (Las Vegas Blvd)
Potential Express Bus (Paradise Rd)
Meade Ave/Resorts World Connector
Proposed Pedestrian Bridge
Riviera Blvd
SDX
108
Proposed Direct Access HOV Interchange (Meade Ave)
Proposed Complete Street Mobility Improvements
Meade Ave
Convention Center Dr
Desert Inn Rd
Proposed Pedestrian Bridge
Spring Mountain Rd
119
CX
Sands Ave
Paradise Rd
Swenson St
902
Proposed Pedestrian Bridge
Proposed New Monorail Station
Proposed Extension of Paradise/Swenson One-Way Couplet
SDX
301
Koval Ln
MGM Rock in Rio Site
Implementation Phasing
Green Shading: Near-Term (1-5 yrs)
Orange Shading: Mid-Term (6-10 yrs)
Blue Shading: Long-Term (11-20 yrs)
Transportation Context
Proposed Stadium Site
1/4 Mile Walk Radius
Las Vegas Monorail
Private Tram
Local Bus Route
Express Bus Route
Corridor Improvement
One-Way Couplet
Interchange Reconstruction
Direct Access HOV Interchange
Intersection Improvement
Pedestrian Bridge/ Elevated Sidewalk
0
0.125
0.25
0.5 Miles
N


Project NEON Highlights
• HOV direct connect between US 95 and I-15
• Conversion of express lanes on I-15 to HOV
• New I-15 HOV interchange: "NEON Gateway"
• Reconstruction of Charleston interchange
• MLK realignment with flyover at Charleston
• Grand Central Parkway extension to Industrial
I-515 Improvements under Study
• Widening lanes/adding auxiliary lanes
• New/reconstructed interchanges
• Rehabilitation of Downtown viaduct
Improved Regional Bus Service (BRT) on N. 5th St to North Las Vegas
Proposed Bicycle/ Pedestrian Improvements
Enhanced Transit Access via SDX and Deuce Double-Decker Express Bus Routes
Proposed US 95/City Pkwy Interchange
Cashman Field Site
Capacity Enhancements to I-515
Proposed Direct Access HOV Interchange (Maryland Pkwy)
Proposed Pedestrian Bridge over the UPRR
Proposed Downtown Las Vegas Circulator
Bonneville Transit Center
Proposed Maryland Pkwy Urban LRT
Proposed Pedestrian Bridge over the UPRR
Project NEON Improvements
Proposed Light Rail (Las Vegas Blvd)
Planned Complete Street Mobility Improvments (Las Vegas Blvd)
Proposed Charleston Blvd High Capacity Transit
Carey Ave
Lake Mead Ave
Owens Ave
Washington Ave
Harris Ave
Bonanza St
Stewart Ave
Fremont St
Carson Ave
Maryland Pkwy
Las Vegas Blvd
Charleston Blvd
N. 5th St
Cashman Field Site
Implementation Phasing
Green Shading: Near-Term (1-5 yrs)
Orange Shading: Mid-Term (6-10 yrs)
Blue Shading: Long-Term (11-20 yrs)
Transportation Context
Proposed Stadium Site
1/4 Mile Walk Radius
Las Vegas Monorail
Private Tram
Local Bus Route
Express Bus Route
Corridor Improvement
One-Way Couplet
Interchange Reconstruction
Direct Access HOV Interchange
Intersection Improvement
Pedestrian Bridge/ Elevated Sidewalk
0 0.125 0.25 0.5 Miles
N





PREPARED FOR

CITY OF LAS VEGAS