LAS VEGAS METRO AREA REPORT CARD

TRIP has assigned the following grades to the Las Vegas metro area highway system.

	GRADE	COMMENT
Roads	**C**	*In 2005 (the latest year for which data is available), nine percent of major roads in the Las Vegas metro area were rated in poor condition and an additional 24 percent were in mediocre condition. Pavement conditions in the region are likely to worsen because funding for the state's pavement repair program since 2004 has not been adequate to keep pace with pavement deterioration.*
Bridges	**A**	*Only two of the region's 720 bridges are rated as deficient.*
Congestion	**D**	*Las Vegas is rated as the 10th most congested urban area in the nation in a tie with New York City. The average Las Vegas rush hour trip takes 39 percent longer to complete than during non-rush hour. Without significant transportation improvements, traffic congestion in the area is expected to double by 2030, with rush hours trips expected to take 79 percent longer to complete than during non-rush hours – travel delays worse than present-day Los Angeles. TRIP has provided a list of the most congested sections of roadway in the region.*
Safety	**F**	*In 2005, the Las Vegas area had a traffic fatality rate of 15.4 fatalities per 100,000 population, lower than the statewide average of 17.4 fatalities per 100,000 population but higher than the national average of 14.7 fatalities per 100,000 population. In 2005 there were 263 traffic fatalities in the Las Vegas area. Roadway safety features such as widened lanes, added or improved medians, improved intersection design, paved shoulders and added rumble strips, where appropriate, can reduce traffic fatalities and serious accidents.*
Funding	**F**	*A Blue Ribbon Task Force created by Nevada's State Transportation Board of Directors found in December, 2006 that the state faces a $3.8 billion shortfall in funding through 2015 for highway projects needed to accommodate significant traffic growth in the state. Since last increased in 1992, the buying power of Nevada's 17.65 cents-per-gallon motor fuel tax dedicated to state highway repairs has decreased by 31 percent.*

ROADS AND BRIDGES

Pavement conditions on Las Vegas's major roads are below desirable standards, with one-third of major roads in the Las Vegas metro area in poor or mediocre condition.

- Nine percent of Las Vegas's major roads are rated in poor condition, and an additional 24 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county or municipal governments.

- Roads rated in poor condition often have significant rutting, potholes or other visible signs of deterioration. Roads in poor condition typically need to be resurfaced or reconstructed. Roads rated in mediocre condition show signs of significant wear and may also have some visible pavement distress. Most pavements in mediocre condition can be repaired by resurfacing, but some may need more extensive reconstruction to return them to good condition.

- Forty-nine percent of Las Vegas's major roads are in good condition. A desirable goal for state and local organizations responsible for road maintenance is to keep 75 percent of major roads in good condition.

- Pavement conditions in Nevada are likely to worsen because the state has been unable since 2004 to fund a pavement preservation program adequate to keep up with pavement deterioration rates. From 2004 to 2009, Nevada is expected to spend $506 million dollars on pavement preservation, but needs to spend $1.27 billion to keep pavement conditions in their current condition – a $768 million shortfall.

- Only two of the region's 720 bridges are rated as deficient.

CONGESTION

Growing travel demand in the Las Vegas metro area has led to rising levels of traffic congestion. By 2030 congestion will be worse than present-day Los Angeles unless significant highway improvements are completed.

- The average rush hour trip in Las Vegas takes 39 percent longer to complete than during non-rush hour – the tenth longest delay in the nation among cities of similar size.

- A recent report by the Reason Foundation found that by 2030 the average rush hour trip in Las Vegas will take 79 percent longer to complete – worse than present-day Los Angeles – unless significant highway improvements are completed.

- A region's major highways and streets are rated based on their level of service using the letter grades A, B, C, D, E or F. Roads rated D, E, or F are considered moderately to severely congested. The following is a definition of each Level of Service designation:

A	Free flow of traffic with operation of individual vehicles largely unaffected by presence of other vehicles
B	Stable flow of traffic with slight decline in freedom to maneuver
C	Stable flow of traffic, but vehicle operation is significantly affected by presence of other vehicles in traffic stream
D	Crowded roadway with some decline in speeds. Large number of vehicles restrict mobility and stable traffic flow
E	Unstable, slow traffic flow with virtually no gaps in traffic stream, subject to traffic flow breakdowns
F	Stop-and-go traffic with low speeds and little or poor maneuverability

The following is a list of major roadways in the Las Vegas metro area that have the greatest level of traffic congestion, based on level of service rating:

Route	From	To	Length in Miles	Level of Service	Average Daily Traffic	Lanes
I-515	**Tropicana Ave.**	**Interstate-15**	**8.9**	**F**	**159000**	**6**
I-15	**Spring Mtn.**	**Spaghetti Bowl**	**3.5**	**F**	**248,000**	**10**
US 95	**Spaghetti Bowl**	**Decatur Blvd.**	**3.3**	**F**	**201,000**	**6**
I-215	**Windmill Ln.**	**Interstate-15**	**3.5**	**F**	**167,000**	**6**
I-15	**Interstate-215**	**Tropicana Ave.**	**2.5**	**F**	**192,000**	**6**
I-15	**Tropicana Ave.**	**Spring Mtn.**	**2**	**F**	**228,000**	**8**
SR 160	**Las Vegas Blvd. S.**	**Rainbow Blvd.**	**4.3**	**F**	**32,500**	**2**
I-215	**Valle Verde**	**Windmill Ln.**	**5**	**E**	**128,000**	**6**
US 95	**Decatur Blvd.**	**Summerlin Pkwy.**	**2.2**	**E**	**188,000**	**8**
I-515	**Russell Rd.**	**Tropicana Ave.**	**2.3**	**E**	**115,000**	**6**
US 95	**Craig Rd.**	**Centennial\CL-215**	**2.2**	**E**	**94,000**	**4**

SAFETY

Improving safety features on Las Vegas's roads and highways would likely result in a decrease in traffic fatalities in the area. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- In 2005, The Las Vegas area had a traffic fatality rate of 15.4 fatalities per 100,000 population, lower than the statewide average of 17.4 fatalities per 100,000 population but higher than the national average of 14.7 fatalities per 100,000 population. In 2005 there were 263 traffic fatalities in the Las Vegas area.

- Highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, upgrading roads from two lanes to four lanes and installing better road markings and traffic signals, where appropriate, can reduce traffic fatalities and accidents.

- The Federal Highway Administration has found that every $100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.

FUNDING

- A Blue Ribbon Task Force created by Nevada's State Transportation Board of Directors found in December, 2006 that the state faces a $3.8 billion shortfall in funding through 2015 for highway projects needed to accommodate significant traffic growth in the state.

- The Task Force report recommended that by 2015 Nevada complete the following projects in the Las Vegas area:

  - ✓ Widening I-15 from Tropicana to the Spaghetti Bowl
  - ✓ Widening I-515/US 95 from the Spaghetti Bowl to Foothill Boulevard
  - ✓ Widening I-15 from the Spaghetti Bowl to Apex
  - ✓ The Boulder City Bypass
  - ✓ Widening US 95 from Craig Road to Kyle Canyon
  - ✓ Widening I-15 from St. Rose Parkway to Tropicana Avenue
  - ✓ Improve Beltway interchanges at US 95, I-15 and Summertime Parkway

Sources of information for this report include the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), the U.S. Census Bureau, the National Highway Traffic Safety Administration (NHTSA), and the Nevada Department of Transportation (NDOT).