



Southern Nevada HOV Plan

Transportation Board of Directors' Meeting

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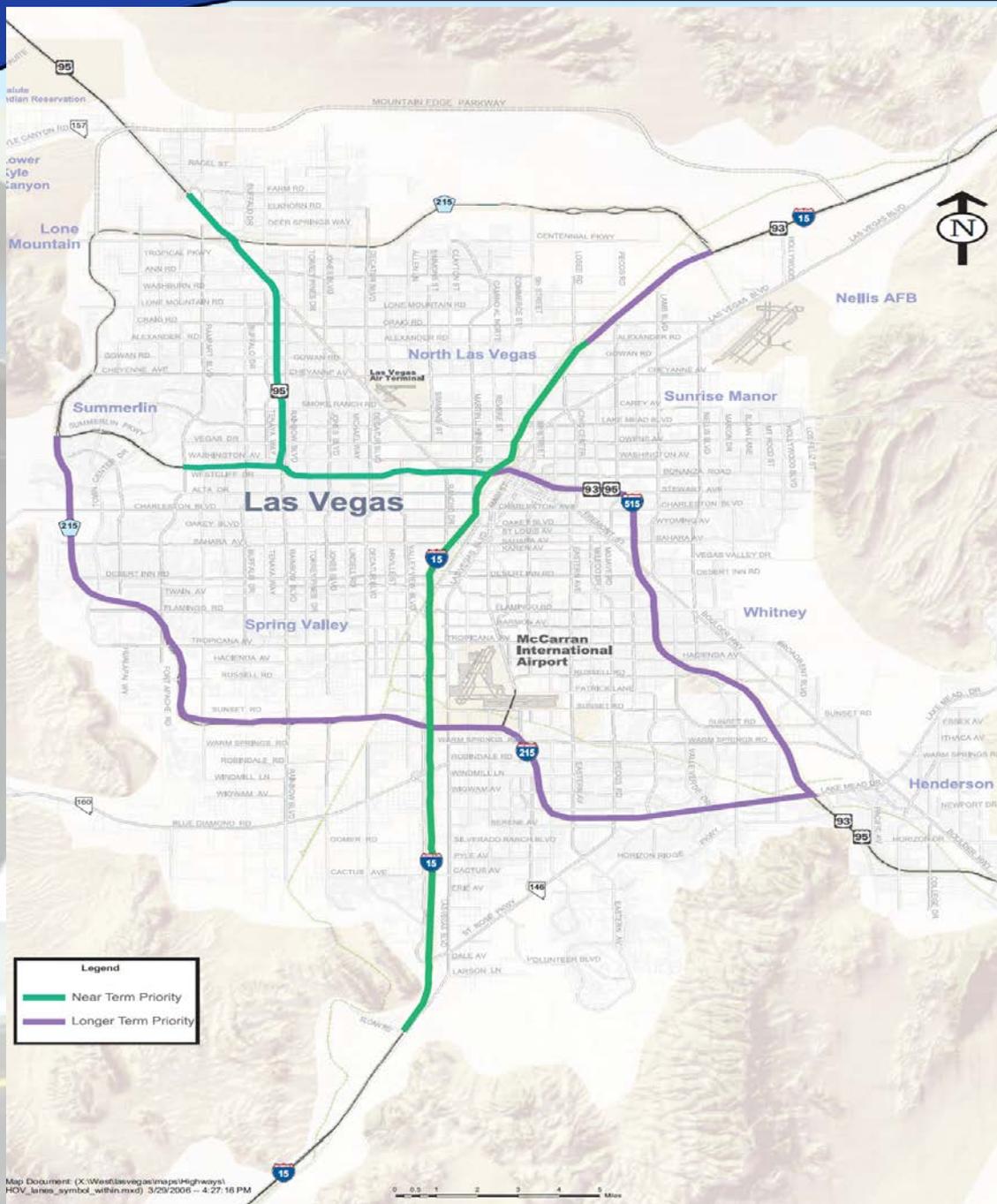
High-Occupancy Vehicle (HOV) Lanes

- Special lanes dedicated to the exclusive use of high-occupant vehicles
 - Minimum 2 occupants
- Enhanced mobility for travelers willing to carpool and use transit
- Increase person carrying capacity
- Improve travel times



2007 Southern Nevada HOV Plan

- Plan for HOV facilities on S. Nevada freeways
- Near and long term HOV priorities
- Near term facilities – US 95 and I-15 connected by direct connector (Project NEON)
- Coordination with RTCSN transit routes





Current S. Nevada System

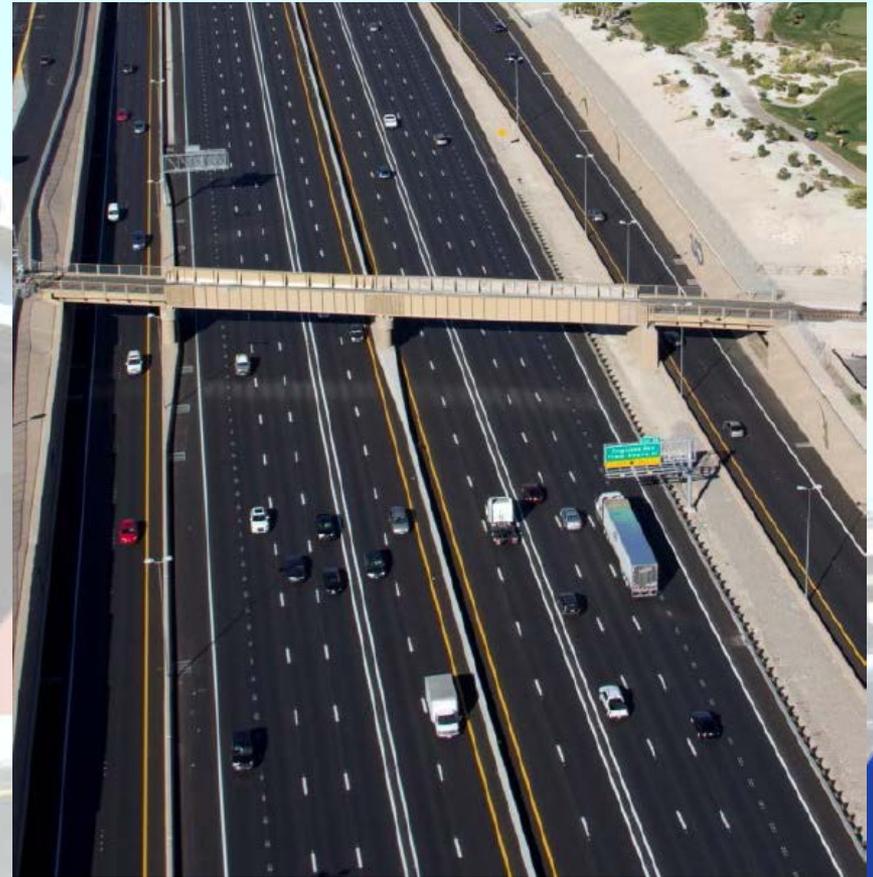
- HOV lanes on US 95
MLK to Ann Rd. and
Summerlin Pkwy to
Rampart Blvd.
 - 2+, motorcycles,
emergency vehicles (no
trucks)
 - Peak hour
 - Continuous
ingress/egress

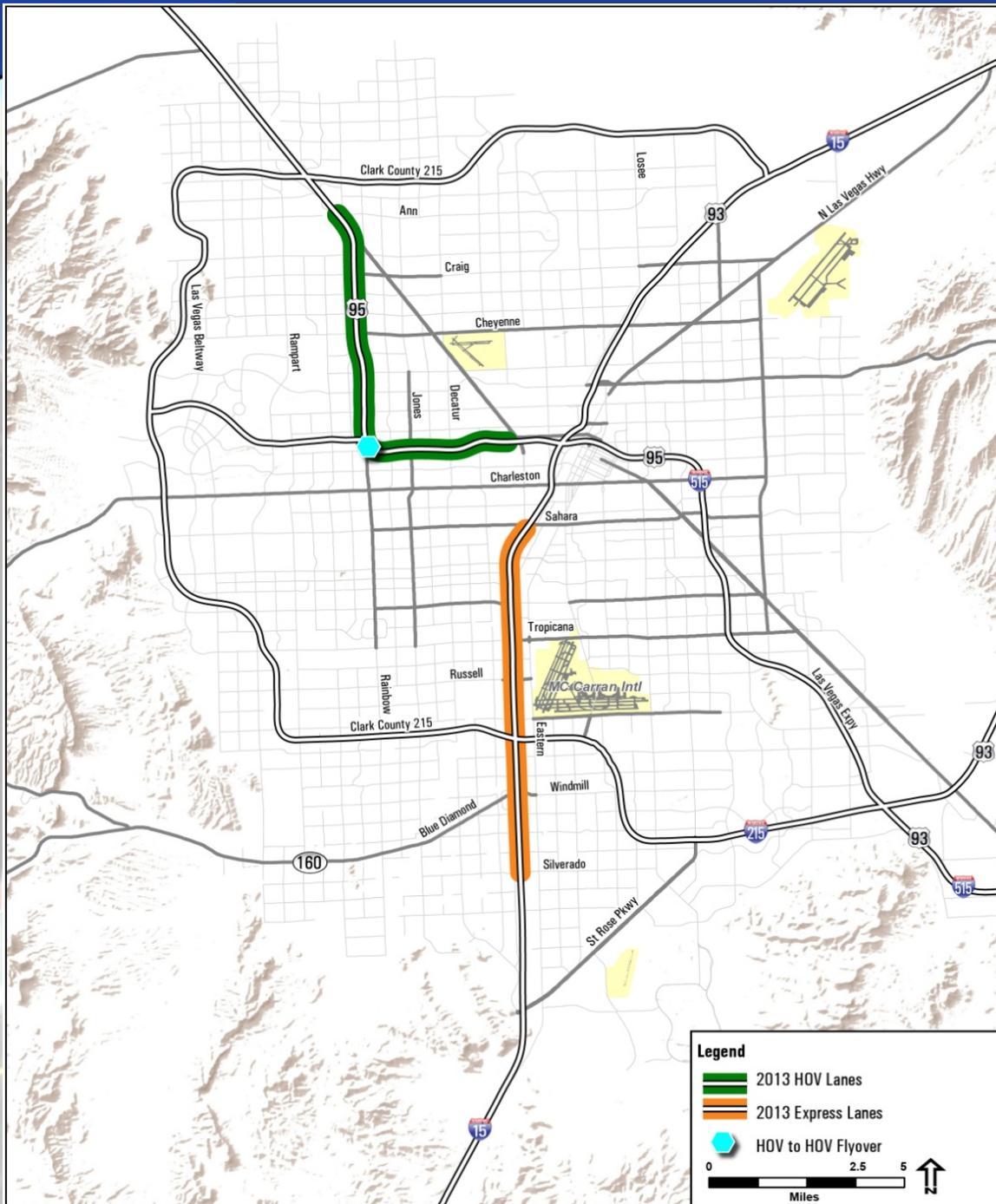




Current S. Nevada System

- Express lanes on I-15 Silverado Ranch Rd. to Sahara Ave.
 - All vehicles including trucks
 - 24 hr.
 - Limited ingress/egress







I-15/US 95 HOV System

- Project NEON will connect US 95 to I-15 with a direct flyover ramp
- I-15 Express lanes will be converted to HOV lanes and general purpose lanes
- I-15 south of Sahara Ave. one HOV lane each direction (1 HOV, 4+ General Purpose)
- 22 miles of HOV system – Silverado Ranch on I-15 to Ann Rd on US 95
- Most of the near term system from the 2007 HOV Plan



HOV Plan Update

- 2035 Clark County regional traffic demand model includes mode-choice
- Update both the near and long term HOV systems
- Evaluate direct connector interchange locations
- Make recommendations on operations issues with the HOV system



HOV Plan Public Involvement Phase

- Initial modeling and analysis nearly complete
- Agency, stakeholder, and public involvement begins with this presentation
- Make recommendations on operations issues with the HOV system
 - Occupancy – two plus occupants
 - Hours of operation – peak hour - 24 hr (recommended)
 - Vehicle eligibility – energy-efficient vehicles (NRS 484A.463) (not recommended); motorcycles, responding emergency vehicles and transit vehicles allowed
 - Ingress/egress – continuous or limited (recommended)



HOV Direct Access Interchanges

- 2007 HOV Plan studied Harmon-Hacienda for access to the strip
- LV strip due to high volumes and employment center is critical to system
- Direct access from park and ride and transit centers
- Direct access to freeways in the long term plan (I-215)



Southern Nevada HOV Plan

Questions



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