

Finding of No Significant Impact

Grant Applicant: Regional Transportation Commission of Southern Nevada (RTC)

Project: Maryland Parkway High Capacity Transit Project

Project Location: City of Las Vegas, Clark County, Nevada

Regional Transportation Commission of Southern Nevada (RTC) in cooperation with the Federal Transit Administration (FTA) prepared the November 2018 Environmental Assessment (EA) for the Maryland Parkway High Capacity Transit Project pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code [USC] §4321 et seq); the Federal Public Transportation Law (49 USC Chapter 53); the Clean Air Act (42 USC 7401 et seq.); 49 USC §303 (formerly Department of Transportation Act of 1966, Section 4[f]); National Historic Preservation Act of 1966, Section 106 (54 USC §300101, *et seq.*); the Endangered Species Act of 1973 (16 U.S.C. 1531-1544); and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) and EO 11990 (Protection of Wetlands). This Finding of No Significant Impact (FONSI) hereby incorporates the EA by reference.

Description: RTC, in cooperation with the City of Las Vegas and Clark County, proposes the construction of the Maryland Parkway High Capacity Transit Project, an 8.7-mile-long route that will replace the existing local Route 109 bus service with an enhanced transit system that will provide speed and service quality improvements and enhance the viability of transit as a transportation choice. A 0.25-mile buffer zone on either side of the proposed alignment was chosen to analyze potential impacts in the environmental study area. The project alignment extends from the Las Vegas Medical District to the Bonneville Transit Center and through downtown Las Vegas, along Maryland Parkway to Russell Road. There will be 24 stations spaced approximately 0.35-mile apart with 44 platforms to facilitate level boarding to improve ADA access to, from, and within the stations. Station design elements may include: pylon/station marker, bench, trash receptacle, bicycle rack, variable message sign to display real-time arrival information, security cameras, light fixtures, shelter/canopy with wind screen, public art (at select stations), landscaping, urban design elements, map/schedule/advertising illuminated display case (two-sided), pedestrian wayfinding signage, and public-address system.

Maryland Parkway is a vital corridor for the Las Vegas Valley that extends between downtown Las Vegas and McCarran International Airport and connects many activity centers, such as the University of Nevada, Las Vegas (UNLV), Sunrise Hospital, the Boulevard Mall, and numerous commercial and residential areas. Carrying over 9,000 transit riders and 33,000 cars per day, investments in transportation infrastructure along this major corridor could improve the community's mobility by enhancing vehicle, transit, pedestrian, and bicycle access. The purpose of the proposed project is to better address the current travel demand, traffic congestion, and travel delay in the corridor, as well as the additional population/employment and travel demand growth that will be added to the area by the year 2040. Improved rapid transit service along the project corridor will help RTC achieve its long-range goals to cost-effectively enhance mobility and accessibility, improve transit operations, support economic growth and redevelopment, conserve non-renewable resources, and improve corridor safety.

Land use forecasts indicate expected growth in population and employment over the next 25 years that will likely generate higher traffic volumes and additional congestion, as well as higher transit ridership and the need for improved transit service in the corridor. The Las Vegas metropolitan area continues to grow; specifically, the latest forecasts indicate population growth of more than 700,000 new residents by 2040, or a 34 percent increase, over the next 25 years.

Currently, the Maryland Parkway bus route 109 carries 9,000 to 10,000 riders per day and has more boardings per mile and boardings per hour than any other bus route outside the Las Vegas metropolitan area. Per the purpose and need of the project, as identified in the Maryland Parkway EA, there is need for

faster, more reliable transit service in the Maryland Parkway corridor, not only to meet current and projected needs, but also to provide an attractive alternative to the automobile. The Route 109 buses operate in mixed-flow traffic along the 2-lane to 6-lane streets along the route and are subject to the peak hour congestion that occurs at several of the major intersections where average daily traffic reaches levels of 35,000-40,000 vehicles.

Route 109 is oriented towards residents, employees, and students with time-sensitive trip needs; disabled persons and persons in wheelchairs who use the transit system to access various medical facilities in the corridor; and employees making critical connections to the east-west routes going to/from the major employment centers along the Resort Corridor. All of these conditions demonstrate the need for a higher level of service with shorter headways over an extended daily period. In addition, the number of transit-dependent households in the corridor is high; approximately 32 percent of all households have no vehicle available. Further, there is a need for an enhanced transit system that will serve as a catalyst to support the corridor vision and implementation strategy of new economic development, revitalization, and transit-oriented development with excellent pedestrian and bicycle connections to/from stations.

Alternatives: The EA evaluated four alternatives: Light Rail Transit (LRT) Build Alternative, Bus Rapid Transit (BRT) Build Alternative, Enhanced Bus Alternative, and the No Build Alternative. Each of the Build Alternatives consisted of an 8.7-mile alignment with 24 station locations, spaced approximately 0.35-mile apart.

The LRT Build Alternative would utilize electrically-powered rail in a dedicated, side-running configuration in the curb lane that allows right-turning vehicles, with 12-minute peak and 15-minute off-peak headways to allow service for 24 hours per day, seven days per week. The RTC's regional travel demand model estimated that the LRT Build Alternative would carry 16,100 passengers per average weekday; more than the other alternatives.

The BRT Build Alternative would utilize buses in dedicated side-running lanes to allow right-turning vehicles with 12-minute peak and 15-minute off-peak headways with service offered for 24 hours per day, seven days per week. RTC estimated that the BRT Alternative would carry 13,300 passengers per average weekday.

Both the Build Alternative's LRT and BRT are expected to have approximately the same levels of impact given the similar footprint of the transit guideway and the station platforms. Both LRT and BRT Build Alternatives have the potential to generate higher ridership; generate higher levels of economic development and transit-oriented development; and meet the corridor vision, goals and objectives, and satisfying the project purpose and need.

The Enhanced Bus Alternative would attempt to maximize service without any major capital improvements. The buses would operate in the existing mixed flow traffic curb lanes, like the existing Route 109 buses. The Enhanced Bus Alternative operating plan would be similar to that of the LRT and BRT Build Alternatives, with headways that would be reduced during the weekday peak periods to every 12 minutes. This would increase the level of bus service by 25 percent over the existing condition, from 4 to 5 buses per hour in each direction during peak periods. The 24 bus stops in the corridor would be enhanced with shelters, benches and information displays, as appropriate, but with minimal capital expenditure.

The No Build Alternative proposes no improvements to the existing local bus services. The existing Route 109 local bus service would maintain current service with 15-minute headways (total of 4 buses per hour in each direction), operating in curbside lanes with mixed traffic flow, and with stops spaced every 0.25-mile on average.

After review of the Maryland Parkway EA public and agency comments as well as costs for the project, the BRT Build Alternative was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. BRT will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.

Public Opportunity to Comment : The EA was released for public review on 4 February 2019. The Notice of Availability was published in Review Journal, El Mundo, and Chinese Daily News on 18 January 2019, and sent to governmental agencies and all households, organizations, and businesses within ¼-mile of the project corridor route. In addition, door hangers were placed on businesses and organizations adjacent to the project route. Copies of the EA were circulated for public review on 4 February 2019. The document was made available for public viewing at the Las Vegas Clark County Public Library (1401 E. Flamingo Rd, Las Vegas, NV 89119) and RTC Administrative Building (600 S. Grand Central Parkway, Las Vegas, NV 89101). Copies of the document were sent to the State Clearinghouse for distribution to state and local agencies. The EA was posted on RTC's website (<https://www.rtcnv.com/maryland-parkway/>) on 4 February 2019.

Five public meetings and open houses were conducted by RTC as part of the release of the EA. Three of the meetings consisted of a formal presentation and question and answer session, which occurred on 20 February 2019 at the RTC Administrative Building, on 27 February 2019 at the Historic Fifth Street School, and on 29 February 2019 at the Cambridge Community Center. RTC also conducted two open houses to answer questions on the EA and alternatives on 22 February 2019 at The Boulevard Mall and on 26 February 2019 at the University of Nevada Las Vegas (UNLV) Student Union.

There were 1001 total comments received during the EA public review process. There were 181 comments (comment card or verbal comments to a court reporter) received at the five public hearings and open houses that were attended by approximately 350 individuals. There were 61 letters or comment postcards received via mail, email, voice mail, or fax. There were 277 social media comments and 483 comments on the RTC's website. The 1001 public and agency comments on the EA were summarized into 28 main topics with general responses (Table A-1 in Attachment A). All 1001 public comments and responses are located in Attachment B.

The City of Las Vegas provided comments on the addition of projects planned for the project corridor that were not identified in the EA that would require coordination with the construction of the Maryland Parkway project. The projects include:

- Pinto Lane - MLK to Rancho Complete Street (FY18-22)
- Rancho Drive - Sahara to Mesquite Complete Street (FY18 -22)
- 6th Street - Bridger to Stewart Complete Street (FY18-22)
- 7th Street - Bridger to Stewart Complete Street (FY18-22)
- 8th Street - Bridger to Stewart Complete Street (FY18-22)
- Las Vegas Boulevard - Sahara to Stewart Reconstruction (FY18-22)

The RTC will work with the City of Las Vegas during preliminary engineering and final design to address the noted comments regarding traffic counts at intersections, traffic signals, transit signal priority, roadway design, drainage upgrades for stormwater, joint pole use, utility relocation, accessibility, Complete Street principles, urban design and landscape enhancements, and final station locations.

Determination and Findings:

Regional Transportation Commission of Southern Nevada (RTC) in cooperation with the Federal Transit Administration (FTA) prepared an Environmental Assessment (EA) for the Maryland Parkway High Capacity Transit Project in November 2018 to evaluate the environmental effects of the project pursuant to the requirements of NEPA, as codified in 23 Code of Federal Regulations (CFR) 771.119 and 23 USC 139. The EA concluded that construction and operation of the project, with incorporated mitigation and avoidance measures, would not result in significant adverse effects to the environment. The resources of minimal impacts with mitigation included land use, socioeconomics, visual resources, historic resources, hazardous materials, noise and vibration, safety and security, Section 4(f) resources, climate change, and traffic. The resources of no impacts with mitigation included environmental justice, archaeological resources, water resources and quality, soils and geology, air quality, and biological resources. Finally, the resources with no impacts included, floodplains, wetlands, and jurisdictional waters of the U.S.

The findings requiring mitigation by Federal environmental laws and Executive Orders are outlined below.

Land Acquisition, Displacements, and Fiscal Impacts: Minor right-of-way acquisitions or easements will be required along the project corridor for new stations, addition/expansion of sidewalks, new bike lanes, right-hand turn lanes, and curbcuts. For partial property acquisitions, the project would comply with the policies and procedures in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Partial property acquisitions will be negotiated by RTC to ensure property owners receive fair market value for the acquired right-of-way.

There would be no resulting loss or displaced business revenues, jobs, and property tax revenues associated with construction or operation of this project. Traffic maintenance plans would be created in coordination with the City of Las Vegas and Clark County. RTC would work closely with the local businesses to ensure that alternative access and circulation are provided during construction activities. RTC will also work closely with businesses and media regarding temporary closures and inconveniences that would be scheduled around business hours.

The location of the new stations, roadway improvements, and acquisition of additional right-of-way would result in the loss of a total 496 parking spaces (6 percent reduction) for residential, commercial, institutional, and public properties and would be considered a minimal impact. The removal of parking spaces within the corridor would require compensation and/or replacement of those parking spaces on the same property or adjacent property.

Air Quality Conformity: The project satisfies the U.S. Environmental Protection Agency (USEPA) transportation conformity requirements for air quality under 40 CFR 93. The project was included in the 2017-2040 Regional Transportation Plan (RTP) and 2015-2019 Transportation Improvement Program (TIP) that were adopted by the RTC Board of Commissioners in February 2017 and August 2014, respectively and were found conforming by FTA and the Federal Highway Administration in March 2017.

As of April 2015, Clark County was classified in attainment for PM_{2.5}, sulfur dioxide, lead, nitrogen dioxide, and ozone, so no further analysis is required under NEPA. The Las Vegas Valley is a maintenance area for PM₁₀ and carbon monoxide. A Maintenance Plan and Redesignation Request for PM₁₀ was submitted to USEPA in August 2012 and USEPA approved Clark County Department of Air Quality and Environmental Management's request and designation for Clark County as a PM₁₀ attainment area on October 6, 2014. The BRT Build Alternative would replace any remaining diesel-fueled buses with CNG-fueled vehicles. Because construction activities will increase traffic congestion in the area, carbon monoxide and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the

construction site. Construction activities are expected to occur over a 2.5-year period, less than the 5-year federal requirement to be considered temporary impacts. The Project was determined not to be a project of air quality concern per 40 CFR § 93.123(b)(1).

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Clark County was designated non-attainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the RTP and TIP.

RTC provided FTA a *Transportation Conformity Determination Report for the 1997 Ozone NAAQS*, dated March 28, 2018. As part of this report, RTC amended their 2017-2040 RTP to include the Maryland Parkway project. The project implementation will not occur before RTP horizon year 2020. Analysis with BRT Alternative shows that the Conformity Determinations are met for all future horizon years. Compared with the latest RTP Amendment and Conformity Determinations completed in January 2018, the analysis demonstrates that including the Maryland Parkway BRT project decreases 2030 and 2040 total Vehicle Miles Traveled (VMT), though very slightly. As a result, 2030 and 2040 PM₁₀ and CO Emissions are either reduced by 0.01 tons/per day or remain unchanged.

On 27 August 2019, USEPA posted in the Federal Register to conditionally approve a revision to the State of Nevada’s state implementation plan (SIP) for Clark County. The approval is conditional because it is based on commitments to submit an additional SIP revision to reduce the safety margin allocations for the budgets within one year of this final conditional approval, effective 26 September 2019. FTA finds that the project would not result in a significant impact on air quality.

National Historic Preservation Act Compliance: In accordance with the National Historic Preservation Act (54 United States Code [U.S.C.] 300101 *et seq.*), and its implementing regulations at (36 CFR Part 800), FTA, in coordination with RTC and the Nevada State Historic Preservation Office (SHPO), defined an area of potential effect (APE). Per comments received from the Nevada SHPO, revisions to the APE were made and resubmitted to the NV SHPO for concurrence. The NV SHPO concurred with the revised APE boundary on 11 December 2017. A historical survey was conducted in 2018 of all historical properties older than 45 years within the APE. The results of the survey were provided to the Nevada SHPO who concurred with the results on 21 August 2018. In total, 345 architectural resources in the APE are more than 45 years of age and are either listed on, eligible for listing on, contributing to an historic district, potentially eligible (pending SHPO review), or are unevaluated for listing on the National Register of Historic Places (NRHP). However, no historical buildings will be directly impacted by the project.

Minor right-of-way acquisitions or easements will be required along the project corridor for new stations, addition/expansion of sidewalks, new bike lanes, right-hand turn lanes, and curbcuts. For partial property acquisitions, the project would comply with the policies and procedures in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Partial property acquisitions will be negotiated by RTC to ensure property owners receive fair market value for the acquired right-of-way.

Because some of these areas are near properties that have been determined eligible for the NRHP or were previously unevaluated for NRHP eligibility, all parcels in front of, adjacent to, or across from proposed stations or other areas of acquisition were evaluated for NRHP eligibility in the Cultural Resources Survey (July 2018) with concurrence from the Nevada SHPO. Only four areas of acquisition or easement

for project elements are located near historic properties (from south to north along the project corridor): Archie C. Grant Hall, Terrible's Car Wash, Huntridge Theater, and Neon Apartments.

The addition of stations and new pavement for sidewalks and bike lanes will not alter aspects of integrity that make these properties eligible for the NRHP because paving already occurs in front of the properties and transit-related features like bus stops occur near or within viewshed of the properties. Features like sidewalks and stations would be expected to occur along a busy urban commuter corridor. Temporary construction impacts to the four historic properties will be avoided or minimized using mitigation measures, including fencing to protect resources and fully returning land to existing conditions. Short term noise and visual impacts to historic buildings along the project route during construction may occur, but would be minor for an urban environment. There is a potential for short-term visual, noise, and vibration impacts to historic properties during construction for the new transit system. However, these impacts will be only minor and temporary; they are not expected to be adverse effects.

Section 101(d)(6)(B) of the NRHP requires federal agencies, in carrying out Section 106, to consult with any Native American Tribe that attaches religious and cultural significance to historic properties that may be affected. Native American Tribes with a potential interest in the project area based on location or historical ties to the area were identified as part of the Cultural Resource Survey. Contacts for the tribes were obtained from the Inter-Tribal Council of Nevada. The FTA sent consultation letters to three tribes, the Las Vegas Paiute, Moapa Paiute, and Pahrump Paiute, on April 5, 2017. After no responses were received, each Tribe was contacted by telephone on May 15, 2017. A follow up email was sent to each Tribe on June 5, 2017. No responses were received. Based on the site files search, no properties of religious or cultural significance to Native American Tribes are known to occur in the project APE.

The FTA determined that the project would have no adverse effect on archaeological resources and historic properties and the Nevada SHPO concurred with this determination on 18 July 2019 (Attachment C). The implementation of the project would not adversely affect any historic resource, thereby satisfying the requirements of 36 CFR 800 and 49 USC§303.

Executive Order 13609 and 11988: Floodplain Management: The Clark County Regional Flood Control District was created in 1985 to develop a comprehensive master plan to solve flooding problems, regulate land use in floodplains, fund and coordinate flood control facilities, and develop a maintenance program for master plan flood control facilities. The only 100-year floodplain within the project corridor is Flamingo Wash at Maryland Parkway. The Las Vegas Wash floodplain is located north of the project study area. If flooding events occur in the Flamingo Wash floodplain, the road would be flooded, and traffic would be stopped, including any transit vehicles until it is clear to cross, per direction from authorities.

Endangered Species Act Compliance: A search of the USFWS Threatened and Endangered Species database (USFWS, 2017) and Nevada Natural Heritage Program (Nevada Department of Conservation and Natural Resources, 2017) identified a list sensitive species that occurs in Clark County. None of the species or their habitats occur within the project study area based on surveys of the corridor by a qualified Parsons' biologist. The urban nature of the project corridor provides little natural habitat for wildlife and plants. Native and non-native landscaping plants are scattered along the corridor. There are no biological resources that would be impacted in the highly-urbanized study area. There are no surface water or riparian areas present in the project corridor to support aquatic species. No noxious weeds were observed along the project corridor during the site surveys. Therefore, no impacts to threatened, endangered, or sensitive species from the Build Alternatives are anticipated.

There could be potential impacts to migratory birds during construction activities if trees or shrubs are removed along the project corridor that contain active bird nests. Before construction begins, active migratory bird nest surveys should be completed by a qualified biologist to determine if active nests (*e.g.*,

eggs, young) are located in trees and shrubs that will be removed or trimmed as part of the project. If construction activities are scheduled during prime nesting periods, the vegetation should be removed ahead of construction during non-nesting periods.

A noxious weed management plan will be prepared and implemented by the contractor to prevent noxious weeds from entering the project corridor. Earthmoving and hauling equipment will be washed at the contractor's storage facility prior to arriving onsite to prevent the introduction of noxious weed seeds. Disturbed areas will be landscaped or reseeded with a certified weed-free mix. FTA finds that implementing the project would not result in a significant impact to federally-listed threatened or endangered species.

Executive Order 12898 (Environmental Justice) Compliance: The potential for disproportionately high and adverse human health or environmental effects on minority and low-income populations were evaluated in the EA in accordance with Executive Order 12898, the U.S. Department of Transportation Order 56 10.2(a) and FTA's Environmental Justice Circular 4703.1. Environmental Justice populations occur throughout the study area. The study area was identified to include a 0.25-mile-wide corridor from the centerline of the proposed alignment.

Effects resulting from construction and operations related to right-of-way, traffic, air quality, and noise would occur equally in all neighborhoods adjacent to the alignment. Mitigation measures to reduce these effects are identified in Table ES-3 in the Executive Summary and discussed in Section 3.3 of the EA. Particular attention was paid to ensuring that all notifications of public meetings were delivered to all households within one mile on either side of the corridor, posted in numerous locations throughout the corridor such as libraries, churches, and community centers, and included in local and neighborhood newspapers and television news channels. Public meetings and outreach activities were conducted and are described in Chapter 5 of the EA.

The communities near the project corridor are anticipated to benefit from increased transit accessibility and decreased congestion on many local streets, improved air quality, and improved connectivity and travel times between neighborhoods and businesses within the study area. Additionally, during mobilization and peak construction, up to 250-350 full-time construction staff would be devoted to the project, which could benefit the Environmental Justice community. FTA finds that the project would not have disproportionately high and adverse human health or environmental effects on minority populations or low-income.

Section 4(f) Compliance: The U.S. Department of Transportation Act (USDOT) of 1966, 49 U.S.C. 303 and/or regulations in 23 CFR Part 774, includes a special provision, Section 4(f), which stipulates that Federal agencies cannot approve the use of land from publicly-owned parks, recreational areas, wildlife and waterfowl refuges, and public or private historical sites unless 1) there is no feasible and prudent alternative to the use of such lands, and 2) such projects include all possible planning to minimize harm to those properties resulting from such use. Under 23 CFR Part 774.17, the word "use" refers to:

- Permanent – land that is permanently incorporated into a transportation facility (e.g., purchased as right-of-way).
- Temporary occupancy – may be necessary for activities such as regrading slopes or to provide staging or access areas. Depending upon conditions, such activities – even though temporary in nature – may be considered adverse in terms of the Section 4(f) statute's preservation purpose, and therefore would be considered a Section 4(f) use. Once the easement is no longer needed, the Section 4(f) property must be restored to the condition in which it was originally found.
- Constructive – when the project's proximity impacts are so severe that the activities, features, or attributes that qualify a resource for protection are substantially impaired (e.g., severe noise, vibration, visual, or access impacts).

FTA can make a determination that the project has a *de minimis* impact on the Section 4(f) property, if, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures) results in either: 1) A Section 106 finding of no adverse effect on a historic property or no historic properties affected by the project, or 2) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Section 4(f) properties identified three parks in the study area, including Huntridge Circle Park, Molasky Family Park, and Siegfried and Roy Park. The Build Alternative would travel around Huntridge Circle Park, because the park is located in between the northbound and southbound lanes of Maryland Parkway. Molasky Park is located approximately 620 feet west of the project alignment. Siegfried and Roy Park is located near the new Russell Road station. There would be no permanent Section 4(f) use of the parks as the buses for the BRT Alternative will remain in the street. No portion of the construction would temporarily use the parks. All three parks are located in highly urbanized areas along busy streets with existing bus traffic and the park function is not altered by noise, visual change, or high activity. Noise and vibration modeling indicated no impacts to park users during bus operations and moderate impacts during short-term construction activities. Per the FTA *Transit Noise and Vibration Impact Assessment Manual* (September 2018), FTA considers parks that are mainly used for recreational purposes not a noise-sensitive resource. Application of standard best management practices would reduce the construction noise impacts in the park. Therefore, the proximity of the project to the three recreational parks during operation or construction would not use or substantially impair the activities, features, or attributes that qualify the property for protection under Section 4(f).

In total, 345 architectural resources in the APE are more than 45 years of age and are either listed on, eligible for listing on, contributing to an historic district, potentially eligible (pending SHPO review), or are unevaluated for listing on the NRHP. These properties have already been subject to alterations in aspects of integrity (setting and feeling) resulting from surrounding urban development.

Only four areas of permanent property acquisition for project elements are located near historic properties (from south to north along the project corridor): Archie C. Grant Hall, Terrible's Car Wash, Huntridge Theater, and Neon Apartments. However, no historical buildings will be directly impacted by the project.

Archie C. Grant Hall, considered eligible for the NRHP, is located on the UNLV campus. Originally, Grant Hall was a general-use classroom building and a portion of the building was used to house the first library on the UNLV campus. Grant Hall has housed the school of education and is now the home of the university's art department and has studio and exhibition space, in addition to classrooms. For the Archie C. Grant Hall, direct impacts would result from the acquisition of 1,250 square feet of property (including three parking spaces) from the parcel for extending the right-of-way and relocating the entrance into the parking lot for a new station, turn lane, and curbcut. The proposed new station would include a raised platform, 12-foot tall canopy, and 20-foot tall light poles and be located 150 feet from the building. The loss of the parking spaces from an existing parking lot on the east side of the Archie C. Grant Hall will not affect the setting, feeling, or association of the historic property which occurs on a large parcel comprising a university campus with numerous parking areas located along a major urban roadway. During construction, road repaving and construction of the proposed BRT station and bike lane on Maryland Parkway would occur for a short period of time (2-3 months) and is typical of urban street maintenance projects. Coordination and approval from UNLV for construction activities would be required.

A new BRT station is proposed adjacent to Terrible's Car Wash and Chevron Station. A small amount of right-of-way acquisition (1,000 square feet) from the property is required to construct the station, sidewalk, and bike lane. An existing bus stop currently exists at this location. The new station consists of a raised platform, 12-foot tall canopy, and 20-foot tall light poles and would be located 50 feet from the resource. No features that could contribute to the potential NRHP eligibility of the historic property in the future


would be affected by the addition of these project elements. Features like sidewalks and stations would be expected to occur along a busy urban commuter corridor. During construction, road repaving and construction of the proposed BRT station and bike lane on Maryland Parkway would occur for a short period of time (2-3 months) and is typical of urban street maintenance projects.

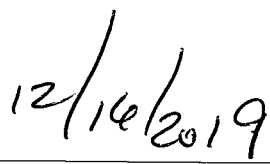
The Huntridge Theater/Performing Arts Center is listed on the NRHP. A portion of the parking lot on the north side of Huntridge Theater/Performing Arts Center is proposed for acquisition to provide a right-hand turn lane from Maryland Parkway onto Charleston Boulevard. The acquisition will result in the loss of about seven parking spaces from a parcel northwest of the theater. This parking lot is adjacent to the two parcels comprising the historic property; no features or aspects of integrity that contribute to the NRHP eligibility of the theater would be impacted. The landscape surrounding the theater has already been altered over time with the addition of paving. No new areas of paving are proposed but the use will be altered from parking to roadway. No adverse effects to the Huntridge Theater will occur from this right-of-way acquisition.

The Neon Apartments, recommended as eligible for the NRHP, are located in the Las Vegas Medical District. The two buildings located at this address are identical two-story, International style apartment buildings constructed in 1963. The 22-unit complex comprises two "U" shaped buildings oriented north-south that are a mirror image of each other, forming a courtyard in the center. Right-of-way would be acquired (600 square feet) from the parcel occupied by the Neon Apartments for a new sidewalk and bike lane adjacent to the proposed BRT alignment. Sidewalk improvements would occur within 10 feet of the building along Alta Drive. The acquisition of a small portion of the parcel would not further diminish aspects of integrity that make this property eligible for the NRHP; setting, feeling, and association have already been altered by major roadway construction for Martin Luther King Jr Blvd. and I-15 on the east and redevelopment of parcels to the north and south for commercial and institutional buildings. Both the north edge of the parcel along Alta Drive and the west edge along Desert Lane already include concrete sidewalks. The addition of a wider sidewalk and bike lane would not further alter the setting of this residential complex along a busy urban roadway surrounded by recent and ongoing redevelopment.

No adverse effects will occur to the four Section 4(f) historic properties. FTA applied the Criteria of Adverse Effect per 36 CFR 800.5(a) and has determined that the undertaking would result in a finding of no adverse effect on historic properties. Therefore, FTA is making a determination that *de minimis* impacts will occur on Section 4(f) historic resources for the Maryland Parkway transit project. The requirements of Section 4(f) are satisfied with respect to 23 CFR 774.

Environmental Finding: In accordance with 23 CFR Part 771.121, the FTA finds, on the basis of the analysis, reviews, and mitigation measures identified in the EA, that there are no significant or adverse impacts on the environment associated with the implementation of the project. The RTC has incorporated mitigation measures into the project to reduce or eliminate potentially significant or adverse environmental impacts. RTC shall implement the mitigation measures and measures to avoid and minimize environmental impacts, as listed in Table ES-3 in the Executive Summary of the Maryland Parkway EA and located in Attachment C.


for Ray Tellis
Regional Administrator, FTA Region IX


Date

Attachments:

Attachment A: Summary of Public and Agency Comments on Maryland Parkway Environmental Assessment and Regional Transportation Commission of Southern Nevada's Responses

Attachment B: All Public and Agency Comments on Maryland Parkway Environmental Assessment and Regional Transportation Commission of Southern Nevada's Responses

Attachment C: Relevant Correspondence

- SHPO Correspondence
- Table ES-3 Mitigation Measures from EA

Attachment A
Summary of Public and Agency Comments on Maryland Parkway
Environmental Assessment and Regional Transportation
Commission of Southern Nevada's Responses

This page left intentionally blank.

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Summary of Public Comments and Questions

| Topic Number | Topic Comments or Questions | Topic Comment or Question Response |
|--------------|--|---|
| 1 | <p>Topic: Alternative Selection. General comments on the preference of Light Rail Transit (LRT), Bus Rapid Transit (BRT), Enhanced Bus, or No Action Alternative.</p> | <p>BRT was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> |
| 2 | <p>Topic: Air Quality. Comments that LRT would reduce emissions. Maryland Parkway BRT buses should not use fossil fuels, they should be electric.</p> | <p>The BRT alternative envisions use of 60-foot articulated buses running on compressed natural gas (CNG), while the light rail alternative would be powered by electricity and possibly incorporate battery technology. CNG is noted as one of the cleanest burning transportation fuels available, producing 20 to 30 percent fewer greenhouse gas emissions and 95 percent fewer tailpipe emissions than diesel fuel. Currently the RTC is migrating its bus fleet away from diesel to CNG. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. Additional information can be found in Sections 3.10 and 3.16 in the Maryland Parkway Environmental Assessment (EA)</p> <p>In 2018, RTC estimated that replacing 100 percent CNG-fueled buses on Maryland Parkway with electric LRT vehicles would result in daily bus vehicle miles traveled on Route 109 and daily idle (transit stops, traffic lights, and driver layover) reductions for carbon monoxide (CO) and oxides of nitrogen (NOx) emissions of 18.61 kg/day and 5.49 kg/day, respectively (or 6,793 kg/year and 2,004 kg/year, respectively).</p> |
| 3 | <p>Topic: Traffic Congestion. Comments suggesting dedicated transit lanes will result in the removal of two existing traffic lanes along Maryland Parkway, which will increase traffic congestion. Keep the existing traffic lanes and add exclusive transit lanes by widening Maryland Parkway. Improve traffic signal timing in corridor.</p> | <p>A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles providing a better flow of traffic. Expanding the public right of way for additional exclusive transit lanes would result in the acquisition of many properties, impacting residents and businesses, and making the project cost prohibitive. The project will be designed to minimize encroachment into adjacent properties wherever possible. RTC will work with the City of Las Vegas and Clark County Public Works Departments to evaluate traffic signal timing performance and possible implementation of transit signal priority to help expedite BRT operations. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA.</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|---|--|
| 4 | <p>Topic: Existing Pavement Condition and Safety Issues along Maryland Parkway. Comments on the need for improvement of the pavement conditions on Maryland Parkway and other roads for vehicle traffic as well as the safety of pedestrians, bicycles, and wheelchair users crossing the roads. Promote vehicle-related safety measures, such as automated speed enforcement cameras.</p> | <p>In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. RTC works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways and application of new technologies.</p> |
| 5 | <p>Topic: Improve Maryland Parkway into a Green Corridor. Commenters noted that use urban trees to provide shade to the sidewalks was going to be very important for the image and function of the street regeneration. Pedestrians need shade to walk, so suggest the streetscape has to include more trees in or next to the sidewalks, accompanied with lighting to promote shops that have walking access.</p> | <p>As part of the final design of the BRT project, RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway.</p> |
| 6 | <p>Topic: Storage Capabilities on Transit Vehicles. Comments that transit vehicles should have storage racks and areas available inside for bicycles, wheelchairs, walkers, luggage, shopping carts, and shopping bags.</p> | <p>RTC will evaluate BRT buses before ordering to determine the storage capacity for items such as bicycles, luggage, and other items.</p> |
| 7 | <p>Topic: Mobility Access onto Transit Vehicles. For passengers with mobility issues, level boarding and designated areas on transit vehicles for wheelchairs, walker, and mobility chairs was important for ease of loading and unloading.</p> | <p>The BRT vehicles will have near level boarding at the stations which will make it easier to get on and off the buses.</p> |
| 8 | <p>Topic: Existing Safety Concerns on Maryland Parkway Transit System. Numerous comments on safety concerns on the Maryland Parkway corridor and buses, such as homeless and rude passengers. Commenters suggested the bus stops need to be cleaner, have weather protection, and better signage.</p> | <p>The BRT station design will incorporate benches, weather protection structures, wayfinding, passenger information, and aesthetic elements to brand the system and complement the corridor identity. Security measures will be included as part of the design of new stations and on the buses. All buses are equipped with security cameras that can be accessed in real time by law enforcement. Bus operators are trained to watch for suspicious persons. Fare enforcement officers regularly patrol the RTC bus routes to help ensure that all who are on the buses or waiting at a stop are paying customers. Comment regarding the condition and cleanliness of the transit stops has been forwarded to the RTC's Transit Amenities Department. RTC's mobile app, rideRTC, provides a way for customers to report concerns, such as trash and graffiti, or other issues with its Transit Watch feature.</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|--|--|
| 9 | <p>Topic: Other Alternative Technology Considerations. Commenters suggested RTC should consider a subway, elevated rail, monorail, or tubular rail option for Maryland Parkway project. RTC should also consider autonomous vehicles, virtual trains, and personal rapid transit in their planning efforts.</p> | <p>Subway, elevated rail, and monorail options were considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, these options were removed from further consideration in the Environmental Assessment.</p> <p>RTC will evaluate available transit vehicle technologies before selecting any new buses for the proposed BRT. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. If rubber tired 'virtual trains' with automated driving systems are rigorously tested and become viable as an option in the U.S., then they could be incorporated into the BRT system rather easily.</p> <p>It appears that the Tubular Rail concept has not yet been implemented as a mass transit solution, so it is unclear if it would be the right application for Maryland Parkway. The Boring Company's concept has not yet been implemented as a mass transit solution, so it is unclear it if would be the right application for Maryland Parkway. Based on available information, the Boring Company system would require vehicle elevators at each stop location, require additional property acquisition, and potential impacts.</p> |
| 10 | <p>Topic: Project Funding. Commenters wanted to know where funding for the transit system will come from.</p> | <p>BRT was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares, and Fuel Revenue Indexing funds. It is anticipated that over 60 percent of the funding to develop the proposed project will come from federal sources.</p> |
| 11 | <p>Topic: Fare Increases. Commenters wanted to know if fares for LRT or BRT option would be increased. What about reduced or no fares for low income and seniors?</p> | <p>BRT was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. BRT fares will be consistent with the rest of the RTC bus network. Due to fiscal constraints, the RTC cannot offer free transit service to everyone; however, the RTC does offer reduced fares (50 percent off) to youths (6-17 years), senior citizens (60 years and older), Medicare eligible persons, anyone with a disability, and local residents who are veterans of the U.S. Armed Forces. College students have access to specially priced passes and children 5 years or younger can ride RTC's buses for free when accompanied by an adult.</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|--|--|
| 12 | <p>Topic: Transit Options for Other Corridors. General comments on additional bus/transit routes to other locations within and outside RTC’s service area as well as expansion of bus service on other city streets. Lack of paratransit service outside service area. Are RTC buses run by private companies?</p> | <p>The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com.</p> <p>In recent years, the RTC has reconstructed Las Vegas Boulevard North, Boulder Highway, Sahara Avenue and Flamingo Road, all key transportation corridors, to improve transit performance and enhance mobility and will continue to develop a more robust public transportation network.</p> <p>To be eligible for paratransit service, customers must live within the current service area. The overall bus system is funded by the RTC and operated by two main private contractors. While RTC is continually looking for ways to expand and enhance the bus network, it is limited by available funding.</p> |
| 13 | <p>Topic: Pedestrian Crossing Safety at UNLV. Commenters suggested there should be overhead walkways across Maryland Parkway in the vicinity of UNLV due to the large number of students and faculty that cross the street, especially in between stop lights. More signalized pedestrian crossings needed and median barriers around UNLV.</p> | <p>The proposed project will include new paving, sidewalks, ramps, crosswalks, median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. During the final engineering phase of the project, median barrier and flashing crosswalks will be evaluated to minimize mid-block pedestrian crossings around UNLV. During final design, RTC will coordinate with Clark County and UNLV to determine best placement of those pedestrian control measures.</p> |
| 14 | <p>Topic: Separate Bike Lanes. General comments that separated bike lanes are important as well as bike sharing programs and bike storage at stations.</p> | <p>Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. RTC has coordinated with local bike organizations to determine the safest placement of the proposed bike lanes along Maryland Parkway. RTC will also be looking at the first mile/last mile opportunities such as bike sharing and storage at stations. See Appendix F of the Maryland Parkway EA for bike station options.</p> |
| 15 | <p>Topic: Connection to Airport. Comment that connection to McCarran International Airport and South Strip Transit Terminal (SSTT) is important. Why does the transit project stop at Russell Road?</p> | <p>BRT was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT Alternative will enable continued bus service between Maryland Parkway, McCarran International Airport, and SSTT. The RTC continues to coordinate with the Clark County Department of Aviation related to the existing bus routes that serve Terminals 1 and 3 and the Maryland Parkway BRT service to the airport once the project is completed.</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|--|--|
| 16 | <p>Topic: Master Planning and Gentrification Concerns. Commenters suggested the need for a master planning process in the corridor to address gentrification concerns.</p> | <p>Both Clark County and the City of Las Vegas have master planning documents that account for planned growth in the Maryland Parkway corridor. See Section 1.2 and Section 3.1.1.1 in the Maryland Parkway EA for a brief description of relevant master planning documents. Clark County Planning Department developed an overlay district for Maryland Parkway to enable higher density, mixed use development, City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor.</p> |
| 17 | <p>Topic: Current and Future Route 109 Service. General comments on headways, late and overcrowded buses, lack of benches and shelters at stops on existing RTC routes, and access to bus schedules. Need more options on routes to purchase weekly, monthly, and reduced fare cards.</p> | <p>The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. The BRT station design will incorporate benches, weather protection structures, wayfinding, passenger information, and aesthetic elements to brand the system and complement the corridor identity. RTC's regular and reduced fare passes are available for purchase on the RTC mobile app or in person at Bonneville Transit Center, RTC Administration Building, and select vendor locations throughout the Las Vegas Valley. In the future, ticket vending machines may be provided at new BRT stations along the proposed Maryland Parkway route. The RTC has a mobile application where customers with smart phones can see specific schedule information and real time arrival information as well as purchase their fares and store them on their phones. To make this information available and avoid data charges, the RTC provides free WiFi on all of its buses and at each of its transit centers. Comments of this nature on other RTC routes have been forwarded to RTC's Transit Department.</p> |
| 18 | <p>Topic: Projected Ridership Numbers. Provide justification for ridership numbers. How did RTC arrive at 16,000 passengers per day for light rail vs. 13,300 boardings per day for the BRT alternative vs. 9,000 for enhanced bus?</p> | <p>Currently, the Maryland Parkway bus route 109 carries 9,000 to 10,000 riders per day and has more boardings per mile and boardings per hour than any other bus route outside the Strip. Additional information is located in Section 2.2 and Table 2.2-2 in the Maryland Parkway EA.</p> <p>The transit ridership forecast approach employed for the Maryland Parkway corridor analysis is based on a travel demand model, whose methodology has been approved by the Federal Transit Administration and Federal Highway Administration, and developed and refined by the Regional Transportation Commission over the past 20 years. The basis of the travel demand model is the well-established "Four Step Model" process including:</p> <ol style="list-style-type: none"> 1. Trip Generation 2. Trip Distribution 3. Mode Choice 4. Trip Assignment |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|-----------------------------|---|
| 18 (cont) | | <p>The 4-step process is performed for existing and future (2040) land use and socioeconomic conditions in order to estimate current and forecast future travel demand.</p> <p>The first step in the process, trip generation, uses socioeconomic data to determine the number of trips produced in all the traffic analysis zones (TAZ) that represent the entire Las Vegas metropolitan area. The TAZs are subset areas of the region based on census tract, census block group, or other geographic division. The socioeconomic data for each TAZ includes population, income, auto ownership, and employment information. The trip generation model estimates both productions (the home end of trips) and attractions (the non-home end of trips). Trip productions are estimated for each TAZ using a cross-classification procedure. First, the households in each TAZ are stratified into household categories. For example, for home-based work trips, the households are stratified into a matrix of household categories based on the number of persons in the household, the number of workers in the household, and the income level of the household. After households have been stratified, trip production rates are applied to each household category, and the resulting trips are aggregated in each TAZ for use in the model. Trip attractions are estimated by a set of linear equations that convert households, employees, and school enrollment to trip attractions. Finally, the productions and attractions are “balanced” so that the regional totals match for each trip purpose.</p> <p>The second step is trip distribution. Once the number of trips is known, trip distribution determines where the trips will go. This step considers several factors, including the number of trip productions, the number of trip attractions, and impedance values or the resistance to travel in terms of distance, time, cost, or a combination of these factors. One of the main objectives of this step is to ensure an accurate and comparative representation of the travel times and costs between TAZs by various modes of travel. The travel times and costs estimated by the model are commonly referred to as skims. The highway and transit skims are used as input to both the trip distribution and mode choice models. Transit skims comprise a combination of variables that have been found to affect both the choice of the transit mode and the path choice for transit options. The variables include the in-vehicle transit travel time, access time between transit stops, wait time, number of transfers, and transit fare.</p> <p>The third step is mode choice. This step determines what mode of travel (drive alone, shared ride, transit) each trip will utilize when going from one TAZ to another. The mode choice model application is performed separately for the peak and off-peak time periods for five trip purposes. The time-of-day factors are used to convert the vehicle trip tables from production-</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|-----------------------------|--|
| 18 (cont) | | <p>attraction format to origin-destination format for the four time periods (AM peak, midday, PM peak, and nighttime).</p> <p>The final step in the travel demand modeling process is trip assignment. This step takes all of the trips from mode choice (drive alone, share a ride, use transit, or use another mode of transportation) and assigns them to the transportation (roadway and transit) network. The vehicle trip tables are assigned to the highway network using a multiclass assignment procedure for three auto modes (drive alone, two-person, and three-or-more person) and three truck modes. The transit trip tables are assigned in production-attraction format to the AM peak transit network (peak transit trips) and the midday transit network (off-peak transit trips).</p> <p>The transit ridership forecast approach uses a predictive subset of variables to evaluate the ridership impacts of the transit alternatives under study. Briefly, the required data needed to apply the model approach are observed trip tables (origin to destination) of existing transit markets for trips for current riders in the corridor. The observed trip tables were estimated from 2014 Transit On-Board Survey collected on Route 109 and the entire RTC bus system. In order to avoid double-counting, survey data for the Maryland Parkway corridor was deleted from the systemwide dataset before combining with the Route 109 dataset. The methodology used to create the observed trip tables was based on guidance from the Federal Transit Administration (FTA). The ridership forecasts for the proposed alternatives include a broader regional assessment of ridership impacts, including transit ridership diversion from other transit corridors to the Maryland Parkway corridor.</p> <p>The RTC's regional travel demand model estimates of 16,100 boardings per average weekday for the LRT alternative and 13,300 boardings per day for the BRT alternative were based on the speed and travel time factors included in the 4-step modeling process. The speed and travel time factors were based on the proposed dedicated curb lane operation for both LRT and BRT. The current Route 109 serving Maryland Parkway operates in mixed traffic flow which is slower due to impedances caused by traffic congestion and therefore has lower ridership.</p> <p>It should be noted that BRT was chosen by RTC Board of Commissioners as the Locally Preferred Alternative on Maryland Parkway. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|---|--|
| 18 (cont) | | For more detailed information on the travel demand model, visit the RTC's access 2040 (2017-2040 Regional Transportation Plan) webpage at www.rtcsv.com/planning-engineering/transportation-planning/2017-2040-regional-transportation-plan/ and review Appendix D – Regional Forecasts and Appendix E – Model Technical Report. |
| 19 | Topic: Additional Parking Lots or Garages at Stations. General comments on the need for additional parking lots or parking garages at new station locations. | The RTC is not planning to add park and rides at the new station locations at this time due to the abundance of free parking at various shopping centers along the corridor as well as structured garages in downtown. |
| 20 | Topic: Center-running Lanes. Comments that center-running dedicated lanes would be better. When considering side-running vs center-running, need to consider utilities under rails that could rupture. | The center-running option for LRT and BRT lanes was analyzed and presented in the Maryland Parkway EA's Summary of Initial Alternatives Analysis (Appendix B) and Summary of Locally Preferred Alternatives Refinement Process (Appendix C). The center-running configuration was removed as an alternative due to concerns with the loss of roadway capacity and reductions in levels of service. A center-running configuration eliminates a high number of left turn access points, requires more space for transit stations, eliminates two general purpose traffic lanes, and requires more property acquisition due to the need for wider rights of way to maintain current levels of service, particularly if replacing the two eliminated lanes. Therefore, the proposed build alternatives were limited to those with curbside running transit lanes. Utility relocations may have been more extensive for the LRT alternative based on the need to remove longitudinal underground utilities from the area of the tracks, but are not as much of a concern with the selected BRT alternative. |
| 21 | Topic: New Station Locations and Spacing of Stations. Commenters proposed new station locations or moving existing stations. For example Sunrise Hospital Main entrance has moved, so new station should move. UMC has also asked for coordination of station location and design with respect to wider sidewalks and emergency vehicles. Several commenters indicated stations should be closer together than 0.35-mile. | <p>With the proposed BRT, the existing bus stops near the pedestrian overpass at Sunrise Hospital will be removed and new stops added near Sunrise Hospital Drive, where there is a traffic signal to facilitate safer crossings for pedestrians. The northbound stop at Desert Inn Road will be relocated across the intersection, adjacent to Sunrise Hospital. RTC will also coordinate with the hospitals in the Medical District on station locations, street parking, and other issues during the engineering design phase of the project. RTC is also committed to including additional training and updated operation plans for transit drivers and emergency transport vehicles around the hospitals.</p> <p>BRT was adopted by RTC Board of Commissioners as the Locally Preferred Alternative, which will move the stops from approximately 1/4-mile spacing to nearly 1/3-mile spacing between stations. The intent is to make the transit service along Maryland Parkway faster. By adding more stations closer together, it would actually slow it down more than today. RTC is looking at ways to enhance the first mile/last mile services around the stations to make the proposed service more accessible, especially to medical facilities.</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|---|--|
| 22 | <p>Topic: Final Design Coordination with Other Stakeholders. Coordination with Maryland Parkway Stakeholders (City of Las Vegas, Clark County, UNLV, medical facilities, businesses, and property owners) will need to occur during final design and construction. Need to coordinate with businesses next to stations on canopy designs that may visually block businesses.</p> | <p>The RTC will coordinate with City of Las Vegas and Clark County staff throughout preliminary engineering and final design to address traffic signals, transit signal priority, roadway design, drainage upgrades for stormwater, joint pole use, utility relocation, accessibility, Complete Street principles, urban design and landscape enhancements, and final station locations. The RTC also plans to coordinate with the hospitals and medical facilities on design and creation of an Operations Plan for emergency transport and transit vehicles. RTC will work with the City to determine alternate nearby parking to mitigate on-street parking removals.</p> <p>The RTC will work with property owners and businesses along the corridor to consider potential concerns in developing the proposed passenger station designs and other project elements in order to complement the adjacent land uses and minimize potential impacts as best as possible. Prior to and during construction, RTC will continually coordinate with property owners and businesses along the project corridor to ensure they are aware of upcoming activities and can communicate any concerns.</p> |
| 23 | <p>Topic: Construction and Operation Costs for New Transit System. What is the justification for construction cost for all three alternatives as well as operation and maintenance costs for each?</p> | <p>The \$29 million cost estimate for the Enhanced Bus alternative was developed in 2016 with the other alternatives and was based on replacement of the existing bus fleet assigned to Maryland Parkway with new buses as they reach the end of useful life, which is 12 years or 500,000 miles, along with costs for upgraded bus shelters and other passenger amenities. The BRT alternative was estimated at \$335 million to develop, while the light rail alternative was estimated at about \$750 million, both based on calculated quantities and construction bids from similar projects in other cities (Table 2.2-6 in the Maryland Parkway EA). Proposed annual operation and maintenance costs for BRT would be \$7.2 million and for LRT \$11.5 million based on RTC’s current costs for bus operations as well as similar BRT and LRT systems in other communities as reported to the National Transit Database (see Table 2.2-9 in Maryland Parkway EA). Additional cost information is located in Section 2.2 of the Maryland Parkway EA. The updated cost estimate for BRT that was presented to the RTC Board for consideration in their decision included estimated financing costs.</p> |
| 24 | <p>Topic: UNLV Transit Center Connections with other Routes. Comments on expanding additional RTC connections to UNLV Transit Center.</p> | <p>The UNLV Transit Center is located on the main campus. Development of the site and the usage of the transit center was a joint venture between the RTC and UNLV. Amenities currently include six transit vehicle bays for Centennial Express (CX) and future RTC fixed route connections and UNLV campus shuttle vehicles.</p> |

Table A-1 Maryland Parkway High Capacity Transit Project Environmental Assessment Public Comment Topics

| Topic Number | Topic Comments or Questions | Topic Comment Response |
|--------------|---|--|
| 25 | <p>Topic: Property Acquisition. Right-of-way acquisitions may be necessary on some properties for the new station locations, the addition of dedicated bike lanes and right turn lanes, widening of sidewalks, and adding streetscaping.</p> | <p>There is no full property acquisition for the BRT alternative. The RTC, City of Las Vegas and/or Clark County will negotiate with the property owners who will be directly impacted by partial property acquisitions in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, ensuring they will receive fair market value for the acquired right-of-way. The removal of parking spaces within the corridor would require compensation and/or replacement of those parking spaces on the same property or adjacent property. Access to adjacent businesses and residences during construction activities will be maintained. See Section 3.1 in the Maryland Parkway EA for additional information.</p> |
| 26 | <p>Topic: Economic Development Incentives. Comments to provide economic development incentives to revitalize the corridor.</p> | <p>Economic development is a key outcome when considering large infrastructure investments such as this; but it is difficult to anticipate how specifically real estate developers and businesses will respond. As shown in other cities, BRT may attract transit oriented development and population growth around station locations. Business are more likely to stay or move closer to an BRT station because of the increase in patronage along the corridor. Clark County and City of Las Vegas would be responsible for any economic development incentives.</p> |
| 27 | <p>Topic: Proposed Construction Schedule. Comments on timing for construction activities. Maintain business and residence access during construction activities.</p> | <p>Construction activities for the BRT Alternative are anticipated to begin in the fourth quarter of 2022 and be completed through the third quarter of 2024 (2 years). The project would potentially be phased into eight construction segments to minimize the amount of traffic and business disruptions at one time. Construction of the BRT components in each segment is anticipated to be 2 to 3 months. The construction schedule and timing would be determined during final design and after selection of a contractor. Access to adjacent businesses and residences during construction activities will be maintained throughout the project.</p> |
| 28 | <p>Topic: Transit Line Extension from Downtown to Medical District. Comment that extension of transit from Downtown to the Medical District is not needed, passengers would not utilize it.</p> | <p>There are thousands of jobs in the Las Vegas Medical District and as it continues to see new growth, there will likely be an increased demand for public transportation. In addition, the BRT alternative would provide a direct transit connection between the main UNLV campus on Maryland Parkway with its Shadow Lane campus and the new medical school.</p> |

Attachment B
All Public and Agency Comments on Maryland Parkway
Environmental Assessment and Regional Transportation
Commission of Southern Nevada's Responses

This page left intentionally blank.

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------|
| 1 | 2 | Aaron | Chava | Lightrail please! Maryland busses are always overcrowded as a massive number of people on this road rely on public transport. With fossil fuels the way theyre going, electricity is a much better choice. A lightrail is WORTH the investment! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. Additional information can be found in Sections 3.10 and 3.16 in the Maryland Parkway Environmental Assessment (EA). | 3/1/2019 21:30 | RTC Website |
| 2 | 3 | Abel | Suzanne | I think I'd least support the enhanced bus light rail, simply because I think it would take away road space from Maryland Pkwy. As a paratransit and regular bus customer, I'd support the two bus options, but then I'd maybe have to know more. If I can make it on the 28th, I will (having a procedure to my right leg in the a.m.), but otherwise I'd support mostly the enhanced bus, then the bus rapid transit and least the light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. RTC will work with the City of Las Vegas and Clark County Public Works Departments to evaluate traffic signal timing performance and possible implementation of transit signal priority to help expedite BRT operations. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 2/19/2019 9:24 | RTC Website |
| 3 | 4 | Acevedo | Aug | Consider repaving the road before doing anything else first. The people in charge may never drive on Maryland but the tax payers do. I'm sick of Maryland and Eastern being an off road route, meanwhile suburbs have new roads. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number of roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 15:54 | RTC Website |
| 4 | 5 | Acosta | Fortino | First of all, I want to thank you for being interested in invest in public transport, your communication strategy and the participatory methods are excellent. After living in different cities in Europe, Canada and South America and from my professional experience as engineer and landscape architect, I really support the Maryland parkway light rail. As you know, the biggest concern of this system is the high initial investment, however, is the scenario that can bring all this urban regeneration and the investment can return from properties appreciation, promoting a new face of the city and make happier thousands of people every day of using a public transport that dignified their way of moving through the city that the other options don't generate. For the hospitality sector in DownTown is going to be a big boast of oxygen. Tourists perceive the light rail more friendly transport than buses or BRT. A lot of people will choose to stay in Downtown because they will see the connectivity very convenient. Additionally, I would like to suggest to think Maryland Parkway as a green corridor, the use of urban trees to provide shade to the sidewalks are going to be very important for the image and function of the street regeneration. Pedestrians need shade to walk, so I suggest the streetscape has to include more trees in or next to the sidewalks, accompanied with lighting and to promote shops that have walking access. This regeneration can go 0.75 miles in each side of the streets with a stop so people can walk from their houses. However it has been seen that housing appreciation of living close to a light rail stop is in a radium of 0.45 miles. Looking forward for your final decision. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of the final design of the BRT project, the RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | 2/26/2019 10:58 | RTC Website |
| 5 | 1 | Acosta | Mickey | Can we get the Las Vegas flowers off the roads | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 6 | 1 | Adams | Rev. Jason | The area would benefit greatly from a light rail option to connect UNLV with the Boulevard Mall the Huntridge neighborhood, and East Fremont. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/4/2019 19:05 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|----------------------|
| 7 | 1 | Aguilar | Tia | Well I don't really want to travel there, but... the light rail system appealing. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 8 | 1, 2, 6 | Ainlay | Taj | It was a pleasure attending your presentation at Fifth Street School on Wednesday evening, 2/27. As I mentioned at that time, I am reliant on public transportation to get around the Valley, and I frequently use the 109 bus en route to destinations. It is encouraging to see plans being put into place to alleviate congestion and speed up movement | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a | 2/28/2019 14:08 | RTC Website |
| 9 | 1, 2, 6 | Ainlay, Jr. | Thomas | <p>It was a pleasure attending your presentation at Fifth Street School on Wednesday evening, 2/27. As I mentioned at that time, I am reliant on public transportation to get around the Valley, and I frequently use the 109 bus en route to destinations. It is encouraging to see plans being put into place to alleviate congestion and speed up movement along the Maryland Parkway corridor.</p> <p>Based upon the three options that the RTC is considering, I would like to offer the following comments.</p> <p>Option 1 - Simply enhancing the current 109 service would be a stop-gap measure at best, requiring a return to the planning table just a few years after it is implemented. It hardly increases ridership or reduces average travel time over the current service. It only adds cost without adding comfort or convenience. I strongly urge the Commission not to adopt this plan.</p> <p>Option 2 - This Bus Rapid Transit option is somewhat similar to the dedicated bus lanes that have been implemented on the SX Sahara Express route and the 202 Flamingo route, and it would result in an reduction in travel timet. However, the option shown here includes re-configuring the road to include bike lanes at curb level on both sides of the street at considerable cost and with no change in actual vehicles, which means no added comfort or convenience, as ridership is expected to increase by nearly 50% over the current already crowded levels.</p> <p>Option 3 - To me, Light Rail is the best of the three options. It gets rid of the fossil-fuel powered vehicles and replaces them with electric ones. Dedicated tracks mean the fewer delays and the greatest reduction in travel time, while larger, more spacious compartments improve comfort. Curb-level boarding improves convenience, too, especially for passengers with mobility issues. And there's the added possibility that light rail will run on schedule, none of the "bunching" that occurs due to traffic conditions.</p> <p>At the presentation I mentioned something that bears repeating. A large cause of congestion/crowding on the current 109 route is caused by "bulky objects" not passengers. These include luggage, shopping carts, coolers and grocery bags as well as walkers and wheelchairs. When I lived in Tokyo, all buses, trains and subways had overhead storage racks to help accommodate the smaller of such items. As it is today, passengers use empty seats as places to put their bags and belongings, taking up space that could be used for seating. I would hope the light rail option would include provisions for storage within the larger compartments.</p> | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. RTC will evaluate BRT buses before ordering to determine the storage capacity for items such as bicycles, luggage, and other bulky items. | 2/28/2019 | By email |
| 10 | 1 | Alba | Elenita | Light rail would be fine with me | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 11 | 1 | Allen | Patrick & Rose | I believe if you add Express buses on the Maryland route stopping only at the road crossings (Ex. Maryland and Sahara) along with Blvd Mall, Sunrise Hosp airport and the UMC that would go along way to move people along the Maryland corr. | Bus Rapid Transit (BRT) was adopted by RTC Board of Commissioners as the Locally Preferred Alternative, which will have dedicated transit lanes and move the stops from approximately 1/4-mile spacing to nearly 1/3-mile spacing between stations. The intent is to make the transit service along Maryland Parkway faster without having to add a separate express line. | 2/26/2019 8:18 | RTC Website |
| 12 | 1 | Allen II | Renard E. | Vote: Light Rail System | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 12:46 | RTC Website |
| 13 | 1, 6 | Anderson | Michael | Light rail is the only way to go. Light rail must go to the airport also have it go to level one not O.O. Also must have racks for bags to airport-the over heard lines are old too. Buy out the monorail and run it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. RTC will evaluate BRT buses before ordering to determine the storage capacity for items such as bicycles, luggage, and other items. | 2/28/2019 | Comment card by mail |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|--------------------------------|
| 14 | 1 | Anderson | Theodore | I would like to see the light rail system. Technology is always an advantage in our fast past society, although change is difficult for some individuals, innovation allows creativity for flexible ways to accomplish great customer service for our passengers. For this reason, In my opinion, the light rail system will add value to our passengers transportation experience. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 20:07 | RTC Website |
| 15 | 4 | Andreano | Theresa Marie | Without hitting potholes. In mean timeout about fixing from Sierra Vista to Flamingo, that'd be nice. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 16 | 4 | Andreano | Theresa Marie | I know but at least we don't have to take the long route around that area. Isn't that what they are doing from Flamingo south on Maryland? | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 17 | 4 | Andreano | Theresa Marie | How about just fixing the road, it's like a roller coaster with all the potholes | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 18 | 8 | Andreu | Massiel | What's the point if there's just going to be homeless all over the place. I'm not riding anywhere like that the projects on Maryland ruin everything | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Fare enforcement officers regularly patrol the RTC bus routes to help ensure that all who are on the buses or waiting at a stop are paying customers. | 2/5/2019 12:51 | RTC Website |
| 19 | 1 | Annan | Robert | We need a rail system like all the other cities | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 20 | 1 | Annan | Robert | Light rail! It's sad that other cities have them, and it's almost 2020 and we don't! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 21 | 9, 10 | Anonymous | | Would like to see a comparison of the cost to build a subway vs. light rail and potential financing from the state, federal, local gov and citizens to pay for both proposals | A subway option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the subway option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. | 2/20/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------|-------------------------------------|
| 22 | 4 | Anonymous | | Need to improve Maryland Pkwy road conditions | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 2/23/2019 | Comment card at outreach event |
| 23 | 1 | Anonymous | | I like the bus rapid transit concept I travel here a lot | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 24 | 8 | Anonymous | | Not Related to Project: do everything for the public to be safe | The RTC works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways and application of new technologies. | 2/23/2019 | Comment card at outreach event |
| 25 | 11 | Anonymous | | Not Related to Project: Free ride areas, discounted student/ senior/veteran rates, access to popular local attractions and locations | Due to fiscal constraints, the RTC cannot offer free transit service to everyone; however, RTC does offer reduced fares (50 percent off) to youths (6-17 years), senior citizens (60 years and older), Medicare eligible persons, anyone with a disability, and local residents who are veterans of the U.S. Armed Forces. College students have access to specially priced passes and children 5 years or younger can ride RTC's buses for free when accompanied by an adult. | 2/23/2019 | Comment card at outreach event |
| 26 | 12 | Anonymous | | Need a bus going up 5th St to downtown. | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comment has been forwarded to RTC's Transit Department for review. | 2/24/2019 | By email |
| 27 | 1 | Anonymous | | The light rail sounds awesome. A train or subway would be cool. Something in se bart. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 28 | 2 | Anonymous | | Honestly, I'm not going to live here much longer, but it would be so cool if they made those light rails on Maryland Parkway. I think it would help reduce emissions. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT alternative envisions use of 60-ft articulated buses running on compressed natural gas (CNG), which will reduce emissions. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 29 | 1 | Anonymous | | So I would just choose the bus rapid transit just because they said I like all the options, but they didn't say specifically it's the most realistic. But based on the information they gave me in terms of funding availability and likelihood, yada, yada, yada, I think that's the one most likely to pass. But my personal favorite is the light rail. And I am a regular bus rider. I ride it almost daily and I have for about 15, 20 years. Does that make a difference? Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 30 | 3 | Anonymous | | All of the projects hinder accesibility for UNLV students, which is a commuter school. By taking away lanes you are forcing people to take the bus | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 2/27/2019 | Comment card at public meeting |
| 31 | 1 | Anonymous | | Good information. I would like to see light rail with low cost for passengers | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Fares for the BRT will be the same as the rest of the RTC bus network. | 2/27/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|--|
| 32 | 13 | Anonymous | | My thinking is if we're going to do some type of upgrade, we would go with the rapid transit concept. I happen to travel through West Sahara where that was accomplished and it seems to have worked. Took care of the congestion on Sahara. As long as we're using still gas buses, to me, that makes more sense and protects the bicyclists as well. Allowing the buses to stop and you don't get stuck behind them. But I still would like to see the overhead the university is planning to do with the overhead walkway. That, to me, is the biggest problem. When school is out, they just walk across. They think if they step in a crosswalk, everybody will stop. So that's my thinking. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. During final design, RTC will coordinate with Clark County and UNLV to determine best placement of those pedestrian control measures. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |
| 33 | 12 | Anonymous Taxpayer | | Exciting project but disappointing on vision and sales pitch. RTC is going to have a difficult time convincing Clark County taxpayers to spend \$750 million dollars to save 13 minutes along a transit route that 90% of Las Vegas do not and will not ride. I suggest you market a broader true mass transit system and consider E-W tie-in routes in your sales pitch that a mass transit route should incorporate and the public can support and actually envision using. A longer stretch N-S alignment, i.e., Eastern Avenue, Pecos Road, Decatur Blvd, and/or Jones Blvd, invokes a true valley-wide spine; a publicly funded at-grade monorail to nowhere will not garner local support for misallocation of public funds as currently proposed. I for one won't be driving to park at Siegfried and Roy Park or McCarran to ride a light-rail to Fremont Street, nor will the RTC Board members. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/1/2019 17:56 | RTC Website |
| 34 | 1 | Aragon | Anthony | As a transplant from a city that utilizes light rail, I have seen how successful it is! Light rail is the way of the future and the perfect way to go! Please consider light rail as the ideal Maryland parkway option | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 20:21 | RTC Website |
| 35 | 1 | Archabeau | Ronald | I feel it's time that the light rail system is implemented in the valley here. I think it's a benefit to the community, and it improved peoples' lives. That's it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 36 | 1, 2 | Arias | Talia | Light rail. Less pollutants. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/4/2019 20:44 | RTC Website |
| 37 | 1, 14 | Armstrong | Neil | Light rail has the best overall style & practicality. It seems safer for pedestrians/bicyclists. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk. | 2/22/2019 | Comment card at public meeting |
| 38 | 1 | Armstrong | Neil | I have to say I liked the proposed idea for the light rail. I can't think of the proper verbiage, but it reminds me of old style Chicago a little bit. It's kind of vintage. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 39 | 1 | Arredondo | Victor | Based solely on the renderings and information provided, I support the light rail option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/7/2019 7:32 | RTC Website |
| 40 | 1, 15 | Aston | Darren | Light rail is the way to go 100%. We need more light rail. And please connect it to the airport :) | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 2/11/2019 9:15 | RTC Website |
| 41 | 1 | Atkinson | Tim | I love to have light rail on Maryland and the strip. Mass transit is needed ASAP in Vegas | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/3/2019 23:10 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------------------------|
| 42 | 1 | Austin | Miesha | I think it's a good idea to enhanced routes | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 43 | 1 | B. | Esther | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 12:19 | RTC Website |
| 44 | 1 | B. | Freddy | Light Rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 45 | 1, 10 | B. | R. | Light Rail = Great Idea!!! Where is the \$750M coming from??? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. | 2/4/2019 19:42 | RTC Website |
| 46 | 1 | Bach | Charles | I would like to see the light rail project implemented on Maryland Parkway. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 16:18 | RTC Website |
| 47 | 1, 12 | Bailey | Regina | Maryland Pkwy needs light rail and rapid bus transit throughout every major roadway in Southern Nevada | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/26/2019 7:16 | RTC Website |
| 48 | 1, 11, 14 | Baker | Derek | I vote for light rail. If it can come every 10 minutes that would be preferred. Cost should be same as current transit. I would like a 3 day pass as I would use that often. Extending the current bike share along Maryland Parkway would make it great for last mile. Having scooters or ebikes would also be very useful for the bike lanes that will be running alongside the rail. For reduced fare orograms having one option based on income would be great. I have low income but have to pay full price. Portland does this and I thought it was a good idea! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. The RTC will also be looking at the first mile/last mile opportunities such as bike share at stations. Fares will be consistent with the rest of the RTC bus network. RTC does offer reduced fares (50 percent off) to youths (6-17 years), senior citizens (60 years and older), Medicare eligible persons, anyone with a disability, and local residents who are veterans of the U.S. Armed Forces. College students have access to specially priced passes and children 5 years or younger can ride RTC's buses for free when accompanied by an adult. | 2/24/2019 9:49 | RTC Website |
| 49 | 1 | Bakken | Nathan | I would like to put my support in for the LRT build of the project, if we are going to work towards protecting the planet, we need less people driving. BRT does not provide the capcity for the number of people who should be taking transit. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/24/2019 11:55 | RTC Website |
| 50 | 9 | Balakrishnan | Ashok | Elevated Light Rail, like mono rail system. That way you can preserve the current road ways for number of lanes and for emergency you can Shuttle bus services also if needed. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 18:06 | RTC Website |
| 51 | 12 | Balash | Liz | Divert busses from Las Vegas BLVD. And place the rail system on Las Vegas Blvd. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------------------------|
| 52 | 12, 16 | Balint | Stephen | <p>Note - There is a 4th option - do nothing.</p> <p>Rationale - Master planning to improve the Maryland Parkway road and access streets is missing. Also community commercial, residential, and business (to include the medical hospital/airport/university) planning appears to reach saturation and new projects are not expanding population issues. Essential population growth in the "strip" along Maryland parkway appears to be stable or declining as business move out. The convention center appears to have reached maximum expansion, and surge scheduling to support conventions is also an option.</p> <p>If the above is not allowed for consideration by RTC, then my choice is enhance the bus route Bus rapid transit given the traffic density is NOT an option until future road/access route improvements are planned and completed. So this step appears to be missing from the Regional Planning Commission.</p> <p>Given my "stable, or declining" population growth along the strip of Maryland Parkway the last two options (Bus Rapid transit, and Light Rail) are not viable options.</p> <p>Light Rail is definitely not a cost effective option, and expansion of services to other areas of the Las Vegas valley (not currently within service area) might improve the image and support/ridership of RTC fixed route.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Both Clark County and the City of Las Vegas have master planning documents that account for planned growth in the Maryland Parkway corridor. See Section 1.2 and Section 3.1.1.1 in the Maryland Parkway EA for a brief description of relevant master planning documents. RTC regularly evaluates expansion and enhancements to its bus network based on new development and increased demands for transit.</p> | 2/7/2019 10:47 | RTC Website |
| 53 | 1 | Banchic | Carlos | <p>Liked the concept I think LRT will provide opportunities to the city to revitalize Maryland Parkway to what it was + create jobs along the blvd. For residents I think it will expedite their ability to reach places on the corridor. LRT experience is a better one to BRT or bus.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/20/2019 | Comment card at public meeting |
| 54 | 4, 12 | Bank | Steven | <p>Enhance parkway With Express route MX 5 stops to Tropicana 6 to McCarran</p> <p>Sahara Xx D's Flamingo Tropicana McCarran</p> <p>Plus, obtain express bus lane for reliable timetable</p> <p>30-45 minutes daytime 60 minutes nighttime</p> <p>NO LIGHT RAIL IMPROVE STREETS</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. There are currently no plans to have an express route overlay. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive.</p> | 3/7/2019 12:17 | RTC Website |
| 55 | 1 | Barker | Myles | <p>I ride the route 109 bus every weekday and would like to see light rail built.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/26/2019 9:35 | RTC Website |
| 56 | 1 | Barse | Tyler | <p>Dear RTC: Out of the 3 options on the Maryland Parkway project, I am in favor of the Enhanced Bus Service option. I think that would be the most cost effective measure.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/28/2019 17:02 | RTC Website |
| 57 | 1, 15 | Baumann | Amber | <p>I fully support public transportation and would LOVE to have better options connecting downtown to other parts of the city (especially the airport)!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport.</p> | 3/5/2019 11:41 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------------------------|
| 58 | 1 | Beavers | Kelliann | I would like to see light rail implemented along Maryland Parkway. Ideally, I would like to see it in a dedicated center lane. I would like to see reduced lanes for vehicular traffic and higher prioritization of urban design for pedestrian safety. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/7/2019 13:09 | RTC Website |
| 59 | 1 | Beckner | Christine | I would like to see a light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 15:35 | RTC Website |
| 60 | 1 | Beets | Chris | I am a Las Vegas native and I sell commercial real estate. I strongly believe that a light rail from the airport running down Maryland, through downtown, and through the Las Vegas Medical District will enhance the quality of life in these areas and greatly impact real estate values in those corridors in a positive way. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 12:57 | RTC Website |
| 61 | 12 | Begay | Dwayne | Just "Get'er Done" !!! Please improve routes on Charleston and on the Nellis routes. Very Very Bad !!! I lost jobs for being late !!! Can't depend on the RTC if you have a job. Even if you try and be there an FREAKING hour early for work !!! It seems like every since they moved and Keolis took over.....it has been crap !!! Security does not do there job sometimes. They be Coversating with the Driver. That's all they do !!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comments regarding on time performance and our fare enforcement officers have been forwarded to the RTC's Transit and Safety & Security departments, respectively. | | Social Media |
| 62 | 1 | Begay | Dwayne | The roads still bad. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 63 | 4 | Behr | Xi | Repave Maryland Pkwy and repave Eastern. The whole road, not just a lane or section of road. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 64 | 1 | Bell-Brown | Kaneika | Why can't we have both? If not light rail all the way | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 65 | 1 | Benedett | Dennis | Promote lite rail plans do it right | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 66 | 1 | Bennett | Nicholas | I would like to see Light Rail along this corridor. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/19/2019 7:58 | RTC Website |
| 67 | 1, 12 | Benschneider | Brian | <p>Las Vegas is making the transition from a medium sized Western Gambling Town, to a major metropolis. If you look at the great major cities in America, Light Rail/ Subways are a prominent feature in most of them. This is especially true for those cities that attract a lot of tourists & conventions.</p> <p>When those great tourist/convention cities were our size, their leaders had the vision to understand the importance of fast/frequent & convenient local transit for the city's long term growth. They also understood that the quality & efficiency of the transit system would have significant impacts on quality of life as the city transitions from low level buildings to a high rise core.</p> <p>When great tourist cities like Boston, New York, Chicago, & San Francisco we're our size, their leaders had the courage to look far into the future and think big. At this important crossroads, I encourage our leaders to stand up to the short sighted resistance and vote "Yes", for a state of the art Light Rail Transit System. This will help insure that Las Vegas will outperform other cities of our size, and reach a high quality of life that we should all want, and that will sustain the test of time.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com.</p> <p>In recent years, the RTC has reconstructed Las Vegas Boulevard North, Boulder Highway, Sahara Avenue and Flamingo Road, all key transportation corridors, to improve transit performance and enhance mobility and will continue to develop a more robust public transportation network.</p> | 3/5/2019 18:23 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 68 | 1 | Bergner | William | Please do not elect to use light rail. I lived in Phoenix and a ton of money was spent on the install of their system but the usage was, and is, very low and has caused many accidents and pedestrian injuries and deaths. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 17:27 | RTC Website |
| 69 | 8 | Best | Jeoffrey | Please Do Not Allow passengers to rant and express racist comments on the bus. The bus driver allowed this to happen. He should have stopped it. The driver is a racist sympathizer. I do Not ride that bus anymore. There should be a lawsuit! FDR drivers have smaller passenger lists and get away with this behavior. If RTC is allowing it -- then RTC is a racist sympathizer, also. | Your comment about this unfortunate incident has been forwarded to the RTC Customer Service department. | 2/20/2019 | By email |
| 70 | 1 | Best | Shawn Best | I am asking that the RTC choose an Enhanced bus route 109. I feel the light rail would be an inappropriate expense that is not needed. Also a rapid transit route along Maryland Parkway might be confusing and unnecessary considering it's a residential route. However this would be my second choice. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 18:13 | RTC Website |
| 71 | 1 | Bichardson | Kamran | Light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 72 | 1 | Bird | Christopher | Light Rail please | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/16/2019 2:07 | RTC Website |
| 73 | 1 | Blanche | F. | Perfer light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 74 | 1 | Bogard | Logan | Light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:59 | RTC Website |
| 75 | 1 | Boitel | Lauren | Lightrail has the power to transform a community, elevate us to the level of other urban, progressive, American cities and be a project that can galvanize the city and truly change the way traffic impacts Las Vegas. I understand the costs are much higher but think light rail is the transportation solution that should be implemented on Maryland Parkway. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:20 | RTC Website |
| 76 | 1 | Bollard | Dan | On behalf of the Southern Nevada Complete Streets Coalition, I would like to say that we support the Light Rail option for the Maryland Parkway transportation project. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 17:04 | RTC Website |
| 77 | 1 | Bollard | Dan | On behalf of the Southern Nevada Complete Streets Coalition, I would like to voice our support for the Light Rail option or the Maryland Parkway project. Light Rail can be a catalyst for urban redevelopment. The long-term investment in the infrastructure is a signal to developers that the light rail hubs will attract people. Having more transit oriented (easy access) development will make walking and biking around these hub areas more attractive. Light rail tends to favor behavior change in people, where as the other options don't. People who don't already use buses for transport, will unlikely use the enhanced and bus rapid transit options. Although it is more expensive, we believe this is the best option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. | 3/6/2019 17:16 | RTC Website |
| 78 | 4 | Bond | Eddie | Maryland is a Mess !! I got into a pothole ... have to fix my car... this is insane. Just cones ...at night time you have to wach the cones or the potholes everywhere. Cones all around the city ... I just want to know what %#* are doing. Because they just put this things ... but nothing repair. Just big metal plaques after that ... | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. | | Social Media |
| 79 | 1 | Bonilla | Troy | Light Rail, because it is better for the environment and provides a faster, and safer form of travel. If Vegas cannot have subways, light rails are the next best thing for people that need to get, to and from: work, school, or any long commute. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 17:46 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|--------------------------------|
| 80 | 1, 2, 5 | Boorboor | Girlie | <p>PREFER LIGHT RAIL</p> <p>a. This is the future of transportation in LV and we need to be in line with what other States (i.e. Phoenix) and other European countries have.</p> <p>b. Help relieve congestion along the corridor some people would travel by light rail than their own personal cars. Having light rail in Maryland Parkway corridor would lessen vehicles travelling along the corridor because people might use alternate route possible knowing that there are only two general purpose lanes available.</p> <p>c. Less vehicles would reduce overall vehicle emissions and pollutants that create smog. Light rail emit little or no pollution thus help create better air quality.</p> <p>d. Light rail is high capacity form of mobility transport that Las Vegas needed with a growing population faster than ever.</p> <p>e. This is good for LV tourism because it is highly visible infrastructure.</p> <p>Light rail by itself is aesthetically pleasing to look at and will definitely add visual appeal to the urban landscape.</p> <p>f. Light rail gives a better ride, and it has higher-status associations than buses do. It is better at attracting people who have a choice of transportation.</p> <p>g. Will provide positive benefit to Maryland Parkway corridor as part of urban renewal schemes, affecting property values.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of the final design of the BRT project, the RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet.</p> | 3/6/2019 11:09 | RTC Website |
| 81 | 1 | Borja | Alejandra | Locals need a light rail! | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/7/2019 10:00 | RTC Website |
| 82 | 1 | Boulton | Ben | <p>To whom it may concern;</p> <p>I recently heard the RTC is currently reviewing transit options for Las Vegas. I would like to express my viewpoint that I strongly believe that Light Rail Transit is the best transit option for Las Vegas. I think Light Rail would drastically cut down congestion on Las Vegas roadways. This would be hugely beneficial for locals and would create a much more pleasant visitor experience for tourists and conventioners. Ultimately, I believe Light Rail Transit would make Las Vegas a much more competitive convention and tourist destination. Thank you for your time.</p> <p>Regards</p> <p>(Native Nevadan, Lifetime Resident of Las Vegas and UNLV Alum)</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/18/2019 | By mail |
| 83 | 1 | Boulton | Ben | <p>Re: Maryland Parkway transportation project</p> <p>I believe Light Rail would be the best choice for this project.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 3/3/2019 15:32 | RTC Website |
| 84 | 15 | Bradley | Will | The light rail should serve terminal 1 & 3 at McCarran Airport!! The tourists will pay a premium to easily access downtown Vegas! Lets do this right the first time!!! | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport.</p> | 2/27/2019 | Comment card at public meeting |
| 85 | 1 | Brandon | Charles | I vote for light rail. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/4/2019 18:22 | RTC Website |
| 86 | 1 | Brantley | Robert | I would like to see the LRT Option constructed. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/27/2019 6:38 | RTC Website |
| 87 | 1 | Bravo | Douglas | Light Rail | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|---------------|---------------------|----------------------|---|--|-----------------|--|
| 88 | 3, 14, 15, 17 | Brecher-Kelin | Ricardo | <p>109 not going into the airport? what is it going to be replace with? UNLV is stripped out of young student's delivery system? Need to fix Scaryland Parkway now. A dedicated train will lend itself to lost flexibility of the system. A dedicated lane, it is what is in practical sense right now. A dedicated oficiliazed lane, would bottle neck more traffic My proposal for Scaryland Parkway is to have 4 more coaches. Make it a frequency more often - even at overnight. With that stated. Since we are apparently No. 1 in the nation in transportation, - then lets be No, 1 in the nation in nocturnal transportation service as well. By that I mean to have the 702-228-7433 response team operating on an international city schedule: 24/7 Then talk to me about technology and other staff. - Over Night time is some areas a joke. - From the ex Riviera Location to Lake Mead and Pecos you would take almost 3 hours. with about 2 hours in waiting- Lake Mead and Las Vegas Blvd : Danger zone. But lets do Scaryland Parkway first. Forget rails, will kill commerce in the areas. - a Dedicated bus lane, with better frequency (and better streets -stops- and wider sidewalks) is in order.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The BRT will enable continued bus service between Maryland Parkway, McCarran International Airport and the South Strip Transit Terminal. The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Your comment regarding the customer service in overnight hours has been forwarded to the RTC's Customer Service Department.</p> | 3/5/2019 15:45 | RTC Website |
| 89 | 1 | Brekken | Katheryn | I support the construction of light rail along Maryland Parkway, and hopefully beyond. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/22/2019 21:12 | RTC Website |
| 90 | 1 | Bresin | Seth | I'm also in favor of the light rail system. I don't know too much about Las Vegas because I just moved here for school, but I do know there's bad traffic and it needs some improvement. And that one looks like the best option. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 91 | 1, 2 | Brickey | Carly | I think that the rail system would save this town on gas and pollution and I feel it would be safer | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Security measures will be included as part of the design of new stations and on the buses and roving fare enforcement officers will patrol the route.</p> | 3/6/2019 12:47 | RTC Website |
| 92 | 1 | Brickman | Mark | Light rail is the way to go | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |
| 93 | 16, 26 | Brosco | Gian | I'm with Nevada Community Foundation. My comment is, first of all, I appreciate making available the venue and forum to weigh in. It's hard to weigh in without knowing the potential economic benefit that would accrue to the community. So it would be great to see some additional research around that piece of it before we could sort of make informed decision. That's it. Thank you. | <p>Economic development is a key outcome when considering large infrastructure investments such as this; but it is difficult to anticipate how specifically real estate developers and businesses will respond. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/27/2019 | Court Reporter Transcript 2/27/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------|--------|
| 94 | 18 | Brough | Dave | <p>Contrary to your assertion that the justification would be the final EA, it is not to be found anywhere in the 1,300-plus page document. Accordingly, as per my Request, kindly provide the justification for the 16,500 ridership claim as above.</p> | <p>The transit ridership forecast approach employed for the Maryland Parkway corridor analysis is based on a travel demand model, whose methodology has been approved by the Federal Transit Administration and Federal Highway Administration, and developed and refined by the Regional Transportation Commission over the past 20 years. The basis of the travel demand model is the well-established "Four Step Model" process including:</p> <ol style="list-style-type: none"> 1. Trip Generation 2. Trip Distribution 3. Mode Choice 4. Trip Assignment <p>The 4-step process is performed for existing and future (2040) land use and socioeconomic conditions in order to estimate current and forecast future travel demand.</p> <p>The first step in the process, trip generation, uses socioeconomic data to determine the number of trips produced in all the traffic analysis zones (TAZ) that represent the entire Las Vegas metropolitan area. The TAZs are subset areas of the region based on census tract, census block group, or other geographic division. The socioeconomic data for each TAZ includes population, income, auto ownership, and employment information. The trip generation model estimates both productions (the home end of trips) and attractions (the non-home end of trips). Trip productions are estimated for each TAZ using a cross-classification procedure. First, the households in each TAZ are stratified into household categories. For example, for home-based work trips, the households are stratified into a matrix of household categories based on the number of persons in the household, the number of workers in the household, and the income level of the household. After households have been stratified, trip production rates are applied to each household category, and the resulting trips are aggregated in each TAZ for use in the model. Trip attractions are estimated by a set of linear equations that convert households, employees, and school enrollment to trip attractions. Finally, the productions and attractions are "balanced" so that the regional totals match for each trip purpose.</p> <p>The second step is trip distribution. Once the number of trips is known, trip distribution determines where the trips will go. This step considers several factors, including the number of trip productions, the number of trip attractions, and impedance values or the resistance to travel in terms of distance, time, cost, or a combination of these factors. One of the main objectives of this step is to ensure an accurate and comparative representation of the travel times and costs between TAZs by various modes of travel. The travel times and costs estimated by the model are commonly referred to as skims. The highway and transit skims are used as input to both the trip distribution and mode choice models. Transit skims comprise a combination of variables that have been found to affect both the choice of the transit mode and the path choice for transit options. The variables include the in-vehicle transit travel time, access time between transit stops, wait time, number of transfers, and transit fare.</p> <p>The third step is mode choice. This step determines what mode of travel (drive alone, shared ride, transit) each trip will utilize when going from one TAZ to another. The mode choice model application is performed separately for the peak and off-peak time periods for five trip purposes. The time-of-day factors are used to convert the vehicle trip tables from production-attraction format to origin-destination format for the four time periods (AM peak, midday, PM peak, and nighttime).</p> <p>The final step in the travel demand modeling process is trip assignment. This step takes all of the trips from mode choice (drive alone, share a ride, use transit, or use another mode of transportation) and assigns them to the transportation (roadway and transit) network. The vehicle trip tables are assigned to the highway network using a multiclass assignment procedure for three auto modes (drive alone, two-person, and three-or-more person) and three truck modes. The transit trip tables are assigned in production-attraction format to the AM peak transit network (peak transit trips) and the midday transit network (off-peak transit trips).</p> | | Email |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|-------------|
| 94 b | | | | | <p>The transit ridership forecast approach uses a predictive subset of variables to evaluate the ridership impacts of the transit alternatives under study. Briefly, the required data needed to apply the model approach are observed trip tables (origin to destination) of existing transit markets for trips for current riders in the corridor. The observed trip tables were estimated from 2014 Transit On-Board Survey collected on Route 109 and the entire RTC bus system. In order to avoid double-counting, survey data for the Maryland Parkway corridor was deleted from the systemwide dataset before combining with the Route 109 dataset. The methodology used to create the observed trip tables was based on guidance from the Federal Transit Administration (FTA). The ridership forecasts for the proposed alternatives include a broader regional assessment of ridership impacts, including transit ridership diversion from other transit corridors to the Maryland Parkway corridor.</p> <p>The RTC's regional travel demand model estimates of 16,100 boardings per average weekday for the light rail transit (LRT) alternative and 13,300 boardings per day for the BRT alternative were based on the speed and travel time factors included in the 4-step modeling process. The speed and travel time factors were based on the proposed dedicated curb lane operation for both LRT and BRT. The current Route 109 serving Maryland Parkway operates in mixed traffic flow which is slower due to impedances caused by traffic congestion and therefore has lower ridership.</p> <p>It should be noted that Bus Rapid Transit (BRT) was chosen by RTC Board of Commissioners as the Locally Preferred Alternative on Maryland Parkway. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> <p>For more detailed information on the travel demand model, visit the RTC's access 2040 (2017-2040 Regional Transportation Plan) webpage at www.rtcnv.com/planning-engineering/transportation-planning/2017-2040-regional-transportation-plan/ and review Appendix D – Regional Forecasts and Appendix E – Model Technical Report.</p> | | |
| 95 | 1,15, 18 | Brown | Keith | <p>Good day!</p> <p>As a concerned citizen and proponent of public transportation improvements for Las Vegas, I would like to comment on the options being considered for the Maryland Parkway corridor project.</p> <p>Of the three options being considered, I believe the least expensive option would be to enhance service for bus route 109. Utilizing express buses linking the downtown RTC center with UNLV that would only stop at UNLV, the Sunrise Medical Center, and the Medical District makes the most sense and would involve the least expense to address the mass transit needs. These stops would probably have the most demand and ridership, compared to individual stops. Extensions of the route to McCarran airport could also be considered.</p> <p>Relying on enhanced bus service offers the least expensive option, as well as allowing for easier scalability, based on demand.</p> <p>Conversely, I am strongly opposed to the light rail option. While I love the concept of light rail, it rarely works as well as proponents believe, except in true high-density urban residential settings. Las Vegas does not have the same urban residential density for people to drive from their suburban, far-flung homes, just to take the light rail along a singular route.</p> <p>We have already seen at least one fiscal failure of the monorail along the LV Strip. Light rail will suffer the same, I fear. Besides being the most expensive option, the light rail would also cause far more automobile traffic congestion at each stop and crossing, as well as significantly greater visual impacts along the route from the overhead electric lines. Do not let the glamorous allure of light rail blind the objective analysis of the very high present and future costs of this option.</p> | <p>Currently, the Maryland Parkway bus route 109 carries 9,000 to 10,000 riders per day and has more boardings per mile and boardings per hour than any other bus route outside the Strip. Bus Rapid Transit (BRT) was adopted by RTC Board of Commissioners as the Locally Preferred Alternative, which will have dedicated transit lanes and move the stops from approximately 1/4-mile spacing to nearly 1/3-mile spacing between stations. The intent is to make the transit service along Maryland Parkway faster without having to add a separate express line. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway, McCarran International Airport and the South Strip Transit Terminal.</p> <p>The transit ridership forecast approach employed for the Maryland Parkway corridor analysis is based on a travel demand model, whose methodology has been approved by the Federal Transit Administration and Federal Highway Administration, and developed and refined by the Regional Transportation Commission over the past 20 years. For more detailed information on the travel demand model, visit the RTC's access 2040 (2017-2040 Regional Transportation Plan) webpage at www.rtcnv.com/planning-engineering/transportation-planning/2017-2040-regional-transportation-plan/ and review Appendix D – Regional Forecasts and Appendix E – Model Technical Report.</p> | 3/7/2019 10:27 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|----------------------|
| | | | | <p>It is unlikely there will be sufficient ridership in any scenario to generate the revenues required to sustain this option without significant subsidy from other RTC revenue streams (which will detract from the ability of RTC to improve other routes); or significantly increased fares for this light rail option. With increases in price, ridership will suffer. A proper price-point demand curve analysis should be done to provide the best and most comprehensive information for a better-informed decision among the choices.</p> <p>The light rail option also is the least flexible option, with no opportunity to scale back once build; and would have the highest O&M expense of all the options, in addition to the significantly greater initial capital investment. These on-going O&M expenses would be incurred no matter what the load factors might be. Future maintenance of other utilities and the roadway itself will be greatly complicated and increased in cost with the light rail option, as well. The price of these consequences should be included in the cost-benefit analysis, as well.</p> <p>The bus rapid transit option I believe would also prove more inflexible than considering the enhanced bus service option; especially if one or two well-considered express buses are incorporated into the enhanced bus service, essentially combining the best of both options.</p> <p>In all events, the current condition of Maryland Parkway between Sahara and Tropicana is deplorable. At a minimum, any option will require significant expenditures to resurface this heavily-traveled street.</p> <p>Thank you for consideration of these factors in determining the best option for this important RTC enhancement. My support would be for the Enhanced Bus Alternative.</p> | | | |
| 96 | 3, 10 | Brown | Stacie | Any option, ie - the Bus Rapid Transit and light rail concept, -that would remove a lane of vehicular traffic from Maryland Parkway makes no sense at all and will cause more traffic problems than it would solve. Also, the BRT and LRT concepts are financially unfeasible and too costly. I do not want any tax to pay for this, nor do I want this rapid transit to have criminals in & out of my neighborhood! This is a bad idea for neighborhood safety! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. | 2/25/2019 | Comment card by mail |
| 97 | 1 | Brown | Timothy | I choose the Light R option because it carries more passengers and it has it's own lane and it says it will.always be clean and that's a big problem with the 109 buses well all the buses for that fact of matter! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Your comment regarding the cleanliness of the buses has been forwarded to RTC's Transit Department. | 2/4/2019 17:09 | RTC Website |
| 98 | 1 | Brown Sr. | Timothy D. | finally | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 99 | 1 | Browne Nespica | Maureen | As the city grows it is more important than ever that a light rail system be brought in | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|----------------|--|
| 100 | 12 | Brubaker | Patrick | Is there a proposal in place for bus line extend south of St. Rose parkway primarily in relation to executive airport drive? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC's ability to expand transit service is limited by available funding. As part of a larger overall planning process there is potential for a route in the area of Executive Airport. Other non-traditional traditional options may be explored as well. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/5/2019 15:43 | RTC Website |
| 101 | 1 | Brumm | Hermann | The advantages of light rail transit surpass the other proposed methods of transportation: Lower per-vehicle operating costs, higher PCPHPL, lower emissions, and urban renewal, to name a few. The urban decay on Maryland Parkway has forced deep-rooted establishments to close down or take their business elsewhere. Light rail systems (i.e., in Phoenix, Seattle, San Diego, Dallas, Salt Lake City) have demonstrated how light rail systems can reverse the blight and enagage business interest and opportunities. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 9:31 | RTC Website |
| 102 | 1, 7 | Bryce | William | At first I was in favor of no change, maybe enhancing it. I didn't want the light rail. But after chatting with the young lady there and the gentleman, I'm kind of leaning towards the light rail now. Because it would be convenient for me to just roll on with my mobility chair. And it also shaves, I think it was 13 minutes, on a trip downtown, which that's significant. I think I said it. So it would be the light rail that I'm in favor of. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT vehicles will have near level boarding at the stations which will make it easier to get on and off the buses with a wheelchair. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 103 | 1, 14 | Buehler | Betty | We desperately need bike lanes on Maryland Parkway. I prefer the light rail option. Please do not consider ANY plan that does not include bicycle lanes! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/27/2019 | Comment card at public meeting |
| 104 | 1, 14 | Buehler | Betty | I'd like to see light rail built, with bicycle paths. It's very important to have bike paths, as Maryland is essentially unusable to bicycles without them. Let's move into the future. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 3/7/2019 3:56 | RTC Website |
| 105 | 1 | Bueno | Franki | Yo pienso que la calles Maryland pkwy sea de un solo sentido porque tienes mucho tráfico y con ese cambio que quieres hacer la ciudad va a joder y hacer mas tráfico. Translation: I think that the Maryland Parkway project is only from one perspective because there is a lot of traffic and with this change, you'll f**k the city and cause more traffic | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 106 | 12 | Bueurostro | Enna | Not Related to Project: more bus stops and more crosswalks | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . The RTC also works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways, including pedestrian crossings and the application of new technologies. | 2/23/2019 | Comment card at outreach event |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|--------------------------------|
| 107 | 1, 4 | Buffkin | Eric | Light rail for sure and it'd be nice to see Maryland Pkwy upgrades but what about all the terrible roads around it. Paradise, Koval, Eastern, etc. these roads are terrible too. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 108 | 1 | Bungum | Nicole | I support the light rail option for Maryland Parkway. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 6:48 | RTC Website |
| 109 | 19 | Busche | Phillip | I am a UNLV employee and work near Maryland Parkway and Harmon Ave. Currently, traffic is quite hectic with all the faculty members and students. I think a Light rail option would be great if it also catered to faculty and students because many of us do not use the bus services. It would be great to use the area near Russell and Maryland Parkway as a parking lot where we could park and have the Light Rail take us into campus. Additionally, perhaps this would also be the time to have convenient bridges on Maryland Parkway to get students/faculty between the parking garage and campus. I do think Light Rail will also improve commerce in the area, as I would be more likely to take the Light Rail for lunches and off campus meetings because as of now, parking at UNLV is so limited that many of us will not dare to leave campus in fear of losing our parking spot. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is not planning to add park and rides at the new station locations at this time due to the abundance of free parking at various shopping centers along the corridor as well as structured garages in downtown. | 3/7/2019 14:19 | RTC Website |
| 110 | 1 | Bustos | Sergio | Maryland Parkway needs a light-rail system. Not only would it alleviate congestion, it would elevate the city of Las Vegas as a whole serving to promote further much needed investments in public transportation. It might be expensive but it will be worth it and provide benefits for years to come. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 17:44 | RTC Website |
| 111 | 1 | Butler | Cordell | Light rail, could reduce traffic and then losing a lane won't matter. But we could use light rail all around the city. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 112 | 1 | Butner | Debra | That's a good idea | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 113 | 1 | Cabano | John | Maryland | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 114 | 1 | Caibio | Manuel | I proposed to have a light rail, faster and more economical and safer | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 115 | 1 | Cain | Aries | I saw this on the news, this morning..... RTC. I know that you all have already came up with a greater transit system. But I highly believe I have a greater one. Do to the fact. That the man reason is for faster travel to and from Airport. And possibly the BTC. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 116 | 1 | Calderon Villal | Jorge | Light rail for sure. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 117 | 1 | Callahan | Shawn | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 118 | 1 | Calwhite | Dwight | I am a homeowner just two houses away from Maryland + Oakey and I support the addition of a light rail to Maryland. I believe it will improve traffic flow, commerce, and home values. I am looking forward to being better connected to downtown and to the medical district. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 | Comment card at public meeting |
| 119 | 1 | Camargo | Fernando | I believe a light rail will be the best option for the future. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 13:51 | RTC Website |
| 120 | 1 | Campbell | Michael | I am in favor of mass transit. Nationwide there are only two light rail systems that pays for itself. Once it's built, it's permanent, profitable or not. All we have to do is look at our own Monorail. If the theory is that taxpayers and community will benefit, i'd say look at all the options, especially those that can be altered, changed or reconfigured to the users real needs. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 11:24 | RTC Website |
| 121 | 4 | Canonica | Lisa | Please pave Maryland Parkway, and Eastern Avenue. They are both so damaged, it's wrecking havoc on our cars! I try to stay off of it at all cost. It really makes the drive so uncomfortable. Thank you. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/7/2019 8:54 | RTC Website |
| 122 | 1 | Cardenas Hernandez | Jessi Nicolette | Light rail !!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 123 | 1 | Carone | Sadia | Light Rail is the best. The quickest and most-efficient! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 12:37 | RTC Website |
| 124 | 1 | Carpenter | Jerry | Use Portland's light rail as a model... but it must have an airport connection. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | | Social Media |
| 125 | 10, 11 | Carrere | Paolo | This email is in regard to the new transportation options for Maryland Parkway. If it will raise property taxes, we are against it! If any extra fees/surcharges are involved we are against it! Now if it will be people friendly, low cost or better free to pedestrians then light rail could be an excellent option. Can it facilitate people to UNLV, shopping areas etc... then again a good thing What is the expected usage? Is it worth any funds or could those funds be used elsewhere and better? Will it raise property values because it will be an aid to the community? Again' If it involves any increase in property taxes etc it is a waste of money. Look at CA as an example of similar programs/projects that never amount to anything for communities! Don't be stupid and spend money just because. It needs to be a guaranteed positive for the area in whatever is done. If not then do nothing!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. Fares for the BRT will be the same as the rest of the RTC bus network. | 2/28/2019 16:30 | RTC Website |
| 126 | 1 | Carter | Bunny | I'm in favor of the Bus Rapid Transit. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 17:15 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|-------------------------------------|
| 127 | 1 | Carter | Janet | I strongly support light rail in the valley. It will save energy and help reduce emissions <u>and</u> improve quality of life - start w/ Maryland Pkwy! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 2/28/2019 | Comment card at public meeting |
| 128 | 1, 12 | Cash | Dylan | I live and do a lot of commuting in the area. I personally think at first it might be a hassle to get used to light rail; but I think as a city it's the next step forward into becoming a modern city. It'll make it easier to get to and from places around town and cut the need of having to drive. Also stop being caught in traffic for unnecessary amounts of time. Whenever I visit other cities that have a light rail or even subway systems I'm always upset Las Vegas doesn't have something like this implemented yet. I'm hoping the light rail project gets green lighted and eventually expanded, so then it becomes available for all Las Vegas residents to use. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/5/2019 13:40 | RTC Website |
| 129 | 1, 14 | Caspy | Barbara | After considering all the options, the Bus Rapid Transit Concept would work best. A bicycle lane is badly needed for safety. A dedicated bus lane would provide more efficient bus service than we have now. I'm a regular bus rider on the Maryland Parkway bus line, and I find that many buses come in convoys of two or three rather than actually providing daytime 15 minute service. The BRT Concept also offers much safer left turn lanes. Although the Light Rail Concept has similar benefits to the BRT Concept, it doesn't seem to be cost effective. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 3/6/2019 | By email |
| 130 | 1, 14, 15 | Caspy | Avram | My name is Avram Caspy. I live a couple of blocks east of the UNLV campus. My wife and I, in our seventies, ride Route 109 several times a week, both north and south of our home. Our main concern about the future of the route is the question of access to the South Strip Transit Terminal. We ride to and from the SSTT frequently, transferring there, to or from Route 122, Route 212 or Route 217. We need to be able to do that after the project is completed. On our rides to the SSTT, our fellow passengers include a noticeable number of wage slaves who very obviously work at the McCarran Rent-A-Car facility. They wear appropriate uniforms and disembark on Hidden Well at Gilespe. They haven't asked me to put in a word for them, but it's plain to see that they need the same service that my wife and I need, and I doubt that many of them have the time to write a note such as this. Of the choices put before us, Bus Rapid Transit seems necessary while Light Rail seems extravagant. We need bike lanes; we need reasonable controls on left turns across opposing traffic. Unpopular as the view may still be, we even need to discourage the use of private passenger cars. I gave my last one to Opportunity Village years ago. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. This alternative will enable continued bus service between Maryland Parkway, McCarran International Airport, and the South Strip Transit Terminal. | 3/6/2019 | By email |
| 131 | 1 | Castello | Gregory | And my opinion is it should be light rail transportation. Nothing else. I was just telling the gentleman up front the four key people on Maryland Parkway already have close to a billion dollars invested in development. Done. That's it. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Court Reporter Transcript 2/28/2019 |
| 132 | 1 | Castillo | Britney | Good idea ! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 1:33 | RTC Website |
| 133 | 1 | Castillo | Vanessa | Rapid transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|----------------------|
| 134 | 3 | Castrignano | Tony | We made an investment on the Maryland Parkway corridor several years ago purchasing 3909 S. Maryland Parkway and have invested close to \$500,000 in improvements since the acquisition. We feel, along with others, that there is still a lot to be done to improve the Maryland Parkway corridor. We would support improvements that would help traffic along with supporting the businesses that that have invested in the corridor. I have reviewed the proposals and feel that any lane restriction would be a detriment and only add to the already traffic congested corridor. After studying the cost of each proposal compared to the time savings of each trip down Maryland Parkway (and since none of the proposals can be supported with just ridership revenue) it seems silly to spend hundreds of millions of dollars to save a few minutes in travel time. Meanwhile disenfranchising the very people that have invested in the corridor by restricting their ability to travel and do business within the Maryland Parkway Corridor. If one of the proposals would not only save time, but could be justified with a time return analysis of the invested funds, it could have some merit, but would still be a hard to support if lane restrictions were part of the plan. We have decided if a plan is approved that has lane restrictions, we would have no other alternative then to relocate our business and invest our capital elsewhere. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. Prior to and during construction, RTC will continually coordinate with businesses along the project corridor to ensure they are aware of upcoming activities and can communicate any concerns. | 2/26/2019 13:16 | RTC Website |
| 135 | 1, 10 | Castro | Angela | Light Rail would be my preferred option then bus rapid transit if we cannot get more than 50 percent match from the federal government. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a | 3/5/2019 14:14 | RTC Website |
| 136 | 3 | Castrynano | Tony | We are <u>not</u> in favor off any improvements in lane restrictions or closure. It silly to spend 100s of millions of dollars to create a traffic issue. It not broken a few improveement go a long way | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 2/22/2019 | Comment card by mail |
| 137 | 1 | Catt | Daniel | I'm not sure how the light rail will work with the high winds we get from time to time...but wouldn't mind going the Rapid Transit route as the best of the three choices... | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:54 | RTC Website |
| 138 | 1 | Cerdasaavedra | Ramiro | Build a light rail not only on Maryland Parkway but also going to the Strip and Downtown. This proposition to the traffic solutions is decades behind. Please improve and bring Las Vegas to the 21st Century. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/6/2019 9:55 | RTC Website |
| 139 | 13 | Chao | Arthur | How about you make the speed limit faster than 30 mph and stop the UNLV students from playing frogger. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new paving, sidewalks, ramps, crosswalks, and possibly median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. During final design, RTC will coordinate with Clark County and UNLV to determine best placement of those pedestrian control measures. | | Social Media |
| 140 | 1 | Chapman | Aerin | Bigger busses like the double decker ones ; this is one of the most busy bus lines out here in Vegas and not enough seats to comindate everyone . | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service | 3/5/2019 19:33 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|-------------------------------------|
| 141 | 1 | Chaves | Lauren | I usually only Gop for heavy rails but in this case I can settle for a light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 142 | 1 | Chaves | Lauren | I'm fine with any rails, tbh already got my conductor hat on order | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 143 | 1 | Chaves | Lauren | That's so cool, I actually might take you up on that I love trains and penn station. Im sincerely wearing a conductor hat right now at work Kevin Kefgen can attest to it. And kev, it sincerely would be your personal train to work, its your exact commute! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 144 | 1 | Chenn | Paul | I'm all in favor of the light rail. I just think it's -- you know, our town needs a train system or transit system. And I've been here all my life, 25 years. And it's time to get a light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 145 | 1 | Chorzempa | Tanya | Just expanded faster then they could accommodate. At this point they are playing catch up. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 146 | 5 | Christian | Robert | If you do a bus rapid system, will there been a bus lane and bike lane markers? If you do a light rail, will it be on both sides of Maryland Parkway? So I would like to see Maryland Parkway redone with underground pipes, with new sidewalks, markers and lights. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. As part of the final design of the BRT project, RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | 3/5/2019 21:49 | RTC Website |
| 147 | 1, 4, 13 | Clark | Beebe | Pave M.pkwy PLEASE!!! Just close a block at a time or something until it is paved! I vote enhanced bus service and over road pedestrian bridges --but no rail please. We need to finish the 'rail' that was started...and be like real cities that have transportation to their airport. Monorail to airport PLEASE!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/5/2019 22:08 | RTC Website |
| 148 | 1, 2 | Clemente | Michael | I perfer a light rail line down Maryland Pkwy Pollution free and able to transport people in a safe and reliable way. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/6/2019 19:23 | RTC Website |
| 149 | 1 | Cloto | Luiz | I think the bus rapid transit is better because is less costly | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 150 | 1 | Cohn | Judy | Light rail good choice | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 151 | 1 | Colbert | M. Mink | enhanced bus rapid transit and light-rail. Las Vegas isn't a city because of the lack of public transportation...but we have the population and need. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 21:53 | RTC Website |
| 152 | 1 | Collado | Ben | Anything to modernize and improve our transit system I will support. Light rail is quicker, has more capacity and very efficient. Go Light Rail Go! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 13:20 | RTC Website |
| 153 | 1 | Colucci | Joseph | I think that light rail is a great idea. It is more expensive, but honestly, if it pays off in the long term and it economically makes sense to do that over a 20 to 30, however long the maintenance program. So, say, if you have to replace those cars every 20 years, if it can pay for itself and then give economic benefit over those 20 years, then it makes sense to do that. That would be awesome. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 154 | 1 | Concoby | Susan | Enhance bus route 109 | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 14:01 | RTC Website |
| 155 | 1 | Connelly | George | Light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 156 | 1, 2 | Connor | Charles | As a UNLV alumni and resident of the Las Vegas country club, I think that light rail would be the way to go because it's reliable, the stops generate commerce and create sustainable footprints. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/4/2019 20:42 | RTC Website |
| 157 | 1 | Contois | Gregory | We support Light Rail along Maryland Pkwy. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 20:18 | RTC Website |
| 158 | 1 | Contreras | Sandra | Nothing . Don't do anything!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 159 | 1 | Contreras | Stephanie | This is such an amazing idea. Create easier access for travelers as well as all the community. Best option would be the bus rapid tranist. Thanks for considering | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 160 | 1 | Cook | Brice | I am glad that Maryland parkway is getting redone. I am glad for the different ideas, however one was missing and that's the option of having a dedicated bus lane similar to Flamingo Road which has been a really successful option there. The cost will be less and there could be options of increasing the bike lanes. Also the route system would be the Same as The one proposed. Thanks Brice Cook | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 3/6/2019 | By email |
| 161 | 1 | Cooper | Lonette | Light rail would be cool | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 18:15 | RTC Website |
| 162 | 1, 16 | Cooper | Kristin | Light rail, while costly, would have the most positive economic impact. The difficulty would be in ensuring lower income people can still afford to live in the area as it gentrifies. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. | 2/28/2019 8:00 | RTC Website |
| 163 | 20 | Cornoyer | Dave | I'd like to see a center-running light rail on Maryland, to keep Las Vegas on par with other southwestern cities. Phoenix, Salt Lake, Dallas, Houston and San Diego. Please don't downgrade this to a street car system - it works well for Tucson, but our scale and public ridership levels are so much higher here. If these other cities can figure out center running light rail, I'm sure we can in out 100' rights of way. | The center-running option for LRT and BRT lanes was analyzed and presented in the Maryland Parkway Environmental Assessment's Summary of Initial Alternatives Analysis (Appendix B) and Summary of Locally Preferred Alternatives Refinement Process (Appendix C). The center-running configuration was removed as an alternative due to concerns with the loss of roadway capacity and reductions in levels of service. A center-running configuration eliminates a high number of left turn access points, requires more space for transit stations, eliminates two general purpose traffic lanes, and requires more property acquisition due to the need for a wider rights of way to maintain current levels of service, particularly if replacing the two eliminated lanes. Therefore, the proposed build alternatives were limited to those with curbside running transit lanes. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 20:00 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|-------------------------------------|
| 164 | 1, 19 | Coughenour | Courtney | I think rail makes the most sense for Maryland Parkway. It's one of the most dense areas of the valley so it should support rail and should likely transform the area. Phoenix rail has resulted in a significant return on investment surpassing expectations. However, would there be a park and ride option for unlv faculty and students from the airport? Or what would be the plan to make public transit more convenient for residents outside of the corridor? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A variety of regular and express bus routes with park & ride lots already extend out to other parts of the valley, including the VA Hospital near the northern beltway, Centennial Hills, Summerlin, Henderson and as far as Boulder City. The RTC does have a park & ride lot at the South Strip Transit Terminal, which currently serves the Maryland Parkway bus route; however, the RTC is not planning to add park and rides at the new station locations at this time due to the abundance of free parking at various shopping centers along the corridor as well as structured garages in downtown. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/2/2019 21:07 | RTC Website |
| 165 | 1 | Covarrubias | Ellie | I would love to see Light Rail transit. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 8:51 | RTC Website |
| 166 | 1 | Cowlen | Alaina | Modern street car aka light rail! Its time for a modern, reliable, transit service from campus to downtown. Universities bring people from all over to live, yet many people are used to light rail to commute. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 167 | 9 | Cox | Dale | I think all of these are wrong. We should go with subway. That costs a lot more money, but, what the hell; what's money? And you don't affect the roads. You don't affect people's walking traffic. New York, Boston, Philadelphia, Washington DC, Atlanta, London, Paris, Rome, all go with subways. So does Tokyo, all the major cities, including Sydney, I've been in, have subways. We should put them underground and get those ugly eyesores off the road. And you hardly ever hear of anybody getting run over by a subway car, only if they get pushed in front of it. Nonpolluting, too, by the way. | A subway option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the subway option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |
| 168 | 1 | Crawford | James | The question is not what type of transport do want on Maryland, it is how much construction do you want on Maryland? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 169 | 1 | Creelman | Margaret | Done. C0mmentor is from Vancouver. They have excellent Light Rail there as good example. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 170 | 9 | Creelman | Margaret J | Elevated light rail. Buses get in the way and block or slow traffic. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/4/2019 17:07 | RTC Website |
| 171 | 1 | Crowe | Darius | I, like many other students and residents of the are, think that the light rail would help with traffic congestion in the area. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 172 | 1 | Crowe | Tommy | Great so two people will ride it. Let's inconvenience the 10s of thousands of drivers that drive that street for a project that will become a failure. Worse than the monorail. Students aren't going to use that. It is a waste of time and money. | Currently, the Maryland Parkway bus route 109 carries 9,000 to 10,000 riders per day and has more boardings per mile and boardings per hour than any other bus route outside the Strip. Bus Rapid Transit (BRT) was adopted by RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 173 | 3 | Crowe | Tommy | Just enhance the route. Do NOT remove any traffic lanes. The street is busy enough now... Imagine a lane being removed. Nightmare. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Additional information can be found in Sections 3.10 and 3.16 in the Maryland Parkway Environmental Assessment (EA). | | Social Media |
| 174 | 1 | Cruz | Rozzele | Implementation of a LIGHT RAIL will be extremely beneficial for tourists, students and current residents of southern Nevada. Personally, I am a student at UNLV and parking is a serious enough issue to where some days I know of some students who cannot find a spot and just go home instead. Overcrowding of parking spaces and congested streets are a direct result of the lack of a reliable and timely public transportation. Unfortunately, there are stigmas revolving bus usage, including the amount of time it'll take to get to a destination. Bus lanes in Nevada do not have a dedicated lane, but a light rail would. Implementation of a light rail will make it better for souther Nevada to begin moving towards a sustainably designed movement. Instead of focusing on expanding outward, we should first use everything we have and improve the parts that are lacking, such as improving public transportation. Light rails are proven to work well in cities such as Seattle. And they will definitely be beneficial for us too. Maryland is already an awful street and should be improved on anyway. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 14:47 | RTC Website |
| 175 | 4 | Cubias | Karla | Just fix the street so the tires can survive geez!!! | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 176 | 1 | Cummings | Jessica | I think the light rail is an amazing idea. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 177 | 1, 3 | Cune | Rudie | Light Rail is the future. Look at Europe where Tram – Light Railway has its own lane free of all traffic and is fast CLEAN and reliable. The current situation without P.T. lanes is impossible! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Expanding the public right of way for additional exclusive transit lanes would result in the acquisition of many properties, impacting residents and businesses, and making the project cost prohibitive. | 3/7/2019 | By email |
| 178 | 1 | Curran | John | It is critical we implement a light rail system along Maryland Parkway. I understand the costs are far greater, but ridership and ancillary economic development along the corridor will be enhanced as well. Almost all major legitimate cities in the US have some form of light rail to provide increased mobility to residents and visitors, and this could be another legitimizing step for the Las Vegas metro area. The permanence of light rail stations will be attractive to developers. Light rail will attract choice riders, myself included, to connect these neighborhoods and keep vehicular traffic down. I understand the many hurdles needed to make this project happen, but it will be worth it. Good luck! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 17:13 | RTC Website |
| 179 | 1 | Curran | Thomas | I grew up in Philadelphia,PA. Philly has variety of trolley cars (City trolleys,trackless trolleys,suburban trolleys and high speed trolleys) I think light rail would be good for the city. When City officials saw this city start to grow in the 70's they should have had a vision and the vision was a subway system underneath Las Vegas Blvd. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 19:23 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|-------------------------------------|
| 180 | 1 | Curtis | Paul | Light Rail would reduce traffic, safer experience for riders, reduce pollution, and not be affected by traffic congestion. Cars are more comfortable to deviate on to a bus rapid transit route than light rail tracks. Light rail will also increase vibrancy and excitement in the valley to attract more riders and customers to use the transit system who would not want to ride a bus. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. | 3/5/2019 12:42 | RTC Website |
| 181 | 1, 8 | Daly Dix | Beverly | Having served on the RTC's Regional Fixed Guideway Steering Committee as well as on the RTC Citizen's Advisory Committee, I studied light rail extensively. I also visited and road light rail in several states. Light rail is a bad choice for Maryland Parkway. Light rail is far more expensive and offers no flexibility. Light rail does not feel safe to the passenger since no driver is in the car. I felt vulnerable when a group of rowdy young men entered my car. Safety officers would need to be on duty in each car. Bus rapid transit is the best choice offering sleek design, convenience, safety, and flexibility at half the cost. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Security measures will be included as part of the design of new stations and on the buses and roving fare enforcement officers will patrol the route. | 2/7/2019 19:20 | RTC Website |
| 182 | 1, 14 | Dao | Phuc | So I feel like the middle option over there would probably be the best, the rapid bus transit. I feel like it's the better middle ground between all three options because it provides a safer passageway for bikers, also helps with reducing congestion. Because of how the buses currently stop or cars behind the buses, you know, typically, they will have to wait for the bus to finish dropping off passengers and such in order for them to continue on that route. And so in terms of cost and construction time, I feel like with it being almost half the cost of the light rail transportation system, I feel like that will be a much better option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 183 | 1 | David | Dudar | Light Rail! Las Vegas needs light rail. Airport to Fremont light rail will electrify Downtown, and will likely prompt ten new hotels | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 17:42 | RTC Website |
| 184 | 1 | Davis | Charlie | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 185 | 1, 10 | Davis | Charlsie A. | I believe enhancing route 109 would be the most economical solution unless there's money already available, the other options-just raise taxes | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. | 3/5/2019 | Comment card by mail |
| 186 | 12 | Davis | Fred | I am on dialysis and I had to move off of Fort Apache and I was told that I could not be picked up at RTC because there was no bus line that stopped at my house no I don't think that's the reason that I shouldn't be picked up I still have to go to dialysis three times a week so you need to read draw your lines because there are people that need this ride | To be eligible for paratransit service, customers must live within the current service area. While RTC is continually looking for ways to expand and enhance the bus network, it is limited by available funding. Your comment has been forwarded to the RTC Customer Service Department. | 2/26/2019 19:18 | RTC Website |
| 187 | 1 | Davis | Russell | Light rail work | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 188 | 1 | Dawson | Regina Marie | light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 | By email |
| 189 | 12 | De Luca | Joseph | Regional Transportation Commission of Southern Nevada doesn't really matter just gives 3 extra ways to still not run on time being late, rude bus drivers, and the lack of security on the buses at all times, someone forgot that this is Vegas which is a 24HR state | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comments regarding on time performance and our fare enforcement officers have been forwarded to the RTC's Transit and Safety & Security Departments, respectively. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|-------------------------------------|
| 190 | 1 | Debela | Bedane | I suggest that, if this intersection be square, it makes more faster transit travels; but not intersection of cross roads. So, I like using bus, and is my best choice. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 191 | 1 | Deberardinis | Jessica | Originally, I was concerned about it being reduced to two lanes because of light rail or the rapid bus transit, but after the explanation, we're not really losing a lane. The cars is still allowed to travel in the lane. But, in addition, we're also not necessarily forcing but allowing people to use a more public transit that's more friendly. And I've grown up in Salt Lake City, Utah. They have a rail system up there and it's wonderful. I loved using it. It was very easy, especially as a student. And I would like very much look forward to having a similar option here in Las Vegas next to the university to travel because it's nearly impossible to get to the university without spending at least 30 minutes trying to get there. So I think it's a wonderful idea. And I appreciate the amount of research that has gone into it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 192 | 1 | Debruyne | Aja | Coming from the Bay Area, I think a light rail is a genius idea!!! Can't wait to see Las Vegas join the rest of the major cities finally | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 15:53 | RTC Website |
| 193 | 1 | Delancy | Bandy | Bus Rapid Transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 194 | 1 | Delgado | Richard | I think proceeding with the light rail option in the project would greatly enhance the Maryland corridor and areas surrounding the light rail line. It will provide faster transportation and hopefully decrease traffic congestion. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 19:51 | RTC Website |
| 195 | 8 | Dellalcalce | Jennifer | Make your bus stops safer & cleaner! Every stop should have a shelter for weather protection against rain,wind,& dust storms.Have times of bus arrivals printed on a map so riders know when the next bus is coming & have a text # to let the riders see the routes & times.The rtc really needs to clean up & get some of their transit stops in shape,some only have a sign & are located dangerously on the side of the road where riders could get hit by a passing car,it's horribly unsafe!!As for maryland pkwy,route 109,yes add more stops & clean up the transit stops,I use to catch the 109 at Maryland pkwy & hacienda & that stop should be a model for all the others,it was covered,clean,& efficient. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT station design will incorporate wayfinding, passenger information, and aesthetic elements to brand the system and complement the corridor identity. The RTC works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways and application of new technologies. Route brochures are no longer available on the vehicles because they were often grabbed by passengers to look at once and then left on then left as litter on the buses. Today, the RTC has a mobile application where customers with smart phones can see specific schedule information and real time arrival information as well as purchase their fares, all while accessing the information via RTC's free WiFi networks on all its buses. Your comment regarding the condition and cleanliness of the transit stops has been forwarded to the RTC's Transit Amenities Department. | 3/5/2019 8:59 | RTC Website |
| 196 | 8 | Demenchen | MA Teresa | Signs should be bigger and brighter!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Your comment regarding the size of the | | Social Media |
| 197 | 1 | Demenchen | MA Teresa | Light rail and fast will be better | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 198 | 12 | Demenchen | MA Teresa | Also 203 Spring Mountain please consider to do a round lop to Sahara is complicated to go around the lakes | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------|
| 199 | 10 | DeShazo | Floyd | Born in San Diego my father was a San Diego transit driver who help organizer the Union and was a Shop Stuart for many years. With a dependents pass I've ridden on almost every route San Diego had to offer.. Express buses are fine as long as they mirror the DVX routes with few stops. In the short-term having extra buses during peak periods hopscotching each other helps but when you factor in the increasing Street traffic around the various venues year round it's not a practical solution. Special bus lanes and pick up stations in the Center medium is the only real practical solution, studies can be done after the fact weather light rail can be implemented overtime. The light rail system in San Diego is one of the most looked at systems and the US. Can be implemented rapidly by means of prefabricated rails and overhead wiring. Ridership from downtown San Diego to the US border is packed on a daily basis bus stops implemented at every station cutting down on travel time from hours to minutes. If the city of Las Vegas Ops for the light rail system I hope they'll pass a bond measure to fund it. The San Ysidro area of San Diego is like Las Vegas during the summer hot and Dusty the german-made carriages would be very well suited for the Las Vegas area. Maryland Parkway would be a good starting point expand out from but I personally feel you're making a mistake by not using Decatur which has many more connecting bus routes and overhead power lines. Thank you for asking for my opinion 20 year resident of the Vegas Valley. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/19/2019 2:01 | RTC Website |
| 200 | 4 | Dickeson | George | I'd like to see light rail in the valley. Less congestion and better mass transit. When will road construction start on Eastern start? Needs work desperately. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 12:06 | RTC Website |
| 201 | 1, 12 | Divkar | Nick | We need more light rail. The Maryland line, then monorails on both sides of the strip to downtown. A line following 95 from 95/Ann to Henderson. A line along Flamingo and Charleston all the way across town. A line along Rainbow and Nellis | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 202 | 3 | Dobratz | Judy | Regarding Maryland Parkway, I have big concerns about removing a traffic lane along Maryland Parkway. RTC says 9,000 people use the bus daily while up to 40,000 cars a day use Maryland Parkway. To Impact 40,000 drivers for a much smaller percentage of bus riders is a terrible idea. If he RTC wants it's dedicated bus or Light Rail Lane, They need to WIDEN Maryland Parkway to maintain 3 traffic lanes with a 4th lane either for light rail or a dedicated bus lane. Please!!! Do not create more traffic. Drivers will then spill over to Paradise Road where it's only two lanes!!! That road is bad enough already. Also traffic will divert to Eastern Avenue. That road is already at Capacity. I'm all for this project, Just not at the expense of the nearly 40,000 vehicles that use Maryland Parkway in their cars. Just find a way to add a lane for the bus or light rail and everyone will be happy. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Adding an additional lane on either side of Maryland Parkway would result in the acquisition of many properties, impacting residents and businesses and making the project cost prohibitive. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 2/25/2019 6:13 | RTC Website |
| 203 | 9 | Doering | Jason | Are virtual trains, such as the ones they are testing in China a viable option? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. If rubber tired 'virtual trains' with automated driving systems are rigorously tested and become viable as an option in the U.S., then they could be incorporated into the BRT system rather easily. | 2/20/2019 15:20 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|-------------------------------------|
| 204 | 1 | Doering | Jason | Is light-rail in the agenda? | Light rail was considered as an alternative; but Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative to carry forward. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 205 | 9 | Doering | Jason | Are virtual trains, such as they ones they are testing in China a viable option? | There are demonstrations of autonomous, rubber tired transit vehicles that operate like light rail; but they are not currently available in the U.S. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | | Social Media |
| 206 | 1 | Dominic Mueggler | Ralph | Light rail. Come on do it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 207 | 1 | Donley | Patrice | Light rail. For this corridor, what would be better? I don't have any prepared statement. It just makes sense. I've lived in a lot of different places, Boston. Light rail works. That's it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 208 | 1 | Dorofachuk | Maryjane | I would like to see light rail on Maryland Parkway. 4 years ago I took the bus to McCarren Airport. I flew to Phoenix. I took the light rail from the Phoenix airport to the art museum in Phoenix for a one day conference (on arts education). At the end of the day, I took the light rail back to the Phoenix airport and flew back to Las Vegas. I didn't have to stay over night, I didn't have to rent a car. I have also experienced the light rail in Salt Lake City. Las Vegas citizens would benefit greatly from light rail. Southwestern towns are so spread out. Light rail is efficient, easy to use and we have the space for it. Let's move Las Vegas into the future. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/5/2019 7:35 | RTC Website |
| 209 | 4 | Doyle | David | Pave the road with asphalt for crying out loud. How many YEARS of unpaved roads? | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 19:24 | RTC Website |
| 210 | 1 | Drabek | David | I am 100% AGAINST a light rail system on Maryland Parkway. RTC needs to quit wasting taxpayer money. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 19:11 | RTC Website |
| 211 | 1 | Drake | Terrell | There's trains running through Vegas every day. It'll be fine. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 212 | 1 | Drake | Terrell | Light rail. Lots of millennials in major cities don't own a car and it'll be perfect for the college students looking to get around | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 213 | 1 | Driskill | Hilloah | Maryland Pkwy. Since it appears something will be done no matter what the public says, I vote for rapid transit on a bus NOT light rail. Thank you from LV resident beginning 1953. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 | By email |
| 214 | 1 | Duarte | Favian | I just want to say that I approve this project. I've been living here in the corridor and using Maryland Parkway every day for the last five years so I've seen the congestion increase during that time. And what I think about the future of Las Vegas and the mobility that's going to be required to meet the demand of the increased population, I think the light rail transportation option is the best use for the corridor. That's it. Cool. Awesome. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Court Reporter Transcript 2/28/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|----------------|-------------------------------------|
| 215 | 1 | Dunfield | Skye | I am a blind university student who attends classes at UNLV. I use the public transportation system as my primary means of travel around the city. I live just on the city limits of Henderson and Las Vegas and take the 111 and 109 buses every day. I have been getting around our city this way for years, and after some consideration, am a strong advocate for the use of light rail. When we consider other large metropolitan cities like ourselves, most of them have invested in some form of mass public transit. This doesn't only boost and revitalize the economy but makes accessing public transportation much more user friendly and accessible for the blind. Our city is expanding at an amazing rate, and we have millions of tourists visit each year. Many of these folks would find a light rail system not only convenient, but simple to understand and utilize. Light rails are faster than conventional bus systems, and they can be added onto once built to make the city much more accessible. This type of transportation would open a world of possibilities to those of us who have lost our vision. I personally have struggled with figuring out which bus is which when exploring Las Vegas. The express busses are extremely troubling to me as they often have the driver blocked off from direct communication with passengers, and I need to communicate with them to know if I am on the right bus. Light rail is much more predictable, and often eliminates the need to talk with any type of personnel. Our city is expanding, and to me, this is our best choice when looking ahead to the vitality and success of Las Vegas. When I travel to other cities, I often must admit that the transportation is much more accessible. I want the city I call home to be the most accessible and user-friendly system out there, and I believe this starts with putting in a light rail system. Thank you for your time and your dedication to improving our public transportation system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Your concerns regarding the ability to speak with bus operators has been forwarded to RTC's Transit Department for their consideration as the specify bus design requirements. | 2/4/2019 15:51 | RTC Website |
| 216 | 1 | E Logan | Nancy | Light rail! We need light rail all over this town! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 217 | 1 | E. McElroy | Trevor | Light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 218 | 1, 7, 17 | Earney | Harold | Sometimes I call the bus company to report somebody. And I like the way that the pricing is going to change. I'm a senior citizen. I'll be 78 this year. I'm glad the pricing is going to change. I'm glad they're continuing to do things for seniors. What else? Now, I don't know if these buses are going to be later on time, which they have in the past since I've been riding. I haven't had any complaints. The passengers are sometimes rude, but other than that, I'm satisfied. I don't drive anyone on account I've got cardiomyopathy, illness of the heart, my disability. And I don't drive anymore. So I depend on the bus system an awful lot. That's it. Thank you very much, ma'am. If I have any more problems, I will give the bus company a call. Oh! I also like this new phone system where you can call in and find your times if you don't have a bus schedule with you because I do that a lot. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT vehicles will have near level boarding at the stations which will make it easier to get on the buses. It's good that you're able to text for the next bus arrival. The RTC also has a mobile application where customers with smart phones can see specific schedule information and real time arrival information as well as purchase their fares and store them on their phones. To make this information available and avoid data charges, the RTC provides free WiFi on all of its buses and at each of its transit centers. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 219 | 1, 3 | Eckberg | Savannah | Enhance bus route 109, the amount of people traveling by bus is not nearly as much as those of who travel down and through Maryland Parkway. Last I checked there wasn't traffic getting onto the buses, however as a traveling student at UNLV, I usually get stuck in grid lock traffic blocks away from school. I also believe the transit plans prices are outrageous, both in building and maintaining, and that money needs to be used to rebuild school and Las Vegas's more rundown areas. Please consider those of us both going to school and work traveling from a long distance who seek a easier pass through Maryland Parkway, do not reduce any lanes or create a long construction time to an already chaotic path. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds, all of which are only available for transportation uses. | 3/1/2019 16:48 | RTC Website |
| 220 | 1 | Edmondson | Richard | Light rail with emergency hydro wheels | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 221 | 1 | Edwards | Audley | The complaint that is heard all the time is that there aren't enough buses. Since a system is already in place why not enhance that instead of making something new. More on time buses will do more to revitalize downtown instead of a new system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This is intended to improve on time performance and speed up the travel time. | 2/22/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|--|
| 222 | 14 | Emerson | Gregory | Because I ride the 109 everyday to go to and from school, and I think that the bus rapid transit concept, which is the dedicated bus lane, would be the best idea in terms of cost and overall construction time. Because there's already a lot of construction going on on Maryland Parkway now. And I feel like the light rail would add more to it. I understand that the dedicated bus lane would also take alot of construction time, but I don't feel like it would be as obstructive as the light rail. And, plus, the bike lane is also a plus. That's basically it. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 223 | 1 | Emerson | Roy | Light rail (with it's own designated lane)would be ideal. Vegas public transit is desperately behind the times and as someone who takes the 109 often, it is ALWAYS overfilled! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 21:37 | RTC Website |
| 224 | 1 | Enriquez | Edwar | Excellent, Very Niceeee...Thanks | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 225 | 4 | Escovedo | Escovedo | Maryland Parkway, Eastern and Pecos Are All Torn Up In The Same Area on each road where it is not safe to drive and cost ALL OF US an Enormous amount of money to maintain our cars which is sickening. I'm sick of being TIRE and Alignment Poor. It also cost car owners Shocks and other Repairs. It's strange how this problem has been going on for YEARS as we see workers shutting down each of these Streets at the same time bringing us down to one lane. It's been a total inconveniences but the problem is never fixed. Year after Year it's the same as I like many others feel like we are riding down a rock dirt road in a horse and buggy. PLEASE FIX, THANK YOU | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 21:54 | RTC Website |
| 226 | 1 | Esteves | Reynaldo | Bus Rapid Transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 227 | 1 | Esteves | Reynaldo | Bus Rapid Transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 228 | 1 | Evans | Annette | Would be a good project for the future to be all over the city. Transit with rail/ monorail on ground. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 229 | 6 | Evans | Daniel | My wife and I frequent the 109 to the airport to catch flights. The current system makes too many stops, takes too long, and gets too crowded. We absolutely cannot travel with luggage on the 109 during peak route times. It appears the light rail would allow for a faster and more dependable service, and increased passenger capacity. Thus we lean towards supporting light rail specifically. We live near Huntridge Park, and are interested in seeing how the park is incorporated. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with the City of Las Vegas to design the project to preserve access to the Huntridge Circle Park. Your comment regarding possible racks for luggage has been forwarded to the RTC's Transit Department. | 2/9/2019 14:17 | RTC Website |
| 230 | 1 | Evans | Danielle | Light rail please | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 21:47 | RTC Website |
| 231 | 1 | Evans | Gaile | Light rail would definitely be an asset. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 232 | 1 | Evans | Joshua | Hey, I know that guy! Cool stuff. LIGHT RAIL PLEASE. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 233 | 1 | Evans | Marsha | LRT Build alternative. other cities have done it. Makes travel easier on commuters | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|-------------------------------------|
| 234 | 12 | Faivre | Jared | I think a line on Flamingo or Trop would be a better start for residential access. Ultimately, light rail needs to be going down the middle of the strip connecting McCarran & downtown. I could be on-board with enhanced bus service on Maryland Pkwy but just don't see the ridership necessary to maintain the line on Maryland Pkwy. | With exception to Las Vegas Boulevard, the current Maryland Parkway bus route has more boardings per mile than any other transit route in the RTC system. Similar corridor enhancements have already been constructed on Las Vegas Boulevard North, Boulder Highway, Sahara Avenue and Flamingo Road. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative for Maryland Parkway. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. | 3/5/2019 17:32 | RTC Website |
| 235 | 15 | Farrage | Sam | Although I don't travel on Maryland Parkway often, I think it is ridiculous that some of the transit options don't extend to the airport. I know that the taxicab companies are behind this, but to hell with them! They are overpriced, even when they don't cheat you, and they don't even want to provide service except to the strip and the airport. The wait for a taxi in Henderson is often more than two hours on a Friday or Saturday night. They can provide better service to residents if they have fewer tourists to take to the airport. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 2/25/2019 2:12 | RTC Website |
| 236 | 4, 5, 7 | Farran | Lupe | Let me pull my page up with my notes. I was just mentioning to him -- he showed me what you already have planned. Maybe when you set up the new crosswalks, I'm thinking if you can put them where the steady lights are, you know, the red, yellow, green versus the blinking lights. That will make it safer for pedestrians to cross, especially when you're going from end to end and you're going to have the rails on the sidewalk versus the middle of the street. What else did I have here? There will be cross walks - when cars wait for the people to turn and, yet, they have to wait for pedestrians to cross, it might slow things down. Might want to take that into consideration also. If they're trying to speed things up, might take that into consideration., Those are the only two. You're going to have three hospitals where you're going to have to load and unload more wheelchairs. So you have to stop and fasten each one of them up. That should take more time. That's basically all I have right now. Everything I've already mentioned and has been answered. Thank you very much. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. The BRT will also use elevated platforms at the stops, which are intended to make it easier for people with wheelchairs or other mobility devices to get on and off the bus faster. As part of the final design of the BRT project, RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 237 | 21 | Farran | Lupe | Sunrise Hospital vs D.I. Bus stops Traveling Southbound (toward airport), Current Hospital Bus stop has an over-pass for pedestrians which leads old main entrance. However, main entrance has been moved to other side (off of D.I). Now Bus riders have to walk towards D.I. to get to entrance regardless. Should both stops still exist? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. With the proposed BRT, the existing bus stops near the pedestrian overpass will be removed and new stops added near Sunrise Hospital Drive, where there is a traffic signal to facilitate safer crossings for pedestrians. The northbound stop at Desert Inn Road will be relocated across the intersection, adjacent to Sunrise Hospital. | 2/22/2019 13:31 | RTC Website |
| 238 | 3 | Faust | Jody | I think taking away traffic lanes for either bus lanes or rail traffic is crazy. The monorail has operated at a loss for years. The only thing that taking away traffic lanes will accomplish is worse traffic jams on Maryland Pkwy and surrounding roads. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 3/1/2019 16:45 | RTC Website |
| 239 | 1 | Favors | Nhadiah | The light rail please | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/18/2019 16:42 | RTC Website |
| 240 | 1 | Fazekas | Daniel | Build Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 16:54 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------|
| 241 | 1 | Feig | David | The one thing I hear from people outside of Nevada is how hard it is to get around in town, especially from the airport to their hotel and back. They hate renting cars, and they think taxis are ripping them off. This community will never regret the investment in capacity and capability that light rail will bring. If Las Vegas is to remain a world class destination, light rail is the way to go. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/6/2019 12:46 | RTC Website |
| 242 | 1 | Feiler | Steve | Please build the light rail. Please also build the Spencer Greenway Trail. There's no efficient way to travel north/south by foot/bike on the east side of town, and either or both of those options would help greatly. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/21/2019 16:23 | RTC Website |
| 243 | 1 | Ferguson | Pat | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 12:46 | RTC Website |
| 244 | 1 | Fernandez Lopez | Enrique Rafael | The light train is better. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 14:04 | RTC Website |
| 245 | 1 | Fey | Steven | I much prefer light rail to the alternatives, as do most professionals. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 10:51 | RTC Website |
| 246 | 1 | Fierros | Tabitha | Maryland Parkway should have the light rail ! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 21:02 | RTC Website |
| 247 | 1, 4 | Figueroa | Frankie | Light rail will get US a smooth road | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 248 | 1 | Fink | Matthew | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 249 | 1, 4 | Finnegan | Catherine | Personal preferences are for expansion of bus service/rapid transit bus service. And paving and maintaining Maryland Parkway road surface. Would really like light rail but very expensive and perhaps not as practical. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/7/2019 8:39 | RTC Website |
| 250 | 1, 3 | Fitzpatrick | Tim | I attended the presentation on 2/20, and was impressed with the details provided regarding each option. I commend the Commission on the effort to investigate (and present) options for the corridor, and the manner in which you fairly presented each option, and took questions regarding the options and concerns. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow | 3/4/2019 9:17 | RTC Website |
| 251 | 1 | Fleming | Greg | I'm in support of light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 23:33 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------------------------|
| 252 | 1 | Fleming | Greg | Hector Quiroz monorail is a private company, so that's not an option | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 253 | 1 | Fleming | Greg | Light rail is the best option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 254 | 1 | Flemings | Andrew | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 22:00 | RTC Website |
| 255 | 1 | Floth | Ronald | I think light rail is the way to go on this project! If we don't spend the money now we will never get it done in the future. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 8:50 | RTC Website |
| 256 | 17 | Fodor | Steve | Headways should be less than 5 min using regular buses or BRT; although we should just have one road like we do now without fancy paint that won't be maintained, without new curb that will just obstruct traffic. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. | 2/19/2019 21:45 | RTC Website |
| 257 | 3 | Foley | Patrick | Please keep Maryland Parkway at 3 lanes each way. When the number of lanes have been reduced due to construction, traffic is always backed up and causes difficulties in driving this critical street. I would recommend to time the lights to create a smoother traffic flow. As a life long resident of 15th street, Maryland Parkway is a major access path to all parts of the valley. Reducing a lane will cause major delays and will create a danger to my family. I strongly urge you to reconsider your decision of mass transit for this commuter road. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. The RTC will work with the city of Las Vegas and Clark County Public Works departments to adjust signal timing to maximize performance of the transportation network. | 3/5/2019 18:36 | RTC Website |
| 258 | 1 | Foley | Vivian | I appreciate enhancement of RTC regarding Las Vegas. Making Vegas more travel efficient. Keep up the good work. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 259 | 1 | Foong Lam | Kit | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 260 | 1, 3 | Ford | Cyrus | Light rail is waste of money. It would reduce a lane and there are not many passengers to build such an expensive light rail project. Bus Rapid Transit would definitely serve better the neighborhood and UNLV. The bike line is very good idea. There are many UNLV students using bikes. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/19/2019 11:37 | RTC Website |
| 261 | 1 | Ford | Geoffrey | More frequent bus service to start. Light rail later | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|-------------------------------------|
| 262 | 2 | Fosgate | Larry | As I told the gent making the presentation, we must not only push to get the RTC electrified and to spend more time and effort to utilize our monorail and get it into the County or state inventory of transportation assets. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. The Las Vegas Monorail is a privately funded and operated venture and would be very expensive to purchase. | 3/5/2019 | By email |
| 263 | 1, 9 | Fosgate | Larry K | Use the monorail!!! We already have a good public transit aset but it must serve McCarran, the new stadium, and downtown to be useable. The Governor is on my side! He proposes that the state and/or county buy the monerail. Option pref: 3-2-1 in that order, but still need to upgrade Monorail. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Comment card at public meeting |
| 264 | 1 | Fott | David | Well, the light rail looks like the best option to me. I know it's costly to build. It costs the most to build up front, but the operating cost per passenger seems not to be that much greater than the other options once it's built. I think that there needs to be the best possible connection among the airport, UNLV, the Boulevard Mall, which is redeveloping, and the medical district, not to mention I left out Sunrise Hospital. Strong connections among those places will make this a city where people can think about getting around without using a car. I don't drive. I suspect there are a fair number of people who don't drive in this city who would be attracted to live in this area by the prospect of light rail connecting them to thing that they need to get to. There is a grocery store, there is an Albertsons, that street along the way, Maryland Parkway and Flamingo. There are a number of things that people can get to without a car. And it would help us -- it would be a first step toward catching up with a city such as Seattle, which has traditionally been a car-dependent city, but is really developing its system of public transportation. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 265 | 1, 3 | Fountain | Somira | The rapid bus transit would make a huge difference. Giving the bus their own lane benefits drivers having to stop, wait, and or maneuver around buses. Also, by eliminating traffic, the route would run faster. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. | 3/5/2019 9:21 | RTC Website |
| 266 | 1 | Foutz | Larry | Dedicated bus lanes is the best solution. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 16:02 | RTC Website |
| 267 | 1 | Fox | Jennifer | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 11:49 | RTC Website |
| 268 | 7 | Fraday | Emily | My family and I like the rapid transit option the best. The safety of the dedicated bus and bike lane is it's most appealing quality. I can't count the number of accidents we have seen happen or nearly happen from cars trying to navigate around the buses. We also feel like the rides would be more smooth and punctual having only to yield for traffic lights and bus stops. With the dedicated bike lane we also hope that the bike rentals will become available in our area. It would be a fantastic way to get where we need to go while still being able to enjoy the weather. While the idea of the train is wonderful due to it's saftey, large capacity and environmental benefits it is more expensive. We feel like with the rapid transit option there would be room to upgrade to the light rail in the future or upgrade to something even better as innovation and imagination grow. Also the savings between the two could go twords enhancing travel in other parts of the valley. With my teenage brother being autistic and my mother being in a wheelchair we have had a variety of experiences ranging from extremely positive to extremely negative while riding the bus and are excited to see changes these improvements will bring. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The RTC will also be looking at the first mile/last mile opportunities such as bike share at stations. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/4/2019 2:49 | RTC Website |
| 269 | 1 | Franklin-Sewell | Shaun | I live in North Las Vegas, but work at UNLV. I want light rail implemented on Maryland Parkway to Charleston and then over to the medical district. I think this solution is the best one for the area and will bring economic development to both areas. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 8:32 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|-------------------------------------|
| 270 | 1 | Franz-Robinson | David | I would like to see Light Rail ALL THE WAY! It's the future. Although expensive, it's much more modern and I think it would open the door to future light rail to bring the valley together! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, | 3/5/2019 18:31 | RTC Website |
| 271 | 1, 8 | Freddie | Garron | Too many stops! We need a rapid transit 109 (same route with fewer stops). It is ridiculous to stop every two blocks basically. I moved here from Austin and we had a bus that did this and it was slightly more expensive but got you there quicker. I'd also pay more to hopefully be around less homeless and addicts. I live downtown and am a working professional at UNLV and the route is perfect for that. I value safe and clean public transportation and sometimes the people on the bus are just plain scary. So again, I would pay more for a bus with less stops that hopefully deters those people. In general they need to be cleaner. I get it its Vegas but still lol. In all I value RTC bc you get me to and from work on time and schedule 99% of the time! But yeah let's get a separate 109 route designed for people going from downtown to UNLV and maybe one or two other major stops. We'd pay more! Thank you for your time! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. There will be fewer stops on the BRT, as the spacing between each passenger station will increase from approximately every 1/4-mile to 1/3-mile. | 2/5/2019 2:05 | RTC Website |
| 272 | 1 | Fredrick | Constance | Would like to see light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 273 | 9 | Friedman | David | Commenter attached report detailing an alternative plan for transportation in the Las Vegas region encompassing the Maryland Parkway routing under current discussions. The parts of the report Vegas Future Transit specific to Maryland Parkway is contained in the portion discussing the "PALM" System. The author welcomes any comments and questions which may be submitted to this email or phone. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. It is difficult to discern what specifically is being proposed in the materials submitted with the comment; but it appears to be an elevated system as well. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/7/2019 | By email |
| 274 | 1 | Fudenberg | John | I think it's time for our community to have light rail, we need more options for transportation. I fully support the Maryland Parkway concept, it would be a perfect route. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 18:59 | RTC Website |
| 275 | 8 | Fusco | Sabella | The public transportation system greatly needs to amp the security. The buses are very unsafe! | Safety of the public is one of the RTC's top priorities. All buses are equipped with security cameras that can be accessed in real time by law enforcement. Bus operators are trained to watch out for suspicious persons and RTC's fare enforcement officers regularly patrol different routes. RTC's mobile app, rideRTC, also provides a discrete way for customers to report concerns to the RTC Safety & Security staff with its Transit Watch feature. Your comment has been forwarded to RTC's Safety & Security Department. | 2/26/2019 | Comment card at outreach event |
| 276 | 10 | Fusco | Sabella | I am a native of the state of Maryland which is ten times wealthier than Nevada! There ARE super wealthy families back east who would gladly help with this! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. | 2/26/2019 | Comment card at outreach event |
| 277 | 1 | G. | Chris | Light rail. I've been working on it for 12 years. His dad is going to make sure it happens. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |
| 278 | 1, 5 | G. | S. | Light rails are not aesthetically pleasing! Are over priced! and perform the same function as existing buses. Islands encourage jaywalking. First option is best. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. See Appendix E of the Maryland Parkway | 3/6/2019 23:24 | RTC Website |
| 279 | 2 | Gaffney | Jessica | ummm... liberals believe in the human impact on climate change and support reducing carbon footprints by getting cars off the roads. So, light rail it is! Also, a good amount of jobs created. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT alternative envisions use of 60-ft articulated buses running on compressed natural gas (CNG), which will reduce emissions. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 280 | 1 | Galardi Marko | Jake | Light Rail please! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 281 | 1 | Galluccio | William | All the proposals seem really expensive and offer almost no real savings relative to their high cost. Spending \$29 million to save one minute? You could probably find better uses for that money. It makes even less sense to spend \$335 million to save 7 minutes. While the last plan is the most expensive, it does see a real reduction in commute time, but will enough people actually use the light-rail to make it worth while? Plus how much of a headache will that construction cause on the roads (which are pretty bad at least by me a Flamingo and Maryland). | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 13:12 | RTC Website |
| 282 | 4 | Galvez | Anthony | maryland pkwy flamingo down to Tropicana is horrible the streets are F#%\$@! Up | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 283 | 1 | Gamer | Glenn | Even if you slap a coat of paint on Swenson Hills it's still Swenson Hills. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 284 | 1 | Ganal | Gigi | Would like to see light rail. This would: a. alleviate car congestion if there will be two lanes available for public, people will try other nearby streets, or people will start using the light rail as instead of using own cars b. mitigate accident by having slower speed c. be able to transport more people from one point to another point faster and more efficiently especially that Las Vegas is getting populated d. light rail is a way to go in the future | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 10:37 | RTC Website |
| 285 | 1 | Garcia | ArGee | Daniel Geer totally agree | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 286 | 22 | Garcia | Hogo | As a UNLV student, the inclusion of the light rail will not affect me mainly because I always eat within walking radius of the university and perhaps by including it to the easy side will it actually affect me. I do hope that RTC communicates to all the business owners along the pkwy corridor to ensure that they do not close business due to any construction for either the BRT or light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Prior to and during construction, RTC will continually coordinate with property owners and businesses along the project corridor to ensure they are aware of upcoming activities and can communicate any concerns. | 2/20/2019 | Comment card at public meeting |
| 287 | 1 | Garcia | Manuel | Bus Rapid Transit (BRT) is my preference. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 22:34 | RTC Website |
| 288 | 1 | Garcia | Twa | Bus rapid transit better for commuters | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 289 | 1 | Garcia-Vause | Stephanie | light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 15:35 | RTC Website |
| 290 | 1 | Garec Dino | Jan | Light rail all over Vegas. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 291 | 1 | Garibay | Emmanuel | I support the bus rapid transit proposal and would like to see it through out the Las Vegas valley. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/3/2019 15:11 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 292 | 1 | Garner | Isiah | Daniel Geer welcome to the desert | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 293 | 4 | Garrett | Tracy | Please use your influence to get some of the streets fixed. Especially crossing the street of Maryland Parkway and Flamingo from east to west. The street is in terrible disrepair. I fell on this street several years ago and broke a finger. I received no compensation. I forget now if it was city or county (but I still have the documentation in my files), but they said didn't have first notice. Well, I gave them their first notice, so if anyone gets hurt now, they can't deny it. People in wheelchairs have a terrible time crossing this street. The ruts are so deep! | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/1/2019 9:44 | RTC Website |
| 294 | 1 | Garsicl | Matt | As an owner of a shoe in the Blvd Mall the LT Rail would be the best bet for the life of the mall and the redevelopment of Maryland Pky and the surrounding areas. Thanks | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 295 | 1 | Garza | Sonya | Light rail is the only option. It is way more efficient than the bus. Major cities all have a Light rail system and we need to move in the right direction as Vegas continues to grow. I hope that this is the first step to create a mass transit system that connects all over the valley. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/18/2019 19:11 | RTC Website |
| 296 | 1 | Gaston | JamarYis | We need the light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 18:41 | RTC Website |
| 297 | 12 | Geary | Kevin | Las Vegas needs way more public transportation. I completely support the idea. Eventually have accessability to the "suburbs" like Henderson, summerlin, & Centennial | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A variety of regular and express bus routes with park & ride lots already extend out to other parts of the valley, including the VA Hospital near the northern beltway, Centennial Hills, Summerlin, Henderson, and as far as Boulder City. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/3/2019 15:02 | RTC Website |
| 298 | 1 | Gebilaguin | Adrian | BRT & LIGHT RAIL are best options. Leaning more towards light rail system -> more cost but in long run will be running on cleaner energy and faster time of travel | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 2/28/2019 | Comment card at public meeting |
| 299 | 4 | Gee | Al | Just repave the road. When ALL lanes are open, traffic flows well. No need to spend \$\$ on a rail system when buses are readily available and economical. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 300 | 4 | Geer | Daniel | Can we get the entire roadway resurfaced first? That road is one of the roughest, pitted, uneven, potholed roads I've ever driven on, and I'm from New England originally. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 301 | 3 | Gegenheimer | Rob | I feel that losing travel lanes for traffic is never a good idea. Even on a small stretch of Sunset near Mt. Vista where one lane was removed for busses this resulted in poor traffic flow. Doing this on a major arterial such as MP would be a bad idea. That said, if one of this is simply going to happen, the light rail would be the best alternative. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 3/1/2019 12:42 | RTC Website |
| 302 | 1 | Getler | Shelly | I think this is great! I hope it's just the beginning of many more routes! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/4/2019 18:48 | RTC Website |
| 303 | 1 | Getler | Stephanie | I support a light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/3/2019 14:58 | RTC Website |
| 304 | 1 | Gholar | Dashelle | I would prefer to see a Light rail that runs all night like the buses do. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT will provide 24-hour service. | 2/9/2019 19:23 | RTC Website |
| 305 | 15 | Gibbons | Laurel | What about the airport and South Strip Transit Terminal. People use this route specifically to get the airport and SSTT. What about those passengers. I'm all for better Transit but not at the expense of availability. I work on Warm Springs at Bermuda. The 109 is the best route and for some the only route. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway, McCarran International Airport and the South Strip Transit Terminal. | 2/6/2019 9:45 | RTC Website |
| 306 | 1, 2 | Gibbs | Renee | I think the light rail concept is best for the environment. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 2/23/2019 | Comment card at outreach event |
| 307 | 1 | Gilbert | Cindy | I would prefer to enhance bus route 109. The cost of the other options vs the cost of this project, does not seem to be produce adequate increases in ridership or time savings on the route. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 11:16 | RTC Website |
| 308 | 5, 28 | Gillespie | Nathaniel | A beautification of Maryland pkwy. Is all that is needed. A train is too costly & if a detour is needed, the train would be stuck. Also, if a train is implemented, the cost of building a train yard/maintenance facility would also have to be added. Also, an extension to the Medical district is not really needed. I don't think many passengers would utilize it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of the final design of the BRT project, the RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. There are thousands of jobs in the Las Vegas Medical District and as it continues to see new growth, there will likely be an increased demand for public transportation. In addition, the BRT alternative would provide a direct transit connection between the main UNLV campus on Maryland Parkway with its Shadow Lane campus and the new medical school. | 2/22/2019 | Comment card at public meeting |
| 309 | 4, 5 | Gillespie | Nathaniel | Enhance the 109. A beautification of Maryland Pkwy. Is definitely needed with a freshly paved road. | As part of the final design of the BRT project, the RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Ave, and Alta Drive. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 310 | 1 | Gloria | David | Having lived in the Las Vegas Valley for over 25 years I am very much in favor of the Light Rail option in the Maryland Parkway Corridor. I have worked in the downtown Las Vegas area, completed my degree at UNLV, and often travel out of McCarran International Airport. I firmly believe this project will have a positive impact on this corridor and spur much needed economic development in the area. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. The RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. | 3/5/2019 13:46 | RTC Website |
| 311 | 1 | Godinez | Freddy | Railway! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 0:19 | RTC Website |
| 312 | 4 | Gómez | Angy | Fix Eastern and Maryland Pkwy road!!!! They are so horrible. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. | | Social Media |
| 313 | 1 | Gonzales | Mary | Light rail please. It's important to redevelop the corridor. Bring investment and jobs. The Rail is more attractive and appealing I much rather catch the train than the bus. I'd leave my car at home. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Comment card at public meeting |
| 314 | 10 | Gonzalez | Marina | I recommend to implement and enhance bus route 109, search for funding with all the local casinos/pick her pockets, to help with cost and don't cut back senior citizens funds | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. Senior discounts on transit passes will still be available. | 2/26/2019 13:59 | RTC Website |
| 315 | 9 | Goodwill | Brigitte | Ken Smith elevated rail removes no lanes for something else | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail | | Social Media |
| 316 | 1 | Gorlin | Elliot | Light Rail. It's about time. We've been procrastinating and making excuses not to build it for over 20 years! Now it will be tough to play catch up with the rest of the country. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 16:47 | RTC Website |
| 317 | 8 | Gourmaz | Brent | I would never come to an open house about "That" area of town where I was pushed on a bus and called a racial slur and RTC denied it after the culprit RAN ON FOOT FLED from the incident and the driver was looking for him. | We are sorry for your unfortunate incident on an RTC bus. | 2/12/2019 | By email |
| 318 | 1, 5, 10 | Grasewicz | Linda | The Bus Rapid Transit (BRT) is the preferred choice. Its capital cost is half of light rail, yet produces 16,800 average weekday ridership in 2040. Plus its annual O&M cost is 40% less (\$500,000 saving annually .68 x 20,000 AWR x 365 days). It will include all the complete street improvements to the Parkway. Removing all advertisements on the buses will improve their appearance. Consideration needs to be given to how to pay for the projects. Federal transit construction grants have been cut drastically. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. Your comment regarding advertising on buses has been forwarded to RTC's Transit Department. | 2/17/2019 16:22 | RTC Website |
| 319 | 1 | Grasewicz | Linda | I support the bus rapid transit proposal. Light rail is too expensive. Our sales tax is too high compared to other states. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------|---------|
| 320 | 10 | Grasewicz | Paul | <p>Regional Transportation Commission: The Commission is considering three alternatives to improve transit on Maryland Parkway: (i) Enhanced Bus Service; (ii) Bus rapid transit - \$336 million (iii) Light rail - \$705 million (2022 \$).</p> <p>While Light rail seems to be favored, no one considered the cost versus other critical needs.</p> <p>How will we fund \$705 or \$366 million plus higher O&M costs?</p> <ul style="list-style-type: none"> •Our state/local sales tax is the 10th highest in the nation (2016, Guinn Center for Policy Priorities, www.guinncenter.org). •We just approved a referendum to raise the fuel index tax. It is higher than 83% of the states and it will increase 3.6 cents annually to 2026. It will generate \$3 billion over 10 years, yet RTC officials state that over \$6 billion in improvements are needed. •City/County local income tax? •Special annual tax assessment for properties within 1,000 ft of the transit route? <p>Federal funds? Federal Transit Authority recommendations for 2019 only earmark \$1.046 billion for capital investment projects, half the amount for 2018 and one-third of 2017. The FTA announced that "future investments in new transit projects would be funded by the localities." See https://archpaper.com/2018/07/federal-funding-key-transit-expansion-projects/</p> <p>A referendum failed for light rail in Nashville. Hawaii has spent its \$10 billion light rail budget and only built half the system. I don't believe the public will be willing to pay \$705 million to replace an excellent and popular bus system.</p> <p><u>I can support the Bus Rapid Transit.</u> It meets the ridership objectives at half the capital cost and 40% less annual O&M expenses. All of the complete street improvements are included. Bus Rapid Transit combines the capacity and speed of light rail with the flexibility, lower cost and simplicity of a bus system. Cost is a key issue with the taxpayers.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds.</p> | 2/19/2019 | By mail |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|------------------------------------|
| 321 | 1 | Grasewicz | Paul | <p>Regional Transportation Commission:</p> <p>The Commission is considering three alternatives to improve transit on Maryland Parkway: (i) Enhanced Bus Service; (ii) Bus rapid transit - \$336 million (iii) Light rail - \$705 million (2022 \$).</p> <p>While Light rail seems to be favored, no one considered the cost versus other critical needs. How will we fund \$705 or \$366 million plus higher O&M costs?</p> <ul style="list-style-type: none"> •Our state/local sales tax is the 10th highest in the nation (2016, Guinn Center for Policy Priorities, www.guinncenter.org). •We just approved a referendum to raise the fuel index tax. It is higher than 83% of the states and it will increase 3.6 cents annually to 2026. It will generate \$3 billion over 10 years, yet RTC officials state that over \$6 billion in improvements are needed. •City/County local income tax? •Special annual tax assessment for properties within 1,000 ft of the transit route? <p>Federal funds? Federal Transit Authority recommendations for 2019 only earmark \$1.046 billion for capital investment projects, half the amount for 2018 and one-third of 2017. The FTA announced that "future investments in new transit projects would be funded by the localities." See https://archpaper.com/2018/07/federal-funding-key-transit-expansion-projects/</p> <p>A referendum failed for light rail in Nashville. Hawaii has spent its \$10 billion light rail budget and only built half the system. I don't believe the public will be willing to pay \$705 million to replace an excellent and popular bus system.</p> <p><u>I can support the Bus Rapid Transit.</u> It meets the ridership objectives at half the capital cost and 40% less annual O&M expenses. All of the complete street improvements are included. <u>If we are going to pursue a high capacity transit system, Bus Rapid Transit is the more cost effective choice and would have a better chance of success in a referendum than light rail.</u></p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds.</p> | 2/20/2019 | Letter submitted at public meeting |
| 322 | 10 | Grasewicz | Paul | <p>I support bus rapid transit with complete street enhancements. BRT accomplishes all of the objectives of moving people as light rail. The \$400 million extra for light rail will be wasted. Raising the sales tax will be vote down for LR.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project would integrate complete streets design principles into its development.</p> | 2/22/2019 | Comment card at public meeting |
| 323 | 1 | Grasewicz | Paul | <p>Bus rapid transit- yes. Light rail- no; too expensive</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/27/2019 | Comment card at public meeting |
| 324 | 1 | Green | Phil | <p>I recommend that the rapid bus line should be put in place to reduce traffic</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/23/2019 | Comment card at outreach event |
| 325 | 1 | Greenlee | Kobena | <p>Light rail, metro transit</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/23/2019 | Comment card at outreach event |
| 326 | 1 | Griffin | Bianca | <p>I think adding a bus rapid line on Maryland would be beneficial. Sometimes I'm late to work because the bus has to stop at every stop to either let people on or off. Adding a bus rapid line would help people like me who don't need to stop at every stop to get to their destination. Something like the SDX</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/26/2019 7:05 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------|
| 327 | 1 | Grimm | Daniel | <p>Although I live in Summerlin, I (through affiliated entities) own and am developing 8.5 acres at the corner of Sierra Vista and Swenson and also the Mardi Gras Hotel at 3500 Paradise Road. Maryland Parkway is very important to me and the Community. Such a critical arterial with tremendous potential. Light Rail is the best option and frankly only option. While the bus solutions appear more affordable, it's short-sighted. Light rail is modern, efficient and will encourage refreshment and redevelopment of that corridor which is sorely needed. The investment in the redevelopment (primarily the additional tax revenue) justifies the investment. Light rail! Light Rail! Light Rail!</p> <p>P.S. Thank you to the RTC for doing such a great job keeping the public informed and distilling the info down in such a way that we, the public, can digest it!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 3/1/2019 9:14 | RTC Website |
| 328 | 1 | Grimm | Kelly | <p>I would like to see light rail implemented on Maryland Parkway. It would be a more modern and efficient solution than bus transport and would spur redevelopment and investment along the Maryland Parkway corridor.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 3/1/2019 14:09 | RTC Website |
| 329 | 1, 14 | Grogan | Rebecca | <p>As a recent graduate of UNLV, as well as a resident in the area that this would serve (I live in between the airport and UNLV, just a few streets away from Hacienda) I highly support the light rail option. After spending several months traveling abroad, I have seen how a light rail/bike path/pedestrian and car sharing system can greatly benefit the city. By connecting these important areas of interest, we can start investing in a growing city by correcting the mistakes made when constructing the original monorail. I hope the feedback you have received from the other residents in the area has been in support of a light rail system as well, as I do not think the buses will be a good option. I used the RTC my first year here and had to use the strip buses. Honestly, it was an absolute nightmare and with all the irresponsible driving in Las Vegas, those dedicated "bus lanes" (already being abused by motorists) will just continue to be abused. I am also a bike rider (I currently ride my bike to the UNLV campus) and the idea that pedestrians and bikers will have a dedicated area to utilize, protected by the tram tracks, only makes this option more attractive. I look forward to seeing the decisions and progress made on this project.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians.</p> | 3/6/2019 10:27 | RTC Website |
| 330 | 17 | Guevara | Bayardo | <p>As a citizen of Las Vegas who depends on RTC to commute to work I am asking of you to please consider adding extra buses to line 109 at least to run effectively every 15 min. for this route is always crowded and overloaded since it services the Mccarran Airport and Maryland Pkwy back and forth from BTC to STT to alleviate the problem to get late to work during peak hours.</p> <p>I appreciate your kind response to this matter.</p> <p>Thank you!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minute headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase.</p> | 2/27/2019 20:16 | RTC Website |
| 331 | 1 | Gulati | Brij | <p>I would love to see a light rail on Maryland Parkway.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/25/2019 15:13 | RTC Website |
| 332 | 1 | Gurrola | Alberto | <p>I would like for Maryland Parkway to have a light rail.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 3/2/2019 2:19 | RTC Website |
| 333 | 9 | Guthrie | James | <p>I would prefer to see a monorail down every major street in this city.</p> <p>It would be smart for the RTC to figure that out before the actual monorail company does. I little competition with them would be good. Might speed things up.</p> <p>So out of your choices, I will have to select a light rail.</p> <p>It's time we start bringing an effective mass transit system here. Buses can't do what a light rail can.</p> | <p>An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/21/2019 8:20 | RTC Website |
| 334 | 1 | Guthrie | James Michel Nero | <p>Light rail, duh</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|-------------------------------------|
| 335 | 1, 7 | H. | Chris | Subject: Maryland Parkway transportation project Comment IN FAVOR OF BUS RAPID TRANSIT. I take this bus route- 109-daily, it is frequently delayed when commuters paying for their bus fare with dollar bills/paper money isn't accepted by the ticket vending machines on the bus. Many bus drivers will keep the bus stopped for 5-10 minutes just because 1 commuter's paper money won't go through the ticket vending machine. This makes the bus late and bus riders trying to get to somewhere on time are made to be late. Some drivers will let these commuters pay at the next bus stop or let them on the bus without getting a bus pass to keep the bus running on time and the commuter can just pay on the next bus route they ride. But, drivers are inconsistent in how they deal with this issue. Another major cause of buses on route 109 being late is the loading/unloading of wheelchairs, it takes too long, sometimes 10 minutes because the driver has strap in/out each wheelchair or the disabled commuter has difficulty maneuvering their wheelchair correctly into the correct spot. There is a much better way do this, many other public bus systems are able to quickly load wheelchairs because the drivers don't have to strap them in. Both of the issues I mentioned are major, I always have to take 2 extra busses early because route 109 is not reliable for being on time. I have to set aside 2 hours for commuting to my job each way, if I had a car it would only be 20-30 minutes depending on traffic. So the RTC of Southern Nevada definitely needs to bring Bus Rapid Transit to route 109, but it's important to do the same thing with route 206 on Charleston Blvd, it is notorious for being late/unreliable just like busses on route 109. For example, the intersection of E. Charleston & Nellis Blvd. is very dangerous, many car accidents have occurred there just in the last year. Busses get delayed there because there are no dedicated bus lanes at that multi-lane intersection. Going westbound on Charleston Blvd. is also a problem, having the route 206 bus detour to the Bonneville Transit Center makes the bus frequently late. Buses on route 206 should no longer have to get off Charleston to stop at the transit center. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT option would require payment at the station before boarding the buses, which should help minimize payment delays on the buses. The BRT will also use elevated platforms at the stops, which are intended to make it easier for people with wheelchairs or other mobility devices to get on and off the bus faster. These and other operational concerns with the current buses have been forwarded to RTC's Transit Department for review. | 2/5/2019 15:16 | RTC Website |
| 336 | 1 | Hackler | Shawn | Let's go bold and jump on the light rail solution. This would be an attractive option for residents, tourists, and students alike. We've got buses all through the valley, so let's make this a distinct district. And don't forget to ensure the line goes all the way to the airport. I'd use it regularly. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus | 3/4/2019 13:10 | RTC Website |
| 337 | 1 | Hadnot | Jim | Light rail for the win. Anything else is just a compromise. It's all about the ride time. I've taken the bus 109 a few times from Hacienda to Downtown and 45 min is simply too long! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Comment card at public meeting |
| 338 | 1 | Hafen | Crystal | The light rail just because the buses break down. Its's faster for people that have to take the bus, I mean, take the transportation. That's about it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 339 | 1 | Hames | Nick | Light Rail.... That is all. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 17:17 | RTC Website |
| 340 | 9 | Hammond | Royon | Put a monorail on Maryland Parkway | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 22:09 | RTC Website |
| 341 | 1 | Hamrick | Olen | I vote on the light rail first if this cannot be done then it should be a rapid tansit route | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 8:32 | RTC Website |
| 342 | 1 | Hanratty | Michael | Of the three options for transit on Maryland Parkway, my preference is the first one, enhance the current bus system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/4/2019 19:56 | RTC Website |
| 343 | 1 | Hanratty | Michael | Of the three choices I prefer the first one, to enhance bus route 109. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 8:41 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|-------------------------------------|
| 344 | 1 | Hansen | Carol | Technology moves so fast I don't think the lite rail system is the answer. Enhance the bus system that way if the ridership slows or moves to a different part of town it wouldn't be easier to move busses around. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 16:15 | RTC Website |
| 345 | 1 | Harms | Chris | Bus rapid | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 346 | 1 | Harris | Jessica | Light rail and rapid bus service | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 11:29 | RTC Website |
| 347 | 1 | Harvey | Richard | make it happen | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 348 | 1 | Harvy | Sheena | BRT | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 349 | 1 | Hasselbalch | Scott | I want none of the options provided. Everything offered will be a waste of money and is not needed for Maryland Parkway. Didn't Las Vegans learn their lesson after that waste of a monorail went up? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 9:59 | RTC Website |
| 350 | 1 | Hayner | Stephen | In regards to the proposed Maryland Parkway project, my concern about having a light rail system would be that light rail cannot go around debris or vehicles that are stuck in the path. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/19/2019 15:37 | RTC Website |
| 351 | 1 | Head | Brooke | Are you kidding me? A road diet? Ridiculous. No one wants to ride a rail. Sorry but you should be expanding, not taking road away. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. | 3/6/2019 7:56 | RTC Website |
| 352 | 1 | Healan | Barry | Light rail is a 20th century technology that takes up valuable space, poses real and proven hazards to traffic. Stick with buses. Find 21st century answers, lead not follow with your design. Go with unique solutions to the problems and show the rest of the world how to do it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 10:12 | RTC Website |
| 353 | 1 | Hed | David | I support the light rail concept. I think that the high-capacity bus line would be nearly indistinguishable from what is currently in place, and I don't think it would be the same draw as the rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 354 | 12 | Henderson | Christopher | I think the city of las vegas should get new and improved transportation throughout the city that allow customers to feel more excitement about their own City including tourists as well and in order to do that, adding a light rail would be the perfect playground especially on maryland parkway. Their's so much traffic starting from 8 a.m to 10 p.m everyday of the week and the most businesses on streets that cross maryland pkway are sahara ave, flamingo road and tropicana blvd. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 11:45 | RTC Website |
| 355 | 3 | Henik | Marc | Is more efficient traffic signal sequencing an option? Promotes better traffic flow. Watching this video, the videographer can't make a single major intersection. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with the City of Las Vegas and Clark County Public Works Departments to evaluate traffic signal timing performance and possible implementation of transit signal priority to help expedite BRT operatons. | | Social Media |
| 356 | 1 | Hennessey | Denise | I would just like to go on record as saying that I am pro light rail. Of all the options, I think that's the most viable. That it's time that the city gets up to speed, so to speak. And I would just be a major upgrade. And I don't know how cost effective it is. That has to be worked out yet. But I think whatever investment would be for the future. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|--|
| 357 | 1 | Herman | Michael | I like the speed, capacity, and environmentally friendly option with the LRT Build Alternative. What concerns me about it though is it's lack of flexibility to respond to obstructions, such as a blocked pathway or damaged train/track. I haven't read enough to see how many trains would be used, but if there will be only a single train, it would be easily immobilized if damaged or blocked off by any kind of accident. This would not be the case for the BRT Build Alternative, which could simply roll around the obstruction. Regardless, I feel like either of those 2 choices would be a great improvement to transportation here. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 16:35 | RTC Website |
| 358 | 7 | Hernandez | Elizabeth | Whatever they make it would be nice to make it handicapped accessible | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new paving, sidewalks, ramps, crosswalks, and possibly median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. The BRT will also use elevated platforms at the stops, which are intended to make it easier for people with wheelchairs or other mobility devices to get on and off the bus faster. | | Social Media |
| 359 | 1 | Hernandez Avila | Carlos | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 360 | 1 | Herr | Margaret | Put in the light rail. I think it's the best system in the world. I lived in Denver or near Denver and it's excellent I think. A lot faster. The buses will drive you nuts on Maryland Parkway. I'm glad they're going to work on it because this is my fourth wheelchair this year. Down by Albertsons have you seen the roads? They swallow up cars the holes are so big. Yeah, I want the light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Court Reporter Transcript 2/28/2019 |
| 361 | 1 | Herrera | Ruby | I think that enhancing route 109 would be the best way to go. Just by looking at the numbers the cost would be better. The route is good already, but to enhancing would make it great. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 20:20 | RTC Website |
| 362 | 1 | Hesser | John | I'm pro light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 7:49 | RTC Website |
| 363 | 1 | Heximer | Denise Heximer | I would like to see a light rail. We already have a the rapid bus transit. Las Vegas needs something new. A light rail will encourage more usage of public transportation and will stimulate urban growth. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 22:21 | RTC Website |
| 364 | 12 | Hicks | Bruce | [This gentleman would like to get a hard copy of the On Board plan and have RTC mail it to him] | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . The On Board plan is still being developed and is scheduled to be complete in early 2020. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 365 | 5, 13 | Hiatt | April | What systems need to be put into place to prevent jaywalkers and pedestrian deaths? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. During final design, RTC will coordinate | | Social Media |
| 366 | 1 | Hill | Lakieshia Marie | To whom this concern I would like to state an opinion on this. But its far out of my reach. I'm on the Northeast side of town. But I do rarely at times take the 109. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 | By email |
| 367 | 1 | Hit | Selethia | Very good | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 368 | 4, 5, 8 | Hoffman | Candace | All the proposed ideas seem great, but I noticed safety is missing. I don't take the 109 simply because I don't feel safe while waiting for my intersecting bus on Sahara. Neighborhoods a bit rough, and there is no shoulder on Sahara. Cars get awfully close to the sidewalk. I'm not sure how to implement that, but I think its important. | The RTC works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways and application of new technologies. Your comments regarding safety have been forwarded to RTC's Safety & Security Department. | 2/26/2019 8:16 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|-------------------------------------|
| 369 | 2 | Hoffman | Jim | Climate change is doing real damage to people in Southern Nevada and around the world. If we don't do everything possible to ameliorate it, this will quickly snowball into catastrophic, possibly civilization-threatening damage. Out of these options, light rail is the best suited to shift away from fossil fuels and towards a sustainable, non-terrible future. There is a moral imperative in favor of light rail and against the other options. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas, which has much lower pollution. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 2/25/2019 6:29 | RTC Website |
| 370 | 3, 9 | Hojjaty | Cyrus | So I prefer just the enhanced program as my primary. My second one would be bus rapid transit. I'm not in favor of the light rail. And this is because, first of all, we don't want to reduce lane space. And light rail costs too much money. Not to mention the fact that we have better technology such as Uber, Lyft, or self-driving cars that's going to take away potential transit usage. Not to mention the fact that usually governments have a history of transit projects being over budget. So -- by the way, these Uber and Lyft programs have been admitted by Tina Quigley. Let me just look right here. I'm also in favor, despite what David Swallow pointed out, of personal rapid transit. It costs far less than light rail and it's certainly on demand, very accessible. You don't have to wait for other riders. You can travel up to 100 miles an hour. Not to mention, so efficient it could replace the monorail and extend all over the valley, including outward development. Because outward and inward movement have to work together. I suggest you all look at my YouTube video made about the Maryland Parkway. Let's make better decisions because our urban planning system is, whether it's outward, suburban development or infill development, is, I guess you can say, a disaster for the last 80 or 90 years. Last time we had good architecture and planning was 90 or more years ago. Look at our historic cities. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Personal rapid transit is not as accessible for customers as at-grade systems like BRT, particularly along corridors with low-rise, suburban type development like Maryland Parkway. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included the Maryland Parkway corridor into their master planning process, which has included development within the corridor. | 2/20/2019 | Court Reporter Transcript 2/20/2019 |
| 371 | 1 | Holley | Will Chris | What? Are you all crazy? You think everyone else is going to go crazy with you? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 372 | 7 | Holloway | Wayne | Blind child assist | See response to comment number 215. | 2/22/2019 | Comment card at public meeting |
| 373 | 7 | Holloway | Wayne | I have my grandson here who is visually impaired, legally blind. I want to know what type services do y'all have for a child. I want to be able to get him to the Nevada Blind Children's Foundation. I live out here. I work out here. I don't have no means to get him out there. what services can I get him involved in with mass transit that can meet that need? Those are my concerns. | Children may be eligible for door-to-door paratransit service. Your comment and contact information has been forwarded to the RTC Paratransit Department for follow up. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 374 | 1 | Hosea | Gary | Since 2006, I have stated that we need light rail with secure park and rides like in Dallas. We need to start light rail or the County needs to take over the monorail currently operating and extend it or light rail around our County. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/19/2019 7:09 | RTC Website |
| 375 | 10 | Houser | Michael | Bus and Monorail! Where are our Tax dollars being spent??? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. The Las Vegas Monorail is a privately funded and operated system. | 3/1/2019 17:45 | RTC Website |
| 376 | 15 | Howe | Mike | Please prioritize a rail-based system that connects directly into the airport and is given first preference to all traffic on Maryland. I want to see a system that can get people from UMC to McCarran International in 15 minutes. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 3/5/2019 11:32 | RTC Website |
| 377 | 1 | Howland | Dan | I am in favor of light rail on Maryland Pkwy. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 13:49 | RTC Website |
| 378 | 1, 5, 8 | Hubble | Megan | I prefer the light rail option as it is more consistent and easier to use than bus service. I am also concerned about pedestrian safety though and would want to know how either option affects pedestrians. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are also proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway, which includes pedestrian safety measures. | 2/22/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------------------------|
| 379 | 1 | Hudson | Suzanne | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 3:20 | RTC Website |
| 380 | 1 | Hunter | Daniel | I would love for our city to have a Light Rail option but I know that would take a very long time to get approved and built. With that being said, I believe that Bus rapid transit would be the best option for our city. Maryland Parkway is way too congested and takes too long to travel on via bus. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 17:41 | RTC Website |
| 381 | 1 | Hussain | Abid | light rail would be better. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 382 | 1 | Ihene | Fred | I support the Light Rail Option. Will be a catalyst for economic development along the corridor. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:29 | RTC Website |
| 383 | 1 | Irving | Aly | I vote for a rapid transit bus . If it's to enhance the route for UNLV students just give them their own mode of transportation. Aesthetically, a light rail would be a great addition - however maryland parkway is somewhat of a shady environment , so the location | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 15:12 | RTC Website |
| 384 | 1 | Isaiah | Diego | Light Rail would be perfect in Vegas but this is desert high temperatures that will kill us | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 385 | 1 | Iszu | Hector | It would be a good idea to do this project to improve visibility | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 386 | 1 | Jackson | Vika | Great Idea | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 387 | 1 | James | Dean | Light Rail would be great. I think no matter the option that is chosen the overall improvement of timing, consistency and uniform plan throughout the city is what's needed. If you want the city to embrace using public transportation it has to outweigh the benefit of car. This especially important for Las Vegas that deals with extreme heat. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 16:21 | RTC Website |
| 388 | 4 | James | Thomas | Nothing is wrong with the Maryland Pkwy route but the city should repair the roadway because it's a rough ride especially by Flamingo and Maryland. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/1/2019 7:29 | RTC Website |
| 389 | 1 | Jasper | Torrence | I like a train to ride in | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 390 | 1 | John | Donna | Bus Route | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 391 | 1 | Johnson | Charles | Having lived in 89109, now 89119 for well over 35 years, I am well aware of the travel along the route 109. Maryland parkway is a vital, and much used, means of transportation; an avenue in much need of improvement. Although the light rail choice of transportation is obviously, the costliest choice, I feel it is the best choice, over time. Along with the simultaneous changes along the route, electronically and physical, I foresee a minor explosion in ridership, if the light rail does become the choice, given it will take time to monetarily balance out. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:26 | RTC Website |
| 392 | 1 | Johnson | Doug | The idea to build a light rail track in the world renown city of Las Vegas is long overdue. The light rail system connecting UNLV to the hospitals will attract numerous students to the UNLV Medical School. This Light Rail system should have already been built. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/7/2019 14:22 | RTC Website |
| 393 | 1 | Johnson | Theresa | I can see light rail going from the airport to downtown, If not, I am for rapid transit. We need something that is better than a bus thru out this city. More people would ride I think if we had a better system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 13:53 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--|
| 394 | 1 | Johnstone | Tom | Yeah I think light rail is the way to do it. You need something that's going to solve a problem. Because decade after decade Los Angeles thought the solution to their congestion problems, which were getting worse and worse, was to add more lanes on the freeway. And it never solved the problem. Now, they have highways with 12 lanes and their congestion is worse. That didn't solve the problem. Why you keep trying to solve the problem the same way you did in the past, I'll never comprehend. If something doesn't work, you've got to do something else. To me, light rail is the best of those solutions. I personally think the monorail we have should go to the airport and should go downtown. Because, that way, it would just serve a few tourists on the Strip, which is what it does. Now, I know in this town what they've always thought about was tourists first, and they still do. I guess that made, to some degree, sense in the 1970s, the first time I came out here in 1978 when the population of 125,000. Now there's 2.2 million people in the valley, and you might want to consider people who live here more now. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Court Reporter Transcript 2/28/2019 |
| 395 | 1 | Jones | Travis | It should be the first light rail traveling within the city in fact it should be more in the county itself! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 9:47 | RTC Website |
| 396 | 1 | Jordan | Nancy | LRT | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 397 | 1 | Jorge | Escobar | No comment | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 398 | 17 | Joseph | Steven | How about we get these busses where they're supposed to be on time and we get busses that actually just show up. There's been multiple times I was at a bus stop before it was scheduled to be there and it just didn't show up | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comment regarding the on time performance of the buses has been forwarded to the RTC Transit Department. | | Social Media |
| 399 | 1 | Joyce | Vega | I think this awesome! Hopefully it's better for all | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 400 | 1 | Judd | Asa | Bus rapid transit in protected lanes because the buses will move faster and not interfere with other traffic. Bus rapid transit requires less infrastructure because rails don't need to be installed. Buses are more flexible in the routes they can use; light rail can't go everywhere buses can. Buses can be repurposed quickly for as-needed mass transportation for large events, evacuation, temporary shelter, and rerouted if something blocks the regular lines. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 11:28 | RTC Website |
| 401 | 1 | Kachnik | Thomas | I'm all for light rail. I want to see it happen. What else should I say? I think it would be a huge benefit for the university, for the area down here, and for Las Vegas in general. Please make it happen. It's been too long. Thank you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 402 | 17 | Kadric | Sehija | RTC,transportation is bad, there is no time for buses,some times you waiting bus 40 min or more,and then 2 buses coming same time...!Menagment seems doesn't care much. I RECOMENDING TO YOU ,("RTC managers") LEAVE YOUR CAR IN HOUSE FOR ONE WEEK,AND USE BUSES.THEN YOU WILL EXPERIENCE,(little /partly)how it is. Drivers,are not kind,just runing to close the door in front of your nose. You can hear all the time from people complaning," drivers are not paying attention" .You have to give theml lesson!!!!They have to pay attention for good service,we are humans,but they are treating ,"as"like animals,why,???I am asking : HOW CAN BE BUS SYSTEM WITHOUT SCHEDULE,? IT SAYS ENOUGH ABOUT COMPANY!!!!IF YOU ASK THEM,THEY WILL SAY"O THERE IS SCHEDULE "EVERY 60.MIN WEEKEND...OR 30 MIN...W DAYS" (two smiling emojis) HOW BIZAR RE,HOW BIZARRE (three laughing face emojis)REALYYYY?YES ,THIS IS REALITY!!!!THERE IS NO SCHEDULE ON BUS STOPPS!!!!BECAUSE, NOBODY CARES!!!!THIS IS REASON WHY WE HAVE MANY CARS....TRANSPORTATION"R.T.C is PROBLEM!! | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comments regarding the on time performance of the buses and bus operator behavior have been forwarded to the RTC Transit Department. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|-------------------------------------|
| 403 | 4 | Kadric | Sehija | I made one day video for my family,walking on Maryland pkwy,nice day was.....and my family asked me"why in Vegas those roads are terrible"?...they were disappointed with my video and "roads in Vegas"....SINCE THAN I FELT SHAME ,I SAID,,,OMG,WHY I SENT THIS VIDEO!!!MY FAMILY WERE WORRIED,WHAT , WHERE AND HOW,I AM LIVING ,ASKING "WHY THOSE ROADS ARE SOO BAD. I REGREATED SENDING VIDEO, BUT IT WAS LATE...NOW EVERYBODY WHO WATCHED MY VIDEO ASKING....""What is going on with roads in Vegas"" | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 404 | 1 | Kahr D'Esposito | Kathleen | Agree with Rob. I live 2 doors away from Maryland Parkway. It will absolutely inconvenience my life for years while they put in light rail. I only hope that they do! I'll ride the hell out of it! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 405 | 1 | Kahr D'Esposito | Kathleen | I'm ok with it. I live off of Maryland Parkway. Oh, I'll bitch about it, but I welcome it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 406 | 1 | Karimi | Adrian | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 407 | 1 | Kas | Geo | The lightrail system in Phoenix and Mesa Arizona really improved those areas of the city for the better. It drove up property values and made everyone safer. It's a good way to go here in Vegas! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 408 | 1 | Kas | Geo | The light rail in Phoenix is great for commuters. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 409 | 1 | Kasperowicz | John | So I have looked through all the plans. And over all, I'm in support of something like this. I think it's long overdue for this corridor, which I've always known that it had a large population here, and it was really a connector between the airport, and kind of, parts in between. And it really enhanced the connection to the downtown, which I frequent a lot. I live at St. Louis and around 15th street. So I gravitate more towards not just an enhanced bus route like it is now, but towards either the dedicated bus lane or the light rail. My personal favorite, even though I know it's more expensive, is the light rail. And not so much that it carries more passengers and maybe is a little bit more quicker, it has a huge potential -- well I like it for aesthetic and romantic reasons, and the potential for it to create an identity for this long street. I think very quickly this place would become associated with, oh, it's the place that's got the red car. It goes back and forth it's like the old-fashioned stuff. It's nostalgic. I think over time it would create an even more of a development potential for this corridor just because it becomes -- it has a sense of place, kind of a level of experience that doesn't exist anywhere else in the valley. And I'm an architect. The end. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Court Reporter Transcript 2/28/2019 |
| 410 | 1 | Kasperowkz | John | I prefer light rail option even though it is costlier. In addition to carrying a greater number of passengers it has the potential to create an identity of sense of place to the corridor, a unique experience not found elsewhere in the value, increasing development potential. After living here 18 years, I would certainly use it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Comment card at public meeting |
| 411 | 1 | Keaveney | Maria | Light rail please | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 17:44 | RTC Website |
| 412 | 9, 13 | Keely | Bruce | I really would like to see MORE pedestrian flashing lights crossings. It would also be an asset to have a solar operated trams and drop off w/ boarding of passengers areas or lanes. Or electric trams (like cars) with natural gas. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new paving, sidewalks, ramps, crosswalks, median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. The BRT will also use elevated platforms at the stops, which are intended to make it easier for people with wheelchairs or other mobility devices to get on and off the bus faster. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas, which has much lower pollution. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 2/26/2019 | Comment card by mail |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------|
| 413 | 1 | Keeton Jr | Archie | I would love to see light rail in Las Vegas. I feel were so. Behind when it comes to new modes of transportation. So yes my vote is for light rail. And subways we need to have something new all this traffic and just adding more streets is not the answer. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 17:10 | RTC Website |
| 414 | 1 | Kefgen | Kevin | I would love to see the Light Rail installed. Living in central city (DI/Eastern) and working downtown, I would ride my bike to the station, take it to Carson, ride the bike from there, 5 days a week. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. BRT buses will have racks available to carry bicycles. | 2/4/2019 20:53 | RTC Website |
| 415 | 1 | Kefgen | Kevin | I'd ride that puppy every day! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 416 | 2, 9 | Keiserman | Mark | Electric buses would have the environmental advantage over diesel buses, but have the flexibility advantage and huge cost savings both for construction and maintenance over a light rail system. If a light rail car breaks down, all traffic around it on the rail is stopped. Buses can be moved out of the way or bypassed. In the future, self driving buses may become available. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 2/5/2019 14:50 | RTC Website |
| 417 | 1 | Keiserman | Mark | The True Operating Costs Between Bus and Light Rail Bus vs. Light Rail: Which Is Cheaper to Operate? by Christopher MacKechnie | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/10/2019 | By fax |
| 418 | 1 | Keiserman | Michelle | I attended the excellent presentation at the Cambridge Center and came away with a STRONG preference for the BRT option. While the LRT is sexy, the additional cost to RTC and the greater disruption to a major street (always disrupted enough by public works!) are the reasons for my opinion. Thanks for asking! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/3/2019 16:54 | RTC Website |
| 419 | 1 | Kelly | Brigid | Light rail please! I come from Chicago & the "L" trains were WONDERFUL! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 21:59 | RTC Website |
| 420 | 1 | Kerschner | Harrison | I would like to see the light rail option for Maryland Parkway. It seems like the best long term solution with potentially a more sustainable "fuel" source. If promoted correctly it would drive more people to stay downtown, and potentially increase the renovation of that area more. Students who are taking advantage of the growth of Maryland around UNLV would have an easy way to commute to jobs and amenities all along this new corridor. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 2/22/2019 17:32 | RTC Website |
| 421 | 9 | Khan | Asifullah | I think the monorail would be a good idea, it'll add a European element to Vegas. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:18 | RTC Website |
| 422 | 1 | Kie | Queen | I think it's a great idea!! I'm from King County, WA & their transit system is way better and faster. You should make all routes more convenient and faster. It shouldn't take 2 hours to travel by bus for a trip that's 30 minutes by car. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/5/2019 8:52 | RTC Website |
| 423 | 1, 4 | King | Frank L. | I would recommend that the \$29 million enhancement of route 109 be the considered solution for the Maryland Parkway improvement if it is even really needed before all the neighborhood streets are repaired in the valley. \$750 million for light rail is an outrageous cost to pay which will never ever pay for itself. That will not be the total cost anyway. The real cost always comes out after the project gets started. Usually at the least the cost will be doubled. Just look at what happened to California's speed rail? I would suggest a look at Tucson, Arizona's light rail project from downtown to the University of Phoenix. Did you | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/4/2019 | Letter |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|----------------------|
| 424 | 1, 4 | Kinschner | Gene | I think light rail is a great idea, & should be built. But first Maryland Pkwy + many other streets in SE Las Vegas are in need of major repairs and should be tackled first. Russell Rd between Eastern and Pecos is disintegrating! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC works closely with the county and cities to identify potential needs and program funds so that they can make repairs and keep roadways well maintained. The southern portion of Maryland Parkway near Twain Avenue down to Hacienda is scheduled to be repaved in 2019. Your comment regarding Russell Road has been forwarded to the Clark County Public Works Department. | 2/27/2019 | Comment card by mail |
| 425 | 1 | Kinsey | Deborah | Light Rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 13:15 | RTC Website |
| 426 | 1 | Klein | Jeffrey | Support Light Rail option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 10:29 | RTC Website |
| 427 | 1 | Knight | Marcus D. | Why aren't there any zombies in the demonstration? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 428 | 1 | Koen | Daniel | Rapid Transit enhancement looks like a future plan | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 10:29 | RTC Website |
| 429 | 9 | Koenig | Jim | It's stupid to introduce any limited method of transportation when many of our students work on the strip. Stop playing games with our kids lives. Loop the monrail thru the college | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A monorail option along Maryland Parkway was evaluated in the initial Alternative Analysis and it was determined that the construction and maintenance costs were too high for the ridership potential. | | Social Media |
| 430 | 9 | Koenig | Jim | Continue the monorail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A monorail option along Maryland Parkway was evaluated in the initial Alternative Analysis and it was determined that the construction and maintenance costs were too high for the ridership potential. | | Social Media |
| 431 | 12 | Konops | Kenneth | RTC of Southern Nevada, I'd like to commend you on your continued commitment to public transportation excellence in our community. I was a regular passenger on the original CAT Bus System that came to town some 25 years ago now, in the early 1990s. When the system was plagued with less routes, transfer timing issues, and long wait times. By the late 90s I had my own vehicles, so I became merely an observer of your expansion. I watched as the original teal and purple buses faded away and the brown theme we still have today, came to life. As busses first got longer and looked like accordions, then became double-decker duces. And the next thing we knew, busses were getting their own lanes. How far you have come, to be the staple of our community you are today. I had the opportunity to ride the bus system once again, in the early part of 2018. And I must say, I was quite impressed. Fast, reliable transportation to anywhere in the valley. Numerous routes in all directions. Cross town expresses and many specialty routes for workers in all the tourist corridors. Reasonable rates and special passes for our community's special needs passengers. I'm amazed at how far you've come. Keep up the good work and remember the job is really about who you serve. Not about how many more riders you think you'll bet by spending more money on bigger and better that costs riders more and more. You're a public system meant to serve the valleys under privileged residents. Keep your focus on the service you provide the backbone workers of our community. Sincerely, Kenneth Christopher Konops | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/14/2019 | By mail |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|---------------|-------------|
| 432 | 12 | Konops | Kenneth | <p>RTC of Southern Nevada, Thank you for taking the time to read my letter. I feel I have a unique perspective on many of Clark County's complex issues. From water resources to transportation. And I'm so passionate about implementing my vision for the future of Southern Nevada, that I will soon be entering the political arena to bring dynamic solutions to our continued population growth.</p> <p>First, I think it's important to qualify myself and why my opinion should matter to you. I am 38 years old and I was born and raised in Las Vegas. I have lived and worked in many areas of the city. My last profession of 12 years was as a field service technician and business owner. So I have extensive experience traversing our roadways. And because I've watched the city grow at an unprecedented rate - I understand exactly how to alleviate the congestion properly, while also facilitating future growth.</p> <p>Your idea of a light-rail on Maryland Parkway is ludicrous! It totally ignores the dynamic of the area, and would be a horrible waste of money better spent on the fact that the next 20 years will see us double our current population - thanks to the addition of professional sports. We are about to become a mecca in the desert. And we need to concentrate on overall expansion in the proper direction, based on how the city will expand and grow upward. The Maryland Parkway corridor requires a multi-type transportation solution. You need to do the very basic bus route upgrades, but add bicycle rentals to the end of the bus stops and other key areas of interest-to promote healthier forms of quick transportation. Also, we should put in rental smart cars in the surrounding parking lots. Denver Colorado has a great model of the mixture I'm suggesting to you. Only we should do it with more Vegas flare. You'll have to wait for my eye opening 2020 debut for those details though.</p> <p>I'm not suggesting that light-rail doesn't have a future in Las Vegas. Only that your placement is the worst idea ever, and a waste of money. Light-rail plans need to be made to connect Fremont to Boulder City, via Boulder Highway. And Grand Central Parkway to the Mt. Charleston turn off, via Rancho. With future plans to run from Grand Central Parkway to Jean-because of the growth that is coming with the Raiders and Pro-Football.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will also be looking at the first mile/last mile opportunities such as bike share at stations. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com</p> | 2/14/2019 | By mail |
| | | | | <p>Heads up-exponential growth is coming to clark county in the next 20 years. And there is one huge growth problem that I feel I'm the only person that sees it right. We cannot count on water conservation alone, to provide water for all these people in the desert! It would be insane to think so. The drought problem isn't going to solve itself! I'll also be unveiling a water supply solution in 2020. One that will ensure we never run out of water.</p> <p>Southern Nevadas growth is building up to another boom era, and we need to start planning for the suburb type commute-like what happens in New York. Where people come from neighboring cities for work and pleasure. Fast-rail needs to be considered for Pahrump, Overton/Logandale, and Indian Springs directions. Laughlin would be another coveted destination. Also, a parking lot needs to be constructed at the Mt. Charleston turn off-adding a bus system for non-residents of the mountain-like in Zion National Park. There are already too many people here for parking on busy weekends up there.</p> | | | |
| 433 | 1 | Kotlikova | Gale | <p>I would vote for the Light Rail initiative. The reason - it is the faster but also because down the road all these Light Rails will be converted to the self driving train, like we have at the airport, and you will have an infrastructure in place for that.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. When driverless buses become proven as a reliable technology, they may be phased into the RTC fleet.</p> | 3/5/2019 9:08 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------|
| 434 | 2 | Kourik | Greg | I support the LRT concept but would like to see a breakdown on projected air pollution reduction for each of the systems proposed. Which of the BRT and LRT reduces emissions most? | In 2018, RTC estimated that replacing 100 percent CNG-fueled buses on Maryland Parkway with electric LRT vehicles would result in daily bus vehicle miles traveled on Route 109 and daily idle (transit stops, traffic lights, and driver layover) reductions for carbon monoxide (CO) and oxides of nitrogen (NOx) emissions of 18.61 kg/day and 5.49 kg/day, respectively (or 6,793 kg/year and 2,004 kg/year, respectively). The Bus Rapid Transit (BRT) alternative envisions use of 60-ft articulated buses running on compressed natural gas (CNG), while the light rail alternative would be powered by electricity and possibly incorporate battery technology. CNG is noted as one of the cleanest burning transportation fuels available, producing 20 to 30 percent fewer greenhouse gas emissions and 95 percent fewer tailpipe emissions than diesel fuel. In recent years, the RTC has been migrating its fleet away from diesel to CNG. Light rail does not have any direct 'tailpipe' emissions; however, the air pollution and greenhouse gas emissions generated by the power plants supplying the electricity should still be considered. Based on this comparison, the differences are difficult to assess and may be negligible. BRT was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/5/2019 16:21 | RTC Website |
| 435 | 1 | Kremen | pesach | Light Rail with signal preemption can carry the greatest number of people in the shortest amount of time. With appropriate connections to intersecting bus routes, a possible Monorail extension to meet it at UNLV. With the huge number of students, faculty, and staff at UNLV a way needs to be found that will move people fast without traffic delays. A right of way constructed on Maryland Parkway with complete signal preemption will allow this to happen. Stations can be several cars long allowing multi-car trains that can carry a lot of people. If there are not sufficient funds instigate a parking tax and raise the student, faculty, and staff parking rates at UNLV. People should be using mass transit, not driving or our planet is doomed. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Transit signal priority will be evaluated and possibly implemented on the proposed route to expedite transit operations. | 3/8/2019 0:15 | RTC Website |
| 436 | 1, 4 | Kulida | Irina | I vote for a light rail. It has a potential to solve most traffic issues and speed up commute substantially. It will be more expensive to build, but will have a better overall benefit. Reducing car and bus traffic will improve condition of the Maryland Parkway road which is in terrible shape right now, in need of major repairs. I will use light rail for sure for my transportation needs. I live nearby. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | 2/14/2019 7:24 | RTC Website |
| 437 | 20 | Kumar | Ram | I would like to reiterate my strong support for a center-running BRT Option. I urge the RTC to perform a complete analysis of this option at the PE and NEPA Phase, so that impacts are adequately understood along with measures to mitigate these impacts. As currently presented in the RTC Study, the anecdotally stated impacts to left-turning traffic and cost are counterintuitive. As confirmed by FTA, BRT is recognized as a permanent solution; and, TODs have been successfully constructed along BRT Corridors all over the world. BRT is a cost effective solution, that, with the evolving (electric and autonomous) vehicle technology, is at least at par or even superior to an LRT / modern urban rail solution. The cost effectiveness will allow the RTC to complete a larger network of high capacity mobility solutions with transit at its core. The curb / side running BRT option is far inferior to a center-running option due to increased travel time, lower speeds, and interference. Passengers have to cross more lanes of traffic to get to far-side stations. There is greater opportunity for collisions with turning vehicles. The left-turning constraints for traffic in the center-running option are overstated without proper analysis. In conclusion, I will only support a Center-running BRT Option with dedicated guideways. All other options are significantly inferior to this option. | The center-running option for LRT and BRT lanes was analyzed and presented in the Maryland Parkway Environmental Assessment's Summary of Initial Alternatives Analysis (Appendix B) and Summary of Locally Preferred Alternatives Refinement Process (Appendix C). The center-running configuration was removed as an alternative due to concerns with the loss of roadway capacity and reductions in levels of service. A center-running configuration eliminates a high number of left turn access points, requires more space for transit stations, eliminates two general purpose traffic lanes, and requires more property acquisition due to the need for a wider rights of way to maintain current levels of service, particularly if replacing the two eliminated lanes. Therefore, the proposed build alternatives were limited to those with curbside running transit lanes. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 11:13 | RTC Website |
| 438 | 8 | Kummers | Seven | I don't that... that street is frightening | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------|
| 439 | 1 | L Striegel | Katherine | Light rail... | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 440 | 1 | LaFleur | Kevin | All aboard for light rail! Truly this city should join the modern age and have a subway system, but we'll take light rail. Goodbye further-expanded roads, busses and their clutter, and pollution. Farewell inability to manage the new mega sports venue transportation! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 15:59 | RTC Website |
| 441 | 1 | LaFleur | Kevin | They spoke about this on Nevada Public Radio both yesterday and today. Your concern is addressed. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 442 | 1 | Lagunas | Alfredo | I want to travel with the train option light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/3/2019 21:14 | RTC Website |
| 443 | 1 | Lang III | Walter | As a homeowner in the community around Maryland Parkway and Tropicana Avenue, I strongly prefer the light rail transit options down the Maryland Parkway corridor. I am concerned that this may replace the bus system already in place for those that use it, however, I personally prefer to travel by light rail. And the quicker transit pace of the light rail will be faster than driving downtown when you factor in traffic, lights and parking. Not to mention being much less expensive means of transportation. I hope it runs 24 hrs. Thank you for your time. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Like the existing route 109 bus system it would replace, the BRT will have 24-hour service. | 3/5/2019 13:47 | RTC Website |
| 444 | 1 | Laughrey | Jon | I've been a fan of light rail for a very long time and believe it is the best solution to meet our goals. I sincerely hope this will be the solution chosen. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 4:43 | RTC Website |
| 445 | 1 | Leavitt | Robert | Prefer Bus Rapid Transit center running like on Grand Central Parkway. | The center-running option for LRT and BRT lanes was analyzed and presented in the Environmental Assessment's Summary of Initial Alternatives Analysis (Appendix B) and Summary of Locally Preferred Alternatives Refinement Process (Appendix C). The center-running configuration was removed as an alternative due to concerns with the loss of roadway capacity and reductions in levels of service. A center-running configuration eliminates a high number of left turn access points, requires more space for transit stations, eliminates two general purpose traffic lanes, and requires more property acquisition due to the need for a wider rights of way to maintain current levels of service, particularly if replacing the two eliminated lanes. Therefore, the proposed build alternatives were limited to those with curbside running transit lanes. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 14:04 | RTC Website |
| 446 | 1 | Leavitt | Yvonne | Prefer BRT, over enhanced route or light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 12:47 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 447 | 1, 5, 14 | Lee | Jerome | <p>Hello to the RTC Staff,</p> <p>I have been riding the bus system here since 2003. I live downtown, and I have seen some changes over time while other things either remain or even worsen.</p> <p>I firstly do not expect the bus system here to run exactly on time(like the German or the Japanese train systems)but keeping things reasonable here in the valley will have to do.</p> <p>I like the idea of light rail, including busses and bicycle transit lanes as a great step forward in the improvement of travel on Maryland Parkway.</p> <p>And people riding bicycles on the sidewalk in the city has become so bad that I must consciously watch out for them now, especially around blind corners. These riders have actually become belligerent in their actions and attitudes while riding their bicycles on the sidewalk.</p> <p>As a person who rarely if ever drives a car in the city, the rapid transit system is vital to my being able to simply live here.</p> <p>I am respectful and thankful for the initiative shown by the staff at the RTC to progress into the transit future of a growing city.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway.</p> | 3/5/2019 | By email |
| 448 | 9 | Lee | Scott | <p>Skip Maryland. Should have a center divider, elevated, monorail down the strip. Airport, stadium, strip, downtown Fremont. Can later branch out to outlying corners/hubs in the city.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Monorail and elevated rail options along Maryland Parkway were evaluated in the initial Alternative Analysis and it was determined that the construction and maintenance costs were too high for the ridership potential.</p> | | Social Media |
| 449 | 1 | Leebens | Will | <p>Light rail</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |
| 450 | 1, 4 | Leffler | Gary | <p>Light rail should be the answer. If you are going to remake the neighborhood you have to start with a bold stroke. Enhanced buses won't trigger change in what sorts of businesses want to locate along the corridor and buses won't draw a new, younger, more urban minded population to the corridor. Unless you execute a real game changer you should just clean and repave the streets and move on to another project.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive.</p> | 2/5/2019 7:14 | RTC Website |
| 451 | 1 | Leffler | Gary | <p>Every effort should be made to use light rail, even if it's more costly. While there are many benefits to all forms of mass transit, it seems to me that the underlying intent of this project is to reshape the Maryland Parkway corridor, redefine what it means to the city and breathe new life into the adjacent neighborhoods. If that's the intent, then</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/27/2019 14:43 | RTC Website |
| 452 | 1 | Leonard | Nick | <p>No to light rail! 1. Enhancement would be best. Make all the bus stops consistent & Improve the sidewalks, cross walks & roads. 2. BRT option. I think Flamingo, Boulder Hwy, Sahara look excellent. No to light rail. I don't think that we are ready for that. Maryland Pkwy not a good fit-maybe else where-the strip?</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard.</p> | 2/22/2019 | Comment card at public meeting |
| 453 | 8 | LeSieur | Teresa | <p>Not Related to Project: if you live in Vegas safest and around transportation is the busses</p> | <p>The RTC works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways and application of new technologies.</p> | 2/23/2019 | Comment card at outreach event |
| 454 | 1 | Lewis | Andrew | <p>Train Yes!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/7/2019 14:02 | RTC Website |
| 455 | 1 | Lewis | Joy | <p>Phoenix has light rail so we need to study their systems not Oregon.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------|
| 456 | 1 | Lewis | Joy | I wish they were Amtrak.. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 457 | 12 | Lewis | Michael A. | I'm currently in Vegas visiting. The transit system is a joke. They need some sort of train from the airport, all the way up the strip to downtown. The monorail is only really good if you stay or are going to a place that it connects too | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. | | Social Media |
| 458 | 1 | Lewis | Naomi | Light rail on Maryland Pkwy to downtown!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 8:32 | RTC Website |
| 459 | 4 | Libby | Brandy | Yes!! Pot holes and it shakes the crap outta ya..take back roads I prefer Spencer from Russell to Katie..then hop on Maryland and miss the mess.. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 460 | 1 | Libutan | Salvador A. | Railway | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 461 | 1 | Lights | Angel | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 462 | 4 | Lincoln | Gaybraham | fix the road & improve the bus route, light rail is futuristic n cool but overall impractical for traffic flow & pedestrian/passenger access btwn sidewalks | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 463 | 1 | Lindauer | Derek | I would like to see a light rail program such as the one in Phoenix AZ. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 20:35 | RTC Website |
| 464 | 9 | Lipscomb | Charles | You should put a Subway type system from the airport to downtown | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/8/2019 6:37 | RTC Website |
| 465 | 1 | Lista | Dante | No comment | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/10/2019 17:05 | RTC Website |
| 466 | 5 | Lista | Dante | Let's put the short end on the pedestrians and the people dying instead of the motorists. Instead why don't we have more crosswalks and more pedestrian-oriented infrastructure so people don't need to jaywalk | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of the final design of the BRT project, RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | | Social Media |
| 467 | 1 | Lister | Vicki | I think a light rail option would be great for that corridor. I believe it might encourage more people to visit that area to revitalize it some more. Having something like that would be a great change for the area. Light rail would be my choice. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 15:46 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------------------------|
| 468 | 4 | Lobo | Yvette | I can't believe the conditions of all the roads in Vegas. You would think with all the revenue they bring in they could fix a small road like lone mountain. Or the timing on the stop lights! They are the most frustrating thing about Vegas for me. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. Separate from this project, Lone Mountain Road is scheduled for roadway improvements between 215 Beltway and Tenaya Way in 2019 as well. | | Social Media |
| 469 | 1 | Lockerbie Sr. | Jim | Light rail is too costly! Always has cost overruns and few riders. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 470 | 1 | Loera | Rodrigo A. | With the new improvements looks is going to be easier and faster to drive there. I take this road everyday and all the times is very crowded. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 16:40 | RTC Website |
| 471 | 1 | Logan | Nancy | The best possible plan would be for light rail. If you want to actually improve transportation, be environmentally friendly, and do something for commuters you need to install light rail. Not just for Maryland Parkway but for most of the cross valley roads. It's a more economical long term solution. There are thousands of cities that have already proven that light rail is a success. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 14:46 | RTC Website |
| 472 | 1 | Loivieri | David | Light Rail !!!!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 473 | 1 | Long | Darryl | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 10:11 | RTC Website |
| 474 | 1 | Long | David | Lite rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 18:57 | RTC Website |
| 475 | 1 | Long | Niambi | Hello I am definitely happy to hear you guys are open. Open to hearing feedback from the community on changes that can be made on RTC stops etc. If I might add there is alot trash around alot of these stops. Also adding some heated enclosers would be great for the winter. And obviously more security in and around neighboring areas. | Safety of the public is one of the RTC's top priorities. All buses are equipped with security cameras that can be accessed in real time by law enforcement. Bus operators are trained to watch out for suspicious persons and RTC's fare enforcement officers regularly patrol different routes. RTC's mobile app, RideRTC, provides a way for customers to report concerns, such as trash, graffiti or any other concerns with its Transit Watch feature. Your comment regarding the trash at stops has been forwarded to RTC's Transit Amenities Department. | 2/25/2019 19:31 | RTC Website |
| 476 | 1 | Loominater | Jash | yea what's up with that | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 477 | 1 | Lopez | Juan | Not related to Project: You can put transit in the area of Dessert Inn till the end of the road passing Nellis and Cabana. Please, there are many who don't drive in this area and there's no access, just for cars. Please have that in mind. Thank you very much. (Translated from Spanish.) | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comment has been forwarded to RTC's Transit Department for review. | 2/23/2019 | Comment card at outreach event |
| 478 | 1 | Love | Kevin | I definitely prefer light rail in this area. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 17:46 | RTC Website |
| 479 | 4 | Luck | Dino | How about repave the damn Maryland Pkwy? Please? | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with | | Social Media |
| 480 | 4 | Luck | Dino | How about just repave the damn thing? It is literally one of the worst roads in the known universe. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|--------------------------------|
| 481 | 1 | Lucky | Omari Thomas | LIGHT RAIL IS TOO MUCH MONEY THIS IS NOT SAN DIEGO WITH THE TROLLEY TRAINS | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 482 | 4 | Lynne Chapman | Jodie | Do what is ever best for u guys and the roads! | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 483 | 1 | M Dotson | Ryan | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 484 | 1 | M Yasharian III | Dale | Omg a light rail would be awesome! It'd be like Japan's bullet trains. So much more environmentally friendly. Ideally, a whole network of electric trains/light rails would be best long term. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas, which has much lower pollution. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | | Social Media |
| 485 | 1 | M. | Danny | Thank you for considering light rail! Maryland parkway has been neglected for decades. This will really bring some life into the area. Can't wait to see all the new developments this brings to an urban area. I'm sick of the sprawl. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 19:38 | RTC Website |
| 486 | 1 | M. | Jaime | Good idea light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 487 | 1 | Maat | Akenti | I vote for the light rail option. It is always hard getting to work on time as well as with the airport. I feel the light rail will eliminate the travel time allowing us more route options and multiple rides. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 488 | 1 | MacDonald | Jeremy | The light rail is the best option to improve the quality of life for the residents along Maryland Parkway and adjoining neighborhoods. Buses add to driver frustration and pollution. Along with bike lanes the light rail will help push people get out into the community and help make Vegas a true home. It will rejuvenate the east side and propel Vegas into a new era. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 3/5/2019 20:53 | RTC Website |
| 489 | 21 | Mackerl | Ellendar | The bus stops should be closer | BRT was adopted by RTC Board of Commissioners as the Locally Preferred Alternative, which will move the stops from approximately 1/4-mile spacing to nearly 1/3-mile spacing between stations. The intent is to make the transit service along Maryland Parkway faster. By adding more stations closer together, it would actually slow it down more than today. RTC is looking at ways to enhance the first mile/last mile services around the stations to make the proposed service more accessible, especially to medical facilities. | 2/4/2019 20:09 | RTC Website |
| 490 | 1 | Madden-Adams | Rebecca | I like the option; light rail. Eastern and Las Vegas Blvd could also benefit from this. Las Vegas Blvd used to have the MAX, which should never have been removed...in my opinion. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/13/2019 5:33 | RTC Website |
| 491 | 9 | Madison | Steve | Build a monorail on Maryland Parkway. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 8:06 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|----------------|--------------|
| 492 | 1 | Magar | Mary Jo | Hello: I live just three blocks from Maryland Parkway. I was born, reared, and attended schools on/near Maryland Parkway, so I know the street and area well, and I would love to see a rapid transit or light rail system made available, especially since I do not drive a car by choice for environmental reasons. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 14:59 | RTC Website |
| 493 | 1 | Maggi | Andy | Light rail is the best. All the best cities have light rail. Great economic development driver. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:08 | RTC Website |
| 494 | 1 | Malikowski | Paul | I want to see deployment of light rail from McCarran Airport to Strip and Downtown through UNLV and Maryland Parkway, ASAP. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. | 2/6/2019 19:51 | RTC Website |
| 495 | 1 | Mamon | Tony | Allow passengers to "ACTUALLY Connect" to their respective buses at connection points! Example: ..your on a bus... you see yours (connection), soon as you get off the bus...the bus you need, pulls off! Then go sit for 3 minutes at a stop, where there is nobody standing! Driver could have waited 3 minutes til we cross the street at this "connection point"! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minute headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. Your comment regarding transfers has been forwarded to the RTC Transit Department. | | Social Media |
| 496 | 8 | Mamon | Tony | ...and this means..ALL AROUND VEGAS! As far as Maryland Parkway, city needs to Clean (actual bus/depot/grounds) from Russell to Bonanza! All these things are filthy... consistently!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC has a mobile application, RideRTC, where customers with smart phones can easily report garbage, graffiti, and any other issues, all while accessing the information via RTC's free WiFi networks on all its buses. Your comment regarding the condition and cleanliness of the buses and transit stops have been forwarded to the RTC's Fleet and Transit Amenities departments. | | Social Media |
| 497 | 1 | Mamon | Tony | Study Chicago's Transit Authority.(minus subway/trains)...you will get close to what you could provide for Vegas!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 498 | 1, 21 | Manchester | Austin | Ok, I know it is late, but light rail is not going to be much faster and if there is an accident involved, then you need a bus to fill in, so noooooo to light rail. Underground would be great, but that is not an option. An so called "enhanced bus route" would be very similar to the 109 that is all ready in place. The only way this type of will work is very limited stops. 1) SST, 2) Airport, 3) Tropicana, 4) Flamingo, 5) Twain , 6) Sunrise Hospital, 7) Sahara, 8) Charleston, 9) RJC, 10) BTC, 11) ??, 12) ?? This bus should only run from 5 a.m. to 11 p.m. Maybe with a couple of stops that weave in between Tropicana and Sahara. For example, 2 stops in the most busiest part of that route. | Bus Rapid Transit (BRT) was adopted by RTC Board of Commissioners as the Locally Preferred Alternative, which will have dedicated transit lanes and move the stops from approximately 1/4-mile spacing to nearly 1/3-mile spacing between stations. The intent is to make the transit service along Maryland Parkway faster without having to add a separate express line. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway, McCarran International Airport and the South Strip Transit Terminal. | 3/11/2019 | By email |
| 499 | 1, 14 | Manipol | Nicole | I'm going for Bus Rapid Transit (BRT) because the lightrail is too expensive, the enhanced bus route does not do enough, and BRT has the best balance out of the three options. While it is considerably more expensive to implement, the added bike and bus lanes will help traffic flow better (I saw how traffic along Sahara Ave is relatively smooth). The lightrail will probably rid of some bus stops, which is not ideal for those who ride along this route. The | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own | 3/1/2019 21:53 | RTC Website |
| 500 | 1 | Manner | Eric | Light rail, hands down | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 501 | 1 | Marciniszyn | Mirek | From given options light rail is the best option, or trolleybus. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 18:49 | RTC Website |
| 502 | 1 | Marianita Catarina | Clari | Rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|-------------------------------------|
| 503 | 1 | Marin | Karen | Light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/7/2019 6:43 | RTC Website |
| 504 | 1 | Marko | Jake | We absolutely need to move forward with the light rail. It is integral to the revitalization of the corridor. I am 100% in favor of the light rail proposal. Let's be bold! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 2:12 | RTC Website |
| 505 | 1 | Marmolejo Jr. | Jesus | I believe the Light Rail option is the best of the three proposed options for Maryland Parkway. Most major cities have mass transit available other than that of our current RTC system that is implemented. With the current rate the city is growing and with various major national/international companies coming to Las Vegas as well as professional sports teams, we need something that is in place not only for today but for the future of our city to thrive and grow. One way to do this is thru transportation. Bringing light rail to Maryland parkway benefits the community and tourism by touching key points along the route. But to think where this can system grow to in the next 5, 10, 20 years, it is endless. Light rail is the way to go and could be something that can be implemented down or perpendicular the strip in the future to touch that many more people. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/7/2019 15:43 | RTC Website |
| 506 | 1 | Marrero | Jessica | Light Rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 21:43 | RTC Website |
| 507 | 5 | Marshall | Teena | I feel this is a wonderful project but would like to express my concerns. The neighborhoods lack sidewalks and encouraging neighbors to walk to mass transit means you need to provide a safe access. Sidewalks are essential to make this a safe and encourages people to ride. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. As part of the final desing of te BRT project, RTC will work with the city of Las Vegas and Clark County to enhance pedestrian connections between the corridor and the surrounding neighborhoods. | 3/6/2019 18:53 | RTC Website |
| 508 | 1 | Martin | Danielle | For the 109 route, I think it would be one of the best routes to test an initial rail system for the Vegas valley. Thanks for all you do | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 | By email |
| 509 | 1 | Martinez | Daniel | Lite rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 510 | 1 | Martinez | Dee | The roads are insanely awful on Maryland pkwy but a light rail is necessary since it's super congested. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway. | | Social Media |
| 511 | 1 | Martinez | Elizabeth | Bus rapid transit seems like the easiest transition and most cost efficient option at this time. I've experienced bus systems in other U.S. cities and in Europe and they have apps for their routes and the wait times are never really more than 30 mins. As a Las Vegas native I used to use the bus system as a child with my parents and as teenager | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 9:46 | RTC Website |
| 512 | 1, 2 | Martinez | Esequiel | The light rail would be great it wouldn't effect the ozone like the buses we have now. Go green! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 2/22/2019 | Comment card at public meeting |
| 513 | 1 | Martinez | Miguez | is good idea | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 514 | 1 | Martinez | Odalis | I think the light rail, I think that's a better option. Just because I feel like since Maryland is so congested already, it would have more -- it would be better to have that space to have transportation. Yeah, that's basically it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|--------------------------------|
| 515 | 1 | Martinours | Christian | We need the rapid transit light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 516 | 1, 2 | Mathew | Preethi | Light Rail is too expensive and yesterday's technology and solution. Today - we in the Las Vegas urban area should lead with tomorrow's technology and that looks like TNC's (like Uber, Lyft and others): High technology innovation corridor with exclusive lanes for Ride-sharing with the ability to pick up and drop off anywhere at any time. Therefore, in leading up to such a future scenario with the most judicious use of available public funding is bus rapid transit that can be converted to TNC exclusive lanes leveraging private funding through public-private partnerships. Do not spend unavailable public funding on old LRT: Let's leap frog to the future! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 10:39 | RTC Website |
| 517 | 12 | Matsumoto | Kevin | Build a rail that connects Sumerlin N. Las Vegas Henderson and Mountain Edge, connect all 4 corners | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A variety of regular and express bus routes already do extend out to other parts of the valley, including the VA Hospital near the northern beltway, Centennial Hills, Summerlin, Henderson and as far as Boulder City. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 518 | 1 | Maxon | Alyssa | The light rail would be best | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 519 | 1, 15 | Maxwell | Fenton | Light rail that included the airport would be amazing. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 3/5/2019 18:51 | RTC Website |
| 520 | 1 | Maxwell | JT | Hello. My opinion for Maryland Parkway would be a bus rapid transit system. I feel the streets really work well with that system and a light rail would just be a bit unnecessary. Thank you so much | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/7/2019 14:26 | RTC Website |
| 521 | 1 | May | Mike | Light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 522 | 1 | May | Pansi | Enhance bus route 109 is my choice - Maryland has been torn up enough already! I would love a bus rapid transit but imagine the construction delays on Maryland in the meanwhile. Ugh! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Prior to and during construction, RTC will continually coordinate with property owners and businesses along the project corridor to ensure they are aware of upcoming activities and can communicate any concerns. | 3/5/2019 9:27 | RTC Website |
| 523 | 1 | Mayo | Lisa | In order for Las Vegas to continue to welcome the world to our great city, we must move our transportation systems into the 21st Century. No just in our tourism corridors, but in our urban and suburban transit ways. When new investors, both domestic and international visit Las Vegas, they know that in order to tap into the ever growing hospitality and entertainment market, we have to move people efficiently, safely, and at a fair price. Savvy investors have projects in cities that host the world; World Cup, Olympics, Mega trade shows, etc... They see and expect transportation to be state-of-the-art, or at minimum not archaic. It is time for Las Vegas, the RTC and leaders to bring us new transportation options. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 22:14 | RTC Website |
| 524 | 1 | McCall | Bob | Light rail is my choice | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 7:31 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|--------------------------------|
| 525 | 1, 12 | McCall | Trevor | I favor light rail, not just here but throughout the city. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comment has been forwarded to the RTC Transit Department. | 2/26/2019 8:41 | RTC Website |
| 526 | 1 | McCants | Jewel | Light rail would be more convient and easier to get around. I think it could possibly be quicker trips. More opportunity to travel. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 527 | 1 | McCarley | Mike | I vote for light rail. We have enough vehicle congestion on this street. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 12:24 | RTC Website |
| 528 | 1 | McCaskill | Robert | A light rail is very much a great idea. I hope to see that come through | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 529 | 1 | McCauley | Justin | Rapid Bus | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 530 | 1, 3, 15 | McClure | Scott | Personally I would use light rail but not buses. The route of light rail would literally connect every aspect of my daily routine, home, work at UNLV and Medical District, grocery store, gym, etc. For buses I do not like the longer travel time and transfer to get to Medical district. I do have some skepticism if light rail would be successful, most Maryland parkway traffic I assume is using this as major north south route to destinations beyond, and I fear that light rail would eliminate lanes and create traffic and volume problems. Also would want to make sure connectivity to airport is strong, convenient and easy to use, I think this will be key to success and help tourism downtown. I have read Forbes article where other cities light rail business model is failing so would also want to make sure the business factors are addressed. Vegas is a unique culture, so you should make sure a light rail model fits here. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/28/2019 5:53 | RTC Website |
| 531 | 4 | McCrary | Don | I am an occasional user of the 109 on Maryland Pkwy. Whatever you do, it is important to improve the street pavement. It is always bumpy. It needs better maintenance. As for the choices considered, I think Light Rail would be wonderful if you can design it in such a way that auto traffic does not get slowed down even more, perhaps by having a toll for any auto that used Maryland Pkwy. Thank you | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 | By email |
| 532 | 1 | McCulloch | Stephen 'Bugs' | I want to say 3.LRT. But I also know the disruption that would come with constructing a light rail. People probably won't stand for that | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 533 | 4 | Mccutcheon | Paul | Repaving and fixing potholes is not a long term improvement plan | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 534 | 9 | Mccutcheon | Paul | How about extending the monorail, , most essentials are already in place, why put another mode of transportation, perfectly parallel to the existing monorail? A mile away? Plus elevating will not impose east west traffic any.. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 535 | 1, 12 | McDuff | Robert | I think you guys should go with light rail it's worked in very many big cities increased Construction and new developments you should also bring the light rail down the middle of the strip there is a way to do it to avoid closing streets during construction above-ground right down the middle of the strip | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. | 2/16/2019 12:33 | RTC Website |
| 536 | 1 | McFadden | Johnathan | Light rail with enhanced service until complete. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC may incorporate elements of the Enhanced Bus alternative as part of the route 109 service during construction. | 2/4/2019 19:10 | RTC Website |
| 537 | 1 | McGraw | Cassandra | As a resident of paradise palms, i am highly in favor of the light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 19:19 | RTC Website |
| 538 | 1 | McIntire | Shane | The new light rail system on S. Maryland Parkway is an interesting step forward but what about the rest of the city? I know that "big money" routes are the focus of the RTC, but the regular buses are lackluster, at best, I cannot understate how many times I've been left without a ride due to buses that "no-show" with some regularity. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/26/2019 | Comment card at outreach event |
| 539 | 1, 9 | McKeen | Michael | Light rail or personal rapid transit like the system at West Virginia University is the system of the future. Las Vegas is a geographically small city but it has all sorts of big city traffic problems. Simply adding bus routes only adds to the road congestion. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Personal rapid transit is not as accessible for customers as at-grade systems like BRT, particularly along corridors with low-rise, suburban type development like Maryland Parkway. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/4/2019 21:11 | RTC Website |
| 540 | 1 | McKeen | Mike | Light rail. Start in limited areas and grow the system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 541 | 1 | McLain | Bill | This city needs a rail system!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 542 | 1 | McLaughlin | Scott | Nobody will ride the bus. Light rail from Freemont to Airport would be great. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will provide direct service between the area around Fremont Street and McCarran International Airport. | 2/22/2019 | Comment card at public meeting |
| 543 | 1 | McLaughlin | Scott & Wendy | We believe a light rail would be a FANTASTIC option from the Airport to Downtown! We are in the Convention Industry and have business associates/clients from all over the world who are very accustomed to using subway/mass transit systems that avoid the clogs of traffic on roads. Bus rapid transit and enhanced bus routing would not accomplish this as they would still be indebted to the high volume of traffic and the lengthy traffic lights etc. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 3/6/2019 12:09 | RTC Website |
| 544 | 1 | McLaughlin | Wendy | Light rail transit would be a <u>fantastic</u> addition to Maryland corridor. Or extend monorail to airport & downtown. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This environmental assessment is for Maryland Parkway and does not include expansion of the existing Las Vegas Monorail. | 2/22/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|-------------------------------------|
| 545 | 1 | McMenemy | Ron | As the Maryland corridor and UNLV grow closer to the Resort Corridor, going Light Rail will meld the two urban centers into one, and alleviate the already busy traffic situation. Light Rail will cost more to implement, but the long term returns and future growth along the station hubs will spur development and jobs far into the future. These results are demonstrated in many parts of the country and the world, and for Las Vegas to become a true diversified, urban economy, we need to take this very important step now and get MOVING. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 7:01 | RTC Website |
| 546 | 1 | McMurphy | Daniel | Light Rail Please! Wake up and realize you can only fit so many cars on the road. Millennials don't want to sit in traffic for hours. Ridership will only continue to go up as developers get more and more people living in the area. Stop the sprawl we need re-development and this Maryland line is the perfect spot. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 13:35 | RTC Website |
| 547 | 1 | McMurrey | Carrie | Light rail stopping at every other major cross street @ unlv, sunnie hospital, boulevard mall. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 548 | 1 | Meacham | Daniel | I would like to propose that the 'Light Rail' enhancement would perfect fit Maryland Parkway because it could also show locals the opportunity to feel like they are safe if the surrounding areas are enhanced and the chance to see the historical areas and how much it has changed, how much I has grown, and how much it will become as a part of the most amazing Las Vegas. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/14/2019 0:08 | RTC Website |
| 549 | 1 | Meana | Marta | Light Rail would be transformative for Maryland Parkway and for a university district of which we could all be proud. As President of UNLV and as a community member, I am strongly supportive of this option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 17:39 | RTC Website |
| 550 | 4 | Mecham | Randy | Can we just have the option to drive down Maryland PKWY and not urinate blood for a week because the roads abused our kidneys! | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 551 | 1 | Medina | Keanu | I live at the intersection of Maryland Pkwy and Sahara. I use public transportation for all my activities including going to the airport. I believe the "Light Rail" would be the best option. Thank you | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/15/2019 10:08 | RTC Website |
| 552 | 4 | Medley | Artie | Something without chronic potholes | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 553 | 1 | Melien | Daniel | Also proponent of the light rail system. We think that to get this city into the next stretch to compete with Orlando and Phoenix, it's important that we modernize and get into light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 554 | 1 | Meltn | Connie | Light rail project is best | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 555 | 1 | Mendoza | Brandon | Light rail more expensive but you get what you pay for Pay for ;) | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:56 | RTC Website |
| 556 | 1 | Mendoza Probst | Crystal | This is what you should have done along west side of the 215 when u built it | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 557 | 1 | Messina | Robert | Just wondering if the 109 will still go to the South Strip Transit Terminal (SSTT) | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and the South Strip Transit Terminal. | 2/4/2019 14:20 | RTC Website |
| 558 | 15 | Messina | Robert | By looking at the proposed route I am concerned that it looks like it won't go to the South Strip Transit terminal (SSTT). Wondering if it will still go to the SSTT. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway, McCarran International Airport, and the South Strip Transit Terminal. | 2/28/2019 15:31 | RTC Website |
| 559 | 15 | Michcan | Quinton | Light rail must go to airport. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 2/26/2019 | Comment card at outreach event |
| 560 | 1 | Miele | Joshua | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 561 | 1 | Mignogna | Destiny | Light rail would be cool | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 562 | 9 | Milá Roa | Antonio S. | An elevated light rail | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 563 | 1 | Miller | Fosha | I'm for an extensive rail system. Can we go a little faster on this project! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 564 | 1, 12 | Miller | Joan | Regarding the Maryland Parkway improvement project. Enhancing the current bus route of 109 should be a priority over the bus rapid transit & light rail options because of costs involved plus improving existing road which needs drastic improvement before considering those two projects. A new proposed route in the future should also include stops to further west portions of the Las Vegas Valley including Summerlin, Centennial Hills, etc. Let's improve the already existing bus route before spending on light rail and bus rapid transit system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The project will include repaving of a number roadways along the route, including Maryland Parkway. A variety of regular and express bus routes already do extend out to other parts of the valley, including the VA Hospital near the northern beltway, Centennial Hills, Summerlin, Henderson and as far as Boulder City. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/9/2019 18:53 | RTC Website |
| 565 | 1 | Miller | Leanne | I'd like to see the light rail system implemented. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 19:00 | RTC Website |
| 566 | 8 | Miller | Timothy | Instead of wasting money on laying down rails why not worry about getting more benches at bus stops. Expanding benches at bus stops with only two seats (east trop at maryland). More shade awnings would also be helpful to protect riders from summer sun. I also do not see the need to expand 109 service to UMC. The Charlston bus does that already. I vote for Enhanced Bus Service. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as larger passenger stations with more seating, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. There are thousands of jobs in the Las Vegas Medical District and as it continues to see new growth, there will likely be an increased demand for public transportation. In addition, the BRT alternative would provide a direct transit connection between the main UNLV campus on Maryland Parkway with its Shadow Lane campus and the new medical school. | 3/4/2019 19:37 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------------------------|
| 567 | 1 | Mintzer | David | I grew up in New York city. I prefer light rail instead of more bus lines. If the RTC offer a light rail option, more citizens would do this. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 0:08 | RTC Website |
| 568 | 1 | Misa | Howard Michael | They didn't offer a rail train for the Boulder Hwy improvement project | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 569 | 1 | Misa | Howard Michael | good question | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 570 | 1 | Moczulewski | Denise | I think light rail is the way to go | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 14:48 | RTC Website |
| 571 | 12 | Monroe | Brandon | As a frequent writer of the RTC bus I am truly grateful because I use the public transportation to get to and from work it's just a frustrating matter since the bus is owned by two different companies kylo being one of them and some of the bus drivers don't care about being on time and when asked questions about specific routes they don't answer them or know how to answer them I feel as if the driver should know about other routes not just the route they're driving and being punctual is extremely important because a lot of them frequent commuters ride the bus depend on the bus to get to and from work thank you for your time and again truly grateful for the bus system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The overall bus system is funded by the RTC and operated by two main private contractors. Your comments regarding the on time performance and customer service have been forwarded to the RTC Transit Department. | 3/5/2019 | By email |
| 572 | 4 | Monroy | Luis | Just fix the road on Maryland pothole | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 573 | 1 | Moore | Felicia | Great idea- much needed | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 574 | 1 | Moore | Felicity | Bus rapid transit concept | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 575 | 1 | Moore | Kelly | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 576 | 1, 9 | Mora | Salvador | Light rail & merge w/Las Vegas Monorail | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 577 | 1 | Moreno | Shayna | Light rail!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 578 | 1 | Moreno | Shayna | Light Rail!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 579 | 1 | Morgan | Hannah | Please do the light rail. Everything I do in my day takes me down Maryland, and it's a mess. The buses in particular, RUIN the flow of traffic. A light rail that takes me downtown, or connects with the monorail, or whatever, would be amazing. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 9:33 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--|
| 580 | 1 | Morgan | Sherryl | I use the end of the line to get from the transit station to Bermuda. Very handy, please don't get rid of that part. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and the South Strip Transit Terminal. | 2/20/2019 17:08 | RTC Website |
| 581 | 1 | Morley | Thomas | To be a major city, to eliminate traffic jams we need a light rail system | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 16:44 | RTC Website |
| 582 | 1 | Moss | Victor | The ridership difference between the BRT and LRT does no justify the additional costs of the LRT. Go with the BRT. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 20:59 | RTC Website |
| 583 | 1 | Muhammad | Sadar | To this concerns, Personally I take the RTC Transit, bike and if need be Uber. Being a member of the Vegas community I think that the public transportation in Vegas needs to improve. If we had light rail, travel times for Vegas commuters (locals, and even tourists) would be substantially lower, and people would feel more comfortable with commuting here rather than driving. With our growing population in Vegas we cannot afford to have everyone here drive. Las Vegas cannot afford to be the new LA of car gridlock. Having varied means of sustainable transport in Vegas such as light rail also might help Vegas become a more livable city. To be honest as a young professional millennial I love Western cities such as Portland and Denver, etc; because those cities have a unique culture and sustainable (new) ways to explore them. One of the highlights to my recent trip to Denver Colorado was seeing their bike lanes, light rail, and great buses. Everyone rich, poor, middle class, young, old, whatever all felt like riding the bus, or light rail was normal. That's what we need here!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/18/2019 23:02 | RTC Website |
| 584 | 1 | Mulhern | Mike | Outstanding presentation Visiting Las Vegas from Boston for Bruins Game Noticed public MRT - I am big transit advocate I have witnessed benefits of transit investments I believe that light rail alternative will have transformative effect | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 | Comment card at public meeting |
| 585 | 1 | Mundlin | Tanya | I think you should put the light rail it would make that bus alot better and run alot smoother. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/4/2019 5:39 | RTC Website |
| 586 | 1 | Munoz | Albert | I would love to see a light rail line on Maryland Parkway. It would be an ideal location to test this modern public transportation system, potentially creating a quick corridor from the airport to downtown, passing by UNLV and one of the medical districts along the way. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 0:10 | RTC Website |
| 587 | 1 | Murphy | Daniel | I'm very excited about the light rail option! Vegas absolutely needs this. Public transportation in Clark county is way behind other large cities. I travel to Phoenix, San Diego, and Denver multiple times a year and love the ease of taking the rail. Light rail will change Vegas for both our residents and our tourists. As Las Vegas continues to grow both in population and in number of visitors we need to think about the future for once and not just the current numbers. Please don't just take the cheaper option. This project will have a huge impact on the future of Las Vegas as a major city. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/17/2019 8:10 | RTC Website |
| 588 | 1 | Nadreau | PD | Light rail but the Liberal asshts in this city will never allow it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 589 | 1 | Najarro | Miguel | Make the largest light rail system in the Southwest. Phx is slacking, LA is always growing. And the Raiders are coming.... people will need to get around the city, roads is not enough. Good luck ! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 8:56 | RTC Website |
| 590 | 1, 13 | Nativida | Cerina | I wanted to say that it's too much traffic to cause people to be late to class and it's hard for students. More increase for accidents. It's dangerous for students to cross. This way students could get to class faster. Bus rapid transit for me, yeah. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new | 2/26/2019 | Court Reporter Transcript 2/26/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 591 | 12 | Negrete IV | Raymond | In a couple of initial meetings that were held (Springs Preserve Building), we had at the time provided some feedback to the On Board project. At that time, I believe we asked for our buses to be considered to use the RTC travel lanes. The area in and around this corridor, is not heavily traveled by our buses. Fremont MS is about the only school in that area that would be of any significant impact. If there's anything further needed on this, please let me know. Thanks!! Raymond Negrete IV Bus Operations - Coordinator IV Transportation Department-Arville Yard | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. The RTC is currently in discussions with the Clark County School District regarding potential partnerships and examples such as these will be taken into consideration. | 3/6/2019 | By email |
| 592 | 20 | Nelson | Alethea | I really don't care about technology, but give it it's own lane *IN THE MIDDLE* of the street! Side-running BRT or LRT both sucks. | The center-running option for LRT and BRT lanes was analyzed and presented in the Maryland Parkway Environmental Assessment's Summary of Initial Alternatives Analysis (Appendix B) and Summary of Locally Preferred Alternatives Refinement Process (Appendix C). The center-running configuration was removed as an alternative due to concerns with the loss of roadway capacity and reductions in levels of service. A center-running configuration eliminates a high number of left turn access points, requires more space for transit stations, eliminates two general purpose traffic lanes, and requires more property acquisition due to the need for a wider rights of way to maintain current levels of service, particularly if replacing the two eliminated lanes. Therefore, the proposed build alternatives were limited to those with curbside running transit lanes. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 593 | 1 | Nelson | Alethea | BRT Alternative, plus we already have a large BRT network in the Valley. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 594 | 1 | Nelson | James | The light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 | By email |
| 595 | 1 | Nelson | Scott | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 18:07 | RTC Website |
| 596 | 1 | Newby | Kenny | I support the Light Rail option! We are CONSTANTLY trying to play catch up. We are DECADES behind in modern movement of people. Traffic is getting worse every year. When I travel to other cities I'm amazed at how efficiently they move people for their everyday commute and we creep along 1 to a car. We should also start looking at doing Light Rail, Ped, Bike along LV BLVD. Ride share/taxi the only auto traffic allowed. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. | 3/5/2019 16:21 | RTC Website |
| 597 | 1, 14 | Newsome | Chevelle | Route 109 works for me excluding bike lanes; placement unsafe | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The RTC has coordinated with local bike organizations to determine the safest placement of the proposed bike lanes along Maryland Parkway. | 2/27/2019 | Comment card at public meeting |
| 598 | 1, 12 | Nichols | Andrew | The light rail would be a great addition to the city. I was born in Las Vegas but when I traveled to others cities and used a rail system it was always better then then the bus. The cost is high but it will help the economy by making it easier for people to get around. Also it if people take the rail instead of driving that will help the environment. I think we should also do a rail from downtown Vegas to downtown Henderson via Fremont/boulder hwy. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/28/2019 10:15 | RTC Website |
| 599 | 1 | Niffenegger | Suzy | If you don't ride the RTC on Maryland parkway or drive a transit bus you have no business even working or voting on it's future. End of story. | As this proposed project would be supported by public funds, input from everyone is welcome. | 2/5/2019 8:36 | RTC Website |
| 600 | 1 | Nimmoor Jr | Mitchell | Light rail. From Desert Inn to Tropicana needs a non stop dedicated path, apart from normal traffic, Rail car. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 18:39 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|--|
| 601 | 1 | Nix | Camille | Vegas needs Light Rail!! It's more progressive, less toxic for the environment and won't add to the congestion on the roads! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 2/23/2019 9:38 | RTC Website |
| 602 | 1 | No Last Name | Anna/ Anita | Bus rapid transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 603 | 1, 19 | No Last Name | Bethany | So I like the light rail plan the best. And I'd love to see park-and-ride opportunities at some of the major hubs or sections like Boulevard Mall, UNLV, et cetera. That way more locals could park their cars and go to work or park their cars and go downtown, park their cars and use it for New Year's, or drinking they could be safer. So bringing more locals to the public transportation system would be awesome. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC does have a park & ride lot at the South Strip Transit Terminal, which currently serves the Maryland Parkway bus route; however, the RTC is not planning to add park and rides at the new station locations at this time due to the abundance of free parking at various shopping centers along the corridor as well as structured garages in downtown. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |
| 604 | 1 | No Last Name | Dan | Choices: 1. LRT 2. BRT 3.ERT 109 | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 605 | 1 | No Last Name | diego.diggs | Light Rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 606 | 1 | No Last Name | instagmuller | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 607 | 1 | No Last Name | Juan | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 608 | 1 | No Last Name | Lorenzo | I like the light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 609 | 1 | No Last Name | mr_t_brown | light rail is my vote | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 610 | 1 | No Last Name | people_onthebus | Rail please | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------|--|
| 611 | 1, 15 | No Last Name | Roman | <p>This is a good project, as I see it. It's good for the City of Las Vegas because, you know, our community multiplies every year. So within 10 years' time, the population will increase and it cannot accommodate every people in the bus. So we need that light rail. Just like New York City, New York City subway, that thing has been in New York City, 1910, 1920, whatever, and it worked for New York City. New York City is a huge metropolitan, and, yet, it worked for them; right? See. And I believe this project will improve -- and start construction in four years' time, it will be a good use for the entire state of Las Vegas, Nevada. Because it will invite businesses all over, not only in the United States, but even in southeast Asia. The Koreans, the South Koreans, the Thailanders, and many other, the Chinese, you know, want to invest. So if the light rail is pushed through, it will be a big boom. But, of course, in the beginning, we don't know what's gonna be. But, according to the person, it will be -- if it's approved, there will be money, maybe about \$1 billion. And that is what it is. So, according to here, it's Russell and Tonopah. That's a long way. I don't know how many miles, but it's a long way. Do you think it will shorten the way -- I think it will shorten the way to the airport? Like, if you want to go to the airport, it will pass through the airport? In New York City, this subway, it goes to the airport, too, I mean, to every airport around there. So people can take it also. Because you cannot take the bus every now and then, you know what I mean, if you're in a hurry or if you're not. So it's not approved yet, the airport, to pass through the airport, McCarran Airport? So when that thing goes operational, I believe it will have also impact police forces because they will need personnel, too, to get into this system. Because not everybody can control the streets or something. It's a good project. See, according to this paper here, transit riders daily is 9,000. Wow! That's a lot. Well, shall we say let's hope it will be a good project for everyone because it will boost a lot of things, not only businesses, you know what I mean, everything. Everything it will boost. Because right now, so many people around the world come to Las Vegas to enjoy. When they have the light rail, they can see a lot of places by riding the light rail. But it must have to be connected to the airport. That's it. Not really directly, but there must be a stop right there and then they must have a bus service going to the airport, proximity to the airport. Not, so, like, five miles, four miles, no that's too long. Anyway, whose idea was this one is? But I'm impressed.</p> <p>This one is good for everyone, for the State of Nevada, for the City of Las Vegas, for the entire community. Because population is exploding, every year exploding. The bus service cannot accommodate all the people. So we need an alternative like light rail. But, hopefully, those who have thought about this must have thought about safety, too. Because that's first, safety. And I don't know what would be the impact on the Hoover Dam. This is the greatest industry what we have in Nevada, the Hoover Dam, because it produces our electricity. Without electricity, nothing will work, no computers, no school, no hospital, no nothing will operate. So I don't know what will be the impact with that. Hopefully it will be better. Okay.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport.</p> | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 612 | 1, 8 | No Last Name | Sabella | <p>The City of Las Vegas is way behind other cities in America. The transportation, the public transportation, is horrible. Number two, there's not adequate security. Many assaults happen on the buses at night, and something needs to be done about that. Number three, there are wealthy families back east who would donate those funds. This is something that needs to be done. People in Nevada who have wealth are not contributing to the mass transit system.</p> | <p>Safety of the public is one of the RTC's top priorities. All buses are equipped with security cameras that can be accessed in real time by law enforcement. Bus operators are trained to watch out for suspicious persons and RTC's fare enforcement officers regularly patrol different routes. RTC's mobile app, rideRTC, also provides a discrete way for customers to report concerns to the RTC Safety & Security staff with its Transit Watch feature. Your comment has been forwarded to RTC's Safety & Security Department.</p> | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 613 | 1 | No Last Name | sawd_off | <p>I vote Lightrail!!!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |
| 614 | 9 | No Last Name | Steve | <p>Build a elevated tram or Monorail.</p> | <p>An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--|
| 615 | 1 | No Last Name | Tim | I'm interested in the renewed interest in the medical district of UNLV. Having regional transportation there and back is an area of interest as well. I stopped by the presentation and got more, additional information. It's very beneficial to see the various options; however, I did not take time to read the actual documentation of everything that would be included in all the options. Based on the best information available at this time, I think keeping the transit system as is is the best way forward. Based on all the feedback I've gotten, the 9,000 people that use the services every day are happy with the services. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 616 | 1 | No Last Name | TracyVegas | I think it's fine the way it is. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 617 | 6 | No Last Name | Wolf | If this bus is as fast as the bike, that's obviously not particularly attractive. So at the moment, the 109 isn't terribly attractive if you have to use the bike anyways. And the other problem is if there's a bike in the front-most position, getting a second bike on is terribly cumbersome, time-consuming. So it makes the bus even less attractive. So the light rail would be more attractive if you can just walk in and hang your bike. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Your comment regarding internal bike racks has been forwarded to the RTC's Transit Department. | 2/28/2019 | Court Reporter Transcript 2/28/2019 |
| 618 | 9 | Nobbe | Ted | It will be worthless if it is on the same level as other vehicles... | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 619 | 1 | Nobbe | Ted | Take fists full of tax payer's money and throw it in the air! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 620 | 1 | Noel | Antario | I like the downtown light rail option. I think it goes well with the city | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 621 | 1 | Nolan | JP | OUR GREAT CITY CONTINUES TO INNOVATE IN MANY INVESTMENTS. I BELIEVE IT IS HIGH TIME TO START UPGRADING MARYLAND PARKWAY AND HAVE IT BE THE FOCAL POINT OF OFF STRIP INTEREST. INCLUDING LIGHT RAIL. THE BUS SYSTEM IS UNATTRACTIVE AND DOESN'T SHOW OUR INTEREST IN REACHING INTO THE FUTURE GENERATIONS. IMAGINE STUDENTS RIDING LIGHT RAIL COMMUTING AND SHARING THEIR INTERESTS WITH ONE ANOTHER. SCRAP BUSSES IN FRONT OF UNLV AND MAKE IT PEDESTRIAN FRIENDLY. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/19/2019 15:54 | RTC Website |
| 622 | 1 | Nugget Barall | Andrew | Nevada was never meant for a LRV | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 623 | 1, 12 | Nuño-Ramsouer | Vicky | Definitely the light rail! It should be all over our valley | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------|
| 624 | 1 | Nusekabel | Gene | <p>First, there is nothing speeding about any route the stops every 1/3 of a mile. There is nothing rapid about it, LRT or BRT.</p> <p>Airport to town? No visitor will get on a bus that makes that many stops. Ain't gong to happen, it is Uber for out-of-towners.</p> <p>I think your design is doomed to failure as it is trying to address local needs and a visitors wants and that will never be solved with the most expensive LRT fixed rail solution.</p> <p>THE SOLUTIONS: The BRT that allows for flexibility. Express buses from the airport and local buses for residents. The BRT plan can allow for these buses to co-mingle on the BRT right-of-way with technology that allows the locals to stay in the stop locations as the AIRPORT EXPRESS passes by them in the driving lane.</p> <p>NO ONE likes mass transit: 1) that does not have dedicated lanes 2) that makes so many stops, it takes too much time than a car.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. Your comment about an express bus service overlay with Maryland Parkway has been forwarded to RTC's Transit Department.</p> | 2/27/2019 17:25 | RTC Website |
| 625 | 1 | O'Neal | Wendy | Troli!!! Either way BETTER than it has been for Over 15-30 years!! But Troli makes more sense!! | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 3/3/2019 21:46 | RTC Website |
| 626 | 1 | Obermeyer | Julie | I am in favor of light rail for Maryland Parkway. Light rail is not only efficient, but will encourage positive economic development of the Maryland Parkway corridor. Light rail carries a positive forward-thinking connotation that bus service does not. Adding additional vehicles, whether buses or autonomous cars, is (already) an outmoded solution. We want to see our neighborhood continue its rebirth and light rail can be an integral part of that goal. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/20/2019 9:37 | RTC Website |
| 627 | 1 | Oberoi | Hemant | Close Maryland parkway no argument | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |
| 628 | 1 | O'Brien | Aisha | Hi Tina - As a UNLV alum, I vote for light rail. It's a safer, cleaner, better looking option than bus rapid transit or enhanced routes. It would bring more businesses to the area by being able to transport more people. It would encourage more people to explore the district as right now it's difficult to find parking anywhere but back streets and shopping lots (which aggressively tow). I'd love to see more pedestrians around UNLV. It would feel more like a university. It would feel more connected to the community. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/6/2019 9:26 | RTC Website |
| 629 | 1 | O'Brien | Robert | Please consider a light rail for Maryland Pkwy that connects the airport to downtown LV. We need to plan some efficient and direct public transit options for locals. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/20/2019 18:53 | RTC Website |
| 630 | 1 | Ohanlon | Thomas | yeah....move them all to Lake Las Vegas or Red Rock! | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |
| 631 | 1 | Olson | Peder | No to light rail. | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 3/7/2019 9:15 | RTC Website |
| 632 | 1, 12 | Omine | Glenn | Probably a major enhancement with dedicated right turn lanes along the busiest portions of Maryland Pkwy. Light rail idea and funding should be saved for Las Vegas Blvd. "Strip" corridor. I doubt the tourists care much about them trees in the middle of the roadway. We're really going to need it after the Raiders move here | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com</p> | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 633 | 1 | O'Reilly-Barash | Nicole | A lightrail would create a connectivity (and walk-ability) that is yet to exist in Las Vegas. This move would finally catapult our city into the same vein as other big cities, with reliable rapid transit. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 14:49 | RTC Website |
| 634 | 14 | Oropeza | Julio | BIKE LANES PLEASE AND THANK YOU. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | | Social Media |
| 635 | 1 | Owens | Jonathan | I strongly oppose the RTC of SN light rail for Maryland Parkway Proposal. Both the initial capital and the ongoing operating costs of the light rail are significantly higher than either of the bus options. The only justification for the light rail option is the argument that it will engender much greater economic development than the bus options. The speculation that there will be greater economic development with light rail is at best speculative and more likely fallacious. The argument is made that similar projects in other cities resulted in redevelopment projects amounting to millions, even billions of dollars. There's a logical fallacy that has a fancy Latin name - the post hoc propter hoc fallacy. The idea is that just because something happened afterwards doesn't mean that the first event was causative. In this case, economic development occurred after light rail was built. Would it have happened even if the light rail wasn't there? Almost certainly some of the development would have occurred. Then the question becomes how much? All of it? Some of it? None of it? That's unanswerable. So as I said above, the major argument for light rail is at best speculative and at worst fallacious. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 13:22 | RTC Website |
| 636 | 1 | Padian | Joseph | Light rail will be the best option for the environment and for commuters. We need bold change and out of the 3 options light rail is the only one that will create that change. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:24 | RTC Website |
| 637 | 13 | Padilla | John | With this proposal I see a problem for UNLV students setting across Maryland Pkwy. I proposed a bridge that would be built across from the campus to avoid accidents across Maryland Pkwy. The RTC has to be more customer friendly so that people that have to get to work in the area can get their on time. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new paving, sidewalks, ramps, crosswalks, and possibly median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. During final design, RTC will coordinate with Clark County and UNLV to determine best placement of those pedestrian control measures. | 2/26/2019 | Comment card at outreach event |
| 638 | 1 | Paez | Joanie Danger | Too bad Maryland is too small for a set-up like Sahara. I take the 109 sometimes but it's so slow! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 639 | 1 | Palacios | Craig | light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:29 | RTC Website |
| 640 | 1, 5, 8, 14 | Palapa | Maria | I support the Light Rail option. This option will help increase mobility for all users, increase safety especially for bike users, will be more reliable, and hold more passengers. The light rail option invites the Maryland Parkway community to involve themselves in the street more, bike, walk, take transit and avoid vehicle use. This will greatly benefit university students and those who live down town. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 3/6/2019 16:17 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------|
| 641 | 1, 4, 15 | Palczynski | Joseph | Enhance the bus route. No need for rail system that goes no where. Does not go to airport. Long walk from baggage claim to Russel road. Stops along the way? Huntridge Theater, closed, Cashman field for a base ball game, no games there anymore. Your about 20 years to late for a rail system. The money to improve Maryland Parkway should be on the road itself. The monorail does not go to the airport, as was promised when being built. Had trusses on Tropicana for awhile. Cab operators halted that idea. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 3/7/2019 9:08 | RTC Website |
| 642 | 1 | Palestino | Isaac | I think light rail will be very beneficial to the students and staff of UNLV as well as those who work along the corridor | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 11:43 | RTC Website |
| 643 | 1 | Palma | Carla | Light Rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 17:15 | RTC Website |
| 644 | 1 | Palumbo | Robert | Light Rail. I feel would be a Great addition to our Mass Transit system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 16:33 | RTC Website |
| 645 | 4 | Pandiello | Maykel | Eastern and flamingo the worst rode in Vegas full of bumps | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 646 | 1 | Panegasser | Nick | Light Rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/13/2019 15:06 | RTC Website |
| 647 | 1 | Pappalardo | Sean | If I have to pick between the three presented options, I like light rail the best, especially if it gets a dedicated right-of-way. But it looks like you're considering at-grade tracks, so there's not really much difference to riders between that and bus rapid transit, so I vote for whichever mode has the lowest ongoing operating costs. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 13:49 | RTC Website |
| 648 | 1 | Parker | Sidnei | I think it should be a light rail. It can fit more, and if there's something going on the streets they won't get caught in traffic and can still get everyone where they need to go efficiently. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 18:43 | RTC Website |
| 649 | 1 | Parkerson | Aimee | I think for the cost of the project, the number of people served, the maintenance costs and the upgrade for cyclists and walkers the BRT Build would be the best use of money and the best overall improvement when all those things are considered. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 16:40 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|--|---|--|-----------|----------|
| 650 | 14, 15 | Parra | Michael | <p>Michael F. Parra-Las Vegas Transportation Corridors 1A · RTC Public Meeting #1 Follow Up / Mass Transit System Model</p> <p>Mick Aker [reporter, writer aka Road Warrior bho Las Vegas Review Journal Nevada and The West] cc: Tina Quigley [General Manager bho RTC], David Swallow [Senior Director of engineering and technology bho RTC] Eleanor Sue Saunders [Owner (775) 870-1129]</p> <p>I am a licensed real estate salesperson whose aim-plan are to compliment our communities.</p> <p>Can A Rail Project Work on Strip Off course it can!! Additionally, we can link McCarran International Airport, To the Mandalay Bay, Sands and Las Vegas Convention Centers permitting Southern Nevada to market 9 million square feet of exhibit spaces connected within 10 minutes of each other and connected to our Strip Casinos And we can link the McCarran International Airport to The Strip (the Resort Corridor) and Downtown, And we can link our outlying municipalities thereto. There is No Need to eliminate a traffic lane Rather, we can reduce traffic congestion simply as Singapore and Thailand have. Use the existing bus routes expand the sides of each road where the bus stops are now, add a bike lane to boot and keep the sidewalks. EASY PEASY!!</p> <p>Feasibility There's plenty of Private Investor dollars available!! Send RTC's Portfolio and, or Annual Report, and paint a clear picture of what the RTC need funding for and send that to Warren Buffet c/o Berkshire Hathaway, Inc.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com. The proposed routing in this environmental assessment does not include Las Vegas Boulevard.</p> | 2/26/2019 | By email |
| 651 | 1 | Paskey | Joey, City of Las Vegas Department of Public Works | <p>The City of Las Vegas Department of Public Works has reviewed the Maryland Parkway High Capacity Transit Environmental Assessment and provides the attached comments and questions for your consideration (hard copy to follow via mail). Please let us know if you have questions or need additional information.</p> <p>Thanks, Deputy Director/Transportation Manager Department of Public Works Transportation Division</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In addition specific comment responses to engineering design and construction comments are provided in a separate attachment.</p> | 3/7/2019 | By email |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|--|---|---|-----------|----------------|
| 652 | 22 | Paskey | Joey, City of Las Vegas Department of Public Works | <p>The City of Las Vegas Department of Public Works (CLV) appreciates the ability to comment on the subject Environmental Assessment (EA). CLV understands that the Regional Transportation Commission of Southern Nevada (RTC) and the Federal Transit Administration intend to construct improvements to provide high capacity transit along the Maryland Parkway corridor, through Downtown Las Vegas, and within the Medical District. We fully support the implementation of the light rail transit (LRT) Build Alternative as a means to improve corridor mobility for all users, enhance transit service, and encourage new economic development.</p> <p>We have reviewed the EA and provide the following comments and questions for your consideration. This information is intended to inform the final design, project specifications, construction means/methods, emergency planning, and long-term operation of the service as well as provide considerations to lessen the impacts to residents and businesses in the vicinity of the corridor.</p> <p>Project delivery. To accommodate the capital and annual operation and maintenance costs associated with implementation of the Build Alternatives, what project delivery methods for design, construction, and operation are being considered?</p> <p>Project coordination. The EA identifies current projects along the Maryland Parkway corridor to provide for coordination during design and construction activities. We recommend also including the following as identified in the City's Mobility Master Plan document: (EA Section 3.17.1)</p> <ul style="list-style-type: none"> •Pinto Lane - MLK to Rancho Complete Street (FY18-22) •Rancho Drive - Sahara to Mesquite Complete Street (FY18 -22) •6th Street - Bridger to Stewart Complete Street (FY18-22) •7th Street - Bridger to Stewart Complete Street (FY18-22) •8th Street - Bridger to Stewart Complete Street (FY18-22) •Las Vegas Boulevard - Sahara to Stewart Reconstruction (FY18-22) <p>The City's Carson Avenue Complete Street project has been cancelled, and this project would be built from the current existing configuration. (EA Appendix DJ). Key activity centers are identified for maintenance of traffic coordination during construction activities. We recommend to also include the Fremont Street business district, Downtown Event Center, and school zones in this list. (EA section 4.3)</p> <p>Traffic operations. Implementation of high capacity transit with either Build Alternative would have significant impacts to the City's existing traffic signal system network, potentially requiring longer mast arms, new signal poles, new signal heads, additional controller cabinets, and transit signal priority hardware. In many cases, integration of the new equipment with the existing signal infrastructure would not be feasible or practical. We recommend improvements the following traffic signal systems within the City's jurisdiction (table of intersections not included here) (EA Appendix 0).</p> <p>Public Works also provided additional comments to update the traffic analysis and traffic counts at various intesections. In addition, provided design considerations such as transit signal priority (TSP) and coordination needed during final design for roadway design, drainage upgrades for stormwater, joint pole use, utility relocation, and station locations.</p> <p>Implementation of any of the Build Alternatives presents the possibility for emergency vehicle delays at various locations in the project vicinity due, as emergency vehicles may have to queue behind transit vehicles along the corridor. We recommend that CLV Fire, Metro, Valley Hospital, UMC Hospital, and Sunrise Hospital be included in emergency response planning coordination prior to and during the construction period and during long-term transit operations. Within the City's jurisdiction, the proposed transit alignment passes through several school zones with reduced speeds to 15 and 25 miles per hour during certain times of the day. We recommend analyzing the effects of these zones have on the overall transit operation.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will coordinate with City of Las Vegas and Clark County staff throughout project development and will identify the intended project delivery method during preliminary engineering. The environmental decision will note the identified city projects and traffic counts. The RTC will work with the City of Las Vegas during preliminary engineering and final design to address the noted comments regarding traffic signals, transit signal priority, roadway design, drainage upgrades for stormwater, joint pole use, utility relocation, accessibility, Complete Street principles, urban design and landscape enhancements, and final station locations. The RTC plans to coordinate with the hospitals and medical facilities on design and creation of an Operations Plan for emergency transport and transit vehicles. RTC will work with the City to determine alternate nearby parking to mitigate on-street parking removables.</p> | 3/7/2019 | Letter by mail |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------|
| | | | | <p>Parking. The implementation of either BRT or LRT Build Alternatives brings the removal of 170 parking spaces in the Downtown area. For removal of parking in a length greater than 120 feet, Las Vegas Municipal Code requires formal approval by the City Council. We recommend coordination with CLV Parking Services for replacement of these spaces in close proximity to their original locations. Coordination is also recommended to identify and minimize impacts to parking/staging areas for taxis and transportation network companies (TNCs). Several such areas exist in the immediate vicinity of the Carson Avenue alignment including along westbound Carson Avenue , east of Casino Center Drive. (EA Section 3.1.1).</p> <p>Visual impact. The City is working to implement Complete Streets concepts including landscaped medians, large street trees, and landscaped amenity zones adjacent to wide sidewalks through much of the Downtown and Medical District areas. To what extent are the Build Alternative designs anticipated to preserve and complement these features? (EA Section 3.4.2.1).</p> <p>Vibration testing. Highly sensitive laboratory and medical equipment is present in buildings along the Medical District portion of the corridor. Additional testing is recommended to ensure there are no adverse impacts to these facilities due to vibration from construction activities and transit operations. (EA Section 3.11.36)</p> | | | |
| 653 | 4 | Passero | Nick | Well first put down the people who did the road at Maryland & Tropicana because it is horribly done | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 654 | 1 | Pastrana-Boone | Donnabel | Prefer BRT. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 9:55 | RTC Website |
| 655 | 10, 11 | Patrone | Domenic | I don't suspect any of these projects will add to my quality of life as a bus patron. What I suspect is of utmost importance to the lower income bus patron, and most bust patrons earn lower incomes, is the cost of the ride. Three fourths of these will find your new construction of no importance and those who find it useful, may not see it as worth the cost of a fare hike. New things cost money, don't they? Who pays? Thanks for your time. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. Fares for the BRT will be the same as the rest of the RTC bus network. | 2/25/2019 19:34 | RTC Website |
| 656 | 12 | Patrone | Domenic | I almost forgot, you have a football stadium being built and thinking relating of how you'll get it's customers to that joint is needed. I forsee the need for a high speed line that picks up persons along the MLK route and gets them to the games and back home. That's what might be your most pressing transit concern for the present time. Amen. | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comment has been forwarded to the RTC Transit Department. | 2/25/2019 19:47 | RTC Website |
| 657 | 1 | Patrone | Domenic | If you ride the bus, Maryland Parkway isn't the big issue. Where things get very, very slow is when you approaching the strip during rush hour on Tropicana and leaving it as well. Others streets crossing the street MIGHT tie up as well. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/10/2019 0:38 | RTC Website |
| 658 | 1 | Patterson | Felicia | I am 100% for light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 13:20 | RTC Website |
| 659 | 1, 2 | Paul | Jeffrey | light rail, please! the smog in the valley is toxic and causes lung disease and reducing it should be a high priority! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/5/2019 19:09 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------|
| 660 | 22 | Pavlin | Kim | I am the property manager for the McDonald's restaurants along Maryland Parkway. I would like to make a public comment that I am concerned with the 100' ft station being built in front of the restaurant located at 3815 Maryland Pkwy because it may block visibility to our site which is critical to our business. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with property owners and businesses along the corridor to consider potential concerns in developing the proposed passenger station designs. Prior to and during construction, RTC will continually coordinate with property owners and businesses along the project corridor to ensure they are aware of upcoming activities and can communicate any concerns. | 3/5/2019 14:41 | RTC Website |
| 661 | 10 | Pelletier | Carolyn | I am in favor of the Enhanced 109 Route mainly due to the financial obligations and considerations. If there were 'deep pockets' i.e., many of the casino owners that would front 3/4 of the money, then perhaps I would be in favor of a more streamlined, looking into the future system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. | 2/26/2019 13:31 | RTC Website |
| 662 | 1 | Pellinen | Elena | Light rail is the only smart and sustainable option. Light rail projects in other cities have proven to boost the economy, improve the environment, and create a safer pedestrian-friendly community. It may cost more up front but the benefits are excellent. Tourists and locals alike will benefit most from a light rail system on Maryland Parkway. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/21/2019 19:23 | RTC Website |
| 663 | 1, 5 | Pennock | Michael | Go dedicated busway. Much low cost, not subject to surface street traffic. All the advantages of light rail. Has anyone ever looked at the impressive busways in Pittsburgh, PA? Minneapolis has the enhanced bus service on city streets. But always developing a dedicated busway. In a city heavily into light rail and some heavy rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | 3/4/2019 11:51 | RTC Website |
| 664 | 1, 8 | Pepito | Stephanie | Enhance Bus Route 109, I'm asking for a request on the city bus the seat will be so dusty theres be bugs on the seats that needs to be vacuumed you see so much s dust in between the crack of the set cleanest of the buthe people the clean the bus don't do a good job on the seats it's always dirty and not just the 109 but a lots of the city buses that runs in Las Vegas if that can be fixed and that is also an issue a big issue is the seats needs to be vacuumed the seems and thank you hope this gets resolved in this matter. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Your comment regarding the cleanliness of the buses has been forwarded to the RTC's Transit Department. | 2/28/2019 15:17 | RTC Website |
| 665 | 1 | Perez | Ivonne | Rail, rail, rail... | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 666 | 1 | Perry | Bill | We just bought a home on Golden Arrow Drive, just east of Sunrise Hospital. The best investment and long-term solution is LIGHT RAIL. More people, local and visitors, are more likely to support this mode of transportation in the long run. Fresno added Bus Rapid Transit last year and the results have been mixed, with ridership down slightly. They are a bit of a nuisance to other motorists, the pay stations frequently break, they get stuck in heavy traffic and there's a stigma to riding a bus for many people. Light Rail is the way to go! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/14/2019 12:47 | RTC Website |
| 667 | 1 | Peters | Don | Light rail runs through Salt Lake valley all year long. They have summer temps in triple digits in the summer. It will work. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 668 | 1, 2 | Peters | Don | That's the whole idea. People can choose to use the light rail and leave the car at home. The dedicated public transportation should lessen the automobile traffic. Electrified buses or light rail would also lessen air polluting fossil fuel guzzling automobiles. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | | Social Media |
| 669 | 1 | Peterson | Robert | Do the light rail there are too many cars already ..thanks bob | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 18:42 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------|
| 670 | 1, 4 | Peterson | Ryan | I can't see spending an exorbitant amount of money on light rail, when the buses are already in place. Optimization of routes is important, but pedestrian traffic slows traffic heavily on Maryland Prkwy. Entire stretch needs complete resurfacing!!! Like, 3 yrs ago. Do your best, thanks for trying. Cheers , Ryan Peterson | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/5/2019 23:02 | RTC Website |
| 671 | 9 | Peterson | Scott | We should not be spending millions upon millions of dollars on Maryland Parkway for outdated technologies. Both light rail and buses are old technology that no one enjoys using. You have two large problems with both, huge upfront costs, and long rides. With lite rail the cost to build and expand are enormous and with both lite rail and the bus the ride time from point A to point B makes it so people who have cars or can afford to rent one will simply drive. Why would I sit on a bus or train for over an hour to get from the airport to downtown, when I can drive it in 15 minutes? The solution is simple, invest in new and future technologies, the fully autonomous vans like the one you have downtown. Further that development and be ready for the present and the future. With a fleet of these cars going up and down Maryland Parkway you would eliminate the long rides on a bus or train by having people pay more if they wish to ride alone and not stop at every bus stop. If you want to save money you pay less and ride with others, up to six people per bus, and have to stop a few more times, still saving time overall. The technology is here, it is proven and is the only way RTC should be focusing on for this project and to replace every single bus in this city. I refuse to ride the bus, not because I don't want to, but because it simply takes way too long. Fix that and you fix RTC. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 2/28/2019 9:11 | RTC Website |
| 672 | 20 | Petrasich | Frank | When considering side vs center loading, a major consideration should be the location of existing underground utilities. Are water, gas, sewers systems , etc under the proposed fixed rails? What happens when one ruptures? | Light rail systems typically require the relocation of utilities away from under the tracks to ensure access and avoid disruption. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Utility relocations are not as much of a concern with BRT. | 2/26/2019 13:30 | RTC Website |
| 673 | 1 | Peyton | Jean | I strongly urge RTC to build the light rail on Maryland Parkway. Experiences in Denver and Salt Lake City show that light rail is very popular, increases economic development, and provides a strong sense of community. Though it is more expensive than the alternatives, the results will benefit the entire community. As an aside, I attended the public meeting February 20. Kudos to David Swallow; he did a wonderful presentation and responded well to participant comments. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 18:57 | RTC Website |
| 674 | 4 | Pfauter | Rusty | Whatever fixes all the ruts and potholes on Maryland Pkwy between DI and Flamingo is OK with me! You need an ATV to drive there! | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 675 | 1 | Phalen | Mary | Light rail! Trains are more enjoyable and reliant than buses. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 12:06 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|-------------------------------------|
| 676 | 1, 12 | Picazo | Kimberly | Light rail please, this city needs more light rail trains along w/buses leading to the outskirts of town. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A variety of regular and express bus routes already do extend out to other parts of the valley, including the VA Hospital near the northern beltway, Centennial Hills, Summerlin, Henderson and as far as Boulder City. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/4/2019 20:10 | RTC Website |
| 677 | 1 | Pierce | Martin | Bus rapid transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 9:08 | RTC Website |
| 678 | 1, 2 | Pike | Soledad P. | I would go with the bus rapid transit concept. I believe it would be the most economically responsible. I've lived in this area for a long time, and as the years have gone by, I've seen less and less people use the public transit. I believe in the future we will have electric buses or automatic public transportation. | The RTC bus system had 64 million boardings in 2018 with the growth occurring in the non-Strip routes. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | | Comment card by mail |
| 679 | 1 | Pinnington | John | I just said to him about the light rail, I'd like the light rail. I know it's more expensive out of all of them, but the light rail would be the best thing for the Maryland Parkway, you know, and for the city. It's a change. As a small business owner that has two locations on Maryland Parkway, that is my recommendation. I'd like to see a light rail along there and as soon as possible. Because 2020 or 2024, I'll be too old and gone by then, you know. Geez. So that's it. That was it. I just came down -- I thought they wanted people recommendation on which one they like, and I like the light rail. So that's it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 680 | 1 | Ponte | Rob | Light rail of course! Let's get some mixed-use, medium density apartment buildings along Maryland too. I'm tired of sitting in traffic. We need light rail routes all over this town. Get rid of all these wasteful space-occupying cars. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 681 | 1 | Ponte | Rob | Light Rail of course! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 682 | 1 | Ponte | Rob | You're assuming that none of those people would ride the light rail, I know I would. The less driving I have to do the better. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 683 | 1 | Pope | Janice | Rapid | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 684 | 1, 9 | porcelli | james | NO METAL in the ground - we need flexibility. Other cities are removing metal. We need to review autonomous vehicles movement in a protected lane | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. When driverless buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/6/2019 4:44 | RTC Website |
| 685 | 1 | Portillo | Inosencia | I support the light rail plan. Light rails in other cities have proven to increase property values and business activity along its routes. Maryland Parkway has long been plagued by blight and failing business. A light rail would do a lot to revitalize Maryland Parkway and serve it's large ridership well by improving the community along that route economically while providing great public transit. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 16:12 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------|
| 686 | 4 | Potts | Brooks | How about you fix S. Maryland Parkway. It's an economy cars worst nightmare | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 687 | 1 | Poulsen | Nicholas | Light rail is the way to go! Set an example for the rest Of the valley to follow. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:14 | RTC Website |
| 688 | 1 | Premo | Marquita | Light Rail would allow easy transit and alleviate congestion with the constant stop/start of a standard bus or a rapid bus line. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/10/2019 10:40 | RTC Website |
| 689 | 1 | Puglisi | Guy | Light rail! Get with the times, Vegas! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 690 | 1 | Pulliam | Robert | <p>I have been following the Maryland Parkway project since I first heard of it in 2012. At that time the estimated cost of a light rail installation in this corridor was in the range of 250 to 500 million dollars. In a recent radio interview on the local public radio station Ms. Quigley of the RTC put the cost estimate at 800 million to 1 billion dollars and also noted that the Federal Transit Administration's New Starts program is now only contributing 25 per cent to these projects as opposed to 50% as in the past.</p> <p>This kind of cost increase in this span of time should be a red flag to the Board of the RTC as historically on other light rail projects you can expect an additional 40 percent increase from whatever the estimate is at the start of actual construction. Which based on Ms. Quigly's estimate could mean this project could cost 1.3 billion in YOE dollars. What is not included in any of the RTC estimates was a cost of capital, i.e. interest charges. This is reminiscent of the recent election failure in Nashville where a plan was promoted at of cost 5.4 billion while the actual amount to be spent over 20 years on debt, and O and M would be around 9 billion. To the voters this number juggling was a key influencer and the measure was defeated at the polls.</p> <p>A second concern one should have about this project is the changes at the North end of the route and the interface with the Airport. It appears the original downtown focus has shifted to a med center focus. If the Med Center should be the Northern terminus, it should have been apparent when the project first started. Again, another red flag for the Board.</p> <p>I encourage the Board members to spend some time on You Tube where a large number of videos can be found by searching for "light rail crashes" Because you will be building a light rail system at grade level you should know that you will have many crashes and a good number of fatalities. These fatalities will be a direct result of the decision to build "At Grade"</p> <p>Much of the benefit of this system is based on the belief that it will generate economic development. There are two studies I think the Board should be aware of. The first comes from the University of Buffalo which looked at property value impacts from light rail installation. In short, they do rise near stations but actually fall if not within the walking distance radius. A second study from the Atlanta Regional Council found that investment does occur along the new route but that this investment would have occurred within the region even if the light rail had not been built. What they found was</p> | <p>An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. It appears that the Tubular Rail concept has not yet been implemented as a mass transit solution, so it is unclear if it would be the right application for Maryland Parkway. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The updated cost estimate for BRT that was presented to the RTC Board for consideration in their decision did in fact include estimated financing costs. When the initial Alternatives Analysis was completed in 2014, the route was proposed from the airport to downtown. The proposed routing was reviewed again as part of the development of the Environmental Assessment. Based on input from community organizations, businesses, the public, and local agencies, the route was extended through downtown to the Medical District and a curb-side running option was selected over a center-running option. The reasons for the extension were to serve the significant number of current jobs in the Medical District and to connect UNLV's main campus on Maryland Parkway with the university's Shadow Lane campus and new UNLV Medical School. Clark County Public Works preferred the curb-side running option to minimize traffic impacts.</p> | 3/6/2019 22:14 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| | | | | <p>that investment shifts within the region to the route but that there is no NEW investment from outside the area as a result of the light rail installation.</p> <p>A further negative impact on local business occurs from the impact of the rail on driveway access and on street parking. The Board should also review the South Central Project in Phoenix where current residents of the area are organizing against the expansion based on fears of Gentrification and the resulting higher rents.</p> <p>These are a few of the issues I hope the Board will investigate. I also would encourage the Board to consider reopening the Alternatives Analysis in some form. My company, Tubular Rail would be willing to work with the RTC to develop an independent Engineers Estimate for our technology. By my estimate a Tubular Rail installation could save at least a half billion dollars over a light rail installation. Tubular Rail would be interested in presenting an alternative conceptual plan for the Maryland Parkway corridor project to the RTC Board or/and staff.</p> <p>Sincerely, Robert Pulliam Tubular Rail Inc. Houston TX www.tubularrail.com</p> | | | |
| 691 | 1 | Purcell | Alex | | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 10:35 | RTC Website |
| 692 | 1 | Putra | Persians yah | Can we change our city more modern and with future transportation before we are late. I prefer light train. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/5/2019 8:05 | RTC Website |
| 693 | 1 | Pye | Jasmine | Bus rapid needs to happen asap | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 694 | 1 | Pyles | Michael | I would like to see light rail built along Maryland Parkway. I believe the lesser alternatives would not be sufficient to influence developers to invest in the neighborhood. The combination of light rail and the prevalence of opportunity zones near Maryland Parkway provide strong incentives for future investment. I would also like to see some effort to solicit some philanthropic contributions to help fund light rail. Much of the personal wealth of Las Vegas is concentrated within a small percentage of the population. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/14/2019 11:45 | RTC Website |
| 695 | 1 | Quigley | Alyssa | It is time for our community to have light rail. Young people like me don;t want to own a car. We want to live and work in an area that has good transportation choices | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 14:55 | RTC Website |
| 696 | 4 | Quinones | Norma | I can't decide but the roads do need to get fixed | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|--------------------------------|
| 697 | 9 | Quiroz | Hector | Light rail is not an economically viable option. It has proven to be extremely expensive (\$80m+ per mile) and will do little to reduce the traffic congestion. It would be better to expand the monorail, considering the costs of light rail. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 698 | 12 | Quiroz | Hector | As opposed to the buses being operated by a public company? Is Veolis a public company? How is this even an issue? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The overall bus system is funded by the RTC and operated by two main private contractors. | | Social Media |
| 699 | 9 | Quiroz | Hector | Let the LVCVA put a tax in to expand the monorail. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 700 | 1 | Raagas | Darwin | Bus Rapid Transit! They can be modified in the future and less cost than light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 701 | 1 | Rae | CeeCee | No we don't need it | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 702 | 1 | Ragnar | Forgot | Light rail! Denver has one and it's amazing. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 703 | 1 | Ramit | Ashlen | I agree with the light rail, especially on Maryland Pkwy because it allows transportation for students on campus | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 704 | 1, 14 | Ramos | ShaRhonda | I really think the BRT concept is the most effective. It is safe for bike riders and pedestrians. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/27/2019 | Comment card at public meeting |
| 705 | 1 | Rappaport | Heather | I commute on Maryland Parkway, and I'm looking forward to additional transportation options! Even though it will be rough in the short term, the long term benefits will be great for the community. I think of it like the Figueroa corridor in Los Angeles, which enhanced the area a great deal. If we ever hope to host the Super Bowl, we'll need lots more of these projects down the road! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 14:36 | RTC Website |
| 706 | 12, 22 | Rau | Emmanuel | What of the using UNLV transit center as a mini hub? For light rail it is underutilized. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of a larger overall planning process, UNLV transit center options may be explored as well. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/20/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|-------------------------------------|
| 707 | 1 | Redensek | Joe | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 708 | 1 | Redensek | Joseph | Light Rail will be the biggest improvement our city needs. Less cars on the road the better. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 20:00 | RTC Website |
| 709 | 1 | Reece-Zeno | Lakesha | Light rail is the best option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/19/2019 9:13 | RTC Website |
| 710 | 1 | Reed | Monasha | Commute is great. Unable to control the lateness of the bus. Great job on improvements. Bus rapid transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 711 | 12 | Reeve | Bob | I think that working this north-south route and ignoring the east-west routes at the same time is wrong. I think that you can't just pull out one route and try to fix all the problems with it. I think that you need to look at the whole at once. This seems to be -- looks to me to be a money grab. I don't think we need rail in either form. I think the bus system works fine. I think we need to have the east-west system the same as the north-south system. That's all. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In recent years, the RTC has reconstructed Las Vegas Boulevard North, Boulder Highway, Sahara Avenue and Flamingo Road, all key transportation corridors, and will continue to develop a more robust public transportation network. | 2/28/2019 | Court Reporter Transcript 2/28/2019 |
| 712 | 1 | Reeve | Raven | I would like the enhancement of route 109 at a cost of \$29M. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Comment card by mail |
| 713 | 12 | Regner | Kurt | I vote for light rail on Maryland Parkway with bicycle lanes. The light rail should connect the airport to downtown with a stop(s) at UNLV. It would be great if the light rail would travel down Las Vegas blvd with a stop for the Raiders stadium. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk. The proposed routing in this environmental assessment does not include Las Vegas Boulevard or the Raiders Stadium. | 2/6/2019 20:18 | RTC Website |
| 714 | 1 | Reichenfeld | Randy | I'm a board member of the Del Mar Downs HOA where I live, I work at Sunrise Hospital, and I also teach part time at UNLV. I'm in favor of the light rail and believe the investment will pay off. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 9:45 | RTC Website |
| 715 | 12 | Reilley | Robert | I am all in favor of light rail, just not for Maryland Parkway. I believe it should be put on the strip where tourists are and actually want to go. No one and I repeat no one comes off a plane and says "take me to Maryland Parkway." Light rail for Maryland Parkway would be a colossal waste of money. Between Tropicana and Flamingo, there is virtually no signs of life after 5pm. I sincerely hope, that the RTC does not sour the public by placing light rail on Maryland Parkway which is a destination to virtually no one. Do the right thing and put in from the airport right down the strip and onward to downtown. The fares will pay for it's operation entirely. It is the only logical conclusion. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative for Maryland Parkway. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed routing in this environmental assessment does not include Las Vegas Boulevard. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/5/2019 21:36 | RTC Website |
| 716 | 4 | Reisch | Kira | Please, Please, Please! Fix Maryland Parkway between Desert Inn Tropicana, as well as Eastern between Desert Inn and Flamingo. Residents and students from UNLV have been waiting for 4 plus years for road improvements. Only to find that each day the roads and sidewalks deteriorate further! It's come to the point that if you don't have an RV, you risk serious damage to your vehicle! We see road signs reducing lanes in the appearance that work is being done, yet no work appears to be happening. This creates additional congestion and frustration! This is a high traffic area, why isn't this being prioritized? The local businesses in the continue to have reduced reduced patronage due to the limitations in the area. Frankly many of the stores in that area are avoided by the very people who would normally support these businesses due to the poor street conditions that are quickly becoming almost impassable. We have been told each year that "this year" its planned and in the budget! It's quite impossible and very disappointing! Please Tick get this project prioritized for the people whom you both represent and supported you this past election cycle. Signed a very frustrated resident in Paradise Palms! | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/11/2019 | By email |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|-------------|
| 717 | 1 | Rommelg | Arvil | <p>I ride Maryland Pkwy twice a weekly from downtown BTC to Tropicana and sometimes to SSTT. I think bus or light-rail should be faster than 60 minutes from Tropicana to BTC in downtown, it should go in 30minutes at least. To reach that goal, it should have light-rail train or bus-lane only for bus routes. I think light-rail train is faster, because it operates on rail and can speed-up/brake from bus-stop to bus-stop quickly. See, I'm from European Union from Estonia, which capital is Tallinn (Established third time older than U.S.constitution, as established in 12th century and it is one of a kind UNESCO city in Europe and only in Tallinn you can see oldest medieval buildings and Old-Town of Tallinn, so always learn from "Old-World" and build separated light-rail tram routes from roads to avoid traffic jams with trams and after 100 year you'll be thankful that you built light-rail routes that are not for cars and you can later add new kind of trams on it as they develop but still you can serve faster and it pays ofc a lot) and population there is about 400 000 peoples and there are used three types of mass-transit transportation vehicles as bus, tram and trolley-bus - what I'm saying that tram has shortest routes but moving on light-rail and most fastest way to get around in small area of North-Tallinn, because these routes were implemented about 100 years ago and been like since then (but there is said in driving licence book of traffic rules, that cars can move on light-rail - only few places where rail is on separate level or route, separated from road-traffic - and cars must stop everytime behind tram when there's a tram-stop) and tram can get stucked to traffic-jams in rush-hour when on same road as cars/vehicles (also, there are some accidents with car and tram, when somebody has'nt been in driving school and does not know that light-rail tram has right to turn if no special lights and you while driving car always have to look up those trams and rails of turning to be prepared for stop and these idiotic drivers slam often trams off-the-route rail and there is about three or four trams serving same route and whole tram traffic stops because of it, it's no good news for passengers who wait tram on the other end of route). So, bestest way for faster route is light-rail tram on it's own road, separated from other traffic, only then it would be worth it to get this Maryland Pkwy serving faster passengers.</p> <p>Now, I've been in U.S. almost five years since 2014 April and been in many cities and most different view was in Ohio, Cincinnati (there they also planned light-rail tram) and there were poorest mass-transit system I ever seen - basically you never knew when bus come to bus stop - and it is 21st century already Cincinnati is an village of 16th century compared to cities where are mass-transit systems. And I've</p> <p>been in Vegas almost three years and bus-transit system is one of the best I've seen. In New York City it is what it is but it is very expensive to get around in New York City even in bus-metro-taxi. In Miami, there is also not well developed bus-transit system and air-metro is good solution but not many routes covered and let's hope they build more air-rails for metro. As you have learned history in schools in U.S., then you know what is called Demography - then you'll know that cities grow and country-side villages are mainly left and this how population in cities grow and this how most Europe's big-cities has become what they are nowadays and in U.S. you have a chance to learn from Europe's mistakes and start build early trams or metro rail routes across the cities, because your cities will grow and develop bigger and country sides are left behind and more peoples come to big-cities, the rapid transit system you need and this keeps your cities humble without big traffic jams, because U.S. is young continent beside Europe/Eurasia and long way to go still ahead - in three hundred years you haven't seen even a third of it what in Old-World and this is your capacity for future.</p> <p>My name is Arvi Rommelg, If you want to chat or meet, then I'm in Starbucks coffe at 122 E Clark avenue or in men's shelter in CCSN IN LV Blvd, being two years homeless (I don't consider as homeless but way to help develop U.S. in every category of life to become better country in future, because as wise man from Europe, I see many left-behinds in U.S. and I'm basically waiting officials from White House, DHS or from Estonian Government for violating my constitutional rights for keeping me anymore without any legal documents in U.S. and this hell-of-a-slow-bureacracy in U.S. and been telling both Governments that your written rules/regulations/laws does'nt apply in reality or in real-life, because it been taken year and half to them already to understand that gap and I'm cool, because their mistakes will cost them and I gladly teach them how to avoid it and basically just sitting and waiting in coffee - you see now, how big can be gap between government and peoples, this not good at all.</p> <p>Good luck with that Maryland Pkwy, if I'm back in Europe by then when this new route has been set up, I'll remember it as one of the longest streets in Las Vegas.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/13/2019 13:29 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|------------------|---------------------|----------------------|---|---|-----------------|--------------|
| 718 | 1 | Resler | Patrick | Light Rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 719 | 1, 16 | Reyes | Benedict Reyes | The light rail system is the way to go. We need to upgrade the status of our city in the global marketplace. Just like Uber and Lyft are paying for the new medical school with a 3% tax on all rides, we should put in place a 5% tax on Airbnb stays to help pay for the light rail system. Also, the area of the Boulevard Mall should be converted into a mixed use development, by building high rise residential buildings in the areas of the anchor tenants and parking lots, as well as building a large transportation hub for the light rail, city buses, shuttle buses to the Strip, taxis and uber. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Clark County Planning developed an overlay district for the Maryland Parkway corridor to enable higher density, mixed-use development. The RTC has two main transit hubs in downtown Las Vegas and at the south end of the Resort Corridor and a secondary transit center at UNLV. | 2/20/2019 21:30 | RTC Website |
| 720 | 4 | Reynoso | Junior | How about finishing all the construction all over town we have enough traffic | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 721 | 1 | Rice | Rachel | If you can truly only choose one, I think a bus rapid transit is the best of the three choices presented. This route needs more buses and more options, and the rapid transit would benefit people living in the area very quickly with little downside. However, if you can do any long term planning, I would LOVE for a real, well taken care of, well implemented light rail system to begin construction in Las Vegas. We are so far behind other cities of our size because we don't have one. I know it requires a huge investment and a lot of work, but I believe a system that could be easily used by tourists as well as locals would seriously benefit us. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 1:39 | RTC Website |
| 722 | 1, 3, 12, 15, 18 | Ricks | Bruce | To: Regional Transportation Commission of Southern Nevada onboard@rtcsonv.com Re: My Comments on Maryland Parkway Alternatives From: R. Bruce Ricks, Ph.D.; information@awarebuyers.com Basis: I attended an RTC open house, and on Monday, March 6, beginning at about 12:30 p.m, I followed in my car an RTC bus on Route 109 from McCarran to the nearby Car Rental stop and then all along bus stops for 109 to the north end at the Bonneyville Transit Center. I drove back via downtown Las Vegas. Comments and Questions: McCarran: The RTC bus Stop 109 G at the extreme southwest edge of the zero level is about the most inconvenient place for McCarran passengers. I have been unable to find any signs within the airport of the presence of and directions to Stop G. I was told at the RTC open house that McCarran authority favors cabs. This explains the lack of passengers at Stop G. The bus and I had to turn to avoid a very long line of cabs at zero level waiting to be called to pick up passengers at baggage claim level. I am informed that McCarran collects about \$2.50 per cab, so it is no wonder why McCarran discourages busses except those going to/from the McCarran Rent-a-Car Center. Why does RTC also service, via route 109, the McCarran Rent -a -Car Center, thereby increasing the total route time for 109? Your writeup says: "Maryland Parkway is a vital corridor for the Las Vegas Valley, extending from McCarran International Airport to downtown Las Vegas . . ." Proposed rail shows it as servicing McCarran by terminating at Russell Rd.. Russell is NOT McCarran. Rail shown terminates at Siegfried and Roy Park north of Russell Rd. If one is fortunate enough to carry one's suitcase and avoid a traffic accident to get to the south side of Russell, he/she is confronted with the multilevel car exit from Terminal 3 parking. There is no apparent entrance to and through the large parking lot to aircraft gates. RTC's saying that future Maryland Parkway rail services McCarran is misrepresentation which makes rail look better than it would actually be. My guess is that LRT would be unable to connect to McCarran gates without calling upon the RTC bus that currently serves both T-1 and T-3. So, busses to the rescue of proposed rail. You have a category "enhanced Route 109", with 9,000 ridership going to 10,000 first year at a cost of \$29M capital costs and \$6.8M operating and maintenance costs. There is no explanation of what the \$29 million capital costs is spent for. Both bus convenience and car traffic would benefit from busses being able to turn from the outside (closest to bus stop) lanes of Maryland Parkway so that cars would | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway, McCarran International Airport and the South Strip Transit Terminal. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. The RTC continues to coordinate with the Clark County Department of Aviation related to the existing bus routes that serve Terminals 1 and 3. The stop location on the Zero Level at Terminal 1 is not expected to change in the near future. All three proposed alternatives were envisioned as ultimately going to the airport; however, this environmental assessment could not yet evaluate specific routing and termination points within the airport property because the Clark County Department of Aviation is conducting its own transportation circulation study. Once complete, the results of their study would inform the RTC as to where the selected alternative would directly connect to the airport and be incorporated into an update of the information presented in the environmental assessment. Regarding the routing of route 109, there is a stop located in the vicinity of the Rental Car Center on George Crockett Road; but it is en route to the South Strip Transit Terminal and intended to assist employees of the Rental Car Center or other businesses in the area. It is anticipated that if the Maryland Parkway project moves forward that the route will no longer continue south beyond McCarran Airport. The \$29 million cost estimate for the Enhanced Bus alternative was developed in 2016 with the other alternatives and was based on replacement of the existing bus fleet assigned to Maryland Parkway with new buses as they reach the end of useful life, which is 12 years or 500,000 miles, along with costs for upgraded bus shelters and other passenger | 3/7/2019 | By email |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------|--------------------------------|
| | | | | <p>not have to change lanes to avoid the bus as it slows and then stops. My exam of the stops shows me no buildings behind the bus stop at most of the stops. There are usually existing parking spaces which are farthest from the businesses there, making the bus stops faster and safer for access by passengers and thereby speed up the 109 route at comparatively very minor cost.</p> <p>Speeding up bus 109's route would be so much, much less expensive than what you call Light Rail. There is no indication that light rail would be faster than the enhanced bus alternative and light rail is only 4% of the light rail's estimated cost.</p> <p>How did RTC arrive at 16,000 passengers first year for light rail vs. 9,000 for enhanced bus? There is no explanation, yet the projection is crucial to justifying light rail cost per passenger. There is also no indication of the source of the \$750,000,000., which a writing I saw indicates a project like this is usually underestimated.</p> <p>Location of light rail: If RTC insists upon introducing light rail to Las Vegas, I suggest that the proper place for it is downtown. This was certainly the case for Phoenix - the example so often quoted by advocates of light rail. Our Las Vegas downtown has many attributes for light rail. There is much more density of both employees (read attorneys), much need for access of the court system by LV City and County residents of gov't buildings which have scarcity of convenient, low cost parking. There are many cross streets. Light rail could help the growth of downtown – much more so than the linear improvement of Maryland Parkway. It would also help the growth of Symphony Park.</p> <p>Improvement of UNLV: UNLV is busy adding to housing on and adjacent to campus in its desire to be a resident campus instead of a commuter campus. This objective reduces the need for linear commute at its Maryland Parkway fringe.</p> <p>It is my judgement that UNLV made a mistake in locating the new hospital at 2040 West Charleston, apparently just because there was the UNLV dental school on Charleston. Only two examples of the benefit of integration of the academic medical campus within the overall university campus at UCLA and Stanford (where I taught at both and can personal attest to the importance of integration.) RTC cannot do much to move the misplaced UNLV medical school, but it could increase the integration of medical and main campus by a bus route with stops only at the main campus and the medical campus. This should help fund-raising at both campuses.</p> <p>Crucial bus service: A final suggestion is that RTC should concentrate on access to Las Vegas Stadium. The possibility is that Sundays finds 65,000 arrivers and Saturdays finds 40,000 arrivers. The shortage of parking and the parking fees at local hotels means that a crucial part of the access solution will need to be buses. Taxis have capacity for about 3 passengers each, whereas your buses have 90 seats, with environmentally efficient natural gas. Another solution to another related problem is that the monorail's southern terminus is on the east side of the Strip at the rear of Mandalay Bay Hotel with insufficient funds and/or credit to cross to the Mandalay Bay Events Center. RTC's buses are a natural to reduce or eliminate the stadium's parking problem – at much, much less than alternatives.</p> <p>I conclude that RTC buses are essential. Light rail is not. RTC has a system of very efficient buses that are the least costly solution to many transportation problems. A great advantage is that they can be relocated as market demands. I suggest RTC be proud of its assets and not envious that others have light rail.</p> <p>While studying this subject I discovered that RTC has buses that bring people from South Vegas and Henderson to the T-Mobil arena for hockey. I intend to watch the Knights on TV and the take the bus soon to Eatery where I can have a beverage without fear of accident or arrest. Buses are a Blessing!</p> <p>Somehow, I feel my suggestions are too late and too much bother to respond to. If someone is willing, my email and phone are above.</p> | <p>amenities. The BRT alternative was estimated at \$335 million to develop, while the light rail alternative was estimated at \$750 million, both based on calculated quantities and construction bids from similar projects in other cities. F734</p> <p>This environmental assessment did not evaluate other routes and destinations outside of the noted study area. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com</p> | | |
| 723 | 1 | Rider | Eva | Enhance route 109 | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|--|
| 724 | 1 | Riley | Rickey | I'm really interested in the light rail. Is that gonna run from -- is it running all the way down Maryland from UNLV? That would be great. Really get rid of a lot of congestion. There's a lot of foot traffic here. Everything that can get people going down this long road instead of trying to cross four or five lanes of traffic would be great. Yeah, so, if they can do it, like, you know, for a reasonable price and in a reasonable time frame. Because to drive down this road to work every day, don't really have much of an option. Yeah, I'm all for it. That's it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 725 | 1 | Rivers | Margie | Like rail yes yessss | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 726 | 1 | Roan | Peter | LIGHT RAIL!!!! We work in the core and getting around would be a lot easier with light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 9:10 | RTC Website |
| 727 | 12 | Robards-Faress | Jayzlyn | How about change all of it instead of one area? Sure I know this is like an experimental project but yanno other bus routes are a pain in the ass too | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . In recent years, the RTC has reconstructed Las Vegas Boulevard North, Boulder Highway, Sahara Avenue and Flamingo Road, all key transportation corridors, to improve transit performance and enhance mobility and will continue to develop a more robust public transportation network. | | Social Media |
| 728 | 12 | Robards-Faress | Jayzlyn | How about not just on Maryland parkway | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . In recent years, the RTC has reconstructed Las Vegas Boulevard North, Boulder Highway, Sahara Avenue and Flamingo Road, all key transportation corridors, to improve transit performance and enhance mobility and will continue to develop a more robust public transportation network. | | Social Media |
| 729 | 12 | Robards-Needham | Jayzlyn | Make a light rail, but why is it only Maryland Pkwy? There are other bus routes far more busy to have chose from. | Currently, the Maryland Parkway bus route 109 has more boardings per mile and boardings per hour than any other bus route outside the Strip. Bus Rapid Transit (BRT) was adopted by RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . In recent years, the RTC has reconstructed Las Vegas Boulevard North, Boulder Highway, Sahara Avenue and Flamingo Road, all key transportation corridors, to improve transit performance and enhance mobility and will continue to develop a more robust public transportation network. | 3/10/2019 9:44 | RTC Website |
| 730 | 5 | Robbins, Jr | Charles | I live in lvcc estates. Literally "walking" distance to 2 monorail stations. I've been on twice. It's pathetic. We have a blank piece of desert and this is our result. Even with automated cars and Uber, the roads aren't near what they should be. They can't accommodate this population. Light rail is the answer. The future is bright if we do this right. Look at eater locked Oslo. Look at Denver. We can be a real world class city if we can do this right. The taxis have too much power. They are always going to have work. This train needs to happen. Maryland and eastern are complete dumps. Make things nice and filter out the lowlifes please. I'm sick of seeing red and blue lights every 2 days. Pedestrian mall. Light rail. Make this city awesome please. Enough cars. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of the final design of the BRT project, RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | 3/5/2019 20:03 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|----------------|-------------------------------------|
| 731 | 1 | Roberts | Kristopher | Don't travel down Maryland enough to know what's best. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 732 | 1 | Robinson | John | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:38 | RTC Website |
| 733 | 1 | Rodgers | Jackie | no comment | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 734 | 21, 22 | Rodriguez | Emanuel | I'm a student at the College of Southern Nevada, and I have two concerns. First is, the current Route 109 has an average spacing between stops of a quarter mile. The proposals for either bus rapid transit or light rail would increase that to a third of a mile. What plans do the RTC have for addressing service gaps that are created by increasing distance between stops? My second concern is the underutilized UNLV transit center. Currently, it only has the Centennial Express for Route 601, I believe, only on selected days. What prevents using the UNLV transit center as sort of mini-hub for Routes 201, the proposed light rail, or bus rapid transit system, the CX, and other future routes? Okay. I'm done. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. While the stops will be spaced a little further apart to increase the travel speed, they will still be located near key destinations. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/20/2019 | Court Reporter Transcript 2/20/2019 |
| 735 | 15, 19, 21 | Rodriguez | Jonathan | So, yeah, the preference is certainly for the light rail option. I really like the features that add the pedestrian/cycling elements to it as well, making it very multi-mobile. Connection to the airport was one thing. I know it's separate property, but still, it would be nice to have some sort of connection there. I do like the connection also all the way to Shadow Lane Campus. I know this isn't you guys, so it would be Clark County, I would assume, but if there is a way to improve first and last mile connections to the line itself and bringing pedestrian/cycling infrastructure to the light rail itself, I would assume a lot of folks would like to take that. Park and ride eventually maybe. And anything else? I don't know. What else should I say? Is that good? Yeah I guess that's all I got. Light rail all the way. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The RTC will also be looking at the first mile/last mile opportunities such as bike share at stations. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 736 | 4, 12 | Roe | Dallas | What I was explaining to the gentleman here, I just moved here. So it's, like, I haven't learned all the perspectives of Nevada yet. What I told him was first of all, they need to get these roads cleared up, fixed. And then it comes down to where I think it's a very good idea if you guys get the rail in here that would go from, I guess, this particular area down to the Strip for people who don't know where they're going or anywhere, you know. He was talking about that you guys are trying to work on the bus stops and that. I think the bus stops can wait. I think the first part is putting the transit rail in here first, you know, because that would definitely help the public out and people won't have to be waiting at the bus stops all this time. You know, I seen people out here waiting 9:30, 10:00 o'clock at night waiting for a bus. You know - it's just -- I just really think the rail would be good here. I also told him about pooling the taxes here in Nevada, like people paying their own taxes and all that. I asked him, where is all this money going? Where is all this money going from the taxes? What they should be doing is worrying about the public and not letting people just hang out at the bus stops. Because it is very dangerous, I think. I don't know if you notice that a lot. But I would really love to see them put that in here though. I really would. It would help people like myself because I don't even know how to get around to half the places here. I think that would be good, though. That's it for now. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . The proposed routing in this environmental assessment does not include Las Vegas Boulevard. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 737 | 16 | Rogers | Evertt | I did t realize maryland was a problem. Seems like you guys just want to gentrify the area | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. | | Social Media |
| 738 | 1 | Rogers | Evertt | Trains are outdated. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 739 | 1 | Rogers | Evertt | How about cars. Americans like the independence. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 740 | 1 | Rogers | Evertt | We don't really have traffic here. This is all a game by democrats to spend money. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 741 | 4 | Rogers | Rawanda | I don't like that every year you guys put out all these cones for traffic and then they just sit there slowing down traffic and causing delays and NO work gets done and there is major road damage on Charleston from Nellis to Beesley Dr. tearing up my tires and messing up my alignment on my car. The same problem is on Maryland Parkway. You just want the year end money for the roads but don't fix squat! | The RTC works closely with the county and cities to identify potential needs and program funds so that they can make repairs and keep roadways well maintained. The southern portion of Maryland Parkway is scheduled to be repaved in 2019. Your comment regarding Charleston Boulevard has been forwarded to the Clark County Public Works Department. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 2/26/2019 20:46 | RTC Website |
| 742 | 16 | Romero | David | Build homeless shelters New schools New rec centers with after school programs More job opportunity programs in schools for high school students... Now that be great | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. | | Social Media |
| 743 | 1 | Romero | Lizabeth | I think the rail would be innovating and good for 109 route. There's always crammed busses not enough room and I think fitting more people in one bus would help a lot. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 12:07 | RTC Website |
| 744 | 1 | Rosanio | Ruben | Building a light rail will be amazing idea and great transportation for everyone | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 745 | 1 | Roys | Christopher | Thank you to the RTC for putting together the plans and making an inclusive environment for discussion regarding this public transportation project. As the Student Body President for UNLV's Undergraduate Student Body, having a light rail developed on Maryland Parkway serves to improve the value of the surrounding area as well as providing substantial capacity enhancements for travel to UNLV. We are incredibly excited about the Maryland Parkway project and we look forward to seeing what the future holds. Thank you for all you do! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In addition, the BRT alternative would provide a direct transit connection between the main UNLV campus on Maryland Parkway with its Shadow Lane campus and the new medical school. | 2/28/2019 13:01 | RTC Website |
| 746 | 9 | Ruiz | Francisco Daniel | Different thing guys. Monorail is owned and operated privately. RTC is a government entity that contracts the service out to a private company. Many different factors behind the scenes the public doesn't know about | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 747 | 1 | Ruiz | Francisco Daniel | Its just like taking a lane from flamingo or sahara or lvb north, I don't see any significant issues. Plus, I think people will just find another way around. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 748 | 1 | Ruiz | Francisco Daniel | What is in date? Whats better than trains? Everyone keeps saying this but not coming up with something better | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 749 | 1 | Ruiz | Francisco Daniel | Also route 109 is the busiet route in the network aside from the strip. It needs improvement. Adding traffic lanes doesn't help, just adds more traffic. The whole point is to have an alternative to just driving your own car. If you're already using the bus, then this should be a great improvement. | Currently, the Maryland Parkway bus route 109 carries 9,000 to 10,000 riders per day and has more boardings per mile and boardings per hour than any other bus route outside the Strip. Bus Rapid Transit (BRT) was adopted by RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 750 | 1 | Runion | Grant | I would love to see a light rail! I dislike buses, but I would definitely use a light rail system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 11:58 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|--------------|
| 751 | 12 | Rushing | Kobe | I disagree, I live in North Las Vegas and work at Red Rock Casino (which is all the way in summerlin.) I had to take 2 busses to get there. That includes the Charleston bus. I made sure I went an hour ahead of the bus schedule ALWAYS arriving early weather it being 20 min or an hour. Laziness is what gets people fired. Not the bus schedule. Seriously plan your trip too allow time errors on bus routes! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . | | Social Media |
| 752 | 4, 8 | Russell | Susan | <p>The county let us have roads that disintegrated, and now says they want comments for the roads/rail? There is nothing the county has done to make me believe they will listen to anything we say. I would bet money the plans have already been drawn, and this is a mere formality to make us think we are included.</p> <p>I am more concerned with crime, safety, squatters and junkies, than light rail.</p> <p>This is my concern as posted on Nextdoor: The roads department says they will repave Eastern and Maryland at the end of March 2019. Temperature has to reach a certain degree before they can pour. Fingers crossed. 2 ½ years after the road started falling apart.</p> <p>Regarding Eastern Avenue and Maryland Parkway between Tropicana Avenue and Desert Inn, I have a meeting with my County Commissioner this month. I have HUGE concerns about my neighborhood. I want to make sure he understands we are losing national tenants, stores are going dark, tenants are moving and the management is blaming the riff-raff in the area. Employees are afraid to walk to their cars at 10 pm. UNLV has an increase in violent crime, etc. I do not know why vagrants are allowed to squat and etc. but I do believe as a 55-year Las Vegas native and 27 years real estate agent-broker that I see the area starting to look like the beginning of an Urban Decay, and I want the commissioner to hear me out. Things like the roads should have never been able to get to the point of disintegration and ruin our landscape and cause accidents. These vagrants are dangerous as we have seen with the woman shot sitting on a wall after she left Target, the 80-year-old woman raped near Charleston and Maryland Parkway and several UNLV students being attacked. That is only a few of many violent crimes to innocent neighbors, and the rest of us have to start screaming loud and attending county and police meetings.</p> <p>I want to ask my commissioner if there are any incentives to encourage businesses to come back here? Hard to believe that between Desert Springs Hospital and Sunrise Hospital there are vacant doctors' offices. What do we need to do to support the commissioner to keep this area thriving and desirable?</p> | <p>In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Safety of the public is one of the RTC's top priorities. All buses are equipped with security cameras that can be accessed in real time by law enforcement. Bus operators are trained to watch out for suspicious persons and RTC's fare enforcement officers regularly patrol different routes. RTC's mobile app, rideRTC, provides a way for customers to report concerns, such as trash, graffiti or any other concerns with its Transit Watch feature. Your comment regarding the trash at stops has been forwarded to RTC's Transit Amenities Department.</p> | 3/9/2019 12:59 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|--|
| | | | | <p>What can we do when we see a home trashed? Some of the homes north of DI between Maryland and Eastern, or along DI, just west of Eastern look like they need to be torn down. What can we do to force the property owners to clean their homes up? The house on Viking is being occupied with no utilities to the site. Is that even legal?</p> <p>Once Squatters take over a property, it takes at least 45 days to remove them. They leave thousands to tens of thousands of dollars of damages then the homeowner has to repair it. That is unacceptable.</p> <p>All of these issues are contributing to the decline of the area of Eastern and Maryland between Tropicana and Desert Inn, and the area looks very, very shabby.</p> <p>These are some of the newest vacancies: Marie Callender's on Sahara, TJ Maxx at Maryland Parkway and Flamingo (they told me they were leaving because of the crime), Paymons on Maryland Parkway, PF Chang on Paradise Road, and lots of office tenants.</p> <p>Please start calling your commissioner, and also the neighborhood services that will help us keep this area safe and clean. Let's not put up with this anymore.</p> <p>Thank you for your time and consideration. Haters, bug off.</p> <p>Unlicensed food vendors: 702-759-0523 Illegal dumping or trash pick-up (mattress on the sidewalk): 702-759-0600 Graffiti: 702-455-7648 Code Enforcement: 702-455-4509 County Commissioners: 702-455-3500 First Tuesday with our neighborhood Police Sub Station: http://www.clarkcountynv.gov/public-communications/newsletters/districte/Pages/FirstTuesdayDistrictELocations.aspx</p> | | | |
| 753 | 9 | Ryan | Dennis | I travel the Pkwy. almost every day. Be more innovative in your thinking than light rail. Consult with the Boring Co. as the Convention Authority has done. No on light rail! | The Boring Company's concept has not yet been implemented as a mass transit solution, so it is unclear if it would be the right application for Maryland Parkway. Based on available information, The Boring Company system would require vehicle elevators at each stop location, requiring added property acquisition and potential impacts. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/10/2019 | By email |
| 754 | 1, 12 | S. | N. | <p>I think that the enhanced bus route may be the way to go. I do not think that the light rail is a good way to spend tax payer dollars. It seems extremely expensive and there is more value in adding additional buses.</p> <p>I also think that is true all over the valley. There are major parts of town (NW and Mtn's Edge, So. Highlands, etc.) that have no bus service. I would love to take public transit from my house to work everyday but with a 2 hour ride, it makes it impossible (and I have bus routes near my house). I can't imagine what it must be like trying to ride public transit with no routes nearby. Please consider spending the dollars to add more routes and make the current ones more efficient .</p> | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . This will not change because of the Maryland Parkway project. | 2/22/2019 6:49 | RTC Website |
| 755 | 1 | Sachs | Rick | I hope you understand the difference between heavy rail and light rail. Heavy Rail is Union Pacific for example. Light rail is a term for a street running electric transit operation. Ugh! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 756 | 1 | Sadri | Shahin | I got this ad in my mail. And I'm here to say, okay, I would like to have that light rail in this area. Me and husband, we'd love to have that. Age goes up, and I don't like to drive to go downtown to have fun and eat some food and enjoy myself, me and him. We don't like to take a car to have an accident or nervous to have parking or any other issue that comes with it. So I would like to have -- I really, really hoping to have that light rail in this area. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 757 | 1 | Sailon | Ron | Light rail is the wisest choice for Maryland Parkway. The cheaper bus alternatives are bandaaid approaches that we would all regret years from now. Those alternatives might be cheaper in the short run but foolish in the long run. Let's build a quality light rail system! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/10/2019 9:21 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|-------------------------------------|
| 758 | 1 | Salmon | Isaac | I lived in Denver for a couple of years, and I utilized the light rail system that they have there all of the time. I really enjoyed the service and the speed that it ran at. I would recommend the light rail option 100%. This also fosters an expansion of this system in the future as the size and population of Las Vegas grow. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 11:54 | RTC Website |
| 759 | 1 | Salter | Shannon | I think a light rail is awesome! This is what our city needs! Make it beautiful! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Comment card at public meeting |
| 760 | 1 | Salter | Shannon | I just think the light rail option would be incredible. And I teach as UNLV and I live on Maryland Parkway, and I would love to use that all the time. And I just think it would really benefit the community and create a really nice atmosphere. I think we need it, I really, really, want it. I think it would be awesome. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |
| 761 | 1 | Saltman | David | Las Vegas needs rapid transit and Maryland Parkway is the perfect arterial to begin. Light rail is the preferred choice because of the resulting potential economic benefits. Please don't settle for bus rapid transit because of cost factors. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 13:43 | RTC Website |
| 762 | 1 | Sampson | Mark | I'll vote for light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 14:03 | RTC Website |
| 763 | 14 | San Johnson | Sochea | Yes, we should have bicycle lanes on every roads in Nevada. Stop developing this country only for the Rich. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | | Social Media |
| 764 | 1 | San Johnson | Sochea | We should build train system like that all over Nevada or America. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 765 | 1 | San Johnson | Sochea | We need Light-Rails all over America. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 766 | 12 | San Johnson | Sochea | We should have light Rails from Las Vegas Blvd all the way to Primm | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 767 | 1 | Sanchez | Rick | Light rail is the only worth while option. Don't waste money on another bus. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 22:39 | RTC Website |
| 768 | 9 | Sanchez | Rick | Love light rail but what about a Boring Company tunnel. The costs seem to be less than your estimates for light rail and it saves a lane of traffic. | The Boring Company's concept has not yet been implemented as a mass transit solution, so it is unclear if it would be the right application for Maryland Parkway. Based on available information, The Boring Company system would require vehicle elevators at each stop location, requiring added property acquisition and potential impacts. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/8/2019 9:53 | RTC Website |
| 769 | 1 | Sanchez Gallegos | Alejandra | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 770 | 1 | Sandoval | Connie | Leave it as is | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 18:24 | RTC Website |
| 771 | 1 | Sandoval | Isaiah | Build the Light Rail! Keep our residents mobile! Protect our traffic congestion! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 8:38 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|----------------|-------------------------------------|
| 772 | 1 | Sanjuan | Star | Bus rapid transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 773 | 1 | Santo Bougé | Lucas | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 774 | 1 | Sapienza | Gian | Light rail. We are only about 200 years behind the rest of the civilized world in the US when it comes to transportation. And...No cars at all on eastern. Pecos and Maryland going forward. None. 75mph on a three lane residential road. People drive faster on pecos than on the 215. Enough. Three lanes on a residential road. Ridiculous. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 775 | 1 | Sasinova | Sylvia | Hello, I'm just giving a suggestion for the Maryland Parkway resident my feedback on implement on Maryland Parkway. I got this flyer that corroded my address as well and I just would like to get and see the bus rapid transit, that's my choice, so just giving you my vote for the bus rapid transit on Maryland Parkway and also it would be great a double decker like the SDX, you know, design busses. Well, thank you so much if you get this message. A good day, bye bye. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed BRT may be able to incorporate newer technology buses as the fleet is replaced. | 2/25/2019 | Voicemail |
| 776 | 1 | Satterwhite | Rian | I believe that the proposed light rail solution to the Maryland Parkway corridor is a very good option for improving clean, reliable, and frequent public transit options between many of Las Vegas' most important locations. Although I do not live near the area, I work at UNLV and see much upside to this project for students, staff, and faculty, and the public alike. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 11:04 | RTC Website |
| 777 | 1 | Sawyer | Don | Personally, I represent a construction company so, obviously, we want to build the most expensive thing. BRT works, so I would say that would probably be the best option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |
| 778 | 9 | Schaffer | Mark | I see the LVCVA is going forward with a Boring Company project to move people for low cost of construction and operation. Why not solicit a bid for a similar alternative in place of very expensive light rail or RTC transit lanes? Can't hurt to let them give it a go. | The Boring Company's concept has not yet been implemented as a mass transit solution, so it is unclear if it would be the right application for Maryland Parkway. Based on available information, The Boring Company system would require vehicle elevators at each stop location, requiring added property acquisition and potential impacts. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 11:09 | RTC Website |
| 779 | 4 | Schelin | K. | Maryland Parkway between Twain and Russell is a disgrace to the city. You would think that with UNLV there our city would have a little more pride with our roadways. FIX IT NOW is my desire for MARYLAND PARKWAY | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Comment card by mail |
| 780 | 1 | Schlemmer | Donna | It is long past time Las Vegas had light rail. Let's join the 20th century! Then maybe we could join the 21st century after that..... | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 8:36 | RTC Website |
| 781 | 1 | Schmidt | Cheryl | Light rail would modernize our city and help reduce congestion. Go light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 8:01 | RTC Website |
| 782 | 3 | Schnitzer | Jeffrey | Removing lanes from Maryland Pkwy would be no less than DISASTEROUS. Keep all 6 lanes at whatever cost. It is foolish to even think about reducing it to 4. It may be necessary to move back some buildings on either side of the current roadway by eminent domain. This is the most sensible way to do it. Trust me, removing a lane would create 24 hour gridlock. Not smart !!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Adding an additional lane on either side of Maryland Parkway would result in the acquisition of many properties, impacting residents and businesses and making the project cost prohibitive. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 3/10/2019 0:35 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------------|---|
| 783 | 3 | Schnitzer | Jeffrey | State of Nevada/Las Vegas, Removing lanes on Maryland Pkwy is a BAD IDEA !! It would not coax people into using the railway. It would create a 24 hour nightmare. Imminent Domain is the only sensible solution in this case. Buildings will have to moved back on either side of the roadway. It will be expensive, but there is just no other way to go on this. There is too much encroachment of private property up against the corridor. There is some room on the east side of Maryland so you don't have to cut into UNLV. Further north, some properties could have their parking lots relocated and sidewalks moved back. There is just no other way to do this. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Adding an additional lane on either side of Maryland Parkway would result in the acquisition of many properties, impacting residents and businesses and making the project cost prohibitive. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 3/9/2019 | By email |
| 784 | 1 | Schofield | Jennifer | I feel that the light rail system would be very beneficial in this area and would help out many of our transportation issues. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 | By email |
| 785 | 1, 4, 14 | Schwarz | Chris | I'm in favor of option two. I believe implementing the designated bus lanes, protected bike lanes, and wider sidewalks would be of great value for all modes of transportation. Option three could create long term challenges. For instance, if a train breaks down or is in an accident it will affect all other trains until it's operational again. Next, the need to relocate all utilities from under the rail. Public rights of way currently have easement/set-back issues due to limited space, abandon lines, and existing | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The RTC will work with the city of Las Vegas and Clark County | 3/5/2019 14:37 | RTC Website |
| 786 | 4 | Scott | Tracy | If Maryland Pkwy ever finishes paving the street I'll DIE | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 787 | 1 | Sears | Courtney | We would to a light rail line on Maryland. It's more quicker, better transportation to get where u going. You guys already to stop the Carey Ave bus. We need something for the people to get around. Every major city have a light rail/metro rail. Like LA California, Chicago, New York, Dallas Tx etc. Las Vegas Nv, have millions of coming in and out. And a 1 million plus that live here. We need this light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 17:06 | RTC Website |
| 788 | 1 | Secrist | Richard | I'm in favor of pursuing Light Rail on Maryland Parkway. City of Mesquite Director, Development Services Dept. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 | By email |
| 789 | 1 | Seegerblom | Carl | I support the light rail option. I think it's the best option. I think it's the best way to make this a liveable community. It's the best was to really tie downtown to UNLV and to the airport. And I've seen it in other cities and it's worked really well when it's done right. So great. Thanks. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |
| 790 | 1, 14 | Serrano | Alfredo | I think light rail would be the most rapid means of travel. This would encourage more people to utilize it allowing more stops in the same time it would take to Drive or ride a conventional bus. I also like the option of a bike path to assure a safe path for those who prefer this means of transportation. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/4/2019 20:42 | RTC Website |
| 791 | 1, 8 | Shahani | Natasha | I am a frequent rider of bus route 109 and drive on Maryland Parkway regularly. While I am a fan of the bus rapid transit and light rail options, I am no a fan of the delays it will cause. There's constantly construction on Maryland Parkway and the roads are not well kept; I can't imagine what closing lanes for a long period of time will do. The idea of the enhance bus route sounds like the best bet at this point especially economically, but there needs to be major improvements. I don't feel safe at some of the current stops because lack of lighting and signage. The drivers need to be retrained as well. I have watched multiple run red lights and almost cause accidents. I will support any decision that will make transportation safer and more efficient as long as it's executed properly and the elements discussed in the overview are actually implemented. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as larger passenger stations with more lighting, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. The BRT station design will incorporate benches, weather protection structures, wayfinding, passenger information, and aesthetic elements to brand the system and complement the corridor identity. Security measures will be included as part of the design of new stations and on the buses. | 3/6/2019 10:29 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|----------------|--------------|
| 792 | 1 | Shane | Danny | No comment | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 793 | 1 | Shea | Kelsey | Light rail would be awesome and so fast | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/13/2019 7:43 | RTC Website |
| 794 | 1 | Sheats | Nick | I am a consistent public transportation rider in Vegas and formerly from Portland, OR. The MAX train light rail system in Portland was excellent and integrated well into the bus system. I strongly encourage the RTC to invest into a light rail program. Use Maryland parkway as a starting point and as this city grows over the next couple decades expand light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/6/2019 9:56 | RTC Website |
| 795 | 1 | Sheffield | Brigitte | Light elevated rail | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:40 | RTC Website |
| 796 | 1 | Shepard | Ian | I support any of these concepts but highly favor the light rail option, even with the increased costs. I was born and raised in Las Vegas and attended Bishop Gorman (while on Maryland Pkwy) and UNLV. Light rail would have been a major improvement over the bus system along these routes. I also lived in Downtown Seattle for a few years and saw the difference when the South Lake Union Streetcar was added. I frequently rode that and infrequently rode the bus. Light rail also provides a sort of legitimacy to a major metropolitan area, like we live in here in Las Vegas. This is especially true when linking UNLV and the new medical school. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. | 3/5/2019 11:21 | RTC Website |
| 797 | 1 | Shiffler | John | Preference is Bus Rapid Transit. Although light rail would be a great alternative, I don't feel the upfront and continuing costs would justify the project. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 19:30 | RTC Website |
| 798 | 1 | Shinogle | Stephen | I ride the bus everyday and I think you should put a light rail on Maryland Pkwy. I understand that you have the options to create bus lanes and enhance the route, but the problem is that there are SO many riders along this route that we need something that get us to and from faster. Something more sensible. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minute headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. | 3/3/2019 10:00 | RTC Website |
| 799 | 1, 7 | Shipman | Julian | We have got to change that way of riding the bus on that street. I think that the Light Rail or Enhanced Rapid Transit are our best options. I've met a lot of disabled people that take the Maryland Bus. They told me it takes forever for the bus to arrive and they have told me that the bus is usually late. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT vehicles will have near level boarding at the stations which will make it easier to get on and off the buses. | 2/16/2019 1:32 | RTC Website |
| 800 | 1, 17 | Shipman-Gonzalez | Julien | Rapid Transit wouldn't be better. Its like the Sahara Express A & B. That bus still shows up late, full and with no seats. The max capacity on the Rapid Transit System is (at least) 126 passengers. With the Rapid Transit, those busses that they use are only 60 ft. The light rail is 90 ft with the max capacity of (at least) 146 passengers. Which one do you think would be the better option? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 801 | 17 | Shirley | Melissa | 109 routes as well as many others miss connections by seconds and leave passengers in the heat only to board an overcrowded bus. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minute headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. The BRT station design will incorporate benches and weather protection structures. | 2/26/2019 3:16 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|-----------------------|--|--|----------------|-------------|
| 802 | 1 | Shirts | Grant | Bus Rapid Transit. 1. It is cost effective 2. It is adaptable and flexible overtime. 3. It can put a shine on negative opinion toward riding the bus. "riding the bus was really convenient/fast, I should grab another bus to go somewhere else too" | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 17:32 | RTC Website |
| 803 | 1, 16 | Shohet | Michael | I am a supporter of the Light Rail option. While the most expensive option, I believe that it will have the best return on investment for the community and provide the greatest benefit to our residents. Light rail has been shown to be a catalyst for investment in the area and will result in the creation of jobs, housing, and other needed amenities in the corridor. As community stakeholders we must be responsible and ensure that this investment results in equitable development that benefits the EXISTING residents of that neighborhood. Investment in the corridor that results in displacement of people must be avoided. As such, now is the time to put in place a framework to ensure that equity is a priority in the redevelopment of Maryland Pkwy. We should be looking to models that have worked in other communities such as Los Angeles' Transit Oriented Communities Affordable Housing Incentive Program to make sure that this huge investment benefits everyone. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. | 2/26/2019 9:10 | RTC Website |
| 804 | 1 | Sida | Oscar | I prefer a light rail system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 9:28 | RTC Website |
| 805 | 1 | Siders | Kirt | Whether it's expanded bus service or light rail, Las Vegas desperately needs better public transit. In addition to making the structural changes, I'd like to see better public safety on board the transit; I believe that one reason it's underutilized at present is fears about safety on board. | Safety of the public is one of the RTC's top priorities. All buses are equipped with security cameras that can be accessed in real time by law enforcement. Bus operators are trained to watch out for suspicious persons and RTC's fare enforcement officers regularly patrol different routes. RTC's mobile app, rideRTC, provides a way for customers to report concerns, such as trash, graffiti or any other concerns with its Transit Watch feature. Your comment has been forwarded to RTC's Safety & Security Department. | 2/27/2019 9:26 | RTC Website |
| 806 | 1, 2, 7, 14 | Sierra Club | Southern Nevada Group | To whom it may concern: The Sierra Club's Southern Nevada Group applauds the RTC's outreach to include public opinion in its initiative to address transportation needs and issues along the Maryland Parkway corridor. On behalf of our 2,667 members in the Las Vegas area, we strongly encourage pursuit of the Light Rail Transit (LRT) option that has been put forward. In terms of stimulating compact development patterns, increasing public transit patronage and reducing motor vehicle use, we believe LTR will be most effective. Of particular importance environmentally, it replaces fossil fuel-powered vehicles with a clean alternative operating on electricity. According to the Air Quality Technical Memorandum prepared by Parsons for RTC in April 2018, "replacing 100 percent CNG-fueled buses on Maryland Parkway with electric LRT vehicles would result in daily bus VMT on Route 109 and daily idle (transit stops, traffic lights, and driver layover) reductions for carbon monoxide (CO) and oxides of nitrogen (NOx) emissions" at significant levels. And ridership increases would mean fewer vehicles on Maryland Parkway, resulting in even greater reductions in CO, NOx, and volatile organic compounds (VOC). What's more, dedicated tracks will benefit passengers, with fewer delays and the greatest reduction in travel time, while larger, more spacious compartments will improve comfort as well as capacity. Curb-level boarding will enhance convenience, too, especially for passengers with mobility issues and those bringing bicycles directly into the cars. And we appreciate the attention that has been given to accommodate pedestrians and cyclists with the development of integrated bike lanes and sidewalks. Thank you for the opportunity to provide input. As an organization of local volunteers concerned with the quality of the environment, we welcome inclusion in the planning process. We are happy to cooperate in future efforts to bring clean Light Rail to other areas of the Valley as well. Chair, Sierra Club, Southern Nevada Group | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The BRT will also use elevated platforms at the stops, which are intended to make it easier for people with wheelchairs or other mobility devices to get on and off the bus faster. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/6/2019 21:38 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|-------------------------------------|
| 807 | 1 | Sines | Chris | I just was walking by, and I noticed that the light rail was a proposed option. And I'm from Kansas City originally and they have a light rail now and I enjoy it. I like the idea. That's all. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 808 | 8 | Singh | Rohan | Before anything new gets done on Maryland pkwy, can something be done with the hundreds of homeless people living there ? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 809 | 1 | Singh | Steve | Light rail is a must | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/3/2019 20:24 | RTC Website |
| 810 | 1 | Sislo | Albert | I prefer the LRC concept; it is more costly up front but it's so much more usable in the long run. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 | Comment card at public meeting |
| 811 | 1 | Skenandore | Amanda | I believe a light rail would be the best option for the community and would support an increase in taxes, if necessary, to defray the increased costs of the system. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 11:54 | RTC Website |
| 812 | 1 | Slaughter | Jeremy | I support building light rail in Las Vegas, including along Maryland Parkway (and especially from the airport to the Strip and Downtown) | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 11:06 | RTC Website |
| 813 | 1 | Smith | Clyde | I think more projects that increase the availability and, I guess, scope of public transportation in Las Vegas in a good thing. I mean, generally, right now it feels like a lot -- there's a lot focused around tourism and tourists. And to have more of a focus on people that actually live here would be a good thing, I feel. I feel that the light rail concept, of these, is the one I'd be most interested in because it would -- in a sense, it would be the most different of them. And then allow -- it's the most visible different, and it would allow a greater discussion to be had, where maybe to add more elsewhere in the valley. Otherwise, if it's just a bus, then it just looks like another bus. Oh it's a bus. Whereas, with this, it will get people to look, think, and talk about what it is. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 814 | 3 | Smith | Howard | I don't think the RTC should be removing traffic lanes along busy Maryland Parkway. I think they should go with a compromise plan to add bike lanes and increase the width of the sidewalks WITHOUT removing traffic capacity. 9000 rides per day doesn't match nearly 40,000 vehicles a day that use Maryland Parkway. Even allowing right turn lanes in the proposed bus lane will not be enough to limit increased traffic congestion on Maryland Parkway by removing traffic lanes. The roads were built for cars and trying to "Social Engineer" change in the hopes more people use transit will likely not work and only result in resentment by drivers stuck in traffic. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | 2/28/2019 7:00 | RTC Website |
| 815 | 4 | Smith | Je'Quai | Just fix the road | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 816 | 3, 5 | Smith | Ken | I think with the Maryland Parkway project, one option to consider doing is to install a barrier fence down the median all along Maryland Parkway to direct pedestrians to appropriate crossing points, intersections and crosswalks. I think that that would be a good idea to maybe cut down on pedestrian fatalities or injuries along that corridor. Secondly, I would like to see all three traffic lanes maintained, if possible, up and down the corridor to maintain vehicle capacity, while also hoping to have bike lanes installed and wider sidewalks. I want have all road users represented, but not at the expense of drivers. That's it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new paving, sidewalks, ramps, crosswalks, and possibly median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. If the transit lanes were not included, buses could be stuck in congestion and any benefits to travel time and reliability would never be realized. Conversely, keeping the three lanes in each direction and adding transit lanes would require significantly more property acquisition, impacting residents and businesses. | 2/27/2019 | Court Reporter Transcript 2/27/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------|--------------|
| 817 | 3 | Smith | Ken | I say no to the project if the plan is to remove a traffic lane for drivers and give it to Light Rail or a dedicated Bus Lane! The traffic is already rotten on Maryland Pkwy without removing a lane each direction. Where does all that traffic go? Eastern Avenue? Find a way RTC to keep all three lanes while improving Maryland Pkwy at the same time! Maryland Pkwy was built for cars | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. | | Social Media |
| 818 | 3 | Smith | Ken | It will be like that if you remove traffic lanes | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | | Social Media |
| 819 | 3 | Smith | Ken | My intent is not to have a "US VS. THEM" debate. My point is they need to make the street wide enough to accommodate all road users. Some businesses would need to go along the way but that's how I-15 got the space to get widened. You don't sacrifice the primary mode of transportation for the few (By comparison) that will use the bus or light rail. Statistics don't like that the car is King like it or not. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. | | Social Media |
| 820 | 3 | Smith | Ken | I was looking at RTC own stats and the ridership even with light rail will be a fraction of automobile traffic. Any "Idea" to remove traffic lanes is ridiculous. Keeping all traffic lanes and adding Light Rail or a bus lane is a win win in my view | Currently, the Maryland Parkway bus route 109 carries 9,000 to 10,000 riders per day and has more boardings per mile and boardings per hour than any other bus route outside the Strip, while the recorded volume of automobile traffic varies from 17,000 to 37,000 per day. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. Adding an additional lane on either side of Maryland Parkway would result in the acquisition of many properties, impacting residents and businesses and making the project cost prohibitive. | | Social Media |
| 821 | 3 | Smith | Ken | Nobody is going to give up their cars. This is nothing more than a redevelopment pet project. But if it's going to happen, at least keep all the traffic lanes on Maryland Pkwy and Add a forth lane for either the buses or light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. Keeping the three lanes in each direction and adding transit lanes would require significantly more property acquisition, impacting residents and businesses. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------------------------|
| 822 | 3 | Smith | Ken | Taking away a traffic lane on Maryland Pkwy is unacceptable and should not be done. 35,000 vehicles a day use Maryland Pkwy vs. 9000 Bus riders?? Yet the RTC wants to remove a traffic lane for a dedicated bus lane?? Let's create more traffic | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. Keeping the three lanes in each direction and adding transit lanes would require significantly more property acquisition, impacting residents and businesses. | | Social Media |
| 823 | 5 | Smith | Ken | Fencing up and down Maryland Pkwy in the median. That will force pedestrians toward crosswalks | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of the final design of the BRT project, RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | | Social Media |
| 824 | 1 | Smith | Patrick | I think light rail is the best option if financed appropriately. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:07 | RTC Website |
| 825 | 1, 4 | Smith | Sara | First and foremost, for the love of God, please pave Maryland pkwy. Have you driven your Car down it anytime this decade? Now to your question. Bus rapid transit. Thank you | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 5:28 | RTC Website |
| 826 | 1 | Smith | Vantasia | Really like the bus system gets me to work until I get a car The 109 change would be good makes it faster and don't have a long wait | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 827 | 1 | Smith Olsey | Christine | I fully support and in favor of light rail option. Thank you so much | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 | By email |
| 828 | 1 | Snow | Aaron | I've done thorough studies on the Provo/Orem UVX BRT, it has increased overall ridership by 30%. Students love taking it, and riding it is super easy. I think that despite TRAC voting for light rail, it will be too expensive. BRT is cheaper, is proven to work, and will do the same job as light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/12/2019 16:59 | RTC Website |
| 829 | 1 | Snow | Jacob | rail transit will be needed more in the future as we need to transition to shared rides so that we can accommodate more transport in a sustainable and attractive fashion. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 17:05 | RTC Website |
| 830 | 1 | Soler | Cristian Nicholas | Light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 831 | 1 | Solita | Tia | Light rail!!! No contest. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 832 | 1 | Sommermeier | Michael | I fear the light rail tracks will expand too wide in our desert heat. A guy in Portland said when it gets hot there the trains stop. Has this been considered for our hot summers? To be on the safe side, i prefer the fixed bus solution like the Max. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 21:17 | RTC Website |
| 833 | 1 | Sommermeier | Michael S. | I love the idea of light rail. But something an enthusuast in Portland told me changed my mind. Portland rarely sees a high temperature above 90-degrees. Most of the time it's in the mid-80's. Anyway, the hot days in Portland cause the rails to overheat... | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 834 | 1 | Sommermeier | Michael S. | they must have fixed the problems. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 835 | 1 | Soyo | Miguel | Yes go pov | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 | Comment card at public meeting |
| 836 | 1 | Spall | Denise | Bus rapid transit | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 837 | 9 | Spellman | Gary | Extend the monorail | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 838 | 9 | Spellman | Gary | same thing I was thinking | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 839 | 9 | Spiegel | David | An elevated busway. As buses turn south from Bonneville, half of the blocks enter a ramp that elevates to the east side of Maryland Pkwy. Half the blocks turning north from the airport enter a ramp elevating the buses on the west side of Maryland Pkwy. In other words the elevated buses will all be on the "wrong" side if the street. Common boarding platforms at Tropicana, Harmon, Flamingo, Twain, Desert Inn and Sahara will be in the center of the busway providing simultaneous access to both northbound and southbound service. Furthermore, the 109 route should be split between A & B routes with one going to Terminal 1 on its way to SSTT & the other going to Terminal 3 on its way to SSTT. Discontinue the elevated service at 02:00 and resume at 05:00 for maintenance. The ramps at both ends of Maryland Pkwy will ~x~ cross over and under each other to return the buses to the proper side of the street. New Flyer manufactures the same model 40' & 60' coaches with Hydrogen Fuel Cells. These buses are indistinguishable from the Natural Gas or Diesel models. | An elevated transit system was evaluated in the Initial Alternative Analysis process, but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated transit option was removed from further consideration in the Environmental Assessment and an at-grade Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. RTC will evaluate available transit vehicle technologies before selecting any new buses for the proposed BRT. | 2/25/2019 | By email |
| 840 | 1 | Spivak | Andrew | My house and every neighbor I've spoken to says the same thing: let's get into the 21st century and start a light rail system. We are behind other similarly sized cities like Phoenix and Denver so this is our shot to create an urban, easy to travel corridor along maryland parkway. Please build a light rail system That's what we need for this area to be the destination for young working class families and young professionals alike. Build the light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 16:35 | RTC Website |
| 841 | 1 | Squassoni | Nicole | I support a light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/27/2019 14:27 | RTC Website |
| 842 | 1 | Stahl | Bette | I think light rail is the way to go. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Comment card at public meeting |
| 843 | 1 | Stahl | David | I would prefer the BRT since it would enhance service be less disruptive of the availability of the roadway | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Comment card at public meeting |
| 844 | 1 | Stalter | Ralph | Definitely Light Rail!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/11/2019 12:21 | RTC Website |
| 845 | 1 | Stamanis | Lisa | I moved from Las Vegas one year ago. However, I still own property in Las Vegas in the arts District. I have a deep passion for quality development in the arts in downtown Las Vegas. I spent 20 years working for the city of Las Vegas in the field of public art and community development. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 9:33 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 846 | 1 | stamm | alan | I am in favor of any improvements to advance the traffic on Maryland Parkway and improve the corridor. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 18:25 | RTC Website |
| 847 | 1 | Stanton | Donna Cody | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 848 | 1 | Steinbeck | David | I think the enhanced bus service should be used. It's quite obvious that the vast majority of traffic on the city is caused by traffic going to and from the strip and downtown. Certainly there are more jobs and traffic between the airport and the strip. The residents skiing Maryland Parkway will be fine. We can always add light rail or rapid bus in the future . | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 11:07 | RTC Website |
| 849 | 1 | Stephens | Dixie | Light rail. We need to move people more efficiently from the airport to the strip and downtown. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 11:08 | RTC Website |
| 850 | 1 | Stephensen | Scott | Hello, I'm a fourth generation native Nevadan. The only real answer to our problems is light rail. Yes it costs twice as much, but it is the only thing that will solve our transportation issues. Please opt for light rail now and get to the root of the problem, rather than address the symptoms by putting more buses on the road, then revisiting the issue again in 20 years. The answer is light rail. It is the only viable long term solution to our mass transit issues. Thank you for your time and efforts to improve life in Southern Nevada. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 11:11 | RTC Website |
| 851 | 1, 15 | Stevens | Audrey | I attended your 2/28 presentation at Cambridge Community Ctr and I thought it was an excellent presentation. I favor the light rail product and am optimistic that McCarran Airport will cooperate and present a plan to accommodate a route for the light rail train. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 | By fax |
| 852 | 1 | Stewart | Alex | I'd rather have that light rail going up and down both Tropicana and Flamingo but that's just me | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 853 | 1 | Stewart | DeDe | Support the construction of the light rail system. Although I have concerns that the initial area designed may not accomplish all the proposed benefits, I am hopeful future routes will be constructed. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/3/2019 15:14 | RTC Website |
| 854 | 1 | Stewart | Tom | I support a light rail project being built. I think the economic development data cited in the environmental assessment indicates the project would help jumpstart a new level of economic development along the Maryland Corridor. Additionally, I believe the project could serve as anchor for future commuter light rail projects throughout the valley, especially those to outlying areas of Las Vegas, North Las Vegas, and Henderson. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A variety of regular and express bus routes with park & ride lots already extend out to other parts of the valley, including the VA Hospital near the northern beltway, Centennial Hills, Summerlin, Henderson, and as far as Boulder City. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/3/2019 15:33 | RTC Website |
| 855 | 1 | Stinson | James | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 856 | 1 | Stojack | Lisa | NO MORE BUSES! NO COSTLY TRAINS! MORE LANES!!!!!!!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 10:47 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|-----------------|--------------------------------|
| 857 | 1 | Stover | James Stover | I am very much in support of light rail as a solution. I believe it will best answer the region's long-term transportation needs, is a better foundation upon which to build future transportation infrastructure, and is best suited to enhance economic development. (Downtown resident since 2010) | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 16:45 | RTC Website |
| 858 | 1 | Stowers | Carrie | Count me in for a vote for light rail. Please have it stop at other transportation hubs including the bus and the monorail. Please connect to the airport and have luggage racks! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway, McCarran International Airport and the South Strip Transit Terminal. Your comment regarding racks for luggage has been forwarded to the RTC's Transit Department. | 3/5/2019 | By email |
| 859 | 1 | Strover | Eddie | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 860 | 1 | Sunga | Matt | Light rail is the way to go if the city/county is willing to spend the money. It also provides UNLV a reason to expand and grow out because of the new light rail. It spurs economic growth in the area and should inspire more projects around the city for more light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. In addition, the BRT alternative would provide a direct transit connection between the main UNLV campus on Maryland Parkway with its Shadow Lane campus and the new medical school. | 3/1/2019 17:15 | RTC Website |
| 861 | 1 | Surwill | Rebecca | Yes | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 16:58 | RTC Website |
| 862 | 1 | Suslin | Ondrej | I think the light rail is the best plan because Vegas is growing... (illegible) | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 863 | 1 | Swaggerty | Lonnie | All of these options are nice but the most important factors I believe are: 1) provide dedicated lanes for the buses or LRT; 2) provide safe, dedicated lanes for bike riders. #2 is very important in approaching this project because there is an obvious health benefit and environmental benefit in allowing residents to safely bike along a long corridor - we are lacking this in our current city. In regards to #1, please keep in mind where technology and clean energy efforts are taking us. There are so many efforts for autonomous vehicles, but the problem with these vehicles is they would be in lanes with drivers who are quite unpredictable in this city. You could still work towards dedicated lanes for mass public transit but also consider a set of newer autonomous vehicles made for transporting several people at once and I'm sure a few benefactors would be more than willing to work out a deal in providing these to the city for a very reasonable price. Such vehicles would most likely have great fuel usage, could possibly be electric. This is all great, I hope it really happens because this has been tossed around for over 20 years so I would like to see something actually happen. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 3/6/2019 16:52 | RTC Website |
| 864 | 1 | Swallow | Charles | My office, doctors, bank, and shopping stores are all located along the Maryland Pkwy Corridor. Also, I need to get to the BTC daily to travel to and from the BUS STOPS at the airport. I would prefer not to travel down I-15. I prefer light rail with the ability to transport bikes. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. BRT buses will have racks available to carry bicycles. | 2/4/2019 20:01 | RTC Website |
| 865 | 1 | Swindle | Stephenie | Light rail all the way. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/22/2019 13:34 | RTC Website |
| 866 | 1 | T. | C. | We need, as Local Las Vegans, more hybrid options for transportation! Please expand the Bike Share Service across the Valley. Create the option of a Pass that can be used for bicycles with the option of bus rides on rainy/windy days. I can get to where I need to go on a bike a lot faster than depending on a bus that is running late or smells of pot or full of patrons that eat and drink on the bus....please, thank you! | The RTC currently operates its bike share system in downtown Las Vegas and will look to expand the system as ridership increases and more funds become available. The RTC is also working to develop and integrated bike share and transit pass through its rideRTC mobile application. | 2/26/2019 6:33 | RTC Website |
| 867 | 1 | Tadeo | Cat | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------|
| 868 | 5 | Tamayo | Daniel | As a UNLV student majoring in public health, I support the idea of implementing a light rail on Maryland Parkway. In order to promote a healthy transportation environment that is conducive to all modes of travel, implementing a design that connects the community with a light rail will promote safety. This is in support of the complete streets guideline of the RTC | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. As part of the final design of the BRT project, RTC will work with the City of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | 3/6/2019 13:11 | RTC Website |
| 869 | 1 | Tanjay | Rizalina | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 870 | 8 | Tarbokas | Deborah | They need to clear away the homeless at the maryland by sahara bus stop by McDonalds it is NOT safe especially at night | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 871 | 1 | Tarbokas | Deborah | Both | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 872 | 1 | Tarbokas | Deborah | Should show jaywalkers | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new paving, sidewalks, ramps, crosswalks, and possibly median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. | | Social Media |
| 873 | 1 | Taylor | Karla | Light rail would be the best . I don't feel Maryland parkway needs to many bus stops. There are too many little ones in between the busier ones. People can get to work faster, less stopping of buses. And tourists can get to their destination from the strip to downtown or vice Versa faster. My second choice would be the rapid bus . Thank you! | BRT was adopted by RTC Board of Commissioners as the Locally Preferred Alternative, which will move the stops from approximately 1/4-mile spacing to nearly 1/3-mile spacing between stations. The intent is to make the transit service along Maryland Parkway faster while also remaining accessible to those who live or work along the corridor. | 2/27/2019 19:05 | RTC Website |
| 874 | 1 | Taylor | Robert | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 875 | 1 | Taylor | Stephanie | I think that bus rapid transit would be an economical and fair way to improve public transit on Maryland Parkway. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 9:18 | RTC Website |
| 876 | 1 | Tellez | Andres | I want light rail on Maryland Parkway | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 22:36 | RTC Website |
| 877 | 1 | Tellez | Andres | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 878 | 1 | TerBerg | Garrett | This is the perfect place to start the Las Vegas Valley Light Rail System! The ridership is there and the time is right as well. Let's do this! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 13:11 | RTC Website |
| 879 | 8, 17 | Theissen | Brad | Busses don't run often enough... should be every 15 mins... too many passengers for seats... too many stops without shelters... need more guards for non-paying sneaks. Get proper help for those who ride the bus all day because they have no where to li... | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. Fare enforcement officers regularly patrol the RTC bus routes to help ensure that all who are on the buses or waiting at a stop are paying customers. Your comments regarding seating on the buses and shelters has been forwarded to the RTC's Transit and Safety & Security departments, respectively. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------|
| 880 | 17 | Theissen | Brad | 3 buses per hour on MP is awful. Should be 4 or 5 per hour. Plus a couple of times in the morning and afternoon, a bus simply never arrives... so we wait 40 mins instead of 20. With no shelters, no benches. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. The BRT station design will incorporate benches and weather protection structures. | | Social Media |
| 881 | 17 | Theissen | Brad | Bus Shelters and Benches at every Bus Stop. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as larger passenger stations with more seating, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Your comment regarding shelters and benches has been forwarded to the RTC's Transit Amenities Department. | | Social Media |
| 882 | 17 | Theissen | Brad | Too few shops along the 109 to buy Weekly, Monthly cards, including reduced fares. Need occasional people present to assist with us using the App for purchasing fares. | Your comments regarding the availability of passes and assistance with the RideRTC mobile application have been forwarded to the RTC's Transit Department. | | Social Media |
| 883 | 7 | Theissen | Brad | There should be add'l personnel on the 109, to assist wheelchairs and Walkers. Or, add'l dedicated buses for wheelchair, scooter, walker patrons, in the Medical and government services area. Flamingo to Karen., if not from McCarran to Bonneville. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT will use elevated platforms at the stops, which are intended to make it easier for people with wheelchairs or other mobility devices to get on and off the bus faster. Your comment regarding additional personnel to assist persons with wheelchairs or other mobility devices have been forwarded to RTC's Transit Department. | | Social Media |
| 884 | 16 | Theissen | Brad | There's lots of open or sparsely-used land for affordable rental housing within walking distance, for Seniors, singles, couples, transitional working class. Not gentrified condos, but simple, small, affordable. MP & Twain, the Applebees end of Boulevard Mall, up and down the Hospital zone. Reduce the parking requirements as MP will have more Bus and Rail options. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. | | Social Media |
| 885 | 4 | Thomas | Lea | if you cant keep road paved and smooth how is light rail going to work | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 886 | 1, 2 | Thomas | Richard | I want a light rail powered by green energy!!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/13/2019 15:33 | RTC Website |
| 887 | 1 | Thomason | Ian | Much needed project. I would like to see a light rail connect the airport to downtown but rapid transit would work as well. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | | Social Media |
| 888 | 1 | Thomason | Ian | like I said, I prefer the light rail. The rapid transit would be a more affordable option but with less capacity. Either one of those 2 would improve the current situation. Yes, the light rail would be better long term. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 889 | 1 | Thompson | Brad | Leave it alone and just stop the friggin construction for once. Then traffic will flow well | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 890 | 1 | Thornton | Terrence | I support the infrastructure of Light Rail for the Maryland Parkway initiative and would like to see more smart technology integrated in the rest of Southern Nevada. If we are to one day be the sports and entertainment capital of the world, its time we stop talking and taking action to secure our economic future. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/7/2019 11:21 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 891 | 1, 3, 15 | Tiberti | Tito | Dear RTC, In 1972, I bought the property, which my family still owns today, located on the Southwest corner of Flamingo and Maryland Parkway and immediately built Tiffany Square. Myself, including my representative have attended the following presentations, Paradise Town Board, 5th Street School presentation and the UNLV Open House. Outside of general notification mailings, I have never been contacted personally about this project. Even more surprising is this project for light rail demands a property purchase from me for a rail stop. I have been informed that tenants of Tiffany Square have received notification for their opinions of light rail affecting my property. I do not feel any light rail option can be voted on without a specific agreed upon connection to the airport. The presentations talked of goals and intentions, but not the actuality of this happening. With construction cost rising at all levels to over 30% in the recent years, I do not believe in the integrity of the \$750 million construction number. I heard a clear pitch of the economic development, which, as of now include UNLV, The Boulevard Mall, Sunrise hospital, Fremont Street Casinos and the UNLV Medical School, to be claimed hubs by the RTC, are all moving forward today with plans and actual construction without any assurance of light rail connectivity. I have serious doubts about new ridership, even in an informal poll taken at the 5th Street School presentation, regarding the likelihood of riding the light rail, only a couple people raised their hands. Combine this with serious concerns about eliminating two lanes of traffic on Maryland parkway there are many more questions to answer before we commit to increased ridership assumptions and \$750 to 1 billion dollars in new construction, not forgetting the admitted increased cost of operations that last forever. Thank you | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 3/5/2019 11:33 | RTC Website |
| 892 | 1, 3, 15 | Tiberti | Tito | In 1972, I bought the property, which my family still owns today, located on the Southwest corner of Flamingo and Maryland Parkway and immediately built Tiffany Square. Myself, including my representative have attended the following presentations, Paradise Town Board, 5th Street School presentation and the UNLV Open House. Outside of general notification mailings, I have never been contacted personally about this project. Even more surprising is this project for light rail demands a property purchase from me for a rail stop. I have been informed that tenants of Tiffany Square have received notification for their opinions of light rail affecting my property. I do not feel any light rail option can be voted on without a specified agreed upon connection to the airport. The presentations talked of goals and intentions, but not the actuality of this happening. With construction cost rising at all levels to over 30% in the recent years, I do not believe the integrity of the \$750 million construction number. I heard a clear pitch of the economic development, which, as of now include UNLV, The Boulevard Mall, Sunrise hospital, Fremont Street Casinos and the UNLV Medical School, to be claimed hubs by the RTC, are all moving forward today with plans and actual construction without any assurance of light rail connectivity. I have serious doubts about new ridership, even in an informal poll taken at the 5th Street School presentation, regarding the likelihood of riding the light rail, only a couple people raised their hands. Combine this with serious concerns about eliminating two lanes of traffic on Maryland parkway there are many more questions to answer before we commit to increased ridership assumptions and \$750 to 1 billion dollars in new construction, not forgetting the admitted increased cost of operations that last forever. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 3/5/2019 | By fax |
| 893 | 1, 14 | Tiger | Tammi | BRT - lane shared with bikes, scooters, motorcycles and left turns. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The side-running transit lanes will also be available for cars to make right turns. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. | 2/14/2019 15:04 | RTC Website |
| 894 | 1 | Todd | Linda | no comment | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 895 | 1 | Toliver | Alycia | It's a shame we don't have a rail system connecting the city. the bus system is ineffective | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/5/2019 17:44 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|--------------------------------|
| 896 | 1 | Toney | Terrisha | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 897 | 8 | Torres | Terry | Have it include live cameras that Metro can view to deter crime! | Safety of the public is one of the RTC's top priorities. All buses are equipped with security cameras that can be accessed in real time by law enforcement. Bus operators are trained to watch out for suspicious persons and RTC's fare enforcement officers regularly patrol different routes. RTC's mobile app, RideRTC, provides a way for customers to report concerns, such as trash, graffiti or any other concerns with its Transit Watch feature. Your comment regarding the trash at stops has been forwarded to RTC's Transit Amenities Department. | | Social Media |
| 898 | 1, 12 | Torres-Quiles | Abdiel | We need a rail system badly. Instead of spending money on a HOV lane that only a group of residents can utilize. That money should be spend on a rail system trough the valley that every group of resident will be able to use. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/2/2019 21:15 | RTC Website |
| 899 | 1 | Traasdahl | Diane | Enhance bus route 109 | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/5/2019 14:03 | RTC Website |
| 900 | 1 | Traasdahl | Marc | Enhanced bus would be flexible and efficient. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 14:56 | RTC Website |
| 901 | 1 | Tran | Kristina | I think the rail is a great idea for both locals and tourists and would also lighten the foot traffic and vehicle traffic in some areas and give downtown a refreshing feel. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 902 | 1 | Tsiforas | William | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 14:49 | RTC Website |
| 903 | 1, 9 | Tsitowas | John | This project does not warrant light rail. The most effective option is the bus rapid transit solution. If you do chose light rail, consider an innovative way to power it, including stored energy, such as fly wheels, which were utilized in the late 1940s in Europe. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. RTC will evaluate available transit vehicle technologies before selecting any new buses for the proposed BRT. | 2/25/2019 | Comment card by mail |
| 904 | 1 | Tuason | Nicholas | As a former dorm tenant, I believe that such proposed route will benefit out of state/dorm residents especially those without means of transportation. These students, most likely new to Vegas, could have direct routes to and from popular destinations such as the North Premium Outlets and the UNLV School of Medicine. This would also be a safer route of action besides using Uber/Lyft. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 905 | 1 | Turnbull | Michael | light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/10/2019 19:36 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|--|---|--|-----------|--------------------------------|
| 906 | 21 | Turner | Marcia, Univeristy Medical Center of Southern Nevada | <p>To: The Regional Transportation Commission (RTC) From: University Medical Center of Southern Nevada (UMC) Re: RTC's Proposed Maryland to Las Vegas Medical District Project</p> <p>University Medical Center supports the efforts and planning the RTC has conducted to improve public transportation, especially through the high capacity areas identified in the project area.</p> <p>Of particular interest to UMC is the planned route through the Las Vegas Medical District (LVMD).</p> <p>University Medical Center will be adjacent to the southern border of the route the RTC plans through the Las Vegas Medical District. UMC occupies almost the entire street, Wellness Way (referred to as Goldring by RTC), from Tonapah to Shadow Lane, the western and eastern route of the proposed rapid transit project as it loops through the Las Vegas Medical District approaching from Alta.</p> <p>Proposed new stops: We appreciate that the RTC has moved the Tonopah and Shadow lane stops closer to the intersection with Wellness Way. However, we are still concerned that the distance from these proposed stops to UMC is a significant enough distance that it may make it difficult for our patients. We would welcome the opportunity to discuss a possible stop closer to or on UMC property as the project continues.</p> <p>Reconstruction of existing bus stop: It appears that the plans include reconstruction of the existing bus stop on Wellness Way, bordered between Hope Place and Willow streets. UMC would request additional detail on the proposed reconstruction plan, including footprint, timing, design information, etc. This existing stop location would be a great place for a light rail/bus rapid transit stop in the Medical District corridor as referenced above.</p> <p>Loss of parking: It appears from the proposed plans that the dedicated route for the rail/dedicated lane, would track along the sidewalk on the west part of Tonapah and the south part of Wellness way. That stretch of sidewalk currently has street parking, which would presumably be lost. We are hopeful that</p> <p>this loss of parking has been accounted for in an alternative plan to replace these lost spots in some other area of the Medical District.</p> <p>Wellness Way alignment: It appears from the RTC proposed drawings that the alignment of the project abuts the existing sidewalk along Wellness way, and does not include a plan to alter the location of the current sidewalk. We would request that this alignment be closely coordinated with the City of Las Vegas to ensure that any potential future City projects along Wellness Way that may require an easement change do not require a reduction of the current easement on the south side of Wellness Way.</p> <p>Emergency transport awareness: It is worth noting that emergency ambulance transport vehicles travel along Shadow, Tonopah and Wellness way to deliver patients to our Emergency and Trauma Departments. In particular, the entrance to our Trauma Center is along Wellness Way. As the final project is rolled out, we would request that special operational considerations and training be put in place to ensure careful coordination of the transit and emergency transport.</p> <p>If you have any questions, please let me know.</p> <p>Chief Administrative Officer Hospital Administration University Medical Center of Southern Nevada</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will coordinate with UMC on the new station locations in the Medical District during final engineering design as well as the City of Las Vegas on loss of street parking mitigation and sidewalk widening in the Medical District. RTC is also committed to including additional training and updated operations plans for transit drivers and emergency transport vehicles around the hospitals.</p> | 3/7/2019 | By email |
| 907 | 1 | Twainy | Al | <p>Thank you for holding this meeting. For doubters about light rail system I invite them to look at the success of the Denver system.</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/20/2019 | Comment card at public meeting |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|-------------|
| 908 | 1, 14 | Tyson | Jodi | Rapid transit or light rail. Reduced number of lanes for single cars and expanded sidewalks. Even a dedicated/barrier provided path for bikes. I'd like to see the line go from the airport to at least Charleston along MPC. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. The RTC has coordinated with local bike organizations to determine the safest placement of the proposed bike lanes along Maryland Parkway. | 2/28/2019 14:12 | RTC Website |
| 909 | 9 | Uehling | Ed | The proposal to build a light rail line on Maryland Parkway is a bad idea for the following reasons: 1.Lack of Vision: A large project like this offers the opportunity to formulate a vision for the future (such as "Creation of a World Class City with 3 million people living in the Resort Corridor w/o need of a private automobile"). Instead, it appears that the light rail is based on solving today's traffic issues. In other words, its planners did not look into the future, but seemingly based everything on the past. 2.The light rail doesn't even solve the congestion problems of the present, much less the future. In fact, there is a risk that it will create more congestion. 3.If Las Vegas has any notion that it might become a World Class City, wouldn't it be appropriate to look at transportation systems in World Class Cities like London, New York, Tokyo, Shanghai, Hong Kong, etc.? Instead the planners looked at Phoenix, Salt Lake, San Diego, Denver. While it's true that Las Vegas is doing so poorly even in its primary industry (a paltry 10% visitor increase in 12 years; 5th busiest airport 10 years ago, now 9th), that even those cities could possibly surpass Las Vegas, those never should have been the objects of comparisons. 4.Just as WORLD CLASS, international cities were ignored the planners also failed to even consult the international firms who have actual experience in building World Class transportation systems. 5.THE primary World Class Transportation System being built today is the subway, which planners dismissed out of hand because of the cost. Yet no one asked the question why, for example, Macao has \$50 Billion in reserves and can afford to throw a few billion at a bridge, while all the governmental entities in Clark County would be lucky to put together one-fiftieth of Macao's reserves (One billion dollars) even though that city has a population 1/4th that of the County—in other words, all and each of the governments of Clark County are so incompetent that they can only put together ONE dollars for every FOUR HUNDRED dollars to be used to better the life of their constituents that the government of the City of Macao can put together!! Planners of all Clark County projects and its politicians should be thinking #1 how to create well-being for its citizens. 6.Instead of being viewed as an economic development project (which would provoke the voluntary construction of one million apartments to house 3 million people seeking the world's best place to live, work and play without needing to spend \$800 per month on a car and 400 hours per year driving to work) it appears that the Light Rail was based on a social ideology that wants to CREATE such misery for car owners that they will be forced to take public transit! This alone should be cause for junking | A subway option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the subway option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This environmental assessment was limited to the proposed Maryland Parkway route and did not consider the Resort Corridor. | 3/7/2019 16:44 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|------------------|-----------|--------|
| | | | | <p>the light rail project. Rather than think of themselves, their wallets, their party and their campaign contributors, Clark County leaders and planners should be focused on the well-being of Clark County citizens first and last.</p> <p>7.The figures used by proponents to sell the light rail are false: There is no way that the average travel time over 9 miles involving 22 stops will be 32 minutes. And even 32 minutes is far too long compared to what people expect if they are going to give up their cars and compared to a subway that could make the same trip in 5 or 6 stops in 15 minutes. And that’s only one of the false assumptions being used!</p> <p>8.Transportation planning should not be done as in the past in Clark County and in isolated segments. The planners should have started from solving THE major traffic problems (getting from the airport to the Strip and todowntown). THE CRITICAL MASS OF PEOPLE ALREADY EXISTS ON THIS ROUTE TO BE ABLE TO CREATE AMERICA’S FIRST PROFIT-MAKING TRANSIT SYSTEM—which with proper land-use and fee-making programs could be used to produce billions to build a whole new urban core (with parks, pedestrian ways, bike paths, as in other cities) and a much larger system.</p> <p>9.Not only was the planning schedule turned upside down, but now it is not even clear that the Maryland Parkway system will be compatible with the Airport-Strip system now being discussed (planned?). This approach to city-building and economic development is almost as bad as the sprawl “development” model employed in the County since I was a kid growing up here. I take that back; at least Las Vegas had two thriving downtown urban communities (Fremont St. and the Westside) in the ‘40’s and ‘50’s. Today we have houses being built next to freeways and apartment developments located far from transportation, while the core of the city rots.</p> <p>10.It was a mistake on the part of Clark County to allow the Commission formed by Governor Sandoval—The Southern Nevada Tourism Infrastructure Commission (SNTIC)—and nearly all of the public monies to be kidnapped by the stadium supporters. Transportation was Number 1 on the Governor’s list and it ended up being ignored. It would be an equally serious mistake to adopt a second- or third-rate approach to the number one issue, which will determine whether Las Vegas thrives as one of the top ten cities of the world or whether it continues and accelerates its decline. I hope that the dreams of Elon Musk (announced only yesterday, March 6, 2019) can overcome the bureaucratic inertia that has plagued transportation planning for decades now.</p> <p>Ed Uehling</p> | | | |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|---------------|--|
| 910 | 9 | Uehling | Ed | <p>One has to wonder what people are thinking when they suggest this project. The public officials should be thinking of the future, not just the problems of today. And the future of Las Vegas is enormous. And, yet, they're developing a toy system, a play toy. And it doesn't even solve today's problems, much less the problems of the future. If this -- an overall global view should be taken of what the city is about or what the resort corridor is about. And the future should be to bring the money, to bring the wealth, to bring the power back to the center of the city and create the most liveable, work, live, and play without having to have an automobile in the world.</p> <p>Two or three or four million people can be living in this corridor would be covered by these transit systems, just in the resort corridor. The hundreds of thousands, and the mass -- the critical mass already exists for, that want a transit system. The people arriving at the airport that have to wait in the heat in a line to get a taxi, they would much rather take a train or to take rapid transit to their location. The two or three hundred thousand employees that now have to travel long distances, wouldn't they rather live in a central area where they could walk to work or they could take a bike or they could ride a subway? The solution -- the city used to be a world class city. It's going downhill in comparison with other world class cities. And that's totally unnecessary. We should be going above the other world class cities of the world.</p> <p>The only system that works in a world class city is a subway, a grade separated city. There simply is not enough space on the grade level to deal with massive more population and massive greater number of tourists. And a real city, not a sprawl mishmash that all the cities, virtually all the cities in the United States, are growing into. It's just -- it's just so sad and such a waste to create something that is going to become a white elephant and destroy the whole future of the city, the bright future that it could have. So one of the issues is, well, how do you pay for it? Because the subway system is much more expensive than a grade level system or a bus system or something that uses existing streets.</p> <p>The Hong Kong subway system is an excellent example. They build subways not for the subway, but for the development that occurs around the subway. And they might see this as an opportunity to come and build a system, operate a system, and make massive investments in real estate so these three or four million people could live in that area. So that's one possibility that exists.</p> <p>And Las Vegas is unique among American cities in that it has this mass of people that only has to be moved a relatively short distance. Other cities like Los Angeles, they're just spread out all over. And their subway system is impossible in Los Angeles now. A paying subway system, a really useful subway system I'm talking about.</p> <p>Another avenue is to take advantage of the development that would occur and create a special tax or some means of gaining -- transferring the wealth that would be created by a subway into the public realm to pay for the subway if it was decided to do that. If people can live, work, and play in the most desirable city in the world, certainly, and avoid the cost five, six, eight hundred thousand dollars a month of a car, then what would be wrong with saying, okay, all the apartments that are built after such and such a date are now going to pay a hundred dollars a month toward -- for each apartment toward the development of a transportation system?</p> <p>The transportation system is the crucial element that will determine the future of this city, and this is totally the wrong direction to go.</p> | <p>A subway option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the subway option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This environmental assessment was limited to the proposed Maryland Parkway route and did not consider the Resort Corridor.</p> | 2/20/2019 | Court Reporter Transcript 2/20/2019 |
| 911 | 9 | Uriarte | Joshua | <p>If it's going to be a rail. Make it a elevated rail. So a monorail. Modern futuristic and makes the city look 100x more modern.</p> | <p>An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | | Social Media |
| 912 | 1 | Valadez | Gladys | <p>My vote is light rail!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 3/5/2019 9:11 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|--------------------------------|
| 913 | 1 | Valdez | Craig | I would love to see a light rail along the Maryland Parkway corridor. While the cost of the project will be expensive, it will truly be a long-term investment towards diversifying the community around Maryland Parkway. Students, residents, and business owners will all benefit from a light rail project for ease of access, commuting, and attracting new students and/or customers. As a student and resident of UNLV, I strongly encourage the RTC of Southern Nevada to keep folks like myself in mind when moving forward with this project. While UNLV is mostly a commuter campus, there are many students who do live on campus who would also benefit from this proposed project -- especially if it were a light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/8/2019 10:49 | RTC Website |
| 914 | 1 | Valentin | Mark | <u>Light rail please.</u> Born in Vegas, the bus does <u>not</u> have a good reputation. Even w/ fancy buses, I doubt locals will ride it more. Light rail seems cleaner and more modern and stops downtown make it an easy selling point to younger audience. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 915 | 1 | Valentin | Misty | I love the light rail option. I have been excited for the prospect since seeing it. I know it is more expensive but it would be great for our city. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 | Comment card at outreach event |
| 916 | 1 | Van Diepen | Kathryn | Light rail is much more appealing for the locals to leave their car @ home. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 | Comment card at public meeting |
| 917 | 1 | Vazquez | Andres | The light train should represent a great option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/4/2019 19:45 | RTC Website |
| 918 | 1, 17 | Vegas | D. | Awesome! Light rail (1) Bus (2) every 3 minutes great for Vegas | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minutes headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. | 2/22/2019 | Comment card at public meeting |
| 919 | 1 | Venkat | Rama | I love the concept, the elements and benefits. As a regular use of Maryland Pkwy to get to work everyday, it is a slow, sometimes dangerous commute due to traffic, pedestrian crossing and poor quality of Maryland Pkwy. Also, the area around Maryland Pkwy does not look great and appealing. Access to UNLV Medical school and Health District from main campus is very much needed. I vote yes for the proposed project. Let us get this done!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:29 | RTC Website |
| 920 | 1, 2 | Vesperman | Gary | Go to padrak.com/vesperman and open the category "Transportation Inventions". The first of four papers posted "Gary Vesperman's Locomotive Power Sources" is obsolete. For a current version of power sources see my exhibit "Gallery of Clean Energy Inventions" which is linked in the category "Invention Exhibits and Lists". The exhibit displays profiles of 18 Larger Generators, 29 Smaller Generators, 25 Advanced Self-Powered Electric Vehicle Innovations, 29 Radioactivity Neutralization Methods, 25 Space Travel innovations, 20 Technical Solutions to Water Shortages, and a Torsion Field School Network. The second paper re my lecture in 2000 about EVs is obsolete. The third paper "Gary Vesperman's High-Speed Rail Non-energy Inventions" seems to be still current and complete. The fourth paper "Power Sources for Regional Fixed Guideway" should be pertinent to the Maryland Parkway project although the power sources are not complete and current. Be sure to look in the "Advanced Self-Powered Electric Vehicle Innovations" group of the Gallery of Clean Energy Inventions for the "Sky Train" on page 115. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric or driverless buses become proven as reliable technologies, they may be phased into the RTC fleet. | 2/7/2019 5:29 | RTC Website |
| 921 | 4 | Vidrine | A Racquel | Fix the road on Maryland, it's awful | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | | Social Media |
| 922 | 1 | Viguri | Mark | Vegas already has a monorail system on the East side of the Strip. The Light Rail needs to go on the West side https://www.youtube.com/watch?v=idUpjo2oRgo&t=4s | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|----------------|--|
| 923 | 1 | Villanueva | Caleb | Build the Light Rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 15:08 | RTC Website |
| 924 | 1 | Vincent | Andrew | Light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 925 | 1, 12 | Voigt | Richard | If this were a rail, you could put more stops in for the rail because a rail is much, much faster than a bus. So if the rail is going to stop here, it could pick up speed, go to the next stop, while the bus would take too long. So the rail could have more stops, but still be ahead of the bus. Timing. Nobody could walk that far to the church or school, but you could skip it for the bus. You could have another one for the rail that stops there, much faster. It can gain momentum. I wouldn't have anything else but a rail. Many people will think the rail is too expensive, but you increase the sales tax. 30 years from now, we'll look back and the rail system was dirt cheap. Now, they think it's too much money. They'd rather have a bus. But this is the way to go. Plus, getting off at the airport or I visit somebody, I'm coming in on the rail, I want to be able to connect to the monorail. We have to connect to the monorail. That's the only way the tourists can make their connection. This is going to go all the way downtown and make a turn around? This must connect with the monorail. Because I want to go to the MGM. So I'm going to get off the airplane, come in this way and connect. Plus, you go to Denver or some of the other big cities, they're all rail. Plus, I don't like to say it, but it would put a lot of bus operators out of work. Because you've only got one operator on the rail. You've got hundreds of them. Okay. Nice talking to you. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 926 | 1 | Volun | John | Light rail concept looks very good. Nice and clean | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 927 | 1 | Von arx | Kathrine | LIGHT RAIL PLEASE | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 19:14 | RTC Website |
| 928 | 1 | Wadley | Adam | Waste of money Las Vegas will never benefit from light rail. The city keeps growing and moving from the city outward. When they can craft a Urban growth cap then developers will go into older run down areas and redevelop. Then light rail would be viable. Right now it would just be a real expensive vanity project for the poor to ride to get around town. When they have a tax base in the direct area of light rail they can build away. Las Vegas residents on the outskirts should not be finding the non tax payers transportation needs. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 929 | 1 | Wadley | Adam | I'm referring to the low income residents that inhabit areas in Downtown and along Maryland Parkway. They would pay Sales tax and generally rent so property tax is paid by landlords. Las Vegas downtown is still decades away from needing anything close to this. The bus system can be expanded if necessary. Downtown needs other areas of revitalization before light rail. I'm from Seattle previously and it's a waste of money there and they have much more professional work force and tax base. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 930 | 1 | Wagner | Jake | LIGHTRAIL | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 10:40 | RTC Website |
| 931 | 1, 4,10 | Waldman | Shawna | Curious to know how many UNLV students would use this on a regular basis; what was attendance at the meeting held there, what kind of feedback did you get? It's good to have govt. thinking long-term but the costs of light rail at 100% more than BRT with an estimated ridership increase of less than 25% does not seem prudent. More importantly, Maryland Pkwy and Eastern have not been maintained for years, creating hazardous conditions for drivers and damage to vehicles. I'm confident that the cost of doing that would've been far less than either of these proposals. So where are the funds going to come from...another bond issue?? Government needs to realize that you do not have a bottomless pit of funds available and you need to operate within a budget not built on debt. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The project will include repaving of a number roadways along the route, including Maryland Parkway. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. The UNLV open house was held in the fourier of the student union and was well attended. Of the comments received by the RTC, 23 were from persons who specifically identified themselves as either UNLV students or staff. | 3/6/2019 14:26 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------------------------|
| 932 | 1 | Walker | Donovan | I strongly favor the idea of a light rail system. while it may be double the cost of a bus rapid transit lane, I really think it is the best investment for the future of Las Vegas. I strongly advice to talking to the transportation officials in Minneapolis. They have a somewhat recent light rail system extending from their international airport, to the famous mall of America, and to downtown. Skeptics were concerned that the project would be a flop but that couldn't be farther from the truth. A light rail connecting such vital parts of the valley would be extremely beneficial. This would create jobs, cut back on pollution, and make more people privy to the idea of mass transit. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/11/2019 22:28 | RTC Website |
| 933 | 1 | Walleren | Josia | I liked the light rail in phoenix, would be nice to have it here. People use it all the time | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 934 | 9 | Walters | Bill | Just expand the monorail network, but it will never work unless you connect the monorail to the airport first. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 935 | 1 | Walton | Malinda | Enhance the Bus Route or Bus Rapid Transit, NO Light Rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 7:25 | RTC Website |
| 936 | 1 | Wammack | Mary | Rapid transit. That bus needs a lane of it's own. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 937 | 1 | Wamutu | Susan | Ok rail is faster but how many stops with rail | BRT was adopted by RTC Board of Commissioners as the Locally Preferred Alternative, which will move the stops from approximately 1/4-mile spacing to nearly 1/3-mile spacing between the 25 station locations. The intent is to make the transit service along Maryland Parkway faster. | | Social Media |
| 938 | 1 | Wamutu | Susan | Railway | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 939 | 1 | Washington | Derek | I actually ride the bus so I'm a bit of expert. I'll be there. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 940 | 1 | Wasinger | Michael | I am a homeowner resident of the Paradise Palms neighborhood and I strongly support the light rail option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/21/2019 12:21 | RTC Website |
| 941 | 1 | Watson | Dane | Prefer the light rail concept | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 942 | 8 | Watson | Gary | I shuttle drive and probably see at least 4 a day RTC drivers tail gating or cutting some one off. Most recent I witnessed was a moped was cut off bus waited until the moped was at the rear bumper then pulled moped was in clear site of the driver. I have had some issues myself what ever RTC is doing to stop it isn't working. Remember those busses weigh more than a car it is a killing machine. | Your comment regarding the performance of bus operators and safety have been forwarded to the RTC's Transit Department. | 3/5/2019 | By email |
| 943 | 1 | Watson | Jamal | I think light rail should be done here I lived in Dallas for 2 yrs and the light rail there was excellent. Fast, Efficient low cost to ride Contact city of Dallas about Dart light rail | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 12:44 | RTC Website |
| 944 | 1 | Wattenbarger | Jordan | I strongly support the use of light rail along the Maryland corridor. While the project will cost more there is a stigma to buses that prevent them from doing handling the amount of passengers that they should. This will spur development along the corridor and connect several major hubs in the valley (UNLV medical, downtown, Subrise hospital, UNLV, and eventually the airport). Studies show that air travel to airports with quality public transportation far outstrip their competitors. It's time for Las Vegas to be competitive on a larger scale! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. This alternative will enable continued bus service between Maryland Parkway and McCarran International Airport. | 2/23/2019 16:32 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|-------------------------------------|
| 945 | 1, 2 | Watts | Howard | I would like to see light rail, I think it will draw users in. However, BRT could work with dedicated lanes and fare purchasing taking place before boarding. Maybe if it is BRT we can use an electric bus - I think we need to set this transit apart. It needs to be fast - I think just tinkering around the edges at enhancing the current route 109 is a waste of money compared with these other options, in my opinion. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 2/27/2019 23:20 | RTC Website |
| 946 | 1, 5 | Wayne | Daniel | I live off Maryland Parkway and Desert Inn in the Paradise Palms neighborhood behind the Boulevard mall. I want to officially register my strong support for the light rail line down Maryland Parkway between the airport and downtown. I strongly support the light rail option because it will be a major driver to create a strong sense of community. I have lived in other cities that have light rail and the neighborhoods that are connected have experienced an increase in development that has been positive for the community and created a sense of place that is much stronger than with bus routes. This is very much needed in Las Vegas. We have been a town that has been defined by tourists and this will very much help to create and define a sense of place for those of us who live here. Please build the light rail. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. See Appendix E of the Maryland Parkway EA for the complete streets approach for Maryland Parkway. | 3/4/2019 9:38 | RTC Website |
| 947 | 1 | Wayne | Pamela | I live in Paradise Palms and want to communicate that I am in favor of the light rail option. It will provide the best service and do the most to connect the neighborhoods into a modern city. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC will work with the city of Las Vegas and Clark County to consider urban design elements and landscaping that improve the image and functionality of the corridor. | 3/4/2019 9:43 | RTC Website |
| 948 | 1 | Weatherman | Lisa | Thanks for having a meeting. Sorry I missed it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 949 | 1 | Weaver | Lisa | All for a light rail! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 18:22 | RTC Website |
| 950 | 9, 13 | Webb | Jack | My feeling is that it should be on an elevated system, light rail elevated system, and not down on the roadway going from three lanes to two lanes. Because people walk across all the time and they get run over. A lady that lives in the HOA down the road walked across at 7-Eleven and got run over in November. So the empty lots that are over there, we should turn that into a project and everybody gets off of the train into the lot. They can walk down the stairs. They don't have to walk across the street. Anything else you want to know? 700 million he said would be twice that. Why not? I don't know what else to say. My second choice would be to move the train somewhere else. There are people that open up stores across the street, and they all fail because the students do not walk across the street. Einstein is the only one that they go to. It's very strange to me that the university doesn't respond to what's going on across the street. | An elevated rail/monorail option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the elevated rail/monorail option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include new paving, sidewalks, ramps, crosswalks, median fencing to prevent jaywalking, new lighting, and traffic signals for pedestrian crossings where warranted. During the final engineering phase of the project, median barrier and flashing crosswalks will be evaluated to minimize mid-block pedestrian crossings around UNLV. During final design, RTC will coordinate with Clark County and UNLV to determine best placement of those pedestrian control measures. | 2/26/2019 | Court Reporter Transcript 2/26/2019 |
| 951 | 1, 17 | Weber | Eric | I believe light rail is by far the best solution. While it costs more, it is safer, and reduces traffic congestion. Having lived in Tempe Arizona (a suburb of Phoenix) during their construction of a light rail system, I understand that it is disruptive initially. However, seeing the development of truly transit oriented development take off and change the areas around the light rail stops for the better made me a firm believer of a real transit system. Buses do not improve the traffic congestion, ask anyone who drives down Maryland Parkway during UNLV's semesters. The buses already run every 20 minutes on Maryland, but traffic is unacceptably heavy. If we are to ever become a real city, we need real mass transit solutions. Buses are great in many parts of the city, but they don't work in denser, high-traffic areas. Please make the right choice, and invest in our community's long term future. Finally, if you need any more justification, just take a look at what adding light rail has done for property values in Dallas, Portland, Salt Lake City, and Phoenix. Phoenix' system came online right at the start of the Great Recession, and the only parts of the city where any building got done over the next few years was around the rail stops. Now, these are the hottest markets in town. This is happening at the same time as they're seeing traffic improve in many of the busiest areas. Sounds like a recipe for success in my book. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The current route 109 bus service provides 15-minute headways throughout most of the day. The proposed BRT may provide 10-minute headways during peak periods of the day and could be reduced further as ridership demands increase. | 2/28/2019 22:27 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|---|-----------------|--------------------------------|
| 952 | 1, 9 | Weigant | David | Light rail is the best answer as we grow. This is the answer that will inspire private development. It is the answer that will help our more dense population grow in harmony with creating more positive lives. Please encourage light rail or subways to connect a growing Las Vegas. | A subway option was considered in the Maryland Parkway Alternatives Analysis (2014), but determined to be less accessible for patrons with much higher construction and operation costs than other at-grade options for the levels of ridership expected in the corridor. Therefore, the subway option was removed from further consideration in the Environmental Assessment. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/20/2019 17:10 | RTC Website |
| 953 | 1 | Weisberg | Bruce | Light rail yes | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 954 | 1, 6, 7, 11 | Wert | Mark | Light rail makes sense. The buses are usually overloaded. Often seats are not available for those of us who are handicapped. Although I do not use a wheelchair. I occasionally use a walker. It is so crowded that even this device is considered by other riders as a nuisance. When it gets 110 degrees factor in the anger factor and it is a very unpleasant ride. I also realize is doing their best to work with what they have. More buses is not the answer. Make the light rail usable with the regular bus pass and bus fare and you have a winner. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The BRT vehicles will have near level boarding at the stations which will make it easier to get on and off the buses. RTC will evaluate BRT buses before ordering to determine the storage capacity for items such as bicycles, luggage, and walkers. Fares for the BRT will be the same as the rest of the RTC bus network. | 2/5/2019 12:25 | RTC Website |
| 955 | 4 | Wertsbaugh | Danny | I was an Inspector for the DOT years ago right around the time Stewart Avenue had been ineptly repaved. The problem was simply too little bitumen mixed in with the aggregate! This is IDENTICAL to what's happened on Maryland Parkway! IT NEEDS TO BE REPAVED BY A COMPETENT TEAM! As for any 'Light-Rail' or Monorail system; that would be a pure waste of Taxpayers money! | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 22:55 | RTC Website |
| 956 | 4 | Wertsbaugh | Peggy | Please PAVE Maryland Parkway!! This road (between Desert Inn Rd and Tropicana) has been in terrible condition for years. Eastern Ave between Desert Inn Rd and Tropicana Ave is just as bad and seriously needs to be paved as well. These roads are the most important item you should be focusing on. FIXING these roads would assure the safety of UNLV students. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 3/6/2019 22:38 | RTC Website |
| 957 | 1 | Wesson | Danita | Light rail would be nice. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 958 | 1, 12 | White | Angel Honesty | Light rails all over vegas would be nice too | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 959 | 1, 4, 14 | Whittemore | Rob | I live in DTLV just off of Maryland Pkwy. The corridor is awful. The roads are terrible in places and I think there's too much traffic to safely have bike lanes though I'd be all for that but I think light rail is the best idea especially if we could link downtown with UNLV and the airport. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | 2/5/2019 11:39 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|--------------|
| 960 | 1 | Wichmann | Tina | As a property and business owner on Maryland Parkway and Carson, I believe that a light rail would be most optimal for our business area since it feels more comfortable to be able to hop on and off. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/26/2019 9:36 | RTC Website |
| 961 | 1 | Wickstrom | Kenneth | only if they can use a turbine cooling system.but that can be very costly!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 962 | 12 | Wickstrom | Kenneth | This should have been planned out 20 years ago.planning & estimation. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 963 | 12 | Wickstrom | Kenneth | They built a lite rail in San Diego ca, in the 1980's before the population boom & had the money & planning. Can Nevada's planning commission do this with help from other sources. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | | Social Media |
| 964 | 1, 3, 4 | Wilbur | Vanessa | I like the idea of having more public transit in this town, but in reality the huge loss of lanes seems like it will be a pretty heavy blow. For someone like me, I don't have a commute that would encourage me to take this route, but may still require traveling through a maryland-heavy route that could be greatly affected if normal traffic slows. For myself, the route doesn't travel to any appealing areas that I would frequent, and is too out of the way to really consider walking to. It sounds like a huge expense that could probably be more beneficial for tourist with an addition of an airport connection, but that doesn't sound like it's in the cards. All things considered, I'd rather have the effort placed on finishing the half-assed construction work, and repairing the road. Other than that, I've never had problems driving down Maryland and don't really see the need for the lane reducing options. The infrastructure doesn't seem flushed out enough for people to consider leaving their cars behind. It's a very limiting map, so I wouldn't want to punish drivers with a lane reduction before a good public transportation alternative is placed. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. A traffic model for the proposed alternatives indicated minimal impacts from dedicated curbside-running transit lanes, which will be used by buses and right-turning vehicles without slowing down the through traffic in the other two lanes on Maryland Parkway. Additional right turn lanes would be added to major intersections to allow right-turning vehicles to queue without impacting the adjacent transit lanes while they wait on pedestrians in crosswalks. This will also minimize the need for through traffic to weave in and out of the right lane around stopped buses or right-turning vehicles. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway. | | Social Media |
| 965 | 1 | Wilburn | Andrea | I would like to use a light rail. I think it would be the easiest and most convenient solution. I doubt I would use a bus, but I think I would use the light rail to get to and from work most days and to get from my house to Fremont east when going out. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 17:53 | RTC Website |
| 966 | 1 | Wilburn | Mitchell | Light rail definitely. It's as useful as a bus but it just has a certain metropolitan effect to it that busses definitely don't. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 17:55 | RTC Website |
| 967 | 3 | Wilde | Anthony | Any reduction of the existing lanes on Maryland Parkway is nonsense. The improvement of the existing bus line along with INCREASING the traffic capacity on Maryland Parkway is the only logical option. Removing traffic lanes that were previously paid for by fuel taxes I feel would be unlawful. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The dedicated transit lane would allow right-turning vehicles into business driveways and side streets without impacting the through traffic flow. Right turn lanes would be added to major intersections to allow right-turning vehicles to wait on pedestrians to cross without blocking the transit lane or traffic flow. Additional information can be found in the Transit Impact Analysis in Appendix K of the Maryland Parkway EA. Keeping the three lanes in each direction and adding transit lanes would require significantly more property acquisition, impacting residents and businesses. | 3/1/2019 18:24 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|----------------|--------------------------------|
| 968 | 12 | Williams | David | I am a native and have watched our city grow considerably. When we had the chance we should have put a light rail down the strip. Since the useless monorail debacle one can see it is imperative we get with it and put in a light rail system to catch up to other big cities. It is really a no brainer. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . | 2/4/2019 19:37 | RTC Website |
| 969 | 1 | Williams | Debra | Light rail for Maryland Pkwy! Time for Las Vegas to catch up to THIS century! Countries all over the world have better mass transit systems than we do | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 11:09 | RTC Website |
| 970 | 1 | Williams | M | Need light rail everywhere!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/23/2019 | Comment card at outreach event |
| 971 | 1 | Williams | Timothy | Bring LIGHT RAIL! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/6/2019 9:50 | RTC Website |
| 972 | 11, 12 | Williams | Warren | Comment on an enhanced bus route 109, bus rapid transit or light rail technology on Maryland Parkway Be it Tourist sight seeing, shopping or wanting to be rushed to the Strip or Fremont Experience or Locals hurrying to work, making their way to get groceries, school or medical services comfortable, cheap or free, friendly, rapid timely quality bus services is wanted, needed and reasonably expected. The decision for having an enhanced bus route 109, bus rapid transit or light rail technology on Maryland Parkway should be based and decided as with any bus line on the need and use of public transportation on any bus route by locals, tourists, students, workers and shoppers as primary consistent riders. Major frequently visited destinations calculated by times and days the majority of consistent predictable riders load and fill or increase demand for additional buses gives proof of likelihood an enhanced bus route, bus rapid transit or light rail technology is needed. Two other factors exist. The first is the greater need of a competing line with equal or greater urgency for more or faster public transportation. The second is budget for how many lines can be improved with quicker or more efficient service reducing the crowded standing room only buses to more relaxed comfortable less demanded seated passengers. The question that is asked by some riders on some lines is 'Do They Matter?' In Las Vegas, as a rider, it appears there is an effort by public transportation service providers to ensure tourists have timely services with minimal wait times and sufficient number of buses to provide seating with increased buses back to back to manage over crowding buses. Often during rush hours buses on major lines get overloaded stirring riders' complains generated from possible factors of odors, heat, stress, frustration, emotional distress, dislike from being forced too close or touching strangers, delays to load, unload, secure and release wheelchair occupants or disadvantaged travelers with walkers, canes, carts or bags causing mental anguish which in turn stimulates anger and outrage to impulsive threats to potential hostile environment to possible violence. Compared to less crowded buses stimulating relaxed conversations between tourists and tourists or tourists and locals, enhancing visits to Las Vegas, complimenting use of public transportation with pleasant memories and enhancing the experience of riding public transportation by sharing memories to friends, families and others. Personally, Line 113 have riders complaining due to what they tell me are daily over crowded buses during evening rush hours. There is a belief expressed by many locals that RTC robs locals and deprive them of quality services to provide better quicker less crowded nicer buses for tourists. Without ability | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The Maryland Parkway service will connect with route 113 in downtown Las Vegas near Las Vegas Boulevard as well as at the Bonneville Transit Center. Due to fiscal constraints, the RTC cannot offer free transit service. Your comments have been forwarded to the RTC's Transit Department. | 3/6/2019 | By email |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|------------------|-----------|--------|
| | | | | <p>or access to statistics or to generate them I can not make any conclusive statement of fact either way. What I can conclude is that when the budget allows for enhanced bus routes, bus rapid transit or light rail technology to the extent it can, without discrimination, weighing into the decision the priority of needs by both locals and tourists, realizing tourists interest is equal not greater than locals, and destinations favored by tourists is not more important than destinations frequently visited by locals, to invest in the fastest safest most comfortable buses locals and tourists can respect appreciate and enjoy riding. One possible solution is address the 113 route and the Maryland Parkway route is to combine them by creating one enhanced type of bus line that will merge the two with a longer route and added buses like the Sahara A and B lines or the Deuce and SDX lines. In all respect advocating for peace I respectfully ask that your decision is made with the focus of improving routes and lines with the fastest methods of transportation without bias for both locals and tourists to encourage friendly interactions between riders that provides as often as possible sufficient seating for all. Thanks for the opportunity to share. -Pharaoh X, Advocate for Peace, Universal Justice, Fairness, Quality Living and Comfortable Rapid Sensible Free Public Transportation for All.</p> <p>The Homeless Variable: An additional public issue of concern to be considered is meeting the need of all riders, including the homeless. Homeless people are not human pollution. They are people going with some personal issues resulting in them being homeless. No, I am not personally homeless at this time. With the ever increasing high cost of rent many are at the risk of becoming homeless and joining those riding buses out of need for shelter and a seat to rest. I am an advocate for Peace, Quality Living for All, that includes Quality Government and Public Services for all Citizens, including those financially disadvantaged or disadvantaged in other ways. The increased need to ride public transportation, use them as hotels, to get much needed rest, when denied bathrooms access and other relaxing options to get out of the cold, rain, heat or off the streets. Health concerns are challenging. Who wants to be the next person to occupy the seat of a homeless person who smells and presents as dirty, or who wants to share a seat with the same with dirty bags, perhaps with cans from trash bins. Not me, I confess. Not only confess, urge the homeless use of public transportation be resolved to ensure no rider is discriminated on yet all riders share clean safe rapid healthy comfortable peace of mind sanitized</p> | | | |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|--|--|----------------|-------------|
| | | | | <p>seats and buses. A core benefit in America is freedom. Freedom should not be deprived to ride public transportation because one is homeless. The homeless should not be harassed or deprived to get sleep. Allowing the homeless to ride public buses reducing crime of trespassing and breaking into to private or other forms of property to survive. Like many other lines, Maryland Parkway and 113 like some other routes seem to have sections of their routes that is used by the homeless to get comfort from the streets. Some ride to full route. Over the years I have never seen any bus completely filled by homeless riders occupying all seats or even the majority of seats. Late hours, say from 11 pm to 5 am, an increased of homeless riders use the bus as an escape from the streets to sleep, traveling to no needed destination other than to be somewhere safe out of the weather and not in sight of police to avoid conflict. A possible solution is to accept homelessness is here to stay and a human issue. Enhance services at Transit Centers, rest stops, to encourage the homeless to have 'sheltering space' and provide needed services like bathrooms. Treating the homeless for sleeping on buses as criminals is inhumane and unreasonable. Where else do they have to go? Homelessness includes families, veterans, seniors, youth, and adults of all ethnic groups. Many are from other cities, many are also tourists and gamble, some are first timers to Las Vegas, some mentally ill or with psychological disorders and mental or physical disadvantages. Many are locals, most US Citizens and all people. Not endorsing but allowing for those providing affordable rooms apartments and housing to post their offers may help. Many homeless pay bus fare to use the buses as their escape shelter. They are thereby being sensible. By seeking funding and working with other entities to secure safe spaces in Transit Centers for the homeless to occupy as 'travel shelters' could be a possible solution respecting all riders, the proper use of buses, and offer the homeless rest stations within reasonable stay and use with proper limitations and rules where they can rest, eat, and escape the streets comfortably, especially overnight. With homeless sections in Transit Center, more homeless can get clean, stay cleaner, get rest and thereby be more rested to be kind and respectful, and feel valued and respected as a RTCNV bus rider. I am not suggesting make Transit Centers missions. Posting where they is free shelters, like the Mission can help. Allowing exceptions of free bus riders to VA Hospitals, the Mission, Catholic Charities and other Shelters can be effective in helping to reduce the homeless sleeping on buses and occupying seats. Only Peace prove humanity's genius. Community Centers and Public Transit Centers are vital facilities that help many cope with their temporary homelessness and improve to get stable housing. The concept of</p> <p>cracking down on the homeless, pressuring them to go elsewhere is often encouraging crime. Instead of chasing the homeless away they need to be embraced as the paying public transportation customers they are. Sure there are some tourists who do not want to see homelessness, and some locals who feel the same way. This does not justify pretending homelessness enhancing the need for use of public community free facilities to use bathrooms eat rest sleep and get shelter. Security focus and use should be to prevent violence not pressure the homeless to pretend they are not homeless. Accepting realities is always the first best approach to resolving public issues. Some believe AI, Artificial Intelligence, will increase unemployment. If they are right, in the future homelessness will increase in proportion to the increase ratio of unemployment and need. Planning how to best and better include the homeless into future route and facility improvements or additions is more practical and reasonable than ignoring the needs of the homeless population as riders and users of Transit Centers and buses. Quality Public Transportation means good bus services that meets the needs of all riders, not a select few, not favoritism of Tourists over Locals, or the Housed better than the Homeless. Quality Public Transportation means using insight and foresight to address real human issues, resolving and preventing conflicts, with effective services that respect the rights of all and meets the needs of the disadvantaged as well as other riders. -Pharaoh X, Advocate for Peace, Universal Justice, Fairness, Quality Living and Comfortable Rapid Sensible Free Public Transportation for All.</p> <p>Written and Submitted in the best interest of All RTCNV riders by Warren Williams, Founder of Quality Living for All Movement, Quality Living for All Foundation, Do Right Ministries, God is Peace and Peace First Movement.</p> | | | |
| 973 | 1 | Williamson | Lauren | <p>The proposed lightrail is a great step towards catching up with major metropolitan areas not only on the west coast but around the country when it comes to public transportation. It is greener, more convenient, and I believe the best option for residents of Vegas and Henderson as well as UNLV students, and as a Clark County native I strongly support the lightrail project on Maryland Parkway!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus.</p> | 2/6/2019 10:15 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------------|----------------------|
| 974 | 1 | Willis | Arthur | Please start developing light rail systems, starting with Maryland Parkway. I feel that our city could benefit greatly from this type of transit, and Maryland Parkway is the perfect opportunity to test that! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com | 3/7/2019 12:15 | RTC Website |
| 975 | 1 | Wills | Ila | I attended the February 27th meeting. Despite the initial pain, I think the best option is a light rail. It will really transport us into the 21st century & cut down on auto emissions. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 19:28 | RTC Website |
| 976 | 12 | Wills | Josh | Extend the lamb bus further past Craig, there are a lot of people that walk to amazon that catch the lamb bus, but we still got to walk the rest of the way to work, it would be very Generous if RTC would extend the lamb bus. Thank you very much. | The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . Your comment has been forwarded to the RTC Transit Department. | 2/25/2019 19:18 | RTC Website |
| 977 | 1, 11 | Wilson | James | I have always backed mass transit improvements. But I have seen what happens when it becomes over taxed, it should not cost more to ride a bus or street car, than it would to ride a car. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Fares for the BRT will be the same as the rest of the RTC bus network. | 2/27/2019 16:32 | RTC Website |
| 978 | 1 | Wilson | Krystle | A light rail is far more fitting for our quickly evolving and modish city. Also, we the residents deserve such a transportation, the tourist has enjoyed one, which has been very unappreciated. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/5/2019 6:11 | RTC Website |
| 979 | 4 | Wing | Elaine | Please repair the roads between Tropicana and Flamingo on both Maryland Pkwy and Eastern. We have had to deal with severely damaged roads for many years. Before you start some other project, repair these badly damaged roads Thank you. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus | 3/9/2019 13:10 | RTC Website |
| 980 | 1 | Winkler | Billy | I believe a light rail system would be beneficial and also give us ideas on where else a light rail system could go. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/28/2019 12:34 | RTC Website |
| 981 | 1 | Winsor | Justin | Light rail! Salt Lake City Utah would be a great example. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 982 | 10, 11 | Wolvington | David | I've lived in the area of Twain and Maryland Parkway and have two sons that went to UNLV and after reading your proposal to make it a rapid transit or light rail I prefer to see the Bus Rapid Transit Vice the rapid rail reason for a lot of people in this area are on fixed incomes and with you taking half of their money away the day for the ride of Rapid Transit that is not required is quite not now I would like to see if I could what you got for the flamingo run when you put in a bus line that's creating a lesser traffic jam at the preferred streets like desert in Flamingo Tropicana if you please can get back to me. thank you | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Funding for the BRT will come from a combination of primarily federal funds already appropriated to southern Nevada or available through competitive grant programs, along with existing local sources, such as sales tax revenues, passenger fares and Fuel Revenue Indexing funds. Fares for the BRT will be the same as the rest of the RTC bus network. | 3/5/2019 11:57 | RTC Website |
| 983 | 1 | Wong | Ronald | No comment | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/1/2019 7:27 | RTC Website |
| 984 | 1 | Woods | Percy | I would like to see the train on Maryland Pkwy. #3 | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/25/2019 | Comment card by mail |
| 985 | 1 | Worsley | Chad | I moved to the Las Vegas area from Salt Lake City where light rail has added incredible vibrancy to previously downtrodden areas of downtown. I am fully in support of adding light rail to Maryland Parkway, but also to the airport! I strongly believe tourists would take advantage of public transit from the airport were they given a viable option. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 2/19/2019 12:48 | RTC Website |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|--|-----------|-------------------------------------|
| 986 | 1, 5 | Wright | Gregory | Las Vegas's (great) transit agency is in the perfect place to deploy imaginative artful interretions that simultaneously promote local transit to residents and visitors alike and, via media, beyond Las Vegas- such as the installation of "rainbow" diffraction grating on selected side windows of buses/double deckers that ply the Strip. (see rainbowsymphony.com for a source of this and other optical media and motorists.) | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. As part of the station design and BRT vehicle colors and messaging, artwork and corridor identity will be incorporated. | 2/20/2019 | Comment card at public meeting |
| 987 | 1, 16 | Wright | Gregory | The millions of dollars to be saved by creating BRT instead of LRT on S. Maryland Parkway will be available (I assume and hope!) for a range of public transportation projects and improvements across the RTC of Southern Nevada region, helping potentially many more residents and visitors in Las Vegas and the region. And BRT will be ready to roll sooner. Less gentrification also should result. Also, a new successful Las Vegas BRT project could be very instructive to other cities and places! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. | 2/20/2019 | Comment card at public meeting |
| 988 | 4 | Wright | Gregory | The RTC of Southern Nevada should consider promoting certain auto-related safety and environmental ameliorations and measures with the State, County, and City: along S. Maryland Pkwy and generally! <ul style="list-style-type: none"> •speed enforcement, possibly (best option!) automated speed enforcement cameras (better idea than the red light cameras under consideration-and a way to reduce red light running) •strong robust state incentivization of widespread or universal tech-enabled "Pan How You Drive" car insurance, - for: road safety/decarbonization/equity between safe/not safe drivers | The RTC works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways and application of new technologies. | 2/20/2019 | Comment card at public meeting |
| 989 | 4, 5 | Wright | Gregory | Whether or not S. Maryland Parkway becomes a BRT or LRT corridor, a range of improvements and ameliorations can and need to be made, some immediately, that RTC should enact and lobby for as well from other levels of govt, including the City and State: Start these now: <ul style="list-style-type: none"> •Safer, smoother, more even crosswalks and sidewalks •Six-way "scramble" crosswalks •Larger, more colorful bus stop signs to call <u>everyone's</u> attention to the transit option! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. RTC plans to improve crosswalks and sidewalks along the corridor and develop a passenger stations with unique designs to identify the corridor and draw attention to transit. | 2/20/2019 | Comment card at public meeting |
| 990 | 4,5,12,16 | Wright | Gregory | First of all, I'll rephrase the comment I made publicly. The millions of dollars to be saved by building BRT instead of LRT, bus rapid transit instead of light rail transit, on South Maryland Parkway will be available, I assume, and hope, for a range of public transportation projects and improvements across the region of the RTC of Southern Nevada helping potentially many more residents and visitors in Las Vegas and the region. And BRT will be ready to roll sooner. Less gentrification also should result. Also, a new, successful Las Vegas BRT project could be very instructive to other cities and places. Whether or not South Maryland Parkway becomes a bus rapid transit or a light rail transit corridor, these being the only two good options, a range of improvements and ameliorations can and need to be made, some immediately, that RTC should enact and lobby for, as well from other levels of government, including the city and state. Start these now. Here's one: Safer, smoother, more even crosswalks and sidewalks. Repairs should start now. Two: Six-lane scramble, in quote marks, crosswalks; these have been very successful in Los Angeles. Three: Larger and more colorful bus stop signs need to be designed and deployed to call everyone's attention, including drivers, to the transit option. One more: Way-finding signage should be at major transit hubs and important bus stops - such as the pointer signs on poles that are associated with English country roads, if you've seen Mr. Toad's Wild Ride at Disneyland. And there's a third major comment: The RTC of Southern Nevada should consider promoting certain auto-related safety and environmental ameliorations and measures with the state, county, and city along South Maryland Parkway and generally. For example, number one: Speed enforcement and automated speed enforcement cameras, which are a much better idea than the red light cameras currently under consideration by the legislature. And then, speed cameras will reduce red light running, but red light cameras will not reduce speeding. Number two: Strong, robust state incentivization of wide-spread or even universal technology-enabled pay how you drive car insurance, which will achieve at least three important goals. Roadway safety for all users, including drivers, passengers, pedestrians, and transit users, as well as a decarbonization since safer, more moderate driving is less fuel and carbon intensive. And, three, equity. Economic and environmental equity between safe and not safe drivers. It rewards people who are recorded by the data recorders on all cars made since 1996 with a certain plug-in device. The speed, acceleration, braking and cornering habits of drivers are recorded. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The RTC is committed to providing a fast, reliable, and sustainable public transportation system and is considering future expansion and enhancement of the transit network through a long term planning effort called 'On Board' and encourages everyone's participation in the On Board planning process. Stay up to date on the plan's development and upcoming events by going to www.onboardsnv.com . The City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. RTC plans to improve crosswalks and sidewalks along the corridor and develop a passenger stations with unique designs to identify the corridor and draw attention to transit. The BRT station design and route branding will incorporate wayfinding, passenger information, and aesthetic elements to brand the system and complement the corridor identity. The RTC works with all local jurisdictions, the Nevada Department of Transportation, and law enforcement agencies to consider transportation related safety measures for the design of roadways and application of new technologies. Route brochures are no longer available on the vehicles because they were often grabbed by passengers to look at once and then left on then left as litter on the buses. Today, the RTC has a mobile application where customers with smart phones can see specific schedule information and real time arrival information as well as purchase their fares, all while accessing the information via RTC's free WiFi networks on all its buses. While not part of the proposed project, your comment regarding artful enhancements to the buses operating on the Las Vegas Strip as well as with the interior placards have been forwarded to RTC's Transit Department for their consideration. | 2/20/2019 | Court Reporter Transcript 2/20/2019 |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|-----------|--|
| | | | | <p>The artful enhancement of the bus riding experience will go a long way to promoting and encouraging the use of public transportation. And Las Vegas is the place to do it! For example, consider installing sheets of de-fraction rating rainbow optical plastic on the left and right rear side windows of buses. And, in particular, the buses and double-deckers that ply the Las Vegas Strip. This enhancement or the use of this optical material will greatly magnify and intensify the already fantastic light and color show that is any trip along the fabulous Las Vegas Strip. When covered by local media, everyone will know that they have an option of getting on the bus at least to try out this optical special effect. And this will get coverage in media beyond Las Vegas, promoting both this idea, an artful idea that started in Las Vegas, as well as public transportation, more broadly across the country and beyond. Let's see. Oh, yes. This is a separate idea. This is her idea. Bus head signs should be designed with unique LED colors and effects to make approaching buses more certainly visible from a greater distance for bus patrons without access to digital real-time bus movement information, like lavender with orange coming in the distance. It doesn't look like all the other lights and colors. You have an idea of a bus that's coming, and you know it sooner. You save somebody with terrible anxiety of, wow, it's late at night. Is my bus even coming?</p> <p>Here's another one. Print bus schedules should be available on all buses at all times. This will be especially helpful to visitors. Obviously, relevant in Las Vegas. For example, I was on a, I believe, a 109 bus yesterday, and there was a bus schedule rack, but no bus schedule. The driver wasn't aware of that. And those should always be available for people who like to use them. Here's another artful idea. I'm not sure what they're called. The cardboard advertising placards that are displayed along the wall-to-ceiling interface along the left and right sides of bus interiors, many of them simply local PSAs, public service announcements, should be gathered up when taken down and contributed to local schools for children -- for students to create panoramic art on the blank backsides. You can also put after the word "panoramic" wide aspect ratio. The best of the art so created in the local schools might then be displayed on the bus system, which should be easy because these placards are already the right size to go in those racks. This is one more thing which, deployed by RTC, would receive media coverage that, in turn, spreads the word about the wonderful and important and environmental transit option.</p> | | | |
| 991 | 1 | Wright | Gregory | <p>Again, I'm ad-libbing. Ten years ago, as part of the 2009 Stimulus Bill in the US Congress, a provision was proposed by the California Senator Diana Feinstein to enhance the then current so-called Cash for Clunkers program that extended thousands of dollars to purchasers of slightly more fuel efficient automobiles, an enhancement, which would have enacted a similar but very different benefit for non-driving users of public transportation. The idea was to take stimulus money -- the idea was to share transportation-related stimulus money with people who do not own and drive cars, as well as those who do, by giving a potentially lifetime transit pass on the local transit systems of individuals who turn in their, in quote marks, clunker automobiles-the same clunkers that people were able to secure government monies to remain drivers for. I hope that syntax is right. Sadly, this provision was pushed out of the final legislation. And we can put in parentheses, probably by the usual suspects. So RTC should -- first of all, this idea is still very relevant for purposes of decarbonization, decongestion, and especially equity. And the RTC should promote, along with its federal and even state public officials, promote this idea with the national government. Won't happen during the current administration, nothing like it, but we can hope that the next decade is going to bring more enlightenment on these kinds of things so we can move forward. Stop starving the tax base and start building the infrastructure, the green infrastructure.</p> <p>Oh! And I'll finish up with this. Public transportation is green infrastructure. And this is a way to promote green infrastructure, locally, nationally, and everywhere else.</p> | Your comment regarding proposed policies and legislation have been forwarded to RTC's Government Affairs Department for their consideration. | 2/20/2019 | Court Reporter Transcript 2/20/2019 |
| 992 | 16 | Wright | Gregory | <p>RTC of Southern Nevada, Re: South Maryland Parkway Project, Also submitted today via mobile email to onboardsnv@rtcsonv.com. The Regional Transportation Commission of Southern Nevada and the City of Las Vegas should pioneer "Transit Only Development" (the "other TOD") along the future improved "South Maryland Parkway Transit Corridor" establishing multiple environmental and social goals of needed public-private/public/subsidized below market rate housing for families and individuals verified foregoing vehicle ownership and the associated parking space, auto decongestion and pollution reduction, decarbonizing and social equity. Transit-only development is being looked at in Los Angeles. Maryland Parkway could a new other TOD model!</p> | <p>Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. City of Las Vegas and Clark County have included in their planning documents the need for low-income and senior housing, zoning controls, and other methods to minimize gentrification impacts in the corridor. The concept of 'Transit Only Development' is interesting; but to be more inclusive, the traditional 'Transit Oriented Development' might be more appropriate for the Maryland Parkway route.</p> | 3/7/2019 | By fax |

Table B-1. Maryland Parkway High Capacity Transit Project Public Comments received on Environmental Assessment

| Comment Number | Topic Number | Commenter Last Name | Commenter First Name | Comment | Comment Response | Date/Time | Source |
|----------------|--------------|---------------------|----------------------|---|---|----------------|-------------------------------------|
| 993 | 1 | Yarbrough | Lee | Adam Wadley Are you saying those that live downtown are non taxpayers? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 994 | 1, 10 | Young | Kyo | I think that the BRT is the best option: most likely to be implemented quickly enough to make a significant difference, without costing the people who need it more than is absolutely necessary. The LRT would speed up their travel time by 6 minutes, but that 6 minutes would cost them an extra \$415M over the BRT, and I'm not sure that's worth it to taxpayers. I also don't trust the city to give a light rail system the attention/funds it needs to work properly given how unpopular the monorail near the Strip proved to be as a public transportation option. The LRT might be more environmentally friendly, but it will take too long to implement and won't give any significant benefit to the people using it over the BRT. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities, such as ticket vending machines at the stations, and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Currently the RTC is migrating its bus fleet away from diesel to compressed natural gas. When electric buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/2/2019 1:24 | RTC Website |
| 995 | 1 | Young | Ron | Stop this RIDICULOUS CALIFORNIA Crap! We DON'T need any road diets!!!! We already have buses on Maryland Pkwy! Stop Nevada from becoming California!!! We need more lanes! PERIOD!!! | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/2/2019 10:42 | RTC Website |
| 996 | 1 | Zaboro | Tricia | What is a light rail? | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | | Social Media |
| 997 | 9 | Zampino | Chris | <ul style="list-style-type: none"> •no steel in the ground •old technology metal in ground •Need to think 30+ years from now autonomous •Metal in ground is limited •other cities getting rid of metal grnd transit. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. When driverless buses become proven as a reliable technology, they may be phased into the RTC fleet. | 3/5/2019 | Comment card by mail |
| 998 | 3 | Zepeda | Heather | I'd like to see a light rail line with curbside service, but am concerned about the impact on auto traffic and expansions into existing properties | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. At key intersections, additional right turn lanes may be added to help mitigate impacts to the traffic operations. The project will be designed to minimize encroachment into adjacent properties wherever possible. | 2/5/2019 18:21 | RTC Website |
| 999 | 1 | Zimmelman | Richard | I am not in favor of anything more than enhanced bus route for this line. I think anything more is unnecessary, will be a financial burden, and will not help growth in any way or curb traffic. There are much better route choices for rail in Las Vegas. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. | 3/6/2019 14:03 | RTC Website |
| 1000 | 4, 14 | Zinn | Karleen | I think that the enhancement would work, but I also think the bus rapid transit concept would work. The enhanced bus route would work, less stops, like at a third of a mile, something like that. But I also think bus rapid transit concept would work. I think that might work even better. To me, it would be like instead of using the same lane as the buses, the bicycles would have a separate lane. Right now, I can't ride my bicycle on Maryland Parkway. The road is so tore up across Maryland Parkway and Flamingo. The road is really tore up bad. Regional Transportation System, somebody, needs to do something about repaving the road or something, fix it. | Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. Separated bike lanes are proposed on each side of the street behind the curb and at the same elevation as the sidewalk, giving bicyclists their own space and providing a buffer for pedestrians. In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Additional road surface improvements on Maryland Parkway cross streets such as Tropicana, Flamingo, and Charleston will be completed by the County or City. The proposed BRT project will include repaving of a number of roadways along the route as needed, including Maryland Parkway, Carson Avenue, and Alta Drive. | 2/22/2019 | Court Reporter Transcript 2/22/2019 |
| 1001 | 4 | Zurawski | Michael | I live right around the block and take the bus a lot it's a mess can you please tell me the streets are ruined when and for long will it before they fix the whole street? Its actually hurts to ride the bus because the street is so bad. Please write back to me soon. | In the near term, Clark County Public Works is scheduled to repave the southern portion of Maryland Parkway between Twain Avenue and Russell Road in 2019. Roadway improvements on Eastern Avenue between Desert Inn Road and Warm Springs Road are scheduled to be underway and complete in 2019. Bus Rapid Transit (BRT) was adopted by the RTC Board of Commissioners as the Locally Preferred Alternative. It will operate like a light rail system with enhanced passenger amenities and dedicated transit lanes along most of the route; but with the lower cost and flexibility of a bus. The proposed project will include repaving of a number roadways along the route, including Maryland Parkway, Carson Avenue, and Alta Drive. | 2/18/2019 | By mail |

This page left intentionally blank.

Attachment C
Relevant Correspondence

SHPO Correspondence

Table ES-3 Mitigation Measures

This page left intentionally blank.



NEVADA
**STATE HISTORIC
PRESERVATION OFFICE**

Department of Conservation and Natural Resources

Steve Sisolak, Governor
Bradley Crowell, Director
Rebecca L. Palmer, Administrator, SHPO

July 18, 2019

Ray Tellis
Regional Administrator
Federal Transit Administration
90 7th St., Ste. 15-300
San Francisco, CA 94103-6701

Re: Section 106 consultation with the U.S. Department of Transportation, Federal Transit Administration (FTA) for the Maryland Parkway High Capacity Transit Project (UT 2017-4863)

Dear Mr. Tellis:

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject documents received June 20, 2019 in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

Previous SHPO Consultation

The SHPO previously concurred with the APE and identification/evaluation effort for this undertaking.

Consultation with Interested Parties

The SHPO acknowledges receipt of documentation that consultation with the affected Native American tribes has been concluded per 36 CFR §800.3(f)(2). This consultation did not result in the identification of properties of religious and/or cultural significance that could be affected by the undertaking. The SHPO also acknowledges that FTA consulted with the City of Las Vegas Historic Preservation Officer regarding the location of historic properties within the APE.

Finding of Effect

FTA has determined that the proposed undertaking will result in **No Adverse Effect** to historic resources. The SHPO concurs.

Unanticipated Discovery or Effects

If any buried and/or previously unidentified resources are located during the project activities, the SHPO recommends that all work in the vicinity of the find cease and this office be contacted for additional consultation per 36 CFR §800.13(b)(3) or NRS 383.150-383.190.

Should you have questions concerning this correspondence, please contact SHPO staff architectural historian Kristen Brown at (775) 684-3439 or by email at knbrown@shpo.nv.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rebecca Lynn Palmer".

Rebecca Lynn Palmer
State Historic Preservation Officer

cc via email: Candice Hughes, FTA

This page left intentionally blank.

Table ES-3
Maryland Parkway Proposed Mitigation Measures

| Resource | Mitigation Measure Description |
|----------------|--|
| Land use | <p>If partial property acquisitions are needed, negotiations with property owners will occur in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, ensuring they will receive fair market value for the acquired right-of-way and appropriate relocation assistance. The removal of parking spaces within the corridor would require compensation and/or replacement of those parking spaces on the same property or adjacent property.</p> <p>Access to adjacent businesses and residences during construction will be maintained.</p> |
| Socioeconomics | <p>Implementation of the following measures will result in insignificant socioeconomic impacts:</p> <ul style="list-style-type: none"> • For appraisal and partial property acquisitions, the project would comply with the policies and procedures in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. • Partial property acquisitions will be negotiated by RTC to ensure property owners receive fair market value for the acquired right-of-way. • Traffic maintenance plans would be created in coordination with the city of Las Vegas and Clark County. RTC would work closely with the local businesses to ensure that alternatives access and circulation are provided during construction activities. RTC will also work closely with businesses and media regarding temporary closures and inconveniences that would be scheduled around business hours. • To achieve successful revitalization of the Maryland Parkway corridor and adjacent areas, a concerted effort must be undertaken by Clark County, the City of Las Vegas, and local housing authority to preserve and enhance opportunities for low income households to have access to affordable housing and jobs. This can be accomplished by developing public/private partnerships to create affordable housing, especially along transit corridors and transit-oriented developments and to continue to conduct modernization and energy efficiency upgrades to affordable housing to maintain the character of the existing residential areas in the corridor. |

Table ES-3 (continued)
Maryland Parkway Proposed Mitigation Measures

| | |
|------------------------------|--|
| <p>Environmental Justice</p> | <p>Implementation of the following measures will result in insignificant environmental justice impacts:</p> <ul style="list-style-type: none"> • The project would comply with the policies and procedures for acquisition of real property in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. • RTC will negotiate with the property owners who will be directly impacted by partial property acquisition, ensuring they will receive fair market value for the acquired right-of-way. • Construction notices and schedules will be given to residents and businesses within the corridor to ensure the public is informed of potential detours or closures. |
| <p>Visual Resources</p> | <p>Implementation of the following measures will result in insignificant visual impacts:</p> <ul style="list-style-type: none"> • Enhance design of the project elements to fit within the character of the corridor. • Improve the visual character along the alignment. • Work with the stakeholders, including residents and businesses, to ensure urban design elements improve the visual experience along the corridor. • Prohibit or minimize the use of advertising on the interior and exterior surfaces of vehicles and stations. Advertising should not be allowed to dominate transit experience. • Provide design continuity in paving patterns, colors, and materials from station platform paving onto adjacent sidewalks, plazas, and pedestrian crosswalks. • Design vertical shade screens to blend appropriately with station architecture and site the screen so as to fit contextually with adjacent land uses. • Use of landscapes at station locations and along street medians and sidewalks provide a sense of oasis for the desert environment. Use landscape in very wide streets or streets without pedestrian context to help identify the separation between pedestrian spaces and vehicular spaces. • Minimizing the number of trees and shrubs that are removed to the extent possible and replacing trees and shrubs that are removed. • Design lighting to the current standards for shielding to prevent light trespasses into adjacent areas. |

Table ES-3 (continued)
Maryland Parkway Proposed Mitigation Measures

| Resource | Mitigation Measure Description |
|-----------------------------------|---|
| Cultural Resources | <ul style="list-style-type: none"> • The preferred mitigation is avoidance. Avoidance preserves the integrity of cultural resources and protects their research potential (<i>i.e.</i>, their NRHP eligibility) and also, avoids costs and potential construction delays associated with data recovery. • The contractor will use appropriate traffic control measures to protect properties, which typically include orange construction safety fence and concrete barriers. • FTA will consult with the Nevada State Historic Preservation Office (SHPO) for concurrence on the determination of no adverse effects to historic properties. • In the event that archaeological deposits or features are identified or unanticipated buried cultural resources were to be discovered during construction, work will be halted or redirected to other locations in the project area and the Contractor would contact RTC immediately. RTC would contact a qualified archaeologist to make an assessment for the proper treatment of those resources. If human remains are discovered, RTC would notify the County Coroner and FTA for the possibility of tribal consultation. All archaeological deposits and cultural resources would be preserved at the State Historical Museum. |
| Water Resources and Water Quality | <p>Best management practices would be utilized by the contractors to prevent sediment from entering the storm sewers or Flamingo Wash during construction activities. Permits are required by the local agencies to ensure compliance with water quality standards. A Stormwater Pollution Prevention Plan would be prepared prior to construction to avoid or mitigate potential water quality impacts. If groundwater is encountered during construction, it may require a Groundwater Discharge Permit to properly dispose of groundwater onsite after if it has been water quality tested or disposed offsite at an approved disposal facility.</p> |
| Soils and Geology | <p>Expansive soils, if present, will be mitigated with appropriate selection of material, site grading, drainage, and irrigation control. Collapsible and corrosive soils will be over excavated to remove unsuitable soils, replaced with suitable soils, and site grading to direct surface water flows away from foundations and stations.</p> |

Table ES-3 (continued)
Maryland Parkway Proposed Mitigation Measures

| Resource | Mitigation Measure Description |
|---------------------|---|
| Hazardous Materials | <p>If it is determined that partial property acquisition is needed, a formal Phase I Environmental Site Assessment (ESA) and Phase II ESA will be conducted for those properties. The Phase II ESA will determine if a Phase III ESA is needed. Contingency measures will be developed by the construction contractor that outline site worker protection and management requirements if contaminated soil or groundwater is encountered. Mitigation of any contaminated material will be required to conform to the applicable local, state, and federal regulations. The contractor will provide qualified and trained personnel and personal protective equipment to perform operations that require disturbance of hazardous materials.</p> |
| Air Quality | <p>Implementation of the following measures, some of which may also be required for other purposes such as storm water pollution control, will reduce any air quality impacts resulting from construction activities:</p> <ul style="list-style-type: none"> • Minimize land disturbance. • Water or dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. • Construction equipment and vehicles will be properly tuned and maintained. • A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes, as needed. • Equipment and materials storage sites will be located away from residential and park uses, as practicable. • Gravel pads will be used at project access points to minimize dust and mud deposits on roads affected by construction traffic. All transported loads of soils and wet materials will be covered during transportation. • Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to decrease particulate matter. • To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times. |

Table ES-3 (continued)
Maryland Parkway Proposed Mitigation Measures

| Resource | Mitigation Measure Description |
|---------------------|--|
| Noise and Vibration | <p>The following is a listing of procedures that have been shown to minimize noise and vibration disturbances at sensitive areas during construction:</p> <ul style="list-style-type: none"> • Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (<i>e.g.</i>, mufflers and shrouding). • Perform all construction in a manner to minimize noise and vibration. Use construction methods or equipment that will provide the lowest level of noise and ground vibration impact near residences or other sensitive buildings and consider alternative methods that are also suitable for the soil condition. The contractor should be required to select construction processes and techniques that create the lowest noise and vibration levels. • Perform noise and vibration monitoring to demonstrate compliance with the noise and vibration limits. Independent monitoring should be performed to check compliance in particularly sensitive areas. Require contractors to modify and/or reschedule their construction activities if monitoring determines that maximum limits are exceeded at residential land uses. If construction occurs next to buildings, vibration monitoring may be needed to ensure no damage to the structures. • Conduct truck loading, unloading, and hauling operations so that noise and vibration are kept to a minimum by carefully selecting routes to avoid going through residential neighborhoods to the greatest possible extent. • When possible, limit the use of construction equipment that creates high vibration levels, such as vibratory rollers operating within 140 feet of residential structures. • Design ingress and egress to and from the staging area to be on streets designated as collectors or higher street designations (preferred), and through routes for trucks will be designed to the extent feasible to minimize the potential for back-up alarm disturbances. • Turn off idling equipment. • Use temporary noise barriers, as practicable, to protect sensitive receptors against excessive noise from construction activities. Consider mitigation measures, such as partial enclosures, around continuously operating equipment or temporary barriers along construction boundaries. |

Table ES-3 (continued)
Maryland Parkway Proposed Mitigation Measures

| Resource | Mitigation Measure Description |
|------------------------------------|---|
| Noise and Vibration (continued) | <ul style="list-style-type: none"> • Minimize construction activities within residential areas during evening, nighttime, weekend, and holiday periods. Restrict the hours of vibration-intensive equipment usage such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home). • Provide an active community liaison program. |
| Safety and Security | <p>Provide security cameras at stations and on transit vehicles for monitoring, provide adequate lighting and increase security personnel patrols during peak and off-peak times to make riders feel more secure. Provide pedestrian and bicyclist access improvements around stations and along streets to enhance pedestrian and bicycle safety. A traffic management plan will be prepared by the contractor prior to construction activities that will be reviewed and approved by RTC, the City of Las Vegas, and Clark County. Provide traffic control personnel and measures to maintain safety for construction workers and the traveling public.</p> |
| Wetlands and Jurisdictional Waters | <p>Prior to construction, a wetland survey will be performed to ensure no wetlands have formed. Best management practices would be utilized by the contractors to prevent sediment from entering the storm sewers or Flamingo Wash during construction activities. A Stormwater Pollution Prevention Plan would be prepared prior to construction to avoid or mitigate potential water quality impacts.</p> |
| Biological Resources | <p>Before construction begins, active migratory bird nest surveys should be completed by a qualified biologist to determine if active nests (e.g., eggs, young) are located in trees and shrubs that will be removed or trimmed as part of the project. If construction activities are scheduled during prime nesting periods, the vegetation should be removed ahead of construction during non-nesting periods.</p> <p>A noxious weed management plan will be prepared and implemented by the contractor to prevent noxious weeds from entering the project corridor. Earthmoving and hauling equipment will be washed at the contractor’s storage facility prior to arriving onsite to prevent the introduction of noxious weed seeds. Disturbed areas will be landscaped or reseeded with a certified weed-free mix.</p> <p>Best management practices would be utilized by the contractors to prevent sediment from entering the storm sewers or Flamingo Wash during construction activities. A Stormwater Pollution Prevention Plan would be prepared prior to construction to avoid or mitigate potential water quality impacts.</p> |

Table ES-3 (continued)
Maryland Parkway Proposed Mitigation Measures

| Resource | Mitigation Measure Description |
|-------------------------|---|
| Section 4(f) Properties | <p>Mitigation measures will be used adjacent to the parks and historic sites to avoid and minimize harm to those resources. Temporary construction barriers, which typically include orange construction fence or concrete barriers, will be used to exclude construction vehicles and workers from accidentally disturbing the adjacent parks and historical buildings. The contractor will monitor and minimize temporary vibration impacts from heavy construction equipment adjacent to the historical buildings. The land being used for temporary construction will be fully returned to existing conditions.</p> |
| Climate Change | <p>Reasonable mitigation measures to reduce or mitigate greenhouse gas (GHG) emissions and climate change effects can include enhanced energy efficiency, lower greenhouse-emitting technology, and increase carbon sequestration, such as planting additional trees in road medians and along the project corridor. Other mitigation strategies include increasing public transit facilities, improving pedestrian and bicycle routes to encourage alternate forms of transportation, and providing attractive and affordable public transportation to reduce the number of vehicles on the streets.</p> |
| Traffic | <p>Permanent mitigation measures for pedestrian and bicycle improvements for access to new stations may include wider sidewalks, ADA-compliant boarding areas at each station, and connecting ADA-accessible pathways within a 0.25-mile radius of all stations. Project elements may include repair or replacement of sidewalk, curb ramps, removal or relocation of sidewalk obstructions, and enhancements of pedestrian crossings with striping, signage, hybrid pedestrian beacons, or traffic signals to improve access to the stations and along the corridor. Bicycle access improvements may include standard or separated bicycle lanes or other facilities such as raised bike tracks where feasible and bicycle parking racks or lockers at identified stations.</p> <p>A traffic management plan will be prepared by the contractor prior to construction activities that will be reviewed and approved by RTC, the City of Las Vegas, and Clark County. The plan will identify the necessary measures and best management practices to minimize disruption to vehicle and bus traffic, pedestrians, and access to businesses and residences. Maintenance of traffic measures and best management practices during construction to minimize impacts will be applied throughout the corridor. Specific temporary best management practices could include:</p> <ul style="list-style-type: none"> • Constructing the transitway on only one side of the street at a time would allow ample traffic-carrying capacity in the remaining travel lanes to maintain acceptable level of service. |

Table ES-3 (continued)
Maryland Parkway Proposed Mitigation Measures

| | |
|----------------------------|--|
| <p>Traffic (continued)</p> | <ul style="list-style-type: none"> • Apprizing public works, police, fire, and other emergency response agencies of construction activities, detours, and road blockages throughout the construction process. • Providing for emergency access on roadways that would be temporarily affected during the construction period. • Alerting the public and local businesses about detours, lane blockages, and truck entrances. These locations would be well signed. • Providing flaggers to route traffic around detours and managing construction equipment and vehicles into and out of traffic lanes. • Developing pedestrian and bicycle detours around work areas and maintaining pedestrian and bicycle traffic on one side of street. • Timing and sequencing of construction activities to avoid, as much as possible, the primary business hours at certain locations. Utilizing bollards and barriers to protect structural elements, buildings, and existing landscaping from construction vehicle damage. |
|----------------------------|--|