TRANSPORTATION BUSINESS INVESTMENT PLAN 2.0

TRANSPORTATION CORRIDOR PEER REVIEW

This summary compares **the Resort Corridor** (the Strip and Downtown) with six of North America's busiest destination corridors. **The reverse side** compares regional transportation systems.

KEY FINDINGS

1. Resort Corridor will be one of only two extremely high-activity corridors in North America without rail service when the Las Vegas Monorail reaches the end of its useful life.

2. The Resort Corridor carries the most daily traffic of any peer corridor but has far fewer high-capacity transit riders– one reason congestion is severe.

HOW THE CORRIDORS COMPARE

	CORRIDOR	DAILY TRAFFIC	TRAFFIC LANES	JOBS	RESIDENTS	HOTEL ROOMS	ANNUAL VISITORS	DAILY HCT BOARDINGS	HIGH-CAPACITY TRANSIT
	**LAS VEGAS** Resort Corridor *Russell Rd to I-11/US 95 · 6.5 mi*	48,000	6	96,000	8,000	94,000	38.5M	13,000	**Las Vegas Monorail** Reaching end of useful life
	**LOS ANGELES** Hollywood Blvd *La Brea Ave to Vermont Ave · 3 mi*	37,000	4	35,000	45,000	5,000	8.4M	9,000	**Metro B Line subway** 3 stations along corridor
	**NEW YORK CITY** Broadway *35th St to 59th St · 1.2 mi*	n/a*	0-2	472,000	37,000	34,000	50.4M	282,000	**7 MTA subway lines** 9 intersecting subway lines
	**CHICAGO** Michigan Avenue *Stevenson Expy to Lake Shore · 4 mi*	24,000	4	269,000	67,000	32,000	21.4M	26,000	**CTA Red & Green Lines** Loop "L" stations, Jump rapid bus
	**TORONTO** Yonge Street *Front St to St. Clair Ave · 3 mi*	27,000	2-4	91,000	78,000	7,800	6.5M	273,000	**TTC Line 1 subway** Line 2 subway and streetcars crossing
	**MONTREAL** Sainte-Catherine Street *Atwater Ave to Jacques-Cartier · 3 mi*	n/a*	0-2	85,500	48,000	9,000	7.5M	133,000	**Metro Green Line** 3 Metro lines and REM light rail intersecting
	**ORLANDO** International Drive (Universal Studios Area) *Oak Ridge Rd to Vineland Ave · 8.5 mi*	35,000	4-6	24,000	7,000	21,000	12.4M	0	**No high-capacity transit** I-Ride Trolley (~4,100 riders/day)

*Values rounded. *Partially pedestrianized / not a through street. Photos (Wikimedia Commons, CC BY-SA): Rabich, English, Anderzzz, Lund, Northwest, M3taphysical, IDriveDistrict.*

EVENT ACCESS

Peer corridors serving major event centers all have rail, but the Las Vegas Monorail is reaching end of useful life

Within ½ mile	HCT lines	Arena / stadium seats	Convention attendance
Chicago	2	71,500	3M
Las Vegas	**1***	**104,000**	**5.9M**
Montreal	1	21,000	0.9M
Toronto	1	20,000	0.3M

**Reaching end of useful life*

NOTABLE CHARACTERISTICS

RESORT CORRIDOR	PEER CORRIDORS
Major focus on vehicular & pedestrian flow	Fewer general traffic lanes
Focused on separating vehicles and pedestrians	Active curb uses – parking, loading, pickup & drop-off
Less investment in transit	High-capacity transit and much higher ridership

EXPANDING OPTIONS

VEGAS LOOP

The Boring Company's underground Loop links the Las Vegas Convention Center with a growing number of resorts and has recently begun service to Harry Reid International Airport.

Not included in high-capacity transit figures above.

Turn over for peer regions →

PEER REGIONS: REGIONAL TRANSPORTATION

PEER REGIONS

A different lens: this side compares **Southern Nevada's regional transportation system** – networks, plans, airport access and affordability – with six peer metro areas (whole metro areas, not the ¼-mile corridors in Part 1).

KEY FINDING: PEER REGIONS

3 As a region, Southern Nevada has fewer high-capacity transportation options than its peers.

REGIONAL TRANSIT NETWORKS AT A GLANCE

REGION	METRO POPULATION	RAIL LINES	BUS RAPID TRANSIT LINES	FREQUENT ROUTES	DAILY RIDERS
SALT LAKE CITY	1.2 M	5	5	12	138,500
NASHVILLE	1.2 M	1	0	8	31,800
ORLANDO	1.9 M	1	3	3	72,000
DENVER	2.7 M	6	1	30	249,000
SAN DIEGO	3.1 M	4	9	35	277,000
PHOENIX	4.1 M	3	0	12	134,000
LAS VEGAS	**2.3 M**	**1***	**1**	**8**	**173,000**

*'Rail lines' includes high-capacity rail such as light rail, commuter/regional rail, frequent streetcars, and monorail. *The Las Vegas Monorail is reaching the end of its useful life.*

AIRPORT ACCESS

Region	Airport Bus Routes	Airport HCT (frequency)	Tourist Destination	Average Speed (mph), Airport to Destination
Salt Lake City	None	Light rail (15 min)	Central City *6.5 mi from airport*	16–33 **16 mph**
Nashville	1 (every 30 min)	Planned and fully funded BRT*	Broadway *9.5 mi from airport*	13–44 **19 mph**
Orlando	6 (every 30–60 min)	None	I-Drive (OCC) *12.5 mi from airport*	17–50 **17 mph**
Denver	5 (every 30–60 min)	Commuter rail (15 min)	Union Station *24.5 mi from airport*	25–43 **37 mph**
San Diego	2 (every 15–20 min)	Planned and partially funded light rail or people mover	Old Town *3.5 mi from airport*	8–15 **8 mph**
Phoenix	4 (every 15–30 min)	Light rail (12 min)	Downtown *4.5 mi from airport*	14–23 **14 mph**
Las Vegas	**1 (every 25 min)**	**BRT (12 min)****	**Strip (Flamingo)** *4 mi from airport*	7–24 **6 mph**

Driving
Transit

*In addition to planned and funded BRT, the Boring Company is developing service between Downtown Nashville and Nashville airport
**The Vegas Loop has also recently begun airport service, adding a new connection for visitors.*

KEY FINDING: AIRPORT ACCESS

4 Las Vegas has the shortest trip from the airport to its tourist core (4 miles), but transit averages 6 mph, the slowest of any peer and slower than driving even at rush hour.

AFFORDABILITY

HOUSING + TRANSPORTATION COSTS

50%

of the typical Las Vegas household's income goes to housing and transportation, the highest among peers. Transportation alone takes 22%. (CNT H&T Index)

