SOUTHERN NEVADA
Tourism Infrastructure Committee

Roads, Highways, and Mass Transit

For decades, southern Nevada's rapid growth and expansion coincided with the addition of new lanes of roads and highways to accommodate the growing demand for vehicular travel throughout the area. As in many metropolitan areas across the U.S., southern Nevada's roadway capacity has not kept pace with the increasing demands of one of the fastest-growing regions in the nation. This has led to more congestion, particularly within the Resort Corridor, and growing frustration among residents and visitors alike. Into the future, population growth, tourism trends, generational shifts, and changing attitudes about driving and public transit are expected to both challenge and shape the region's transportation infrastructure.

- In Clark County, vehicle miles traveled ("VMT") climbed to 17.4 billion in 2014, a 34 percent increase from 2004.[1] A majority of that growth (27 percent) has been realized since 2009, when VMT dipped to 13.7 billion. During the past decade, VMT per capita in the county increased 11 percent, while dropping 6 percent nationally.[2] Over the next 30 years, the Federal Highway Administration projects VMT per capita to remain essentially static, while VMT is expected to increase by 23 to 27 percent due to population growth.[3]

Vehicle Miles Travel Trends in Clark County

	2004	2014	Change
Vehicle Miles Traveled	13.0 billion	17.4 billion	33.5%
Population	1.7 million	2.1 million	20.6%
Vehicle Miles Traveled Per Capita	7,603	8,415	10.7%
Road Miles	6,009	7,994	33.0%

Source: Nevada Department of Transportation

- Congestion in the greater Las Vegas area costs more than 30 million gallons in wasted fuel and 64 million hours in travel delays in 2014, or about 21 gallons of fuel and 46 hours a year for each auto commuter in the region. In all, southern Nevada's congestion costs reached $1.4 billion in lost fuel and time, which equals $984 for every auto commuter.[4]

- Travel delays also affect Las Vegas visitors during their trips. Although the monorail and inter-resort tram systems provide some alternative to vehicle travel, most transportation options, including personal vehicles, taxicabs, buses, and ride-hailing services, rely on the roads. Congestion on gridlocked streets delayed visitors an average of 19 minutes per trip in 2012 at a total cost of $242 million in lost time and wasted gas.[5]

- Compared to previous generations, millennials drive less. In 2013, only 81 percent of Americans between the ages of 18 and 34 had driver's licenses, a drop from the 93 percent for the same age group in 1983. Millennials, who this year became the largest generation in the U.S., also show a greater preference for alternative travel modes, including public transit, bicycling, and walking.[6]

- Between 2000 and 2014, annual ridership on Regional Transportation Commission of Southern Nevada bus routes grew more than 22 percent to 61.7 million. A significant portion of ridership growth was attributed to bus routes in the Strip Corridor, where ridership grew 44 percent to 14.4 million.

[1] Nevada Department of Transportation, *Annual Vehicle Miles of Travel*, multiple years.
[2] Applied Analysis calculations using federal and state data.
[3] U.S. Department of Transportation, *Beyond Traffic: Trends and Choices 2045*, 2015.
[4] Texas A&M Transportation Institute, *2015 Urban Mobility Scorecard*, 2015.
[5] Applied Analysis, *Las Vegas Cost of Congestion*, 2013.
[6] U.S. PIRG, *Millennials in Motion Changing Travel Habits of Young Americans and the Implications for Public Policy*, 2014.

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Background Resources

RTC Regional Transportation Plan
Regional Transportation Commission of Southern Nevada
http://www.rtcsnv.com/wp-content/uploads/2012/10/Final_RTP-2013-35-Redetermination-0214131.pdf
The RTC's updated comprehensive and long-range plan for the transportation system in the Las Vegas metropolitan area. It details the transportation investment needed between now and the year 2035.

2015 Urban Mobility Scorecard
Texas A&M Transportation Institute and INRIX
http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/mobility-scorecard-2015.pdf
This report uses detailed regional transportation data to analyze the costs of congestion in more than 400 U.S. urban areas. Results and ranks for each area are included in the report, which provides for city-by-city measurements of the growing congestion problem throughout the nation.

Las Vegas Cost of Congestion
Applied Analysis
https://appliedanalysis.box.com/s/y5m0hgmczonv7nd81z5frna09deozycg
Using urban congestion data and modeling from the Texas A&M Transportation Institute, this report calculates the costs of congestion for southern Nevada, including specific costs for commuters, visitors, and commercial traffic.

Beyond Traffic: Trends and Choices 2045
U.S. Department of Transportation
http://www.transportation.gov/sites/dot.gov/files/docs/Draft_Beyond_Traffic_Framework.pdf
This wide-ranging report from the U.S. Department of Transportation examines current trends in transportation and predicts what the nation's transit network might look like in 30 years. The report, which covers the movement of people and goods in all transit modes, identifies many areas of concern that could negatively affect the future of travel in America, such as aging infrastructure, growing congestion and decreasing transportation funding.

Millennials in Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy
U.S. PIRG
http://www.uspirg.org/sites/pirg/files/reports/Millennials%20in%20Motion%20USPIRG.pdf
An examination of millennials' travel habits and what they mean for the future of transportation in the U.S. The report details a multitude of factors that are changing how younger Americans travel, including generational preferences, socioeconomic shifts, and emerging technologies.