RTC onboard
YOUR FUTURE MOBILITY PLAN

Maryland Parkway Bus Rapid Transit Project

FAQs

BUS SHELTER

- *Can the ads be replaced with route information?*

  Yes. The ad panels at our stops are typically a mix of service information and paid advertising.

- *Will there be outlet/USB charging stations?*

  Due to maintenance issues, we don't anticipate including charging stations at bus stops. We do provide them at our Bonneville Transit Center and South Strip Transit Terminal at each end of the route.

- *Do you consider how you will clean the shelter when designing?*

  Yes. The ease of cleaning up spills, graffiti and other materials is a prime factor when considering construction materials for our transit shelters.

SAFETY

- *The shelters seem solid. Is there any visibility through them?*

  Yes. The back and side panels would be made from a perforated material to provide visibility through and behind each shelter.

- *Will there be active security monitoring at bus stops?*

  Surveillance cameras will be installed at shelters along the route and all RTC transit vehicles are also equipped with high definition cameras that provide 24/7 surveillance of the system

  In addition, the RTC's transit security is strategically deployed throughout the transit system.

SHADE

- *Can there be different kinds of shade structure on each side of the street for how the sun hits the shelter?*

  The bus stop shelters include a structure canopy and trees surrounding the bus stop. These shade elements help protect pedestrians and transit users from the sun, and help mitigate the urban heat island effect.

- *Can you add shade appliances, like they have at parks, for shelters?*

  We appreciate this input and will look into it as we continue with shelter design.

- *Why add additional plants in the median when we are in a water crisis?*

  All plants will come from the Southern Nevada Water Authority approved plant list, which use minimal water. Trees and plants serve multiple purposes including shade, air quality, aesthetics and traffic calming.

SEATING

- *Can you add bench seating with full back support?*

  Thank you for this input. We will include this suggestion as we finalize the seat design.

CYCLING

- *Can the service run down the middle of the road?*

  This was studied as part of the environmental assessment, and it was determined that curbside transit operations would be most appropriate for this corridor.

- *Can we consider bike parking or bike racks near large retail stops to encourage more bike use?*

  Thank you for this suggestion. While we don't own the right of way, we will take this into consideration.

- *Will there be green lanes for cyclists?*

  Shared bus–bike lanes will be available for cyclists and buses. We are evaluating the pavement treatments for these lanes.

- *How will you accommodate all the traffic on the roadway if you change a travel lane to a shared bus–bike lane?*

  The Maryland Parkway BRT Project includes two primary features to accommodate vehicle traffic while improving the level of service of other modes, including walking, cycling and transit. Those features are exclusive right turn lanes at major intersections and allowing vehicle traffic to turn right from the shared bus–bike lane.

  While the right–most lane of Maryland Parkway already acts as a defacto right turn lane, making it exclusive to right turns only will both preserve its current use and allow for a more efficient transit system and a safer space for cyclists.

  A traffic analysis was performed to confirm that the updated roadway design can accommodate existing and projected traffic adequately.

- *Why isn't there a protected bike lane?*

  The shared bus–bike lane concept was chosen due to better visibility of cyclists by drivers and fewer transitions at stations, driveways and intersections. The shared bus–bike lane provides consistent grades throughout the corridor, allows ample sidewalk space for pedestrians and provides more space and flexibility at transit stops.

- *Instead of a shared bus–bike lane that will get ignored by cars, why not use a shared pedestrian–bike lane?*

  While bike lanes help serve as a refuge from cars, they are also travel lanes meant to efficiently move cyclists. Combining pedestrians with cyclists in crowded urban areas can work against the efficient movement of both people and bikes.

- *Is there room for a 3–foot buffer between the transit lane and sidewalk?*

  In most locations, there is an amenity zone that provides a minimum separation of 5 feet between the transit lanes and sidewalk.

BUS RAPID TRANSIT

- *Is light rail still an option?*

  Bus Rapid Transit (BRT) was chosen as a more cost–effective approach to upgraded transit service along Maryland Parkway. If funding were available for a light rail option, it could be considered.

  ACCESS

- *Will there be handicapped curbs in front of the shelters?*

  This project will be designed and constructed to current Americans with Disabilities Act (ADA) standards.

- *Are there any sound or sight indicators for people with disabilities?*

  This project will be designed and constructed to current Americans with Disabilities Act (ADA) standards.

- *Where can I park to access the stop?*

  Kiss and ride access is provided at the RTC's Bonneville Transit Center, while park and ride access is available at the South Strip Transit Terminal.

SERVICE

- *Why the Medical Center? Why not the Bonneville Transit Center (BTC)?*

  The route begins at the South Strip Transit Terminal (SSTT) and runs all the way through the Downtown Medical Center, which includes a stop at the BTC.

- *Where does the service start and end?*

  The route begins at the South Strip Transit Terminal (SSTT) and runs all the way through the Downtown Medical Center, which includes a stop at the BTC.

- *Will there be off–board fare collection and level boarding?*

  There will not be off–board fare collection, but mobile ticketing will be available. There will be near–level boarding. At locations where the height of the curb is different from the floor of the vehicle, ramps will be deployed for those with mobility devices.

- *Will this project include traffic signal priority?*

  Yes.

- *Why not focus on getting people from the outskirts of town into the middle of town, a REAL commute. Instead of pouring money into north/south hops, and short distances.*

  Current or pre-COVID, route 109 along Maryland Parkway is the number one non-strip route in both hours and miles. Every hour or mile of transit service operated on Maryland Parkway is utilized by more customers than any other non-strip corridor in the Las Vegas Valley. In addition, this service links to ?? connecting routes.

  The RTC also operates several express routes into the middle of town, including the Boulder Highway Express, Centennial Hills Express, and the Downtown & Medical Center Express.

  For a comprehensive transit plan, see the RTC's On Board Mobility Plan.

PROJECT TIMELINE

- *Is this behind schedule? Why couldn't you make these updates when the roadway was paved in 2018/2019?*

  The project is not behind schedule. In order to receive federal funding, the Maryland Parkway BRT Project went through an environmental process, and no federal funding could be spent on the project until that process was complete. In Dec. 2019 we received the Finding of No Significant Impact (FONSI) and in January 2020 the project advanced from planning to project development.

  Despite the impact of the pandemic, there has been an extensive amount of work to coordinate among jurisdictions and utilities on design, funding, simultaneous projects and schedules.

  In May of this year the RTC submitted its application to the Federal Transit Administration for up to $150 million in Capital Investment Grant Small Starts funding. We expect to be notified by the first quarter of 2023 if we qualify. Construction is contingent upon federal funding availability.